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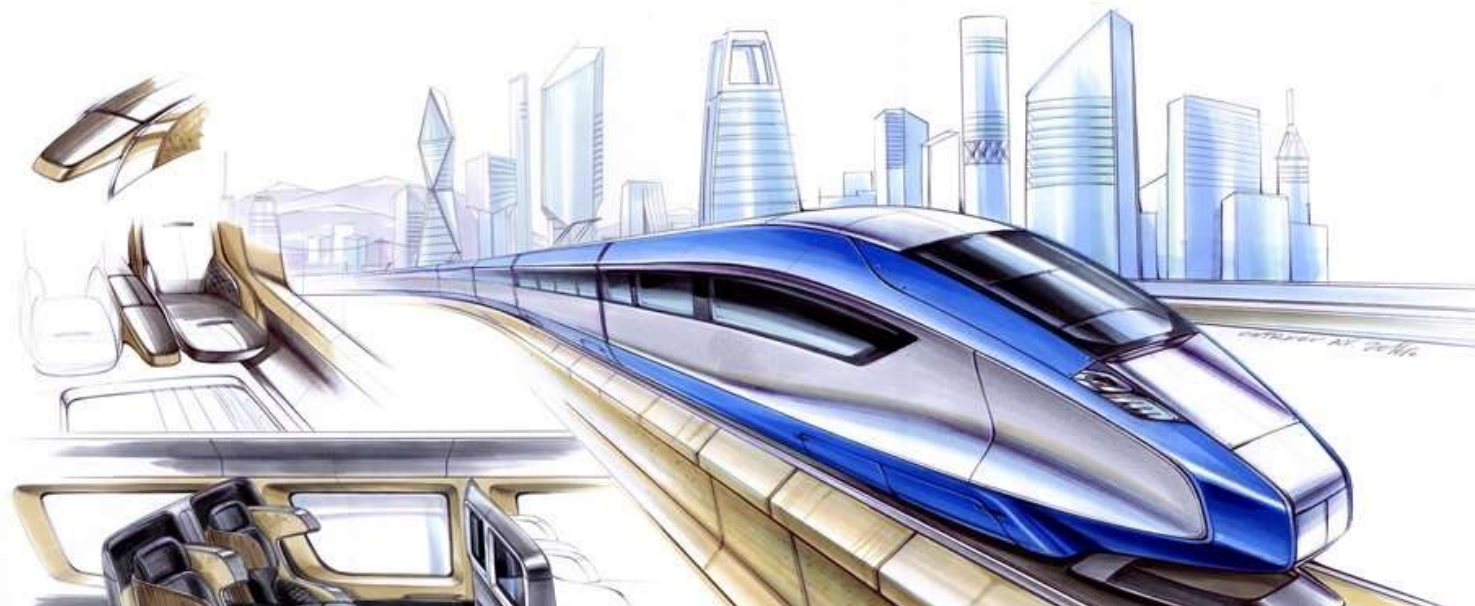
Construction of HSR St. Petersburg – Moscow – Nizhny Novgorod: from project to implementation

Technology

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Source: JSC "High-Speed Railways"

The program for the integrated development of the transport infrastructure of Nizhny Novgorod, covering the period up to 2030, provides for the implementation of many major projects, including the repair of road sections, the reconstruction of tram tracks and even the extension of the metro line. But, perhaps, the most significant innovation for Nizhny Novgorod residents may be the construction of the first high-speed railway in Russia.

For the first time, federal officials began to talk about the fact that the HSR will appear in the Russian Federation in 2013. However, when the project documentation was already ready, the country's leadership suddenly doubted not only the effectiveness of the chosen route, but also the feasibility of the construction of the high-speed highway itself.

In January 2020, the situation began to become clearer: the head of Russian Railways *Oleg Belozеров* confirmed his intention to launch the St. Petersburg - Moscow - Nizhny Novgorod HSR. It is planned that trains at a speed of 350-380 km / h will go through the capital of the Volga region in 2026. But how realistic will these plans turn out to be?

See also



Six metro stations can be built in Nizhny Novgorod until 2030





Source: JSC "High-Speed Railways"

What is known about the project

Over the years of discussing the project, a lot has been said and written about the high-speed highway. Initially, it was assumed that the railway would connect Moscow and Kazan, and one of its stations would be located near the Nizhny Novgorod airport. In the future, the possibility of extending the tracks to Yekaterinburg was not excluded.

In the above-mentioned [Program](#) for the Integrated Development of transport infrastructure of Nizhny Novgorod, it is indicated that the Strigino air terminal will have a transport interchange hub for the redistribution of passenger traffic between rail and road. TPU will consist of a railway station, office buildings, parking lots, bus stops, shopping and business facilities.

Russian Railways estimated that the total [investment](#) in HSR will be 2.3 trillion rubles, 1.59 trillion rubles of which will go to the construction of the St. Petersburg-Moscow section(length 659 km) and 530 billion rubles to the Moscow-Nizhny Novgorod section(421 km). Also, the costs are provided for the design of the first section of the highway connecting the two capitals. The fact that the railway for high-speed trains was planned to be laid to Kazan, for some reason, stopped talking.





Source: JSC "High-Speed Railways"

In mid-December 2019, the Prime Minister of Tatarstan *Alexey Pesoshin* signed a decree on the lifting of restrictions on the use of land previously reserved for the construction of the Moscow-Kazan HSR. The reason for this decision in the document is called "the expiration of the period of their reservation for state needs." The measures taken in the society were interpreted as a refusal to implement the project along this route.

However, the deputy head of the press service of the President of the Republic of Tatarstan, *Lilia Galimova*, explained that lawmakers are already preparing a document on the extension of the resolution. By the way, the head of the Republic Rustam Minnikhanov previously reported that he regretted the lack of progress on the construction of a high-speed highway. At the same time, the president called more important for Tatarstan the [device of the toll road](#) from Moscow to Kazan, the commissioning of which is scheduled for 2024.





Source: Avtodor Group of Companies

Position of officials

When the construction of HSL was just beginning to be discussed in Moscow, the cost of its construction was estimated at 982 billion rubles. It was assumed that the highway connecting the Russian capital with Kazan would be put into operation by 2018. But the fate of the project was not as simple as originally conceived: due to disagreements at the highest level, the volume of investments had to be recalculated, and the timing of the construction of a high-speed railway had to be shifted by several years.

It is worth noting that the idea of creating a HSR was initially perceived by the ministries ambiguously. Every year, the heads of the departments responsible for the budget increasingly criticized this initiative. For example, at the end of 2018, the head of the Ministry of Finance *Anton Siluanov* expressed doubts about the economic efficiency of the HSR. According to him, the project should be implemented where you can count on a large crowd of people, so the construction of the Moscow-Kazan highway is simply impractical. From the capital of the Russian Federation to the capital of Tatarstan can be reached by air, and this is quite enough for today, the official said.

Between Moscow and St. Petersburg, I still understand. There are even expert assessments where such projects can be

profitable and can recoup the current content," the minister noted.



Source: JSC "High-Speed Railways"

A few months later, in March 2019, Russian President *Vladimir Putin* joined the critics of the project. The head **of state doubted the need to build** the Moscow-Nizhny Novgorod HSR, although by this time Russian Railways had already been working on this project for several years. The Russian leader **voiced the assumption** that it would be more logical to connect the high-speed railway Moscow and St. Petersburg, so

experts took this direction into work.

In October 2019, the head of the center for the organization of high-speed and high-speed communication of Russian Railways, *Dmitry Kattsyn*, said that the Moscow-Nizhny Novgorod section is still planned to be launched by 2024, and specialists are ready to start designing a section connecting the two capitals in the near future so that the line begins to operate in 2026. As a result of construction work, a specialized electrified double-track line should appear in the country for the movement of trains at a speed of 200-400 kilometers per hour.

For Moscow – Nizhny Novgorod, the design has been completed and a positive conclusion of the Glavgosexpertiza has been received, for St. Petersburg – Moscow, where we are just preparing for the design, we are considering four options for the route, "said Dmitry Kattsyn.





Source: JSC "High-Speed Railways"

Financial question

The construction of a high-speed railway line largely depends on how much money for laying tracks will be provided by the budget. At the end of October 2019, the head of the Ministry of Finance *Anton Siluanov* said that the federal center is ready to allocate funds only for the HSR from St. Petersburg to Nizhny Novgorod, and you can not count on financing the construction of the section to Kazan.

Recall that at the beginning of 2019, the minister adhered to the point of view of the non-payback of the project: he cited as an example the calculations according to which only for a trip from Moscow to Vladimir it would be necessary to pay 4 thousand rubles. To date, you can overcome this distance on a simple high-speed train by spending almost ten times less on a ticket. Closer to autumn, the Minister of Finance [revised his views](#) and agreed that it was still possible to build a HSR to Nizhny Novgorod. According to experts, every year the St. Petersburg site will be in demand by 30.6 million people a year. The Nizhny Novgorod section will be used by at least 16.8 million passengers. Transit passenger traffic is estimated at 662 thousand people.

At the end of November 2019, the leading Russian media replicated the statement of Deputy Minister *Andrei Ivanov*, who reported that the Ministry of Finance would not give money for the St. Petersburg - Moscow HSR. The official said this on the sidelines of the forum "Infrastructure Initiatives of Business".

See also



[Toll road Moscow – Nizhny Novgorod – Kazan: route and construction prospects](#)

According to him, the "federal team" has already made a decision on the route between the two capitals and this infrastructure project does not require attracting additional funds from the treasury. It is understood that the financing provided for by the long-term development program of Russian Railways will be enough for its implementation.

Also in November last year, *Vladimir Putin* said that the HSR project should be analyzed in detail for its economic efficiency. It is possible that In Russia they will not develop high-speed traffic on the railways at all, preferring high-speed traffic.

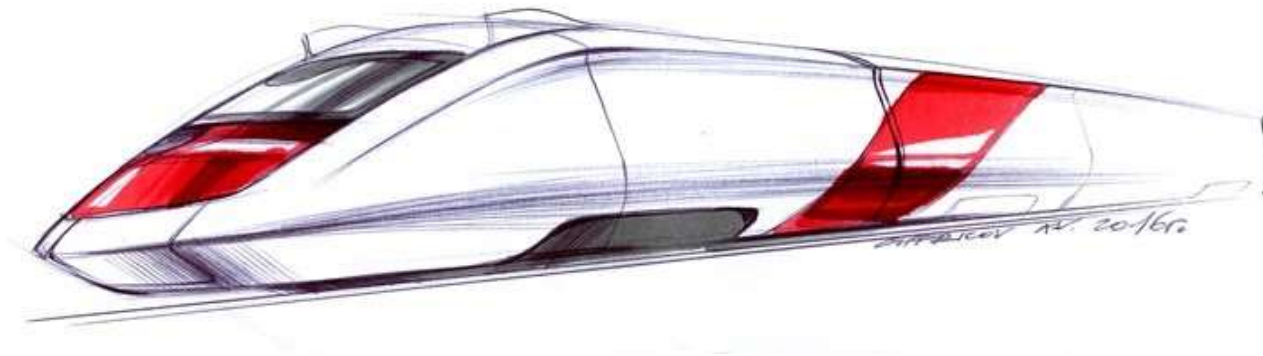


Source: JSC "High-Speed Railways"

Earlier it was reported that the project claims not only for capital grants totaling 400 billion rubles, but also for subsidizing the coupon on green bonds for 275 billion rubles. The company is known to a wide audience for its member companies Siemens and Deutsche Bank.

In early December 2019, Interfax, citing informed sources, reported that the investments of Russian Railways in the Moscow-St. Petersburg railway as part of the 2020 investment program could increase by 1.258 billion rubles. The updated draft financial plan of the organization lays for the next year expenses in the amount of 13.2 billion rubles, although a month earlier it was about 11.9 billion rubles. Informants familiar with the situation claimed that the funds would be used to prepare project documentation, documentation on the planning and surveying

of the territory, as well as engineering and survey work.



Source: JSC "High-Speed Railways"

What will the HSR give to Nizhny Novgorod residents?

The implementation of the HSR project is expected to significantly reduce the travel time from Nizhny Novgorod to Moscow. It will be possible to get to the white stone from the capital of the Volga region in just two hours. Today, the minimum travel time on this route takes an hour more time.



Москва – Казань

14 ч. 7 мин.

3 ч. 30 мин.



Source: Program for the Integrated Development of the Transport Infrastructure of Nizhny Novgorod until 2030

It is assumed that on high-speed"iron" trains will be able to reach speeds of up to 400 km / h. Scientists have even created a special contact wire for these purposes.

It has extremely high rates of electrical conductivity and mechanical strength compared to world analogues, which makes it possible to optimize electricity consumption in the contact network, the press service of Nanoelectro(Rusnano) reported on December 16.

The proposed know-how is planned to be tested at the experimental site of the Bogolyubovo – Vtorovo HSR(Vladimir Region).

Проект ВСМ Москва - Казань





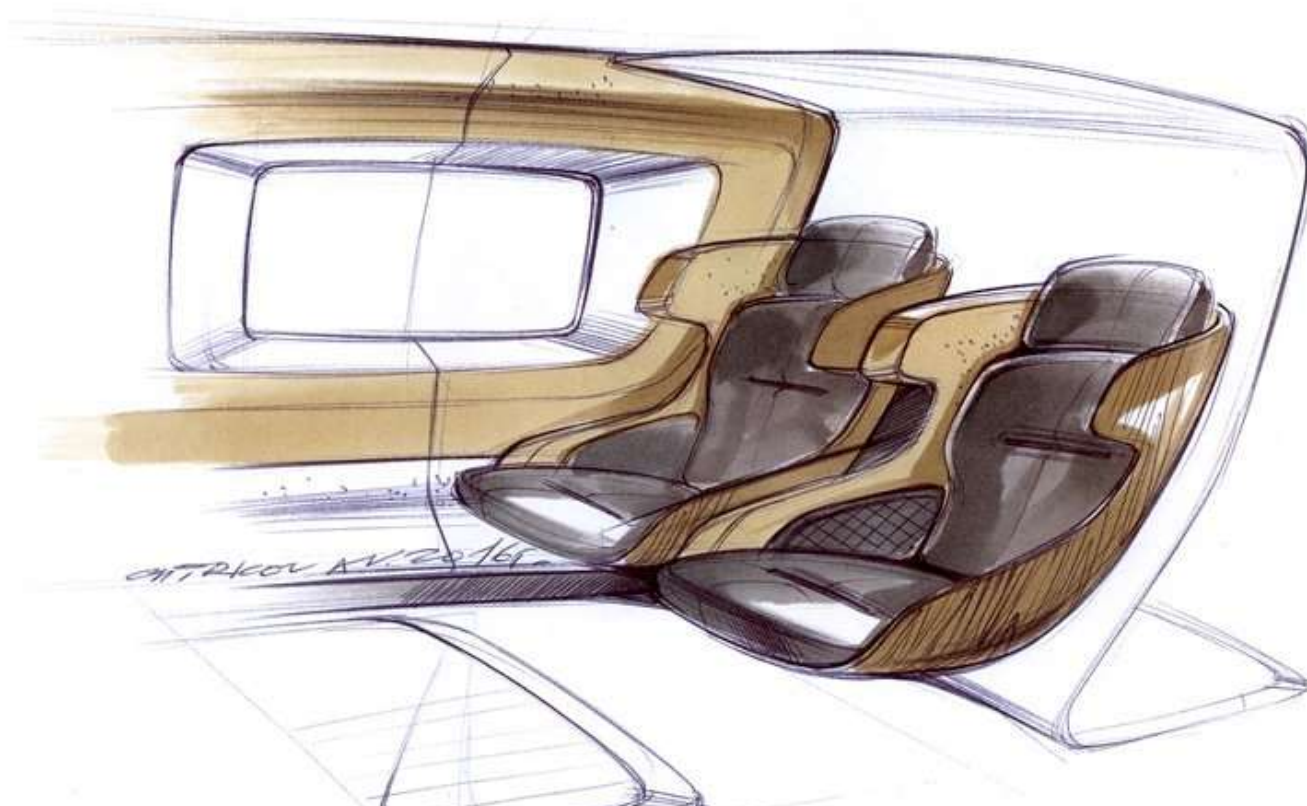
While the capital's officials continue to discuss with Russian Railways employees possible routes and subtleties of financing a high-speed railway, ordinary citizens are gradually parting with illusions about the implementation of the project. For example, *Ivan Yudintsev*, General Director of Radio-Resonance LLC, believes that any HSR in our country "gradually degrades to lastochka". In his opinion, in Nizhny Novgorod they completely abandoned the Burevestnik in vain:

So take a quick queue to the strange toilet – a large, but one for several cars, which received from passengers the apt nickname "Swallow's Nest". And live with memories of a movie on the way and of a free watering hole in every car, – complains the Nizhny Novgorod resident.

The representative of the editorial office of "Reporter NN" *Alexander Sedov* on his page in the social network Facebook writes:

HSR, HSR... Promised for so many years — and where is she? Now it is clear what is the difference between Anna Karenina and the people of Nizhny Novgorod. She waited for her train, but we didn't.

According to him, residents of our city can not wait for a high-speed highway, because there will definitely not be enough money for it. In the best case, the HSR will be built in the direction of Moscow-St. Petersburg, he believes, and then with a share of skepticism.





Source: JSC "High-Speed Railways"

In fairness, it is worth noting that not all participants in the discussions of the project on the Web support the idea of laying a high-speed highway to Nizhny Novgorod. For example, the general director of the company "AvtoSushi" *Yuri Podgornov* suggested that the HSR will be profitable only on long routes, in particular from Moscow to Siberia.

Meanwhile, former Deputy Prime Minister of the Russian Federation *Maxim Akimov* just spoke out on the topic of building not one railway branch with high speeds, but a whole network of such roads:

It is impossible to build a little bit of HSR and then stop the construction of the network. We either decide to take this step, and then this is a program for decades, that is, both in the southern direction and in Europe, and will expand to the east, or we will completely abandon the fact that we will have high-speed traffic on our territory.

While Russian Railways is developing documentation for different sections of the HSR, and the president calls for calculating the economic efficiency of the operation of the innovative railway, questioning the feasibility of building a high-speed highway, the fate of the project is still in question. It remains to be hoped that the idea of improving the transport system of the Russian Federation will not be recognized as erroneous, and the funds already invested in preparing for its implementation will not be thrown to the wind.

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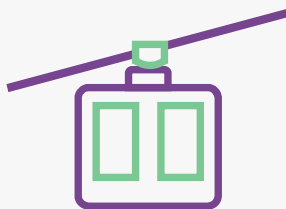
See also



Development of the region

The eastern bypass of Nizhny Novgorod was proposed to be built for 137 billion rubles

This value was determined by concession construction company No. 14, which submitted a private initiative.



Development of the region

The launch of the cable lift in Nizhny Novgorod was postponed to 2023

Initially, it was planned to put the suspension road into operation in the fall of 2021.



Development of the region

Excavation work at the fifth stage of the M-12 in the Nizhny Novgorod region is completed by 95%

This section begins near Arzamas and ends at Sergach. Its length is 108.8 kilometers.

Front page

