

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



«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



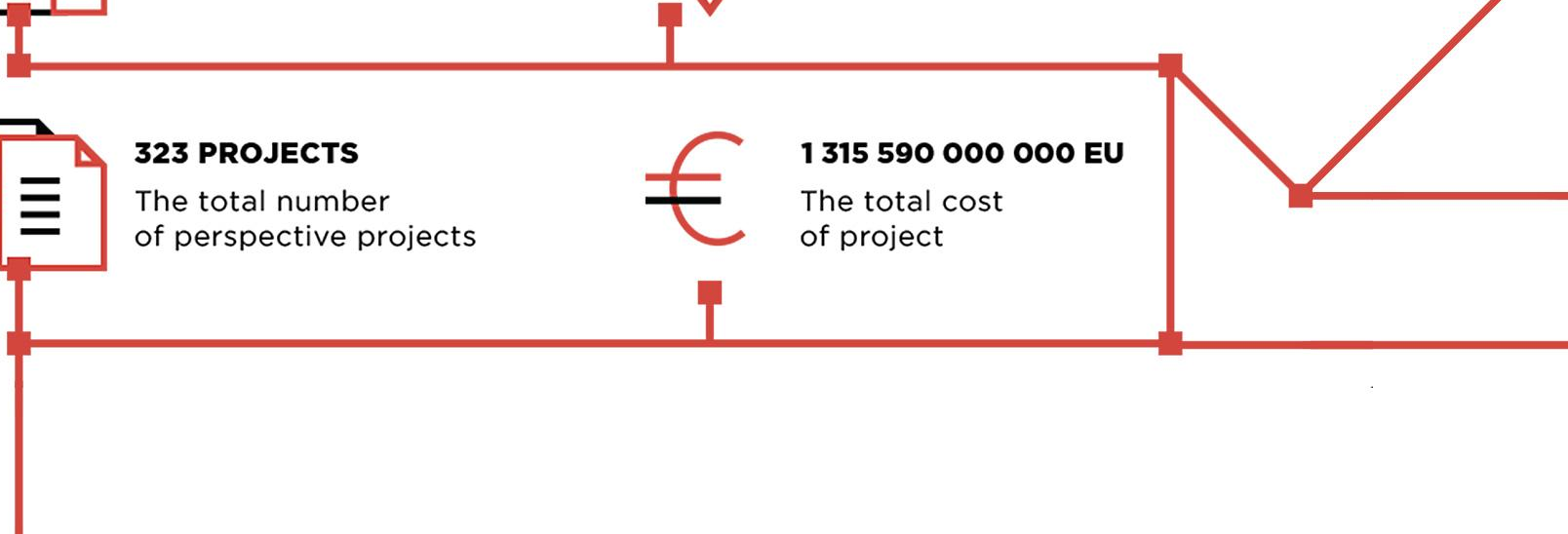
323 PROJECTS

The total number of perspective projects



1 315 590 000 000 EU

The total cost of project



PRIN AID

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 cities along trade routes, including inland and sea routes.
- Every civilization had its own system of mobility. For the Romans, it was a road network for the Iberian Peninsula and Gaul; for the Arabs, there were sea and ocean routes. The Tartars had a transcontinental postal network and the Chinese had caravan routes and ports.
- Every mobility crisis leads to negative economic and social consequences. When people and goods cannot travel freely, both the safety and stability of local and national communities are jeopardized.
- In a globalized world, cities assume a new essential identity for societies and territories, especially since they are the historical touchstones 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 history, culture, industry and society — represent an enormous challenge for those cities and their management.
- New forms of transportation can change geography. Within the European Union, the TGV network is creating a "Euro-Metro" with cities as metro stops and transport corridors as metro 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 points, and airports from north to south and from east to west, linking seas and traversing 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, rediscovering a new Silk Road through the Middle East, Europe, Turkey and Russia (the METR region, where the role of the Mediterranean is becoming crucial). It has implications for transport and business and especially for social, cultural and political spheres. In those spheres, the most dramatically affected issues in human negotiation.
- This new Silk Road, which reproduces Marco Polo's route by rail, starts in China and crosses Russia, the Caucasian-Austrian 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 Arabian Peninsula and Gibraltar, where an underwater connection with Africa is being studied.
- Solving mobility-related problems in the METR region could contribute not only to developing trade systems and economies, but also to new contacts, ideas and projects that had political, ideological, and religious extension.
- A large infrastructure project requires a prolonged mobilization of important interests, seamless cooperation among institutions, international political action at the highest levels, and enormous resources. However, the most essential precondition is the creation of a deep consensus among various countries.

Piero Fassino

Mayor of Turin

Piero Fassino

that are located far from one another often in conflict as it is now occurring at the METR region. These contradictions could be resolved by understanding and more widely recognizing the cause of efforts of Eurasian corridor cities.

From this viewpoint, the Railway Silk Road project, apart from being a transport infrastructure, is primarily a peace project aimed at solving people, cultures, economies, and religions in places where history, geopolitics, extensions and fundamental values create diversity and isolation. This is the idea of "cosmopolis" as opposed to the idea of "diastopolis" to use Foucault's words.

The European and Eurasian corridors need proactive and creative cities that will support with an organized and uninterested approach, the decisions related to the new Silk Road's geographic layout and environmental integration, with respect for the rights of local communities and with awareness of contemporary challenges.

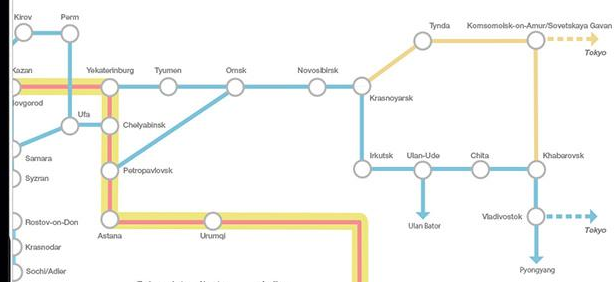
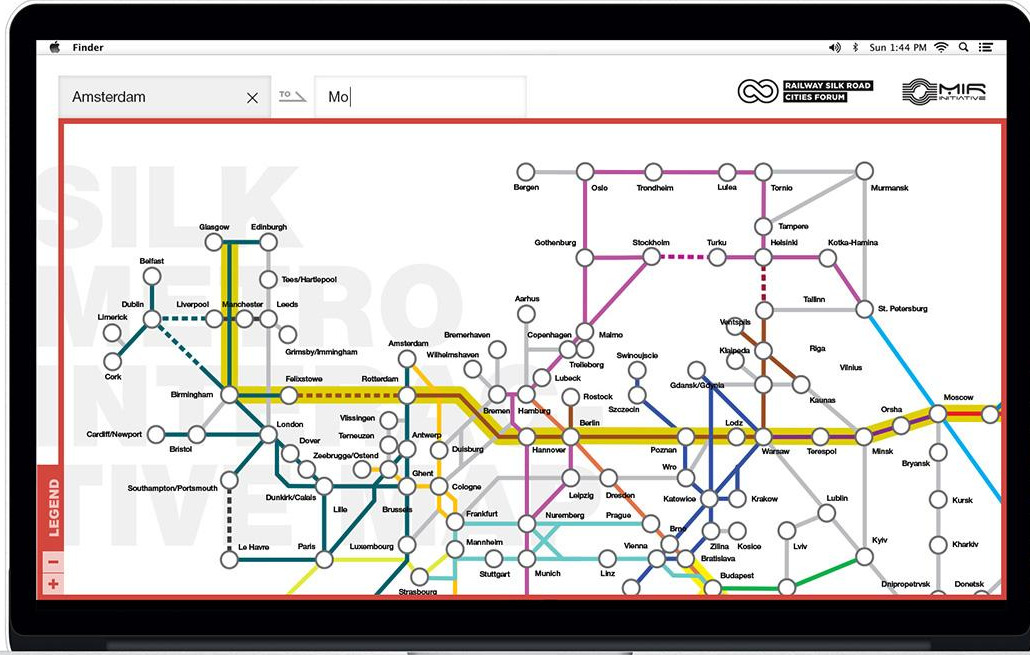
For this reason, Turin is proposing to give life to a Forum of the Cities of the New Railway Silk Road to create the necessary political and cultural conditions needed to launch projects, such as the development of the western end of the Mediterranean Corridor and of the western end of the Eurasian Corridor ("Moscow — Beijing") in the framework of a fundamentally important land connection between Atlantic and Pacific oceans. These grassroots conditions grew out of the suggestions in the white book "Metro of the METR" (presented by the Mobilization 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 dialogue between the cities of the Mediterranean Corridor and those of the METR 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 extension to the east of the European network TIR (by means of new high-speed and high-capacity corridors in the METR region, as well as to fight economic, political and social crises).
- To promote an initiative among cities on eco-friendly transportation development as new of 2050, via communication and connection projects conceived as peace tools through involvement 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 an avail. Brief of the METR Initiative as an organizational platform, it is already available with the support of the key decision-makers, inter-disciplinary 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 are to be determined.



Metro of the METR