

ABOUT US

The SK MOST Group of Companies, one of the leading Russian construction companies successfully operating since 1991, specializes in construction and reconstruction of railways and motorways, bridges, tunnels, subways, ports, mooring installations, railway terminals, airports, and water engineering installations.

More than 2,500 projects have been put in service across the country during recent years.



Today, the SK MOST Group of Companies includes 15 bridge building companies and 7 tunneling units. The SK MOST has a fleet of 5,000 pieces of state-of-the-art special equipment and a network of production facilities, with the largest centers being located in the Moscow Region and in the Amur Region.

The companies of the SK MOST Group of Companies feature high mobility so that work can be started anywhere in Russia within one month.



SK MOST

GROUP OF COMPANIES

2014



www.skmost.com

RAILWAY CONSTRUCTION

Starting from bridge rework on the Trans-Baikal Railway in 1991, the SK MOST Group of Companies has been working on all railways in Russia.

Large specially rated railway bridges over the rivers Volga, Don, Ob, Buzan, Zeya, Vyatka, Kama, and Oka are the hallmark projects of the bridge builders. A total of 22 railway bridges were built on the Adler – Alpika-Service Mountain Resort Combined Route.

The work is done with high quality and fast because the builders introduce advanced technologies and their own technological developments among them. The SK MOST Group of Companies obtained a number of patents for invention, which allows repair operations to be conducted on railways without interrupting train traffic.

MOTORWAY CONSTRUCTION

The SK MOST Group of Companies is engaged in construction and reconstruction of highways since the late 1990s.

Dozens of projects have been commissioned – bridges, overpasses and interchanges across Russia – from Kaliningrad to Vladivostok. A total of 23 highway bridges were built on the Adler – Alpika-Service route in Sochi including a cable-stayed bridge, which is the first of its kind in the south of Russia.

A cable-stayed bridge to Russky Island over the Eastern Bosphorus Strait in Vladivostok is the best illustration of high professionalism of the builders. The bridge length including the viaducts is 3,100 meters. The pylon height is 324 meters. The bridge has the world longest central span of 1,104 meters and the longest stay cables of up to 580 meters.

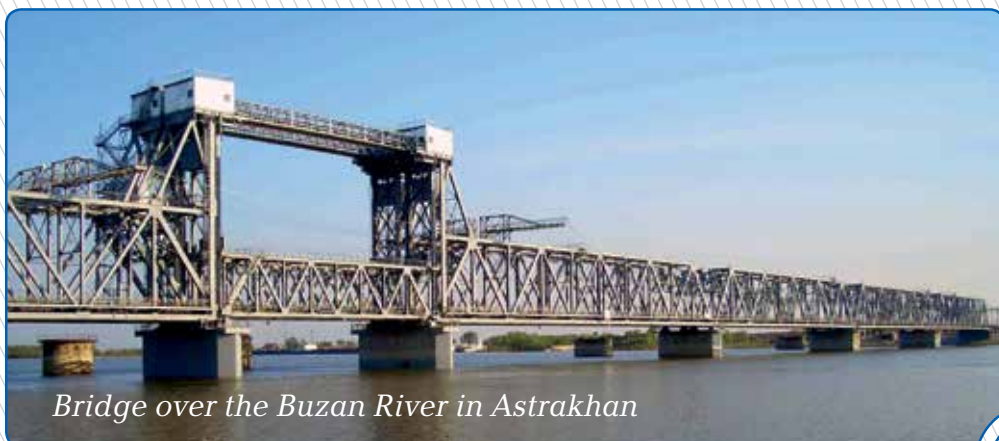
CONSTRUCTION OF TUNNELS AND SUBWAYS

The SK MOST companies conduct reconstruction and construction of tunnels throughout Russia. A new section of Tagansko-Krasnopresnenskaya Line was built in Moscow and construction of the Kozhukhovskaya Line was started. The company has more than 20 underground installations under its belt including the Kuznetsovsky and Krolsky tunnels in the Far East, a system of tunnels near Novorossiysk, and the Roki tunnel in the Caucasus.

The main effort of the tunnel builders was concentrated on the Adler – Alpika-Service route in Sochi in 2009-2013. Twelve tunnels of a total length of 30 km were built there. The Herrenknecht-13210 tunnel-boring machine with a cutting diameter of 13.2 meters was used there at one of the largest tunneling systems in Russia for driving the motorway tunnel.



Bridge across the Volga River in Zelenodolsk



Bridge over the Buzan River in Astrakhan



Viaduct over Ryabinovy Log Canyon in Krasnoufimsk



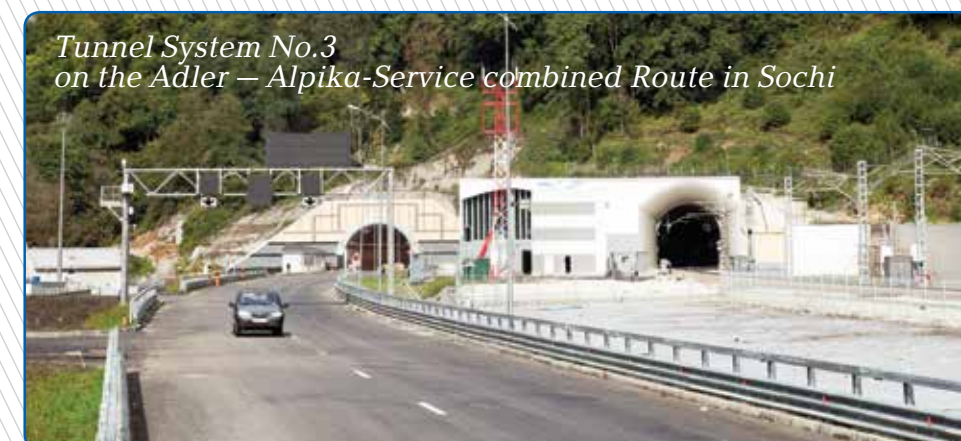
Cable-stayed bridge to Russky Island over the Eastern Bosphorus Strait in Vladivostok



Construction of Bolshoy Novorossiysky tunnel in the Krasnodar Region



Kuznetsovsky tunnel in the Khabarovsk Region



Tunnel System No.3 on the Adler – Alpika-Service combined Route in Sochi