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REPLIES TO THE QUESTIONNAIRE ON TRANSPORT DEVELOPMENTS

Addendum

Submitted by the Governments of Poland and Switzerland

SWITZERLAND

I. GENERAL TRANSPORT POLICY ASPECTS

A. Developments with regard to the Government's policy objectives

1. In years 2002-2007 the work on the programme for the transport sector was driven by the needs arising from the transition into market economy, preparation for the accession to the European Union (EU) and after the accession to align the transport policy with transport policy of the EU. A number of documents diagnosing the state of transport sector and detailed visions of its development were created, which enabled Poland to successfully use the EU funds for the period 2004-2006. The most important documents are Strategy for Development of Transport Infrastructure for 2004-2006 and the Further Years and National Transport Policy 2006-2025. The growing challenges for transport and the work on the new EU financial perspective led to the work on the more integrated concept of the transport sector development in Poland, which resulted in almost finished document National Transport Policy 2007-2020.

* The UNECE Transport Division has submitted the present document after the official document deadline due to resource constraints.

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2. The main goal of the Government is to support the national economic development and the improvement of the quality of life of citizens through creation of the efficient, safe and sustainable transport system. To achieve this goal the four major priorities have to be accomplished:

- (a) To increase the accessibility of the country and to strengthen the interregional connections;
- (b) To improve access and quality of transport services for citizens and enterprises;
- (c) To reduce the negative impact of transport on environment;
- (d) To improve safety in transport.

3. To accomplish priority 1 the road, railway, airport and seaport network will be developed. Till 2020 the major flaw of the road network, the scarcity of high-speed roads will be eliminated. In 2006 there were 674 km of motorways and 258 km of expressways. In 2020 the length of the high-speed road network will reach 2,000 km of motorways and 5,000 km of expressways for the cost of 120 billion zlotys. This network will provide for the efficient connections in four Trans-European Transport Corridors and it will connect Warsaw with 8 metropolitan areas of Poland. The high-speed road network will connect also 17 cities with the population above 200 thousand people and the largest cities of the Eastern Poland to reduce the development inequality.

4. Along with the construction of the high-speed road network the modernization of existing network will be undertaken to achieve the conformation of the TEN-T network and then the international and national road network to the 11,5 tonne axle load and to improve the overall quality of the network (in 2020 85% of the roads will have be in a satisfactory condition in comparison with 47% today).

5. The railway network, important to achieve the goal of sustainable transport, will be also modernized. In the first place the lines of the TEN-T network will be modernized. One of the elements of modernization will be the introduction of the digital system of traffic management and communication (ERMTS) which will improve the competitiveness of railways. The general cost of railway investments until 2013 will be 7 billion EUR. Until 2013 the preparatory works for the high-speed railway connection (over 250 km/h) between Warszawa, Łódź, Poznań and Wrocław will be completed. The construction works will begin in 2014.

6. There will be modernization works also carried out in airports and seaports. The road and railway connections of the seaports with hinterland will be improved and the new container terminals will be built.

7. To accomplish priority 2 the Government will act to improve the competitiveness of the railway transport through stimulating the improvement of the services' quality and the organizational changes. The operating speed for passenger and freight transport will increase, the rolling stock will be renewed and the full adaptation of the once state owned railway companies to the market conditions will be fulfilled.

8. The Government will also support the development of urban transport, which operates in conditions of regulated market competition. The rail transport will be supported in large cities, especially urban and suburban railway, tramway (in Warsaw development of metro) through the

co-financing of track modernization and development and the renewal of the rolling stock in the framework of the governmental-self-governmental partnerships. There will be a serious commitment to introducing digital technologies in data processing and communication to enhance the territorial and modal integration of transport.

9. To accomplish priority 3 the intermodal transport will be supported, especially the connection between maritime and railway transport. The intermodal transport on the north-south and east-west axes will be supported through the construction of terminals and new railway logistics centres. The inland navigation will be also supported through the modernization of the infrastructure and fleet. The highest priority will be given to the navigation on the Oder river.

10. To decrease energy intensiveness of transport, emission of hothouse gases and pollution the Government will support the use of the next generation vehicles and the use of alternative fuels (at least 20% of total fuel consumed in 2020 shall be from alternative sources). The environmental awareness of consumers will be enhanced through information campaigns promoting the choice of more sustainable means of transport or fuels.

11. To accomplish priority 4 the number of people killed in road accidents shall decrease by the year 2013 by 50% in comparison with the year 2003, that is to the number of 2800 casualties. In 2025 the number of casualties shall be no higher then 1000 people. To increase safety in rail transport there will be modernization of railway infrastructure, traffic management systems and rolling stock.

B. Organizational developments

12. In the year 2002 the Ministry of Infrastructure was created which included the sectors of: inland transport, aviation, maritime transport, construction, urban development, communication. In 2005 and 2006 the Ministry of Infrastructure has been split into Ministry of Transport, Ministry of Maritime Economy and Ministry of Construction. The Ministry of Transport is responsible for sectors of inland transport, civil aviation and communication. The central authorities have been also created, among others to perform the role of regulatory bodies. Among them there are Railway Transport Office and Road Transport Inspection.

C. Policies adopted to enhance safety and to reduce environmental impact of transport

13. Concerning safety please find attached GAMBIT 2005. NATIONAL ROAD SAFETY PROGRAM (<http://www.unece.org/trans/main/wp5/wp52007.html>).

14. As far as reducing the environmental impact of transport is concerned, the main objective is to achieve the modal split with a maintained strong share of railway and increased share of maritime transport. To achieve this there is a special priority in the Sectoral Operational Program Transport 2004-2006. The Program was created to enable the spending of the resources from the EU's European Regional Development Fund (ERDF). Total expenditure for the priority Modaly sustainable transport development is 568 million €. The sub-priorities are: modernization of railway lines between large cities and in the cities, improving access to seaports and development of intermodal transport. Similar actions are planned for the Operational Program Infrastructure and Environment 2007-2013.

D. Public transport

15. The development of public transport is one of the priorities of the Integrated Program of Regional Development 2004-2006. There are two priorities in this program: modernization and development of the regional transport system and development of public transport infrastructure in largest cities. The first priority is targeted at cities with population above 50 thousand people and their surrounding areas. The second priority is targeted at the largest cities. Similar priorities are planned for the Operational Program Infrastructure and Environment 2007-2013 and regional programs for the same period.

E. Improving the use of energy in transport

16. There were several actions undertaken to improve the energy aspect of transport. They were taken in several areas:

(a) Legal and financial

(i) promotion and use of biofuels – in October 2003 the parliament passed the law on bio-components in fuels and biofuels. The taxation system has been introduced to promote to use of other fuels than a mineral ones. The excise rate for LPG is lower than for petrol. The use of LPG as a fuel is widespread in Poland.

(ii) introduction of infrastructure user charging – there are preparatory works under way to introduce charges for the use of road infrastructure. The rates will depend on length of journey and the environmental category of vehicle. The charges for the use of national roads have been differentiated due to the level of emission.

(iii) promotion of environmentally “friendly” vehicles – the charges for the use of environment were introduced promoting less pollutant or with better fuel economy. The system of information about fuel economy and CO₂ emissions in the marketing of new passenger cars was introduced. Checking of exhaust gases is the obligatory element of the technical checks of vehicles.

(b) Technical

(i) construction of motorways, by-passes and expressways – in 2004-2006 297 km of motorways, 38 km of expressways and 80 by-passes have been built. The fluidity of traffic has been improved and the losses of energy due to congestion have been diminished.

(ii) improvement of the energy efficiency of vehicles including vehicle construction changes – due to the technological progress declared by the car manufacturers the fuel consumption has been diminished as well as CO₂ emission levels. For example the average emission from the passenger car has fallen from 1655g/km in 2001 to 154 g/km in 2004.

(c) Legal and administrative

(i) introduction of new speed limit in urban areas – from 1 May 2004 the amendment on the road traffic law has introduced obligatory speed limit of 50 km/h for urban areas (60 km/h from 23.00 until 05.00)

(ii) improvement of infrastructure for cyclists and pedestrians – the cycling and walking are promoted through construction of new sidewalks and cycling paths. Also bicycle parking has been built near the public transport knots and the possibility of transporting bicycles in the means of public transportation has been increased.

(iii) promotion of public transport – the structural changes in the Polish State Railways (PKP) shall encourage railway operators to provide public transport on the local and regional level. The state budget supports also important public transport investments in large cities, for example the construction of metro in Warszawa.

(iv) development of combined transport through the assistance from the Structural Funds – in 2004-2006 the share of combined transport has been increased from 1.2% to 1.6%.

(v) improvement in inland waterway transport – the operators have possibility to apply for funds to promotion of inland waterway transport, for example for the ship modernization to replace the old engines with new, with better fuel consumption and less polluting.

(d) Educational

information and educational activity aiming at the change of habits – the eco-driving is promoted through various information and educational actions.

II. ECONOMIC, TECHNOLOGICAL AND OPERATIONAL ASPECTS

A. Intelligent transport systems

17. ITS in Poland is developing very slowly and they are used only to small extent. Currently there are databases of expert character and for the use by the travelers, there are also some projects dealing with the management of public transport in cities, for example in Poznań. There are several actions planned to speed up the implementation of ITS in Poland:

- (a) creation of the ITS implementation strategy;
- (b) support for R&D projects concerning ITS;
- (c) support for the education of the future employees responsible for implementation and maintenance of ITS;
- (d) implementation of ITS pilot projects;
- (e) support for ITS projects concerning public transport and traffic management in cities;
- (f) support for development of ITS for combined transport;

- (g) support for implementation of infrastructure management systems;
- (h) support for development of ITS enhancing safety.

18. As the legislation is concerned the National Plan for Implementation of ERTMS (European Railway Traffic Management System) has been adopted and the work on amendments to the Law on Inland Navigation implementing RIS directive is under way.

B. Measures to improve the profitability of transport enterprises

19. The state of transport infrastructure is improving. There is a steady process of fleet renewal by the transport enterprises. The renewal of rolling stock is partly financed from the public funds. The economic conditions for transport enterprises are improving: the income and productivity is rising.

C. Urban and suburban transport plans

20. The local plan of development of public transport or the spatial management plan is required to apply for the EU funds for the projects on development of public transport.

21. Ministry of transport is working on the project of law on public transport. One of the elements of this project is requirement to prepare local and regional plans of development of public transport. Such a plan shall be a basis for organizing public transport for area with more than 50 000 inhabitants. Transport plans shall project long-term actions to develop the integrated public transport, its effectiveness and attractiveness and to concentrate public spending on strategic goals. Plans shall be long-term documents, that shall be periodically checked and their implementation shall be monitored.

D. Identification of bottlenecks

22. Bottlenecks have been identified during the works on documents on national transport policy. The most important transport bottlenecks in Poland are:

- (a) low capacity of roads and railway lines in main transport corridors and their low quality;
- (b) lack of road by-passes for many cities and towns lying on major transport routes;
- (c) lack of integrated public transport systems in large cities;
- (d) insufficient construction industry potential for carrying out infrastructure projects;
- (e) institutional weakness (personal, financial and organizational) to implement transport development strategies.

III. INFRASTRUCTURE ASPECTS

A. Developments with regard to the planning or realization of major transport infrastructure projects

(a) Roads

23. From 2003 over 1000 km of motorways has been or is being built. More than a half of motorways are built by the National Directorate of National Roads and Motorways (585 km)

(mostly on A4 motorway in the III Pan-European Transport Corridor (PETC)). The private concessionaries have built or are building 475 km of motorways (on A1 motorway in the VI PETC and on A2 motorway in the II PETC).

24. For the Operational Program Infrastructure and Environment 2007-2013 transport investments are grouped in 4 major axes. In the framework of the axis TEN-T network 636 km of motorways and 1300 km of expressway will be built by 2015 and 375 km of roads will be strengthened to comply with the 11, 5 tonnes axle load standard. In the framework of axis Transport safety and national transport networks 669 km of expressways will be built or modernized and 225 km of roads will be strengthened to comply with the 11,5 tonnes/axle load standard. For the axis Road infrastructure in Eastern Poland 268 km of expressways will be built. The roads of regional and local importance will be financed from Regional Operational Programs, one for each 16 voivodships.

(b) Railways

25. In the 2004-2006 financial perspective railway projects were carried out in the framework of Cohesion Fund and the Sectoral Operational Program Transport. Cohesion Fund strategy included projects for modernization of 121 km of E 20 railway line and 112 km of E 30 line. In the framework of SOP-T 116 km of railway line Warszawa-Łódź, partially a link between C-E 65 and C-E 20, will be modernized.

26. For the Operational Program Infrastructure and Environment 2007-2013 railway infrastructure investments are in the framework of the axis Environment-friendly transport. Until 2015 1566 km of railways will be modernized. Also in the framework of this axis construction of 5 intermodal terminals and modernization of 370 km of inland waterways are planned.

C. Developments with regard to financing of infrastructure projects

27. Poland uses whole range of financing instruments to finance the infrastructure. The most important sources from 2004 are European Union funds: Cohesion Fund and European Regional Development Fund. For the financial perspective 2004-2006 Cohesion Fund will finance 85% costs of transport projects with a total value of 2 196,2 million €. ERDF will finance 75% costs of projects with a total value of 1 551 million €.

28. For the Operational Program Infrastructure and Environment 2007-2013 the Cohesion Fund and the ERDF will be combined. They will finance 85% (for the axes TEN-T Network and Road infrastructure in Eastern Poland) to 70% (for the axis Environment-friendly transport) of total expenditure of €19.07 billion.

29. Other forms of financing include state budget, IFIs, National Road Fund subsidies and bank loans. National Road Fund has become operational in 2004. It is composed of part of road user charges, which are paid as an addition of the price of fuel, payments by the private motorway operators, public procurement payments and interests. In 2005 income of NRF was 3 475 million zlotys (about €0.9 billion), in 2006 6 304 million zlotys (about €1,7 billion).

D. Statistics

30. Transport statistics (available at: <http://www.unece.org/trans/main/wp5/wp52007.html>).

31. Road safety statistics (available at: <http://www.unece.org/trans/main/wp5/wp52007.html>)

SWITZERLAND

I. GENERAL TRANSPORT POLICY ASPECTS:

32. <http://www.uvek.admin.ch/dokumentation/00655/00699/00703/index.html?lang=fr>.

33. Trans-Alpine traffic

<http://www.uvek.admin.ch/dokumentation/00655/00699/00931/index.html?lang=fr>.

II. ECONOMIC, TECHNOLOGICAL AND OPERATIONAL ASPECTS

34. Performance Based Heavy Vehicle Fee

http://www.ezv.admin.ch/zollinfo_firmen/steuern_abgaben/00379/index.html?lang=fr.

III. INFRASTRUCTURE ASPECTS

35. Alpine transit: <http://www.bav.admin.ch/alptransit/01271/index.html?lang=fr>.

36. Alpine transit and financing:

<http://www.bav.admin.ch/alptransit/01271/01367/index.html?lang=fr>.

37. Future development of railway infrastructure (ZEB):

http://www.litra.ch/dcs/users/2/GS_ZEB_f.pdf.

38. Infrastructure fund for agglomeration traffic, the national motorway network and main roads in mountain and peripheral regions: <http://www.unece.org/trans/main/wp5/wp52007.html>.

IV. STATISTICAL INFORMATION

39. <http://www.bfs.admin.ch/bfs/portal/fr/index/news/publikationen.Document.91944.pdf>.
