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ECONOMIC COMMISSION FOR EUROPE
TRANSPORT DIVISION

TEM and TER MASTER PLAN FOLLOW-UP

**INTEGRATED REPORT ON COMPARISON OF
THE TEM AND TER MASTER PLAN
BACKBONE NETWORKS AND ON
IMPLEMENTATION OF THE PRIORITY
PROJECTS IN 2006**

April 2007

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INTEGRATED REPORT ON COMPARISON OF THE TEM AND TER MASTER PLAN BACKBONE NETWORKS AND ON IMPLEMENTATION OF THE PRIORITY PROJECTS IN 2006

The Trans-European Motorway (TEM) and the Trans-European Railway (TER) Projects' Master Plan, the final report of which was published in January 2006, represents the most important outcome of the new short-term strategies for the further integration of both Projects in the new European transport context, approved by the TEM and TER Steering Committees in 2001. The work on the Master Plan started in 2003 and was completed in 2005, resulting in the elaboration of a realistic investment strategy for the development of the road, rail and combined transport infrastructure in 21 Central, Eastern and Southeastern European countries involved. Within this framework, the Master Plan road and rail backbone networks have been defined taking into account the international importance of the concerned sections as well as the national priorities and proposals of the countries participating in this work. Based on country inputs and following an agreed methodology, as many as 491 projects of a total value of more than 102 billion Euro, have been evaluated and prioritized by the Master Plan.

Noting the importance of the progressive implementation of the TEM and TER Master Plan the priority projects for the development of coherent transport infrastructure in Europe, and following the recommendations of the Master Plan, the TEM and TER Steering Committees adopted the Master Plan Follow-up Action Plan for 2006. This includes: increasing the awareness for the implementation of the Master Plan; disseminating its results; collecting missing or insufficient information about the current status and planned construction progress in some parts of the backbone networks; presenting the complete shape of the Master Plan backbone networks in different time horizons; and comparing the backbone networks with the priority axes identified by the EC High Level Group and with the relevant legal commitments of the EU member States involved in the Master Plan.

This report presents the results of comparison of the TEM and TER Master Plan backbone networks vis-à-vis the sections identified by the EU High Level Group, chaired by Ms de Palacio, the EU Trans-European Transport Network (TEN-T) as well as those included in the Accession Treaties of the countries who joined EU in 2004 and in 2007. The last two sections of the document present the first progress report on the implementation of the TEM and TER Master Plan priority projects in 2006. Each report consists of road and rail components. At their 46th and 23rd sessions, TEM and TER Steering Committees, respectively, approved these reports.

Attachment A contains results of comparisons of the TEM road backbone network and priority projects identified in the Master Plan with the EU trans-European transport network and the High Level Group multimodal axes. Annex 1 presents the results of the detailed comparison of the road backbone network and the extended major trans-European axes to the neighbouring countries and regions. Annex 3 presents the results of such a comparison with the EU trans-European transport network. Annex 5 presents the results of mutual comparisons of the TEM Master Plan projects with the projects defined by the High Level Group and by the respective Decision of the European Parliament and Council. Finally, Annex 6 to this Attachment presents the summary

results of all these comparisons. These Annexes are accompanied with the corresponding maps (Annexes 2, 4 and 7) to this Attachment.

The main conclusion drawn from these comparisons is that all the sections of the EU Trans-European Transport Network in the participating countries are compatible with the TEM Master Plan backbone network and that all the High Level Group multimodal and road priority axes are at the same time parts of the backbone network. The few exceptions found are listed in part D of Annex 1 and shown in blue in Annex 2. Participating countries could consider proposing the inclusion of those sections into the Master Plan backbone network in the framework of its planned review in 2008.

Attachment B contains results of the comparison of the TER railway backbone network vis-à-vis the sections identified by the EU High Level Group as multimodal or trans-national axes, the EU trans-European transport network (TEN-T and rail) as well as those included in the Accession Treaties of the participating countries that joined EU in 2004 and in 2007. The results of the detailed comparison with the High Level Group extended major trans-European transport axes to the neighbouring countries and regions are listed in Annex 1 to this Attachment and shown also on the map (Annex 2). The TER Master Plan backbone lines overlapping with the High Level Group multimodal transport axes and Trans-National axes are listed in part A. of Annex 1 to this Attachment. The backbone lines overlapping with the High Level Group railway priority axes are shown in part B of this Annex and those lines not included in any of the above categories are listed in part C of this Annex. The results of comparison of the TER Master Plan backbone network and the railway priority axes and projects of the EU TEN – T network are presented in Annex 3 to this Attachment and as map in Annex 4. The description of sections and the relevant map of the TER Master Plan backbone network and the railway lines included in the Treaties of Accession of the „new“ EU member countries involved in the Master Plan are presented in Annexes 5 and 6 to this Attachment. The comparison of all categories of line sections examined under this report i.e. backbone lines, High Level Group lines, TEN-T lines and Accession Treaties lines is shown in Annex 7 to this Attachment.

The conclusion drawn from these comparisons is that almost all the High Level Group multimodal and railway priority axes or trans-national axes are at the same time parts of the TER Master Plan backbone network. Furthermore, from the comparison of the railway lines included in the Accession Treaties of „new“ EU member States involved in the Master Plan with the Master Plan backbone network results that all backbone sections have been included in the Treaties. With respect to very few exceptions of the sections identified by the High level Group multimodal and railway priority axes, participating countries could consider proposing the inclusion of those sections into the Master Plan backbone network in the framework of its planned review in 2008.

Attachment C contains the progress report on implementation of the TEM Master Plan priority projects in the year 2006 based on the adjusted TEM statistics information system gathering (TEMSTAT) and the filled in special uniform questionnaires developed in the framework of the Master Plan follow-up activities. According to the data acquired through these channels, one Master Plan priority project was completed in 2005 and 8 these projects were terminated in 2006. The main reason for this relatively low number rested in the fact, that almost all of the TEM projects represent entirely new motorway or

road construction, requiring time consuming preparations. That is why the first such projects could start in 2004 or 2005 only and be therefore terminated in 2007 at the earliest. The synoptic map of the TEM backbone network status is enclosed as Annex 1 to this Attachment.

Attachment D contains the progress report on implementation of the TER Master Plan priority projects in the year 2006 based on the uniform Questionnaire for the already identified projects and on the uniform Master Plan templates for the new priority projects. From the examination of the information and data provided by the countries results that in a big number of them, the implementation of projects is steadily going ahead and developments in the infrastructure and operation of trains are improving, thus contributing to the increase of the railway traffic and railway efficiency. The progress report further contains the description of the status of implementation of the Master Plan priority projects in the individual participating countries, with the details provided in Annexes 1 to 11 to this Attachment.

Note: The representatives of Turkey attending the forty-seventh Session of the TEM Steering Committee requested that the following text be reflected in the present report: “ *The priority axes defined by the European Commission’s High Level Group chaired by Loyola de Palacio do not have the same binding character as the Pan-European Transport Corridors and Areas that were agreed by the Ministers of Transport at the Pan-European Transport Conferences in Crete and Helsinki. Turkey finds the recommendations of the HLG Report to fall short of addressing satisfactorily its needs, priorities and considerations, in particular concerning the transport axes, corridors and links in Turkey and towards its neighbouring countries. Therefore, Turkey does not concur with the HLG Report in its entirety. Turkey, as a candidate country negotiating accession to the EU, supports the revision of the existing trans-European transport networks in a more comprehensive framework.*”

It should also be noted that, Turkey – Armenia border is closed and there is no freight and passenger traffic.

Annexes:

- Attachment A
- Attachment B
- Attachment C
- Attachment D

Attachment A

FINAL REPORT ON THE RESULTS OF THE COMPARISON OF THE TEM BACKBONE NETWORK AND PRIORITY PROJECTS IDENTIFIED IN THE MASTER PLAN WITH THE EU TRANS-EUROPEAN TRANSPORT NETWORK (ROADS), THE HIGH LEVEL GROUP MULTIMODAL AXES AS WELL AS THOSE INCLUDED IN THE ACCESSION TREATIES OF TEM COUNTRIES WHO JOINED THE EU IN 2004 AND 2007

In the framework of the TEM Master Plan elaborated in 2005, the TEM Master Plan backbone network, consisting of the most important motorway and road axes in the 21 participating countries, has been identified. This network was defined by the TEM Master Plan Expert Group, consisting of experts from participating countries on the basis of proposals made by the TEM Project Central Office and its consultants in close co-operation with the UNECE. The basic criteria for selection of its links were their international importance i.e. the major parts of the TEM network, their affiliation to the Pan-European Transport Corridors, EU transEuropean Network as well as to the Euro-Asian transport links and the priority projects proposed by the member countries. The TEM Master Plan backbone network is shown in Annex I to the TEM and TER Master Plan Final Report.

This report includes comparisons of this Master Plan backbone network and the priority projects identified in the framework of the TEM Master Plan with those included in the Corrigendum to Decision 884/2004/EC of the European Parliament and of the Council of 29 April 2004 (Official Journal of the EU Volume 47 - 7 June 2004), in the final report of the High Level Group on the extension of the major trans-European transport axes to the neighbouring countries and regions, and in the accession treaties of the new EU member states including Bulgaria and Romania.

The results of the detailed comparison of the TEM Master Plan backbone network and the extended major trans-European transport axes to the neighbouring countries and regions as defined in the report „Networks for Peace and Development“, elaborated by the High Level Group chaired by Loyola de Palacio in November 2005, are listed in Annex 1 to this report and shown also on the map (Annex 2). Out of five axes, defined by the High Level Group, three i.e. Northern, Central and South Eastern ones were subjected to this comparison, since the two remaining ones (Motorways of the Seas and the South Western axis) were of no relevance for the work.

In part A. of Annex 1, the TEM Master Plan network links that are identical with these three High Level Group multimodal transport axes are listed. In part B. of this Annex, the Master Plan links identical with the High Level Group road priority axes and in part C. of the Annex, the Master Plan links included neither in the transport axes nor in the road priority axes of the Group are shown. Furthermore, part D. of Annex 1 contains the list of sections of the High Level Group multimodal and road priority axes not included in the TEM Master Plan backbone network.

The conclusion to be drawn from these comparisons is that all the High Level Group multimodal and road priority axes are at the same time parts of the TEM Master

Plan backbone network. The exceptions from this rule, listed in part D. of Annex 1 and shown in blue in Annex 2 are the following:

1. **Austria** Salzburg – Villach - Karawanken tunnel (Slovenian border)
2. **Romania** Drobeta Turnu Severin – Calafat (Bulgarian border)
3. **Russian Federation** Moskva – Velikije Luki – Zazitino (Latvian border)
4. **Russian Federation** Zuravlevka (Ukrainian border) – Voronez - Penza
5. **Slovenia** Karawanken tunnel (Austrian border) – Ljubljana
6. **Turkey** Suluova – Yildizeli – Gaziantep
7. **Turkey** Horasan –Kars – Hopa
8. **Turkey** Kars – Akyaka Sinir Kapisi (Armenian border)
9. **Ukraine** Kharkiv – Kozaca Lopan (Russian border).

The representatives of the above countries may wish to consider proposing the inclusion of those sections into the Master Plan backbone network in the framework of its planned review in 2008. In this respect, a particular consideration should be paid to the link Drobeta Turnu Severin in Romania, which is not the part of the TEM network yet and to the link Kars – Akyaka Sinir Kapisi in Turkey, which is neither the part of the TEM network nor in operation.

Following the accession of Armenia to the TEM Project, it seems further desirable to consider extending the TEM Master Plan backbone network also to this country, as appropriate.

On the occasion of the review of the Master Plan mentioned above, also the possibility to modify the itinerary of some TEM Master Plan backbone links to correspond better to the international traffic flows (e.g. Ternopol – Lvov instead of Ternopol – Stryj) or to add some new links proposed by the participating countries (e.g. Bors – Oradea – Brasov – Ploesti in Romania) may be examined.

The results of the detailed comparison of the TEM Master Plan backbone network and the road components of the EU transEuropean transport network, comprized with regard to the „old“ EU Master Plan member countries (Austria, Greece and Italy) in the Corrigendum to Decision No 884/2004/EC of the European Parliament and of the Council of 29 April 2004 amending Decision No 1692/96/EC on Community guidelines for the development of the transEuropean transport network and with regard to the „new“ EU Master Plan member countries (Czech Republic, Hungary, Lithuania, Poland, Slovakia, Slovenia and Bulgaria and Romania as well) in their respective Treaties of Accession, are listed in Annex 3 to this report and shown also on the map attached to this report as its Annex 4. Moreover, Annexes 3 and 4 include also the comparison results of the TEM Master Plan backbone network vis-à-vis the Priority projects on which work is due to start before 2010, contained in Annex III of the above Corrigendum.

In part A. of Annex 3, the TEM Master Plan network links that are identical with these Priority projects on which work is due to start before 2010 are listed. In part B. of this Annex, the Master Plan links identical with the links of the EU transEuropean transport network (roads) according to Annex I to the above Corrigendum and to the Treaties of Accession of the new member countries to the European Union are shown. Furthermore, part C. of Annex 3 contains the list of the TEM Master Plan backbone network links included neither in the Priority projects on which work is due to start before 2010 nor in the EU transEuropean transport network (roads) according to the

Corrigendum to Decision No 884/2004/EC of the European Parliament and of the Council of 29 April 2004 amending Decision No 1692/96/EC on Community guidelines for the development of the transEuropean transport and to the Treaties of Accession of the new EU member states including Bulgaria and Romania.

The conclusion to be drawn from these comparisons is that all the sections of the EU Trans-European transport network in the EU countries participating in the TEM Master Plan as included in the Corrigendum to Decision No 884/2004/EC of the European Parliament and of the Council of 29 April 2004 amending Decision No 1692/96/EC on Community guidelines for the development of the transEuropean transport and in the Treaties of Accession of the new EU member states are at the same time parts of the TEM Master Plan backbone network. The same conclusion is valid with regard to this backbone network and the Priority projects of the above Corrigendum on which work is due to start before 2010. These results confirm the rightness of the selection of the TEM Master Plan backbone network components on the territory of the EU Master Plan member countries and no adjustment of this backbone network is necessary from this point of view.

Annex 5 presents the results of mutual comparisons of the TEM Master Plan projects of all 4 classes with the projects defined in the report „Networks for Peace and Development“, elaborated by the High Level Group as well as with the Priority projects on which work is due to start before 2010, comprized in Annex III of the Corrigendum to Decision No 884/2004/EC of the European Parliament and of the Council of 29 April 2004 are given.

Part A of Annex 5 contains the list of the TEM Master Plan projects compatible with the projects of the High Level Group located on the Central transport axis, and part B contains the list of those projects located on the South Eastern axis. In the right columns of the tables, the indications are given of the type of the respective High Level Group project (i.e. either short to medium term interest or long term interest type).

Part C. of Annex 5 presents the results of the comparison between the TEM Master Plan projects and the Priority projects on which work is due to start before 2010 (Annex III to the above Corrigendum amending Decision no. 1692/96/EC on Community guidelines for the development of the transEuropean transport network). In the last column of the table, the number of the respective Corrigendum Priority project is indicated (No. 7 – Motorway axis Igoumenitsa/Patra – Athina – Sofia – Budapest and No. 25 Motorway axis Gdansk – Brno/Bratislava – Wien).

Finally, Annex 6 presents the summary results of comparison of the TEM Master Plan backbone network with the High Level Group multimodal transport axes and with the EU transEuropean transport network (Roads) according to the above Corrigendum to the Decision No 884/2004/EC of the European Parliament and of the Council of 29 April 2004 and to the respective Treaties of Accession of the EU new member countries. The summary map in Annex 7 makes possible the overall comparison of all these networks. This Annex also shows the sections of the Hlgh Level Group multimodal or road priority axes not included in the TEM Master Plan backbone network listed in paragraph 5. above.

Annexes: 7

Annex 1**TEM MASTER PLAN BACKBONE NETWORK VIS-À-VIS THE HIGH LEVEL GROUP MULTIMODAL TRANSPORT AXES****A. LIST OF THE TEM MASTER PLAN BACKBONE NETWORK LINKS IDENTICAL WITH THE HIGH LEVEL GROUP MULTIMODAL AXES**

Country	From	Via	To
Belarus	Brest (Polish border)	Minsk Orsha	Krasnoje (Russian border)
Belarus	Kamenny Loh (Lithuanian border)	Minsk Gomel	Novaja Guta (Ukrainian border)
Bosnia and Herzegovina	Bosanski Samac (Croatian border)	Sarajevo	Visici (Croatian border)
Bulgaria	Kalotina (Serbian border)	Sofia Plodovitovo	Kapitan Andreevo (Turkish border)
Bulgaria	Gjusevo (FYROM border)	Pernik	Sofia
Bulgaria	Plodovitovo	Burgas	Varna
Croatia	Bregana (Slovenian border)	Zagreb Slavonski Brod	Lipovac (Serbian border)
Croatia	Knezevo (Hungarian border)	Osijek	Svilaj (B&H border]
Croatia	Metkovic (B&H border)		Ploce
Georgia	Sarpi (Turkish border]	Senaki Tbilisi	Tsiteli Khidi (Azerbaijani border)
Georgia	Leselidze (Russian border)	Sukhumi	Senaki
Georgia	Larsi (Russian border)	Tbilisi	Sadakhlo (Armenian border)
Greece	Evzoni (FYROM border)	Polykastron	Thessaloniki
Hungary	Budapest	Gyongyos	Zahony (Ukrainian border)
Hungary	Budapest	Kecskemet Szeged	Roszke (Serbian border)
Hungary	Budapest	Dunafoldvar	Udvar (Croatian border)
Lithuania	Kybartai (Russian border)	Kaunas Vilnius	Medininkai (Russian border)
Lithuania	Klajpeda	Kirkliai Sitkunai	Kaunas
Poland	Swiecko (German border)	Poznan Warszawa	Terespol (Belarussian border)
Poland	Jedrzychowice (German border)	Wroclaw Krakow	Medyka (Ukrainian border)
Russian Federation	Krasnoje (Belarussian border)	Smolensk Moskva	Niznij Novgorod
Russian Federation	Sankt Petersburg	Tver	Moskva
Russian Federation	Kalinovka (Ukrainian border)	Brjansk Moskva	Jaroslavl
Russian Federation	Kaliningrad	Cernjahovsk	Nesterov (Lithuanian border)

Country	From	Via	To
Russian Federation	Novosachtinsk (Ukrainian border)	Pavlovskaja Vladikavkaz	Orudzhaba (Azerbaijani border)
Russian Federation	Pavlovskaja	Krasnodar Novorossijsk	Adler (Georgian border)
Russian Federation	Vladikavkaz	Balta	Larsi (Georgian border)
Serbia	Batrovci (Croatian border)	Beograd Nis	Dimitrovgrad (Bulgarian border)
Serbia	Kelebia (Hungarian border)	Subotica Novi Sad	Beograd
Serbia	Nis	Leskovac	Strezovce (FYROM border)
Slovenia	Ljubljana	Novo Mesto	Obrezje (Croatian border)
Former Yugoslav Rep.of Macedonia	Tabanovce (Serbian border)	Skopje Veles	Gevgelija (Greek border)
Former Yugoslav Rep.of Macedonia	Debar (Albanian border)	Skopje	Kriva Palanka (Bulgarian border)
Turkey	Kapikule (Bulgarian border)	Istanbul Gerede	Ankara
Turkey	Ankara	Refahiye Dogubayazit	Gurbulak (Iranian border)
Turkey	Ankara	Tarsus/Mersin Ceyhan	Yayladagi (Syrian border)
Turkey	Ceyhan (Iskenderun Ayrim Bati)	Gaziantep Sanli Urfa	Habur (Iraqi border)
Turkey	Gerede	Suluova	Refahiye
Turkey	Suluova	Samsun Trabzon	Sarp (Georgian border)
Turkey	Sanli Urfa	Diyarbakir Bitlis	Dogubayazit
Ukraine	Seginie (Polish border)	Lvov	Kiev
Ukraine	Cop (Hungarian border)	Mukacevo Stryj	Lvov
Ukraine	Novi Jarylovici (Belarussian border)	Kipti Kiev	Odessa
Ukraine	Kipti	Hluchov	Cervone (Russian border)
Ukraine	Kiev	Kharkiv Debalceve	Astakhovo (Russian border)

B. LIST OF THE TEM MASTER PLAN BACKBONE NETWORK LINKS IDENTICAL WITH THE HIGH LEVEL GROUP ROAD PRIORITY AXES

Country	From	Via	To
Austria	Drasenhofen (Czech border)	Poysdorf	Wien
Bulgaria	Vidin (Romanian border)	Sofia	Kulata (Greek border)
Bulgaria	Novo Selo (Greek border)		Svilengrad
Czech Republic	C:Tesin/Vernovice (Polish border)	Brno	Mikulov (Austrian border)
Greece	Thessaloniki	Larissa	Athinai
Greece	Athinai	Patrai	Ioannina
Greece	Igoumenitsa	Ioannina Kozani	Thessaloniki
Greece	Thessaloniki	Leukonas Alexandroupolis	Ormenio (Bulgarian border)
Greece	Leukonas	Sidirokastron	Promachonas (Bulgarian border)
Hungary	Szeged	Mako	Nagylak (Romanian border)
Poland	Gdansk	Lodz Katowice	Cieszyn/Gorzyczki (Czech border)
Romania	Nadlac (Hungarian border)	Timisoara Lugoj	Drobeta Turnu Severin
Romania	Lugoj	Sibiu Bucuresti	Constanta

C. LIST OF THE TEM MASTER PLAN BACKBONE NETWORK LINKS INCLUDED NEITHER IN THE HIGH LEVEL GROUP MULTIMODAL AXES NOR IN ITS ROAD PRIORITY AXES

Country	From	Via	To
Austria	Salzburg (German border)	Sattledt Linz	Wien
Austria	Wien	Graz Villach	Arnoldstein (Italian border)
Austria	Wien	Fischamend Parndorf	Nickelsdorf (Hungarian border)
Austria	Fischamend/ /Parndorf	Petronell/ /Gattendorf	Berg/Kittsee (Slovak border)
Austria	Sattledt	Graz	Spielfeld (Slovenian border)
Austria	Linz	Unterweikersdorf	Wullowitz (Czech border)
Belarus	Jeżarysca (Russian border)	Orsha	Gomel
Bosnia	Sarajevo	Ustipraca	Donje Varadiste

Country	From	Via	To
and Herzegovina			(Serbian border)
Bulgaria	Ruse (Romanian border)	Bjala Stara Zagora	Haskovo
Bulgaria	Ruse	Shumen	Varna
Croatia	Gorican (Hungarian border)	Varazdin	Zagreb
Croatia	Macelj (Slovenian border)	Krapina	Zagreb
Croatia	Zagreb	Karlovac	Zadar
Croatia	Karlovac	Rijeka Matulji	Rupa (Slovenian border)
Croatia	Matulji	Kanfanar	Pula
Croatia	Kanfanar	Medaki	Plovanija (Slovenian border)
Czech Republic	Cinovec (German border)	Lovosice	Praha
Czech Republic	Praha	Brno	Lanzhot (Slovak border)
Czech Republic	Rozvadov (German border)	Plzen	Praha
Czech Republic	Praha	České Budejovice	Dolni Dvoriste (Austrian border)
Greece	Korinthos	Tripolis	Kalamata
Greece	Tripolis	Sparti	Githeion
Greece	Ioannina	Kalpakistan	Kakavia (Albanian border)
Greece	Neapolis	Kastoria	Ieropigi (Albanian border)
Greece	Kozani	Ptolemes	Niki (FYROM border)
Greece	Kastellion	Irakleion	Siteia
Hungary	Hegyeshalom (Austrian border)	Level Gyor	Budapest
Hungary	Letenye (Croatian border)	Nagykanizsa Szekesfehervar	Budapest
Hungary	Rajka (Slovak border)		Level
Italy	Tarvisio (Austrian border)	Palmanova Venezia Mestre	Padova
Italy	Palmanova	Trieste	Ferneti (Slovenian border)
Italy	Padova	Bologna Bari	Brindisi
Italy	Iselle (Swiss border)	Milano Brescia	Padova
Italy	Grimaldi (French border)	Savona Voltri	Genova
Italy	Voltri	Predosa Tortona	Brescia
Italy	Predosa	Alessandria	Borgomanero

Country	From	Via	To
Italy	Bardonecchia (French border)	Torino Alessandria	Tortona
Lithuania	Sangruda (Polish border)		Marijampole
Lithuania	Sitkunai	Panevezys	Salociai (Latvian border)
Moldova	Leuseni (Romanian border)	Chisinau	Dubasari (Ukrainian border)
Moldova	Chisinau	Tiraspol	Pervomaise (Ukrainian border)
Poland	Olszyna (German border)	Golnice	Krzyzowa
Poland	Piotrkow Trybunalski	Warszawa Bialystok	Budzisko (Lithuanian border)
Poland	Katowice	Bielsko Biala Zywiec	Zwardon (Slovak border)
Poland	Warszawa	Lublin Piaski	Hrebenne (Ukrainian border)
Poland	Piaski	Chelm	Dorohusk (Ukrainian border)
Romania	Timisoara	Voiteg	Moravita (Serbian border)
Romania	Drobeta Turnu Severin	Craiova	Bucuresti
Romania	Craiova	Radovan	Calafat (Bulgarian border)
Romania	Bucuresti	Calugareni	Giurgiu (Bulgarian border)
Romania	Bucuresti	Ploiesti – Buzau – Tisita- Suceava	Siret (Ukrainian border)
Romania	Tisita	Crasna	Albita (Moldovan border)
Russian Federation	Moskva	Borisoglebsk Volgograd	Astrakhan
Russian Federation	Krupec (Ukrainian border)	Borisoglebsk Saratov	Dergachi (Kazakhstani border)
Russian Federation	Kamensk Sachtinskij (Ukrainian border)	Morozovsk	Volgograd
Russian Federation	Astrakhan	Kizlyar	Makhackala
Russian Federation	Astrakhan	Krasnyj Jar	Mayaral (Kazakhstani border)
Russian Federation	Sankt Petersburg	Pskov	Nevel (Belarussian border)
Serbia	Vrsac (Romanian border)	Pancevo	Beograd
Serbia	Mokra Gora (B&H border]	Uzice Kraljevo	Nis
Slovakia	Petrzalka/Jarovce (Austrian border)	Bratislava Zilina	Vysne Nemecke (Ukrainian border)
Slovakia	Kuty	Bratislava	Rusovce

Country	From	Via	To
	(Czech border)		(Hungarian border)
Slovakia	Skalite (Polish border)	Cadca Kysucke Nove Mesto	Zilina
Slovenia	Fernetici (Italian border)	Divaca Postojna	Ljubljana
Slovenia	Secovlje (Croatian border)	Koper Kozina	Divaca
Slovenia	Krvavi Potok (Italian border)	Kozina	Starod (Croatian border)
Slovenia	Sentilj (Austrian border)	Maribor Ptuj	Zgornje Gruskovje (Croatian border)
Former Yugoslav Rep. of Macedonia	Bitola (Greek border)	Prilep	Veles
Turkey	Izmir	Balikesir Bursa	Gebze
Turkey	Ankara	Afyon Usak	Izmir
Turkey	Trabzon	Gumushane Bayburt	Askale
Ukraine	Starovojtovo (Polish border)	Kovel Korosten	Kiev
Ukraine	Rava Russkaja (Polish border)	Zovkva	Lvov
Ukraine	Stryj	Ternopol	Uman
Ukraine	Uman	Dnipropetrovsk Debalceve	Krasnodon (Russian border)
Ukraine	Ternopol	Cernivci	Porubne (Romanian border)
Ukraine	Krasni Okni (Moldovan border)	Ananjev	Ljubasivka
Ukraine	Kucurhan (Moldovan border)	Kamjanka	Odessa

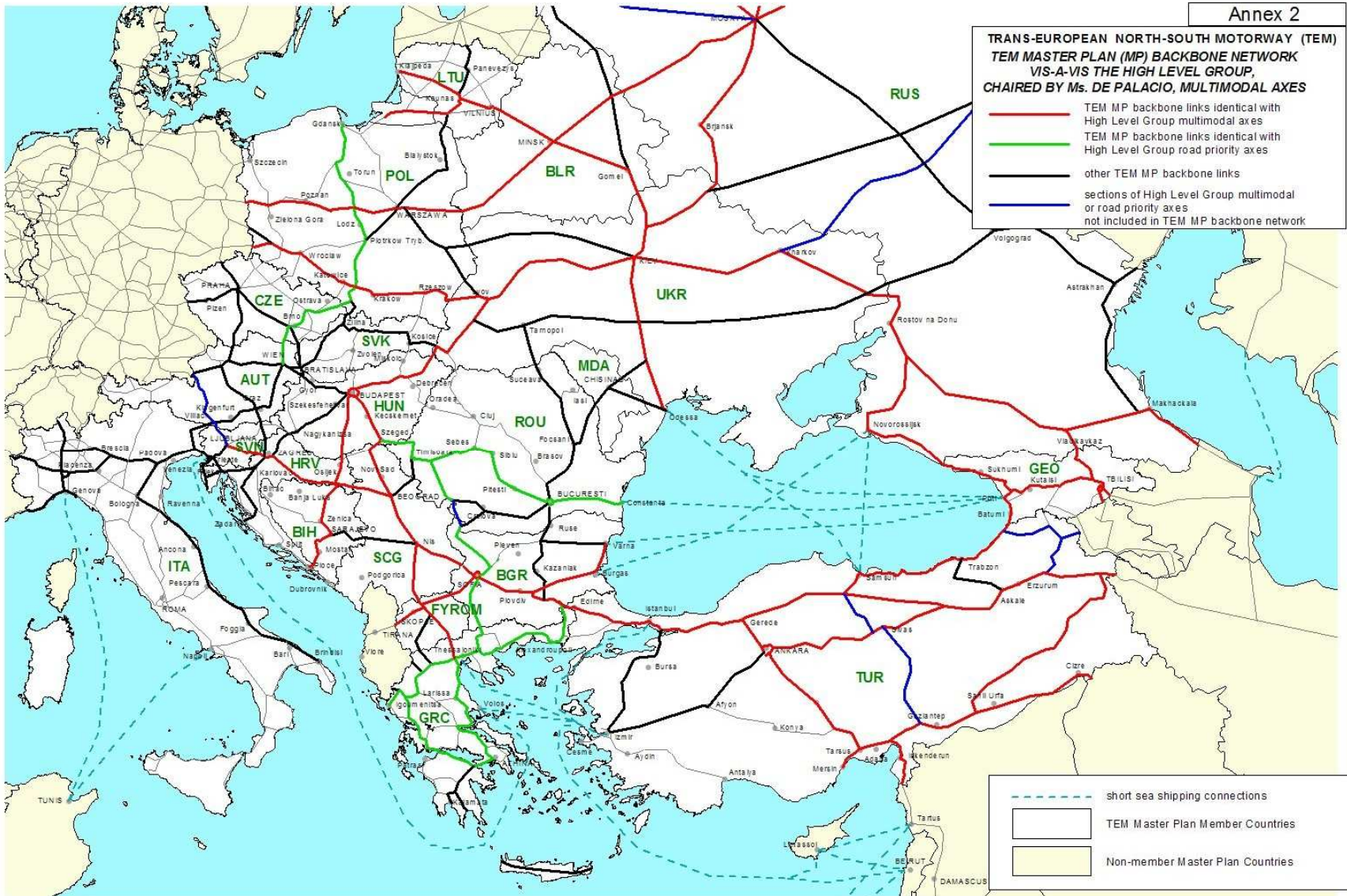
D. LIST OF SECTIONS OF THE HIGH LEVEL GROUP MULTIMODAL OR ROAD PRIORITY AXES NOT INCLUDED IN THE TEM MASTER PLAN BACKBONE NETWORK

Country	From	To	Part of axis
Austria	Salzburg	Karavanken tunnel (Slovenian border)	multimodal
Romania	Drobeta Turnu Severin	Calafat	road priority
Russian Federation	Moskva	Zasitino (Latvian border)	multimodal
Slovenia	Karavanken tunnel (Austrian border)	Ljubljana	multimodal
Turkey	Suluova	Yildizeli (Sivas)	multimodal
Turkey	Sivas	Gaziantep	multimodal
Turkey	Horasan	Kars	multimodal
Turkey	Hopa	Kars	multimodal
Turkey	Kars	Akyaka Sinir Kapisi (Armenian border)	multimodal
Ukraine//Russian Federation	Kharkiv	Penza	Multimodal

Annex 2

**TRANS-EUROPEAN NORTH-SOUTH MOTORWAY (TEM)
TEM MASTER PLAN (MP) BACKBONE NETWORK
VIS-A-VIS THE HIGH LEVEL GROUP,
CHAIRIED BY Ms. DE PALACIO, MULTIMODAL AXES**

- TEM MP backbone links identical with High Level Group multimodal axes
- TEM MP backbone links identical with High Level Group road priority axes
- other TEM MP backbone links
- sections of High Level Group multimodal or road priority axes not included in TEM MP backbone network



TRANS-EUROPEAN MOTORWAY (TEM) – TRANS-EUROPEAN RAILWAY (TER) PROJECTS
APRIL 2007

Annex 3**TEM MASTER PLAN BACKBONE NETWORK VIS-À-VIS THE EU TRANSEUROPEAN TRANSPORT NETWORK (ROADS) AND THE PRIORITY PROJECTS ON WHICH WORK IS DUE TO START BEFORE 2010**

- A. LIST OF THE TEM MASTER PLAN BACKBONE NETWORK LINKS IDENTICAL WITH THE PRIORITY PROJECTS ON WHICH WORK IS DUE TO START BEFORE 2010 (ANNEX III TO THE CORRIGENDUM TO DECISION NO. 884/2004/EC OF THE EUROPEAN PARLIAMENT AND OF THE COUNCIL OF 29 APRIL 2004 AMENDING DECISION NO. 1692/96/EC ON COMMUNITY GUIDELINES FOR THE DEVELOPMENT OF THE TRANSEUROPEAN TRANSPORT NETWORK)

Country	From	Via	To
Austria	Kittsee (Slovak border)	Parndorf	Wien
Austria	Drasenhofen (Czech border)	Poysdorf	Wien
Bulgaria	Vidin (Romanian border)	Sofia	Kulata (Greek border)
Czech Republic	Vernovice (Polish border)	Brno	Mikulov (Austrian border)
Greece	Thessaloniki	Larissa	Athinai
Greece	Athinai	Korinthos	Patrai
Greece	Igoumenitsa	Ioannina Kozani	Thessaloniki
Greece	Thessaloniki	Leukonas Alexandroupolis	Ormenio (Bulgarian border)
Greece	Leukonas	Sidirokastron	Promachonas (Bulgarian border)
Hungary	Budapest	Szeged	Nagylak (Romanian border)
Poland	Gdansk	Lodz	Katowice
Poland	Katowice	Bielsko-Biala	Zwardon (Slovak border)
Poland	Katowice	Rybnik	Gorzyczki (Czech border)
Romania	Nadlac (Hungarian border)	Timisoara Lugoj	Drobeta Turnu Severin
Romania	Lugoj	Deva- Sibiu- Pitesti- Bucuresti - Fetesti	Constanta
Slovakia	Skalite (Polish border)	Zilina Bratislava	Jarovce (Austrian border)

B. LIST OF THE TEM MASTER PLAN BACKBONE NETWORK LINKS IDENTICAL WITH THE LINKS OF THE EU TRANSEUROPEAN TRANSPORT NETWORK (ROADS) ACCORDING TO ANNEX I TO THE CORRIGENDUM TO DECISION NO. 884/2004/EC OF THE EUROPEAN PARLIAMENT AND OF THE COUNCIL OF 29 APRIL 2004 AMENDING DECISION NO. 1692/96/EC ON COMMUNITY GUIDELINES FOR THE DEVELOPMENT OF THE TRANSEUROPEAN TRANSPORT NETWORK AND TO THE TREATIES OF ACCESSION OF THE NEW MEMBER COUNTRIES TO THE EUROPEAN UNION

Country	From	Via	To
Austria	Salzburg (German border)	Sattledt Linz	Wien
Austria	Wien	Graz Villach	Arnoldstein (Italian border)
Austria	Parndorf	Gattendorf	Nickelsdorf (Hungarian border)
Austria	Sattledt	Graz	Spielfeld (Slovenian border)
Austria	Linz	Unterweikersdorf	Wullowitz (Czech border)
Bulgaria	Kalotina (Serbian border)	Sofia Plodovitovo	Kapitan Andreevo (Turkish border)
Bulgaria	Gjusevo (FYROM border)	Pernik	Sofia
Bulgaria	Plodovitovo	Burgas	Varna
Bulgaria	Ruse (Romanian border)	Bjala Stara Zagora	Haskovo
Bulgaria	Novo Selo (Greek border)		Svilengrad
Czech Republic	Cinovec (German border)	Lovosice	Praha
Czech Republic	Praha	Brno	Lanzhot (Slovak border)
Czech Republic	Rozvadov (German border)	Plzen	Praha
Czech Republic	Praha	České Budejovice	Dolni Dvoriste (Austrian border)
Greece	Korinthos	Tripolis	Kalamata
Greece	Kozani	Ptolemes	Niki (FYROM border)
Greece	Patrai	Agrinion Arta	Ioannina
Greece	Evzoni (FYROM border)	Polykastron	Thessaloniki
Hungary	Hegyeshalom (Austrian border)	Level Gyor	Budapest
Hungary	Letenye (Croatian border)	Nagykanizsa Szekesfehervar	Budapest
Hungary	Rajka (Slovak border)		Level
Hungary	Budapest	Gyongyos	Zahony (Ukrainian border)
Hungary	Budapest	Dunafoldvar	Udvar (Croatian border)
Hungary	Szeged		Roszke (Serbian border)
Italy	Tarvisio (Austrian border)	Palmanova Venezia Mestre	Padova

Country	From	Via	To
Italy	Palmanova	Trieste	Ferneti (Slovenian border)
Italy	Padova	Bologna Bari	Brindisi
Italy	Iselle (Swiss border)	Milano Brescia	Padova
Italy	Grimaldi (French border)	Savona Voltri	Genova
Italy	Voltri	Predosa Tortona	Brescia
Italy	Predosa	Alessandria	Borgomanero
Italy	Bardonecchia (French border)	Torino Alessandria	Tortona
Lithuania	Sangruda (Polish border)		Marijampole
Lithuania	Sitkunai	Panevezys	Salociai (Latvian border)
Lithuania	Kybartai (Russian border)	Kaunas Vilnius	Medininkai (Russian border)
Lithuania	Klajpeda	Kirkliai Sitkunai	Kaunas
Poland	Olszyna (German border)	Golnice	Krzyzowa
Poland	Piotrkow Trybunalski	Warszawa Bialystok	Budzisko (Lithuanian border)
Poland	Warszawa	Lublin Piaski	Hrebenne (Ukrainian border)
Poland	Piaski	Chelm	Dorohusk (Ukrainian border)
Poland	Swiecko (German border)	Poznan Warszawa	Terespol (Belarussian border)
Poland	Jedrzychowice (German border)	Wroclaw Krakow	Medyka (Ukrainian border)
Romania	Timisoara	Voiteg	Moravita (Serbian border)
Romania	Drobeta Turnu Severin	Craiova	Bucuresti
Romania	Ploiesti		Buzau
Romania	Craiova	Radovan	Calafat (Bulgarian border)
Romania	Bucuresti	Calugareni	Giurgiu (Bulgarian border)
Romania	Bucuresti	Marasesti Suceava	Siret (Ukrainian border)
Romania	Marasesti	Tecuci Crasna	Albita (Moldovan border)
Slovakia	Zilina	Poprad Kosice	Vysne Nemecke (Ukrainian border)
Slovakia	Kuty (Czech border)	Braatislava	Rusovce (Hungarian border)
Slovenia	Fernetici (Italian border)	Divaca Postojna	Ljubljana
Slovenia	Secovlje (Croatian border)	Koper Kozina	Divaca
Slovenia	Krvavi Potok	Kozina	Starod

Country	From	Via	To
	(Italian border)		(Croatian border)
Slovenia	Sentilj (Austrian border)	Maribor Ptuj	Zgornje Gruskovje (Croatian border)
Slovenia	Ljubljana	Novo Mesto	Obrezje (Croatian border)

C. LIST OF THE TEM MASTER PLAN BACKBONE NETWORK LINKS INCLUDED NEITHER IN THE PRIORITY PROJECTS ON WHICH WORK IS DUE TO START BEFORE 2010 NOR IN THE EU TRANSEUROPEAN TRANSPORT NETWORK (ROADS)

Country	From	Via	To
Belarus	Jezjarysca (Russian border)	Orsha	Gomel
Belarus	Brest (Polish border)	Minsk Orsha	Krasnoje (Russian border)
Belarus	Kamenny Loh (Lithuanian border)	Minsk Gomel	Novaja Guta (Ukrainian border)
Bosnia and Herzegovina	Sarajevo	Ustipraca	Donje Varadiste (Serbian border)
Bosnia and Herzegovina	Bosanski Samac (Croatian border)	Sarajevo	Visici (Croatian border)
Bulgaria	Ruse	Shumen	Varna
Croatia	Bregana (Slovenian border)	Zagreb Slavonski Brod	Lipovac (Serbian border)
Croatia	Knezevo (Hungarian border)	Osijek	Svilaj (B&H border]
Croatia	Metkovic (B&H border)		Ploce
Croatia	Gorican (Hungarian border)	Varazdin	Zagreb
Croatia	Macelj (Slovenian border)	Krapina	Zagreb
Croatia	Zagreb	Karlovac	Zadar
Croatia	Matulji	Kanfanar	Pula
Croatia	Kanfanar	Medaki	Plovanija (Slovenian border)
Georgia	Sarpi (Turkish border]	Senaki Tbilisi	Tsiteli Khidi (Azerbaijani border)
Georgia	Leselidze (Russian border)	Sukhumi	Senaki
Georgia	Larsi (Russian border)	Tbilisi	Sadakhlo (Armenian border)
Greece	Tripolis	Sparti	Githeion
Greece	Ioannina	Kalpakistan	Kakavia (Albanian border)
Greece	Neapolis	Kastoria	Ieropigi (Albanian border)
Greece	Kastellion	Irakleion	Siteia

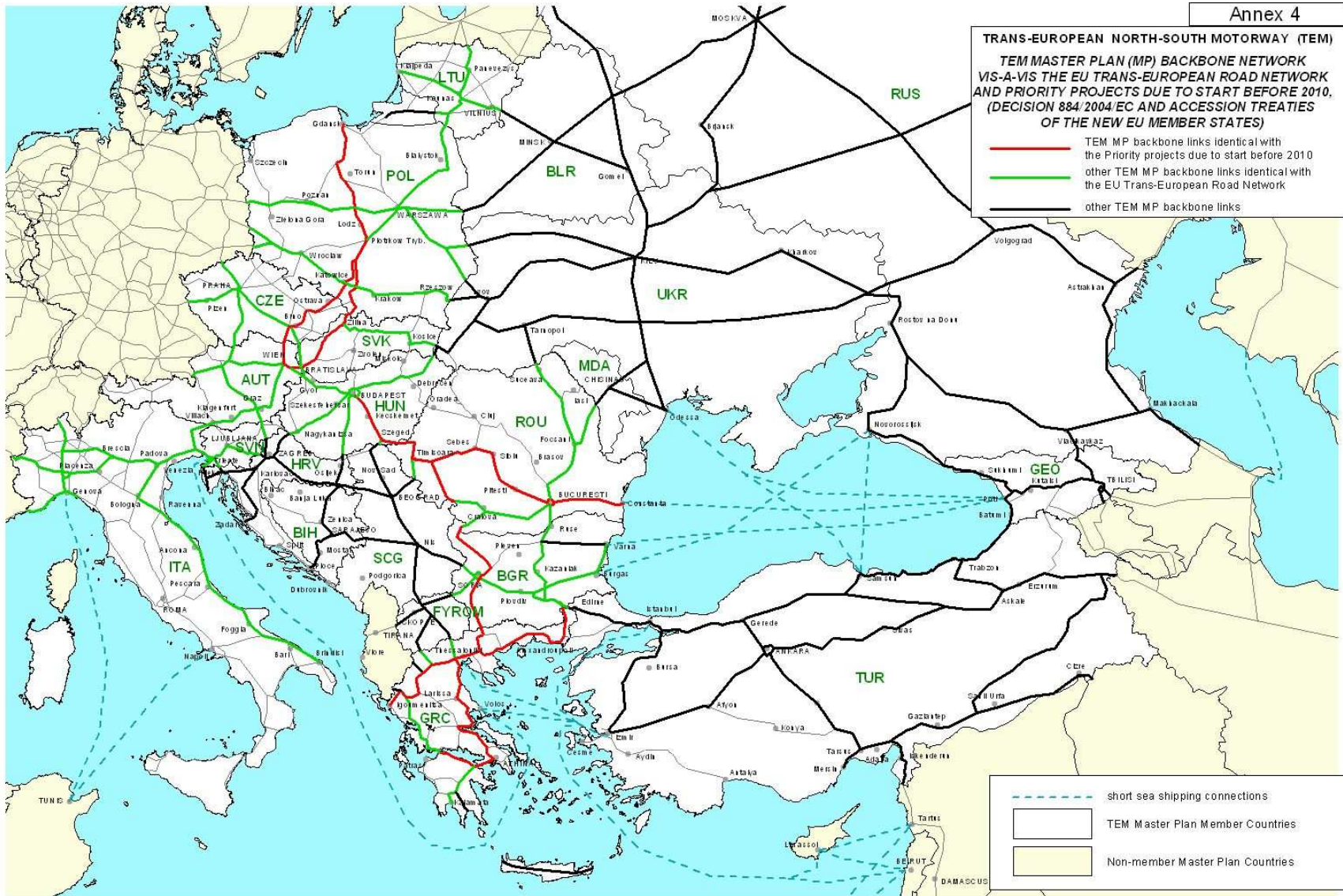
Country	From	Via	To
Moldova	Leuseni (Romanian border)	Chisinau	Dubasari (Ukrainian border)
Moldova	Chisinau	Tiraspol	Pervomaise (Ukrainian border)
Russian Federation	Krasnoje (Belarussian border)	Smolensk Moskva	Niznij Novgorod
Russian Federation	Sankt Petersburg	Tver	Moskva
Russian Federation	Kalinovka (Ukrainian border)	Brjansk Moskva	Jaroslavl
Russian Federation	Kaliningrad	Cernjahovsk	Nesterov (Lithuanian border)
Russian Federation	Novosachtinsk (Ukrainian border)	Pavlovskaja Vladikavkaz	Orudzhaba (Azerbaijani border)
Russian Federation	Pavlovskaja	Krasnodar Novorossijsk	Adler (Georgian border)
Russian Federation	Vladikavkaz	Balta	Larsi (Georgian border)
Russian Federation	Moskva	Borisoglebsk Volgograd	Astrakhan
Russian Federation	Krupec (Ukrainian border)	Borisoglebsk Saratov	Dergachi (Kazakhstani border)
Russian Federation	Kamensk Sachtinskij (Ukrainian border)	Morozovsk	Volgograd
Russian Federation	Astrakhan	Kizlyar	Makhackala
Russian Federation	Astrakhan	Krasnyj Jar	Mayaral (Kazakhstani border)
Russian Federation	Sankt Petersburg	Pskov	Nevel (Belarussian border)
Serbia	Vrsac (Romanian border)	Pancevo	Beograd
Serbia	Mokra Gora (B&H border]	Uzice Kraljevo	Nis
Serbia	Batrovci (Croatian border)	Beograd Nis	Dimitrovgrad (Bulgarian border)
Serbia	Kelebia (Hungarian border)	Subotica Novi Sad	Beograd
Serbia	Nis	Leskovac	Strezovce (FYROM border)
Former Yugoslav Rep. of Macedonia	Bitola (Greek border)	Prilep	Veles
Former Yugoslav Rep.of Macedonia	Tabanovce (Serbian border)	Skopje Veles	Gevgelija (Greek border)
Former Yugoslav Rep.of Macedonia	Debar (Albanian border)	Skopje	Kriva Palanka (Bulgarian border)
Turkey	Izmir	Balikesir Bursa	Gebze
Turkey	Ankara	Afyon Usak	Izmir
Turkey	Trabzon	Gumushane Bayburt	Askale

Country	From	Via	To
Turkey	Kapikule (Bulgarian border)	Istanbul Gerede	Ankara
Turkey	Ankara	Refahiye Dogubayazit	Gurbulak (Iranian border)
Turkey	Ankara	Tarsus/Mersin Ceyhan	Yayladagi (Syrian border)
Turkey	Ceyhan (Iskenderun Ayrim Bati)	Gaziantep Sanli Urfa	Habur (Iraqi border)
Turkey	Gerede	Suluova	Refahiye
Turkey	Suluova	Samsun Trabzon	Sarp (Georgian border)
Turkey	Sanli Urfa	Diyarbakir Bitlis	Dogubayazit
Ukraine	Starovojtovo (Polish border)	Kovel Korosten	Kiev
Ukraine	Seginie (Polish border)	Lvov	Kiev
Ukraine	Cop (Hungarian border)	Mukacevo Stryj	Lvov
Ukraine	Novi Jarylovici (Belarussian border)	Kipti Kiev	Odessa
Ukraine	Kipti	Hlučov	Cervone (Russian border)
Ukraine	Kiev	Kharkiv Debalceve	Astakhovo (Russian border)
Ukraine	Rava Russkaja (Polish border)	Zovkva	Lvov
Ukraine	Stryj	Ternopol	Uman
Ukraine	Uman	Dnipropetrovsk Debalceve	Krasnodon (Russian border)
Ukraine	Ternopol	Cernivci	Porubne (Romanian border)
Ukraine	Krasni Okni (Moldovan border)	Ananjev	Ljubasivka
Ukraine	Kucurhan (Moldovan border)	Kamjanka	Odessa

Annex 4

TRANS-EUROPEAN NORTH-SOUTH MOTORWAY (TEM)
TEM MASTER PLAN (MP) BACKBONE NETWORK
VIS-A-VIS THE EU TRANS-EUROPEAN ROAD NETWORK
AND PRIORITY PROJECTS DUE TO START BEFORE 2010,
(DECISION 884/2004/EC AND ACCESSION TREATIES
OF THE NEW EU MEMBER STATES)

- TEM MP backbone links identical with the Priority projects due to start before 2010
- other TEM MP backbone links identical with the EU Trans-European Road Network
- other TEM MP backbone links



TRANS-EUROPEAN MOTORWAY (TEM) – TRANS-EUROPEAN RAILWAY (TER) PROJECTS
 APRIL 2007

Annex 5**TEM MASTER PLAN PROJECTS VIS-À-VIS THE PROJECTS OF THE HIGH LEVEL GROUP AND PRIORITY PROJECTS ON WHICH WORK IS DUE TO START BEFORE 2010****A. LIST OF THE TEM MASTER PLAN PROJECTS COMPATIBLE WITH THE PROJECTS OF THE HIGH LEVEL GROUP LOCATED ON THE CENTRAL AXIS**

TEM Master Plan project				Type of High Level Group project
Country	No	Priority class	Location	
Belarus	M-1	1	M1/E30 road upgrading, km 1,7 to 9,8	Short to medium term interest
Belarus	M-2	1	M1/E30 road upgrading, Section Telmy - Kozlovichi	Short to medium term interest
Belarus	M-3	1	M1/E30 road upgrading, third section	Short to medium term interest
Ukraine	M-2	1	Lviv - Krakovets	Short to medium term interest

B. LIST OF THE TEM MASTER PLAN PROJECTS COMPATIBLE WITH THE PROJECTS OF THE HIGH LEVEL GROUP LOCATED ON THE SOUTH EASTERN AXIS

TEM Master Plan project				Type of High Level Group project
Country	No	Priority class	Location	
Bosnia and Herzegovina	M-3	2	Jablanica Detour	Short to medium term interest
Bosnia and Herzegovina	M-5	2	Mostar bypass	Short to medium term interest
Bosnia and Herzegovina	M-8	2	Corridor V Motorway	Short to medium term interest
Croatia	M-1	1	Zupanja - Lipovac	Short to medium term interest
Croatia	M-16	1	Zapresic - Zagreb	Short to medium term interest
Serbia	M-1	1	Novi Sad - Horgos	Short to medium term interest
Serbia	M-2	1	Beograd – Novi Sad	Short to medium term interest
Serbia	H-2	1	Border crossing Presevo	Short to medium term interest
Serbia	H-6	1	Bujanovac - Presevo	Short to medium term interest
Serbia	H-7	1	Leskovac – Bujanovac, rehabilitation	Short to medium term interest
Serbia	H-8	1	Liberty bridge, Novi Sad	Short to medium term interest
Serbia	H-9	1	Beograd - Nis	Short to medium term

TEM Master Plan project				Type of High Level Group project
Country	No	Priority class	Location	
				interest
Serbia	H-12	1	Completion of Beograd bypass	Short to medium term interest
Serbia	H-23	2	Leskovac – Bujanovac, completion	Short to medium term interest
Former Yugoslav Rep. of Macedonia	H-1	1	Demir Kapija - Smokvica	Short to medium term interest
Former Yugoslav Rep. of Macedonia	H-2	1	Tabanovce - Kumanovo	Short to medium term interest
Turkey	M-15	1	Sanliurfa – Viransehir	Longer term interest
Turkey	M-16	1	Viransehir - Kiziltepe	Longer term interest
Turkey	M-17	1	Kiziltepe – Nusaybin Junction	Longer term interest
Turkey	M-18	1	Nusaybin Junction - Oyali	Longer term interest
Turkey	M-19	1	Oyali - Cizre	Longer term interest
Turkey	M-20	1	Cizre - Silopi	Longer term interest

C. LIST OF THE TEM MASTER PLAN PROJECTS COMPATIBLE WITH THE PRIORITY PROJECTS ON WHICH WORK IS DUE TO START BEFORE 2010 (ANNEX III TO THE CORRIGENDUM TO DECISION NO. 884/2004/EC OF THE EUROPEAN PARLIAMENT AND OF THE COUNCIL OF 29 APRIL 2004 AMENDING DECISION NO. 1692/96/EC ON COMMUNITY GUIDELINES FOR THE DEVELOPMENT OF THE TRANSEUROPEAN TRANSPORT NETWORK)

TEM Master Plan project				Number of Trans-European transport network project
Country	No	Priority class	Location	
Austria	M-1	1	Parndorf - Kittsee	25
Bulgaria	M-7	1	Kalotina – Sofia (Hemus Connector)	7
Czech Republic	M-4	1	Vyskov - Kromeriz	25
Czech Republic	M-5	1	Lipnik - Vernovice	25
Greece	M-1	2	Strymonas – Nea Peramos	7
Greece	M-2	2	Profitis – Macedonia Airport (Kavala bypass)	7
Greece	M-3	1	Derveni - Lefkonas	7
Greece	M-4	2	Siatista – Argos Orestiko	7
Greece	M-5	1	Ardanio - Soufli	7
Hungary	M-7	1	Kiskunfelegyhaza - Roszke	7

TEM Master Plan project				Number of Trans-European transport network project
Country	No	Priority class	Location	
Hungary	M-13	2	Szeged - Mako	7
Hungary	M-14	2	Mako - Nagylak	7
Poland	M-2	4	Gdansk – Nowe Marzy	25
Poland	M-3	4	Nowe Marzy – Torun (Lubicz)	25
Poland	M-4	4	Lubicz - Czerniewice	25
Poland	M-5	4	Czerniewice - Strykow	25
Poland	M-6	4	Strykow - Tuszyn	25
Poland	M-7	4	Tuszyn - Rzasawa	25
Poland	M-8	4	Rzasawa - Pyrzowice	25
Poland	M-9	4	Pyrzowice - Sosnica	25
Poland	M-10	4	Sosnica - Zory	25
Poland	M-11	1	Zory - Gorzyczki	25
Poland	H-1	4	Pyrzowice - Podwarpie	25
Poland	H-2	1	Podwarpie – Dabrowa Gornicza	25
Poland	H-3	1	Bielsko-Biala - Jasienica	25
Poland	H-4	1	Bypass Grodziec	25
Poland	H-5	1	Bypass Skoczow	25
Poland	H-6	4	Skoczow - Cieszyn	25
Poland	H-30	4	Bielsko-Biala – junction Krakowska	25
Poland	H-31	4	Junction Krakowska – junction Zywiecka	25
Poland	H-32	4	Junction Zywiecka – junction Wilkowice	25
Poland	H-33	4	Junction Wilkowice - Zywiec	25
Poland	H-34	4	Zywiec – junction Browar	25
Poland	H-35	1	Junction Browar – junction Przybedzie	25
Poland	H-36	1	Junction Przybedzie - Milowka	25
Poland	H-37	1	Milowka - Szare	25
Poland	H-38	1	Szare - Zwardon	25
Poland	H-39	4	Zwardon - Myto	25
Romania	M-1	1	Nadlac - Timisoara	7
Romania	M-2	2	Timisoara - Lugoj	7
Romania	M-3	2	Lugoj - Deva	7

TEM Master Plan project				Number of Trans-European transport network project
Country	No	Priority class	Location	
Romania	M-4	1	Deva - Sebes	7
Romania	M-5	1	Sebes - Sibiu	7
Romania	M-6	2	Sibiu - Pitesti	7
Romania	M-7	2	Bucuresti South Bypass	7
Romania	M-8	2	Bucuresti North Bypass	7
Romania	M-9	1	Bucuresti – Lehliu *)	7
Romania	M-10	1	Lehliu – Fetesti *)	7
Romania	M-11	1	Fetesti - Cernavoda	7
Romania	M-12	2	Cernavoda - Constanta	7
Romania	M-14	2	Lugoj – Drobeta Turnu Severin	7
Slovakia	M-4	1	Hricovske Podhradie – Zilina-Strazov	25
Slovakia	M-5	1	Cadca-Bukov - Svrčinovec	25
Slovakia	M-6	2	Svrčinovec - Skalite	25
Slovakia	M-7	1	Sverepec - Vrtizer	25

*) in operation

Annex 6

**COMPARISON OF THE TEM MASTER PLAN BACKBONE NETWORK
WITH THE HIGH LEVEL GROUP (HLG) MULTIMODAL AXES
AND THE EU TRANSEUROPEAN TRANSPORT NETWORK (TEN-T)
(ROADS – DECISION NO. 884/2004/EC AND TREATIES OF ACCESSION OF THE NEW
MEMBER COUNTRIES)**

TEM BACKBONE NETWORK LINKS			PART OF HLG AXIS	PART OF TEN-T
Country	From	To		
AUSTRIA	Salzburg (German border)	Wien		X
	Wien	Arnoldstein (Italian border)		X
	Wien	Fischamend/ /Parndorf		X
	Fischamend/ /Parndorf	Nickelsdorf (Hungarian border)		X
	Fischamend/ /Parndorf	Berg/Kittsee (Slovak border)		X
	Sattledt	Spielfeld (Slovenian border)		X
	Linz	Wullowitz (Czech border)		X
	Drasenhofen (Czech border)	Wien	X	X
BELARUS	Jezjarysca (Russian border)	Gomel		
	Brest (Polish border)	Krasnoje (Russian border)	X	
	Kamenny Loh (Lithuanian border)	Novaja Guta (Ukrainian border)	X	
BOSNIA AND HERZEGOVINA	Sarajevo	Donje Varadiste (Serbian border)		
	Bosanski Samac (Croatian border)	Visici (Croatian border)	X	
BULGARIA	Ruse (Romanian border)	Haskovo		X
	Ruse	Varna		
	Vidin (Romanian border)	Kulata (Greek border)	X	X
	Novo Selo (Greek border)	Svilengrad	X	X
	Kalotina (Serbian border)	Kapitan Andreevo (Turkish border)	X	X

TEM BACKBONE NETWORK LINKS			PART OF HLG AXIS	PART OF TEN-T
Country	From	To		
	Gjusevo (FYROM border)	Sofia	X	X
	Plodovitovo	Varna	X	X
CROATIA	Gorican (Hungarian border)	Zagreb		
	Macelj (Slovenian border)	Zagreb		
	Zagreb	Karlovac		
	Karlovac	Zadar		
	Karlovac	Rupa (Slovenian border)		
	Matulji	Pula		
	Kanfanar	Plovanija (Slovenian border)		
	Bregana (Slovenian border)	Lipovac (Serbian border)	X	
	Knezevo (Hungarian border)	Svilaj (B&H border]	X	
	Metkovic (B&H border)	Ploce	X	
CZECH REPUBLIC	Cinovec (German border)	Praha		X
	Praha	Lanzhot (Slovak border)		X
	Rozvadov (German border)	Praha		X
	Praha	Dolni Dvoriste (Austrian border)		X
	C:Tesin/Vernovice (Polish border)	Mikulov (Austrian border)	X	X
GEORGIA	Sarpi (Turkish border]	Tsiteli Khidi (Azerbaijani border)	X	
	Leselidze (Russian border)	Senaki	X	
	Larsi (Russian border)	Sadakhlo (Armenian border)	X	
GREECE	Korinthos	Kalamata		X
	Tripolis	Githeion		
	Ioannina	Kakavia (Albanian border)		
	Neapolis	Ieropigi (Albanian border)		

TEM BACKBONE NETWORK LINKS			PART OF HLG AXIS	PART OF TEN-T
Country	From	To		
	Kozani	Niki (FYROM border)		X
	Kastellion	Siteia		
	Thessaloniki	Athinai	X	X
	Athinai	Patrai	X	X
	Patrai	Ioannina	X	X
	Igoumenitsa	Thessaloniki	X	X
	Thessaloniki	Ormenio (Bulgarian border)	X	X
	Leukonas	Promachonas (Bulgarian border)	X	X
	Evzoni (FYROM border)	Thessaloniki	X	X
HUNGARY	Hegyeshalom (Austrian border)	Budapest		X
	Letenye (Croatian border)	Budapest		X
	Rajka (Slovak border)	Level		X
	Szeged	Nagylak (Romanian border)	X	X
	Budapest	Zahony (Ukrainian border)	X	X
	Budapest	Szeged	X	X
	Szeged	Roszke (Serbian border)	X	X
	Budapest	Udvar (Croatian border)	X	X
ITALY	Tarvisio (Austrian border)	Padova		X
	Palmanova	Ferneti (Slovenian border)		X
	Padova	Brindisi		X
	Iselle (Swiss border)	Padova		X
	Grimaldi (French border)	Genova		X
	Voltri	Brescia		X
	Predosa	Borgomanero		X
	Bardonecchia (French border)	Tortona		X

TEM BACKBONE NETWORK LINKS			PART OF HLG AXIS	PART OF TEN-T
Country	From	To		
LITHUANIA	Sangruda (Polish border)	Marijampole		X
	Sitkunai	Salociai (Latvian border)		X
	Kybartai (Russian border)	Medininkai (Russian border)	X	X
	Klajpeda	Kaunas	X	X
MOLDOVA	Leuseni (Romanian border)	Dubasari (Ukrainian border)		
	Chisinau	Pervomaise (Ukrainian border)		
POLAND	Olszyna (German border)	Krzyzowa		X
	Piotrkow Trybunalski	Budzisko (Lithuanian border)		X
	Katowice	Zwardon (Slovak border)		X
	Warszawa	Hrebenne (Ukrainian border)		X
	Piaski	Dorohusk (Ukrainian border)		X
	Gdansk	Katowice	X	X
	Katowice	Cieszyn/Gorzyczki (Czech border)	X	X
	Swiecko (German border)	Terespol (Belarussian border)	X	X
	Jedrzychowice (German border)	Medyka (Ukrainian border)	X	X
	ROMANIA	Timisoara	Moravita (Serbian border)	
Drobeta Turnu Severin		Bucuresti		X
Craiova		Calafat (Bulgarian border)		X
Bucuresti		Giurgiu (Bulgarian border)		X
Bucuresti		Siret (Ukrainian border)		X
Marasesti		Albita (Moldovan border)		X
Nadlac (Hungarian border)		Drobeta Turnu Severin	X	X
Lugoj		Constanta	X	X

TEM BACKBONE NETWORK LINKS			PART OF HLG AXIS	PART OF TEN-T
Country	From	To		
RUSSIAN FEDERATION	Moskva	Astrakhan		
	Krupec (Ukrainian border)	Dergachi (Kazakhstani border)		
	Kamensk Sachtinskij (Ukrainian border)	Volgograd		
	Astrakhan	Makhackala		
	Astrakhan	Mayaral (Kazakhstani border)		
	Sankt Petersburg	Nevel (Belarussian border)		
	Krasnoje (Belarussian border)	Niznij Novgorod	X	
	Sankt Petersburg	Moskva	X	
	Kalinovka (Ukrainian border)	Jaroslavl	X	
	Kaliningrad	Nesterov (Lithuanian border)	X	
	Novosachtinsk (Ukrainian border)	Orudzhaba (Azerbaijani border)	X	
	Vladikavkaz	Larsi (Georgian border)	X	
	Pavlovskaja	Adler (Georgian border)	X	
SERBIA	Vrsac (Romanian border)	Beograd		
	Mokra Gora (B&H border]	Nis		
	Batrovci (Croatian border)	Dimitrovgrad (Bulgarian border)	X	
	Kelebia (Hungarian border)	Beograd	X	
	Nis	Strezovce (FYROM border)	X	
SLOVAKIA	Petrzalka/Jarovce (Austrian border)	Zilina		X
	Zilina	Vysne Nemecke (Ukrainian border)		X
	Kuty (Czech border)	Rusovce (Hungarian border)		X

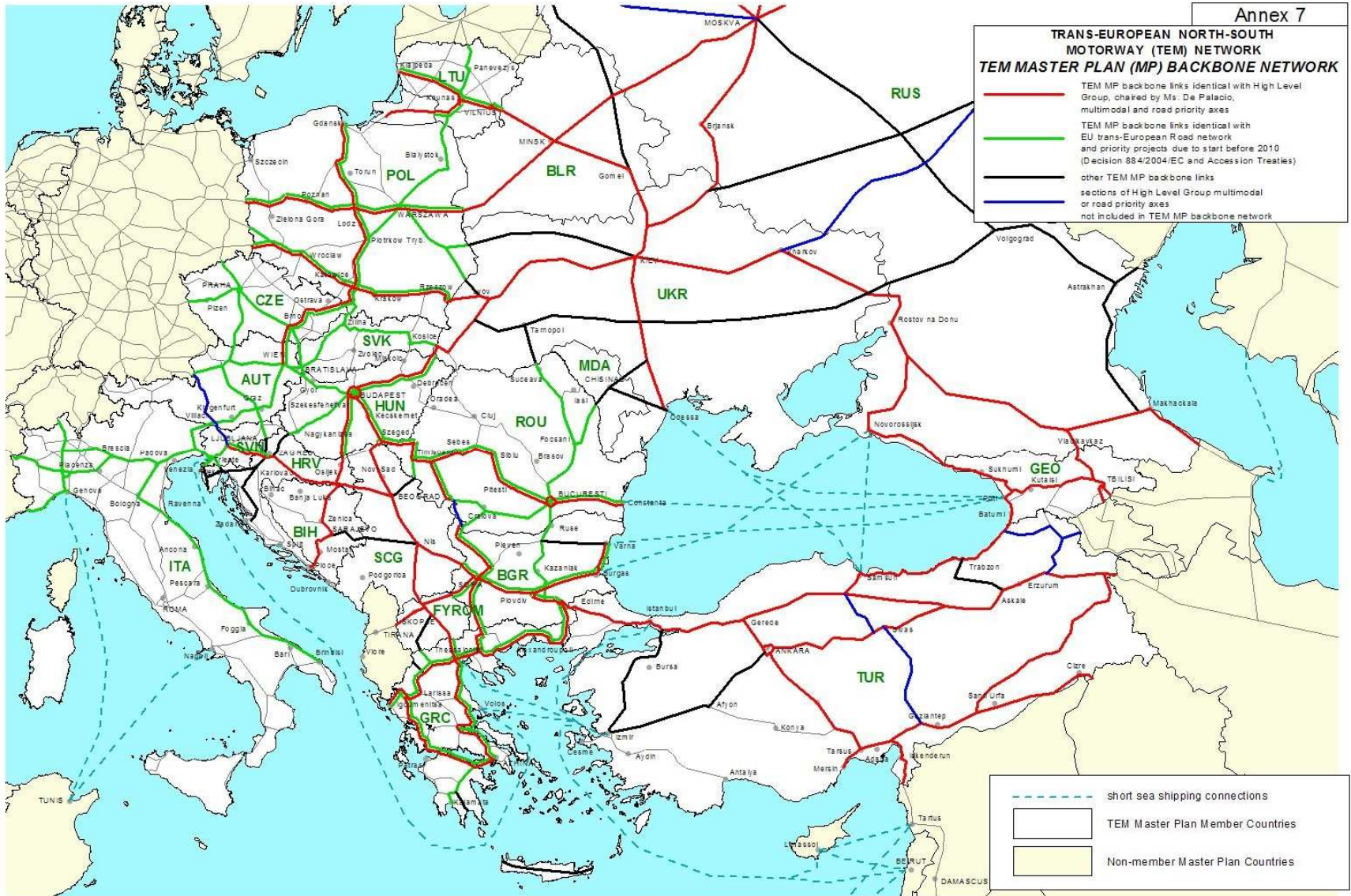
TEM BACKBONE NETWORK LINKS			PART OF HLG AXIS	PART OF TEN-T
Country	From	To		
SLOVENIA	Skalite (Polish border)	Zilina		X
	Fernetici (Italian border)	Ljubljana		X
	Secovlje (Croatian border)	Divaca		X
	Krvavi Potok (Italian border)	Starod (Croatian border)		X
	Sentilj (Austrian border)	Zgornje Gruskovje (Croatian border)		X
	Ljubljana	Obrezje (Croatian border)	X	X
FORMER YUGOSLAV REP. OF MACEDONIA	Bitola (Greek border)	Veles		
	Tabanovce (Serbian border)	Gevgelija (Greek border)	X	
	Debar (Albanian border)	Kriva Palanka (Bulgarian border)	X	
TURKEY	Izmir	Gebze		
	Ankara	Izmir		
	Trabzon	Askale		
	Kapikule (Bulgarian border)	Ankara	X	
	Ankara	Gurbulak (Iranian border)	X	
	Ankara	Yayladagi (Syrian border)	X	
	Ceyhan (Iskenderun Ayrim Bati)	Habur (Iraqi border)	X	
	Gerede	Refahiye	X	
	Suluova	Sarp (Georgian border)	X	
	Sanli Urfa	Dogubayazit	X	
UKRAINE	Starovojtovo (Polish border)	Kiev		
	Rava Russkaja (Polish border)	Lvov		
	Stryj	Uman		
	Uman	Krasnodon (Russian border)		

TEM BACKBONE NETWORK LINKS			PART OF HLG AXIS	PART OF TEN-T
Country	From	To		
	Ternopol	Porubne (Romanian border)		
	Krasni Okni (Moldovan border)	Ljubasivka		
	Kucurhan (Moldovan border)	Odessa		
	Seginie (Polish border)	Kiev	X	
	Cop (Hungarian border)	Lvov	X	
	Novi Jarylovici (Belarussian border)	Odessa	X	
	Kipti	Cervone (Russian border)	X	
	Kiev	Astakhovo (Russian border)	X	

Annex 7

**TRANS-EUROPEAN NORTH-SOUTH
MOTORWAY (TEM) NETWORK
TEM MASTER PLAN (MP) BACKBONE NETWORK**

- TEM MP backbone links identical with High Level Group, chaired by Ms. De Palacio, multimodal and road priority axes
- TEM MP backbone links identical with EU trans-European Road network and priority projects due to start before 2010 (Decision 884/2004/EC and Accession Treaties)
- other TEM MP backbone links
- sections of High Level Group multimodal or road priority axes not included in TEM MP backbone network



- short sea shipping connections
- TEM Master Plan Member Countries
- Non-member Master Plan Countries

TRANS-EUROPEAN MOTORWAY (TEM) – TRANS-EUROPEAN RAILWAY (TER) PROJECTS
APRIL 2007

FINAL REPORT ON THE RESULTS OF THE COMPARISON OF TER MASTER PLAN BACKBONE WITH EU TRANS-EUROPEAN TRANSPORT NETWORK (RAIL), THE HIGH LEVEL GROUP AS MULTIMODAL OR TRANS-NATIONAL AXES AS WELL AS THOSE INCLUDED IN THE ACCESSION TREATIES OF THE TER COUNTRIES WHO JOINED THE EU IN 2004 AND 2007.

In the framework of the TER Master Plan elaborated in 2005, the TER Master Plan backbone network, consisting of the most important railway lines in the 21 participating countries, has been identified. This network was defined by the TER Master Plan Expert Group consisting of experts from participating countries on the basis of proposals made by the TER Project Central Office and its consultants in close co-operation with the UNECE. The selection of the line sections which were included in the backbone network was done based on a well defined and commonly agreed upon methodology which also took into consideration the international importance of the traffic on these line sections, most of them being part of the Pan-European Transport Corridors, EU Trans-European Network and the Euro-Asian transport links as well as the national priorities of the countries. The TER Master Plan backbone network as line sections and map are shown in Annexes A and B.

Present report includes comparisons of this Master Plan backbone network with a) the lines from the final Report of the High Level Group on the extension of the major Trans-European multimodal transport axes and Trans-national axes to the neighbouring countries and regions, b) the lines included in TEN- T according to the Corrigendum to Decision 884/2004/EC of the European Parliament and of the Council of 29 April 2004 (Official Journal of the EU Volume 47 - 7 June 2004) and c) the lines from the Accession Treaties of the TER member states which joined the EU in 2004 or will join the EU in 2007.

The results of the detailed comparison of the TER Master Plan backbone network and the extended major trans-European transport axes to the neighbouring countries and regions as defined in the report "Networks for Peace and Development", elaborated by the High Level Group chaired by Loyola de Palacio, former Vice-President of the European Commission in November 2005, are listed in Annex 1 to this Attachment and shown also on the maps Annexes 2a and 2b (2a for Multimodal Axes and 2b for Rail priority Axes). Out of the five axes, defined by the High Level Group, three of them i.e. Northern, Central and South Eastern were subjected to this comparison, since the two remaining ones (Motorways of the Seas and the South Western axes) were of no relevance for this report.

TER Master Plan backbone lines that are overlapping with the three High Level Group multimodal transport axes and Trans-National axes are listed in part A of Annex 1. Master Plan backbone lines overlapping with the High Level Group railway priority axes are shown in part B of Annex 1. Those lines not included in any of the above categories are listed in part C of Annex 1.

Regarding the projects defined in the High Level Group -2005, the situation is as follows:

Short to Medium Term

Northern and Central Axis

- BELARUS:** -Railway line Brest-Osinovka is not in the Master plan backbone;
-Railway line LTU BCP-Minsk-Gomel-UKR BCP is in the the Master Plan and not as a project;
- RUSSIA:** -High Speed line Moscow-St.Petersburg-Busulovskaiais in the Master Plan Backbone and as a project;
-Reconstruction of line St.Petersburg-Vologda-Kotelnichis in the Master Plan and as a project;
- UKRAINE:** -Construction of tunnel Beskidsk is in the Master Plan Backbone and as a project;
-Development of logistics centre in Chopi not in Master Plan backbone;

South Eastern Axis

- CROATIA:** -Upgrading of line SLN BCP-Zagreb-SCG BCP is in the Master Plan Backbone network and as a project CR-R-13-14;

BOSNIA AND

HERZEGOVINA: -Single track rail tunnel Ivan“

TER data is not available

- SERBIA:** -Reconstruction and modernisation of rail line BCP HUN-Belgrade-Nis-Bulgaria/Fyrom is in the Master Plan backbone network and as projects SM-R-2-4-5-6-11;
-Reconstruction and modernisation of rail line within Belgrade node is on the Master Plan backbone network and not as a project;

**FORMER YUG.
REP. of MACE-**

- DONIA:** -Rehabilitation of the line Tabanovic-Gevgelija(phase I) is in the Master Plan backbone network and not as a project;
-Rail line Kumanovo-Beljacovice-BGR BCP is in the Master plan backbone network and as a project MA-R-1
-Rail line Kicevo-Struga-BCP Albania is in the Master Plan backbone network and not as a project;

- TURKEY:** -Rail line Istanbul-Cerkezkoy-BGR BCPis in the Master plan backbone network and as a project TU-R-3;
-Rail line Ankara-Sivas is in the Master plan backbone network and as a project TU-R-2;

- ARMENIA:** -Rail line Gyumri-Ayrum
TER data is not available;

AZERBAIJAN:-Rail line Baku-Georgia BCP

TER data is not available;

-Cabining of the optical fibre on rail line Baku-Yalama

TER data is not available;

GEORGIA: -Rail line Poti/Batumi-Azerbaijan BCP is in the Master Plan backbone network and not as a project;

Longer-term interest

Rail

FORMER YUG.

REP. of MACE-

DONIA : -Rehabilitation of rail line Tabanovic-Gevgelija(phase II) is in the Master plan backbone network and not as a project;

Other major projects on multimodal axes, projects of regional or national interest

SERBIA : -Gazela bridge

TER data is not available;

-Intermodal logistic platform in Belgrade is in the Master plan backbone network and not as a project;

FORMER YUG.

REP. of MACE-

DONIA : -Construction of a multi-modal terminal located in Struga is in the Master plan backbone network and not as a project.

The conclusion to be drawn from these comparisons is that almost all the High Level Group multimodal and railway priority axes or trans-national axes are at the same time parts of the TER Master Plan backbone network. For very few exceptions, the representatives of the countries concerned together with UNECE and TER Project Central Office may wish to consider inserting them into the Master Plan backbone network using the opportunity of its planned review in 2008.

In the concept of the EU, the major objective was the identification of a limited number of major transport axes connecting the EU and the neighbouring countries, in the development of which relevant investments should focus in future. This would contribute to the creation of a stronger Single Market as well as to a sustainable economic growth and wellbeing of all citizens in Europe. 27 countries, the European Commission, EIB, EBRD and the World Bank were involved in this operation the report of which was finalized under the name "Networks for Peace and Development".

The projects put forward were classified into two categories depending on their maturity: ready to start before 2010 and longer term projects after 2020. The total cost was estimated at 45 billion EUR of which 35 billion EUR from now on until 2020.

However it was stressed that further studies and analyses particularly the economic viability, technical specification, environmental impact and financing mechanism etc. were needed before the projects could be considered for implementation.

The results of the comparison of the TER Master Plan backbone network and the railway priority axes and projects of the EU TEN- T network, including TER countries new members of the EU as well as the old“ EU Master Plan member countries (Austria, Greece and Italy) according to the Corrigendum to Decision No 884/2004/EC of the European Parliament and of the Council of 29 April 2004 amending Decision No 1692/96/EC on Community Guidelines for the development of the Trans-European transport network are presented in Annex 3 and as map in Annex 4.

Out of the 11 TER-EU countries, including countries who joined EU in 2004 and 2007, at least in case of the “new” EU member countries there are minimum 1-2 priority axes crossing these countries and with implementation time span before 2010. Sections from the TER backbone network may be found in the TEN-T priority axes in the new member states including those joining the EU in 2007.

The EU TEN-T is concentrating on the development of priority axes covering first of all the EU “old” member states. There are a number of projects of great dimension, projects involving the use of the newest scientific and technological developments as well as very long term projects requiring huge amounts of money.

Due to the limited funds available for all these projects the old Decision no.1692/96/EC had to be amended and up-dated in 2004.

The inclusion in TEN-T of the TER countries- new members of the EU with a good number of projects situated on certain priority axes offers a good opportunity for these countries to prepare the implementation of the projects on their territory in good conditions within the time limit foreseen.

With regard to the TER Master Plan Backbone network with sections in the „new“ EU Master Plan member countries (Bulgaria, Czech Republic, Hungary, Lithuania, Poland, Romania, Slovakia and Slovenia) from the comparison of the railway lines included in the their Treaties of Accession with the Master Plan Backbone network results that all backbone sections have been included in the Treaties. The description of sections and the map are presented in Annexes 5 and 6.

In the Accession Treaties available on the EU website, of all these TER-EU countries can be seen that they have included most if not almost all the lines shaping the national network into these decisive documents. Because the funds could be obtained from EU only for the lines included in these Treaties it could be explained the big number of lines which go beyond the Master Plan Backbone network.

The conclusion to be drawn from the above comparisons is that almost all sections of the TER Master Plan Backbone network from the countries studied are overlapping the lines included in the Report of the High Level Group, in the Corrigendum to Decision No 884/2004/EC of the European Parliament and of the

Council of 29 April 2004 amending Decision No 1692/96/EC on Community guidelines for the development of the transEuropean transport and in the Treaties of Accession of the new member states to the EU. This conclusion is valid with regard to this backbone network and the Priority projects of the above Corrigendum on which work is due to start before 2010. These results confirm the right selection of the TER Master Plan backbone network components in the territory of the EU Master Plan member countries.

A clear picture of all categories of line sections examined under this Report i.e. Backbone lines, High Level Group lines, TEN-T lines and Accession Treaties lines is shown in Annex 7.

This Report demonstrates that prioritization of projects is not a static exercise but rather a dynamic one. Decisions on infrastructure priorities are not lasting forever. Developments and evolution in real life may affect previous plans. There is a need for regular review and updating of the priorities in the countries participating in the Master Plan.

Annexes A, B and 1-7

Annex A

TER Network: Backbone Links and Missing Links

TER Master Plan Backbone Network includes the following links, as identified per country:

AUSTRIA (AUT)

Salzburg – Bischofshofen – Schwarzach – Spittal-M. – Villach – Rosenbach
Passau (DEU) – Neumarkt – Wels – Linz – St. Valentin – St. Polten – Wien
Linz – Salzburg – Innsbruck – Bregenz(CH)
Wien – Parndorf – Hegyeshalom (HUN)/Bratislava Petralka (SVK)
Wien – Bruck an der Mur – Villach – Tarvisio (ITA)
Wien – Hohenau – Breclav (CZE)
Summerau – Linz – Selzthal – St. Michael – Leoben – Bruck an der Mur – Graz – Spielfeld(SLO)
(DEU)-Kufstein-Worgl-Innsbruck – Brenner (ITA)

BOSNIA & HERZEGOVINA (BIH)

(HRV)Bosanski Samac – Dobož – Zenica – Sarajevo – Konjic – Mostar – Capljina(HRV)

BULGARIA (BRG)

(ROU) Vidin – Mezdra – Sofia – Pernik – Radomir – Dupniza – Kulata(GRC)
(ROU) Russe – G. Oriahovitza – Stara Zagora – Dimitrovgrad – Svilengrad(TUR)
(SCG) Dragoman – Sofia – Mesdra – Pleven – G. Oriahovitza – Kaspichan – Sindel – Varna
Sofia – Plondiv – Dimitrovgrad
Stara Zagora – Karnobat – Burgas

CROATIA (HRV)

(SCG) Tovarnik – Zagreb – Savski Marof(SVN)-Ljubljana
(HUN) Botovo-Zagreb-Ostarije-Rijeka
Ostarije-Knin-Zadar/Sibenik/Split
(HUN) Beli Manastir-Strijivojna Vrpolje-Metkovic(BIH)-Ploce

CZECH REPUBLIC (CZE)

(DEU) – Decín – Ústí nad Labem – Lovosice – Kralupy – Praha – Kolín – Pardubice – Česká Trebová – Brno – Breclav – (AUT/SVK)
(POL) – Petrovice u Karviné – Ostrava – Prerov – Breclav – (AUT/SVK)
(DEU) – Cheb – Plzen – Beroun – Praha – Kolín – Pardubice – Olomouc – Prerov – Ostrava – Mosty u Jablunkova – (SVK)
(POL) – Lichkov – Usti nad Orlicí – Pardubice – Kolín – Praha Benesov – Tábor – Vaselí nad Luznicí – České Budejovice – Horní Dvoriste – (AUT)
Prerov – Brno (Priority project No. 23 – Decision 884/2004/EC Gdansk – Warsaw – Brno – Vienna)
Hranice na Morave – Horní Lidec (SVK)

GEORGIA (GEO)

(RUS) Gantiadi – Achadara – Gali – Abasha – Batumi
Poti-Abasha
Abasha – Agara – Gori – Kaspi – Tbilisi – Sadakhlo(ARM)
Tbilisi – Gardabani(AZE)

GREECE (GRC)

(BGR) Svilengrad – Ormenio-Alexandroupolis – Thessaloniki
(BGR) Promachonas – Thessaloniki – Athina
Thessaloniki – Skopje (FYROM)

HUNGARY (HUN)

(AUT) Hegyeshalom– Győr – Budapest
(AUT) Sopron-Gyor
Budapest – Hatvan – Miskolc – Nyíregyháza – Záhony-Chop(UKR)
Felsőzsolca – Hidasnémeti(SVK)
(SVN) Zalaötvő – Zalaegerszeg – Ukk – Boba – Székesfehérvár – Budapest
Budapest – Cegléd – Szolnok – Püspökladány – Biharkeresztés (ROU)
Szajol – Békéscsaba – Lökösháza (ROU)
(SVK) Szob – Budapest
Budapest – Pustaszabolcs – Dombóvár – Pécs – Magyarboly(HRV)
Budapest – Kelebia(SGC)

ITALY(ITA)

Roma-Bologna-Venezia-Trieste(SVN)
Bologna-Verona-Venezia
Bologna-Venezia
Verona – Brennero(AUT)

LITHUANIA (LTN)

(BLR) Kena – Kaisiadorys – Klaipeda
Kaisiadorys – Kybartai (RUS Kaliningrad)
Radviliskis – Pagegiai (RUS Kaliningrad)
(POL) Mockava – Kazlu Ruda – Palemonas – Gaiziunai – Siauliai – Joniskis (LVA)

POLAND (POL)

Gdynia – Gdansk – Tczew – Malbork – Warsaw
Tczew-Bydgoszcz-Katowice-Zwardon
Malbork-Kaliningrad(RUS)
(LTN) Trakiszki – Suwalki – Sokolka – Bialystok – Warsaw
Warsaw – Korytow – Idzikowice – Zawiercie – Katowice – Chalupky(CZE)
Warsaw – Lukow (BLR)
Warsaw – Dorohusk (UKR)
(DEU) Rzepin – Poznan – Konin – Warsaw
Poznan – Miedzylesie(CZE)
Wegliniec – Wroclaw-Gliwice -Krakow–Katowice
Gliwice – Bohumin (CZE)

ROMANIA (ROU)

(HUN) Oradea -Poieni– Cluj – Apahida – Alba Iulia – Copsa M. – Brasov – Ploiesti
(UKR) Vicsani-Suceava – Pascani – Adjud – Marasesti – Buzau – Ploiesti
Ploiesti – Bucuresti – Giurgiu(BGR)
Bucuresti – Fetesti – Constanta
Bucuresti – Videle – Craiova – D.T. Severin – Timisoara – Arad – Curtici (HUN)
(UKR) Halmeu-Oradea-Arad-Timisoara-St.Moravita(SCG)
(HUN) Curtici-Arad-Alba Iulia-Coslariu-Copsa Mica-Sighisoara-Brasov-Ploiesti
Craiova-Calafat
Pascani-Iasi-Cristesti(MDA)

RUSSIAN FEDERATION (RUS)

(FIN)Busulovskaya-St.Petersburg-Volkhovstroy-Vologda-Kotelnich-Perm-Yekaterinburg-Kurgan
Moscow – St. Petersburg(FIN)
Moscow – Kazan-Yekaterinburg
Moscow – Nizhny Novgorod-Kotelnich
Moscow-Ryazan-Michurinsk-Voronezh-Lisky-Likhaya-Rostov-Krasnodar-Novorossisk/Kavkaz-Tuapse(BC
GEO)
(UKR)Suzemka-Bryansk Moscow
(BLR)Krasnoye -Smolensk- Moscow
Moscow-Volgograd-Astrackhan-Alya/Olya-Samur(BC AZE)
Volgograd-Krasnodar
Volgograd-Saratov-Samara-Kurgan/Orenburg
Liski-Penza-Samara
Liski-saratov

SLOVAKIA (SVK)

(CZE) Kutý- Malacky-Dev. N. Ves- Bratislava Petržalka – Rusovce(HUN)
(POL) Cadca-Zilina – Puchov – N.M.Vahom – Leopoldov – Bratislava/Galanta
Bratislava – Galanta – N. Zamky – Sturovo(HUN)
(POL) Cadca – Zilina – Vrútky – Ruzomberok – Kralova Lehota – Poprad – S.N.Ves – Margecany – Kysak
– Kosice – Cierna nad Tisou(UKR)
(POL) Plavec – Presov – Kysak – Kosice – Cana(HUN)
Cadca – Skalite(POL)
Puchov-Horni Lidec(CZE)

SLOVENIA (SVN)

Koper – Divaca – Pivka – Ljubljana – Zidani Most – Pragersko – Maribor – Sentilj(AUT)
Divaca – Sezana(ITA)
Pivka – I. Bistrica(HRV)
Ljubljana – Jesenice(AUT)
Pragersko – Ormoz – Murska Sobota – Puconci – Hodos(HUN)
Pragersko-Ormoz – Sredisce(HRV)
Ljubljana – Zagreb (HRV)

TURKEY (TUR)

(IR) Kapikoy – Van – Tatvan – Yolcati – Malatya – Cetinkaya
Cetinkaya – Divrigi – Erzurum – Kars – Dogukapi (ARM)
Kars – Aktas (GEO)
Cetinkaya – Sivas – Kalin – Ankara – Eskisehir – Istanbul – Halkali – Mandira – Pehlivonkoy – Kapikule (BGR)
Sivas – Amasya – Samsun
Malatya – Narli – Toprakkale – Iskenderun
Toprakkale – Adana – Mersin
Ankara-Eskisehir-Izmir¹
Ankara-Yozgat-Yildizeli (Ankara-Sivas)

BELARUS (BLR)

(POL) Brest-Minsk-Krasnoe(RUS)
(LTN) Sumskas – Minsk- Homyel(UKR)

FORMER YUGOSLAV REPUBLIC OF MACEDONIA (FYROM)

(SGC) Tabanovce – Kumarovo – Skopje – Titov Veles
Titov Veles – Kremence(GRC)
Titov Veles – Gevgelija(GRC)
Skopje – Thessaloniki (GRC)

¹ Comparison exercise identified at this item that by error it was not mentioned the section Eskisehir – Izmir as part of TER Backbone network

REPUBLIC OF MOLDOVA (MDA)

(ROU) Ungheni – Chisinau – Tighina – Bender-Kuchurgan(UKR)

SERBIA (SCG)

(HUN) Kelebia – Subotica – Stara Pazova – Belgrad – Veliko – Orasje – Nis – Pirot – Dimitrovgrad (BGR)
Stara Pazova – Ruma – Sid – Tovarnik(HRV)
Nis – Leskovac – Presevo (FYROM)

UKRAINE (UKR)

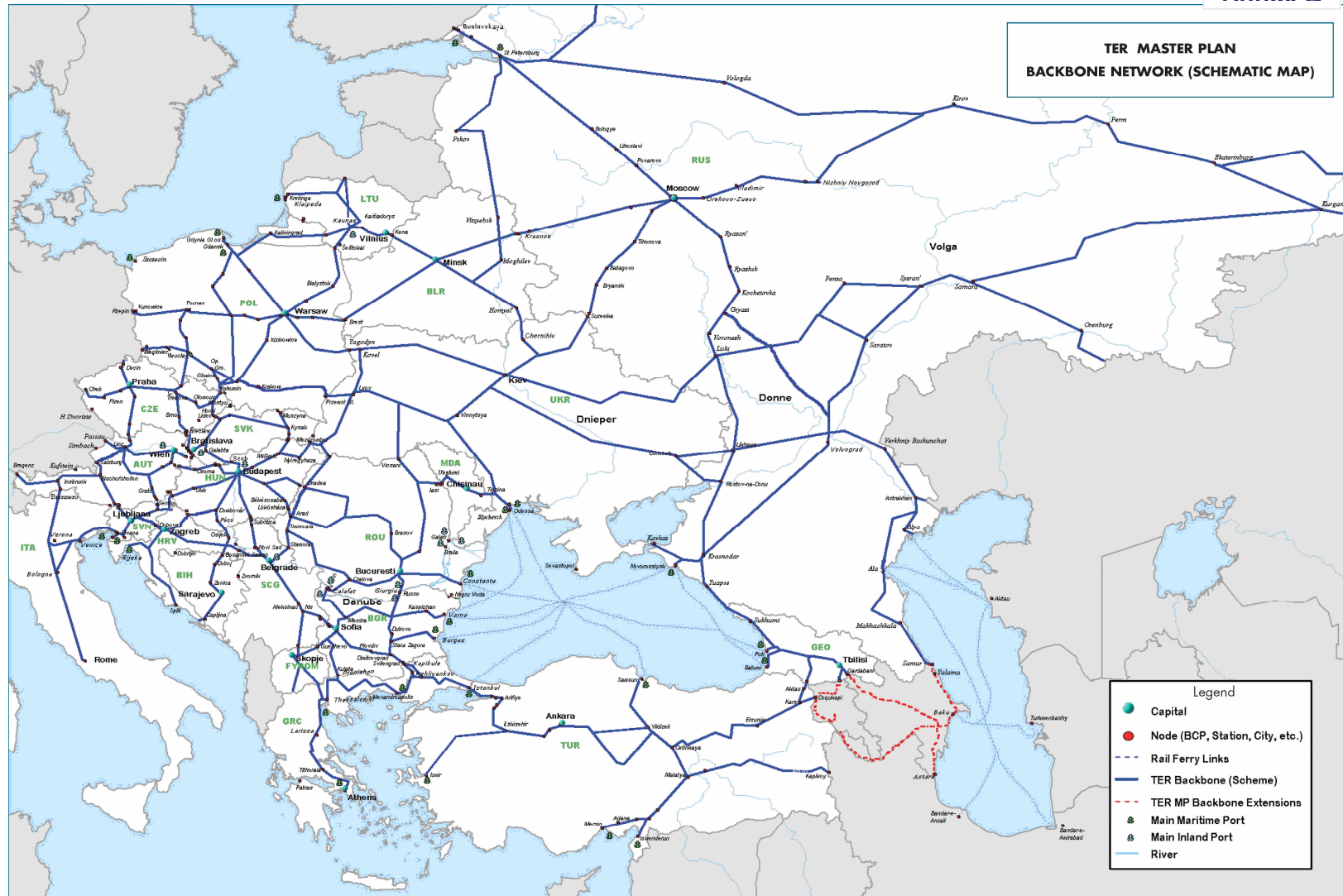
(BLR) Gomel – Chernihiv – Kiev – Vinnytsa – Khmelnytsky – Ternopil – Lvyy –Mosticka (POL)
Vinnytsa-Odesa
(RUS) Suzemka – Kiev-Kovel-Yagodin-Dorohusk(POL)
(HUN) Zahony-Chop(UKR)Lvyy-Kiev
Khmelnytsky-Vicsani(BC ROU)
Kuchrgan-Bender(BC MDA)

Concerning the backbone network, TER missing links are:

(POL) Katowice – Krakow – Przemysl – (UKR) Mostiska – Lvyy
(SKV) Muzsina – Krakow – Katowice
(AUT) Innsbruck – Brenner – Verona(ITA) (Brenner base tunnel project)
(RUS) St. Petersburg – Pskov – Latvia

Concerning the whole TER network, missing links are considered the following:

(POL) Braniewo – Kaliningrad (RUS) – Nesterov (RUS) – Kybartai (LTN)
(UKR) Lvov– Przemysl (POL)
(UKR) Lvov– Uzhgorod (UKR)
(UKR) Lvov– Chop (UKR)
(POL) Lukow – Lublin– Dorohusk – Chelm (POL)
(UKR)Lyubolmil – Kowel– Vladimir– Volunski– Lvov (UKR)
(ROU) Halmeu – Diakovo (UKR) – Vinogradov – Munkacevo (UKR)
(BLR) Brest – Kovel (UKR)
(UKR) Kovel – Sarmy – Kiev (UKR)
Kiev – Nizhin– Chernihiv – Repki–Dobryanka – (BLR)Homyel– Osipoviki – Minsk– Kena (LTN)
(UKR) Zhmerinka– Odessa (UKR)
(UKR) Odessa– Kukurhan (MDA) – Tiraspol – Tighina (MDA)
Kiev – Donetsk– Luhansk (UKR) – Likhaya (RUS)
(ROU) Vicsani– Vadu Siret (UKR) – Chernovtzy– Byala– Berezowika-Ostrow (UKR)
(UKR) Donetsk– Rostov Na Donu (RUS)
(SCG) Belgrade– Ripanj – Valjevo – Zvornik (SCG)
(SCG) Valjevo – Titovo-Uzice – Bijelo Polje(SCG) – Podgorica (Montenegro) – Bar (Montenegro)
(BIH) Caplijina – Hum (HRV)
(FYROM) Gostivar– Kicevo (FYROM)
(FYROM) Struga– Durres (ALB)
(POL) Gdansk – Warsaw – Lublin – Yagodin(UKR) – Lviv – Halmeu (ROU) – Dej – Cluj (ROU)
(ROU) Vicsani– Vadu Siret (UKR) – Cernovtzy – Kiev



TRANS-EUROPEAN MOTORWAY (TEM) – TRANS-EUROPEAN RAILWAY (TER) PROJECTS
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Annex 1

TER MASTER PLAN BACKBONE NETWORK VIS-A-VIS THE HIGH LEVEL GROUP MULTIMODAL TRANSPORT AXES, TRANS-NATIONAL AXES OR RAIL AXES

A. List of the TER Master Plan Backbone network sections overlapping the High Level Group Multimodal axes or Trans-National axes

AUSTRIA

- (DEU) Passau-Neumarkt-Linz-St. Polten-Vienna
- Linz-Salzburg-Innsbruck-Bregenz
- Vienna-Parndorf-Hegyeshalom (HUN)- Bratislava/ Petralka (SVK)
- Vienna-Hohenau-Breclav
- (DEU) Kufstein-Worgl-Innsbruck-Brenner (ITA)
- Salzburg-Schwarzach-Villach-Rosenbach

BELARUS

- Brest-Minsk-Krasnoe
- (LTN) Sumskas-Minsk-Homyel

BOSNIA and HERZEGOVINA

- Bosanski Samac-Sarajevo-Kapljina-Ploce

BULGARIA

- Vidin-Sofia-Kulata
- Dragoman-Sofia-Plovdiv-Dimitrovgrad-Svilengrad
- Sofia-St. Zagora-Karnobat-Burgas/Varna

CROATIA

- (SCG) Tovarnik-Zagreb-Savski Marof (SVN)-Ljubljana
- Zagreb-Tovarnik-Belgrade
- Zagreb-Geykenyes-Budapest

CZECH REPUBLIC

- Decin-Prague-Brno-Breclav
- Petrovice u. Karvine-Ostrava/Prerov-Breclav
- Cheb-Plsen-Prague
- Lichkov-Ces. Trebova-Brno-Breclav
- Prague-Ces. Budejovice-H. Dvoriste

FORMER YUGOSLAV REPUBLIC OF MACEDONIA

- Skopje-Titov Veles-Gevgelja-Thessaloniki
- Skopje-Kumanovo-Kriva Palanka-Sofia
- Skopje-Struga-Tirana

GEORGIA

- Poti-Abasha-Tbilisi-Gardabani-Baku (AZE)
- Tbilisi-Sadakhlo-Yerevan (ARM)

GREECE

- Promachonas-Thessaloniki-Athens
- Thessaloniki-Florina-Skopje

HUNGARY

- Budapest-Miskolc-Nyiregyhaza-Zahony-Lvyv-Kiev
- Zalalovo-Boba-Szekesfehervar-Budapest
- Budapest-Szolnok-Puspokladany-Biharkerestes
- Szajol-Bekescsaba-Lokoshaza
- Budapest-Hegyeshalom
- Budapest-Kelebia-Belgrad
- Budapest-Dombovar-Pecs-Magyarboly-Zagreb/Sarajevo

ITALY

- Roma-Bologna- Venezia-Trieste
- Verona-Trento-Brennero
- Verona-Venezia-Trieste

LITHUANIA

- Mockava-Kazlu Ruda-Palemonas-Gaiziunai-Siauliai-Joniskis
- Klaipeda-Radviliskis-Kaisiadorys-Vilnius-Kena-Minsk-Moscow
- Kena-Vilnius-Kaisiadorys-Kybartiai-Kaliningrad(RUS)
- Klaipeda-Siauliai-Joniskis-Sarkiai(LVN)

POLAND

- Gdynia-Gdansk-Malbork-Warsaw
- Trakiszki-Suwalki-Bialystok-Warsaw
- Warsaw-Katowice-Chalupki-Bohumin
- Warsaw-Lukow-Brest-Minsk
- Katowice-Cracow-Tarnow-Przemysl/Medyka-Kiev
- Rzepin-Poznan-Warsaw
- Wegliniec-Wroclaw-Katowice-Lvyv(UKR)
- Warsaw-Dorohusk- Jagodin-Kiev

ROMANIA

- Curtici-Arad-Coslariu-Deva-Sighisoara-Brasov-Ploiesti
- Ploiesti-Bucuresti
- Bucuresti-Fetesti-Constanta
- Bucuresti-Craiova-Turnu Severin-Timisoara-Arad
- Craiova-Calafat

RUSSIAN FEDERATION

- Moscow-St.Petersburg-Helsinki(FIN)
- Moscow-Krasnoe-Minsk
- Moscow-Bryansk-Suzemka(UKR)
- Moscow-N.Novgorod-Kotelnich-Trans-Siberian
- St.Petersburg-Vologda-Moscow-Kotelnich-Trans-Siberian
- Kaliningrad-(LTN) Vilnius-(BLR) Minsk-(RUS) Moscow

SLOVAKIA

- Cadca-Zilina-Leopoldov-Bratislava

- Bratislava-Rusovce-Budapest
- Bratislava-Petrzalka-Vienna
- Bratislava-Galanta-Sturovo
- Plavec-Kosice-Cierna n.Tissou-Lvyv

SLOVENIA

- Koper/Sezana-Ljubljana-Pragersko
- Pragersko-Maribor-Sentilij-Spielfeld-Graz
- Ljubljana-Jesenice-Salzburg
- Ljubljana-Dobova-Zagreb

SERBIA

- Belgrad-Subotica-Kelebia-Budapest
- Belgrad-Kalotina-Dragoman-Sofia
- Belgrad-Zagreb

TURKEY

- (BGR) Kapikule-Istanbul-Ankara-Cetinkaya
- Cetinkaya-Malatya-Van-Kapikoy (IR)
- Cetinkaya-Erzurum-Kars-Dogukapi (ARM)
- Malatya-Toprakale-Iskenderum
- Toprakale-Mersin
- Ankara-Kalin (Sivas)-Samsun
- Ankara-Yozgat-Yildizeli (Ankara-Sivas)

UKRAINE

- Warsaw-Dorohusk Jagodin-Lvyv-Ternopil-Kiev
- Odesa-Vinnytsa-Kiev-(RUS)Suzemka-Moscow

B. List of TER Master Plan Backbone sections overlapping with High Level Group Rail priority axes

AUSTRIA

- Vienna-Parndorf-Hegyeshalom(HU)-Bratislava/Petrzalka(SK)
- Hegyeshalom-Vienna-Linz-Salzburg
- (DE) Kufstein-Worgl-Innsbruck-Brenner(IT)
- Vienna-Hohenau-Breclav
- (CZ)Horni Dvoriste-Summerau-Linz
- (DE)-Salzburg-Villach-Spielfeld-Jesenice (SVN)

BULGARIA

- Vidin-Sofia-Kulata

CZECH REPUBLIC

- Decin-Prague-Brno-Breclav
- Cheb-Plsen-Prague
- Prague-Ces.Budejovice-H.Dvoriste
- Petrovice u.Karvine-Ostrava/Prerov-Breclav

GREECE

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-Promachonas-Thessaloniki-Athens

HUNGARY

-Budapest-Miskolc-Nyregyhaza-Zahony
-Zalalovo-Boba-Szekesfehervar-Budapest
-Budapest-Hegyeshalom
-Budapest-Szajol-Bekescsaba-Lokoshaza

ITALY

-Bologna-Verona-Venezia-Trieste

LITHUANIA

-Mockava-Kazlu Ruda-Palemonas-Gaiziunai-Siauliai-Joniskis

POLAND

-Gdynia-Malbork-Warsaw
-Trakiszki-Bialystok-Warsaw
-Warsaw-Katowice-Chalupki-Bohumin

ROMANIA

-Curtici-Arad-Deva-Coslariu-Sighisoara-Brasov-Ploiesti
-Ploiesti-Bucuresti
-Bucuresti-Fetesti-Constanta
-Curtici-Arad-Timisoara-Turnu Severin-Craiova-Bucuresti
-Calafat-Vidin

SLOVAKIA

-Cadca-Zilina-Leopoldov-Bratislava
-Bratislava-Rusovce-Budapest

SLOVENIA

-Koper/Sezana-Ljubljana-Pragersko-Maribor-Sentilij-Spielfeld-Graz
-Ljubljana-Jesenice-Salzburg
-(HR)Zagreb-Savski Marof-Ljubljana-Jesenice-Villach(AT)

C. List of TER Master Plan Backbone sections not overlapping any of the High Level Group axes

AUSTRIA

-Vienna-Bruck an der Mur-Villach-Tarvisio(ITA)
-Sumerau-Linz-Selzthal-St.Michael-Leoben-Bruck an der Mur-Graz-Spielenfeld

BULGARIA

-Russe-G.Oreahovitzza-Stara Zagora

CROATIA

- Botovo-Zagreb-Ostarje-Rijeka
- Ostarje-Zadar/Sibenik/Split

GEORGIA

- Poti-Abasha
- (RUS) Gantiadi-Batumi

HUNGARY

- Miskolc-Felsozsolca-Hidasnemeti
- Zalalovo-Zalaegerszeg-Ukk-Boba-Szekesfehervar-Budapest
- Budapest-Cegled-Szolnok-Puspokladany-Biharkeresztes
- Szob-Budapest

ROMANIA

- Oradea-Poieni-Cluj
- Suceava-Pascani-Adjud-Marasesti-Buzau-Ploiesti
- Bucuresti-Giurgiu
- Halmeu-Oradea-Arad-Timisoara-St.Moravita
- Iasi-Pascani-Cristesti

SLOVAKIA

- Bratislava-Galanta-Nove Zamki-Sturovo
- Cadca-Zilina-Poprad-Kysak-Kosice-Cierna n.Tissou
- Plavec-Presov-Kysak-Kosice-Cana
- Puchow-Horni Lidec

SLOVENIA

- Pivka-I.Bistrica
- Ormoz-Sredisce

TURKEY

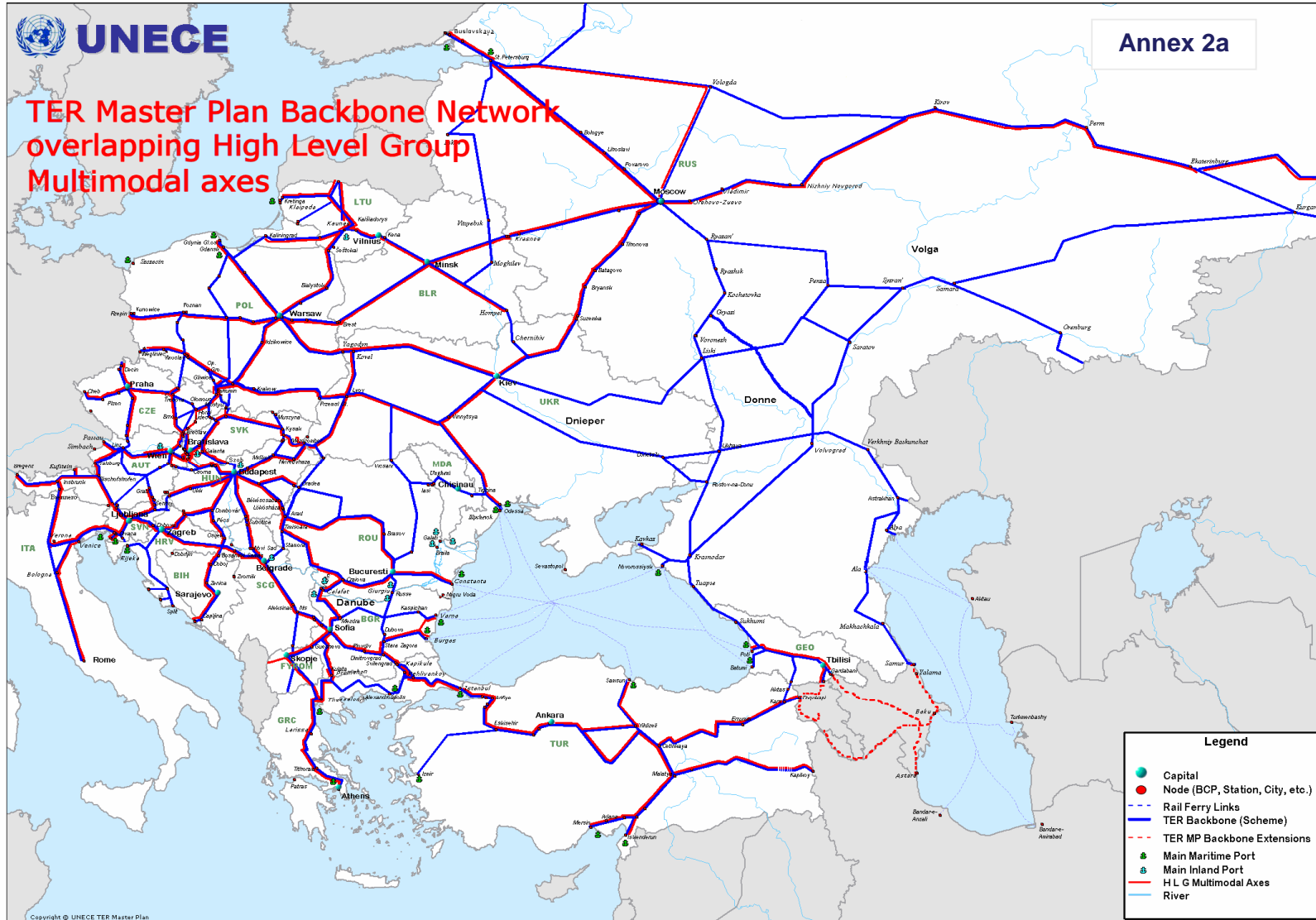
- Eskisehir – Izmir
- Kars-Aktas (GEO)

MOLDOVA

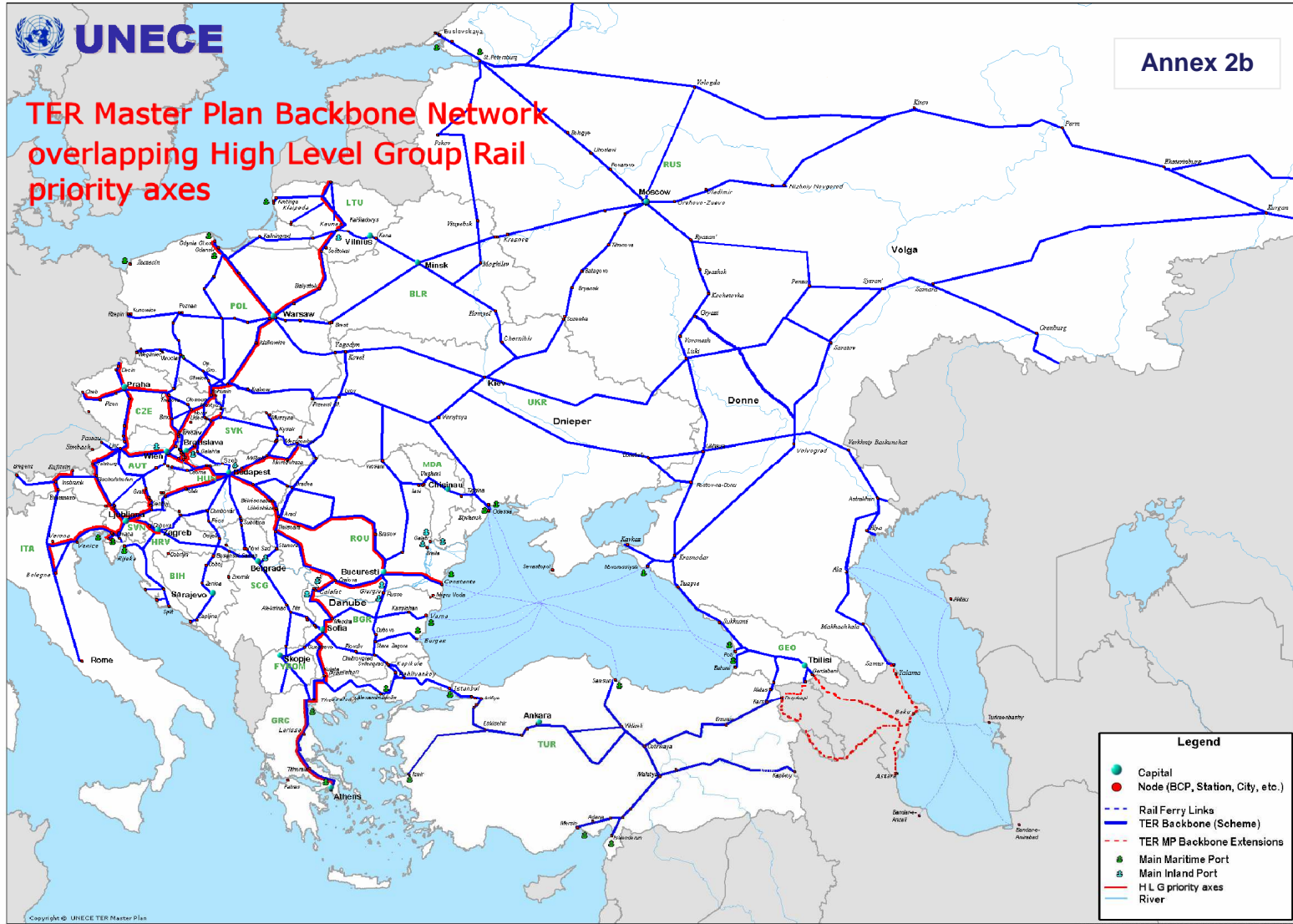
- Ungheni-Chisinau-Tighina-Bender-Kuchurgan

SERBIA

- Stara Pazova-Ruma-Sid-Tovarnik
- Nis-Leskovac-Presevo



TRANS-EUROPEAN MOTORWAY (TEM) – TRANS-EUROPEAN RAILWAY (TER) PROJECTS
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TRANS-EUROPEAN MOTORWAY (TEM) – TRANS-EUROPEAN RAILWAY (TER) PROJECTS
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Annex 3

TER MASTER PLAN BACKBONE NETWORK VIS-À-VIS THE RAILWAY PRIORITY AXES AND PROJECTS 2005, ACCORDING TO DECISION No.884/2004/EC OF THE EUROPEAN PARLIAMENT AND OF THE COUNCIL OF 29 APRIL 2004 AMENDING DECISION No. 1692/96/EC ON COMMUNITY GUIDELINES FOR THE DEVELOPMENT OF THE TEN-T.

A. List of TER Master Plan backbone network line sections overlapping the priority axes

AUSTRIA

- (DEU) Kufstein-Worgl-Innsbruck-Brenner(ITA)-priority axis 1
- Salzburg-Linz-Vienna-priority axis 17
- Linz-Vienna-Bratislava (SVK)-priority axis 17
- (CZE) Horni Dvoriste-Summerau-Linz-priority axis 22
- (CZE) Breclav-Hohenau-Vienna-priority axis 22,23

BULGARIA

- Vidin-Sofia-Kulata(GRC)- priority axis 22

CZECH REPUBLIC

- Cheb-Plsen-Prague-priority axis 22
- Decin-Prague-Brno-Breclav-priority axis 22
- Petrovice u. Karvine-Prerov-Brno-Breclav-priority axis 23
- Lichow-Brno-Breclav-priority axis 23

GREECE

- Promachonas-Thessaloniki-Athens-priority axis 22

HUNGARY

- (SVN) Hodos-Zalalovo-Budapest-priority axis 6
- Budapest-Zahony- priority axis 6
- (SVK)Rajka-Budapest-Szolnok-Lokoshaza-priority axis 22

ITALY

- (AUT)Brenner-Verona-Bologna-Roma-priority axis 1
- Verona-Venezia-Trieste-priority axis 6

LITHUANIA

- Joniskis-Palemonas-Kaunas-Mockava-priority axis 27

POLAND

- Gdansk-Warsaw-priority axis 23
- Warsaw-Katowice-Chalupki-priority axis 23
- Katowice-Cadca-Zilina(SVK)-priority axis 23
- Trakizski-Bialystok-Warsaw-priority axis 27

SLOVAKIA

- (AUT)Vienna-Bratislava/Petrzalka-priority axis 17
- Bratislava-Rajka-Budapest-priority axis 22
- Cadca-Zilina-Nove Mesto n. Vahom-Bratislava-priority axis 23

SLOVENIA

-Trieste/Koper-Ljubljana-Hodos-priority axis 6

ROMANIA

-Curtici-Arad-Deva-Sighisoara-Brasov-Ploiesti-Bucuresti- priority axis 22

-Bucuresti-Fetesti-Constanta-priority axis 22

-Arad-Timisoara-Craiova-Calafat-priority axis 22

B. List of TER Master Plan Backbone line sections not overlapping the priority axes

With the exception of above sections all the other Backbone sections given in Annex A to this Report are not overlapping the priority axes.

C. List of sections in the TER-EU countries situated on priority axes (30 projects) but not overlapping the Master Plan Backbone network

The following sections in the TER-EU countries are situated on priority axes (30 projects) but not overlapping the Master Plan Backbone network.

GREECE

-Kozani-Kalambaka-Ioannina-Igoumenitsa-priority axis 29

-Ioannina-Antirio-priority axis 29

-Patras-Kalamata-priority axis 29

ITALY

-Milano-Bologna-priority axis 1

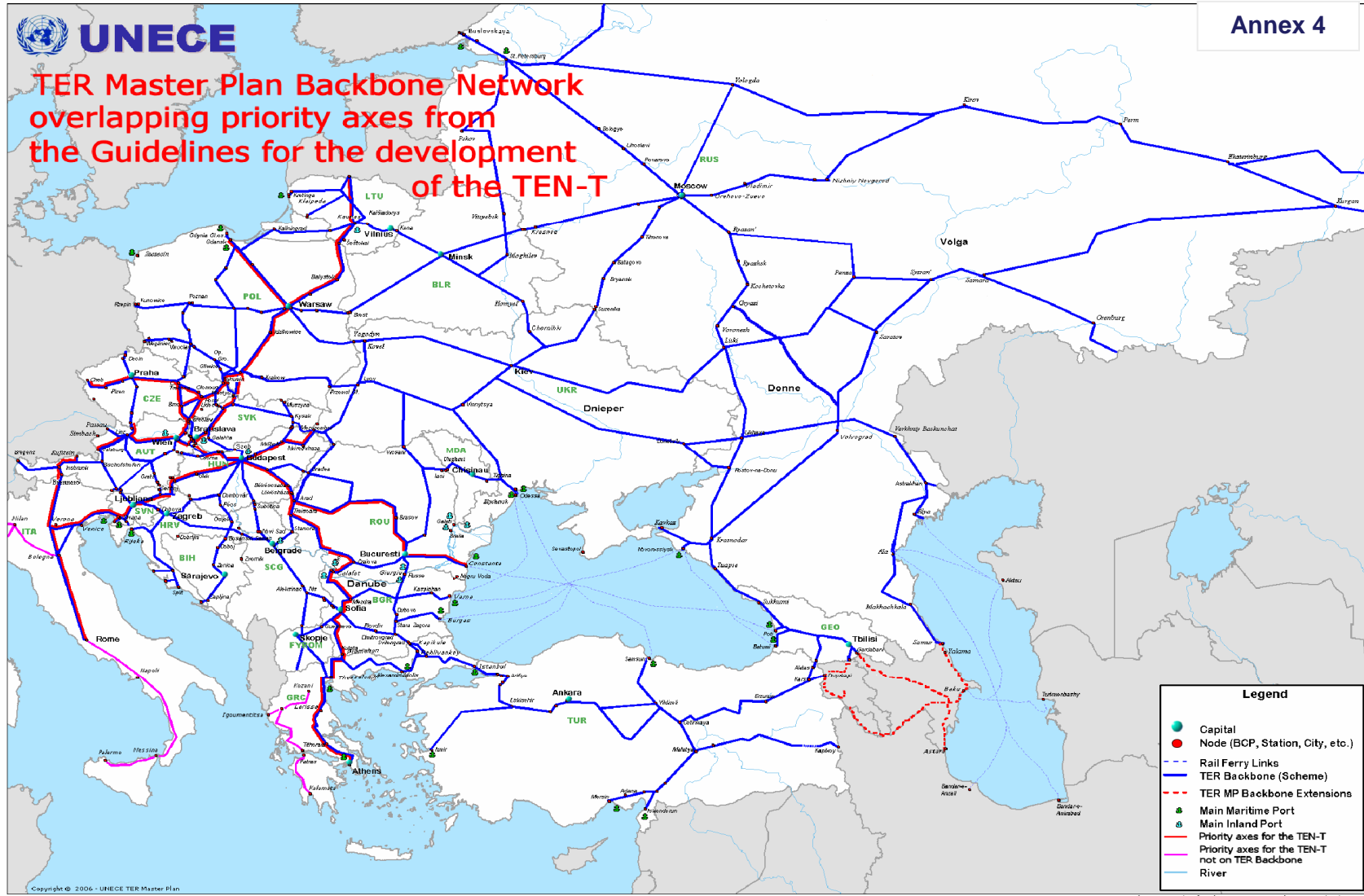
-Verona-Trento-Fortezza-Brennero-priority axis 1

-Roma-Napoli-Messina-Palermo-priority axis 1

-(FRA)Lyon-Torino-Milano-priority axis 6

-Genova-Milano-Chiasso(CH)-priority axis 24

-Genova-Novara-Domodossola(CH)-priority axis 24



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Annex 5

TER MASTER PLAN BACKBONE SECTIONS VIS-À-VIS THE LINE SECTIONS IN THE ACCESSION TREATIES OF THE TER COUNTRIES WHO ACCEDED TO THE EU IN 2004 AND 2007

TER Master plan Backbone sections overlapping the railway lines included in the Accession Treaties to the EU.

BULGARIA

- Russe-G.Oreahovita-St.Zagora-Dimitrovgrad-Svilengrad
- Dragoman-Sofia-Plovdiv-Dimitrovgrad
- Vidin-Sofia-Kulata
- Dragoman-Sofia-Mezdra-G.Oreahovita-Kaspichean-Varna
- Plovdiv-St.Zagora-Burgas

CZECH REPUBLIC

- Decin-Usti n. Labem-Prague-Ceska Trebova-Brno-Breclav
- Cheb-Plzen-Prague-Kolin-Pardubice-Ceska Trebova-Olomouc-Prerov-Ostrava- Mosty u Jablunkova
- Prerov-Brno
- Lichkov-Pardubice-Kolin-Prague-Ceske Budejovice-H.Dvoriste
- Petrovice u.Karvine-Ostrava-Prerov-Brno-Breclav
- Prerov-Breclav
- Hranice na Morave-Horni Lidec

HUNGARY

- Szob-Budapest
- Budapest-Szolnok-Zahony
- Szolnok-Bekescsaba-Lokoshaza
- Budapest-Kelebia
- Budapest-Gyor-Hegyeshalom/Sopron
- Budapest-Miskolc-Nyiregyhaza-Zahony
- Budapest-Dombovar-Pecs-Magyarboly
- Budapest-Cegled-Szolnok-Puspokladany-Biharkeresztes
- Miskolc-Felsozsalca-Hidasnemeti
- Zalalovo-Boba-Szekesfehervar-Budapest

LITHUANIA

- Joniskis-Siauliai-Gaiziunai-Palemonas-Kaunas-Mockava
- Kena-Vilnius-Kaisiadorys-Radviliskis-Skuliai-Klaipeda
- Kaisiadorys-Kybartiai
- Radviliskis-Pagegiai

POLAND

- Trakizski-Suwalki-Sokolka-Bialystok-Warsaw
- Gdynia-Gdansk-Tczew-Malbork-Warsaw
- Tczew-Maximylionovo-Katowice-Zwardon
- Warsaw-Idzikowice-Katowice-Chalupki
- Warsaw-Dorohusk Jagodin
- Rzepin-Poznan-Konin-Warsaw/Lukow-Brest
- Poznan-Wroclaw-Miedzylesie
- Weglinec-Wroclaw-Gliwice-Katowice-Krakow-Przemysl(UKR)
- Gliwice-Bohumin
- Malbork-(RUS) Kaliningrad

SLOVAKIA

- Bratislava-Leopoldov-Zilina
- Bratislava-Galanta-N.Zamky-Sturovo
- Cadca-Zilina-Ruzomberok-Poprad-Kosice-Cerna n. Tissou
- Plavec-Presov-Kysak-Kosice-Cana
- Cadca-Skalite
- (CZE) Kutny-Malacky-Devinska.N.Ves- Bratislava /Petrzalka(AUT)-Rajka(HUN)
- Puchov-Horni Lidec(CZE)

SLOVENIA

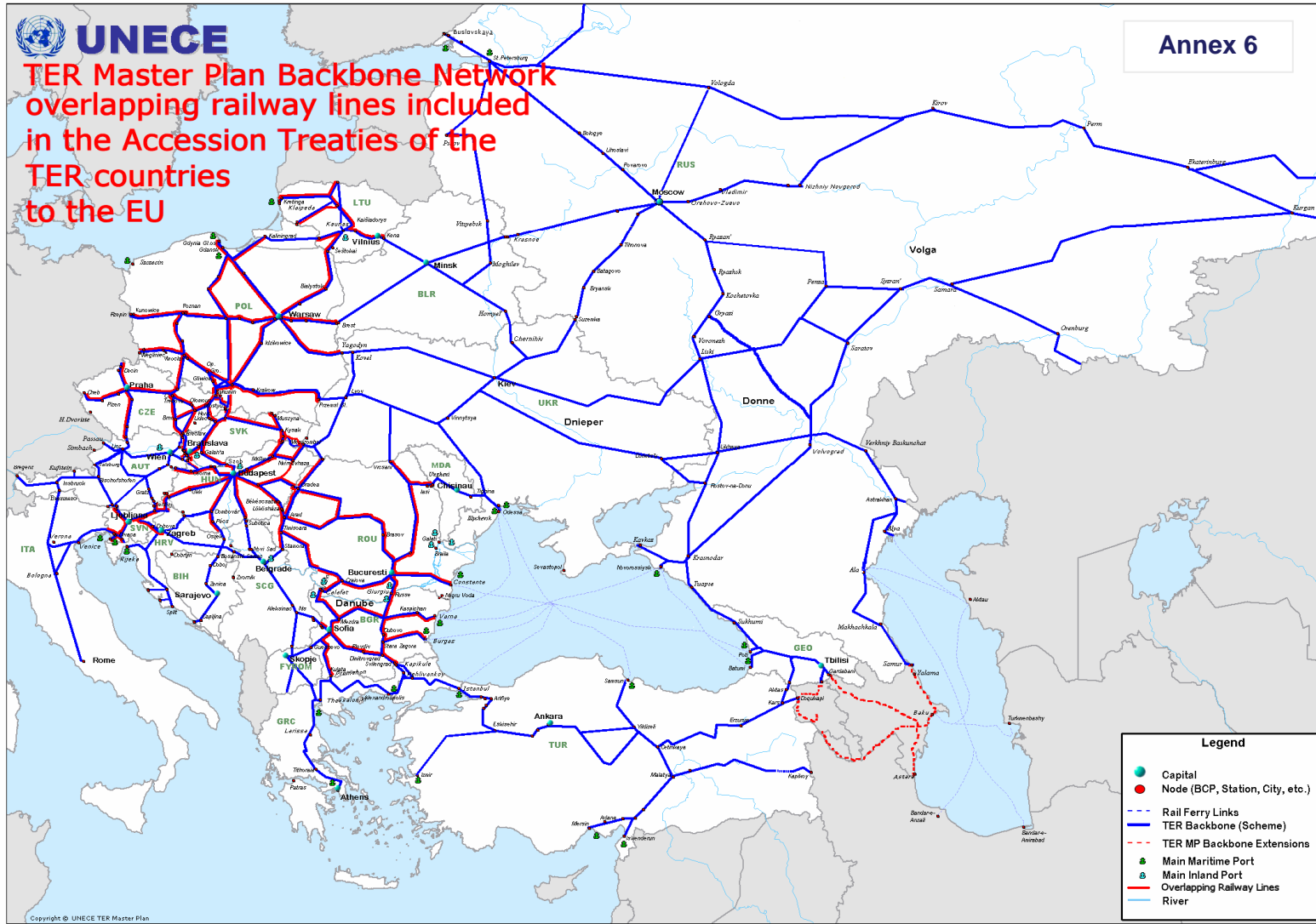
- (AUT)Villach-Rosenbach-Jesenice-Ljubljana
- Sentilj-Maribor-Pragersko
- Hodos-Ormoz-Pragersko-Zidani Most-Ljubljana-Divaca-Koper
- Divaca-Sezana
- Ljubljana-Dobova-Zagreb
- Ormoz-Sredisce
- Pivka-I.Bistrica

ROMANIA

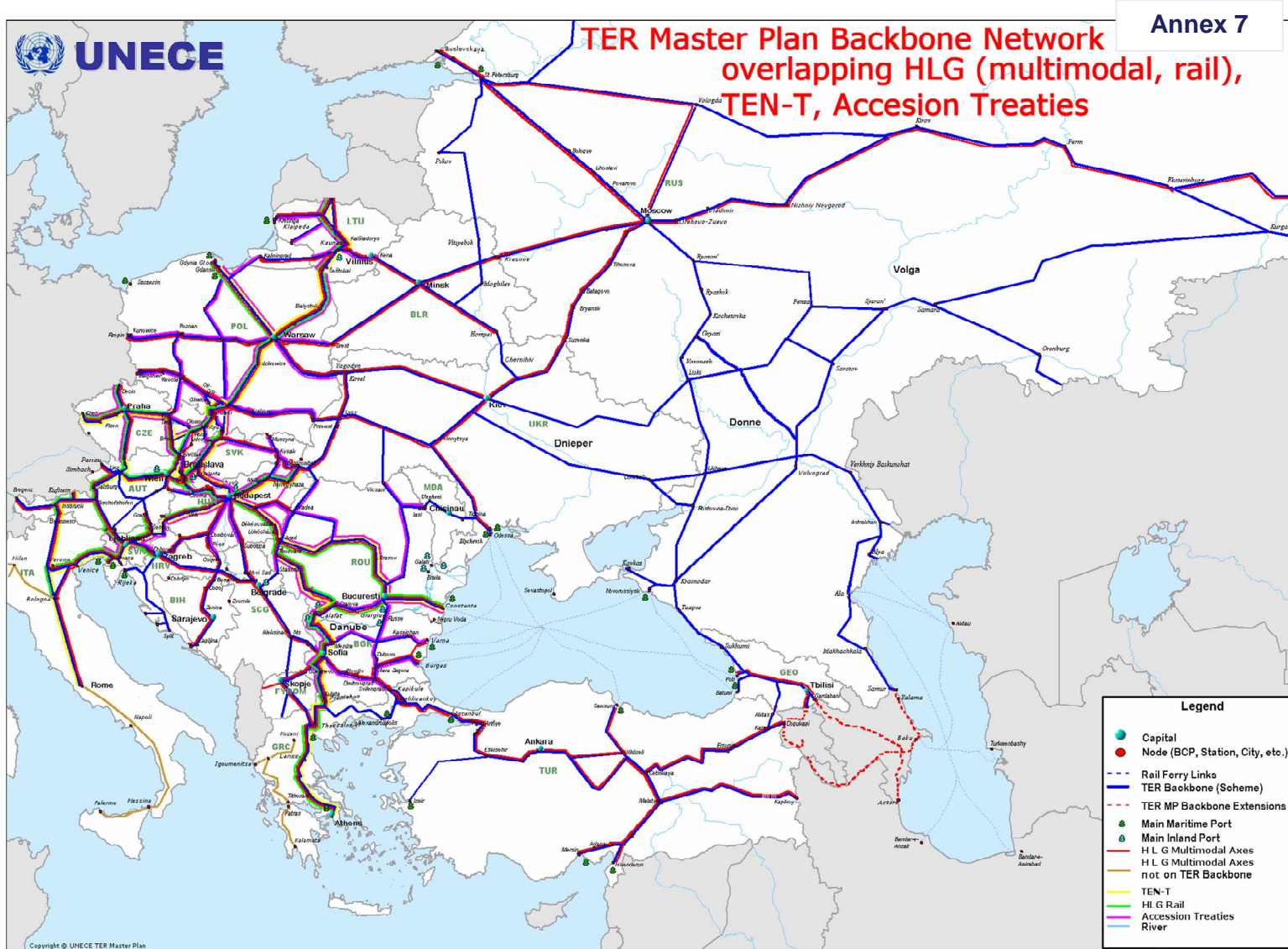
- (HUN)Oradea -Poieni- Cluj – Coslariu – Alba Iulia – Copsa M. – Brasov – Ploiesti
- (UKR)Vicsani-Suceava – Pascani – Adjud – Marasesti – Buzau – Ploiesti
- Ploiesti – Bucuresti – Giurgiu (BGR)
- Bucuresti – Fetesti – Constanta
- Bucuresti – Videle – Craiova – D.T. Severin – Timisoara – Arad – Curtici (HUN)
- (UKR)Halmeu-Oradea-Arad-Timisoara-St.Moravita(SCG)
- (HUN)Curtici-Arad-Alba Iulia-Coslariu-Sighisoara-Brasov-Ploiesti
- Craiova-Calafat
- Pascani-Iasi-Cristesti (MDA)

Note

TER Master Plan Backbone network in the above countries is part of the network included by each of them in the Accession Treaty.



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TRANS-EUROPEAN MOTORWAY (TEM) – TRANS-EUROPEAN RAILWAY (TER) PROJECTS
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PROGRESS REPORT ON IMPLEMENTATION OF TEM MASTER PLAN PRIORITY PROJECTS IN 2006

In the framework of the TEM statistic information system gathering (TEMSTAT), the status data on the existing TEM motorway and corridor network, supplied by the participating countries, are being processed in the TEM Project Central Office, resulting in the TEM status tables produced every year, showing the total length of the TEM network in the member and associate member countries as well as respective lengths of motorways under construction and in the planning stage broken down to half-motorway and dual carriageway sections, including a set of comparative indicators, too.

Furthermore, based on the data from the TEMSTAT 1 and 2 databases, the TEMSTAT maps, reflecting the status data listed above in detail, are being produced on the annual basis for each participating country as well as for the whole TEM region. These two TEMSTAT tools make it possible also to identify the sections (projects) opened for traffic in the given year, but in the TEM member countries only. Since the TEMSTAT 1 and 2 forms, reflecting the status as of the end of 2006 will be submitted to the TEM PCO by the end of February 2007 only, it would be possible to elaborate the full-fledged final progress report on the TEM Master Plan projects' implementation in 2006 afterwards only.

To have such an information available from the non-TEM Master Plan countries, too, the PCO proposes to extend the TEMSTAT activities also to these countries, at least in the reduced scope making it possible to publish the status table for the backbone network and the whole TEM Master Plan region, accompanied by the synoptic map of the backbone network status, as shown in the attached draft (Annex 1).

This draft map, nevertheless, lacks the full consistency between the TEM and non-TEM Master Plan countries. Regarding the TEM countries, it shows the full motorway and dual carriageway expressways in operation, since all the data needed are in place. In the non-TEM countries, this map is based on available road maps and internet information, that is neither comprehensive nor reliable especially with regard to Belarus, Ukraine and Russian Federation, where the terms "motorway" and "expressway" are not codified. In these countries, the map shows all double carriageway links mostly with at-level intersections and slow traffic probably permitted.

As regards the individual TEM Master Plan projects (especially those located outside the TEM and Master Plan backbone networks), the only existing sources of information about their status and their termination are the Master Plan original templates and the annual filled in uniform questionnaires. According to these questionnaires received until end 2006, these Master Plan projects were completed in 2006:

Country	Master Plan project No.	Year	Note
Czech Republic	CZ-M-1	2006	end of the year
	CZ-M-3	2006	
Georgia	GE-M-2	2005	resurfacing only
Hungary	HU-M-18	2006	
	HU-M-19	2006	
Poland	PL-M-15	2006	
	PL-M-16	2006	
	PL-M-17	2006	
	PL-M-18	2006	

The relatively low number of terminated projects is partly due to the facts that some filled in questionnaires have not been received by the PCO yet and that there have been some construction delays. The main reason for this, however, rests in the fact that the first TEM Master Plan projects started in 2004 (exceptionally) and in 2005 and could be therefore terminated in 2007 at the earliest.

According to TEMSTAT 1 data, the length of TEM Motorway in Romania is 3,064 km from which, at 31 December 2006, 211 km were under operation, 341 km under construction and 748 km under planning and design procedures.

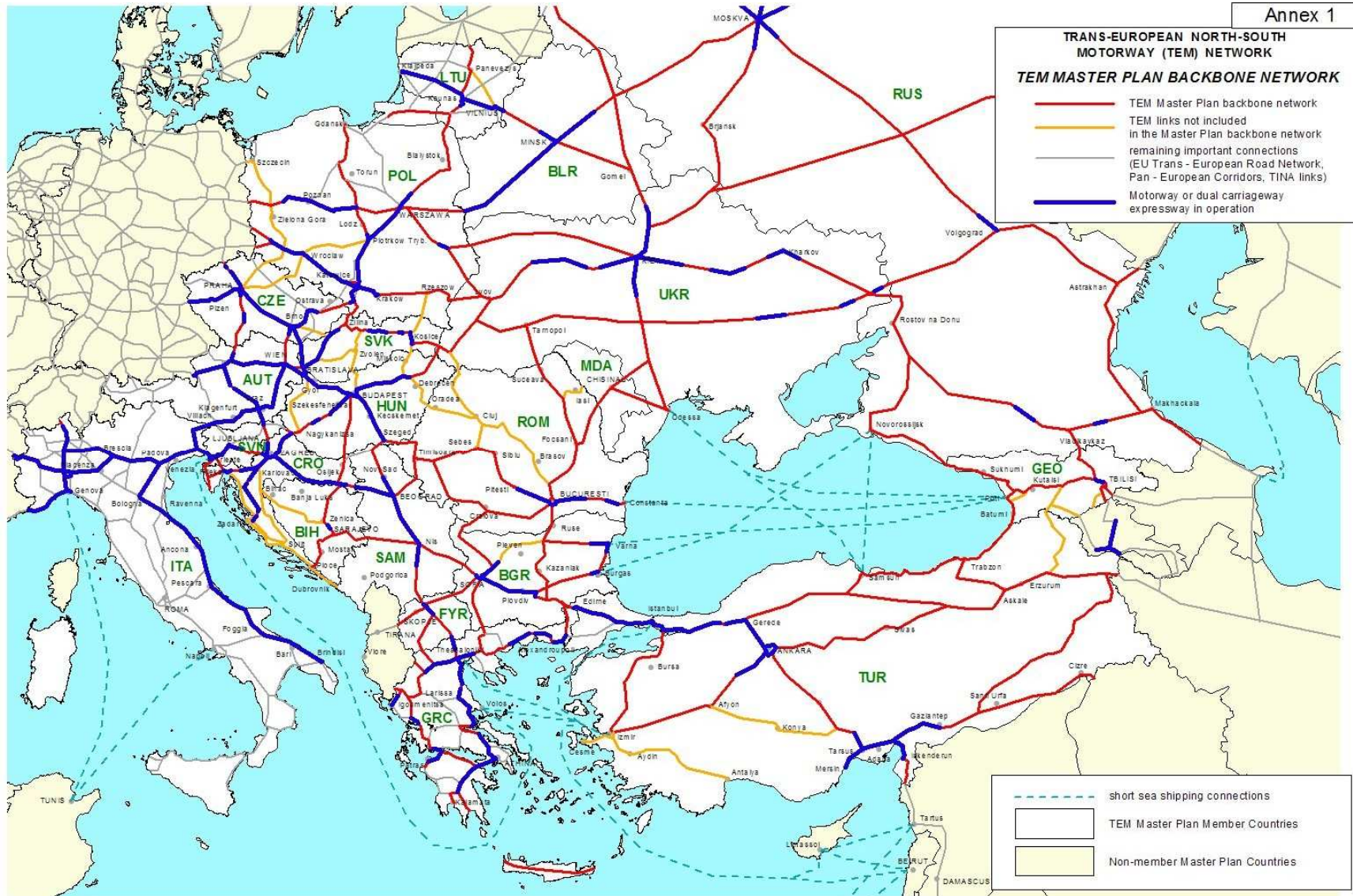
As provided by the „Programme on development of road infrastructure“ approved by the Romanian Government, within the years 2007 – 2013 the country will finalize construction of 1,800 km – all located along with TEM Motorway – if an investment fund of 1.83 billion euro would be gathered for the implementation of this Programme.

Up to now the financing for such construction works is assured of almost 30%.

To solve this matter of providing the necessary funding by attraction of new sources, the intention is to implement several road infrastructure projects through BOT and DBFO, and other means of cooperation, such as PPP for instance.

Based on this Programme, Romania expects that up to 2010 about 530 km of TEM Project will be under operation.

Annex 1



APRIL 2007

PROGRESS REPORT ON IMPLEMENTATION OF TER MASTER PLAN PRIORITY PROJECTS IN 2006

The elaboration of a progress report on the implementation of TER Master Plan priority projects along the TER backbone network in 2006 is part of the follow-up activities of the TER Master Plan and represents an important tool for monitoring its implementation. The activity has been decided by the TER Steering Committee at its 22nd session and has been included in the work plan for the period 2006-2010.

Following the decision of the 22nd Session of TER Steering Committee, held in Baden, Austria, 20-21 of May 2006, doc.TER/SC/147 para.18 (b) on monitoring the implementation of projects on TER backbone network, the countries involved in TER Master Plan provided necessary data to the TER PCO. Country inputs were based on the uniform Questionnaire which was distributed earlier asking data on concrete elements on the progress of identified projects (categories I-III) and/or for new priority projects. For the latter, country replies were expected to be based on uniform TEMPLATES which have been used for identification, assessment and prioritization of projects at the initial stage of the elaboration of the Master Plan.

The following countries replied to the Questionnaire and provided the required data: Austria, Bosnia and Herzegovina, Croatia, Czech Republic, Poland, Romania, Russian Federation, Slovakia, Slovenia, Turkey and Ukraine

It was assumed that countries that did not reply had for the time being no additional information available or no changes to their original planning have occurred vis-à-vis the priority projects identified in the Master Plan.

The examination of the information and data provided by the countries shows that the implementation of a good number of projects is steadily going ahead and developments in the infrastructure and operation of trains is improving, thus contributing to increased railway traffic capacity and railway efficiency. Furthermore, an intense activity is carried out in all the countries. Technical and financial assessments of implementation of projects have been finalized for many of them and work on most of the projects is underway. In many cases the activity is in an advanced stage of implementation compared to the timetable established.

This is a proof that future assessment of the stage of implementation of projects is required and that progress achieved could be recorded only if this process would be monitored further on. This corresponds in fact with one of the major objectives of the TER Trust Fund Agreement for the cycle 2006-2010, implementation of the TER Regional Master Plan.

In concrete terms the situation in the countries is as follows:

AUSTRIA

Priority projects identified in the Master Plan

In the case of Austria 6 TER projects of a total value of 10,900 million EUR have been considered in the Master Plan. All Austrian projects belong to priority category I. The rail projects of Austria were not submitted in the proper format but in a general description of the Austrian Transport Master Plan 2001 ("Generalverkehrsplan 2001"). According to the information provided each project as a whole would be implemented by 2013 and in one case 2016-2018. Funding is secured for all the projects.

Progress report

According to recent information provided partial implementation of various works would be done even in advance as per the timetable established. Furthermore, it was reported that works already started in 2004-2005 on the following projects:

- On Arlberg Axis

St.Anton am Arlberg-Langen am Arlberg, Arlberg tunnel will be completed by 2009.

- On Tauern Axis

a) Double track of the Tauernbahn Northern ramp, completion foreseen by 2009.

b) Double track of Tauernbahn Southern ramp, completion will be ready by 2010.

- On Pyhrn/Schober Axis

Development (upgrading) of Pyhrnbahn railway line

a) railway bypassing Schlierbach, completion by September 2007.

b) line improvement Nussbach, completion by 2009.

-On Donau Axis

Upgrading, reconstruction of the track, bridges on the line Salzburg-Linz-St.Polten-Vienna with completion by 2013.

-On Pontebana Axis

This major and complex project will connect Graz with Klagenfurt. Funds are available and completion is forecasted by 2016-2018.

-On Brenner Axis

Developments (upgrading of line) is foreseen to be done in stages in the next 4 years. The projects were well defined and are under implementation.

BELARUS

Priority projects identified in the TER Master Plan

In the case of Belarus one TER project of a total value of 0,57million EUR has been considered in the Master Plan. This project belongs to priority category I. Rail projects of Belarus were not submitted to support elaboration of prioritization Methodology, but sufficient information existed in a document of the UNECE of October 2004, entitled "Euro-Asian Linkages Information for Investment Activities". Funding is secured for this project.

Progress report

Belarus is among the countries that did not reply to the Questionnaire. It is assumed that no additional information was available or no changes to its original planning has occurred vis-à-vis the priority projects identified in the Master Plan.

BOSNIA and HERZEGOVINA

Priority projects identified in the TER Master Plan

Bosnia and Herzegovina proposed 7 projects for consideration in the Master Plan of a total value of 354,1 million EUR. All belong to priority category II. Funding is not secured for all the projects.

Progress report

According to recent information provided the situation is as follows:

- From the project Sarajevo-Capljina(BIH-R-2) foreseen to be started in 2011, track overhaul and reconstruction of 145 Km. for an amount of 76,5 mil.EUR. However, have been upgraded 31 Km. amounting to 18 mil.EUR. The rest is foreseen to be implemented by 2010 compared to 2013 as originally planned.
- From the project Bosanski Samac-Capljina(BIH-R-3), modernization of signaling system amounting to 64 mil.EUR have been done modernization works amounting to 11,2 mil.EUR. The rest will be finished by 2010 compared to 2014 as forecasted.
- From the project Doboj-Dobrljin(BIH-R-5), track overhaul and reconstruction of 78 Km. up to the TER technical standards amounting to 56,5 mil.EUR, have been done works on 22 Km. for the amount of 10 mil.EUR. The rest of works up to 46,5 mil.EUR will be done by 2010 compared to 2013 as forecasted. But the whole project was foreseen to start in 2011.
- From the project Dobrljin-B.Luka-Doboj-Tuzla-Zvornik(BIH-R-7), works for modernization of telecommunication system amounting to 11 mil.EUR have been done works amounting to 0,6 mil. EUR. The project will be finalized by 2014.

Lack of more funds for this project as well as for other 3 projects (BIH-R-1, BIH-R-4 and BIH-R-6) were among the causes of non-completion or non-starting works on the projects.

BULGARIA

Priority projects identified in the TER Master Plan

Bulgaria proposed 8 projects for consideration in the Master Plan for a total value of 4,969 million EUR.

Out of 8 projects 2 belong to priority category I (BG-R-2-8) and 6 to priority category II (BG-R-1-3-4-5-6-7)

In case of 4 projects (BG-R-1-2-3-8) works started already in 2004-2005. In the rest of projects the work will start between 2011 and 2017.

Funding is not secured for all projects.

Progress report

Bulgaria is among the countries that did not reply to the Questionnaire. It is assumed that no additional information was available or no changes have occurred vis-à-vis the projects identified in the Master Plan.

CROATIA

Priority projects identified in the TER Master Plan

16 projects were identified in the Master Plan and for all of them no clear technical description was given. They were not evaluated technically but examined in the “financial prioritization phase” based on information taken from REBIS study.

All projects (without priority category) amounted to 595,60 million EUR.

Progress report

According to recent information provided the situation is as follows:

Clear technical description was provided for all 16 projects. Out of them 9 projects belong to priority category I (CR-R-1-3-4-5-8-9-11-14-15) and 7 projects belong to priority category II (CR-R-2-6-7-10-12-13-16)

According to the reevaluation of the 16 projects done by Croatia the new total amount required for their implementation is 786,22 million EUR. Funds are not available for all the projects. For 3 projects (CR-R-6-7-12) the amount of funds needed is not available.

For all 16 projects Croatia provided technical description as TEMPLATES which will be used during the review of the Master Plan in 2008.

On 7 projects the works started already:

- Reconstruction of railway section of corridor Vc(CR-R-1) in 2004;
- Electrification on North section of Beli Manastir-Strizivojne-Vrpolje(CR-R-2) in 2005;
- Modification of electrical traction system on rail line Moravice-Rijeka-Sepjane (CR-R-5) in 2006;
- Track reconstruction on Kosovo (Knin)-Split section(CR-R-8) in 2004;
- Reconstruction of stations on rail line Ostarije-Knin-Split(CR-R-9) in 2006;
- Rail track overhaul Savski Marof-Zagreb and Ivankovo-Tovarnik(CR-R-14)in 2006;
- Introduction of optical telecommunication system on the whole network of Croatia (CR-R-15) in 2004.

In case of 4 projects (CR-R-3-4-7-13) the starting year of implementation is unknown.

On other 5 projects (CR-R-6-10-11-12-16) the works will start between 2007-2011.

CZECH REPUBLIC

Priority projects identified in the TER Master Plan

Czech Republic proposed 8 projects for consideration in the Master Plan for a total value of 3,042.90million EUR. 4 projects belong to priority category I (CZ-R-2-3-4-6) and other 4 projects to priority category II (CZ-R-1-5-7-8).

In case of 3 projects (CZ-R-1-3-5) the works started in 2004 or 2005 , 1 project(CZ-R-4) will start in 2007 and the rest of projects will start in 2011 or 2013.

Progress report

Recent information on the projects included in the TER Master Plan received as reply to the Questionnaire shows that from 8 projects, 3 projects Benesov-C.Budejovice(CZ-R-1), State border Cheb-Plzen(CZ-R-3) and Praha-Benesov (CZ-R-8) are under construction in time, 2 projects Ceske Budejovice(CZ-R-2) and Kadan-Karlovy Vary(CZ-R-5) were completed. Some of them even before the time schedule. In case of other 3 projects(CZ-R-4-6-7) works have not started.

Regarding European priority projects in Czech Republic amounting to 3 billion EUR of which 100 million EUR from EU funds, reconstruction was completed on lines Decin-Praha-Brno-Breclav and Breclav-Prerov-Chalupki.

For the above projects plus other European projects as Praha-Plzen-Cheb, C.Trebova-Prerov, Ostrava-Cadca and Praha-H.Dvoriste implementation is foreseen until 2016. The total investment cost amounts to 4,1 billion EUR without reconstruction of Brno-Prerov amounting alone to 1,5 billion EUR from EU funds.

FORMER YUGOSLAV REPUBLIC OF MACEDONIA

Priority projects identified in the TER Master Plan

In case of The Former Yugoslav Republic of Macedonia 5 projects of a total value of 511,6 million EUR have been considered in the Master Plan. From the 5 projects, for 3 projects there was no data on funding possibilities (Ma-R-3-4-5)

In general the data provided was insufficient to support the elaboration of the Multi-Criteria Analysis, so priority categories of the projects are missing.

Progress report

The Former Yugoslav Republic of Macedonia is one of the countries that did not reply to the Questionnaire. It is assumed that no additional information was available or because of the funding issues vis-à-vis the projects identified in the Master Plan.

GEORGIA

Priority projects identified in the Master Plan

2 projects of a total value of 1,826.3 million EUR have been considered in the Master Plan. Works on Project (GE-R-2) for the construction of a new railway link Georgia-Turkey started in 2004 and will be completed in 2034. This project belong to priority category I. Works on Project (GE-R-1) for the reconstruction of line section Zestapani-Khashuri will start in 2035 and belong to priority category II.

According to latest communication from the Ministry of Economic Development of Georgia¹, the correct data on the above 2 projects are as follows:

¹ The Ministry of Economic Development of Georgia, by its letter No. 26/747/9-6 of April 2006, proposed some corrections to the data concerning the two railway projects of Gergia. As this request could not be met due to its late submission, this letter and the related data were annexed to the Master Plan report (Annex IX).

The total value of the 2 projects considered in the Master Plan is 792.0 million EUR. Works on Project (GE-R-2) for the construction of a new railway link Georgia-Turkey would start in 2007 and would be completed in 2010. This project belong to priority category I. Works on Project (GE-R-1) for the reconstruction of line section Zestapani-Khashuri would start in 2010 and would be completed in 2015. This project belong to priority category II.

Progress report

Georgia did not reply to the Questionnaire. It is assumed that no additional information was available vis-à-vis the projects identified or probably because of funding issues.

GREECE

Greece proposed 11 projects for consideration in the Master Plan of total value of 5,626.4 million EUR.

4 projects (GR-R-4-5-6-7) belong to priority category I and the rest of 7 projects to priority category II.

In case of 5 projects (GR-R-1-4-5-6-7) construction works started in 2004 with completion foreseen between 2007-2011. Works on the other 6 projects will start in 2011. In case of 4 projects (GR-R-8-10-11-12) funding is not secured which represents about 50% of the financial means required.

Progress report

Greece is among the countries that did not reply to the Questionnaire. It was assumed that no additional information was available or no changes to its original planning has occurred vis-à-vis the priority projects identified in the Master Plan.

HUNGARY

Priority projects identified in the TER Master Plan

Hungary proposed 23 projects for consideration in the Master Plan of a total value of 4,406.8 million EUR. All projects belong to priority category II.

In case of 5 projects (HU-R-2-3-6-8-23) which include sub-projects the execution is foreseen in stages.

Work started already in case of 7 projects and on sub-projects belonging to the above mentioned 5 projects.

Information on funding issues on all projects is not clear.

Progress report

Hungary is one of the countries which did not reply to the Questionnaire. It is assumed that no additional information was available or no changes to its original planning has occurred vis-à-vis the priority projects identified in the Master Plan.

LITHUANIA

Priority projects identified in the TER Master Plan

Lithuania proposed 22 projects to be considered in TER Master Plan. All projects have a total value of 1,803.1 million EUR. From 22 projects, 17 projects belong to priority category I and 5 projects (LT-R-8-11-18-19-20) belong to priority category II. Works started on 14 projects of which in case of one project (LT-R-21) from 1999 and in case of the others in the last 2-3 years. In case of 7 projects (LT-R-7-8-10-11-18-19-20) work will start in 2009 or 2011.

Progress report

Lithuania did not reply to the Questionnaire. It is assumed that no additional information was available or no changes to its original planning vis-à-vis the priority projects identified in the Master Plan.

MOLDOVA

Priority projects identified in the TER Master Plan

Moldova provided 2 projects of a total value of 482.3 million EUR to be considered in the Master Plan.

1 project (MD-R-1) belongs to priority category I and 1 project (MD-R-2) belongs to priority category II.

Works on both projects started in 2004. In case of project MD-R-1, works will continue until 2026 and in the second case it should have been completed by now.

Funding is not secured for both projects.

Progress report

Moldova did not reply to the Questionnaire. It was assumed that no additional information was available or funding problems were not solved.

POLAND

Priority projects identified in the TER Master Plan

In case of Poland 6 projects of a total value of 594.5 million EUR were proposed to be considered in the TER Master Plan.

The projects were not provided with technical details and as a result have not been evaluated from this point of view. They were examined directly in the financial feasibility prioritization phase based on information from ISPA info sheets.

Work started on the projects since 2001 and could be completed by now.

Progress report

Poland is among the countries that did not reply to the Questionnaire. It was assumed that no additional information is available.

However, it provided during a TER meeting some information only on the section of Backbone network Warsaw-Lublin-Dorohusk towards Ukraine (267 km.) This section is identical with multimodal transport axis in Poland. Modernization of the above section is possible only after 2013 because all investments in Polish railways with European funds were planned until 2013.

ROMANIA

Priority projects identified in the TER Master Plan

Romania provided 4 projects of a value of 3,072.10 million EUR which have been considered in the TER Master Plan. 1 project (RO-R-3) belong to priority category I and 3 projects to category II.

On project 1 (RO-R-3), works started in 2004 and on the other 3 projects (RO-R-1-2-4) will start in 2009.

Progress report

According to recent information, modernization of a long distance line, project (RO-R-3) in the Backbone network, is under tendering or in development and implementation. Romania after re-examining the availability of funds needed, the time horizon for the implementation of projects has changed: RO-R-1 in 2007-2010, RO-R-2 in 2010-2015, RO-R-3 in 2005-2009 and RO-R-4 remained unchanged i.e. 2010-2013.

Also, the funds required for the implementation of projects changed because have been under-evaluated. The new total value of the projects is 5,116 million EUR.

RUSSIAN FEDERATION

Priority projects identified in the TER Master Plan

In case of the Russian Federation, 19 projects were proposed to be considered in the Master Plan. The projects had no technical details and they have not been technically evaluated. However, they were examined in the financial feasibility prioritization phase, based on information taken from National report of Euro- Asian Transport Links.

Progress report

Based on the latest information received, the description of the Russian sections belonging to the TER backbone network was put in accordance with the Backbone schematic map and now is clear.

Russian Federation updated information on projects, envisaged by the development of infrastructure of the railroads in Russia. They would be included in the future assessment of the TER backbone network.

The projects have been technically restructured and financially updated. The projects which will be included in the TER Backbone network are:

RU-R-1- Ural-North-West of a value of 3,140.6 million EUR;
RU-R-2- Ural- South of a value of 2,183.1 million EUR;
RU-R-3-North-South of a value of 4,623.8 million EUR;
RU-R-4- Center Volga Region-Ural of a value of 556.4 million EUR;
RU-R-5-Moscow-Smolensk-Krasnoye;
RU-R-6-Moscow-Bryansk-Suzemka of a value of 28.4 million EUR;
RU-R-7-Moscow-St.Petersburg;
RU-R-8-St.Petersburg-Pskov-Dno-Zavereahje.

These projects are split in sub-projects from 9 up to 17.

The implementation of all projects and sub-projects will be done partially between 2005-2015.

SERBIA

Priority projects identified in the TER Master Plan

In case of this country, 13 projects of a total value of 465 million EUR have been considered in the TER Master Plan.

Projects were not given in details so they were not technically evaluated. They were examined in the financial feasibility prioritization phase based on information taken from REBIS. Except project SM-R-4 for which funding is secured, for all the other projects funding is not secured.

All projects were foreseen to be implemented between 2004-2009.

Progress report

Serbia did not reply to the Questionnaire. It is assumed that no additional information was available or no changes to its original planning has occurred vis-a-vis the priority projects identified in the Master Plan.

SLOVAKIA

Priority projects identified in the TER Master Plan

Slovakia proposed 5 projects of a total value of 1,820.4 million EUR for consideration in the TER Master Plan. All of them belong to priority category II.

On 2 projects (SK-R-2-4), works had to start in 2004 and on the rest of projects in 2007.

Progress report

According to recent information provided project Kutý-Bratislava (SK-R-1) covers corridor IV in Slovakia which is in good condition and only smaller sub-projects of reconstruction and modernization works are needed. A good part of the works was done since 2003 and 2004. The whole project will be implemented by 2009.

All the other projects (SK-R-2-3-4-5), also split in sub-projects, are under partial implementation. All works are according to the timetable or even in advance.

SLOVENIA

Priority projects identified in the TER Master Plan

This country proposed 7 projects of a total value of 1,314.3 million EUR for consideration in the Master Plan.

From all 7 projects only 1 project (SL-R-7) belongs to priority category II. All the rest are priority category I. On 5 projects (SL-R-1-2-5-6-7) the modernization works started in 2004 or 2005 and completion is expected latest by 2012.

On 2 projects (S-R-3-4) works will start in 2010 and respectively 2008 and completion is foreseen latest by 2014.

The implementation of projects is done according to the timetable.

Progress report

Slovenia provided additional information on the implementation of projects based on maps.

TURKEY

Priority projects identified in the TER Master Plan

Turkey proposed 4 projects of a total value of 3,534.8 million EUR to be considered in the TER Master Plan.

2 projects (TU-R-1-4) belong to priority category I and the other 2 projects (TU-R-2-3) belong to priority category II.

Modernization works on the projects belonging to category I started already and completion is foreseen latest by 2010.

The projects priority category II will start in 2011 and be completed latest by 2017.

Except project (TU-R-4) for all the other projects funding is secured.

Progress report

Based on recent information the situation per projects is as follows:

- Project Ankara-Istanbul-Haydarpasha (TU-R-1) was split in smaller projects on which work started and which would be finalized in stages according to a timetable which could be speeded up if financial resources would be available in time.

- Project Ankara-Yozgat-Yildizeli(TU-R-2) could be also implemented in stages and smaller projects. Implementation started already in 2004.

- Marmary project(TU-R-3) covering the upgrading of 76 Km and building a tunnel under the Istanbul strait is one of the major transportation infrastructure projects in the world.

The project is underway and the immersing of the tube tunnel elements shall be completed by 2007.

- Implementation of the project Kars-Alhalkalaki-Tbilisi-Baku(TU-R-4) on the Turkish section was started in 2005. Active cooperation of all countries involved in this transboundary project is needed for its sooner implementation.

Information on additional projects was also provided: Ankara-Istanbul, high speed train, Ankara-Sivas and Sivas-Erzurum-Kars linking Ankara with Georgia and Azerbaijan.

Turkish experts provided new information on the project Ankara-Izmir (new high speed railway line) amounting to 2 billion \$. Start of work is envisaged for 2009 and completion in 2014. The railway line Ankara-Izmir was included in the TER network following the normal procedures and among the new priority projects in framework of the review and updating of the Master Plan in 2008. This High Speed railway project Ankara-Izmir should be included in the Master Plan. At the same time the Ankara-Konya line will be included in the TER network and also Ankara-Konya High Speed railway line project will be included later in the TER Master Plan in 2008.

UKRAINE

Priority projects identified in the TER Master Plan

Ukraine proposed 2 projects of a total value of 239.8 million EUR to be considered in the TER Master Plan.

The projects were not given in details, so they have not been technically evaluated.

How ever, they were examined in the financial feasibility prioritization phase based on information taken from country's National report for EATL.

Works started on both projects in 2004. 1 project (UKR-R-1) should have been implemented by now, while the other one (UKR-R-2) will be implemented in 2008.

Progress report

Ukraine is among the countries that did not reply to the Questionnaire. How ever, she provided useful information on the modernization of railway infrastructure as well as forecast on the economic activities in the railway field until 2020.
