

NEW RAILWAY SILK ROAD

Piero Fassino

President of the Forum of the Cities
of the New Railway Silk Road



MIR INITIATIVE
SHAPING THE NEW SILK ROAD

Memo of the METR

White Book
on the Future
of Mobility
in the METR
Region

Middle East
Europe
Turkey
Russia



Коммерсантъ




**«METRO OF THE METR (MIDDLE
EAST, EUROPE, TURKEY, RUSSIA)»
MEGAPROJECT STATISTICS**



223 CITIES

The total amount of
the cities-stations



87 706, 36 KM

The total length of
high-speed railways



323 PROJECTS

The total number
of perspective projects



1 315 590 000 000 EU

The total cost
of project



PR AIR WAYS

TURIN CHARTER Forum of the Cities of the New Railway Silk Road

- All of human history is tied to the evolution of mobility, which has occurred because of diverse trade routes, including sea, land and air routes.
- Every civilization had its best system of mobility. For the Romans, it was a land network; for the Venetians, Portuguese and Spaniards, there were sea and ocean routes. The Tartars had a transcontinental network and the Chinese had caravan routes and ports.
- Every mobility of goods led to negative economic and social consequences. When people and goods cannot travel freely both the safety and quality of food and medical commodities are jeopardized.
- In a globalized world, cities assume a new essential identity for societies and territories, especially since they are the historical cities – states for those groups and regions. In this way, cities guarantee individuals a sense of belonging and represent whole areas, not just as their official capital cities and administrative seats, but primarily as touchstones in the collective consciousness.
- Both the development of transport and the creation of new transnational roads – roads connecting major cities, each with its own habits, culture, industry and society – represent an economic challenge for those cities and their management.
- New forms of transportation can change geography. Within the European Union, the TSI T network is creating a "Train Matrix" with cities as main stops and transport corridors as main lines. This is an innovative system enabling the growth of relationships and the circulation of people and ideas. For transportation of goods, a logistics network is being created to connect sea ports, intermodal ports, and airports from north to south and from east to west, linking sea and transiting mountains with new rail tunnels.
- The Silk Road rail project extends from the West to the Far East and from the Atlantic to the Pacific, encompassing a new Silk Road through the Middle East, Europe, Turkey and Russia. The METI region, where the role of the Mediterranean is becoming crucial, has implications for transport and business and especially for social, cultural and political spheres. In those spheres, the most dramatic effect will be on human migration.
- This new Silk Road, which reproduces Marco Polo's route by rail, starts in China and crosses Korea, the Caucasus-Azerbaijan Middle East, and the Balkans. This time, it doesn't stop in Venice but connects Eurasian cities with those of the Mediterranean Corridor as far as the Ibero Peninsula and Gibraltar, where an underwater connection with Africa is being studied.
- Solving mobility-related problems in the METI region could contribute not only to developing trade systems and economies, but also to correcting the fears and prejudices that fuel political, ideological, and religious extremes.
- A large infrastructure project requires a pre-emptive mobilization of important interests, sensitive cooperation among institutions, international political action at the highest levels, and economic resources. However, the most essential precondition is the creation of a deep consensus among various countries.

that are bound for their own sake. The result will conflict as it shows occurring in the METI region. These issues must be resolved by international cooperation and a complete breakdown of efforts of bilateral countries.

From this perspective, the Railway Silk Road project, apart from being a transport infrastructure, is primarily a peace project aimed at solving people's cultural, economic, and religious fears where history, geopolitics, nationalism and fundamentalism create diversity and isolation. This is the idea of "cosmopolis" as proposed by the title of "Cosmopolis" by Umberto Eco's work.

The European and Eurasian corridors need precise and concrete ideas that will support, with an organized and understood approach, the decisions related to the new Silk Road: geographic layout and environmental integration, with respect for the rights of local communities and with awareness of contemporary challenges.

For this reason, Turin is proposing to give life to a "Forum of the Cities of the New Railway Silk Road" to create the necessary political and cultural conditions needed to launch projects, such as the development of the western end of the Mediterranean Corridor and of the western end of the Eurasian Corridor "Macao – Beijing" in the framework of fundamentally important land connection between Maritime and Pacific oceans. These geographic conditions grew out of the suggestions in the white book "White Book of the METI" sponsored by the Ministry of the Turin International Book Fair in 2015.

The aims of the Turin Charter are as follows:

- To create a platform for cultural, social, economic, and political dialogues between the cities of the Mediterranean Corridor and those of the METI region in order to protect and promote the common interests of those territories and the cooperation of communities interested in this connection.
- To support a new level of mobility of goods and passengers through an infrastructure to the east of the European network TSI T by means of new high-speed and high-capacity corridors in the METI region, as well as to fight economic, political and social crises.
- To promote an initiative among cities in secondary transportation development as since 2010, via communication and connection projects conceived as peace tools through the enhancement of local communities.
- To support potential private and public partnerships between East and West for the study, design, implementation, and management of the infrastructures of the new Railway Silk Road.

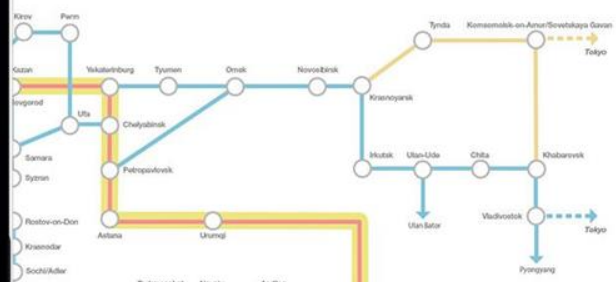
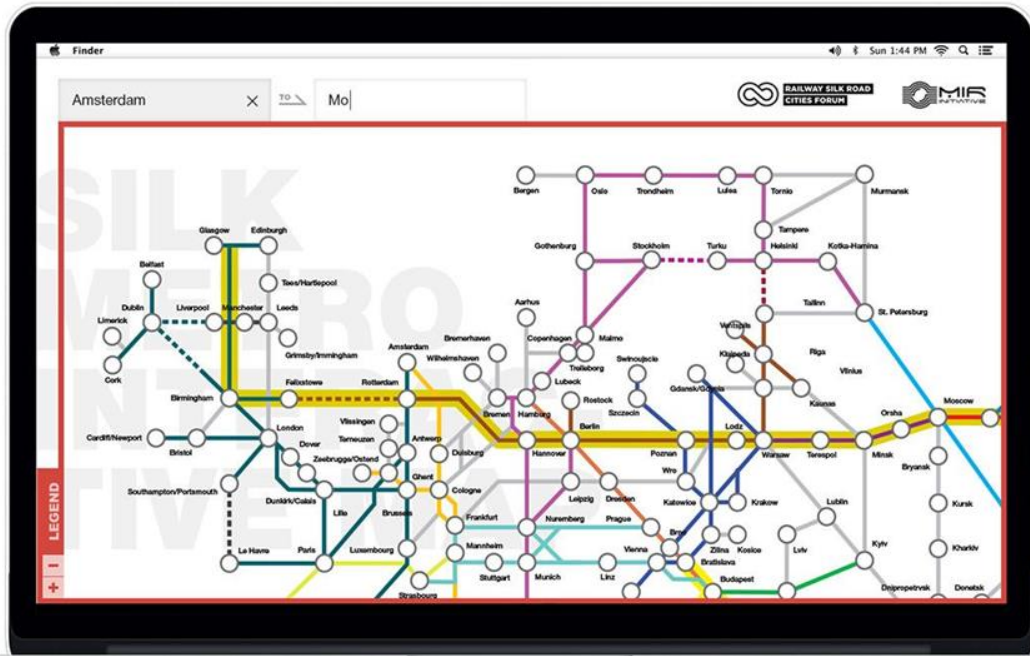
In order to take off the project can and Turin of the METI initiative as an organizational platform. It is already available with the support of the key decision-makers, intergovernmental experts, and international intellectuals who collaborated on the creation of the white book.

The first meeting of the Forum can be held in June 2015. The date and location see to be determined.

Filippo Fassinio

Mayor of Turin

Filippo Fassinio



Metro of the METR

Sochi Declaration June 3, 2016

On June 3, 2016 Sochi hosted a meeting under the auspices of the Railway Silk Road Cities Forum. *The Cities as Stations of a Future Eurasian High-Speed Metro* meeting was attended (personally or by video conference) by: Mario **Virano**, General Manager of TET S.A; Piero **Essano**, Mayor of Turin and President of the Forum; Aleksey **Tsydenov**, Russian Deputy Minister of Transport; Alexander **Misharin**, First Vice President of Russian Railways; Anatoly **Pakhomov**, Mayor of Sochi; Azer **Mursaliyev**, Editor-in-Chief of *Kommersant Vlast*; Ernest Sultanov, Forum Coordinator; Wolfgang **Dik**, representative of the Government of the Federal Republic of Germany; Eng. Eugenio **Muzio**, intermodal transport expert.

Meeting Highlights:

- high-speed passenger rail systems are present in all large Eurasian countries and have performed well to the benefit of the railways, cities and passengers;
- *Eurasian High-Speed Metro for Passengers and Freight Transportation* is a large-scale project with an ambitious goal to align current activities and facilitate implementation of a strategic project to link Eurasian cities by HSR lines within the shortest time.

Meeting Statements:

1. The top-priority HSR initiatives taken by various Eurasian countries should be coordinated for best results, including in terms of interoperability and integration.
2. A city who seeks to be incorporated into the large HSR, metro project need to build necessary economic environment and infrastructures, including underground transit stations so as to preserve the city's appearance and reduce stop time for train at station.

The HSR will also open up new opportunities for freight transportation. Specifically, it will afford to:

1. Overcome the 160 km/h speed threshold for new freight bogies.
2. Build logistics centres, i.e. facilities with terminals equipped for intermodal transportation located outside the city centre with an access to the new freight HSR.
3. Create an environment to encourage more active railway transportation between Europe and Asia, including initiatives to address the gauge issue (terminals equipped with high-capacity overhead cranes for bogie change) and improve bureaucratic procedures and regulations to accelerate traffic and avoid long stops.

The initiatives will be discussed in a feasibility study planned by the MIR Initiative and supported by the Railway Silk Road Cities Forum and the participants of "METRO of the METR. White Book on the future of mobility in the region". New infrastructure projects, including the new Silk Road's lines and corridors, will also be designed.

Once implemented, the initiatives will transform the Great Silk Road as a historical heritage into a new reality – *Eurasian High-Speed Metro for Passengers and Freight Transportation*.





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