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REPLIES TO THE QUESTIONNAIRE ON TRANSPORT DEVELOPMENT

Addendum 5

Transmitted by the Governments of Belarus and Ukraine

The most significant criteria for assessing inland transport development in the Republic of Belarus

I. GENERAL TRANSPORT POLICY ASPECTS

Questions 1-2

The President of the Republic, the Council of Ministers, the Ministry of Transport and Communications and other State bodies, including local councils of deputies, executive and administrative authorities acting within their spheres of competence, regulate and manage transport on behalf of the State. Presidential Decree No. 516 of 24 September 2001 assigns responsibility for the pursuit of a single road transport policy for all vehicles to the Ministry of Transport and Communications. The Republic has adopted a master plan for the development of the transport complex, and the Government has approved the following national programmes:

River and sea transport development programme, 1997-2010 (adopted in 1997);

Comprehensive programme for the development of border infrastructure (adopted in 1997);

The State "Belarusian roads" programme, 1997-2005 (adopted in 1997) and an outline plan for the development of the highway service;

Programme for the development of Belarusian railways up to the year 2010 (adopted in 1999);

The Development Plan for freight and passenger traffic transiting Belarus by road or rail in the period to 2005 (adopted in 2001).

The main sections of this latter Plan cover the Plan's goals and objectives; an analysis of the status of rail and road transit traffic and combined transport; the role of transit traffic in the economic development of the country; priorities for the development of transit traffic; and a range of measures to develop transit traffic.

The country passed the following major legislative and regulatory instruments relating to transport over the period 1997-2001:

Fundamentals of Transport Activity Act, 1998;

Merchant Marine Code, 1999;

Rail Transport Act, 1999;

Road Transport and Carriage of Goods by Road Act, 2001;

Public Rail Services Charter, 1999.

By Presidential Decree No. 77 of 22 January 1997, Belarus acceded to the European Agreement on Important International Combined Transport Lines and Related Installations (AGTC).

Questions 3-4

Traffic safety, road maintenance, the development of the highway services network, better service standards, and enabling traffic to flow smoothly along the roads forming part of the trans-European transport corridors are constant concerns of the Roads Department at the Ministry of Transport and Communications, in collaboration with the Ministry of Internal Affairs.

The Ministry has drafted a programme known as “Ekologia”, covering the years 2002-2005, with a view to addressing together the various problems associated with improving the environmental performance of the transport sector. The main aims of the programme are to take action in the following priority areas:

Establishment of a regulatory framework for a State mechanism to govern economic incentives for the “greening” of transport;

Environment-related organizational moves;

Outfitting and updating of equipment;

Research and development activities;

Instruction, training and continuing education for leaders and experts in environmental protection;

Information.

The Government is taking steps to encourage the rational use of energy in transport and other fields. Regulations to govern the drafting and implementation of national-level and regional energy-saving programmes were approved by decision No. 1731 of the Council of Ministers on 11 November 1998. The country has adopted and is applying a national climate programme drawn up as part of the scientific programme on the use of natural resources and environmental protection in Belarus over the period 1996-2000 and beyond; a national plan of action on environmental health covering the years 2001-2005 (approved by decision No. 1892 of the Council of Ministers on 12 December 2000); and a national plan of action on rational use of natural resources and environmental protection in Belarus over the period 2001-2005 (approved by decision No. 912 of the Council of Ministers on 21 June 2001).

Arrangements are being made for Belarusian accession to the Agreement concerning the Adoption of Uniform Conditions for Periodical Technical Inspections of Wheeled Vehicles and the Reciprocal Recognition of Such Inspections adopted at the Regional Conference on Transport and the Environment.

Mandatory certification of all road vehicles in categories M1, M2, M3, N1, N2, N3, 01, 02, 03 and 04, in conformity with ECE regulations, and of vehicle repair and maintenance services, is being introduced as of 2003 under a decision by the Committee for Standardization, Metrology and Certification.

Question 5

The Government is operating within the bounds of environmental legislation and international treaties and agreements, and on the basis of national programmes and plans of action to ensure rational use of natural resources and improve the state of the environment. Efforts are under way to give effect to the national plan of action for environmental health in Belarus covering the years 2001-2005; activities under this plan are taking place in the following domains:

conversion of road vehicles to run on compressed and liquefied gas;

use of monitoring and diagnostic equipment to check the technical condition of vehicles using the roads and atmospheric emissions.

There are plans to develop tighter vehicle standards and an economic mechanism including penalties for breaches of environmental protection laws in furtherance of these objectives.

II. ECONOMIC, TECHNOLOGICAL AND OPERATIONAL ASPECTS

Questions 6-8

Belarusian Railways and the State Customs Committee are working together to simplify customs formalities and controls at transit points for goods crossing the Republic by rail. Processing time for trains at delivery stations has been reduced by an average of two to three hours. Consideration is being given to extending the experiment with simplified customs controls to road haulage.

Combined transit is designed to take effective advantage of the technical, economic and environmental benefits of various modes of transport. Combined transport of road vehicles on the railways can take place only on terms beneficial to both cargo owners and shippers once organizational and tariff matters have been resolved. Such combined transport is not yet widespread in Belarus. At the same time, Belarusian Railways are successfully expanding cargo shipments in special container trains. Over the course of 2001, for example, the "East Wind" container train moved 5,054 containers across the country (an increase of 1.29% over 2000). Since 2001, a total of 71 "Sodruzhestvo" container trains have covered the Rotterdam/Bremerhaven/Brest/Bekasovo route, carrying 2,414 containers.

Road transport enterprises offering urban and suburban passenger services will have to be reorganized in order to create economic conditions allowing the transport industry to function stably. Open-stock companies have been set up on the basis of State enterprises, but given the current State system of subsidies for particular modes of transport and shortcomings in pricing policy, passenger transport organizations cannot operate on an economic basis. At present over 70% of the buses serving urban and suburban routes have been in operation for more than 10 years. Vehicle fleets are being renewed at a rate of about 3.4%, chiefly using fare revenue. Buses are being overhauled. The country does not have an efficient system for renewing its passenger and goods vehicle fleets.

Question 10

The country has a total of 52,000 km of public roads, 15,500 km of which are of national highway status. Altogether 51,100 km (98.8%) are surfaced, 36,500 km (70%) with concrete or concrete/asphalt.

A road survey has shown that 1,900 km (12.5%) are unacceptably uneven; 1,100 km (7.1%) offer insufficient adherence; 24,500 km (16.1%) are insufficiently stable; and 5,500 km (35.6%) have stretches requiring resurfacing because of wear, defects or insufficient width. Hence about 11,000 km of roads in the Republic (71.3%) are not up to standard and significant investment will be necessary to carry out the priority work involved in improving road surfaces and enhancing traffic safety.

III. INFRASTRUCTURE ASPECTS

Questions 12-14

Activities under the transit traffic development programme include organizational and technical measures, infrastructure development and research. Under the programme, Belarus intends to continue developing border and transport infrastructure along trans-European transport corridors II and IX and fitting border crossing points with automatic border control equipment.

The national road fund is paying for the reconstruction of the segment of trans-European transport corridor IX B incorporating the Minsk ring road. Major repairs and reconstruction were carried out in 2001 on 77.5 km of highway forming part of the trans-European transport corridors, and modest repairs were carried out on 221.6 km of road surface. Three km of the M-1/E-30 highway between Orsha and the border of the Russian Federation and the completed 13-km long section of the Vitebsk-Polotsk-Latvian border highway have been opened to traffic; the south-east bypass around Gomel and the Grodno bypass have been constructed, and a 3-km segment of the Telma-Kozlovichi highway has been opened for four lanes of traffic.

Architectural plans for a new road bridge across the western Bug river at the Kozlovichi-Kurilki border crossing have been drawn up and agreed with the Polish authorities, and the project papers and tendering documentation are now being finalized and aligned.

UKRAINE

A. Trends and significant developments in inland transport

I. GENERAL TRANSPORT POLICY ASPECTS

Given the importance of collaborating with the European Union on transport in the course of its strategic drive towards integration with the Union, Ukraine has passed a number of laws matching EU directives and requirements. The most important of these are the Goods Transit Act and the Transport of Dangerous Goods Act.

Transport policy is oriented towards market-economy-style changes guaranteeing property rights, competition, and State regulation of natural monopolies.

The country's transport infrastructure can be developed, in the first instance, by replacing the obsolete, inefficient vehicles on the roads, reforming and improving the management system and conducting a fundamental review of pricing systems and tax policy.

Under the Natural Monopolies Act, the various government authorities concerned are currently setting up a national commission on transport regulation.

A bill on mixed (combined) transport has been drafted to provide support at the State level for the development of combined transport in Ukraine.

Traffic safety on the railways

Traffic safety is a priority in Ukraine. A programme to enhance safety on the railways has been approved by decision of the Cabinet of Ministers; 45.3 million hryvna have so far been spent on its implementation.

A situation analysis of rail safety leads to the conclusion that recently the number of accidents, disasters and breakdowns has been declining annually.

The main focuses of preventive activity in the interests of rail safety are a tightening of labour and technological discipline; unqualified attainment by managers at all levels of personally assigned targets for ensuring traffic safety; a thorough overhaul and regular maintenance of tracks, rolling stock, the contact network and other equipment; and the renewal of facilities at depots.

On the roads

To improve driving safety, the Ministry of Transport approved regulations on working hours and rest periods for road vehicle drivers by decision No. 97/6385 of 4 February 2002.

A handbook of road safety laws and regulations has been produced and published to offer practical assistance to road transport operators and carriers, whatever their form of ownership, in dealing with transport safety issues.

Environmental protection

The Ministry of Transport has produced and approved a programme for the accomplishment in transport and road operations of the Principal Objectives of State Policy on environmental protection, the use of natural resources and environmental safety.

Further to this programme, research is being carried out, departmental standards have been drawn up and industry-wide environmental safety standards have been set for vehicles.

More sophisticated gas-scrubbing and dusty-cargo containment systems are being introduced at maritime ports and shipyards, reducing atmospheric emissions. Treatment modules are being brought in at on-shore installations to decontaminate industrial and domestic waste water, and technological solutions enabling waste from electrochemical processes and used battery electrolytes to be rendered harmless, regenerated or recycled are being introduced.

Rolling stock is being repaired and renovated; this should help to protect the environment.

Road transport enterprises are working to improve traffic conditions in order to reduce adverse effects on the environment; truck stops are being fitted with settling tanks for petroleum products. Bypasses are being constructed around built-up areas to reduce the harmful effects of transport on the general public.

The railways are introducing new bioreactor-based waste-water treatment systems, mobile refuse incinerators and powerful recycling systems. A new thermal wheel-forging technology that reduces metallic waste is gradually being introduced. Petroleum-product collectors have been installed at locomotive and wagon depots.

Tests will shortly begin on a domestically manufactured passenger carriage with a closed, environmentally friendly sewage-collection system.

II. ECONOMIC, TECHNICAL AND OPERATIONAL ASPECTS

Rail transport

The Ukrainian Ministry of Transport has drawn up a series of long-term programmes for improving work efficiency, introducing new technology and making the railways competitive. They will ensure dynamic growth in the industry in order to satisfy society's transport needs. Transport technology is being modernized.

In most technical respects (gauge, axle loads, siding lengths) Ukrainian railways exceed European specifications while at the same time falling behind in details such as train speed. Current standards define maximum speeds for a passenger train as 140 km/h, for laden goods trains as 80 km/h and empty goods trains as 90 km/h.

Attention has been paid recently to rebuilding the track infrastructure and electrifying the international transport corridors so as to permit eventual increases in speed. Priority is being given to the development of telecommunications using fibre-optic links and digital communications systems.

A programme to increase the speed of passenger trains - in particular, organizing fast daytime train services between major conurbations (at present overnight journeys predominate) - is under development.

A new generation of rolling stock (locomotives and carriages) with improved technical and operating specifications is being developed for high-speed operation.

To enhance the efficiency of goods operations and make more efficient use of rolling stock, a single working technology for harbour stations and maritime ports has been developed; a coding system for cargo receivers has been designed and introduced to provide information for use in planning domestic-trade freight operations, and a number of important pieces of transport infrastructure have been constructed or rebuilt.

Special attention is being paid to the development of combined (container and contrailer) road and rail transport offering the advantages of both modes of transport. Ukraine has developed and begun building special rolling stock and conducted experimental runs with container and contrailer trains.

The country has a substantial reserve of 20-foot containers. There is scope for increasing the volume of combined transport operations.

The main way in which the railways in Ukraine are being made more profitable is through efforts to attract additional freight traffic. A constant effort is made to improve the quality of client service on Ukrainian railways and favourable tariffs are being introduced.

Tariffs for rail freight are based on the underlying principles for the construction and application of tariff policy on CIS-country railways, and are approved by Ukrainska Zaliznitsa (Ukrainian Railways) for each operating year.

Socially oriented tariffs apply to rail passenger transport in Ukraine. Fares do not cover direct operating costs. Losses on passenger operations are offset (cross-financed) by freight operations.

Road transport

The bus network in Ukraine comprises 10,756 routes - 2,094 urban, 5,118 suburban and 3,544 inter-city.

An average of 17,500 buses operate every day, carrying 7.4 million passengers.

Efforts to improve the inter-city and inter-oblast bus network are in progress. A total of 617 routes were revised in 2001: timetables for 432 scheduled runs were tightened up, and 74 new routes and additional runs on existing routes were added.

Carriers with comfortable Volvo, Neoplan, Mercedes and other such brands of bus are being enlisted to provide bus services between cities and oblasts.

The bus station network incorporates 896 bus stations and stands. In 2001 these were used by 70,348,600 passengers, despatching a total of 9,874,000 buses to carry them.

Bus fares for passengers on regular services did not change throughout 2001. About 60% of the ridership travels at reduced fares. State regulation of fares and the large volume of passengers travelling at concessionary rates leave the majority of passenger carriers in a permanent state of financial discomfort.

Ukrainian legislation grants concessionary fares for road transport to 18.4 million Ukrainian citizens, who together spend no less than 400 million hryvna on travel.

B. Planned or anticipated qualitative developments with regard to key elements in the inland transport sector

(c)

Road transport

Indicator	2000	2001	%
Passengers carried (million)	2 647.0	2 732.6	103.2
Passenger turnover (million passenger/km)	30 061.5	31 061.7	110.3

Rail transport

Passengers carried (thousands)	2000	2001	%
Direct journey	85 231.2	86 543.1	101.5
Local journey	14 611.6	13 408.5	91.8
Suburban journey	454 131.9	453 252.6	99.8
Total	553 974.7	553 204.2	99.9

(d)

Rail transport

Freight turnover I 2001 was 177,435.6 million tonne/km, or 2.7% above the previous year's level. It increased in all areas except imports:

Internal freight movements up 5.1%, to 68,683.4 million tonne/km;

Export freight up 1.8%, to 61,291 million tonne/km;

Transit traffic up 3.5%, to 37,600.2 million tonne/km;

Import freight down 9.8%, to 9,861 million tonne/km.

Road transport

Indicator	Unit of measurement	2000	2001	%
Freight carried	Million tonnes	155.8	152.0	97.5
Freight turnover	Million tonne/km	7 647.9	8 193.0	107.1

(e)

There are 8,213.6 km of "E" category road in Ukraine. Of these, 7,828.8 km (not counting combined segments) are also public highways, and 384.8 km lie within urban boundaries and are maintained by the urban communal authorities.

West-east orientation**Reference roads**

E 40 Calais ... Bruxelles ... Dresden ... Kraków - Przemyśl - Lvov - Rovno - Zhitomir - Kiev - Kharkov - Lougansk - Volgograd - Astrakhan ... Ust-Kan (China) - 1,452 km

E 50 Brest - Rennes ... Paris ... Praha ... Brno ... - Vysné Nemecké - Uzhgorod - Mukačevo - Stryei - Ternopol - Khmelnytski - Vinnitza - Uman - Kizovograd - Dnepropetrovsk - Donetsk - Rostov-na-Donu - Armavir - Mineralijnie Vodi - Makhachkala - 1,515.4 km

Intermediate roads

E 38 Glukhov - Kursk - ... - Uralsk ... 22 km

E 58 Wien - Bratislava - Zvolen - Košice - Uzhgorod - Mukačevo - Halmeu - Suceava - Iasi - Leucheni - Kishinev - Odessa - Nikolaev - Kherson - Melitopol - Tagonrog - Rostov-na-Donu - 821.6 km (including 48.4 km also forming part of E 50)

North-south orientation

Reference roads

E 85 Klaipėda - Kaunas - Vilnius - Lida - Slonim - Kobrin - Luck - Černovec - Siret - ... Alexandroupoli - 497.8 km (including 3.1 km also forming part of E 40)

E 95 Sankt Petersburg - Pskov - Gomel - Kiev - Odessa ... Samsun - Merzifon - 659.4 km

E 105 Kirkenes - Murmansk - Petrozavodsk - Sankt Petersburg - Moskva - Orel - Kharkov - Simferopol - Alushta - Yalta - 745.2 km (including 21 km also forming part of E 40)

Intermediate roads

E 81 Mukačevo - Halmeu - ... - Pitești - București - 67.4 km (identical throughout to E 58)

E 87 Odessa - Izmail - Reni - Galati - Tulcea - Constanta - Varna - Burgas - ... - Antalya - 272.9 km

E 97 Kherson - Djankoy - Novorossiysk - Sochi - Sukhumi - Poti - 424.4 km (including 1.9 km also forming part of E 105)

Branch, link and connecting roads

E 101 Moskva - Bryansk - Glukhkov - Kiev - 322.3 km (including 98 km in Kiev, and 18.7 km also forming part of E 95)

E 372 Warszawa - Lublin - Lvov - 62.6 km

E 373 Lublin - Kovel - Kiev - 486.1 km

E 381 Kiev - Orel - 322.3 km (identical throughout to E 101)

E 391 Trosna - Glukhkov - 35 km (identical throughout to E 101)

E 471 Mukačevo - Lvov - 216.3 km (including 160.8 km in Stryei, and 3.9 km also forming part of E 50)

E 573 Püspökladány - Nyiregyháza - Tchop - Uzhgorod - 21.4 km

E 577 Poltava - Kirovgrad - Kishinev - Galati - Slobozia - 491.3 km (including 94.7 km, 6.7 of them in Znamyanka, also forming part of E 50)

E 583 Roman - Iasi - Beltzy - Mohelerpodolsc - Vinnitza - Zhitomir - 229 km (including 8.4 km also forming part of E 50)
