



Moscow Central Diameters

Mega project for the immediate future

Suburban train diameter routes will connect radial routes and offer higher quality transport services for 8.2 million residents of Moscow and the Moscow Region. The first two diameters will be launched in 2019–2020.

MOSCOW CENTRAL DIAMETERS – THE SURFACE METRO FOR MOSCOW AND THE MOSCOW REGION



All over the world, suburban trains are becoming part of the metro system. We have a similar vision. Our plan is to build cross-cutting diameters lines, enabling suburban commuters to transit through the entire city without exiting at railway stations, travelling with the same speed, frequency, and comfort that the metro offers and with the same ticket used for both the metro and suburban train.



Sergei Sobyenin
Moscow Mayor



MCDs – THE SURFACE METRO FOR MOSCOW AND THE MOSCOW REGION

The project will be jointly implemented by the Ministry of Transport of the Russian Federation, JSC RZD (Russian Railways), the Moscow Government, the Moscow Region Government, and the passenger carrier JSC Central Exurban Passenger Company.



446
km

211
stations

2019–2020

2020–2023

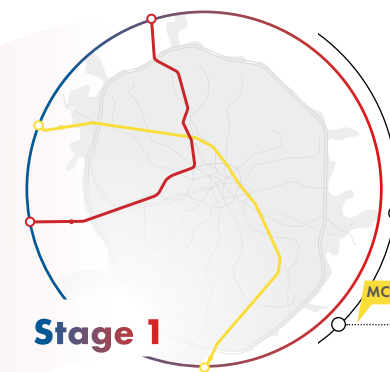
Beyond 2023

MCD FEATURES¹

Length, km	Stations	Transfer points	Passenger traffic, mln passengers per year	Passenger seats, thousand per day
------------	----------	-----------------	--	-----------------------------------

The first stage involves the establishment of two MCD routes:

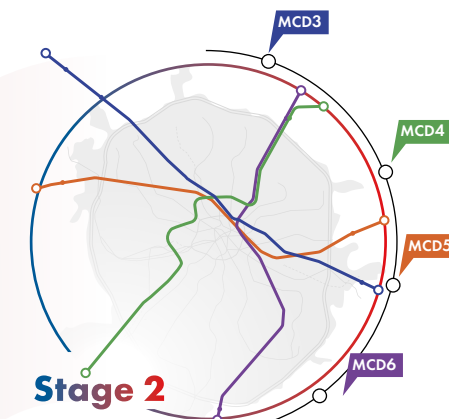
- **MCD1:** Smolensko-Savelovsky (Odintsovo – Lobnya)
- **MCD2:** Kursko-Rizhsky (Nakhabino – Podolsk)



Stage 1

Total

MCD1	52	28	12	42.9	403
MCD2	80	38	15	48.6	486
Total	132	66	27	91.5	889



Stage 2

- **MCD3:** Zelenograd – Ramenskoe
- **MCD4:** Korolyov – Aprelevka
- **MCD5:** Nakhabino – Zheleznodorozhny
- **MCD6:** Pushkino – Podolsk

What are the benefits of MCDs?

- **A twofold** reduction in travel time
- Improved railway infrastructure service for **8.2 million people**
- **About 2.28 million** additional passenger seats per day
- **5% to 10%** reduction in the metro load
- **25%** reduction in railway terminals' load
- **6-minute** intervals between trains during peak hours
- **5:30 am–01:00 am** – the same operating hours as the metro and MCC

- Transfers to urban transport
- Comfortable trains
- User-friendly navigation
- Payment with the Troyka card
- No afternoon break in the train schedule

Stage 3

- Other potential MCDs



Detailed map

¹ Preliminary estimates.