



**Economic and Social
Council**

Distr.
GENERAL

TRANS/WP.5/2005/11
22 June 2005

ENGLISH
Original: FRENCH

ECONOMIC COMMISSION FOR EUROPE

INLAND TRANSPORT COMMITTEE

Working Party on Transport Trends and Economics
(Eighteenth session, 15-16 September 2005,
agenda item 9)

PHASED APPROACH TO TRANSPORT INFRASTRUCTURE DEVELOPMENTS

Transmitted by the Governments of Romania and Switzerland

ROMANIA

After considering the “Draft Guidelines for the phased approach to transport infrastructure projects”, Romania would like to submit the following comments:

For Romania, soon to be a member of the European Union, the alignment of European transport infrastructure development projects is of fundamental importance.

The basic strategic objective of the administrators of the networks is the integration of the national transport infrastructure into European technical and operational parameters, so that the network will be comparable to and interoperable with the European networks.

The three concepts of interoperability, interconnectivity and inter-modality become the essential elements for the modernization of the transport infrastructure and of Romania itself.

The constraint of ensuring a reasonable use of limited financial resources will enable Romania to modernize its infrastructure on a phased basis.

The development of a road transport infrastructure occupies an important place in the integration of the domestic market and underpins the exploitation of Romania's geographical position as a transit zone at the intersection of several trans-European transport corridors.

Motorway construction is also proceeding by phases in terms of traffic and the establishment of links with the countries of Europe and Asia.

The phased approach to the work presupposes a spatial and a temporal dimension. In the first case, a long-term infrastructure development programme is implemented in accordance with the priorities.

In the second case, the work is staggered for a specific project, ensuring that supply is harmonized with demand.

According to the concept elaborated by the TEM meeting in 2000 (a method in which the improvement of infrastructure networks is phased), motorways start with two lanes and then go on to three as traffic requirements may dictate. Safety measures would then consist in reserving the land required to build the third lane, although the initial project should allow for the construction of further lanes.

A detailed assessment of the advantages and disadvantages of the phased approach is made for each segment of motorway, since each segment has its own particular features (type of terrain, traffic volume and composition, number of bridges and tunnels, etc.). The environmental impact and socio-economic effects of the construction are also taken into account.

In view of technological and economic conditions in Romania, road infrastructure improvement is taking place nationally and regionally on a phased basis.

This phased method is closely bound up with the budgetary situation depending on whether or not complete projects can be implemented (single phase). Generally speaking, infrastructure projects are considered once the budgets have been established and the priorities estimated and classified for a phased approach. In each case, a transparent assessment and prioritization based on an analysis of the profitability of the networks and projects are proposed, and supplemented with sensitivity tests and a risk analysis.

The method of phased motorway construction is therefore also applied in Romania.

SWITZERLAND

We would like to thank you for submitting the document on this subject (TRANS/WP.5/2004/2). It is true that the budgetary restrictions of States often increasingly require prioritization in the implementation of transport infrastructure projects, or even their phased implementation. The presentation by WP.5 of the advantages and disadvantages of a number of experiences of this in UNECE countries is useful here.

With regard to the title to be given to this document, we find it preferable to present it as a study that could assist decision-making by countries choosing the phased approach rather than referring to "guidelines". Countries must be able to select different methods according to their specific features.

Since the recommendations almost exclusively concern road projects, it would be a good idea to submit them to the Working Party on Road Transport. We would also be in favour of including some aspects of a more multimodal approach in the document.

In this connection, when it emerges that the implementation of a new road project has to be deferred, we consider that member countries should be recommended to consider alternative responses to the demand for transport, for example, by increasing rail infrastructure capacity already existing on the route under consideration.
