

## Projects related to the fulfilment of the Russian Government's orders

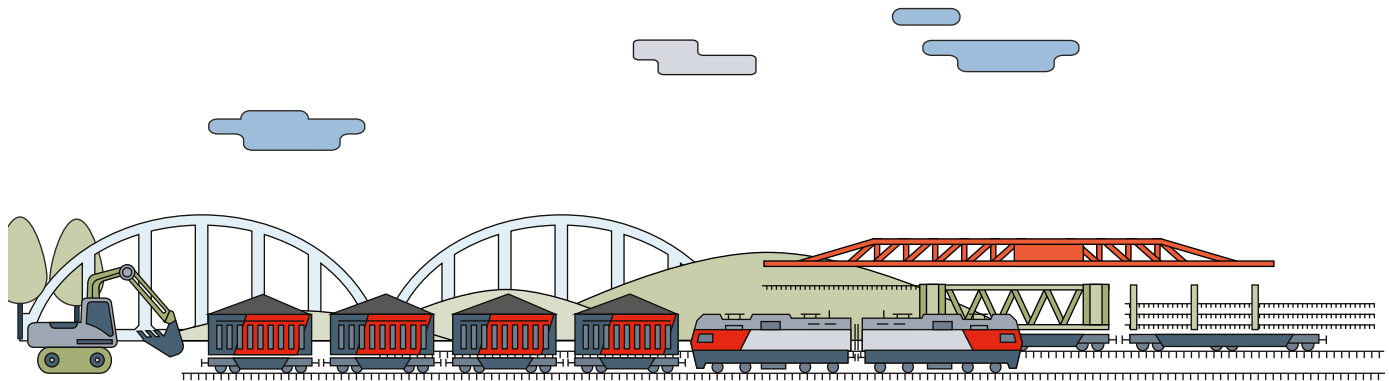
As a result of the decisions adopted by the Russian Government, the following projects were implemented in 2015 using government support funds:

- modernisation of the railway infrastructure of the Baikal-Amur and Trans-Siberian Mainlines;
- comprehensive reconstruction of the Mezhdurechensk-Tayshet section;
- comprehensive reconstruction of the M. Gorky-Kotelnikovo-Tikhoretskaya-Krymskaya section with a bypass of the Krasnodar hub;
- development of the railway infrastructure of the Moscow Transport Hub;
- measures envisaged by the Comprehensive Public Transport Safety Programme;
- construction of the Moscow-Kazan High-Speed Railway.

### Investment budget indicators of Russian Railways for 2015 by projects, RUB bln

Project	Plan	Actual	%	Including											
				Russian Railways funds			federal budget, including City of Moscow funds and subsidies			National Wealth fund			NWF infrastructure bonds		
				Plan	Actual	%	Plan	Actual	%	Plan	Actual	%	Plan	Actual	%
TOTAL for Russian Railways	382.9	365.5	95.4	238.7	228.7	95.8	75.1	69.0	91.9	8.9	7.9	88.4	60.2	59.9	99.4
Modernisation of the railway infrastructure of the Baikal-Amur and Trans-Siberian Mainlines with the development of traffic and carrying capacity (Eastern operating domain)	72.8	64.2	88.1	54.8	49.0	89.3	9.1	7.4	80.8	8.9	7.9	88.4	—	—	—
Comprehensive reconstruction of the Mezhdurechensk-Tayshet section of Krasnoyarsk Railway	6.6	5.9	90.5	0.2	0.2	69.4	6.3	5.8	91.3	—	—	—	—	—	—
Development and renovation of railway infrastructure at approaches to ports in the Azov and Black Seas	7.0	5.8	82.8	3.5	2.9	84.4	3.6	2.9	81.3	—	—	—	—	—	—
Development of the Moscow Transport Hub	49.9	47.8	95.8	8.3	8.2	98.7	41.5	39.6	95.2	—	—	—	—	—	—
Construction of the Prokhorovka-Zhuravka-Chertkovo-Bataysk railway line	6.5	6.3	96.4	0.04	0.04	100.0	6.5	6.3	96.4	—	—	—	—	—	—
Construction of secondary tracks and the electrification of the Vyborg-Primorsk-Yermilovo section	4.6	3.8	82.6	—	—	—	4.6	3.8	82.6	—	—	—	—	—	—
Measures envisaged by the Comprehensive Public Transport Safety Programme	0.9	0.9	92.4	0.6	0.5	97.9	0.4	0.3	84.3	—	—	—	—	—	—
Construction of the Moscow-Kazan High-Speed Railway	5.1	5.1	100.0	2.0	2.0	100.0	3.1	3.1	100.0	—	—	—	—	—	—
Purchase of traction rolling stock	60.3	59.9	99.3	0.1	0.05	69.8	—	—	—	—	—	—	60.2	59.9	99.4
Other projects	169.2	165.8	98.0	169.2	165.8	98.0	—	—	—	—	—	—	—	—	—

## Modernisation of the railway infrastructure of the Baikal-Amur and Trans-Siberian Mainlines



The measures required to develop the railway infrastructure of the Eastern operating domain involve eliminating infrastructural constraints on the Baikal-Amur and Trans-Siberian Mainlines in order to transport 66 mln tonnes of additional freight from the fields of the Eastern operating domain. Implementing this project will contribute to the development of the region's industrial enterprises, create new jobs and establish the necessary economic conditions for the effective and sustainable development of Siberia and the Far East.

Spending as part of the 2015 Investment Programme on work to develop the railway infrastructure of the Eastern operating domain (the Baikal-Amur and Trans-Siberian Mainlines) totalled RUB 64.2 bln.

In accordance with the detailed action plan for the development of the Eastern operating domain approved on 28 December 2015 in Minutes

No. 9 of the Government Transportation Commission, the following was commissioned as part of the project:

- 559.6 km of secondary tracks on the Predlensky-Chudnichny, Chudnichny-Zvezdnaya and Kun-Poni stretches (second and third phases);
- 30.5 km of station tracks and 87 turnouts at the Tuluchi, Gurskoye, Bolshoy Log, Inau, Oune and Ryazanovka stations, the Moscow Komsomolets passing loop and Khuma;
- 312.3 m of the Obluchensky Tunnel (second phase of reconstruction) on the Obluchye-Izvestkovaya section;
- a pedestrian bridge at the Urusha station, four bridges on Zabaykalsk Railway with total length of 88.2 m, three bridges on Far Eastern Railway – 183.2 m and two pipes on East Siberian Railway – 48.1 m;
- a vacation retreat for locomotive crews at the Volochayevka-2 station;
- a first-group operational enterprise with the construction of a vacation retreat for locomotive crews at the Zima station.

A total of 1,217.9 km of tracks were modernised, 1,171.2 km of seamless long-welded rails were laid and 437 turnouts with concrete sleepers were installed.

# RUB 64.2 bln

worth of work on the development of the railway infrastructure of the Eastern operating domain

## Development of the Moscow Transport Hub

As part of the development of the Moscow Transport Hub, the Company continued work to rebuild and develop the Moscow Little Ring Railway throughout 2015 by laying the permanent way, installing the contact network, signalling, interlocking and blocking, utilities, the reconstruction and construction of engineering structures, the construction of stops and traction substations as well as the clearing of territories.

The following stations were rebuilt as part of a project to rebuild the Domodedovo (Aviation)-Airport section and build additional main tracks:

- the Aviatsionnaya station with the laying of 7.7 km main and station tracks and the installation of 21 turnouts and 14.4 km of contact network;
- the Kosmos station with the laying of 2.1 km of main and station tracks, the installation of 4 km of contact network, including the construction of two pedestrian bridges, and the reconstruction of two passenger platforms.

Funds allocated in 2015 for the comprehensive reconstruction project of the 81st km-Dmitrov-Iksha-Povarovo section of the Moscow Big Ring Railway were spent on construction work on the Naugolny-Zheltikovo and Zheltikovo-Kostino stretches and the mobilisation of work on the Kostino-Ivantsevo stretch. A total of 21.3 km of utility lines were removed in the reporting year.

As part of a project to build an additional main track on the Moscow-Kryukovo section, work was completed in December 2015 to prepare railway infrastructure on the Moscow-Kryukovo section for the launch of a train traffic schedule that envisages an increase in the number of high-speed Sapsan trains on the Moscow-St Petersburg route and high-speed Lastochka (Desiro RUS) electric trains on the Moscow-Kryukovo-Tver route. A total of 17.1 km of secondary tracks were put into operation.

In addition, work was performed on the Yaroslavl, Gorky and Kursk lines to prepare a construction area, build and rebuild engineering structures, install roadbed and track structure and build platforms and technological buildings.

## Comprehensive development of the Mezhdurechensk-Tayshet section of Krasnoyarsk Railway

As part of work to rebuild the Mezhdurechensk-Tayshet section, which aims to support 15 mln tonnes of freight transportation from the Kzyk-Kuraginko railway line under construction, including the transportation of 12 mln tonnes of coal from the Elegestsky coal field to Far East ports, 3.4 km of new railway tracks

were commissioned in 2015 along with 2.4 km of secondary tracks and 4.5 km of electrification, secondary tracks were built on ten stretches, sidings were built and work was carried out to strengthen power supply devices, rebuild the second Dzhebsky Tunnel as well as build and rebuild engineering structures.

## On the path to change



**Oleg Toni**  
Vice President  
of Russian Railways

*The Company had capital expenditures of RUB 64.2 bln on the project to develop the Eastern operating domain in 2015.*

*The project is being implemented with money from the federal budget, the National Wealth Fund and the Company's own funds and will result in a significant contribution to the increased carrying capacity in Siberia and the Far East.*

*Savings have amounted to RUB 8.3 bln thanks to measures taken to optimise investments since the start of the project's implementation.*



Based on materials from the final meeting of the Russian Railways Management Board

## Development and renovation of railway infrastructure at approaches to ports in the Azov and Black Seas

The project 'Comprehensive reconstruction of the M. Gorky-Kotelnikovo-Tikhoretskaya-Krymskaya section with a bypass of the Krasnodar Hub' is being implemented as part of the comprehensive project 'Development and renovation of railway infrastructure at approaches to ports in the Azov and Black Seas',

The goal of this investment project is to rebuild railway infrastructure to ensure freight delivery to the ports of the Azov-Black Sea Transport Hub (Novorossiysk, Tuapse, Kavkaz, Temryuk and Grushevaya) in the volume planned for the target years (up to 130 train pairs per day) as well as to optimise the operation of the Krasnodar Hub by having freight traffic use the bypass on the Timashevskaya-Krymskaya section.

In 2015, spending on the project 'Comprehensive reconstruction of the M. Gorky-Kotelnikovo-Tikhoretskaya-Krymskaya section with a bypass of the Krasnodar Hub' amounted to RUB 2.5 bln, and work was continued on

the following stretches: Remontnaya-Gashun, Poroshinskaya, Poltavskaya-Protola and Abganerovo-Gniloaksayskaya (excluded from reconstruction); design and survey work was also conducted for the construction of secondary tracks on the following stretches: Razlivnaya-Peschanokopskaya, Eya-Rovnoye, Rovnoye-Poroshinskaya, Bursak-Vyselki, Vyselki (included in reconstruction)-Kozyrki (excl.) and Protoka-Sebedakhovo; the Tikhoretskaya station was rebuilt; and design documentation was drafted for the construction of the bypass of the Krasnodar Hub with an opinion obtained from the Russian State Expert Evaluation Department.

As regards the project 'Reconstruction of the Trubnaya-Baskunchak-Aksarayskaya section', the third phase of the Trubnaya station's reconstruction was completed in 2015, 11.3 km of station tracks were commissioned on the Zaplavnoye-Trubnaya stretch of Privolzhskaya Railway and construction work was performed to extend

tracks at the Volzhsky station (Trubnaya), build secondary tracks on the Leninsk-Zaplavnoye stretch, build a bridge over the Akhuba River and rebuild the locomotive maintenance centre at the Aksarayskaya station.

The project is being implemented to rebuild the railway infrastructure of the Trubnaya-Aksarayskaya section to ensure freight delivery to ports in the Caspian Sea and the country's southern regions in the volume planned for the target years (up to 153 train pairs per day).

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**up to 153 train pairs per/day**

**result of the reconstruction of the railway infrastructure of the Trubnaya-Aksarayskaya section**

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## Construction of secondary tracks and the electrification of the Vyborg-Primorsk-Yermilovo section

As part of the project 'Construction of secondary tracks and the electrification of the Vyborg-Primorsk-Yermilovo section', which is being implemented to transport a projected 8 mln tonnes of freight to the ports of Primorsk and Vyborg, design

documentation was completed in 2015 with favourable opinions received in a state expert evaluation, working documentation was drafted, and construction and installation work was mobilised to ensure the start of operation in 2016.

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**up to 130 train pairs per/day**

**result of the reconstruction of railway infrastructure to ensure freight delivery to the ports of the Azov-Black Sea Transport Hub**

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## Construction of the Moscow-Kazan High-Speed Railway

The project 'Construction of the Moscow-Kazan High-Speed Railway' was implemented in accordance with the network schedule for the Moscow-Kazan (HSR-2) High-Speed Railway approved by Chairman of the Russian Government Dmitry Medvedev on 30 September 2013 (No. 5858p-P9) and also on the basis of

a memorandum signed on 13 October 2014 by the Ministry of Transportation of the Russian Federation, the National Development and Reform Commission of the People's Republic of China, Russian Railways and China Railway on cooperation in high-speed railway transportation.

## Projects to eliminate infrastructure constraints

### Project 'Reconstruction of the Mga-Gatchina-Veymann-Ivangorod section and railway approaches to ports on the south shore of the Gulf of Finland'

This project is being carried out to prepare railway infrastructure on the near approaches to the Ust-Luga port and to ensure Russian Railways has the projected transportation volume that experts estimate may amount to 80.3 mln tonnes by 2020.

In 2015, the Company commissioned the following as part of the project: 1.4 km of secondary tracks, 56.6 km of station tracks, 12 km of the automatic blocking system and 233 electric interlocking units, and also rebuilt 1.2 km of railway tracks and 20 km of contact network. The gravity hump at the Luzhskaya-Marshalling station was equipped with the MSR-32 interlocking system.

These measures will help to ensure the Ust-Luga railway hub has carrying capacity of 64.0 mln tonnes.

**RUB 13,4 bln**

amount of work performed in 2015

### Project 'Organisation of rapid-transit passenger traffic on the St Petersburg-Buslovskaya section (2nd stage)'

This project is being implemented to ensure passenger trains run at the required speed. The overall travel time from St Petersburg to Helsinki should decrease from 5 h 50 min (2 h 30 min on Russian territory) to 3 h 30 min (1 h 30 min on Russian territory). To this end, the project provides for shifting freight traffic travelling to the sea ports of the Gulf of Finland for export to Finland from the St Petersburg-Buslovskaya line to the Ruchi-Petyarvi-Kamennogorsk-Vyborg route.

As part of the project, the Company electrified 41.3 km of tracks, commissioned 16.5 km of secondary tracks on the Vyborg-Kamennogorsk section, four crossings, 9.7 km of noise screens and 19.0 km of the automatic blocking system.

**RUB 0,9 bln**

project expenses in 2015

### Project 'Development of the Tobolsk-Surgut-Korotchayevo section'

The goal of this project is to ensure the transportation of the projected volume of raw hydrocarbons from the Yamalo-Nenets and Khanty-Mansi Autonomous Districts through a phased increase in the traffic and carrying capacity of the Tobolsk-Surgut section to 66 train pairs per day.

In 2015, the Company commissioned 30.6 km of secondary tracks, 16.6 km of station tracks and 51 electric interlocking units.

Spending on this work in 2015 totalled RUB 9.7 bln.

**RUB 9,7 bln**

work expenses in 2015