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STUDY OF THE SITUATION OF RAILWAYS IN MEMBER COUNTRIES

Transmitted by the Governments of Armenia, Belarus,
the Czech Republic, Denmark and Germany

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).

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Note: At its fifty-second session, the Working Party considered inter alia the situation of the railways in member countries.

In this connection, it requested Governments to provide information on the following questions which have an impact on the railways in member countries:

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

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

(c) investments in (i) rail infrastructure and (ii) railway rolling stock (TRANS/SC.2/190, para. 17).

The Working Party may wish to consider the replies received which are reproduced below.

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STUDY OF THE SITUATION OF THE RAILWAYS IN THE MEMBER COUNTRIES

ARMENIA

(a) in 1997 there were transported 1924183 thousand rail passengers, and
in 1998 there were transported 1588464 thousand passengers;
the quantity of rail passengers decreased, 335,5 passengers less if compared with 1997;
this year, 1999, more 42,2 thousand rail passengers have been transported if compared with the first three months, of the year 1998, it has influenced on other data positively;
in 1998, if compared with 1997, 29,2 thousand tones of goods more were transported, it accounts for 19,9%;
in 1999 the volume of goods traffic is expected to grow to 25%, if compared with the last year;

(b) according to the issue N238 November 6,1998 by the Transport Minister, there have been set up three State Close JSC: "Transportation of the Armenian Railway", "Rolling Stock" and "Infrastructure";

(c) investments

- SCJSC "Infrastructure" needs railway equipment, techniques and operating mechanization, that requires US $ 4,4 mln.;
  for the railway, bridge, tunnel reconstruction is required US$ 20,6 mln.;
  for energy supply system is required US $ 8 mln.;
- SCJSC "Rolling Stock" requires US # 3.8 mln., and for capital and current repair of passenger trains US $ 2,1 mln. is required and new techniques and technology introduction – US $ 2,1 mln.

BELARUS

The main areas of development in rail transport are:

- The Brest-Terespol border crossing;
- The Lososna-Kuźnica border crossing;
- The Svisloch-Semenuvka border crossing;
- The Gudogai-Shumskas border crossing (to Lithuania).

Brest station has the following infrastructure: a container terminal for loading high-rated containers, including refrigerated containers; facilities for transloading of covered and refrigerated wagons; an area for trans-shipment of heavy goods and goods loaded on open rolling stock; and a facility for changing the wheelsets of freight wagons. At Motykaly station (Brest junction) there is a base for trans-shipment of liquefied gases. The actual processing time for trains coming from Poland is 36 to 48 hours (including border, customs, quarantine and veterinary checks, customs clearance of goods and reloading); the time for trains going towards Poland is 8 to 10 hours. The infrastructure capacity utilization rate is 30%. Svisloch station specializes in the transfer of wagons containing dangerous goods and has a base for trans-shipment of liquefied gases.

At Berestovitsa station, coal is transloaded and wheelsets are changed (so that the wagons can be transferred along the narrow-gauge line to Svisloch station).

At Lososna station covered wagons are transloaded. Heavy goods can be transloaded at Bruzgi station (at the moment the cranes are mothballed).

Molodechno station is a transfer station which receives and dispatches trains to and from Lithuania. At the moment this station processes up to 22 pairs of trains each day. The average standing time, allowing for all the various types of inspection, is 7 to 8 hours per train.

Work scheduled for completion by 2005 under the Government's integrated programme for the development of infrastructure in border areas includes the construction on the Lithuanian-Belarusian border of a new station, Gudogai-1, with the full range of facilities necessary for border, customs and other types of checks and customs clearance of goods, and the reconstruction of Bigosovo station on the Latvian-Belarusian border.

The question of signing an agreement on joint support for transit carriage of freight on made-up trains is currently being examined. It would enable the processing time for made-up trains at border stations to be reduced by three hours.

Moreover, the Government of the Republic of Belarus has given instructions to the relevant competent organs to lift restrictions on the transit of highly toxic and poisonous substances (subject to compliance with the transport conditions in annex 2 of SMGS) and various types of industrial waste.

Preparations are in hand for the signing of an agreement between Deutsche Bundesbahn and the Brest Department of Belarusian Railways on electronic exchange of information about dispatched goods. The transfer offices at Brest, Svisloch, Lososna and Molodechno stations are equipped with computers and printing equipment. Information about goods dispatched, received and in transit is entered into the database at Belarusian Railways' computing centre.

INFORMATION ON GOODS TRAFFIC AND PASSENGER TRAFFIC

	Goods traffic (tonne-km charged, millions)					Passenger traffic (passenger-km, millions)					
	Total	Breakdown by type of journey				Total	Breakdown by type of journey				
		Regional	Import	Export	Transit		Suburban	Regional	Import	Export	Transit
1	2	3	4	5	6	7	8	9	10	11	12
1990	75 427.0	21 846.0	12 498.9	11 259.4	29 816.4	16 851.6	5 617.6	2 576.9	2 430.2	2 694.5	3 153.1
1991	65 550.9	21 137.0	11 504.3	9 124.8	23 778.6	15 795.3	4 926.9	2 574.4	2 429.5	2 596.6	2 853.3
% of 1990 figure	86.9	96.8	92.0	81.0	79.8	93.7	87.7	99.9	100.0	96.4	81.9
1992	56 441.1	16 468.7	9 370.3	7 244.9	23 353.4	18 017.1	6 736.2	2 724.9	2 446.0	2 766.7	3 303.9
% of 1991 figure	86.1	77.9	81.5	79.4	98.2	114.1	136.7	105.8	100.7	106.6	115.8
1993	42 919.0	14 412.3	5 486.4	4 740.5	18 276.3	19 500.3	8 539.4	2 877.0	2 464.0	2 757.8	2 480.7
% of 1992 figure	76.0	87.5	58.6	65.4	78.3	108.2	126.8	105.6	100.7	99.7	86.0
1994	27 962.9	9 774.2	3 269.5	5 492.5	9 424.6	16 063.1	8 196.6	2 903.7	1 968.0	2 054.2	1 235.9
% of 1993 figure	65.2	67.8	59.6	115.9	51.6	82.4	96.0	100.9	79.9	74.5	43.5
1995	25 510.4	8 810.9	2 550.4	5 457.9	8 689.0	12 505.1	7 409.6	2 002.3	1 161.0	1 072.5	864.1
% of 1994 figure	91.2	90.1	78.0	99.4	92.2	77.8	90.4	69.0	59.0	52.2	69.9

	Goods traffic (tonne-km charged, millions)					Passenger traffic (passenger-km, millions)					
	Total	Breakdown by type of journey				Total	Breakdown by type of journey				
		Regional	Import	Export	Transit		Suburban	Regional	Import	Export	Transit
1	2	3	4	5	6	7	8	9	10	11	12
1996	26 018.3	8 457.8	2 846.7	4 921.7	9 790.3	11 656.8	6 955.7	1 998.4	992.8	949.2	760.7
% of 1995 figure	102.0	96.0	111.6	90.2	112.7	93.2	93.9	99.8	85.5	88.5	88.0
1997	30 636.1	9 755.0	3 254.8	5 570.9	12 053.9	12 908.9	8 248.8	2 120.0	931.9	909.5	698.7
% of 1996 figure	117.7	115.3	114.3	113.2	123.1	110.7	118.6	106.1	93.9	95.8	91.8
1998	30 370.0	10 169.8	2 659.7	5 813.4	11 725.8	13 268.1	8 946.1	2 238.1	749.5	743.8	590.6
% of 1997 figure	99.1	104.3	81.7	104.4	97.3	102.8	108.5	105.6	80.4	81.8	84.5

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PRINCIPAL INDICATORS OF THE WORK OF BELARUSIAN RAILWAYS IN 1998

Name of index	Unit of measurement	Total
1. Loading, daily average	Tonnes	143 384
2. Static load of wagon	Tonnes per wagon	51.66
3. Unloading, daily average	Wagons	2 489
4. Turnround time for a goods wagon	Days	3.03
5. Average standing time of a wagon for one loading operation	Hours	19.49
6. Average standing time of wagon at technical station	Hours	6.85
7. Sectional speed	km/h	40.3
8. Technical speed	km/h	47.0
9. Average weight of goods train (gross)	Tonnes	3 043
10. Goods traffic	Tonne-km, millions	30 370.0
11. Passenger traffic	Passenger-km, millions	13 268.1
12. Labour productivity	Tonne-km per person	1 018.9

CZECH REPUBLIC

a) Data of past and future transport development of passengers and goods

At the beginning of the nineties, a significant decline occurred in transport operations on the Czechoslovakian Railway due to a high increase of individual, private automobiles and mass truck transport, along with a loss of the eastern markets, and restructuring of the CSFR economy. This continued well after the break-up of the country, when it became the Czech Republic. Today the Czech Railway's operations are becoming standardised, in percentages, with those of the developed Western European countries, and we can assume that further operations of rail passengers and freight transport in the Czech Republic will become analogous to those countries. On the contrary, with the completion of the I and II Corridors, it is possible to expect a growth in international passenger transport, and also when the Czech Republic becomes a member of the EU. With our becoming a part of NATO, it is also possible to expect a growth in military transport.

Passenger Transport

	1995	1998	2000	2010
Transport output(per mil.kms)	9 601,3	7 595,0	8 600	9 600
Passengers(per mil.)	268,95	182,0	205,0	230,0
Average distances(in kms)	35,7	36,8	37,6	38,7

Freight Transport

Index	Unit	1991	1992	1993	1994	1995	1996	1997	1998	PZ 1999	2000	2001	2002	2003
Freight	mil. tons	155,44	139,77	123,73	108,76	108,86	107,23	103,36	93,52	92,00	93,0	91,70	90,80	89,90
Int'l mil.tons		77,81	67,37	53,75	49,12	54,30	54,04	54,19	53,68	53,50	53,00	52,60	52,60	52,70
From which														
	mil.tons	39,33	31,38	27,05	23,23	27,24	27,63	26,44	25,38	25,30	25,00	24,70	24,50	24,30
Export	" "	31.15	26.63	18.76	18,16	21.46	21,27	21,94	22,05	21,40	21,20	21,00	21,10,	21,20
Import	" "	7,33	9,36	7,94	5,73	5,60	5,14	5,81	6,25	6,80	6,80	6,90	7,00	7,20
Interstate mil. transit	tons	77,63	72,40	69,98	59,64	54,56	53,19	49,17	39,84	38,50	40,00	39,10	38,20	37,20
Average distance per kms		193,60	200,20	203,20	208,70	207,80	208,30	200,65	195,61	196,00	195.10	194,00	193,50	193,00
Total Loading mil. tons		116,96	103,78	97,03	84,87	81,80	80,82	75,61	64,77	63,80	65,00	63,80	62,70	61,50
From which: Solid Fuels		59,59	51,61	52,12	43,00	39,36	39,00	35,78	28,29	27,10	28,20	27,30	26,40	25,40
Oil & Oil Products		4,51	4,54	4,50	4,55	4,16	4,12	3,73	3,42	3,30	3,30	3,20	3,20	3,10

Ore & Machinery Products, Mil.Tons	13,81	11,80	10,74	10,73	12,16	11,20	11,18	11,13	10,80	10,60	10,40	10,20	10,00
Raw Materials per Mil.Tons	2,82	2,41	2,13	1,34	1,30	1,40	1,20	1,18	1,20	1,30	1,25	1,20	1,15
Constr. Wood & Wood Prods. per Mil Tons	15,50	14,97	12,30	11,69	9,40	9,74	8,99	7,42	7,60	7,80	7,75	7,70	7,65
From Wood Per Mil.Tons	5.63	4,87	4,25	5,19	5,47	5,66	5,39	4.65	4,70	4,60	4,60	4,50	4,50
Food & Agric. Products Per Mil.Tons	3,77	3,96	3,14	2,67	3,76	3,01	2,56	2,17	2,10	2,10	2,00	2,00	2,00
All Other Products (Inc.KZ)	11,30	9,62	7,85	5,70	6,19	6,69	6,78	6,51	7,00	7,10	7,30	7,50	7,70

b) New export trends can be observed as a result of the railway sector's re-organisation, especially in the creation of new railway associations,.

Re-organising the Czech Railway is an ongoing process, the results of which can only be evaluated in the future. Separation of infrastructure accounting from operation, meaning the 91/440 directive, was achieved through positive experience. At present a new law is being prepared to transform the Czech Railway into a joint stock company.

c) Investing into the rail infrastructure (i) and rolling stock (ii):

(i) Investments at present and continuing into the future, will be directed primarily at improving the rail infrastructure of the Pan-European Corridors (IV and VI Cretic Corridors). As part of the AGTC Agreement, optimisation of other lines, as well as connecting lines (detours), is also expected. Lines being neither modernised nor optimised will be gradually put into standard condition. However, it is expected that the building of high speed lines (VRT) will not begin until the year 2010.

(ii) Investments into rolling stock in the near future will be directed primarily toward buying new track carriages, including car units with moveable casings.

DENMARK

(a)

Key figures

4-1998

	1994	1995	1996	1997	1998
Passenger traffic (1,000 journeys)					
Long-distance trains	7,124	7,070	6,857	8,303	8,902
Regional trains	44,077	43,744	43,356	43,204	44,571
S-trains (incl. Lille Nord)	94,811	93,407	92,894	91,815	94,501
International trains	1,301	1,246	1,269	1,257	1,217
Train journeys, total	147,313	145,467	144,376	144,579	149,191
Passenger-km (million)					
Long-distance trains	1,585	1,569	1,509	1,809	2,134
Regional trains	1,831	1,810	1,824	1,818	1,842
S-trains (incl. Lille Nord)	1,225	1,207	1,196	1,179	1,210
International trains	207	198	188	184	183
Passenger-km, total	4,848	4,784	4,717	4,990	5,369
Freight traffic (1,000 tonnes)					
Parcels	651	671	607	556	584
Whole loads	3,707	3,774	3,237	3,635	3,295
Combi-freight	2,319	2,344	2,406	2,556	2,168
Transit	2,984	2,683	1,891	1,887	1,941
Freight traffic, total	9,661	9,472	8,141	8,634	7,988
Ton-km (million)					
Parcels	154	159	144	124	133
Whole loads	738	732	693	858	807
Combi-freight	402	447	465	462	461
Transit	714	647	455	539	657
Ton-km , total	2,008	1,985	1,757	1,983	2,058
Production (1,000 km)					
Long-distance trains	9,969	9,991	9,846	11,659	15,923
Regional trains	23,783	24,010	24,074	23,879	21,518
S-trains (incl. Lille Nord)	14,564	14,905	14,974	14,749	14,916
International trains	2,121	1,829	1,618	1,545	1,548
Passenger trains, total	50,437	50,735	50,512	51,832	53,905
Freight trains	7,703	7,308	7,150	7,246	6,846
Train-km, total	58,140	58,043	57,662	59,078	60,751

(b) New developments to be observed subsequent to the reorganization of the rail sector with special attention to the setting-up of new railway companies:

On the basis of article 10 of Directive 91/440/EEC of the European Community, the private railway operator, PrivatBanen Sønderjylland, has been operating freight traffic on the Danish rail way infrastructure without any financial support from the Danish state since 1997. PrivatBanen Sønderjylland is part of the international (Danish-German) railway grouping PBS-NVAG and is expecting to operate around 100.000 tonnes of freight this year.

(c) Investment in railway rolling stock:

- 1997: 941 mill. Kr. (97 prices)
- 1998: 520 mill. Kr. (98 prices).

Investment in railway infrastructure including reinvestments:

- 1997: 992 mill. Kr. (97 prices)
- 1998: 838 mill. Kr. (98 prices).

GERMANY

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

In this context, Deutsche Bahn AG provided the following data:

		Transport performances		
		1994	1995	1996
Long-distance passenger transport by rail	Billion passenger kilometres	34.8	34.3	39.6
Short-distance passenger transport by rail		30.3	31.3	32.9
Goods transport by rail	Billion tonne-kilometres charged	69.8	73.3	80.4

For the federally owned railways, data are currently available only for the sector of short-distance passenger transport. Accordingly, 23 companies performed 14.9 million train-kilometres in the timetable year 1993/1994 (comparative figure of DB: 483 million train-kilometres), whereas in the timetable year 1999/2000 34 companies will perform 38 million train-kilometres (comparative figure of DB AG in the timetable year 1998/99: 532 million train-kilometres).

Data on goods transport performed by non-federal railways have been announced; to be supplied as soon as they are available.

b) New developments to be observed subsequent to the reorganization of the railway sector with special attention to the setting-up of new railway companies

Pursuant to Section 2 of the German Railway Foundation Act, the four corporate divisions local and regional passenger services, long-distance passenger services, rail freight and infrastructure had to be hived off as independent public limited companies. In accordance with a proposal of the DB AG Board of Directors, the business unit dealing with passenger stations will become independent, too. The five public limited companies
DB Reise & Touristik AG (travel and tourism)

- DB Regio AG
- DB Cargo AG
- DB Station & Service AG
- DB Netz AG (network)

were set up to take operational effect on 1 January 1999 and will be entered in the Commercial Register in the summer of 1999.

The background of the legal obligation to hive off is the mandate to implement the guidelines of Council Directive 91/440/EEC on the development of the Community's railways regarding the separation of infrastructure and operation as well as the admittance of third parties to the national railway networks, in order to ensure for rail transport a larger share in the expected growth of traffic.

Besides, the railway reform has led to the establishment of quite a number of railway companies which operate especially goods transport and - based on the regionalization act - local and regional passenger services. On 1 January 1999 as many as 102 railway companies were registered in Germany, in addition to the DB AG, to operate public transport . The federal railways in 1998 have taken over 25 lines from Deutsche Bahn AG. Non-federal railways are operating transport services on 7 DB AG lines on the basis of cooperation contracts with the DB AG. From 1994 to the change of timetable in May 2000 passenger transport services will have been taken over by non-federal rail-

ways in 57 cases on the basis of free network access, after a competitive bidding procedure launched by the federal states for local and regional passenger rail services. Since 1994, rail freight services operated by non-federal railways have moreover been offered on 17 relations in competition to, and in 8 cases in cooperation with, the DB AG.

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

Investments by Deutsche Bahn AG in the above-mentioned sectors in the period from 1994 to 2002 will be as follows:

		Investments in the period	
		1994 - 1997	1998 - 2002
Total investments	billion DM	55	probably 80
for infrastructure		38	probably 55
rolling stock		9	probably 12

In the case of non-federal railways it is only possible to indicate the investments for 1997. For the infrastructure they amount to approximately 287 million DM and for rolling stock to approximately 164 million DM.