



# TRANS-EUROPEAN RAILWAY (TER) PROJECT



## **Facilitation of Euro-Asian Transport in the ECO Region**

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**United Nations Economic Commission for Europe - Transport Division**

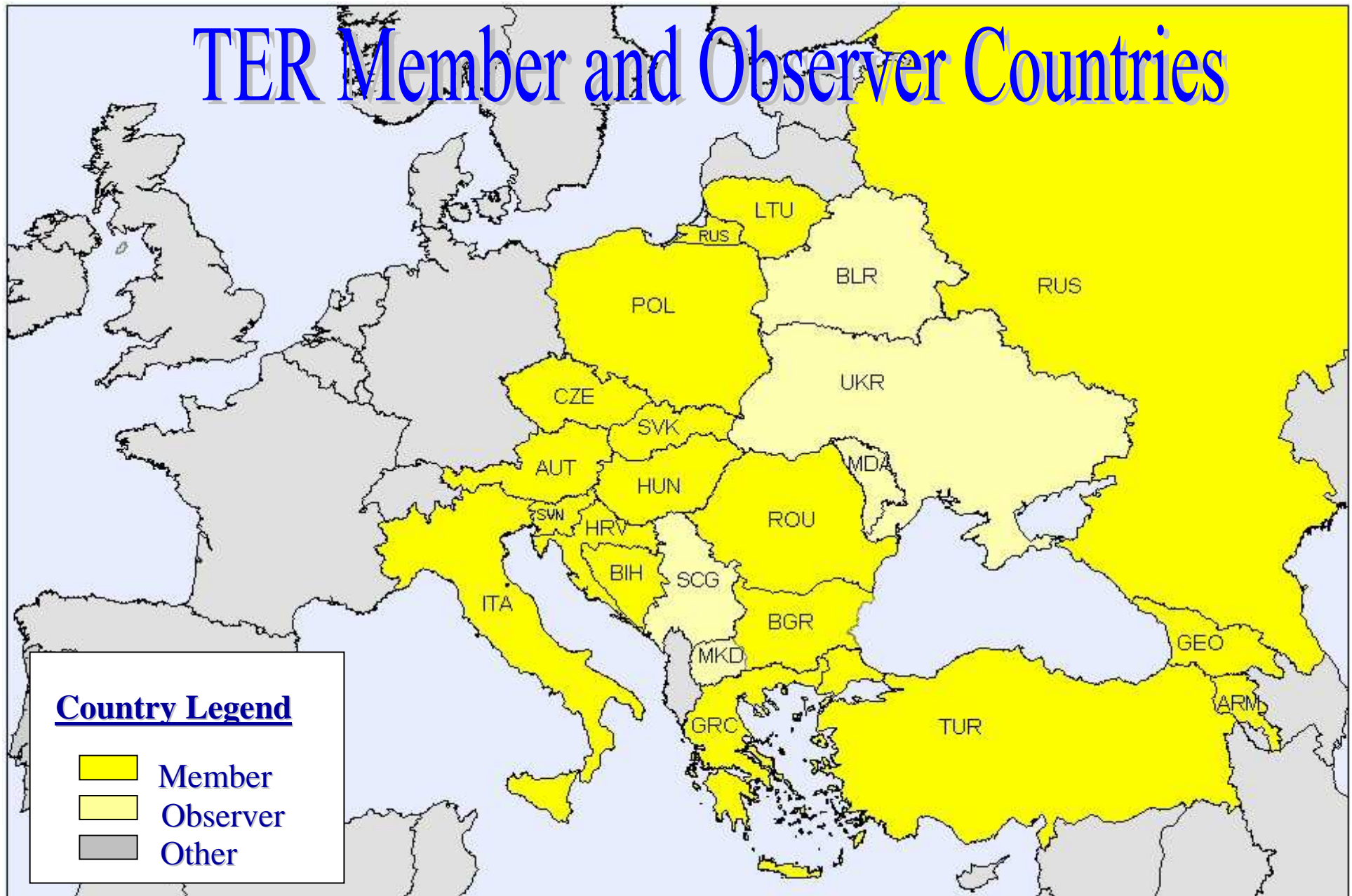


# Background

**Founded in 1992 by Central, Eastern and South-Eastern European countries, to assist them in:**

- Coordinated development of their rail and combined transport links
- Integration into the European transport links
- Improving international rail and combined transport services in the region
- Alleviating congestion and reducing environment and safety problems along main transport corridors

# TER Member and Observer Countries





# TER Structure

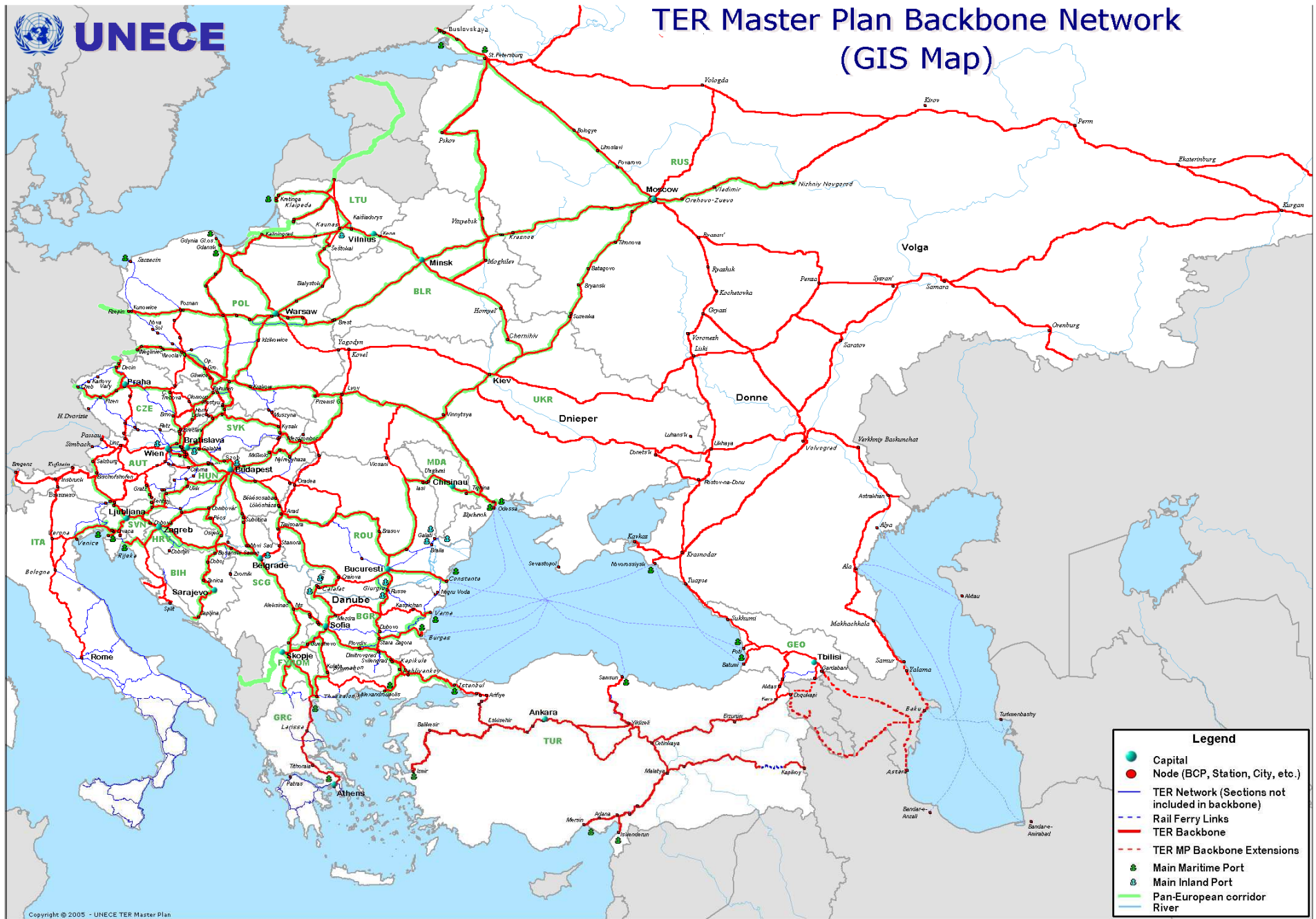
- Self financed by participating countries
- Under a UN Trust Fund
- With UNECE support as Executing Agency
- National Coordinators
- Steering Committee and Working Parties
- Conferences, Round Tables, Training courses and other capacity-building activities
- Project Central Office
- Project Manager and Staff



# Main Achievements

- The TER Network
- Recommendations, Guidelines (TER Standards)
- Data collection and processing
- Dissemination of know-how and expertise
- Harmonization of border procedures
- TER Master Plan: A realistic investment strategy for developing rail transport links in 21 countries

# TER Master Plan Backbone Network (GIS Map)







# TER Project - Next Steps

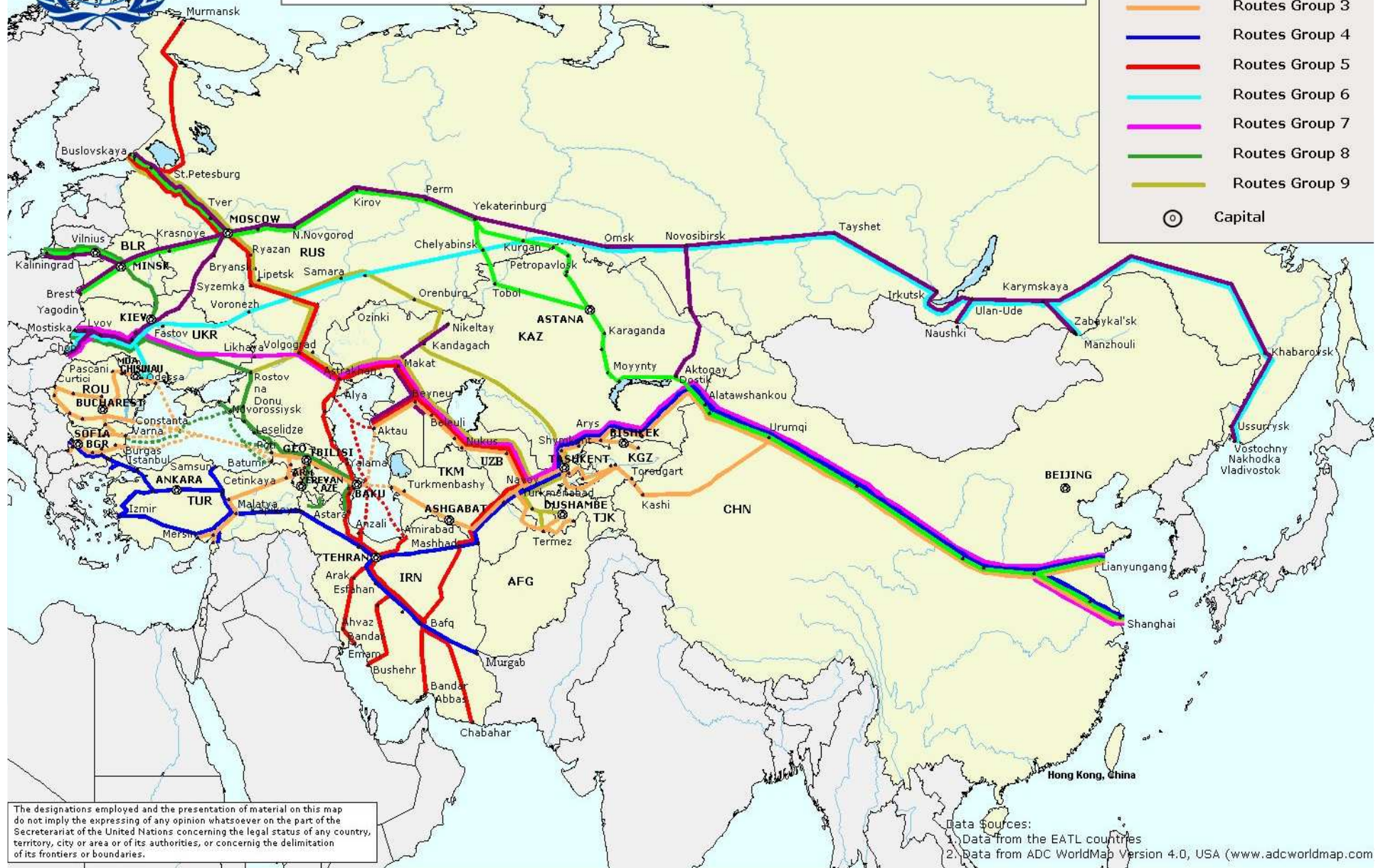
- **Extend TER Project further East and South**



# UNECE-UNESCAP Euro-Asian Links Project DRAFT RAIL ROUTES

## Euro-Asian Rail Routes Legend

- Routes Group 1
- Routes Group 2
- Routes Group 3
- Routes Group 4
- Routes Group 5
- Routes Group 6
- Routes Group 7
- Routes Group 8
- Routes Group 9
- Capital



The designations employed and the presentation of material on this map do not imply the expressing of any opinion whatsoever on the part of the Secretariat of the United Nations concerning the legal status of any country, territory, city or area or of its authorities, or concerning the delimitation of its frontiers or boundaries.

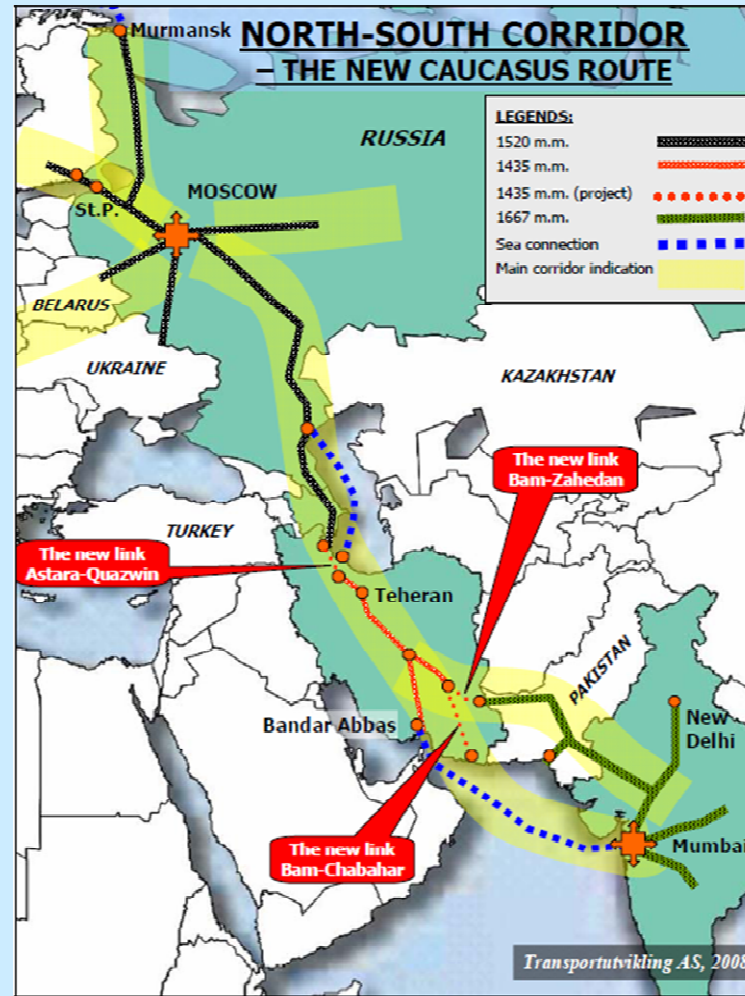
Data Sources:  
 1. Data from the EATL countries  
 2. Data from ADC WorldMap Version 4.0, USA ([www.adcworldmap.com](http://www.adcworldmap.com))





# TER Project - Next Steps

- **Contribute to the development of Euro-Asian transport links**





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The total length of the projected lines is 375 km. The first phase of the project Quazwin-Rasht-Anzali is 205 km while the second phase, Rasht-Astara (Iran) is 170 km. The deviation to Anzali (from Rasht) is 40 km). The distance from Quazwin to Astara is 335 km.

The maximum speed for freight trains is projected to 120 km/h. The traction will be diesel-electric with provisions for electrification.

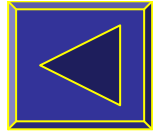
In 2004 the Quazwin-Rasht-Anzali was projected to 382 million USD and Rasht-Astara, 218,5 million USD. The total projected investment is 600,5 million USD (2004), or 1,6 million USD per km.

Nadir Azmammadov, Press secretary of Azerbaijan State Railway Company (ADDY), said (31 March 2008, Today.Az) that the parties<sup>16</sup> are due to sign an agreement to set up a consortium for implementation of the planned activities. He said the railway officials of the three countries concluded in Tehran on March 29 that all the paperwork will be prepared within a month to set up the workgroup, and then the agreement will be signed.





UNECE



## Corridor IV.

1. Prague
2. Bratislava
3. Budapest
4. Bucharest
5. Samsun
6. Kapikoy (Iran border)



Port Division

Turkey



**European Part:  
19.6 km**

**Total Length: 76.7 km**

**Asian Part:  
43.4 km**







## Rehabilitation of the railway network of the Baku – Tbilisi – Kars new railway connection line project

The construction of the missing 101 km long Kars-Akhalkalaki railway connection line and the railway tunnel within Bosphorus strait (Marmara project) connecting through 4th Pan-European transport corridor trans-European and trans-Asian railway networks as well upgrade of its Azerbaijan railway segment meeting to advanced requirements and the construction of New Baku International Sea Trade Port will be resulted to significantly raising of the competitiveness of the Europe-Caucasus-Asia (TRACECA) international transport corridor and transit capacity of countries in a region.





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# TER Project - Next Steps

- **Continue addressing border crossing facilitation**



# Conclusions

- TER Project is an efficient cooperation mechanism for coordinated development of rail transport links
- Implementation of TER objectives requires long-term political commitment of governments and close cooperation and coordination among them



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## Thank you

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