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REPLIES TO THE QUESTIONNAIRE ON TRANSPORT DEVELOPMENT

Addendum 8

Transmitted by the Government of Slovakia

Note: At its fifty-ninth session the Inland Transport Committee, following an earlier decision taken at its fortieth session (ECE/TRANS/42, para. 45), agreed to circulate the questionnaire on the most significant criteria for the determination of new and important developments with regard to inland transport in the member countries of general interest to Governments (ECE/TRANS/119, para. 52).

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I. General aspects of the Slovak Republic State transportation policy

The Government of the Slovak Republic, by Resolution No. 21/2000, approved the **Update and Specification of the Principles of the State Transport Policy of the Slovak Republic** as the basic systemic document for the transport sector. The state transportation policy of the Slovak Republic is formulated in system blocks of up-dated principles and in 16 selected, relevant and time-determined tasks forming the annex to the relevant Resolution of the Government of the Slovak Republic.

In December, 2001 the Government of the Slovak Republic discussed the **Document on the Implementation of the Tasks Following from the Work-out of Updated Principles of the State Transport Policy**. From the 16 selected tasks referring to **legislation and the conception of development** stated in Resolution of the Government of the Slovak Republic No. 21/2000, the Ministry of Transport, Posts and Telecommunications of the Slovak Republic as of the day of preparing the Document had implemented 12 tasks of a short-term character in conformity with the goals of the State Transport Policy of the Slovak Republic.

On the basis of the Resolution of the Government of the Slovak Republic No. 230/2000 on the Conception of Decentralization and Modernization of the Public Administration, the Ministry of Transport, Posts and Telecommunications of the Slovak Republic prepared a Project of Transferring Competence from the State Administration to Local Self-Government for the transport sector. The **Transfer of Competence to Higher Territorial Units Local Self-Government for the Area of Transport and Road Economy** is performed in the sense of Act No. 416/2001 Coll. on the Transfer of Some Activities from State Administration Bodies to Municipalities and Higher Territorial Units.

In June 2002 the Ministry of Transport, Posts and Telecommunications of the Slovak Republic will present for discussion by the Government of the Slovak Republic, in the sense of the Resolution of the Government of the Slovak Republic No. 21/2000, a **Conception of Formation of a Regional Transport Policy** on the level of regions, with an accent on support of the development of integrated transportation systems.

Road transport

- The Government has created the conditions for the realization of the transformation and privatization of Slovak Bus Transportation enterprises.
- for the reduction of air pollution, it will implement gasification, ecologization of urban public transportation, and support for the development of integrated transportation;
- introduction of integrated transportation systems in large towns and their near surroundings;
- renewal of the vehicle fleet.

Water transport

- The conception of development of water transport of inland and international significance, in conformity with the AGN Agreement, particularly the Danube (172 km);
- The preparation of the Vážka Water Route (Komárno-Sereď already functioning);
- Long-term intention – linking the Danube – Labe – Odra and their linkage with the Váh Rail transport;

The present state of the ZSR (the railways of the Slovak Republic) infrastructure is marked by a significantly lower standard of the technical level than the standard in developed European countries. The main lack in the present railway infrastructure is the low level of track speed reached on ZSR lines. The development of the railway infrastructure of the Slovak Republic springs from the basic AGC and AGTC international agreements and Pan-European Corridors No. IV, V and VI and the north-south linkage of Corridor IX with individual general principles and technological conditions through modernization of these lines. The decisive directives are modernization of the railway transportation route, selected border-crossing stations, an information network and railway nodes. The coordination of measures for the improvement and meeting of parameters for the mentioned routes with neighbouring countries is carried out through *UIC* and *OSŽD* as well as through bilateral discussions with railway administrations.

By Resolution of the Government of the Slovak Republic No. 830 of 18.10.2000, the Project of Transformation and Restructuring of ZSR was approved with the main goal of achieving economic effectiveness of the railways, the objective of financial demands on State funds, the support of economic competition within the branch and the creation of preconditions for a minimalization of the social outcomes of transformation, as well as adapting this branch to the requirements of the European Union. Part of the realization of the above project was the establishment of the *Železná spoločnosť* (Railway Company) a.s., which took over from the Railways of the Slovak Republic the execution of transportation and business activities.

Increasing the safety of railway transport has been a priority for ZSR despite the fact that the accident statistics for recent years are not very favourable. Increasing the safety of railway transportation is closely tied to investments to infrastructure, mainly to the modernization of tracks and the introduction of safety systems, primarily on regional lines. The reduction of the impact on the environment is being carried out through air protection by polluting materials. The most significant step in the area of environmental protection in 2001 was the attainment of gasification objectives; another is water protection. The degree of pollution by released wastewater is to a significant degree influenced by moral and physical deterioration of the ecological equipment fund. The technical state of waste-water treatment plants is unsatisfactory. Therefore, special attention is going to be given to this question which will, however, encounter demanding investments. Potential risks of water pollution are old loads from the operation of main railway lines as a result of long-term overloading of the lines by the operation of passenger and freight railway transport. The long-term removal of pollutants of earth and water, particularly at the Čierna nad Tisou node, is being performed under the supervision of State administration bodies. Among the positive aspects also belongs the fact that in 2001 there was no significant ecological mishap.

II. Economic, technological and operational aspects

Rail transport

The most meaningful technological changes are being prepared on line E 63 where at present the track is being modernized for speeds of 160 km/hr. Part of the modernization will be the introduction of dispatching central management by electronic safety equipment. On line E 40 in the Čadca station, station safety equipment of the Eblock type is being implemented.

The foundation of the Železničná spoločnosť (Railway Company) a.s. as a new business company should bring about full-value enterprise in the area of goods and passenger transportation, with the possibility of effective management of transport services and the procurement process, and effective use of mobile means.

Among the directly appearing negative elements and risks which influence transport activities by rail cargo transport belongs the restructuring of SR industry with stress on reducing the volume of necessary manufacturing steps. Among the positive elements which can influence the transportation achievements and competitiveness of the railways belong the great potential for economic growth in Poland, the Czech and Hungarian Republics and the former Russian Federation States. Further continuity of development of raw material transportation from the former Russian Federation States may be accepted, where the development is not influenced by the conditions provided by the society, but mostly by the tariff and price policy of the countries beyond our eastern border.

The number of transport performances is also influenced by the possibility of the emergence of new subjects in railway transportation, which could be a new business company based in a normal market competitive environment. With Slovakia and other neighbouring States close to accession to the EU, competitive pressure will increase, and an attempt can be expected for access to the transportation market from foreign companies such as **DB, ÖBB** and others.

Research activity in the rail transport area is being performed for Železničná spoločnosť a.s. by VVUŽ Žilina. Focus is on the area of the transformation of regional transport, the quantification of externalities in transportation and the application of European quality norms in public services to conditions in the Slovak Republic.

Combined transport

From the area of combined transport, in connection to part II, economic, technological and operations aspects, point 8 of the questionnaire, the following can be observed:

- the amount of transported goods in the Slovak Republic from 1996-2001 increased (from 404,000 T. to 570,000 T.) by 43.3%. While the domestic transport amount is stagnant on the level of approximately 15,000 tones, international transport in combined transportation in import/export increased, chiefly in transit.

- The Železničná spoločnosť a.s. has at its disposition 212 new railway wagons for combined transport, of which 152 wagons for the transport of containers and exchangeable

superstructures purchased with funds from the State budget and 60 specially-built wagons for accompanied and unaccompanied combined transport, purchased from ZSR own funds.

- On the territory of the Slovak Republic there are combined transport networks of terminals in Bratislava, Žilina, Ružomberok, Košice, Čierna nad Tisou, Dobra pri Čierna nad Tisou, Nový Zámky a Dunajská Streda. A combined transport terminal in Zvolen is under preparation.

- In 2002 transport by designated combined transport trains is being implemented on the following routes:

1. Slovakia – Czech Republic

Operator : EUROPEAN RAIL SHUTTLE, Rotterdam
 Route : Bratislava ÚNS - Praha Žižkov
 Way stations : Kúty / Lanžhot
 Transport unit: VK
 Parameters of train: 900 gross, 16 wagons
 Frequency: 3 x weekly, both directions

2. Slovakia – Czech Republic

Operator : METRANS (Danubia), a. s. Dunajská Streda
 Route : Dunajská Streda - Praha Uhřetěves
 Way stations : Kúty / Lanžhot
 Transport unit: VK
 Parameters of train: 1000 gr., 600 m / 1300 gr., 600 m
 Frequency: 3 x weekly ŽSR - ČD, 5 times weekly ČD – ŽSR

3. Hungary - Germany

Operator : KOMBIVERKEHR
 Route : Budapest Jozsefvaros - Hamburg, Bremenhaven
 Way stations : Rajka / Rusovce - Kúty / Lanžhot - Dečín / Bad Schandau
 Transport unit: VK
 Parameters of train: 1 200 gr., 600 m
 Frequency: 12 trains per week

4. Hungary – Czech Republic

Operator : EUROPEAN RAIL SHUTTLE, Rotterdam
 Route : Budapest Jozsefvaros - Praha Žižkov
 Way stations : Szob / Štúrovo - Kúty / Lanžhot *
 Transport unit: VK
 Parameters of train: 1 300 brt, 600 m
 Frequency: 2 trains per week, both directions

* From 1 February 2002 there has been a rerouting on the Budapest Jozsevaros - Praha Žižkov route through PS Komárom/Komárno since at PPS Szob / Štúrovo transportation of cargoes which undergo herbological and veterinary control is not possible. At present, discussions are under way on rerouting the train to the Budapest Kikoto railway station.

5. Czech Republic - Romania

Operator :	EUROPEAN RAIL SHUTTLE, Rotterdam
Route :	Praha Žižkov - Bucharest
Way stations :	Lanžhot/Kúty - Štúrovo/Szob - Lökösháza/Curtici alternatively Lanžhot/Kúty – Komárno/Komárom – Lökösháza/..
Transport unit:	VK
Parameters of train:	1 300 gr., 600 m
Frequency:	1 train per week, both directions

Prepared Combined Transport Links

- Budapest – Gliwice
- Dimitrovgrad – Gliwice
- Prague – Győr
- Győr – Swinoujscie
- Trieste – Dunajská Streda – Prague
- Koper – Dunajská Streda - Prague

In the contract between the Slovak Republic and Železničná spoločnosť, a.s. on support for the operation of combined transport in the RoLa systém for the years 2001–2005 are proposed routes on which it is possible to provide an offer of combined transportation services

Route No.	km	Route	
č. 1	546	Čierna nad Tisou state border	Bratislava – Pálenisko
	544	Čierna nad Tisou state border	Bratislava UNS
č. 2	403	Čierna nad Tisou state border	Lúky pod Makytou state border
č. 3	429	Plaveč state border	Devínska Nová Ves state border
č. 4 *	108	Nové Zámky	Devínska Nová Ves state border
č. 5 *	4	Čierna n. Tisou	Čierna n. Tisou state border
č. 6 *	298	Trstená	Komárno state border
č. 7 *	293	Trstená	Štúrovo state border
č. 8 *	316	Trstená	Devínska Nová Ves state border
č. 9	291	Skalité state border	Štúrovo state border
č. 10	292	Skalité state border	Komárno state border
č. 11	279	Skalité state border	Rusovce state border
č. 12	116	Plaveč state border	Čaña state border.
č. 13	277	Čadca state border	Komárno state border
č. 14	276	Čadca state border	Štúrovo state border

* On routes No. 4 – 8 transport will be provided on low-floored wagons (horizontal means of loading).

Within international cooperation there have been concluded intergovernmental bilateral agreements on combined transport with the Austria, Bulgaria, Croatia, Czech Republic, Hungary, Lithuania Poland and Slovenia. An updating of the agreements with the Hungarian Republic is being prepared at present.

- On the initiative of combined transport operators, the Association of Shippers of Slovakia and the Association of Transport, Posts and Telecommunications Employers of the Slovak Republic, the Interest Union for Combined Transport were founded.
- Within the Association of Transport, Posts and Telecommunications employers of the Slovak Republic a Council for Combined Transport was formed. The basic goal of the Council is to help provide conditions for the development of combined transport. In the Council are represented selected central State administration bodies, Žilina University, Železničná spoločnosť, a. s., SPaP a.s., combined transport operators, ČESMAD Slovakia, the Association of Shippers of Slovakia and others.
- Education on the significance of combined transport is conducted in specialist magazines as well as in the electronic media. Since 1996 an international conference called EUROKOMBI has been held every year where international and domestic specialists from the combined transport area are invited for the purpose of exchanges of experiences.

III. Infrastructural aspects

The Government of the Slovak Republic approved by Resolution No. 1033/2001 the **Conception of Territorial Development of Slovakia, 2001**. In this country-wide strategic development material is presented in a decisive part the area of transport, posts and telecommunications which, in conformity with the goals of State transport policy, addresses territorial reserves for the perspective implementation of the development of the transportation and technical infrastructure within the approved polycentric variant of the territorial development of Slovakia.

Complex sectorial conditions of the Ministry of Transport, Posts and Telecommunications of the Slovak Republic were elaborated, in cooperation with the Ministry of Environment of the Slovak Republic, for **Standards of Minimal Provisions of Cities, with Accent on Transportation and Technical Facilities** in conformity with EU standards as part of the preparation of the **Conception of Infrastructure Projects of the Slovak Republic**.

The Sectorial Development Programmes of Public Works Priorities for 2002–2004 and for **2003–2005** were prepared in the sense of Act No. 254/1998 Coll. on Public Works and document the intentions of the Ministry of Transport, Posts and Telecommunications of the Slovak Republic in the area of development of transportation infrastructure. These are a significant part of country-wide development programmes which are approved every year by the Government of the Slovak Republic. The development priorities of the transport sector, which come from the Programme Declarations of the Government are, in the sphere of implementation in the proposed extents, conditioned by the serious need of financial resources. In the area of development of the transportation infrastructure, the sector has created conditions for effective usage of investment resources from the State budget or alternately from State-guaranteed loans. **A basic priority is the construction and modernization of multi-modal**

corridors IV, V and VI routes. The sector re-evaluated its investment policy in the transportation area. It supports the preparation and implementation of such projects whose standard approaches show their economic effectiveness, social importance and environmental acceptability.

A significant component of the **National Plan for Regional Development of the Slovak republic for 2001-2006**, approved by Resolution of the Government of the Slovak Republic No. 240/2001 is the **Sectorial Operation Programme for the Transport and Telecommunications Area**. The Programme also contains public works in the sector of the Ministry of Transport, Posts and Telecommunications of the Slovak Republic financed by EU pre-accession funds. In the sense of Resolution of the Government of the Slovak Republic No. 133/2002 towards a Proposal for Decision on the final form of the National Plan for Regional Development of the Slovak Republic and in the sense of EU methodics, the Ministry of Transport, Posts and Telecommunications of the Slovak Republic at present is ensuring the transformation of this development document on the newly-structured **National Development Plan of the Slovak Republic**.

In the sense of the Updated National Strategy ISPA for the Transport Sector approved by Resolution of the Government of the Slovak Republic No. 22/2002, the Ministry of Transport, Posts and Telecommunications is ensuring, within the preparation of ISPA programme projects, the creation of all preconditions for distributing ISPA grants. For 2001-2006 it has ensured the implementation of 12 priority transportation projects with a total value of €1,258 million, from which 8 projects are determined for the modernization of railway lines. In the area of construction of highway sections, it has ensured the implementation of 4 projects.

In conformity with the law on public procurement are provisionally prepared overall sectorial preconditions for the needs of **performing State expertise** for decisive construction of the transportation infrastructure, particularly in the area of construction of highways and motorways and modernization of railway lines.

Increasing transportation-transit performances in inland navigation is being executed, apart from further development of waterways, by modernization of public harbours in Bratislava, Komárno and Štúrovo with the integration of progressive technologies for goods transport, including the build-up of new technologies. As regards the Bratislava public port, this refers to the intention to build a new modern transfer facility for liquid goods, technologies for the transfer of granular goods and of storage capacities. For the management of port activities, intelligent management information systems are being progressively applied, for connection with the information system of managing water transportation operations. For making more effective water transport, including its economic and social attractiveness and suitability for all potential subjects of the logistics chain, a testing centre for river information services in Slovakia is being created from the Freudenu (Austria) locks to the Budapest (Hungary) harbours, a total coverage of the Danube for a 280 km section.

In 2000 the volume of passenger transportation was the following:

Indicator:	Transported passengers (in thousands of persons)
Public passenger transport, rail	66 806
Public passenger transport, road	604 249
Public passenger transport, water	80
Public passenger transport, air	146
Urban public transport	404 539
Road non-public transport	5 267
Passenger transport, total	1 081 087

Goods transport in 2000

Indicator:	Goods transport (in thousand tons)
Public goods transport, rail	54 177
Public goods transport, road	39 680
Public goods transport, water	1 607
Public goods transport, air (tons)	50
Road non-public transport	31 552
Goods transport, total	227 016

Water transport

Within the development of transportation infrastructure not financed from State funds, the main attention has been focused on the pooling of financial resources from public sources and international development programmes for building international transportation routes and corridors. A significant resource in the building-up of waterways is the support for the development of ecological water transport, from the point of view of the national economic contribution for regions and the environment. This relates primarily to constructing a technically and economically suitable transfer capacity in present public ports, including their development, the construction of new transfer capacities on the basis of town and factory harbours with minimum burdening of the environment, and the support of small and medium enterprising activities. For the implementation of these intentions legislative, legal and organizational measures are being prepared, supporting this goal from the viewpoint of the State and international organizations.

Among other basic directions of the development of inland water transportation belongs the building-up of systems of complex transport servicing of territorial units within combined transportation on the basis of factory centres with linkages to the infrastructure of public ports.

In the past few years, accomplishments in inland water transport have had unequal development and this was primarily due to local conflicts which have negatively influenced the total shipping situation on the Danube, the primary waterway. On the Slovak Republic part of this waterway a significant amount of transportation activities, both domestic and, chiefly, international have been carried out. The present share of waterway transport activities in the whole amount of inland transportation in Slovakia amounts to a few tenths of a percent, although this number is higher in terms of kilometre tonnage. A normalization of navigation conditions on the Danube and the implementation of other waterway constructions for improving the parameters of the water course throughout the whole section of the Danube from the North Sea to the Black Sea will essentially increase water transport activities while affecting the environment the least. The progressive construction of the Vážka waterway will appear positively, not only in an increase in water transport activity but also in support for small and medium enterprises in regions of tourism and sport sailing.

Combined transport

In connection with part III, Infrastructure aspects, it can be noted in point 11 that apart from an increase of combined transport links and systems in conformity with the plans for addressing the renewal of railway lines, the material-technical basis in combined transport terminals will be renewed. Attention is concentrated on combined transport terminals in Žilina, Košice and Bratislava, where development conditions have stabilized. In 2002 the full service will be introduced in the Dobrá pri Černej nad Tisou combined transport terminal for full-value provision within a combined transport.

Railway transport

Investment priorities for railway network development are primarily:

- implementation of the programme of modernization of rail transit corridors;
- modernization of border-crossing stations;
- completion of significant railway nodes and stations,
- modernization of the remaining network;
- modernization of the communications network.

In the modernization of rail transit corridors, with respect to the necessary maintenance of safety equipment while continuing operation during construction, a change is necessary in the technological approaches in this area, such that new safety equipment is implemented first and then the remaining construction, which until now were in parallel.

The ways in which infrastructure projects are financed are: ISPA, State budget subsidies, loans from banks such as EIB and EBRD.

B. Data section

- (a) ZSR – 22, 849 employees; ŽS a.s. – 21,276 employees
- (b) Total investments to infrastructure revolve annually around Sk 3.5 billion to mobile means around Sk 2.5 billion.
- (c) Volume of passenger transportation for 2001 was 63,295 passengers, which represents 2,488 million passenger-kilometres.
- (d) The volume of cargo transport was 53,234,000 T., which represents 10,860 million tone-kilometres.
- (e) The length of the ZSR network is 3,662 km.
- (f) Number of passenger wagons: 2,170, number of seats: 104,402, number of bunks: 5,538, Number of cargo wagons: 19,066, capacity: 931,260 T.

IV. Transportation and the environment

The Action Plan for the transportation and environment area was prepared in cooperation between the Slovak Republic's Ministry of Transport, Posts and Telecommunications and the Ministry of the Environment. It follows from the conclusions of the Vienna Conference of Ministers of Transport and the Environment in November 1997 and formulates the basic principles, strategic directions and action groups aimed at the solving of problems of transportation and environment in the Slovak Republic. The Action Plan summarizes 67 specific actions with a total cost of Sk 124 million, in the authority of several central bodies. The implementation of the action is planned over the next 10 years. The Government of the Slovak Republic approved the Action Plan by Resolution No. 102/1999 of 3 February 1999. In the sense of task B.3 of this Resolution, the Report on Fulfilling Tasks of the Action Plan was presented to the Government on 1 March 2001 and discussed on 7 March 2001, resulting in the adoption of Resolution No. 220/2001. As is found in the evaluation document, in the preparation of the budgets for 1999 and 2000, financial resources could not be separated for securing the tasks of the action plan, and these, primarily short-term on some mid-term goals, were provided for only within the budgets of the relevant ministries.

Within the above, the Ministry of Transport, Posts and Telecommunications of the Slovak Republic cooperates with the Ministries of the Environment, Finances, Economy, Foreign Affairs, Interior, Education, Labour and Social Affairs and Transport Research Institute.

As part of the **Action Plan for Implementation of National Strategy of Biodiversity Protection in Slovakia**, the Slovak Republic's Ministry of Transport, Posts and Telecommunications and the Ministry of the Environment cooperate with municipal and regional bodies and with the 3rd sector in the process of territorial planning. The time-frame, is roughly to 2010 within the complex materials of investment and regional development of the Ministry of Transport, Posts and Telecommunications of the Slovak Republic.
