



REPUBLIC OF AZERBAIJAN MINISTRY OF TRANSPORT



REHABILITATION OF THE
AZERBAIJAN SEGMENT RAILWAY
NETWORK OF THE
BTK NEW RAILWAY LINE PROJECT



Center of TRACECA & NORTH – SOUTH Corridors

SCANDINAVIA, BALTIC & RUSSIA

Pan – European
transport corridor №
4

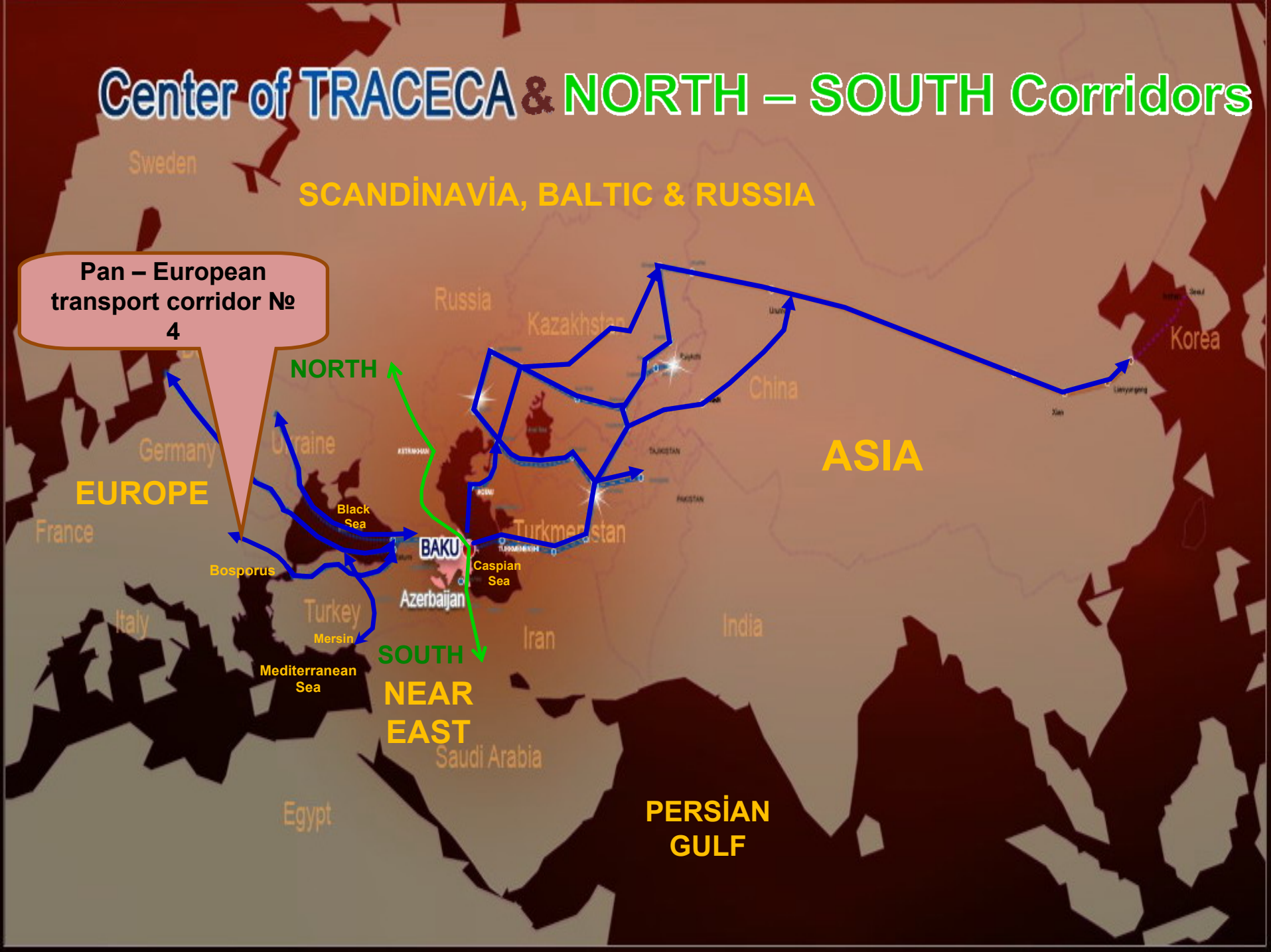
NORTH

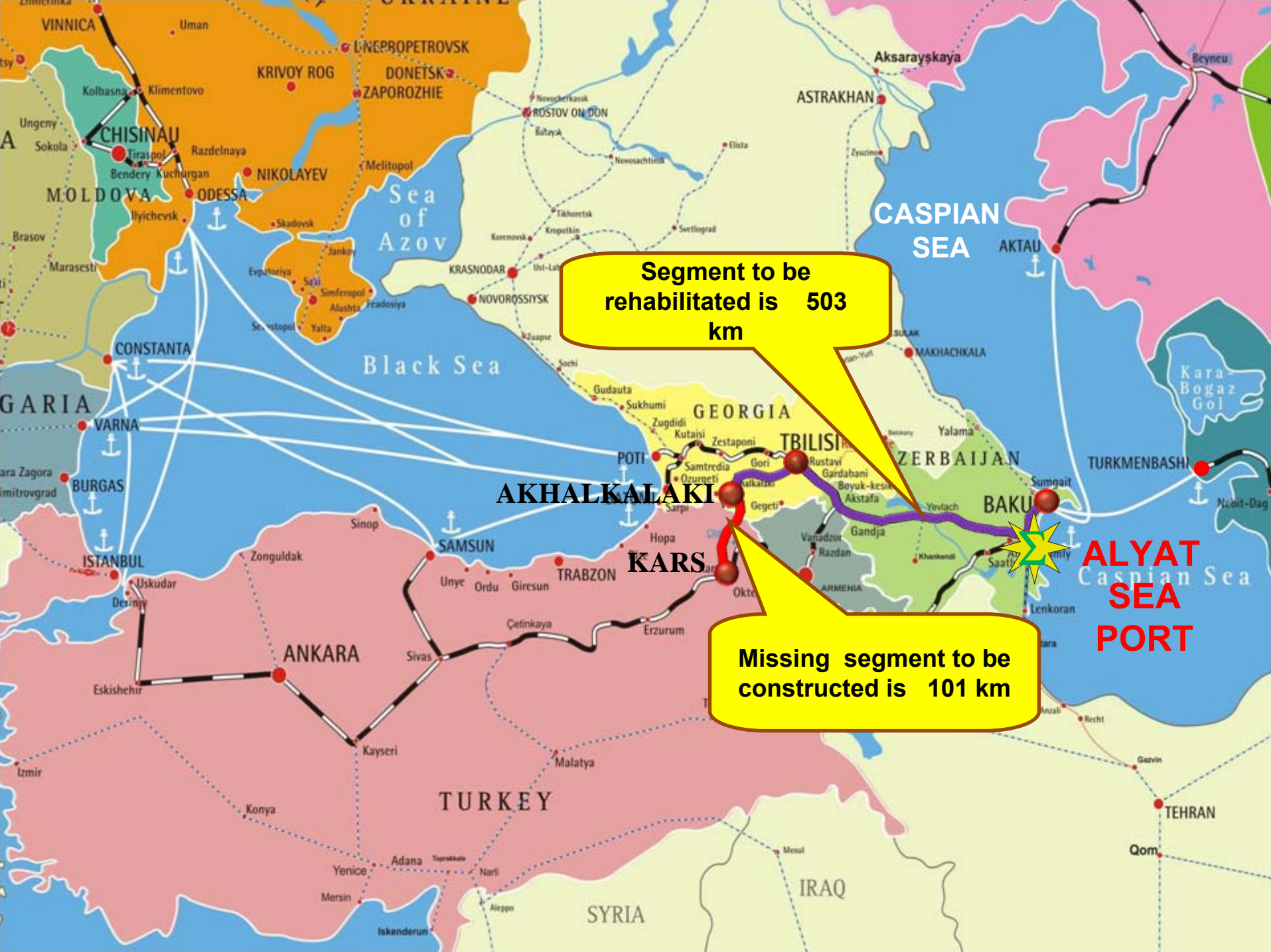
EUROPE

ASIA

SOUTH
NEAR
EAST

PERSIAN
GULF





Segment to be rehabilitated is 503 km

Missing segment to be constructed is 101 km

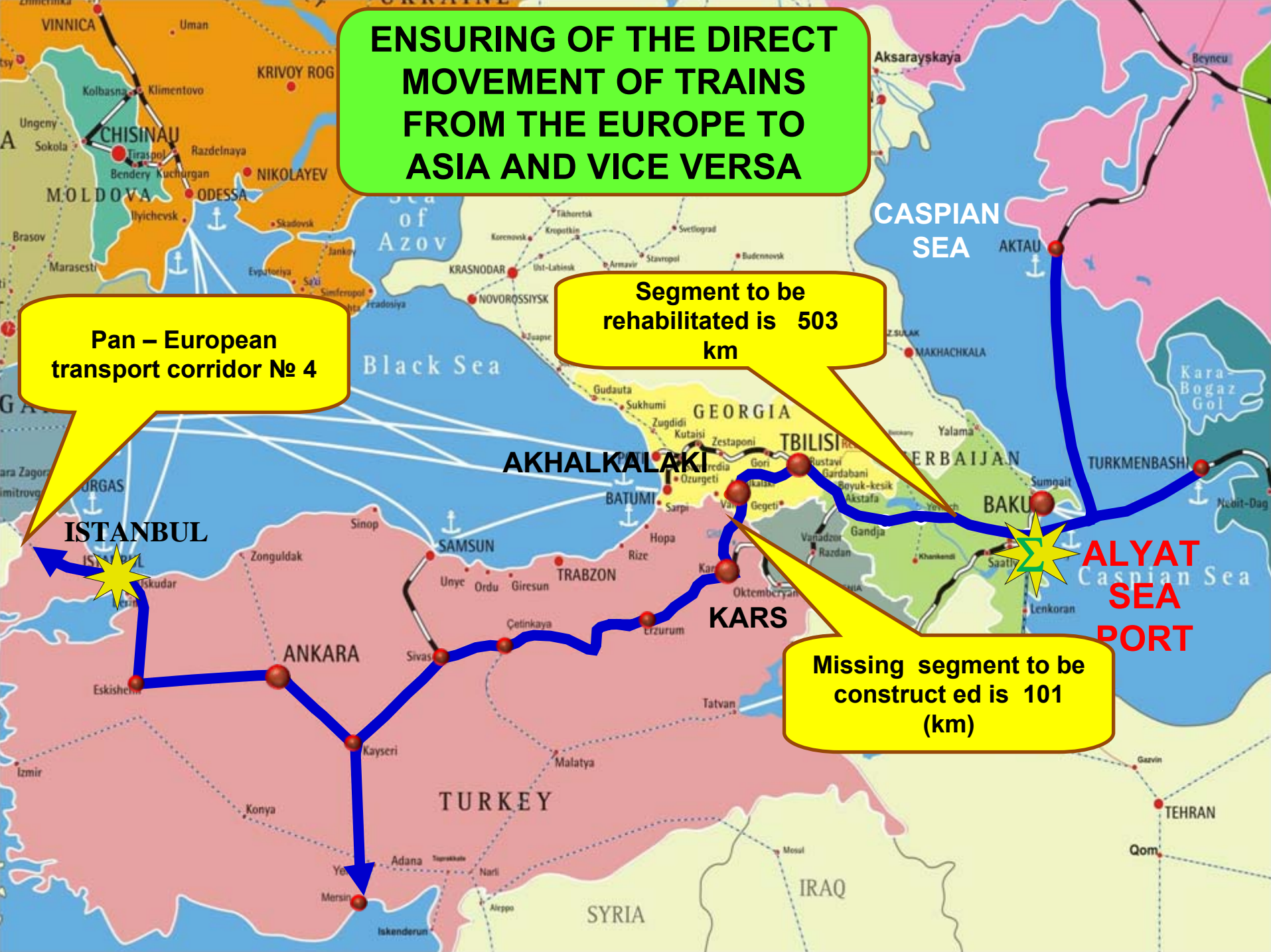
ALYAT SEA PORT

**ENSURING OF THE DIRECT
MOVEMENT OF TRAINS
FROM THE EUROPE TO
ASIA AND VICE VERSA**

**Pan – European
transport corridor № 4**

**Segment to be
rehabilitated is 503
km**

**Missing segment to be
construct ed is 101
(km)**



ISTANBUL

AKHALKALAKI

KARS

**ALYAT
SEA
PORT**

**CASPIAN
SEA**

Black Sea

TURKEY

GEORGIA

AZERBAIJAN

BAKU

TEHRAN

SYRIA

IRAQ

Qom

VINNICA
Uman
KRIVROY ROG
CHISINAU
MOLDOVA
ODESSA
NIKOLAYEV
Tiraspol
Razdelnaya
Bendery Kuchurgan
Ilyichevsk
Skadovsk
Evgutoriya
Saki
Simferopol
Tradosiya
Krasnodar
Novorossiysk
Tikhoretsk
Kropotkin
Korenovsk
Ust-Labinsk
Armavir
Stavropol
Budennovsk
Svetlograd

Aksarayskaya
Beyneu

AKTAU
MAKHACHKALA
TURKMENBASHI

Kara-Bogaz Gol

SAMSUN
TRABZON
Sinop
Zonguldak
Unye
Ordu
Giresun
Trabzon
Hopa
Rize
Sarpis
Kars

ANKARA

Sivas

Çetinkaya

Erzurum

Tatvan

Konya

Adana

Narlı

Mosul

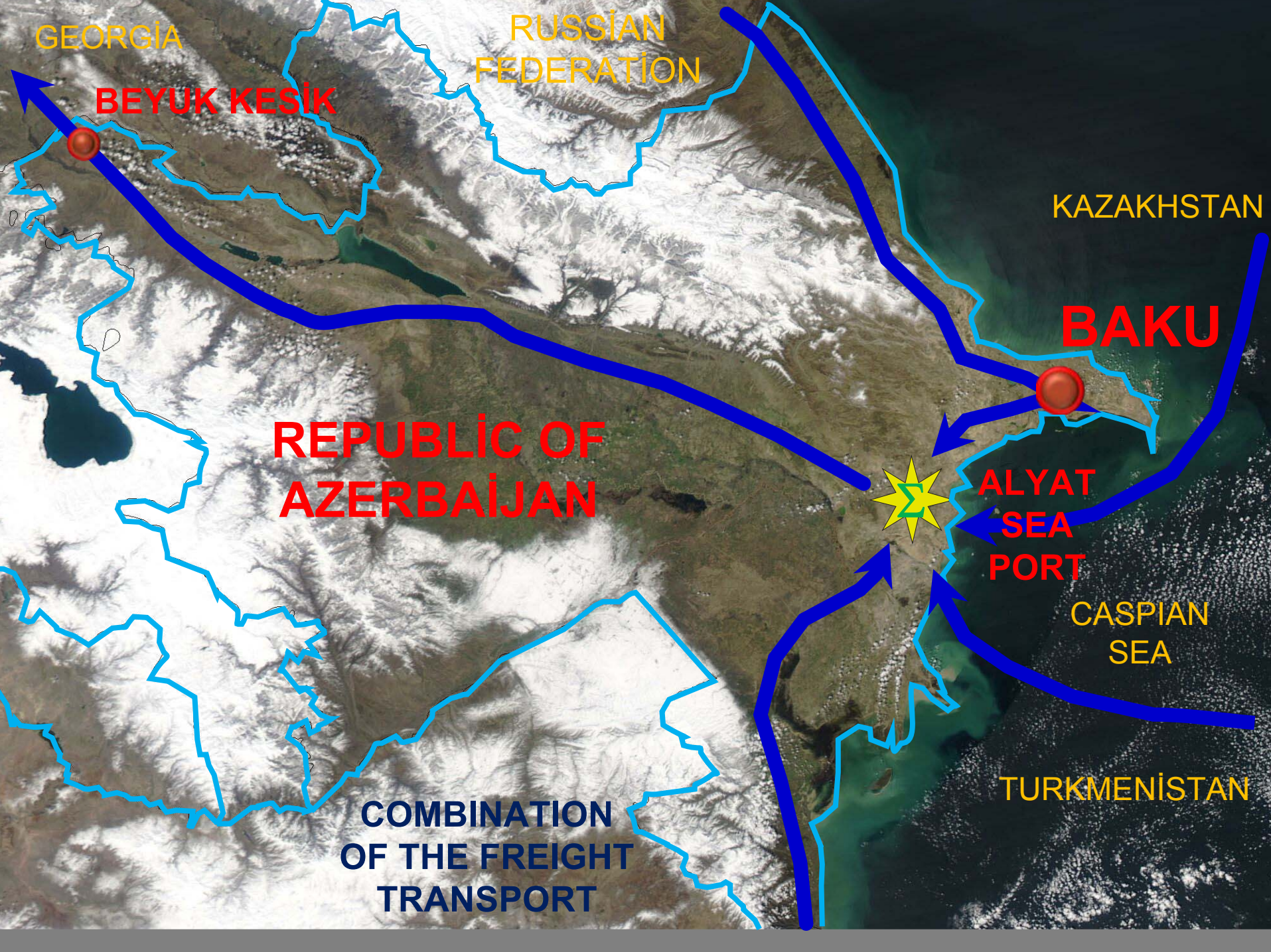
Yenişehir

Mersin

İskenderun

Gazvin

Qom



GEORGIA

RUSSIAN
FEDERATION

BEYUK KESIK

KAZAKHSTAN

BAKU

REPUBLIC OF
AZERBAIJAN

ALYAT
SEA
PORT

CASPIAN
SEA

TURKMENISTAN

COMBINATION
OF THE FREIGHT
TRANSPORT



**RUSSIAN
FEDERATION**

**SCANDINAVIA,
BALTIC & RUSSIA**

KAZAKHSTAN

ROMANIA

BULGARIA

**BLACK
SEA**

**REPUBLIC OF
AZERBAIJAN**

CASPIAN SEA

EUROPE

ASIA

ASIA

CHINA

TURKEY

TURKMENISTAN

**MEDITERRANEAN
SEA**

IRAN

NEAR EAST

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

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

[Play Movie - Part I](#)

[Play Movie - Part II](#)

Georgian and Turkish sections of the Baku – Tbilisi – Kars new railway line project

Total cost of the project	US \$ 420 mln.	
Also	In Turkish side	In Georgian side
Construction of the Kars – Akhalkalaki railway line (101 km)		
Construction cost	US \$ 220 mln.	US \$ 100 mln.
Length of the line	76 km	25 km
Number of lines	1	1
Number of permanent ways	2	2
Type of traction	Alternating current	
Maximum speed	120 km/h	120 km/h
Width of gauge	1435 mm	1435 mm
Type of sleepers	iron-concrete	iron-concrete
Main connection line	optical	optical
Length of tunnel (total 2330 m) (Placed in the border and consist of 2 parts)	1287 m	1043 m
Number of bridges	3	
Number of stations	1	1 (Except Akhalkalaki station)
Rehabilitation – reconstruction of the Akhalkalaki - Marabda railway line (160 km)		
Rehabilitation – reconstruction cost	–	US \$ 100 mln.

Azerbaijan SEGMENT of the Baku – Tbilisi – Kars new railway line project

Length of the line	503 km (two lines)
Type of traction	electric
Maximum speed	120 km/h
Width of gauge	1520 mm
Main connection line	optical
Number of bridges	4
Number of stations:	
Big	12
Small	35
Project cost	US \$ 500 mln.

1. Considered main measures in the direction of rehabilitation Baku – Georgian border railway SEGMENT in the framework of Baku – Tbilisi – Kars new railway line project - (during 2008-2011 years) – total cost US \$ 610 mln.

1.1	Capital repairs of 503 km main road in order to provide acceleration of speed and safe movement	US \$ 260 mln.
1.2	Reconstruction and design of automatics and signalization system of railways	US \$ 36 mln.
1.3	Providing access to 27.5 Kwt alternating current traction system	US \$ 310 mln.
1.4	Adjustment of signalization in Baku- Georgian border railway segment to traction system of alternating current	US \$ 4 mln.

2. Other measures – total cost US \$ 857 mln.

2.1 Renovation and modernization of the rolling stock, (locomotives, freight and passenger carriages) the technical exploitation and the maintenance resources

US \$
383 mln.

2.2 Renovation of the rolling stock

US \$
450 mln.

2.3 Renovation of the centralized dispatcher management system of the railway based on modern technologies

US \$
24 mln.

2.4 **And others**

TOTAL COST : US \$ 1467 MILLION

“Marmara Project”

Length	76,3 km
including:	
Underwater part	1,4 km
Tunnel maximum deepness	56,0 m
Number of stations	40
Passenger transportation:	
Existing	10 000 / hour
Considered	75 000 / hour
Maximum speed	100 km/hour
Expected average speed	45 km/hour
Interval between two trains	120-600 seconds
Expected number of trains	440
Number of railway lines	Two lined
Required time:	
At present, by the railway + ferry-boat + railway	185 minutes
After implementation of the project	104 minutes

