



Economic and Social
Council

Distr.
GENERAL

TRANS/SC.2/1998/1/Add.2
23 July 1998

ENGLISH
Original: FRENCH

ECONOMIC COMMISSION FOR EUROPE

INLAND TRANSPORT COMMITTEE

Working Party on Rail Transport
(Fifty-second session, 5-7 October 1998,
agenda item 4)

STUDY OF THE SITUATION OF THE RAILWAYS IN MEMBER COUNTRIES

Addendum 2

Transmitted by the Governments of Italy and Portugal

Please note that the distribution of documentation for the Working Party on Rail Transport (SC.2) is no longer "restricted". Accordingly, the secretariat has adopted a new numbering system whereby all working documents other than reports and agendas will be numbered as follows: TRANS/SC.2/year/serial number. Reports, agendas, resolutions and major publications will retain their previous numbering system (i.e. TRANS/SC.2/189).

(a) Data on past and future developments of rail passenger and goods traffic

ITALY

Passenger traffic (values x 1,000,000)

	1985	1990	1995	1996	1997
Passengers	364	429.4	462.5	468.5	471.2*
Passenger/km	37 401	45 512	49 700	50 400	52 300*

* Provisional data.

Goods traffic (values x 1,000,000)

	1985	1990	1995	1996	1997
Tonnes	58.5	69.9	83	80.4	82.7
Tonnes/km	18 806	21 855	24 673	23 955	25 477

PORTUGAL

Passenger traffic (CP)	1991	1992	1993	1994	1995
Passengers carried (10 ³)	223,631	224,621	208,588	201,356	187,533

Goods traffic (CP)

including domestic and international traffic

Tonnes carried (10 ³)	1991	1992	1993	1994	1995
	7,032.1	7,440.9	7,232.0	7,138.7	8,405.8

(b) New developments to be observed subsequent to the reorganization of the rail sector and the experience gained with these new organizational arrangements

ITALY

The separation between the transport infrastructure and services of the FS S.p.a. will take effect in the near future. It is part of the overall reorganization of the railway sector as provided in Directive 91/440/EEC. The separation should have as its aim "transparency and demarcation" between management, as the entrepreneur, and the activity of the company as the agent responsible for the public service. This will be an essential condition for guaranteeing, inter alia, the competitiveness of the sector of commercial transport by rail.

PORTUGAL

The reform of rail transport was initiated in Portugal with the establishment of the National Railway Network (Rede Ferroviária Nacional, REFER, EP) under Decree-Law No. 104/97 of 29 April. REFER considers its main aim to be to provide a public service for the management of the infrastructure which is part of the national railway network.

A decree-law is being prepared to complete the incorporation of Directives 95/18/EC and 95/19/EC, already partially effected under Decree-Laws Nos. 252/95 of 23 September and 104/97 of 29 April.

The organizational reform of the railway sector has progressed in several aspects:

Establishment of a body for the management of the railway infrastructure (REFER, mentioned above);

Drafting of statutes for the future railway sector regulatory body, currently under discussion.

(c) Investments in (i) rail infrastructure and (ii) railway rolling stock

ITALY

The Plan Contract in force provides for investments for the period 1997-2002 of 55,100 billion lire, distributed as follows:

26,000 billion for the development of the existing network

5,000 billion for maintenance operations

1,700 billion for miscellaneous operations

3,500 billion for a fund for restructuring industry

8,000 billion for new rolling stock

9,700 billion for the State's contribution to the implementation of Italy's High Speed System

1,200 billion for an EEC/South financial fund which has not been implemented and for risks, unforeseen circumstances and any studies.

PORTUGAL

CP	1991	1992	1993	1994	1995
Infrastructure	20,529.4	22,613.5	24,911.1	30,497.0	34,296.4
Rolling stock	768.7	614.9	808.7	2,280.0	1,357.0

- - - - -