Current information on the PETC III

UNECE Working Party on Intermodal Transport and Logistics
Geneva (March 19th and 20th 2009)
Outline

1. The course of the PETC III and its connections to other transport corridors  
   - a short report about the results of the 9th Steering Committee meeting in Przemyśl
2. The PETC III and its integration into the international transport corridors and axes  
   - a report on current affairs
3. Infrastructure situation on the PETC III
4. Some details of the work programme of the Secretariat for the PETC III for the year 2009
5. Expert Meeting „Railfreight in the Pan-European Transport Corridor III“ on February 24th 2009 in Dresden
1. The course of the PETC III and its connections to the other transport corridors
Some important decisions of the 9th Steering Committee meeting (November 2008 in Przemyśl)

1. The members of the Steering Committee decided to support the implementation of the Pilot Freight Train for PETC III
2. The members of the Steering Committee welcomed the secure parking facilities with IT-based access control at the border crossing points PL/UA
3. The members of the Steering Committee support all efforts for the improvement of interoperability in the rail routes of the corridor
2. The PETC III and its integration into the international transport corridors and axes – a report on current affairs

The European Commission published in 2007 the Communication „Guidelines for transport in Europe and neighbouring regions“

„Extension of the major trans-European transport axes to the neighbouring countries“
The commission defined 5 major transnational transport axes (proposed by the High Level Group II under the direction of Ms. Loyola de Palacio).
The five major transnational axes

- Motorways of the Sea
- Northern Axis
- Central Axis
- South Eastern Axis
- South Western Axis
Priorities for the DG TREN are:

- the expansion/upgrading of infrastructure in the axes

and

- the implementation of „horizontal measures“.
The „horizontal measures“ (examples)

- ensuring interoperable rail systems
- overcoming technical obstacles to interoperable rail systems
- legal interoperability between the EU/COTIF zone and the OSJD zone
- interoperable telecommunication and data exchange systems
- elimination of organisational hindrances (customs, acceptance of technical checkups, promotion of a „one-stop office“ by neighbouring customs offices)
• optimal design of border crossing points
• satellite navigation systems
• solution of visa questions
• efficient security and border controls, elimination of legal uncertainty
• fight against all sorts of smuggling, illegal migrants, weapons and drugs
• etc.
The PETC III is fully integrated into the Central Axis and consequently, a substantial part of this axis
1 Dresden – Katowice – Lviv – Kiev (PETC III)
2 Budapest - Lviv
3 Moscow – Kiev - Odessa
4 Inland Waterways (Dnepr): Belarus – Kiev - Odessa
5 Inland Waterways: Don – Volga – Baltic Sea
6 Railway line Minsk - Kiev
7 Kiev – Charkov – Trans-Siberian – Caucasus
• The routes of the Central Axis named in the HLG report include approximately
  9,000 km track lines
  9,000 km roadways
  5,000 km inland waterways

• and the following participating countries:
  Belarus
  Germany
  Hungary
  Poland
  Russia
  Ukraine
Different Countries

Pan European Transport Corridor III >>> Central Axis

Europe

Central Axis
Proposed projects in the Central Axis

1. Upgrading of the Volga/Don inland waterways
2. Upgrading of the Minsk-Gomel-Ukrainian border railway route
3. Railway tunnel construction in the Ukraine (Beskyd-Skotaske)
4. Planning and development of the logistic centre and its infrastructure in Chop (Ukraine)
5. Ukraine: development of the Kiev-Zhashkiv and Chervonoznamenka-Odessa motorway sections, as well as the Lviv-Krakovets motorway section
6. Ukraine: additional logistic centres in Usatovó, in Dnipropetrovs’k and Kharkov (including infrastructure)
What is the current state in Brussels to manage the Central Axis?

- It exists a working group for the Central Axis, in this group all countries are represented which belong to the Central Axis and other interested countries.
- The EU COM appreciates the activities of the member countries of the PETC III (D / PL / UA) and the Secretariat of PETC III very high.
- The EU COM provides the Secretariat of the PETC III as "Nucleos for the Secretariat for the entire Central Axis".
The inclusion of the countries

- Slovakia
- Moldova
- possibly Romania

in the Central Axis is in discussion!
• The Secretariat of the PETC III is integrated in the drafting of the future strategy for the management of the axis.
• The management of the Central Axis shall start in 2011.
• The working group will deliver its report by autumn 2009.
Important issues to be decided

• What are the rules for cooperation between the countries in future (MoU or Treaty)?
• What is the best way to create the management for the Central Axis in the future?
• The financing of the management is a completely open question up to now.
3. Infrastructure situation on the PETC III

The railfreight route Knappenrode – Horka – border G/PL – (Weglinec)
The Railway line
Knappenrode-Horka-Border G/PL-Weglinec

section Ruhland- border G/PL- 88 km

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

- Hoyerswerda
- Knappenrode
- Lohsa
- Niesky
- Horka
- Border G/PL

<table>
<thead>
<tr>
<th>Measures in the existing network</th>
<th>Creation the double track and construction of the catenary</th>
</tr>
</thead>
<tbody>
<tr>
<td>Total closure 01/2010 – 04/2012</td>
<td></td>
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<tr>
<td>01/2010</td>
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</table>

<table>
<thead>
<tr>
<th>reconstruction</th>
<th>post-mining landscape</th>
<th>Complete electric operation begins 04/2012</th>
</tr>
</thead>
<tbody>
<tr>
<td>03/2010</td>
<td>11/2011</td>
<td></td>
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<thead>
<tr>
<th>Reconstruction of the existing track</th>
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<td>05/2012</td>
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<tr>
<th>Construction of the 2. track</th>
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<td>10/2010</td>
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<tr>
<th>Reconstruction of the existing track</th>
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<tr>
<td>12/2013</td>
</tr>
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</table>
Line Upgrade Knappenrode-Horka-German/Polish Border
1st phase of construction 2010 to mid-2011 - Rerouting

Track doubling and electrification
Knappenrode (a) – Horka freight yard (Gbf) (a)
with total blockade as far as Niesky
(engineering with line open on Niesky-Horka Gbf section)

Rerouting of freight traffic via Hosena-Arnsdorf-
Görlitz- Wegliniec (priority) and Knappenrode-
Graustein-Horka Gbf
Line Upgrade Knappenburg-Horka-German/Polish Border 2nd phase of construction year-end 2010 to 2013 Rerouting

Upgrade section from Horka freight yard (Gbf) to German/Polish border with the line open
- accelerated upgrade and electrification of one track by 04/2012
- upgrade and electrification of other track set to be completed thereafter by year-end 2013
Neisse bridge between Horka and Bielawa dolna
Development of the infrastructure in Poland (rail and road)
**Modernisation of EC30/CE30 railway line in Poland - PETC III version 2008/2009**

Adjustment:
- Passenger traffic $V_{\text{max}} \leq 160 \text{ km/h}$
- Freight transport $V_{\text{max}} \leq 120 \text{ km/h}$
- max. axle load = 22 metric tons
<table>
<thead>
<tr>
<th>state / railway company</th>
<th>start node name</th>
<th>end node name</th>
<th>axle load (t)</th>
<th>maximum speed (km/h)</th>
</tr>
</thead>
<tbody>
<tr>
<td>Poland PKP S.A</td>
<td>Jaworzno</td>
<td>Krakow Mydlniki</td>
<td>22</td>
<td>100</td>
</tr>
<tr>
<td>Poland PKP S.A</td>
<td>Szczakowa</td>
<td>Krakow Mydlniki</td>
<td>22</td>
<td>120</td>
</tr>
<tr>
<td>Poland PKP S.A</td>
<td>Krakow Mydlniki</td>
<td>Krakow Glowny</td>
<td>22</td>
<td>120</td>
</tr>
<tr>
<td>Poland PKP S.A</td>
<td>Krakow Glowny</td>
<td>Podleze</td>
<td>22</td>
<td>120</td>
</tr>
<tr>
<td>Poland PKP S.A</td>
<td>Krakow Mydlniki</td>
<td>Podleze</td>
<td>22</td>
<td>100</td>
</tr>
<tr>
<td>Poland PKP S.A</td>
<td>Podleze</td>
<td>Tarnw</td>
<td>22</td>
<td>120</td>
</tr>
<tr>
<td>Poland PKP S.A</td>
<td>Tarnw</td>
<td>Przeworsk</td>
<td>22</td>
<td>120</td>
</tr>
<tr>
<td>Poland PKP S.A</td>
<td>Przeworsk</td>
<td>Przemysl</td>
<td>22</td>
<td>120</td>
</tr>
<tr>
<td>Poland PKP S.A</td>
<td>Przemysl</td>
<td>Medyka Border PL/UA</td>
<td>22</td>
<td>120</td>
</tr>
</tbody>
</table>
Highway upgrading in the PETC III in Poland
Version 2009

Highways in the PETC III - course

- Realisation 2009 - 2011
- Realisation 2007 - 2009
- In operation
Development of the infrastructure in the Ukraine (rail and road)
Creating of high speed Rail connection

- I stage
- II stage
- III stage
- IV stage
- Ways of high speed rail connection to Russia and Western Europe (perspectives)
The city administration Lviv is planning an UIC 1435 mm rail track between Przemysl and Lviv. The route should insure a fast connection (speed ≥ 200 km/h) between Poland and the Ukraine. The project includes a new railway infrastructure as well as a new passenger terminal in Lviv, depots and maintenance facilities.
The current situation in this project is the following:
The Lviv Oblast State administration, the Lviv Council and a consortium of Dutch companies prepare a feasibility study (an agreement exists). The price for the study is estimated with 350,000 € (partly financed by the Dutch and the Ukrainian partners). The economic crisis is the reason for postponing the project (possibly the project will start in 2009).
### Priority objects of Concession in the Ukraine

<table>
<thead>
<tr>
<th>Nr.</th>
<th>Name of the sections</th>
<th>Category</th>
<th>Length in km</th>
<th>Mill. EUR</th>
</tr>
</thead>
<tbody>
<tr>
<td>1</td>
<td>Lviv - Krakovets</td>
<td>I</td>
<td>84,4</td>
<td>255</td>
</tr>
<tr>
<td>2</td>
<td>Lviv - Brody</td>
<td>I</td>
<td>78,8</td>
<td>205</td>
</tr>
<tr>
<td>3</td>
<td>Brody - Rivne</td>
<td>I</td>
<td>94,8</td>
<td>230</td>
</tr>
<tr>
<td>4</td>
<td>Ukrainian Cordon Kiev to Vinnitsa</td>
<td>I</td>
<td>146</td>
<td>466</td>
</tr>
<tr>
<td>5</td>
<td>Kiev – Charkow - Dovshanskij</td>
<td>I</td>
<td>48,7</td>
<td>179</td>
</tr>
<tr>
<td>6</td>
<td>Ukrainian cordon incl. Kiev</td>
<td>I</td>
<td>735</td>
<td>4108</td>
</tr>
<tr>
<td></td>
<td><strong>TOTAL</strong></td>
<td></td>
<td><strong>1188</strong></td>
<td><strong>5443</strong></td>
</tr>
</tbody>
</table>

### Perspectiv objects of concession, depending on the program for road-development

<table>
<thead>
<tr>
<th>Nr.</th>
<th>Name of the sections</th>
<th>Category</th>
<th>Length in km</th>
<th>Mill. EUR</th>
</tr>
</thead>
<tbody>
<tr>
<td>7</td>
<td>Big Highway cycle Kiev</td>
<td>I</td>
<td>206</td>
<td>3700</td>
</tr>
<tr>
<td>8</td>
<td>Odessa - Reni</td>
<td>I</td>
<td>327</td>
<td>970</td>
</tr>
<tr>
<td>9</td>
<td>Novomoskovsk – Saporoshe – Melitopol – Dshankoj - Simferopol</td>
<td>I</td>
<td>420</td>
<td>1544</td>
</tr>
<tr>
<td>10</td>
<td>Ukrainian part of the transport corridor on the course Lviv - Ternopil-Vinnitsa -Uman-Dnepropetrovsk</td>
<td>I, II</td>
<td>893</td>
<td>3759</td>
</tr>
<tr>
<td></td>
<td><strong>TOTAL</strong></td>
<td></td>
<td><strong>1846</strong></td>
<td><strong>9973</strong></td>
</tr>
</tbody>
</table>
The Ukraine develops a new road connection between Lviv and Krakovec as „concession road“ (and after completion in 2012 it should be a toll road).

<table>
<thead>
<tr>
<th>Project</th>
<th>Total Cost</th>
<th>Credit EBRD</th>
<th>Credit EIB</th>
</tr>
</thead>
<tbody>
<tr>
<td>I project Chop – Stryi</td>
<td>100 mln. euro</td>
<td>75 mln. euro</td>
<td>100 mln. euro</td>
</tr>
<tr>
<td>II project Stryi – Brody</td>
<td>137 mln. euro</td>
<td>75 mln. euro</td>
<td>137 mln. euro</td>
</tr>
</tbody>
</table>
4. Some details of the work programme of the Secretariat for the PETC III for the year 2009:

- main objective is the cooperation with the DG TREN in the drawing up of an administrative model for the Central Axis

  furthermore
- data-collecting on the progress of upgrading measures for the corridor infrastructure
- implementation of the decisions adopted by the 9th meeting of the Steering Committee and preparation of the 10th meeting
- implementation of a pilot train in the PETC III
- market analysis for freight transport in the Corridor
• intensification of activities of „Freight Transport“ working group
• support of construction measures on the railway freight transport route German/Polish border via Horka to Knappenrode
• updating the presentation/exhibition, which provides information on the PETC III
• improvement of clearance procedures at the border-crossing points
5. Expert Meeting „Railfreight in the Pan-European Transport Corridor III“

The meeting took place on February 24th 2009 in Dresden. 41 participants (Polish and German Transport Ministries, Saxon Ministry for Economic Affairs and Labour, Polish and German railway companies, the Ukrainian embassy in Germany, freight forwarders, representatives of the chemical industry and private operators of railway routes and hubs) discussed the situation and the future of goods transport in the corridor. The possibilities for improvement the performance of the PETC III for rail freight transportation were priorities in the meeting.
The meeting was chaired by Mr. Olaf Krüger
(Chairman of the Association of German Rail Forwarders)

The current situation is characterized by
• Falling commodity prices
• Stagnation the GUS-economy
• Lag of investment measures and lending

Another problem is the competitiveness between road and rail transport especially during the economic crisis
## Development of freight rates in rail/road-transport

### Berlin – Kiew

<table>
<thead>
<tr>
<th></th>
<th>2007</th>
<th>2008</th>
<th>Februar 2009</th>
</tr>
</thead>
<tbody>
<tr>
<td>Truck (€)</td>
<td>2.200</td>
<td>2.800</td>
<td>1.800 (- 35 %)</td>
</tr>
</tbody>
</table>

### Railway transport

<p>| | | | |</p>
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</thead>
<tbody>
<tr>
<td>DB</td>
<td>+ 4 %</td>
<td>+ 3 %</td>
<td>+ 3 % (sometimes negotiable)</td>
</tr>
<tr>
<td>PKP</td>
<td>+ 25 %</td>
<td>+ 10 %</td>
<td>+ 10 – 40 %</td>
</tr>
<tr>
<td>UZ</td>
<td>+ 90 %</td>
<td>+ 40 %</td>
<td>? still unknown</td>
</tr>
</tbody>
</table>

Source: Mr. Olaf Krüger

Geschäftsbedingungen im GUS-Bahnverkehr / 24.02.2009
Foundations for a successful railway goods transport are

• Uniform competitive Pricing in the involved railway companies
• Upgrading the infrastructure of the PETC III
• Reducing the prices for the rail using in Poland
• Modernisation the broad gauge-wagon park.
As result of the meeting were set priorities for the future work:

- border-handling processes in the PETC III
- elimination the limitation of axle load on the railway lines (<22 t) in the PETC III
- completion of the works (upgrading and electrification) in the railway line Knappenrode – Horka – German/Polish border
- development of phytosanitary control facilities in Medyka
- etc.
The highlight of the meeting has been the procedure: „Signing of the cooperation agreement between ITL Railway company and the container transport centre LISKI in the Ukraine“.

This agreement governs

- shipping contract
- provision waggon
- container leasing
- etc.
The PanEuropean Transport Corridor III is up to date!
Thank you very much for your attention and...
bye bye