ANNEX III – SOCIO-ECONOMIC STATISTICS

Table 1 - Observed and Forecasted Trends of Population (in million) – Moderate Scenario, Base Year: 2000

	2000	2001	2002	2003	2004	2005	2006	2007	2008	2009	2010	2011	2012	2013	2014	2015	2016	2017	2018	2019	2020
Austria	8.1	8.1	8.1	8.2	8.2	8.2	8.3	8.3	8.3	8.4	8.4	8.4	8.5	8.5	8.5	8.6	8.6	8.6	8.6	8.7	8.7
Greece	10.6	10.6	10.6	10.7	10.7	10.7	10.7	10.8	10.8	10.8	10.8	10.8	10.9	10.9	10.9	10.9	11.0	11.0	11.0	11.0	11.0
Italy	57.8	57.9	57.9	58.0	58.1	58.1	58.2	58.3	58.3	58.4	58.5	58.5	58.6	58.7	58.7	58.8	58.9	58.9	59.0	59.1	59.1
Bulgaria	8.2	8.2	8.1	7.5	7.5	7.4	7.4	7.3	7.3	7.2	7.2	7.1	7.1	7.0	7.0	6.9	6.9	6.8	6.8	6.7	6.7
Czech Republic	10.3	10.3	10.3	10.2	10.2	10.2	10.2	10.2	10.2	10.1	10.1	10.1	10.1	10.1	10.1	10.0	10.0	10.0	10.0	10.0	10.0
Hungary	10.0	10.0	10.0	10.0	10.1	10.1	10.1	10.1	10.1	10.1	10.2	10.2	10.2	10.2	10.2	10.2	10.2	10.3	10.3	10.3	10.3
Lithuania	3.5	3.5	3.5	3.6	3.6	3.7	3.7	3.7	3.8	3.8	3.8	3.9	3.9	3.9	4.0	4.0	4.0	4.1	4.1	4.1	4.2
Poland	38.6	38.7	38.8	38.0	37.8	37.6	37.4	37.2	37.0	36.8	36.7	36.5	36.3	36.1	35.9	35.7	35.5	35.3	35.2	35.0	34.8
Romania	22.4	22.4	22.4	22.3	22.2	22.2	22.1	22.1	22.1	22.0	22.0	21.9	21.9	21.9	21.8	21.8	21.7	21.7	21.6	21.6	21.6
Slovakia	5.4	5.4	5.4	5.4	5.4	5.5	5.5	5.5	5.5	5.5	5.5	5.5	5.5	5.5	5.5	5.6	5.6	5.6	5.6	5.6	5.6
Slovenia	2.0	2.0	2.0	1.9	1.9	1.9	1.9	1.9	1.8	1.8	1.8	1.8	1.8	1.7	1.7	1.7	1.7	1.7	1.6	1.6	1.6
Turkey	67.5	68.5	69.6	68.1	68.3	68.5	68.8	69.0	69.2	69.4	69.6	69.8	70.1	70.3	70.5	70.7	70.9	71.2	71.4	71.6	71.8
Belarus	10.0	10.0	9.9	9.9	9.8	9.8	9.8	9.7	9.7	9.7	9.6	9.6	9.6	9.5	9.5	9.4	9.4	9.4	9.3	9.3	9.3
Bosnia & Herzegovina	3.9	3.9	4.0	4.0	4.0	4.0	4.1	4.1	4.1	4.1	4.2	4.2	4.2	4.2	4.3	4.3	4.3	4.3	4.4	4.4	4.4
Croatia	4.5	4.5	4.5	4.5	4.5	4.4	4.4	4.4	4.4	4.4	4.4	4.4	4.4	4.4	4.4	4.4	4.3	4.3	4.3	4.3	4.3
Georgia	5.3	5.2	5.2	5.1	5.1	5.1	5.1	5.0	5.0	5.0	5.0	4.9	4.9	4.9	4.9	4.8	4.8	4.8	4.7	4.7	4.7
Serbia & Montenegro	10.6	10.6	10.6	10.6	10.6	10.7	10.7	10.7	10.7	10.7	10.7	10.7	10.7	10.7	10.8	10.8	10.8	10.8	10.8	10.8	10.8
FYROM	2.0	2.0	2.0	2.0	2.0	2.0	2.1	2.1	2.1	2.1	2.1	2.1	2.1	2.1	2.1	2.1	2.1	2.1	2.2	2.2	2.2
Russian Federation	145.6	144.8	144.1	143.4	142.8	142.2	141.5	140.9	140.3	139.7	139.0	138.4	137.8	137.2	136.6	136.0	135.4	134.8	134.2	133.6	133.0
Ukraine	49.5	49.1	48.7	48.3	47.9	47.6	47.2	46.8	46.4	46.1	45.7	45.3	45.0	44.6	44.3	43.9	43.6	43.2	42.9	42.5	42.2
Rep. of Moldova	4.3	4.3	4.3	4.2	4.2	4.2	4.2	4.2	4.2	4.2	4.2	4.2	4.1	4.1	4.1	4.1	4.1	4.1	4.1	4.1	4.1

Table 2 – Observed and Forecasted Trends of Population (in million) – Optimistic Scenario, Base Year: 2000

	2000	2001	2002	2003	2004	2005	2006	2007	2008	2009	2010	2011	2012	2013	2014	2015	2016	2017	2018	2019	2020
Austria	8.1	8.2	8.2	8.2	8.3	8.3	8.3	8.3	8.4	8.4	8.4	8.5	8,5	8,5	8.6	8.6	8.6	8.7	8.7	8.7	8.8
Greece	10.6	10.7	10.7	10.8	10.8	10.8	10.8	10.9	10.9	10.9	10.9	11.0	11.0	11.0	11.0	11.0	11.1	11.1	11.1	11.1	11.2
Italy	57.8	58.4	58.5	58.6	58.6	58.7	58.8	58.8	58.9	59.0	59.0	59.1	59.2	59.3	59.3	59.4	59.5	59.5	596	59.7	59.7
Bulgaria	8.2	8.2	8.2	7.6	7.6	7.5	7.5	7.4	7.4	7.3	7.3	7.2	7.2	7.1	7.1	7.0	7.0	6.9	6.9	6.8	6.8
Czech Republic	10.3	10.4	10.4	10.4	10.3	10.3	10.3	10.3	10.3	10.3	10.2	10.2	10.2	10.2	10.2	10.2	10.1	10.1	10.1	10.1	10.1
Hungary	10.0	10.1	10.1	10.1	10.2	10.2	10.2	10.2	10.2	10.2	10.3	10.3	10.3	10.3	10.3	10.3	10.3	10.4	10.4	10.4	10.4
Lithuania	3.5	3.6	3.6	3.6	3.7	3.7	3.7	3.8	3.8	3.8	3.9	3.9	3.9	4.0	4.0	4.0	4.1	4.1	4.1	4.2	4.2
Poland	38.6	39.1	39.2	38.4	38.2	38.0	37.8	37.6	37.4	37.2	37.0	36.8	36.6	36.4	36.3	36.1	35.9	35.7	35.5	35.3	35.2
Romania	22.4	22.6	22.6	22.5	22.5	22.4	22.4	22.3	22.3	22.2	22.2	22.2	22.1	22.1	22.0	22.0	21.9	21.9	21.9	21.8	21.8
Slovakia	5.4	5.5	5.5	5.5	5.5	5.5	5.5	5.5	5.5	5.5	5.6	5.6	5.6	5.6	5.6	5.6	5.6	5.6	5.6	5.6	5.7
Slovenia	2.0	2.0	2.0	2.0	1.9	1.9	1.9	1.9	1.9	1.8	1.8	1.8	1.8	1.8	1.7	1.7	1.7	1.7	1.7	1.6	1.6
Turkey	67.5	69.2	70.2	68.8	69.0	69.2	69.4	69.7	69.9	70.1	70.3	70.5	70.8	71.0	71.2	71.4	71.7	71.9	72.1	72.3	72.6
Belarus	10.0	10.1	10.0	10.0	9.9	9.9	9.9	9.8	9.8	9.8	9.7	9.7	9.6	9.6	9.6	9.5	9.5	9.5	9.4	9.4	9.4
Bosnia & Herzegovina	3.9	4.0	4.0	4.0	4.1	4.1	4.1	4.1	4.2	4.2	4.2	4.2	4.3	4.3	4.3	4.3	4.4	4.4	4.4	4.4	4.5
Croatia	4.5	4.5	4.5	4.5	4.5	4.5	4.5	4.5	4.5	4.5	4.4	4.4	4.4	4.4	4.4	4.4	4.4	4.4	4.4	4.4	4.4
Georgia	5.3	5.3	5.2	5.2	5.2	5.1	5.1	5.1	5.1	5.0	5.0	5.0	5.0	4.9	4.9	4.9	4.8	4.8	4.8	4.8	4.7
Serbia & Montenegro	10.6	10.7	10.7	10.7	10.7	10.8	10.8	10.8	10.8	10.8	10.8	10.8	10.8	10.8	10.9	10.9	10.9	10.9	10.9	10.9	10.9
FYROM	2.0	2.0	2.0	2.1	2.1	2.1	2.1	2.1	2.1	2.1	2.1	2.1	2.1	2.1	2.1	2.2	2.2	2.2	22	2.2	2.2
Russian Federation	145.6	146.2	145.5	144.9	144.2	143.6	142.9	142.3	141.7	141.0	140.4	139.8	139.2	138.6	137.9	137.3	136.7	136.1	135.5	134.9	134.3
Ukraine	49.5	49.6	49.2	48.8	48.4	48.0	47.7	47.3	46.9	46.5	46.2	45.8	45.4	45.1	44.7	44.3	44.0	43.6	43.3	43.0	42.6
Rep. of Moldova	4.3	4.3	4.3	4.3	4.3	4.3	4.3	4.2	4.2	4.2	4.2	4.2	4.2	4.2	4.2	4.2	4.1	4.1	4.1	4.1	4.1

Table 3 – Observed and Forecasted Trends of GDP (in billion US$ – Moderate Scenario, Base Year: 2000

	2000	2001	2002	2003	2004	2005	2006	2007	2008	2009	2010	2011	2012	2013	2014	2015	2016	2017	2018	2019	2020
Austria	190.7	189.6	204.1	209.5	215.1	220.9	226.7	232.8	239.0	245.4	252.0	258.7	265.6	272.7	280.0	287.4	295.1	303.0	311.1	319.4	327.9
Greece	112.1	117.2	132.8	136.5	140.3	144.2	148.2	152.3	156.5	160.8	165.3	169.9	174.6	179.4	184.4	189.5	194.7	200.1	205.7	211.4	217.2
Italy	1074.8	1091.8	1184.3	1214.0	1244.5	1275.7	1307.7	1340.5	1374.2	1408.7	1444.0	1480.3	1517.4	1555.5	1594.6	1634.6	1675.6	1717.7	1760.8	1805.0	1850.3
Bulgaria	12.6	13.6	15.5	16.0	16.4	16.9	17.4	18.0	18.5	19.0	19.6	20.2	20.8	21.4	22.1	22.7	23.4	24.1	24.9	25.6	26.4
Czech Republic	51.4	57.2	69.5	72.3	75.2	78.2	81.3	84.6	88.0	91.5	95.1	98.9	102.9	107.0	111.3	115.7	120.4	125.2	130.2	135.4	140.8
Hungary	46.7	51.8	65.8	69.1	72.6	76.2	80.0	84.0	88.2	92.6	97.3	102.1	107.3	112.6	118.2	124.2	130.4	136.9	143.7	150.9	158.5
Lithuania	11.2	11.9	13.8	14.2	14.6	14.9	15.3	15.8	16.2	16.6	17.1	17.5	18.0	18.5	19.0	19.5	20.0	20.6	21.1	21.7	22.3
Poland	164.1	183.4	189.0	198.1	207.6	217.5	227.9	238.8	250.3	262.3	274.8	288.0	301.8	316.2	331.4	347.3	363.9	381.3	399.6	418.7	438.8
Romania	37.1	40.2	45.7	47.1	48.5	50.0	51.5	53.0	54.6	56.3	58.0	59.7	61.5	63.3	65.2	67.2	69.2	71.3	73.4	75.6	77.9
Slovakia	19.7	20.5	23.7	24.4	25.1	25.9	26.7	27.5	28.3	29.1	30.0	30.9	31.8	32.8	33.8	34.8	35.8	36.9	38.0	39.1	40.3
Slovenia	19.0	19.5	22.0	22.7	23.5	24.3	25.2	26.1	27.0	27.9	28.9	29.9	31.0	32.1	33.2	34.3	35.5	36.8	38.1	39.4	40.8
Turkey	199.3	145.2	183.7	192.3	201.3	210.7	220.5	230.9	241.7	253.0	264.8	277.2	290.2	303.8	318.0	332.9	348.4	364.7	381.8	399.7	418.4
Belarus	12.7	12.4	14.3	15.1	15.9	16.7	17.6	18.5	19.5	20.5	21.6	22.8	24.0	25.2	26.6	28.0	29.5	31.0	32.7	34.4	36.2
Bosnia & Herzegovina	4.5	5.0	5.6	5.9	6.1	6.4	6.7	7.0	7.3	7.6	8.0	8.3	8.7	9.1	9.5	9.9	10.4	10.8	11.3	11.8	12.4
Croatia	18.4	19.5	22.4	23.1	23.8	24.4	25.2	25.9	26.6	27.4	28.2	29.0	29.9	30.7	31.6	32.5	33.5	34.4	35.4	36.5	37.5
Georgia	3.0	3.2	3.4	3.5	3.5	3.6	3.7	3.7	3.8	3.9	3.9	4.0	4.1	4.2	4.3	4.3	4.4	4.5	4.6	4.7	4.8
Serbia & Montenegro	8.6	11.6	15.7	16.3	17.0	17.6	18.3	19.1	19.8	20.6	21.5	22.3	23.2	24.1	25.1	26.1	27.2	28.2	29.4	30.5	31.8
FYROM	3.6	3.4	3.8	4.0	4.1	4.3	4.5	4.7	4.9	5.2	5.4	5.6	5.9	6.2	6.4	6.7	7.0	7.3	7.7	8.0	8.4
Russian Federation	259.7	309.9	346.5	362.5	379.1	396.6	414.8	433,9	453.9	474.7	496.6	519.4	543.3	568.3	594.4	621.8	650.4	680.3	711.6	744.3	778.6
Ukraine	31.3	38.0	41.5	43.6	45.7	48.0	50.4	52.9	55.6	58.4	61.3	64.3	67.6	70.9	74.5	78.2	82.1	86.2	90.5	95.1	99.8
Rep. of Moldova	1.3	1.5	1.6	1.7	1.7	1.8	1.8	1.9	1.9	2.0	2.0	2.1	2.2	2.2	2.3	2.4	2.4	2.5	2.6	2.6	2.7

Table 4 – Observed and Forecasted Trends of GDP (in billion US$) – Optimistic Scenario, Base Year: 2000

	2000	2001	2002	2003	2004	2005	2006	2007	2008	2009	2010	2011	2012	2013	2014	2015	2016	2017	2018	2019	2020
Austria	190.7	189.6	204.1	210.6	217.3	224.3	231.5	238.9	246.5	254.4	262.5	270.9	279.6	288.6	297.8	307.3	317.2	327.3	337.8	348.6	359.8
Greece	112.1	117.2	132.8	137.2	141.8	146.5	151.4	156.4	161.6	166.9	172.5	178.2	184.1	190.2	196.6	203.1	209.8	216.8	224.0	231.4	239.1
Italy	1074.8	1091.8	1184.3	1219.9	1256.6	1294.5	1333.4	1373.6	1414.9	1457.5	1501.4	1546.6	1593.1	1641.1	1690.5	1741.3	1793.8	1847.7	1903.4	1960.7	2019.7
Bulgaria	12.6	13.6	15.5	16.0	16.5	17.0	17.6	18.1	18.7	19.3	19.9	20.5	21.2	21.9	22.5	23.3	24.0	24.8	25.6	26.4	27.2
Czech Republic	51.4	57.2	69.5	73.5	77.8	82.3	87.0	92.1	97.4	103.0	109.0	115.3	121.9	129.0	136.4	144.3	152.7	161.5	170.8	180.7	191.1
Hungary	46.7	51.8	65.8	70.3	75.0	80.1	85.5	91.3	97.5	104.1	111.1	118.6	126.6	135.2	144.3	154.1	164.5	175.6	187.5	200.2	213.7
Lithuania	11.2	11.9	13.8	14.2	14.7	15.2	15.7	16.2	16.7	17.2	17.8	18.4	19.0	19.6	20.2	20.9	21.6	22.3	23.0	23.7	24.5
Poland	164.1	183.4	189.0	199.9	211.4	223.5	236.4	250.0	264.4	279.6	295.6	312.6	330.6	349.6	369.7	391.0	413.5	437.2	462.4	489.0	517.1
Romania	37.1	40.2	45.7	47.4	49.1	50.9	52.7	54.6	56.6	58.6	60.7	62.9	65.2	67.5	69.9	72.5	75.1	77.8	80.6	83.5	86.5
Slovakia	19.7	20.5	23.7	24.5	25.4	26.3	27.3	28.3	29.3	30.3	31.4	32.6	33.7	34.9	36.2	37.5	38.9	40.3	41.7	43.2	44.8
Slovenia	19.0	19.5	22.0	22.8	23.6	24.4	25.3	26.2	27.2	28.1	29.1	30.2	31.3	32.4	33.6	34.8	36.0	37.3	38.7	40.1	41.5
Turkey	199.3	145.2	183.7	194.0	204.9	216.4	228.6	241.4	255.0	269.3	284.4	300.4	317.3	335.1	354.0	373.9	394.9	417.1	440.5	465.3	491.4
Belarus	12.7	12.4	14.3	15.2	16.2	17.3	18.4	19.6	20.9	22.2	23.7	25.2	26.9	28.6	30.5	32.4	34.5	36.8	39.2	41.7	44.4
Bosnia & Herzegovina	4.5	5.0	5.6	6.0	6.4	6.8	7.2	7.7	8.2	8.8	9.3	10.0	10.6	11.3	12.1	12.9	13.7	14.6	15.6	16.6	17.7
Croatia	18.4	19.5	22.4	23.5	24.6	25.8	27.1	28.4	29.7	31.2	32.6	34.2	35.9	37.6	39.4	41.3	43.3	45.3	47.5	49.8	52.2
Georgia	3.0	3.2	3.4	3.6	3.8	4.0	4.3	4.5	4.8	5.1	5.4	5.7	6.0	6.4	6.8	7.2	7.6	8.0	8.5	9.0	9.5
Serbia & Montenegro	8.6	11.6	15.7	16.7	17.8	18.9	20.1	21.4	22.8	24.2	25.8	27.4	29.2	31.0	33.0	35.1	37.4	39.8	42.3	45.0	47.9
FYROM	3.6	3.4	3.8	4.0	4.3	4.5	4.8	5.1	5.4	5.8	6.1	6.5	6.9	7.3	7.8	8.3	8.8	9.3	9.9	10.5	11.2
Russian Federation	259.7	309.9	346.5	377.7	411.7	448.8	489.1	533.2	581.1	633.5	690.5	752.6	820.3	894.2	974.6	1062.4	1158.0	1262.2	1375.8	1499.6	1634.6
Ukraine	31.3	38.0	41.5	44.4	47.5	50.8	54.4	58.2	62.2	66.6	71.3	76.3	81.6	87.3	93.4	100.0	106.9	114.4	122.4	131.0	140.2
Rep. of Moldova	1.3	1.5	1.6	1.7	1.8	1.9	2.0	2.1	2.2	2.3	2.4	2.5	2.6	2.8	2.9	3.1	3.2	3.4	3.5	3.7	3.9

Table 5 – Observed and Forecasted Trends of Exports of Goods and Services (index: 2000=100) – Moderate Scenario, Base Year: 2000

	2000	2001	2002	2003	2004	2005	2006	2007	2008	2009	2010	2011	2012	2013	2014	2015	2016	2017	2018	2019	2020
Austria	100.0	105.2	104.5	109.3	120.2	125.4	124.7	129.5	140.4	145.6	144.9	149.7	160.6	165.8	165.0	169.9	180.8	186.0	185.2	190.1	200.95
Greece	100.0	93.0	82.2	85.3	103.4	96.4	85.6	88.8	106.9	99.8	89.0	92.2	110.3	103.2	92,5	95.6	113.7	106.7	95.9	99.1	117.15
Italy	100.0	100.3	94.9	91.9	102.3	102.5	97.2	94.1	104,5	104.8	99,5	96.4	106,8	107.1	101.7	98.7	109.1	109.3	104.0	100.9	111.35
Bulgaria	100.0	99.7	94.5	89.2	112.9	112.6	107.4	102.1	125.7	125.5	120,3	114.9	138.6	138.3	133.1	127.8	151.5	151.2	146.0	140.7	164.35
Czech Republic	100.0	101.6	92.1	95.2	110.9	112.5	103.0	106.1	121.8	123.4	113.8	116.9	132.6	134.2	124.7	127.8	143.5	145.1	135.6	138.7	154.40
Hungary	100.0	99.2	83.4	87.4	102.9	102.1	86.3	90.3	105.9	105.1	89.2	93.3	108.8	108.0	92.2	96.2	111.8	110.9	95.1	99.2	114.70
Lithuania	100.0	111.2	118.0	103.4	116.2	127.3	134.1	119.6	132.3	143.5	150.3	135.7	148.5	159.6	166.4	151.9	164.6	175.8	182.6	168.0	180.75
Poland	100.0	112.3	112.2	105.1	112.6	111.8	111.8	104.6	112.1	111.4	111.4	104.2	111.7	111.0	110.9	103.7	111.2	110.5	110.5	103.3	110.8
Romania	100.0	102.0	111.4	116.1	120.9	125.9	131.1	136.4	141.8	147.4	153.2	159.2	165.3	171.6	178.1	184.8	191.7	198.8	206.2	213.7	221.47
Slovakia	100.0	103.8	101.7	104.7	122.9	126.7	124.6	127.6	145.7	149.5	147.4	150.4	168.6	172.4	170.3	173.3	191.5	195.3	193.2	196.2	214.35
Slovenia	100.0	102.5	102.4	95.2	102.2	104.7	104.7	97.4	104.5	107.0	106.9	99.6	106.7	109.2	109.1	101.9	109.0	111.4	111.4	104.1	111.20
Turkey	100.0	139.7	123.4	118.7	122.1	161.9	145.5	140.9	144.3	184.0	167.6	163.0	166.4	206.1	189.8	185.2	188.6	228.3	211.9	207.3	210.70
Belarus	100.0	95.8	100.5	100.8	117.7	113.6	118.3	118.5	135.5	131.3	136.0	136.3	153.2	149.1	153.8	154.0	171.0	166.8	171.5	171.8	188.70
Bosnia & Herzegovina	100.0	99.3	100.1	97.3	99.4	98.6	99.4	86.7	98.8	98.0	98.8	96.1	98.2	97.4	98.2	105.5	117.0	129.6	143.5	158.8	175.58
Croatia	100.0	105.0	97.1	100.3	116.0	121.0	113.1	116.3	132.0	137.0	129.1	132.3	148.0	153.0	145.1	148.3	164.0	169.0	161.1	164.3	180.05
Georgia	100.0	109.1	126.3	131.3	136.5	141.8	147.3	152.9	158.7	164.7	170.9	177.2	183.8	190.5	197.5	204.6	212.0	219.6	227.4	235.4	243.71
Serbia & Montenegro	100.0	83.7	70.4	63.9	102.0	85.7	82.4	75.9	114.1	87.8	74.4	67.9	106.1	99.8	86.5	80.0	118.2	91.9	78.5	72.0	110.2
FYROM	100.0	95.6	84.9	87.3	102.2	97.8	97.1	99.5	114.4	100.0	89.3	91.6	106.5	112.1	101.5	103.8	118.7	104.3	93.7	96.0	110.9
Russian Federation	100.0	75.1	70.1	108.5	111.2	86.3	81.3	119.7	122.4	97.5	92.5	130.9	133.6	108.7	103.6	142.1	144.8	119.9	114.8	153.3	155.95
Ukraine	100.0	83.3	85.3	89.4	93.5	97.8	102.2	106.7	111.4	116.2	121.2	126.3	131.5	137.0	142.5	148.3	154.2	160.3	166.6	173.1	179.73
Rep. of Moldova	100.0	99.9	107.6	120.1	114.7	114.7	122.4	134.8	129.5	129.4	137.1	149.6	144.2	144.1	151.8	164.3	158.9	158.9	166.6	179.0	173.65

Table 6 – Observed and Forecasted Trends of Exports of Goods and Services (index: 2000 = 100) – Optimistic Scenario, Base Year: 2000

	2000	2001	2002	2003	2004	2005	2006	2007	2008	2009	2010	2011	2012	2013	2014	2015	2016	2017	2018	2019	2020
Austria	100	106.3	105.5	110.4	121.4	126.7	125.9	130.8	141.8	147.0	146.3	151.2	162.2	167.4	166.7	171.6	182.6	187.8	187.1	192.0	203.0
Greece	100	93.9	83.0	86.2	104.5	97.3	86.5	89.7	107.9	100.8	89.9	93.1	111.4	104.3	93.4	96.6	114.9	107.7	96.9	100.1	118.3
Italy	100	101.3	95.9	92.8	103.3	103.5	98.2	95.1	105.6	105.8	100.5	97.4	107.9	108.1	102.7	99.7	110.2	110.4	105.0	101.9	112.5
Bulgaria	100	100.7	95.5	90.1	114.0	113.7	108.5	103.1	127.0	126.7	121.5	116.1	140.0	139.7	134.5	129.1	153.0	152.7	147.5	142.1	166.0
Czech Republic	100	102.6	93.0	96.1	112.0	113.6	104.0	107.1	123.0	124.6	115.0	118.1	134.0	135.6	126.0	129.1	145.0	146.6	137.0	140.1	155.9
Hungary	100	100.2	84.2	88.3	104.0	103.1	87.2	91.2	106.9	106.1	90.1	94.2	109.9	109.1	93.1	97.2	112.9	112.0	96.1	100.2	115.8
Lithuania	100	112.3	119.1	104.4	117.3	128.6	135.5	120.8	133.6	144.9	151.8	137.1	149.9	161.2	168.1	153.4	166.2	177.5	184.4	169.7	182.6
Poland	100	113.4	113.4	106.1	113.7	113.0	112.9	105.7	113.2	112.5	112.5	105.2	112.8	112.1	112.0	104.8	112.4	111.6	111.6	104.3	111.9
Romania	100	103.0	112.5	117.3	122.2	127.2	132.4	137.7	143.2	148.9	154.7	160.7	166.9	173.3	179.9	186.7	193.6	200.8	208.2	215.8	223.7
Slovakia	100	104.8	102.7	105.7	124.1	127.9	125.8	128.8	147.2	151.0	148.9	151.9	170.3	174.1	172.0	175.0	193.4	197.2	195.1	198.1	216.5
Slovenia	100	103.5	103.4	96.1	103.3	105.8	105.7	98.4	105.5	108.0	108.0	100.6	107.8	110.3	110.2	102.9	110.0	112.6	112.5	105.2	112.3
Turkey	100	141.1	124.6	119.9	123.4	163.5	147.0	142.3	145.7	185.8	169.3	164.6	168.1	208.2	191.7	187.0	190.4	230.6	214.0	209.4	212.8
Belarus	100	96.8	101.5	101.8	118.9	114.7	119.5	119.7	136.8	132.6	137.4	137.6	154.8	150.5	155.3	155.6	172.7	168.5	173.2	173.5	190.6
Bosnia & Herzegovina	100	100.2	101.1	98.3	100.4	99.6	100.4	87.6	99.8	99.0	99.8	97.1	99.2	98.4	99.2	106.5	118.1	130.9	144.9	160.4	177.3
Croatia	100	106.0	98.1	101.3	117.2	122.2	114.2	117.5	133.3	138.4	130.4	133.6	149.5	154.6	146.6	149.8	165.7	170.7	162.7	166.0	181.9
Georgia	100	110.1	127.5	132.6	137.8	143.2	148.7	154.4	160.3	166.3	172.6	179.0	185.6	192.4	199.4	206.7	214.1	221.8	229.6	237.8	246.1
Serbia & Montenegro	100	84.5	71.1	64.5	103.1	86.6	83.2	76.6	115.2	88.7	75.2	68.6	107.2	100.8	87.3	80.8	119.3	92.8	79.3	72.7	111.3
FYROM	100	96.5	85.8	88.1	103.2	98.7	98.1	100.4	115.5	100.9	90.2	92.5	107.6	113.3	102.5	104.8	119.9	105.4	94.6	96.9	112.0
Russian Federation	100	75.9	70.8	109.6	112.3	87.2	82.1	120.9	123.6	98.5	93.4	132.2	134.9	109.8	104.7	143.5	146.2	121.1	116.0	154.8	157.5
Ukraine	100	84.2	86.2	90.2	94.4	98.8	103.2	107.8	112.5	117.4	122.4	127.5	132.9	138.3	144.0	149.8	155.8	161.9	168.3	174.8	181.5
Rep. of Moldova	100	100.9	108.7	121.3	115.9	115.8	123.6	136.2	130.8	130.7	138.5	151.1	145.6	145.6	153.3	165.9	160.5	160.4	168.2	180.8	175.4

Table 7 - Observed and Forecasted Trends of Imports of Goods and Services (index: 2000=100) – Moderate Scenario, Base Year: 2000

	2000	2001	2002	2003	2004	2005	2006	2007	2008	2009	2010	2011	2012	2013	2014	2015	2016	2017	2018	2019	2020
Austria	100.0	103.8	100.3	105.7	115.9	119.7	116.2	121.5	131.7	135.5	132.0	137.4	147.6	151.4	147.9	153.2	163.4	167.2	163.7	169.1	179.25
Greece	100.0	91.2	82.6	81.5	95.2	86.4	87.8	86.7	100.4	91.7	83.0	101.9	115.7	106.9	98.2	117.2	130.9	122.1	113.5	142.4	156.10
Italy	100.0	98.2	93.6	96.0	112.6	110.8	106.2	108.6	125.2	123.5	118.9	121.2	137.9	136.1	131.5	133.9	150.5	148.7	144.1	146.5	163.10
Bulgaria	100.0	104.5	97.2	104.6	127.5	132.0	124.7	132.2	155.1	159.5	152.3	159.7	182.6	187.1	179.8	187.3	210.2	214.6	207.3	214.8	237.70
Czech Republic	100.0	100.5	90.5	93.7	112.5	113.0	103.1	106.2	125.0	125.5	115.6	118.7	137.6	138.1	128.1	131.3	150.1	150.6	140.6	143.8	162.60
Hungary	100.0	95.5	81.2	87.0	104.0	99.6	85.2	91.1	108.1	103.6	89.3	95.1	112.1	107.6	93.3	99.1	116.1	111.7	97.3	103.1	120.15
Lithuania	100.0	107.2	113.0	98.9	102.5	109.7	115.5	101.5	105.0	112.3	118.0	104.0	107.6	114.8	120.6	106.5	110.1	117.3	123.1	109.0	112.60
Poland	100.0	100.7	99.6	96.9	104.1	94.8	103.7	101.0	108.2	98.9	97.8	115.1	122.2	112.9	111.9	109.2	116.3	107.0	106.0	103.3	110.4
Romania	100.0	108.4	108.9	116.1	134.5	142.9	143.5	150.7	169.1	177.5	178.0	185.2	203.6	212.0	212.6	219.7	238.2	246.6	247.1	254.3	272.70
Slovakia	100.0	111.8	108.2	101.7	114.4	126.2	122.5	116.1	128.7	140.6	136.9	130.4	143.1	154.9	151.3	144.8	157.5	169.3	165.6	159.2	171.85
Slovenia	100.0	97.3	93.8	91.7	97.1	104.4	110.9	108.8	114.2	111.5	108.0	105.9	111.4	128.7	125.1	123.0	128.5	125.8	122.3	120.2	125.60
Turkey	100.0	99.2	94.5	90.8	107.5	106.7	102.0	98.3	115.0	114.2	109.5	105.8	122.5	121.7	117.0	113.3	130.0	129.2	124.5	120.8	137.50
Belarus	100.0	96.7	102.3	98.8	115.6	112.3	118.0	114.4	131.3	128.0	133.6	130.0	146.9	143.6	149.2	145.7	162.5	159.2	164.9	161.3	178.15
Bosnia & Herzegovina	100.0	103.0	105.1	93.0	89.6	92.6	104.7	92.6	89.2	92.2	94.3	102.2	98.8	101.8	103.9	111.8	108.4	111.5	113.5	131.4	128.05
Croatia	100.0	104.9	105.3	105.5	111.5	116.4	116.7	117.0	122.9	127.8	128.2	128.5	134.4	139.3	139.6	139.9	145.8	150.8	151.1	151.4	157.30
Georgia	100.0	97.9	98.0	101.1	105.8	103.7	103.8	106.9	111.6	109.5	109.6	112.7	117.4	115.3	115.3	118.4	123.2	121.0	121.1	124.2	128,95
Serbia & Montenegro	100.0	93.8	91.2	101.2	139.0	132.7	130.2	140.2	178.0	171.7	169.2	179.2	216.9	210.7	208.2	218.2	255.9	249.7	247.2	257.1	294.90
FYROM	100.0	87.7	90.7	83.7	102.0	89.7	92.7	85.7	104.0	91.7	94.7	87.7	106.0	93.7	96.7	89.7	108.0	95.7	98.7	91.7	109,95
Russian Federation	100.0	97.9	99.7	106.3	97.6	95.5	107.3	113.9	105.2	103.1	104.9	131.5	122.8	120.7	122.5	149.1	140.4	138.3	140.1	176.7	167.95
Ukraine	100.0	90.7	86.1	95.4	117.3	108.0	103.5	112.7	134.7	125.4	120.8	130.1	152.0	142.7	138.1	147.4	169.4	160.0	155.5	164.7	186.70
Rep. of Moldova	100.0	98.7	105.4	101.4	109.6	108.3	115.0	111.0	119.3	118.0	124.7	120.7	128.9	127.6	134.3	130.3	138.5	137.2	143.9	139.9	148.15

Table 8 – Observed and Forecasted Trends of Imports of Goods and Services (index: 2000=100) – Optimistic Scenario, Base Year: 2000

	2000	2001	2002	2003	2004	2005	2006	2007	2008	2009	2010	2011	2012	2013	2014	2015	2016	2017	2018	2019	2020
Austria	100	104.9	101.3	106.7	117.0	120.9	117.3	122.7	133.0	136.9	133.3	138.7	149.0	152.9	149.3	154.8	165.0	168.9	165.3	170.8	181.04
Greece	100	92.1	83.4	82.3	96.2	87.3	88.7	87.6	101.4	92.6	83.9	102.9	116.8	107.9	99.2	118.3	132.2	123.3	114.6	143.8	157.66
Italy	100	99.2	94.5	96.9	113.7	111.9	107.3	109.7	126.5	124.7	120.0	122.4	139.2	137.4	132.8	135.2	152.0	150.2	145.5	147.9	164.73
Bulgaria	100	105.5	98.2	105.7	128.8	133.3	126.0	133.5	156.6	161.1	153.8	161.3	184.4	189.0	181.6	189.1	212.3	216.8	209.4	216.9	240.08
Czech Republic	100	101.5	91.4	94.6	113.6	114.2	104.1	107.3	126.3	126.8	116.7	119.9	138.9	139.4	129.4	132.6	151.6	152.1	142.0	145.2	164.23
Hungary	100	96.5	82.0	87.9	105.1	100.6	86.1	92.0	109.1	104.6	90.1	96.0	113.2	108.7	94.2	100.1	117.3	112.8	98.3	104.2	121.35
Lithuania	100	108.3	114.1	99.9	103.5	110.8	116.7	102.5	106.1	113.4	119.2	105.0	108.6	115.9	121.8	107.6	111.2	118.5	124.3	110.1	113.73
Poland	100	101.7	100.6	97.9	105.1	95.7	104.7	102.0	109.2	99.8	98.8	116.3	123.5	114.1	113.0	110.3	117.5	108.1	107.0	104.3	111.50
Romania	100	109.5	110.0	117.3	135.9	144.4	144.9	152.2	170.8	179.3	179.8	187.0	205.7	214.1	214.7	221.9	240.5	249.0	249.6	256.8	275.43
Slovakia	100	112.9	109.2	102.7	115.5	127.5	123.7	117.2	130.0	142.0	138.3	131.7	144.5	156.5	152.8	146.2	159.1	171.0	167.3	160.8	173.57
Slovenia	100	98.3	94.7	92.6	98.1	105.5	112.0	109.9	115.4	112.6	109.1	107.0	112.5	129.9	126.4	124.3	129.8	127.0	123.5	121.4	126.86
Turkey	100	100.2	95.4	91.7	108.6	107.8	103.0	99.3	116.2	115.3	110.6	106.8	123.7	122.9	118.2	114.4	131.3	130.5	125.7	122.0	138.88
Belarus	100	97.7	103.4	99.8	116.8	113.5	119.1	115.6	132.6	129.2	134.9	131.3	148.4	145.0	150.7	147.1	164.1	160.8	166.5	162.9	179.93
Bosnia & Herzegovina	100	104.0	106.1	93.9	90.5	93.5	105.7	93.5	90.1	93.2	95.2	103.2	99.8	102.9	104.9	112.9	109.5	112.6	114.6	132.7	129.33
Croatia	100	106.0	106.3	106.6	112.6	117.5	117.9	118.2	124.1	129.1	129.5	129.7	135.7	140.7	141.0	141.3	147.3	152.3	152.6	152.9	158.87
Georgia	100	98.9	98.9	102.1	106.8	104.7	104.8	107.9	112.7	110.6	110.6	113.8	118.5	116.4	116.5	119.6	124.4	122.3	122.3	125.5	130.24
Serbia & Montenegro	100	94.7	92.2	102.2	140.4	134.1	131.5	141.6	179.7	173.4	170.9	181.0	219.1	212.8	210.3	220.3	258.5	252.2	249.6	259.7	297.85
FYROM	100	88.6	91.6	84.6	103.0	90.6	93.7	86.6	105.0	92.6	95.7	88.6	107.0	94.6	97.7	90.6	109.0	96.6	99.7	92.6	111.05
Russian Federation	100	98.9	100.7	107.4	98.6	96.5	108.4	115.0	106.2	104.2	105.9	132.8	124.0	121.9	123.7	150.6	141.8	139.7	141.5	178.4	169.63
Ukraine	100	91.6	87.0	96.3	118.5	109.1	104.5	113.8	136.0	126.6	122.0	131.4	153.5	144.1	139.5	148.9	171.1	161.6	157.0	166.4	188.57
Rep. of Moldova	100	99.7	106.4	102.4	110.7	109.4	116.2	112.2	120.5	119.1	125.9	121.9	130.2	128.9	135.6	131.6	139.9	138.6	145.3	141.3	149.63

ANNEX IV – TRANSPORT STATISTICS

Table 9a
Group 1 Countries - Passenger Demand Forecasts
(Road –car and bus/coaches- and Rail) Moderate Scenario

Years	Road*		Rail*	Percentages		Annual Road Growth		Annual Rail Growth
	Car	Coach		Road	Rail	Car	Bus	
2000	3,831	382	382	92%	8%	-	-	-
2001	3,873	382	387	92%	8%	1.10%	0.03%	1.09%
2002	3,917	383	391	92%	8%	1.12%	0.03%	1.12%
2003	3,961	383	395	92%	8%	1.14%	0.04%	1.15%
2004	4,007	383	400	92%	8%	1.15%	0.04%	1.18%
2005	4,054	383	405	92%	8%	1.17%	0.05%	1.21%
2006	4,102	383	410	92%	8%	1.19%	0.06%	1.24%
2007	4,151	384	415	92%	8%	1.21%	0.06%	1.28%
2008	4,202	384	421	92%	8%	1.23%	0.07%	1.31%
2009	4,254	384	426	92%	8%	1.25%	0.08%	1.35%
2010	4,308	384	432	92%	8%	1.27%	0.08%	1.40%
2011	4,364	385	439	92%	8%	1.29%	0.09%	1.44%
2012	4,421	385	445	92%	8%	1.31%	0.10%	1.49%
2013	4,480	386	452	91%	9%	1.33%	0.11%	1.55%
2014	4,540	386	459	91%	9%	1.35%	0.11%	1.61%
2015	4,603	386	467	91%	9%	1.38%	0.12%	1.67%
2016	4,667	387	475	91%	9%	1.40%	0.13%	1.74%
2017	4,734	387	484	91%	9%	1.43%	0.13%	1.82%
2018	4,803	388	493	91%	9%	1.45%	0.14%	1.91%
2019	4,874	389	503	91%	9%	1.48%	0.15%	2.01%
2020	4,947	389	514	91%	9%	1.51%	0.16%	2.12%

Source: Data up to 2010, based on growth and modal split data and projections of European Commission (2000).
* Billion Passenger-kms.
** Percentages are per total of road and rail (other modes not included).

Table 9b
Group 1 Countries - Passenger Demand Forecasts
(Road –car and bus/coaches- and Rail) Optimistic Scenario

Years	Road*		Rail*	Percentages		Annual Road Growth		Annual Rail Growth
	Car	Coach		Road	Rail	Car	Bus	
2000	3,831	382	382	92%	8%	-	-	-
2001	3,882	382	387	92%	8%	1.32%	0.03%	1,31%
2002	3,934	383	393	92%	8%	1.34%	0.04%	1,34%
2003	3,987	383	398	92%	8%	1.36%	0.05%	1,38%
2004	4,043	383	404	92%	8%	1.38%	0.05%	1,41%
2005	4,099	383	410	92%	8%	1.40%	0.06%	1,45%
2006	4,158	383	416	92%	8%	1.43%	0.07%	1,49%
2007	4,218	384	422	92%	8%	1.45%	0.08%	1,53%
2008	4,280	384	429	92%	8%	1.47%	0.09%	1,58%
2009	4,344	384	436	92%	8%	1.49%	0.09%	1,63%
2010	4,410	385	443	92%	8%	1.52%	0.10%	1,68%
2011	4,478	385	451	92%	8%	1.54%	0.11%	1,73%
2012	4,548	386	459	91%	9%	1.57%	0.12%	1,79%
2013	4,621	386	467	91%	9%	1.60%	0.13%	1,86%
2014	4,696	387	476	91%	9%	1.62%	0.13%	1,93%
2015	4,774	387	486	91%	9%	1.65%	0.14%	2,01%
2016	4,854	388	496	91%	9%	1.68%	0.15%	2,09%
2017	4,937	388	507	91%	9%	1.71%	0.16%	2,19%
2018	5,023	389	518	91%	9%	1.74%	0.17%	2,29%
2019	5,112	390	531	91%	9%	1.78%	0.18%	2,41%
2020	5,205	391	544	91%	9%	1.81%	0.19%	2,55%

* Billion Passenger-kms.
** Percentages are per total of road and rail (other modes not included).

Table 10a
Group 1 Countries - Freight Demand
(Road and Rail) Moderate Forecasts

Years	Road*	Rail*	Percentages**		Annual Growth	
			Road	Rail	Road Growth	Rail Growth
2000	1,299	253	84%	16%	-	-
2001	1,333	260	84%	16%	2.67%	2.86%
2002	1,369	268	84%	16%	2.67%	2.87%
2003	1,405	276	84%	16%	2.68%	2.88%
2004	1,443	284	84%	16%	2.69%	2.89%
2005	1,482	292	84%	16%	2.70%	2.90%
2006	1,522	300	84%	16%	2.70%	2.91%
2007	1,563	309	83%	17%	2.71%	2.92%
2008	1,606	318	83%	17%	2.72%	2.93%
2009	1,650	327	83%	17%	2.73%	2.94%
2010	1,695	337	83%	17%	2.73%	2.95%
2011	1,741	347	83%	17%	2.74%	2.96%
2012	1,789	357	83%	17%	2.75%	2.97%
2013	1,838	368	83%	17%	2.76%	2.98%
2014	1,889	379	83%	17%	2.77%	2.99%
2015	1,942	390	83%	17%	2.77%	3.00%
2016	1,996	402	83%	17%	2.78%	3.01%
2017	2,052	414	83%	17%	2.79%	3.03%
2018	2,109	427	83%	17%	2.80%	3.04%
2019	2,168	440	83%	17%	2.81%	3.05%
2020	2,229	453	83%	17%	2.82%	3.06%

Source: Data up to 2010, based on growth and modal split data and projections of European Commission, 2000

* Billion tonne-kms
** Percentages are per total of road and rail (other modes not included)
Source: Data up to 2010, based on projections of the European Commission, 2000

Table 10b
Group 1 Countries - Freight Demand Forecasts
(Road and Rail) Optimistic Scenario

Years	Road*	Rail*	Percentages**		Annual Growth	
			Road	Rail	Road Growth	Rail Growth
2000	1,299	253	84%	16%	-	-
2001	1,340	262	84%	16%	3.20%	3.43%
2002	1,383	271	84%	16%	3.21%	3.45%
2003	1,428	280	84%	16%	3.22%	3.46%
2004	1,474	290	84%	16%	3.23%	3.47%
2005	1,521	300	84%	16%	3.23%	3.48%
2006	1,571	310	83%	17%	3.24%	3.49%
2007	1,622	321	83%	17%	3.25%	3.50%
2008	1,675	333	83%	17%	3.26%	3.52%
2009	1,729	344	83%	17%	3.27%	3.53%
2010	1,786	357	83%	17%	3.28%	3.54%
2011	1,845	369	83%	17%	3.29%	3.55%
2012	1,906	382	83%	17%	3.30%	3.57%
2013	1,969	396	83%	17%	3.31%	3.58%
2014	2,034	410	83%	17%	3.32%	3.59%
2015	2,102	425	83%	17%	3.33%	3.60%
2016	2,172	441	83%	17%	3.34%	3.62%
2017	2,245	457	83%	17%	3.35%	3.63%
2018	2,320	473	83%	17%	3.36%	3.64%
2019	2,399	490	83%	17%	3.37%	3.66%
2020	2,480	508	83%	17%	3.38%	3.67%

* Billion tonne-kms.
** Percentages are per total of road and rail (other modes not included).

Table 11a
Group 2 Countries
Passenger Demand Forecasts
*(Road and Rail) in a Moderate Scenario**

Years	Percentages**		Annual Road Growth		Annual Rail Growth
	Road	Rail	Car	Bus	
2000	87%	13%	-	-	-
2001	87%	13%	1.73%	-0.03%	0.62%
2002	87%	13%	1.75%	-0.01%	0.63%
2003	87%	13%	1.78%	0.00%	0.65%
2004	87%	13%	1.81%	0.01%	0.67%
2005	87%	13%	1.84%	0.03%	0.68%
2006	87%	13%	1.87%	0.03%	0.70%
2007	87%	13%	1.91%	0.05%	0.72%
2008	87%	13%	1.94%	0.06%	0.74%
2009	87%	13%	1.98%	0.07%	0.76%
2010	88%	12%	2.02%	0.09%	0.77%
2011	88%	12%	2.06%	0.10%	0.79%
2012	88%	12%	2.11%	0.12%	0.81%
2013	88%	12%	2.15%	0.13%	0.84%
2014	88%	12%	2.21%	0.14%	0.85%
2015	88%	12%	2.26%	0.15%	0.87%
2016	88%	12%	2.32%	0.17%	0.89%
2017	88%	12%	2.38%	0.18%	0.92%
2018	88%	12%	2.44%	0.20%	0.94%
2019	88%	12%	2.51%	0.21%	0.96%
2020	89%	11%	2.58%	0.23%	0.98%

Source: TREMOVE Model served as the basic source since it has provided very analytical forecasts for some of these countries. The "average" passenger traffic growth of some selected countries, presented in TREMOVE, was used for TEM and TER forecasting.

* Projections based on a "moderate" socio-economic/GDP scenario.
** Modal Shares per total of road and rail (no other modes included).

Table 11b
Group 2 Countries
Passenger Demand Forecasts
*(Road and Rail) Optimistic Scenario**

Years	Percentages**		Annual Road Growth		Annual Rail Growth
	Road	Rail	Car	Bus	
2000	87%	13%	-	-	-
2001	87%	13%	2.07%	-0.01%	0.75%
2002	87%	13%	2.11%	0.00%	0.76%
2003	87%	13%	2.14%	0.01%	0.79%
2004	87%	13%	2.17%	0.02%	0.81%
2005	87%	13%	2.21%	0.04%	0.82%
2006	87%	13%	2.25%	0.05%	0.84%
2007	87%	13%	2.29%	0.06%	0.86%
2008	87%	13%	2.33%	0.07%	0.89%
2009	88%	12%	2.38%	0.09%	0.91%
2010	88%	12%	2.42%	0.11%	0.93%
2011	88%	12%	2.48%	0.12%	0.95%
2012	88%	12%	2.53%	0.14%	0.97%
2013	88%	12%	2.59%	0.15%	1.00%
2014	88%	12%	2.65%	0.17%	1.02%
2015	88%	12%	2.71%	0.18%	1.05%
2016	88%	12%	2.78%	0.21%	1.07%
2017	89%	11%	2.85%	0.22%	1.10%
2018	89%	11%	2.93%	0.24%	1.13%
2019	89%	11%	3.01%	0.25%	1.15%
2020	89%	11%	3.10%	0.28%	1.18%

* Projections based on an "optimistic" socio-economic/GDP scenario.
** Modal Shares per total of road and rail (no other modes included).

Table 12a
Group 2 Countries
Freight Demand Forecasts
*(Road and Rail) Moderate Scenario**

Years	Percentages**		Annual Road Growth	Annual Rail Growth
	Road	Rail		
2000	54%	46%	-	-
2001	54%	46%	2.19%	2.27%
2002	54%	46%	2.21%	2.28%
2003	54%	46%	2.22%	2.28%
2004	55%	45%	2.24%	2.28%
2005	60%	40%	2.25%	2.28%
2006	61%	39%	2.27%	2.28%
2007	61%	39%	2.28%	2.28%
2008	63%	37%	2.29%	2.28%
2009	65%	35%	2.31%	2.28%
2010	68%	32%	2.32%	2.28%
2011	71%	29%	2.33%	2.28%
2012	73%	27%	2.35%	2.28%
2013	75%	25%	2.36%	2.28%
2014	75%	25%	2.37%	2.28%
2015	77%	23%	2.38%	2.28%
2016	80%	20%	2.40%	2.28%
2017	81%	19%	2.41%	2.29%
2018	81%	19%	2.42%	2.29%
2019	82%	18%	2.43%	2.28%
2020	83%	17%	2.44%	2.29%

Source: TREMOVE Model served as the basic source since it has provided very analytical forecasts for some of these countries. The "average" freight traffic growth of some selected countries, presented in TREMOVE, was used for TEM and TER forecasting.

* Projections based on a "moderate" socio-economic/GDP scenario.

** Modal Shares per total of road and rail (no other modesincluded).

Table 12b
Group 2 Countries
Freight Demand Forecasts
*(Road and Rail) Optimistic Scenario**

Years	Percentages**		Annual Road Growth	Annual Rail Growth
	Road	Rail		
2000	54%	46%	-	-
2001	54%	46%	2.49%	2.57%
2002	54%	46%	2.50%	2.58%
2003	54%	46%	2.52%	2.58%
2004	55%	45%	2.53%	2.58%
2005	60%	40%	2.55%	2.58%
2006	61%	39%	2.57%	2.58%
2007	61%	39%	2.58%	2.58%
2008	63%	37%	2.60%	2.58%
2009	65%	35%	2.62%	2.59%
2010	68%	32%	2.63%	2.58%
2011	71%	29%	2.64%	2.58%
2012	73%	27%	2.66%	2.59%
2013	75%	25%	2.67%	2.59%
2014	75%	25%	2.69%	2.59%
2015	77%	23%	2.70%	2.59%
2016	80%	20%	2.71%	2.59%
2017	81%	19%	2.73%	2.59%
2018	81%	19%	2.74%	2.59%
2019	82%	18%	2.76%	2.59%
2020	83%	17%	2.77%	2.59%

* Projections based on an "optimistic" socio-economic/GDP scenario.

** Modal Shares per total of road and rail (no other modes included).

Table 13a
Accumulated Road Traffic Growth in Group 2 Countries (Moderate scenario)

Countries		1995 2005	2005 2015	2000 2020*
Bulgaria		47.00%	38.00%	37.31%
Czech Republic		21.00%	18.00%	15.58%
Hungary		38.00%	20.00%	23.91%
Lithuania		53.00%	38.00%	40.21%
Poland		59.00%	38.00%	43.10%
Romania		117.00%	83.00%	107.94%
Slovakia		129.00%	47.00%	85.85%
Slovenia		27.00%	17.00%	18.11%
Turkey		-	-	-
		2001 2015	2001 2025	2000 2020*
Croatia	Passenger	72%	114%	93%
	Freight	96%	214%	159%

Source: Based on TINA projections for all except Croatia, which was based on REBIS.

Table 13b
Accumulated Road Traffic Growth in Group 2 Countries (Optimistic scenario)

Countries		1995 2005	2005 2015	2000 2020*
Bulgaria		47.00%	38.00%	44.77%
Czech Republic		21.00%	18.00%	18.70%
Hungary		38.00%	20.00%	28.69%
Lithuania		53.00%	38.00%	48.25%
Poland		59.00%	38.00%	51.72%
Romania		117.00%	83.00%	129.53%
Slovakia		129.00%	47.00%	103.02%
Slovenia		27.00%	17.00%	21.73%
Turkey		-	-	-
		2001 2015	2001 2025	2000 2020*
Croatia	Passenger	72%	114%	111.60%
	Freight	96%	214%	190.80%

Source: Based on TINA projections for all except Croatia, which was based on REBIS.
* Used TINA forecasts until 2015, and then with 2000 as base year trend forecasting was performed for 2020, based on an optimistic socio-economic scenario. For Croatia, using REBIS projections until 2025, and then with 2000 as base year, trend forecasting was performed for 2020, based on an optimistic socio-economic scenario.

Table 14a
Accumulated Rail Traffic Growth
in Group 2 Countries
(Moderate scenario)

Countries		1995 2005	2005 2015	2000 2020*
Bulgaria		13.00%	14.00%	37.89%
Czech Republic		-8.00%	7.00%	15.68%
Hungary		35.00%	11.00%	65.32%
Lithuania	Passenger	-57.00%	35.00%	18.00%
	Freight	67.00%	23.00%	91.00%
Poland		-	48.00%	62.71%
Romania		-	-	-
Slovakia		8.00%	7.00%	20.90%
Slovenia		-	-	-
Turkey		-	-	37.89%
		2001 2015	2001 2025	2000 2020*
Croatia	Passenger	39.00%	74.00%	57.00%
	Freight	33.00%	62.00%	48.00%

Source: Based on TINA projections for all except Croatia, which was based on REBIS.

Table 14b
Accumulated Rail Traffic Growth
in Group 2 Countries
(Optimistic scenario)

Countries		1995 2005	2005 2015	2000 2020*
Bulgaria		13.00%	14.00%	45.47%
Czech Republic		-8.00%	7.00%	18.82%
Hungary		35.0041%	11.00%	78.38%
Lithuania	Passenger	-51.00%	41.00%	62.00%
	Freight	73.00%	32.00%	109.00%
Poland		-	48.00%	75.25%
Romania		-	-	-
Slovakia		8.00%	7.00%	25.08%
Slovenia		-	-	-
Turkey		-	-	45.47%
		2001 2015	2001 2025	2000 2020*
Croatia	Passenger	39.00%	74.00%	68.40%
	Freight	33.00%	62.00%	57.60%

Source: Based on TINA projections for all except Croatia, which was based on REBIS.
* Used TINA forecasts until 2015, and then with 2000 as base year trend forecasting was performed for 2020, based on an optimistic socio-economic scenario. For Croatia, using REBIS projections until 2025, and then with 2000 as base year, trend forecasting was performed for 2020, based on an optimistic socio-economic scenario.

Table 15a

Accumulated Road Traffic Growth in Group 3 Countries - (Moderate Scenario, Base Year: 2000)

Road Traffic (in % of growth)		2001-2006	2001-2015	2001-2020	2000-2020*
Belarus**	Passenger	-	-	-	-
	Freight	-	-	-	-
Bosnia & Herzegovina	Passenger	30%	108%	206%	159%
	Freight	29%	102%	232%	172%
Georgia**	Passenger	-	-	-	-
	Freight	-	-	-	-
Serbia & Montenegro	Passenger	30%	110%	226%	171%
	Freight	30%	119%	292%	213%
F.Y.R.O.M	Passenger	25%	99%	207%	156%
	Freight	25%	96%	222%	164%
Russian Federation**	Passenger	-	-	-	-
	Freight	-	-	-	-
Ukraine**	Passenger	-	-	-	-
	Freight	-	-	-	-
Rep. of Moldova**	Passenger	-	-	-	-
	Freight	-	-	-	-

Source: Based on REBIS

* Using REBIS projections until 2025, and then with 2000 as base year, trend forecasting was performed for 2020, based on a moderate socio-economic scenario.

** Due to limited data no specific projections were made, but a general hypothesis says that these countries will probably follow the rest Group 3 countries or the formula can be used of TIRS (1,25)*(GDP Growth) as GDP is forecasted.

Table 15b

Accumulated Rail Traffic Growth in Group 3 Countries - (Moderate Scenario, Base Year: 2000)

Road Traffic (in % of growth)		2001-2006	2001-2015	2001-2020	2000-2020*
Belarus**	Passenger	-	-	-	-
	Freight	-	-	-	-
Bosnia & Herzegovina	Passenger	30%	108%	206%	190.80%
	Freight	29%	102%	232%	206.40%
Georgia**	Passenger	-	-	-	-
	Freight	-	-	-	-
Serbia & Montenegro	Passenger	30%	110%	226%	205.20%
	Freight	30%	119%	292%	255.60%
F.Y.R.O.M	Passenger	25%	99%	207%	187.20%
	Freight	25%	96%	222%	196.80%
Russian Federation**	Passenger	-	-	-	-
	Freight	-	-	-	-
Ukraine**	Passenger	-	-	-	-
	Freight	-	-	-	-
Rep. of Moldova**	Passenger	-	-	-	-
	Freight	-	-	-	-

Source: Based on REBIS

* Using REBIS projections until 2025, and then with 2000 as base year, trend forecasting was performed for 2020, based on a moderate socio-economic scenario.

** Due to limited data no specific projections were made, but a general hypothesis says that these countries will probably follow the rest Group 3 countries or the formula can be used of TIRS (1,25)*(GDP Growth) as GDP is forecasted.

Table 16a

Accumulated Rail Traffic Growth in Group 3 Countries - (Moderate Scenario, Base Year: 2000)

Road Traffic (in % of growth)		2001-2006	2001-2015	2001-2020	2000-2020*
Belarus**	Passenger	-	-	-	-
	Freight	-	-	-	-
Bosnia & Herzegovina	Passenger	13%	39%	76%	58%
	Freight	11%	35%	66%	51%
Georgia**	Passenger	-	-	-	-
	Freight	-	-	-	-
Serbia & Montenegro	Passenger	13%	44%	89%	68%
	Freight	12%	39%	78%	60%
F.Y.R.O.M	Passenger	11%	37%	89%	65%
	Freight	10%	33%	78%	57%
Russian Federation**	Passenger	-	-	-	-
	Freight	-	-	-	-
Ukraine**	Passenger	-	-	-	-
	Freight	-	-	-	-
Rep. of Moldova**	Passenger	-	-	-	-
	Freight	-	-	-	-

Source: Based on REBIS

* Using REBIS projections until 2025, and then with 2000 as base year, trend forecasting was performed for 2020, based on a moderate socio-economic scenario.

** Due to limited data no specific projections were made, but a general hypothesis says that these countries will probably follow the rest Group 3 countries or the formula can be used of TIRS (1,25)*(GDP Growth) as GDP is forecasted.

Table 16b

Accumulated Rail Traffic Growth in Group 3 Countries - (Optimistic Scenario, Base Year: 2000)

Road Traffic (in % of growth)		2001-2006	2001-2015	2001-2020	2000-2020*
Belarus**	Passenger	-	-	-	-
	Freight	-	-	-	-
Bosnia & Herzegovina	Passenger	13%	39%	76%	69.60%
	Freight	11%	35%	66%	61.20%
Georgia**	Passenger	-	-	-	-
	Freight	-	-	-	-
Serbia & Montenegro	Passenger	13%	44%	89%	81.60%
	Freight	12%	39%	78%	72.00%
F.Y.R.O.M	Passenger	11%	37%	89%	78.00%
	Freight	10%	33%	78%	68.40%
Russian Federation**	Passenger	-	-	-	-
	Freight	-	-	-	-
Ukraine**	Passenger	-	-	-	-
	Freight	-	-	-	-
Rep. of Moldova**	Passenger	-	-	-	-
	Freight	-	-	-	-

Source: Based on REBIS

* Using REBIS projections until 2025, and then with 2000 as base year, trend forecasting was performed for 2020, based on a moderate socio-economic scenario.

** Due to limited data no specific projections were made, but a general hypothesis says that these countries will probably follow the rest Group 3 countries or the formula can be used of TIRS (1,25)*(GDP Growth) as GDP is forecasted.

ANNEX V – EVALUATION/TECHNICAL PRIORITIZATION RESULTS

Table 17
Results of Projects Evaluation/ Technical Prioritization – TEM (Road)

Project ID	Project Description	Score	Category	Comments
AT-M-1	New motorway link from A 4 Motorway to border crossing at Kittsee to link up with Slovak motorway D 4 to Bratislava	4.16	I	
BG-M-1	Reconstruction of road E85	3.8	II	
BG-M-2	Maritza Motorway, Section 1	3.94	II	
BG-M-3	Maritza Motorway, Section 2	3.86	II	
BG-M-4	Maritza Motorway, Section 3	3.86	II	
BG-M-5	Kalotina-Sofia Motorway, section: Dragoman – Slivnitza – Sofia	3.48	II	
BG-M-6	Kalotina-Sofia Motorway, section: Kalotina-Dragoman	3.4	II	
BG-M-7	Kalotina-Sofia Motorway, Section: Hemus Connector	4.4	I	
BG-M-8	Kalotina-Sofia Motorway, Section: Sofia Ring Road – North Arc	3.6	II	
BG-M-9	Hemus Motorway, Section 1	3.8	II	
BG-M-10	Hemus Motorway, Section 2	3.8	II	
BH-M-1	Construction of Bosanski - Gradiska - Banja Luka Motorway (along E-661 route)	3.38	II	
BH-M-2	Construction of Tuzia-Orasja Expressway	3.42	II	
BH-M-3	Construction of Jablanica Detour (E-73 road)	3.38	II	
BH-M-4	Improvement of Foca-Hum Road	3.22	II	
BH-M-5	Construction of Mostar Bypass (E-73 road)	3.38	II	
BH-M-6	Improvement of Lasva-Travnik Road (M5/E-761)	3.70	II	
BH-M-7	Improvement of Stolac-Neum Road (M17-3)	3.14	II	
BH-M-8	Construction of Corridor V Motorway	3.36	II	
BL-M-1	Upgrading of the M1/E30 road, section from km 1.7 to km 9.8		n.a.	Belarus TEM projects were not given in details by country so they were not technically evaluated. They were examined directly in the "financial feasibility prioritization phase" based on information taken from Euro-Asian Corridors Info Sheet on Investments.
BL-M-2	Upgrading of the M1/E30 road, section from Telmy to Kozlovichi (21 km lengs)		n.a.	
BL-M-3	Upgrading of the M1/E30 road, section from (n.a.)		n.a.	
CR-M-1	A3-01 Zupanja - Lipovac	3.50	II	
CR-M-2	A4-01 Gorican	3.29	II	
CR-M-3	A6-01 Bosiljevo - Kupjak	3.51	II	
CR-M-4	A6-01Kupjak - Kikovica	3.51	II	
CR-M-5	A7-01 Rijeka - Krizisce	3.88	II	
CR-M-6	A7-02 Krizisce - Senj	3.31	II	
CR-M-7	A7-03 Senj - Zuta Lokva	3.34	II	
CR-M-8	A1-01 Sveti Rok Tunel	3.91	II	

Project ID	Project Description	Score	Category	Comments
CR-M-9	A1-02 Pirovac - Sibenic	3.88	II	
CR-M-10	A1-03 Sibenic - Vrpolje	3.83	II	
CR-M-11	A1-04 Dugopolje - Zagvozd (Makarska)	3.55	II	
CR-M-12	A1-05 Zagvozd (Makarska) - Ploce	3.35	II	
CR-M-13	A1-06 Ploce - Neum	3.43	II	
CR-M-14	A1-07 Neum - Dubrovnik	3.18	II	
CR-M-15	A2-01 Macelj - Krapina	3.72	II	
CR-M-16	A2-02 Zapresic - Zagreb	4.13	I	
CR-M-17	A1-08 Mala Kapela	4.29	I	
CR-M-18	A1-09 Dugopolje - Klis	3.67	II	
CR-M-19	A1-10 Klis - Split	3.67	II	
CR-M-20	A5-01 Knezevo - Ceminac	3.42	II	
CR-M-21	A5-02 Ceminac - Osijek	3.42	II	
CR-M-22	A5-03 Osijek - Sredanci	3.55	II	
CR-M-23	A5-04 Sredanci - Svilaj	3.29	II	
CR-M-24	A10-01 Metkovic - Ploce	3.42	II	
CR-M-25	A5-05 Ceminac - Batina	3.29	II	
CR-M-26	A9-01 Vodnjan - Pula	3.73	II	
CR-M-27	A9-02 Umag - Kanfanar	3.77	II	
CZ-M-1	Motorway D8: Trmice-German border	4.18	I	
CZ-M-2	Motorway D8: Lovosice-Rehlovice	4.26	I	
CZ-M-3	Motorway D11: Podebrady-Hradec Kralove	4.32	I	
CZ-M-4	Motorway D1: Vyskov-Kromeriz	3.3	II	
CZ-M-5	Motorway D47: Lipnik-Polish border	4.06	I	
GM-1	World Bank Credit No3357GE	n.a.	n.a.	
GM-1	World Bank Credit No3357GE	n.a.	n.a.	Georgia TEM projects were not given in details by country so they were not technically evaluated. They were examined directly in the "financial feasibility prioritization phase" based on information taken from Euro-Asian Corridors Info Sheet on Investments.
GE-M-2	Kuwaiti Fund Credit No589	n.a.	n.a.	
GE-M-3	KfW - Road Component	n.a.	n.a.	
GE-M-4	World Bank Credit	n.a.	n.a.	
GR-M-1	"Strymonas – Nea Peramos" of the Egnatia Motorway: Construction of 41,5 Km dual carriageway	3.24	II	
GR-M-2	"Profitis – Macedonia Airport" (code: 59.1): Construction of 40 Km dual carriageway (Kavala bypass)	3.44	II	
GR-M-3	"Derveni – Serres – Promahonas" (code: 60) – Section: Derveni – Lefkonas: Construction of 64km motorway	3.34	II	
GR-M-4	"Siatista – Kristallopigi" (code: 45) – Section: Siatista – Kostarazi: Construction of 30 Km motorway (Siatista – Argos Orestiko)	3.38	II	
GR-M-5	"Ardanio - Ormenio" (code: 80) – Section: Ardanio – Soufli: Construction of 30 Km expressway	3.54	II	

Project ID	Project Description	Score	Category	Comments
HU-M-1	M0: M1 to M5	high	I	These projects (all HU-M) were not evaluated using the MCA method since no sufficient data existed. Hungary provided the qualitative scores and therefore the priorities.
HU-M-2	M0: M5 to M2	high	I	
HU-M-3	M2: Bp.-Vác	high	I	
HU-M-4	M2: Vác-H/SK border	medium	II-III	
HU-M-5	M3: Polgár-Nyíregyh.	High	I	
HU-M-6	M3: Nyíregyh.-H/UA b.	medium	II-III	
HU-M-7	M5: Kiskunf.-H/YU b.	High	I	
HU-M-8	M6: Bp.-Dunaújv.	High	I	
HU-M-9	M6: Dunaújv.-Boly	medium	II-III	
HU-M-10	M6: Boly-H/Cr b.	medium	II-III	
HU-M-11	M7: Zamárdi-H/CR .b	high	I	
HU-M-12	M15: Mmóvár-H/SK b.	high	I	
HU-M-13	M43: Szeged-Makó	medium	II-III	
HU-M-14	M43: Makó-H/R b.	medium	II-III	
HU-M-15	Sopron-N.kanizsa	medium	II-III	
HU-M-16	M30: SK/H b.-Miskolc	medium	II-III	
HU-M-17	M30: Miskolc-Emőd	high	I	
HU-M-18	M35: Emőd-Debrecen	high	I	
HU-M-19	M35: Debrecen bypass	high	I	
HU-M-20	47/42:Debrecen-H/R b.	medium	II-III	
LT-M-1	Development of I Transport Corridor (Via Baltica) in the Years 2004-2005	3.82	II	
LT-M-2	Development of Transport Corridor IXB in the Years 2004-2006	3.48	II	
LT-M-3	Development of Roads (E85 Lyda – Vilnius, E272 Vilnius – Panevėžys, E272 Panevėžys – Šiauliai and E272 Šiauliai – Palanga) of Transeuropean Road Network in the Years 2004-2006	3.44	II	
LT-M-4	Widening of bridge on road A1 across Neris river in Kaunas city.	1	IV	No data provided.
LT-M-5	Widening of road A1 (6 traffic lanes)	1	IV	
LT-M-6	Widening of road A1 (6 traffic lanes)	1	IV	
LT-M-7	Road A5 Kaunas-Marijampolė-Suvalkai (construction of second driving direction)	1	IV	
LT-M-8	Road A5 Kaunas-Marijampolė-Suvalkai (construction of second driving direction)	1	IV	
LT-M-9	Road A8 Panėvežys-Aristava-Sitkūnai (construction of second driving direction)	1	IV	
LT-M-10	Road A8 Panėvežys-Aristava-Sitkūnai (construction of second driving direction)	1	IV	
Ma-H-1	Construction of Demir Kapija - Udovo - Smokvica section: Phase I (33 km)	n.a.	I	FYROM provided data insufficient to support the elaboration of the MCA method. Priorities resulted after fax-communication with national representative. The scores therefore are missing.
Ma-H-2	Construction of Tavanovce - Kumanovo section (7,3km)	n.a.	I	
Ma-H-3	Finalise construction of works along Corridor VIII	n.a.	II	

Project ID	Project Description	Score	Category	Comments
MD-M-1	Improvement of Traffic Conditions along the Road Leuseni – Chisinau – Dubasari – the Border with Ukraine on the Section of Chisinau Bypass.	3.42	II	
PL-M-1	A18-I	n.a.	I	Poland provided data insufficient to support the elaboration of the MCA methodology. Priorities resulted for some projects after communication with the TEM representative. The scores therefore are missing for those projects that belong in priority I or II.
PL-M-2	A1-I	1.46	IV	For projects belonging in priority IV, Poland representative made no comments.
PL-M-3	A1-II	1.54	IV	
PL-M-4	A1-III	1.62	IV	
PL-M-5	A1-IV	1.38	IV	
PL-M-6	AI-V	1.54	IV	
PL-M-7	A1-VI	1.54	IV	
PL-M-8	A1-VII	1.54	IV	
PL-M-9	A1-VIII	1.54	IV	
PL-M-10	A1-IX	1.62	IV	
PL-M-11	A1-X	n.a.	II	
PL-M-12	A2-I	1.38	IV	
PL-M-13	A2-II	n.a.	I	
PL-M-14	A2-III	n.a.	I	
PL-M-15	A2-IV	n.a.	I	
PL-M-16	A2-V	n.a.	I	
PL-M-17	A2-VI	n.a.	I	
PL-M-18	A2-VII	n.a.	I	
PL-M-19	A2-VIII	1.46	IV	
PL-M-20	A2-IX	1.54	IV	
PL-M-21	A4-I	n.a.	I	
PL-M-22	A4-II	n.a.	I	
PL-M-23	A4-III	n.a.	I	
PL-M-24	A4-IV	n.a.	I	
PL-M-25	A4-V	n.a.	I	
PL-M-26	A4-VI	1.46	IV	
PL-M-27	A4-VII	1.46	IV	
PL-M-28	A4-VIII	1.54	IV	
PL-M-29	A4-IX	1.54	IV	
PL-M-30	A6-I	n.a.	I	
PL-H-1	S1-I	1.62	IV	
PL-H-2	S1-II	n.a.	I	
PL-H-3	S1-III	n.a.	I	
PL-H-4	S1-IV	n.a.	I	

Project ID	Project Description	Score	Category	Comments
PL-H-5	SI-V	n.a.	I	
PL-H-6	S1-VI	1.62	IV	
PL-H-7	S3-I	1.62	IV	
PL-H-8	S3-II	1.62	IV	
PL-H-9	S3-III	1.62	IV	
PL-H-10	S3-IV	1.62	IV	
PL-H-11	S3-V	1.62	IV	
PL-H-12	S3-VI	1.62	IV	
PL-H-13	S3-VII	1.62	IV	
PL-H-14	S3-VIII	1.62	IV	
PL-H-15	S3-IX	1.62	IV	
PL-H-16	S3-X	1.62	IV	
PL-H-17	S3-XI	1.3	IV	
PL-H-18	S3-XII	1.62	IV	
PL-H-19	S3-XIII	1.62	IV	
PL-H-20	S3-XIV	1.62	IV	
PL-H-21	S3-XV	1.62	IV	
PL-H-22	S3-XVI	1.62	IV	
PL-H-23	S5-I	1.62	IV	
PL-H-24	S5-II	1.62	IV	
PL-H-25	S5-III	1.62	IV	
PL-H-26	S5-IV	1.62	IV	
PL-H-27	SI-V	n.a.	I	
PL-H-28	S5-VI	1.62	IV	
PL-H-29	S5-VII	1.62	IV	
PL-H-30	S69-I	1.62	IV	
PL-H-31	S69-II	1.62	IV	
PL-H-32	S69-III	1.62	IV	
PL-H-33	S69-IV	1.62	IV	
PL-H-34	S69-V	1.62	IV	
PL-H-35	S69-VI	n.a.	II	
PL-H-36	S69-VII	n.a.	II	
PL-H-37	S69-VIII	n.a.	I	
PL-H-38	S69-IX	n.a.	I	
PL-H-39	S69-X	1.62	IV	
PL-H-40	S6-I	1.62	IV	
PL-H-41	S6-II	1.62	IV	
PL-H-42	S6-III	1.62	IV	
PL-H-43	S8-I	1.62	IV	
PL-H-44	S8-II	n.a.	I	
PL-H-45	S8-III	1.62	IV	
PL-H-46	S8-IV	1.3	IV	
PL-H-47	S8-V	1.62	IV	

Project ID	Project Description	Score	Category	Comments
PL-H-48	S8-VI	1.62	IV	
PL-H-49	S8-VII	1.38	IV	
PL-H-50	S8-VIII	1.62	IV	
PL-H-51	S8-IX	1.62	IV	
PL-H-52	S8-X	1.54	IV	
PL-H-53	S8-XI	1.3	IV	
PL-H-54	S8-XII	n.a.	II	
PL-H-55	S8-XIII	n.a.	II	
PL-H-56	S8-XIV	1.62	IV	
PL-H-57	S8-XV	1.62	IV	
PL-H-58	S8-XVI	1.62	IV	
PL-H-59	S8-XVII	1.62	IV	
PL-H-60	S8-XVIII	1.62	IV	
PL-H-61	S8-XIX	1.62	IV	
RO-M-1	Nădlac - Timişoara	4.04	I	
RO-M-2	Timisoara - Lugoj	3.82	II	
RO-M-3	Lugoj - Deva	3.65	II	
RO-M-4	Deva - Sebeş	4.21	I	
RO-M-5	Sebeş - Sibiu	3.91	II	
RO-M-6	Sibiu - Piteşti	3.55	II	
RO-M-7	Bucharest South By-pass	3.65	II	
RO-M-8	Bucharest North By-pass	3.73	II	
RO-M-9	Bucharest - Iehliu	4.2	I	
RO-M-10	Lehliu - Feteşti	4.14	I	
RO-M-11	Feteşti - Cernavodă	4.24	I	
RO-M-12	Cernavodă - Constanţa	3.72	II	
RO-M-13	Bucharest - Giurgiu	4.27	I	
RO-M-14	Lugoj - Drobeta Turnu Severin	3.61	II	
RO-M-15	Drobeta Turnu Severin - Craiova	3.43	II	
RO-M-16	Craiova - Bucharest	3.38	II	
RO-M-17	Timişoara - Stamora Moraviţa	3.74	II	
RO-M-18	Oradea - Zalău	4.3	I	
RO-M-19	Halmeu - Satu Mare	3.3	II	
RO-M-20	Satu Mare - Zalău	3.33	II	
RO-M-21	Zalău - Cluj Napoca	4.16	I	
RO-M-22	Cluj - Turda	4.46	I	
RO-M-23	Turda - Sebeş	3.29	II	
RO-M-24	Turda - Ogra	4.34	I	
RO-M-25	Ogra - Sighişoara	4.18	I	
RO-M-26	Sighişoara - Braşov	4.1	I	
RO-M-27	Braşov - Predeal	3.8	II	
RO-M-28	Predeal - Comarnic	3.96	II	
RO-M-29	Comarnic - Ploieşti	3.58	II	
RO-M-30	Ploieşti - Bucureşti	4.24	I	
RO-M-31	Albiţa - Crasna	3.57	II	

Project ID	Project Description	Score	Category	Comments
RO-M-32	Crasna - Tecuci	3.44	II	
RO-M-33	Tecuci - Mărășești	3.6	II	
RO-M-34	Mărășești - Râmnicu Sărat - Buzău	3.76	II	
RO-M-35	Buzîu - Bucharest N/E	3.64	II	
RO-M-36	Siret - Suceava	3.61	II	
RO-M-37	Suceava - Săbăoani	3.34	II	
RO-M-38	Săbăoani - Bacău	3.29	II	
RO-M-39	Bacău - Mărășești	3.43	II	
RO-M-40	Sculeni - Iasi	3.19	II	
RO-M-41	Iași - Târgu Frumos	2.54	III	
RO-M-42	Târgu Frumos - Săbăoani	2.69	III	
RU-H-1	Development of the direction: Belarus border - Moscow - Nizhni Novgorod	n.a.	n.a.	Russian Federation TEM projects were not given in details by country so they were not technically evaluated. They were examined directly in the "financial feasibility prioritization phase" based on information taken from country's National report for Euro-Asian Corridors.
RU-H-2	Development of the direction: Ukraine border - Kursk - Saratov	n.a.	n.a.	
RU-H-3	Development of the direction: Syzran - Saratov - Volgograd	n.a.	n.a.	
RU-H-4	Development of the direction: Finland border - St. Petersburg - Vologda - Kirov - Perm - Ekarinburg	n.a.	n.a.	
RU-H-5	Development of the direction: Ekarinburg - Tyumen	n.a.	n.a.	
RU-H-6	Construction of Chita - Khabarovsk (Part of world national highway: Krasnoe - Moscow - Vladivostok)	n.a.	n.a.	
RU-M-1	Reconstruction of sections on the route: Ukraine border - Kursk - Voronezh - Saratov	n.a.	n.a.	
RU-M-2	Construction and reconstruction of Motorway «Don» on the section Moscow - Voronezh	n.a.	n.a.	
RU-M-3	Motorway «Don» on the section Voronezh – Rostov on Don – Novorossiisk/Sochi: Length of the section with necessity of construction and reconstruction - 302 km	n.a.	n.a.	
RU-M-4	Motorway «Kaspiy» Moscow – Tambov – Volgograd – Astrakhan and road Astrakhan - Makhachkala: Length of the section with necessity of construction, modernization and reconstruction - 515 km	n.a.	n.a.	
RU-M-5	Motorway «Caucasus» on the section Pavlovskaya – Mineralnie Vodi – Kochubey / Makhachkala: Length of the section with necessity of reconstruction - 359 km	n.a.	n.a.	
RU-M-6	Auxiliary and service infrastructure	n.a.	n.a.	
SK-M-1	Motorway D1 Bidovce - Dargov	3.87	II	
SK-M-2	Motorway D1 Dargov - Pozdisovce	3.94	II	
SK-M-3	Motorway D1 Pozdisovce - State border SR/UA	4.1	I	
SK-M-4	Motorway D3 Hricovske Podhradie - Zilina, Strazov	4.16	I	
SK-M-5	Motorway D3 Cadca, Bukov - Svrcinovec	3.88	II	
SK-M-6	Motorway D3 Svrcinovec - Skalite	3.99	II	
SK-H-1	Expressway R3 Horna Stubna, bypass	3.97	II	
SK-H-2	Expressway R4 Kosice - Milhost	4.28	I	
SK-H-3	Expressway R4 Svicnik, relocation	3.91	II	
SK-M-7	Motorway D1 Sverepec - Vrtizer	4.18	I	

Project ID	Project Description	Score	Category	Comments
SK-M-8	Motorway D1 Hricovske Podhradie - Dubna Skala	4.08	I	
SK-M-9	Motorway D1 Dubna Skala - Turany	4.14	I	
SK-M-10	Motorway D1 Turany - Hubova	3.79	II	
SK-M-11	Motorway D1 Hubova - Ivachnova	4.04	I	
SK-M-12	Motorway D1 Janovce - Jablonov	3.9	II	
SK-M-13	Motorway D1 Jablonov - Beharovce	3.94	II	
SK-M-14	Motorway D1 Fricovce - Svinia	3.86	II	
SK-M-15	Motorway D1 Presov West - Presov South	3.76	II	
SK-M-16	Motorway D1 Budimir - Bidovce	3.88	II	
SL-M-1	Maribor-Pince	4.06	I	
SL-M-2	Bič-Obrežje	4.2	I	
SL-M-3	Vrba-Peračica	3.96	II	
SL-M-4	Šentvid-Koseze	3.96	II	
SL-M-5	Koper-Dragonja	3.6	II	
SL-M-6	Slivnica-Draženci	4.1	I	
SL-M-7	Draženci-Gruškovje	3.52	II	
SM-H-1	Upgrading border-crossing at Kotroman	n.a.	n.a.	Serbia & Montenegro TEM projects were not given in details by country so they were not technically evaluated. They were examined directly in the "financial feasibility prioritization phase" based on information taken from REBIS.
SM-H-2	Upgrading border-crossing at Presevo	n.a.	n.a.	
SM-H-3	Upgrading border-crossing at Gradina	n.a.	n.a.	
SM-H-4	Upgrading border-crossing at Debeli Brijek	n.a.	n.a.	
SM-H-5	Upgrading border-crossing at Bozaj	n.a.	n.a.	
SM-H-6	Rehabilitation of Bujanovac - Presevo road	n.a.	n.a.	
SM-H-7	Rehabilitation of Leskovac - Bujanovac	n.a.	n.a.	
SM-H-8	Rehabilitation of Liberty bridge in Novi Sad	n.a.	n.a.	
SM-H-9	Rehabilitation of Belgrade-Nis road	n.a.	n.a.	
SM-H-10	Improvement Rzav Nova Varos road	n.a.	n.a.	
SM-M-1	Completion of Motorway Novi Sad - Horgos	n.a.	n.a.	
SM-M-2	Completion of Motorway Belgrade - Novi Sad	n.a.	n.a.	
SM-H-11	Upgrading Nis-Pirot-Gradina road	n.a.	n.a.	
SM-H-12	Completion of belgrade bypass	n.a.	n.a.	
SM-H-13	Rehabilitation of Pancevo-Romanian border road	n.a.	n.a.	
SM-H-14	Removal of bottlenecks on roads in Ovcar Banja	n.a.	n.a.	
SM-H-15	Sozina Tunnel, access roads	n.a.	n.a.	
SM-H-16	Eastern mini bypass of Podgorica	n.a.	n.a.	
SM-H-17	Rehabilitation of road Podgorica - Bjelo Polje: Improve capacity and safety	n.a.	n.a.	
SM-H-18	Rehabilitation of road Podgorica - Bjelo Polje: Improving speed, capacity and safety	n.a.	n.a.	
SM-H-19	Rehabilitation of Cacak-Pozega road	n.a.	n.a.	
SM-H-20	Cacak bypass, Phase 1	n.a.	n.a.	
SM-H-21	Bypass Niksic	n.a.	n.a.	
SM-H-22	Rehabilitation of Petrovac-Budva road	n.a.	n.a.	
SM-H-23	Leskovac Bujanovac	n.a.	n.a.	
SM-H-24	Verige bridge at Kotor	n.a.	n.a.	
SM-H-25	Bypass Bijelo Polje	n.a.	n.a.	
SM-H-26	Podgorica - Niksic Bosnian border	n.a.	n.a.	

Project ID	Project Description	Score	Category	Comments
TU-M-1	Ankara – Pozanti Motorway, Section 1:Ankara – Acikuyu	3.85	II	
TU-M-2	Ankara – Pozanti Motorway, Section 2: Acikuyu – Ortakoy	3.85	II	
TU-M-3	Ankara – Pozanti Motorway, Section 3: Ortakoy - Golcuk	4.1	I	
TU-M-4	Ankara – Pozanti Motorway, Section 4: Golcuk - Pozanti	3.6	II	
TU-M-5	Bursa – Izmir Motorway, Section 1: Orhangazi – Bursa	3.8	II	
TU-M-6	Bursa – Izmir Motorway, Section 2: (Bursa-Karacabey) Jun.-Susurluk	4.05	I	
TU-M-7	Bursa – Izmir Motorway, Section 3: Susurluk-(Balikesir-Edremit)Junc.	4.05	I	
TU-M-8	Bursa – Izmir Motorway, Section 4: (Balikesir-Edremit) Junc.- Kirkagac	4.1	I	
TU-M-9	Bursa – Izmir Motorway, Section 5: Kirkagac-Manisa	4	I	
TU-M-10	Bursa – Izmir Motorway, Section 5: Manisa-Izmir	4.1	I	
TU-M-11	Tekirdag – İpsala border Road, Section 1: Kinali Junc. – Tekirdag	3.91	II	
TU-M-12	Tekirdag – İpsala border Road, Section 2: Tekirdag Bypass	4.05	I	
TU-M-13	Tekirdag – İpsala border Road, Section 3: Tekirdag – Malkara Junction	4.25	I	
TU-M-14	Tekirdag – İpsala border Road, Section 4: Malkara junc.-İpsala Border	4.35	I	
TU-M-15	Sanliurfa – Habur Border, Section 1: Sanliurfa – Viransehir	4.01	I	
TU-M-16	Sanliurfa – Habur Border, Section 2: Viransehir-Kiziltepe	3.91	II	
TU-M-17	Sanliurfa – Habur Border, Section 3: Kiziltepe-Nusaybin Junc.	4.01	I	
TU-M-18	Sanliurfa – Habur Border, Section 4: Nusaybin Junc.-Oyali	4.01	I	
TU-M-19	Sanliurfa – Habur Border, Section 5: Oyali – Cizre	4.01	I	
TU-M-20	Sanliurfa – Habur Border, Section 6: Cizre – Silopi	4	I	
UKR-M-1	Building and maintenance of motorway Western Border of Ukraine (Kosyny) – Kyiv on the road' part Vinnytza-Kyiv on the term of concession.	3.26	II	
UKR-M-2	Building and maintenance of new motorway Lviv-Krakovets on the term of concession.	3.22	II	
UKR-M-3	Building and maintenance of new motorway Lviv-Brody on the term of concession.	3.24	II	
UKR-M-4	Building and maintenance of motorway from Russia border (Scherbakivka) to the motorway of state value Kyiv – Kharkiv – Dovzhansky.	3.3	II	

Table 18
Results of Projects Evaluation/ Technical Prioritization – TER (Rail)

Project ID	Project Description	Score	Category	Comments
AT-R-1	New lines, upgrading and modernisation of network	n.a.	I - II	These projects (all AT-R) were not evaluated using the MCA method since no sufficient data existed. Priorities resulted from the investment plan provided by the country concering transport infrastructure, in which it was mentioned that all these projects will be finalized and funded until 2013.
AT-R-2	Nodes, stations, terminals, short-distance traffic	n.a.	I - II	
AT-R-3	Various other projects	n.a.	I - II	
AT-R-4	Safety (tunnels, railway crossings)	n.a.	I - II	
AT-R-5	Re-investment, quality improvements, streamling	n.a.	I - II	
AT-R-6	Planning for long-term investments	n.a.	I - II	
BG-R-1	Plovdiv-Svilengrad: Modernization and electrification of Plovdiv-Svilengrad railway line	3.94	II	
BG-R-2	Vidin-Calafat: Construction of Danube bridge Vidin-Calafat	3.52	II	
BG-R-3	Dragoman-Kalotina: Electrification of Dragoman-Kalotina railway line	4.34	I	
BG-R-4	Vidin-Sofia-Kulata: Modernization of Vidin-Sofia-Kulata railway line	3.72	II	
BG-R-5	Sofia-Plovdiv-Burgas/Varna: Modernization of Sofia-Plovdiv-Burgas/Varna railway line	3.88	II	
BG-R-6	Radomir-Gueshevo: Modernization and electrification of Radomir-Gueshevo railway line	3.18	II	
BG-R-7	Sofia-Zimnitsa: Modernization of Sofia-Karlovo-Zimnitsa railway line	3.3	II	
BG-R-8	Sofia-Dragoman: Modernisation of Sofia-Dragoman railway line	4.26	I	
BH-R-1	BOSANSKI SAMAC-SARAJEVO: Track overhaul and reconstruction of 123 km of the line to meet TER standards	3.9	II	
BH-R-2	SARAJEVO-CAPLJINA: Track overhaul and reconstruction of 145 km of the line	3.72	II	
BH-R-3	BOSANSKI SAMAC-CAPLJINA: Modernization of signaling system	3.64	II	
BH-R-4	BOSANSKI SAMAC-CAPLJINA: Modernization of telecommunication system	3.88	II	
BH-R-5	Doboj-Dobrljin: Track overhaul and reconstruction of 78 km of the line to meet TER standards	3.82	II	
BH-R-6	Dobrljin-B.Luka-Doboj-Tuzla-Zvornik: Modernization of signaling system	3.5	II	
BH-R-7	Dobrljin-B.Luka-Doboj-Tuzla-Zvornik: Modernization of telecommunication system	3.66	II	

Project ID	Project Description	Score	Category	Comments
BL-R-1	Organization of speed traffic of passenger trains (section Krasnoje-Minsk-Brest)	n.a.	n.a.	Belarus TEM projects were not given in details by country so they were not technically evaluated. They were examined directly in the "financial feasibility prioritization phase" based on information taken from Euro-Asian Corridors Info Sheet on Investments.
CR-R-1	Reconstruction of Railway section of Corridor Vc	n.a.	n.a.	Croatia TER projects were not given in details by country so they were not technically evaluated. They were examined directly in the "financial feasibility prioritization phase" based on information taken from REBIS.
CR-R-2	Electrification of north section (78.9) Beli Manastir - Strizivojna/Vrpolje	n.a.	n.a.	
CR-R-3	Track overhaul of railway section of Corridor Vb	n.a.	n.a.	
CR-R-4	Construction of 2nd rail track on 36 km Dugo Selo - Krizevci section	n.a.	n.a.	
CR-R-5	Modification of the electical traction system on rail line Moravice-Rijeka-Sapjane (Skriljevo-Bakar)	n.a.	n.a.	
CR-R-6	Remote control system on rail line Botovo-Zagreb-Rijeka (329 km) section	n.a.	n.a.	
CR-R-7	Reconstruction of Zagreb Main Railway Station	n.a.	n.a.	
CR-R-8	Ostarije-Knin-Split: Track reconstruction on Kosovo (Knin) - Split section	n.a.	n.a.	
CR-R-9	Reconstruction of stations on rail line Ostarije-Knin-Split	n.a.	n.a.	
CR-R-10	Construction of 2nd rail track on 53 km Zagreb-Kalrovac section	n.a.	n.a.	
CR-R-11	Rail track overhaul Ostarije-Ogulin (6.2 km), Skrad - Drivenik (32.2km) & Skriljevo - Rijeka (11.4km) sections. Total 54.8 km of single track line	n.a.	n.a.	
CR-R-12	Construction of 2nd track on section Zagreb-V. Gorica	n.a.	n.a.	
CR-R-13	Remote rail control traffic system Savski marof - Zagreb-Tovarnik (319 km)	n.a.	n.a.	
CR-R-14	Rail track overhaul Savski Marof-Zagreb & Ivankovo-Tovarnik sections, total 92.8 km	n.a.	n.a.	
CR-R-15	Project of optical telecommunication rail network (whole HZ network)	n.a.	n.a.	
CR-R-16	Electrification of Ostarije-Knin-Spli/Sibenic	n.a.	n.a.	
CZ-R-1	Benesov-Ceske Budejovice	3.86	II	
CZ-R-2	Ceske Budejovice-Horni Dvoriste	4.42	I	
CZ-R-3	State border - Cheb-Plzen	4.1	I	
CZ-R-4	Detmarovice-Mosty u Jablunkova	4.1	I	
CZ-R-5	Electrification of the railway line Kadan-Karlovy Vary	3.62	II	
CZ-R-6	Electrification of the railway line Letohrad-Lichkov	4.26	I	
CZ-R-7	Plzen-Praha	3.9	II	
CZ-R-8	Praha-Benesov	3.98	II	
GE-R-1	Reconstruction of Zestaponi-Khashuri Section	3.68	II	
GE-R-2	Georgia -Turkey New Railway Link Construction	4	I	

Project ID	Project Description	Score	Category	Comments
GR-R-1	Aharnes (Athens) - Tithoraia - Domokos - Thessaloniki: Completion of the construction of double line, substructure works, signalling and electrification	3.8	II	
GR-R-2	Tithoraia - Lianokladi: Completion of the construction of double line, substructure works, signalling and electrification, stations	3.68	II	
GR-R-3	Lianokladi - Domokos: Completion of the construction of double line, substructure works, signalling and electrification, stations	3.5	II	
GR-R-4	Aharnes-Kiato: Completion of the construction of double line, substructure works, signalling, electrification, stations and group of Thriasio Field	4.18	I	
GR-R-5	Kiato-Patras: Completion of the construction of double line, substructure works, signalling and electrification, stations	3.88	II	
GR-R-6	Aharnes-Spata Airport: Completion of the construction of double line, substructure works, signalling, electrification, traffic group of Aharnes Center	4.26	I	
GR-R-7	Thessaloniki-Alexandroupoli: Construction of new single line to detected sections	4.01	I	
GR-R-8	Aharnes-Patra: Electrification	3.88	II	
GR-R-9	Inoi-Chalkis: Electrification	3.88	II	
GR-R-10	West Axis/Section 1: Igoumenitsa-Kalambaka-Kozani	2.86	III	
GR-R-11	West Axis/Section 2: Rion-Ioannina	2.94	III	
GR-R-12	West Axis/Section 3: Rio-Patra-Kalamata	3.04	II	
HU-R-1	Track reconstruction on the line Győr–Celldömölk	3.48	II	
HU-R-2	Reconstruction of Budapest – Hegyeshalom main lines phase II.	3.76	II	
HU-R-3	Rehabilitation of Hatvan – Somoskőújfalu railway line	3.54	II	
HU-R-4	Rehabilitation of Mezőzombor – Sátoraljaújhely railway line	3.54	II	
HU-R-5	Reconstruction of Budapest – Hatvan – Miskolc railway line	3.18	II	
HU-R-6	Reconstruction of Budapest – Szob railway line	3.44	II	
HU-R-7	Reconstruction of Dombóvár – Gyékényes railway line	3.16	II	
HU-R-8	Reconstruction of Budapest – Pusztaszabolcs – Dombóvár railway line	3.38	II	
HU-R-9	Reconstruction of Budapest – Székesfehérvár railway line	3.28	II	
HU-R-10	Rehabilitation and electrification of railway line Budapest-Esztergom	3.44	II	
HU-R-11	Rehabilitation anelectrification of Szabadbattyán – Tapolca railway line	3.28	II	
HU-R-12	Reconstruction of Zalalövő – Ukk – Boba railway line	3.52	II	
HU-R-13	Reconstruction of Székesfehérvár – Szombathely railway line	3.52	II	
HU-R-14	Electrification of Szombathely – Nagykanizsa railway line	3.18	II	
HU-R-15	Electrification of Hegyeshalom – Szombathely railway line	3.4	II	
HU-R-16	Rehabilitation of Budapest – Kelebia railway line	3.16	II	

Project ID	Project Description	Score	Category	Comments
HU-R-17	Rehabilitation of Budapest – Lajosmizse – Kecskemét railway line	3.3	II	
HU-R-18	Rehabilitation of Cegléd – Szeged railway line	3.4	II	
HU-R-19	Rehabilitation of railway line Budapest-Újszász-Szolnok-Lökösháza - Phase I.	3.3	II	
HU-R-20	Reconstruction of railway line Püspökladány–Biharkeresztes	3.1	II	
HU-R-21	Reconstruction of railway line Szolnok-Debrecen-Nyíregyháza-Záhony	3.12	II	
HU-R-22	Reconstruction of railway line Miskolc – Nyíregyháza	3.04	II	
HU-R-23	Railway line Budapest–Cegléd–Szolnok	3.36	II	
LT-R-1	Modernization of Telecommunicatios on the Rail Corridor IXB	4.18	I	
LT-R-2	Modernisation of Telecommunicatios equipments on the Rail Corridor IXD	4.06	I	
LT-R-3	Modernisation of Signalling and Power supply on Crete corridor sectin Šiauliai – Klaipėda	4.16	I	
LT-R-4	Modernisation of power supply on Crete Corridor IX B section Kaisiadorys-Radvilislis	4.16	I	
LT-R-5	Reconstruction of Kaunas tunnel	4.02	I	
LT-R-6	Elimination of crossings (road overpasses building) on corridor IXD	4.02	I	
LT-R-7	Elimination of crossings (road overpasses building) on corridor IXB	4.02	I	
LT-R-8	Infrastructures renovation of main tracks links	3.78	II	
LT-R-9	Tracks modernization for speed up to 160 km/h on Kena – Kybartai line	4.02	I	
LT-R-10	Tracks modernization for speed up to 160 km/h on Kaisiadorys – Siauliai line	4.02	I	
LT-R-11	Modernization of Signalling and Power supply on lines Kena-Kybartai, Radviliskis-Siauliai	3.98	II	
LT-R-12	Modernization of radio system	4.1	I	
LT-R-13	Development of Klaipeda railway node	4.1	I	
LT-R-14	Extension of tracks length up to 1050 m on the corridor IXD, IXB stations	4.14	I	
LT-R-15	Development of Vilnius node	4.1	I	
LT-R-16	Construction of new standart gauge section State border with Poland –Kaunas	«Rail Baltica»	I	These projects were not evaluated using the MCA, after request of Lithuania, since belong to Rail Baltica. They were prioritized directly by country.
LT-R-17	Construction of new standard gauge section Kaunas - State border with Latvia	«Rail Baltica»	I	
LT-R-18	Electrification of Kena-Kybartai line	3.86	II	
LT-R-19	Electrification of Kaišiadorys-Radviliskis,Palemonas-Gaižiūnai line	3.86	II	
LT-R-20	Electrification of Radviliskis-Klaipeda line	3.86	II	
LT-R-21	Reconstruction of Kena border station	4.06	I	

Project ID	Project Description	Score	Category	Comments
LT-R-22	Hot boxes axles detectors modernization	4.18	I	
Ma-R-1	Complete construction of railway towards Albania and Bulgaria	n.a.	n.a.	FYROM provided data insufficient to support the elaboration of the MCA method, so priorities and scores are missing.
Ma-R-2	Electrification/ Modernization of Skopje - Gostivar	n.a.	n.a.	
Ma-R-3	Increase speed on certain section along Corridor X	n.a.	n.a.	
Ma-R-4	Multi-modal terminal at Struga	n.a.	n.a.	
Ma-R-5	Free Economic Zone in Durres	n.a.	n.a.	
MD-R-1	Rehabilitation and Electrification of the Railway Line Ukrainian border – Bender – Chișinău – Ungheni – Romanian Border	4.04	I	
MD-R-2	Construction (Restoration) of the Revaca – Cainari Railway Line	3.44	II	
PL-R-1	Rzepin-Kunowice (E20): Rail upgrading	n.a.	n.a.	Poland'sTER projects were not given in details by country so they were not technically evaluated. They were examined directly in the "financial feasibility prioritization phase" based on information taken from ISPA info sheets.
PL-R-2	Siedlce-Terspol: Modernization of rail section (Phase 1)	n.a.	n.a.	
PL-R-3	Wegliniec-Legnica Modernisationof E30 rail section	n.a.	n.a.	
PL-R-4	Poznan modernization rail node E20	n.a.	n.a.	
PL-R-5	Improvement of railway infrastructure and liquidation of operational bottlenecks	n.a.	n.a.	
PL-R-6	Modernization of E30 railway line section	n.a.	n.a.	
RO-R-1	Rehabilitation and Modernisation of the Railway line Craiova – Calafat, component of the Pan-European Corridor IV (the southern branch)	3.34	II	
RO-R-2	Rehabilitation the Railway Line Bucharest – Videle - Giurgiu, component of the Pan-European Corridor IX for the traffic of the trains with a maximum speed of 160 km/hour	3.86	II	
RO-R-3	Rehabilitation of the Railway Line Bucharest – Constanta, component of the Pan-European Corridor IV for the traffic of the trains with a maximum speed of 160 km/ hour	4.1	I	
RO-R-4	Rehabilitation of the Railway Line Brasov – Sighisoara - Curtici, component of the Pan-European Corridor IV for the traffic of the trains with a maximum speed of 160 km/hour	3,74	II	

Project ID	Project Description	Score	Category	Comments
RU-R-1	Development of the railway direction: Belarus border - Moscow - Nizhni Novgorod - Perm	n.a.	n.a.	Russian federation TER projects were not given in details so they were not technically evaluated. They were examined directly in the "financial feasibility prioritization phase" based on information taken from country's National report for Euro-Asian Corridors.
RU-R-2	Development of the railway direction: Moscow - Kazan - Ekaterinburg	n.a.	n.a.	
RU-R-3	Development of the railway direction: Finland border - St.Petersburg - Ekaterinburg	n.a.	n.a.	
RU-R-4	Development of the railway direction:Ekaterinburg - Omsk	n.a.	n.a.	
RU-R-5	Development of the railway direction:Ukraine border - Liski - Syzran - Samara - Chelyabinsk - Kurgan	n.a.	n.a.	
RU-R-6	Development of the railway direction: Novorossisk-Vologograd-Syzran	n.a.	n.a.	
RU-R-7	Development of dock station at St. Petersburg	n.a.	n.a.	
RU-R-8	Development of dock station at Vyborg	n.a.	n.a.	
RU-R-9	Development of dock station at Vysotsk	n.a.	n.a.	
RU-R-10	Development of dock station at Novorossisk	n.a.	n.a.	
RU-R-11	Development of dock station at Tuapse	n.a.	n.a.	
RU-R-12	Development of border station at Gorbunovo (border with Kazakhstan)	n.a.	n.a.	
RU-R-13	Development of border station at Solovey (border with Ukraine)	n.a.	n.a.	
RU-R-14	Moscow - Ryasah - Rostov: Modernization and reconstruction of two way electrified rairoad (1,228 kms)	n.a.	n.a.	
RU-R-15	Modernization and reconstruction of railway line: Volgograd - Astrakham - Samur	n.a.	n.a.	
RU-R-16	Railway line Kochetovca - Saratov - Urbakh - Verkhniy Raskunchak: Modernization and reconstruction for line and electrification for branch Kochetovka - Rtischevo	n.a.	n.a.	
RU-R-17	Construction of railway approach to port Olja: 50km length and port station	n.a.	n.a.	
RU-R-18	Construction of check points at the border stations: Aksarayskaya, Ozinki, Verkhniy, Baskunchak, Pallasovka, Elton	n.a.	n.a.	
RU-R-19	Modernisation of technical means to increase safety in railway lines which are part of the ITC «North-South»	n.a.	n.a.	
SK-R-1	ZSR Kuty - Bratislava Modernization	3.84	II	
SK-R-2	ZSR Bratislava-Trnava Modernization	3.24	II	
SK-R-3	ZSR Trnava-Nove Mesto nad Vahom Modernisation	3.36	II	
SK-R-4	ZSR Nove Mesto nad Vahom - Puchov Modernisation	3.48	II	
SK-R-5	ZSR Zilina-krasno nad Kysucou	3.96	II	
SL-R-1	Modernization of railway line Pragersko – Ormož – Project A	4.3	I	
SL-R-2	Electrification of railway line Pragersko - Hodoš	4.1	I	
SL-R-3	Construction of 2nd track on railway line Maribor – Šentilj – border with the Republic of Austria	4.12	I	

Project ID	Project Description	Score	Category	Comments
SL-R-4	Introduction of the ERTMS/ETCS, GSM-R system with the implementation of remote control of fixed installations of the electric traction system on the Slovenian rail network	4.58	I	
SL-R-5	Modernization of the existing railway line Koper - Divača	4.14	I	
SL-R-6	Upgrading the Ljubljana – Zidani most – Maribor railway line	4.02	I	
SL-R-7	Construction of 2nd track on railway line Divača - Koper	3.68	II	
SM-R-1	Priority rehabilitation works Belgrade-S. Pazova Tovarnik rail line	n.a.	n.a.	Serbia & Montenegro TER projects were not given in details so they were not technically evaluated. They were examined directly in the "financial feasibility prioritization phase" based on information taken from REBIS.
SM-R-2	Priority rehabilitation on Belgrade-Nis-Presevo rail line	n.a.	n.a.	
SM-R-3	Widening of rail tunnels Ripanj and Ralja	n.a.	n.a.	
SM-R-4	Priority rehabilitation works on S. Pazova Kelebia - section Petrovaradin Cortanovci rail line	n.a.	n.a.	
SM-R-5	Priority rehabilitation of Stara pazova - kelebia rail line	n.a.	n.a.	
SM-R-6	Priority rehabilitation on Nis-Pirot-Dimitrovgrad	n.a.	n.a.	
SM-R-7	Upgrading of Valjevo-Pozega rail line	n.a.	n.a.	
SM-R-8	Rehabilitation of Vrbnica-Podgorica-Bar rail line	n.a.	n.a.	
SM-R-9	Rehabilitation of Vrbnica-Podgorica-Bar	n.a.	n.a.	
SM-R-10	Repair of Danube and Ostruznica rail bridges at Belgrade	n.a.	n.a.	
SM-R-11	Reconstruction of Zezelj rail bridge at Novi sad	n.a.	n.a.	
SM-R-12	Completion of belgrade railway junction	n.a.	n.a.	
SM-R-13	Electrification of rail lines	n.a.	n.a.	
TU-R-1	Ankara-İstanbul rehabilitation Project (Existing Railway Line)	3.38	II	
TU-R-2	Ankara-Yozgat-Yıldızeli New Railway Project	3.4	II	
TU-R-3	Project of Bosphorus Rail Tube Tunnel and Gebze-Halkalı Surface Metro system	3.82	II	
TU-R-4	Turkey (Kars)-Georgia (Tbilisi) New Railway Project	4	I	
UKR-R-1	Purchase of modern track technique for modernization and maintanance of track at section Lvov - Schmerinka-Kiev	n.a.	n.a.	Ukraine's TER projects were not given in details so they were not technically evaluated. They were examined directly in the "financial feasibility prioritization phase" based on information taken from country's National report for Euro-Asian Corridors.
UKR-R-2	Building of Beskidskiy tunnel (Pan-European transport corridor N° 5); passenger's coachs purchase; track technique purchase.	n.a.	n.a.	

The only TER country not included that provided no data, and no data found elsewhere by the consultant, is Italy

ANNEX VI
INVESTMENT-TIME PLAN/ FINAL PRIORITIZATION RESULTS

PART I – INVESTMENT PLAN PER COUNTRY

(NOTE: The previous Tables included the INITIAL priorities. For the investment planning, Priorities were replaced from CLASSES)

AUSTRIA

Network	Project ID	Category	Class	Starting year	End year	Budget (mio €)	% Funding Secured/ Source			
							National	Bank	Grant	Private
TEM	AT-M-1	I	1	2004	2009	173.8	100%	0%	0%	0%
TER	AT-R-1	I - II	1	2002	2013	6,200	100%	0%	0%	0%
TER	AT-R-2	I - II	1	2002	2013	1,700	100%	0%	0%	0%
TER	AT-R-3	I - II	1	2002	2013	900	100%	0%	0%	0%
TER	AT-R-4	I - II	1	2002	2013	300	100%	0%	0%	0%
TER	AT-R-5	I - II	1	2002	2013	1,500	100%	0%	0%	0%
TER	AT-R-6	I - II	1	2002	2013	300	100%	0%	0%	0%
						11,073.8				

BELARUS

Network	Project ID	Category	Class	Starting year	End year	Budget (mio €)	% Funding Secured/ Source			
							National	Bank	Grant	Private
TER	BL-R-1	n.a.	1	2003	2005	0.57	100%	0%	0%	0%
TEM	BL-M-1	n.a.	1	2003	2004	1.80	100%	0%	0%	0%
TEM	BL-M-2	n.a.	1	2000	2004	12.86	100%	0%	0%	0%
TEM	BL-M-3	n.a.	1	2005	2005	7.78	100%	0%	0%	0%
						23.01				

* Since no technical prioritization phase was applied, the category is missing.
** CLASS is based on the investment timeplan as indicated in the Euro-Asian Investment Info Sheet

BOSNIA&HERZEGOVINA

Network	Project ID	Category	Class	Starting year	End year	Budget (mio €)	% Funding Secured/ Source			
							National	Bank	Grant	Private
TER	BH-R-1	I	1	2004	2006	83.00	0%	100%	0%	0%
TER	BH-R-3	I	1	2004	2010	63.25	0%	100%	0%	0%
TER	BH-R-4	II	2	2011	2014	13.75	0%	100%	0%	0%
TER	BH-R-5	II	2	2011	2013	60.00	0%	100%	0%	0%
TER	BH-R-2	II	2	2011	2013	72.00	0%	100%	0%	0%
TEM	BH-M-6	II	2	2011	2015	51.00	0%	0%	0%	0%
TER	BH-R-7	II	2	2011	2014	11.10	0%	100%	0%	0%
TER	BH-R-6	II	2	2011	2014	51.00	0%	100%	0%	0%
TEM	BH-M-2	II	2	2014	2022	350.00	0%	0%	0%	0%
TEM	BH-M-1	II	2	2015	2021	83.50	0%	0%	0%	0%
TEM	BH-M-3	II	2	2011	2015	9.00	0%	0%	0%	0%
TEM	BH-M-5	II	2	2015	2020	72.00	0%	0%	0%	0%
TEM	BH-M-8	II	2	After 2020	n.a.	35.00	0%	0%	0%	0%
TEM	BH-M-7	II	2	2014	2018	12.00	0%	0%	0%	0%
TEM	BH-M-4	II	2	2020	2024	88.00	0%	0%	0%	0%
						4,519.60				

BULGARIA

Network	Project ID	Category	Class	Starting year	End year	Budget (mio €)	% Funding Secured/ Source			
							National	Bank	Grant	Private
TEM	BG-M-7	I	1	2004	2008	28.03	0%	0%	0%	0%
TER	BG-R-3	I	1	2004	2005	7	100%	0%	0%	0%
TER	BG-R-8	I	1	2005	2010	55	27%	0%	55%	0%
TER	BG-R-1	II	1	2001	2006	340	11%	44%	45%	0%
TEM	BG-M-10	II	1	2004	2012	190.968	0%	0%	0%	0%
TER	BG-R-2	II	1	2005	2009	180	9%	50%	41%	0%
TEM	BG-M-5	II	1	2004	2008	122.30	0%	0%	0%	0%
TEM	BG-M-2	II	2	2011	2014	72.50	0%	0%	0%	0%
TER	BG-R-5	II	2	2015	2026	937	25%	0%	75%	0%
TEM	BG-M-3	II	2	2011	2014	89.00	0%	0%	0%	0%
TEM	BG-M-4	II	2	2011	2014	88.50	0%	0%	0%	0%
TEM	BG-M-1	II	2	2011	2016	113.001	0%	0%	0%	0%
TEM	BG-M-9	II	2	2011	2018	177.619	0%	0%	0%	0%
TER	BG-R-4	II	2	2011	2037	2400	25%	0%	75%	0%
TEM	BG-M-8	II	2	2011	2015	136.38	0%	0%	0%	0%
TER	BG-R-7	II	2	2017	2026	900	0%	0%	0%	0%
TER	BG-R-6	II	3	2011	2016	150	20%	0%	80%	0%
TEM	BG-M-6	II	3	2016	2019	25.47	0%	0%	0%	0%
						6,012.76				

CROATIA

Network	Project ID	Category	Class	Starting year	End year	Budget (mio €)	% Funding Secured/ Source			
							National	Bank	Grant	Private
TEM	CR-M-17	I	1	2004	2004	32.50	0%	100%	0%	0%
TEM	CR-M-16	I	1	2004	2005	40.00	0%	0%	0%	100%
TEM	CR-M-8	I	1	2004	2005	7.40	0%	100%	0%	0%
TEM	CR-M-5	II	1	2004	2005	108.00	0%	100%	0%	0%
TEM	CR-M-9	II	1	2004	2004	105.00	0%	100%	0%	0%
TEM	CR-M-10	II	1	2005	2005	95.00	0%	100%	0%	0%
TEM	CR-M-27	II	1	2007	2007	129.00	0%	0%	0%	100%
TEM	CR-M-15	II	1	2004	2008	260.00	0%	0%	0%	100%
TEM	CR-M-1	II	1	2005	2006	99.70	0%	100%	0%	0%
TER	CR-R-1	n.a.	1	2004	2005	61.40	0%	100%	0%	0%
TER	CR-R-2	n.a.	1	2008	2009	20.60	n.a.	n.a.	n.a.	n.a.
TER	CR-R-3	n.a.	1	2004	2006	28.10	100%	0%	0%	0%
TER	CR-R-4	n.a.	1	2004	2007	56.10	n.a.	n.a.	n.a.	n.a.
TER	CR-R-5	n.a.	1	2004	2007	56.20	n.a.	n.a.	n.a.	n.a.
TER	CR-R-6	n.a.	1	2004	2006	3.20	n.a.	n.a.	n.a.	n.a.
TER	CR-R-7	n.a.	1	2005	2008	54.70	n.a.	n.a.	n.a.	n.a.
TER	CR-R-8	n.a.	1	2004	2004	29.90	0%	100%	0%	0%
TER	CR-R-9	n.a.	1	2004	2005	6.00	n.a.	n.a.	n.a.	n.a.
TER	CR-R-10	n.a.	1	2005	2007	54.70	n.a.	n.a.	n.a.	n.a.
TER	CR-R-11	n.a.	1	2004	2005	27.90	n.a.	n.a.	n.a.	n.a.
TER	CR-R-12	n.a.	1	2005	2006	20.00	n.a.	n.a.	n.a.	n.a.

CROATIA

Network	Project ID	Category	Class	Starting year	End year	Budget (mio €)	% Funding Secured/ Source			
							National	Bank	Grant	Private
TER	CR-R-13	n.a.	1	2004	2006	23.40	n.a.	n.a.	n.a.	n.a.
TER	CR-R-14	n.a.	1	2004	2006	47.10	n.a.	n.a.	n.a.	n.a.
TER	CR-R-15	n.a.	1	2004	2005	30.70	n.a.	n.a.	n.a.	n.a.
TEM	CR-M-26	II	2	2011	2013	33.00	0%	0%	0%	100%
TEM	CR-M-18	II	2	2011	2013	30.00	0%	100%	0%	0%
TEM	CR-M-19	II	2	2011	2013	45.00	0%	100%	0%	0%
TEM	CR-M-11	II	2	2014	2015	185.00	0%	100%	0%	0%
TEM	CR-M-22	II	2	2011	2013	199.80	0%	100%	0%	0%
TEM	CR-M-3	II	2	2011	2013	100.00	0%	100%	0%	0%
TEM	CR-M-4	II	2	2011	2014	120.00	0%	100%	0%	0%
TEM	CR-M-13	II	2	2013	2016	210.00	0%	100%	0%	0%
TEM	CR-M-20	II	2	2011	2012	46.80	0%	100%	0%	0%
TEM	CR-M-21	II	2	2011	2013	80.00	0%	100%	0%	0%
TEM	CR-M-24	II	2	2011	2013	32.00	0%	100%	0%	0%
TEM	CR-M-12	II	2	2016	2017	280.00	0%	100%	0%	0%
TEM	CR-M-7	II	2	2013	2016	138.00	0%	100%	0%	0%
TEM	CR-M-6	II	2	2015	2017	270.00	0%	100%	0%	0%
TEM	CR-M-2	II	2	2011	2012	11.20	0%	100%	0%	0%
TEM	CR-M-23	II	2	2011	2013	18.40	0%	100%	0%	0%
TEM	CR-M-25	II	2	2018	2019	90.00	0%	100%	0%	0%
TEM	CR-M-14	II	2	2018	2022	350.00	0%	100%	0%	0%
TER	CR-R-16	n.a.	2	2011	2013	75.60	n.a.	n.a.	n.a.	n.a.
						3,711.40				

CZECH REPUBLIC

Network	Project ID	Category	Class	Starting year	End year	Budget (mio €)	% Funding Secured/ Source			
							National	Bank	Grant	Private
TER	CZ-R-2	I	1	2005	2007	39.5	43%	25%	32%	0%
TEM	CZ-M-3	I	1	2004	2007	389.00	83%	17%	0%	0%
TEM	CZ-M-2	I	1	2004	2007	189.00	100%	0%	0%	0%
TER	CZ-R-6	I	1	2005	2008	102	100%	0%	0%	0%
TEM	CZ-M-1	I	1	2004	2006	501	88%	0%	12%	0%
TER	CZ-R-3	I	1	2005	2010	413.1	33%	35%	32%	0%
TER	CZ-R-4	I	1	2007	2013	428.7	33%	35%	32%	0%
TEM	CZ-M-5	I	1	2004	2008	1,164.00	77%	23%	0%	0%
TER	CZ-R-5	II	1	2004	2007	88	100%	0%	0%	0%
TEM	CZ-M-4	II	1	2004	2009	1,030.00	100%	0%	0%	0%
TER	CZ-R-8	II	2	2011	2016	256	43%	25%	32%	0%
TER	CZ-R-7	II	2	2011	2016	767.62	33%	35%	32%	0%
TER	CZ-R-1	II	2	2013	2020	948	43%	25%	32%	0%
						6,315.92				

FYROM

Network	Project ID	Category	Class	Starting year	End year	Budget (mio €)	% Funding Secured/ Source			
							National	Bank	Grant	Private
TEM	Ma-H-1	I	1	2004	2007	58	0%	100%	0%	0%
TEM	Ma-H-2	I	1	2004	2006	5.7	0%	100%	0%	0%
TEM	Ma-H-3	n.a.	n.a.	n.a.	n.a.	850	n.a.	n.a.	n.a.	n.a.
TER	Ma-R-1	n.a.	n.a.	n.a.	n.a.	487	n.a.	n.a.	n.a.	n.a.
TER	Ma-R-2	n.a.	n.a.	n.a.	n.a.	24.6	n.a.	n.a.	n.a.	n.a.
TER	Ma-R-3	n.a.	n.a.	n.a.	n.a.	n.a.	n.a.	n.a.	n.a.	n.a.
TER	Ma-R-4	n.a.	n.a.	n.a.	n.a.	n.a.	n.a.	n.a.	n.a.	n.a.
TER	Ma-R-5	n.a.	n.a.	n.a.	n.a.	n.a.	n.a.	n.a.	n.a.	n.a.
						1,425.27				

GEORGIA

Network	Project ID	Category	Class	Starting year	End year	Budget (mio €)	% Funding Secured/ Source			
							National	Bank	Grant	Private
TER	GE-R-2	I	1	2004	2034	1310.40	10%	90%	0%	0%
TEM	GE-M-1	n.a.*	1**	2000	2004	45.05	17%	73%	0%	0%
TEM	GE-M-2	n.a.*	1**	2000	2004	19.82	32%	0%	68%	0%
TEM	GE-M-3	n.a.*	1**	2004	2005	2.46	17%	0%	83%	0%
TEM	GE-M-4	n.a.*	1**	2005	2009	21.29	23%	7%	0%	0%
TER	GE-R-1	II	2	2035	2046	515.97	20%	20%	50%	10%
						1,914.99				

* Since no technical prioritization phase was applied the category is missing.
** CLASS is based on the investment timeplan as indicated in the Euro-Asian Investment Info Sheet

GREECE

Network	Project ID	Category	Class	Starting year	End year	Budget (mio €)	% Funding Secured/ Source			
							National	Bank	Grant	Private
TER	GR-R-6	I	1	2004	2006	216.35	50%	0%	50%	0%
TER	GR-R-4	I	1	2004	2006	220.7	50%	0%	50%	0%
TER	GR-R-7	I	1	2004	2011	63.1	15%	0%	85%	0%
TER	GR-R-5	I	1	2004	2011	825.95	32%	0%	32%	0%
TER	GR-R-1	II	1	2004	2008	355.53	50%	0%	50%	0%
TEM	GR-M-5	II	1	2004	2006	44.00	0%	0%	0%	0%
TEM	GR-M-3	II	1	2004	2008	175.00	0%	0%	0%	0%
TER	GR-R-8	II	2	2011	2019	101.25	0%	0%	0%	0%
TER	GR-R-9	II	2	2011	2013	4.6	50%	0%	50%	0%
TER	GR-R-2	II	2	2011	2017	505.39	42%	0%	42%	0%
TER	GR-R-3	II	2	2011	2019	632.56	24%	0%	24%	0%
TEM	GR-M-4	II	2	2011	2015	100.00	0%	0%	0%	0%
TEM	GR-M-1	II	2	2011	2015	240	0%	0%	0%	0%
TER	GR-R-12	II	2	2011	2020	415	0%	0%	0%	0%
TER	GR-R-11	III	2	2011	2020	776	0%	0%	0%	0%
TER	GR-R-10	III	2	2011	2019	1510	0%	0%	0%	0%
TEM	GR-M-2	II	3	2016	2021	235.00	0%	0%	0%	0%
						6,420.43				

HUNGARY

Network	Project ID	Category	Class	Starting year	End year	Budget (mio €)	% Funding Secured/ Source			
							National	Bank	Grant	Private
TEM	HU-M-1	I	1	These projects will be implemented between 2004 – 2010 but it is unknown when they will be completed		The cost of these projects is unknown	n.a.	n.a.	n.a.	n.a.
TEM	HU-M-2	I	1				n.a.	n.a.	n.a.	n.a.
TEM	HU-M-3	I	1				n.a.	n.a.	n.a.	n.a.
TEM	HU-M-5	I	1				n.a.	n.a.	n.a.	n.a.
TEM	HU-M-7	I	1				n.a.	n.a.	n.a.	n.a.
TEM	HU-M-8	I	1				n.a.	n.a.	n.a.	n.a.
TEM	HU-M-11	I	1				n.a.	n.a.	n.a.	n.a.
TEM	HU-M-12	I	1				n.a.	n.a.	n.a.	n.a.
TEM	HU-M-17	I	1				n.a.	n.a.	n.a.	n.a.
TEM	HU-M-18	I	1				n.a.	n.a.	n.a.	n.a.
TEM	HU-M-19	I	1				n.a.	n.a.	n.a.	n.a.
TEM	HU-M-4	II-III	2	These projects will be implemented between 2010 – 2015 but it is unknown when they will be completed			n.a.	n.a.	n.a.	n.a.
TEM	HU-M-6	II-III	2				n.a.	n.a.	n.a.	n.a.
TEM	HU-M-9	II-III	2				n.a.	n.a.	n.a.	n.a.
TEM	HU-M-10	II-III	2				n.a.	n.a.	n.a.	n.a.
TEM	HU-M-13	II-III	2				n.a.	n.a.	n.a.	n.a.
TEM	HU-M-14	II-III	2				n.a.	n.a.	n.a.	n.a.
TEM	HU-M-15	II-III	2				n.a.	n.a.	n.a.	n.a.
TEM	HU-M-16	II-III	2				n.a.	n.a.	n.a.	n.a.
TEM	HU-M-20	II-III	2				n.a.	n.a.	n.a.	n.a.
TER	HU-R-2a	II	1	2004	2006	111.41	15%	35%	50%	0%
	HU-R-2b			2004	2008	39.79	40%	50%	0%	10%
	HU-R-2c			2006	2007	2.39	0%	0%	0%	100%
	HU-R-2d			2007	2009	31.83	100%	0%	0%	0%
	HU-R-2e			2012	2014	23.87	100%	0%	0%	0%
TER	HU-R-23a	II	1	2003	2006	174.27	0%	0%	100%	0%
	HU-R-23b			2007	2010	55.70	0%	0%	100%	0%
TER	HU-R-19	II	1	2001	2008	399.47	0%	22%	78%	0%
TER	HU-R-18	II	1	2003	2007	56.50	0%	100%	0%	0%
TER	HU-R-9	II	1	2005	2008	232.76	0%	79%	21%	0%
TER	HU-R-21	II	1	2007	2012	517.25	0%	0%	100%	0%
TER	HU-R-7	II	1	2007	2009	159.15	0%	0%	100%	0%
TER	HU-R-8a	II	1	2005	2007	16.31	0%	100%	0%	0%
	HU-R-8b			2008	2014	318.31	0%	0%	100%	0%
TER	HU-R-12	II	1	2004	2007	202.92	0%	0%	100%	0%
TER	HU-R-1	II	1	2005	2007	25.46	0%	100%	0%	0%
TER	HU-R-15	II	1	2006	2007	15.92	0%	100%	0%	0%
TER	HU-R-10	II	1	2005	2012	32.23	40%	60%	0%	0%
TER	HU-R-13	II	1	2008	2012	169.50	0%	0%	100%	0%
TER	HU-R-5	II	2	2012	2016	477.46	0%	0%	100%	0%
TER	HU-R-22	II	2	2011	2015	119.36	0%	0%	100%	0%

HUNGARY

Network	Project ID	Category	Class	Starting year	End year	Budget (mio €)	% Funding Secured/ Source			
							National	Bank	Grant	Private
TER	HU-R-20	II	2	2016	2018	83.56	0%	0%	100%	0%
TER	HU-R-17	II	1	2007	2010	33.82	0%	100%	0%	0%
TER	HU-R-14	II	1	2011	2014	27.85	0%	0%	0%	0%
TER	HU-R-4	II	2	2009	2010	23.87	100%	0%	0%	0%
TER	HU-R-3a	II	2	2006	2009	47.75	100%	0%	0%	0%
	HU-R-3b			2011	2012	15.92	100%	0%	0%	0%
TER	HU-R-11	II	1	2009	2011	19.89	20%	0%	80%	0%
TER	HU-R-6a	II	1-2	2005	2007	28.65	0%	100%	0%	0%
	HU-R-6b			2008	2010	19.89	0%	100%	0%	0%
	HU-R-6c			2012	2014	31.83	0%	100%	0%	0%
TER	HU-R-16a	II	2-3	2012	2015	222.81	0%	0%	100%	0%
	HU-R-16b			2018	2022	716.19	0%	0%	100%	0%
						4,453.89				

LITHUANIA

Network	Project ID	Category	Class	Starting year	End year	Budget (mio €)	% Funding Secured/ Source			
							National	Bank	Grant	Private
TER	LT-R-16	I	1	2004	2010	300	20%	0%	80%	0%
TER	LT-R-17	I	1	2004	2010	500	20%	0%	80%	0%
TER	LT-R-1	I	1	2003	2004	7	0%	0%	100%	0%
TER	LT-R-22	I	1	2004	2007	12	37%	0%	63%	0%
TER	LT-R-3	I	1	2003	2005	28.5	0%	64%	36%	0%
TER	LT-R-4	I	1	2003	2004	10.5	0%	44%	56%	0%
TER	LT-R-14	I	1	2007	2015	24.3	15%	0%	85%	0%
TER	LT-R-12	I	1	2005	2007	52	15%	0%	85%	0%
TER	LT-R-13	I	1	2003	2015	9	16%	0%	84%	0%
TER	LT-R-15	I	1	2004	2006	11	36%	0%	64%	0%
TER	LT-R-2	I	1	2003	2005	3.1	0%	0%	100%	0%
TER	LT-R-21	I	1	1999	2006	41	100%	0%	0%	0%
TER	LT-R-5	I	1	2006	2008	21	15%	0%	85%	0%
TER	LT-R-6	I	1	2005	2010	50	19%	0%	81%	0%
TER	LT-R-7	I	1	2009	2015	104	25%	0%	75%	0%
TER	LT-R-9	I	1	2005	2010	89.7	15%	0%	85%	0%
TER	LT-R-10	I	1	2009	2015	108	25%	0%	75%	0%
TEM	LT-M-1	II	1	2006	2008	20.6	15%	0%	85%	0%
TEM	LT-M-2	II	1	2004	2007	45.80	15%	0%	85%	0%
TER	LT-R-11	II	2	2011	2016	81	15%	0%	85%	0%
TER	LT-R-18	II	2	2011	2014	95	25%	0%	75%	0%
TER	LT-R-19	II	2	2011	2013	70	24%	0%	76%	0%
TER	LT-R-20	II	2	2011	2015	77	25%	0%	75%	0%
TER	LT-R-8	II	2	2011	2014	109	37%	0%	63%	0%
TEM	LT-M-3	II	2	2011	2013	30.60	15%	0%	85%	0%

LITHUANIA

Network	Project ID	Category	Class	Starting year	End year	Budget (mio €)	% Funding Secured/ Source			
							National	Bank	Grant	Private
TEM	LT-M-4	IV	4	After 2020. More details if and when Lithuania provides more details on these projects.		The cost of these projects is unknown	n.a.	n.a.	n.a.	n.a.
TEM	LT-M-5	IV	4				n.a.	n.a.	n.a.	n.a.
TEM	LT-M-6	IV	4				n.a.	n.a.	n.a.	n.a.
TEM	LT-M-7	IV	4				n.a.	n.a.	n.a.	n.a.
TEM	LT-M-8	IV	4				n.a.	n.a.	n.a.	n.a.
TEM	LT-M-9	IV	4				n.a.	n.a.	n.a.	n.a.
TEM	LT-M-10	IV	4				n.a.	n.a.	n.a.	n.a.
						1,900.1				

MOLDOVA

Network	Project ID	Category	Class	Starting year	End year	Budget (mio €)	% Funding Secured/ Source			
							National	Bank	Grant	Private
TER	MD-R-1	I	1	2004	2026	464.29	0%	0%	0%	0%
TER	MD-R-2	II	1	2004	2005	18.02	0%	0%	0%	0%
TEM	MD-M-1	II	1	2004	2006	18.20	0%	0%	0%	0%
						500.51				

POLAND

Network	Project ID	Category	Class	Starting year	End year	Budget (mio €)	% Funding Secured/ Source			
							National	Bank	Grant	Private
TEM	PL-M-1	I	1	2004	2006	122	0%	0%	75%	0%
TEM	PL-M-13	I	1	2004	2004	203	n.a.	n.a.	n.a.	n.a.
TEM	PL-M-14	I	1	2004	2005	83	n.a.	n.a.	n.a.	n.a.
TEM	PL-M-15	I	1	2004	2005	88	n.a.	n.a.	n.a.	n.a.
TEM	PL-M-16	I	1	2004	2005	45	0%	0%	75%	0%
TEM	PL-M-17	I	1	2004	2005	57	0%	0%	75%	0%
TEM	PL-M-18	I	1	2004	2006	52	n.a.	n.a.	n.a.	n.a.
TEM	PL-M-21	I	1	2004	2005	332	n.a.	n.a.	n.a.	n.a.
TEM	PL-M-22	I	1	2004	2005	230	n.a.	n.a.	n.a.	n.a.
TEM	PL-M-23	I	1	2004	2005	84	n.a.	n.a.	n.a.	n.a.
TEM	PL-M-24	I	1	2004	2004	120	n.a.	n.a.	n.a.	n.a.
TEM	PL-M-25	I	1	2004	2004	91	n.a.	n.a.	n.a.	n.a.
TEM	PL-M-30	I	1	2004	2006	24	n.a.	n.a.	n.a.	n.a.
TEM	PL-H-2	I	1	2004	2004	20.9	n.a.	n.a.	n.a.	n.a.
TEM	PL-H-3	I	1	2004	2006	33	n.a.	n.a.	n.a.	n.a.
TEM	PL-H-4	I	1	2004	2006	45	n.a.	n.a.	n.a.	n.a.
TEM	PL-H-5	I	1	2004	2005	35	n.a.	n.a.	n.a.	n.a.
TEM	PL-H-27	I	1	2004	2005	14.4	n.a.	n.a.	n.a.	n.a.
TEM	PL-H-37	I	1	2004	2006	5	n.a.	n.a.	n.a.	n.a.
TEM	PL-H-38	I	1	2004	2006	13	n.a.	n.a.	n.a.	n.a.
TEM	PL-H-44	I	1	2004	2006	63.8	n.a.	n.a.	n.a.	n.a.
TEM	PL-M-11	II	1	2005	2007	141	n.a.	n.a.	n.a.	n.a.

POLAND

Network	Project ID	Category	Class	Starting year	End year	Budget (mio €)	% Funding Secured/ Source			
							National	Bank	Grant	Private
TEM	PL-M-11	II	1	2005	2007	141	n.a.	n.a.	n.a.	n.a.
TEM	PL-H-35	II	1	2004	2006	24	n.a.	n.a.	n.a.	n.a.
TEM	PL-H-36	II	1	2004	2006	31	n.a.	n.a.	n.a.	n.a.
TEM	PL-H-54	II	1	2005	2007	40.7	n.a.	n.a.	n.a.	n.a.
TEM	PL-H-55	II	1	2004	2006	82.2	n.a.	n.a.	n.a.	n.a.
TER	PL-R-1	n.a.	1	2000	2004	23.6	25%	0%	75%	0%
TER	PL-R-2	n.a.	1	2002	2004	185.2	n.a.	n.a.	75%	n.a.
TER	PL-R-3	n.a.	1	2001	2004	123.8	n.a.	n.a.	75%	n.a.
TER	PL-R-4	n.a.	1	2001	2004	67.4	n.a.	n.a.	75%	n.a.
TER	PL-R-5	n.a.	1	2001	2004	111	n.a.	n.a.	75%	n.a.
TER	PL-R-6	n.a.	1	2002	2004	83.5	n.a.	n.a.	75%	n.a.
TEM	PL-M-4	IV	4	These projects will be implemented after 2020.		The cost of these projects is unknown	n.a.	n.a.	n.a.	n.a.
TEM	PL-M-10	IV	4				n.a.	n.a.	n.a.	n.a.
TEM	PL-H-1	IV	4				n.a.	n.a.	n.a.	n.a.
TEM	PL-H-6	IV	4				n.a.	n.a.	n.a.	n.a.
TEM	PL-H-7	IV	4				n.a.	n.a.	n.a.	n.a.
TEM	PL-H-8	IV	4				n.a.	n.a.	n.a.	n.a.
TEM	PL-H-9	IV	4				n.a.	n.a.	n.a.	n.a.
TEM	PL-H-10	IV	4				n.a.	n.a.	n.a.	n.a.
TEM	PL-H-11	IV	4				n.a.	n.a.	n.a.	n.a.
TEM	PL-H-12	IV	4				n.a.	n.a.	n.a.	n.a.
TEM	PL-H-13	IV	4				n.a.	n.a.	n.a.	n.a.
TEM	PL-H-14	IV	4				n.a.	n.a.	n.a.	n.a.
TEM	PL-H-15	IV	4				n.a.	n.a.	n.a.	n.a.
TEM	PL-H-16	IV	4				n.a.	n.a.	n.a.	n.a.
TEM	PL-H-18	IV	4				n.a.	n.a.	n.a.	n.a.
TEM	PL-H-19	IV	4				n.a.	n.a.	n.a.	n.a.
TEM	PL-H-20	IV	4				n.a.	n.a.	n.a.	n.a.
TEM	PL-H-21	IV	4				n.a.	n.a.	n.a.	n.a.
TEM	PL-H-22	IV	4				n.a.	n.a.	n.a.	n.a.
TEM	PL-H-23	IV	4				n.a.	n.a.	n.a.	n.a.
TEM	PL-H-24	IV	4				n.a.	n.a.	n.a.	n.a.
TEM	PL-H-25	IV	4				n.a.	n.a.	n.a.	n.a.
TEM	PL-H-26	IV	4				n.a.	n.a.	n.a.	n.a.
TEM	PL-H-28	IV	4				n.a.	n.a.	n.a.	n.a.
TEM	PL-H-29	IV	4				n.a.	n.a.	n.a.	n.a.
TEM	PL-H-30	IV	4				n.a.	n.a.	n.a.	n.a.
TEM	PL-H-31	IV	4				n.a.	n.a.	n.a.	n.a.
TEM	PL-H-32	IV	4				n.a.	n.a.	n.a.	n.a.
TEM	PL-H-33	IV	4				n.a.	n.a.	n.a.	n.a.
TEM	PL-H-34	IV	4				n.a.	n.a.	n.a.	n.a.
TEM	PL-H-39	IV	4				n.a.	n.a.	n.a.	n.a.
TEM	PL-H-40	IV	4				n.a.	n.a.	n.a.	n.a.
TEM	PL-H-41	IV	4				n.a.	n.a.	n.a.	n.a.

POLAND

Network	Project ID	Category	Class	Starting year	End year	Budget (mio €)	% Funding Secured/ Source			
							National	Bank	Grant	Private
TEM	PL-H-42	IV	4	These projects will be implemented after 2020.		The cost of these projects is unknown	n.a.	n.a.	n.a.	n.a.
TEM	PL-H-43	IV	4				n.a.	n.a.	n.a.	n.a.
TEM	PL-H-45	IV	4				n.a.	n.a.	n.a.	n.a.
TEM	PL-H-47	IV	4				n.a.	n.a.	n.a.	n.a.
TEM	PL-H-48	IV	4				n.a.	n.a.	n.a.	n.a.
TEM	PL-H-50	IV	4				n.a.	n.a.	n.a.	n.a.
TEM	PL-H-51	IV	4				n.a.	n.a.	n.a.	n.a.
TEM	PL-H-56	IV	4				n.a.	n.a.	n.a.	n.a.
TEM	PL-H-57	IV	4				n.a.	n.a.	n.a.	n.a.
TEM	PL-H-58	IV	4				n.a.	n.a.	n.a.	n.a.
TEM	PL-H-59	IV	4				n.a.	n.a.	n.a.	n.a.
TEM	PL-H-60	IV	4				n.a.	n.a.	n.a.	n.a.
TEM	PL-H-61	IV	4				n.a.	n.a.	n.a.	n.a.
TEM	PL-M-3	IV	4				n.a.	n.a.	n.a.	n.a.
TEM	PL-M-6	IV	4				n.a.	n.a.	n.a.	n.a.
TEM	PL-M-7	IV	4				n.a.	n.a.	n.a.	n.a.
TEM	PL-M-8	IV	4				n.a.	n.a.	n.a.	n.a.
TEM	PL-M-9	IV	4				n.a.	n.a.	n.a.	n.a.
TEM	PL-M-20	IV	4				n.a.	n.a.	n.a.	n.a.
TEM	PL-M-28	IV	4				n.a.	n.a.	n.a.	n.a.
TEM	PL-M-29	IV	4				n.a.	n.a.	n.a.	n.a.
TEM	PL-H-52	IV	4				n.a.	n.a.	n.a.	n.a.
TEM	PL-M-2	IV	4				n.a.	n.a.	n.a.	n.a.
TEM	PL-M-19	IV	4				n.a.	n.a.	n.a.	n.a.
TEM	PL-M-26	IV	4				n.a.	n.a.	n.a.	n.a.
TEM	PL-M-27	IV	4				n.a.	n.a.	n.a.	n.a.
TEM	PL-M-5	IV	4				n.a.	n.a.	n.a.	n.a.
TEM	PL-M-12	IV	4				n.a.	n.a.	n.a.	n.a.
TEM	PL-H-49	IV	4				n.a.	n.a.	n.a.	n.a.
TEM	PL-H-17	IV	4				n.a.	n.a.	n.a.	n.a.
TEM	PL-H-46	IV	4				n.a.	n.a.	n.a.	n.a.
TEM	PL-H-53	IV	4				n.a.	n.a.	n.a.	n.a.
						2,674.5				

ROMANIA

Network	Project ID	Category	Class	Starting year	End year	Budget (mio €)	% Funding Secured/ Source			
							National	Bank	Grant	Private
TEM	RO-M-22	I	1	2004	2007	321.65	35%	65%	0%	0%
TEM	RO-M-24	I	1	2008	2017	675.251	35%	65%	0%	0%
TEM	RO-M-18	I	1	2004	2008	455.847	35%	65%	0%	0%
TEM	RO-M-13	I	1	2005	2010	258.5	0%	0%	100%	0%
TEM	RO-M-11	I	1	2006	2008	37	0%	100%	0%	0%
TEM	RO-M-30	I	1	2004	2008	324	40%	0%	0%	60%
TEM	RO-M-4	I	1	2010	2017	665	0%	0%	100%	0%
TEM	RO-M-25	I	1	2008	2010	521.282	35%	65%	0%	0%
TEM	RO-M-21	I	1	2004	2012	677.38	35%	65%	0%	0%
TEM	RO-M-10	I	1	2004	2006	147.4	0%	100%	0%	0%
TEM	RO-M-26	I	1	2006	2015	782.18	35%	65%	0%	0%
TER	RO-R-3	I	1	2005	2008	656.9	26%	39%	35%	0%
TEM	RO-M-1	I	1	2010	2015	347.4	0%	100%	0%	0%
TEM	RO-M-5	II	1	2010	2015	361.6	0%	0%	25%	0%
TEM	RO-M-17	II	1	2010	2017	401.5	0%	0%	0%	0%
TEM	RO-M-31	II	1	2010	2015	275	0%	0%	0%	0%
TEM	RO-M-19	II	1	2010	2015	214.5	0%	0%	0%	100%
TEM	RO-M-42	III	2	2011	2016	165	0%	0%	0%	0%
TEM	RO-M-41	III	2	2010	2016	253	0%	0%	0%	0%
TEM	RO-M-28	II	2	2011	2015	522	40%	0%	0%	60%
TER	RO-R-2	II	2	2009	2012	535.2	20%	80%	0%	0%
TEM	RO-M-2	II	2	2016	2021	124	0%	100%	0%	0%
TEM	RO-M-27	II	2	2020	2021	322	40%	0%	0%	60%
TEM	RO-M-34	II	2	2019	2025	495	0%	0%	0%	0%
TER	RO-R-4	II	2	2010	2013	1458	20%	0%	80%	0%
TEM	RO-M-8	II	2	2016	2022	310	0%	0%	0%	0%
TEM	RO-M-12	II	2	2018	2023	242	0%	0%	0%	0%
TEM	RO-M-3	II	2	2027	2031	638	0%	100%	0%	0%
TEM	RO-M-7	II	2	2018	2023	234	0%	0%	0%	0%
TEM	RO-M-35	II	2	2018	2021	357.5	0%	0%	0%	0%
TEM	RO-M-14	II	2	2023	2028	990	0%	0%	0%	0%
TEM	RO-M-36	II	2	2015	2019	220	0%	0%	0%	0%
TEM	RO-M-33	II	2	2015	2019	137.5	0%	0%	0%	0%
TEM	RO-M-29	II	2	2022	2024	293	40%	0%	0%	60%
TEM	RO-M-6	II	2	2030	2037	1,369.6	0%	0%	8%	0%
TEM	RO-M-32	II	2	2031	2034	473	0%	0%	0%	0%
TEM	RO-M-15	II	2	2030	2035	561	0%	0%	0%	0%
TEM	RO-M-39	II	2	2033	2038	484	0%	0%	0%	0%
TEM	RO-M-16	II	2	2016	2025	948	0%	0%	0%	0%
TEM	RO-M-37	II	2	2022	2027	588.5	0%	0%	0%	0%
TER	RO-R-1	II	2	2009	2012	422	70%	0%	0%	30%
TEM	RO-M-20	II	2	2025	2032	528	0%	0%	0%	100%
TEM	RO-M-23	II	2	2027	2033	440	0%	0%	0%	0%
TEM	RO-M-38	II	2	2027	2033	231	0%	0%	0%	0%
TEM	RO-M-40	II	2	2027	2033	137.5	0%	0%	0%	0%
						20,601.19				

In Romania "CLASS 2" was not followed strictly as it concerns investment procedures, since the trial and error process in investment plan forced some projects in CLASS 2 to be "moved" in the time horizon in CLASS 3 or 4 as it concerns their investment. These projects were the most expensive, and that was the reasons for their movement.
Therefore in Romania, unlike other countries, the time horizon of project construction might be different from investment horizon. Maybe the investment plan could be "narrowed" if Romania reconsiders the priorities given to some projects.

RUSSIAN FEDERATION

Network	Project ID	Category	Class	Starting year	End year	Budget (mio €)	% Funding Secured/ Source			
							National	Bank	Grant	Private
TER	RU-R-1	n.a.	1	2002	2010	The total budget of TRANSSIB corridor is 7.5 billion US$ (6.14 billion €)	n.a.	n.a.	n.a.	n.a.
TER	RU-R-2	n.a.	1	2002	2010		n.a.	n.a.	n.a.	n.a.
TER	RU-R-3	n.a.	1	2002	2010		n.a.	n.a.	n.a.	n.a.
TER	RU-R-4	n.a.	1	2002	2010		n.a.	n.a.	n.a.	n.a.
TER	RU-R-5	n.a.	1	2002	2010		n.a.	n.a.	n.a.	n.a.
TER	RU-R-6	n.a.	1	2002	2010		n.a.	n.a.	n.a.	n.a.
TER	RU-R-7	n.a.	1	2002	2010		n.a.	n.a.	n.a.	n.a.
TER	RU-R-8	n.a.	1	2002	2010		n.a.	n.a.	n.a.	n.a.
TER	RU-R-9	n.a.	1	2002	2010		n.a.	n.a.	n.a.	n.a.
TER	RU-R-10	n.a.	1	2002	2010		n.a.	n.a.	n.a.	n.a.
TER	RU-R-11	n.a.	1	2002	2010		n.a.	n.a.	n.a.	n.a.
TER	RU-R-12	n.a.	1	2002	2010		n.a.	n.a.	n.a.	n.a.
TER	RU-R-13	n.a.	1	2002	2010		n.a.	n.a.	n.a.	n.a.
TEM	RU-H-1	n.a.	1	2002	2010		n.a.	n.a.	n.a.	n.a.
TEM	RU-H-2	n.a.	1	2002	2010		n.a.	n.a.	n.a.	n.a.
TEM	RU-H-3	n.a.	1	2002	2010		n.a.	n.a.	n.a.	n.a.
TEM	RU-H-4	n.a.	1	2002	2010		n.a.	n.a.	n.a.	n.a.
TEM	RU-H-5	n.a.	1	2002	2010		n.a.	n.a.	n.a.	n.a.
TEM	RU-H-6	n.a.	1	2002	2010		n.a.	n.a.	n.a.	n.a.
TEM	RU-M-1	n.a.	1	2002	2010		n.a.	n.a.	n.a.	n.a.
TER	RU-R-14	n.a.	1	2002	2005	The total budget of «North-South» corridor is 6.4 billion US$ (5,2 billion €)	n.a.	n.a.	n.a.	n.a.
TER	RU-R-15	n.a.	1	2002	2003		n.a.	n.a.	n.a.	n.a.
TER	RU-R-16	n.a.	1	2004	2010		n.a.	n.a.	n.a.	n.a.
TER	RU-R-17	n.a.	1	2002	2004		n.a.	n.a.	n.a.	n.a.
TER	RU-R-18	n.a.	1	2002	2010		n.a.	n.a.	n.a.	n.a.
TER	RU-R-19	n.a.	1	2002	2010		n.a.	n.a.	n.a.	n.a.
TEM	RU-M-2	n.a.	1	2002	2005		n.a.	n.a.	n.a.	n.a.
TEM	RU-M-3	n.a.	1	2002	2010		n.a.	n.a.	n.a.	n.a.
TEM	RU-M-4	n.a.	1	2002	2010		n.a.	n.a.	n.a.	n.a.
TEM	RU-M-5	n.a.	1	2002	2010		n.a.	n.a.	n.a.	n.a.
TEM	RU-M-6	n.a.	1	2002	2010		n.a.	n.a.	n.a.	n.a.
						> 1,1340				

* Since no technical prioritization phase was applied, the category is missing.
** CLASS is based on the implementation timeplan as indicated in National Report

SERBIA & MONTENEGRO

Network	Project ID	Category	Class	Starting year	End year	Budget (mio €)	% Funding Secured/ Source			
							National	Bank	Grant	Private
TEM	SM-H-1	n.a.	1	2005	2005	2	n.a.	n.a.	n.a.	n.a.
TEM	SM-H-2	n.a.	1	2004	2005	7	n.a.	n.a.	n.a.	n.a.
TEM	SM-H-3	n.a.	1	2005	2007	10	n.a.	n.a.	n.a.	n.a.
TEM	SM-H-4	n.a.	1	2006	2007	4	n.a.	n.a.	n.a.	n.a.
TEM	SM-H-5	n.a.	1	2006	2007	4	n.a.	n.a.	n.a.	n.a.
TEM	SM-H-6	n.a.	1	2004	2004	14.3	0%	100%	0%	0%
TEM	SM-H-7	n.a.	1	2004	2004	5.8	0%	100%	0%	0%
TEM	SM-H-8	n.a.	1	2004	2004	20	n.a.	n.a.	n.a.	n.a.
TEM	SM-H-9	n.a.	1	2004	2004	27.9	0%	100%	0%	0%
TEM	SM-H-10	n.a.	1	2004	2004	9.9	n.a.	n.a.	n.a.	n.a.
TEM	SM-M-1	n.a.	1	2004	2005	92	n.a.	n.a.	n.a.	n.a.
TEM	SM-M-2	n.a.	1	2004	2004	20	100%	0%	0%	0%
TEM	SM-H-11	n.a.	1	2004	2004	5	n.a.	n.a.	n.a.	n.a.
TEM	SM-H-12	n.a.	1	2005	2007	172.5	n.a.	n.a.	n.a.	n.a.
TEM	SM-H-13	n.a.	1	2004	2004	3.8	n.a.	n.a.	n.a.	n.a.
TEM	SM-H-14	n.a.	1	2005	2006	6	n.a.	n.a.	n.a.	n.a.
TEM	SM-H-15	n.a.	1	2004	2005	14.5	n.a.	n.a.	n.a.	n.a.
TEM	SM-H-16	n.a.	1	2004	2006	15	40%	0%	0%	0%
TEM	SM-H-17	n.a.	1	2004	2006	56	n.a.	n.a.	n.a.	n.a.
TEM	SM-H-18	n.a.	1	2004	2004	10	n.a.	n.a.	n.a.	n.a.
TEM	SM-H-19	n.a.	1	2005	2006	14	n.a.	n.a.	n.a.	n.a.
TEM	SM-H-20	n.a.	1	2005	2007	25	n.a.	n.a.	n.a.	n.a.
TEM	SM-H-21	n.a.	1	2007	2008	11	n.a.	n.a.	n.a.	n.a.
TEM	SM-H-22	n.a.	1	2004	2004	10	n.a.	n.a.	n.a.	n.a.
TER	SM-R-1	n.a.	1	2005	2007	71	n.a.	n.a.	n.a.	n.a.
TER	SM-R-2	n.a.	1	2004	2005	14	n.a.	n.a.	n.a.	n.a.
TER	SM-R-3	n.a.	1	2005	2005	8	n.a.	n.a.	n.a.	n.a.
TER	SM-R-4	n.a.	1	2004	2004	11.2	0%	100%	0%	0%
TER	SM-R-5	n.a.	1	2004	2005	42	n.a.	n.a.	n.a.	n.a.
TER	SM-R-6	n.a.	1	2004	2006	60	n.a.	n.a.	n.a.	n.a.
TER	SM-R-7	n.a.	1	2005	2006	27	n.a.	n.a.	n.a.	n.a.
TER	SM-R-8	n.a.	1	2004	2005	7	n.a.	n.a.	n.a.	n.a.
TER	SM-R-9	n.a.	1	2004	2005	25	n.a.	n.a.	n.a.	n.a.
TER	SM-R-10	n.a.	1	2004	2005	11.9	n.a.	n.a.	n.a.	n.a.
TER	SM-R-11	n.a.	1	2004	2005	30	n.a.	n.a.	n.a.	n.a.
TER	SM-R-12	n.a.	1	2006	2009	133	n.a.	n.a.	n.a.	n.a.
TER	SM-R-13	n.a.	1	2004	2006	25	n.a.	n.a.	n.a.	n.a.
TEM	SM-H-23	n.a.	2	2011	2012	270	n.a	n.a	n.a	n.a
TEM	SM-H-24	n.a.	2	2011	2012	57	n.a	n.a	n.a	n.a
TEM	SM-H-25	n.a.	2	2011	2012	15.1	n.a	n.a	n.a	n.a
TEM	SM-H-26	n.a.	2	2011	2012	32	n.a	n.a	n.a	n.a
						1,398.9				

* Since no technical prioritization phase was applied the category is missing.
** CLASS is based on the investment timeplan as indicated in REBIS study

SLOVAKIA

Network	Project ID	Category	Class	Starting year	End year	Budget (mio €)	% Funding Secured/ Source			
							National	Bank	Grant	Private
TEM	SK-H-2	I	1	2004	2018	99.87	100%	0%	0%	0%
TEM	SK-M-7	I	1	2004	2018	202.29	30%	28%	42%	0%
TEM	SK-M-4	I	1	2004	2020	127.31	45%	55%	0%	0%
TEM	SK-M-9	I	1	2004	2022	193.72	35%	0%	0%	65%
TEM	SK-M-3	I	1	2004	2019	498.00	100%	0%	0%	0%
TEM	SK-M-8	I	1	2004	2018	1,001.94	35%	0%	0%	65%
TEM	SK-M-11	I	1	2004	2023	355.27	35%	0%	0%	65%
TEM	SK-M-6	II	1	2004	2023	189.94	100%	0%	0%	0%
TER	SK-R-5	II	1	2007	2009	155.95	15%	0%	85%	0%
TER	SK-R-4	II	1	2007	2013	642.69	15%	0%	85%	0%
TER	SK-R-3	II	1	2004	2008	218.51	40%	0%	60%	0%
TEM	SK-H-1	II	2	2011	2019	14.67	100%	0%	0%	0%
TEM	SK-M-13	II	2	2011	2020	62.52	35%	0%	0%	65%
TEM	SK-M-2	II	2	2011	2020	95.86	100%	0%	0%	0%
TEM	SK-H-3	II	2	2011	2019	21.49	100%	0%	0%	0%
TEM	SK-M-12	II	2	2011	2022	266.60	35%	0%	0%	65%
TEM	SK-M-16	II	2	2011	2022	125.05	100%	0%	0%	0%
TEM	SK-M-5	II	2	2011	2022	85.31	100%	0%	0%	0%
TEM	SK-M-1	II	2	2011	2024	141.93	100%	0%	0%	0%
TEM	SK-M-14	II	2	2011	2024	146.86	100%	0%	0%	0%
TER	SK-R-1	II	2	2007	2011	397.51	15%	0%	85%	0%
TEM	SK-M-10	II	2	2011	2024	507.96	35%	0%	0%	65%
TEM	SK-M-15	II	2	2011	2024	242.77	100%	0%	0%	0%
TER	SK-R-2	II	2	2004	2007	405.85	44%	0%	56%	0%
						6,199.88				

SLOVENIA

Network	Project ID	Category	Class	Starting year	End year	Budget (mio €)	% Funding Secured/ Source			
							National	Bank	Grant	Private
TER	SL-R-4	I	1	2008	2013	154.00	25%	25%	50%	0%
TER	SL-R-1	I	1	2005	2007	63.50	19%	32%	49%	0%
TEM	SL-M-2	I	1	2002	2006	621	0%	0%	0%	0%
TER	SL-R-2	I	1	2006	2009	62.50	25%	25%	50%	0%
TER	SL-R-5	I	1	2005	2009	123.30	26%	31%	44%	0%
TER	SL-R-3	I	1	2010	2014	176.00	25%	25%	50%	0%
TEM	SL-M-6	I	1	2007	2012	267.15	0%	0%	0%	0%
TEM	SL-M-1	I	1	2003	2013	1,037.23	0%	0%	0%	0%
TER	SL-R-6	I	1	2004	2006	35.30	0%	64%	36%	0%
TEM	SL-M-3	II	1	2004	2008	119	0%	0%	0%	0%
TEM	SL-M-4	II	1	2003	2006	106	0%	0%	0%	0%
TER	SL-R-7	II	1	2006	2012	700.00	5%	25%	50%	20%
TEM	SL-M-5	II	1	2005	2006	11.7	0%	0%	0%	0%
TEM	SL-M-7	II	2	2014	2014	210	0%	0%	0%	0%
						3,686.68				

TURKEY

Network	Project ID	Category	Class	Starting year	End year	Budget (mio €)	% Funding Secured/ Source			
							National	Bank	Grant	Private
TEM	TU-M-14	I	1	2004	2006	30.12	100%	0%	0%	0%
TEM	TU-M-13	I	1	2004	2006	31.60	100%	0%	0%	0%
TEM	TU-M-3	I	1	2010	2014	222.77	0%	0%	0%	0%
TEM	TU-M-8	I	1	2010	2014	184.40	0%	0%	0%	0%
TEM	TU-M-10	I	1	2010	2014	164.91	0%	0%	0%	0%
TEM	TU-M-6	I	1	2010	2014	193.85	0%	0%	0%	0%
TEM	TU-M-7	I	1	2010	2014	183.93	0%	0%	0%	0%
TEM	TU-M-12	I	1	2004	2006	20.74	100%	0%	0%	0%
TEM	TU-M-15	I	1	2004	2008	68.09	100%	0%	0%	0%
TEM	TU-M-17	I	1	2004	2008	43.92	100%	0%	0%	0%
TEM	TU-M-18	I	1	2004	2008	35.70	100%	0%	0%	0%
TEM	TU-M-19	I	1	2004	2009	45.31	100%	0%	0%	0%
TEM	TU-M-9	I	1	2010	2014	132.54	0%	0%	0%	0%
TEM	TU-M-20	I	1	2004	2008	22.70	100%	0%	0%	0%
TER	TU-R-4	I	1	2006	2010	317.1	0%	0%	0%	0%
TEM	TU-M-11	II	1	2004	2007	106.90	100%	0%	0%	0%
TEM	TU-M-16	II	1	2004	2008	56.02	100%	0%	0%	0%
TER	TU-R-1	II	1	2005	2006	1138	0%	100%	0%	0%
TEM	TU-M-1	II	2	2015	2019	294.84	0%	0%	0%	0%
TEM	TU-M-2	II	2	2015	2019	267.81	0%	0%	0%	0%
TER	TU-R-3	II	2	2011	2017	1344	0%	100%	0%	0%
TEM	TU-M-5	II	2	2015	2019	281.87	0%	0%	0%	0%
TEM	TU-M-4	II	2	2015	2019	735.46	0%	0%	0%	0%
TER	TU-R-2	II	2	2011	2013	735.7	0%	100%	0%	0%
						6,658.27				

UKRAINE

Network	Project ID	Category	Class	Starting year	End year	Budget (mio €)	% Funding Secured/ Source			
							National	Bank	Grant	Private
TEM	UKR-M-2	II	1	2004	2009	244.00	40%	0%	0%	60%
TER	UKR-R-1	n.a.	1	2004	2004	76.00	42%	56%	2%	0%
TER	UKR-R-2	n.a.	1	2004	2008	163.80	40%	60%	0%	0%
TEM	UKR-M-1	II	2	2011	2018	466.00	20%	0%	0%	80%
TEM	UKR-M-4	II	2	2011	2018	155.30	20%	0%	0%	80%
TEM	UKR-M-3	II	2	2011	2018	177.90	79%	0%	0%	21%
						1,283,00				

PART II – INVESTMENT PLAN PER COUNTRY GROUP

TEM AND TER NETWORKS - EU MEMBER COUNTRIES BEFORE 1 MAY 2004

Country	Projects	TEM and TER Network Implementation Progress					TEM and TER Network Funding		
		Up to 2010	2010-2015	2015-2020	After 2020	Unknown	Secured	Unsecured	Unknown
AT	7	14%	86%	-	-	-	100%	-	-
GR	17	29%	29%	35%	6%	-	29%	71%	-
IT	-	-	-	-	-	-	-	-	-

Whole Network	Projects	TEM and TER Network Implementation Progress					TEM and TER Network Funding		
		Up to 2010	2010-2015	2015-2020	After 2020	Unknown	Secured	Unsecured	Unknown
	24	25%	46%	25%	4%	-	50%	50%	-

TEM AND TER NETWORKS EU MEMBER COUNTRIES AFTER 1 MAY 2004 AND ACCEDING COUNTRIES

Country	Projects	TEM and TER Network Implementation Progress					TEM and TER Network Funding		
		Up to 2010	2010-2015	2015-2020	After 2020	Unknown	Secured	Unsecured	Unknown
BG	18	33%	28%	22%	17%	-	33%	11%	-
CR	43	56%	30%	12%	2%	-	70%	-	30%
CZ	13	69%	8%	23%	-	-	100%	-	0%
HU	43	31%	18%	3%	2%	47%	58%	16%	49%
LT	32	47%	28%	3%	22%	-	78%	-	22%
PL	97	33%	-	-	-	67%	1%	3%	96%
RO	45	18%	16%	16%	51%	-	51%	49%	-
SK	24	4%	8%	42%	46%	-	100%	-	-
SL	14	36%	43%	7%	14%	-	50%	50%	-
TU	24	50%	29%	21%	-	-	54%	46%	-

Whole Network	Projects	TEM and TER Network Implementation Progress					TEM and TER Network Funding		
		Up to 2010	2010-2015	2015-2020	After 2020	Unknown	Secured	Unsecured	Unknown
	353	35%	16%	11%	14%	24%	47%	15%	38%

TEM AND TER NETWORKS – NON-EU, NON-ACCEDING COUNTRIES

Country	Projects	TEM and TER Network Implementation Progress					TEM and TER Network Funding		
		Up to 2010	2010-2015	2015-2020	After 2020	Unknown	Secured	Unsecured	Unknown
BL	4	100%	-	-	-	-	100%	-	-
BH	15	7%	53%	13%	27%	-	47%	53%	-
Ma	8	25%	-	-	-	75%	25%	-	75%
GE	6	67%	-	-	33%	-	67%	33%	-
MD	3	67%	-	-	33%	-	-	100%	-
RU	31	100%	-	-	-	-	-	-	100%
SM	41	90%	10%	-	-	-	12%	-	88%
UKR	6	50%	-	50%	-	-	100%	-	-

Whole Network	Projects	TEM and TER Network Implementation Progress					TEM and TER Network Funding		
		Up to 2010	2010-2015	2015-2020	After 2020	Unknown	Secured	Unsecured	Unknown
	114	74%	11%	4%	6%	5%	25%	11%	64%

PART III – INVESTMENT& IMPLEMENTATION PLAN/TOTAL RESULTS

TEM AND TER NETWORKS

Country	Projects	TEM and TER Network Implementation Progress					TEM and TER Network Funding		
		Up to 2010	2010-2015	2015-2020	After 2020	Unknown	Secured	Unsecured	Unknown
AT	7	14%	86%	-	-	-	100%	-	-
BL	4	100%	-	-	-	-	100%	-	-
BH	15	7%	53%	13%	27%	-	47%	53%	-
BG	18	33%	28%	22%	17%	-	33%	11%	-
CR	43	56%	30%	12%	2%	-	70%	-	30%
CZ	13	69%	8%	23%	-	-	100%	-	0%
Ma	8	25%	-	-	-	75%	25%	-	75%
GE	6	67%	-	-	33%	-	67%	33%	-
GR	17	29%	29%	35%	6%	-	29%	71%	-
HU	43	31%	18%	3%	2%	47%	58%	16%	49%
IT	-	-	-	-	-	-	-	-	-
LT	32	47%	28%	3%	22%	-	78%	-	22%
MD	3	67%	-	-	33%	-	-	100%	-
PL	97	33%	-	-	-	67%	1%	3%	96%
RO	45	18%	16%	16%	51%	-	51%	49%	-
RU	31	100%	-	-	-	-	-	-	100%
SM	41	90%	10%	-	-	-	12%	-	88%
SK	24	4%	8%	42%	46%	-	100%	-	-
SL	14	36%	43%	7%	14%	-	50%	50%	-
TU	24	50%	29%	21%	-	-	54%	46%	-
UKR	6	50%	-	50%	-	-	100%	-	-

Whole Network	Projects	TEM and TER Network Implementation Progress					TEM and TER Network Funding		
		Up to 2010	2010-2015	2015-2020	After 2020	Unknown	Secured	Unsecured	Unknown
	491	44%	16%	10%	11%	19%	42%	16%	42%

TEM NETWORK

Country	Projects	TEM and TER Network Implementation Progress					TEM and TER Network Funding		
		Up to 2010	2010-2015	2015-2020	After 2020	Unknown	Secured	Unsecured	Unknown
AT	1	100%	-	-	-	-	100%	-	-
BL	3	100%	-	-	-	-	100%	-	-
BH	8	-	25%	25%	50%	-	-	100%	-
BG	10	20%	50%	30%	-	-	-	100%	-
CR	27	33%	44%	19%	4%	-	100%	-	-
CZ	5	100%	-	-	-	-	100%	-	-
MA	3	67%	-	-	-	33%	67%	-	33%
GE	4	100%	-	-	-	-	50%	50%	-
GR	5	40%	40%	-	20%	-	-	100%	-
HU	20	-	-	-	-	100%	-	-	100%
IT	-	-	-	-	-	-	-	-	-
LT	10	20%	10%	-	70%	-	30%	-	70%
MD	1	100%	-	-	-	-	-	100%	-
PL	91	29%	-	-	-	71%	-	3%	97%
RO	41	17%	17%	17%	49%	-	46%	54%	-
RU	12	100%	-	-	-	-	-	-	100%
SM	28	86%	14%	-	-	-	14%	-	86%
SK	19	-	-	47%	53%	-	100%	-	-
SL	7	57%	43%	-	-	-	-	100%	-
TU	20	50%	30%	20%	-	-	50%	50%	-
UKR	4	25%	-	75%	-	-	100%	-	-

Whole Network	Projects	TEM and TER Network Implementation Progress					TEM and TER Network Funding		
		Up to 2010	2010-2015	2015-2020	After 2020	Unknown	Secured	Unsecured	Unknown
	319	36%	13%	10%	13%	27%	31%	21%	48%

TER NETWORK

Country	Projects	TEM and TER Network Implementation Progress					TEM and TER Network Funding		
		Up to 2010	2010-2015	2015-2020	After 2020	Unknown	Secured	Unsecured	Unknown
AT	6	-	100%	-	-	-	100%	-	-
BL	1	100%	-	-	-	-	100%	-	-
BH	7	14%	86%	-	-	-	100%	-	-
BG	8	50%		13%	38%	-	75%	25%	-
CR	16	94%	6%	-	-	-	19%	-	81%
CZ	8	50%	13%	38%	-	-	100%	-	-
MA	5	-	-	-	-	100%	-	-	100%
GE	2	-	-	-	100%	-	100%	-	-
GR	12	25%	25%	50%	-	-	42%	58%	-
HU	23	58%	33%	6%	3%	-	76%	21%	3%
IT	-	-	-	-	-	-	-	-	-
LT	22	59%	36%	5%	-	-	100%	-	-
MD	2	50%	-	-	50%	-	-	100%	-
PL	6	100%	-	-	-	-	17%	-	83%
RO	4	25%	-	-	75%	-	100%	-	-
RU	19	100%	-	-	-	-	-	-	100%
SM	13	100%	-	-	-	-	8%	-	92%
SK	5	60%	40%	0%	0%	-	100%	-	-
SL	7	14%	43%	14%	29%	-	100%	-	-
TU	4	50%	25%	25%	-	-	75%	25%	
UKR	2	100%	-	-	-	-	100%	-	-

Whole Network	Projects	TEM and TER Network Implementation Progress					TEM and TER Network Funding		
		Up to 2010	2010-2015	2015-2020	After 2020	Unknown	Secured	Unsecured	Unknown
	172	58%	22%	9%	7%	3%	58%	10%	32%

ANNEX VII – BORDER CROSSING POINTS' INVENTORY

FOR TEM

COUNTRY	Border points	Status (control type)
A/I	Arnoldstein/Coccau	no control
A/H	Nickelsdorf/Hegyeshalom	passport only
A/SK	Berg/Petrzalka	passport only
BIH/HR	Visici/Metkovic	passport and customs
BIH/HR	Bos. Samac/Slav. Samac	passport and customs
BIH/SIM	Bolanic/Kotroman	passport and customs
BIH/HR	Izacic/Vaganac	passport and customs
BIH/HR	Neum/Neum West	passport only
BIH/HR	Neum/Neum East	passport only
BG/SIM	Kalotina/Dimitrovgrad	passport and customs
BG/TR	Kapitan Andreevo/Kapikule	passport and customs (future: passport only)
BG/RO	Ruse/Giurgiu	passport and customs (future: passport only)
HR/SLO	Bregana/Obrezje	passport and customs
HR/H	Gorican/Letenye	passport and customs
HR/H	Knezevo/Udvar	passport and customs
HR/SIM	Lipovac/Batrovci	passport and customs
HR/SIM	Debeli Brijeg/Sutorina	passport and customs
HR/SIM	Batina/Bezdan	passport and customs
HR/BIH	Slav. Samac/Bos. Samac	passport and customs
HR/BIH	Metkovic/Visici	passport and customs
HR/BIH	Vaganac/Izacic	passport and customs
HR/BIH	Neum West/Neum	passport only
HR/BIH	Neum East/Neum	passport only
CZ/D	Rozvadov/Waidhaus	passport only
CZ/D	Cinovec/Zinnwald	passport only
CZ/PL	Harrachov/Jakuszyce	passport only
CZ/PL	Beloves/Kudowa Zdroj	passport only
CZ/PL	C.Tesin/Cieszyn	passport only
CZ/PL	Vernovice/Gorzyczki	to be open in 2008
CZ/SK	Lanzhot/Kuty	passport only
CZ/SK	St. Hrozenkov/Drietoma	passport only
GA/TR	Sarpi/Sarp	passport and customs
GA/TR	Naohrebi/Turkozu	passport and customs
GA/RUS	Larsi/Verhnij Lars	passport and customs
GA/RUS	Leselidze/Adler	passport and customs
GA/AZ	Tsiteli Khidi/Syhly	passport and customs
GA/AR	Guguti/Tasir	passport and customs
GA/AR	Sadakhlo/Ajrum	passport and customs
H/A	Hegyeshalom/Nickelsdorf	passport only
H/SK	Rajka/Rusovce	passport only
H/SK	Parassapuszta/Sahy	passport only
H/SK	Tornyosnemeti/Milhost	passport only

COUNTRY	Border points	Status (control type)
H/UA	Zahony/Cop	passport and customs
H/RO	Nagylak/Nadlac	passport and customs (future: passport only)
H/RO	Biharkeresztes/Bors	passport and customs (future: passport only)
H/SIM	Roszke/Horgos	passport and customs
H/HR	Letenye/Gorican	passport and customs
H/HR	Udvar/Knezevo	passport and customs
I/A	Coccau/Arnoldstein	no control
I/SLO	Trieste Villa Opicina/Fernetici	passport only
LT/PL	Sangruda/Budzisko	passport only
LT/LV	Salociai/Grenctale	passport only
LT/BY	Medininkai/Kamenny Loh	passport and customs
PL/D	Swiecko/Frankfurt	passport only
PL/D	Olszyna/Forst	passport only
PL/D	Jedrzychowice/Gorlitz	passport only
PL/CZ	Jakuszyce/Harrachov	passport only
PL/CZ	Cieszyn/C. Tesin	passport only
PL/CZ	Kudowa Zdroj/Beloves	passport only
PL/CZ	Gorzyczki/Vernovice	to be open in 2008
PL/SK	Barwinek/Vysny Komarnik	passport only
PL/SK	Zwardon/Skalite	passport only
PL/LT	Budzisko/Sangruda	passport only
PL/BY	Terespol/Brest	passport and customs
PL/UA	Medyka/Sehyni	passport and customs
RO/H	Nadlac/Nagylak	passport and customs (future: passport only)
RO/H	Bors/Biharkeresztes	passport and customs (future: passport only)
RO/BG	Giurgiu/Ruse	passport and customs (future: passport only)
RO/SIM	Moravita/Vrsac	passport and customs
RO/UA	Siret/Porubne	passport and customs
RO/UA	Halmeu/Djakove	passport and customs
RO/MO	Sculeni/Sculeni	passport and customs
RO/MO	Albita/Leuseni	passport and customs
SK/CZ	Kuty/Lanzhot	passport only
SK/CZ	Drietoma/St. Hrozenkov	passport only
SK/PL	Skalite/Zwardon	passport only
SK/PL	Vysny Komarnik/Barwinek	passport only
SK/H	Rusovce/Rajka	passport only
SK/H	Sahy/Parassapuszta	passport only
SK/H	Milhost/Tornyosnemeti	passport only
SK/UA	Vys. Nemecke/Uzgorod	passport and customs
TR/BG	Kapikule/Svilengrad	passport and customs (future: passport only)
TR/GA	Sarp/Sarpi	passport and customs
TR/GA	Turkozu/Naohrebi	passport and customs
TR/IRN	Gurbulak/Maku	passport and customs
TR/IRQ	Habur/Zakhu	passport and customs
TR/SYR	Yayladagi/Yayladag	passport and customs
TR/IR	Kapikoy/Razi	passport and customs
TR/AM	Dogukapi/Ahuryan	passport and custums

ANNEX VIII - LIST OF PARTICIPANTS IN TEM AND TER PROJECTS' MASTER PLAN WORK

UNECE

Mr. Jose CAPEL FERRER, UNECE Director of Transport Division, Geneva, SWITZERLAND

Mr. Michalis ADAMANTIADIS, UNECE Regional Adviser on Transport, Geneva, SWITZERLAND

Mr. Marian HANTAK, TEM Project Manager, SLOVAKIA

Mr. Helmut MEELICH, TER Project Manager, AUSTRIA

Mr. Petr POSPISIL, TEM Deputy TEM Project Manager, CZECH REPUBLIC

Mr. Mircea LUPESCU, TER Deputy Project Manager, ROMANIA

EXTERNAL CONSULTANTS

Prof. Dimitrios TSAMBOULAS, National Technical University of Athens, GREECE

Prof. Alan PEARMAN, University of Leeds, UNITED KINGDOM

Prof. Laszlo GASPAR, University of Gyor, HUNGARY

Prof. Krzystof BUCZKOWSKI, University of Warsaw, POLAND

Ms. Angeliki KOPSACHEILI, National Technical University of Athens, GREECE

Mr. Romeo GALBENU, Romanian Railways, ROMANIA

Mr. Zdenek TRCKA, CZECH REPUBLIC

Mr. Darek PRZYBYLA, POLAND

COUNTRY EXPERTS – TEM MASTER PLAN

Mr. Kurt NEMEC, TEM National Coordinator, AUSTRIA

Mr. Dragan MIHAJLOVIC, TEM National Coordinator, BOSNIA and HERZEGOVINA

Mr. Stefan POPOV, TEM National Coordinator, BULGARIA

Mr. Ivan LEGAC, TEM National Coordinator, CROATIA

Mr. Milan MACHART, TEM National Coordinator, CZECH REPUBLIC

Mr. Roman DALAKISHVILI, TEM National Coordinator, GEORGIA

Mr. Boldizsar VASARHELYI, TEM National Coordinator, HUNGARY

Mr. Enrico SAMMARTINO, TEM National Coordinator, ITALY

Mr. Algimantas JANUSAUSKAS, TEM National Coordinator, LITHUANIA

Mr. Ludomir SZUBERT, TEM National Coordinator, POLAND

Mr. Mihai IUGA, TEM National Coordinator, ROMANIA

Mr. Peter BAREK, TEM National Coordinator, SLOVAKIA

Mr. Mucahit ARMAN, TEM National Coordinator, TURKEY

Mr. Genady V. CHEPTSOV, expert, REPUBLIC of BELARUS

Mr. Franjo MIHOCI, expert, CROATIA

Mr. Zoran LAPEVSKI, expert, FORMER YUGOSLAV REPUBLIC OF MACEDONIA

Mr. George PATRIS, expert, GREECE

Mr. MIklos KERESZTES, expert, HUNGARY

Ms. Judit FLORIAN, expert, HUNGARY

Mr. Paulius E. ZLOTINAS, expert, LITHUANIA

Ms. Bozena BIALECKA, expert, POLAND

Mr. Robert ROGOWSKI, expert, POLAND

Mr. Zenon HALASA, expert, POLAND

Mr. Nicolae CIOBANU, expert, REPUBLIC of MOLDOVA

Mr. Mirea LIVIU, expert, ROMANIA

Mr. Valery V. TIMOFEEV, expert, RUSSIAN FEDERATION

Mr. Marian MISKOVIC, expert, SLOVAKIA

Mr. Marjan VEZJAK, expert, SLOVENIA

Mr. Miograd JOCIC, expert, SERBIA and MONTENEGRO

Ms. Elif SOYKAN, expert, TURKEY

Mr. Hryhorii LEHENKYI, expert, UKRAINE

COUNTRY EXPERTS – TER MASTER PLAN

Mrs. Natascha WENDT, Expert, Austrian Federal Railways (OBB), International Relations/ Lobbying, AUSTRIA

Mr. Mikheil KHMALADZE, Head of Service of International Affaires Georgian Railways Ltd., GEORGIA

Mr. Mikheil KHONELIDZE, Deputy Director of Marketing Service Georgian Railways Ltd., GEORGIA

Mr. Sulejman CELIC, Expert for Railway Transport Ministry of Communications and Transports of Bosnia and Herzegovina

Mr. Radoslav Georgiev IVANOV, Head of Department State Railway Infrastructure Company, BULGARIA

Mr. Todor Anguelov ANGUELOV, Expert, Executive Agency "Railway Administration", BULGARIA

Mr. Vaclav NOVACEK, Head of Department, TER National Co-ordinator Ministry of Transport and Communication, CZECH REPUBLIC

Mr. Frantisek HEP, Commercial Manager SUDOP PRAHA a.s., CZECH REPUBLIC

Mrs. Aikaterini PRINOU, Chief of International Relations Dept. Hellenic Railways Organisation, GREECE

Mrs. Jolan Montvaine PAPAI, TER national Co-ordinator Ministry of Economy and Transport, HUNGARY

Mr. Gyorgy SZABO, Deputy Head of International Department Hungarian State Railways Co., HUNGARY

Mr. Tamas NEGYESI, Deputy Head of International Department Hungarian State Railways Co, HUNGARY

Mr.Laszlo SZABO, Responsible for Master Plan Hungarian State Railways Co, HUNGARY

Mr. Simas GARUOLIS, Deputy Director of Transit and Railway Transport Department

Ministry of Transport and Communication, LITHUANIA

Mr. Aldas MILISIUNAS, Chief Specialist of Technical Department Lithuanian Railways, LITHUANIA

Mrs. Svetlana MOVILA, Adviser of Rail Transport Directorate Ministry of Transport and Communications, MOLDOVA

Mrs. Maria CIOBANU, Translator Technical Service of the State Enterprise "The Railway of Moldova", MOLDOVA

Mr. Krzysztof KULESZA, Head of Division for International Co-operation, TER National Co-ordinator Ministry of Infrastructure, Railway Department, POLAND

Mrs. Maria WARDAL, Project Director in the Headquarters Polish Railways, PKP s.a., POLAND

Mr. Jean NICOLAS, Technical Director Romanian Railways (CFR S.A.), ROMANIA

Mr. Georgel DRAGOTA, Head of Unit National Railway Company, ROMANIA

Mr. Alexandre KOTCHERYGIN, Head of Division Russian Railways "RZD", RUSSIAN FEDERATION

Mr. Andrej PAVLOV, Chief Expert, International Relations Department Russian Railways "RZD", RUSSIAN FEDERATION

Mr. Jozef PLACEK, TER National Co-ordinator Ministry of Transport, Post and Telecommunications, SLOVAKIA

Mr. Vladimir CEBO, System Specialist ZSR Slovak Railways, SLOVAKIA

Mr. Jozef GOLAN, Chief of Department of Railway Infrastructure Ministry of Transport, Post and Telecommunication Slovakia

Mr. Ladislav MRVA, Slovak Railways, SLOVAKIA

Mr. Borut PRHAVC, State Undersecretary, TER National Co-ordinator Ministry of Transport, SLOVENIA

Mr. Kristijan NOVAK, Public agency for railway transport, SLOVENIA

Mr. Marko FRECE, Engineer Slovenian Railways, SLOVENIA

Mr. Ismet DUMAN, Head of Reserch and Development Department Turkish State Railways, TURKEY

Ms. Nihat BILGEN, Division Manager in RPC Dept. Turkish State Railways, TURKEY

Mr. Goran KALICANIN, Executive manager for Corridor X Public Railway Transport Enterprise, SERBIA AND MONTENEGRO

Mr. Yosyp KRANTS, Head of Development Department State Railway Administration, UKRAINE

ORGANIZATIONS

Mr. Peter KRAUSZ, Head Goods Transport Council, IRU, SWITZERLAND

Mr. Gilberto GALLONI, President, Europlatforms, BELGIUM

Mr. Kent BENTZEN, Vice President, Europlatforms, BELGIUM

Mr. Jerzy WISNIEWSKI, Director, UIC, FRANCE

ANNEX IX - LETTER OF THE MINISTRY OF ECONOMIC DEVELOPMENT OF GEORGIA

საქართველოს ეკონომიკური
განვითარების სამინისტრო

MINISTRY OF ECONOMIC
DEVELOPMENT OF GEORGIA

"07" 04 2006წ. № 26/747/9-6

Mr. José CAPEL FERRER
Director
UNECE Transport Division

Dear Mr. Ferrer,

First, let me express my respect personally to you and the Transport Division of the UN Economic Commission for Europe. The Ministry of Economic Development of Georgia highly considers support and cooperation from the UNECE side.

We have the honor to inform you that the Ministry of Economic Development of Georgia considered final report on TEM and TER Master Plan (January 2006). We apologize for the inconvenience, but coming out of the fact that it is necessary to make correction in the above-mentioned document and following our conversation with Mr. Michalis P. Adamantiadis – Regional Adviser of the UNECE Transport Division earlier this week, we kindly ask you to consider and make appropriate corrections in the final report on TEM and TER Master Plan (**ANNEX VI – INVESTMENT-TIME PLAN/FINAL PRIORITIZATION RESULTS**; **PART I – INVESTMENT PLAN PER COUNTRY**; Page 163). It will lead to appropriate chances in **PART II – INVESTMENT PLAN PER COUNTRY GROUP**; page 186 and **PART III – INVESTMENT&IMPLEMENTATION PLAN/TOTAL RESULTS**; page 187, page 191.

Please find attached document i.e. appropriate table with all necessary corrections from our side.

Let me, once again apologize for inconvenience.

Thank you in advance for cooperation.

Attachment: 1 page

Truly yours,

David TSIKLAURI

Deputy Minister

0108 თბილისი, ჭანტურიას ქ. №12
12, G. Chanturia Str., 0108 Tbilisi, Georgia

Tel.: (995 32) 93 33 61, 98 43 11
Fax.: (995 32) 92 19 29, 93 28 61, 92 01 08

GEORGIA

Network	Project ID	Category	Class	Starting year	End year	Budget (mio €)	% Funding Secured/ Source			
							National	Bank	Grant	Private
TER	GE-R-2	I	1	2007	2010	368.09	n.a.	n.a.	n.a.	n.a.
TEM	GE-M-1	n.a.*	1**	2000	2004	45.05	17%	73%	0%	0%
TEM	GE-M-2	n.a.*	1**	2000	2004	19.82	32%	0%	68%	0%
TEM	GE-M-3	n.a.*	1**	2004	2005	2.46	17%	0%	83%	0%
TEM	GE-M-4	n.a.*	1**	2005	2009	21.29	23%	7%	0%	0%
TER	GE-R-1	II	2	2010	2015	423.91	n.a.	n.a.	n.a.	n.a.
						880.62				

* Since no technical prioritization phase was applied the category is missing.
** CLASS is based on the investment timeplan as indicated in the Euro-Asian Investment Info Sheet