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DEVELOPMENTS REGARDING TRANSPORT POLICIES

Status of the Pan-European Transport Corridors and Transport Areas

Transmitted by the European Commission

The Working Party, at its eleventh session, asked the EC to make information available on the progress made in the implementation of the Pan-European Transport Corridors and Transport Areas (TRANS/WP.5/24, paras. 25-28). In accordance with that request, the report *Status of the Pan-European Transport Corridors and Transport Areas*, produced by the TINA Secretariat in March 1999, has been transmitted by the European Commission. Some of the information contained in that report is reproduced in this document. Copies of the full report (in English) will be available at the meeting room as an informal paper.

Please note that the distribution of documentation for the Working Party on Transport Trends and Economics (WP.5) 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/WP.5/year/serial number. Reports, Agendas, resolutions and major publications will retain their previous numbering system (i.e. TRANS/WP.5/23.)

**TRANSPORT INFRASTRUCTURE  
NEEDS ASSESSMENT**

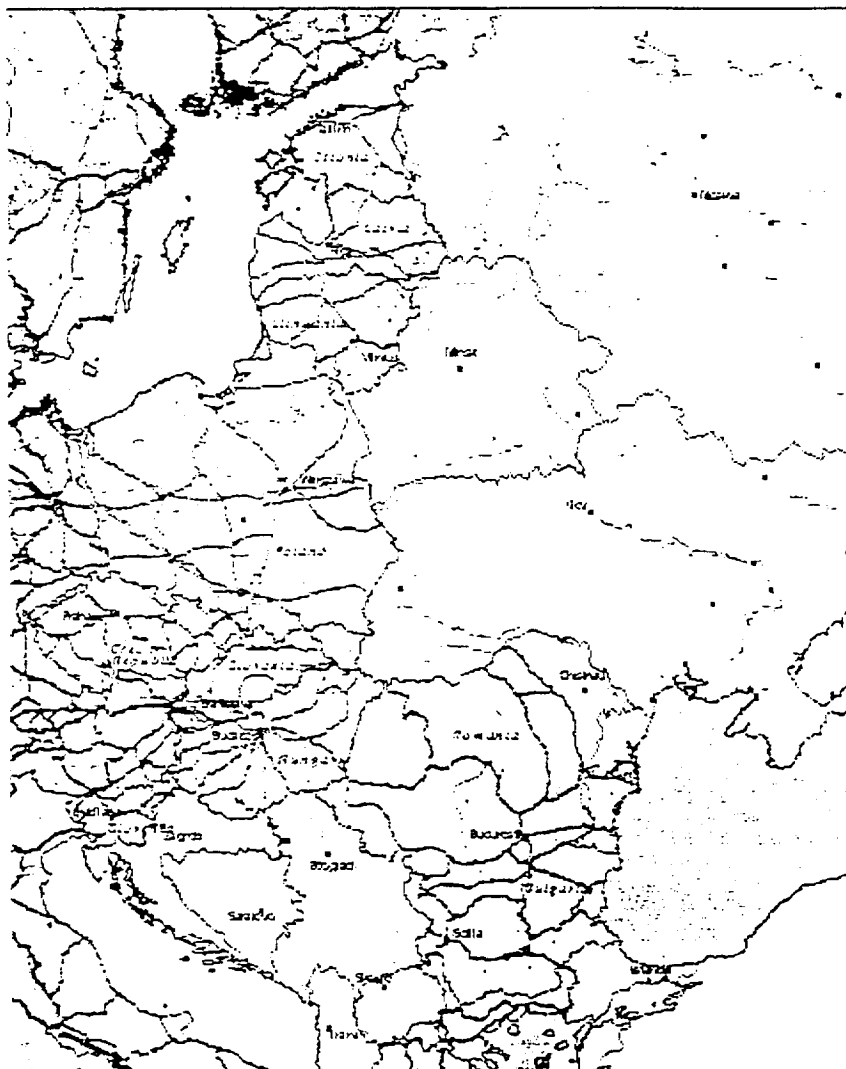


**EUROPEAN COMMISSION  
DIRECTORATE GENERAL VII**



**T I N A - OFFICE  
VIENNA**

## **Status of the Pan-European Transport Corridors and Transport Areas**



Prepared by the TINA Office

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## Introduction

The Corridor concept is part of the Pan-European transport infrastructure concept, which has developed over the past 8 years along the three Pan-European Transport Conferences, 1991 at Prague, 1994 at Crete and 1997 at Helsinki. The Pan-European Transport Corridors have been selected for the benefit of the trade and social relations between the European Union and the countries in Central and Eastern Europe. Furthermore, in Central Europe the Corridors provide for a basic infrastructure development of international importance, which will eventually form part of the extended Trans-European Transport Network in the enlarged European Union.

The role of transport and its network for Europe's development as a whole can not be underestimated. The present and future enlarged European Union and in particular the trade relations to the New Independent States and the Mediterranean countries depend strongly on adequate transport connections. One of the tasks set out for the G24 transport working group is to review regularly the status of the development. The European Commission has therefore asked the TINA Secretariat in Vienna to collect information on development from the different working and steering groups working on the corridors and to compile this information into a draft report to be presented on the January 1999 session of the G24 transport working group in Brussels. The concept of the Pan European Transport Areas (PETrAs) is also covered by this document. The time span of the report should mainly cover the development up to 31. December 1998 giving emphasis to the year 1998.

Although this document covers the total extent of the ten Pan-European Corridors of Helsinki and the four Pan-European Transport Areas, the precise technical data focuses on the Helsinki Corridors on the territory of the ten acceding countries in Central Europe, subject to the TINA process (Bulgaria, Czech Republic, Estonia, Hungary, Latvia, Lithuania, Poland, Romania, Slovakia and Slovenia).

This report is based on the good collaboration of the countries' administrations, the European Commission and other sources like UN/ECE, TEM/TER, ECMT, UIC and the TINA Office.

## **The Transport Corridors and Areas**

The Third Pan-European Transport Conference in Helsinki, June 1997, endorsed the concept of a Pan-European Transport Infrastructure Investment Partnership, as set out in the Commission's Communication on connecting the TENs to its neighbours (COM (97) 172 final). The TENs should be able to connect to the networks of the neighbouring countries and promote interoperability and access to these networks.

The Pan-European Transport Infrastructure Network has as its components:

- the Trans-European Transport Network on the territory of the Union (TEN)
- the ten Pan-European Transport Corridors in Central and Eastern Europe
- four Pan-European Transport Areas (PETrA)
- several Euro-Asian links, notably TRACECA

For each of the Corridors and Areas a Memorandum of Understanding (MoU) has been or will be concluded amongst the participating countries, at the level of Ministers of Transport, and in most cases, with the European Commission.

A Memorandum of Understanding is a voluntary commitment between the participants, and it has no legal binding character. Concluding a Memorandum of Understanding, however, indicates the intention of the concluding partners to undertake joint efforts and to accomplish the common task.

These Memoranda of Understanding recommend, among others, to establish a Steering Committee, which promotes and monitors the progress and stimulates the action needed. The Steering Committees furthermore may create working groups to deal with specific issues related to each Corridor.

In some cases additional Memoranda of Understanding have been signed between railway companies.

The establishment of Pan-European Transport Corridors and the elaboration of improved infrastructure schemes for the Pan-European Transport Areas is part of the actions, which form the Pan-European Transport Network Partnership endorsed at the Third Pan-European Transport Conference at Helsinki, June 1997. This Partnership has the aim to accomplish an infrastructure set up all over the European Continent, which allows transport services to follow the principle of sustainable mobility as set out in the Common Transport Policy of the European Union but also accepted at the ECMT (European Conference of the Ministers of Transport) Conferences.

The multi-modal Helsinki Corridors have a total length of about 48.000 km, of which 25.000 km stretch across the territory of the accession countries in Central Europe. Airports sea- and riverports and major terminals serve as nodes between the modes along these long distance interconnections between the Central and Eastern European countries.

# **Length and costs of the Corridors<sup>1</sup>:**

	<b>Length</b> in km	<b>Cost</b> in MECU
<b>Corridor I: Total</b>		6.140
Rail	1.710	1.720
Road	1.630	1.290
<b>Corridor II: Total</b>		4.618
Rail	2.500	1.840
Road	2.300	2.720
<b>Corridor III: Total</b>		4.680
Rail	1.650	1.770
Road	1.700	2.620
<b>Corridor IV: Total</b>		16.620
Rail	4.440	7.090
Road	3.740	8.370
<b>Corridor V: Total</b>		9.980
Rail	3.270	2.090
Road	2.850	7.680
<b>Corridor VI: Total</b>		12.555
Rail	1.800	5.710
Road	1.880	5.680
<b>Corridor VII: Total</b>	2.415	183
<b>Corridor VIII: Total</b>		1.950
Rail	1.270	820
Road	960	890
<b>Corridor IX: Total</b>		4.345
Rail	6.500	1.720
Road	5.820	1.930
<b>Corridor X: Total</b>		1.100
Rail	2.360	200
Road	2.150	900
<b>Rail: Total</b>	25.500	22.960
<b>Road: Total</b>	23.030	29.632
<b>Total</b>	48.530	62.171

<sup>1</sup> The total costs of the network include the costs for rail, road, inland waterways, airports, sea- and riverports. The figures for the costs are valid for TINA countries only.

## **Construction Cost of the Corridors**

The construction costs for the Corridors have been estimated using the reports of the countries themselves. They are correlated to necessary investments, which were identified and briefly described by the countries.

While the countries have provided most of the necessary information on construction costs on their road and rail networks, the information received concerning costs of investments for airports, seaports and river ports is insufficient.

Based on projects already under way or ready for implementation, and possible investments identified by the proposing countries, cost estimates lead to a total investment volume up to 2015 of 66.227 MECU for the Corridors on the territory of the candidate countries for accession. For more information concerning the ten Helsinki Corridors in TINA countries (analysis by country, maps and diagrams, etc.) see the "First Progress Report" (June 1998) prepared by the TINA Secretariat, and endorsed by the TINA Senior Officials Group during their fourth meeting in Vienna, June 1998.

For projects and cost estimation of investments in the countries outside TINA there are no data available in the TINA Office yet. It will be among the tasks of the Office to collect information from various sources (e.g.: UN-ECE, including also its TEM/TER projects, UIC, ECMT) about ongoing and planned projects along the Corridors in all concerned countries and include this in the next annual report due for December 1999.

## **Traffic Flows on the Corridors**

At the moment, there is no coherent forecast of traffic in the Central and Eastern European countries. Only national or regional forecasts exist, which are neither co-ordinated nor compatible. The need for detailed future traffic forecasts (based on common sources and assumptions) led the European Commission to launch a specific study for traffic forecasts on the TINA network. The study will be concluded in June 1999, and should cover the future planning needs sufficiently, while also providing basic information for project linked cost-benefit analysis purposes (reference: ToR of the PHARE Study "Traffic Forecast on the ten Pan-European Transport Corridors of Helsinki").

# **INFORMATION SHEET ON PAN-EUROPEAN CORRIDORS**

corridor		Correspondent				remark
Nº	MoU	overall	Rail Co-ordinator (UIC) C. Boutté	road	DG VII S. Mogensen	
<b>I</b>	Yes	Chair: COM	Rail Baltica: UIC: T.Kaczmarek Branch IA: Russia	via Baltica: B. Denis  Branch IA: Russia	S. Mogensen	PPP taskforce
<b>II</b>	Yes	Chair: rotating	DB: K.Ebeling		S. Mogensen	
<b>III</b>	Yes	Chair: COM	PKP: M.Smolec		S. Mogensen	
<b>IV</b>	Yes	Chair: D: W. Dörries	DB: K.Ebeling		M. Vermyle	MoU not signed yet
<b>V</b>	Yes	chair: I: V. Giacchi	ZRS: Havrila		S. Khelif	
<b>VI</b>	No		PKP: M.Smolec		M. Vermyle	Poland to take initiative
<b>VII</b>	Yes	Chair: A: O. Schwetz			S. Khelif	
<b>VIII</b>	No (in prep.)	chair: I: V. Giacchi	BDZ: D. Boev		M.A. Guzman	Italy has taken the initiative
<b>IX</b> North Middle South	Yes	Chair: K. Sterner Chair:FIN Chair:LT A.Sakalys Chair: RO	CH: E. Kosteas		S. Mogensen	
<b>X</b>	No	Chair: I.Maniatis Secr.: Greece	ÖBB: W. Flöck		J.W. Grüter	Greece to take initiative



# INFORMATION SHEET ON PAN-EUROPEAN TRANSPORT AREAS

Area		correspondents/ participants				Remark
N°	MoU	Secretary	countries	Action plan	DG VII	
Co-ordination: EC					S.Mogensen	
<b>Barents Euro- Arctic</b>	Yes	Finland	regions in Norway, Sweden, Finland, N-W Russia		S.Mogensen	
<b>Black Sea</b>	Draft	TINA Secretariat	Russia, Ukraine, Moldova, Georgia, Turkey, Bulgaria, Romania, Greece		S.Mogensen	
<b>MED</b>	No (in prep.)	CETMO	Malta, Cyprus, Syria, Lebanon, Israel, Turkey Palestinian Authority, Jordan, Egypt, Tunisia, Algeria, Morocco, Spain, Portugal, France, Italy, Greece		H. Chraye	under discussion
<b>Adriatic /Ionian</b>	No	under discussion	Italy, Slovenia, Croatia, Bosnia- Herzegovina, (FRY), Albania, Greece		S. Khelif	Italy to take initiative

**INFORMATION SHEET ON EURO-ASIAN LINKS (LIST NON-EXHAUSTIVE)**

link		correspondent/participants				remark
N°	MoU	secretary	country	action plan	DG VII	
Arctic	No		Finland, Russia		S.Mogensen	Finland took initiative, related to Euro-Arctic area
Trans-Siberia	No		Russia		D.Boeing	Russia national plan
TRACECA			Georgia Kazakhstan etc.	EC-DG IA	S.Prout	Commission's initiative