



**Secretariat of the
PanEuropean Transport Corridor III
Dr. Brigitte Wunderlich**

Actual information on PETC III

UNECE Working Party on Intermodal Transport and Logistics
Geneva (17th and 18th March 2008)



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Building and Urban
Affairs



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Ministry for Economic Affairs and Labour



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1. The PETC III

The PETC III connects the Federal Republic of Germany, the Republic of Poland and the Ukraine by a parallel running road-/ track way. Between Berlin / Dresden via South Poland and Kiev the Corridor has a total length of approx. 1.640 km. Improving the connection quality is the main goal for the Secretariat of the PETC III. High quality is required for economic growth. Therewith the Corridor takes an active part to strengthen the competitiveness of the European Union in a worldwide context.





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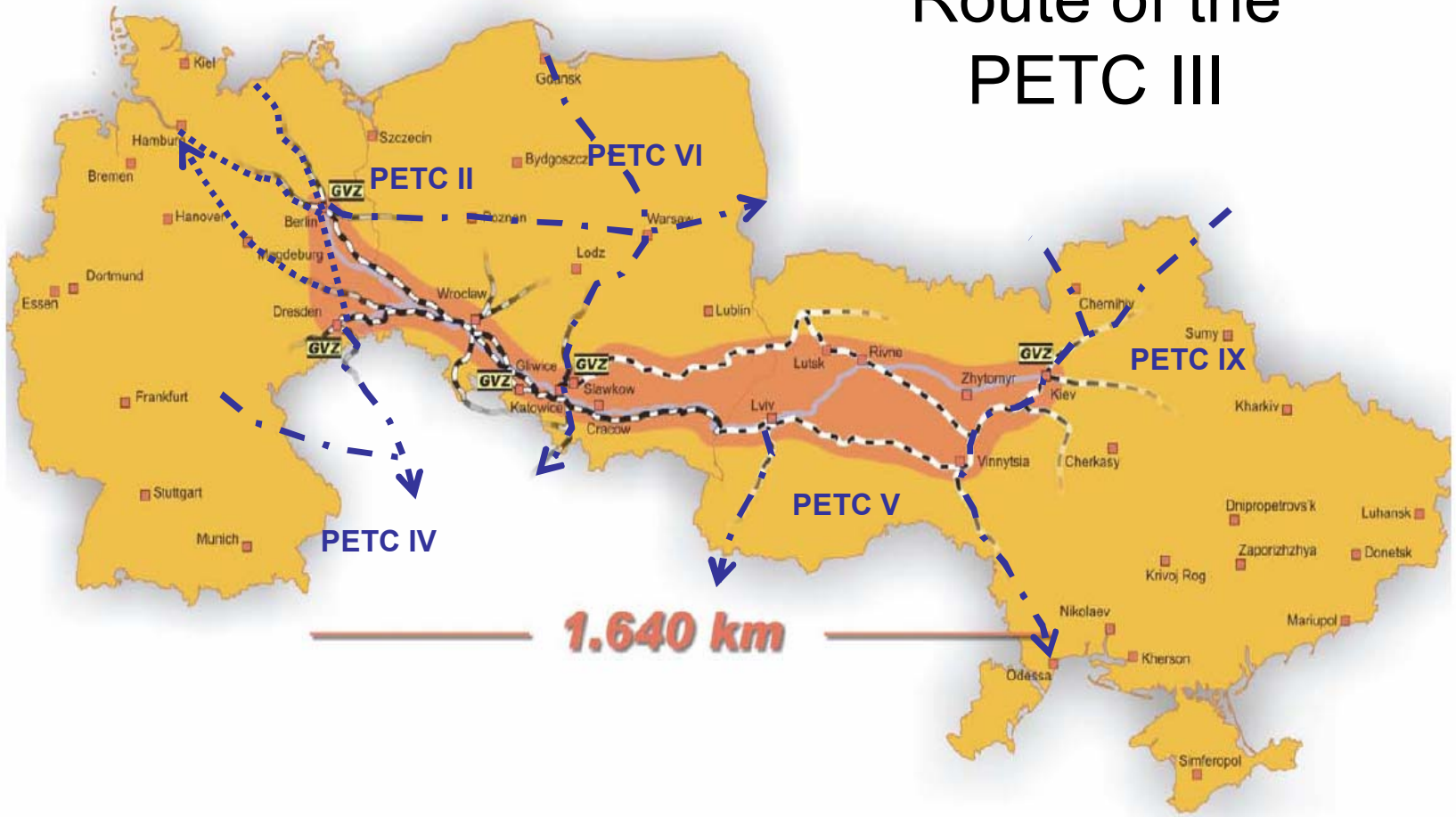
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Route of the PETC III





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PETC III and the Major transnational axes

In January 2007 the European Commission published the Communication „Extension of the Major trans-European transport axes to the neighbouring countries – Guidelines for transport in Europe and the neighbouring regions“. The Communication identifies the 5 most important transport axes for international trade between the EU and the neighbouring countries.





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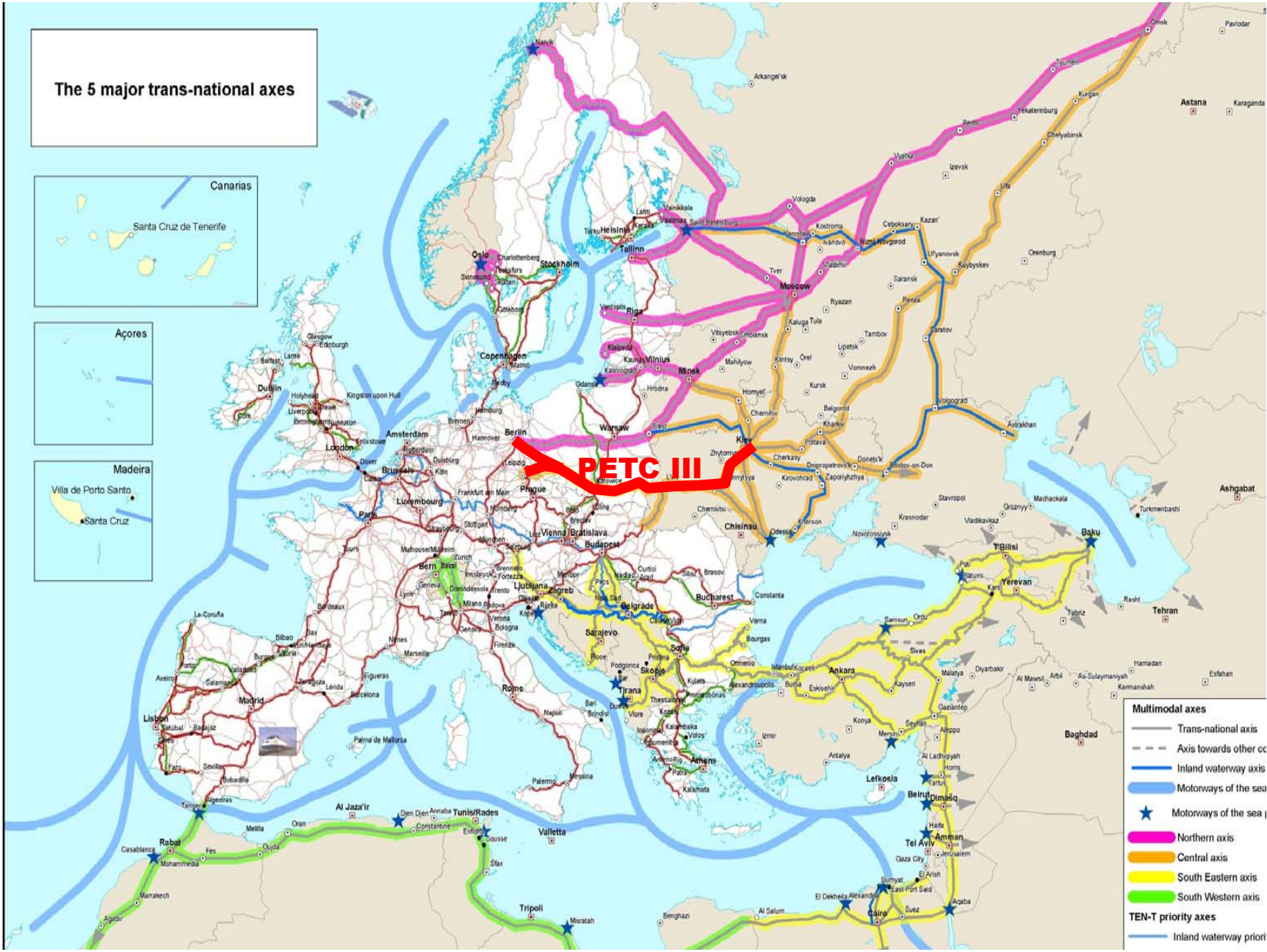


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The PETC III is fully integrated into the Central axis and consequently, a substantial part of this Axis. Therewith the PETC III provides a solid and important transport connection from Central Europe to the Ukraine and beyond.



The 5 major trans-national axes



- Multimodal axes**
- Trans-national axis
 - - - Axis towards other cc
 - Inland waterway axis
 - Motorways of the sea
 - ★ Motorways of the sea I
 - Northern axis
 - Central axis
 - South Eastern axis
 - South Western axis
- TEN-T priority axes**
- Inland waterway priorit



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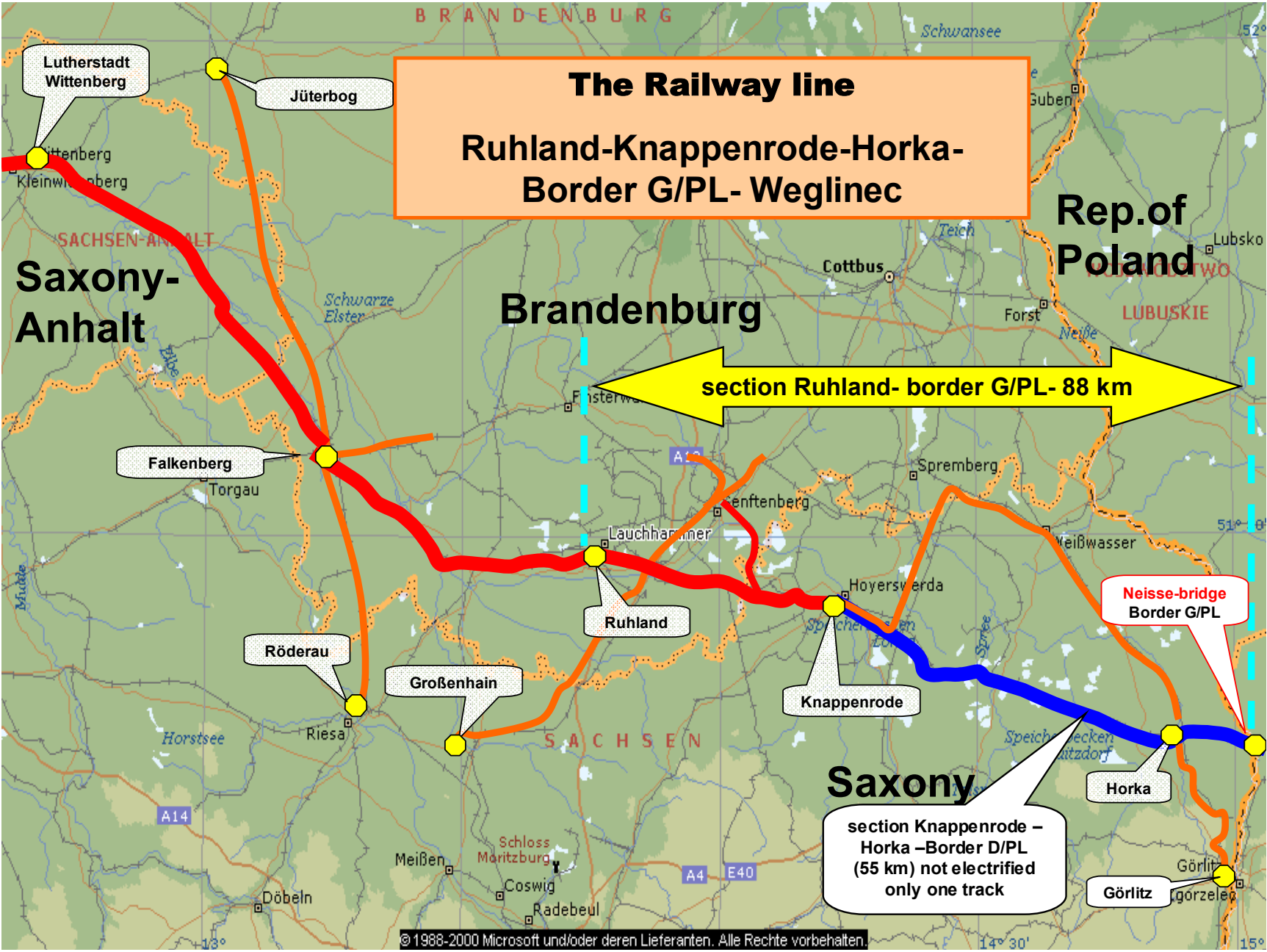


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II. Infrastructure in the PETC III

- Rail
- Road





The Railway line
Ruhland-Knappenrode-Horka-
Border G/PL- Weglinec

Saxony-
Anhalt

Brandenburg

Rep. of
Poland

section Ruhland- border G/PL- 88 km

Falkenberg

Ruhland

Röderau

Großenhain

Knappenrode

Neisse-bridge
Border G/PL

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section Knappenrode –
Horka –Border D/PL
(55 km) not electrified
only one track

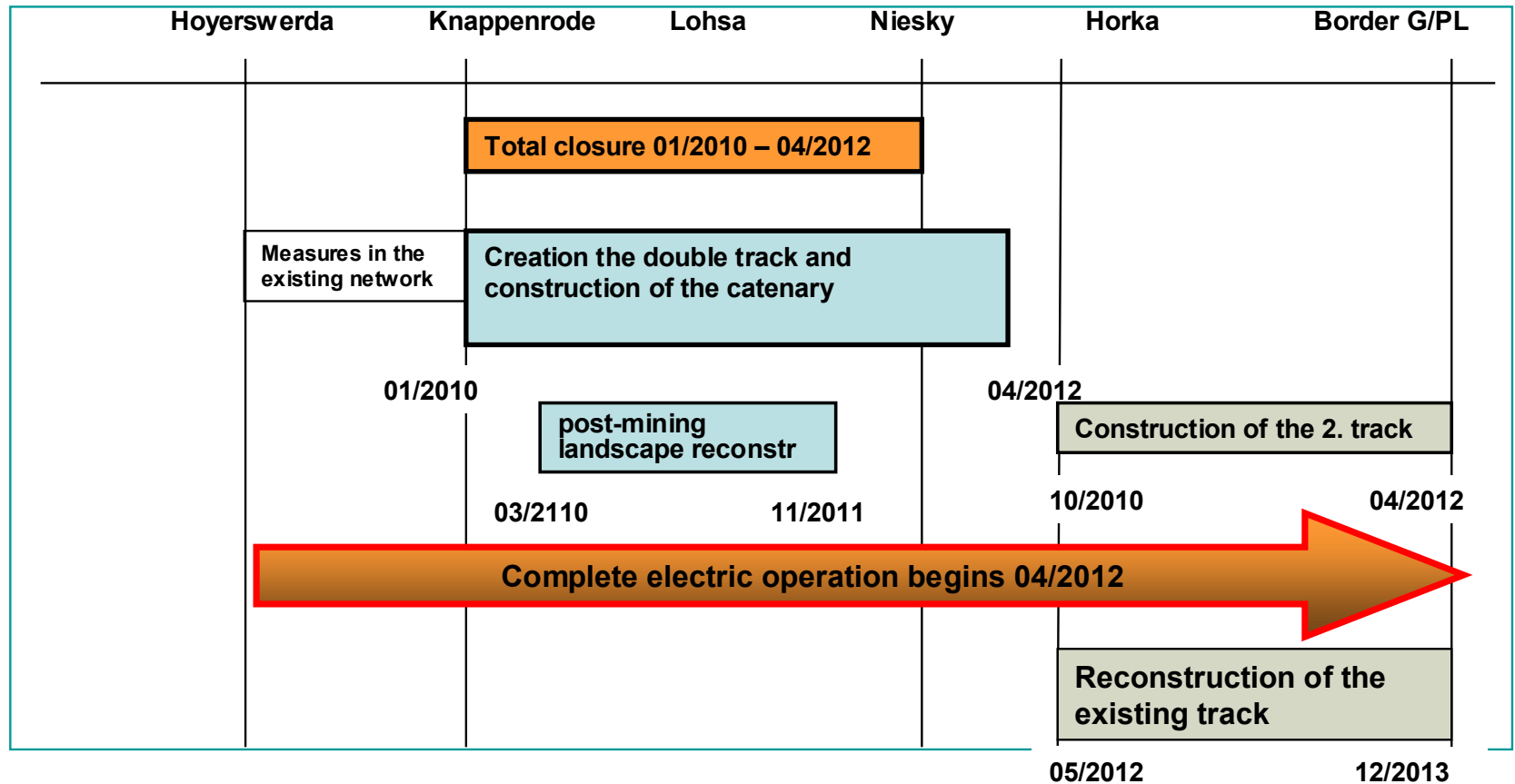
Horka

Görlitz

Upgrading and electrification Knappenrode-Horka-border G/PL



Construction sequence and definition of the total closure of sections in the period 01/2010 – 04/2012



Plan for railway infrastructure modernisation up to 2012



**Section Opole-Katowice-Kraków project preparation – end of 2007
Modernisation works between 2009 and 2012**

(According to „Infrastructure and Environment” Operational Program)

- Stage I** - preparation of feasibility study
- Stage II** - detailed analysis of modernisation options
- Stage III** - preparation of preliminary design, including Environmental Impact Report
- Stage IV** - preparation of applications for cofinancing from EU funds
- Stage V** - preparation of tender procedure documentation for „Design and Build” contracts

200 km/h - planned maximum speed on the section Opole – Zabrze

160 km/h - planned maximum speed on the section Zabrze – Kraków

Plan for railway infrastructure modernisation up to 2012



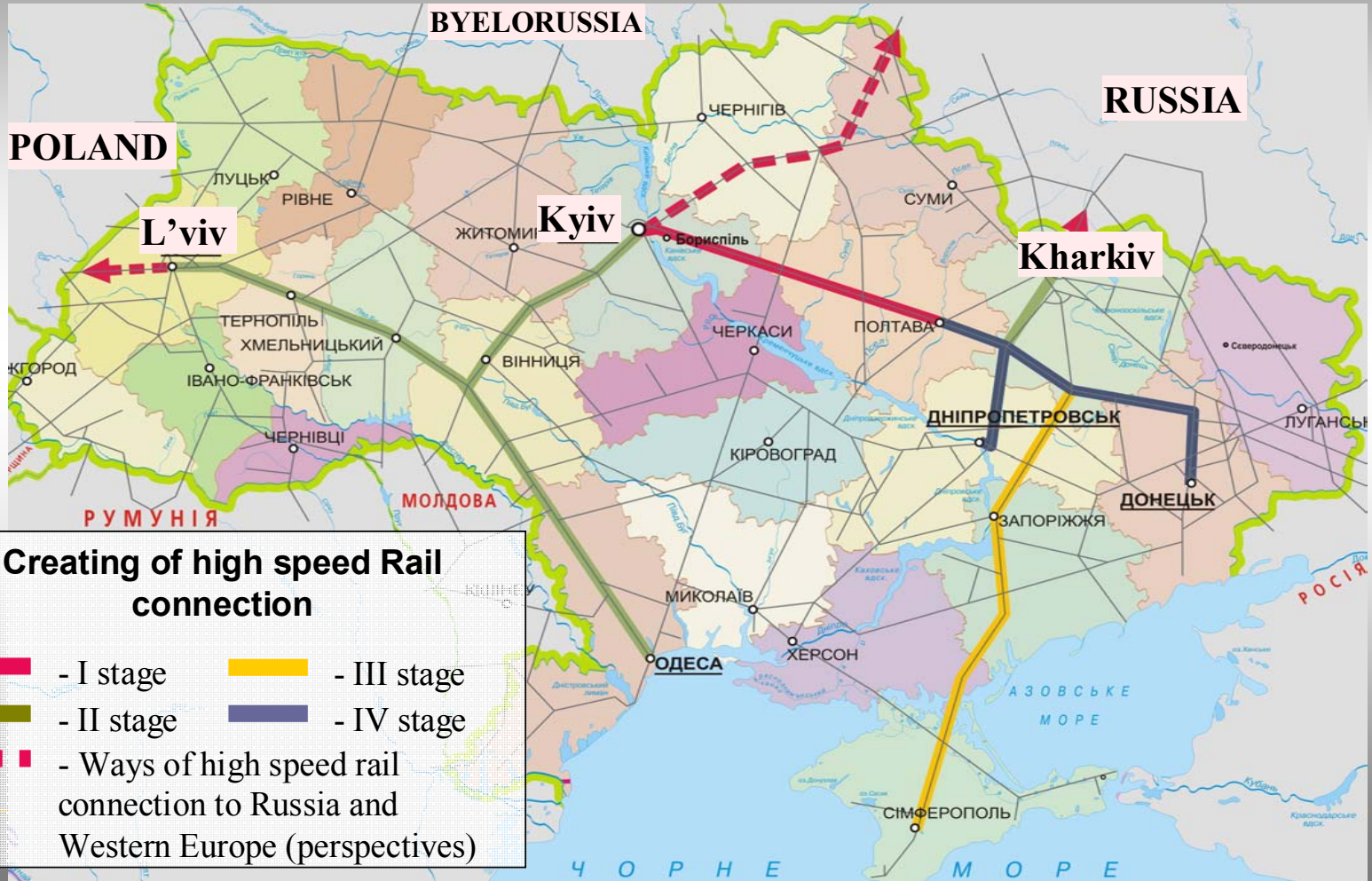
Section Kraków – Medyka Feasibility Study completed.
Environmental Decision awaited.

- Stage I** - preparation of feasibility study
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- Stage III** - preparation of preliminary design, including Environmental Impact Report
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Operational Program „Infrastructure and Environment” estimates modernisation of a section Rzeszów – state border between 2009 and 2012.

Section Kraków – Rzeszów is on reserve list

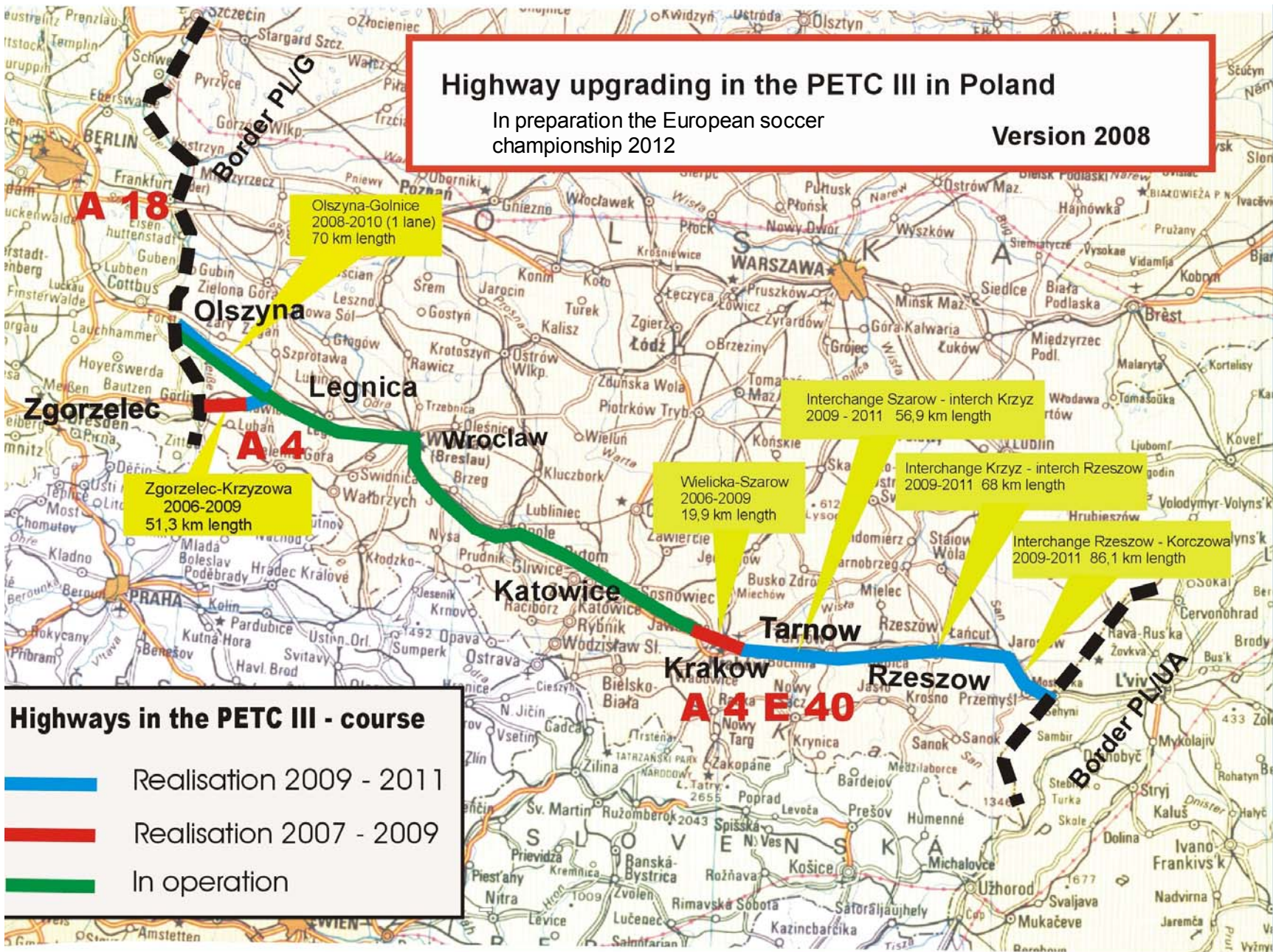
RAIL HIGH SPEED CONNECTION IN UKRAINE



Highway upgrading in the PETC III in Poland

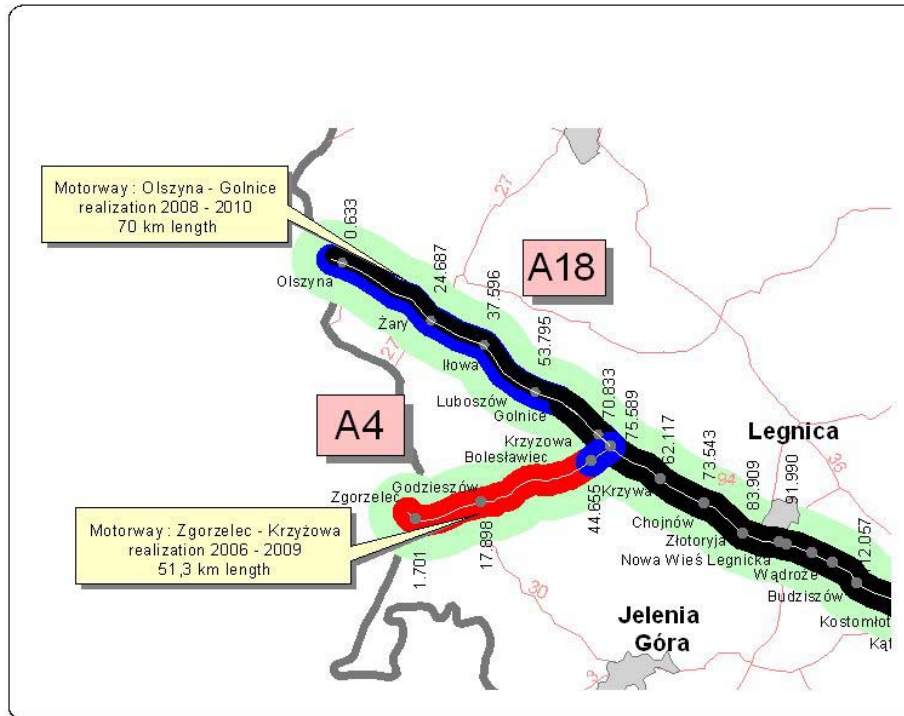
In preparation the European soccer championship 2012

Version 2008



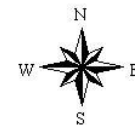


CORRIDOR III - Motorways A4 / A18



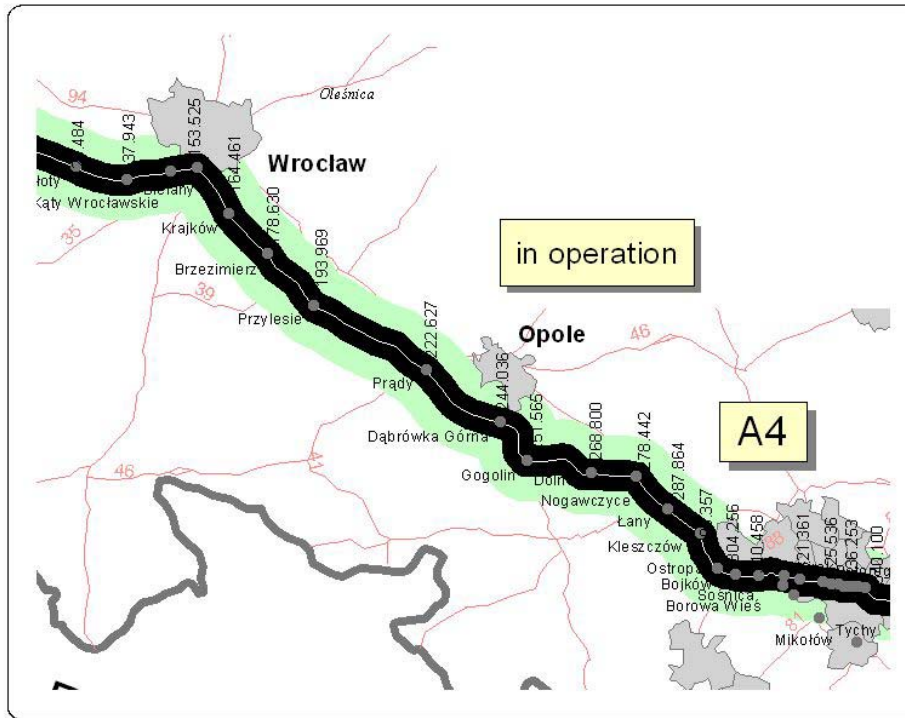
LEGEND:

-  realization 2007 - 2009
-  realization 2009 - 2011
-  existing motorway A-4
-  town
-  motorway interchange
-  corridor III








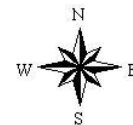


CORRIDOR III - Motorways A4

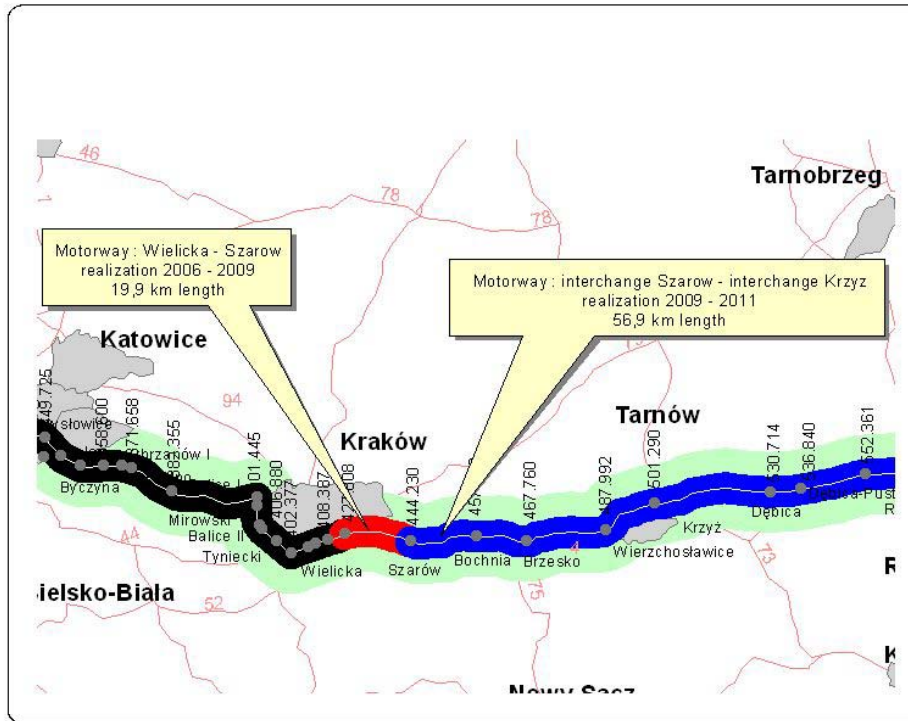


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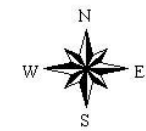


CORRIDOR III - Motorways A4

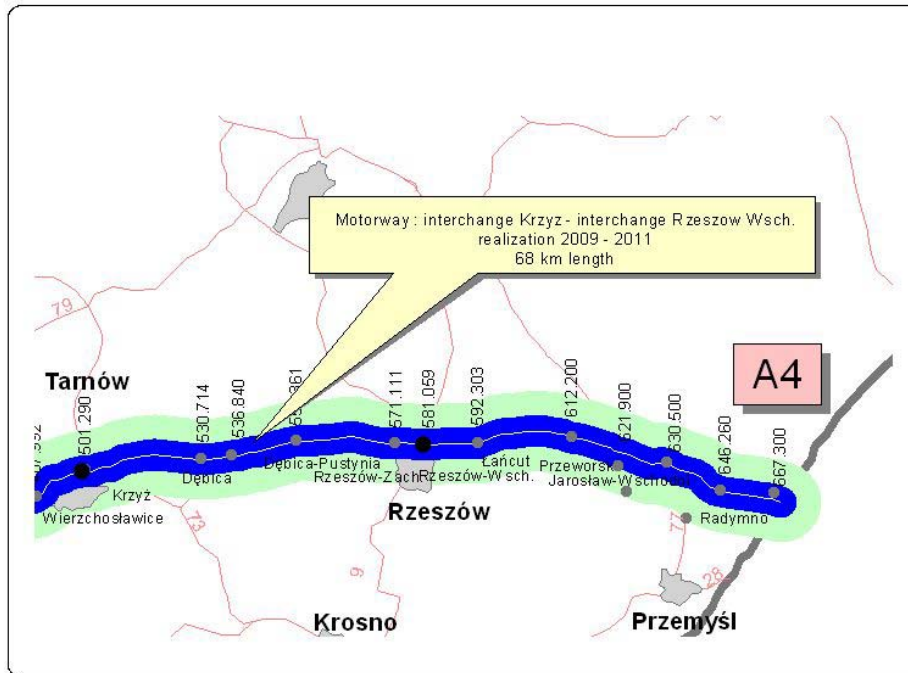


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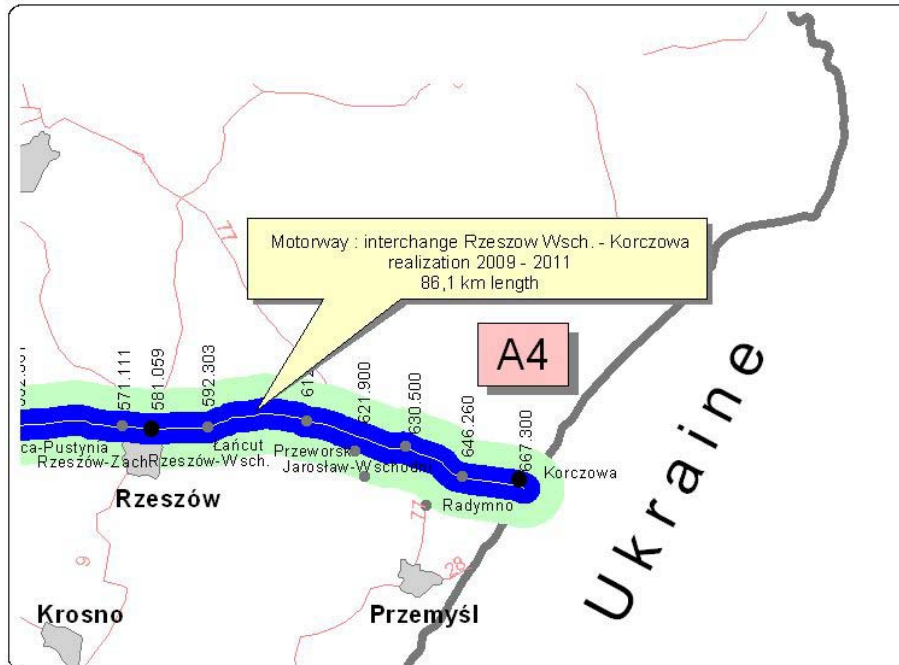


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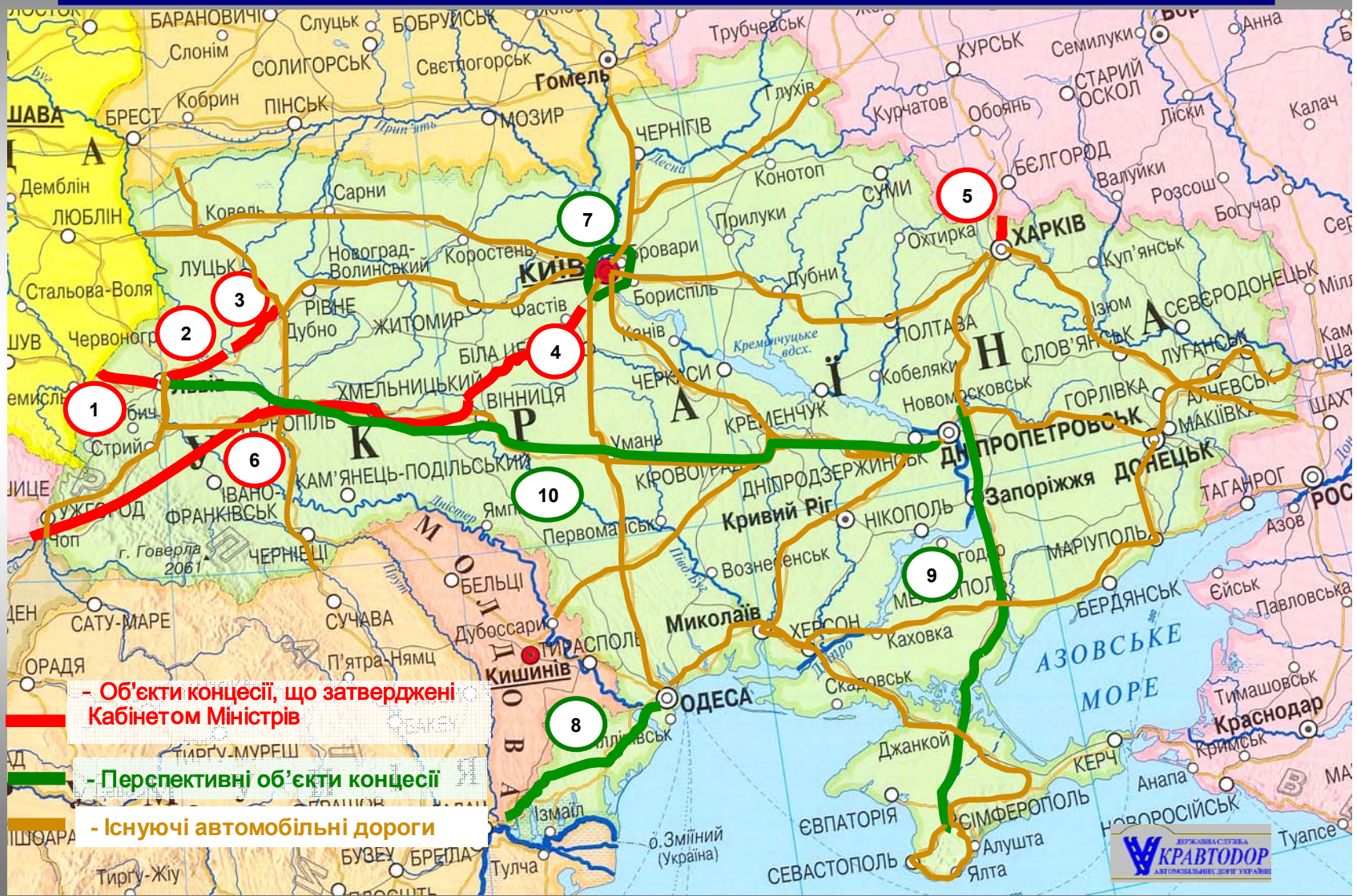
LEGEND:

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Priority objects of Concession in the Ukraine

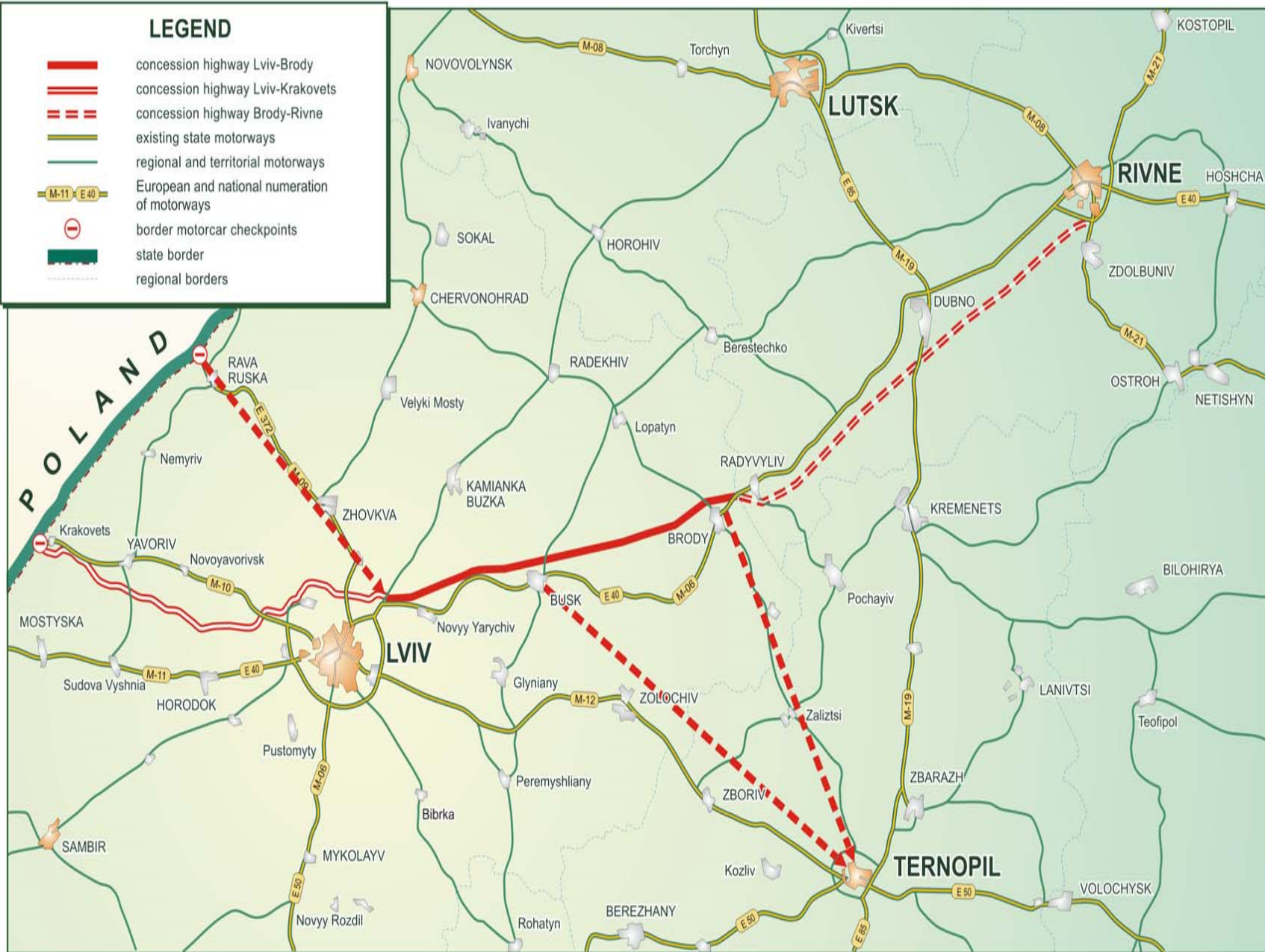
Nr.	Name of the sections	category	length in km	Mill. EUR
Objects of Concession				
1	Lviv - Krakovets	I	84,4	255
2	Lviv - Brody	I	78,8	205
3	Brody - Rivne	I	94,8	230
4	Ukrainian Cordon Kiev to Vinnitsa	I	146	466
5	Kiev – Charkow - Dovshanskij	I	48,7	179
6	Ukrainian cordon incl. Kiev	I	735	4108
TOTAL			1188	5443
Perspectiv objects of concession, depending on the program for road-development				
7	Big Highway cycle Kiev	I	206	3700
8	Odessa - Reni	I	327	970
9	Novomoskovsk – Saporoshe – Melitopol – Dshankoiij - Simferopol	I	420	1544
10	Ukrainian part of the transport corridor on the course Lviv - Ternopil-Vinnitsa -Uman-Dnepropetrovsk	I, II	893	3759
TOTAL			1846	9973

Пріоритетні об'єкти концесії



LEGEND

- concession highway Lviv-Brody
- concession highway Lviv-Krakovets
- concession highway Brody-Rivne
- existing state motorways
- regional and territorial motorways
- European and national numeration of motorways
- border motorcar checkpoints
- state border
- regional borders





**Scheme Road –
Connections between
Ukraine and Western
Europe**



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III. The Interoperability

The railway lines in the PETC III touch countries

- with different railway state laws
- with different energy systems and
- with different track gauges, different axle loads different railway loading gauges etc.

Therewith establishing of interoperability is particularly important for the railway lines in the corridor.





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The secretariat organised seminars in Krakow and in Kiev on the legal interoperability in the corridor. The second seminar for the Ukrainian railway specialists in Kiev in March 2007 was organised jointly by the Corridor Secretariat and representatives of the CIT (Mr. Trolliet), the OTIF (Mr. Kafka) and the UIC (Mr. Peetermans). After this seminar a discussion was held with the leading executives of the Ukrainian railway (general director Mr. Luchanin) on the advantages of a better integration of the Ukrainian railway-network in the COTIF.





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Much to our delight, we have been informed by the Ukraine that, from July 2007 on, the COTIF, including all annexes, is valid in the complete Ukrainian railway network. This fact represents a big success for our common work in the field of the legal interoperability.

This measure is a definite proof for it that the Ukraine makes a large step in the direction towards EU. We are very pleased about it!





Embassy of Ukraine
to the Swiss Confederation

61216/24-013-61

Embassy of Ukraine to the Swiss Confederation presents its compliments to the Intergovernmental Organization for International Carriage by Rail and has the honor to convey herewith the instrument of Ukraine's accession to the Protocol of 3 June 1999 for Modification of the Convention concerning International Carriage by Rail of 9 May 1980.

Embassy of Ukraine would like to request the Intergovernmental Organization for International Carriage by Rail to inform the Ukrainian party regarding the date of taking effect of this document for Ukraine.

Embassy of Ukraine avails itself of this opportunity to renew to the Intergovernmental Organization for International Carriage by Rail the assurances of its highest consideration.

Enclosure: mentioned above.



Bern, 26 July 2007

Intergovernmental Organization for
International Carriage by Rail
Bern

Q. 34/2



MINISTRY OF FOREIGN AFFAIRS OF UKRAINE

WHEREAS the Protocol of 3 June 1999 for Modification of the Convention Concerning International Carriage by Rail of 9 May 1980 was concluded in Vilnius,

NOW THEREFORE I, Arseniy Yatsenyuk, Minister for Foreign Affairs of Ukraine, confirm that Ukraine, having considered the above mentioned Protocol, hereby formally declares its accession to the Protocol with the following declaration:

1) according to paragraph 1 of Article 2 of the Uniform Rules Concerning the Contract of International Carriage of Passengers by Rail (CIV – Appendix A to the Convention) Ukraine reserves its right not to apply all provisions on the liability of a carrier in case of death or personal injuries of passengers to the passengers who became victims of an accident in the territory of Ukraine if they are nationals of Ukraine or if Ukraine is their permanent place of residence;

2) according to paragraph 1 of Article 2 of the Uniform Rules on Use of Infrastructure in International Communications by Rail (CUI – Appendix E to the Convention) Ukraine reserves its right not to apply all provisions on liability in case of corporal injuries to the victims of an accident which took place in the territory of Ukraine if the victims are nationals of Ukraine or if Ukraine is their permanent place of residence.

IN WITNESS WHEREOF, I have signed this instrument of accession at Kyiv on "26" June 2007.

Arseniy YATSENYUK



Minister for Foreign Affairs of Ukraine

Intergovernmental
Organization for International
Carriage by Rail
Bern





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The creation of **technical interoperability** is an important task to strengthen the transport links in the corridor and to popularise the corridor in the field of rail freight transport. Therefore the Secretariat for the PETC III has initiated an expert group „Railfreight and Transport infrastructure in PETC III“.





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In June 2006, in March 2007 and in June 2007, expert meetings with national and international representatives of railway companies, terminal users, freight forwarders and shippers were held in Dresden and Berlin. The goal was to improve the transport conditions in the corridor taking into consideration the junction of normal and wide tracks.





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As a result of the meetings, an Action plan for further concerted action was agreed upon. Proposed actions were especially:

- the performance of a market analysis
- a pilot project “border crossing PL/UA”
- implementation of a Pilot freight train in PETC III.

The Corridor Secretariat presented the plan at the meeting of the Steering Committee of the PETC III in Lviv in October 2007. The members of the Steering Committee confirmed the proposed measures.





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- » The members of the Steering Committee decided to support the Pilot Project „Border Crossing PL/UA“ in particular through:
- appointment of responsible contact persons for border crossings Medyka/Mostiska (rail) and Korczowa/Krakovets (road)
 - access to the border crossing points for the analysis team of the corridor secretariat
 - provision of information on CIM/SMGS and bilateral legal regulations and border procedures



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Current Status:

Rail:

•Freight:

- Increasing use of joint CIM/SMGS freight document
- Ukraine became COTIF member
- Shortage of Ukrainian wagons

•Passenger:

- Long waiting times for passport control and bogie change/changing trains at the border
- Automatic gauge change system is aimed to accelerate passenger services
- Technically tested but not yet operational (availability of wagons/bogies)
- Current passenger services are not sufficient for expected demand for UEFA 2012 championships

Road:

•General situation:

- After Poland's access to Schengen treaty significant increase of waiting times for both passenger and freight
- Social conditions are inadequate (in particular for lorry drivers)

•Joint border crossings:

- Poland claims that treaty with Ukraine on joint border crossings is not completely in line with Schengen treaty
- Therefore currently no activities for „one stop“ border crossings which would accelerate border crossing traffic



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- » The members of the Steering Committee decide to initiate active support of the planned Market Analysis with available statistical and forecast data on freight flows along the PETC III in the Ukraine, Poland and Germany (to be provided by responsible authorities and national railways).



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Current Status:

- **Market analysis is in close context with the Pilot train, i.e. the identification of demand for the pilot train is also preparation for the a thorough market analysis**
- **Market analysis is the precondition for establishment of further train services additional to the pilot train**
- **Financial option: 2nd call Interreg IV B (Central Europe) as follow-up of the project EU-CORE III**



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- » The members of the Steering Committee decide to support the implementation of the Pilot Freight Train for PETC III through the following steps:
- Implementing of an operational „Task Force“ for the pilot train (national railways, potential users)
 - Individual tracking/supervision of the train along the corridor route including border crossings:
 - Quality management for loco change (Diesel/Electric)
 - Accelerated train handling („reliance train“ without wagon examination at the border, simplified brake test)
 - Transfer of train data (prior to train arrival, procedure to be agreed – considering missing compatibility between DB and PKP systems)
 - Appointing contact persons at DB, PKP and UŽ (responsible for this particular train)
 - Active administrative and operational support for implementation of the new train service (DB, PKP, UŽ)



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Current Status:

- **Follow-up meeting in Medyka on 30th January 2008 (participants: PKP, DB, UZ, Trade Trans, Transa, Corr. Secr.)**
- **Agreement that:**
 - **railport in Medyka will be the transshipment point**
 - **not only freight flows between Western Europe and Ukraine will be considered but also between Germany and Poland resp. Poland and Ukraine**
 - **Coordination group/task force for the section Germany-Medyka consists of: DB, PKP, Transa, Kuehne+Nagel, Trade Trans, Corridor-secretariat**
- **Corridor Secretariat coordinates the identification of freight consignments in Germany based on Expert Group Results expected in April 2008**
- **Next steps: agreement on consolidation point in Germany + time table and pricing for pilot train Germany-Medyka**
- **Target plan: 1 regular round trip per week from autumn 2008**



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We are very pleased with the results of our work and we recognize that the Steering Committee decided a lot of important decisions during a SC meeting. So we hope that the work of the expert group leads to a high attractiveness in the PEK III in an early time!





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“Harmonisation of economic and infrastructure development in the Pan-European transport Corridor III (EU-CORE III)”.

The Corridor Secretariat initiated the Interreg IIIB-CADSES – Project 10 partners from regions along the corridor are participating in the project. The lead partner is the “Upper Silesian Agency for enterprise restructuring Katowice GAPP” . The task of the project is to include the corridor-regions (in Germany, Poland and in the Ukraine) in the work of the Corridor Secretariat for strengthen the PETC III.





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Main result of the project is the development of a „Trans-National Strategy“ for the PETC III.

The strategy addresses both regional and national governments as well as the European Commission.

The strategy is aimed to develop PETC III into **one of the most attractive and competitive transport and economic axes in Europe by 2020.**

At the same time, the strategy means that the PETC III will be a "corridor of the regions“ and the question is answered:

„How can the regions connected to PETC III benefit from infrastructure development in the corridor?“





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- **Regions have to agitate together with the Secretariat of the PETC III towards the governments as well as the European Union.**
- **Regions should coordinate among each other especially in regard to consultations with national governments.**
- **The Secretariat, together with the Steering Committee can be seen as interface between governments and demands / objectives of the regions**



EU-CORe III

Transnational Development Strategy for the PanEuropean Transport Corridor III



developed in the INTERREG III B CADES project

**"Harmonisation of economic and
infrastructure development in the
PanEuropean Transport Corridor III" (EU-CORe III)**

January 2008

Freistaat  Sachsen
Staatsministerium für Wirtschaft und Arbeit

 PROJECT PART
FINANCED BY THE
EUROPEAN UNION

27th May 2008
Brussels

EU-CORe III
Final Conference


EU-CORe III

**We thank you for
your attention!**

