



**Economic and Social
Council**

Distr.
GENERAL

ECE/TRANS/SC.2/2007/7/Add.4
15 October 2007

ENGLISH ONLY

ECONOMIC COMMISSION FOR EUROPE

INLAND TRANSPORT COMMITTEE

Working Party on Rail Transport

Sixty-first session
Paris, 20-21 November 2007
Item 8 of the provisional agenda

SITUATION OF THE RAILWAYS IN MEMBER COUNTRIES

Addendum

Report by the Government of Finland*

1. The Programme of Work of the Inland Transport Committee for 2006-2010 adopted at its sixty-eight session (ECE/TRANS/166/Add.1, Item 2.5) requires the Working Party on Rail Transport to monitor harmonization of requirements concerning international railway transport including rail safety and facilitation of its operations. The present document is submitted for consideration by the Working Party in compliance with that mandate.
2. The operating environment for Finland's railways differs from that in many other European countries. The country has a small population, mostly concentrated in southern Finland. Currently, there is only one rail operator on Finnish rail market, VR.

* The document is reproduced as received.

I. FREIGHT TRAFFIC

3. Finland has much primary heavy industry, which favours rail transport. Carrying to other countries in Europe require special rolling stock and in almost all cases marine transport. Set against that, transport connections to Russia are excellent, partly because the two countries share a common rail gauge.

4. VR's largest freight customers are Finnish industrial corporations. VR Cargo is the main freight carrier for Finland's forest, metal and chemical industries in both domestic and international freight transportation. More than half of all carryings consists of the raw materials and products of the forest industry. Carryings over the border with Russia account for a substantial proportion of VR's total freight volumes. Railways have about a quarter of all the freight carryings in Finland, a much higher share than the average for EU countries.

5. In 2006, VR carried a record total of 43,6 million tonnes of freight. Below, the volumes for the years 1995-2006 are given, as well as the forecast for the year 2030.

1995: 39,4 million tonnes

2000: 40,5 million tonnes

2005: 40,7 million tonnes

2006: 43,6 million tonnes

2030: 52,5 million tonnes.

II. PASSENGER TRAFFIC

6. Commuter services in the Helsinki metropolitan area account for most of the passenger journeys on trains in Finland. When the length of the journey is taken into account, long-distance services account for most passenger-kilometres travelled. The main customer groups for VR's long-distance services are business travellers, passengers travelling to distant work sites, families, students and pensioners. Rail's share of all travel in Finland is 5%, slightly below the EU average.

7. The volume of rail journeys has been increasing for several years now. Some 65 million journeys were made on rail network in 2006. Below, the volumes for the years 1995-2006 are given, as well as the forecast for the year 2030.

1995: 44,4 million journeys

2000: 54,8 million journeys

2005: 63,5 million journeys

2006: 65,0 million journeys

2030: 86,5 million journeys.

c (i) and (ii)

**Investments and maintenance
expenditure, 1997 - 2006**

<i>EUR mil.</i>	1997	1998	1999	2000	2001	2002	2003	2004	2005	2006
Investments and maintenance expenditure in rolling stock ¹⁾										
Investments	72,2	86,4	157,4	104,4	131,4	98,4	94,5	140,9	172,0	58,7
Maintenance	104,3	108,1	105,5	108,3	106,4	109,9	111,3	119,7	113,9	128,0
Investments and maintenance expenditure in infrastructure										
Investments	224,4	254,5	263,9	233,1	203,7	224,9	274,8	328,3	281,2	
Maintenance	117,4	112,7	112,7	114,9	124,8	134,8	137,0	155,4	156,2	
Maintenance expenditure in rail network	341,8	367,2	376,6	348,0	328,5	359,7	411,8	483,7	437,4	0,0
