High-speed rail development in Russia
Results of implementing Russia’s Railway Transport Development Strategy until 2030

Launching the high-speed Sapsan train service on the St Petersburg–Moscow line in late 2009
(8 trains per day, travel time: 3h 45m, maximum speed: 250km/h)

Launching the speed Sapsan train service on the Moscow–Nizhny Novgorod line in mid-2010
(2 trains per day, travel time: 3h 55m, maximum speed: 160km/h)

Launching the speed Allegro train service on the St Petersburg–Helsinki line in late 2010
(2 trains per day, travel time: 3h 36m, maximum speed: 200km/h)

More than 6 million people have travelled by high-speed trains since they began operation less than 3 years ago.
FIFA World Cup in 2018

- Creating a network of high-speed rail mainlines
- Establishing a system to ensure safety on the speed rail network
- Renovating the station complexes in the cities hosting the World Cup
We are looking at extending the HSR-2 line along the following routes:

**Omsk–Novosibirsk:**
- Length: 630km
- Travel time: 4h 40m
- Designed speed: 160–200km/h

**Kazan–Samara:**
- Length: 555km
- Travel time: 2–2.5h
- Designed speed: up to 400km/h

<table>
<thead>
<tr>
<th>Project</th>
<th>Route</th>
<th>Length</th>
<th>Travel time</th>
<th>Passenger traffic</th>
</tr>
</thead>
<tbody>
<tr>
<td>HSR 1</td>
<td>Moscow–St Petersburg</td>
<td>659km</td>
<td>≈2.5 hours</td>
<td>Up to 10.5 million passengers per year by 2050. Overall, more than 300 million passengers will be carried between 2018 and 2050.</td>
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<tr>
<td>HSR-2</td>
<td>Moscow–Vladimir–Nizhny Novgorod–Kazan–Yekaterinburg</td>
<td>1,595km</td>
<td>≈8-9 hours</td>
<td>To be confirmed</td>
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</tbody>
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**Total length: 2,254km**
HSR 1 implementation plan

Implementation plan: public-private partnership, Life Cycle Contract (LCC)

Negotiations were held with six international consortiums:
France (led by Bouygues group), Spain (led by OHL),
Italy (led by Finmeccanica), Germany (led by Siemens),
South Korea (led by Hyundai), China (led by CRCC) and financial institutions

Potential tender participants were engaged in the project at an early stage of its development.

The launch of cooperation with Russia’s Ministry of Finance and Ministry of Economic Development at the project’s early stages helped reduce the budget burden while maintaining advantageous conditions for the private partner, which helped boost the project effectiveness.

A funding scheme has been developed that envisages a 70/30 cost split between the government and the private partner.
## HSR 1 and HSR-2 investment effectiveness

<table>
<thead>
<tr>
<th>Total investment in the HSR 1 project</th>
<th>Capital spending on the HSR-2 project</th>
</tr>
</thead>
<tbody>
<tr>
<td>21.2 billion USD (in 2010 prices without VAT)</td>
<td>40.319 billion USD (in 2010 prices without VAT)</td>
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<tr>
<th>Social and economic effect from the HSR 1 project</th>
<th>Social and economic effect</th>
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<tr>
<td>68.414 billion USD</td>
<td>76.983 billion USD</td>
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</table>

For both Russia and Russian Railways, building an HSR network means:

- Transferring existing technologies and creating new ones
- Raising population mobility
- Creating new financial and investment instruments
- An enormous research infrastructure

The aggregate social and economic effect from the HSR network (the HSR 1 and HSR-2 projects) will total **145.397 billion USD.**
Thank you!