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**ECONOMIC COMMISSION FOR EUROPE**

**INLAND TRANSPORT COMMITTEE**

Working Party on Rail Transport  
(Fifty-seventh session, 21-23 October 2003,  
agenda item 5)

**STUDY OF THE SITUATION OF THE RAILWAYS IN MEMBER COUNTRIES**

**Addendum 1**

**Transmitted by the Belarusian Railways**

As regards the structure of goods movements, steady flows have now been established in export and transit traffic on the following routes: Krasnoye-Minsk-Molodechno (17-20 million tonnes), Zaolsha-Bigosovo (8-22 million tonnes), Sitnica-Minsk (6-10 million tonnes) and Barbarov-Zhlobin-Minsk (6-8 million tonnes).

Freight shipments (local + export traffic) amounted to 54,610 thousand tonnes in 2002, increasing by 3,526 thousand tonnes compared with 2001.

Positive results in attracting passengers to rail transport largely depend on the rolling stock. A higher standard of comfort for passengers is being achieved through the installation of air conditioning, noise abatement, modern design and an attractive external appearance, and information systems, including audio and video equipment.

The railway sector in Belarus has not been restructured as such. Belarusian Railways is the sole economic entity authorized to manage public rail transport. It is a State corporation subordinate to the Council of Ministers of the Republic of Belarus. The railway network is in public ownership.

At least 25% of the Railways' "gross internal product" must be spent on capital investment in order to guarantee simple reproduction.

Total investment by year (millions of dollars):

1998 - 18.4

1999 - 79.3

2000 - 81.1

2001 - 71.6

2002 - 80.6

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