Bulgaria

1. Country profile

Area: 110,994 km^2
Population: 7,928,901 (2001)
Relief: extremely varied. Hills and mountains are the predominant topographic features; forests constitute 28% of the territory.
Access to sea – there are two major seaports on the Black Sea – Varna and Burgas. The River Danube is both a Bulgarian and an international waterway.

Five pan-European transport corridors pass through Bulgaria (a series of ten multimodal transport systems were designed to connect the original Trans European Network (TEN) to the infrastructure of the latest acceding countries).

2. Transport infrastructure facts

Railway network: The railway network of Bulgaria consists of about 4,300 km of railway lines, 4,055 km of which is standard gauge (1435 mm), the rest being narrow gauge (960 mm). Approximately 22% of the network is double track and just over 61%, is electrified. Most of the rail network is designed for speeds of 80-100 km per hour. Only 150 km is designed for speeds up to 130 km per hour. The maximum speed allowed over the station switches is 100 km per hour.

Road Network: The total length of the national road network is 37,288 km and the average density is 0.33 km per square kilometre (somewhat below the EU average). According to the Roads Act (SG No76/06.08.2002), roads in Bulgaria are divided into two main categories – national roads and local roads. National roads comprise all motorways and roads of grades I, II and III (roads carrying at least 1,000 to 6,000 cars daily). Approximately 90% of the roads are covered with asphalt. A quarter of the roads are in poor condition (mainly sections of lower grade), which is a serious infrastructure issue.

Combined transport: Sofia freight, Plovdiv Philipovo, Dimitrovgrad, Stara Zagora, Tchestovo freight, Pleven West and Vratza handle large tonnage containers. Other specialised container terminals are located at the sea and river ports.

Inland waterway transport: The River Danube, part of the Rhine-Main-Danube canal, is both a Bulgarian and an international waterway and is regulated by a number of agreements and conventions. The two major ports on this route are Ruse and Lom. Ruse comprises an intermodal terminal, serving traffic to Germany and Ukraine. In Lom there is a terminal of SOMAT (International Road Transport) for catamarans travelling to Western Europe. The Port complex of Ruse also includes the ports of Svishtov, Somovit and, Tutrakan. The Port of Vidin is the first large port along the Bulgarian section of the Danube. The harbour has direct railway and road connections to the national transport network.

Sea transport: The two major seaports of Bulgaria – Varna and Burgas handle more than 60% of the national foreign trade freight turnover. These ports have container terminals and many berths for different types of bulk and liquid freight. They are connected with the railway and road networks.

Air transport: Bulgaria ten civil airports, four of which have international status. The other six serve agricultural aviation. Air transport activity at the moment is concentrated in Sofia, Burgas and Varna. These airports primarily serve international routes.

3. Existing projects

Changes to the current road policy involve completing the rehabilitation and upgrading of the motorway network by the end of the Instrument for Structural Pre-Accession Aid (ISPA) programming period in 2006. This includes extending the motorway network by adding new segments as part of the Pan European Transport Corridors VIII and IV.
Changes to the current railway policy involve track electrification of railway sections along the Pan-European Transport Corridors. This objective includes refurbishment and modernisation. To attain this objective electrification is proposed for the entire railway infrastructure along Transport Corridors VIII and IV. This involves completing the electrification of all Bulgarian tracks forming part of the Pan European Transport Network under the TINA Project; the balance of track along Corridors VIII and IX are electrified, apart from the Radomir to Gueshevo section of Corridor VIII.
The reconstruction, development and extension of Sofia Airport is a priority project for completion by 2006.

4. Plans for 2004-2007 and beyond

The Bulgarian Ministry of Transport and Communications has developed a Programme for transport infrastructure development for the period 2001-2005. The programme envisages the construction and development of Sofia national airport and the restructuring, rehabilitation and modernisation of the rail and road transport network.

The strategic objectives for the development of transport infrastructure in the medium term (2000-2006) include opening up Bulgaria further to Europe and neighbouring countries, as regards transport infrastructure. To achieve this goal the following key priorities are planned:

1. Priority Transport Corridor IV and VIII projects for completion by 2006 include:
- construction of a second combined rail and road bridge over the Danube River at Vidin-Calafat;
- reconstruction, development and extension of Sofia Airport;

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- reconstruction, electrification and upgrading of the Plovdiv-Svilengrad-Greek/Turkish Border railway line for speeds up to 160km/h;
- reconstruction and electrification of the Dupnica-Kulata railway line;
- reconstruction of the Sofia-Vidin railway line;
- track doubling and electrification of the Karnobat-Sindel railway line;
- reconstruction of highway sectors along Trans European Transport Corridors;
- construction of the Lulin motorway;
- construction of the Carkva to Dupnica Interchange on the Struma motorway.

2. Developing border infrastructure for all transport corridors crossing Bulgaria: This priority envisages developing the infrastructure at all existing border crossing points as well as constructing new cross-border points with neighbouring countries. The improvement of links between Bulgaria and Greece, as well as between Bulgaria and Romania, another EU candidate country, is planned with financing by the PHARE CBC Programme and the National Budget. The proposed second bridge over the Danube also falls into this category.

3. Development of transport infrastructure along Pan-European Transport Corridor IX
The Bulgarian Government has undertaken a number of measures to improve the road infrastructure along this corridor, for example:

- construction of the access road to the Bulgarian/Greek border at Makaza;
- elaboration of a project for the construction of a tunnel under Shipka, thereby eliminating the largest bottleneck on the road section of Pan-European Transport Corridor IX on Bulgarian territory;
- upgrading and rehabilitation of the existing sections of road Corridor IX, included in the programme "Transit Roads III", applying for funding under ISPA.

One of the first priority investment projects related to the development of rail infrastructure in Pan European Transport Corridor IX is the Plovdiv-Svilengrad-Greek/Turkish Border railway line, which is being reconstructed, electrified and upgraded to allow for speeds up to 160 km/h.

Links:
Transport Policy Documents:
http://www.mtc.government.bg/en/Transport/transport_politics.html
Programmes and Projects:
http://www.mtc.government.bg/en/Transport/programes_transport.html

5. Most problematic case for transport in Bulgaria

The Government is planning to build the "Struma" motorway as part of Trans European Corridor No 4. The motorway is projected to follow the existing transit road E-79 that runs along the Struma River in southwest Bulgaria. The Government intends to request funds from the EU Instrument for Structural Pre-Accession Program (ISPA) and the European Investment Bank. The preliminary assessment for the project cost is €500-700 million. The "Struma" motorway is planned to pass through the entire length of the Kresna gorge, directly affecting habitats and species protected by EU and Bulgarian nature conservation law. The motorway will also pass within 30 metres of Kresna town, causing the loss of agricultural land, deterioration of air quality and reduced living and safety standards for local people.

6. A cause for optimism

There are no examples that can be assessed as successful projects.

7. Bulgaria's score on a transport sustainability chart:

Indicator	Means of assessment	Score chart
Foresight	■ information?	😐
	■ transparency?	😞
	■ local need?	😞
	■ environmental, economic and social aspects?	😞
	■ policy solutions?	😐
Environmental impact	■ positive influence on the environment?	😞
	■ formal assessments?	😐
	■ direct and indirect impacts?	😐
	■ alternatives?	😐
Economic impact	■ the investments justified?	*
	■ cost-benefit analysis?	*
	■ benefits for employment?	😞
	■ goes to areas that need them most?	😞
	■ best use for local matching funds?	😞
Social impact	■ the local development?	😞
	■ improving the local network?	😞
	■ benefit individuals or larger companies?	**

* *(access denied)* ** *(larger companies)*

8. Conclusions and recommendations

In general, developments in the transport sector can have negative environmental effects. As a country negotiating for accession to the European Union, Bulgaria is obliged to harmonise its transport and the environment policies with that of the European Union.

The projects should be implemented with more public participation and overall strategic assessment. Thorough Environmental Impact Assessment reports should be carried out. Since the cost of most of the projects outweigh the benefits, they usually cause further harm to local citizens and the environment while not generating the income stream needed to pay back the loans. Therefore, more projects should be undertaken for the rehabilitation and development of the secondary roads.

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Czech Republic

1. Country profile

The Czech Republic has 10.2 million inhabitants and an area of 78,886 km^2, of which two-thirds lies less than 500 metres above sea level and 1% above 1,000 metres. The highest peak is Snezka (1,602 metres), lying on the border with Poland. The country borders with: Germany 810 km, Poland 762 km, Austria 466 km and Slovakia 252 km. The Transport Infrastructure Needs Assessment (TINA) multimodal transport corridors IV and VI cross the Czech Republic.

2. Transport infrastructure facts

Railways: The Czech Republic has 9,600 km of rail lines. It is one of the densest networks in the world with 7,725 km of single track 1,875 km of double track. Of this 486 km is for passenger traffic only and 211 km for freight only. Nearly all the network was built before 1914: 2926 km (24%) is electrified (1,699 km of that is double track). Four main railway corridors are being rebuilt since 1993 with EU funds and loans.

Before 1945, the rail network had good connections with neighbouring countries, but many regional links were demolished or closed in 1945, or after 1948, when the communists took power. At present, there are seven links to Slovakia, ten to Poland, 12 to Germany and four to Austria. The legal status of the Czech Railway since 2003 is a corporation (previously 100% state owned).

Roads: The Czech Republic has 55,422 km of roads: 823 km motorways and expressways, 6,102 km 1st class (national) roads, 14,668 km 2nd class (regional) roads and 34,134 km 3rd class (local) roads. The motorways, expressways and 1st class roads are maintained by the state, the 2nd and 3rd class roads by the 14 regions. A further 72,300 km of roads are maintained by the municipalities.

There have been consistent delays in repairing the motorways and expressways.

Waterways: Because the country lies between the sea areas, the rivers begin there and thus do not have enough water for shipping. Only the Elbe has shipping traffic, but this is decreasing due to changes in the economy and the wrong natural conditions for shipping. The navigable length is 303 km. A further 360 km of waterways can be used for sport and recreation. There are few river ports on the Elbe and Vltava rivers. The ending of water transport would not greatly upset the country because sufficient free capacity exists on the railways. It may even improve river quality.

Airports: The Czech Republic has one international airport with scheduled flights – Praha Ruzyne (1 terminal, 2nd to be built). The country is too small to justify inland flights.

Combined transport: There are 11 combined transport trans shipment points in the country. One road-rail link is operating to Saxony across a mountainous area of Ceské stredohorí (Bohemian Middlerange), where the D8 motorway is not yet completed.

3. Existing projects

The Ministry of Transport relies on its programme - the Concept of Development of Transport Infrastructure. It mostly consists of new motorways and expressways, and the rehabilitation of four main transit railway 'corridors'. High-speed railways are planned for the future. The Concept passed the Strategic Environmental Assessment (SEA) in 1999. The transport ministry also elaborates the National Development Plan (NDP) and the national transport policy draft.

Roads: The motorway-building plan contains motorways (D) and expressways (R) that should triple their current length. There are also many plans to build bypasses and for upgrading existing roads.

Rail: The rail development plan consists of reconstructing four existing main transit railways to allow for speeds up to 160 km/h (on some sections, the speed will be kept as low as 70 km/h due to mountainous relief), and some other reconstruction and electrification. There is no official plan to develop regional rail links, but there are some at the regional and NGO level (a study from 2003). Land has been earmarked for planned high-speed links.
Certain local rail links are not suitable for passenger transport because of their slow speeds, and because they are located far from settlements. Even NGOs are in favour of replacing them with buses to improve the public transport network as a whole.

Waterways: There are plans to build some dams on the Elbe river and to connect the Danube (Morava), Odra and Elbe with extremely expensive canals, which would be very damaging for nature along the rivers. The environment ministry and environmental NGOs have not approved any of these projects. There is no need to construct them because the country has enough free capacity on the railways.

Airports: Following major rebuilding in the 1990s, Prague Ruzyne international airport (PRG) is operating comfortably, although there are plans to build an extra terminal to increase its capacity. The Brno, Ostrava and Karlsbad airports have charter flights. None of the country's airports have a rail connection yet.

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4. Plans for 2004-2007 and beyond

The plans and policies described above are available in English on the official Transport Ministry site at http://www.mdcr.cz and the statistics on the Centre for Transport Research at http://www.cdv.cz.

5. Most problematic cases for transport in the Czech Republic

Roads: R1 Prague ring expressway – local problems with nature and settlement protection.
D3/R3 motorway – serious problems south of Prague and south of Ceské Budejovice
D8 motorway – serious problems in protected landscape area of Ceské stredohorí (Bohemian Middlerange) and in the natural park of Vychodní Krusné hory (East Ore Mountains)
D11 motorway – local nature protection problems
R35 expressway – two possibly damaging sections, one dangerous for settlements and one for the protected landscape area of Cesky ráj (Bohemian Paradise)
R43 expressway – the road is expected to pass an important recreation zone and a housing suburb of Brno
D47 motorway – local problems with nature and spa protection
R52 expressway – conflicts with major Natura 2000 bird habitat and a Unesco biosphere reserve of Pálava

Rail: There are plans to move Brno city's main railway station about 1km out of the city centre to an area with no public transport links and almost no settlement at present. The architects' aim is to improve development of the area between the current and future station. The project itself is expected to cost €1 billion plus an extra €300-500 million for the necessary public transport within the city. This major investment would mean the city centre would not be accessible by foot from any train and 80% of the city residents will have to travel up to 20 minutes longer than now. About 75 to 90% of citizens in the region disagree with the project. In March 2004, a coalition of NGOs and parties began a petition for a city referendum on the issue.

Waterways: The Danube – Oder – Elbe canal as a whole poses serious risks for nature and the state budget.

6. A cause for optimism

There are many low floor buses, trolleybuses and trams in several towns; new metro vehicles in Prague; and reconstructed wagons, diesel wagons and electric units on passenger trains for all distances. Completion of maintenance on two of four transit railways is expected in 2004.

Tram tracks in the town of Liberec have been completely renewed. There have been discussions at ministerial level to impose a toll for lorries on major roads. Improved legislation now obliges the road authority to build noise walls along motorways.

Expanding development of cycle tourist signposting including many long distance and international routes and regional networks.

7. Czech Republic's score on a transport sustainability chart:

Indicator	Means of assessment	Score chart
Foresight	■ information?	😐
	■ transparency?	☹
	■ local need?	☹
	■ environmental, economic and social aspects?	☹
	■ policy solutions?	☹
Environmental impact	■ positive influence on the environment?	☹
	■ formal assessments?	😐
	■ direct and indirect impacts?	☹
	■ alternatives?	😐
Economic impact	■ the investments justified?	😐
	■ cost-benefit analysis?	☹
	■ benefits for employment?	☹
	■ goes to areas that need them most?	☹
	■ best use for local matching funds?	☹
Social impact	■ the local development?	☹
	■ improving the local network?	☹
	■ benefit individuals or larger companies?	☹

8. Conclusions and specific recommendations

Although environmental protection is proclaimed in the ministerial transport policy document, this has not been the case in reality, especially concerning the motorway and expressway plans. The motorway and waterway development plans are not financially realistic and are definitely environmentally-damaging in many locations.
The Czech Republic's road accident mortality rate is double the EU average, although research on improving safety, as well as on the social and environmental impacts of transport, is slowly being taken into account in policy-making. Some officials are even trying to establish a toll system, because they see serious problems in financing transport infrastructure.
The majority of local rail links are still operating, but rural bus lines have decreased heavily since 1989. On the other hand, many regions are trying to establish integrated public transport ticketing schemes and are seeking to reintroduce more suburban buses on evenings and weekends, with good connections between modes.
Although many transport related documents mention transport management, the stimulus to improve public transport and to reduce individual transport are weak due to lack of political will, citizens' interest and public finances. The majority of society is still fixed on the statutory symbol of freedom allowed by a private car, although the fall in public transport use stabilised a few years ago.

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Estonia

1. Country profile

Area: 45,227 km²
Population: 1,356,000
Distance from Tallinn **to Helsinki by sea:** 85km;
to Riga: 307km;
to St Petersburg: 395km;
to Stockholm by sea: 405km

Estonia is situated to the east of the Baltic Sea, having 3,794 km of coastline and a very flat topography. Almost half of Estonian territory is under forest and woodlands, and almost one third is covered with wetlands and lakes.

2. Transport infrastructure facts

Estonia has a relatively dense road and rail network. Most of the road, port and airport traffic is concentrated in the capital region, where almost 80% of economic activity is generated and more than 35% of the country's population live. Most of the freight is moved by rail, as Estonian ports serve Russian oil exports to the west.

Railways

The total length of the Estonian railway network is 1,811 km, of which Estonian Railway Ltd owns 1,439 km, including 802 km of main lines. The remainder is owned by Edelaraudtee Ltd. The density of the public railway network is 21.4 km/1,000 km². The width between the rails is 1,520 mm which is the same as in Russia and Finland, but different to Western Europe. Estonian Railway Ltd was privatised in 2001 and 66 % of its shares sold to one company – BRS. The State owns the remaining 34 % of the shares. The rail network is now orientated towards freight transport.

Ports

There are 101 ports and harbours on the coast of Estonia; 31 perform merchant shipping operations. As the coast is very shallow and freezes during winter, there are limited places where port activity can be developed. The cargo turnover of the Port of Tallinn Ltd (100% state owned, 4 separate ports) was 37.7 million tons in 2003, mostly Russian oil exports, which is about 80% of the total trade turnover of Estonia's ports. Freight flows through Estonian ports may decrease considerably as Russia begins to open her own ports and oil terminals. Old City Port is the largest port handling international passenger traffic, serving roughly 6.02 million passengers annually. This will probably be cut back to 4-5 million in the future due to the abolition of tax-free trade.

Roads

The total length of the road network in Estonia is 50,439 km, of which just under a third are state roads. The total density of the road network is 1,114 km/1,000km². Of the interurban roads there are 96 km of class I roads (separated lanes, at least 6,000 cars daily), 1,234 km of class III roads (paved road, one level intersections, min 1,000 cars daily), 1,690 km of class IV roads (paved or gravel road, min 200 cars daily) and 3,289 class V roads (same as IV, but with less than 200 cars daily).

Airports

There are five international airports in Estonia. The Airport of Tallinn had a passenger turnover of over 600,000 in 2002, serving 90% of total air passengers.

Estonian Infrastructure in the Trans-European Transport Network (TEN) and Transport Infrastructure Needs Assessment (TINA) context

The Pan-European Transport corridor I passes through Estonia, and is one of the most important transport corridors in Estonia, forming part of the TINA/proposed TEN-T (2010 horizon) network (the corridors are a series of ten multimodal transport systems designed to connect the original TEN to the infrastructure of the latest acceding countries). The main sections of the mentioned corridor in Estonia are:
Tallinn – Pärnu – Ikla road (Via Baltica); Tallinn – Tapa – Tartu – Valga railway.

A 'connecting link' between Corridors I and IX (in Russia) was recognised, at the Helsinki Conference on TENs, as part of the Pan-European transport network. This corridor runs between Tallinn and Narva (Russian border) and consists of:
Tallinn – Tapa - Narva railway; Tallinn - Narva road.

3. Existing projects

Rail Baltica (Helsinki-Tallinn-Riga-Kaunas-Warsaw railway) is in List 2 of the proposed TENs list (less mature projects, which present a high European value but not considered priority by the countries concerned; construction will probably not start before 2010). The project would improve the rail connection between Estonia and Poland. At present there is no passenger train service connecting the Baltic cities because the railway infrastructure has deteriorated and traffic is extremely slow. Estonian Railway Ltd is not interested in developing the North-Southwest direction of railway infrastructure or any passenger transport because it earns profit with the East-West oil transit. Improved railways would be a good alternative to road transport. Plans are at a very early stage, it is not clear whether there will be a new or upgraded rail corridor and whether it will go via Tartu (second largest city in Estonia) or Pärnu (4th largest). Both cities view it as a loss if left out of the scheme.

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4. Plans for 2004-2007 and beyond

Existing documents:
The Long Term Road Maintenance Programme 2002-2010
http://www.mnt.ee/atp/failid/maanteehoid/teehoiukava02-10.pdf
(in Estonian)

Estonian National Transport Development Plan 1999-2006
http://www.mkm.ee/index.html?id=2366 (in Estonian)

ISPA National Transport Strategy (February 2003) 2000-2006
http://www.fin.ee/index.php?id=5553

Estonian National Development Plan
http://www.struktuurifondid.ee (in Estonian)

Upcoming documents (to be adopted during 2004):
National Transport Development Plan 2004-2010
National Public Transport Development Programme 2004-2010
National Transport Strategy for Cohesion Fund

Largest ISPA projects as planned in the ISPA strategy are
Expansion of Muuga Port, €116 million
Via Baltica and East-West road corridor reconstruction €145 million
Tallinn roads €74 million and €43 million
Tallinn-Tartu road and Tartu bypasses €64 million
Around €100 million of railway projects are likely to be dropped from the funding list because a private company owns the infrastructure.
Practically all EU aid money will be allocated to road sections that form part of the TINA network. Also, loans from the World Bank (WB) and European Investment Bank are allocated to the TINA network. Around 50% of the Nordic Investment Bank loan is used to repair and pave the local road network. Most of the EU aid goes towards rehabilitation of existing roads and building minor sections (bypasses, intersections) of the TINA network. Most extensive current road-building scheme, financed by WB, is the Tallinn-Tartu-Luhamaa road that will get two to four extra lanes. One of the controversial plans – building a fixed link between the mainland and the island Saaremaa – will receive technical assistance from ISPA.

5. Most problematic case for transport in Estonia

The railway infrastructure that is currently privatised makes it very difficult for the public sector to influence the development of railway infrastructure. Railway projects cannot be submitted for EU funds as these cannot be used to finance private infrastructure. The company owning most of the tracks is only interested in serving East-West oil transit and investing the bare minimum to maintain the tracks. Thus, the overall rail infrastructure is deteriorating, the oil trains dictate the schedules of passenger trains and the increasing volumes of oil and chemicals transport by railway and in ports pose ever greater risks to the environment.

6. A cause for optimism

Due to relatively small road transport volumes in Estonia the road projects are mostly limited to rehabilitation of existing infrastructure, building out intersections and widening roads. The latter, however, increases road capacity and induces more traffic.

7. How does Estonia score on the transport sustainability chart?

Indicator	Means of assessment	Score chart
Foresight	■ information? ■ transparency? ■ local need? ■ environmental, economic and social aspects? ■ policy solutions?	
Environmental impact	■ positive influence on the environment? ■ formal assessments? ■ direct and indirect impacts? ■ alternatives?	
Economic impact	■ the investments justified? ■ cost-benefit analysis? ■ benefits for employment? ■ goes to areas that need them most? ■ best use for local matching funds?	
Social impact	■ the local development? ■ improving the local network? ■ benefit individuals or larger companies?	

8. Conclusions and specific recommendations

Dealing with environmental and sustainability issues within transport planning has been unsystematic and inconsistent. The EU, national, regional and municipal transport strategies and plans stress the principle of sustainable transport, but when it comes to concrete measures (TINA, ISPA, National and Municipal investment plans and practices) only infrastructure measures are funded while "soft" measures and public transport development schemes do not even qualify for funding.

Privatisation of railway infrastructure has put the transport sector and the government into a difficult position – the railways require large investments that cannot be financed in the framework of EU funds. At the same time the poor quality of railway infrastructure makes it impossible to develop passenger services.

Recommendations
- Give equal funding opportunities for public transport investments, transport demand management and non-technical measures.

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Hungary

1. Country profile

A country of 10.2 million people, which has no direct access to sea, but a good connection to the Black Sea via the Danube corridor and the North Sea via the Danube-Rhine-Main (DRM) Canal. (The latter is at the cross-roads between Corridors IV and V, two of the ten multimodal transport systems designed to connect the original Trans European Network (TEN) to the infrastructure of the latest acceding countries.)

2. Transport infrastructure facts

There are 7,729 km of national railway lines, of which 1,292 km are double track and 2,628 km electrified. National roads have a total length of 30,460 km; of this 7,092 km are main roads and 633 km are motorways. Urban roads cover 129,501 km.
Hungary has 13 harbours on the Danube: two are for liquid goods only (an extra one is planned). Nine other loading points are located on the Danube. There are also small local loading points on the Tisza River (main port is Algyo near Serbian border) and Lake Balaton. Balaton itself has several harbours - there are 22 ship stations, of which 19-20 are open for sailboats/yachts. Hungary has one international airport with scheduled flights - Budapest-Ferihegy (two terminals). There are a total of 72 other airports throughout Hungary, 34 of which have solid runways.

Some main lines on the railways are being rebuilt and the highways are generally in good condition. A few main roads have been upgraded as well, such as road 33 Füzesabony-Debrecen. However, there is no momentum to improve the poor state of secondary rail lines and minor roads that are generally in a bad condition. The railway company (MAV) is approaching debts greater than 50% of liquid assets.

3. Existing projects

Rail rehabilitation projects are included in the Instrument for Structural Pre-Accession (ISPA) contracts, the Hungarian national budget and state railway documents. The National Development Plan (NDP) and the national transport policy draft (to be adopted by Parliament soon) also contain details of projects.

The motorway building act contains: M0 around Budapest (83 km until 2007), trunk road nr. 4 bypass at Üllo/Vesés (13 km), M3/M30/M35 Polgár – Nyíregyháza/Miskolc/Debrecen (124 km), M5 Kiskunfélegyháza-Szeged (45 km), M6 Budapest-Dunaújváros and Szekszárd-Bóly/Pécs (162 km), M7/M70 Zamárdi-Balatonszentgyörgy and Nagykanizsa-border (106 km). There are a couple of other stretches in close proximity (75km) to the TENs but not officially part of them.

The privatisation of Csepel port in Budapest is planned.

Budapest Ferihegy international airport (BUD) is modern and currently operating comfortably but the Ministry of Transport claims it will reach capacity in a number of years and that expansion will be required.

Environmentalists detest the current situation; excessive spending on roads exists alongside disintegration in the railways, especially long distance traffic on main lines, which do not meet advanced standards (such as IC) but are simply fast trains and local trains with carriages that are 40 years old. There is often no paper and water in the train toilets, no lighting or heating, missing luggage racks and garbage bins and so forth.

From a sustainability point of view the situation is a disaster. The government is funding a large logistical centre (BILK) just south of Budapest that has a good motorway connection but the rail connection consists of a single-track line leading into the centre from one direction only. There are not enough rail tracks inside and the computer system has not been able to operate. Therefore, BILK will not solve the situation.

Budapest airport causes unnecessary noise problems to a large amount of people because planes often land and take off over busy parts of the city. There are also an increasing number of night flights. Meanwhile the government is pushing for the expansion of two rural airports (Debrecen in the east and Sármellék near Lake Balaton in the west), both of which are on the periphery of highly sensitive natural areas: Hortobágy National Park and the Balaton Highland National Park (the swamps of Small-Balaton are an important bird reserve). And the M7 motorway will involve a large viaduct that will ruin the landscape, even on the northern part of Lake Balaton (M7 itself is south of the lake).

Infrastructure development plans after 2007 include more motorways that will cross very important natural areas (the extension of M3 towards Ukraine will split an ancient forest in half). Rail projects involve no new alignments and therefore can on their own merits be accepted as sustainable. However the failure to upgrade secondary rail lines and the rolling stock in long distance traffic means automobile traffic will grow faster and thus contribute to unsustainable development overall.

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4. Plans for 2004-2007 and beyond

Co-financing comes from ISPA and later the EU funds for rail projects. The Hungarian section will be partly financed by government and European Investment Bank (EIB) loans. The motorway-building programme is set to be financed from ISPA and later the EU funds although a large amount may come from the national budget (over 200 billion HUF, amounting to ¤ 1.15 billion). The Ministry of Transport is internally discussing options for road pricing until 2008.

NDP:
http://www.nfh.hu/ and http://www.euregio.hu/nft/ (both in Hungarian only)

Development of the Hungarian national road system:
http://www.gkm.hu/dokk/main/gkmeng/infrastructure/transport_acc/hungarian_national_road_network_2003nov.html

National transport policy draft:
http://www.gkm.hu or http://www.gkm.hu/dokk/main/gkma (limited English)

Description of rail projects in English:
http://www.mav.hu/eng/mavrt/beruhazas_karbantartas/beruh2003.html

TINA and TEN maps:
http://www.trafipax.hu/index.php?akt_menu=182

Hungarian airports map:
http://lazarus.elte.hu/hun/dolgozo/varga/prd.gif

Hungarian Danube and Tisza harbour maps:
http://www.kti.hu/trendek/4_17.htm

Interactive road map of Hungary:
http://www.terkepcentrum.hu/index.asp?go=mapszarvashu2

Hungarian railway map (privately produced by an individual):
http://web.axelero.hu/egzo/humap/railmap_hu.html

5. Most problematic cases for transport in Hungary

There is continuous planning of motorways; the motorway programme itself was adopted before the transport master plan and its modal segments. Road building receives added funding each year while railway financing is reduced. There is not enough money to renew the rail vehicle fleet and secondary lines see no investment while European corridors are being built at tremendous cost. There are also government plans to expand rural airports. Urban public transport also suffers from underinvestment despite the government being willing to fund almost 80% of the building costs of Metro line 4 (total cost almost 200 billion HUF (¤ 770 million). At the same time it has not granted any funds to Budapest to operate the public transport network, thereby forcing the city to continually raise bus/tram/metro fares to meet costs.

6. A cause for optimism

The cycle path around Lake Balaton although not perfect is nearing completion and will enable cycle tourism in the area. Budapest is buying new low-floor trams for its most important routes - 4 and 6 (although fares are set for a large increase due to the building of Metro line 4) and the national railway company is introducing modernised stock in suburban traffic around Budapest.

7. Hungary's score on a transport sustainability chart:

Indicator	Means of assessment	Score chart
Foresight	■ information? ■ transparency? ■ local need? ■ environmental, economic and social aspects? ■ policy solutions?	☹
Environmental impact	■ positive influence on the environment? ■ formal assessments? ■ direct and indirect impacts? ■ alternatives?	☹
Economic impact	■ the investments justified? ■ cost-benefit analysis? ■ benefits for employment? ■ facilitate an outflow? ■ best use for local matching funds?	☹
Social impact	■ the local development? ■ improving the local network? ■ benefit individuals or larger companies?	☹

8. Conclusions and specific recommendations

There still remains a fixation with the car, and transport planners and politicians believe it is helpful to build expensive and enormous infrastructure projects. The situation would have improved dramatically had the national motorway plan not been adopted before the national transport policy which sets out the guidelines for modal development. Also, sweeping changes are required for the railway company; the government is trying to reduce staff numbers while on the other hand it has allowed an agreement with trade unions to freeze the situation for four years. Current rolling stock should be replaced by modern vehicles and open access implemented without delay. All this will cost much more than what is currently budgeted for railways and it also means an improved management is needed to address the current weaknesses. The situation could be simplified if the EU were willing to finance the purchase of rail vehicles or accept this as the country's own contribution to the cost of TENs.

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Latvia

1. Country profile

Latvia is a small country located near the Baltic Sea and has borders with Estonia, Russia, Belarus and Lithuania. The territory of Latvia is 64,589 km^2. The terrain is flat – the highest point above sea level is just 312 metres. The length of the sea border is 500 km. Latvia has three strategically important ice-free seaports serving the East - West transit corridors.

There are approximately 2.35 million inhabitants in Latvia. Population density is 36.6 per km^2, which is significantly lower than the EU average. The transport network in Latvia is comparatively well developed, having an extensive road and rail network, pipes for oil shipping and an international airport. The infrastructure is larger than is necessary for local needs; it is primarily used for transit purposes (East-West direction). The transport and logistics industry and services generate about 16% of Latvia's GDP.

2. Transport infrastructure facts

Total length of the state roads is 20,332 km, of which:
- main roads – 1,614 km long (all with pavement);
- 1st class roads – 5,402 km (out of which 3,758 km with pavement);
- 2nd class roads – 13,316 km (out of which 2,424 km with pavement).

In addition there are municipal roads with a total length of 31,619 km. Total density of roads is 810 km per 1000 km^2, but the density of the state road network is 315 km per 1000 km^2 which can be considered as sufficient, taking into account the population and size of the territory.

Total length of the railways is 2413 km. The density of railways is 36.1 km per 1,000 km^2 that is a comparatively high indicator. The gauge of the railways is the same as in other Baltic countries, in Commonwealth of Independent States (CIS) and in Finland.

Currently the only motorway in Latvia that is included in the Trans-European Transport Network (TENs) is the Latvian part of the Via-Baltica road that crosses Estonia, Latvia, Lithuania and Poland. Transport Infrastructure Needs Assessment (TINA) roads also cross centres of populated areas. They are particularly intense in Saulkrasti, Kekava, Iecava, Bauska, as well as on the Riga – Jekabpils section.
Traffic flows on main roads are increasing by 3%-5% each year. Due to the relatively short transport distances in the country (a maximum of 300 km), road transport dominates in domestic freight transport. The rail share is only 6%. Similarly, in the public transport arena passenger numbers are highest for buses. After a rapid drop of 30% between 1995 and 2000, the number of passengers carried by rail has stabilised and it is forecast that this tendency will continue. The primary factors hampering further development of public transport are the low quality of the regional roads and the outdated rolling stock. Both directly reduce the speed of public transport. People are therefore abandoning the public transport system and opting for private road transport. There has been a rapid increase in the number of road vehicles; the total number of registered vehicles by mid 2003 had increased by 70%, compared with 1995.

There are three large ports (Ventspils, Riga, Liepaja) and seven small ports (Salacgriva, Skulte, Lielupe, Engure, Mersrags, Roja, Pavilosta) in Latvia. The ports of Ventspils and Liepaja are ice-free, while Riga port uses the services of icebreakers only in very severe winters. However the passenger service infrastructure in Latvian ports is poorly developed and does not offer services of appropriate quality or serve passengers of regular ferry lines as well as cruise ships.

Riga International Airport is the largest airport in Latvia, performing 99% of all passenger and freight carriage. Smaller airports are located in Liepaja, Ventspils and Daugavpils. At present the passenger and freight flow in small airports is low and the income from basic activity does not cover their expenses. Their development is hindered by the condition of the infrastructure that was built in the 1980s.

3. Existing projects

Only E67 Via Baltica is listed as a TENs project in Latvia. However there is a list of TINA projects that are proposed for financing from EU funds – previously it was the Instrument for Structural Pre-Accession Aid (ISPA), but from 2004 it is the cohesion fund and also partly the European Regional Development Fund (ERDF) (e.g. for access roads to TINA).

Proposed project for programming period 2004-2006:	
Road projects	1. Improvements of TINA road network, 1st project; 2. E22 section Riga – Koknese; 3. E67 Via Baltica, section Riga – Kekava; 4. Improvements of TINA road network, 2nd project; 5. E22 section Rezekne – Terehova
Access roads to ports	6. Access roads to Liepaja port (railway and road); 7. Reconstruction of access roads to Ventspils port terminals (road)
Railway projects	8. Renewal of track on sections of East-West railway corridor; 9. Construction of second track on Riga-Krustpils section; 10. Feasibility study of Rail Baltica project.
Airport projects	11. The system of runway extension and lighting of Riga Airport
Proposed project for programming period 2007-2013:	
Road projects	12. E67 Via Baltica, Baltezers bypass; 13. E22 entrance to Riga; 14. Daugava river North crossing; 15. Bypasses of cities;
Railway projects	16. Reconstruction of Riga railway junction; 17. Introduction of unified railway communication system GSM-R; 18. Rail Baltica;
Airport projects	19. Reconstruction of Liepaja airport runway; 20. Development of Ventspils airport infrastructure and reconstruction of access roads.

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In general the public is positive about the projects, because the financing would go to those road and railway projects that need to be upgraded and modernised anyway. The public opinion is also determined by the fact that in the last 10 years the quality of road and rail networks was deteriorating dramatically due to lack of financing. TINA projects in Latvia are also considered as important ones from an international traffic and transit point of view, as these roads ensure connections with neighbouring countries and ports. This way the EU funding would enable the budget gaps to be filled in and would also improve traffic safety.
The proposed projects up to 2013 are focused mostly on upgrading existing transport infrastructure. Just one project envisages construction of new road in order to shorten travel distance. The exact route of the road is not available yet, but the environmental and social aspects must be taken into account.

4. Plans for 2004-2007 and beyond

The *National programme for development of transport*, covering the period 1996-2010, was elaborated by the Ministry of Transport and approved by the Cabinet of Ministers in 1995. The programme is aimed at achieving closer integration of the Latvian transport network into EU transport systems and encompasses all modes of transportation. The programme was reviewed in 1999, and adjusted to the planning period of EU funds, then reviewed again in 2002.

The national programme was used as a basis for further elaboration of other short-term programming documents like the National ISPA strategy for the period 2000-2006 and the Cohesion fund strategy for the period 2004-2006. No detailed programming documents exist for the period after 2006.

Separately, planning documents exist for the development of the road network e.g. the *National program for maintenance and development of state road network* covering the period 2000- 2015. It also includes the analysis on several financing scenarios. The programme is divided in two periods – 2000-2006 and 2007-2015.

The activities arising from the national programme are mainly related to the maintenance of the road taking into account poor quality of roads and lack of sufficient financing. The current level of financing does not allow proper maintenance of rural roads. Thus priority is given for maintaining the existing state roads. One of the ultimate tasks is to stop deterioration of quality of roads in this period.

Since Latvia is joining EU, then EU funds would form the biggest share of transport sector financing – estimated to be about 75-85%. Significant (although not sufficient) funding for the development of the transport sector is coming from the state budget through a Public Investment Programme (PIP). The transport sector has received annual investment of €10-15 million, through this programme. The co-financing for projects funded by the EU is provided through PIP. These state investments are directed to the road and railways sectors, as well as to improving navigation safety. Another tool for financing road projects is income from excise tax on fuel, of which 50% is transferred to the State Road Foundation. This financing is used for maintenance and construction of roads.

5. Most problematic cases for transport in Latvia

Because financing for the transport sector has been maintained at the minimum level during the last 10 years no transport projects have caused significant harm to environment or people. But inactivity in this sense can be harmful because the quality of roads and railways, especially in rural areas, has been sharply deteriorating. This has negatively influenced the quality of public transport and in some cases has even caused the closure of some routes.

6. A cause for optimism

The construction of bypasses will help tackle some very serious road safety and health problems for local people. To date, most of the TINA roads passed through cities, towns and villages, bringing ever-increasing volumes of transit and inland freight transport.

7. Latvia's score on a transport sustainability chart:

Indicator	Means of assessment	Score chart
Foresight	■ information? ■ transparency? ■ local need? ■ environmental, economic and social aspects? ■ policy solutions?	☺
Environmental impact	■ positive influence on the environment? ■ formal assessments? ■ direct and indirect impacts? ■ alternatives?	😐
Economic impact	■ the investments justified? ■ cost-benefit analysis? ■ benefits for employment? ■ goes to areas that need them most? ■ best use for local matching funds?	☺
Social impact	■ the local development? ■ improving the local network? ■ benefit individuals or larger companies?	😐

8. Recommendations

1. As most of the EU financing goes to TINA projects, government financing should also be increased for local roads (1st and 2nd class roads) because the situation has become critical and endangers human and environmental health. This can be done by using the EU financing through ERDF and by increasing the share of fuel excise tax transferred to the budget.

2. To mitigate environmental harm from the extensive use of private cars, more attention must be paid to the development and improvement of public transport. Over long distances (more than 100 km) rail should be prioritised if this ensures fast transportation. Some subsidies may be acceptable in this regard.

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Poland

1. Country profile

Located in Central Europe with a population of 38.7 million, Poland's territory is mostly flat plain, although it has a number of mountain chains extending along the southern border (Beskidy, Tatra, Sudety). It also has direct access to the Baltic Sea in the north.

2. Transport infrastructure facts

The length of the railway network is 21,073 km (2002), of which 20,729 km is standard gauge and 12,207 km is electrified. The density of the railway lines is 6.7 km per 100 square km.

The inland waterways network is 3,812 km. The main Baltic harbours are Gdansk and Gdynia, Szczecin - Swinoujscie. International airports with scheduled flights are Warszawa - Okecie, Kraków - Balice, Gdansk - Rembiechowo, Szczecin - Goleniów, Katowice - Pyrzowice, Poznan, Wroclaw.

The renewal and upgrading of the main railway lines has been ongoing for the past decade and further investments are planned. Some of the main roads have been upgraded as well. However, no momentum exists to solve the worsening situation of secondary rail lines. Local roads are generally in poor condition.

Use of public transport has been declining each year. The modal split 20 years ago was 10% car, 90% public transport but the current figure is 51% car, 49% public transport. There has been a massive increase in car purchases, stimulated by the advertisement industry (in 1999 Poles bought approximately 640,000 new cars). Car ownership is over 280 cars per 1,000 capita and in certain cities this figure exceeds 400. Public transport passenger numbers in cities fell from 9 billion in 1985 to 5.5 billion in 2000 (ticket prices for urban public transport tripled in price and car fuels prices fell). Road transport continues to increase its share of haulage at the expense of railways. The present modal split is 53% lorries, 47% rail. The tonnage of rail haulage has dropped by 55% over the last 15 years.

3. Existing projects

The government has published the following major documents:

National Development Plan 2004-2006
http://www.mpips.gov.pl/pliki_do_pobrania/npr_complete_final.doc

Strategy of Transport Infrastructure Development in 2004-2006 and the following years
http://212.69.77.248/prezentacje/jednostki_informacje/135/doc/strategia_29.07.2003(english).doc

Infrastructure - key to development
http://212.69.77.248/prezentacje/jednostki_dokumenty/11/infrastruktura_klucz_do_rozwoju_ii_1_09_2003.doc.

These documents focus on the construction of motorways throughout Poland, linking the various population centres without taking sustainable transport principles into account.
The basis for realising this strategy during 2004-2006 is outlined in the Cohesion Fund Strategy 2004-2006 (http://212.69.77.248/prezentacje/jednostki_dokumenty/9/strat_fs_pl.pdf)

- Sectoral Operational Programme for Transport for the years 2004-2006 (http://212.69.77.248/prezentacje/jednostki_dokumenty/9/spo_t_ang.pdf.pdf) – in English.
- The transport section of the Integrated Operational Programme for Regional Development 2004-2006.
  http://www.zporr.mgpips.gov.pl/_fundusze.php?dzial=971&poddzial=1130&dokument=2469

This strategy will receive funding from public funds, fuel charges, EU funds (Instrument for Structural Pre-Accession Aid (ISPA), Cohesion Fund, Structural Fund), the European Investment Bank (EIB) and other International Financing Institution (IFI) loans, as well as from private investors.

Apart from the motorways, the government is focussed on constructing express roads. The government has established a public fund for road construction in Poland. However, no similar fund exists for railways and other forms of sustainable transport. Despite protests from NGOs the Parliament adopted a special Act for road construction investment. It prioritises road building and related investments by accelerating the legal and administrative processes involved, at the expense of environmental protection, civil rights and property owners' laws. This Act will remain in force until 2007.

Expansion of the roads network

Type of works	Years 2002-05	Years 2002-10
Motorways	550 km	1700 km
Express roads	200 km	1500 km
Pavement strengthening	500 km	1500 km
Total	**1250 km**	**4700 km**
Number of bypasses	47	105

Source: Infrastructure - key to development and other

The existing road network is in a poor condition. Traffic calming measures across the road network in cities, and the promotion of public and non-motorised transport is needed. Unfortunately, no government programme supports such activities.

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The State authorities have underinvested in the railways, particularly at regional and local level. Government and local authorities are unwilling to support sections of the railway that are unprofitable. Under the State Budget Act for 2003, the Polish state railway company (PKP) was supposed to receive 800m PLN (¤ 168m) of subsidies but received less than 40% of this. As a result, the company needs to shut down a quarter of its connections.

Under the railway reforms, the Polish state railway company was restructured. Four companies now provide passenger transport services: PKP Intercity, PKP Przewozy Regionalne (regional services), PKP SKM (Gdansk area services) and PKP WKD (Warsaw commuter network). Two companies are responsible for freight transport services – PKP Cargo (nationwide cargo services) and PKP LHS (a separate broad gauge line from Slawkow to Ukraine). Various companies deal with telecommunications, informatics, power supply, track maintenance and repairs, etc.

The reforms require each company to act independently on a commercial basis and to monitor its own costs. The division of PKP has created a situation whereby each company sells different tickets. Travellers are required to buy separate tickets if they make a transfer to another company service during their journey. This has increased travel costs. This development, and the privatisation of the railway rolling stock, has contributed to the downward spiral of passengers' abandoning the rail services as well as interurban/regional bus services and instead shifting to cars.

4. Plans for 2004-2007 and beyond

The government is going to invest in rail infrastructure using EU funds (mostly ISPA, structural funds, Phare) and the State budget money, while IFIs, EU and state budget money are earmarked mainly for roads. The government will spend ¤ 13.59bn over the next few years on roads and only ¤ 2.74bn on railways. From a sustainability perspective, the developments are catastrophic. Rail projects only involve main lines. Secondary rail lines and rolling stock have been neglected with the result that automobile traffic will increase faster and thus contribute to unsustainable development on the whole. Public opinion on the rail and motorway infrastructure building is divided. Generally, Polish people worship cars.

5. Most problematic case for transport in Poland

In many cases natural reserves have been destroyed by motorway expansion, for example, Rospuda Valley (endangered by the Via Baltica motorway), Niepolomicka Primeval Forest (endangered by an A4 motorway section), Ligota Dolna natural reserve (destroyed by an A4 motorway section). The biggest problem is the reform of the Polish railway lines company.

6. A cause for optimism

There are a lot of small-scale positive developments, most of them in urban areas; Gdansk will be the first city in central Europe to introduce an extensive cycle network. Over 50% of the bus fleet in Cracow meet EURO2 standards (EU targets set for reducing automobile emissions). A number of cities are gradually replacing old public transport vehicles with modern low floor buses and trams. A fast tramline is operational in Poznan. Public transport has received traffic priority via bus lanes with minimum waiting times at signal traffic junctions. Every year Cracow creates more car free zones and traffic calming. The first road-rail combined transport connection has been opened between Kiev (Ukraine) and Slawków (Poland).

7. Poland's score on a transport sustainability chart:

Indicator	Means of assessment	Score chart
Foresight	■ information? ■ transparency? ■ local need? ■ environmental, economic and social aspects? ■ policy solutions?	
Environmental impact	■ positive influence on the environment? ■ formal assessments? ■ direct and indirect impacts? ■ alternatives?	
Economic impact	■ the investments justified? ■ cost-benefit analysis? ■ benefits for employment? ■ goes to areas that need them most? ■ best use for local matching funds?	
Social impact	■ the local development? ■ improving the local network? ■ benefit individuals or larger companies?	

8. Conclusions and recommendations

Government and local authorities should change the current car-oriented policies and instead promote sustainable transport. The construction of new roads should only be approved after investigating alternative solutions, for example, better spatial planning, demand management measures and more sustainable transport modes such as railways.

The financial management of mobility, support for public transport and widespread cycling networks within population centres should be introduced and be common policy. The ongoing investment programmes should involve a full cost - benefit analysis that includes the external costs of transport.

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Romania

1. Country profile

Located in the southeast of Central Europe, Romania has a population of 22.4 million and is covered on two sides by the Carpathian Mountains. It lies on the lower course of the Danube and has access to the Black Sea, which facilitates connections with countries in the Black Sea Basin and the Mediterranean Sea Basin. The Romanian shore is 245 km long. Romania is one of the largest countries in Europe and three European transport corridors: IV, VII and IX cross its territory (the corridors are a series of ten multimodal transport systems designed to connect the original Trans European Network (TEN) to the infrastructure of the latest acceding countries).

2. Transport infrastructure facts

The total length of national roads is 78,492 km (a density of 32.9 km/100 km^2). The Romanian road network is inadequate even though a clear process of improvement has been taking place in the last few years. Modernised roads are approximately 25% of the total length of the road network – much less than in EU countries. There are only 113 km of motorways in Romania, i.e. Bucharest-Pitesti and Fetesti-Cernavoda.

The railway network covers the entire country and is 10,882 km long (46.1 km/1,000km^2), of which: 2,350 km are double electric lines and 1,514 km are one-way electric lines. There are 1,051 stations in the network. There are speed limits on almost 70% of the network, which leads to low competitiveness. In the period 1990-2001 the length of railways being used decreased by 2.93%, while the total length of public roads increased by over 7%, thereby highlighting the ongoing trend of supporting road transport development to the detriment of railway. In the same period, the length of electric lines increased by 7.1%, compared to an increase of 9.0% for modernised roads.

Romania has 1,779 km of inland waterways, (1,075 km on the Danube). The maritime infrastructure includes three harbours: Constanta, Midia and Mangalia. There are eight international airports and 17 national airports.

3. Existing projects

Romania is included in corridors IV (Berlin-Prague-Budapest-Arad-Bucharest-Constanta-Istanbul-Salonic), VII (the Danube) and IX (Helsinki-St Petersburg-Moscow-Kiev-Liubasevka-Chisinau-Bucharest-Dimitrovgrad-Alexandroupolis).
The list of priority trans-European transport projects includes the motorway route Igoumenitsa/Patra-Athina-Sofia-Budapest (the Nadlac-Sibiu motorway with a branch towards Bucharest and Constanta - to be completed in 2007) and the railway line Athens-Sofia-Budapest-Wien-Praha-Nürnberg/Dresden (Curtici-Brasov, towards Bucharest and Constanta - to be completed by 2010). The list of priority projects to start before 2010 also includes the removal of bottlenecks on the Rhine-Main-Danube link.

The government programme for motorway construction also includes the Bucharest-Ploiesti motorway, with one branch towards Brasov and another one to Iasi (modified Corridor IX). The Bucharest-Constanta motorway is to be finalised in 2006 (works began in 2000) and the Brasov-Oradea-Bors motorway will be constructed in a public-private partnership scheme (a contract has been signed with the American company Bechtel).

The priority programme for motorway construction (http://www.mt.ro/engleza/index_eng.html) includes 88.2 km of motorway with guaranteed financing (¤ 270.3 million). Projects to begin before 2004 consist of 331 km of motorway (¤ 1.54 billion), while projects to begin after 2004 anticipate 483 km of motorway (¤ 2.2 billion). The total is over ¤ 4 billion. Importantly, the expenses for the future rehabilitation of the national roads (needed for 9,400 km) will be around ¤ 7.5 billion over the long term).
In the meantime, the railway system investment programme for 2002-2010 mostly includes rehabilitation and development projects along corridors IV and IX, amounting to more than ¤ 6.1 billion.

The strategy document of the Ministry of Transport states that the construction of motorways has many advantages such as boosting the economy, creating new jobs, European integration and accelerated development of the regions where motorways cross.

Moreover, the Romanian government is giving a green light for the construction of a motorway that is not within a European corridor (the initiative was not welcomed by the European Commission, who suggested a public-private partnership). The planned motorway, constructed by the American company Bechtel, will run from Brasov to Bors, thereby linking Bucharest to Budapest (410 km, approximately ¤ 2.9 billion, to be completed in 2009).

Less information is available regarding navigation. The projects mainly concern the Constanta harbour and the Sulina, Danube-Black Sea and Poarta Alba – Navodari channels. A similar scenario applies to the works on the Otopeni and Baneasa airports and on the air traffic control system. As for public transport, the only national concern appears to be the rehabilitation, modernisation and development of the Bucharest metro system.

Information concerning Environmental Impact Assessments (EIAs) is not available to the public and no real mechanisms for public consultation exist. The general opinion concerning road rehabilitation investments is that road traffic is a major problem and the construction of motorways is a good initiative. What people don't realise is that the billions needed for motorways come from their own pockets, not simply the ISPA facility.

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4. Plans for 2004-2007 and beyond

The National Economic Development Strategy on a Medium Term states that the development of infrastructure, in conformity with the National Land Use Plan and European infrastructure, will have a major role in re-launching the economy and providing jobs (the document is consistent with the National Governing Programme for 2001-2004, the National Accession Programme and the Strategy of the Ministry of Transport, Construction and Tourism). Hoping to increase the financial support from the European Union (ISPA funding) and to attract private resources, the modernisation, rehabilitation and development of transport infrastructure include the following government priorities: starting the construction of motorways (in conformity with the final TINA report) to integrate the Romanian transport infrastructure in the TENs; modernising the rail and road infrastructure, constructing bridges and bypasses on corridors IV and IX in order to increase the mobility of the population, goods and services, and finally the modification of the current tax system in rail and road transport in order to increase accessibility to services and to reach European standards.

The energy consumption of the different modes of transport and the external costs (health impact, accidents, air pollution, climate change, damages to the transport network, loss of biodiversity) are not being taken into consideration in a general framework. Meanwhile, the transport infrastructure chapter of the National Development Plan for 2002-2005 is largely a description of the current status of the sector.

5. Most problematic case for transport in Romania

The current infrastructure is inadequate. It lacks quality, modernisation and adequate transport coverage, thereby making the Romanian system appear extremely poor by EU standards. The low levels of funding for the development of sustainable transport projects and the incoherent policies have played an important part. Efforts are now being made to cover the disparities, but most of the actions are directed towards road transport, thus providing incentives for the development of highly polluting modes of transport. In this context, assessments have shown that the value of the annual external costs in road transport is over ¤ 4 billion. This destabilises the specific domestic market and compromises a competitive environment for the different transport modes.

6. A cause for optimism

For the Bucharest authorities, the concept of sustainable transport represented in 1997 something unfamiliar, if not fiction. Involving key members of the local administration in activities of the Romanian Group for Sustainable Transport (RGST) led to the elaboration, in 2000, of an official plan for the development of a sustainable transport system in Bucharest. This involves the elaboration and implementation of ecological solutions for transport in Bucharest, meaning a decrease in traffic in the "hot" areas such as the centre, stimulating public transport and non-polluting alternatives, of which cycling is an important element. Regarding cycling, the Transport Commission in the Bucharest City Hall adopted in September 2002 a decision whereby any company involved in activities related to the rehabilitation and modernisation of urban roads has the obligation to provide cycle training. The decision is extremely welcome because cycling is banned in the centre of the city.

7. Romania's score on a transport sustainability chart:

Indicator	Means of assessment	Score chart
Foresight	■ information?	
	■ transparency?	
	■ local need?	
	■ environmental, economic and social aspects?	
	■ policy solutions?	
Environmental impact	■ positive influence on the environment?	
	■ formal assessments?	
	■ direct and indirect impacts?	
	■ alternatives?	
Economic impact	■ the investments justified?	
	■ cost-benefit analysis?	
	■ benefits for employment?	
	■ goes to areas that need them most?	
	■ best use for local matching funds?	
Social impact	■ the local development?	
	■ improving the local network?	
	■ benefit individuals or larger companies?	

8. Recommendations

1. The infrastructure is being modernised but major problems still remain: the lack of coherent policies, difficulties in attracting funding, the disregard for ecological concerns when developing infrastructure and modernisation projects, the lack of public consultation in infrastructure projects and granting incentives to polluting modes of transport (road transport) to the detriment of others.
2. A real public consultation on policies regarding infrastructure development and modernisation is necessary.
3. The current road infrastructure should be modernised without any motorway projects such as the Bucharest-Brasov project. They are completely unjustified, ecologically and economically.
4. Environment friendly transport systems should be developed. For example, the combined transport of people and goods has a real chance of development in Romania due to the geographical conditions and the existing modal nodes. They require modernisation, however.

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Slovenia

1. Country Profile

Slovenia has a surface area of 20,256 km². Its population is two million, half of which is city based, with the other half dispersed in the countryside, creating challenges in guaranteeing equal mobility for all citizens. Another challenge is the landscape. Despite its small size, Slovenia is a meeting point for many differing landscapes – Alpine, Mediterranean, Pannonic lowland and Carstic. About 90% of the territory is at least 300 metres above sea level, over half is covered with forests and a third is farming land. The Slovene territory is diverse with large areas of mountain, limited flat areas, high quality surface and underground waters, biodiversity, diversity of regions and vast forest areas. The Slovene coast of the Adriatic Sea is 47 km long. The advantage of the geographical location of Slovenia lies in its proximity to the fast developing European regions. Slovenia has always been a crossroads for Europe, and will continue to serve this role in the future.

2. Transport infrastructure facts

The transport system consists of about 15,000 km of roads, 1,200 km of railroads, three airports, one harbour for international passenger and cargo transport and some smaller harbours. Transport on national roads is growing at an annual rate of 3-4%. Up to 90% of total inland transport (freight and passenger) is carried by road. Under the National Motorway Construction Programme 236 km of motorways, high-speed roads and access roads have been built, 105km of such roads were under construction in 2003 and 318 km of motorways and other roads are being prepared for construction.

Of the 1,200km of railway, only 500km are electrified. Most of the existing railway lines were constructed in the 19th century and are not appropriate for present demands. Share of combined transport is very low (0.8%). Koper harbour deals with 90% of all transport by sea. Nine-tenths of internal cargo transport is done by road, the remaining 10% is done by rail. About two-thirds of international cargo is by road, the balance by railway; international cargo represents about 18% of all cargo transported on road. Transit cargo is carried 60% by rail, 40% by road. More than 75% of private trips in Slovenia are done by car. Daily movements account for 70% of all public transport use, half of which is for school children. Over 90% of public transport travel is by bus. Air transport is mostly used for passenger transport and accounts for about 15% of passenger kilometres.

Between 1991 and 1996 the number of cars per 1,000 inhabitants increased from 297 vehicles to 365 vehicles. Transport has the fastest growing rate of greenhouse gas emissions (GHG), representing over 20% of all the GHG emissions in Slovenia. Road transport accounts for 90% of transport emissions.

3. Existing projects

There are three projects on the Trans-European Networks (TENs) list. The first, on list one, (those priority projects to be finished by 2020) aims at constructing a mixed railway line (Lyon-Trieste/Koper-Ljubljana-Budapest) and involves the upgrading and electrification of the Trieste-Ljubljana-Budapest railway, elimination of one level crossing of railway and road, construction of a second railway line in the section Divaca-Koper, coastal motorways and a South-East European motorway. Government priority has been given to constructing the second railway line between Koper and Divaca, to ensure a solid connection between the sea and land. From an environmental perspective on freight it is an important decision, as the construction will open more possibilities for combined cargo transport (inland from the Koper and Trieste harbours). However, from the social perspective it may have adverse effects as it is planned that the line will be used for high-speed trains, meaning some local communities could lose out, possibly leading to additional travel by car. The Josef Stefan Institute, in cooperation with the Regional Environmental Centre, is currently exploring a Strategic environmental assessment (SEA) of the proposed high-speed railway routes (SEA is not legally required yet).

The other two projects on the TENs list are on list three (projects for territorial cohesion contributing to economic and social cohesion) and involve cross-border connections: railway line Maribor-Graz and motorway (Ljubljana)-Maribor-Pince-Zamardi-(Budapest). There is an existing railway line between Maribor and Graz but the project seeks improvement by adding an extra line. Again, from the environmental and cohesion perspective it is an important project, but the social benefits are dubious. The motorway between Ljubljana and Maribor, although environmentally and socially dubious, needs to be constructed. Currently, the majority of the motorway already exists but there are about 30 km missing, causing serious congestion, which is extremely detrimental to the environment, economy and the local communities along the road. The government therefore hopes to complete the motorway as soon as possible.

4. Plans for 2004 - 2007 and beyond

Slovenia adopted a Single Programming Document (SPD) for the period 2004-2006 in December 2003 that identifies priorities when using EU funds. The priority projects for cohesion and structural funds were selected on the basis of strategic and developmental Slovenian documents and EU guidelines. Investments for economic infrastructure will be oriented towards reducing bottlenecks where they exist. One of the priorities is to implement programmes for construction of infrastructure in the road and railway sector. The location of Slovenia at the crossing of the 5th and 10th corridor (two of the ten multimodal transport systems designed to connect the original TENs network to the infrastructure of the latest acceding countries) has to be used for designing an integrated transport system based on long-term development strategies and not on partial national programmes. Environmental protection and social wellbeing are defined as priorities.

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The vision of transport policy document aims at: ensuring satisfactory mobility, satisfactory services for economy, transport service and international connections, balancing the transport, economy and environment and defining the challenges and opportunities of Slovenia in the framework of entering the EU. According to the policy document the investments in transport infrastructure are based on the National Motorway Construction Programme and the National Railway Infrastructure Development Programme. The motorway programme aims at finishing Slovenia's motorway network by 2013-2016. About 30% of the railway programme has been implemented and has already received pre-accession funding from the EU (Phare and ISPA). The programme of development for harbour infrastructure hopes to include Koper harbour in the TENs and gives guidelines for the development of maritime transport infrastructure. Overall, the vision of transport policy is a well-balanced document that recognises the inter-sectoral approach to solving the transport challenges. However, it is written in declarative language without public consultation and with reference to documents classified as confidential. Therefore it is uncertain whether the document as a whole will lead the way towards sustainable transport. NGOs fear that it will remain another unfulfilled vision of the Slovene authorities.

The Spatial Planning Strategy of Slovenia clearly shows the priorities for the development of the Slovene transport system in the near future. According to the Single Programming Document, transport is not among the priorities for financing from structural funds; it will be mainly financed through the cohesion fund and the structural fund in the period 2004-2006. About €30 million is expected from the cohesion fund annually. The cohesion funding will be used for large investments in the infrastructure, mainly for projects along the 5th and 10th corridors, while the structural fund will co-finance minor transport projects. Slovenia's main objective in the field of transport is to finalise and/or modernise the transport infrastructure along the TEN-T corridors while ensuring reduction of harmful effects on the environment and transport security.

Financing for the projects will be guaranteed from the state budget, International Financial Instruments (IFIs), the cohesion and structural fund, TEN-T financial instrument and the private sector (according to the 'polluter pays principle'). Direction of investments:

Road: The main priority is constructing missing highways and renewing other roads.

Rail: Priorities involve modernising bottleneck sections, especially for cargo transport, renewal of existing railways, and construction of new lines where needed, especially high-speed lines for passenger transport. Rail projects have priority from the cohesion fund to maintain pace with road progress.

Maritime: Main priorities are vessel traffic system establishment, investments in further construction and modernisation of Koper harbour and hydrographical data programme development.

Air: Main priorities are to modernise regional flight control and upgrade it with new installations and to further develop the air navigation system.

5. Most problematic cases for transport in Slovenia

In Slovenia it is obvious that a clear transport policy is lacking, as well as concrete measures to implement the declared intentions. However, the main obstacle in the way of a sustainable transport system is the orientation towards construction of roads and motorways. Despite stated commitments to protect the environment, more and more roads are being built, while stimulation for road transport reduction and use of public transport and combined transport is alarmingly absent.

6. A cause for optimism

Unfortunately there is no real cause for optimism on transport issues in Slovenia. The number of railway passengers and inter-city bus lines are in steady decline and car use is increasing. There are only a few small-scale local cycling initiatives and cycling projects.

7. How does Slovenia score on the transport sustainability chart?

Indicator	Means of assessment	Score chart
Foresight	■ information? ■ transparency? ■ local need? ■ environmental, economical and social aspects? ■ policy solutions?	☹
Environmental impact	■ positive influence on the environment? ■ formal assessments? ■ direct and indirect impacts? ■ alternatives?	☹
Economic impact	■ the investments justified? ■ cost-benefit analysis? ■ benefits for employment? ■ goes to areas that need them most? ■ best use for local matching funds?	☹
Social impact	■ the local development? ■ improving the local network? ■ benefit individuals or larger companies?	☹

8. Conclusions and specific recommendations

The majority of transport related documents do not mention transport reduction; there is no incentive for public transport and cycling or pedestrian paths. Efforts should be made to close the gap between the declared goals and actual achievements, by redirecting financial support away from road construction into the public transport sector and road transport prevention measures, by ensuring a transparent policy-making process and by supporting information and awareness raising activities on modal-shift, soft-mobility capabilities and sustainable urban transport models. Finally, it is important that Slovenia does not become a transit country whose citizens pave the way of development for neighbouring countries by taking all the environmental, health, social and unbalanced regional development hazards.

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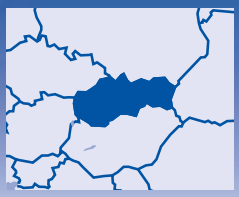
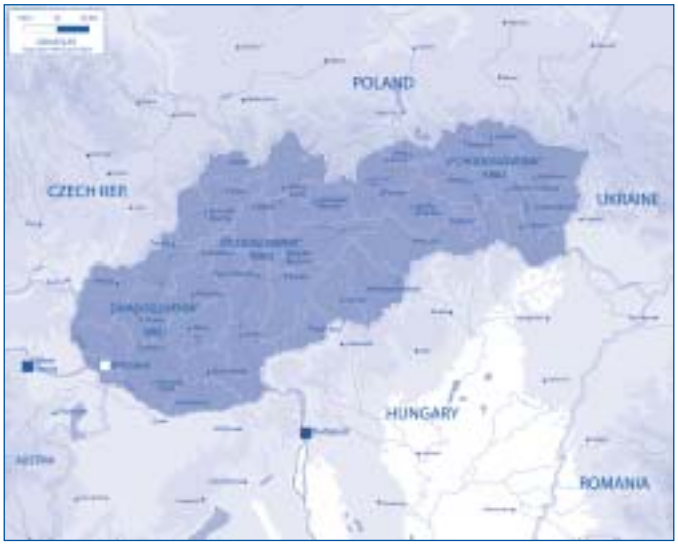
Slovak Republic



1. Country profile

Slovakia is a landlocked country with a population of 5,430,000. and an area of 49,034 km^2. Its land boundaries are with Austria (91 km), Czech Republic (215 km), Hungary (677 km), Poland (444 km), Ukraine (97 km). The landscape is characterised by rugged mountains in the central and northern areas and lowlands in the south.



2. Transport infrastructure facts

Total railway length is 3,668 km with 95% (3,511 km) of this being standard gauge, 1567 km of which is electrified.

The total length of roads is 17,726 km; of these, motorways account for 301 km and international roads 1,571 km. Slovakia has 172 km of waterways (all on the Danube). Bratislava and Komarno serve as the ports and harbours. There are 37 airports, 20 of these have paved runways.

3. Existing projects

The National ISPA (Instrument for Structural Pre-Accession) Strategy for the Transport Sector and sectoral operational programme for the basic infrastructure (within the framework of the National Development Plan) form the basis for the implementation of European Parliament and Council Decisions on the development and financing of the Trans European Transport network (TEN).

As of 31 January 2000, 374.5 km of the planned motorway network were in use in the Slovak Republic. Government guaranteed bank loans financed the construction. All financial resources allocated for the preparation, construction, development, maintenance and repair of the road infrastructure are concentrated in the state road fund.

The most significant recent railway investment project was the construction of the Bratislava-Petrzalka railway station serving as a Slovak-Austrian joint railway border crossing. In 1999, the Slovak government approved the document Economic Stabilisation and Transformation of Slovak Railways, which contains the framework concept for the development of infrastructure until 2007.

A total of 657 km of motorway development is planned. Motorways are part of the Crete (1994) and Helsinki (1998) plans for developing Pan-European transport routes. The road projects were selected according to national priorities. They are all situated in Transport Infrastructure Needs Assessment (TINA) corridors V and VI (the TINA process is a series of ten multimodal transport systems designed to connect the original TENT Network to the infrastructure of the latest acceding countries). Road projects are at a less advanced stage in terms of design than rail projects.

Despite regional disparities remaining one of the most significant problems for the Slovak Republic (as identified in all programming documents and the EU evaluation reports), the most developed region of Western Slovakia will receive most of the infrastructure investments. Another dangerous indicator is the impact of investor interests on transport planning. The recent decision of the Hyunday Company to build a factory in Zilina means government's priority investment for the next three years is to complete the Bratislava-Zilina motorway.

4. Plans for 2004-2007 and beyond

Government decision No. 648/1993 approved Principles of State Transport Policy of the Slovak Republic. Taking into account Slovakia's future integration into the EU the Ministry for Transport in 1999 developed a new Actualisation and Development of Principles of State Transport Policy in order to fully comply with European transport policies. This document, as the basic systematic document of the transport department, complies in full with the orientation of the 2001 EU White Paper on the development of transport policy to 2010.

The officially stated aim of the priorities under the sectoral operation plan for basic infrastructure is to create conditions for increasing the efficiency and quality of the transport system at a national and regional level, while reducing the adverse impacts of transport on the environment. During the short-term planning period (2004-2006) the priority is focused on ensuring mutual quality regional transport connections and connection to the TENs corridors.

Expected benefits from the transport infrastructure development shall be quantified in relation to regional railway transport, quality of road connections between individual regions, between regional capitals themselves and the capital Bratislava. The operational plan lists the creation of reliable and well-connected transport arteries as the highest priority for the Slovak Republic in the field of transport. Thus primary emphasis is placed upon connection of the two main economic centres, Bratislava and Kosice, with higher quality roads and a railway connection.

Within the framework of realising transport infrastructure, priority has been placed upon a set of three measures (paying heed to the cohesion fund) to ensure the functionality of the transport system and its incorporation into European transport structures. The measures are as follows: road infrastructure involves measures aimed at the creation of the major communications network, railway infrastructure represents measures for modernisation expressed via electrification of railways and modification of railway stations and the aviation infrastructure involves measures aimed at increasing safety.

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The Government has therefore committed itself to proportional development of all types of transport within the framework of the transport system. The plan is based on the principles of EU common transport policy, and aims to integrate Slovak transport into the European transport system, while satisfying society's transport needs.

5. Most problematic case for transport in Slovakia

Due to unsustainable transport policies, transit transport in Slovakia began to shift from rail to road in 1991. Since 1989, the total volume of goods transported by rail has halved. Thus the ZSR state rail company lost one of the few profitable lines, which had helped to cross-subsidise passenger transport fares. Railway infrastructure is in an appalling condition: only 8.4% of tracks were fit for a speed of 120 km/h and 17.9% for 100 km/hour in 2000. Many tracks are on the verge of inoperability. Railroad cars are in a similar condition.

6. A cause for optimism

Passenger transport on a number of the 25 local rail lines (on which service was cancelled in January 2003) resumed in mid-June. The ZSR state rail company (along with its accumulated debt from 1994 to 2002) was split into two firms in early 2002, leaving ZSR in charge of Slovakia's rail network and ZSSK running the country's trains.

Although resuming operations on nine regional routes will cost the ZSSK train operator an estimated Sk50 million (¤ 1.2 million) this year, the routes were chosen in regions with poor transportation networks, and where there were good chances of increasing efficiency.

Another model for reviving cancelled rail transport has already been pioneered in the west of Slovakia where the Bratislava regional government has established the Bratislava Regional Rail Company (BRKS) to operate passenger and freight traffic on rail lines north of the capital. Other regional governments, notably the eastern Kosice region and central Slovakia's Banská Bystrica region have also expressed interest in operating local lines.

7. Slovakia's score on a transport sustainability chart:

Indicator	Means of assessment	Score chart
Foresight	■ information? ■ transparency? ■ local need? ■ environmental, economic and social aspects? ■ policy solutions?	😐
Environmental impact	■ positive influence on the environment? ■ formal assessments? ■ direct and indirect impacts? ■ alternatives?	☹
Economic impact	■ the investments justified? ■ cost-benefit analysis? ■ benefits for employment? ■ goes to areas that need them most? ■ best use for local matching funds?	😐*
Social impact	■ the local development? ■ improving the local network? ■ benefit individuals or larger companies?	😐*

* *(some regions positive, others negative)*

8. Conclusions and specific recommendations

There has been limited success in integrating environmental aspects into transport policy developments. Meanwhile, transport policy remains a sectoral issue and no policy exists to stimulate (e.g. using economic instruments) development of public transport. Policy integration and implementation of the Cardiff Process should be the key issue in future developments.

Recent events with the Slovak railway company proved that substantive knowledge is lacking on internalising the external costs of different modes of transport. Economic decisions to close regional lines were based on very weak calculations and long-term impacts. Better methodologies are needed for calculating the external impacts of road transport in order to incorporate environmental concerns into the decision-making process.

Domestic and foreign experts consider public transport a positive aspect of Slovakia. Until recently, the public transport system was affordable for Slovak citizens and was used frequently. During the last decade, however, the system has rapidly begun to disintegrate, largely due to the government's focus on individual and road transport rather than rail and public transport and the construction of international corridors rather than local infrastructure. Such unsustainable transport policies have continued despite frequent changes of government.

For many years the government has not fulfilled its contractual obligations towards the ZSR state railway. It failed to cover company losses from providing passenger transport services, forcing the company to seek new and more expensive loans. The government has also enforced further restrictions on railways such as reductions of subsidies, services and lines, and increases in transport fares.

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