

**UNITED NATIONS
ECONOMIC COMMISSION FOR EUROPE**



**TRANS-EUROPEAN RAILWAY (TER)
PROJECT CENTRAL OFFICE**

**TRANS-EUROPEAN RAILWAY (TER)
CO-OPERATION TRUST FUND AGREEMENT**

**ATTACHMENT
(Project phase 2023 – 2027)**

**TRANS-EUROPEAN RAILWAY (TER)
CO-OPERATION TRUST FUND AGREEMENT**

**ATTACHMENT
PART 1**

PROGRAMME OF WORK 2023 – 2027

TRANS-EUROPEAN RAILWAY (TER) PROJECT PROGRAMME OF WORK FOR THE YEARS 2023 – 2027

Goal		Objectives	Main Activities		Responsible	Outputs
No.	Description					
1.	Facilitate rail and multimodal transport integration of TER region Solutions to improve last mile connectivity of the TER network	A. Ensure regular monitoring of development of TER BN and update of TER BN Report for general use considering multimodal compatibility	A.1	Monitoring and update of TER Backbone Network including technical and operational parameters with definition of key missing links or capacities; building on the studies that has already been taken, on the technical characteristics of the network and the GIS platform	PCO, Consultant	Revised TER Backbone Network - list of missing links and capacities with their extensive description and suggested way forward for general use of members
			A.2	Cohesion workshops – cooperative corridor planning with TEM to define key intermodal missing links or lacking capacities	PCO, UNECE	Workshop resulting in supporting to define main intermodal missing links or capacities and cohesion measures to be considered in TER documents
		B. Propose solutions to improve last mile connectivity of TER BN	B.1	Workshops on last mile connectivity within TER region to define missing elements in local accessibility and mobility: rail to seaports, rail to roads, rail to urban transport systems	PCO, UNECE	Workshop resulting in understanding major problems in last mile connectivity (linked to TER Backbone Network development) and exchange of experience on available national/international solutions, including innovative technical solutions

Goal		Objectives	Main Activities		Responsible	Outputs
No.	Description					
2.	Serve as a bridge between North-South, East-West and propose harmonization of knowledge and actions for efficient performance of corridors	C. Provide decision-making background on capacity-changing factors for the TER member states	C.1	Annual assessment of external factors/events impacting on TER Backbone Network development and preparation of annual short reports on the internal and external context of TER	PCO, Consultant	Report being source of information for decision-making and planning of national and international rail projects
3.	Promote sustainable development of TER member states through strengthening capacities on economic and environmental effects of rail projects	D. Collect, analyse and advise on application of existing methods for assessment of socio-economic effects of rail projects based on existing methods	D.1	Study of available methodologies for assessing socio-economic effects from rail development/enhancements and externalities and affordability for TER participating governments, advisory on their application by various types of projects, case-study for TER Backbone Network	PCO, Consultant	Report being advisory on application of existing methodologies for assessing socio-economic effects from rail project, externalities and affordability

Goal		Objectives	Main Activities		Responsible	Outputs
No.	Description					
3.		E. Collect, analyse and advise on application of existing methods for assessment of environmental benefits, costs and risks associated with the rail transport	E.1	Study on available methods and requirements for environmental assessment of railway projects, including risks, costs and benefits assessment, advisory on their application by various types of projects, case-study for TER Backbone Network	PCO, Consultant	Report being advisory on application of environmental assessment of railway projects, including risks, costs and benefits assessment
		F. Advise on shift to rail and applicability of rail technologies with high impact on sustainability and/or societal mobility and requiring extensive governmental support/involvement	F.1	Case-studies and advisory notes on application of combined transportation technologies	PCO, Consultant	Report in the form of advisory note, guidelines, and workshop
			F.2	Case-studies and advisory notes on developing national systems of intermodal rail-based terminals and automation of services	PCO, Consultant	Report in the form of advisory note, guidelines, and workshop
			F.3	Case-studies and advisory notes on developing high-speed rail stations/international railway hubs and links to local urban/regional transport systems	PCO, Consultant	Report in the form of advisory note, guidelines, and workshop

Goal		Objectives	Main Activities		Responsible	Outputs
No.	Description					
4.	Become an advisor and promoter of efficient and innovative railway solutions	G. Advise on implementation of data-driven, sustainable innovation technologies and automation for railways requiring new instruments of funding and financing and governmental support	G.1	Case-studies and advisory notes on condition-based and predictive maintenance	PCO, Consultant	Advisory notes serving as a basis for a future databank of solutions, workshops
Goal		Objectives	Main Activities		Responsible	Outputs
No.	Description					
5.	Promoting the outputs of the activities of the TER Programme of Work and the TER Strategy	H. Ensure project visibility	H.1	Preparing the documents, including presentations, for the promotion of TER activities	PCO, Consultant	TER project visibility, increased interest in TER activities

6.	Project Management	I. Provide project efficient backstoppings	I.1	PCO functioning	PCO, UNECE, host Government	
			I.2	Organization of TER Steering Committee sessions and workshops	PCO, UNECE	
			I.3	TER Annual Budgets	PCO, UNECE	
			I.4	Implementation of TER Trust Fund Agreement 2023 - 2027	PCO, UNECE, Governments	

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PART 2**

Budget for the period 2023 - 2027

Budget for the period 2023 – 2027

OBJECT CODE AND DESCRIPTION	2023– 2027	2023	2024	2025	2026	2027
<i>11-51 Consultants' Fees and Travel</i>	80,000	16,000	16,000	16,000	16,000	16,000
<i>11-52 Individual Service Contractor</i>	150,000	30,000	30,000	30,000	30,000	30,000
<i>13-01 Administrative Support Personnel</i>	5,000	1,000	1,000	1,000	1,000	1,000
<i>15-01 Travel of ECE Staff</i>	30,000	6,000	6,000	6,000	6,000	6,000
<i>15-02 Travel of PCO Staff</i>	15,000	3,000	3,000	3,000	3,000	3,000
<i>16-01 Travel of Experts</i>	20,000	4,000	4,000	4,000	4,000	4,000
<i>32-01 Group Training/Travel of Participants</i>	225,000	45,000	45,000	45,000	45,000	45,000
<i>41-01 Expendable Equipment</i>	10,000	2,000	2,000	2,000	2,000	2,000
<i>42-01 Non-expendable Equipment</i>	15,000	3,000	3,000	3,000	3,000	3,000
<i>51-01 Operation & Maintenance of Equipment</i>	10,000	2,000	2,000	2,000	2,000	2,000
<i>53-02 Hospitality</i>	5,000	1,000	1,000	1,000	1,000	1,000
<i>53-03 Telecommunications</i>	55,000	11,000	11,000	11,000	11,000	11,000
<i>53-05 Miscellaneous</i>	5,000	1,000	1,000	1,000	1,000	1,000
TOTAL	625,000	125,000	125,000	125,000	125,000	125,000
<i>PROGRAMME SUPPORT</i>	81,000	16,200	16,200	16,200	16,200	16,200
<i>OPERATING RESERVE</i>	94,000	18,800	18,800	18,800	18,800	18,800
PROJECT GRAND TOTAL	800,000	160,000	160,000	160,000	160,000	160,000

- | | | |
|-----------|---|--------------------|
| A) | Total Contribution and income | USD 800,000 |
| B) | Total planned expenditure A) divided by ratio 1,28 | USD 625,000 |
| C) | Estimated 13% of Programme Support of B) | USD 81,000 |
| D) | Estimated 15% operating reserve of B) | USD 94,000 |
| E) | Grand Total Expenditure | USD 800,000 |

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PART 3**

COOPERATION FRAMEWORK FOR 2023 - 2027

COOPERATION FRAMEWORK FOR 2023 – 2027

The Governments of Armenia, Austria, Bosnia and Herzegovina, Bulgaria, Croatia, Czech Republic, Georgia (membership frozen), Greece (membership frozen), Poland, Romania, Russian Federation, Serbia, Slovakia, Slovenia and Turkey,

Having regard to the Trans-European Railway (TER) Co-operation Trust Fund Agreement,

Bearing in mind existing bilateral and multilateral agreements in the fields of rail and combined transport, particularly the European Agreement on Main International Railway Lines (AGC) and the European Agreement on Important International Combined Transport Lines and Related Installations (AGTC) elaborated within the framework of the United Nations Economic Commission for Europe,

Acting in accordance with the TER Strategy 2025, a document adopted by the TER Steering Committee in written procedure completed on 15 March 2022,

Desirous to facilitate and develop international rail and combined transport among and through their states as well as between them and other European states,

Wishing to improve the quality and efficiency of transport operations,

Agree to co-operate in the endeavour to implement, within the framework of the AGC and AGTC Agreement, the Trans-European Railway (TER) Project, according to the following provisions.

I. THE „TRANS-EUROPEAN RAILWAY (TER)” PROJECT

The TER Project consists of a series of objectives and actions, which are established with the aim of improving the quality and efficiency of international rail and combined transport, passenger and freight, on the main international lines of the following states: Armenia, Austria, Bosnia and Herzegovina, Bulgaria, Croatia, Czech Republic, Georgia (membership frozen), Greece (membership frozen), Poland, Romania, Russian Federation, Serbia, Slovakia, Slovenia and Turkey.

While these lines are not the whole railway network of the above states, but a small number of them, they constitute nevertheless a continuous railway network designated hereafter as the TER Backbone Network.

The TER Project relates to the TER Backbone Network only. It considers also the related combined transport installations and equipment in the above states.

II. OBJECTIVES

Considering current heterogeneity of TER project member states and on-going global challenge of the Covid-19 pandemics, strong focus on missing links and infrastructural issues, prevail of country-wise analysis based on country-wise data in contrast to prioritization of synergetic approach, TER Strategy 2025 proposes significant changes in TER goals, objectives and activities based on the following principles:

1. Focusing on integrative, harmonised and multimodal rail solutions to support integrated and coordinated TER Backbone Network development.

2. Supporting the transition to sustainable economies and increasing the efficiency of railway transportation by introducing efficient and innovative solutions to TER member states.

3. Prioritising of activities based on north-south and west-east axis, having in mind emerging rail trends.

4. Accounting for the impact of the COVID-19 pandemic.

TER 2025 Vision

TER project is offering interaction platform to inform, advise and assist in positioning railways as an important element of sustainable economies and assist TER member states in achieving Sustainable Development Goals.

TER 2025 Mission

Key objective of TER Strategy 2025 is to focus on rail-economy and multimodal links on the TER Backbone Network.

III. PRIORITY ACTIONS

There are four strategic TER goals:

1. Facilitate rail and multimodal transport development and integration of the TER region.
2. Serve as a bridge between UN Member States and promote efficient performance of railway corridors.
3. Promote sustainable development of the TER participating Governments through strengthening capacities on improvements of economic and environmental effects of rail projects.
4. Become an advisor and promoter of efficient and innovative railway solutions.

IV. ACTIVITIES

1. Monitoring of development of TER Backbone Network and update of TER Backbone Network Report for general use considering multimodal compatibility;
2. Finding solutions to improve last mile connectivity of the TER network;
3. Giving decision-making background on capacity-changing factors for the TER participating Governments;
4. Collecting, analysing, and advising on application of existing methods for assessment of socio-economic effects of rail projects based on existing methods;
5. Collecting, analysing and advising on application of existing methods for assessment of environmental benefits, costs and risks associated with the rail transport;
6. Advising on shift to rail and applicability of rail technologies with high impact on sustainability and/or societal mobility and requiring extensive governmental support/involvement;
7. Advising on implementation of data-driven solutions, sustainable innovation technologies and automation for railways requiring new instruments of funding and financing and governmental support;
8. Maintaining data collection system, updating of TER Backbone Network;
9. Promoting the outputs of the activities of the TER Programme of Work and the TER Strategy.

V. INSTITUTIONAL SET-UP

1. The TER Project shall be managed by the intergovernmental Steering Committee assisted by subordinate bodies in accordance with Annexes A, B and C. National Coordinators whose terms of reference are described in Annex B shall be responsible for the coordinating of project activities within their countries and maintaining contacts with the Project.
2. The UNECE is the Executing agency of the TER Project.

VI. PARTICIPATION

Members

1. TER participating Governments have to fulfil all the obligations stipulated by the TER Cooperation Trust Fund Agreement (hereinafter referred to as "the Agreement"). Their representatives, in number set for every particular meeting and uniformly for all participating Governments, have the right to attend all expert meetings with the costs of their board and lodging met by the TER Budget.
2. In case they do not fulfil their obligations by the deadline stipulated in Article IV/2 of the Agreement, the UNECE will contact the respective Government in order to clarify the reasons and to establish a new deadline. Should this new deadline expire without the contribution being received, the respective Government may be requested to meet all the expenses related to the participation of its experts in the expert meetings.
3. If the conditions of membership are not fulfilled for more than two consecutive years without any explanation from the respective Government, Steering Committee may recommend to the UNECE to freeze membership of the participating Government in TER.
4. If the conditions of membership are not fulfilled for more than three years, the TER Steering Committee may recommend to the UNECE to terminate the membership of the signatory Government in TER.
5. Non-member countries, other international organizations, IGOs and NGOs, and/or private bodies are also invited to contribute to the project as associate members, observers and donors.

Associate members

6. Associate members contribute to the project in cash at the level stipulated by the Agreement not having signed the Agreement. They have to express their wish to be granted the associate membership in written form or as a statement during a TER Steering Committee session.
7. If the conditions of associate membership are not fulfilled for more than two consecutive years without any explanation from the respective Government, Steering Committee may recommend to the UNECE to freeze membership of the participating Government in TER.

8. If the conditions of associate membership are not fulfilled for more than three years, the TER Steering Committee may recommend to the UNECE to terminate the associate membership of the concerned member.

9. Associate members have the right to participate in the TER Steering Committee sessions and all other TER meetings with the expenses of their representatives covered in the same way as of those of project members.

10. The participating Governments consider it desirable that associate members envisage application for full membership.

Observers

11. Observers contribute to the project in cash less than stipulated by the Agreement or contribute in-kind only. They have to express their desire to be granted the observer status in written form or as a statement during a TER Steering Committee session.

12. Observers have the consultative status with the project. Their participants cover all expenses associated with their participation in the meetings themselves.

13. The participating Governments consider it desirable that observers envisage application for full membership.

VII. TER BUDGET

To cover expenditures required for the execution of the activities presented in the Programme of Work, annual budgets shall be established by the Steering Committee on the basis of:

1. Resources

- a) Contributions in-kind and in-cash from member states;
- b) Contributions in-cash or in-kind from other international organizations, national and/or private bodies and non-member states.

The participating Governments will as in-kind contribution cover all costs for carrying out all tasks, emerging from the Programme of Work as part of the Project's national activities (e.g. data supply, analyses, provision of studies, experts).

2. Expenditures

The main lines of expenditures for project co-ordination are listed on the budget page. The participating Governments will continue to pay local salaries, social security contributions and other emoluments of national staff both working within each TER participating Government and delegated to participate in meetings, courses, etc. Special study items included in the Programme of Work and allocated to certain member states will be financed through the project budget.

VIII. NOTIFICATION OF ACCEPTANCE

1. The afore going were approved by the fifty-fifth Session of the Steering Committee, held in Geneva on 15 November 2022.

IX. LOCATION OF PROJECT CENTRAL OFFICE

The TER Project Central Office is located in Belgrade, Republic of Serbia.

X. ANNEXES

Annexes constitute an integral part of this Attachment. They are as follows:

Annex A	Steering Committee (SC)
Annex B	National Coordinators (NC)
Annex C	Project Central Office (PCO)
Annex D	Budget
Annex E	Agreement signed between UNECE and the Government of the Republic of Serbia on the Trans-European Railway Project Central Office
Annex F	TER Backbone Network parameters and TER Backbone Network

**TRANS-EUROPEAN RAILWAY (TER)
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ANNEX A

STEERING COMMITTEE (SC)

Steering Committee (SC)

1. The Steering Committee (SC) is the highest decision-making body of the TER. It consists of representatives nominated by the TER participating Governments, preferably at ministerial and/or directorial levels. It determines the policy of the Project and the general measures to be undertaken concerning TER activities, and take decisions for common action.

2. The functions of the SC include:
 - a) Establishing any subsidiary bodies it deems necessary;
 - b) Issuing instructions to the Project Manager or any subsidiary bodies it might decide to establish;
 - c) Approving the Programmes of Work;
 - d) Adopting the reports of subsidiary bodies;
 - e) Adopting the operating budgets and the financial reports on their execution;
 - f) Examining any other matters concerning the activities of the TER;
 - g) Approving the TER Backbone Network and the TER database;
 - h) Selection of the PCO staff.

3. The Rules of Procedure of the SC are the following:

I. SESSIONS

Rule 1

The SC shall hold two regular sessions a year, the dates and locations to be decided by the SC, it being understood that the sessions shall be convened in the second and fourth trimesters of each year. The Steering Committee carries out its work through in person, hybrid or online meetings.

Rule 2

Special sessions shall be held by decision of the SC while in session, or at the request of:

- (a) any member with the support of at least three other members, or
- (b) the Project Manager with the support of at least three members.

Rule 3

All meetings of the Committee shall be closed, unless the SC decides otherwise.

II. AGENDA

Rule 4

The SC shall adopt its agenda at the beginning of each session. Any matter within the competence of the SC not included in the provisional agenda for a given meeting may be submitted to the SC by a member or by the Project Manager and added to the agenda by decision of the SC. The SC may revise the agenda by adding, deleting, deferring or amending items.

III.REPRESENTATION

Rule 5

Each member shall be represented on the SC by a representative who may be accompanied to the sessions of the SC by alternative representatives and advisors. The UNECE as an Executing Agency will participate ex officio.

IV.OFFICERS

Rule 6

The SC, at the commencement of its session shall elect among the representatives of its members a Chairman and a Rapporteur, who hold office until their successors are elected.

Rule 7

The Chairman shall participate in the meetings of the SC in that capacity and not as representative of the member Government by whom he/she is accredited. Another member of his/her delegation shall be entitled to represent the member Government concerned in the meetings of the SC.

Rule 8

The Project Manager shall keep the members of the SC informed, by verbal or written communication, of any questions which may be of interest to the SC and may participate as appropriate in its deliberations.

V.LANGUAGE AND RECORDS

Rule 9

English shall be the working language of the Project, including the SC. States hosting SC sessions may provide interpretation in other UNECE official languages, as well as in their own national language whenever possible.

Rule 10

Reports of the sessions of the SC shall be drafted and adopted during these sessions and distributed promptly to members of the SC and to any others participating in the session. The reports may be made public after their adoption, at such time and under such conditions as the SC may decide.

VI.QUORUM

Rule 11

Decisions of the SC concerning all matters examined shall be taken by consensus of the members present. Only decisions for the election of the officers and PCO staff shall be taken by the majority of the members present.

VII.SUBORDINATE BODIES

Rule 12

The rules of the SC shall also apply, in principle, to its subordinate bodies.

**VIII. PARTICIPATION OF REPRESENTATIVES OF
NON-MEMBER GOVERNMENTS AND INTERNATIONAL ORGANIZATIONS**

Rule 13

- (a) Governments having observer status, and
 - (b) Specific international organizations
- could be represented at the SC sessions with consultative status without voting rights.

IX. AMENDMENT OR SUSPENSION OF RULES OF PROCEDURE

Rule 14

A rule of procedure may be amended or suspended by decision of the SC, upon consensus of all the TER participating Governments.

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ANNEX B

NATIONAL COORDINATORS (NC)

National Coordinators (NC)

The National Co-ordinator shall be designated by his/her Government.

The National Co-ordinator shall be responsible for:

- 1) Serving as contact for the TER Project in his/her state;
- 2) Maintaining liaison between the national organizations involved and the TER Project Central Office by taking action at national level to obtain and transmit information and data required in connection with PCO activities;
- 3) Co-ordinating national activities under the TER;
- 4) Planning and carrying out activities and producing outputs in accordance with the TER Programmes of Work;
- 5) Utilizing TER inputs effectively and efficiently;
- 6) Attending the SC sessions and participating in achieving the objectives of the TER.

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ANNEX C

Project Central Office (PCO)

Project Central Office (PCO)

The Project Central Office shall co-ordinate all activities carried out under the terms of this document and operate under the overall direction of the Steering Committee, with guidance from the UNECE as Executing Agency.

The PCO is located in one of the TER member states, on the basis of the arrangements stipulated in an Agreement to be signed by the Government of this state and the UNECE Executive Secretary regarding the operation of this office.

The PCO staff comprises the following:

- Project Manager
- Deputy Project Manager
- Other staff

The Project Manager, the Deputy Project Manager and other international staff of the Office shall be provided with diplomatic passports by their respective states of origin and be considered as officials of the United Nations (UN) as defined in the Agreement between the Government of the host state and the UNECE Executive Secretary.

The terms regarding the service of PCO's international staff shall be defined in a letter to be exchanged between the respective states of origin of the staff and the UNECE Executive Secretary.

The competence of this personnel shall be as follows:

Project Manager

The Project Manager of the PCO shall be selected from one of the TER participating Governments by the Steering Committee (SC). He/she shall serve for a period of two years with the possibility of the SC approving extensions for up to two years upon agreement of his/her Government.

The Government providing the services of the Project Manager remunerates him/her. The conditions of his/her services are determined in a letter exchanged between the UNECE and the Government concerned. When traveling outside the seat of PCO (except for operating costs of office car and highway tolls for travel within the host state), his/her travel and subsistence expenses are provided from the Project budget.

The Project Manager shall be responsible for:

- 1) Acting as manager of the Project Central Office (PCO);
- 2) Preparing the Draft Programmes of Work and budgets for approval by the SC and administering them as adopted;
- 3) Acting as Secretary to the SC;
- 4) Advising the Chairman of the Steering Committee on matters requiring decisions;
- 5) Preparing and distributing information to the member states on matters requiring decision;
- 6) Maintaining continuous liaison with the National Coordinators regarding all matters concerning the implementation of TER activities;
- 7) Preparing the Project Manager's Report on the overall activities of the PCO and developments in the TER during the period under review for the SC sessions;

- 8) Organizing and preparing of technical and administrative documentation for the consideration of all TER meetings;
- 9) Overseeing the work of experts who provide consultancy services in the framework of various activities and collaborating with the TER Governments providing contributions in-kind to the TER;
- 10) Overseeing the administrative and financial activities within the competence of the PCO;
- 11) Providing assistance for the administration of the TER project budget, according to the decisions of the SC and the provisions of the financial rules and regulations of the UN;
- 12) Assisting in the selection of proposed consultants as required, under the guidance of the SC, to render assistance in the execution of specific activities in accordance with the Programme of Work;
- 13) Carrying out other tasks as assigned by the SC;
- 14) The Project Manager reports directly to the Director of the Transport Division of the UNECE or to his/her representative;
- 15) As head of the PCO, the Project Manager supervises both its international staff and local staff provided by the Government of the host state where the TER Project Office is located;
- 16) The Project Manager's duty station is the city where the seat of the TER Project Central Office is located, and any travel away from that duty station is undertaken with approval of the Transport Division of the UNECE.

Deputy Project Manager

The Deputy Project Manager is also selected from one of the TER participating Governments by the SC.

The Deputy Project Manager is made available by participating States on a similar basis as the Project Manager.

His/her task is to assume in the absence of the Project Manager his/her responsibilities.

His/her specific responsibilities will be defined by the Executing Agency and/or SC together with the Project Manager.

Other Staff

If necessary, other international supporting staff, in addition to the existing staff and secretary provided by the host state, will be recruited and remunerated by the Project according to the needs of the TER and approved by the SC.

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ANNEX D

Budget

Budget

The TER Project shall operate under the budget whose main inputs shall be cash contribution in convertible currencies from the participating Governments. To this budget can also contribute: non-member States and international bodies and organizations and/or private bodies.

Both public and private bodies in the TER participating Governments, such as universities, design offices, construction companies, transportation organizations and some manufacturers, etc. may be interested in sponsoring the TER Project.

The contributions of the participating Governments in US dollars shall be at an equal level. Those in kind shall be at an equal level to the extent possible.

This budget is planned to cover a period of five years.

This budget, including states' inputs in kind shall be utilized under the control of UNECE and advise of the Project Manager in line with the Programme of Work and the directives of the SC.

The main forms of contributions in-kind of the TER participating Governments are: the operation of PCO, hosting of meetings, supplying of national experts, preparation of technical reports and training programmes, and undertaking of specific co-ordination activities and subcontracts through Government implementation procedures.

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ANNEX E

**Agreement between the UNECE and the Government of the
Republic of Serbia on the
Trans-European Railway Project Central Office**

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ANNEX F

**TER Backbone Network parameters
and TER Backbone Network**

TER Backbone Network parameters:

Technical Standards for the TER Backbone Network

1.	Vehicle loading gauge:	UIC/B
2.	Minimum distance between track centres:	4.0 m
3.	Nominal minimum speed:	120 km/h
4.	Authorized mass per axle:	
-	Locomotives	≤ (200 km/h); 22,5 t
-	Wagons:	120 km/h: 20 t
		140 km/h: 18 t
5.	Authorized mass per linear metre:	8 t
6.	Test train (bridge design):	UIC 71
7.	Minimum platform length in principal stations:	250 m
8.	Minimum useful siding length:	500 m

Operational parameters for the TER Backbone Network

1. Passenger transport

To establish the system of execution of border control procedures (police, customs) on the moving train with short stops at the frontier station for technical/administrative reasons if necessary.

2. Freight transport

- To complete the system of common frontier stations in order to avoid the duplication of border controls.
- To rationalize the control procedures at the existing common frontier stations.
- To introduce the frontier control operations of block trains in terminals of neighbouring railways wherever possible.

3. Passenger and freight transport

To introduce the use of hauling vehicles in the territories of neighbouring TER states wherever possible

Attachment 1

Attachment 1 constitutes an integral part of Annex F and includes TER Network (list of TER Lines) and TER Backbone Network (List of TER Backbone lines) at national level – situation in 2022.

Attachment 1

List of Trans-European Railway (TER) international lines

E 010	(Helsinki-Vainikkala)-(border Finland/Russian Federation) Buslovskaya-St. Petersburg-Akademicheskaya-Moscow	TN 001
E 020	{Berlin-Frankfurt/O}- (border Germany/Poland)-Rzepin-Poznan-Barlogi-Lowiz-Warsaw/Skierniewice-Lukow-Terespol- Brest (border Belarus)- Krasnoe (border Russian Federation)-Smolensk-Moscow-Nizniy Novgorod-Sverdlovsk- {Omsk-Novosibirsk-Krasnoyarsk-Irkutsk-Vladivostok}	TN 004
E 026	Wroclaw-Idzikowice and Warsaw-Bialystok-Sokolka- {Kuznica Bial.-Grodno (border with Belarus)-Kabeliai (border with Lithuania)-Vilnius	TN 007
E 026/1	Sarkiai-Siauliai-Gaiziunai-Palemonas-Kazlu Ruda-Mockava	TN 010
E 030	Dresden}-Zgorzelec (border with Poland)-Wroclaw and Opole-Kedzierzyn Kozle-Gliwice-Katowice-Krakow-Przemysl (border with Ukraine)- {Mostiska-Lvov} and Siechnice-Opole-Glowice and {Kyiv-Poltava-Kharkov-Topoli (border with Russian Federation)-Solovei Valuiki-Povonno-Rtishcevo-Penza-Samara-Uta-Chelysbinsk-Kurgan-Omsk	TN 013
E 030/1	Tarnow-Now Sacz-Muszyna (border with Slovakia)-Plavec-Kysak and Kosice-Cana- (border with Hungary)-Hidasnemeti-Felsozsolca	TN 016
E 040	{Nurnberg}- (border with Czech Republic)-Cheb -Plzen-Prague-Kolin-Usti n/O-Ceska Trebova-Prerov-Hranice na Morave and Petrovice u Karvine-Mosty u Jablunkova -(border with Slovakia)-Cadca-Zilina-Vrutky-Poprad Tatry-Kysak-Kosice-Cierna n/T (border with Ukraina)- {Chop} and Horni Lidec-Luky pod Makytou -(border with Slovakia)-Puchov-Zilina	TN 019
T 040	Ceska Kubice-Plzen	TN 022
T 041	Plzen-Ceske Budejovice-Ceske Velenice	TN 025
T 042	Nove Zamky-Zvolen-Plesivec-Kosice	TN 028
E 045	Kufstein-Worgl and Innsbruck-Garberbach-Brenner and Baumkirchen-Gaberbach	TN 031
E 050	{Buchs (border with Austria)-Feldkirch-Innsbruck-Baumkirchen-Scharzach=/St.Veit-Bischofshofen-Salzburg-Wels-Marchtrenk-Linz-Vienna-Bruck/L-(border with Hungary)-Hegyeshalom-Gyor-Komarom-Budapest-Hatvan-Miskolc-Nyiregyhaza-Zahony-(border with Ukraine)- {Chop-Lvov-Kyiv-(border with Russian Federation)}-Zernovo-Suzemka-Moscow and {Fastov-Dnepropetrovsk-Krasnoarmeisk-Krasnaya Mogila-(border with Russian Federation)}-Gukovo-Lichaiy-Astrakhan-(border with Kazakhstan)	TN 034
T 050	Vienna Meiding-Ebenfurth-(border with Hungary)-Sopron -Gyor and Vienna Meiding-Ebenfurth-Wiener Neustadt-Loipersbach-(border with Hungary)-Sopron	TN 037

E 050/2	Kvashino {(border with Russian Federation)}-Uspenskaya-Taganrog-Rostov-na-Donu - and Tihoreckaia-Armavir	TN 040
E 052	Vienna-Sud-Marchegg (border with Slovakia)-Devinska Nova Ves-Bratislava-Galanta-Nove Zamky-Sturovo-(border with Hungary)-Szob-Budapest-Cegled-	TN 043
T 053	Parndorf-Kittsee (border with Slovakia)-Bratislava-Petrzalka	TN 046
E 054	Arad-Vintu de Jos-Coslariu-Ploesti-Bucuresti	TN 049
T 054	Vintu de Jos-Sibiu-Bujoreni-Titu-Bucuresti	TN 052
E 054/1	Puspokladany-Biharkeresztes-(border with Romania)-Episcopia Bihor-Oradea-Cluj-Coslariu-	TN 055
E 055	{Dresden}-(border with Czech Republic)-Decin-Usti n/L-Prague and Schwarzach/St. Veit-Villach-Arnoldstein-(border with Italy)	TN 058
T 055	Usti n/L-Karlovy Vary-Cheb	TN 061
E 056	Budapest-Maglod-Ujszasz-Shzolzok-Lokoshaza (border with Romania)-Curtici-Arad-Timisioara-Craiova-Videle-Bucuresti	TN 064
T 056	Craiova-Calafat (border with Bulgaria)-Vidin-Mezdra	TN 067
E 059	Swinoujscie-Szczecin-Poznan-Wroclaw-Opole	TN 070
T 059	Szchecin-Rzepin-Nowa Sol-Wroclaw-Opole	TN 073
E 061	{Dresden}-(border with Czech Republic)-Decin-Usti n/L-Prague-Kolin Usti n/O-Ceska Trebova-Brno-Breclav-Lanzhot -(border with Slovakia)-Kuty-Devinska Nova Ves-Bratislava-(border with Hungary) and Bratislava (Petrzalka)-Rusovce-(border with Hungary)-Rajka-Hegyeshalom	TN 076
T 061	(border with Germany)-Decin-Usti n/L-Vsetaty-Nymburk-Kolin-Havlickuv Brod-Brno	TN 079
T 062	Brno-Viskov-Prerov	TN 082
E 063	Zilina-Puchov-Leopoldov-Bratislava/Galanta	TN 085
E 065	Gdynia-Gdansk-Tczew-Malbork-Warsaw-Idzikowice-Psary-Katowice-Pszczyna-Wisla Most-Zebrzydowice (border with Czech Republic)-Petrovice u Karvine-Behumin-Hranice na Morave-Prerov-Breclav-(border with Austria)-Bernhardsthal-Hohenau-Retz-Florisdorf-Vienna-Bruck a. d. M.-St. Michael-Villach-Rosenbach-(border with Slovenia)-Jesenice-Ljubljana-Pivka-Ilirska Bistrica-(border with Croatia)-Sapjane-Rijeka	TN 088
T 065	Tczew-Barlogi-Zdunska Wola-Glowice-Pszczyna	TN 091
E 066	{Chop}-(border with Romania)-Halmeu-Satu Mare-Oradea-Arad-Timisoara-Stamura Moravita-(border with Serbia)	TN 094
E 067	Bruck a. d. M.-Graz-Spielfeld Strass (border with Slovenia)-Sentilj-Maribor-Pragersko-Zidani Most	TN 097
T 067	Graz-Jennersdorf-(border with Hungary)-Szentgotthard-Kormend	TN 100
E 069	Budapest-Szekesfehervar-Nagykanizsa-Murakeresztur (border with Croatia)-Kotoriba-Cakovec (border with Slovenia)-Sredisce-Ormoz-Pagersko-Zidani Most-Ljubljana-Pivka-Divaca-Koper	TN 103
T 069	Szekesfehervar-Veszprem-Boba/Celldomolk-Zalalovo-(border with Slovenia)-Hodos Murska Sobota-Ormoz	TN 106
E 070	{Trieste-Villa Opicina -(border with Slovenia)}-Sezana-Divaca-Pivka-Ljubljana-Zidani Most-Dobova-(border with Croatia)-Savski Marof-Zabreb-Sunja-Novska-Slavonski Brod-Tovarnik-(border with Serbia) and Zagreb-Dugo Selo-Novska and (border with Serbia)-Dragoman-Sofija-Plovdiv-Dimitrovgrad-Svilengrad-(border with Turkey)-Kapikule-Sirkeci-Istanbul-Haydarpasa-Ankara-Kalin-Cetinkaya-Malatya-Kapikoy	TN 109

	and Cetinkaya-Divrigi-Erhzurum-Kars-Dogukaqi-(border with Armenia) and Kars-Gildir-Aktas-(border with Georgia)-Marneuli	
T 070	Vinkovci-Gunja-(border with Bosnia and Herzegovina)-Breko-Tuzla	TN 112
E 071	Budapest-Dombovar-Gyekenyes-(border with Croatia)-Koprivnica-Zagreb-Ostarije-Rijeka	TN 115
E 074	Eskisehir-Alayunt-Balikesir-Manisa-Izmit	TN 118
E 085	Budapest-Kiskunhalas-Kelebia-(border with Serbia) and {Vokovo-(border with the Former Yugoslav Republic of Macedonia)-Tabanovci-Skopje-Veles-Gevgelija-(border with Greece)-Thessaloniki-Athens}	TN 121
T 085	{Veles-Bitola-Kremenica-(border with Greece)}	TN 124
E 095	{Kyiv-(border with Moldova)-Benderi-Kishinev-Ungeni-(border with Romania)}-Iasi-Pascani-Buzau-Ploiesti and Videle-Giurgiu Nord and Bucuresti-Giurgiu Nord (border with Bulgaria)-Russe-Gorna Oriahovitza-Dimitrovgrad	TN 127
T 095	Dimitrovgrad-Podkova	TN 130
E 097	Samsun-Kalin-Cetinkaya-Malatya-Narli-Toprakkale-Iskenderun/Mersin	TN 133
E 201	Klaipeda-Siauliai-Ghaiziunai-Kaisiadorys-Vilnius-Kena-(border with Belarus)-{Minsk-Zhlobin-Gomel-Nezhin}	TN 136
E 201/1	{Kaliningrad}-(border with Lithuania)-Kybartai-Kazlu Ruda-Kaunas-Kaisiadorys	TN 139
E 203	(Yekaterinenburg) Sverdlovsk-Kurgan-{Presnogorkovka}	TN 142
T 262	Radviliskis-Pagegiai (border with Russian Federation)-{Kaliningrad}-(border with Poland)-Braniewo-Malbork	TN 145
T 303	Krakow-Nowy Sacz	TN 148
E 451	Passau-(border with Austria)-Neumarkt Kallham-Wels	TN 151
T 451	Simbach/Inn-(border with Austria)-Neumarkt Kallham	TN 154
E 500	Moscow-Ryazan-Kotchetovka- {Rtishcevo-Saratov-Ozinki} -Orenburg	TN 157
E 500/2	Ryazan-Russevka-Samara-Orenburg	TN 160
E 500/3	Kotchetovka-Gryazi Voronezh-Gukevo Volzhska-Rostov-na-Donu and Tihoreckaia-Krasnodar-Novorossiysk	TN 163
T 501	Vienna Nord-Wolfsthal	TN 166
E 502	Bischofshofen-Selzthal	TN 169
T 502	Bregenz-Lustenau-(border with Switzerland)-St. Margrethen	TN 172
T 503	Lindau-(border with Austria)-Bregenz-Feldkirch	TN 175
E 551	Prague-Veseli n/L-Ceske Budejovice-Horni Dvoriste-(border with Austria)-Summerau-Linz-Traun-Selzthal-St. Michael and Traun-Marchtrenk	TN 178
T 551	Veseli n/L-Ceske Velenice-(border with Austria)-Gmund-Vienna FJB	TN 181
E 560	Buzau-Faurei-Galati	TN 184
T 560	Faurei-Bucuresti	TN 187
E 562	Bucuresti-Fetesi-Medgidia-Constanta	TN 190
T 962	Wroclaw-Miedzylesie-(border with Czech Republic)-Lichkov-Letohrad-Usti n/O	TN 193
T 654	Wisla Most-Zwardon-(border with Slovakia)-Skalite-Cadca	TN 196
T 655	Psary-Krakow	TN 199
E 680	Sofia-Mezdra-Gorna Oriahovitza-Kaspican-Sindel-Varna	TN 202
T 680	Medgidia-Negru Voda-(border with Bulgaria)-Kardam-Sindel	TN 205
E 691	Murakeresztur-Gyekenyes	TN 208

T 691	Gyor-Papa-Celldomolk-Porpac-Szombathely-Kormend-Zalalovo	TN 211
T 692	Csorna-Porpac	TN 214
T 693	Celldomolk/Vinari Bros-Boba	TN 217
E 700	Rostov-na-Donu-Tihoreckaia- and Uzlovaya-Makhachkala-Yalarna	TN 220
E 700/2	Astrakhan-Uzlovaya	TN 223
E 701	Armavir-Sotchi-Veseloe (border with Georgia)-Sukhumi-Senski-Samtredia-Tbilisi-Gardabani	TN 226
E 701/1	Samtredia-Batumi	TN 229
E 701/2	Senski-Poti	TN 232
E 703	Tbilisi-Sadakhlo	TN 235
E 720	Plovdiv-Stara Zagora-Karnobat-Burgas	TN 238
E 751	Volinja-(border with Bosnia and Herzegovina)-Dobrljin-Bosanski Novi-Bihac-Ripac-(border with Croatia)-Strmica-Knin-Perkovic-Split/Sibenik	TN 241
E 753	Ostarije-Gospic-Knin-Zadar	TN 244
E 771	Strizivojna Vrpolje-Slavonski Samac-(border with Bosnia and Herzegovina)-Bosanski Samac-Sarajevo-Caplijina-Metkovic-(border with Croatia)-Ploce	TN 247
T 771	Zvornik-(border with Bosnia and Herzegovina)-Tuzla-Doboj-Banja Luka-Bosanski Novi	TN 250
E 773	Dombovar-Pecs-Magyarboly (border with Croatia)-Beli Manastir-Osijek-Strizivojna Vrpolje	TN 253
E 851	{Lvov-Chernivtci}-(border with Romania)-Vadul Siret-Visceni-Suceava-Pascani	TN 256
E 885	Sofia-Pernik-Radomir-Kulata (border with Greece)-Promachon-Thessaloniki	TN 259
T 855	Radomir-Bueshevo (border with the >Former Yugoslav republic of Macedonia)-{Kriva Palanka-Kumanovo-Skopje-Tetovo-Struga-(border with Albania)-Librazhdi-Elbasani-Durres}	TN 262
E 951	Karnobat-Sindel	TN 265

List of Trans-European Railway (TER) Backbone Network lines

ARMENIA

Ayrum–Gyumri–Masis–Yerevan

Masis–Yeraskh

Meghri–Niuvedi

AUSTRIA

Salzburg–Bischofshofen–Schwarzach–Spittal a. D.–Villach–Rosenbach-(border with Slovenia)

(border with Germany)-Wernstein a. I.– Neumarkt–Wels–Linz – St. Valentin–St. Polten–Wien

Linz–Salzburg–Innsbruck–Bregenz

Wien–Parndorf–Nickelsdorf-(border with Hungary)/Kitsee-(border with Slovakia)

Wien–Bruck an der Mur–Klagenfurt–Villach–Arnoldstein (border with Italy)

Wien–Hohenau–Bernhardsthal (border with Czech Republic)

(border with Czech Republic)-Summerau–Linz–Selzthal–St. Michael–Leoben– Bruck an der Mur–Graz–Spielfeld-(border with Slovenia)

Innsbruck–Brenner-(border with Italy)

Baumgarten i. B.–Ebenfurth–Wien

Klagenfurt–Koralm–Graz–Jennersdorf-(border with Hungary)

BOSNIA & HERZEGOVINA

(border with Croatia)-Bosanski Samac–Doboj–Zenica–Sarajevo–Konjic–Mostar–Capljina-(border with Croatia)

(border with Croatia)-Dobrljin–Bosanski Novi–Banja Luka–Doboj–Bosanska Poljana–Zvornik-(border with Serbia)

Capljina–Trebinje-(border with Montenegro)

BULGARIA

(border with Romania)-Vidin–Mezdra–Sofia–Pernik–Radomir–Dupniza–Kulata-(border with Greece)

(border with Romania)-Russe–G. Oriahovitza–Dubovo–Stara Zagora–Dimitrovgrad–Svilengrad (border with

Greece/Turkey)

(border with Serbia)-Dragoman–Sofia–Mezdra–Pleven–G. Oriahovitza–Kaspichan–Sindel–Varna

Sofia–Plovdiv–Dimitrovgrad

Stara Zagora–Karnobat–Burgas

Radomir– Gyueshevo-(border with the Former Yugoslav Republic of Macedonia)

CROATIA

(border with Hungary)-Koprivnica–Zagreb–Ostarije–Rijeka

Rijeka–Sapjane-(border with Slovenia)

Ostarije–Gospic–Knin–Perkovic–Split

Knin–Zadar

Perkovic–Sibenik

(border with Hungary)–Beli Manastir–Osijek– Slavonski Samac–(border with Bosnia and Herzegovina)–

(border with Bosnia and Herzegovina)–Metkovic–Ploce

(border with Slovenia)–Savski Marof–Zagreb–Novska–Vinkovci–Tovarnik–(border with Serbia)

Zagreb–Sisak–Sunja–Novska

Sunja–Volinja–(border with Bosnia and Herzegovina)

(border with Slovenia)–Cakovec–Kotoriba–(border with Hungary)

CZECH REPUBLIC

(border with Germany)–Decin–Ustí nad Labem–Lovosice–Kralupy–Praha–Kolin–Pardubice–Česka Trebova–Brno– Breclav (border with Austria/Slovakia)

(border with Poland)–Petrovice u Karvine–Bohumin– Ostrava – Prerov – Breclav–(border with Austria/Slovakia)

(border with Germany)–Plzen–Beroun–Praha–Kolin–Pardubice–Olomouc–Prerov–Ostrava–Mosty u Jablunkova–(border with Slovakia)

(border with Poland)–Lichkov–Usti nad Orlici–Pardubice–Kolin–Praha–Benesov–Tabor–Veseli nad Luznici– České Budejovice–Horni Dvoriste–(border with Austria)

Prerov–Brno

Hranice na Morave–Horní Lidec–(border with Slovakia)

GEORGIA

(border with Russian Federation)–Gantiadi–Achadara–Gali–Abasha–Batumi

Abasha–Poti

Abasha–Agara–Gori–Kaspi–Tbilisi–Sadakhlo–(border with Armenia)

Tbilisi–Gardabani–(border with Azerbaijan)

Tbilisi–Akhalkalaki–Kartsakhi (border with Turkey)

GREECE

(border with Bulgaria)–Dikea–Alexandroupoli–Thessaloniki

(border with Bulgaria)–Promachonas–Thessaloniki–Athina

Thessaloniki–Idomeni–(border with the Former Yugoslav Republic of Macedonia)

(border with the Former Yugoslav Republic of Macedonia)–Neos Kafkasos–Plati

LITHUANIA

(border with Belaruss)–Kena–Kaisiadorys–Klaipeda

Kaisiadorys–Kybartai (border with Russian Federation)

Radviliskis–Pagegiai–(border with Russian Federation)

(border with Poland)–Mockava–Kazlu Ruda–Palemonas– Gaiziunai–Siauliai–Joniskis–(border with Latvia)

POLAND

Gdynia–Gdansk–Tczew–Malbork–Warszawa
(border with Lithuania)-Trakiszki–Suwalki–Sokolka–Bialystok
–Warszawa
Warszawa–Korytow–Idzikowice–Zawiercie–Katowice
Warszawa–Lukow–Terespol-(border with Belarus)
Warszawa–Dorohusk-(border with Ukraine)
(border with Germany)-Rzepin–Poznan–Konin–Warszawa
Wroclaw–Miedzylesie-(border with Czech Republic)
(border with Germany)-Wegliniec–Wroclaw–Gliwice–Krakow
Swinoujscie–Gliwice–Chalupki-(border with Czech Republic)
Malbork–Braniewo-(border with Russian Federation)
Krakow–Medyka-(border with Ukraine)
Tczew–Bydgoszcz–Gliwice
Katowice–Zebrzydowice-(border with Czech Republic)
(border with Slovakia)-Zwardon–Czechowice–Dziedzice
Poznan–Inowroclaw
(border with Slovakia)-Muszyna–Tarnow

ROMANIA

border with Hungary)-Episcopia Bihor–Oradea–Poieni–Cluj
–Apahida–Alba Iulia –Copsa M.–Brasov–Ploiesti
(border with Ukraine)-Vicsani–Suceava–Pascani–Adjud
–Marasesti–Buzau–Ploiesti
Ploiesti–Bucuresti–Giurgiu-(border with Bulgaria)
Bucuresti–Fetesti–Medgidia–Constanta
Bucuresti–Videle–Craiova–D.T. Severin–Timisoara–Arad
–Curtici-(border with Hungary)
Craiova–Calafat-(border with Bulgaria)
(border with Serbia)-Stamora–Timisoara
Arad–Alba Iulia
Arad–Oradea–Halmeu-(border with Ukraine)
Pascani–Iasi–Cristesti Minia-(border with Moldova)
Buzau–Faurei–Braila–Galati–Giurgiuilesti-(border with Ukraine)
Vintu de Jos–Sibiu–Ramnicu Valcea–Pitesti–Bucuresti
Bucuresti–Armasesti–Urziceni–Faurei
Satu Mare–Beclean–Deda–Adjud
Razboeni–Turgu Mures–Deda

Beclean–Suceava
Simeria–Filiasi
Tulcea–Medgidia
Constanta-Mangalia

RUSSIAN FEDERATION

-(border with Georgia)
Kavkaz/Novorossijsk–Krasnodar–Volgograd–Saratov–Syzran
–Samara-Chelyabinsk–Kurgan
Gryazi–Volgograd
(border with Ukraine)-Shelayevo–Liski–Penza–Syzran
Rtishchevo–Saratov
(border with Ukraine)-Matveev Kurgan–Rostov na Donu
(border with Ukraine)-Likhovskoy–Volgograd–Astrakhan-(border with Kazakhstan)/Alya–
Makhachkala–Samur-(border with Azerbaijan)
Ekaterinburg–Tyumen
Volkhov–Petrozavodsk
(border with Poland)-Mamonovo–Kaliningrad–Nesterov-(border with Lithuania)
Kaliningrad–Sovetsk- (border with Lithuania)

SERBIA

Stara Pazova–Novi Sad–Subotica-(border with Hungary)
Beograd–Stara Pazova–Ruma–Sid-(border with Croatia)
Ruma–Zvornik-(border with Bosnia and Herzegovina)
Beograd–Valjevo–Uzice–Vrbnica-(border with Montenegro)
Beograd–Vrsac-(border with Romania)
Beograd–Nis
Nis–Leskovac–Presevo-(border with the Former Yugoslav Republic of Macedonia)
Nis–Piroć–Dimitrovgrad-(border with Bulgaria)

SLOVAKIA

(border with Czech Republic)-Kuty–Malacky–Dev. N. Ves-B. Petržalka-(border with
Austria)/–Rusovce-(border with Hungary)
Zilina–Puchov–N.M. nad Vahom–Leopoldov–Bratislava/Galanta
Bratislava–Galanta–N. Zamky–Sturovo-(border with Hungary)
(border with Czech Republic)-Cadca–Zilina–Vrutky–Ruzomberok–Kralova Lehota–
Poprad–S.N.Ves-Margecany–Kysak–Kosice–Cierna nad Tisou-(border with Ukraine)
(border with Poland)-Plavec–Presov–Kysak–Kosice–Cana-(border with Hungary)
Cadca–Skalite-(border with Poland)
(border with Czech Republic)-Luky pod Makytou–Puchov

SLOVENIA

Koper–Divaca–Pivka–Ljubljana–Zidani Most–Pragersko–Ormoz–Murska Sobota–Puconci–Hodos-(border with Hungary)

Divaca–Sezana-(border with Italy)

Pivka–Ilirska Bystrica-(border with Croatia)

Ljubljana–Jesenice-(Border with Austria)

Pragersko–Maribor–Sentilj-(border with Austria)

Ormoz–Sredisce-(border with Croatia)

Ljubljana–Zidani Most–Dobova-(border with Croatia)

Samara–Orenburg–Akbulak-(border with Kazakhstan)

TURKEY

(border with Iran)-Kapikoy–Van–Tatvan–Yolcati–Malatya–Cetinkaya

Cetinkaya–Divrigi–Erzurum–Kars–Dogukapi-(border with Armenia)

Kars–Aktas-(border with Georgia)

Cetinkaya–Sivas–Kalin–Bogazkopru–Kirikkale–Irmak–Ankara–Istanbul–Halkali–Mandra–Pehlivankoy–Kapikule-(border with Bulgaria)

Kalin–Yildizeli–Amasya–Samsun

Malatya–Narli–Fevzipasa–Toprakkale–Iskenderun

Toprakkale–Adana–Yenice–Mersin

Eskisehir–Alayunt–Balikesir–Manisa–Izmir

Irmak–Zonguldak

Balikesir–Bandirma

Alayunt–Afyon–Konya–Ulukisla

Bogazkopru–Ulukisla–Yenice

Afyon–Manisa

Afyon–Karakuyu–Aydin–Izmir

Fevzipasa–Meydanekbez-(border with Syria)

Narli–Gaziantep–Karkamis–Nusaybin-(border with Syria)

Karkamis–Cobanbey-(border with Syria)

Tekirdag–Muratli

Pehlivankoy–Uzunkopru (border with Georgia)

Polatli–Konya

TERSTAT map



UNITED NATIONS
ECONOMIC COMMISSION FOR EUROPE
TRANS-EUROPEAN RAILWAY (TER)
PROJECT CENTRAL OFFICE, BRATISLAVA, SLOVAKIA

RAILWAY NETWORK
STATUS AS OF 1 FEBRUARY 2014

- TER Stations (main stations, non-TER stations, secondary)
- TER Stations (main stations, non-TER stations, secondary)
- TER Stations (main stations, non-TER stations, secondary)
- Other railway lines

DESIGN SPEED

- Design speed 350 km/h
- Design speed 250 km/h
- Design speed 200 km/h
- Design speed 160 km/h
- Design speed 140 km/h

Other railway lines

- Other railway lines

Legend

- Other railway lines

