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**MONITORING OF DEVELOPMENTS RELEVANT FOR THE
PAN-EUROPEAN TRANSPORT CORRIDORS AND AREAS**

Infrastructure bottlenecks and missing links

Transmitted by the Government of Portugal

1. Generally speaking, the guidelines for road transport discussed in the document entitled "Phased approach to transport infrastructure developments - Draft Guidelines for the phased approach to transport infrastructure projects" (TRANS/WP.5/2004/2) enjoy unanimous support. The phased construction of motorways should, however, be considered in all cases where the average annual daily traffic (AADT) in the middle year of construction is between 8,000 and 12,000 passenger car units (PCU)/24 hours, rather than the limits suggested on page 9 of the English version of the document.
2. As for rail transport, the enclosed table points to bottlenecks and a lack of rail links, as well as to actions that would make it possible to eliminate or reduce their negative impacts. Regarding the Valença bridge, the problem of weight restrictions has already been resolved, as the bridge has been structurally reinforced.

3. Regarding the Eastern line and the Caceres branch-line, the construction of the new Sines-Évora-Elvas link will eliminate or minimize the bottlenecks and at the same time help promote the development of the Lisbon-Setúbal-Sines port system and to ensure better integration with Spain and the other countries of Europe.

4. Lastly, regarding river transport, two bottlenecks should be noted in the Tua canal, which flows into the Douro:

(a) When the Régua impoundment lake is at its lowest level, the insufficient width and depth of the canal in the Tua bottleneck restricts the passage of boats over 75 metres long and prevents the passage of boats with a draught of over 2.5 metres. This canal should therefore be widened and deepened to regulation levels for the rest of the waterway (40 metres wide and 4.2 metres deep);

(b) There is just one lock, and its equipment is obsolete (over 30 years old). The waterway cannot be kept open permanently, while major maintenance is carried out on the locks, which can last for periods of between one and a half and two months per year. In addition, unscheduled closures may occur owing to equipment breakdowns. Capital investment is required to modernize the locks so that they meet the current level of demand (about 11,000 lockages in 2004), which by far exceeds the initial design load.

Country	Mode of Transport	Route	Section	Traffic loading 2003	Capacity	Extent of action		Operational by year
						Subject	Kind (km)	
1	2	3	4	5	6	7	8	9
PORTUGAL	ROAD	E80	Lisbon-Alverca	78 200	60 000-80 000	Construction of 18 km stretch of the A10 motorway (Bucelas-Carregado) scheduled to open in 2005, will relieve congestion in these sections.	13.0	2005
			Alverca - V. Franca de Xira II	79 812	60 000-80 000		7.0	
			V. Franca de Xira II-V. Franca de Xira I	82 149	60 000-80 000		3.9	
			V. Franca de Xira I-Carregado	71 112	60 000-80 000		6.0	
			Aveiras de Cima-Santarém	40 179	40 000-60 000	Motorway: Widening of the carriageway from 2+2 to 3+3 lanes. UNDER CONSTRUCTION.	19.3	2005/APRIL
			Santarém-Torres Novas	39 912	40 000-60 000	Final design and environmental impact assessment (EIA).	28.2	2006
			Albergaria (IC2)-Viseu	12 350	8 000-12 000	Conversion of the 2-lane road into a 2+2 lane motorway. UNDER CONSTRUCTION.	53.0	2005
			Viseu-Celorico da Beira	10 200	8 000-12 000		52.0	2006
			Celorico da Beira-Guarda	9 400	8 000-12 000		23.0	2006
		E90/ E01	North-South trunk road (CRIL-Padre Cruz junction)			MISSING LINK. UNDER CONSTRUCTION.	5.0	2005/2006
			25 Abril-Almada Bridge	150 743	60 000-80 000	A new link is currently under consideration between CRIL (Lisbon internal ring road, Algés) and Fogueteiro.	6.0	
			Almada-Fogueteiro	85 700	60 000-80 000		9.0	
			Fogueteiro-Coina	50 163	40 000-60 000	Study under way (project EIA report).	8.9	2006

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PORTUGAL	ROAD	E01	Famalicão-Santo Tirso	46 632	40 000-60 000	Study under way.	5.4	
			Santo Tirso-Maia	53 974	40 000-60 000	EIA to be presented by BRISA (dependent on the next segment).	12.8	
			Maia-Águas Santas	77 100	60 000-80 000	Pending financial assistance from the State.	6.4	
			Águas Santas-Porto (VCI internal ring road)	145 000	60 000-80 000	Construction of 33 km stretch of the A41/IC24 motorway (Espinho-IP4) will relieve congestion in these sections.	2.0	2008
			Porto (VCI internal ring road)-Freixo Bridge	73 000	80 000-100 000		4.0	
			Freixo Bridge-Carvalhos	72 900	60 000-80 000		8.0	
			IC24 (Espinho)-Feira junction	49 539	40 000-60 000	Motorway: widening from 2+2 lanes to 3+3 lanes. Planned.	9.8	2005/2006
			Feira-Estarreja	41 734	40 000-60 000	Motorway: widening from 2+2 lanes to 3+3 lanes. In planning phase (implementation plan under study).	16.8	2005/2006
			Estarreja-Albergaria	45 043	40 000-60 000		10.4	2005/2006

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PORTUGAL	ROAD	E82	Águas Santas-Ermesinde	75 700	60 000-80 000	Alternative widening solutions under consideration.	3.0	
			Ermesinde-Valongo	51 836	40 000-60 000	Alternative widening solutions under consideration.	4.3	
			Valongo-Campo	51 219	40 000-60 000	Alternative widening solutions under consideration.	5.0	
			Campo-Baltar	41 154	40 000-60 000	Study under way.	6.4	2006
			Amarante-Vila Real	11 250	8 000-12 000	Study under way for a motorway.	40.0	2009
			Vila Real-Mirandela	9 500	8 000-12 000	Study under way for a motorway.	55.0	2010
			Quintanilha International Bridge			MISSING LINK. UNDER CONSTRUCTION.	2.1	2007
		E801	Coimbra-Viseu	12 000	8 000-12 000	Study under way for a motorway.	82.0	2010
		TOTAL LENGTH (km)						

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PORTUGAL	RAIL		Âncora-Valença	Reduced speeds.		Study under way to modernize the segment.		
			Pampilhosa siding	Reduced speeds.		Study under way for construction of the siding to avoid back-shunting of locomotives on traffic to and from the north of Portugal.		
			Abrantes-Marvão	Passing sidings of insufficient lengths; reduced speeds.		Study under way for the construction of a new Évora-Elvas-Badajoz section and its integration in the TEN and TERFN networks.		2010
			Torre das Vargens-Elvas					
			Covilhã-Guarda	Reduced speeds and loads.		Modernization - Work in progress.		2006
	RIVER		Douro-Tua Strait	Channel with insufficient depth and width.		Widening and deepening of the channel to regulation levels for the rest of the waterway (40 metres wide and 4.2 metres deep).		
			Douro-Tua Strait	Single obsolete lock.		Eliminating closures owing to breakdowns and keeping the waterway permanently open.		
