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INLAND TRANSPORT COMMITTEE

Working Party on Transport Trends and Economics
(Seventeenth session, 20 - 21 September 2004
agenda item 3(a))

IMPLEMENTATION OF PAN-EUROPEAN TRANSPORT CORRIDORS AND AREAS

Proposal for the update of the report on
infrastructure bottlenecks and missing links in the European transport network

Note by the secretariat

At its sixteenth session (24-26 September 2003), in the context of the discussion about Pan-European transport corridors and areas and related infrastructure developments in Europe, the Working Party discussed, inter alia, the way in which it could contribute more effectively and appropriately to ongoing work on development of European transport infrastructures.

In the course of the discussion, the document "***Infrastructure bottlenecks and missing links in the European transport network***" (TRANS/WP.5/R.44) was mentioned as an important contribution of the Working Party to the conceptualization and overall development of the European transport infrastructure that later led to identification and development of the network of Pan-European transport corridors and areas. In this context, the document was also considered as having had particular importance in the creation of a more coherent system of transport infrastructures in Europe.

Noting that numerous changes have occurred in European transport infrastructures since 1993 when the report was first presented, the Working Party, among other important initiatives, pointed to the Pan-European Transport Conferences in 1994 and 1997; extension of the European Agreement on Main International Traffic Arteries (AGR) and extension of the European Agreement on Main International Railway Lines (AGC) into Caucasus and Central Asian member countries covering the entire area of the UNECE region in 2001 and 2002,

respectively; enlargement of the European Union in May 2004; three International Euro-Asian Transport Conferences held in St. Petersburg in 1998, 2000 and 2003; and, the further elaboration of the Euro-Asian transport links by the UNECE and UNESCAP and the presentation of their Common Strategic Vision for Euro-Asian Transport Links in 2001.

Bearing in mind these and other developments relevant to the future of the European transport networks and, in particular, efforts to link them with the transport infrastructure in Asia, the Working Party felt that updating the original document TRANS/WP.5/R.44 would greatly enhance the information base for future work in this area. Contributions from member countries, especially those in the Caucasus and Central Asia, will be especially important for completing the information on bottlenecks and missing links in the context of Euro-Asian transport links.

The draft questionnaire on page 3 has the objective of collecting harmonized and coherent information on existing infrastructure bottlenecks and missing links. The survey of bottlenecks and missing links will be based on the existing international networks (AGC, European Agreement on Main Inland Waterways of International Importance (AGN¹), AGR and European Agreement on Important International Combined Transport Lines and Related Installations (AGTC)).

The questionnaire has four sections. The first section should allow the compilation of information on capacity problems on existing transport networks, including the identification of bottlenecks on road, rail, combined and inland navigation networks, causes of bottlenecks and consequences of congestions created by the identified bottlenecks.

The second section of the questionnaire is designed to collect information on regulatory measures aimed at alleviating bottlenecks and other identified capacity problems.

The objective of the third section is to collect the information on infrastructure measures aimed at alleviating bottlenecks. In this section, the missing links should be indicated in relation to available investments for new construction and/or maintenance or upgrading of the existing infrastructure.

Finally, the fourth section seeks to provide information on financing needs, available sources of finance and financing schemes available nationally and internationally for maintenance and upgrade of the existing infrastructure or for construction of the new infrastructure.

Provided that answers are as complete as possible, the compiled information from member countries would allow the Working Party to produce a very useful document and to further contribute to the work on the development of Pan-European and Euro-Asian transport infrastructures.

In order to illustrate what type of information is expected, the reply to the 1993 questionnaire from Poland is also attached to this note for easy reference.

¹ It should be mentioned that resolution No. 49 of the UNECE Working Party on Inland Water Transport (SC.3) provides for the regular update of the "Inventory of most important bottlenecks and missing links in the E waterway network". Therefore, compilation of the data and information referring to the inland waterways network for the update of document TRANS/WP.5/R.44 should be coordinated with this activity of SC.3 in order to avoid duplication and lessen the response burden for member Governments.

QUESTIONNAIRE ON TRANSPORT INFRASTRUCTURE BOTTLENECKS AND MISSING LINKS IN UNECE MEMBER COUNTRIES

1. Current capacity problems on inland transport infrastructures (road, rail, inland water)

- (i) please identify bottlenecks on major transport axes in the AGC, AGN, AGR, and AGTC networks as well as on inland waterways. (Please provide additional information on the saturation level, e.g. annual average daily number of road vehicles, trains and vessels, length of the saturated section, etc. for the year 2003, if available. If not, please provide information for the most recent year available):
- (ii) please identify important periods of bottlenecks of the infrastructures (e.g. daily, weekly, monthly, seasonal, etc.);
- (iii) causes of bottlenecks (e.g. border crossing traffic, holiday traffic, business traffic, freight traffic, conflicts between different types of traffic such as passenger versus goods traffic, etc.);
- (iv) consequences of those congestion phenomena (time wasted, decrease of throughput capacity of infrastructures, estimated costs, etc.).

2. Regulatory measures to alleviate bottlenecks

Please indicate what measures are already being taken or envisaged to be taken in order to improve the situation of existing bottlenecks (e.g. improved choice of routes and specialization of certain infrastructures, traffic regulation, pricing policies, taxation, development of combined transport and coastal shipping, etc.).

3. Infrastructure measures to alleviate bottlenecks

- (i) please indicate type of maintenance or upgrading works and related investments required, establishing priorities;
- (ii) please indicate missing links between major transport axes and related investments, establishing priorities. (Please indicate the missing links on the attached maps and provide additional information and/or maps if deemed necessary).

4. Financing of maintenance, upgrading and construction of infrastructures

Please specify instruments which are nationally available for financing of infrastructures and the financial amounts associated with each instrument.

What is the role of the public sector, the private sector, and the international financial institutions in the financing of infrastructures?

What other ways of financing infrastructures are available or envisaged (e.g. toll roads, industrial partnership, etc.).

Country	Mode of transport	Route	Section	Traffic loading	Capacity	Extent of action			Operational by year
						Subject	Kind	Finance	
1	2	3	4	5	6	7	8	9	10
POLAND	RAILWAY	<u>Railway transport is characterized by the huge decrease both in passenger and freight traffic during 1988 – 1991. Therefore, there is a substantial reserve of railway capacity in PKP</u>							
		E 20	Kunowice – Maloszewicze	23 – 55	32 - 64	- Adjustment of railway lines according to AGC and AGTC Agreements	51 840 ZI		
						- Modernization of the railway traffic control equipment	23 301,8 ZI		
		E 30	Zgorzelec – Przemysl	29 – 76	30 –50	- Modernization of stations and engineering objects, electrification of lines	81 520		
		E 59	Swinoujscie – Chalupki	34 – 63	38 - 73	- Modernization of railway frontier crossings	4 539.0 ZI		
		E 65	Gdynia -	61 – 102	53 - 89	- Infrastructure for combined transport needs terminals buildingd	3 000.0 ZI		
		C-E 65	Zebrzydonicie	58 – 80	60 - 82	- Informatic Management Systems	2 613,0 ZI		
	High speed line along E 20 and extension of the CLK line (Warszawa – Gdąnsk) will not be realized before 2005.								
	ROAD	E 30	Swiecko – Terespol	7901	-	<u>Motorway</u> Swiecko - Warszawa	455 km	11 000 bil. ZI	-
		E 40	Zgorzelec - Medyka	5147	-	<u>Motorway</u> Zgorzelec - Tarno	578 km	10 700 bil. ZI	

Country	Mode of transport	Route	Section	Traffic loading	Capacity	Extent of action			Operational by year
						Subject	Kind	Finance	
1	2	3	4	5	6	7	8	9	10
POLAND	ROAD	E 75	Gdynia – Bielsko Biala	3 450	-	Motorway Gdansk – Czech and Slovak frontier	597 km	15 800 bil. Zl	
		E 65	Swinoujście – Jel. Gora	4908	-	Modernization of access roads for frontier crossings	225 km	1 600 bil. Zl	-
		E 28	Szczecin - Gdynia	4573	-				-
		E 36	Olszyna – Legnica	4299	-				-
		E 67	Kudowa Zdrój – Warszawa	6171	-				-
		E 77	Elbląg – Kraków	6506	-	Adjustment of international roads to AGR standards	3616 km	19 500 bil. Zl	-
		E 261	Swiecie - Wrocław	5030	-				-
		E 462		6175	-				-

Country	Mode of transport	Route	Section	Traffic loading	Capacity	Extent of action			Operational by year
						Subject	Kind	Finance	
1	2	3	4	5	6	7	8	9	10
POLAND	INLAND WATERWAYS		Oder and Gliwice canal	-	-	upgrading by deepening	-	-	2010
			Vistula	-	-	canalization of upper and central sections	-	-	2010
			Vistula	-	-	maintenance of the work on lower section	-	-	2010
			link Vistula Oder	-	-	maintenance	-	-	2010
			central section of Oder	-	-	construction of Malczyce lock	-	-	2010