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**ECONOMIC COMMISSION FOR EUROPE**

**INLAND TRANSPORT COMMITTEE**

Working Party on Rail Transport  
(Fifty-ninth session, Paris (France), 24-25 November 2005,  
agenda item 6)

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

**Addendum 4**

**Transmitted by Belarusian Railways**

The volume of freight traffic carried by Belarusian Railways has tended to increase since 2002. A total of 93.6 million tons was carried in 2002, 105.9 million tons in 2003, 111.4 million tons in 2004, and the planned totals for 2005 and 2006 are 117 million tons and 120.5 million tons, respectively.

International transit is a priority area in freight traffic, accounting for roughly one third of the total volume.

Belarusian Railways are cooperating closely with the railway authorities of the Russian Federation, Poland, Germany, Lithuania and Mongolia in organizing freight carriage by specialized trains. Belarusian Railways have set competitive tariffs for the "East Wind", "Mongol Vector", "Commonwealth", "Russia-Express" and "Europe-Express" trains, and have speeded up the processing of containers and wagons at transfer stations and their movement across Belarus in accordance with fixed schedules.

Total passenger traffic on Belarusian Railways currently consists of 118 pairs of passenger trains. In addition, 64 routes are served by coupled-on and through coaches. More than 142 million passengers were carried by the railways in 2004. The passenger network witnessed its greatest expansion in the period 2000-2005. Eleven new routes were brought into service, as were coupled-on and through coaches operating out of oblast capitals on existing direct routes.

It is planned to invest more than 500 billion rubles in the capital stock of Belarusian Railways in 2005.

More than 30 per cent of the innovation fund set up by Belarusian Railways is spent on research and development in railway transport. It is planned to spend approximately 3 billion rubles in this area in 2005.

Belarusian Railways is working on a project to introduce a system for the automatic identification of rolling stock. The system makes it possible to establish more fully, and with great promptness and reliability, the position and time of passage of any rolling stock fitted with a sensor. The technology has been tested on a limited area of the Smolensk-Krasnoe-Orsha sector and a schedule has been drawn up for equipping the railway with the relevant hardware components.

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