



**Economic and Social
Council**

Distr.
GENERAL

TRANS/SC.2/2001/18/Add.3
30 August 2001

Original: ENGLISH/RUSSIAN

ECONOMIC COMMISSION FOR EUROPE

INLAND TRANSPORT COMMITTEE

Working Party on Rail Transport
(Fifty-fifth session, 16-18 October 2001,
agenda item 11 (a) and 11(b))

DEVELOPMENT OF A EUROPEAN CONVENTIONAL AND HIGH-SPEED
RAILWAY NETWORK

Addendum 3

Transmitted by the Government of the Russian Federation

* * *

Development of a European conventional railway network

In 1999 the following sections of line were electrified: Babaevo-Koshta, Sviyazhsk-Albaba, Plesetskaya-Obozerskaya, Krasnodar-Tikhoretskaya, Stary Oskol-Stoilenskaya-Kotel, Nazarovo-Krasnaya Sopka, and Sibirtsevo-Ussuriisk. A total of 15.2 km of new station track has been laid; 30 km of track has been equipped with automatic blocking and 194 points have been fitted with electrical interlocking. Signalling cables have been laid along 536 km of track.

The following works were completed in 2000: tunnels at Severomuisk, Nankhchul, and Tarmanchukan; a bridge spanning the Amur River; a spur line to the China ore deposits; a new line from Ledmozero to Kochkoma; the Vyatka River bridge; the Nizhneudinsk wagon repair facility; reconstruction of the St. Petersburg-Moscow main line; modifications to the border stations at Ivangorod, Sebezh, and Chernyakhovsk; development of the port-approach station at Nakhodka-Vostochnaya; and electrification of the Volkhovstroj-Babaevo, Obozerskaya-Malenga, Bikin-Guberovo and Saratov-Tikhoretskaya sections.

The following priority investment projects are currently being implemented with a view to developing the Russian railway network: development of the St. Petersburg railway hub; construction of a regional administrative centre for the October Railway; construction of a new line from Ledmozero to Kochkoma; a unified dispatching centre at Sverdlovsk; reconstruction of the St. Petersburg-Moscow main line; the National Research and Design Institute for Information Systems, Automation and Communications; reconstruction of the Moscow Railway third circular line; Sheremetyevo-Moscow; Domodedovo-Moscow; a transshipment facility at the port of Temryuk; a rail link between Sakhalin and the mainland; a spur line to the Elga coalfield; the Severomuisk tunnel; the Tarmanchukan tunnel; the Lagar-Aul tunnel; a spur line to the China ore deposits; electrification of the Idel-Svir, Volkhovstroj-Koshta, Saratov-Tikhoretskaya, Malenga-Vongula, Malenga-Sumsky Posad, Guberovo-Sibirtsevo, Krasnaya Sopka-Dubinino, and Shartash-Egorshino sections; and completion of the electrification of the Sibirtsevo-Ussuriisk, Khabarovsk-Bikin, and Bikin-Guberovo sections.

Development of a European high-speed railway network

Russian railway experts have drawn on foreign and domestic experience to draft a blueprint for the development of express and high-speed passenger trains allowing for a phased increase in train speeds to 160-200 km/h on existing lines and envisaging the subsequent construction of special high-speed main lines with train speeds of up to 350 km/h.

Express and high-speed railway traffic will reduce demand for rolling stock, ensure greater passenger comfort and safety, and significantly cut journey times.

In addition, the development of express and high-speed traffic supports and further stimulates national scientific, technical and intellectual potential through the placement with Russian enterprises of orders for new world-class prototypes.

The potential value of orders associated with the development and introduction of the necessary equipment and technology and the construction of high-speed main lines is in the order of \$600-\$800 million a year.

Considering that this is a nationwide undertaking and that the best approach is to address the issue through scientific and technical planning and a special federal programme to manage the various challenges involved, the Ministry of Railways has elaborated a draft federal programme to develop express and high-speed passenger traffic on the railways of the Russian Federation.

The choice of where to build special high-speed passenger lines is determined, first and foremost, by geographical considerations and the relative size of passenger flows.

It is common knowledge that competitive rail transport services could be offered at speeds of up to 300 km/h over distances of approximately 800 km during the day and approximately 2,000 km at night.

A number of routes on the Russian railway network are possible candidates for the construction of special new high-speed passenger lines. They are:

1. St. Petersburg-Moscow;
2. Moscow-Minsk-Brest (Moscow-Krasnoe section);
3. Moscow-southbound;
4. Moscow-Nizhny Novgorod-Ekaterinburg.

The Moscow-Minsk-Brest route (continuing westwards) is being considered only in the context of international treaties, since the Russian section from Moscow to Krasnoe comprises just a small portion of the total length of the route and few passengers confine their journey to this section alone.

A start will be made on developing and modernizing the other four routes in 2010.
