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Working Party on Rail Transport
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**STUDY OF THE SITUATION OF THE RAILWAYS
IN MEMBER COUNTRIES**

Addendum 3

Transmitted by the Government of Portugal

The most recent data concerning passenger and goods traffic on the national railways are set out in Table 1.

Table 1

Passenger and goods traffic for 1995-2001

Year	Passengers Passenger-km 10 ⁶	Goods		
		Tonne-km 10 ⁶	TEU	Tonnes 10 ³
1995	4 840	2 019	49 875	457
1996	4 503	1 857	47 759	478
1997	4 563	2 247	56 675	609
1998	4 602	2 048	52 763	622
1999	4 380	2 179	48 333	574
2000	3 834	2 183	58 856	608
2001	3 899	2 138	44 103	622

Source: INS, with passenger data from Fertagus S.A.

The reorganization of the national railway sector, which was initiated in 1997 with the splitting of CP E.P. (Portuguese Railways), resulting in the creation of REFER E.P. with responsibility for the management, operation and conservation of the railway structure, and the INTF with responsibility for regulation, supervision and funding, is now at a crucial phase, since the draft decree-law, Railway Package I, is already on the point of being incorporated into domestic legislation.

In this context, significant changes will be introduced in terms of access to rail transport activity, in view of the liberalization of certain specific segments of the market (e.g. goods transport on what is known as the TERFN network, or goods transport by national companies), company redundancies and distribution of capacity, rate-fixing of the infrastructure and safety certification.

From the point of view of the establishment of new companies and the introduction of competition in the provision of rail transport services, mention should be made of the liberalization of certain specific segments of activity. This gives rise to expectations as to the emergence of new companies providing goods transport services by rail. The incorporation into law of the Railway Package creates the necessary machinery for the introduction of controlled competition within the sector. A private passenger transport company, Fertagus S.A., does already exist, however, although the restriction requiring access to the activity to be ensured by State concession is maintained in passenger transport.

Investment in infrastructure for the last three years is set out in the following table:

Table 2

Investment in infrastructure for the last four years

Year	Investment (€ millions)
1999	342.8
2000	402.3
2001	417.8
2002	505.44

Investment in rolling stock is described in the following table:

Table 3

Investment in rolling stock for the last four years

Year	Investment (€ millions)
1999	148.3
2000	85.1
2001	65.95
2002	Nd
