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**Economic Commission for Europe****Inland Transport Committee****Working Party on Transport Trends and Economics****Twenty-eighth session**

Geneva, 7–9 September 2015

Item 11 of the provisional agenda

**Review of the transport situation, transport trends and economics in ECE region****Questionnaire on Transport Trends and Economics 2013–2015: Financing Transport Infrastructure\*****Note by the secretariat****I. Mandate**

1. The Inland Transport Committee during its seventy-sixth session (25–27 February 2014) encouraged governments and municipalities to support further research on urban transport and mobility provided by UNECE, and suggested that this topic be addressed in the agenda of the Working Party on Transport Trends and Economics (WP.5) (ECE/TRANS/240, para 11). Furthermore at its seventy-seventh session (24–26 February 2015) decided to regularly review the developments in urban mobility and transport, and particularly, the inter-linkages between urban, regional, national and international transport networks and services. In this regard, the Committee requested WP.5 to follow-up on this matter (ECE/TRANS/248, para 18).

**II. Clarifications**

2. One of the major obstacles for obtaining comparable data on spending on transport infrastructure is that the term “transport infrastructure” by asset type differs significantly from one country to another, depending on national definitions and data availability. According to the European Commission (EC) definition, “transport infrastructure” means “all routes and fixed installations of the three modes of transport being routes and installations necessary for the circulation and safety of traffic” (EC Regulation No.

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\* The present document was not edited before being sent to the United Nations translation services.

851/2006). Therefore, wherever in our questionnaire is being mentioned road, rail and inland waterway infrastructure the following definitions by each mode are applying.

3. Road Infrastructure:

- (a) Land;
- (b) Road works prior to paving:
  - cuttings, embankments, drainage works, etc.;
  - support and back filling;
- (c) Pavement and ancillary works:
  - pavement courses, including waterproofing, verges, central reserve, gullies and other drainage facilities, hard shoulders and other emergency stopping areas, laybys and parking places on the open road (roads for access and parking and traffic signs), car parks in built-up areas on publicly owned land, planting and landscaping, safety installations, etc.;
- (d) Engineering structures:
  - bridges, culverts, overpasses, tunnels, structures for protection against avalanches and falling stones, snowscreens, etc.;
  - Level crossings;
  - Traffic signs and signalling and telecommunications installations;
  - Lighting installations;
  - Toll collection installations, parking meters;
  - Buildings used by the infrastructure department.

4. Rail Infrastructure:

- (a) Ground area;
- (b) Track and track bed, in particular embankments, cuttings, drainage channels and trenches, masonry trenches, culverts, lining walls, planting for protecting side slopes etc.:
  - passenger and goods platforms;
  - four-foot way and walkways;
  - enclosure walls, hedges, fencing;
  - fire-protection strips;
  - apparatus for heating points, crossings, etc.;
  - snow protection screens;
- (c) Engineering structures:
  - bridges, culverts and other overpasses, tunnels, covered cuttings and other underpasses;
  - retaining walls, and structures for protection against avalanches, falling stones, etc.;
- (d) Level crossings, including appliances to ensure the safety of road traffic;
- (e) Superstructure, in particular:

- rails, grooved rails and check rails;
  - sleepers and longitudinal ties, small fittings for the permanent way, ballast including stone chippings and sand;
  - points, crossings, etc.;
- (f) Turntables and traversers (except those reserved exclusively for locomotives);
- (g) Access way for passengers and goods, including access by road;
- (h) Safety, signalling and telecommunications installations on the open track, in stations and in marshalling yards:
- including plants for generating, transforming and distributing electric current for signalling and telecommunications;
  - buildings for such installations or plants;
  - track brakes;
- (i) Lighting installations for traffic and safety purposes;
- (j) Plants for transforming and carrying electric power for train haulage:
- sub-stations, supply cables between substations and contact wires, catenaries and supports;
  - third rail with supports;
- (k) Buildings used by the infrastructure department, including a proportion in respect of installations for the collection of transport charges.
5. Inland Waterways infrastructure:
- (a) Land;
- (b) Channel (earthworks, canal basins and linings, sills, groynes, berms, tow-paths and service roads), bank protection, canal-carrying aqueducts, siphons and conduits, canal tunnels, service basins used exclusively for sheltering vessels;
- (c) Works for waterway shut-off and safety, spillways for the discharge by gravity of impounded water, basins and reservoirs for storing water for feeding and regulating water level, water control structures, flow gauges, level recorders and warning devices;
- (d) Barrages or weirs (works constructed across the bed of a river to maintain sufficient depth of water for navigation and to reduce the speed of flow by creating pounds or reaches), associated structures (fish ladders, relief channels);
- (e) Navigation locks, lifts and inclined planes, including waiting basins and basins for water economy;
- (f) Mooring equipment and guide jetties (mooring buoys, dolphins, mooring bits, bollards, rails and fenders);
- (g) Movable bridges;
- (h) Installations for channel buoying, signalling, safety, telecommunications and lighting;
- (i) Installations for controlling traffic;
- (j) Toll collection installations;

(k) Buildings used by the infrastructure department.

6. Regarding maintenance, ordinary maintenance and repairs should be recorded as intermediate consumption, whereas major renovations, reconstructions and enlargements are to be recorded as investments. They are activities that owners or users of fixed assets are obliged to undertake periodically in order to be able to utilize such assets over their expected service lives. They are current costs that cannot be avoided if the fixed assets are to continue to be used. Maintenance and repairs do not change the fixed asset or its performance, but simply maintain it in good working order or restore it to its previous condition in the event of a breakdown.

7. The decision to renovate, reconstruct or enlarge a fixed asset is a deliberate investment decision that may be undertaken at any time and is not dictated by the condition of the asset. Major renovations of equipment, buildings or other structures are frequently undertaken well before the end of their normal service lives.

8. As transport infrastructure typically takes more than a year to complete, the issues regarding the time of recording is quite relevant for this type of investment. The general principle for the time of recording of acquisitions of fixed assets is when the ownership of the fixed assets is transferred to the institutional unit that intends to use them in production (System of National Accounts (SNA), para. 10.53). This is also true for fixed assets that take more than a year to produce. However, when stage payments are made, these are regarded as purchase of (part of) a fixed asset or as a trade advance if the value of the stage payment exceeds the value of the work put in place. In the latter case, work is recorded as fixed capital delivered to the final owner as work proceeds until the trade credit is exhausted<sup>1</sup>.

9. In relation to the valuation of the purchases of assets, the costs incurred on the acquisition of an asset are treated as an integral part of the value of that unit's gross fixed capital formation (SNA, para. 10.49). More specifically, these so-called costs of ownership transfer consist of the following cost categories:

(a) All professional charges or commissions incurred by both units acquiring or disposing of an asset, such as fees paid to lawyers, architects, surveyors, engineers and values, and commissions paid to estate agents and auctioneers;

(b) Any trade and transport costs separately invoiced to the purchaser;

(c) All taxes payable by the unit acquiring the asset on the transfer of ownership of the asset;

(d) Any tax payable on the disposal of an asset;

(e) Any delivery and installation or de-installation costs not included in the price of the asset being acquired or disposed of; and

(f) Any terminal costs incurred at the end of an asset's life such as those required to render the structure safe or to restore the environment in which it is situated.

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<sup>1</sup> Adapted by the System of National Accounts 2008 (SNA 2008)

### III. Questionnaire

10. Question 1. Please fill in the following table for each mode of transport.

<i>Road Infrastructure</i>				
<i>Road network length (in Km)</i>	<i>of which paved (in Km)</i>	<i>of which unpaved (in Km)</i>	<i>of which highways – four or more lanes - (in Km)</i>	<i>of which rural roads (in Km)</i>

  

<i>Rail Infrastructure</i>				
<i>Rail network length (in Km)</i>	<i>of which electrified (in km)</i>	<i>of which conventional lines (in Km)</i>	<i>of which high speed lines (in Km)</i>	<i>Meter gauge (1,435 / 1,512 etc.)</i>

  

<i>Inland Water Transport</i>				
<i>Inland Waterway network length (in Km)</i>	<i>Of which free flowing rivers (in Km)</i>	<i>Of which flood controlled rivers (in Km)</i>	<i>Of which canals (in Km)</i>	<i>Number of Inland Waterways ports</i>

11. Question 2. Inland Transport Infrastructure projects that are currently being undertaken in your country. Please fill in the following table.

<i>Road Infrastructure</i>										
<i>Projects (please provide short description for each project including if it is new, upgrading or maintenance project)</i>	<i>Sources of Funding (%)</i>							<i>Innovative financing</i>		
	<i>Budget</i>	<i>State</i>	<i>Regions</i>	<i>Local Administrations</i>	<i>Private Sector</i>	<i>Innovative financing</i>	<i>PPP</i>	<i>Tolls</i>	<i>Other (please explain)</i>	
Project 1....										
Project 2...										
Project...etc.										

  

<i>Rail Infrastructure</i>										
<i>Projects (please provide short description for each project including if it is new, upgrading or maintenance project)</i>	<i>Sources of Funding (%)</i>							<i>Innovative financing</i>		
	<i>Budget</i>	<i>State</i>	<i>Regions</i>	<i>Local Administrations</i>	<i>Private Sector</i>	<i>Innovative financing</i>	<i>PPP</i>	<i>Tolls</i>	<i>Other (please explain)</i>	
Project 1....										

<i>Rail Infrastructure</i>										
<i>Projects (please provide short description for each project including if it is new, upgrading or maintenance project)</i>	<i>Sources of Funding (%)</i>							<i>Innovative financing</i>		
	<i>Budget</i>	<i>State</i>	<i>Regions</i>	<i>Local Administrations</i>	<i>Private Sector</i>	<i>Innovative financing</i>	<i>PPP</i>	<i>Tolls</i>	<i>Other (please explain)</i>	
Project 2...										
Project...etc.										

<i>Inland Waterways Infrastructure</i>										
<i>Projects (please provide short description for each project including if it is new, upgrading or maintenance project)</i>	<i>Sources of Funding (%)</i>							<i>Innovative financing</i>		
	<i>Budget</i>	<i>State</i>	<i>Regions</i>	<i>Local Administrations</i>	<i>Private Sector</i>	<i>Innovative financing</i>	<i>PPP</i>	<i>Tolls</i>	<i>Other (please explain)</i>	
Project 1....										
Project 2...										
Project...etc.										

12. Question 3. Please describe your country's long term (for the next five to ten years) investment plans for each inland transport mode. Please provide short description of each future project, its budget and source of funding including the secured and non-secured ones.

13. Question 4. Please provide information regarding spending on transport infrastructure investments and maintenance in your country for the period 2000–2013. Please follow the tables below.

#### **New Investments in transport infrastructure (total in million euros)**

<i>Road Transport</i>													
<i>2000</i>	<i>2001</i>	<i>2002</i>	<i>2003</i>	<i>2004</i>	<i>2005</i>	<i>2006</i>	<i>2007</i>	<i>2008</i>	<i>2009</i>	<i>2010</i>	<i>2011</i>	<i>2012</i>	<i>2013</i>

<i>Rail Transport</i>													
<i>2000</i>	<i>2001</i>	<i>2002</i>	<i>2003</i>	<i>2004</i>	<i>2005</i>	<i>2006</i>	<i>2007</i>	<i>2008</i>	<i>2009</i>	<i>2010</i>	<i>2011</i>	<i>2012</i>	<i>2013</i>

<i>Inland Waterways</i>													
<i>2000</i>	<i>2001</i>	<i>2002</i>	<i>2003</i>	<i>2004</i>	<i>2005</i>	<i>2006</i>	<i>2007</i>	<i>2008</i>	<i>2009</i>	<i>2010</i>	<i>2011</i>	<i>2012</i>	<i>2013</i>

**Upgrading transport infrastructure (total in million euros)***Road Transport*

2000	2001	2002	2003	2004	2005	2006	2007	2008	2009	2010	2011	2012	2013

*Rail Transport*

2000	2001	2002	2003	2004	2005	2006	2007	2008	2009	2010	2011	2012	2013

*Inland Waterways*

2000	2001	2002	2003	2004	2005	2006	2007	2008	2009	2010	2011	2012	2013

**Maintaining transport infrastructure (total in million euros)***Road Transport*

2000	2001	2002	2003	2004	2005	2006	2007	2008	2009	2010	2011	2012	2013

*Rail Transport*

2000	2001	2002	2003	2004	2005	2006	2007	2008	2009	2010	2011	2012	2013

*Inland Waterways*

2000	2001	2002	2003	2004	2005	2006	2007	2008	2009	2010	2011	2012	2013