

**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 2016 – 2020)**

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

**ATTACHMENT
PART 1**

PROGRAMME OF WORK 2016 – 2020

TRANS-EUROPEAN RAILWAY (TER) PROJECT PROGRAMME OF WORK FOR THE YEARS 2016 – 2020

Theme		Expected Accomplishments	Main Activities	Responsible	Remarks Outputs
No.	Description				
1.	<p>TER Network integration into Pan-European transport environment</p> <p>Integration into Asian corridor network</p> <p>Integration into networks of neighbouring regions</p> <p>High Speed Master Plan connecting all networks</p>	Connectivity	<p>A.1.1 Partnership with EU and RNE in coordinating the harmonisation process</p> <p>A.1.2 DG Move – TER Joint Management of Operations on Corridor X</p> <p>A.1.3 Participation in related meetings, workshops and events</p> <p>A.1.4 Participation in sessions of EATL</p> <p>A.1.5 Co-operation with OSJD Committee</p> <p>A.1.6 Co-operation with the UNECE on elaboration of harmonized Master Plan for high speed network rail infrastructure</p>	<p>PCO</p> <p>PCO, Consultant</p> <p>PCO, Consultant</p> <p>PCO</p> <p>PCO. Consultant</p> <p>PCO, UNECE</p>	<p>Establishing TER as a co-ordinating and managing partner of EU and OSJD</p> <p>EATL contribution to TER activities to be defined</p> <p>High Speed Master Plan being defined as the linking project between Asia nad Europe</p>
2.	<p>Promotion of TER</p> <p>Public relations</p> <p>TER construction</p>	Visibility	<p>A.2.1 Activities aimed at increasing number of TER member countries</p> <p>A.2.2 Redesign and update of TER Website</p> <p>A.2.3 Printing, distribution and updating of the TER information brochure</p> <p>A.2.4 TER Press Releases, TER presentations at international fora</p>	<p>PCO, UNECE, Governments</p> <p>PCO, UNECE</p> <p>PCO, UNECE, Consultant</p>	<p>New member countries</p> <p>TER information brochure</p>

Theme		Expected Accomplishments	Main Activities		Responsible	Remarks Outputs
No.	Description					
3.	Rail development financing TER hinterland connections Rail maintenance	Capacity Building	A.3.1	Coordination of elaboration of a transport flow study concerning all modes between Asia and Europe Exchange and promotion of best financing practices Participation in financing-related meetings, workshops and events Workshops on rail infrastructure maintenance best practices and methods	PCO, UNECE, Consultant	Data collection and processing, co-funding of the elaboration, and co-operation with partners Shared information on newest maintenance technologies and best practices
			A.3.2		PCO, Consultant, Governments	
			A.3.3		PCO, Consultant	
			A.3.4		PCO, Consultant, Governments	
4.	Safety at level crossings	Safety	A.4.1	Supporting the UNECE Questionnaire on level Crossings results' processing Participation in sessions of the UNECE Group of Experts on Safety at Level Crossings Participation in the selection of the international ITS solution on safety at level crossings and supporting its implementation	PCO, UNECE	Analysis of results of entered Questionnaires ITS solution on safety at level crossings
			A-4.2		PCO	
			A.4.3		PCO	

Theme		Expected Accomplishments	Main Activities	Responsible	Remarks Outputs
No.	Description				
5.	Updating of TER backbone network Data collection system Reviews of TER backbone network status TER 2011 Master Plan Revision monitoring	Development	A.5.1 Implementation of 2011 TER Master Plan A.5.2 Follow-up monitoring system A.5.3 Progress reports on results of Master Plan Revision monitoring and implementation consolidated by the PCO A.5.4 Data collection and processing, possible extension of TER system to non-TER countries A.5.5 Presentation of results of the Master Plan Revision implementation on the UNECE/TER website Consideration of new TER Master Plan Revision for the period 2016 - 2020	PCO, Governments PCO, Consultant, Governments PCO, Consultant, Governments PCO, UNECE PCO, UNECE, Governments	Revised 2011 TER Master Plan Annual Progress reports Promotion of TER Master Plan Revision implementation results Possible new Master Plan Revision
6.	Project Management	Management	A.6.1 PCO functioning on new location A.6.2 Organization of workshops, seminars and round tables A.6.3 Organization of TER Steering Committee sessions A.6.4 TER Annual Budgets A.6.5 Implementation of TER Trust Fund Agreement 2016 - 2019	PCO, UNECE, host Government PCO, Governments PCO, UNECE PCO, UNECE PCO, UNECE, Governments	

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

**ATTACHMENT
PART 2**

Budget for the period 2016 - 2020

Budget for the period 2016 – 2020

OBJECT CODE AND DESCRIPTION	2016– 2020	2016	2017	2018	2019	2020
<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 |

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

**ATTACHMENT
PART 3**

COOPERATION FRAMEWORK FOR 2016 - 2020

COOPERATION FRAMEWORK FOR 2016 – 2020

The Governments of Armenia, Austria, Bosnia and Herzegovina, Bulgaria, Croatia, Czech Republic, Georgia (inactive), Greece (inactive), Italy (inactive), Lithuania (membership terminated), 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,

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

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 countries: Armenia, Austria, Bosnia and Herzegovina, Bulgaria, Croatia, Czech Republic, Georgia, Greece, Italy, Poland, Romania, Russian Federation, Serbia, Slovakia, Slovenia and Turkey.

While these lines are not the whole railway network of the above countries, 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 countries.

II. OBJECTIVES

The general objective of the TER Project is to develop a coherent efficient rail and combined transport system among Central and Eastern European countries and between those countries and other European countries.

By providing efficient competitive services, the TER system must become attractive to customers, both passenger and freight, and be able to absorb an important part of the international transport market within, from and to Central and Eastern Europe, thus alleviating congestion and reducing environmental and safety problems on major international roads of those countries.

More specific objectives are:

A) Infrastructure development

With the exception of some short sections, the physical plan of the TER Backbone Network is already in place. However, the infrastructure standards of many sections are far below those indicated in the AGC and AGTC Agreements.

The objectives in this field are therefore, firstly the implementation of the TER standards (medium term) and the upgrading of the existing infrastructure to the level determined in the AGC and AGTC Agreements as the final target. As regards related combined transport installations, the objective is to upgrade the existing, to develop new ones and to provide all of them with appropriate equipment.

B) Modernization of transport equipment

In many cases transport equipment (rolling stock, motive power, signalling and telecommunications equipment, etc.) is not suitable for today's requirements. The objective is therefore to progressively replace it by new harmonized equipment – or at least mutually compatible with the equipment adopted in different countries. In this context, new solutions (joint ventures, leasing, etc.) should be also considered.

C) Adaptation of organization to market oriented management

Railways no longer have the dominant position they had in the past. In market economies, road transport has succeeded in providing better door-to-door services and just-in-time deliveries, required by customers today, and its share of the transport market has become much more important than the one of rail transport. In Central and Eastern European countries, as a consequence of a fundamentally different approach, railways were able to keep for decades the strongest position with regard to other modes. However, recent developments in those countries and the adoption of market principles led to a strong and fast development of road transport. Already, as a consequence of both this development and the recent recession, rail traffic in many member countries has decreased. Where this situation continues, the respective Governments face very serious problems caused by the road congestions and deterioration of the living environment.

The final objective is therefore to provide railway companies with a modern, efficient market-oriented organization and management, which are able to ensure a smooth transition to a new optimal and sustainable equilibrium of transport modes in the transport sector in Central and Eastern Europe. In particular, increased attention should be paid to international combined transport. Advantages of road in terminal transport should be combined with the environmental and safety advantages of rail on main transport routes in order to provide efficient international combined transport services. The rail part of the service still has to be efficient and of the appropriate quality. Border crossing procedures will have to be simplified. Railway companies will have to adopt a commercial orientation. In order to achieve this objective, management will have to be trained accordingly. The implementation of the provisions from the latest EU Directives in this regard should also be considered.

III. PRIORITY ACTIONS

1. Starting from the actual state of the TER Backbone Network, elaboration of short-term measures
 - To identify railway axes to be upgraded, main infrastructure bottlenecks to be removed and urgent needs for equipment,
 - To determine organizational measures to be taken particularly for facilitation of border crossings, development of combined transport and improvement of commercial services in general.
2. Consideration of existing pre-feasibility studies, proposing elaboration of new ones including traffic forecast and cost/benefit analyses.
3. Assessment of the required investments, proposing their priorities.

IV. REGULAR ACTIVITIES

1. Infrastructure development

- Establishment and upgrading of the TER Backbone Network, taking also into consideration the TER Standards defined in this Agreement defined and other related developments, too;
- Identification of major bottlenecks and missing links as well as the related infrastructural works to be undertaken, including at border points.
- Establishment of priorities;
- Elaboration of pre-feasibility and feasibility studies;
- Schedule for planning, design and construction;
- Financing.

2. Development of combined transport

- Collection of data on traffic flows by all modes. Identification of major international road transport flows from and to the TER Backbone Network and parallel to it;
- Studies on the establishment of alternative combined transport solutions on, from and to the TER Network;
- Identification of obstacles to the development of international combined transport, including deficiencies in transfer terminals, special wagons, containers and swap bodies, etc.;
- Proposals for eliminating those obstacles;
- Identification of possible measures to be taken by the non-EU TER member countries in order to follow the steps taken in the EU in the field of railway freight transportation;
- Prioritization of proposals on a cost/benefit analysis basis;
- Financing;
- Consideration of possibilities for development of combined transport of dangerous goods.

3. Training

Seminars and workshops on marketing oriented management and other commercial issues, use of computers in railways, intelligent rail transport systems, CAD systems, etc., transfer of know-how and documentation on new technologies or newest equipment.

4. Improvement of railways' efficiency

- Identification of major obstacles (other than infrastructure related) to rail transport efficiency, including obsolescence or incompatibility or rolling stock, motive power and signalling and telecommunications equipment, delays in border crossings, inadequacy of international rail transport regulations, etc. in the TER countries;
- Proposals for the elimination of those obstacles;
- Prioritization on a cost/benefit analysis basis;
- Financing.

5. Development of the TER database

- Data on traffic flows and forecasts (intermodal approach);
- Technical and operational parameters, rolling stock, etc.;
- Data on border stations;
- Data on train-ferry connections.

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

The participating countries 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 countries will continue to pay local salaries, social security contributions and other emoluments of national staff both working within each country for the Project and delegated to participate in meetings, courses, etc. Special study items included in the Programme of Work and allocated to certain countries will be financed through the project budget.

VI. LOCATION OF PROJECT CENTRAL OFFICE

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

VII. EXECUTING AGENCY

The UNECE shall be invited to continue as the Executing Agency of the Project.

VIII. 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
AnnexF	TER Backbone Network parameters and TER Backbone network

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

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 Governments of the TER member States, 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.

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. Countries 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 for the election of the officers and PCO staff shall decisions 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 countries.

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

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 country;
- 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.

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

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 countries, on the basis of the arrangements stipulated in an Agreement to be signed by the Government of this country 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 countries of origin and be considered as officials of the United Nations (UN) as defined in the Agreement between the Government of the host country 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 countries 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 states 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 country), 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 countries 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 country 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 countries 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 country, will be recruited and remunerated by the Project according to the needs of the TER and approved by the SC.

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

ANNEX D

Budget

Budget

The TER Project shall operate under the budget whose main inputs shall be cash contribution in convertible currencies from the member States. 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 states, 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 member States 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 countries' inputs in kind shall be utilized under the control of UNECE and advising 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 States 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.

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

ANNEX E

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

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

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

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

- a. To complete the system of common frontier stations in order to avoid the duplication of border controls.
- b. To rationalize the control procedures at the existing common frontier stations.
- c. 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 countries 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 2015.

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-Shzolnok-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-Stamora 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 and Cetinkaya-Divrigi-Erhzurum-Kars-Dogukaqpi-(border with Armenia) and	TN 109

	Kars-Gildir-Aktas-(border with Georgia)-Marneuli	
T 070	Vinkovci-Gunja-(border with Bosnia and Herzegovina)-Brcko-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-Chernivci}-(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)/Kittsee-(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–Koraln–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–Bohumín– 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–Horní 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/Novorossiysk–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–Pirot–Dimitrovgrad-(border with Bulgaria)

SLOVAKIA

(border with Czech Republic)–Kuty–Malacky–Dev. N. Ves–B. Petralka-(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

- 1227 Existing railway network, four or more tracks, electrified
- 1228 Existing railway network, four or more tracks, not electrified
- 1229 Existing railway network, single track, not electrified
- 1230 Existing railway network, single track, not electrified
- Other railway lines

RAILWAY NETWORK

- 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

Other railway lines

