

A satellite-style map of Europe with a wide, brown, curved band highlighting a transport corridor across the continent. The text is overlaid on this map.

**Secretariat of the  
PanEuropean Transport Corridor III  
Dr. Brigitte Wunderlich  
Secretary**

**Current information on the PETC III**

**UNECE Working Party on Intermodal Transport and Logistics  
Geneva ( March 19<sup>th</sup> and 20<sup>th</sup> 2009)**





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## Outline

1. **The course of the PETC III and its connections to other transport corridors**  
- a short report about the results of the 9th Steering Committee meeting in Przemyśl
2. **The PETC III and its integration into the international transport corridors and axes**  
- a report on current affairs
3. **Infrastructure situation on the PETC III**
4. **Some details of the work programme of the Secretariat for the PETC III for the year 2009**
5. **Expert Meeting „Railfreight in the Pan-European Transport Corridor III“ on February 24<sup>th</sup> 2009 in Dresden**



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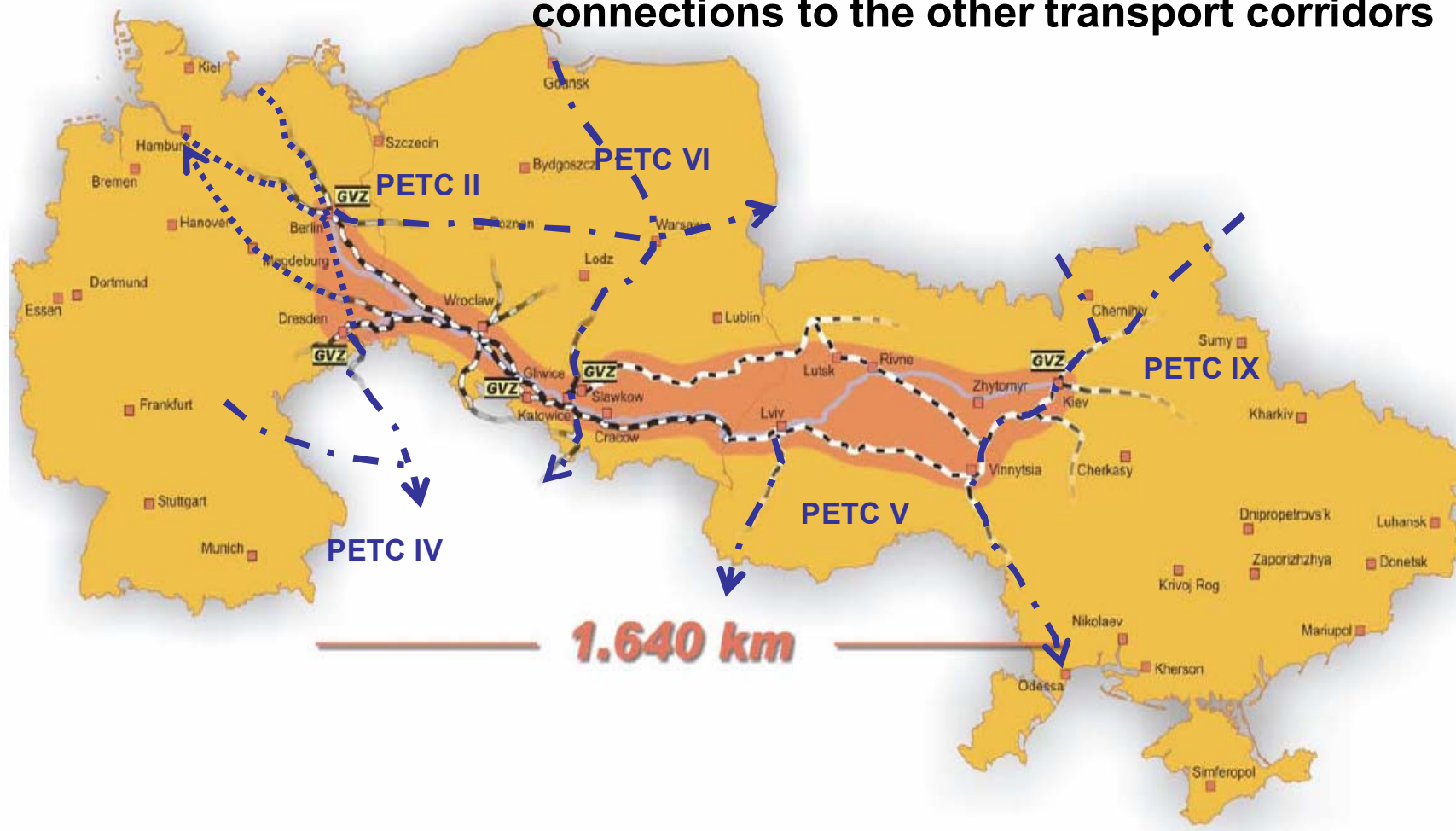
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# 1. The course of the PETC III and its connections to the other transport corridors





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## **Some important decisions of the 9th Steering Committee meeting (November 2008 in Przemyśl)**

- 1. The members of the Steering Committee decided to support the implementation of the Pilot Freight Train for PETC III**
- 2. The members of the Steering Committee welcomed the secure parking facilities with IT-based access control at the border crossing points PL/UA**
- 3. The members of the Steering Committee support all efforts for the improvement of interoperability in the rail routes of the corridor**



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## **2. The PETC III and its integration into the international transport corridors and axes – a report on current affairs**

The European Commission published in 2007 the Communication

„Guidelines for transport in Europe and neighbouring regions“

„Extension of the major trans-European transport axes to the neighbouring countries“





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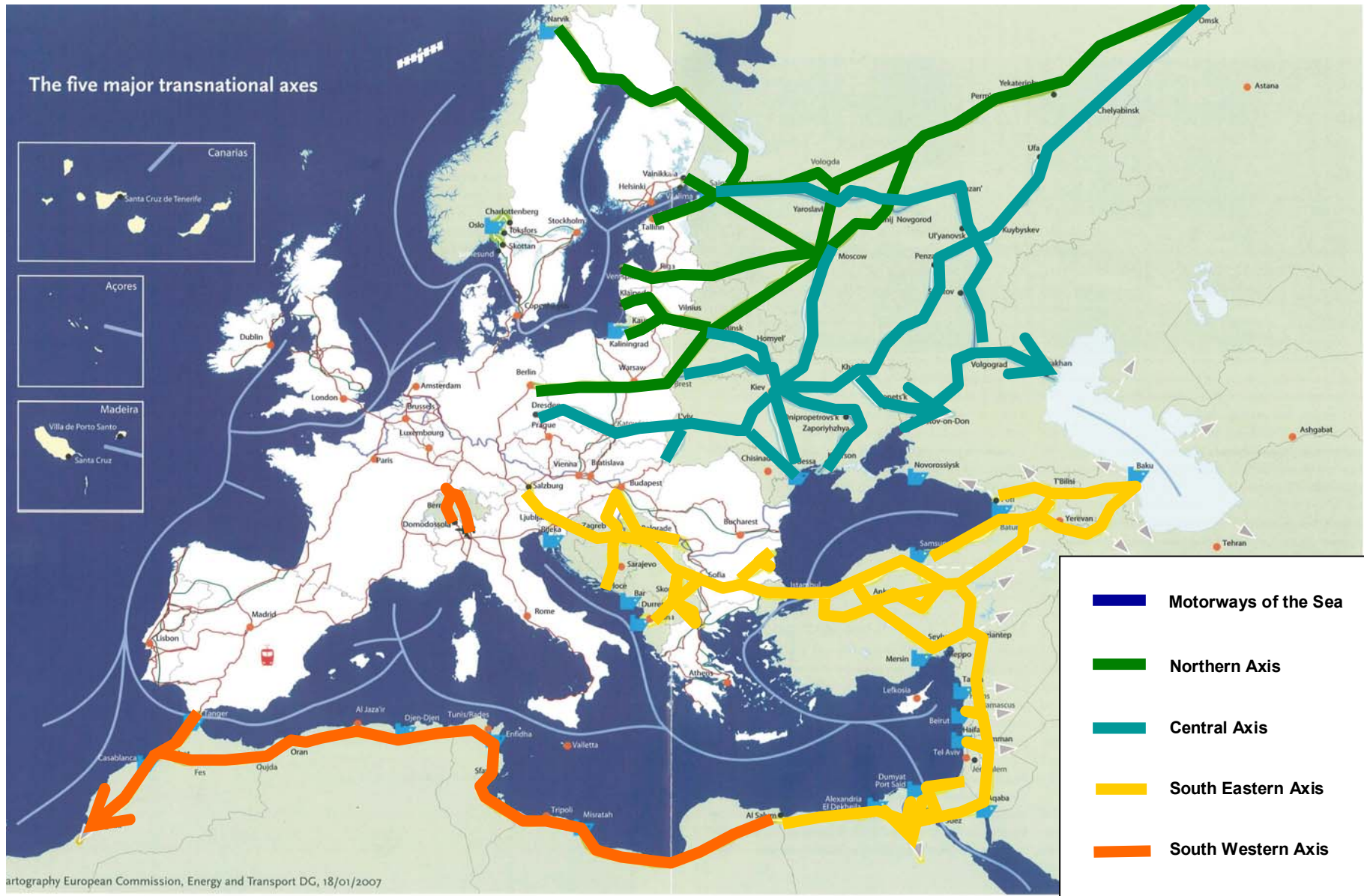
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**The commission defined 5 major transnational transport axes  
(proposed by the High Level Group II under the direction of  
Ms. Loyola de Palacio).**

# The five major transnational axes



	<b>Motorways of the Sea</b>
	<b>Northern Axis</b>
	<b>Central Axis</b>
	<b>South Eastern Axis</b>
	<b>South Western Axis</b>

Cartography European Commission, Energy and Transport DG, 18/01/2007



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## Priorities for the DG TREN are:

- the expansion/upgrading of infrastructure in the axes
- and
- the implementation of „horizontal measures“.



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## The „horizontal measures“ (examples)

- ensuring interoperable rail systems
- overcoming technical obstacles to interoperable rail systems
- legal interoperability between the EU/COTIF zone and the OSJD zone
- interoperable telecommunication and data exchange systems
- elimination of organisational hindrances (customs, acceptance of technical checkups, promotion of a „one-stop office“ by neighbouring customs offices)





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- **optimal design of border crossing points**
- **satellite navigation systems**
- **solution of visa questions**
- **efficient security and border controls, elimination of legal uncertainty**
- **fight against all sorts of smuggling , illegal migrants, weapons and drugs**
- **etc.**



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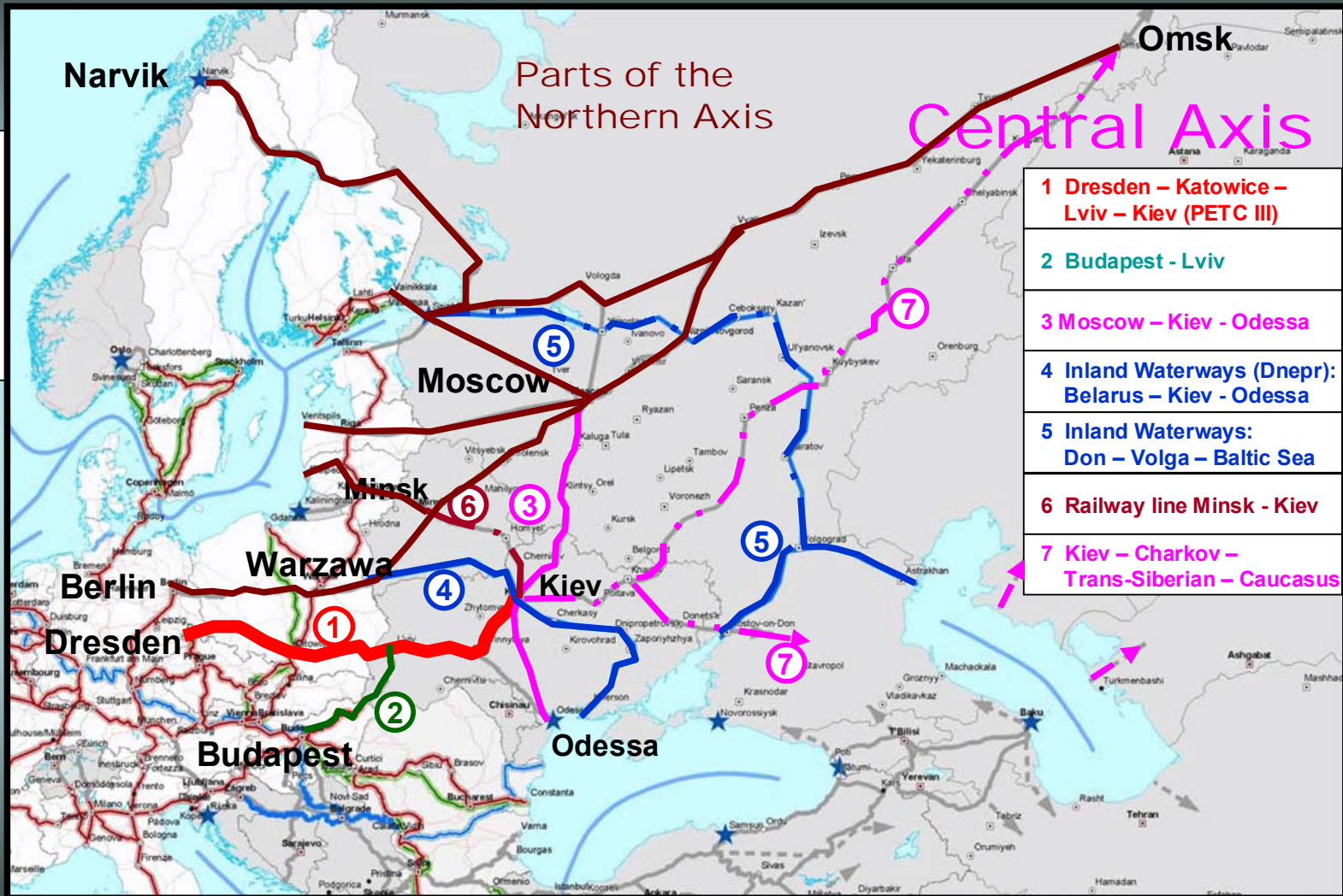
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**The PETC III is fully integrated into the Central Axis and consequently, a substantial part of this axis**



Narvik

Parts of the Northern Axis

Omsk

Central Axis

1 Dresden – Katowice – Lviv – Kiev (PETC III)

2 Budapest - Lviv

3 Moscow – Kiev - Odessa

4 Inland Waterways (Dnepr): Belarus – Kiev - Odessa

5 Inland Waterways: Don – Volga – Baltic Sea

6 Railway line Minsk - Kiev

7 Kiev – Charkov – Trans-Siberian – Caucasus

Moscow

Minsk

Warszawa

Berlin

Dresden

Budapest

Kiev

Odessa



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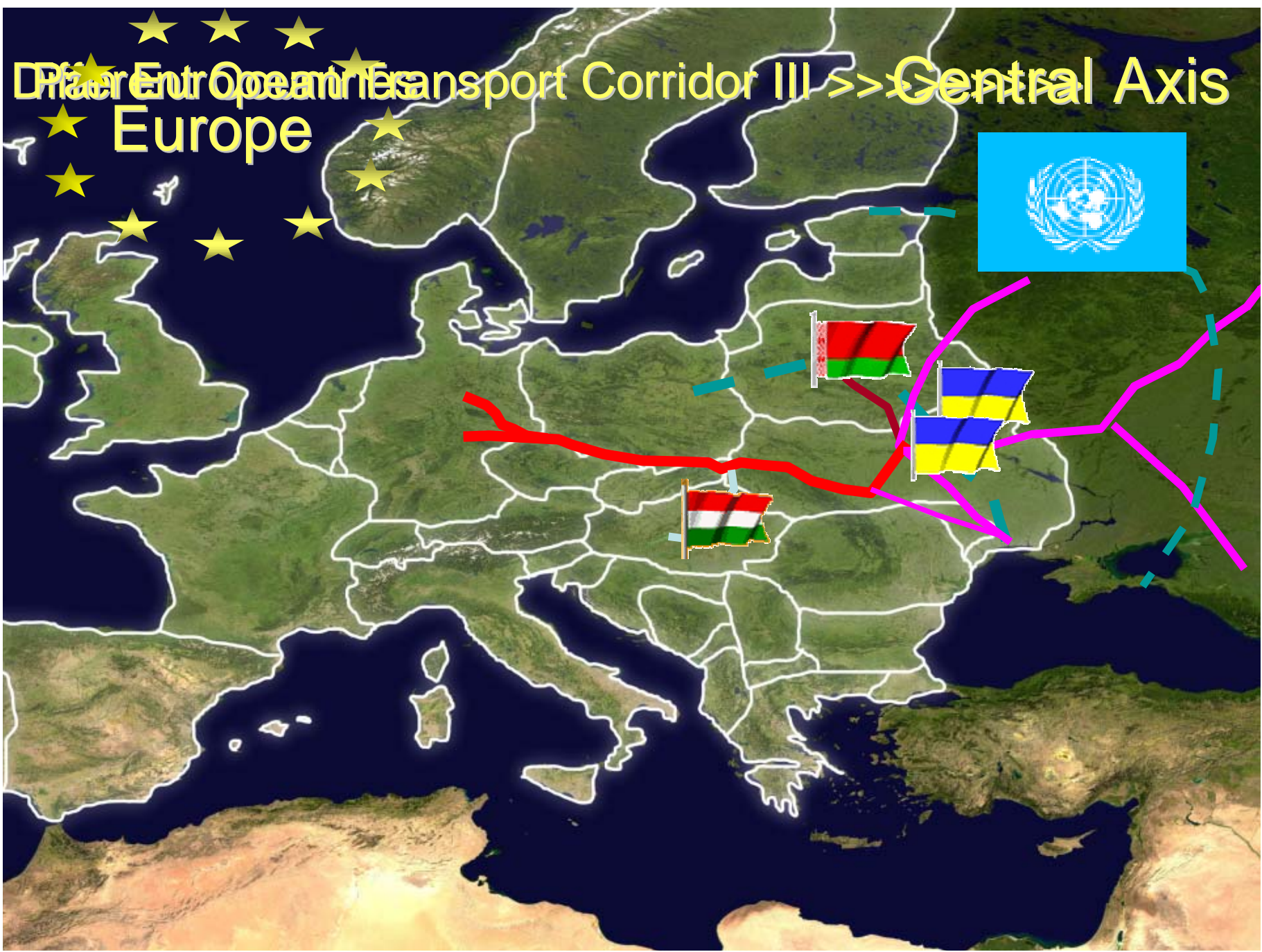
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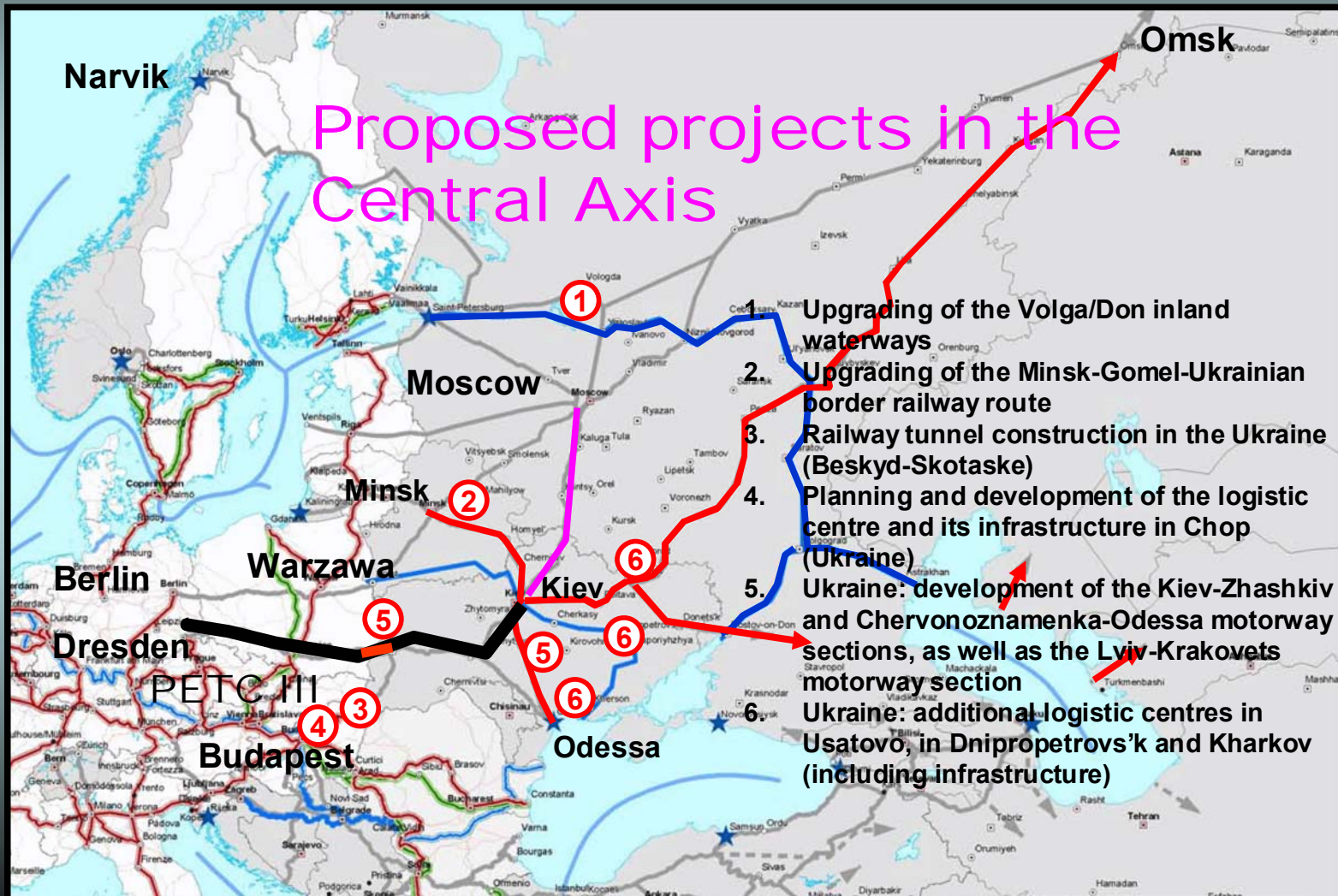
- The routes of the Central Axis named in the HLG report include approximately  
9,000 km track lines  
9,000 km roadways  
5,000 km inland waterways
- and the following participating countries:  
Belarus  
Germany  
Hungary  
Poland  
Russia  
Ukraine





Plan for Europe  
Diferent Oceanic Transport Corridor III >> Central Axis









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## What is the current state in Brussels to manage the Central Axis?

- It exists a working group for the Central Axis, in this group all countries are represented which belong to the Central Axis and other interested countries.
- The EU COM appreciates the activities of the member countries of the PETC III (D / PL / UA) and the Secretariat of PETC III very high.
- The EU COM provides the Secretariat of the PETC III as "Nucleos for the Secretariat for the entire Central Axis".



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## The inclusion of the countries

- Slovakia
- Moldova
- possibly Romania

in the Central Axis is in discussion!



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- **The Secretariat of the PETC III is integrated in the drafting of the future strategy for the management of the axis.**
- **The management of the Central Axis shall start in 2011.**
- **The working group will deliver its report by autumn 2009.**





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## Important issues to be decided

- **What are the rules for cooperation between the countries in future (MoU or Treaty)?**
- **What is the best way to create the management for the Central Axis in the future?**
- **The financing of the management is a completely open question up to now.**



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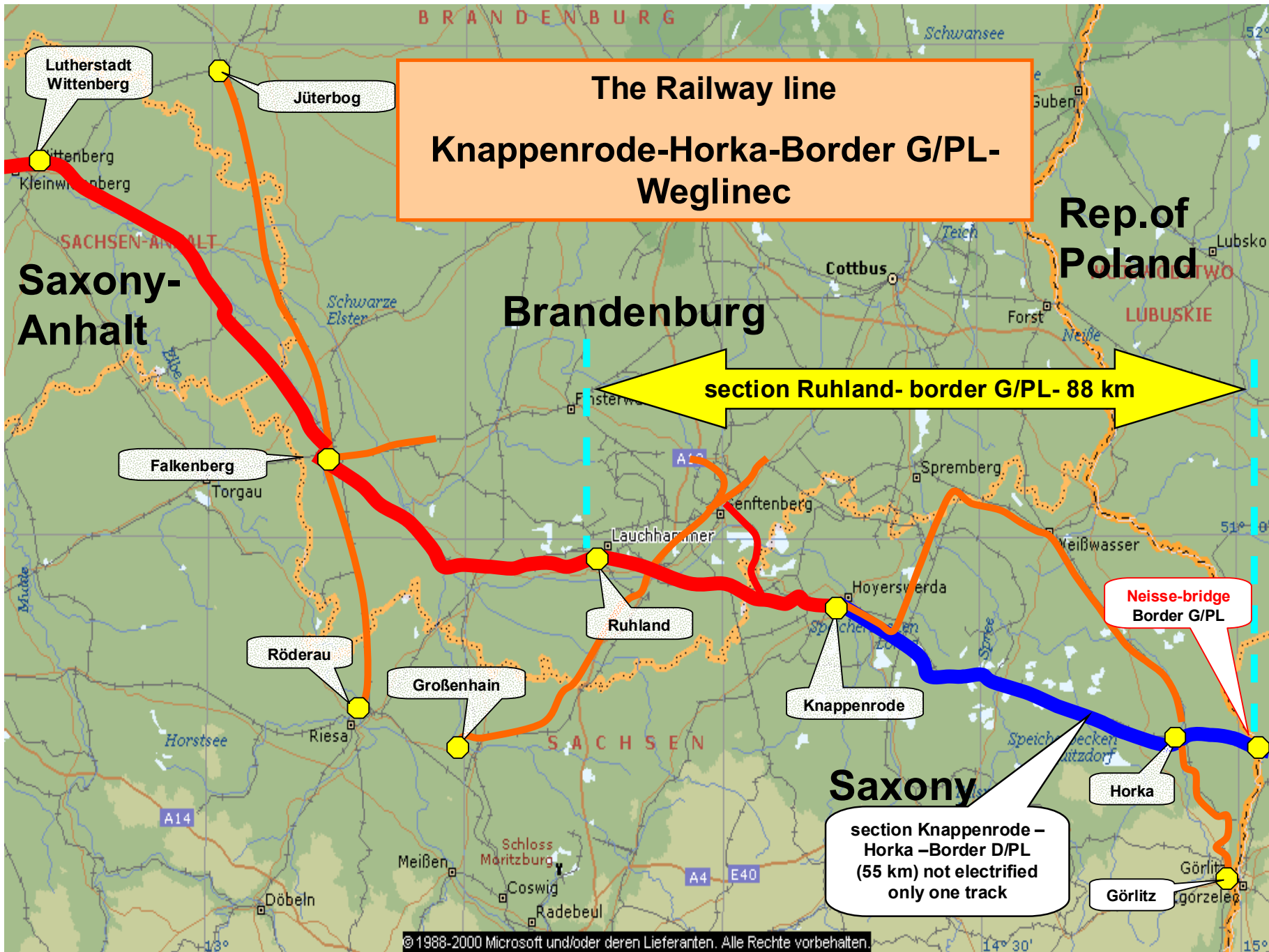
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### 3. Infrastructure situation on the PETC III

The railfreight route Knappenrode – Horka – border  
G/PL – (Weglinec)



**The Railway line  
Knappenrode-Horka-Border G/PL-  
Weglinec**

**section Ruhland- border G/PL- 88 km**

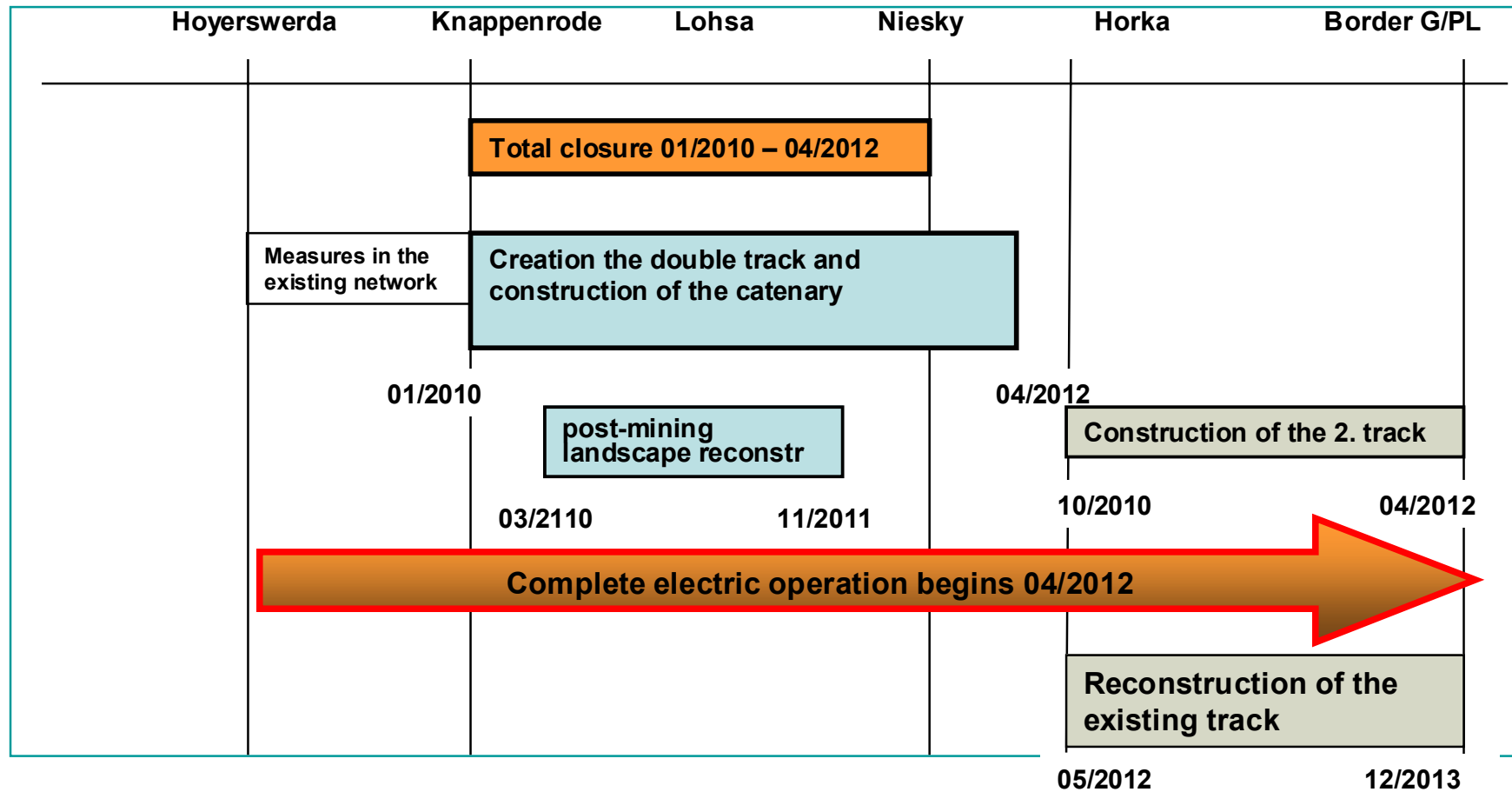
**Neisse-bridge  
Border G/PL**

**section Knappenrode –  
Horka –Border D/PL  
(55 km) not electrified  
only one track**

# Upgrading and electrification Knappenrode-Horka-border G/PL



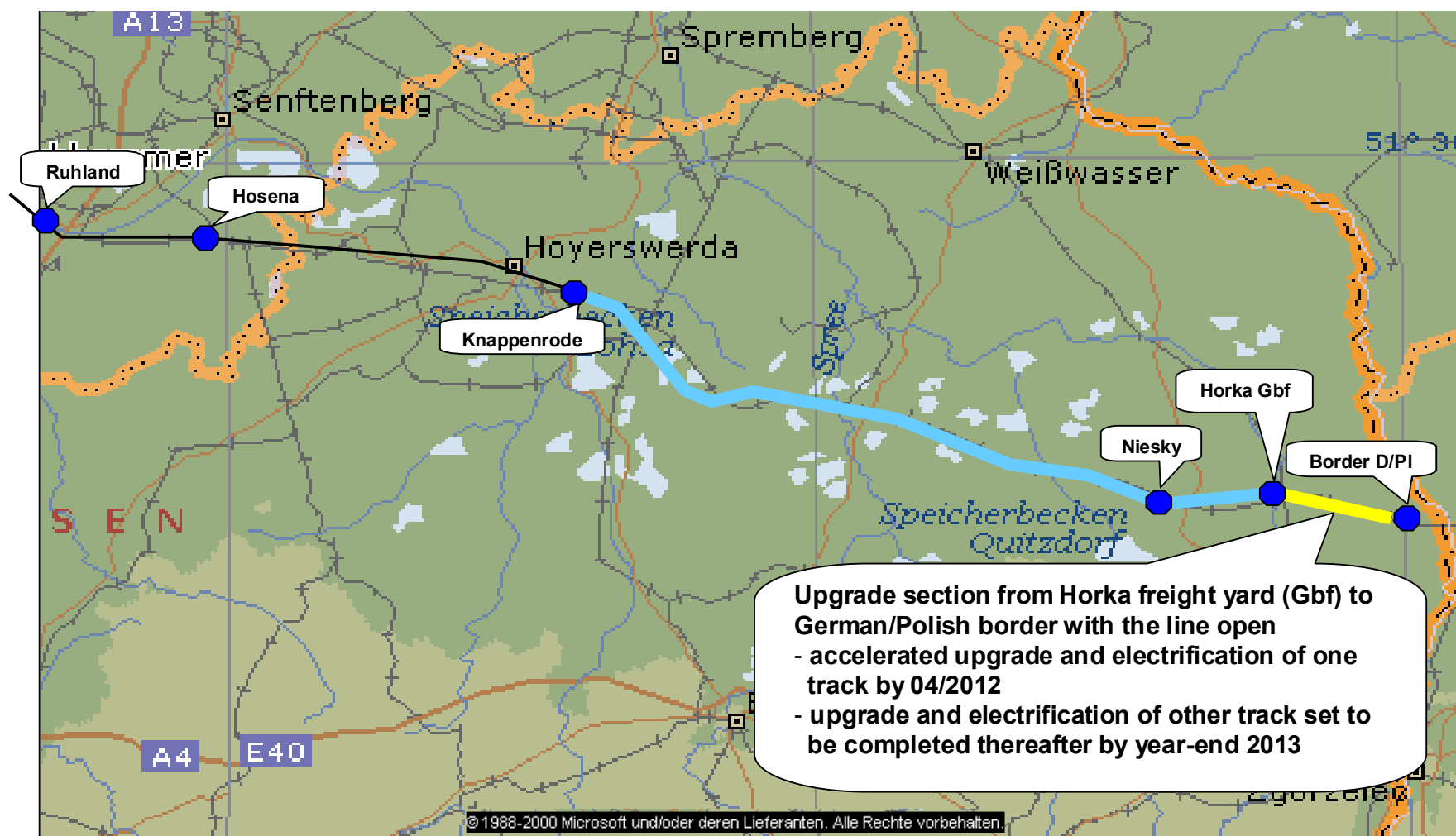
## Construction sequence and definition of the total closure of sections in the period 01/2010 – 04/2012







# Line Upgrade Knappenrode-Horka-German/Polish Border 2<sup>nd</sup> phase of construction year-end 2010 to 2013 Rerouting







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## Neisse bridge between Horka and Bielawa dolna





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## Development of the infrastructure in Poland (rail and road)

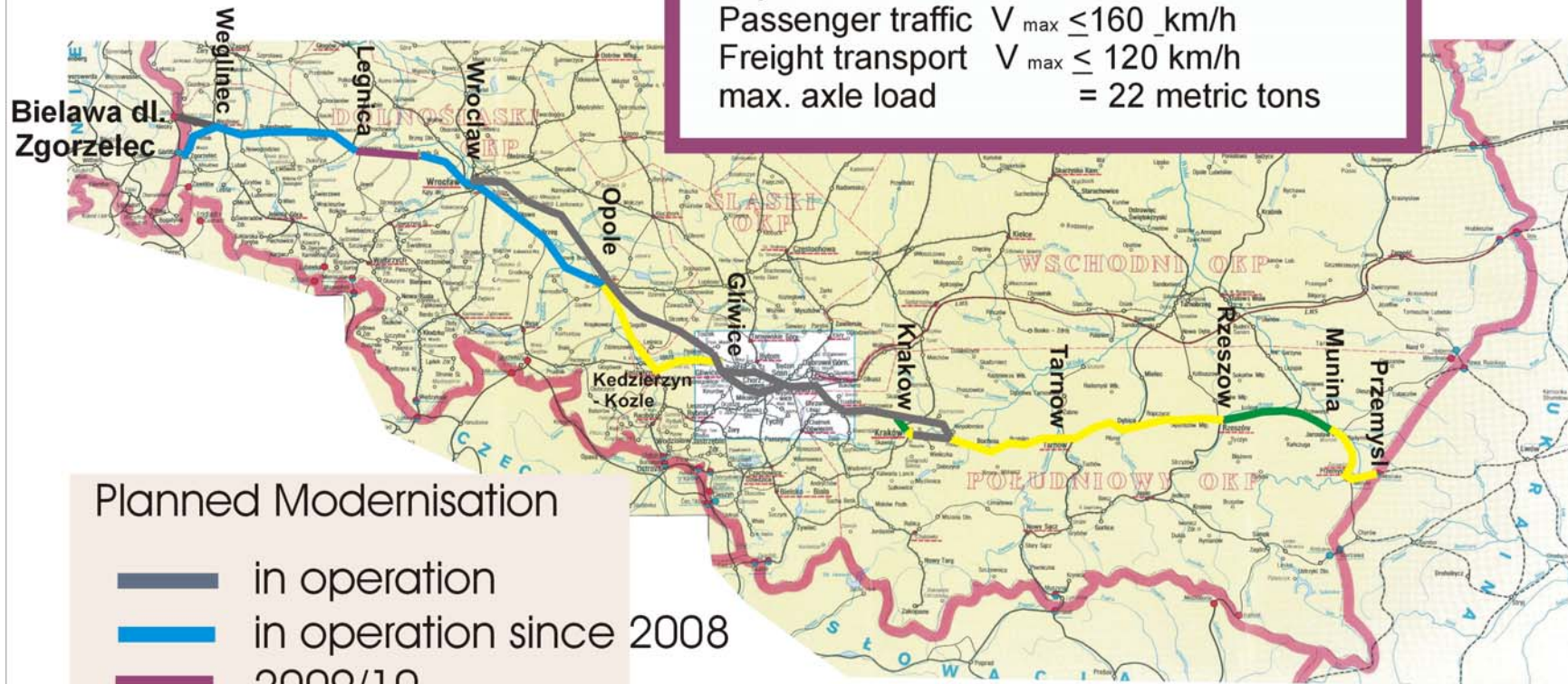
## Modernisation of EC30/CE30 railway line in Poland - PETC III version 2008/2009

Adjustment:






Passenger traffic  $V_{max} \leq 160$  km/h

Freight transport  $V_{max} \leq 120$  km/h

max. axle load = 22 metric tons



### Planned Modernisation

-  in operation
-  in operation since 2008
-  2009/10
-  2012
-  later than 2012





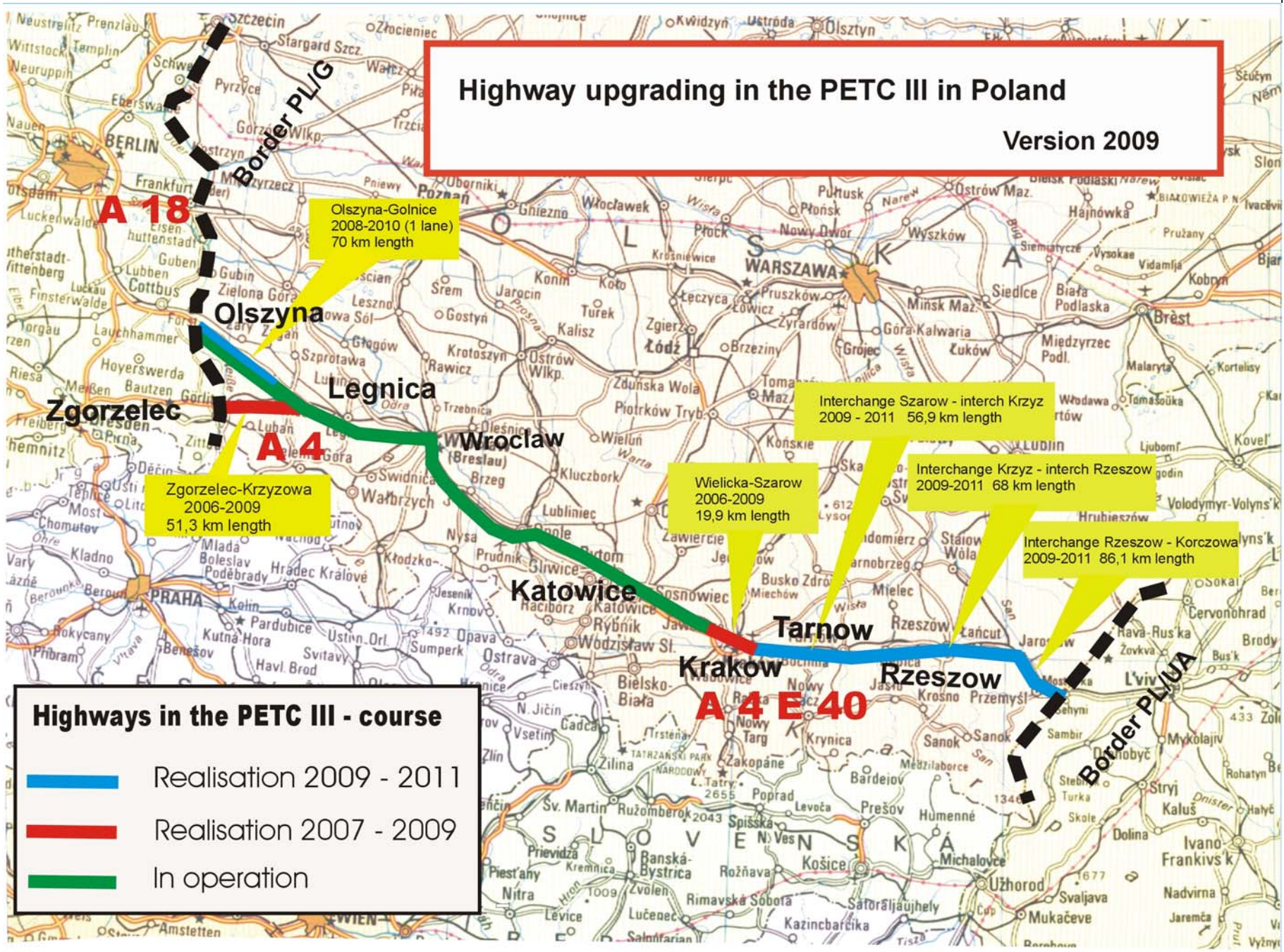
A	B	C	D	E	F	G	H	I	J	K	L	M	N	O	P	Q	R	S	T	U	V	W	X	Y	Z	AA	AB	AC	AD			
state / railway company	start node name	end node name	length (km)	type	activity	percentage of passenger traffic	designated for international transport	kind of traction	voltage	number of tracks	track gauge (mm)	max. loading gauge	axle load (t)	maximum speed (km/h)	maximum length of trains (m)	technical standard-gauge	command control	number of possibilities for overtaking	length of tracks where overtaking is possible (m)	places in which the maximum gradient of 12,6 ‰ is exceeded	places in which the clearance does not meet the standard	number of trains in 24 hours in both directions	places in which insufficient length of platforms limits passenger trains	freight volume (million tonnes/year)	passenger volume (million persons/year)	joint / separate border control	border control: train in stop / motion	projects and planning	remarks			
Germany DE	Hoyerswerda	Kroppenode	8	conventional line	mixed traffic	33,3	yes	electric	15 kV AC	2	1435	13C 95-1	21	180	600	AGC/AGTC	manual	0	-	no	no	60	no	6,0	0,2			presently in planning stage, aim of the project is electrification and construction of the 2. track @ 2013				
Germany DE	Kroppenode	Horla/Border DPL	23	conventional line	mixed traffic	33,3	yes	diesel	-	1	1435	13C 95-1	21	180	600	AGC/AGTC	manual	7	600	no	no	60	no	6,0	0,2							
Germany DE	Oreder	Görlitz Border DPL	102	conventional line	passenger line	100,0	yes	diesel	-	2	1435	13C 95-1	21	120	600	AGC/AGTC	LTB	5	600	yes (DD-Heubrod-OD-Kibitzsch)	no	62	no	-	0,4	joint control	in running train	planning stage electrification				
Poland PNP S.A	Zgorzelec Border DPL	Węgrzyc	27	conventional line	passenger line	100	yes	diesel	-	2	1435	GD+	22	120	600	AGC	MANUAL		637	no		96		-	0,508	joint control	in motion	SPA Measure No: 2002/PU/16P/PT/016 - "Modernisation of the E 30 railway line on the sections Węgrzyc-Zgorzelec and Węgrzyc-Biaława Dolna located in Poland", SPA / Cohesion Fund / state budget - (2004 - 2006)	joint control for passengers is installed now			
Poland PNP S.A	Biaława Border DPL	Węgrzyc	13	conventional line	freight line	0	yes	electric	3kV DC	2	1435	GD+	22	90	600	AGTC	MANUAL		732	no		30		5,557	-	separate	in motion		no passenger traffic (only freight traffic)			
Poland PNP S.A	Węgrzyc	Mikowice	82	conventional line	mixed traffic	30,1	yes	electric	3kV DC	2	1435	GD+	22	120	600	AGC	AUTOMATIC		690	no		103		7,718	1,210			SPA Measure No: 2001/PU/16P/PT/013 - "Modernisation of the E 30 railway line on the sections Węgrzyc-Agnitka", SPA / Cohesion Fund state budget - (2003 - 2010)				
Poland PNP S.A	Mikowice	Wrocław Muchobór	96	conventional line	mixed traffic	30,2	yes	electric	3kV DC	2	1435																					
Poland PNP S.A	Wrocław Muchobór	Wrocław Brochów Wb.A	14	conventional line	passenger line	100	yes	electric	3kV DC	2	1435																					
Poland PNP S.A	Wrocław Brochów Wb.A	Opole Groszowka	70	conventional line	mixed traffic	44,1	yes	electric	3kV DC	2	1435																					
Poland PNP S.A	Opole Groszowka	Katowice Kozłowa	36	conventional line	mixed traffic	36,8	yes	electric	3kV DC	2	1435																					
Poland PNP S.A	Katowice Kozłowa	Głubiszewice	21	conventional line	mixed traffic	80,4	yes	electric	3kV DC	2	1435																					
Poland PNP S.A	Wrocław Muchobór	Wrocław Brochów Wb.A	15	conventional line	freight line	0	yes	electric	3kV DC	2	1435																					
Poland PNP S.A	Wrocław Brochów Wb.A	Opole Groszowka	96	conventional line	freight line	0	yes	electric	3kV DC	2	1435																					
Poland PNP S.A	Opole Groszowka	Głubiszewice	80	conventional line	freight line	0	yes	electric	3kV DC	2	1435																					
Poland PNP S.A	Głubiszewice	Katowice	32	conventional line	pass. traffic	100	yes	electric	3kV DC	2	1435																					
Poland PNP S.A	Katowice	Mykowitz	10	conventional line	pass. traffic	100	yes	electric	3kV DC	2	1435																					
Poland PNP S.A	Mykowitz	Jaworzno	12	conventional line	mixed traffic	41,2	yes	electric	3kV DC	2	1435																					
Poland PNP S.A	Jaworzno	Krakow Mydlniki	47	conventional line	mixed traffic	53,3	yes	electric	3kV DC	2	1435																					
Poland PNP S.A	Krakow Mydlniki	Krakow Główny	6	conventional line	passenger line	100	yes	electric	3kV DC	2	1435																					
Poland PNP S.A	Krakow Główny	Podleze	19	conventional line	passenger line	100	yes	electric	3kV DC	2	1435																					
Poland PNP S.A	Krakow Mydlniki	Podleze	35	conventional line	freight line	0	yes	electric	3kV DC	2	1435																					
Poland PNP S.A	Podleze	Tarnów	56	conventional line	mixed traffic	54,5	yes	electric	3kV DC	2	1435																					
Poland PNP S.A	Tarnów	Przeworsk	119	conventional line	mixed traffic	40,5	yes	electric	3kV DC	2	1435																					
Poland PNP S.A	Przeworsk	Przemysl	50	conventional line	mixed traffic	42,5	yes	electric	3kV DC	2	1435																					
Poland PNP S.A	Przemysl	Medyka Border PL/UA	14	conventional line	mixed traffic	19,4	yes	electric	3kV DC	2	1435																					
Ukraine UZ	Przemysl	Medyka 2	20	conventional line	mixed traffic	50,0	yes	electric	3kV DC	2	1520																					
Ukraine UZ	Medyka 2	Lviv	76	conventional line	mixed traffic	50,0	yes	electric	3kV DC	2	1520																					
Ukraine UZ	Lviv	Kosane	51	conventional line	mixed traffic	75,0	yes	electric	27,5 kV AC	2	1520																					
Ukraine UZ	Kosane	Tempol	90	conventional line	mixed traffic	90,0	yes	electric	27,5 kV AC	2	1520																					
Ukraine UZ	Tempol	Podwołoczki	51	conventional line	mixed traffic	90,0	yes	electric	27,5 kV AC	2	1520																					
Ukraine UZ	Podwołoczki	Cherniwky	81	conventional line	mixed traffic	90,0	yes	electric	27,5 kV AC	2	1520																					
Ukraine UZ	Cherniwky	Zwinivka	102	conventional line	mixed traffic	90,0	yes	electric	27,5 kV AC	2	1520																					
Ukraine UZ	Zwinivka	Virobna	45	conventional line	mixed traffic	80,0	yes	electric	27,5 kV AC	2	1520																					
Ukraine UZ	Virobna	Kazatin	82	conventional line	mixed traffic	80,0	yes	electric	27,5 kV AC	2	1520																					
Ukraine UZ	Kazatin	Fastov	80	conventional line	mixed traffic	70,0	yes	electric	27,5 kV AC	2	1520																					
Ukraine UZ	Fastov	Kyiv	57	conventional line	mixed traffic	75,0	yes	electric	27,5 kV AC	2	1520																					

state / railway company	start node name	end node name	axle load (t)	maximum speed (km/h)
Poland PKP S.A	Jaworzno Szczakowa	Krakow Mydlniki	22	100
Poland PKP S.A	Krakow Mydlniki	Krakow Glowny	22	120
Poland PKP S.A	Krakow Glowny	Podleze	22	120
Poland PKP S.A	Krakow Mydlniki	Podleze	22	100
Poland PKP S.A	Podleze	Tarnw	22	120
Poland PKP S.A	Tarnw	Przeworsk	22	120
Poland PKP S.A	Przeworsk	Przemysl	22	120
Poland PKP S.A	Przemysl	Medyka Border PL/UA	22	120



# Highway upgrading in the PETC III in Poland

Version 2009



## Highways in the PETC III - course

- █ Realisation 2009 - 2011
- █ Realisation 2007 - 2009
- █ In operation

Olszyna-Golnice  
2008-2010 (1 lane)  
70 km length

Zgorzelec-Krzyzowa  
2006-2009  
51,3 km length

Interchange Szarow - interch Krzyz  
2009 - 2011 56,9 km length

Wielicka-Szarow  
2006-2009  
19,9 km length

Interchange Krzyz - interch Rzeszow  
2009-2011 68 km length

Interchange Rzeszow - Korczowa  
2009-2011 86,1 km length



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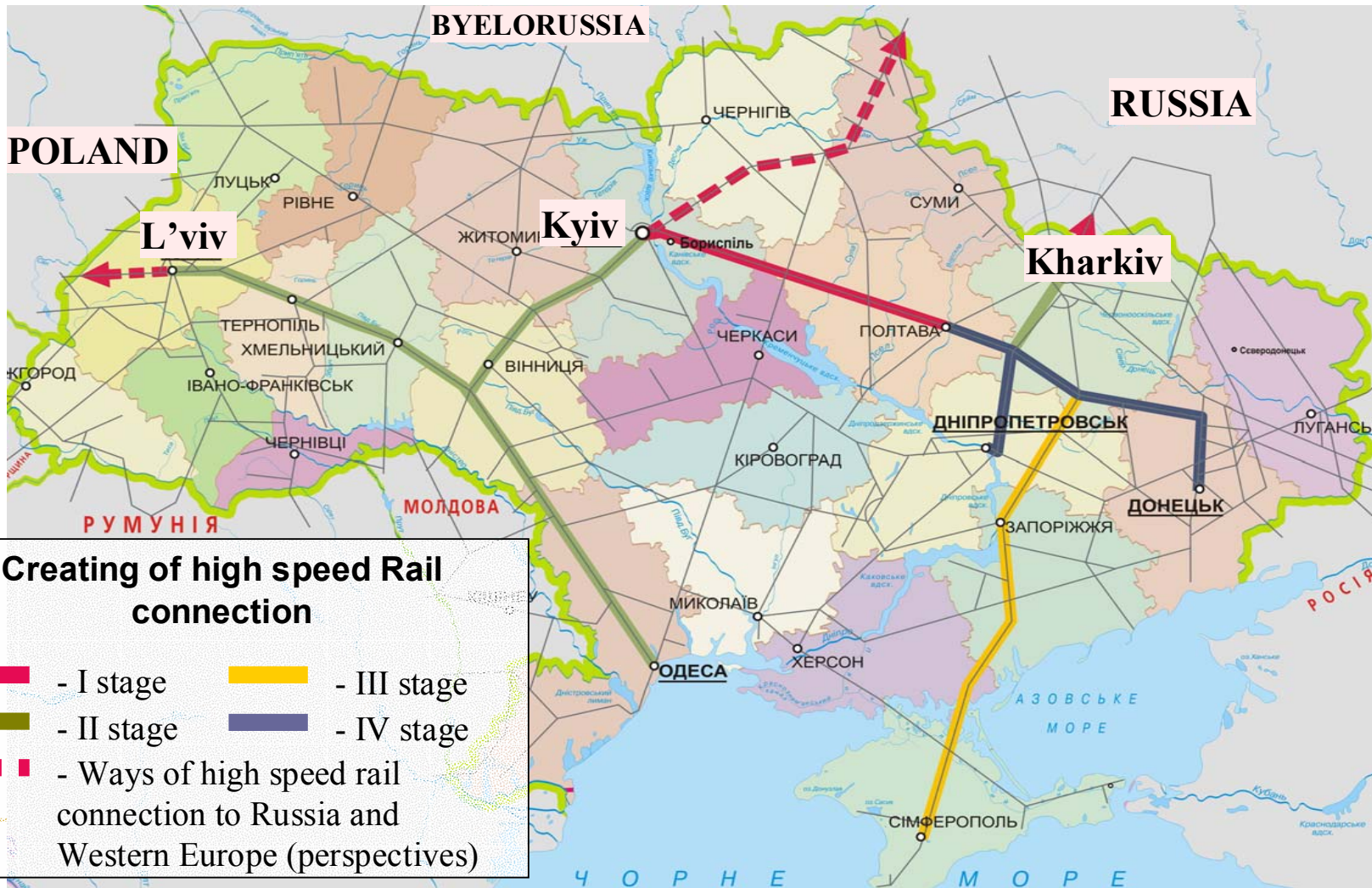


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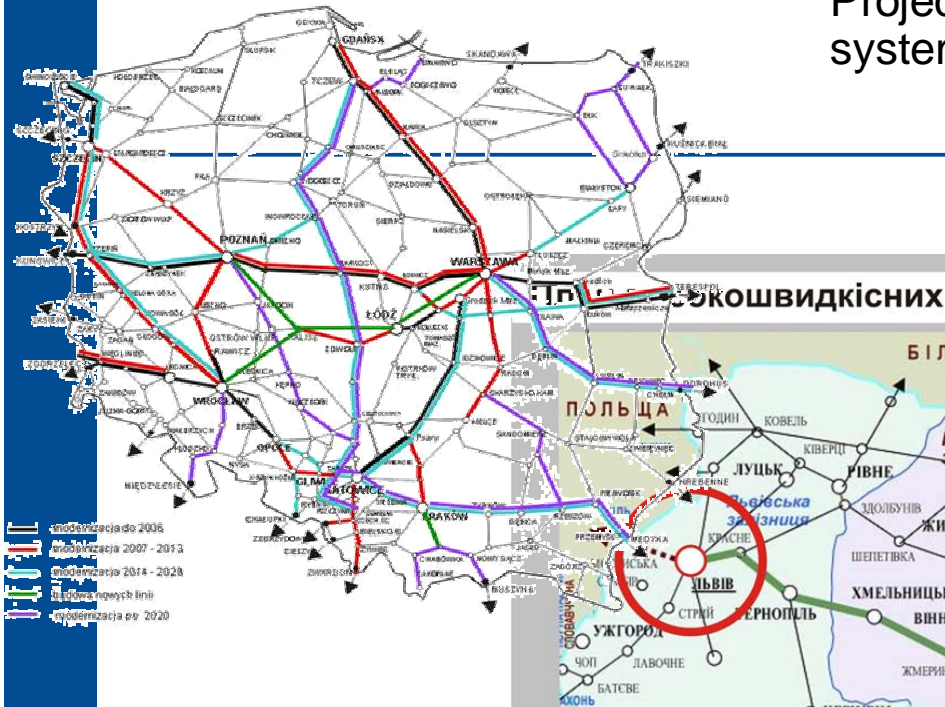
## Development of the infrastructure in the Ukraine (rail and road)



# RAIL HIGH SPEED CONNECTION



Project Connects Polish/EU and Ukrainian rail systems with 80 km 1435 mm track to Lviv



- Схема діючих ліній, на яких швидкість досягає 140 кілометрів на годину
- Перший етап впровадження швидкісного руху (роботи у Київському залізничному вузлі)
- Другий етап впровадження швидкісного руху (V=200 кілометрів на годину)
- Третій етап впровадження швидкісного руху (V=200 кілометрів на годину)
- ..... Варіанти спеціалізації ділянок для впровадження швидкісного руху у сполученні Київ – Донецьк, Київ – Харків, Київ – Львів
- ..... Напрямки швидкісного руху у сполученні з Росією та країнами Західної Європи

The city administration Lviv is planning an UIC 1435 mm rail track between Przemyśl and Lviv. The route should insure a fast connection (speed  $\geq 200$  km/h) between Poland and the Ukraine. The project includes a new railway infrastructure as well as a new passenger terminal in Lviv, depots and maintenance facilities.





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**The current situation in this project is the following:**

**The Lviv Oblast State administration, the Lviv Council and a consortium of Dutch companies prepare a feasibility study (an agreement exists). The price for the study is estimated with 350.000 € (partly financed by the Dutch and the Ukrainian partners). The economic crisis is the reason for postponing the project (possibly the project will start in 2009).**

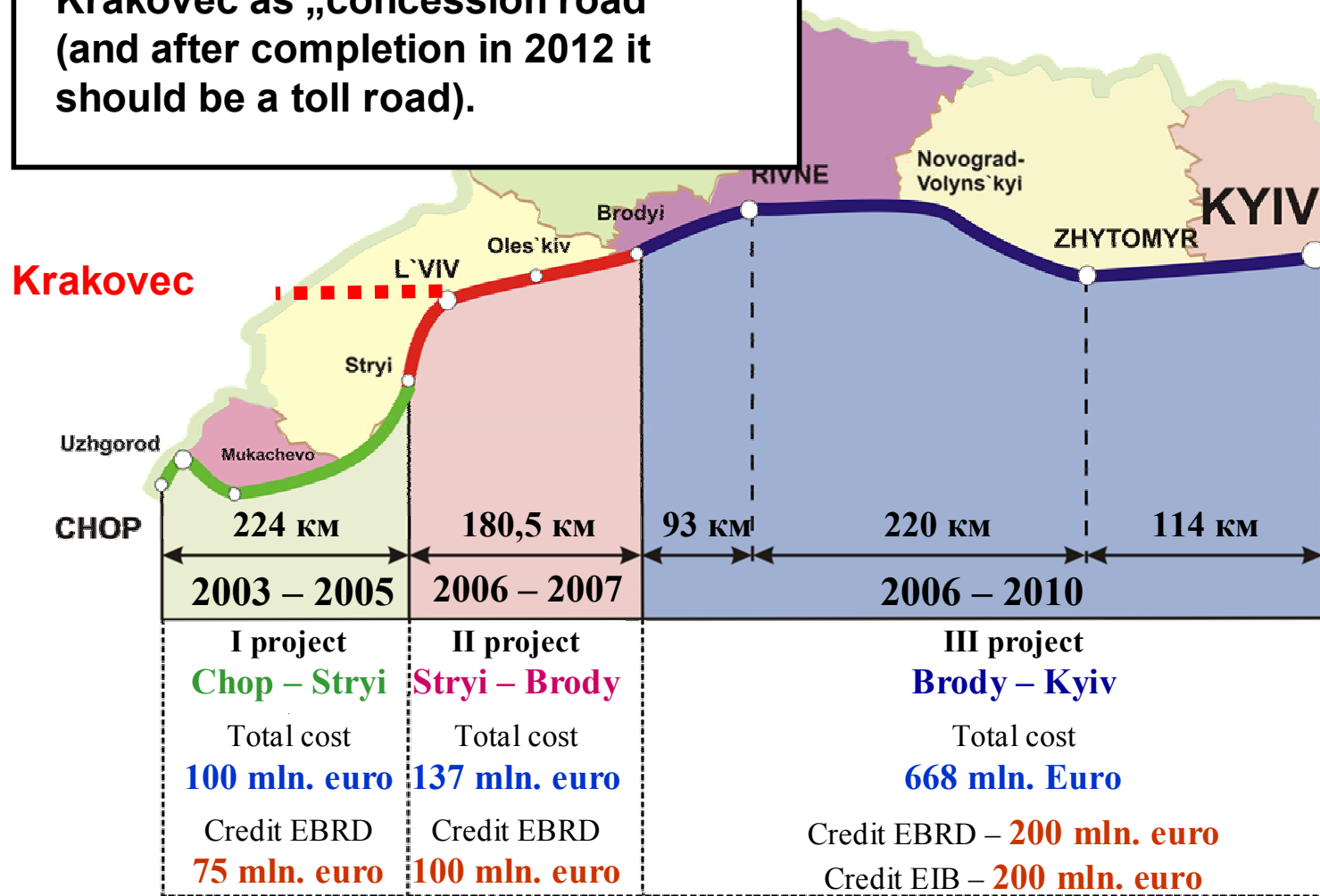


## Priority objects of Concession in the Ukraine

Nr.	Name of the sections	category	length in km	Mill. EUR
<b>Objects of Concession</b>				
<b>1</b>	<b>Lviv - Krakovets</b>	<b>I</b>	<b>84,4</b>	<b>255</b>
<b>2</b>	<b>Lviv - Brody</b>	<b>I</b>	<b>78,8</b>	<b>205</b>
<b>3</b>	<b>Brody - Rivne</b>	<b>I</b>	<b>94,8</b>	<b>230</b>
<b>4</b>	<b>Ukrainian Cordon Kiev to Vinnitsa</b>	<b>I</b>	<b>146</b>	<b>466</b>
<b>5</b>	<b>Kiev – Charkow - Dovshanskij</b>	<b>I</b>	<b>48,7</b>	<b>179</b>
<b>6</b>	<b>Ukrainian cordon incl. Kiev</b>	<b>I</b>	<b>735</b>	<b>4108</b>
	<b>TOTAL</b>		<b>1188</b>	<b>5443</b>
<b>Perspectiv objects of concession, depending on the program for road-development</b>				
<b>7</b>	<b>Big Highway cycle Kiev</b>	<b>I</b>	<b>206</b>	<b>3700</b>
<b>8</b>	<b>Odessa - Reni</b>	<b>I</b>	<b>327</b>	<b>970</b>
<b>9</b>	<b>Novomoskovsk – Saporoshe – Melitopol – Dshankojj - Simferopol</b>	<b>I</b>	<b>420</b>	<b>1544</b>
<b>10</b>	<b>Ukrainian part of the transport corridor on the course Lviv - Ternopil-Vinnitsa -Uman-Dnepropetrovsk</b>	<b>I, II</b>	<b>893</b>	<b>3759</b>
	<b>TOTAL</b>		<b>1846</b>	<b>9973</b>

The Ukraine develops a new road connection between Lviv and Krakovec as „concession road“ (and after completion in 2012 it should be a toll road).

ROAD SECTION OF PETC 3, 5  
ROAD





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#### **4. Some details of the work programme of the Secretariat for the PETC III for the year 2009:**

- main objective is the cooperation with the DG TREN in the drawing up of an administrative model for the Central Axis

furthermore

- data-collecting on the progress of upgrading measures for the corridor infrastructure
- implementation of the decisions adopted by the 9<sup>th</sup> meeting of the Steering Committee and preparation of the 10<sup>th</sup> meeting
- implementation of a pilot train in the PETC III
- market analysis for freight transport in the Corridor





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- intensification of activities of „Freight Transport“ working group
- support of construction measures on the railway freight transport route German/Polish border via Horka to Knappenrode
- updating the presentation/exhibition, which provides information on the PETC III
- improvement of clearance procedures at the border-crossing points



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Saxony

## 5. Expert Meeting „Railfreight in the Pan-European Transport Corridor III“

The meeting took place on February 24<sup>th</sup> 2009 in Dresden. 41 participants (Polish and German Transport Ministries, Saxon Ministry for Economic Affairs and Labour, Polish and German railway companies, the Ukrainian embassy in Germany, freight forwarders, representatives of the chemical industry and private operators of railway routes and hubs) discussed the situation and the future of goods transport in the corridor. The possibilities for improvement the performance of the PETC III for rail freight transportation were priorities in the meeting.











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**The meeting was chaired by  
Mr. Olaf Krüger  
(Chairman of the Association  
of German Rail Forwarders)**

**The current situation is characterized by**

- **Falling commodity prices**
- **Stagnation the GUS-economy**
- **Lag of investment measures and lending**

**Another problem is the competitiveness between road and rail transport especially during the economic crisis**



## Development of freight rates in rail/road-transport

Berlin – Kiew	2007	2008	<b>Februar 2009</b>
<b>Truck (€)</b>	2.200	2.800	<b>1.800 (- 35 %)</b>
<b>Railway transport</b>			
DB	+ 4 %	+ 3 %	<b>+ 3 %</b> (sometimes negotiable)
PKP	+ 25 %	+ 10 %	<b>+ 10 – 40 %</b>
UZ	+ 90 %	+ 40 %	<b>? still unknown</b>



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## Foundations for a successful railway goods transport are

- **Uniform competitive Pricing in the involved railway companies**
- **Upgrading the infrastructure of the PETC III**
- **Reducing the prices for the rail using in Poland**
- **Modernisation the broad gauge-wagon park.**



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## As result of the meeting were set priorities for the future work:

- border-handling processes in the PETC III
- elimination the limitation of axle load on the railway lines (<22 t) in the PETC III
- completion of the works (upgrading and electrification) in the railway line Knappenrode – Horka – German/Polish border
- development of phytosanitary control facilities in Medyka
- etc.



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**The highlight of the meeting has been the procedure:  
„Signing of the cooperation agreement between ITL Railway  
company and the container transport centre LISKI in the  
Ukraine“.**

**This agreement governs**

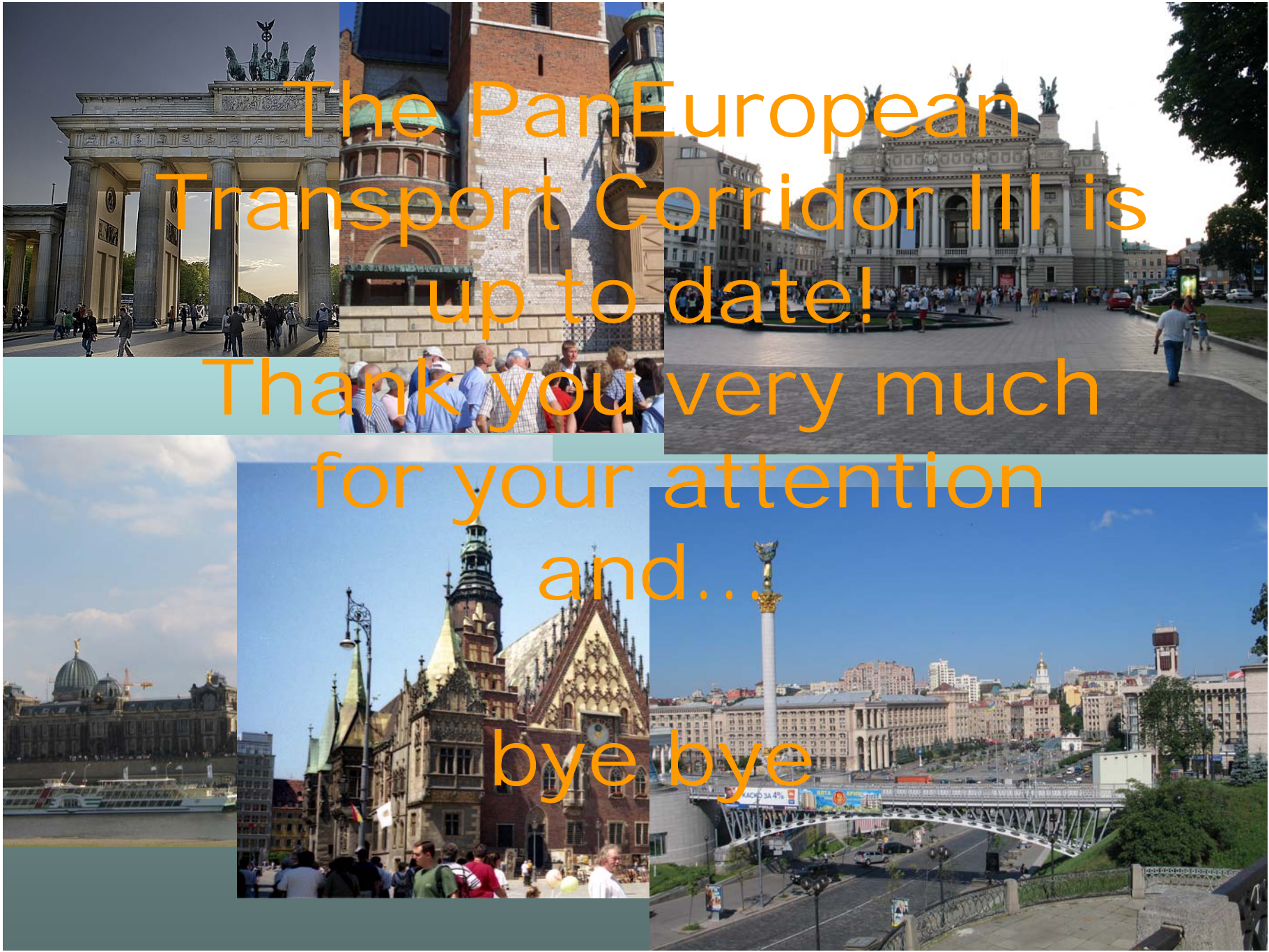
- shipping contract
- provision waggon
- container leasing
- etc.











The PanEuropean  
Transport Corridor III is  
up to date!

Thank you very much  
for your attention  
and...

bye bye