EUROPEAN CONFERENCE OF MINISTERS OF TRANSPORT

INVESTMENT IN TRANSPORT INFRASTRUCTURE 1985-1995

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Volume 2

ECMT

EUROPEAN CONFERENCE OF MINISTERS OF TRANSPORT (ECMT)

The European Conference of Ministers of Transport (ECMT) is an inter-governmental organisation established by a Protocol signed in Brussels on 17 October 1953. It is a forum in which Ministers responsible for transport, and more specifically the inland transport sector, can co-operate on policy. Within this forum, Ministers can openly discuss current problems and agree upon joint approaches aimed at improving the utilisation and at ensuring the rational development of European transport systems of international importance.

At present, the ECMT's role primarily consists of:

– helping to create an integrated transport system throughout the enlarged Europe that is economically and technically efficient, meets the highest possible safety and environmental standards and takes full account of the social dimension;

– helping also to build a bridge between the European Union and the rest of the continent at a political level.

The Council of the Conference comprises the Ministers of Transport of 39 full Member countries: Albania, Austria, Azerbaijan, Belarus, Belgium, Bosnia-Herzegovina, Bulgaria, Croatia, the Czech Republic, Denmark, Estonia, Finland, France, the Former Yugoslav Republic of Macedonia (F.Y.R.O.M.), Georgia, Germany, Greece, Hungary, Iceland, Ireland, Italy, Latvia, Lithuania, Luxembourg, Moldova, Netherlands, Norway, Poland, Portugal, Romania, the Russian Federation, the Slovak Republic, Slovenia, Spain, Sweden, Switzerland, Turkey, Ukraine and the United Kingdom. There are five Associate member countries (Australia, Canada, Japan, New Zealand and the United States) and three Observer countries (Armenia, Liechtenstein and Morocco).

A Committee of Deputies, composed of senior civil servants representing Ministers, prepares proposals for consideration by the Council of Ministers. The Committee is assisted by working groups, each of which has a specific mandate.

The issues currently being studied – on which policy decisions by Ministers will be required – include the development and implementation of a pan-European transport policy; the integration of Central and Eastern European Countries into the European transport market; specific issues relating to transport by rail, road and waterway; combined transport; transport and the environment; the social costs of transport; trends in international transport and infrastructure needs; transport for people with mobility handicaps; road safety; traffic management; road traffic information and new communications technologies.

Statistical analyses of trends in traffic and investment are published regularly by the ECMT and provide a clear indication of the situation, on a trimestrial or annual basis, in the transport sector in different European countries.

As part of its research activities, the ECMT holds regular Symposia, Seminars and Round Tables on transport economics issues. Their conclusions are considered by the competent organs of the Conference under the authority of the Committee of Deputies and serve as a basis for formulating proposals for policy decisions to be submitted to Ministers.

The ECMT's Documentation Service has extensive information available concerning the transport sector. This information is accessible on the ECMT Internet site.

For administrative purposes the ECMT's Secretariat is attached to the Organisation for Economic Co-operation and Development (OECD).

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Only the tables for which data have been collected are reproduced.

TABLE OF CONTENTS

Chapter 9

Chapter 10

CHAPTER 9

NATIONAL REPORTS AND TABLES
NATIONAL CURRENCIES

1. AUSTRIA

1.1 Statistical coverage

Austria with a population of 8.1 million inhabitants attained a gross domestic product in 1994 of ECU 20 868 per capita and at current prices. Population density was 98 inhabitants per km^2.

The ensuing Tables 1, 2, 5, 7 and 8 are expressed in million Austrian Shillings and have been supplied through co-operation with the Federal Ministry of Science and Transport.

The price index is approximately the same for all transport modes. Originally data were published at 1994 prices. A price increase of 2.3% has been assumed for the period 1994-95. This figure corresponds to the increase in consumer prices. The implied price index has risen 34% from 1985 to 1995. The deflator for gross domestic product has risen by 36% in the same period.

Investment data for motorways include maintenance.

1.2 Transport policy and transport infrastructure

Austrian transport policy sees itself as having to find solutions for the citizens' wishes for quality of life, a healthy environment, material well-being and mobility. Often solutions have to be found between conflicting interests. In order to find satisfying solutions it is necessary to choose an intermodal approach, which combines the strengths of the different modes of transport.

Also transport infrastructure policy, as a very important part of transport policy, has to be based on such an intermodal approach. With the current elaboration of the *Austrian Federal Transport Infrastructure Plan* such an integrated and intermodal approach in the field of infrastructure planning will be realised.

The Austrian Federal Transport Infrastructure Plan which is elaborated in the Austrian Federal Ministry for Science and Transport, is based on the following three layers, which are moving from the strategic down to the operational level:

Elaboration of transport-policy based scenarios

For the underlying traffic forecasts policy scenarios derived from the National Environment Plan (NUP) and from the European Commission's Green Paper ***Towards Fair and Efficient Pricing in Transport*** will be used. The effects of the different scenarios on transport demand, emissions and traffic flow in the networks will be analysed carefully. The results will then be compared with declared objectives, e.g. objectives to reduce emissions like the Toronto objective to reduce green house gases. That means that on this first layer the environmental impact of different transport policies will be investigated.

Elaboration of a "Master plan" for high-ranking Austrian transport infrastructure

There are many important transport corridors in Austria. On most of them traffic demand is increasing.

In the master plan exercise it is checked how this traffic demand can be managed with a minimum of negative environmental consequences, high traffic safety and high benefits for the regional economies. The possibilities to shift traffic from road to the other modes like rail, combined transport or inland navigation on the Danube are studied. Also the potential to shift short distance private car trips to buses and cycles is investigated. Additionally, the possibilities to reroute traffic away from environmentally sensitive areas and models for a traffic-sharing between different corridors, are examined.

Evaluation and ranking of infrastructure projects

The third layer of the Federal Transport Infrastructure Plan is the evaluation of individual infrastructure projects. Important criteria for the ranking of the individual projects are the expected effects of the projects on the population and the environment. Further criteria are their effects on traffic safety and accessibility. Of course also cost-benefit analyses will be used as criteria for this evaluation.

Summarising it can be said that the Austrian Federal Transport Infrastructure Plan is expected to be a good decision tool for transport infrastructure decisions. With the Federal Transport Infrastructure Plan computer related planning tools are now available for transport infrastructure decisions. It will also be possible to systematically include environmental objectives into the decision process. The Federal Transport Infrastructure Plan is also an instrument which can be used for the long-term infrastructure development. Last but not least, the Federal Transport Infrastructure Plan has also made an important contribution to a better statistical transport data base now being available for transport policy decisions in general.

Legal framework, railway administration and financing in Austria

Since 1989, the "Law on High Performance Railway Lines" (Hochleistungsstreckengesetz 1989) forms the basic terms for infrastructure development. Under this law large-scale projects were identified, focusing on the main parts of the rail network in principal accordance with the TEN network in Austria. Depending on the scale of projects, planning and construction of railway stretches were handed over either to ÖBB or to the on-purpose founded "Eisenbahn-Hochleistungsstrecken AG" (HL-AG) or to the "Brenner-Eisenbahn-Gesellschaft" (BEG) respectively, which are owned by the state.

The "Law on Federal Railways 1992" (Bundesbahngesetz 1992) established in advance of Austria's access to the EU in accordance with directive 91/440 EEC, was passed in 1992 and came into force on 1.1.1993. The subsequent structural reorganisation of ÖBB is completed now.

Budget savings are expected primarily from reduction of labour - or increased productivity respectively - all over the railway's activities. The expenses on branch lines (representing around one third of network-kms) proved marginal as compared to the rail system's overall potential to increase labour productivity, in particular by implementation of modern signalling, train operating- and management information systems.

According to the new legislation, regional bodies - particularly the federal provinces ("Bundesländer") - will have to co-finance regional passenger train operations, and even eventual investments for improvements too, depending on the extent of the train-scheduling desired.

Infrastructure investments carried out by the before mentioned infrastructure building companies HL-AG and BEG as well as by the infrastructure division of ÖBB, will be financed from a separate financing company 'Schieneninfrastruktur-Finanzierungsgesellschaft SCHIG" (100% public), according to a new law, which came into force on 1.7.1996.

Funding of this company is foreseen at a fixed annual rate of 60% by the government. This rate corresponds to results of macroeconomic studies on the question, to which extent infrastructure expenditures contribute to financial flows back to governmental budgets (taxes, employment and consumption effects). The remaining 40% have to be financed by various sources, as loans etc., and in particular by the infrastructure access fees from railway operators.

MEMBER STATE: AUSTRIA

Table 1: Total gross investment in transport infrastructure

(New construction, extension, reconstruction, renewal and major repairs)

In current prices

National currency (Millions)

Year	Roads 1)		Railways	Urban and suburban railways, metro, tramways	Inland waterways	Oil pipelines	Inland ports	Airports
	All	of which 2) Motorways						
1987	9 015	3 824	4 395	103	124			705
1988	8 781	3 138	5 356	114	116			518
1989	8 146	3 054	6 542	125	96			770
1990	8 520	3 029	9 821	122	103			1 182
1991	7 499	2 852	9 136	155	118			1 439
1992	7 661	3 045	8 148	155	145			1 603
1993	6 421	2 720	11 068	156	247			1 624
1994	6 648	2 895	9 194	178	290			1 291
1995	6 285	2 446	6 268	188	46			

1) Federal roads. Does not include local and urban roads.

2) The motorway concept is defined in the Glossary and conforms to the road signs used by Member countries. Figures include maintenance.

MEMBER STATE: AUSTRIA

Table 2: Total gross investment in transport infrastructure

(New construction, extension, reconstruction, renewal and major repairs)

In 1995 prices

National currency (Millions)

Year	Roads 1)		Railways	Urban and suburban railways, metro, tramways	Inland waterways	Oil pipelines	Maritime ports	Airports
	All	of which 2) Motorways						
1987	11 533	4 892	5 623	132	159			902
1988	11 054	3 950	6 743	144	146			652
1989	9 969	3 737	8 006	153	117			942
1990	10 093	3 588	11 634	145	122			1 400
1991	8 550	3 252	10 417	177	135			1 641
1992	8 387	3 334	8 920	170	159			1 755
1993	6 761	2 864	11 655	164	260			1 710
1994	6 801	2 962	9 405	182	297			1 321
1995	6 285	2 446	6 268	188	46			

1) Federal roads. Does not include local and urban roads.

2) The motorway concept is defined in the Glossary and conforms to the road signs used by Member countries. Figures include maintenance.

MEMBER STATE: AUSTRIA

Table 5: Total gross investment in combined (multimodal) transport 1)
(Investment in infrastructure)

National currency (Millions)

Year	In current prices	In 1995 prices
1987		
1988		
1989		
1990		
1991		
1992	1.00	1.09
1993	9.50	10.00
1994	17.70	18.11
1995	30.80	30.80

1) Investments in railways.

MEMBER STATE: AUSTRIA

Table 7: Maintenance expenditure in transport infrastructure

In current prices

National currency (Millions)

Year	Roads 1)		Railways	Urban and suburban railways, metro, tramways	Inland waterways	Oil pipelines	Maritime ports	Airports
	All	of which 2) Motorways						
1987	6 251							
1988	6 178							
1989	6 231							
1990	6 846							
1991	6 299							
1992	6 657							
1993	6 797							
1994	7 560							
1995	7 316							

1) Federal roads. Does not include local and urban roads.

2) The motorway concept is defined in the Glossary and conforms to the road signs used by Member Countries.

MEMBER STATE: AUSTRIA

Table 8: Maintenance expenditure in transport infrastructure

In 1995 prices

National currency (Millions)

Year	Roads 1)		Railways	Urban and suburban railways, metro, tramways	Inland waterways	Oil pipelines	Maritime ports	Airports
	All	of which 2) Motorways						
1987	7 997							
1988	7 777							
1989	7 625							
1990	8 110							
1991	7 182							
1992	7 288							
1993	7 157							
1994	7 734							
1995	7 316							

1) Federal roads. Does not include local and urban roads.

2) The motorway concept is defined in the Glossary and conforms to the road signs used by Member Countries.

2. BELGIUM

2.1 Statistical coverage

Belgium with a population of 10.3 million inhabitants attained a gross domestic product in 1994 of ECU 18 297 per capita and at current prices. Population density was 338 inhabitants per km^2.

The ensuing tables 1-8 are expressed in million Belgian Francs and have been supplied through co-operation with the Ministry of Communications and Infrastructure.

A uniform price index has been used for all transport modes and for both investment and maintenance. From 1985 to 1995 the price index has increased by 25%. Consumer prices have also risen by 25% in the same period.

Due to some changes in statistical coverage time series are not fully compatible with ECMT (1992). Time series are this time more complete.

Capital values (in tables 3-4) have been calculated as follows: Railways net value according to accounts, airports gross fixed capital value, roads, inland waterways and maritime ports public (state and region) accounts. Data for ports do not include the approach to the port.

2.2 Transport policy and transport infrastructure

Rail transport

The Federal Government, responsible for rail transport, devotes substantial resources to financing investment in the Belgian railway network, with some ECU 540 million to be allocated every year for the next few years.

A ten-year railway investment plan (1996-2005) aims to maintain the quality of rail transport and enhance passenger service through major rebuilding and renewal programmes for passenger facilities and rolling stock, particularly on busy domestic passenger routes.

The completion of a border-to-border high-speed rail network is planned for 2005. The high-speed line from Brussels-Midi to the French border opened in December 1997. The national railway company (*Société nationale des chemins de fer Belges,* or SNCB) has begun building new sections and upgrading existing stretches of the high-speed rail links from Brussels to the German border and Brussels to the Dutch border.

The Federal Government has set up a special structure to finance the investment required for the high-speed train (TGV) network. The company, *La Financière TGV,* raises the necessary funds through equity or borrowing, which it then makes available to the SNCB in the form of preference shares. Thus the Federal Government, having helped to set up the company, is also promoting the expansion of international infrastructure.

With regard to freight transport infrastructure, efforts are also being made to modernise major routes through electrification and by bringing them into line with international gauge; the Federal

Government continues to invest in promising transport projects, including the development of rail facilities in major ports and combined transport terminals.

Finally, the Federal Government continues to bear the full cost of operating and managing the country's railway infrastructure.

Road transport

The economic and social importance of carrying freight by road is well established.

However, road haulage does have inherent drawbacks, in particular, pollution and noise. The policy goal is therefore to manage road haulage as efficiently as possible while promoting growing complementarity with other modes of transport.

Currently, negotiations are under way with the European Union on a draft directive amending Council Directive 93/89/EEC on charges for the use of certain infrastructure. The discussions are focusing mainly on the possibility of adapting user charges (*Eurovignette*) and differentiating them on the basis of European standards in order to promote the use of "greener" lorries.

There are no plans in the immediate future for major extensions to the Belgian road network. The N49 between Antwerp and Zeebrugge will be gradually upgraded from dual carriageway to motorway. The final section of motorway on the A8 is due to open soon, providing a fast new link between Brussels and Lille. There are plans to conduct a study on the feasibility, environmental impact and technical aspects of the northern section of the Antwerp ringroad (R1 motorway).

Inland waterways transport

The phasing-out of chartering by rotation will certainly be the most significant event to affect the inland waterways sector for years to come. To offset the social repercussions, the Federal Government is working with the regional authorities to see what steps can be taken to facilitate the transition.

Regarding the development of the country's inland waterways, the main projects over the coming years are as follows:

- *Charleroi-Brussels Canal*: deepening;
- *Canal du Centre*: lifts at Strépy-Thieu, passage through Bracquegnies;
- Middle course of the River Meuse: deepening.

An application has been submitted to the EU for a subsidy for a multimodal, multifunctional logistics platform (container terminal) in the Port of Brussels.

Air transport

The globalisation of goods and services is precipitating change in the field of civil aviation. The restructuring of the Brussels-National Airport is crucial to this process.

A study is being conducted on intermodal access to the Brussels-National Airport.

The airport authority (*Régie des voies aériennes*, or RVA) will be repairing one runway, conducting a series of repairs on radar facilities and renovating the engine-testing and inspection area.

Noisy aircraft subject to "Chapter 2" provisions will be grounded as from 2002.

Maritime transport

The maritime transport authority (*Régie des transports maritimes*, or RTM) was wound up on 1st March 1997. High-speed catamarans, run by private operators, now cross the English Channel in two hours, i.e. half the previous crossing time.

MEMBER STATE: BELGIUM

Table 1: Total gross investment in transport infrastructure

(New construction, extension, reconstruction, renewal and major repairs)

In current prices

National currency (Millions)

Year	Roads 1)		Railways	Urban and suburban railways, metro, tramways	Inland waterways	Oil pipelines	Maritime ports	Airports
	All	of which 2) Motorways						
1987	21 027		9 578	5 858	4 973	0.2	7 377	1 789
1988	29 796		7 030	6 124	6 039	0.3	6 512	255
1989	27 551		5 988	3 325	5 278	75.6	5 525	978
1990	26 949		6 340	2 004	6 669	116.5	5 467	1 438
1991	30 543		8 014	2 526	6 612	67.3	6 470	4 222
1992	34 775		12 247	3 796	6 253	2.5	6 914	7 008
1993	37 013		21 969	5 091	6 197	0.4	6 967	7 240
1994	42 623		21 527	3 648	7 904	14.5	6 153	6 566
1995	37 209		26 933	4 104	6 097	2.0	6 150	3 556

1) Includes urban roads.

2) The motorway concept is defined in the Glossary and conforms to the road signs used by Member countries.

MEMBER STATE: BELGIUM

Table 2: Total gross investment in transport infrastructure

(New construction, extension, reconstruction, renewal and major repairs)

In 1995 prices

National currency (Millions)

Year	Roads 1)		Railways	Urban and suburban railways, metro, tramways	Inland waterways	Oil pipelines	Maritime ports	Airports
	All	of which 2) Motorways						
1987	25 601		11 662	7 133	6 056	0.2	8 981	2 178
1988	35 866		8 462	7 372	7 270	0.4	7 838	307
1989	32 164		6 991	3 882	6 162	88.1	6 449	1 141
1990	30 411		7 155	2 261	7 526	131.3	6 169	1 622
1991	33 396		8 762	2 762	7 231	73.4	7 074	4 616
1992	37 120		13 072	4 053	6 676	2.6	7 380	7 480
1993	38 450		22 821	5 289	6 438	0.4	7 237	7 520
1994	43 252		21 844	3 702	8 021	14.6	6 244	6 662
1995	37 209		26 933	4 104	6 097	2.0	6 150	3 556

1) Includes urban roads.

2) The motorway concept is defined in the Glossary and conforms to the road signs used by Member countries.

MEMBER STATE: BELGIUM

Table 3: Capital value of transport infrastructure at the end of the year

In current prices

National currency (Millions)

Year	Roads 1)		Railways	Urban and suburban railways, metro, tramways	Inland waterways	Oil pipelines	Maritime ports	Airports
	All	of which 2) Motorways						
1986			132 758			1 273.8		17 616
1987			136 867			1 207.1		17 458
1988			138 174			1 130.5		17 681
1989			137 524			1 043.9		18 175
1990			137 641			1 069.2		19 168
1991			138 888			1 035.1		22 792
1992	750 346		145 059		295 133	869.9	135 082	26 178
1993			157 962			724.2		29 545
1994			168 621			583.1		34 571
1995			187 319			443.6		35 243

1) Includes urban roads.

2) The motorway concept is defined in the Glossary and conforms to the road signs used by Member countries.

MEMBER STATE: BELGIUM

Table 4: Capital value of transport infrastructure at the end of the year

In 1995 prices

National currency (Millions)

Year	Roads 1)		Railways	Urban and suburban railways, metro, tramways	Inland waterways	Oil pipelines	Maritime ports	Airports
	All	of which 2) Motorways						
1986			164 161			1575.3		21 783
1987			166 644			1469.9		21 255
1988			166 327			1361.0		21 283
1989			160 546			1218.8		21 216
1990			155 325			1206.6		21 630
1991			151 863			1131.9		24 920
1992	800 937		154 839		315 031	928.7	144 187	27 943
1993			164 096			752.4		30 691
1994			171 110			591.8		35 080
1995			187 322			443.6		35 243

1) Includes urban roads.

2) The motorway concept is defined in the Glossary and conforms to the road signs used by Member countries.

MEMBER STATE: BELGIUM

Table 5: Total gross investment in combined (multimodal) transport 1)
(Investment in infrastructure) 2)

National currency (Millions)

Year	In current prices	In 1995 prices
1987	51	62
1988	10	12
1989	2	2
1990		
1991	1	1
1992	65	69
1993	28	29
1994	106	108
1995	45	45

1) Investments in railways.

2) This investment has been included in tables 1 and 2.

MEMBER STATE: BELGIUM

Table 6: Total gross investment in transport infrastructure in Trans European Transport Networks (TEN)

(New construction, extension, reconstruction, renewal and major repairs)

In current prices

National currency (Millions)

Year	Roads 1)		3) Railways	Urban and suburban railways, metro, tramways	Inland waterways	Oil pipelines	Maritime ports	Airports
	All	of which 2) Motorways						
1993	5 972		11 977		2 538			
1994	5 711		14 625		2 337			
1995	7 398		18 407		2 549		567	

1) Includes urban roads.

2) The motorway concept is defined in the Glossary and conforms to the road signs used by Member countries.

3) Investment in T.G.V. (included in table 1).

MEMBER STATE: BELGIUM

Table 7: Maintenance expenditure in transport infrastructure

In current prices

National currency (Millions)

Year	Roads 1)		Railways	Urban and suburban railways, metro, tramways	Inland waterways	Oil pipelines	Maritime ports	Airports
	All	of which 2) Motorways						
1987	13 989		7 812		550	12.3	1 511	180
1988	13 973		8 448		600	2.8	1 725	314
1989	15 716		8 239		617	3.3	1 551	356
1990	14 474		8 857		896	7.6	1 417	395
1991	15 109		9 515		923	2.7	1 531	586
1992	12 434		11 395		774	3.0	1 591	520
1993	14 483		11 429		1 115	3.6	1 740	489
1994	15 360		12 693		910	9.2	1 769	724
1995	15 363		11 789		1 028	8.8	1 783	1 052

1) Includes urban roads.

2) The motorway concept is defined in the Glossary and conforms to the road signs used by Member Countries.

MEMBER STATE: BELGIUM

Table 8: Maintenance expenditure in transport infrastructure

In 1995 prices

National currency (Millions)

Year	Roads 1)		Railways	Urban and suburban railways, metro, tramways	Inland waterways	Oil pipelines	Maritime ports	Airports
	All	of which 2) Motorways						
1987	17 032		9 511		670	14.9	1 840	219
1988	16 820		10 169		723	3.4	2 077	378
1989	18 347		9 618		720	3.9	1 810	416
1990	16 334		9 995		1 011	8.5	1 600	446
1991	16 521		10 404		1 010	3.0	1 673	641
1992	13 273		12 163		827	3.3	1 699	555
1993	15 045		11 872		1 159	3.8	1 808	509
1994	15 586		12 881		923	9.4	1 795	735
1995	15 363		11 790		1 028	8.8	1 782	1 052

1) Includes urban roads.

2) The motorway concept is defined in the Glossary and conforms to the road signs used by Member Countries.

3. BOSNIA-HERZEGOVINA

3.1 Statistical coverage

Bosnia-Herzegovina with a population of 4.3 million inhabitants attained a gross domestic product in 1994 of ECU 1 099 per capita and at current prices. Population density was 84 inhabitants per km^2.

The Ministry of Foreign Trade and International Communications has requested to be excused for not being in a position to extract data due to the recent civil war in the country.

4. BULGARIA

4.1 Statistical coverage

Bulgaria with a population of 8.5 million inhabitants attained a gross domestic product in 1994 of ECU 930 per capita and at current prices. Population density was 77 inhabitants per km^2.

No reply has been received from Bulgaria.

5. CROATIA

5.1 Statistical coverage

Croatia with a population of 4.8 million inhabitants attained a gross domestic product in 1994 of ECU 3 251 per capita and at current prices. Population density was 85 inhabitants per km^2.

The ensuing table 1 is expressed in Croatian Kunas and has been supplied by the Ministry of Maritime Affairs, Transport and Communications. Table 2 has been produced for this report by using the deflator of consumer prices. Consumer prices have been used because they have been the only prices available for deflation.

Consumer prices have developed as follows with 1995 = 100

1993	46.40
1994	96.20
1995	100.00

The Ministry has also supplied information for years prior to 1993, but they have been omitted in this publication.

5.2 Transport policy and transport infrastructure

No report received.

MEMBER STATE: CROATIA

Table 1: Total gross investment in transport infrastructure

(New construction, extension, reconstruction, renewal and major repairs)

In current prices

National currency (Millions)

Year	Roads 1)		Railways	Urban and suburban railways, metro, tramways	Inland waterways	Oil pipelines	Maritime ports	Airports
	All	of which 2) Motorways						
1987								
1988								
1989								
1990								
1991								
1992								
1993	367		24	1		54	40	43
1994	648		74	2	0.0	124	14	38
1995	484		62	1		14	9	2

1) Does not include urban roads.

2) The motorway concept is defined in the Glossary and conforms to the road signs used by Member countries.

MEMBER STATE: CROATIA

Table 2: Total gross investment in transport infrastructure

(New construction, extension, reconstruction, renewal and major repairs)

In 1995 prices

National currency (Millions)

Year	Roads 1)		Railways	Urban and suburban railways, metro, tramways	Inland waterways	Oil pipelines	Maritime ports	Airports
	All	of which 2) Motorways						
1987								
1988								
1989								
1990								
1991								
1992								
1993	791		52	2		117	86	92
1994	674		77	2	0	129	15	39
1995	484		62	1		14	9	2

1) Does not include urban roads.

2) The motorway concept is defined in the Glossary and conforms to the road signs used by Member countries.

6. CZECH REPUBLIC

6.1 Statistical coverage

Czech Republic with a population of 10.4 million inhabitants attained a gross domestic product in 1994 of ECU 2 941 per capita and at current prices. Population density was 132 inhabitants per km^2.

The ensuing tables 1, 3, 6 and 7 are expressed in million Czech Korunas in current prices and have been supplied through co-operation with the Ministry of Transport and Communications. Tables in 1995 prices (tables 2, 4 and 8) have been produced for this report based on the price deflator of the Czech gross domestic product. The price deflator has developed as follows:

1993	78.25
1994	86.85
1995	100.00

6.2 Transport policy and transport infrastructure

In 1993, the government of the Czech Republic took account of the "*Transport Policy Strategy of the Czech Republic for 1990s*". By this the Czech Republic (hereinafter "CR") shows concern for the adequate condition and development of means of transport of national and international importance. In terms of funding the state takes share in the development of these networks.

Step by step the government has discussed the following basic strategic materials related to the development of transport networks:

- development of motorways and expressways in the CR until 2005, including the use of credits;
- improvement of the condition of international roads;
- modernisation of priority rail corridors of the Czech Railways;
- construction and mode of financing the construction of Prague airport Praha-Ruzyne;
- participation of the state budget in financing the scheme for the support of waterway transport development;
- establishing the schemes for the transformation of management, organisation and control of the air traffic over the CR's territory.

In the period of 1993 - 1995, 0.64% of GDP in 1993, 0.81% of GDP in 1994 and 1.27% of GDP in 1995 was expended on investments into the transport infrastructure (GDP in constant 1994 prices).

In the railway transport, the investment schemes in 1993 were financed for 83.2% by the state budget, and for 16.8% by own financial resources of the Czech Railways. In further years the involvement of the state budget in these schemes decreased to 76.1%, and in 1995 the state budget took only a 59.6% share in financing the railway investment schemes. In 1995 the share of non-commercial bank loans in investment schemes amounted to 14.3%, and the PHARE contribution amounted to 0.7%.

The development of motorways and four-lane roads is covered predominantly by the state budget. Other sources are currently used to a limited extent. What is involved is partly the PHARE programme assistance aimed at the adjustment of roads leading to border crossings and partly the credit from the European Investment Bank under the PHARE participation for the betterment of international roads of the E category.

In the road transport, the funding of 1993 investment schemes from the state budget reached 100%. In the following years the funding of investment schemes from the state budget decreased to 92.8%. In 1994 the non-commercial bank loans amounted to 1.17% of total investment funds, and in 1995 it was 1.06%.

Total financial costs expended on demanding schemes of the transport infrastructure development in the CR exceed currently 1.5% of GDP. Relatively high financial costs of transport infrastructure modernisation in the CR are settled by the state budget, from credits both guaranteed and non-guaranteed by the state, and in part also from the financial assistance of EU countries - the PHARE programme.

In 1997 the government of the CR took account of the "*Transport Strategy of the CR for the period 1997 - 2000/2005 - basic theses*". The theses contain one of the main strategic objectives of the government: the build-up of the transport infrastructure in order to take account of the traffic requirements, i.e. the high capacity rail connection enabling the link-up of the CR with European transport network, the Elbe waterway and the Prague-Ruzyne airport.

The government of the Czech Republic adopted, already in 1993, a policy of the development and construction of motorways and expressways and also a policy of the modernisation of main railway corridors and financing models of their development. At the same time, the routes of national corridors correspond to the needs and routes of international corridors. In addition, these corridors correspond to AGC, AGR, AGTC and newly also AGN Agreements, entered into already earlier, to which the Czech Republic acceded. The matter-of-fact and time co-ordination of the construction and also the co-operation with other countries is progressing successfully so that in the Czech Republic part of that corridors (particularly as concerns the road network) has been already completed.

The main railway artery that makes part of the TEN corridor IV is the line Decín - Prague - Ceská Trbová - Brno - Breclav. This line has been selected as a top priority for the modernisation programme of transit railway corridors because it concentrates national and international loading flows. The modernisation of the track is proceeding under full traffic, the construction sections being 15 to 30 km long. It has been launched in 1994 and the work is going on according to time schedule with a completion date around 2002. Also the branch IV A of the TEN corridor Prague - Plzen - CR/FRG state border is included into that corridor. This stretch is currently only in the pre-design stage of preparation (a feasibility study is being elaborated).

The line Petrovice u Karviné - Prerov - Breclav in the north-south direction, constituting a branch of the TEN corridor VI, makes a second priority in modernising the railway infrastructure. In the scope of modernising this section the branch leg Prerov - Ceská Trebova will be modernised as well, thereby creating a coherent modernised east-west railway route (Nuremberg - Prague - Ostrava - Slovakia, Poland). Works on this section have already started.

Along the route of the TEN corridor IV the Czech road infrastructure includes the motorway network which has been for the main part already put into service. The core Prague - Brno - Breclav motorway at the border of the Czech Republic/Slovak Republic and portion of the Prague - Nuremberg motorway (VIA CAROLINA) are completed. Another section of this motorway in the stretch Plzen - (except the Plzen bypass) - Rozvadov - Waidhaus will be opened on 10th November this year (1998) under the participation of Ministers of Transport of the Czech Republic and Federal Republic of Germany. By this a coherent route will be generated which will enable the link-up with the high capacity road network of Western Europe. Another priority route is the motorway from Prague to Dresden where a number of sections are in progress and part of it is in operation.

In the Czech territory, the route of the TEN corridor VI will be then created by the motorway from Bohumin at the Polish/Czech border to Vyškov na Morave where this motorway is linked to the Prague - Brno motorway, which is already in service, towards Slovak Republic and Austria. We envisage that part of the motorway will be operational by 2000 and its full completion will occur around 2005.

At the Prague-Ruzyne airport the clearance hall was extended by west gallery into which the traffic of national lines was transferred. The old clearance hall was reconstructed and it is now designed for international traffic - flight arrivals. A new clearance terminal for international departures was built. A terminal for general aviation was completed. The cargo terminal is under construction. For further increase in the traffic capacity the extension of the clearance terminal by a new terminal 3 will be necessary.

MEMBER STATE: CZECH REPUBLIC

Table 1: Total gross investment in transport infrastructure

(New construction, extension, reconstruction, renewal and major repairs)

In current prices

National currency (Millions)

Year	Roads 1)		Railways	Urban and suburban railways, metro, tramways	Inland waterways	Oil pipelines	Maritime ports	Airports
	All	of which 2) Motorways						
1987								
1988								
1989								
1990								
1991								
1992								
1993	4 554	1 648	2 402		42	537		560
1994	6 595	2 761	3 895	2 291	48	4 693		1 499
1995	8 957	4 857	6 266	2 010	48	5 455		2 070

1) Does not include urban roads.

2) The motorway concept is defined in the Glossary and conforms to the road signs used by Member countries.

MEMBER STATE: CZECH REPUBLIC

Table 2: Total gross investment in transport infrastructure

(New construction, extension, reconstruction, renewal and major repairs)

In 1995 prices

National currency (Millions)

Year	Roads 1)		Railways	Urban and suburban railways, metro, tramways	Inland waterways	Oil pipelines	Maritime ports	Airports
	All	of which 2) Motorways						
1987								
1988								
1989								
1990								
1991								
1992								
1993	5 820	2 106	3 070		53	686		716
1994	7 594	3 179	4 485	2 638	55	5 404		1 726
1995	8 957	4 857	6 266	2 010	48	5 455		2 070

1) Does not include urban roads.

2) The motorway concept is defined in the Glossary and conforms to the road signs used by Member countries.

MEMBER STATE: CZECH REPUBLIC

Table 3: Capital value of transport infrastructure at the end of the year

In current prices 3)

National currency (Millions)

Year	Roads 1)		Railways	Urban and suburban railways, metro, tramways	4) Inland waterways	Oil pipelines	Maritime ports	Airports
	All	of which 2) Motorways						
1986								
1987								
1988								
1989								
1990								
1991								
1992								
1993		17 408		41 958	3 110	1 168		
1994		19 984		43 588	3 058	5 433		17 409
1995		24 380	168 175	49 122	3 086	10 509		19 173

1) Does not include urban roads.

2) The motorway concept is defined in the Glossary and conforms to the road signs used by Member countries.

3) Definition: Depreciated purchase cost allowing for any technical improvement which has taken place.

4) Significant inland waterways only. Dams are not included.

MEMBER STATE: CZECH REPUBLIC

Table 4: Capital value of transport infrastructure at the end of the year

In 1995 prices 3)

National currency (Millions)

Year	Roads 1)		Railways	Urban and suburban railways, metro, tramways	4) Inland waterways	Oil pipelines	Maritime ports	Airports
	All	of which 2) Motorways						
1986								
1987								
1988								
1989								
1990								
1991								
1992								
1993		22 247			3 974	1 493		
1994		23 010		50 188	3 521	6 256		20 045
1995		24 380	168 175	49 122	3 086	10 509		19 173

1) Does not include urban roads.

2) The motorway concept is defined in the Glossary and conforms to the road signs used by Member countries.

3) Depreciated purchase cost allowing for any technical improvement which has taken place.

4) Significant inland waterways only. Dams are not included.

MEMBER STATE: CZECH REPUBLIC

Table 6: Total gross investment in transport infrastructure in Trans European Transport Networks (TEN)

(New construction, extension, reconstruction, renewal and major repairs)

In current prices

National currency (Millions)

Year	Roads 1)		Railways	Urban and suburban railways, metro, tramways	Inland waterways	Oil pipelines	Maritime ports	Airports
	All	of which 2) Motorways						
1993		3 620	166		42	537		560
1994		3 065	834	2 110	48	4 693		1 499
1995		4 645	1 189	1 583	48	5 453		2 070

1) Does not include urban roads.

2) The motorway concept is defined in the Glossary and conforms to the road signs used by Member countries.

MEMBER STATE: CZECH REPUBLIC

Table 7: Maintenance expenditure in transport infrastructure

In current prices

National currency (Millions)

Year	Roads 1)		Railways	Urban and suburban railways, metro, tramways	Inland waterways	Oil pipelines	Maritime ports	Airports
	All	of which 2) Motorways						
1987								
1988								
1989								
1990								
1991								
1992								
1993	3 820	326	3 170		172	53		
1994	4 113	356	4 399		122	69		
1995	4 945	340	4 093		124	106		

1) Does not include urban roads.

2) The motorway concept is defined in the Glossary and conforms to the road signs used by Member Countries.

MEMBER STATE: CZECH REPUBLIC

Table 8: Maintenance expenditure in transport infrastructure

In 1995 prices

National currency (Millions)

Year	Roads 1)		Railways	Urban and suburban railways, metro, tramways	Inland waterways	Oil pipelines	Maritime ports	Airports
	All	of which 2) Motorways						
1987								
1988								
1989								
1990								
1991								
1992								
1993	4 882	417	4 051		220	68		
1994	4 736	410	5 065		140	79		
1995	4 945	340	4 093		124	106		

1) Does not include urban roads.

2) The motorway concept is defined in the Glossary and conforms to the road signs used by Member Countries.

7. DENMARK

7.1 Statistical coverage

Denmark with a population of 5.2 million inhabitants attained a gross domestic product in 1994 of ECU 23 745 per capita and at current prices. Population density was 121 inhabitants per km^2.

The ensuing tables are expressed in million Danish Kroner and have been supplied through co-operation with the Ministry of Transport.

Tables in fixed prices were supplied in 1980 prices. For this publication ECMT (1992) has been used to scale all figures to 1985 prices and then on to 1995 prices. The price indexes used vary somewhat between transport sectors but not between the expenditure categories investment and maintenance. The price increase has been higher than the price deflator of gross domestic product, which increased by 33% between 1985 and 1995. The price increase for investment in roads was 45% and in railways 40% between 1985 and 1995.

7.2 Transport policy and transport infrastructure[1]

Investment

Continuing the trend of recent years public investments in the transport sector currently constitute 12 per cent of total public investments. This statement is based on central government and municipal budgets, as well as the budgets of statutory undertakings, excluding the two large companies (Great Belt A/S and A/S Øresund). The two greatest traffic investments, i.e. the fixed links across the Great Belt and Øresund, are operated by state-owned limited liability companies and financed via loans and user payment. By the inclusion of these projects the share of the transport sector increases to well over 20 per cent.

The traffic plan contains a survey of the investments considered necessary up to the year 2005 and beyond. In order to stimulate employment the transport sector has been granted extraordinary appropriations, considerably improving the basis for making road investments favouring the environment and road safety. In addition, framework agreements have been concluded for the Danish State Railways, the private railways and the mainroad maintenance area detailing the investments of future years and envisaging improvement of operational efficiency.

For several areas a defined objective in the plan is greater state support for the development of a sustainable transport policy in counties and municipalities, as well as within the local and regional public transport sector. This priority is based on the recognition that there is a need for enforced initiatives in the urban areas, where the environmental and safety problems caused by traffic are most serious.

A number of pools were established as a result of the Transport Action Plan: subsidies for experiments with alternative servicing of public transport, investment grant pools for the promotion of

1. Extracts from The Danish government's White Paper on transport and the Traffic Plan "Traffic 2005" submitted in December 1993.

environmentally sound bus technology, as well as a traffic and environment pool for urban traffic. In addition, there is a pool for supporting improvement of public servicing of the disabled.

"Traffic 2005" proposes to increase these pools to improve road safety and reduce the noise levels along the county and municipal road networks, particularly in urban areas, as well as to enhance public bus transport services. However, no funds have been earmarked for these purposes yet. The means could be provided by the central government or by reorganising the Ministry of Transport's investment budget.

Abstract

The main purpose of "Traffic 2005" has been to provide an overall overview as well as coherence in the transport policy debate, including all sectors within the transport area. The plan defines an "agenda" for all relevant areas, which will underlie the overall traffic planning and transport policy of the coming years.

Therefore, the plan does not include a series of initiatives to be implemented here and now, nor the culmination of a process, but rather the start of a new general traffic planning process.

This is, of course, an objective in itself. However, the Danish Government has already launched many other initiatives and made important decisions which will have a considerable influence on the basis for tomorrow's transport policy and traffic reality. These include the tax reform introducing green taxes, the employment package, the framework agreement, the Danish State Railway's new organisation and the fixed link across Øresund.

MEMBER STATE: DENMARK

Table 1: Total gross investment in transport infrastructure
(New construction, extension, reconstruction, renewal and major repairs)

In current prices

National currency (Millions)

Year	Roads 1)		Railways	Urban and suburban railways, metro, tramways	Inland waterways	Oil pipelines	Maritime ports	4) Airports
	3) All	of which 2) Motorways						
1987	1 807	283	1 513				458	319
1988	1 866	308	1 452				590	427
1989	1 780	383	1 499				608	420
1990	1 419	384	2 409				612	325
1991	1 358	575	2 306				630	450
1992	1 488	610	2 674				642	275
1993	1 763	530	2 828				556	250
1994	2 218	493	2 317					850
1995	2 455		2 032					750

1) Includes urban roads.

2) The motorway concept is defined in the Glossary and conforms to the road signs used by Member countries.

3) Estimates for 1995.

4) Estimates for 1990-1995.

MEMBER STATE: DENMARK

Table 2: Total gross investment in transport infrastructure
(New construction, extension, reconstruction, renewal and major repairs)

In 1995 prices

National currency (Millions)

Year	Roads 1)		Railways	Urban and suburban railways, metro, tramways	Inland waterways	Oil pipelines	Maritime ports	4) Airports
	3) All	of which 2) Motorways						
1987	2 525	387	2 104				561	421
1988	2 421	400	1 951				676	544
1989	2 204	474	1 803				784	520
1990	1 700	459	2 821				764	393
1991	1 566	664	2 467				714	509
1992	1 741	714	2 980				759	320
1993	1 997	601	3 059				642	284
1994	2 274	505	2 377					873
1995	2 456		2 032					751

1) Includes urban roads.

2) The motorway concept is defined in the Glossary and conforms to the road signs used by Member countries.

3) Estimates for 1995.

4) Estimates for 1990-1995.

MEMBER STATE: DENMARK

Table 6: Total gross investment in transport infrastructure in Trans European Transport Networks (TEN)

(New construction, extension, reconstruction, renewal and major repairs)

In current prices

National currency (Millions)

Year	Roads		Railways	Urban and suburban railways, metro, tramways	Inland waterways	Oil pipelines	Maritime ports	Airports
	2) All	of which 1) Motorways						
1993	500							
1994	950							
1995	1 400							

1) The motorway concept is defined in the Glossary and conforms to the road signs used by Member countries.

2) Data cover both railways and roads. As far as information on the Øresund Fixed Link is concerned only costs relating to the Danish part have been included.

MEMBER STATE: DENMARK

Table 7: Maintenance expenditure in transport infrastructure

In current prices

National currency (Millions)

Year	Roads 1)		Railways	Urban and suburban railways, metro, tramways	Inland waterways	Oil pipelines	Maritime ports	Airports
	3) All	of which 2) Motorways						
1987	3 440	195						
1988	3 315	216						
1989	3 428	232					298	
1990	3 409	240					326	
1991	3 625	279					350	
1992	3 595	277					377	
1993	3 934	343					383	
1994	3 918	316						
1995	3 885							

1) Includes urban roads.

2) The motorway concept is defined in the Glossary and conforms to the road signs used by Member Countries.

3) Estimates for 1995.

MEMBER STATE: DENMARK

Table 8: Maintenance expenditure in transport infrastructure

In 1995 prices

National currency (Millions)

Year	Roads 1)		Railways	Urban and suburban railways, metro, tramways	Inland waterways	Oil pipelines	Maritime ports	Airports
	3) All	of which 2) Motorways						
1987	4 709	266						
1988	4 302	280						
1989	4 246	288					384	
1990	4 084	288					407	
1991	4 180	321					398	
1992	4 211	325					445	
1993	4 457	389					441	
1994	4 016	323						
1995	3 885							

1) Includes urban roads.

2) The motorway concept is defined in the Glossary and conforms to the road signs used by Member countries.

3) Estimates for 1995.

8. ESTONIA

8.1 Statistical coverage

Estonia with a population of 1.5 million inhabitants attained a gross domestic product in 1994 of ECU 1 269 per capita and at current prices. Population density was 33 inhabitants per km^2.

The basic statistical information has been supplied by the Ministry of Transport and Communications and has been expressed in million Estonian Kroons. Data comprised originally outlays for administration, maintenance and investment for each of the years 1993-1995 at current prices. For 1995 investment outlays were singled out as a separate item. As an explorative study, investment outlays have for this publication been extrapolated for the years 1993 and 1994, so that investment and maintenance (including administration) could be separated. Also for explorative purposes the gross domestic product (GDP) implicit price deflator has been used to calculate outlays at 1995 prices.

The deflator of gross domestic product has developed as follows:

1993	53.24
1994	74.64
1995	100.00

The Ministry wrote in its first letter that so far it had not gathered statistics concerning transport infrastructure, but the information given had been taken from bulletins published by the Estonian Statistics Board. In its most recent letter the Ministry has written as regards calculation in ECU:

> "Estonian National Administration and State Enterprise Estonian Railways have submitted their estimates concerning the investments made in 1988-1991. At the time all expenditure was calculated in roubles and there is no possibility to estimate the actual exchange rate of the rouble. The data in ECUs concerning this period in the enclosed tables are based on the expert estimates proceeding from the comparison of the rouble prices and foreign currency prices of the main materials and equipment at the time. Thus we hereby request you to treat the data as approximate and unofficial.
>
> Starting from 1992, the average ECU rate for the Estonian Kroon has been estimated at 1:15. The data presented in the total investment include not only investments from state budget but also expenditure made from other sources, incl. foreign loans (see footnotes at the end of table in ECU)."

8.2 Transport policy and transport infrastructure

Projects and Investments

In 1996 49 Million ECU were financed from State budget for maintenance and for investments of infrastructure. A continuous problem is the underfinancing of infrastructure which is covered partly by long-term loans from the World bank, EBRD, EIB and foreign aid within the PHARE program and with the help of the Swedish State organisation SIDA.

The biggest development projects and their sources of financing are the following:

1. PHARE

- Technical investigation for maintenance renewal of rails on Tapa-Tartu-Kliima and Tartu-Valga route.
- Profitability investigations of Narva and Kliima border stations.
- Technical aid to the Estonian Road Administration for compiling the traffic safety program.
- Advising Estonian Aviation sector for development of flight control services.
- Improvement of Development Assumptions for Estonian Road Network - Road building Management System Development.
- Logistical Study of the Movement of Train Traffic in the Tallinn Area.

2. World Bank

- 6.4 Million ECU for modernisation of diesel trains of Company “Estonian Railway”.
- 10.3 Million ECU for reconstruction repair of public highway.

3. EIB

- 20 Million ECU for updating flight control (new building of flight control centre, erection of ULW radio beacons in Võhma, Jõhvi and Kärdla 1994-1997.
- 15 Million ECU for establishing new terminal in Port of Muuga in 1994-1997.
- 16 Million ECU for reconstruction of railway between Jõhvi and Narva on Tallinn-Narva railway.

In addition to the above mentioned concrete projects, there are a few construction projects in discussion such as Tallinn-Tartu motorway, reconstruction of small harbours, repair of local traffic railways in the North-West part of Estonia.

- 10 Million ECU from EBRD for the renovation of Tallinn Air Terminal.

Some aspects of transport policy

The Estonian transport policy proceeds from the following strategic objectives:

- to enable the population and the national economy in all Estonia to obtain transport services that would be sufficient in volume and quality, safe and environmentally friendly and at a minimum cost for the society;

– to generate, with the assistance of transport, additional gross national product and national income by using the advantageous geopolitical position of Estonia more rationally.

Estonian transport policy proceeds in all aspects from the priority of the interests of Estonian, of all road users and of users of transport services.

Our Government specified the main trends of the development of railways. On the development plan of the Estonian Railways for the period of 1996-2000, considering the service of transit cargo and export-import cargo to be the priority of railway transport for the next couple of years, the Government also foresees the further restructuration of the railway network, and defines the investment and financing principles of railway maintenance.

The improvement of traffic safety on railways is mostly connected with the improvement of the technical conditions of the railways and the rolling stock. Proceeding from the EU transport policy we are facing the task of drafting legal acts directing the development of railways. In order to diminish the negative environmental impact of the rail transport and pollution emitted by rolling stock the engines of diesel trains were replaced. The modernisation of diesel trains will be completed in 1998, and is financed by the State Budget and WB loan.

In road transport the system of road taxes is being designed in order to obtain the necessary measures for the maintenance of infrastructure (motor vehicle tax, road user charges for heavy trucks and excise tax for fuel). The "Development plan for roads up to the year 2000" has also been drawn up, the drafting of Road Act has begun because the existing Motorways Act does not cover road maintenance and traffic regulation problems in municipal (and private) roads. The drafting of Estonian traffic safety program was started in co-operation with PHARE.

MEMBER STATE: ESTONIA

Table 1: Total gross investment in transport infrastructure
(New construction, extension, reconstruction, renewal and major repairs)

In current prices

National currency (Millions)

Year	Roads 1) All	Roads 1) of which 2) Motorways	Railways	Urban and suburban railways, metro, tramways	Inland waterways	Oil pipelines	Maritime ports	Airports
1987								
1988								
1989								
1990								
1991								
1992	37.50		5.25					
1993	72.00		49.50				8.00	17.00
1994	102.00		57.00				37.00	52.00
1995	171.00		57.00				36.65	23.48

1) National roads only.

2) The motorway concept is defined in the Glossary and conforms to the road signs used by Member countries.

MEMBER STATE: ESTONIA

Table 2: Total gross investment in transport infrastructure
(New construction, extension, reconstruction, renewal and major repairs)

In 1995 prices

National currency (Millions)

Year	Roads 1)		Railways	Urban and suburban railways, metro, tramways	Inland waterways	Oil pipelines	Maritime ports	Airports
	All	of which 2) Motorways						
1987								
1988								
1989								
1990								
1991								
1992								
1993	135.2		93.0				15.0	31.9
1994	136.7		76.4				49.6	69.7
1995	171.0		57.0				36.7	23.5

1) National roads only.

2) The motorway concept is defined in the Glossary and conforms to the road signs used by Member countries.

MEMBER STATE: ESTONIA

Table 7: Maintenance expenditure in transport infrastructure

In current prices

National currency (Millions)

Year	Roads 1)		Railways	Urban and suburban railways, metro, tramways	Inland waterways	Oil pipelines	Maritime ports	Airports
	All	of which 2) Motorways						
1987								
1988								
1989								
1990								
1991								
1992								
1993	161.00		4.00				19.00	23.00
1994	237.00		5.00				87.00	28.00
1995	309.95		9.65				86.31	32.13

1) National roads only.

2) The motorway concept is defined in the Glossary and conforms to the road signs used by Member countries.

MEMBER STATE: ESTONIA

Table 8: Maintenance expenditure in transport infrastructure

In 1995 prices

National currency (Millions)

Year	Roads 1)		Railways	Urban and suburban railways, metro, tramways	Inland waterways	Oil pipelines	Maritime ports	Airports
	All	of which 2) Motorways						
1987								
1988								
1989								
1990								
1991								
1992								
1993	302.40		7.51				35.69	43.20
1994	317.52		6.70				116.56	37.51
1995	309.95		9.65				86.31	32.13

1) National roads only.

2) The motorway concept is defined in the Glossary and conforms to the road signs used by Member countries.

9. FINLAND

9.1 Statistical coverage

Finland with a population of 5.1 million inhabitants attained a gross domestic product in 1994 of ECU 16 013 per capita and at current prices. Population density was 17 inhabitants per km^2.

The ensuing tables are expressed in million Finnish Marks and have been supplied through co-operation with the Ministry of Transport and Communications.

The price indexes used vary somewhat between transport sectors and between the expenditure categories investment and maintenance. For most time series the price increase has been less than the price deflator of gross domestic product which increased by 44.5% between 1985 and 1995.

Due to its climatic conditions Finland has included icebreaking in the infrastructure concept. So in the investment and capital category of maritime ports are included icebreakers and in maintenance outlays are included maintenance and operational costs of icebreaking.

Table 3 on capital values (road, rail and inland waterways) is based on the inventory of assets under the responsibility of the Ministry. The inventory was made in all government agencies on common grounds in accordance with the instructions issued by the Finnish State Treasury. A market price based on supply and demand is primarily used as the current value of fixed assets. If a market price has not been available, the current price of the assets has been valued according to the current replacement cost or the cost rectified on the basis of index adjustments. In the inventory, primarily, the index adjusted current replacement costs is used. From 1998 on the state has a balance sheet like the one used on the private corporates.

The value of transport infrastructure (streets, ports and airports) is based on balance sheets of owners (municipalities, Civil Aviation Administration).

9.2 Transport policy and transport infrastructure

The Ministry of Transport and Communications of Finland estimates that the growth of transport and communications will continue. Especially the growth of communications will be strong in the next few years. The development of transport and communications supports also economic growth. This estimation is included in the operating strategy and financial plan of the Ministry of Transport and Communications for 1998-2001.

The remote geographic location of Finland is a special challenge to the efficiency of international and domestic transport operations. Transport networks and systems are being developed, especially, to meet the needs for transport operations of companies. Comparable objectives have been set for different transport modes. These objectives relate, above all, to flexibility, safety, economic efficiency and environment.

Transport, communications and postal services employ in Finland approximately 8% of the working power. Especially, there will be more working places in communications sector in the next few years. The Ministry of Transport and Communications supports this development by continuing the information society programme.

The budgetary frames set by the Council of State on behalf of the Ministry of Transport and Communications amounts approximately to FIM 7.5 billion in 1998 and to FIM 7.3 billion in 1999-2001. The financing will fall from the present level by about 600 million. Almost 90% of the budget will be used for transport infrastructure purposes. (1 ECU = 5.8 FIM).

In international issues the Ministry of Transport and Communications considers the EU presidency at the end of 1999 a great challenge to be faced in the next few years. In the EU co-operation the most important transport issues of the Ministry are the Trans-European Networks, the fair pricing of transport, navigation safety, external transport relations, supporting the competitivity of shipping business and vehicle technology.

Due to its special geographical and climatic features, the transport conditions in Finland differ much from those in Central Europe.

The Ministry considers that the special conditions of Finland shall be taken into account in the EU decision making.

In the field of communications the Ministry emphasises the realisation of competition of telecommunication as well as the improvement of the competitivity of information and communication industry in Europe. In Finland, the liberalisation of telecommunication activities has obviously advanced farther than in the rest of Europe.

Transport routes will be kept in condition. The transport network of Finland is mainly in good condition. Therefore, in the next few years the major tasks will include improving the quality of the main transport networks and keeping them in good condition.

The savings operations of Government, however, threaten to weaken the condition of roads and railways. Therefore, the Ministry of Transport and Communications is looking for the development of new financing modes. The upgrading of the 70 km stretch of the Helsinki - Lahti motorway has already started by shadow toll financing. As an additional financing mode the Ministry has proposed also to use the dividend incomes and the sales incomes of State owned companies for transport routes.

The Ministry of Transport and Communications intends to increase competition in road construction, planning and maintenance as well as in track maintenance and rail transport. Rail transport is profitable in Finland, unlike in most European countries. Ten per cent profit of share capital is required as dividend from the railway operator (VR Group Ltd.) A sum equivalent to this dividend is added to the money given for track maintenance in the State budget.

A certain profitability is always expected from new transport investments. The benefit/cost ratio of a project to be implemented shall be at least 2.

The Ministry of Transport and Communication emphasises, above all, the development of the Trans-European Networks. Important projects for Finland are the Helsinki - St. Petersburg - Moscow Transport Corridor, the Via Baltica Connection, the Nordic Triangle that joins together the capitals of the Nordic countries and the Barents Euro-Arctic Transport Area that joins together the northern parts of Russia and Scandinavia.

MEMBER STATE: FINLAND

Table 1: Total gross investment in transport infrastructure
(New construction, extension, reconstruction, renewal and major repairs)

In current prices

National currency (Millions)

Year	Roads 1)		Railways	Urban and suburban railways, metro, 3) tramways	Inland waterways	Oil pipelines	4) Maritime ports	Airports
	All	of which 2) Motorways						
1987	3 847	150	522	56	10		494	79
1988	4 029	170	535	69	14		444	84
1989	4 279	329	613	47	20		476	116
1990	5 051	592	748	36	54		310	199
1991	5 392	738	735	69	89		260	267
1992	4 973	682	1 037	179	79		380	358
1993	4 520	756	957	141	9		269	276
1994	4 551	683	1 265	183	13		457	209
1995	4 123	557	1 342	199	6		539	294

1) Includes public roads, communal roads and streets. Does not include private roads.

2) The motorway concept is defined in the Glossary and conforms to the road signs used by Member countries.

3) The figures have been aggregated from separate information for a) urban/suburban railways, b) metro and c) tramways. For the years 1987-1989 there are no data for a) and c). For c) there are no data for 1990-1991 either.

4) The figures have been aggregated from separate information for a) ports, b) waterways to ports and c) icebreaking.

MEMBER STATE: FINLAND

Table 2: Total gross investment in transport infrastructure

(New construction, extension, reconstruction, renewal and major repairs)

In 1995 prices

National currency (Millions)

Year	1) Roads		Railways	Urban and suburban railways, metro, 3) tramways	Inland waterways	Oil pipelines	4) Maritime ports	Airports
	All	of which 2) Motorways						
1987	4 773	185	645	69	12		611	98
1988	4 735	200	626	81	16		522	102
1989	4 662	350	665	51	21		522	126
1990	5 206	588	768	36	56		309	204
1991	5 392	713	733	68	88		252	266
1992	5 125	672	1 066	184	82		398	368
1993	4 769	799	1 004	148	9		277	290
1994	4 655	702	1 293	120	13		465	214
1995	4 123	557	1 342	199	5		539	294

1) Includes public roads, communal roads and streets. Does not include private roads.

2) The motorway concept is defined in the Glossary and conforms to the road signs used by Member countries.

3) The figures have been aggregated from separate information for (1) urban/suburban railways, (2) metro and (3) tramways. For the years 1987-1989 there are no data for (1) and (3). For (3) there are no data for 1990-1991 either.

4) The figures have been aggregated from separate information for (1) ports, (2) waterways to ports and (3) icebreaking.

MEMBER STATE: FINLAND

Table 3: Capital value of transport infrastructure at the end of the year

In current prices

National currency (Millions)

Year	1) Roads		Railways	Metro, tramways	Inland waterways	Oil pipelines	3) Maritime ports	Airports
	All	of which 2) Motorways						
1986	77 135	4 250	4 347	960	37		3 423	735
1987	78 727	4 300	4 615	958	42		3 841	868
1988	79 968	4 400	4 844	960	44		4 135	907
1989	81 663	4 700	4 827	1 018	58		4 707	1 941
1990	82 600	4 600	9 292	1 039	106		4 898	1 977
1991	83 490	4 900	9 417	1 068	156		5 030	2 105
1992	84 250	5 000	9 699	1 082	225		4 022	2 300
1993	85 093	5 000	9 951	1 028	395		3 861	2 391
1994	85 855	5 100	10 455	1 179	410		4 424	2 431
1995	86 492	5 000	13 931	988	429		4 601	2 576

1) Includes public roads, communal roads and streets. Does not include private roads.

2) The motorway concept is defined in the Glossary and conforms to the road signs used by Member countries. The figures are estimated.

3) The figures have been aggregated from separate information for (1) ports, (2) waterways to ports and (3) icebreaking.

MEMBER STATE: FINLAND

Table 6: Total gross investment in transport infrastructure in Trans European Transport Networks (TEN) 3)

(New construction, extension, reconstruction, renewal and major repairs)

In current prices

National currency (Millions)

Year	Roads 1)		Railways	Urban and suburban railways, metro, tramways	Inland waterways	Oil pipelines	Maritime ports	Airports
	All	of which 2) Motorways						
1993								
1994								
1995	723	552	1 250	71				294

1) Includes public roads. Does not include communal roads (streets).

2) The motorway concept is defined in the Glossary and conforms to the road signs used by Member countries.

3) Figures have been included from the year Finland joined the European Union.

MEMBER STATE: FINLAND

Table 7: Maintenance expenditure in transport infrastructure

In current prices

National currency (Millions)

Year	1) Roads		Railways	Urban and suburban railways, metro, tramways 3)	Inland waterways	Oil pipelines	4) Maritime ports	5) Airports
	All	of which 2) Motorways						
1987	3 046	31	459	34	21		291	
1988	3 420	33	651	35	23		278	
1989	3 673	33	605	38	25		278	
1990	3 811	35	546	45	78		295	
1991	3 985	39	659	43	97		306	
1992	3 954	49	651	132	93		262	
1993	3 787	52	647	135	80		269	
1994	3 692	60	691	141	78		310	
1995	3 584	61	706	121	80		291	

1) Includes public roads, communal roads and streets. Does not include private roads.

2) The motorway concept is defined in the Glossary and conforms to the road signs used by Member countries. The figures are estimated.

3) There is no information on urban/suburban railways and for the years 1987-1991 there is no information for tramways.

4) The figures have been aggregated from separate information for (1) ports, (2) waterways to ports and (3) icebreaking.

5) Civil Aviation Administration has not calculated maintenance outlays.

MEMBER STATE: FINLAND

Table 8: Maintenance expenditure in transport infrastructure

In 1995 prices

National currency (Millions)

Year	1) Roads		Railways	Urban and suburban railways, metro, 3) tramways	Inland waterways	Oil pipelines	4) Maritime ports	5) Airports
	All	of which 2) Motorways						
1987	3 764	38	567	41	25		366	
1988	4 004	38	762	41	27		331	
1989	3 986	36	657	41	27		312	
1990	3 912	36	561	47	80		313	
1991	3 970	38	657	43	96		321	
1992	4 060	50	669	134	96		276	
1993	3 970	54	678	141	84		282	
1994	3 772	61	706	144	80		318	
1995	3 584	61	706	121	80		291	

1) Includes public roads, communal roads and streets. Does not include private roads.

2) The motorway concept is defined in the Glossary and conforms to the road signs used by Member countries. The figures are estimated.

3) There is no information on urban/suburban railways and for the years 1987-1991 there is no information for tramways.

4) The figures have been aggregated from separate information for (1) ports, (2) waterways to ports and (3) icebreaking.

5) Civil Aviation Administration has not calculated maintenance outlays.

10. FRANCE

10.1 Statistical coverage

France with a population of 58.3 million inhabitants attained a gross domestic product in 1994 of ECU 20 687 per capita and at current prices. Population density was 106 inhabitants per km^2.

The ensuing tables 1-8 are expressed in million French Francs and have been supplied through co-operation with the Ministère de l'Equipment, du Logement, des Transports et du Tourisme. Data in constant prices were originally expressed in 1980 prices, but have been transformed to 1995 prices for this publication. Due to a better information base and in some cases change in definitions, time series may be different from those previously published by ECMT (1992).

The price indexes vary between transport sectors and expenditure categories. Price increase has been less than the price deflator of gross domestic product. The price deflator has increased by 32% between 1985 and 1995 while e.g. price increase in road investment has been 19%.

10.2 Transport policy and transport infrastructure

No report received.

MEMBER STATE: FRANCE

Table 1: Total gross investment in transport infrastructure
(New construction, extension, reconstruction, renewal and major repairs)

In current prices

National currency (Millions)

Year	Roads 1) All	Roads 1) of which 2) Motorways	3) Railways	Urban and suburban railways, metro, 4) tramways	Inland waterways	Oil pipelines	Maritime ports	Airports
1987	36 400	6 900	10 841	5 700	500		1 100	1 600
1988	44 100	8 800	12 876	5 600	500		1 500	1 800
1989	45 900	9 500	14 580	4 800	500		1 600	2 100
1990	48 400	10 600	21 302	5 400	600		2 100	3 100
1991	51 300	11 400	26 133	7 000	700		2 300	4 100
1992	53 800	10 800	24 019	8 100	700		1 900	4 800
1993	55 200	12 300	16 817	10 500	800		2 000	4 400
1994	57 295	14 400	11 936	10 100	800		2 200	3 700
1995	56 298	17 000	10 042	10 500	800		2 200	3 700

1) Includes urban roads.

2) Concession motorways. The motorway concept is defined in the Glossary and conforms to the road signs used by Member countries.

3) Main railway lines of SNCF (conventional and TGV) including an estimate for the French part of Eurotunnel based on investment figures for the English part. These estimated investment volumes have been (mill FF): 1987: 1141, 1988: 3876, 1989: 5080, 1990: 6102, 1991: 6933, 1992: 5719, 1993: 3317, 1994: 2036, 1995: 142

4) SNCF Ile-de-France, RATP (metro and RER), urban public transport for cities other than Paris.

MEMBER STATE: FRANCE

Table 2: Total gross investment in transport infrastructure
(New construction, extension, reconstruction, renewal and major repairs)

In 1995 prices

National currency (Millions)

Year	Roads 1) All	Roads 1) of which 2) Motorways	3) Railways	Urban and suburban railways, metro, 4) tramways	Inland waterways	Oil pipelines	Maritime ports	Airports
1987	41 215	7 806	12 229	6 475	480		1 185	1 762
1988	48 693	9 714	14 165	6 300	480		1 693	1 938
1989	49 736	10 235	15 727	5 250	480		1 693	2 291
1990	50 954	11 102	22 393	5 775	640		2 200	3 348
1991	52 519	11 622	26 712	7 175	640		2 370	4 229
1992	54 432	10 928	24 165	8 225	640		1 862	4 934
1993	55 823	12 316	16 876	10 675	799		2 031	4 581
1994	57 683	14 398	11 937	10 150	799		2 200	3 700
1995	56 298	17 000	10 042	10 500	799		2 200	3 700

1) Includes urban roads.

2) Concession motorways. The motorway concept is defined in the Glossary and conforms to the road signs used by Member countries.

3) Main railway lines of SNCF including an estimate for the French part of Eurotunnel based on investment figures for the English part. These estimated investment volumes have been (mill FF): 1987: 1287, 1988: 4264, 1989: 5480, 1990: 6415, 1991: 7087, 1992: 5754, 1993: 3329, 1994: 2036, 1995: 142.

4) SNCF Ile-de-France, RATP (metro and RER), urban public transport for cities other than Paris.

MEMBER STATE: FRANCE

Table 4: Capital value of transport infrastructure at the end of the year

In 1995 prices 3)

National currency (Millions)

Year	Roads 1)		Railways	Urban and suburban railways, metro, tramways	Inland waterways	Oil pipelines	Maritime ports	Airports
	All	of which 2) Motorways						
1986								
1987								
1988								
1989								
1990								
1991	760 380	175 740	160 080	45 240	29 580		38 280	
1992								
1993								
1994								
1995								

1) Includes urban roads.

2) The motorway concept is defined in the Glossary and conforms to the road signs used by Member countries.

3) Reference year: 1980.

MEMBER STATE: FRANCE

Table 5: Total gross investment in combined (multimodal) transport 1)
(Investment in infrastructure) 2)

National currency (Millions)

Year	In current prices	In 1995 prices
1987	11	13
1988	8	8
1989	5	6
1990	8	8
1991	47	48
1992	31	31
1993	64	65
1994	62	63
1995	160	160

1) Investments in railways.

2) This investment has been included in tables 1 and 2.

MEMBER STATE: FRANCE

Table 7: Maintenance expenditure in transport infrastructure

In current prices

National currency (Millions)

Year	Roads 1)		Railways 3)	Urban and suburban railways, metro, 4) tramways	Inland waterways	Oil pipelines	Maritime ports	Airports
	All	of which 2) Motorways						
1987	3 800	1 000	4 100	3 100				
1988	3 800	1 000	3 300	3 200				
1989	3 800	1 100	3 200	3 400				
1990	4 000	1 300	3 300	3 600				
1991	3 800	1 300	3 400	3 600				
1992	4 000	1 300	3 400	3 800				
1993	4 200	1 300	3 000	4 100				
1994	4 300	1 400	2 500	4 300				
1995	4 600	1 600	3 100	4 500				

1) Includes urban roads.

2) The motorway concept is defined in the Glossary and conforms to the road signs used by Member Countries.

3) The whole network.

4) SNCF Ile-de-France, RATP (metro and RER), urban public transport for cities other than Paris.

MEMBER STATE: FRANCE

Table 8: Maintenance expenditure in transport infrastructure

In 1995 prices

National currency (Millions)

Year	1) Roads		3) Railways	Urban and suburban railways, metro, 4) tramways	Inland waterways	Oil pipelines	Maritime ports	Airports
	All	of which 2) Motorways						
1987	4 423	1 245	4 650	3 683				
1988	4 245	1 067	3 616	3 545				
1989	4 245	1 245	3 444	3 933				
1990	4 245	1 422	3 444	4 050				
1991	4 068	1 422	3 444	3 600				
1992	4 245	1 422	3 444	3 763				
1993	4 423	1 422	2 928	4 259				
1994	4 423	1 422	2 410	4 575				
1995	4 600	1 600	3 100	4 500				

1) Includes urban roads.

2) The motorway concept is defined in the Glossary and conforms to the road signs used by Member Countries.

3) The whole network.

4) SNCF Ile-de-France, RATP (metro and RER), urban public transport for cities other than Paris.

11. F.Y.R.O.M.

11.1 Statistical coverage

F.Y.R.O.M. with a population of 2.0 million inhabitants attained a gross domestic product in 1994 of ECU 1 305 per capita and at current prices. Population density was 78 inhabitants per km^2.

No reply has been received from F.Y.R.O.M.

12. GERMANY

12.1 Statistical coverage

Germany with a population of 81.7 million inhabitants attained a gross domestic product in 1994 of ECU 21 167 per capita and at current prices. Population density was 234 inhabitants per km^2.

The ensuing tables are expressed in million German Marks and tables both at current and constant prices have been supplied through co-operation with the Ministry of Transport.

The price indexes used for investment vary somewhat between transport sectors.

12.2 Transport policy and transport infrastructure

The changes in the transport investment policy of the Federal Republic of Germany in the period covered by the report (1985-1995) are mainly characterised by the re-unification of Germany on 3rd October 1990 and by the opening of the borders to Eastern Europe, as well as the EU Treaty of Maastricht with the new title XII "Trans-European Networks" and the extension of the European Union by Sweden, Finland and Austria.

These developments with their consequences on economic, social, finance and environmental policy have created completely different parameters of transport policy.

The Federal Transport Infrastructure Plan 1992 (BVWP '92), as the first transport infrastructure plan for Germany in its entirety, lays down a long-term investment strategy until the year 2012; this strategy covers the transport infrastructure for which the Federal Government is responsible and has a total volume of about 450 billion DM.

With an investment share of 54%, the environment friendly transport modes railway and inland waterway transport are given priority in the framework of investment policy. Due to the bad quality of the existing infrastructure in the new federal Laender, the backlog demand for maintenance investment there is very high. Construction and improvement measures are mainly concentrated in the 17 "German Unity" transport projects with a total financial volume of about 70 billion DM, which will establish in a short time efficient links between the two parts of Germany that were separated for more than 40 years. In total, the backlog demand in the new Federal Laender is met with an over proportional share of about 40% of the total investment until the year 2012.

In the period from 1990 to 1997 about 5 300 km of railway tracks and 11 500 km of federal trunk roads were built, repaired or improved in the new Laender with funds from the federal budget amounting to 76 billion DM.

The rapid increase in *gross fixed capital formation* with a federal share of approximately 13 billion DM before 1990 compared to more than 20 billion DM in the period from 1991 is mainly due to the statistical collection; before re-unification only the data of the old Federal Laender were collected, from 1991 the statistics also covered the extended territory of the Federal Republic. This applies accordingly to the statement on the proportional *gross fixed assets* of transport infrastructure of the federation, the Laender and the local communities.

Despite the necessary efforts to consolidate the federal budget, we will continue to make major investments amounting to approximately 22 billion DM every year in the development of the transport infrastructure.

Of major importance in the sector of transport policy is also the *structural reform of the railway* with the privatisation of Deutsche Bahn AG on *5th January 1994* and the regionalisation of local and regional passenger transport by rail on 1st January 1996. The structural railway reform has resulted in a strict separation of business and governmental tasks. So Deutsche Bahn AG undertakes the construction and development of the railway network under its own responsibility, in accordance with BVWP '92 and to the extent that the projects improve the operating result of the enterprise. The federation's responsibility for railway infrastructure is fulfilled by supplying funds from the federal budget for investments in new construction, development and replacement of the federal network.

With the regionalisation of local and regional passenger transport by rail the functional and financial responsibility for local and regional passenger transport by rail was transferred to the Federal Laender which receive considerable funds from the Federal Government for this purpose. The aim is a more economical and efficient structure of local and regional passenger services by rail.

MEMBER STATE: GERMANY

Table 1: Total gross investment in transport infrastructure
(New construction, extension, reconstruction, renewal and major repairs)

In current prices

National currency (Millions)

Year	Roads 1)		Railways	Urban and suburban railways, metro, tramways	Inland waterways	Oil pipelines	Maritime ports	Airports
	All	of which 2) Motorways						
1987	14 440	2 308	5 400	1 440	920	150	430	1 000
1988	14 760	2 347	4 610	1 340	870	180	480	1 270
1989	15 260	2 369	4 170	1 640	880	180	620	1 810
1990	15 580	2 505	4 210	1 560	870	200	700	2 490
1991	23 180	3 194	8 210	1 965	1 050	260	850	3 410
1992	26 040	3 928	9 140	2 845	1 000	270	930	3 090
1993	25 780	4 103	9 480	2 310	1 190	320	940	2 560
1994	26 220	4 019	10 980	2 060	1 150	320	820	1 960
1995	26 090	4 406	11 100	2 080	1 210	320	990	1 990

1) Includes urban roads.

2) Bundesautobahn. The motorway concept is defined in the Glossary and conforms to the road signs used by Member countries.

MEMBER STATE: GERMANY

Table 2: Total gross investment in transport infrastructure
(New construction, extension, reconstruction, renewal and major repairs)

In 1995 prices

National currency (Millions)

Year	Roads 1) All	Roads 1) of which 2) Motorways	Railways	Urban and suburban railways, metro, tramways	Inland waterways	Oil pipelines	Maritime ports	Airports
1987	18 570	2 968	7 091	1 868	1 223	181	557	1 275
1988	18 724	2 977	5 933	1 707	1 138	212	611	1 617
1989	18 908	2 935	5 198	2 030	1 118	204	765	2 255
1990	18 191	2 925	4 952	1 829	1 068	223	805	2 930
1991	25 405	3 501	9 109	2 173	1 177	278	939	3 799
1992	27 129	4 092	9 403	2 985	1 069	280	976	3 243
1993	26 211	4 172	9 447	2 351	1 218	325	955	2 579
1994	26 485	4 060	11 022	2 070	1 160	323	821	1 938
1995	26 090	4 406	11 100	2 080	1 210	320	990	1 990

1) Includes urban roads.

2) Bundesautobahn. The motorway concept is defined in the Glossary and conforms to the road signs used by Member countries.

MEMBER STATE: GERMANY

Table 3: Capital value of transport infrastructure at the end of the year

In current prices

National currency (Millions)

Year	Roads 1)		Railways	Urban and suburban railways, metro, tramways	Inland waterways	Oil pipelines	Maritime ports	Airports
	All	of which 2) Motorways						
1986								
1987	536 877		166 750	40 456	42 138	5 140	22 090	13 615
1988	554 070		171 230	42 216	43 350	5 231	22 621	14 270
1989	577 079		177 241	44 764	45 150	5 373	23 614	15 770
1990	621 794		188 065	48 470	47 224	5 438	25 617	18 553
1991	744 419		239 202	54 895	63 271	7 764	28 785	22 814
1992	799 263		260 750	60 173	66 736	7 861	30 747	26 584
1993	834 121		272 051	63 769	70 192	7 929	32 174	29 494
1994	854 541		274 192	66 058	71 685	7 878	32 916	31 224
1995	877 392		279 414	67 858	72 760	7 852	33 392	32 037

1) Includes urban roads.

2) The motorway concept is defined in the Glossary and conforms to the road signs used by Member countries.

MEMBER STATE: GERMANY

Table 4: Capital value of transport infrastructure at the end of the year

In 1995 prices

National currency (Millions)

Year	Roads 1)		Railways	Urban and suburban railways, metro, tramways	Inland waterways	Oil pipelines	Maritime ports	Airports
	All	of which 2) Motorways						
1986								
1987	690 445		218 973	52 472	56 037	6 198	28 608	17 355
1988	702 868		220 363	53 789	56 715	6 158	28 795	18 166
1989	715 033		220 946	55 416	57 363	6 101	29 121	19 648
1990	726 007		221 209	56 828	57 949	6 053	29 477	21 834
1991	815 874		265 408	60 703	70 953	8 309	31 805	25 420
1992	832 688		268 267	63 124	71 320	8 164	32 256	27 905
1993	848 052		271 097	64 899	71 835	8 062	32 676	29 717
1994	863 163		275 249	66 380	72 279	7 957	32 954	30 867
1995	877 392		279 414	67 858	72 760	7 852	33 392	32 037

1) Includes urban roads.

2) The motorway concept is defined in the Glossary and conforms to the road signs used by Member countries.

13. GREECE

13.1 Statistical coverage

Greece with a population of 10.5 million inhabitants attained a gross domestic product in 1994 of ECU 7 857 per capita and at current prices. Population density was 80 inhabitants per km^2.

The ensuing tables are expressed in million Greek Drachma and have been supplied through co-operation with the Ministry of Environment, Physical Planning and Public Works.

The price indexes do not vary between transport sectors and only very little between the expenditure categories investment and maintenance. Investment prices have increased by 335% between 1985 and 1995 which is less than the price deflator of gross domestic product.

13.2 Transport policy and transport infrastructure

No report received.

MEMBER STATE: GREECE

Table 1: Total gross investment in transport infrastructure
(New construction, extension, reconstruction, renewal and major repairs)

In current prices

National currency (Millions)

Year	Roads 1) All	Roads 1) of which 2) Motorways	3) Railways	Urban and suburban railways, metro, tramways	Inland waterways	Oil pipelines	Maritime ports	Airports
1987	24 192	4 664	14 704				1 329	1 662
1988	31 771	7 335	13 275				2 483	2 029
1989	43 895	12 460	17 352				2 324	3 982
1990	45 689	16 355	2 760				1 934	4 032
1991	55 830	21 709	34 010				2 371	3 389
1992	86 531	47 822	33 100				3 976	5 580
1993	121 528	74 360	47 020				6 122	9 028
1994	105 950	60 195	33 702				2 187	7 590
1995	156 213	77 097					5 774	8 252

1) Includes urban roads.

2) The motorway concept is defined in the Glossary and conforms to the road signs used by Member countries.

3) Including rolling stock.

MEMBER STATE: GREECE

Table 2: Total gross investment in transport infrastructure
(New construction, extension, reconstruction, renewal and major repairs)

In 1995 prices

National currency (Millions)

Year	Roads 1) All	Roads 1) of which 2) Motorways	Railways 3)	Urban and suburban railways, metro, tramways	Inland waterways	Oil pipelines	Maritime ports	Airports
1987	76 859	14 816	46 731				4 221	5 278
1988	83 242	19 216	34 789				6 504	5 313
1989	95 841	27 202	37 888				5 074	8 691
1990	83 515	29 893	50 570				3 535	6 400
1991	88 654	34 471	54 000				3 765	5 378
1992	121 565	67 182	46 497				5 582	7 839
1993	148 098	90 615	57 291				7 460	10 999
1994	114 487	65 043	36 419				2 361	8 199
1995	156 214	77 099					5 773	8 252

1) Includes urban roads.

2) The motorway concept is defined in the Glossary and conforms to the road signs used by Member countries.

3) Including rolling stock.

MEMBER STATE: GREECE

Table 6: Total gross investment in transport infrastructure in Trans European Transport Networks (TEN)

(New construction, extension, reconstruction, renewal and major repairs)

In current prices

National currency (Millions)

Year	Roads 1)		Railways	Urban and suburban railways, metro, tramways	Inland waterways	Oil pipelines	Maritime ports	Airports
	All	of which 2) Motorways						
1993	82 800	74 360					1 378	9 028
1994	67 900	60 195					328	7 590
1995	86 200	77 097					2 504	8 252

1) Includes urban roads.

2) The motorway concept is defined in the Glossary and conforms to the road signs used by Member countries.

MEMBER STATE: GREECE

Table 7: Maintenance expenditure in transport infrastructure

In current prices

National currency (Millions)

Year	Roads 1)		Railways	Urban and suburban railways, metro, tramways	Inland waterways	Oil pipelines	Maritime ports	Airports
	All	of which 2) Motorways						
1987	4 196	800					7	80
1988	5 249	850					12	90
1989	6 000	1 150					3	120
1990	6 700	1 900						180
1991	7 700	2 250					14	260
1992	14 700	2 500					53	300
1993	20 900	2 800					29	500
1994	22 200	3 000					118	500
1995	23 300	3 500					40	900

1) Includes urban roads.

2) The motorway concept is defined in the Glossary and conforms to the road signs used by Member Countries.

MEMBER STATE: GREECE

Table 8: Maintenance expenditure in transport infrastructure

In 1995 prices

National currency (Millions)

Year	Roads 1)		Railways	Urban and suburban railways, metro, tramways	Inland waterways	Oil pipelines	Maritime ports	Airports
	All	of which 2) Motorways						
1987	13 330	2 539					22	255
1988	13 752	2 226					31	237
1989	6 578	2 509					4	263
1990	12 248	3 470						329
1991	12 226	3 570					22	413
1992	20 652	3 509					76	426
1993	25 469	3 409					36	615
1994	23 774	3 239					129	544
1995	23 300	3 500					40	900

1) Includes urban roads.

2) The motorway concept is defined in the Glossary and conforms to the road signs used by Member Countries.

14. HUNGARY

14.1 Statistical coverage

Hungary with a population of 10.2 million inhabitants attained a gross domestic product in 1994 of ECU 3 423 per capita and at current prices. Population density was 110 inhabitants per km^2.

The ensuing tables 1-8 are expressed in million Hungarian Forints and have been supplied through co-operation with the Ministry of Transport, Communication and Water Management.

The price index for oil pipelines varies from the other transport sectors. For the other sectors price development has been nearly the same. Price deflator of gross domestic product has increased less than investment and maintenance expenditure in transport. Between 1985 and 1994 the price deflator had increased by 342%, while investment and maintenance expenditure in roads and railways had increased by 381%.

14.2 Transport policy and transport infrastructure

The transport policy adopted by the Hungarian Parliament in 1996 determines the principal measures leading to sensible transport solutions that are in harmony with man and his environment, i.e. develops the conditions for "sustainable mobility" for the society and the economy. Consequently Hungarian transport policy strives to strike a balance between the freedom of movement of the individual, the accessibility of the various means of transport and the protection of the environment, contributing to our socio-economic development while taking into consideration the intention of Hungary to gain access to the EU. Thus the strategic goal of transport policy is to facilitate the integration into the EU.

The co-operation between countries is influenced by the relations in the field of transport and shipping in every sector of the economy.

Integration into the world economy requires the development of national infrastructural networks in conjunction with international systems and the restructuring/modernisation of the existing networks in line.

In the transport sector in Hungary the network infrastructure is outdated and obsolete and in great need of renewal. World-wide experience proves that one of the most important pre-conditions for reaching a sustainable growth of economy, is a substantial increase of investment in crucial infrastructure areas such as transport. Hungarian transport policy has consequently devised a development strategy in line not only with the Hungarian requirements but also with international and European trends.

The priorities of national strategy take into consideration the Hungarian situation and international environment such as the EU internal market integration process, the boom in international trade stimulated by economic growth and the Trans-European corridors. All of these require the rapid improvement of the infrastructure. Efficient, accessible and competitive transport systems are vital to the society and the economy of Hungary. They can ensure quality of life to citizens, as well as business prosperity.

The links provided by these transport systems are essential for the cohesion of the EU both in regional and social terms.

The Trans-European Transport Networks (TEN) provide the instruments to ensure the integration of transport networks to serve all regions through co-ordinated planning.

Since the co-ordination and management of transport infrastructure development and financing is and will remain for a considerable time a government task, the Hungarian transport administration has also elaborated its own development program.

The components of transport system and the service facilities provide the operations.

In order to achieve the national goals it is necessary that transport and regional development programmes are closely co-ordinated and support each other.

Financial resources are limited, both in absolute terms and in relation to specific tasks. This fact determines the major tasks ahead, which is to assure a sufficient level of maintenance, and/or restore, to its original standards, the road and railway networks.

The development, maintenance and operation of public transport networks that are of national interest are state responsibilities, while those of local importance are that of local and municipal governments.

Road network: National highways, with the exception of those in the capital region, are owned by, and are the responsibility of the state while local government are accountable for local networks. (The density of the motorway network measured in km/1000 inhabitants is 0.04, while the average European figure is around 0.12.)

Railway network: The basic track of the national railway system and ancillary installations remain in state ownership; maintenance and development, therefore, lie with the central government. Local public rail tracks and related installations are the property and responsibility of the relevant local/municipal governments. (The density is some 22% higher than that of the European average figure.)

Waterways: The basic infrastructure (the waterway and public ports of national importance), remains in public ownership with the state being responsible for their development. The development of ports of regional or local significance is a task for individual companies or local/municipal governments. (The port density is 1 port/100 km, while the European average figure is 1 port/30-40 km.)

Terminals and logistics service centres: The ownership of land in this area is open to all; the basic infrastructure and the establishment of road/rail connections are to be guaranteed by the state; the development of installations serving the operations fall in the domain of the private sector.

Air: The public international and military airports, their installations and systems guaranteeing the safety of operations are the property and responsibility of the state. Development of local or regional airports/airfields serving tourism and sport aviation is the task of local enterprises or local/municipal governments. (The main international airport is Budapest-Ferihegy, and there are more than 50 small-scale airports.)

The Hungarian government will continue to be responsible for the modernisation of the transport networks and modes in order to assure a co-ordinated development and progressive liberalisation of the sector.

It is necessary to simultaneously modernise the railway system and extend the motorway network. Developments in line with the Trans-European Transport Networks (TEN) have priority in Hungary. The overwhelming majority of large scale national development projects are parts of these corridors. This way these corridors can be regarded as not only internationally important routes, but backbones of the domestic networks as well.

The Hungarian government 's goal is to create a modernised, internationally competitive infrastructure network that meets the demands as well as the infrastructure standard of the developed countries. According to this, within the programmed implementation of the transport development project, 120 km motorways, 265 km two-lane express road will be built and 256 km railways will be modernised or upgraded. The Hungarian policy is focused on both domestic and transit demand. Hungary has a keen interest in becoming transparent and fulfilling a transit role in Europe.

1. The Hungarian transport infrastructure development policy in the period 1985-1995 is definitely distinct from that of 1990, the beginning of the transition to market economy.

   The Transport Establishment worked out the theses of the new transport policy in 1992. Based on domestic harmonization, and the remarks of international organisations and experts, the Government adopted the new Hungarian concept for transport policy in 1995. The Parliament of the Hungarian Republic issued a decision on the Hungarian transport policy and the most important tasks necessary for its implementation with the number 68. !1996(VII. 9.)OGY.

   Among the five main strategic directions of transport, it is especially in the first three that the issue of infrastructure development and maintenance appear.

Main strategic directions

- Promotion of the integration into the European Community,
- Improvement of the conditions of co-operation with the neighbouring countries,
- Promotion of a more balanced regional development of the country,
- Protection of the human life and the environment,
- Efficient and market conform operations of the transport system.

2. The following factors influenced the development of the Hungarian transport infrastructure from the aspect of demand and market.

   In Hungary, the gross domestic product (GDP) decreased by a total 20% between 1990 and 1993, and it increased by 3-4% between 1994 and 1996.

   Compared to GDP, the performance of personal transport decreased at a smaller rate, while freight transport performance at a larger rate.

Regarding the ten-year period between 1985 and 1995, the proportion of individual and air transport increased, the bus transport did not change and that of train and city tramway and underground transport decreased within the division of transport labour.

Measured in passenger-kilometre, the proportion of public road transport labour was 83%, that of train transport was 11%, city tramway and underground was 3%, air transport was 3% and domestic water transport was below 0,1% within the division of passenger transport in 1995 in Hungary. The proportion of individual transport was 53%.

Measured in freight tonne-kilometres (excluding sea transport), the proportion of public road transport was 49.9%, train transport was 29.7%, pipeline transport was 13.7% and domestic water transport (including ferry, since 1995) was 6.7%. (The performance of domestic ship transport does not reach 4% excluding ferry).

On the turn of the millenium, the performance of passenger transport measured in passenger-kilometre will be less than in 1990. By 2010, the performance of passenger transport will however be 20% higher than in 1990.

On the turn of the millenium, the performance of freight transport measured in freight tonne-kilometre will be considerably less than in 1990. By 2010, it will be near but will not reach the level of 1990.

3. On the basis of the 1996 transport policy decision of the Parliament, the Ministry of transport, Telecommunications and Water Management worked out a measure programme concerning the most important tasks and the clearway network development plan for 10 years (until 2007) was adopted in 1997.

   In parallel with economic growth, transport infrastructure development is expected to accelerate in harmony with the expectations set down in Agenda 2000 and with the continuing creation of the direction of Pan-European corridors improved in Helsinki and affecting Hungary.

MEMBER STATE: HUNGARY

Table 1: Total gross investment in transport infrastructure
(New construction, extension, reconstruction, renewal and major repairs)

In current prices

National currency (Millions)

Year	1) Roads		Railways	Urban and suburban railways, metro, tramways	Inland waterways	Oil pipelines	Maritime ports	Airports
	All	of which 2) Motorways						
1987	4 443	1 419	4 497	3 685	450			
1988	4 530	1 293	4 470	3 114	585			
1989	4 555	2 023	4 034	3 933	498			
1990	7 645	3 070	3 782	2 394	204			773
1991	7 395	5 624	5 823	4 822	113	24		644
1992	17 109	6 341	4 191	5 442	329	9		2 072
1993	24 632	10 554	4 085	4 431	177	5		16 000
1994	33 066	9 955	9 358	7 057	155	401		3 702
1995	21 574	9 223	13 988	9 689	133	150		5 496

1) Urban roads are included for the years 1993, 1994 and 1995.

2) The motorway concept is defined in the Glossary and conforms to the road signs used by Member countries.

MEMBER STATE: HUNGARY

Table 2: Total gross investment in transport infrastructure
(New construction, extension, reconstruction, renewal and major repairs)

In 1995 prices

National currency (Millions)

Year	Roads 1)		Railways	Urban and suburban railways, metro, tramways	Inland waterways	Oil pipelines	Maritime ports	Airports
	All	of which 2) Motorways						
1987	23 988	7 661	24 279	19 896	2 382			
1988	21 162	6 044	20 880	14 546	2 678			
1989	18 193	8 025	18 506	18 045	1 947			
1990	23 681	9 513	11 715	7 418	617			2 393
1991	16 971	12 909	13 362	11 065	254	56		1 474
1992	31 930	11 834	7 820	10 152	599	19		3 861
1993	37 514	16 057	6 221	6 745	266	13		24 353
1994	42 397	12 767	11 998	9 047	193	519		4 743
1995	21 574	9 223	13 988	9 689	133	150		5 496

1) Urban roads are included for the years 1993, 1994 and 1995.

2) The motorway concept is defined in the Glossary and conforms to the road signs used by Member countries.

MEMBER STATE: HUNGARY

Table 3: Capital value of transport infrastructure at the end of the year

In current prices

National currency (Millions)

Year	Roads		Railways 2)	Urban and suburban railways, metro, tramways	Inland waterways	Oil pipelines	Maritime ports	Airports
	All	of which 1) Motorways						
1986								
1987								
1988								
1989								
1990			101 600	44 200	5 800	5 950		6 500
1991			103 100	51 500	4 700	5 960		7 700
1992			94 700	82 900	5 000	5 980		14 800
1993			405 100	90 500	5 700	5 970		19 400
1994			421 700	92 800	6 700	5 975		19 300
1995			468 200	100 100	7 500	6 120		19 900

1) The motorway concept is defined in the Glossary and conforms to the road signs used by Member countries.

2) Asset re-evaluation took place in the railways in 1992.

MEMBER STATE: HUNGARY

Table 4: Capital value of transport infrastructure at the end of the year

In 1995 prices

National currency (Millions)

Year	Roads		Railways 2)	Urban and suburban railways, metro, tramways	Inland waterways	Oil pipelines	Maritime ports	Airports
	All	of which 1) Motorways						
1986								
1987								
1988								
1989								
1990			314 746	136 877	17 975	19 820		18 894
1991			236 602	118 143	10 790	14 709		17 666
1992			176 713	168 732	9 333	12 001		27 613
1993			616 946	137 772	8 685	9 777		29 544
1994			546 849	118 939	8 593	8 237		24 744
1995			468 200	100 099	7 500	6 120		19 900

1) The motorway concept is defined in the Glossary and conforms to the road signs used by Member countries.

2) Asset re-evaluation took place in the railways in 1992.

MEMBER STATE: HUNGARY

Table 5: Total gross investment in combined (multimodal) transport 1)
(Investment in infrastructure)

National currency (Millions)

Year	In current prices	In 1995 prices
1987		
1988		
1989		
1990	70.00	216.81
1991	77.00	179.65
1992	144.00	266.37
1993	690.00	1 053.10
1994	790.00	1 015.93
1995	700.00	700.00

1) Investments in container transport.

MEMBER STATE: HUNGARY

Table 6: Total gross investment in transport infrastructure in Trans European Transport Networks (TEN)
(New construction, extension, reconstruction, renewal and major repairs)

In current prices

National currency (Millions)

Year	Roads		Railways	Urban and suburban railways, metro, tramways	Inland waterways	Oil pipelines	Maritime ports	Airports
	All	of which 1) Motorways						
1993		10 544	4 800		177			16 000
1994		9 955	5 200		155			3 703
1995		9 223	6 800		133			5 496

1) The motorway concept is defined in the Glossary and conforms to the road signs used by Member countries.

MEMBER STATE: HUNGARY

Table 7: Maintenance expenditure in transport infrastructure 2)

In current prices

National currency (Millions)

Year	Roads		Railways	Urban and suburban railways, metro, 3) tramways	Inland waterways	Oil pipelines	Maritime ports	Airports
	All	of which 1) Motorways						
1987	5 224	297	10 180			31		
1988	6 339	373	10 112			43		
1989	3 196	106	11 257			48		
1990	5 487	570	11 341	8 300	7 600	63		1 380
1991	6 329	314	12 702	9 850	7 700	90		1 810
1992	8 749	271	10 545	11 400	5 700	79		2 470
1993	12 539	417	12 049	13 590	6 000	90		3 080
1994	17 814	608	16 625	17 090	7 300	97		3 690
1995	15 935	568	22 680	20 680	7 900	143		4 680

1) The motorway concept is defined in the Glossary and conforms to the road signs used by Member Countries.

2) Maintenance costs include operation costs as well.

3) Estimates for 1990 and 1991.

MEMBER STATE: HUNGARY

Table 8: Maintenance expenditure in transport infrastructure 2)

In 1995 prices

National currency (Millions)

Year	Roads		Railways	Urban and suburban railways, metro, 3) tramways	Inland waterways	Oil pipelines	Maritime ports	Airports
	All	of which 1) Motorways						
1987	28 204	1 605	49 492			168		
1988	29 611	1 741	46 797			199		
1989	12 763	426	44 541			193		
1990	16 997	1 766	34 802	24 262	23 546	199		4 279
1991	14 522	1 093	28 879	21 222	17 670	205		4 155
1992	16 324	506	19 495	20 074	10 634	149		4 612
1993	19 095	636	18 175	17 506	9 134	137		4 692
1994	22 841	778	21 127	20 674	9 357	124		4 736
1995	15 935	568	22 680	20 680	7 900	143		4 680

1) The motorway concept is defined in the Glossary and conforms to the road signs used by Member Countries.

2) Maintenance costs include operation costs as well.

3) Estimates for 1990 and 1991.

15. IRELAND

15.1 Statistical coverage

Ireland with a population of 3.6 million inhabitants attained a gross domestic product in 1994 of ECU 12 387 per capita and at current prices. Population density was 52 inhabitants per km^2.

The ensuing tables are expressed in million Irish Punts and have been supplied through co-operation with the Department of Public Enterprise.

The price deflator of gross domestic product increased by 28.6% from 1985 to 1995. This is the same increase as for investment expenditure in roads but a bit less than the price increase in railway infrastructure investment.

15.2 Transport policy and transport infrastructure

Ports

Both the Irish Government and the European Union have made significant financial investments in Ireland's ports. A programme of modernisation and expansion, when implemented, will see approximately IR 220 million invested over the ten years to 1999.

In general, investment has been directed towards reducing the economic disadvantage of Ireland's peripherality, through improving port facilities and increasing port efficiency. The aim is to reduce port and shipping costs by at least 15% in real terms, thereby enhancing the country's ability to compete in the EU internal market.

The Harbours Act, 1996, sets up modern management structures for Ireland's major ports, and gives them freedom to develop their services in a more customer-oriented way.

Each port will be able to evolve as a truly self-sufficient company, controlling its own affairs and providing efficient, cost-effective services to meet the needs of its customers, the State, and the national economy.

The Road Network

By European standards Ireland possesses a very extensive system of public roads. For each 1 000 population, there are roughly twice as many kilometres of road as in Belgium, Denmark and France, and over three times as many as in Italy, the Netherlands and Spain. The low density of the population, and the relatively low level of urbanisation (with only about half the population living in urban centres) account for the high dependency on the road system and its extent.

The road network can be considered under four headings:

– The national primary roads are the major long-distance through-routes linking the principal ports and airports, cities and large towns, serving major geographical regions and a high percentage of the total population. They account for 3% of the total road network but carry 27% of total traffic

by road. Two thirds of traffic on national primary roads is work-related and typically one sixth of it is comprised of heavy commercial vehicles. Over 20% of total vehicle kilometres of travel on these roads is accounted for by goods vehicles.

- National secondary roads (3% of the network and 11% of total road traffic) are medium distance through-routes connecting important towns, serving medium to large geographical areas and linking to the national primary routes to form a homogeneous arterial network.

- Regional roads (11% of the network, 24% of road traffic) are the main feeder routes into, and provide the main links between, national roads.

- Local roads (83% of the network, 38% of road traffic) include all rural and urban roads other than those classified as national or regional roads.

Importance of Roads in Ireland

Roads are important because:

- Ireland is an island with a very small land area;

- populations and economic development are widely dispersed and average journey lengths are relatively short - almost half of road freight carried in 1992 involved journeys of less than 15 miles;

- railways are not a viable option in such circumstances. European rail networks link very large centres of population (eg. London-Birmingham, Paris-Lyon, Munich-Frankfurt-Cologne). Ireland's population density is the lowest in Europe with only two cities exceeding 100 000 in population. Moreover, railways only really become effective for journeys over 250 km in length, with no expensive or inefficient transfer;

- the production of high value added products is critical to Ireland's economic advance. Such products are usually transported by containers. As a result of our dispersed pattern of population settlement and production, the volumes we transport are relatively low, there is a wider range of origins and destinations, and speed of delivery is vitally important. Road transport is, therefore, the only viable mode of transport for the majority of this trade: it gives the flexibility that unitised freight requires.

Investment in National Roads

In the pre-World War II period, economic difficulties coupled with very low traffic volumes resulted in roads being awarded limited resources. In the years immediately following the Second World War, the rest of Europe and North America embarked upon major highway construction programmes. However, in Ireland's case, the economic problems of the 1950s and the reality of the largely rural population, meant that a different path was followed. Major progress was made from the late 1950s up to the early 1970s and the first multi-annual programme for the development of the interurban road network was adopted. This was followed by a second programme in 1985 but, unfortunately, both programmes suffered from the absence of a long-term financial commitment.

This changed fundamentally with the adoption of Ireland's first integrated transport programme in 1989 - the Operational Programme for Peripherality-OPP-(1989-1993). Under the Programme over IR 600 million was provided to upgrade the road network with some 70% funded by the European Union under the European Regional Development Fund.

Given the success of the OPP, the Operational Programme for Transport, which was agreed with the European Union, provides the framework for investment in the network of national roads in the years 1994-99. Investment in national roads in that period will be IR 1.2 billion - an average of 200 million each year. The National roads Authority established in 1994 has statutory responsibility for the strategic management of the national roads programme and has responsibility for the allocation of grants to specific projects on the national roads network. The national road investment is being implemented on a network basis - not a piecemeal programme. The Development Strategy for national primary roads is to focus on four key corridors and to allocate at least 70% of total expenditure on national primary roads to these corridors with priority given to investment, which yields the maximum economic benefit. The four strategic corridors are:

- North/South: Belfast-Dublin-Rosslare-Waterford-Cork.
- Southwest: Dublin-Limerick/Shannon and Cork.
- East/West: Dublin-Galway and Sligo.
- Western: Sligo-Galway-Limerick-Waterford-Rosslare.

The strategy for national secondary roads is to focus on a small number of routes, which are of particular importance to economic development. Investment in the national road network increased from IR 195 million in 1994 to over 260 million in 1997.

When the current programme expires in 1999 there will be a continuing need for major investment in roads as roads carry at least 89% of total freight traffic and 96% of passenger traffic. The strong performance of the Irish economy in the past number of years has put a greater strain on the Irish road network in particular, with 1999 traffic levels projected to be 42% higher than in 1993. Current indications suggest that future investment in the national road network will total well in excess of 4 billion: this will cover necessary interurban improvement works, by-passes and other works to provide a coherent network up to the year 2015.

Non-national Roads

There are a number of features of the non-national road network which include:

- Ireland's length of non-national roads per 1 000 population (25.68 km) is more than three timed the EU average (8.51 km) and almost twice that of any individual Member State.

- It is estimated that there are almost 90 000 km of non-national roads countrywide.

- A range of factors have contributed to the present poor condition of these roads (axle loading, intensification of agriculture, industrial and forestry development, heavy rainfall, pattern of housing development, etc.), but the root cause of the problem was lack of finance.

Importance of Non-National Roads

Regional and local roads serve an important economic role in the Irish context and also have valuable social and community functions.

The non-national road network is of particular economic importance in Ireland because:

- industrial development is widely dispersed throughout the country;
- tourism (a very important economic activity) is dispersed by its very nature and of particular importance to the western, less densely populated part of the country;
- agriculture is of much greater importance than in the rest of the EU, accounting for 9% of GDP (three times the EU average).

The network of non-national roads provides mobility within and between local economies and provides vital links to the strategic national road network and the ports and airports which are our links with the wider European economy.

Investment in Non-National Roads

State investment in the non-national network has increased from IR 77 million in 1993 to almost IR 178 million in 1997. The doubling of State expenditure since 1993 is in response to the unacceptable condition of much of the network. European funding is also provided for the non-national road network. Under the Operational Programme for Transport, the focus for improvement works on non-national roads is on road improvements which make a significant contribution to local economic development on job creation. Expenditure totalling IR 225 million (1994 prices) is available over the period of the Programme for improvement of non-national roads for this purpose.

MEMBER STATE: IRELAND

Table 1: Total gross investment in transport infrastructure

(New construction, extension, reconstruction, renewal and major repairs)

In current prices

National currency (Millions)

Year	Roads		Railways	Urban and suburban railways, metro, tramways	Inland waterways	Oil pipelines	Maritime ports	Airports
	All	of which 1) Motorways						
1987	110		10.4				2.98	11
1988	105		10.2				1.71	24
1989	149		11.0				2.72	18
1990	178		12.1				3.19	22
1991	192		10.7				11.84	32
1992	219		15.6				9.21	19
1993	302		25.4				13.90	28
1994	243		28.7				23.84	
1995	283		29.3				29.90	

1) The motorway concept is defined in the Glossary and conforms to the road signs used by Member countries.

MEMBER STATE: IRELAND

Table 2: Total gross investment in transport infrastructure
(New construction, extension, reconstruction, renewal and major repairs)

In 1995 prices

National currency (Millions)

Year	Roads		Railways	Urban and suburban railways, metro, tramways	Inland waterways	Oil pipelines	Maritime ports	Airports
	All	of which 1) Motorways						
1987	131		12.9				3.6	12.9
1988	121		12.4				2.1	28.3
1989	169		12.9				3.2	20.6
1990	199		13.7				3.6	24.4
1991	214		11.7				13.1	34.7
1992	241		16.6				10.1	20.6
1993	322		26.6				14.8	28.3
1994	250		29.4				24.4	
1995	283		29.3				29.9	

1) The motorway concept is defined in the Glossary and conforms to the road signs used by Member countries.

MEMBER STATE: IRELAND

Table 6: Total gross investment in transport infrastructure in Trans European Transport Networks (TEN)
(New construction, extension, reconstruction, renewal and major repairs)

In current prices

National currency (Millions)

Year	Roads		Railways	Urban and suburban railways, metro, tramways	Inland waterways	Oil pipelines	Maritime ports	Airports
	All	of which 1) Motorways						
1993			25.4					
1994			28.7					
1995			29.3					

1) The motorway concept is defined in the Glossary and conforms to the road signs used by Member countries.

MEMBER STATE: IRELAND

Table 7: Maintenance expenditure in transport infrastructure

In current prices

National currency (Millions)

Year	Roads		2) Railways	Urban and suburban railways, metro, tramways	Inland waterways	Oil pipelines	Maritime ports	Airports
	All	of which 1) Motorways						
1987			3.6					
1988			5.4					
1989			5.5					
1990			5.9					
1991			4.6					
1992			4.9					
1993			6.2					
1994			6.0					
1995			9.5					

1) The motorway concept is defined in the Glossary and conforms to the road signs used by Member Countries.

2) Less than a year in 1987.

MEMBER STATE: IRELAND

Table 8: Maintenance expenditure in transport infrastructure

In 1995 prices

National currency (Millions)

Year	Roads		2) Railways	Urban and suburban railways, metro, tramways	Inland waterways	Oil pipelines	Maritime ports	Airports
	All	of which 1) Motorways						
1987			4.5					
1988			6.6					
1989			6.4					
1990			6.7					
1991			5.1					
1992			5.2					
1993			6.6					
1994			6.2					
1995			9.5					

1) The motorway concept is defined in the Glossary and conforms to the road signs used by Member Countries.

2) Less than a year in 1987.

16. ITALY

16.1 Statistical coverage

Italy with a population of 57.7 million inhabitants attained a gross domestic product in 1994 of ECU 15 066 per capita and at current prices. Population density was 196 inhabitants per km^2.

The ensuing Table 1 is expressed in million Italian Liras and has been supplied by the Ministry of Transport and Navigation. The deflator of Gross Domestic Product has been used to produce Table 2.

16.2 Transport policy and transport infrastructure

No report was received.

MEMBER STATE: ITALY

Table 1: Total gross investment in transport infrastructure
(New construction, extension, reconstruction, renewal and major repairs)

In current prices

National currency (Millions)

Year	Roads 1) All	Roads 1) of which 2) Motorways	Railways	Urban and suburban railways, metro, tramways	Inland waterways	Oil pipelines	Maritime ports	Airports
1987	6 759 000		3 998 000	98 000	59 000		541 000	319 000
1988	8 278 000		4 341 000	97 000	42 000		503 000	347 000
1989	8 990 000		3 873 000	187 000	35 000		719 000	466 000
1990	11 254 000		3 053 000	347 000	39 000		644 000	553 000
1991	12 469 000		2 622 000	246 000	29 000		756 000	680 000
1992	13 120 000		3 374 000	196 000	46 000		590 000	790 000
1993	11 783 000		3 269 000	309 000	31 000		603 000	520 000
1994	10 519 000		2 547 000	416 000	21 000		439 000	687 000
1995	7 910 000		2 824 000	364 000	12 000		554 000	552 000

1) Includes urban roads.

2) The motorway concept is defined in the Glossary and conforms to the road signs used by Member countries.

MEMBER STATE: ITALY

Table 2: Total gross investment in transport infrastructure
(New construction, extension, reconstruction, renewal and major repairs)

In 1995 prices

National currency (Millions)

Year	Roads 1)		Railways	Urban and suburban railways, metro, tramways	Inland waterways	Oil pipelines	Maritime ports	Airports
	All	of which 2) Motorways						
1987	10 546 107		6 238 103	152 910	92 058		844 125	497 738
1988	12 104 108		6 347 419	141 834	61 412		735 489	507 384
1989	12 367 588		5 328 106	257 257	48 150		989 132	641 079
1990	14 382 109		3 901 597	443 450	49 840		823 003	706 709
1991	14 796 487		3 111 428	291 919	34 413		897 116	806 930
1992	14 876 970		3 825 831	222 247	52 160		669 010	895 793
1993	12 793 702		3 549 403	335 505	33 659		654 723	564 604
1994	11 035 388		2 674 577	436 837	22 052		460 989	721 411
1995	7 910 000		2 824 000	364 000	12 000		554 000	552 000

1) Includes urban roads.

2) The motorway concept is defined in the Glossary and conforms to the road signs used by Member countries.

17. LATVIA

17.1 Statistical coverage

Latvia with a population of 2.5 million inhabitants attained a Gross Domestic Product in 1994 of ECU 1 240 per capita and at current prices. Population density was 39 inhabitants per km^2.

The ensuing tables are expressed in million Latvian Lats and tables in current prices have been supplied through co-operation with the Ministry of Transport.

Tables in fixed prices have been calculated for this publication based on the deflator of Gross Domestic Product with 1995 as base year. The development has been as follows:

1993	61.84
1994	85.53
1995	100.00

17.2 Transport policy and transport infrastructure

The geographical location of Latvia -- Baltic Sea on one side; borders with Russia, Estonia, Lithuania and Belarus on the other side -- has enabled Latvia, a comparatively small country, to position itself as a major transport link between East and West. Total turnover of Latvian ports exceeded 50 million tonnes in 1997. The transport and logistics industry and services have generated about 20% of Latvia's GDP in 1996 and this figure is rising. The transport and communications sector is one of the most dynamic and accounts for 35% of all direct foreign investment and the transit sector alone generates almost half of the country's foreign earnings.

Latvia has a relatively developed transport network: three main ports, extensive rail and road network, crude oil product pipelines and an international airport. This largely determines Latvia's transport and transit policy. Since Latvia resumed its independence in 1990, the Government declared promotion of transit traffic as an on–going priority. Transport infrastructure is far too big for domestic needs only, and is mainly catering for east-west transit traffic. To a great extent, the port business determines the overall transport demand as well as transport and transit policy, as almost 80% of rail traffic and 70% of truck traffic, is directly servicing the transit flows.

The demand for transport services and related infrastructure forms the basis for transport and investment planning. The main efforts in the short term (by the year 2000) are concentrated on the upgrading and modernisation of the existing inland transport infrastructure, in order to meet the expected traffic levels. At the same time new investments in ports will allow handling larger volumes of cargo more efficiently by using more cost effective technologies.

On 14 November 1995, the Cabinet of Ministers of the Republic of Latvia approved the National Transport Development Programme for the period 1996-2010. It includes a special sub-programme dealing with the development of transit and value added services. In order to develop the transit corridors of Latvia and in order to strengthen its position within the region, the total estimated amount of public and private investment in transport and transit related activities, both infrastructure and service facilities, could reach a figure of 6 billion USD by the year 2010. It includes investment in ports, rail and aviation sectors, as well as the construction of a new pipeline to the port of Ventspils.

The key goal, aims and tasks of the national Programme

The key goal of the National Transport Development Programme is to ensure the planned development of an efficient transport system in order to satisfy the constantly growing demand of the national economy and people for quantitative and qualitative transport. It should emphasise safety, firm guarantees and reasonable costs.

The main strategic guidelines and tasks for reaching this goal are:

- maintenance and development of transport infrastructure corresponding to established quality standards,
- improvement of passengers transport and freight,
- upgrading of transport fleet, intensive replacement of obsolete or out-of-date vehicles equipment which are harmful to the environment,
- developing international transport operations (export, import, transit) and the establishment of transport corridors,
- integration of traffic networks, construction of access roads and interlinkage of ports and stations,
- co-ordination of modes of transport, improvement of combined transport operations,
- co-operation with the neighbouring countries and integration into the European transport system,
- developing freight terminals, establishing freight distribution centres, warehousing and co-operation between them, developing logistics,
- increasing traffic safety,
- establishing an environmentally–friendly transport system and improving hazardous goods transportation,
- developing transport statistics (and information infrastructure),
- perfecting transport legislation,
- developing education and science.

The key goal of the National Transport Development Programme includes the following aims and tasks:

- to maintain, rehabilitate and develop transport infrastructure (roads and bus terminals, railways and railway stations, sea ports, airports, airfields and air traffic control systems) in order to correspond to national social and economic requirements,

- to establish an efficient passenger and goods transport system which would meet the needs of the population and the national economy,

- to expand international transport operations (export, import, transit) that could facilitate social welfare and economy development; to form transport corridors which would provide more extensive possibilities for the state transport infrastructure, the vehicles, the telecommunication system, the international transport operations and would facilitate the development of the national economy sectors, including that of tourism,

- to integrate transport systems:

  - by interlinking the traffic network, constructing access roads for ports, railways and roads, ensuring co-ordination of sea ports, airports, bus stations and railway stations and setting up a database,

  - by ensuring correlation between modes of transport and developing combined transport,

  - be developing logistics, setting-up and developing freight terminals, freight distribution centres and warehousing,

  - by co-operating with neighbouring countries and integrating the national system into the European transport system,

- to ensure reliable traffic safety in all modes of transport, to guarantee transportation safety,

- to establish an efficient and environmentally–friendly transport system by developing transport infrastructure, regulating modes of transport and their flows as well as promoting specific modes, using high quality fuel and lubricants, minimising environmental impact of all modes of transport, improving carriage of hazardous goods,

- to set up a transport information and statistics system which would provide all transport service suppliers and customers with operative information in the most convenient and precise way. This information should allow all transport related institutions and organisations to utilise these data in analysing, planning, forecasting and in passing decisions with regard to transport operations,

- to establish harmonised system of transport legislation and institutional regulations which would efficiently regulate the activities within the transport sector, eliminate legal vacuum as well as provide legal basis for implementation of the State Programme on Development of Transport Sectors and the National Transport Development Programme,

- to guarantee for the transport sector the necessary number of qualified specialists and high standard practical and fundamental research works. This can be achieved by improving professional training, qualification, re-training, academic education level, preparation of scientists and by developing fundamental and applied sciences.

MEMBER STATE: LATVIA

Table 1: Total gross investment in transport infrastructure
(New construction, extension, reconstruction, renewal and major repairs)

In current prices

National currency (Millions)

Year	Roads		3) Railways	Urban and suburban railways, metro, tramways	Inland waterways	Oil pipelines	Maritime ports	Airports
	All	of which 2) Motorways						
1987								
1988								
1989								
1990								
1991								
1992								
1993	1.24		1.02				4.20	1.60
1994	1.24		3.22				7.50	3.64
1995	2.27		7.61				8.60	8.66

1) Does not include urban roads.

2) No motorways in the country.

3) Railways and suburban railways.

MEMBER STATE: LATVIA

Table 2: Total gross investment in transport infrastructure
(New construction, extension, reconstruction, renewal and major repairs)

In 1995 prices

National currency (Millions)

Year	1) Roads		3) Railways	Urban and suburban railways, metro, tramways	Inland waterways	Oil pipelines	Maritime ports	Airports
	All	of which 2) Motorways						
1987								
1988								
1989								
1990								
1991								
1992								
1993	2.00		1.65				6.79	2.59
1994	1.44		3.76				8.77	4.26
1995	2.27		7.61				8.60	8.66

1) Does not include urban roads.

2) No motorways in the country.

3) Railways and suburban railways.

MEMBER STATE: LATVIA

Table 3: Capital value of transport infrastructure at the end of the year

In current prices

National currency (Millions)

Year	Roads 1)		Railways	Urban and suburban railways, metro, tramways	Inland waterways	Oil pipelines	Maritime ports	Airports
	All	of which 2) Motorways						
1986								
1987								
1988								
1989								
1990								
1991								
1992								
1993	182.86		42.79				5.70	5.80
1994	179.38		43.28				9.10	7.10
1995	182.25		43.78				27.40	7.90

1) Does not include urban roads.

2) No motorways in the country.

MEMBER STATE: LATVIA

Table 4: Capital value of transport infrastructure at the end of the year

In 1995 prices

National currency (Millions)

Year	Roads 1)		Railways	Urban and suburban railways, metro, tramways	Inland waterways	Oil pipelines	Maritime ports	Airports
	All	of which 2) Motorways						
1986								
1987								
1988								
1989								
1990								
1991								
1992								
1993	295.70		69.19				9.22	9.38
1994	209.73		50.60				10.64	8.30
1995	182.25		43.78				27.40	7.90

1) Does not include urban roads.

2) No motorways in the country.

MEMBER STATE: LATVIA

Table 7: Maintenance expenditure in transport infrastructure

In current prices

National currency (Millions)

Year	Roads 1)		Railways	Urban and suburban railways, metro, tramways	Inland waterways	Oil pipelines	Maritime ports	Airports
	All	of which 2) Motorways						
1987								
1988								
1989								
1990								
1991								
1992								
1993	2.24		13.32				2.00	3.10
1994	4.12		18.25				1.60	4.40
1995	2.20		21.55				2.70	4.40

1) Does not include urban roads.

2) No motorways in the country.

MEMBER STATE: LATVIA

Table 8: Maintenance expenditure in transport infrastructure

In 1995 prices

National currency (Millions)

Year	Roads 1)		Railways	Urban and suburban railways, metro, tramways	Inland waterways	Oil pipelines	Maritime ports	Airports
	All	of which 2) Motorways						
1987								
1988								
1989								
1990								
1991								
1992								
1993	3.62		21.54				3.23	5.01
1994	4.82		21.34				1.87	5.14
1995	2.20		21.55				2.70	4.40

1) Does not include urban roads.

2) No motorways in the country.

18. LITHUANIA

18.1 Statistical coverage

Lithuania with a population of 3.7 million inhabitants attained a gross domestic product in 1994 of ECU 952 per capita and at current prices. Population density was 57 inhabitants per km^2.

The Ministry of Transport has sent a complete set of tables (Tables 1 to 8), expressed in the national currency Litas, which was introduced in 1993. Data at constant prices were expressed in 1993 prices and have for this Report been transformed into 1995 prices by using the deflator of Gross Domestic Product.

1993	48.47
1994	73.39
1995	100.00

18.2 Transport policy and transport infrastructure

The geographical location of Lithuania has determined its historical role of an intermediary in the economic relations between the West and the East. This role is gaining primary importance now that Lithuania, aiming at full EU membership, has every opportunity to become an important regional centre on the Eastern coast of the Baltic Sea. The well-balanced and developed transport system of the country consisting of road, railway, sea transport, port capacities as well as civil aviation, ensures transit services for goods and passengers whose flow has been increasing lately. The quality of these services, though, with respect to contemporary interoperability is not sufficiently high. Thus, transport sector modernisation and harmonisation with Western European regulations and standards is one of Lithuania's economic policy priorities.

The political changes in Eastern Europe have given impetus to dynamic reform of the Lithuanian economy, its orientation to close co-operation with other countries in transition as well as Western states, on both regional and pan-European scale. These developments have significantly influenced structural changes of traffic flows and transport operations and at the same time have created the need to define a new national transport policy.

Early in 1994, the Government approved the National Transport Development Programme up to the year 2010, which defined the following main aspects of the state transport policy:

- to integrate the national transport system, through international multimodal transport corridors, into the Western European transport network and transport services market, at the same time to retain the traditionally developed transport relations with the CIS countries;

- to harmonise the legal basis for regulating transport activity with EU laws and regulations;

- to demonopolise and privatise the state enterprises providing commercial services with a view to creating an open transport market and promoting private capital investment in the transport sector;

- to ensure stability of transport infrastructure strategic objects, their reconstruction and development, employing public investment resources necessary for that purpose.

In implementing the National Programme, technical and institutional reform of the Lithuanian transport sector is being carried out, with the reconstruction and modernisation of the infrastructure objects, the restructuring of transport modes and a number of companies, as well as harmonisation of legal acts and technical standards with the EU requirements. These measures are aimed at participating, to the maximum extent possible, in the speeding-up of the Baltic Sea regional and Pan-European economic and social harmonisation, since transport and communications play an essential role in ensuring sustainable development. Lithuania takes an active part in the activity of international organisations and special working groups that define the European transport development priorities.

A financial support is sought from the international financing institutions (IFIs) in order to speed-up the development of transport infrastructure. The main national transport infrastructure objects are included in the list of priority projects relating to the EU transport network. Due to their economic viability the projects are gaining international recognition and support. Since 1992 some 170 MUSD of loans are committed or are planned to be committed by the IFIs (EBRD, JEXIM, EIB, WB and NIB). In addition to the IFIS, the, support is also received from the EU under the PHARE Programme. Approximately 43 MUSD of grants are already being used.

MEMBER STATE: LITHUANIA

Table 1: Total gross investment in transport infrastructure
(New construction, extension, reconstruction, renewal and major repairs)

In current prices

National currency (Millions)

Year	Roads 1)		Railways	Urban and suburban railways, metro, tramways	Inland waterways	Oil pipelines	Maritime ports	Airports
	All	of which 2) Motorways						
1987								
1988								
1989								
1990								
1991								
1992								
1993	63.0		3.9		0.6		1.5	13.9
1994	77.0		9.1		1.3		7.2	38.2
1995	66.0		23.2		3.6		47.8	97.7

1) Does not include urban roads.

2) The motorway concept is defined in the Glossary and conforms to the road signs used by Member countries.

MEMBER STATE: LITHUANIA

Table 2: Total gross investment in transport infrastructure
(New construction, extension, reconstruction, renewal and major repairs)

In 1995 prices

National currency (Millions)

Year	Roads 1)		Railways	Urban and suburban railways, metro, tramways	Inland waterways	Oil pipelines	Maritime ports	Airports
	All	of which 2) Motorways						
1987								
1988								
1989								
1990								
1991								
1992								
1993	130.0		8.0		1.2		3.1	28.7
1994	104.9		12.3		1.8		9.8	52.1
1995	66.0		23.2		3.6		47.8	97.7

1) Does not include urban roads.

2) The motorway concept is defined in the Glossary and conforms to the road signs used by Member countries.

MEMBER STATE: LITHUANIA

Table 3: Capital value of transport infrastructure at the end of the year 3)

In current prices

National currency (Millions)

Year	Roads 1)		Railways	Urban and suburban railways, metro, tramways	Inland waterways	Oil pipelines	Maritime ports	4) Airports
	All	of which 2) Motorways						
1986								
1987								
1988								
1989								
1990								
1991								
1992								
1993	97.71		55.62		0.47		3.95	8.01
1994	1 500.00		517.91		6.32		64.17	44.94
1995	1 900.00		723.25		9.84		168.41	72.75

1) Does not include urban roads.

2) The motorway concept is defined in the Glossary and conforms to the road signs used by Member countries.

3) Definition used: Depreciated purchase cost allowing for any technical improvement which has taken place.

4) Three international airports operated in Lithuania: Vilnius, Kaunas and Palanga.

MEMBER STATE: LITHUANIA

Table 4: Capital value of transport infrastructure at the end of the year 3)

In 1995 prices

National currency (Millions)

Year	Roads 1)		Railways	Urban and suburban railways, metro, tramways	Inland waterways	Oil pipelines	Maritime ports	4) Airports
	All	of which 2) Motorways						
1986								
1987								
1988								
1989								
1990								
1991								
1992								
1993	201.60		114.75		0.97		8.15	16.53
1994	2 044.00		705.70		8.61		87.44	61.23
1995	1 900.00		723.25		9.84		168.41	72.75

1) Does not include urban roads.

2) The motorway concept is defined in the Glossary and conforms to the road signs used by Member countries.

3) Definition used: Depreciated purchase cost allowing for any technical improvement which has taken place.

4) Three international airports operated in Lithuania: Vilnius, Kaunas and Palanga.

MEMBER STATE: LITHUANIA

Table 5: Total gross investment in combined (multimodal) transport
(Investment in infrastructure) 1)

National currency (Millions)

Year	In current prices	In 1995 prices
1987		
1988		
1989		
1990		
1991		
1992		
1993	0.03	0.05
1994	0.11	0.16
1995	1.63	1.63

1) This investment has not been included in tables 1 and 2.

MEMBER STATE: LITHUANIA

Table 6: Total gross investment in transport infrastructure in Trans European Transport Networks (TEN)

(New construction, extension, reconstruction, renewal and major repairs)

In current prices

National currency (Millions)

Year	Roads 1)		Railways	Urban and suburban railways, metro, tramways	Inland waterways	Oil pipelines	Maritime ports	Airports
	All	of which 2) Motorways						
1993	16.90		3.90				1.50	13.90
1994	19.30		9.65				4.75	25.20
1995	19.80		16.10				23.90	46.90

1) Does not include urban roads.

2) The motorway concept is defined in the Glossary and conforms to the road signs used by Member countries.

MEMBER STATE: LITHUANIA

Table 7: Maintenance expenditure in transport infrastructure

In current prices

National currency (Millions)

Year	Roads 1)		Railways	Urban and suburban railways, metro, tramways	Inland waterways	Oil pipelines	Maritime ports	Airports
	All	of which 2) Motorways						
1987								
1988								
1989								
1990								
1991								
1992								
1993	23.50		58.30		0.90		2.35	5.01
1994	41.65		149.06		1.41		10.85	11.05
1995	54.70		179.08		2.65		10.55	24.08

1) Does not include urban roads.

2) The motorway concept is defined in the Glossary and conforms to the road signs used by Member Countries.

MEMBER STATE: LITHUANIA

Table 8: Maintenance expenditure in transport infrastructure

In 1995 prices

National currency (Millions)

Year	Roads 1)		Railways	Urban and suburban railways, metro, tramways	Inland waterways	Oil pipelines	Maritime ports	Airports
	All	of which 2) Motorways						
1987								
1988								
1989								
1990								
1991								
1992								
1993	48.50		120.29		1.86		4.85	10.33
1994	56.75		203.10		1.92		14.78	15.06
1995	54.70		179.08		2.65		10.55	24.08

1) Does not include urban roads.

2) The motorway concept is defined in the Glossary and conforms to the road signs used by Member Countries.

19. LUXEMBOURG

19.1 Statistical coverage

Luxembourg with a population of 0.4 million inhabitants attained a gross domestic product in 1994 of ECU 23 212 per capita and at current prices. Population density was 155 inhabitants per km^2.

The ensuing tables are expressed in million Luxembourg Francs. No information has been received and data has been collected from other sources.

The price indexes do not vary between transport sectors. No information has been found as to the development of the price deflator of gross domestic product. By 1994 transport infrastructure had increased by 35% from 1985. Consumer prices had only increased by nearly 23% in the same period.

19.2 Transport policy and transport infrastructure

No report received.

MEMBER STATE: LUXEMBOURG

Table 1: Total gross investment in transport infrastructure
(New construction, extension, reconstruction, renewal and major repairs)

In current prices

National currency (Millions)

Year	Roads		Railways	Urban and suburban railways, metro, tramways	Inland waterways	Oil pipelines	Maritime ports	Airports
	All	of which 1) Motorways						
1987	2 515		675					84
1988	2 656		829					100
1989	2 888		1 038					131
1990	2 849		972					40
1991	4 760		881					40
1992	5 869		827					47
1993	6 042		744					36
1994	5 525		717					35
1995								

1) The motorway concept is defined in the Glossary and conforms to the road signs used by Member countries.

MEMBER STATE: LUXEMBOURG

Table 2: Total gross investment in transport infrastructure
(New construction, extension, reconstruction, renewal and major repairs)

In 1995 prices

National currency (Millions)

Year	Roads		Railways	Urban and suburban railways, metro, tramways	Inland waterways	Oil pipelines	Maritime ports	Airports
	All	of which 1) Motorways						
1987	3 353		899					112
1988	3 401		1 061					128
1989	3 493		1 255					158
1990	3 345		1 141					47
1991	5 427		1 004					46
1992	6 382		898					51
1993	6 319		778					38
1994	5 613		728					35
1995								

1) The motorway concept is defined in the Glossary and conforms to the road signs used by Member countries.

20. REPUBLIC OF MOLDOVA

20.1 Statistical coverage

Republic of Moldova with a population of 4.3 million inhabitants attained a gross domestic product in 1994 of ECU 279 per capita and at current prices. Population density was 116 inhabitants per km^2.

The ensuing tables are expressed in million Moldovan Lei and have been supplied through co-operation with the Ministry of Transport and Roads of the Republic of Moldova.

Tables have been supplied in current prices. Provisional data in 1995 prices have been calculated for this publication based on a monthly inflation rate of 4%. With 1995 as base the deflator has developed as follows:

1993	39.01
1994	62.46
1995	100.00

20.2 Transport policy and transport infrastructure

Moldova has already signed a number of European transport conventions and agreements. For example:

- Convention on road traffic (19/9/1949), European agreement supplementing the convention on road traffic (1/5/1971);
- Convention on the contract for the international carriage of goods by road (19/5/1956);
- European Agreement concerning the work of crews of vehicles engaged in international road transport (1/7/1970);
- Customs convention on the international transport of goods under cover of TIR carnets (14/11/1975);
- Customs convention on the temporary importation of private road vehicles (4/7/1954).

During the last two years, Moldova became full Member of:

- the Memorandum of Understanding concerning Corridor N° 9;
- the European Agreement on main international railway lines;
- the European Conference of Ministers of Transport.

With GDP totalling $ 1 110 million, net industrial output standing at $ 628 million, and 4% monthly inflation, Moldova is pursuing its process of reforms. Among them, priority is given to the privatisation of State enterprises and public limited companies.

In the transport sector, the privatisation of state-owned enterprises and the restructuration of the institutions responsible for this sector are underway. It is particularly the case of the Ministry of Transport and Roads, which is still responsible for state-enterprises and semi-public enterprises, meaning altogether 115 enterprises, of which:

- 51 road transport undertakings, or 5 000 lorries (7% of the total lorry fleet), 500 taxis and 1 900 buses and coaches (20% of the total fleet);
- 31 railway stations and road terminals;
- 2 enterprises specialising in inland waterway transport;
- 1 railway undertaking;
- 3 road management enterprises;
- 6 industrial enterprises;
- 10 enterprises specialising in ancillary transport services;
- 11 miscellaneous enterprises.

The majority of these state-owned enterprises are solvent and operate at a profit. However, economic and financial situation of the sector is still poor.

MEMBER STATE: MOLDOVA

Table 1: Total gross investment in transport infrastructure
(New construction, extension, reconstruction, renewal and major repairs)

In current prices

National currency (Millions)

Year	Roads		Railways	Urban and suburban railways, metro, tramways	Inland waterways	Oil pipelines	Maritime ports	Airports
	All	of which 1) Motorways						
1987								
1988								
1989								
1990								
1991								
1992								
1993	2.50		6.06		0.00			
1994	14.50		21.12		0.69			
1995	10.03		14.68					

1) The motorway concept is defined in the Glossary and conforms to the road signs used by Member countries.

MEMBER STATE: MOLDOVA

Table 2: Total gross investment in transport infrastructure
(New construction, extension, reconstruction, renewal and major repairs)

In 1995 prices

National currency (Millions)

Year	Roads		Railways	Urban and suburban railways, metro, tramways	Inland waterways	Oil pipelines	Maritime ports	Airports
	All	of which 1) Motorways						
1987								
1988								
1989								
1990								
1991								
1992								
1993	6.41		15.53		0.01			
1994	23.21		33.81		1.10			
1995	10.03		14.68					

1) The motorway concept is defined in the Glossary and conforms to the road signs used by Member countries.

MEMBER STATE: MOLDOVA

Table 3: Capital value of transport infrastructure at the end of the year

In current prices

National currency (Millions)

Year	Roads		Railways	Urban and suburban railways, metro, tramways	Inland waterways	Oil pipelines	Maritime ports	Airports
	All	of which 1) Motorways						
1986								
1987								
1988								
1989								
1990								
1991								
1992								
1993	2.50							
1994	14.50							
1995	10.03		13.70		2.03			

1) The motorway concept is defined in the Glossary and conforms to the road signs used by Member countries.

MEMBER STATE: MOLDOVA

Table 4: Capital value of transport infrastructure at the end of the year

In 1995 prices

National currency (Millions)

Year	Roads		Railways	Urban and suburban railways, metro, tramways	Inland waterways	Oil pipelines	Maritime ports	Airports
	All	of which 1) Motorways						
1986								
1987								
1988								
1989								
1990								
1991								
1992								
1993	6.41							
1994	23.21							
1995	10.03		13.70		2.03			

1) The motorway concept is defined in the Glossary and conforms to the road signs used by Member countries.

MEMBER STATE: MOLDOVA

Table 7: Maintenance expenditure in transport infrastructure

In current prices

National currency (Millions)

Year	Roads		Railways	Urban and suburban railways, metro, tramways	Inland waterways	Oil pipelines	Maritime ports	Airports
	All	of which 1) Motorways						
1987								
1988								
1989								
1990								
1991								
1992								
1993	27.2				0.22			
1994	57.0				0.12			
1995	56.6				0.16			

1) The motorway concept is defined in the Glossary and conforms to the road signs used by Member Countries.

MEMBER STATE: MOLDOVA

Table 8: Maintenance expenditure in transport infrastructure

In 1995 prices

National currency (Millions)

Year	Roads		Railways	Urban and suburban railways, metro, tramways	Inland waterways	Oil pipelines	Maritime ports	Airports
	All	of which 1) Motorways						
1987								
1988								
1989								
1990								
1991								
1992								
1993	69.73				0.56			
1994	91.26				0.19			
1995	56.60				0.16			

1) The motorway concept is defined in the Glossary and conforms to the road signs used by Member Countries.

21. NETHERLANDS

21.1 Statistical coverage

Netherlands with a population of 15.5 million inhabitants attained a gross domestic product in 1994 of ECU 18 105 per capita and at current prices. Population density was 456 inhabitants per km^2.

The ensuing tables both at current and at constant (1995) prices are expressed in million Netherlands Guilder and have been supplied through co-operation with the Ministry of Transport. Substantial parts of the time series have been produced in the Central Bureau of Statistics (CBS) for the Ministry, Dutch National Railways (NS) have produced maintenance figures for railways.

Capital values (Tables 3 and 4) have been produced by CBS for the rail sectors and for airports. The airport data are not based on the time series of investment (Tables 1 and 2). The time series produced by the Ministry have been based on longer running time series and the perpetual inventory method.

Time series for capital values have been presented at the start of the year with the start at the beginning of 1987 and end at the beginning of 1995. Since tables on capital values in the Report are presented as at the end of a year, the Dutch capital values have been considered relevant also for this specification.

21.2 Transport policy and transport infrastructure

Main decisions or documents

After a few years of elaboration The Second Transport Structure Scheme was published by the national government in 1989. In the same period the Fourth Report on Physical Planning was launched and the Second National Plan for the Environment. These reports are closely related.

The Second Transport Structure Plan (SVV-II) provides for an overall transport strategy up to 2010. The emphasis is placed on the concept of a sustainable society. Accessibility remains the most important consideration of government policy as an essential condition for economic growth. SVV-II aims at selective improvement in accessibility, particularly with a view to retaining and strengthening the transport and distribution function of the country.

The goal of a sustainable society implies setting limits on the external effects of the transport system - on air pollution, energy consumption, noise nuisance, road accidents, the fragmentation of nature and the countryside, the erosion of the quality of urban life and on the consumption of space - at levels acceptable to future generations as well as our own.

In the absence of any policy to limit vehicle use, road traffic would increase by 70 per cent for passenger cars between 1986 and 2010. With reference to the 1986 situation, the SVV-II provides quantitative targets for the limitation of growth in passenger car vehicle use to 35 per cent by 2010.

The simultaneous improvement in the quality of life and accessibility can be achieved via the following strategies:

1. *Tackling problems at their source:*
   This means that vehicles must be as clean, economical, safe and quiet as possible and that there must be improvements of driving behaviour. Bounds are set to vehicle accessibility in order to guarantee the quality of life in urban areas and to prevent further encroachment on the natural environment.

2. *Managing and restraining mobility:*
   Travelling distances must be reduced and the modal shift must be altered to the benefit of public transport, cycling and car pooling by influencing behaviour, location policy and pricing policy.

3. *Improving the alternatives to the car:*
   Improving public transport, facilities for cyclists and encouraging the shared use of vehicles. In freight transport this means reinforcing rail and waterway facilities and encouraging combined transport modes.

4. *Offering selective accessibility:*
   Each transport axis will be reviewed in relation to Dutch transport and distribution function to decide what expansion of infrastructure is needed (road, water, rail). Road infrastructure will be reviewed to determine the scale on which special facilities for freight traffic are required. Priorities will be given to the hinterland connections in the allocation of resources. In congested areas special measures will be taken to enable lorries, shared cars and buses to by-pass the traffic-jams; other traffic will, where possible, be allowed to use such facilities in return for payment.

5. *Strengthening the foundation:*
   Reinforcing the pillars that are essential for traffic and transport. They include communications, inter-authority collaboration, finance, investment, enforcement and research.

The SVV-II policy resulted in a structural improvement of infrastructure investments since the nineties. Part of the policy was to improve public transport. A large rail infrastructure investment programme called RAIL 21 is in progress. Several light rail projects in big cities have been built. Road capacity has also been enlarged. But the SVV-II, in practice, meant a change in the sense that more priority was given to rail infrastructure than during the previous years.

Despite of the extra investments the SVV-II programme needed more attention. In the nineties more emphasis was put on reaching the SVV-II mobility targets. In 1994 the Government decided to create an extra fund for economic development for the next few years (FES). A special infrastructure fund, out of which government investments for infrastructure were paid, was also created. These funds have become an important source of extra infrastructure investments in the nineties.

In 1996 the Ministry of Transport published a report called *Working together on greater accessibility*, which gives extra impetus to the SVV-II policy; especially regarding infrastructure policy. Additional attention is given to road transport management and sophisticated telematics systems. With the same purpose a report *Transport in Balance* has been made on freight transport policy. More funds were dedicated to inland waterway infrastructure. The growth of air transport is spectacular. In the nineties several reports have been made on enlarging the capacity of Amsterdam Airport Schiphol in order to meet the growth.

At the moment the Ministry of Transport works on the preparation of a new overall transport policy: The Third Transport Structure Plan (SVV-III), will cover the first decade of the next century. It will probably be published in 2000. The plan will cover the relations between the policies for all transport modes and policy aspects such as environment, spatial planning, infrastructure, economics policy, safety and accessibility.

The major events

Mobility increases rapidly. More than half of the growth can be explained by demographic developments. In comparison with other European countries, the Netherlands still has a young population. The number of households, as well as the number of working people, has increased rapidly.

Between 1970 and 1995 the length of motorway lanes has doubled (mostly widening of existing roads). Physical spread of activities effects the use of private cars and the railways.

The introduction of a low price season public transport ticket for students effected dramatically the use of the railways. Also a growth by other customers has been established.

The recent years major decisions were made on large infrastructural projects in the Netherlands. The most important are the Dutch links to the European High Speed Rail projects; The PBKAL from Amsterdam/Schiphol to Brussels-Paris-London and the HST-Rhine Ruhr from Amsterdam to Köln and further south. Regarding goods transport a major new railway, the Betuweline, dedicated solely to freight transport from Rotterdam to the German Hinterland will be build. A decision for an extra (fifth) runway on Amsterdam Schiphol Airport has been taken in 1995.

Prospects

The factors, which caused the rapid growth of mobility will slow down. However, improvement of travel time for private cars is hardly expected.

If the new government agrees (national elections in May 1998) road pricing will be introduced, starting in the western part of the country, during the peak hours. In spite of the growth of the use of public transport, private motor car will keep a dominant role in total mobility. Car ownership will grow. Car ownership in the Netherlands is at this moment significantly lower than in surrounding countries.

The growth of freight transport is expected to be rather high, as has also been the case in the last few years.

The major infrastructure projects mentioned earlier are going to be built in the coming years. Further plans for the expansion of the airport system and the Port of Rotterdam (Maasvlakte) will be developed and decided on in the near future. In the bigger agglomerations several light rail projects are foreseen, to improve better accessibility of economic centres and to connect new residential areas.

MEMBER STATE: NETHERLANDS

Table 1: Total gross investment in transport infrastructure
(New construction, extension, reconstruction, renewal and major repairs)

In current prices

National currency (Millions)

Year	Roads 1)		Railways	Urban and suburban railways, metro, 3) tramways	Inland waterways	Oil pipelines	Maritime ports	Airports
	All	of which 2) Motorways						
1987	2 690	741	400	46	185		138	222
1988	2 479	734	438	63	200		112	274
1989	2 589	795	471	131	218		182	241
1990	2 856	834	559	142	237		244	293
1991	2 815	888	783	148	278		160	400
1992	2 942	773	911	131	274		208	422
1993	3 045	868	1 097	180	293		238	348
1994	3 267	1 013	1 238	250	290		412	319
1995	3 284	1 060	1 058	257	303		731	334

1) Includes urban roads.

2) The motorway concept is defined in the Glossary and conforms to the road signs used by Member countries. Central Government investments only, different series 1994 and 1995.

3) Different series for trams 1987-1988.

MEMBER STATE: NETHERLANDS

Table 2: Total gross investment in transport infrastructure
(New construction, extension, reconstruction, renewal and major repairs)

In 1995 prices

National currency (Millions)

Year	Roads 1) All	Roads 1) of which 2) Motorways	Railways	Urban and suburban railways, metro, 3) tramways	Inland waterways	Oil pipelines	Maritime ports	Airports
1987	3 333	918	496	57	229		171	275
1988	3 053	904	539	78	246		138	337
1989	3 160	970	575	160	266		222	294
1990	3 330	972	652	166	276		284	342
1991	3 168	999	881	167	313		180	450
1992	3 184	836	986	142	296		225	457
1993	3 199	912	1 152	189	308		250	366
1994	3 329	1 032	1 262	255	296		420	325
1995	3 284	1 060	1 058	257	303		731	334

1) Includes urban roads.

2) The motorway concept is defined in the Glossary and conforms to the road signs used by Member countries. Central Government investments only, different series 1994 and 1995.

3) Different series for trams 1987-1988.

MEMBER STATE: NETHERLANDS

Table 3: Capital value of transport infrastructure at the end of the year 3)

In current prices

National currency (Millions)

Year	Roads 1)		Railways	Urban and suburban railways, metro, tramways	Inland waterways	Oil pipelines	Maritime ports	Airports
	All	of which 2) Motorways						
1986	87 298	26 086	11 587	5 269	13 479		15 003	867
1987	90 793	27 301	12 073	5 436	13 926		15 514	935
1988	93 385	28 277	13 109	5 563	14 272		15 871	1 040
1989	96 017	29 153	14 253	5 951	14 657		16 180	1 113
1990	99 368	30 315	15 270	6 552	15 192		16 622	1 251
1991	105 248	32 122	15 964	6 843	16 102		17 530	1 411
1992	109 802	33 480	16 975	7 242	16 778		18 066	1 570
1993	114 369	35 028	18 060		17 365		18 859	1 663
1994	118 560	36 496			17 895		20 079	
1995								

1) Includes urban roads.

2) The motorway concept is defined in the Glossary and conforms to the road signs used by Member countries. Central Government only.

3) Definition used: cf. text in country chapter.

MEMBER STATE: NETHERLANDS

Table 4: Capital value of transport infrastructure at the end of the year 3)

In 1995 prices

National currency (Millions)

Year	Roads 1)		Railways	Urban and suburban railways, metro, tramways	Inland waterways	Oil pipelines	Maritime ports	Airports
	All	of which 2) Motorways						
1986	110 577	33 042	14 357	6 529	17 074		19 004	1 074
1987	111 810	33 620	14 870	6 695	17 149		19 105	1 152
1988	112 911	34 189	16 002	6 791	17 256		19 190	1 270
1989	114 020	34 620	16 618	6 938	17 405		19 214	1 298
1990	114 921	35 060	17 185	7 374	17 570		19 223	1 408
1991	115 686	35 308	17 275	7 405	17 699		19 269	1 527
1992	116 830	35 623	17 834	7 608	17 851		19 222	1 649
1993	117 916	36 114	18 403		17 903		19 444	1 695
1994	118 560	36 496			17 895		20 079	
1995								

1) Includes urban roads.

2) The motorway concept is defined in the Glossary and conforms to the road signs used by Member countries. Central Government only.

3) Definition used: cf. text in country chapter.

MEMBER STATE: NETHERLANDS

Table 7: Maintenance expenditure in transport infrastructure

In current prices

National currency (Millions)

Year	Roads 1)		Railways	Urban and suburban railways, metro, tramways	Inland waterways	Oil pipelines	Maritime ports	Airports
	All	of which 2) Motorways						
1987	2 836	652	690	53	401		79	39
1988	2 815	675	680	56	459		84	40
1989	2 910	715	658	60	455		78	41
1990	3 032	742	614	63	458		67	39
1991	3 132	742	675	67	470		68	34
1992	3 275	853	737	71	500		66	44
1993	3 361	745	743	75	543		71	46
1994	3 551	741	674		570		68	53
1995	3 726	746	716		596		71	55

1) Includes urban roads.

2) The motorway concept is defined in the Glossary and conforms to the road signs used by Member Countries. Central Government only.

MEMBER STATE: NETHERLANDS

Table 8: Maintenance expenditure in transport infrastructure

In 1995 prices

National currency (Millions)

Year	Roads 1)		Railways	Urban and suburban railways, metro, tramways	Inland waterways	Oil pipelines	Maritime ports	Airports
	All	of which 2) Motorways						
1987	3 514	808	848	66	497		98	48
1988	3 467	831	827	69	565		103	49
1989	3 552	873	777	73	555		95	50
1990	3 535	865	705	73	534		78	45
1991	3 525	835	745	75	529		77	38
1992	3 544	923	775	77	541		71	48
1993	3 531	783	773	79	570		75	48
1994	3 618	755	697		581		69	54
1995	3 726	746	716		596		71	55

1) Includes urban roads.

2) The motorway concept is defined in the Glossary and conforms to the road signs used by Member Countries. Central Government only.

22. NORWAY

22.1 Statistical coverage

Norway with a population of 4.3 million inhabitants attained a gross domestic product in 1994 of ECU 24 093 per capita and at current prices. Population density was 14 inhabitants per km^2.

The ensuing Tables 1-2 are expressed in million Norwegian Kroner and have been supplied through co-operation with the Ministry of Transport and Communications and the Central Bureau of Statistics. In Table 2 construction price index for national and county roads has been used as deflator, for all other infrastructure wholesale price index for production purposes has been used.

22.2 Transport policy and transport infrastructure

The major political challenge within the transport sector is to facilitate mobility, efficient and transportation while securing a sustainable development and regional balance.

27 000 million NOK (1997 prices) of state funds are planned to be allocated to national infrastructure investment programs in the transport sector in the time period 1998-2001. Most of it on roads (62%) and railways (17%).

In order to improve transport efficiency the Government will give priority to investments directed at reducing barriers for intermodal goods transport and solving bottleneck problems in the present transport system. With an aim to constrain environmental costs and reduce peak time capacity problems on the main road systems in urban areas, priority will also be given to efforts to enhance the competitiveness of public transport in the cities. Moreover, the Government will promote development and use of information technology with a view to improve transport efficiency and safety.

More emphasis will be put on long-term strategic planning. This involves a more integrated planning of the different transport sectors (road, sea, aviation and railway) on the national level, with a longer time horizon and broad impact assessment. Tools of impact analyses, including cost-benefit analyses, network analyses and economic transport models will be further developed to comply with such planning. The Government also aims at a higher degree of co-ordination of land-use-planning and transport and transport development on regional level.

Norway is characterised by large rural and coastal areas, in which daily mobility is highly dependent on private car use and ferry, and a few major cities obviously have different needs of transport solutions. Transport policies must take account of these differences. Thus it is the government's aim to develop strategies with a diversified emphasis on transport modes and demand policies between rural areas and cities.

In the city areas roads and public transport infrastructure planning will be more integrated. The purpose is to establish a better basis for priorities and to improve the overall local transport network. State funds earmarked for public transport infrastructure investments in the major cities will be extended during the next years in order to enhance the capacity of public transport.

In order to eliminate bottlenecks, to improve transport standards in rural and coastal areas and to improve the traffic flow in urban areas, large investments in the road network are still needed. In addition there is a growing need for infrastructure maintenance. The Government's policy is thus to continue a high level of investments in road infrastructure while meeting the growing need for maintenance. The investment level in road infrastructure will thus still be high, but on a somewhat lower level than in the first half of the 1990's.

The emphasis on homogenous road standards within categories of roads will be eased. This in order to take more flexible accounts of traffic volumes and types and impacts on natural and cultural environment in project planning.

The government will invest in railway improvements in areas and connections where railway is of special importance to a more efficient traffic flow and has environmental advantages. This involves both infrastructure investments and maintenance and modernisation of rolling stock on the busiest connections. The long-term goal is to make railway more competitive.

The new main national airport at Gardermoen near Oslo, which was opened in October 1998, will increase capacity and improve competition in aviation. Furthermore, 26 regional airports will be transferred to state ownership and subject to an extensive investment program for upgrading and modernisation. The Government's investment policy aims at meeting airport network requirements with regard to safety, capacity and regularity, posed by international agreements and traffic forecasts. This will be accompanied by a regulatory policy, which promotes competition and satisfies requirements of transport standards in less populated regions.

Sea transport plays a major role in Norway's foreign trade and in the fish industry. The Government will increase investments in fishing ports and sea infrastructure maintenance in general, although major ports are the responsibility of local authorities. More emphasis will be put on the development and use of maritime information technology to increase safety and ease transport flow. Priority will also be given to infrastructure investment projects, which improve connections between sea transport and land based transport. The Government will also take initiatives to improve co-ordination between different ports at regional level. Furthermore, a stronger involvement by the state in management and planning of ports of most national importance will be considered.

MEMBER STATE: NORWAY

Table 1: Total gross investment in transport infrastructure
(New construction, extension, reconstruction, renewal and major repairs) 4)

In current prices

National currency (Millions)

Year	Roads 1)		Railways	Urban and suburban railways, metro, tramways	Inland waterways	Oil pipelines 3)	Maritime ports	Airports 5)
	All	of which 2) Motorways						
1987	5 565		723	36		675	322	539
1988	6 226		937	33		339	329	682
1989	6 543		863	36		471	376	788
1990	6 013		581	27		2 884	351	676
1991	7 064		778	35		5 384	426	654
1992	8 057		1 109	110		4 730	461	635
1993	7 229		1 367	127		6 693	469	747
1994	6 290		1 506	132		8 609	457	1 000
1995	6 412		1 700	140		6 086	450	2 000

1) Includes urban roads.

2) The motorway concept is defined in the Glossary and conforms to the road signs used by Member countries.

3) Oil and gas pipelines: Statistics Norway does not publish numbers for oil and gas pipelines separately. Numbers stated are actual investments, which are identical to gross investments in the new definitions in the national accounts.

4) Estimates for 1995.

5) Estimates for 1994 and 1995.

MEMBER STATE: NORWAY

Table 2: Total gross investment in transport infrastructure
(New construction, extension, reconstruction, renewal and major repairs) 4)

In 1995 prices

National currency (Millions)

Year	Roads 1)		Railways	Urban and suburban railways, metro, tramways	Inland waterways	Oil pipelines 3)	Maritime ports	Airports 5)
	All	of which 2) Motorways						
1987	7 096		882	44		824	393	658
1988	7 492		1 086	38		393	381	790
1989	7 644		948	40		517	413	866
1990	6 633		616	29		3 056	372	716
1991	7 362		804	36		5 567	440	676
1992	8 447		1 145	114		4 885	476	656
1993	7 500		1 413	131		6 916	485	772
1994	6 414		1 534	134		8 772	466	1 019
1995	6 412		1 700	140		6 086	450	2 000

1) Includes urban roads.

2) The motorway concept is defined in the Glossary and conforms to the road signs used by Member countries.

3) Oil and gas pipelines.

4) Estimates for 1995.

5) Estimates for 1994 and 1995.

MEMBER STATE: NORWAY

Table 6: Total gross investment in transport infrastructure in Trans European Transport Networks (TEN)
(New construction, extension, reconstruction, renewal and major repairs)

In current prices

National currency (Millions)

Year	Roads 1)		Railways	Urban and suburban railways, metro, tramways	Inland waterways	Oil pipelines	Maritime ports	Airports
	All	of which 2) Motorways						
1993	1 704.00		343.00					925.70
1994	1 236.70		478.00					1 262.40
1995	1 276.90		729.00					2 202.80

1) Includes urban roads.

2) The motorway concept is defined in the Glossary and conforms to the road signs used by Member countries.

23. POLAND

23.1 Statistical coverage

Poland with a population of 38.6 million inhabitants attained a Gross Domestic Product in 1994 of ECU 2 104 per capita and at current prices. Population density was 123 inhabitants per km^2.

The ensuing Tables 1, 2, 3, 6 and 7 are expressed in million Polish Zlotys and have been supplied through co-operation with the Ministry of Transport and Maritime Economy. Data have been supplied at current prices and originally in the ECMT study it was requested that the Member countries should also supply 1985 prices. Poland has maintained that prices with such a base are either not available or not reliable. To present the most recent figures (1993-1995) at 1995 prices an explorative calculation has been carried out for this publication. Consumer prices and producer prices (industry) are available, but not a deflator for Gross Domestic Product. The development of the two available price indexes has been as follows:

	Consumer prices	Producer prices
1993	59.19	61.23
1994	78.87	79.65
1995	100.00	100.00

For this publication 60 has been used in 1993 and 79 in 1994, with 1995=100.

23.2 Transport policy and transport infrastructure

The share of transport sector in Gross Domestic Product (1994) was about 3.2 %. The number of workers employed in all modes of transport totalled 545 000. In 1995, demand for freight transport was almost 135 billion tonne-km (excluding maritime and air transport), the share of particular transport modes was as follows: 51 % for railways, 38% for roads, 10% for pipelines and 0.5% for inland waterways. Demand for maritime transport was fulfilled by the Polish navigation enterprises and amounted to approximately 165 milliard tonne-km that concerned international services. Over the last five years, the share of railway services in land transport has decreased (it was 65% in 1990). Taking into account the period from 1985 to 1992, a reduction of more than 50% was noted in railway transport services although more recently in the 1993-1995 period an increase in the transport services provided by that mode was recorded.

In 1995, demand for passenger transport (excluding urban transport) was approximately 193 billion passenger-km. Private motorization took a dominant position (share of approximately 66%), bus transport, railway transport and air transport were 18%, 14% and approximately 2% respectively. Transport by private motorization doubled in the years 1990-1995, whilst at the same time rail passenger services decreased by more than 50%. As regards services by urban public transport, a decrease (more than 20%) in the number of transported passengers, was recorded. The dramatic development of automobile transport caused an increase in congestion on the roads and at border crossings. International automobile transport increased considerably both for freight and private travel that led to increased traffic through the borders. In 1995 road border crossings numbered in total (both for incoming and outgoing traffic) about 70 million vehicles (approximately

67 million passenger vehicles, 560 000 buses and 2.8 million trucks) which represented almost 15 fold increase when compared with traffic in 1989.

The road transport infrastructure consists of 350 000 km of public roads of which 45 700 km are national in character. Motorways and major roads the total length of which is approximately 500 km, constitute as little as 0.2% of the total length of public roads. In the end of 1995, the following numbers of cars were registered in Poland: approximately 7.5 million passenger cars, 1.4 million trucks and 85 000 buses.

Railway transport infrastructure consists of 22 6000 km of operating railway lines, including 11 600 km electrified lines. More than 90% of railway transportation work was carried on the electrified lines. The length of railways included into the systems of AGC and AGTC is 2 700 km and approximately 35% of the total railway services in Poland are carried on these lines.

There is approximately 3 7000 km of waterways in Poland, but only a small part of it is used for freight transport. The share of inland navigation routes in national freight transport is marginal.

The maritime transport infrastructure consists of three main sea harbours (Gdansk, Gdynia, Szczecin-Swinoujscie) having the potential to handle cargo in the order of 60 million tonnes per year, 49 million tonnes, i.e. 80%, of this figure was handled in 1995 (including the handling of coal and general cargo amounting to approximately 17.5 million tonnes and 9.7 million tonnes respectively). The harbour in Gdynia is specialised in handling general cargo, especially in containers.

In 1995, the Polish commercial fleet included 167 vessels having a total capacity greater than 3.5 million DWT. As compared with the number of vessels in 1990, this figure represents a decrease of approximately 30% and of approximately 13% as far as their load capacities are concerned. Vessels for the transport of dry bulk cargo (more than 75% of fleet tonnage in general) prevail in the structure of the fleet. About 50% of the Polish fleet (in terms of tonnage) operate under foreign flags.

The air transport infrastructure, among other aspects, consists of eight airports for international passenger traffic a large majority of this traffic passes through Warsaw airport (approximately 90% of passengers transported in 1995). PLL "LOT" company, the main Polish air carrier, operates an airline network covering more than 108 000 km and transported, in international traffic and in domestic traffic, more than 1.5 million passengers and approximately 270 000 passengers respectively in 1995. This company has 33 planes, the average age of which is lower than 3.3 years.

In the 1990's substantial stress was put on speeding up the procedure of adaptation of the Polish transport law to the legislation applicable in countries of the European Union. Due to the greater accessibility of foreign funds (e.g. assistance programs of the European Union, credits of EIB and EBRD), it became possible to undertake a number of projects for the modernisation and development of transport infrastructure, e.g. substantial progress was made on the modernisation of railway line E-20 (Berlin-Warsaw-Minsk-Moscow), a program of motorway construction was initiated, the modernisation of many border crossings was achieved, a plan for the construction of airport in Warsaw was conceived, and modernisation work commenced on sea ports and access to those ports.

The main rules of development of the Polish transport for the coming years are specified in the Government's draft document entitled *Transport Policy - The program of Action aimed at Transformation of the Transport System to the Requirements of Market Economy and New Terms of Economic Cooperation in Europe* which has been adopted by the Council of Ministers in 1995.

Reconstruction of the structures and operating rules of the Polish transport as regards the increase of its capability to render high standard transport services as well as general improvement of financial condition of transport sector are considered to be the fundamental objectives of the strategy of development of the Polish transport.

In order to include Poland into the network of European transportation links and to separate the transit traffic going through Poland from regional and local traffic, it is planned to provide some number of highly efficient transport arteries, especially railways having increased technical standards, as well as motorways.

MEMBER STATE: POLAND

Table 1: Total gross investment in transport infrastructure
(New construction, extension, reconstruction, renewal and major repairs)

In current prices

National currency (Millions)

Year	Roads 1)		Railways	Urban and suburban railways, metro, tramways	Inland waterways 3)	Oil pipelines	Maritime ports	Airports
	All	of which 2) Motorways						
1987	17.10	0.90						0.07
1988	30.80	1.90			0.96	0.20	1.50	0.30
1989	70.20	3.20	39		1.36	2.50	4.50	2.30
1990	440.70	29.50	270		10.69	33.00	36.00	37.40
1991	520.90	30.30	318		10.32	10.00	46.00	302.40
1992	526.40	38.10	170		7.20	27.00	58.00	552.00
1993	717.30	97.50	298		15.82	48.00	70.00	83.50
1994	1 094.40	110.80	441		18.86	115.00	100.00	80.30
1995	2 023.90	206.90	785		30.32	161.00	94.00	87.10

1) Includes urban roads.

2) The motorway concept is defined in the Glossary and conforms to the road signs used by Member countries.

3) The costs of major repairs are included in Table 7. The total gross investment does not include expenditures on combined transport and on inland ports.

MEMBER STATE: POLAND

Table 2: Total gross investment in transport infrastructure
(New construction, extension, reconstruction, renewal and major repairs)

In 1995 prices

National currency (Millions)

Year	Roads 1)		Railways	Urban and suburban railways, metro, tramways	Inland waterways 3)	Oil pipelines	Maritime ports	Airports
	All	of which Motorways 2)						
1987								
1988								
1989								
1990								
1991								
1992								
1993	1 195.50	162.50	496.67		26.37	80.00	116.67	139.17
1994	1 385.32	140.25	558.23		23.87	145.57	126.58	101.65
1995	2 023.90	206.90	785.00		30.32	161.00	94.00	87.10

1) Includes urban roads.

2) The motorway concept is defined in the Glossary and conforms to the road signs used by Member countries.

3) The costs of major repairs are included in Table 7. The total gross investment does not include expenditures on combined transport and on inland ports.

MEMBER STATE: POLAND

Table 3: Capital value of transport infrastructure at the end of the year

In current prices

National currency (Millions)

Year	Roads 1)		Railways	Urban and suburban railways, metro, tramways	Inland waterways	Oil pipelines	Maritime ports	Airports
	All	of which 2) Motorways						
1986								
1987	691	7						1
1988	1 135	12						3
1989	3 238	33						42
1990	30 134	308	11 659			108	753	176
1991	47 737	488	11 485			93	1 053	316
1992	65 367	669	11 537			93	1 082	409
1993	89 055	911	11 904			125	1 159	409
1994	114 184	1 168	12 330			163	1 233	794
1995	137 925	1 411	29 199			265	1 151	837

1) Includes urban roads.

2) The motorway concept is defined in the Glossary and conforms to the road signs used by Member countries.

MEMBER STATE: POLAND

Table 4: Capital value of transport infrastructure at the end of the year

In 1995 prices

National currency (Millions)

Year	Roads 1)		Railways	Urban and suburban railways, metro, tramways	Inland waterways	Oil pipelines	Maritime ports	Airports
	All	of which 2) Motorways						
1986								
1987								
1988								
1989								
1990								
1991								
1992								
1993	148 425	1 518	19 840			208	1 932	682
1994	144 537	1 478	15 608			206	1 561	1 005
1995	137 925	1 411	29 199			265	1 151	837

1) Includes urban roads.

2) The motorway concept is defined in the Glossary and conforms to the road signs used by Member countries.

MEMBER STATE: POLAND

Table 6: Total gross investment in transport infrastructure in Trans European Transport Networks (TEN)
(New construction, extension, reconstruction, renewal and major repairs)

In current prices

National currency (Millions)

Year	Roads 1)		Railways	Urban and suburban railways, metro, tramways	Inland waterways	Oil pipelines	Maritime ports	Airports
	All	of which 2) Motorways						
1993	138.20	97.50	110					
1994	179.00	110.80	175					
1995	403.40	206.90	215					

1) Includes urban roads.

2) The motorway concept is defined in the Glossary and conforms to the road signs used by Member countries.

MEMBER STATE: POLAND

Table 7: Maintenance expenditure in transport infrastructure

In current prices

National currency (Millions)

Year	Roads 1)		Railways	Urban and suburban railways, metro, tramways	Inland waterways	Oil pipelines	3) Maritime ports	Airports
	All	of which 2) Motorways						
1987	18.10	0.30	20			0.03	0.50	0.30
1988	25.10	0.40	31		1.36	0.05	0.90	0.60
1989	57.50	0.90	73		2.03	0.13	3.00	2.00
1990	252.60	4.20	671		17.88	1.00	18.70	14.00
1991	494.30	8.80	1 081		16.67	4.00	18.10	27.00
1992	580.80	10.30	1 102		22.96	8.00	32.20	93.00
1993	793.70	13.50	1 387		31.38	19.00	46.80	147.00
1994	1 107.10	18.80	1 635		38.13	20.00	71.90	206.00
1995	908.40	21.50	1 854		47.25	21.00	82.80	473.00

1) Includes urban roads.

2) The motorway concept is defined in the Glossary and conforms to the road signs used by Member Countries.

3) Together with the dredging of approach waterways.

MEMBER STATE: POLAND

Table 8: Maintenance expenditure in transport infrastructure

In 1995 prices

National currency (Millions)

Year	Roads 1)		Railways	Urban and suburban railways, metro, tramways	Inland waterways 3)	Oil pipelines	4) Maritime ports	Airports
	All	of which 2) Motorways						
1987								
1988								
1989								
1990								
1991								
1992								
1993	1 322.83	22.50	2 311.67		52.30	31.67	78.00	245.00
1994	1 401.39	23.80	2 069.62		48.27	25.32	91.01	260.76
1995	908.40	21.50	1 854.00		47.25	21.00	82.80	473.00

1) Includes urban roads.

2) The motorway concept is defined in the Glossary and conforms to the road signs used by Member Countries.

3) The data does not include major repairs and expenditures on inland ports.

4) Together with the dredging of approach waterways.

24. PORTUGAL

24.1 Statistical coverage

Portugal with a population of 9.9 million inhabitants attained a gross domestic product in 1994 of ECU 7 416 per capita and at current prices. Population density was 108 inhabitants per km^2.

The ensuing tables are expressed in million Portuguese Escudos and have been supplied by the Ministry.

24.2 Transport policy and transport infrastructure

Main developments in transport and infrastructure investment policy:

Portugal's main policy objectives have been to:

- integrate Portugal more closely into the European area by reducing the economic constraints arising from the country's geographical location;
- establish a multimodal link between Portugal/Spain and Europe;
- draw up cost estimates for the transport plans of Portugal and Spain;
- integrate Portugal's major domestic ports into the projected multimodal Trans-European Network;
- with regard to inland modes, encourage plans to expand the supply of public transport, giving greater priority to rail, multimodal transport and the improvement of logistical infrastructure;
- restructure the rail sector and translate EU Directives into national legislation;
- lay down the basic principles of a tax and tariff policy that will clarify and harmonise the conditions for competition between modes and transport operators;
- reorganise the institutional framework of the air transport sector;
- provide maritime and air transport undertakings with new conditions for competition.

The policy measures taken to meet these objectives have been as follows:

1. Railways

EU Directive No. 91/440/EEC has been translated in national legislation through administrative order No. 252/95 of 23 September, although solely with regard to the access rights specified in Article 10 of the Directive. This provided an opportunity to translate into national legislation the conditions for access to international rail transport specified in Directive 95/18/EC.

The organisational reform of the rail sector envisages the creation of three new bodies:

- an agency responsible for the management of rail infrastructure;
- an agency responsible for regulating all sectors of the railways;
- "CP-Railways Tansport firm EP", which will provide transport services in specific areas of activity (freight, suburban transport in Lisbon, suburban transport in Porto) and which will subsequently be managed by separate companies.

The body responsible for infrastructure management - REFER-EP - has already been established under administrative order No. 104/97 of 29 April. This administrative order translated Articles 3, 6 and 11 of Directive 95/19/EC into national law. The translation of all the provisions of Directives 95/18/EC and 95/19/EC will be completed with the implementation of the other components of the reform of the sector (restructuring of CP and creation of the regulatory agency).

The Portuguese government is currently in the process of approving the National Plan for Rail Infrastructure, including the high-speed network.

Under this plan, investment will primarily be aimed at the development and modernisation of infrastructure that is already competitive vis-à-vis other modes of transport, such as passenger transport in urban areas and freight transport on the North and the Beira Alta lines, and on access to maritime ports, links to the Spanish network and combined transport.

The modernisation work includes development and installation of information systems, signalling and traffic controls.

2. Roads

Portugal is currently in the process of approving the National Road Plan 2000, a revised version of the 1985 Plan.

Substantial funding has been allocated to finance the construction of all the trunk roads and at least 50 per cent of the secondary roads specified in the Plan by the year 2000. Provision has also been made for the construction of ring roads and by-passes and the creation of interfaces with other modes (rail, river, air) in the metropolitan areas of Lisbon and Porto. Substantial sums have also been allocated to maintenance of the existing network. Work is proceeding with a project to set up a telematics system for driver information and traffic control - CIRPOR - which is due to start in 1998.

3. Combined transport

Investment in this sector has focused on the creation and improvement of interfaces between different modes, primarily rail/road, and on the construction of stations and multimodal platforms. Investment in the passenger transport sector is aimed at increasing and improving the supply of waterway transport in the Lisbon area and at enhancing the capacity and quality of railway stations in suburban areas.

Other noteworthy developments include the regulation of supply, changes to the operating conditions for public transport and the regulation of car use.

Portugal has given top priority to the project to build a multimodal link between Portugal/Spain and Europe as part of the plan to create Trans-European Networks.

This project is designed to restructure rail, road, shipping and air transport modes in the entire north-western region of the Iberian Peninsula in order to create a coherent network in which the various modes will complement each other. The Portuguese part of the project comprises a number of infrastructure projects which are included in the Trans-European Networks for Portugal and which

will provide links from the main borders to ports, airports and the main urban centres in the country, notably the metropolitan areas of Lisbon and Porto. Some of these infrastructure projects have already been completed, some are still in progress, while others are still at the planning or design stage.

The main sources of funding for transport infrastructure are still the Government, Community Funds (Cohesion Fund, ERDFs and the transeuropean network funding allocation).

A number of sections of the highway network will be financed under the DBFO instrument (design, construction, financing and management) which allows for private-sector involvement in the construction, financing and operation of the section concerned.

MEMBER STATE: PORTUGAL

Table 1: Total gross investment in transport infrastructure
(New construction, extension, reconstruction, renewal and major repairs)

In current prices

National currency (Millions)

Year	Roads 1)		Railways	Urban and suburban railways, metro, tramways	Inland waterways	Oil pipelines	Maritime ports	Airports
	All	of which 2) Motorways						
1987	25 530		6 344	2 606	150		3 430	3 790
1988	29 676		10 360	3 614			3 392	4 947
1989	34 279		11 486	5 421	857		2 579	6 567
1990	53 087		12 972	11 055			6 095	7 127
1991	64 248		20 765	7 434			9 417	7 079
1992	84 459		22 833	14 598			6 273	4 019
1993	90 199		25 296	12 664			8 154	3 158
1994	113 298		31 328	18 089			7 853	5 094
1995	128 160		39 253	31 783			5 047	6 810

1) Does not include urban roads.

2) The motorway concept is defined in the Glossary and conforms to the road signs used by Member countries.

MEMBER STATE: PORTUGAL

Table 2: Total gross investment in transport infrastructure
(New construction, extension, reconstruction, renewal and major repairs)

In 1995 prices

National currency (Millions)

Year	Roads 1)		Railways	Urban and suburban railways, metro, tramways	Inland waterways	Oil pipelines	Maritime ports	Airports
	All	of which 2) Motorways						
1987	50 412		12 567	5 164	298		3 829	6 812
1988	53 071		18 704	6 524			3 784	8 115
1989	54 804		18 416	8 692	1 375		2 511	9 567
1990	74 847		18 343	15 633			9 474	9 154
1991	72 981		26 361	9 440			17 321	8 163
1992	98 229		26 613	17 024			10 136	4 255
1993	98 448		27 685	13 861			5 217	3 139
1994	117 789		32 607	18 829			10 582	4 815
1995	128 159		39 252	31 783			5 047	6 810

1) Does not include urban roads.

2) The motorway concept is defined in the Glossary and conforms to the road signs used by Member countries.

MEMBER STATE: PORTUGAL

Table 3: Capital value of transport infrastructure at the end of the year

In current prices

National currency (Millions)

Year	Roads 1)		Railways	Urban and suburban railways, metro, tramways	Inland waterways	Oil pipelines	Maritime ports	Airports
	All	of which 2) Motorways						
1986			5 539	2 715			7 378	
1987			7 168	3 379			7 610	
1988			10 240	4 515			8 400	
1989			11 317	5 915			10 421	
1990			12 755	10 982			15 511	
1991			20 500	8 466			22 951	
1992			22 058	15 597			27 722	
1993			24 360	14 028			33 699	50 047
1994			30 086	19 106			39 268	56 986
1995			38 065	31 955			41 020	65 073

1) Does not include urban roads.

2) The motorway concept is defined in the Glossary and conforms to the road signs used by Member countries.

MEMBER STATE: PORTUGAL

Table 4: Capital value of transport infrastructure at the end of the year

In 1995 prices

National currency (Millions)

Year	Roads 1)		Railways	Urban and suburban railways, metro, tramways	Inland waterways	Oil pipelines	Maritime ports	Airports
	All	of which 2) Motorways						
1986			11 536	5 883			4 586	
1987			11 460	6 709			4 801	
1988			16 973	8 158			5 471	
1989			16 698	9 492			6 719	
1990			15 559	15 573			11 307	
1991			20 934	10 770			20 369	
1992			21 653	18 242			26 719	
1993			34 942	15 394			31 374	54 809
1994			37 724	19 897			37 929	59 322
1995			38 065	31 955			41 020	65 073

1) Does not include urban roads.

2) The motorway concept is defined in the Glossary and conforms to the road signs used by Member countries.

MEMBER STATE: PORTUGAL

Table 5: Total gross investment in combined (multimodal) transport
(Investment in infrastructure)

National currency (Millions)

Year	In current prices	In 1995 prices
1987	336	604
1988	405	666
1989	454	661
1990	188	247
1991	1 607	1 855
1992	2 102	2 231
1993	4 958	5 426
1994	3 578	3 711
1995	2 308	2 308

MEMBER STATE: PORTUGAL

Table 6: Total gross investment in transport infrastructure in Trans European Transport Networks (TEN)
(New construction, extension, reconstruction, renewal and major repairs)

In current prices

National currency (Millions)

Year	Roads 1)		Railways	Urban and suburban railways, metro, tramways	Inland waterways	Oil pipelines	Maritime ports	Airports
	All	of which 2) Motorways						
1993	27 985		12 687				6 130	
1994	31 921		18 842				5 571	
1995	34 955		23 383				3 237	9 244

1) Does not include urban roads.

2) The motorway concept is defined in the Glossary and conforms to the road signs used by Member countries.

MEMBER STATE: PORTUGAL

Table 7: Maintenance expenditure in transport infrastructure

In current prices

National currency (Millions)

Year	Roads 1)		Railways	Urban and suburban railways, metro, tramways	Inland waterways	Oil pipelines	Maritime ports	Airports
	All	of which 2) Motorways						
1987	10 288			344			91	
1988	9 446			324			310	
1989	10 023			407			225	
1990	14 312			404			492	
1991	11 789			443			665	
1992	15 856		4 095	456			160	
1993	21 419		6 814	479	80		441	
1994	25 712		8 392	472	80		780	
1995	24 884		9 731	564	80		1 005	

1) Does not include urban roads.

2) The motorway concept is defined in the Glossary and conforms to the road signs used by Member Countries.

MEMBER STATE: PORTUGAL

Table 8: Maintenance expenditure in transport infrastructure

In 1995 prices

National currency (Millions)

Year	Roads 1)		Railways	Urban and suburban railways, metro, tramways	Inland waterways	Oil pipelines	Maritime ports	Airports
	All	of which 2) Motorways						
1987	18 507			681			102	
1988	15 151			583			345	
1989	16 026			650			219	
1990	20 180			583			766	
1991	14 929			564			1 224	
1992	18 442		4 775	538			259	
1993	26 724		7 458	528	87		282	
1994	26 733		8 736	490	82		1 052	
1995	24 884		9 731	564	80		1 005	

1) Does not include urban roads.

2) The motorway concept is defined in the Glossary and conforms to the road signs used by Member Countries.

25. ROMANIA

25.1 Statistical coverage

Romania with a population of 22.7 million inhabitants attained a gross domestic product in 1994 of ECU 1 071 per capita and at current prices. Population density was 95 inhabitants per km^2.

The ensuing tables are expressed in million Romanian Lei and tables in current prices and in 1989 and 1993 prices have been supplied through co-operation with the Ministry of Transport, General Directorate for Foreign Financial Affairs.

The Ministry has supplied the following price index for industrial production to be used as deflator in this publication. For the years 1985-1990 the Ministry has suggested, due to strict price control in those years, that the price index is kept constant at the 1990 level.

1990	1.27
1991	4.08
1992	11.61
1993	30.78
1994	74.01
1995	100.00

25.2 Transport policy and transport infrastructure

Main decisions in the transport policy which lead to major implications in the development of the transport infrastructures

Within the period 1985-1989, the investments in the transport infrastructure have been approved through the national annual plans for social economic development and rhythms of development correlated with the other branches of the national economy have been taken into consideration (industry and commerce, constructions, agriculture and so on).

– The financing of the investments for the transport infrastructure has been assured only from the state budget, these investments having a significant share within the total volume of the national investments.

– Within the above mentioned period, the promotion of the investments has been done according to the national strategy for the social economic development foreseen in the annual and five-year plans and the investments have been approved through Decrees by the State Council.

Until 1990, the Governmental dispositions imposed: the legal limitation of the road transport distance to a maximum of 60 km, some quantitative limitations at the monthly consume of fuels of the transport companies and the obligation to use the rail transport for medium and large distances.

The above mentioned decisions have had major impact in the field of investments in infrastructure and transport equipment. In this respect, the majority of funds have been allocated for the rail and maritime transport, which were considered as being the more economical sectors.

These policies have been severely amended by the existing reality in the beginning of the orientation of the economy towards the principles of the free market and the beginning of its reorganisation. At the same time, the Balkan policy situation (the war in Former Yugoslavia) directed a major flow of traffic in European transit through Romania. The infrastructure which was totally inadequate for taking over this flow of traffic.

So, the year 1990 represented the beginning of the transport reorganisation process and the diversifying the transport offer in Romania. Starting with this year, the liberalisation of the utilisation of transport infrastructure has begun.

On the other side, due to the great administrative and exploitation costs generated by the major investments in equipment for the rail transport, costs which were not covered by the proceeds, the railway society could not upgrade its share on the transport market and suffered a decrease of the traffic of 30-35% in 1990-1991 (in comparison with 1989).

Beginning with 1992, the Ministry of Transport of Romania started to create a coherent framework of rehabilitation of the road transport networks. Beginning with that year, the basis for the application of the "user pays**"** principle has been applied, by starting the study Road User Charges, which was financed by the World Bank.

Another strategic direction has been made obvious by urgent adoption of measures to stop the destruction of the road network and, after that, measures for its rehabilitation and modernisation, in parallel with the long-term planning of a motorway network on the main transit routes. The putting into practice of this strategy came up against the non-existence of the necessary funds, and in a climate of relative recession and adverse national budgets.

So, the Ministry of Transport has had to stop the new investments works, both those concerning road works (Bucharest-Constanta Motorway) and other modes of transport (the development of the Port of Constanta, the construction of the canal Danube-Bucharest, new railway lines and capital repairs at the main regional airports). As far as the rehabilitation of the national roads is concerned, the Ministry of Transport contracted foreign loans almost exclusively from the International Financial Institutions.

The main initiatives are presented below:

Road transport:

The Fund of Roads was created and adopted by law. This fund is an extra-budgetary fund, based on the road user charge, paid by all the users, which has as final goal the financing of road works.

In 1995, the Ministry of Transport promoted a draft law which was adopted in the same year, in order to allow and define clearly the application of the Build - Operate - Transfer operations in the road field and then went on to launch the concession tender for a first package of motorway sectors, whose length is about 400 km situated on pan European Corridors IV and IX.

In order to reduce the running costs, a programme of reorganisation of the National Administration of Roads and commercialisation of the road works (by transforming the road maintenance sections in companies which will be privatised in the near future) was issued and is in due course of application.

The continuation of the roads rehabilitation programme, together with the implementation of the programme of motorway construction in concession regime are estimated to be finalised in 2005.

Rail transport:

The obtaining of the first results in rehabilitation and modernisation of the road infrastructure allowed the Ministry of Transport, starting in 1995, to move on to the definition and application of a coherent programme of reorganisation of railways. This process started in 1992 by the separation of the activity, but it was delayed due to the lack of a workable legal and administrative framework.

In this context, foreign credits were contracted, in order to allow the financing of the rehabilitation of the railway infrastructure, as well as the elaboration and the application of a coherent programme of fundamental reorganisation of the railways.

In this respect, a first step in the field of reorganisation is represented by the adoption, in 1997, of the main laws and administrative dispositions in the field. Based on these laws, the following actions have been achieved or are in due course being achieved.

- the bookkeeping separation between the infrastructure and exploitation sectors;

- the administrative reorganisation, by the transformation of the Romanian Railways Society (SNCFR) from autonomous state-controlled company into national company with trading company status, and its institutional separation, by setting up the sector of the infrastructure management and the sector of goods and passenger transport as separate trading companies;

- allowing the free access of the licensed rail operators on the railway infrastructure and payment of a rail user charge;

- the introduction of a user charge within the structure of cost of goods and passenger transport.

In this field, it is important to mention the fact that, even if the modernisation and the development of the railway infrastructure, as a public property, has to be assured mostly by the financial effort of the state, in 1995, using a road transport law principle, the basis for the access of private capitals in the modernisation of the railway infrastructure, through Build - Operate - Transfer operations (BOT), have been created.

For the future, the main objective is defined by bringing the technical parameters of the railway network sectors situated on the Pan European Corridors to the areas mentioned in the European standards, by carrying out the technical priorities foreseen within the international agreements where Romania is a Contracting Party (AGC, AGTC).

Civil aviation:

In the field of civil aviation, a first major decision (dated 1991) was the setting up of separate administrative units, both regarding airports and the control of air traffic.

Until 1997, the civil aviation did not represent a priority in the transport sector from the point of view of financial effort supported by the state, with major investments being done only for the airports of Arad, Baia Mare, Timisoara, Baneasa and mainly Otopeni. The rest of the investment funds have been used especially for maintaining the rolling track in full safety conditions for the traffic, and for the reparation of the light beacon system.

In 1996, the Law of adhesion of Romania to EUROCONTROL was adopted, and so the programme of modernisation of the infrastructure, of directing and control of the air traffic, as part of EATCHIP, was continued. By the application of this programme Romania will enjoy infrastructure and equipment at European and world level.

Major and significant decisions have been taken in 1997 as well by adopting the Air Code. The administrative plan, the regional airports passed under the authority of the county councils, taking into consideration their local interest. As a follow up of this decision, the funds representing suitable investments for these airports will managed by the local authorities.

At the beginning of 1998, the legal procedure of transformation of the stated-controlled airport into trading companies, as a first step of the privatisation process, was started. This way, the activity of the airports will be more efficient and it will lead to the decrease and elimination step by step of the financial effort of the state in this field. This process was also started for civil aviation sector state-owned companies.

Inland waterways:

In 1991, through the action of reorganisation of the former state enterprises into trading companies and autonomous stated-owned companies, a clear separation between the activities of port operation and the activities of administration and maintenance of the infrastructure took place.

The autonomous state-owned companies are now in charge of the administration and maintenance of the infrastructure.

The programme for the maintenance and reparation of the port and inland waterway infrastructure took a long time due to the fact that the only funds for this activity have been provided by the proceeds of the autonomous state-owned companies and with a lack of funds from the state budget.

As concerns the development of the port capacities between 1991-1997 new port capacities have been put into operation in Braila and Turnu Severin ports. The objectives have been achieved with funds from the state budget.

As regards the technical condition of the river fleet, this is related to objective factors, which influenced the river transport activity, namely:

- the economic recession;
- the decrease of the volume of investments;
- the embargo against Yugoslavia.

These factors had as effect the decrease of the volume of goods which were transported and the decrease of the incomes of the navigation companies. This led to the lack of funds earmarked for the reparation and maintenance of the existing fleet and for the construction of new ships.

The decrease of the volume of goods to be transported led to the decrease of the volume of goods operated through the Romanian bridges.

The means for the maintenance of depths are obsolete, a fact which lead to unsatisfying results in comparison with the costs, which are very big.

The signalling and hydrological measurement systems are in the same situation.

Maritime transport infrastructure:

In the maritime sector, in 1990, the continuation of the development programme of the Port of Constanta was decided, even if the financial resources were not sufficient. In fact, the breakwaters or the works for inside protection could not be finalised.

Taking into consideration the above mentioned, the Ministry of Transport had to use foreign credits in order to remedy the damages, and further on to finalise the breakwaters, in order to allow the start of the investments for the finalisation of the port infrastructure and the start of the exploitation operations.

In this respect, the only element which could contribute to the investment re-launch would be the application of the Build - Operate - Transfer operations, as far as the Ministry of Transport foresees the adaptation, during 1998, by the Parliament of Romania, of the General Law for the Concession of the Public Patrimony.

Even if the present situation is the one above presented, the Ministry of Transport considers that the Port of Constanta is a major priority investment objective taking into consideration its placement on two Pan European transport corridors (IV and VII), as well as a major objective in connecting the European transport network to the areas with potential (Middle and Near East), and a point of concentration of the transport flows to/from the main areas of raw materials and consumer markets represented by the states of the former Soviet Union and, last but not least, a turning point on the Europe-Asia terrestrial corridor.

MEMBER STATE: ROMANIA

Table 1: Total gross investment in transport infrastructure 3)
(New construction, extension, reconstruction, renewal and major repairs)

In current prices

National currency (Millions)

Year	Roads 1)		Railways	Urban and suburban railways, metro, tramways	Inland waterways	Oil pipelines	Maritime ports	Airports
	All	of which 2) Motorways						
1987	612		4 988	1 886	4 002		3 500	653
1988	528		5 857	1 609	4 178		3 600	602
1989	546		5 628	1 866	4 125		3 450	580
1990	755		6 051	1 391	2 401		2 500	291
1991	2 184		5 628	2 043	1 905		3 000	252
1992	15 204		3 200	3 207	798		2 500	716
1993	51 701		37 995	14 775	1 544		11 319	5 943
1994	194 712		42 032	25 652	5 378		21 314	16 078
1995	333 513		141 440	27 856	11 391		16 077	77 583

1) Does not include urban roads.

2) The motorway concept is defined in the Glossary and conforms to the road signs used by Member countries.

3) Inland waterways: estimates 1987-1990; Maritime ports: estimates 1987-1992.

MEMBER STATE: ROMANIA

Table 2: Total gross investment in transport infrastructure 3)
(New construction, extension, reconstruction, renewal and major repairs)

In 1995 prices

National currency (Millions)

Year	Roads 1)		Railways	Urban and suburban railways, metro, tramways	Inland waterways	Oil pipelines	Maritime ports	Airports
	All	of which 2) Motorways						
1987	48 061		391 523	148 061	314 137		274 725	51 248
1988	41 452		459 694	126 272	327 975		282 575	47 253
1989	42 865		441 782	146 452	323 760		270 801	45 495
1990	59 278		474 992	109 176	188 438		196 232	22 873
1991	53 543		138 016	50 108	46 719		73 565	6 170
1992	130 921		27 551	27 618	6 872		21 528	6 166
1993	167 996		123 460	48 009	5 016		36 779	19 312
1994	263 074		56 790	34 659	7 266		28 797	21 723
1995	333 513		141 440	27 856	11 391		16 077	77 583

1) Does not include urban roads.

2) The motorway concept is defined in the Glossary and conforms to the road signs used by Member countries.

3) Inland waterways: estimates 1987-1990; Maritime ports: estimates 1987-1992.

MEMBER STATE: ROMANIA

Table 3: Capital value of transport infrastructure at the end of the year

In current prices

National currency (Millions)

Year	Roads 1)		Railways	Urban and suburban railways, metro, tramways	Inland waterways	Oil pipelines	Maritime ports	Airports
	All	of which 2) Motorways						
1986								
1987								
1988								
1989								
1990								
1991								
1992								
1993	1 405		779 533	262 555	347 817		134 639	14 155
1994	29 113		6 364 653	2 154 297	2 983 947		1 013 991	277 689
1995	27 541		6 290 335	2 159 573	2 976 280		1 011 138	294 604

1) Does not include urban roads.

2) The motorway concept is defined in the Glossary and conforms to the road signs used by Member countries.

MEMBER STATE: ROMANIA

Table 4: Capital value of transport infrastructure at the end of the year

In 1995 prices

National currency (Millions)

Year	Roads 1)		Railways	Urban and suburban railways, metro, tramways	Inland waterways	Oil pipelines	Maritime ports	Airports
	All	of which 2) Motorways						
1986								
1987								
1988								
1989								
1990								
1991								
1992								
1993	4 564		2 533 008	853 143	1 130 192		437 494	45 994
1994	39 335		8 599 255	2 910 661	4 031 598		1 369 999	375 184
1995	27 541		6 290 335	2 159 573	2 976 280		1 011 138	294 604

1) Does not include urban roads.

2) The motorway concept is defined in the Glossary and conforms to the road signs used by Member countries.

MEMBER STATE: ROMANIA

Table 7: Maintenance expenditure in transport infrastructure

In current prices

National currency (Millions)

Year	Roads 1)		Railways	Urban and suburban railways, metro, tramways	Inland waterways	Oil pipelines	Maritime ports	Airports
	All	of which 2) Motorways						
1987								
1988								
1989								
1990								
1991								
1992								
1993	45 166		239 986	28 219	11 386		12 474	19 871
1994	177 401		350 945	60 520	22 704		20 097	44 429
1995	278 909		541 323	85 838	35 010		28 625	60 731

1) Does not include urban roads.

2) The motorway concept is defined in the Glossary and conforms to the road signs used by Member Countries.

MEMBER STATE: ROMANIA

Table 8: Maintenance expenditure in transport infrastructure

In 1995 prices

National currency (Millions)

Year	Roads 1)		Railways	Urban and suburban railways, metro, tramways	Inland waterways	Oil pipelines	Maritime ports	Airports
	All	of which 2) Motorways						
1987								
1988								
1989								
1990								
1991								
1992								
1993	146 763		779 808	91 695	36 996		40 533	64 567
1994	239 686		474 186	81 769	30 675		27 153	60 028
1995	278 909		541 323	85 838	35 010		28 625	60 731

1) Does not include urban roads.

2) The motorway concept is defined in the Glossary and conforms to the road signs used by Member Countries.

26. SLOVAK REPUBLIC

26.1 Statistical coverage

The Slovak Republic with a population of 5.3 million inhabitants attained a gross domestic product in 1994 of ECU 1 960 per capita and at current prices. Population density was 108 inhabitants per km^2.

The ensuing Tables 1-8 are expressed in million Slovakian Korunas and have been supplied through co-operation with the Ministry of Transport, Post and Telecommunications.

A nearly uniform price index has been used for all transport modes and for both investment and maintenance. Between 1985 and 1995 prices have increased by 160%. Deflator for gross domestic product has not been available for the whole period. Between 1993 and 1995 the deflator increased by 24.3% while e.g. the investment price index for roads increased by 24.7%.

There are a few gaps in the comprehensive time series. For airports investment and maintenance outlays are missing for 1990 and data for inland waterways are missing from 1990 and onwards. Data for oil pipelines are not at the disposal of the Ministry as they pertain to another ministry.

26.2 Transport policy and transport infrastructure

No report received.

MEMBER STATE: SLOVAK REPUBLIC

Table 1: Total gross investment in transport infrastructure
(New construction, extension, reconstruction, renewal and major repairs)

In current prices

National currency (Millions)

Year	Roads 1) All	Roads 1) of which 2) Motorways	Railways	Urban and suburban railways, metro, 3) tramways	Inland waterways	Oil pipelines	Maritime ports	Airports
1987	2 802	506	1 225.6	334.6	46.2			8.3
1988	2 811	534	1 259.3	348.9	64.6			5.3
1989	2 528	289	1 245.6	358.5	44.8			60.3
1990	2 573	284	2 137.0	382.4				
1991	2 448	417	2 169.7	406.4				85.0
1992	3 077	460	882.5	406.3				337.0
1993	1 899	385	1 179.9	205.5				152.0
1994	1 544	440	1 090.7	114.7				221.0
1995	3 363	2 906	2 299.0	147.2				164.0

1) Includes urban roads.

2) The motorway concept is defined in the Glossary and conforms to the road signs used by Member countries.

3) Estimates for 1987-1990.

MEMBER STATE: SLOVAK REPUBLIC

Table 2: Total gross investment in transport infrastructure
(New construction, extension, reconstruction, renewal and major repairs)

In 1995 prices

National currency (Millions)

Year	Roads 1) All	Roads 1) of which 2) Motorways	Railways	Urban and suburban railways, metro, 3) tramways	Inland waterways	Oil pipelines	Maritime ports	Airports
1987	6 916	1 249	3 024	821.24	114.23			20.83
1988	6 739	1 161	3 019	831.57	155.77			13.02
1989	5 502	628	2 709	774.75	98.66			132.76
1990	5 000	551	4 151	686.95				
1991	4 249	725	3 764	699.86				148.38
1992	4 727	706	1 356	619.80				518.04
1993	2 368	480	1 470	255.67				190.03
1994	1 697	483	1 198	126.54				242.10
1995	3 363	2 906	2 299	147.20				164.00

1) Includes urban roads.

2) The motorway concept is defined in the Glossary and conforms to the road signs used by Member countries.

3) Estimates for 1987-1990.

MEMBER STATE: SLOVAK REPUBLIC

Table 3: Capital value of transport infrastructure at the end of the year

In current prices

National currency (Millions)

Year	Roads 1)		3) Railways	Urban and suburban railways, metro, 4) tramways	Inland waterways	Oil pipelines	Maritime ports	Airports
	All	of which 2) Motorways						
1986			39 954.0	3 510	572.4			317.8
1987	6 091	4 731	40 811.6	3 485	711.6			429.0
1988	6 666	5 242	41 757.6	3 411	730.8			437.5
1989	7 294	5 826	44 120.0	3 318	696.5			490.6
1990	1 589		41 416.6	3 300	240.0			331.3
1991			41 811.1	3 210				1 088.0
1992			42 718.0	3 115				1 618.0
1993	37 664	7 244	37 080.0	3 059				1 721.0
1994			26 077.6	3 029	584.1			2 128.0
1995		14 374	28 382.8	3 031	620.5			1 956.0

1) Includes urban roads.

2) The motorway concept is defined in the Glossary and conforms to the road signs used by Member countries.

3) Estimates based on the whole of the Czech and Slovak Federal Republic for the years 1986-1989. Rolling stock included in the years 1986-1993.

4) Including rolling stock.

MEMBER STATE: SLOVAK REPUBLIC

Table 4: Capital value of transport infrastructure at the end of the year

In 1995 prices

National currency (Millions)

Year	Roads 1)		3) Railways	Urban and suburban railways, metro, 4) tramways	Inland waterways	Oil pipelines	Maritime ports	Airports
	All	of which 2) Motorways						
1986			101 171	8 888	1 449			805
1987	15 032	11 668	100 691	8 597	1 755			1 057
1988	15 981	12 559	100 080	8 174	1 750			1 049
1989	15 877	12 671	95 999	7 218	1 514			1 068
1990	3 087		80 478	6 410	467			644
1991			72 562	5 569				1 888
1992			65 592	4 782				2 483
1993	46 947	9 022	46 203	3 810				2 143
1994			28 659	3 327	641			2 338
1995		14 374	28 383	3 031	620			1 956

1) Includes urban roads.

2) The motorway concept is defined in the Glossary and conforms to the road signs used by Member countries.

3) Estimates based on the whole of CSFR for the years 1986-1989.
Rolling stock included in the years 1986-1993.

4) Including rolling stock.

MEMBER STATE: SLOVAK REPUBLIC

Table 5: Total gross investment in combined (multimodal) transport
(Investment in infrastructure) 1)

National currency (Millions)

Year	In current prices	In 1995 prices
1987	0.80	1.98
1988	1.10	2.62
1989	12.66	27.55
1990	17.30	33.63
1991		
1992		
1993	8.72	10.86
1994	154.75	170.13
1995	247.01	247.01

1) This investment has not been included in tables 1 and 2.

MEMBER STATE: SLOVAK REPUBLIC

Table 6: Total gross investment in transport infrastructure in Trans European Transport Networks (TEN)
(New construction, extension, reconstruction, renewal and major repairs)

In current prices

National currency (Millions)

Year	Roads 1)		Railways	Urban and suburban railways, metro, tramways	Inland waterways	Oil pipelines	Maritime ports	Airports
	3) All	of which 2) Motorways						
1993	1 625	385	796.30					152
1994	1 080	440	1 043.80					221
1995	3 140	2 906	2 124.60					164

1) Includes urban roads.

2) The motorway concept is defined in the Glossary and conforms to the road signs used by Member countries.

3) Estimates.

MEMBER STATE: SLOVAK REPUBLIC

Table 7: Maintenance expenditure in transport infrastructure

In current prices

National currency (Millions)

Year	Roads 1)		4) Railways	Urban and suburban railways, metro, 3) tramways	Inland waterways	Oil pipelines	Maritime ports	Airports
	3) All	of which 2) Motorways						
1987	2 535	34	391.30	58.90	10.80			80.30
1988	2 138	35	434.40	62.40	15.30			78.40
1989	2 115	24	921.90	65.30	25.00			79.10
1990	2 183	68	59.60	68.20				
1991	2 546	64	44.50	69.40				21.20
1992	1 620	81	18.90	83.10				42.70
1993	1 510	103	13.30	106.60				43.50
1994	1 650	107	32.40	114.30				33.20
1995	1 348	134	108.70	141.60				25.70

1) Includes urban roads.

2) The motorway concept is defined in the Glossary and conforms to the road signs used by Member Countries.

3) Estimates.

4) 1987-1989 including maintenance of rolling stock.

MEMBER STATE: SLOVAK REPUBLIC

Table 8: Maintenance expenditure in transport infrastructure

In 1995 prices

National currency (Millions)

Year	Roads 1)		Railways 4)	Urban and suburban railways, metro, 3) tramways	Inland waterways	Oil pipelines	Maritime ports	Airports
	3) All	of which 2) Motorways						
1987	6 252	82	963	144	26			195
1988	5 122	82	1 038	149	36			185
1989	4 600	52	1 998	142	55			170
1990	4 241	131	116	131				
1991	4 418	111	78	118				36
1992	2 486	124	28	126				64
1993	1 880	126	16	131				54
1994	1 813	116	36	124				36
1995	1 348	135	109	142				26

1) Includes urban roads.

2) The motorway concept is defined in the Glossary and conforms to the road signs used by Member Countries.

3) Estimates.

4) 1987-1989 including maintenance of rolling stock.

27. SLOVENIA

27.1 Statistical coverage

Slovenia with a population of 2 million inhabitants attained a gross domestic product in 1994 of ECU 6 058 per capita and at current prices. Population density was 100 inhabitants per km^2.

The ensuing table is expressed in million Slovenian Tobars and have been supplied through co-operation with the Ministry of Transport and Communications which has also supplied the price index based on retail prices and ECU exchange rates.

1992	56.03
1993	74.13
1994	88.81
1995	100.00

27.2 Transport policy and transport infrastructure

No report received.

MEMBER STATE: SLOVENIA

Table 1: Total gross investment in transport infrastructure
(New construction, extension, reconstruction, renewal and major repairs)

In current prices

National currency (Millions)

Year	Roads 1)		Railways	Urban and suburban railways, metro, tramways	Inland waterways	Oil pipelines	Maritime ports	Airports
	All	of which 2) Motorways						
1987								
1988								
1989								
1990								
1991								
1992	1 857		1 315					316
1993	8 036		2 578					767
1994	14 925		6 195				27	848
1995	29 333		8 308				35	717

1) Includes urban roads.

2) The motorway concept is defined in the Glossary and conforms to the road signs used by Member Countries.

MEMBER STATE: SLOVENIA

Table 2: Total gross investment in transport infrastructure
(New construction, extension, reconstruction, renewal and major repairs)

In 1995 prices

National currency (Millions)

Year	Roads 1)		Railways	Urban and suburban railways, metro, tramways	Inland waterways	Oil pipelines	Maritime ports	Airports
	All	of which 2) Motorways						
1987								
1988								
1989								
1990								
1991								
1992	3 314		2 347					564
1993	10 840		3 478					1 035
1994	16 806		6 976				30	955
1995	29 333		8 308				35	717

1) Includes urban roads.

2) The motorway concept is defined in the Glossary and conforms to the road signs used by Member Countries.

MEMBER STATE: SLOVENIA

Table 7: Maintenance expenditure in transport infrastructure

In current prices

National currency (Millions)

Year	Roads 1)		Railways	Urban and suburban railways, metro, tramways	Inland waterways	Oil pipelines	Maritime ports	Airports
	All	of which 2) Motorways						
1987								
1988								
1989								
1990								
1991								
1992								
1993								
1994	1 632						7.70	2.60
1995								

1) Includes urban roads.

2) The motorway concept is defined in the Glossary and conforms to the road signs used by Member Countries.

MEMBER STATE: SLOVENIA

Table 8: Maintenance expenditure in transport infrastructure

In 1995 prices

National currency (Millions)

Year	Roads 1)		Railways	Urban and suburban railways, metro, tramways	Inland waterways	Oil pipelines	Maritime ports	Airports
	All	of which 2) Motorways						
1987								
1988								
1989								
1990								
1991								
1992								
1993								
1994	1 838						8.67	2.93
1995								

1) Includes urban roads.

2) The motorway concept is defined in the Glossary and conforms to the road signs used by Member Countries.

28. SPAIN

28.1 Statistical coverage

Spain with a population of 39 million inhabitants attained a gross domestic product in 1994 of ECU 10 257 per capita and at current prices. Population density was 78 inhabitants per km^2.

The ensuing tables are expressed in million Spanish Pesetas and have been supplied through co-operation with the Ministerio de Fomento.

The price indexes for transport infrastructure investment do not vary between transport sectors and have increased somewhat less than the deflator of gross domestic product. Between 1985 and 1995 the deflator had increased by 86% and investment prices by 76%.

28.2 Transport policy and transport infrastructure

The first point that needs to be made is that 1992 was an exceptional year for Spain in that in the course of that year Spain hosted two major international events: the Olympic Games in Barcelona, and the Universal Exhibition in Seville. These two events had a decisive impact on transport policy during the period under review.

One of the distinctive characteristics of transport investment policy over the past ten years has been growing importance attached to road infrastructure; in 1994, road infrastructure accounted for 71 per cent of the investment budget, compared with 47 per cent in 1985.

Despite the heavy investment in rail infrastructure required for construction of the high-speed line between Madrid and Seville (1988-1991), the overall share of funding allocated to rail transport has been steadily declining since 1985 (down by 31 per cent in 1995, 14 per cent in 1994, and with a 30 per cent decline between 1993 and 1994).

Ports and airports have also seen a decline in funding and in 1994 accounted for merely 6 per cent and 9 per cent respectively of the investment budget.

The new Master Plan for inter-city transport infrastructure for the period 1993-2007 sets out to redress the balance of the funding allocations to the different modes. The aim is to finance increased investment in rail transport through a small reduction in funding for road infrastructure.

MEMBER STATE: SPAIN

Table 1: Total gross investment in transport infrastructure
(New construction, extension, reconstruction, renewal and major repairs)

In current prices

National currency (Millions)

Year	Roads		Railways	Urban and suburban railways, metro, tramways	Inland waterways	Oil pipelines	Maritime ports	Airports
	All	of which 1) Motorways						
1987	220 691	5 441	93 681				25 272	18 184
1988	326 254	6 633	108 246				31 922	19 458
1989	446 684	8 137	121 868			7 197	36 834	27 611
1990	608 779	14 974	176 452			7 662	69 192	40 656
1991	690 669	18 657	203 037	30 809		7 467	60 605	31 164
1992	700 968	35 399	161 950	42 963		7 499	56 038	25 580
1993	768 054	29 551	138 390	48 964		4 281	58 474	23 666
1994	771 583	19 547	128 382	50 010		2 440	58 504	50 743
1995	693 463	15 276	124 381	36 419		1 281	64 803	80 843

1) The motorway concept is defined in the Glossary and conforms to the road signs used by Member countries.

MEMBER STATE: SPAIN

Table 2: Total gross investment in transport infrastructure

(New construction, extension, reconstruction, renewal and major repairs)

In 1995 prices

National currency (Millions)

Year	Roads		Railways	Urban and suburban railways, metro, tramways	Inland waterways	Oil pipelines	Maritime ports	Airports
	All	of which 1) Motorways						
1987	339 107	8 348	143 955				38 857	27 942
1988	478 355	9 711	158 719				46 833	28 530
1989	613 549	11 159	167 402			9 892	50 627	37 927
1990	783 630	19 246	227 143			9 869	89 122	52 336
1991	839 341	22 639	246 755	37 437		9 080	73 697	37 874
1992	803 607	40 520	185 673	49 249		8 602	64 285	29 328
1993	842 138	32 351	151 747	36 074		4 698	64 156	25 950
1994	807 780	20 432	134 412	52 350		2 557	61 287	53 126
1995	693 464	15 276	124 381	36 419		1 281	64 841	80 843

1) The motorway concept is defined in the Glossary and conforms to the road signs used by Member countries.

MEMBER STATE: SPAIN

Table 3: Capital value of transport infrastructure at the end of the year

In current prices

National currency (Millions)

Year	Roads		Railways	Urban and suburban railways, metro, tramways	Inland waterways	Oil pipelines	Maritime ports	Airports
	All	of which 1) Motorways						
1986	7 285 613		1 612 003				254 487	211 981
1987	7 753 712		1 762 807				289 332	237 987
1988	8 308 473		1 924 640				330 729	264 912
1989	9 176 519		2 145 366				385 631	306 867
1990	10 248 926		2 342 496				477 229	364 387
1991	11 372 215		2 740 519				559 656	411 322
1992	12 561 210		3 019 657				641 003	454 567
1993	13 608 785		3 241 385				718 507	490 909
1994	14 747 806		3 461 602				798 780	557 031
1995	15 842 220		3 683 460				887 773	656 419

1) The motorway concept is defined in the Glossary and conforms to the road signs used by Member countries.

MEMBER STATE: SPAIN

Table 4: Capital value of transport infrastructure at the end of the year

In 1995 prices

National currency (Millions)

Year	Roads		Railways	Suburban railways, metro, tramways	Inland waterways	Oil pipelines	Maritime ports	Airports
	All	of which 1) Motorways						
1986	11 792 248		2 609 133				411 905	343 106
1987	11 914 736		2 708 816				444 601	365 703
1988	12 182 531		2 822 057				484 941	388 434
1989	12 605 187		2 946 949				529 716	421 524
1990	13 193 245		3 015 450				614 328	469 069
1991	13 820 890		3 330 609				680 162	499 888
1992	14 401 231		3 461 989				734 901	521 154
1993	14 922 210		3 554 221				787 852	538 288
1994	15 440 480		3 624 186				836 297	583 194
1995	15 842 220		3 683 459				887 773	656 420

1) The motorway concept is defined in the Glossary and conforms to the road signs used by Member countries.

29. SWEDEN

29.1 Statistical coverage

Sweden with a population of 8.9 million inhabitants attained a gross domestic product in 1994 of ECU 18 914 per capita and at current prices. Population density was 22 inhabitants per km^2.

The ensuing Tables 1-8 are expressed in million Swedish Kronor and have been supplied through co-operation with the Swedish Institute for Transport and Communications Analysis who has also supplied the price index to be used.

29.2 Transport policy and transport infrastructure

Main decisions or documents published concerning investments in transport infrastructure during the period 1985-1995

In 1988 the Swedish Riksdag (Parliament) decided on a Transport Policy Resolution indicating five partial objectives:

- accessibility,
- efficiency,
- traffic safety,
- environmental quality,
- regional balance.

This decision replaced the traditional, project-oriented *ad hoc* approach to infrastructure investment that had been used before the Transport Policy Resolution.

In 1991 these changes were complemented by a new decision-making framework; henceforth infrastructure planning was to be approached in a more coherent way at the national level, and to be based on a careful appraisal of socio-economic effects. Infrastructure planning has since then been formalised in ten-year, three (now four)-year and one-year plans. The plans are:

- The National Road Management Plan by the Swedish National Road Administration (Vägverket)
- The Mainline Network Plans by the Swedish National Rail Administration (Banverket)
- Regional Road Management Plans and County Traffic Installation Planning by the counties
- Special Metropolitan Area Programmes
- Three-year Airport Development Programmes by the National Airport Agency (Luftfartsverket)

The implementation of the fixed rail/road link between Denmark and Sweden (Öresund fixed link) was decided by the Swedish and Danish governments in 1991. The construction work started at the end of 1995.

Major events that explain certain important variations observed in the statistical data published

Due to the economic recession in the beginning of the 1990's there was a substantial increase in infrastructure investments. That was obvious in the current ten-year plan (1994-2003). The planning frames for the actual revision of the ten-year plan (1998-2007) are also on a high level but not as high as the current plan.

Prospects and most recent documents likely to affect future investment policy in transport infrastructure

The present Swedish planning concerning investments in roads and rails is according to the long-range plans (for the period 1994-2003) referred to above. The long-range plans for investments in infrastructure are now being revised for the period 1998-2007 in accordance with a new decision from the Riksdag taken in 1997. The new national plans are to be prepared by Vägverket and Banverket and to be presented to the Government by 6 March at the latest. The Government will then approve the plans.

New investments in Swedish transport infrastructure

On 20 March 1997 the Swedish Riksdag (Parliament) decided upon a revision of the long- range transport infrastructure plans for the period 1998-2007. The decision covers all types of traffic, from the national to the local level. However, focus is on state-owned roads and railways.

General objective

Measures taken to improve the infrastructure should promote adaptation to environmental needs, traffic safety, growth and increased employment in all parts of the country.

The decision means that investments in roads of national importance will continue. In the selection of measures, greater attention will be paid to the varying traffic conditions on different stretches of road. The decision also signifies increased investments designed to improve bearing capacity.

Another outcome is that the present wave of investments in the railways will be completed and supplemented with measures to enhance the efficiency of goods traffic. Measures will include fewer train stops and more efficient utilisation of goods wagons as larger loads will be permitted on certain lines.

The investments are designed to stimulate growth in Sweden and to boost employment. For example, the improvements in goods traffic will greatly benefit the forest, paper and steel industries located in the North of Sweden.

Investments in the infrastructure should also contribute to regional balance. The differences between regions with regard to accessibility, the environment and traffic safety should diminish. For regional policy reasons, special investments will be made to surface gravel roads.

The transport infrastructure will be progressively adapted to environmental needs. Measures will be taken to remedy the local environmental impact of existing traffic installations. The construction,

operation and maintenance of roads and railways will gradually be adapted to eco-cycle principles and the risk of serious harm to the environment as a result of accidents involving hazardous loads will be reduced. Concrete programmes of action designed to combat noise from roads, railways and aviation will also be drawn up. In the preparation of long range plans, environmental assessments of the impact of the infrastructure must be made. One objective is to minimise intrusion and barrier effects.

The starting point for traffic safety is the "Vision Zero", that is to say, no deaths or serious injuries in traffic. All new infrastructure is to be designed with this object in view.

Special projects

The following special projects are included in the planning frame for the trunk network:

- partial financing of the City Tunnel in Malmö,
- four tracks between Södermalm and Årsta in Stockholm,
- renovation of the Ådal line between Sundsvall and Nyland (as the first stage of the Bothnia Line project)
- increased capacity between Gothenburg and Norway,
- certain funds for greater track capacity in Stockholm.

The criteria for planning and investments in national trunk lines should be formulated in such a way as to lead to more equitable regional distribution. In addition, it is proposed that the E6 North of Rabbalshede should be upgraded to correspond to the 13-metre road standard.

Funding

In order to implement the plans, a planning frame totaling SEK 190 billion has been allocated for the period 1998-2007. These funds are to be apportioned in the following way:

- national roads SEK 30.5 billion,
- national railways SEK 36 billion,
- regional measures SEK 32 billion,
- operations and maintenance of the road network SEK 56 billion,
- operations and maintenance of the rail network SEK 27 billion,
- infrastructure related measures designed to improve the environment and traffic safety SEK 8.5 billion.

Who prepares the plans?

In principle, it is the National Road Administration and the National Rail Administration that plan measures involving the national road and railway networks and the scope of all operational and maintenance measures. The parliamentary decision gives the county administrative boards a more prominent role in the co-ordination and consolidation of regional transport infrastructure measures in the county plans. In the Counties of Skåne, Kalmar and Gotland, autonomous regional bodies have assumed responsibility for these tasks for a trial period.

The county plans cover measures pertaining to traffic infrastructure of vital importance to the region. County railways, county roads and those national roads not indicated in the plans for the national network belong to this category.

They also include measures designed to increase bearing capacity, and improve traffic safety and the environment. Certain of these measures were previously part of the maintenance plans.

The county plans must also contain a concerted programme of environmental measures to be implemented along existing roads and railways.

Plans for the funding of improvements in county traffic installations that are part of regional public transport systems will continue to be made at the regional level in the same way as previously. An incentive grant is to be introduced for measures that improve disabled people's access to public transport.

The higher level of ambition with regard to the environment and traffic safety is to be followed up by government incentive grants for corresponding measures on municipal road networks. County plans will also establish the size and scope of such grants.

The county administrative boards co-ordinate the county plans via so-called regional drafting groups. These groups also make agreements about how funds are to be divided between the various county plans.

MEMBER STATE: SWEDEN

Table 1: Total gross investment in transport infrastructure
(New construction, extension, reconstruction, renewal and major repairs)

In current prices

National currency (Millions)

Year	Roads 1)		Railways	Urban and suburban railways, metro, 3) tramways	Inland waterways	Oil pipelines	Maritime ports 4)	Airports
	All	of which 2) Motorways						
1987	3 393		1 831	302			297	877
1988	3 853		1 894	602			234	1 187
1989	4 872		2 486	741			353	1 242
1990	5 500		3 589	742			362	1 700
1991	5 113		4 429	703			347	500
1992	6 063		4 853	1 135			185	358
1993	9 090		5 677	774			271	267
1994	9 291		9 044	919			279	293
1995	9 997		9 955	743			377	431

1) Includes urban roads.

2) The motorway concept is defined in the Glossary and conforms to the road signs used by Member countries.

3) Including costs for bus terminals.

4) Including inland waterways.

MEMBER STATE: SWEDEN

Table 2: Total gross investment in transport infrastructure
(New construction, extension, reconstruction, renewal and major repairs)

In 1995 prices

National currency (Millions)

Year	Roads 1)		Railways	Urban and suburban railways, metro, 3) tramways	Inland waterways	Oil pipelines	Maritime ports 4)	Airports
	All	of which 2) Motorways						
1987	4 204		2 269	374			368	1 087
1988	4 746		2 333	741			288	1 462
1989	5 947		3 035	905			431	1 516
1990	6 412		4 184	865			422	1 982
1991	5 754		4 984	791			391	563
1992	6 561		5 252	1 228			200	387
1993	9 550		5 964	813			285	281
1994	9 467		9 215	936			284	299
1995	9 997		9 955	743			377	431

1) Includes urban roads.

2) The motorway concept is defined in the Glossary and conforms to the road signs used by Member countries.

3) Including costs for bus terminals.

4) Including inland waterways.

MEMBER STATE: SWEDEN

Table 3: Capital value of transport infrastructure at the end of the year

In current prices

National currency (Millions)

Year	Roads 1)		Railways	Urban and suburban railways, metro, 3) tramways	Inland waterways	Oil pipelines	Maritime ports 4)	Airports
	All	of which 2) Motorways						
1986	175 903		53 917	10 362			17 458	5 947
1987	183 321		57 932	11 209			18 775	6 717
1988	194 690		62 048	12 300			20 580	8 141
1989	212 639		71 210	13 973			22 759	10 224
1990	232 367		75 563	15 617			24 765	12 395
1991	237 635		83 808	14 136			21 925	13 238
1992	241 123		81 188	14 163			21 430	13 488
1993	246 377		88 738	15 154			21 610	13 925
1994	255 029		99 153	15 542			21 539	14 161
1995	273 881		114 754	20 751			27 720	14 839

1) Includes urban roads.

2) The motorway concept is defined in the Glossary and conforms to the road signs used by Member countries.

3) Including value of bus terminals.

4) Including value of inland waterways.

MEMBER STATE: SWEDEN

Table 4: Capital value of transport infrastructure at the end of the year

In 1995 prices

National currency (Millions)

Year	Roads 1)		Railways	Urban and suburban railways, metro, 3) tramways	Inland waterways	Oil pipelines	Maritime ports 4)	Airports
	All	of which 2) Motorways						
1986								
1987	255 816		83 124	15 811			26 488	8 261
1988	256 657		84 817	15 966			26 719	9 304
1989	257 659		86 472	16 471			26 832	10 642
1990	259 306		88 545	17 058			27 057	11 966
1991	260 984		91 811	17 568			27 254	13 634
1992	261 676		95 716	18 129			27 433	14 058
1993	263 729		100 493	19 261			27 465	14 372
1994	268 800		105 994	19 916			27 602	14 585
1995	273 881		114 754	20 751			27 720	14 839

1) Includes urban roads.

2) The motorway concept is defined in the Glossary and conforms to the road signs used by Member countries.

3) Including value of bus terminals.

4) Including value of inland waterways.

MEMBER STATE: SWEDEN

Table 5: Total gross investment in combined (multimodal) transport
(Investment in infrastructure) 1) 2)

National currency (Millions)

Year	In current prices	In 1995 prices
1987		
1988		
1989		
1990		
1991		
1992	5.00	5.41
1993	5.00	5.25
1994	38.00	38.72
1995	60.00	60.00

1) This investment has been included in tables 1 and 2.

2) Data include investments in container transport.

MEMBER STATE: SWEDEN

Table 6: Total gross investment in transport infrastructure in Trans European Transport Networks (TEN)
(New construction, extension, reconstruction, renewal and major repairs)

In current prices

National currency (Millions)

Year	Roads 1)		Railways	Urban and suburban railways, metro, tramways	Inland waterways	Oil pipelines	Maritime ports	Airports
	All	of which 2) Motorways						
1993	2 100		3 494					
1994	2 200		5 439					
1995	2 700		5 494					

1) Includes urban roads.

2) The motorway concept is defined in the Glossary and conforms to the road signs used by Member countries.

MEMBER STATE: SWEDEN

Table 7: Maintenance expenditure in transport infrastructure

In current prices

National currency (Millions)

Year	Roads 1)		Railways	Urban and suburban railways, metro, 3) tramways	Inland waterways	Oil pipelines	Maritime ports 4)	Airports
	All	of which 2) Motorways						
1987	3 044		807	499			202	19
1988	3 359		888	559			215	18
1989	4 225		987	641			242	16
1990	4 513		1 088	694			264	18
1991	5 247		1 352	553			264	65
1992	5 375		1 777	530			250	31
1993	5 629		1 644	698			228	31
1994	4 982		2 002	605			196	33
1995	5 397		2 314	666			196	35

1) Includes urban roads.

2) The motorway concept is defined in the Glossary and conforms to the road signs used by Member Countries.

3) Including costs for bus terminals.

4) Including costs for inland waterways.

MEMBER STATE: SWEDEN

Table 8: Maintenance expenditure in transport infrastructure

In 1995 prices

National currency (Millions)

Year	Roads 1)		Railways	Urban and suburban railways, metro, 3) tramways	Inland waterways	Oil pipelines	Maritime ports 4)	Airports
	All	of which 2) Motorways						
1987	3 772		1 000	618			250	24
1988	4 137		1 094	689			265	22
1989	5 157		1 205	782			295	20
1990	5 262		1 269	809			308	21
1991	5 905		1 521	622			297	73
1992	5 816		1 923	574			271	34
1993	5 914		1 727	733			240	33
1994	5 076		2 040	616			200	34
1995	5 397		2 314	666			196	35

1) Includes urban roads.

2) The motorway concept is defined in the Glossary and conforms to the road signs used by Member Countries.

3) Including costs for bus terminals.

4) Including costs for inland waterways.

30. SWITZERLAND

30.1 Statistical coverage

Switzerland with a population of 7.0 million inhabitants attained a gross domestic product in 1994 of ECU 30 345 per capita and at current prices. Population density was 170 inhabitants per km^2.

The ensuing Tables 1-8 are expressed in million Swiss Francs and have been supplied through co-operation with the Federal Department of Transport, Communications and Energy.

A nearly uniform price index has been used for all transport modes and for both investment and maintenance. Between 1985 and 1995 most price indexes had increased by 14%. The deflator of gross domestic product has increased by 37.5% in the same period.

30.2 Transport policy and transport infrastructure

Main developments in transport infrastructure investment in Switzerland 1987-1995

1. Policy background

Four major decisions determined the type and scale of infrastructure investment during the period under review:

- the new article in the Constitution concerning the use of revenues from taxes on mineral oils, approved on 27 February 1983;
- the RAIL 2000 project, approved on 6 December 1987;
- the defeat on 1 April 1990 of moves to block plans to construct three new sections of motorway, to expand the national road network, which removed the last of the (political) obstacles to construction plans;
- the new transalpine railway line (NLFA) project, or the Alpine Transit Act, which was approved on 27 September 1992.

This last decision was a natural step towards closer integration between Switzerland and the EU, which was also reflected in Switzerland's commitment to construct a temporary transalpine corridor for combined transport as the first phase of its Transport Plan. On the St. Gotthard route, a corridor with an annual capacity of 360 000 unaccompanied units was completed on 1 January 1994. A second stage to increase capacity on the Lötschberg rolling road to 110 000 vehicles per year is under construction, although it did not have a significant impact during the period under review. On the other hand, planning and surveying for the NLFA got under way as of 1994.

2. Determining factors in infrastructure investment

By and large projects already under way proceeded during the period 1987 to 1995, initially at a steady pace but speeding up as time went on. While there were virtually no major developments in investment in inland waterways and pipelines, the reverse was true for investment in roads, national, urban and regional railways and airports. The main projects were as follows:

- Zurich RER (regional express network), 1990;
- South-west Lausanne Metro (TSOL), 1991;
- Rail and tramway connections in Basel, Bern, Geneva and Lausanne;
- Laying of a second track on the Lötschberg line completed, 1992.
- Grauholz diversion, quadrupling of the Aarau-Rupperswil line (1995, 1997);
- Neuchâtel (1993) and Geneva (1994) motorway by-passes; second Basel-Zurich motorway link via Bözberg and the Schaffhausen crossing, (both in 1996).
- Continuation of qualitative improvements at Basel-Mulhouse, Geneva and Zurich airports.

At the end of the period under review, the policy priorities for infrastructure plans were as follows:

- Rail 2000;
- New transalpine railway line and combined road/rail transit corridor;
- Completion of the national road network (scheduled for 2007), except for the Zurich and Biel by-passes.
- Improvements to urban public transport not covered by a direct funding commitment by the federal government.

Federal government commitments over these past few years can be summarised as follows:

- facilitating access to and connections between city centres and suburbs for transport franchise operators (regional and suburban railways);
- supporting only local and public transport projects aiming at grade separation or reserved lanes (bus, tramway, metros, light railways).
- lastly, substantial aid (granted exceptionally) to the Lausanne light railway project specifically for the construction of a link to the Federal Polytechnic.

The first two forms of aid mentioned above where largely made possible by reallocating revenues from the mineral oils tax that came into force in 1985.

3. Long-term investment priorities

Providing that plans to reallocate user charges and revise financing schemes (FTP) are approved by Parliament and by the public, the priorities for the next 20 years are likely to be as follows.

- Major rail projects: new railway line through the Alps, RAIL 2000 (second phase), links to the European HST networks.
- Rail network noise abatement using the scheme set up to finance major railway infrastructure (FTP).
- Completion and maintenance of a high quality national road network.
- Qualitative improvements to airports.
- Putting in place the best organisational structure for freight transport.

MEMBER STATE: SWITZERLAND

Table 1: Total gross investment in transport infrastructure
(New construction, extension, reconstruction, renewal and major repairs)

In current prices

National currency (Millions)

Year	Roads 1) All	Roads 1) of which 2) Motorways	3) Railways	Urban and suburban railways, metro, tramways	Inland waterways	Oil pipelines	Maritime ports	Airports
1987	2 769	1 085	938	195	0.30	1.30		119
1988	2 963	1 191	1 137	130	0.20	1.10		118
1989	3 192	1 291	1 219	150	0.00	0.00		63
1990	3 674	1 558	1 402	137	n.a.	1.00		126
1991	4 191	1 848	1 419	255	2.00	0.00		136
1992	3 995	1 861	1 456	110	5.00	0.00		108
1993	4 092	2 141	1 616	145	4.00	0.00		124
1994	3 994	2 021	1 580	145	22.00	1.00		144
1995	3 895	2 064	1 489	135	4.20	0.00		206

1) Includes urban roads.

2) The motorway concept is defined in the Glossary and conforms to the road signs used by Member countries. Figures include maintenance.

3) Main railways lines.

MEMBER STATE: SWITZERLAND

Table 2: Total gross investment in transport infrastructure
(New construction, extension, reconstruction, renewal and major repairs)

In 1995 prices

National currency (Millions)

Year	Roads 1) All	Roads 1) of which 2) Motorways	3) Railways	Urban and suburban railways, metro, tramways	Inland waterways	Oil pipelines	Maritime ports	Airports
1987	3 083	1 208	1 044	217	0.34	1.48		132
1988	3 193	1 284	1 226	141	0.23	1.14		127
1989	3 238	1 310	1 237	152	0.00	0.00		64
1990	3 610	1 531	1 378	135	n.a.	1.03		124
1991	4 005	1 766	1 357	245	1.93	0.00		130
1992	3 830	1 784	1 397	105	4.77	0.00		104
1993	3 990	2 087	1 576	144	3.86	0.00		124
1994	3 949	1 998	1 562	144	21.68	1.03		142
1995	3 895	2 064	1 489	135	4.20	0.00		206

1) Includes urban roads.

2) The motorway concept is defined in the Glossary and conforms to the road signs used by Member countries. Figures include maintenance.

3) Main railways lines.

MEMBER STATE: SWITZERLAND

Table 3: Capital value of transport infrastructure at the end of the year 3)

In current prices

National currency (Millions)

Year	Roads 1)		4) Railways	Urban and suburban railways, metro, tramways	Inland waterways	Oil pipelines	Maritime ports	Airports
	All	of which 2) Motorways						
1986	41 080	20 474	5 608	1 300				909
1987	42 489	20 950	5 823	1 338				913
1988	43 331	21 498	5 939	1 406				876
1989	44 658	22 106	6 087	1 454				830
1990	46 421	22 939	6 364	1 539				852
1991	48 600	24 012	6 966	1 612				890
1992	50 462	25 039	7 195	1 715				906
1993	52 312	26 286	7 687	1 895				939
1994	53 972	27 347	8 845	2 020				983
1995	55 485	28 395	9 099	2 103				1 082

1) Includes urban roads.

2) The motorway concept is defined in the Glossary and conforms to the road signs used by Member countries.

3) Definition used: cf. text in country chapter.

4) Main railways lines.

MEMBER STATE: SWITZERLAND

Table 4: Capital value of transport infrastructure at the end of the year 3)

In 1995 prices

National currency (Millions)

Year	Roads 1)		4) Railways	Urban and suburban railways, metro, tramways	Inland waterways	Oil pipelines	Maritime ports	Airports
	All	of which 2) Motorways						
1986	46 414	23 132	6 336	1 468				1 027
1987	47 302	23 323	6 483	1 490				1 016
1988	46 690	23 165	6 398	1 514				944
1989	45 293	22 420	6 174	1 475				841
1990	45 621	22 544	6 253	1 513				838
1991	46 441	22 945	6 656	1 540				851
1992	48 382	24 007	6 898	1 644				869
1993	51 014	25 634	7 496	1 848				916
1994	53 363	27 039	8 744	1 997				973
1995	55 485	28 395	9 099	2 103				1 082

1) Includes urban roads.

2) The motorway concept is defined in the Glossary and conforms to the road signs used by Member countries.

3) Definition used: cf. text in country chapter.

4) Main railways lines.

MEMBER STATE: SWITZERLAND

Table 5: Total gross investment in combined (multimodal) transport 1)
(Investment in infrastructure) 2)

National currency (Millions)

Year	In current prices	In 1995 prices
1987	4.50	5.02
1988	2.50	2.74
1989	9.60	9.70
1990	13.80	13.57
1991	10.30	9.81
1992	13.10	12.55
1993	7.60	7.41
1994		
1995	14.60	14.60

1) Terminals investments (both in Switzerland and abroad) of the Road-Rail Transport Company HUPAC.

2) This investment has not been included in tables 1 and 2.

MEMBER STATE: SWITZERLAND

Table 6: Total gross investment in transport infrastructure in Trans European Transport Networks (TEN)

(New construction, extension, reconstruction, renewal and major repairs)

In current prices

National currency (Millions)

Year	1) Roads		3) Railways	Urban and suburban railways, metro, tramways	Inland waterways	Oil pipelines	Maritime ports	Airports
	All	of which 2) Motorways						
1993			95					
1994			95					
1995			136					

1) Includes urban roads.

2) The motorway concept is defined in the Glossary and conforms to the road signs used by Member countries.

3) Boring work for the future Alpine tunnels.

MEMBER STATE: SWITZERLAND

Table 7: Maintenance expenditure in transport infrastructure

In current prices

National currency (Millions)

Year	Roads 1) All	Roads 1) of which 2) Motorways	3) Railways	Urban and suburban railways, metro, tramways	Inland waterways	Oil pipelines	Maritime ports	Airports
1987	1 444	114	370	167		2.0		16
1988	1 529	126	412	179		2.0		20
1989	1 516	124	417	190		2.7		21
1990	1 605	138	471	211		2.7		19
1991	1 805	149	496	236		2.8		29
1992	1 819	154	509	251		2.7		27
1993	1 796	154	528	253		2.7		27
1994	1 823	153	530	255		2.7		23
1995	1 868	164	541	238		2.7		24

1) Includes urban roads.

2) The motorway concept is defined in the Glossary and conforms to the road signs used by Member countries.

3) Main railway lines.

MEMBER STATE: SWITZERLAND

Table 8: Maintenance expenditure in transport infrastructure

In 1995 prices

National currency (Millions)

Year	Roads 1)		3) Railways	Urban and suburban railways, metro, tramways	Inland waterways	Oil pipelines	Maritime ports	Airports
	All	of which 2) Motorways						
1987	1 607	127	412	186		2.25		17
1988	1 647	136	443	192		2.14		22
1989	1 538	125	423	192		2.70		21
1990	1 578	136	462	207		2.59		19
1991	1 725	143	474	225		2.59		27
1992	1 744	148	487	240		2.59		26
1993	1 751	150	522	246		2.59		26
1994	1 802	152	566	252		2.59		23
1995	1 868	164	541	238		2.70		24

1) Includes urban roads.

2) The motorway concept is defined in the Glossary and conforms to the road signs used by Member countries.

3) Main railway lines.

31. TURKEY

31.1 Statistical coverage

Turkey with a population of 56.7 million inhabitants attained a gross domestic product in 1994 of ECU 1 998 per capita and at current prices. Population density was 75 inhabitants per km^2.

The ensuing tables are expressed in million Turkish Liras and have been supplied through co-operation with the Ministry of Transport and Communications.

Turkey is experiencing high inflation. Between 1987 and 1994 the deflator of gross domestic product increased with a factor of 45 which is approximately the same increase as investment in transport infrastructure in the same period. Investment prices have not varied between transport sectors and increased with a factor of 44 in this period.

31.2 Transport policy and transport infrastructure

Transport policy of Turkey was stated in the seventh five-year development plan (1996-2000) as follows:

The main objective is the establishment of an environmentally compatible transportation infrastructure, in order to provide the largest possible contribution to achieving development objectives through economic, rapid and safe service by creating a harmonious integration among transport modes.

With the purpose of reaching this objective, increasing of productivity in the sector, effective utilisation of existing capacities, provision of infrastructure to shift domestic freight transports usually made through highways to railway, maritime and pipeline transportation and the realisation of legal and institutional arrangements are aimed.

A dynamic Transportation Master Plan tackling the transportation sub-systems and consistent with economic and social development of the country shall be prepared and its continuity in implementation shall be provided.

Necessary activities shall be carried out in order to reinforce transportation links within the framework of Black Sea Economic Co-operation.

Privatisation programmes appropriate for the characteristics of transportation systems and control mechanisms shall be developed and emphasis shall be given to the BOT Model in the realisation of investments.

In the process of integration with the EU, harmonisation shall be made in the transportation policies; transportation infrastructure required by the developing economic and international relations with Independent Turkish Republics shall be realised in favour of benefit and capacities of the country.

Rehabilitation and maintenance repair services shall be carried on without hindering, in order to benefit from existing transportation infrastructure in the most effective way.

In the investment decisions, the subject of environmental impact assessment shall be given emphasis, adverse effects of transportation systems to the environment shall be reduced to a minimum.

Investments programmed for ports and airports shall be accelerated and new capacities shall be provided at the necessary locations.

In order to ensure effective utilisation of existing motorways, ports and airports, construction of roads to connect them to main highway and railway axles shall be given priority.

Works for improving the superstructure of state and principal roads shall be emphasised, while the ratio of asphalt paved roads being increased to cover all state roads and 85% of provincial roads within the Plan period, the length of asphaltic concrete roads appropriate for heavy vehicle traffic shall reach 8 500 km by the end of the period.

With the investments to be completed within the Plan period, approximately 500 km dual carriage highways shall be put into service and geometric standards of 5 500 km of the roads shall be improved.

Regarding rural roads, the construction of village roads shall be given priority and these roads, including rural tracks, reaching the village centres shall be asphalt paved with a view to conform with a rational programme framework. During this period, 16 500 km asphalt, 50 000 km stabilised and 2 000 km concrete village roads shall be constructed.

Highway infrastructure networks shall be determined again in terms of "organisation" and operation, and a rural road network shall be defined to ensure access to settlement units of certain sizes from the most convenient point, with an approach aiming at rationalising implantation.

Motorway investments which are in progress, shall be re-evaluated; the construction and operation of those found relevant shall be transferred to the private sector; motorways to be constructed from now on shall conform to the Transportation Master Plan and feasibility studies shall be taken as basis; priority shall be given to the BOT Model for these investments.

Training, control and engineering services to increase highway safety shall be developed and the control of vehicles by technical methods shall be extended with the aim of reducing adverse effects of vehicles to the environment.

Modern methods of railway operation, following the demands of the clients on top of close and capable adaptation to the changing market conditions shall be implemented in order to take the necessary share from the upturn of demand in railway transportation.

Modernisation and improvement investments shall be given emphasis so as to benefit from existing railway network at the utmost level. A total of 2 000 km road renewal and 1 300 km electrification works, the acquisition of 60 electrified mainline locomotives, and of 250 passenger and 2 500 freight railway cars shall be realised. Moreover, a total of 80 km new railways shall be put into operation.

A dynamic shipping policy shall be established to follow world shipping sector closely, and to ensure adaptation to the merchant maritime fleet which is anticipated to reach 13.0 million DWT, including renewals. The share obtained from world maritime transportation shall definitely be raised to higher levels.

Port management shall be provided with a structure so as to be in harmony with developments in national and international trade within a modern approach. Port capacities shall be fully developed in order to benefit from the geographical location of the country.

In parallel with the increases in the container traffic, investments for new container terminals, starting with the Derince and Iskenderun terminals, shall be materialised. At the end of the period, container traffic going through Turkish ports is expected to exceed 1 million units.

As for airport investments, priority shall be given to raising service capacities and standards of existing airports, especially for the Atatürk and Antalya airports.

Airport investments shall be given emphasis in regions with inadequate air transportation infrastructure but with high tourism and export potential.

Within the Plan period, it is anticipated that Isparta, Bodrum, Samsun-Çarsamba and Sanliurfa airports shall be completed. The number of arrivals and departures at airports, operated by the General Directorate of the State Airports Enterprises is expected to reach 30 million in total, by the end of the period.

New natural gas pipeline and storage investments shall be planned so as to eliminate the dependency on a single source and to increase the safety of supply by increasing alternative sources of supply. International crude oil and natural gas pipeline investments shall be given emphasis in order to reinforce the country in terms of economy and politics.

Urban transportation investments shall be based on long-term plans integrating land use plans and mass transportation.

By evaluating the private sector contribution with a new approach in urban transportation, the utilisation of private sector resources in transportation sector shall be extended through reliable entrepreneurs.

In order to comply with the tonnage restrictions on freight transportation on intercity highways, weight control stations shall be established and regular inspections shall be made. As far as passenger and freight transportation on highways, and in training and supervision of drivers are concerned, the efficiency of professional organisations and of public institution shall be increased and joint studies shall be conducted with these organisations in order to achieve a modern level of traffic order.

MEMBER STATE: TURKEY

Table 1: Total gross investment in transport infrastructure
(New construction, extension, reconstruction, renewal and major repairs)

In current prices

National currency (Millions)

Year	Roads 1) All	Roads 1) of which 2) Motorways	Railways	Urban and suburban railways, metro, tramways	Inland waterways	Oil pipelines	Maritime ports	Airports
1987	282 200	152 208	87 062			352 663	52 272	129 900
1988	632 478	429 478	189 198			242 764	53 262	381 000
1989	1 756 675	1 380 675	259 580			189 984	40 344	169 800
1990	4 917 915	3 979 130	307 874			364 309	69 688	423 500
1991	11 261 885	9 733 095	543 934			633 196	177 616	736 900
1992	15 913 320	13 664 826	980 635			508 925	133 996	840 400
1993	23 762 457	18 220 299	1 888 182			967 753	168 356	4 196 000
1994	29 742 306	20 707 560	3 202 698			1 669 285	420 635	7 237 900
1995	40 522 434	27 125 050	4 016 282			2 179 815	745 408	6 460 400

1) Does not include urban roads.

2) The motorway concept is defined in the Glossary and conforms to the road signs used by Member countries.

MEMBER STATE: TURKEY

Table 2: Total gross investment in transport infrastructure
(New construction, extension, reconstruction, renewal and major repairs)

In 1995 prices

National currency (Millions)

Year	Roads 1)		Railways	Urban and suburban railways, metro, tramways	Inland waterways	Oil pipelines	Maritime ports	Airports
	All	of which 2) Motorways						
1987	21 874 291	11 798 145	6 748 402			27 336 045	4 051 520	10 069 089
1988	26 089 073	17 715 647	7 804 185			10 013 784	2 196 956	15 715 846
1989	49 270 117	38 724 269	7 280 427			5 328 628	1 131 546	4 762 498
1990	93 154 766	75 372 409	5 831 610			6 900 796	1 319 965	8 021 892
1991	125 300 683	108 291 130	6 051 723			7 044 957	1 308 597	8 198 778
1992	110 117 064	94 557 744	6 785 604			3 521 703	927 282	5 815 376
1993	99 509 578	76 300 760	7 907 008			4 052 706	704 934	17 571 517
1994	52 692 787	36 686 376	5 673 845			2 957 459	745 236	12 822 970
1995	40 522 433	27 125 056	4 016 283			2 179 815	745 408	6 460 400

1) Does not include urban roads.

2) The motorway concept is defined in the Glossary and conforms to the road signs used by Member countries.

MEMBER STATE: TURKEY

Table 6: Total gross investment in transport infrastructure in Trans European Transport Networks (TEN)

(New construction, extension, reconstruction, renewal and major repairs)

National currency (Millions)

Year	Roads 1)		Railways	Urban and suburban railways, metro, tramways	Inland waterways	Oil pipelines	Maritime ports	Airports
	All	of which 2) Motorways						
1993	6 991 564	6 991 564						
1994	9 781 369	9 781 369						
1995	10 047 882	10 047 882						

1) Does not include urban roads.

2) The motorway concept is defined in the Glossary and conforms to the road signs used by Member countries.

32. UKRAINE

32.1 Statistical coverage

Ukraine with a population of 51.9 million inhabitants attained a gross domestic product in 1994 of ECU 285 per capita and at current prices. Population density was 86 inhabitants per km^2.

No reply has been received from Ukraine.

33. UNITED KINGDOM

33.1 Statistical coverage

United Kingdom with a population of 58.6 million inhabitants attained a gross domestic product in 1994 of ECU 14 687 per capita and at current prices. Population density was 243 inhabitants per km^2.

Table 1 is expressed in million English Pounds and has been supplied through co-operation with the Department of Transport. The Department has also supplied the price index to be used for deflation.

33.2 Transport policy and transport infrastructure

No report received.

MEMBER STATE: UNITED KINGDOM

Table 1: Total gross investment in transport infrastructure
(New construction, extension, reconstruction, renewal and major repairs)

In current prices

National currency (Millions)

Year	Roads 1) 5)		3) 5) Railways	Urban and suburban railways, metro, 5) tramways	Inland waterways	Oil pipelines	5) Maritime ports	5) Airports
	4) All	of which 2) Motorways						
1987	2 799	1 150	643	246			65	250
1988	3 140	1 190	853	241			84	291
1989	3 828	1 571	1 140	340			114	379
1990	4 341	2 107	1 323	553			130	578
1991	4 451	2 129	1 537	472			115	461
1992	4 757	2 268	1 550	689			107	432
1993	4 839	2 392	1 152	704			123	504
1994	4 810	2 401	1 130	877			120	639
1995	4 404	2 054	918	1 085			165	583

1) Includes urban roads.

2) The motorway concept comprises National roads (motorways and trunk roads).

3) The UK part of Eurotunnel has been included.

4) Includes private investment.

5) Financial year (April - March).

MEMBER STATE: UNITED KINGDOM

Table 2: Total gross investment in transport infrastructure
(New construction, extension, reconstruction, renewal and major repairs)

In 1995 prices

National currency (Millions)

Year	Roads 1) 5)		Railways 3) 5)	Urban and suburban railways, metro, 5) tramways	Inland waterways	Oil pipelines	Maritime ports 5)	Airports 5)
	All 4)	of which Motorways 2)						
1987	4 009	1 647	921	352			93	358
1988	4 216	1 598	1 145	324			113	391
1989	4 809	1 974	1 432	427			143	476
1990	5 135	2 492	1 565	654			154	684
1991	4 947	2 366	1 708	525			128	512
1992	5 076	2 420	1 654	735			114	461
1993	5 019	2 481	1 195	730			128	523
1994	4 902	2 447	1 152	894			122	651
1995	4 375	2 040	912	1 078			164	579

1) Includes urban roads.

2) The motorway concept comprises National roads (motorways and trunk roads).

3) The UK part of Eurotunnel has been included.

4) Includes private investment.

5) Financial year (April - March).

CHAPTER 10

NATIONAL TABLES
ECU (EUROPEAN CURRENCY UNIT)

MEMBER STATE: AUSTRIA

Table 1: Total gross investment in transport infrastructure

(New construction, extension, reconstruction, renewal and major repairs)

In current prices

ECU (Millions)

Year	Roads 1) All	Roads 1) of which 2) Motorways	Railways	Urban and suburban railways, metro, tramways	Inland waterways	Oil pipelines	Inland ports	Airports
1987	618.69	262.44	301.63	7.07	8.51			48.38
1988	602.01	215.14	367.20	7.82	7.95			35.51
1989	559.11	209.62	449.02	8.58	6.59			52.85
1990	590.03	209.77	680.13	8.45	7.13			81.86
1991	519.65	197.63	633.09	10.74	8.18			99.72
1992	538.87	214.18	573.12	10.90	10.20			112.75
1993	471.31	199.65	812.40	11.45	18.13			119.20
1994	491.01	213.82	679.05	13.15	21.42			95.35
1995	476.77	185.55	475.48	14.26	3.49			

1) Federal roads. Does not include local and urban roads.

2) The motorway concept is defined in the Glossary and conforms to the road signs used by Member countries. Figures include maintenance.

MEMBER STATE: AUSTRIA

Table 2: Total gross investment in transport infrastructure
(New construction, extension, reconstruction, renewal and major repairs)

In 1995 prices

ECU (Millions)

Year	Roads 1)		Railways	Urban and suburban railways, metro, tramways	Inland waterways	Oil pipelines	Inland ports	Airports
	All	of which 2) Motorways						
1987	874.87	371.10	426.52	10.00	12.03			68.42
1988	838.57	299.67	511.49	10.89	11.08			49.47
1989	756.24	283.52	607.33	11.60	8.91			71.48
1990	765.65	272.20	882.56	10.96	9.26			106.22
1991	648.62	246.68	790.21	13.41	10.21			124.47
1992	636.25	252.89	676.69	12.87	12.04			133.13
1993	512.90	217.27	884.10	12.46	19.73			129.72
1994	515.91	224.66	713.49	13.81	22.51			100.19
1995	476.77	185.55	475.48	14.26	3.49			

1) Federal roads. Does not include local and urban roads.

2) The motorway concept is defined in the Glossary and conforms to the road signs used by Member countries. Figures include maintenance.

MEMBER STATE: AUSTRIA

Table 5: Total gross investment in combined (multimodal) transport 1)
(Investment in infrastructure)

ECU (Millions)

Year	In current prices	In 1995 prices
1987		
1988		
1989		
1990		
1991		
1992	0.07	0.08
1993	0.70	0.76
1994	1.31	1.37
1995	2.34	2.34

1) Investments in railways.

MEMBER STATE: AUSTRIA

Table 7: Maintenance expenditure in transport infrastructure

In current prices

ECU (Millions)

Year	Roads 1) All	Roads 1) of which 2) Motorways	Railways	Urban and suburban railways, metro, tramways	Inland waterways	Oil pipelines	Maritime ports	Airports
1987	429.00							
1988	423.55							
1989	427.67							
1990	474.10							
1991	436.49							
1992	468.25							
1993	498.91							
1994	558.37							
1995	554.98							

1) Federal roads. Does not include local and urban roads.

2) The motorway concept is defined in the Glossary and conforms to the road signs used by Member Countries.

MEMBER STATE: AUSTRIA

Table 8: Maintenance expenditure in transport infrastructure

In 1995 prices

ECU (Millions)

Year	Roads 1)		Railways	Urban and suburban railways, metro, tramways	Inland waterways	Oil pipelines	Maritime ports	Airports
	All	of which 2) Motorways						
1987	606.63							
1988	589.99							
1989	578.46							
1990	615.21							
1991	544.83							
1992	552.86							
1993	542.94							
1994	586.68							
1995	554.98							

1) Federal roads. Does not include local and urban roads.

2) The motorway concept is defined in the Glossary and conforms to the road signs used by Member Countries.

MEMBER STATE: BELGIUM

Table 1: Total gross investment in transport infrastructure
(New construction, extension, reconstruction, renewal and major repairs)

In current prices

ECU (Millions)

Year	Roads 1) All	Roads 1) of which 2) Motorways	Railways	Urban and suburban railways, metro, tramways	Inland waterways	Oil pipelines	Maritime ports	Airports
1987	488.53		222.53	136.10	115.54	0.00	171.39	41.57
1988	686.09		161.88	141.01	139.06	0.01	149.95	5.87
1989	635.10		138.03	76.65	121.67	1.74	127.36	22.54
1990	635.20		149.44	47.24	157.19	2.75	128.86	33.89
1991	723.37		189.80	59.82	156.60	1.59	153.23	99.99
1992	836.07		294.45	91.26	150.34	0.06	166.23	168.49
1993	914.55		542.83	125.79	153.12	0.01	172.15	178.89
1994	1 074.80		542.84	91.99	199.31	0.37	155.16	165.57
1995	965.17		698.62	106.45	158.15	0.05	159.53	92.24

1) Includes urban roads.

2) The motorway concept is defined in the Glossary and conforms to the road signs used by Member countries.

MEMBER STATE: BELGIUM

Table 2: Total gross investment in transport infrastructure
(New construction, extension, reconstruction, renewal and major repairs)

In 1995 prices

ECU (Millions)

Year	Roads 1) All	Roads 1) of which 2) Motorways	Railways	Urban and suburban railways, metro, tramways	Inland waterways	Oil pipelines	Maritime ports	Airports
1987	664.07		302.49	185.03	157.08	0.01	232.95	56.50
1988	930.34		219.51	191.23	188.56	0.01	203.32	7.96
1989	834.29		181.33	100.70	159.84	2.29	167.29	29.60
1990	788.84		185.59	58.65	195.23	3.40	160.01	42.07
1991	866.26		227.27	71.65	187.56	1.90	183.50	119.73
1992	962.86		339.07	105.12	173.16	0.07	191.43	194.03
1993	997.37		591.95	137.19	166.99	0.01	187.73	195.07
1994	1 121.91		566.61	96.02	208.06	0.38	161.96	172.81
1995	965.17		698.62	106.45	158.15	0.05	159.53	92.24

1) Includes urban roads.

2) The motorway concept is defined in the Glossary and conforms to the road signs used by Member countries.

MEMBER STATE: BELGIUM

Table 3: Capital value of transport infrastructure at the end of the year

In current prices

ECU (Millions)

Year	Roads 1)		Railways	Urban and suburban railways, metro, tramways	Inland waterways	Oil pipelines	Maritime ports	Airports
	All	of which 2) Motorways						
1986			3 031.15			29.08		402.21
1987			3 179.92			28.05		405.61
1988			3 181.64			26.03		407.13
1989			3 170.17			24.06		418.97
1990			3 244.28			25.20		451.80
1991			3 289.37			24.51		539.80
1992	18 040.11		3 487.57		7 095.70	20.91	3 247.69	629.38
1993			3 903.06			17.89		730.02
1994			4 252.04			14.70		871.76
1995			4 858.88			11.51		914.17

1) Includes urban roads.

2) The motorway concept is defined in the Glossary and conforms to the road signs used by Member countries.

MEMBER STATE: BELGIUM

Table 4: Capital value of transport infrastructure at the end of the year

In 1995 prices

ECU (Millions)

Year	Roads 1)		Railways	Urban and suburban railways, metro, tramways	Inland waterways	Oil pipelines	Maritime ports	Airports
	All	of which 2) Motorways						
1986			4 258.18			40.86		565.02
1987			4 322.58			38.13		551.34
1988			4 314.36			35.30		552.05
1989			4 164.41			31.61		550.33
1990			4 028.98			31.30		561.05
1991			3 939.17			29.36		646.41
1992	20 775.54		4 016.37		8 171.62	24.09	3 740.07	724.81
1993			4 256.49			19.52		796.09
1994			4 438.44			15.35		909.94
1995			4 858.95			11.51		914.17

1) Includes urban roads.

2) The motorway concept is defined in the Glossary and conforms to the road signs used by Member countries.

MEMBER STATE: BELGIUM

Table 5: Total gross investment in combined (multimodal) transport 1)
(Investment in infrastructure) 2)

ECU (Millions)

Year	In current prices	In 1995 prices
1987	1.18	1.61
1988	0.23	0.31
1989	0.05	0.06
1990		
1991	0.02	0.03
1992	1.56	1.79
1993	0.69	0.75
1994	2.67	2.80
1995	1.17	1.17

1) Investments in railways.

2) This investment has been included in tables 1 and 2.

MEMBER STATE: BELGIUM

Table 6: Total gross investment in transport infrastructure in Trans European Transport Networks (TEN)
(New construction, extension, reconstruction, renewal and major repairs)

In current prices

ECU (Millions)

Year	Roads 1) All	Roads 1) of which 2) Motorways	3) Railways	Urban and suburban railways, metro, tramways	Inland waterways	Oil pipelines	Maritime ports	Airports
1993	147.56		295.94		62.71			
1994	144.01		368.79		58.93			
1995	191.90		477.46		66.12		14.71	

1) Includes urban roads.

2) The motorway concept is defined in the Glossary and conforms to the road signs used by Member countries.

3) Investment in T.G.V. (included in table 1).

MEMBER STATE: BELGIUM

Table 7: Maintenance expenditure in transport infrastructure

In current prices

ECU (Millions)

Year	Roads 1) All	Roads 1) of which 2) Motorways	Railways	Urban and suburban railways, metro, tramways	Inland waterways	Oil pipelines	Maritime ports	Airports
1987	325.02		181.50		12.78	0.29	35.11	4.18
1988	321.75		194.53		13.82	0.06	39.72	7.23
1989	362.28		189.92		14.22	0.08	35.75	8.21
1990	341.16		208.76		21.12	0.18	33.40	9.31
1991	357.84		225.35		21.86	0.06	36.26	13.88
1992	298.94		273.96		18.61	0.07	38.25	12.50
1993	357.86		282.40		27.55	0.09	42.99	12.08
1994	387.33		320.07		22.95	0.23	44.61	18.26
1995	398.50		305.80		26.67	0.23	46.25	27.29

1) Includes urban roads.

2) The motorway concept is defined in the Glossary and conforms to the road signs used by Member Countries.

MEMBER STATE: BELGIUM

Table 8: Maintenance expenditure in transport infrastructure

In 1995 prices

ECU (Millions)

Year	Roads 1)		Railways	Urban and suburban railways, metro, tramways	Inland waterways	Oil pipelines	Maritime ports	Airports
	All	of which 2) Motorways						
1987	441.79		246.71		17.38	0.39	47.73	5.69
1988	436.30		263.77		18.75	0.09	53.87	9.81
1989	475.91		249.47		18.68	0.10	46.95	10.79
1990	423.69		259.25		26.22	0.22	41.49	11.57
1991	428.53		269.88		26.19	0.08	43.41	16.64
1992	344.28		315.50		21.44	0.08	44.06	14.39
1993	390.26		307.96		30.05	0.10	46.88	13.19
1994	404.30		334.11		23.95	0.24	46.56	19.07
1995	398.51		305.81		26.68	0.23	46.24	27.29

1) Includes urban roads.

2) The motorway concept is defined in the Glossary and conforms to the road signs used by Member Countries.

MEMBER STATE: CROATIA

Table 1: Total gross investment in transport infrastructure
(New construction, extension, reconstruction, renewal and major repairs)

In current prices

ECU (Millions)

Year	Roads 1) All	Roads 1) of which 2) Motorways	Railways	Urban and suburban railways, metro, tramways	Inland waterways	Oil pipelines	Maritime ports	Airports
1987								
1988								
1989								
1990								
1991								
1992								
1993	87.58		5.73	0.23		12.92	9.55	10.16
1994	90.87		10.43	0.31	0.00	17.41	2.03	5.29
1995	70.77		9.08	0.09		2.12	1.26	0.27

1) Does not include urban roads.

2) The motorway concept is defined in the Glossary and conforms to the road signs used by Member countries.

MEMBER STATE: CROATIA

Table 2: Total gross investment in transport infrastructure
(New construction, extension, reconstruction, renewal and major repairs)

In 1995 prices

ECU (Millions)

Year	Roads 1)		Railways	Urban and suburban railways, metro, tramways	Inland waterways	Oil pipelines	Maritime ports	Airports
	All	of which 2) Motorways						
1987								
1988								
1989								
1990								
1991								
1992								
1993	115.63		7.60	0.29		17.10	12.57	13.45
1994	98.53		11.26	0.34	0.00	18.86	2.19	5.70
1995	70.77		9.08	0.09		2.12	1.26	0.27

1) Does not include urban roads.

2) The motorway concept is defined in the Glossary and conforms to the road signs used by Member countries.

MEMBER STATE: CZECH REPUBLIC

Table 1: Total gross investment in transport infrastructure
(New construction, extension, reconstruction, renewal and major repairs)

In current prices

ECU (Millions)

Year	Roads 1) All	Roads 1) of which 2) Motorways	Railways	Urban and suburban railways, metro, tramways	Inland waterways	Oil pipelines	Maritime ports	Airports
1987								
1988								
1989								
1990								
1991								
1992								
1993	135.62	49.08	71.53		1.24	15.99		16.68
1994	193.01	80.80	113.99	67.05	1.41	137.34		43.87
1995	262.99	142.61	183.98	59.02	1.40	160.17		60.78

1) Does not include urban roads.

2) The motorway concept is defined in the Glossary and conforms to the road signs used by Member countries.

MEMBER STATE: CZECH REPUBLIC

Table 2: Total gross investment in transport infrastructure
(New construction, extension, reconstruction, renewal and major repairs)

In 1995 prices

ECU (Millions)

Year	Roads 1)		Railways	Urban and suburban railways, metro, tramways	Inland waterways	Oil pipelines	Maritime ports	Airports
	All	of which 2) Motorways						
1987								
1988								
1989								
1990								
1991								
1992								
1993	170.88	61.84	90.13		1.56	20.15		21.01
1994	222.96	93.34	131.68	77.45	1.63	158.66		50.68
1995	262.99	142.61	183.98	59.02	1.40	160.17		60.78

1) Does not include urban roads.

2) The motorway concept is defined in the Glossary and conforms to the road signs used by Member countries.

MEMBER STATE: CZECH REPUBLIC

Table 3: Capital value of transport infrastructure at the end of the year

In current prices 3)

ECU (Millions)

Year	Roads 1)		Railways	Urban and suburban railways, metro, tramways	4) Inland waterways	Oil pipelines	Maritime ports	Airports
	All	of which 2) Motorways						
1986								
1987								
1988								
1989								
1990								
1991								
1992								
1993		518.42		1 249.53	92.62	34.78		
1994		584.84		1 275.62	89.49	159.00		509.48
1995		715.84	4 937.90	1 442.30	90.61	308.56		562.95

1) Does not include urban roads.

2) The motorway concept is defined in the Glossary and conforms to the road signs used by Member countries.

3) Definition: Depreciated purchase cost allowing for any technical improvement which has taken place.

4) Significant inland waterways only. Dams are not included.

MEMBER STATE: CZECH REPUBLIC

Table 4: Capital value of transport infrastructure at the end of the year

In 1995 prices 3)

ECU (Millions)

Year	Roads 1)		Railways	Urban and suburban railways, metro, tramways	Inland waterways 4)	Oil pipelines	Maritime ports	Airports
	All	of which 2) Motorways						
1986								
1987								
1988								
1989								
1990								
1991								
1992								
1993		653.20			116.70	43.83		
1994		675.61		1 473.59	103.38	183.68		588.55
1995		715.84	4 937.90	1 442.30	90.61	308.56		562.95

1) Does not include urban roads.

2) The motorway concept is defined in the Glossary and conforms to the road signs used by Member countries.

3) Depreciated purchase cost allowing for any technical improvement which has taken place.

4) Significant inland waterways only. Dams are not included.

MEMBER STATE: CZECH REPUBLIC

Table 6: Total gross investment in transport infrastructure in Trans European Transport Networks (TEN)

(New construction, extension, reconstruction, renewal and major repairs)

In current prices

ECU (Millions)

Year	Roads 1)		Railways	Urban and suburban railways, metro, tramways	Inland waterways	Oil pipelines	Maritime ports	Airports
	All	of which 2) Motorways						
1993		107.81	4.94		1.24	15.99		16.68
1994		89.70	24.41	61.75	1.41	137.34		43.87
1995		136.38	34.91	46.48	1.40	160.11		60.78

1) Does not include urban roads.

2) The motorway concept is defined in the Glossary and conforms to the road signs used by Member countries.

MEMBER STATE: CZECH REPUBLIC

Table 7: Maintenance expenditure in transport infrastructure

In current prices

ECU (Millions)

Year	Roads 1)		Railways	Urban and suburban railways, metro, tramways	Inland waterways	Oil pipelines	Maritime ports	Airports
	All	of which 2) Motorways						
1987								
1988								
1989								
1990								
1991								
1992								
1993	113.76	9.71	94.40		5.12	1.58		
1994	120.37	10.42	128.74		3.57	2.02		
1995	145.19	9.98	120.18		3.64	3.11		

1) Does not include urban roads.

2) The motorway concept is defined in the Glossary and conforms to the road signs used by Member Countries.

MEMBER STATE: CZECH REPUBLIC

Table 8: Maintenance expenditure in transport infrastructure

In 1995 prices

ECU (Millions)

Year	Roads 1)		Railways	Urban and suburban railways, metro, tramways	Inland waterways	Oil pipelines	Maritime ports	Airports
	All	of which 2) Motorways						
1987								
1988								
1989								
1990								
1991								
1992								
1993	143.34	12.23	118.95		6.45	1.99		
1994	139.05	12.04	148.72		4.12	2.33		
1995	145.19	9.98	120.18		3.64	3.11		

1) Does not include urban roads.

2) The motorway concept is defined in the Glossary and conforms to the road signs used by Member Countries.

MEMBER STATE: DENMARK

Table 1: Total gross investment in transport infrastructure
(New construction, extension, reconstruction, renewal and major repairs)

In current prices

ECU (Millions)

Year	Roads 1)		Railways	Urban and suburban railways, metro, tramways	Inland waterways	Oil pipelines	Maritime ports	4) Airports
	3) All	of which 2) Motorways						
1987	229.18	35.89	191.89				58.09	40.46
1988	234.67	38.73	182.61				74.20	53.70
1989	221.14	47.58	186.23				75.53	52.18
1990	180.61	48.88	306.62				77.90	41.37
1991	171.71	72.71	291.58				79.66	56.90
1992	190.54	78.11	342.41				82.21	35.21
1993	232.17	69.80	372.42				73.22	32.92
1994	294.04	65.36	307.16					112.68
1995	335.01		277.29					102.35

1) Includes urban roads.

2) The motorway concept is defined in the Glossary and conforms to the road signs used by Member countries.

3) Estimates for 1995.

4) Estimates for 1990-1995.

MEMBER STATE: DENMARK

Table 2: Total gross investment in transport infrastructure
(New construction, extension, reconstruction, renewal and major repairs)

In 1995 prices

ECU (Millions)

Year	1) Roads		Railways	Urban and suburban railways, metro, tramways	Inland waterways	Oil pipelines	Maritime ports	4) Airports
	3) All	of which 2) Motorways						
1987	344.63	52.77	287.13				76.49	57.41
1988	330.32	54.56	266.26				92.22	74.28
1989	300.81	64.69	245.98				107.03	71.03
1990	231.94	62.61	384.93				104.25	53.59
1991	213.75	90.63	336.63				97.47	69.47
1992	237.60	97.49	406.69				103.64	43.67
1993	272.48	81.98	417.43				87.60	38.70
1994	310.35	68.87	324.40					119.09
1995	335.09		277.29					102.42

1) Includes urban roads.

2) The motorway concept is defined in the Glossary and conforms to the road signs used by Member countries.

3) Estimates for 1995.

4) Estimates for 1990-1995.

MEMBER STATE: DENMARK

Table 6: Total gross investment in transport infrastructure in Trans European Transport Networks (TEN)
(New construction, extension, reconstruction, renewal and major repairs)

In current prices

ECU (Millions)

Year	Roads		Railways	Urban and suburban railways, metro, tramways	Inland waterways	Oil pipelines	Maritime ports	Airports
	2) All	of which 1) Motorways						
1993	65.85							
1994	125.94							
1995	191.05							

1) The motorway concept is defined in the Glossary and conforms to the road signs used by Member countries.

2) Data cover both railways and roads. As far as information on the Øresund Fixed Link is concerned only costs relating to the Danish part have been included.

MEMBER STATE: DENMARK

Table 7: Maintenance expenditure in transport infrastructure

In current prices

ECU (Millions)

Year	Roads		Railways	Urban and suburban railways, metro, tramways	Inland waterways	Oil pipelines	Maritime ports	Airports
	3) All	of which 2) Motorways						
1987	436.29	24.73						
1988	416.90	27.16						
1989	425.88	28.82					37.02	
1990	433.91	30.55					41.49	
1991	458.36	35.28					44.26	
1992	460.35	35.47					48.28	
1993	518.07	45.17					50.44	
1994	519.40	41.89						
1995	530.16							

1) Includes urban roads.

2) The motorway concept is defined in the Glossary and conforms to the road signs used by Member Countries.

3) Estimates for 1995.

MEMBER STATE: DENMARK

Table 8: Maintenance expenditure in transport infrastructure

In 1995 prices

ECU (Millions)

Year	1) Roads		Railways	Urban and suburban railways, metro, tramways	Inland waterways	Oil pipelines	Maritime ports	Airports
	3) All	of which 2) Motorways						
1987	642.53	36.36						
1988	587.10	38.15						
1989	579.35	39.34					52.42	
1990	557.30	39.34					55.50	
1991	570.41	43.81					54.27	
1992	574.58	44.41					60.74	
1993	608.26	53.05					60.13	
1994	548.06	44.11						
1995	530.18							

1) Includes urban roads.

2) The motorway concept is defined in the Glossary and conforms to the road signs used by Member countries.

3) Estimates for 1995.

MEMBER STATE: ESTONIA

Table 1: Total gross investment in transport infrastructure
(New construction, extension, reconstruction, renewal and major repairs)

In current prices

ECU (Millions)

Year	1) Roads		4) 5) Railways	Urban and suburban railways, metro, tramways	Inland waterways	Oil pipelines	Maritime ports	Airports
	3) 4) All	of which 2) Motorways						
1987								
1988	23.20							
1989	23.30		4.10					
1990	15.80		1.30					
1991	4.90		0.10					
1992	2.50		0.35					
1993	4.80		3.30				0.53	1.13
1994	6.80		3.80				2.47	3.47
1995	11.40		3.80				2.44	1.57

1) National roads only.

2) The motorway concept is defined in the Glossary and conforms to the road signs used by Member countries.

3) For 1994 and 1995 including World Bank loan amounting to 10.3 MECU (current prices).

4) Data for the years up to 1991 are based on expert estimates proceeding form the comparison of rouble prices and foreign currency prices of main materials and equipment at that time.

5) The State has participated with a smaller amount of railway investments than given in the table for the years 1992-1995. The State participation has been as follows in MECU: 1992=0.2, 1993=1.5, 1994=1.8 and 1995=3.4 (current prices).

MEMBER STATE: ESTONIA

Table 2: Total gross investment in transport infrastructure
(New construction, extension, reconstruction, renewal and major repairs)

In 1995 prices

ECU (Millions)

Year	Roads 1)		Railways	Urban and suburban railways, metro, tramways	Inland waterways	Oil pipelines	Maritime ports	Airports
	3) All	of which 2) Motorways						
1987								
1988								
1989								
1990								
1991								
1992								
1993	9.02		6.20				1.00	2.13
1994	9.11		5.09				3.30	4.64
1995	11.40		3.80				2.44	1.57

1) National roads only.

2) The motorway concept is defined in the Glossary and conforms to the road signs used by Member countries.

3) For 1994 and 1995 including World Bank loan amounting to 10.3 MECU (current prices).

MEMBER STATE: ESTONIA

Table 7: Maintenance expenditure in transport infrastructure

In current prices

ECU (Millions)

Year	Roads 1)		Railways	Urban and suburban railways, metro, tramways	Inland waterways	Oil pipelines	Maritime ports	Airports
	All	of which 2) Motorways						
1987								
1988								
1989								
1990								
1991								
1992								
1993	10.73		0.27				1.27	1.53
1994	15.80		0.33				5.80	1.87
1995	20.66		0.64				5.75	2.14

1) National roads only.

2) The motorway concept is defined in the Glossary and conforms to the road signs used by Member countries.

MEMBER STATE: ESTONIA

Table 8: Maintenance expenditure in transport infrastructure

In 1995 prices

ECU (Millions)

Year	Roads 1)		Railways	Urban and suburban railways, metro, tramways	Inland waterways	Oil pipelines	Maritime ports	Airports
	All	of which 2) Motorways						
1987								
1988								
1989								
1990								
1991								
1992								
1993	20.16		0.50				2.38	2.88
1994	21.17		0.45				7.77	2.50
1995	20.66		0.64				5.75	2.14

1) National roads only.

2) The motorway concept is defined in the Glossary and conforms to the road signs used by Member countries.

MEMBER STATE: FINLAND

Table 1: Total gross investment in transport infrastructure
(New construction, extension, reconstruction, renewal and major repairs)

In current prices

ECU (Millions)

Year	Roads 1) All	Roads 1) of which 2) Motorways	Railways	Urban and suburban railways, metro, 3) tramways	Inland waterways	Oil pipelines	4) Maritime ports	Airports
1987	759.50	29.61	103.06	11.06	1.97		97.53	15.60
1988	814.99	34.39	108.22	13.96	2.83		89.81	16.99
1989	905.99	69.66	129.79	9.95	4.23		100.78	24.56
1990	1 040.38	121.94	154.07	7.42	11.12		63.85	40.99
1991	1 077.95	147.54	146.94	13.79	17.79		51.98	53.38
1992	856.38	117.44	178.58	30.82	13.60		65.44	61.65
1993	675.00	112.90	142.92	21.06	1.34		40.17	41.22
1994	735.13	110.33	204.34	29.56	2.10		73.82	33.76
1995	722.25	97.57	235.09	34.86	1.05		94.42	51.50

1) Includes public roads, communal roads and streets. Does not include private roads.

2) The motorway concept is defined in the Glossary and conforms to the road signs used by Member countries.

3) The figures have been aggregated from separate information for a) urban/suburban railways, b) metro and c) tramways. For the years 1987-1989 there are no data for a) and c). For c) there are no data for 1990-1991 either.

4) The figures have been aggregated from separate information for a) ports, b) waterways to ports and c) icebreaking.

MEMBER STATE: FINLAND

Table 2: Total gross investment in transport infrastructure
(New construction, extension, reconstruction, renewal and major repairs)

In 1995 prices

ECU (Millions)

Year	Roads 1) All	Roads 1) of which 2) Motorways	Railways	Urban and suburban railways, metro, 3) tramways	Inland waterways	Oil pipelines	4) Maritime ports	Airports
1987	836.07	32.45	112.98	12.17	2.11		107.01	17.09
1988	829.49	35.03	109.70	14.27	2.82		91.49	17.79
1989	816.58	61.37	116.49	8.89	3.76		91.49	22.01
1990	911.88	102.98	134.50	6.32	9.86		54.18	35.82
1991	944.51	124.85	128.42	11.93	15.49		44.06	46.59
1992	897.80	117.80	186.66	32.29	14.32		69.69	64.38
1993	835.36	139.90	175.90	25.97	1.64		48.56	50.80
1994	815.41	122.97	226.43	21.06	2.35		81.38	37.46
1995	722.23	97.58	235.08	34.86	0.94		94.42	51.50

1) Includes public roads, communal roads and streets. Does not include private roads.

2) The motorway concept is defined in the Glossary and conforms to the road signs used by Member countries.

3) The figures have been aggregated from separate information for a) urban/suburban railways, b) metro and c) tramways. For the years 1987-1989 there are no data for a) and c). For c) there are no data for 1990-1991 either.

4) The figures have been aggregated from separate information for a) ports, b) waterways to ports and c) icebreaking.

MEMBER STATE: FINLAND

Table 3: Capital value of transport infrastructure at the end of the year

In current prices

ECU (Millions)

Year	Roads 1)		Railways	Metro, tramways	Inland waterways	Oil pipelines	3) Maritime ports	Airports
	All	of which 2) Motorways						
1986	15 489.76	853.46	872.94	192.78	7.43		687.39	147.60
1987	15 542.81	848.93	911.12	189.13	8.29		758.32	171.37
1988	16 176.00	890.04	979.85	194.19	8.90		836.43	183.47
1989	17 290.46	995.13	1 022.02	215.54	12.28		996.61	410.97
1990	17 013.53	947.48	1 913.92	214.01	21.83		1 008.87	407.21
1991	16 690.96	979.59	1 882.61	213.51	31.19		1 005.58	420.82
1992	14 508.28	861.03	1 670.22	186.33	38.75		692.61	396.07
1993	12 707.50	746.68	1 486.05	153.52	58.99		576.59	357.06
1994	13 868.23	823.81	1 688.80	190.44	66.23		714.61	392.68
1995	15 151.31	875.88	2 440.37	173.07	75.15		805.98	451.25

1) Includes public roads, communal roads and streets. Does not include private roads.

2) The motorway concept is defined in the Glossary and conforms to the road signs used by Member countries. The figures are estimated.

3) The figures have been aggregated from separate information for a) ports, b) waterways to ports and c) icebreaking.

MEMBER STATE: FINLAND

Table 6: Total gross investment in transport infrastructure in Trans European Transport Networks (TEN) 3)
(New construction, extension, reconstruction, renewal and major repairs)

In current prices

ECU (Millions)

Year	Roads 1)		Railways	Urban and suburban railways, metro, tramways	Inland waterways	Oil pipelines	Maritime ports	Airports
	All	of which 2) Motorways						
1993								
1994								
1995	126.65	96.70	218.97	12.44				294.00

1) Includes public roads. Does not include communal roads (streets).

2) The motorway concept is defined in the Glossary and conforms to the road signs used by Member countries.

3) Figures have been included from the year Finland joined the European Union.

MEMBER STATE: FINLAND

Table 7: Maintenance expenditure in transport infrastructure

In current prices

ECU (Millions)

Year	Roads 1) All	Roads 1) of which 2) Motorways	Railways	Urban and suburban railways, metro, tramways 3)	Inland waterways	Oil pipelines	4) Maritime ports	5) Airports
1987	601.36	6.12	90.62	6.71	4.15		57.45	
1988	691.80	6.68	131.68	7.08	4.65		56.23	
1989	777.68	6.99	128.10	8.05	5.29		58.86	
1990	784.97	7.21	112.46	9.27	16.07		60.76	
1991	796.66	7.80	131.74	8.60	19.39		61.17	
1992	680.90	8.44	112.11	22.73	16.02		45.12	
1993	565.54	7.77	96.62	20.16	11.95		40.17	
1994	596.37	9.69	111.62	22.78	12.60		50.07	
1995	627.83	10.69	123.67	21.20	14.01		50.98	

1) Includes public roads, communal roads and streets. Does not include private roads.

2) The motorway concept is defined in the Glossary and conforms to the road signs used by Member countries. The figures are estimated.

3) There is no information on urban/suburban railways and for the years 1987-1991 there is no information for tramways.

4) The figures have been aggregated from separate information for a) ports, b) waterways to ports and c) icebreaking.

5) Civil Aviation Administration has not calculated maintenance outlays.

MEMBER STATE: FINLAND

Table 8: Maintenance expenditure in transport infrastructure

In 1995 prices

ECU (Millions)

Year	Roads 1)		Railways	Urban and suburban railways, metro, 3) tramways	Inland waterways	Oil pipelines	4) Maritime ports	5) Airports
	All	of which 2) Motorways						
1987	659.39	6.74	99.36	7.22	4.44		64.06	
1988	701.47	6.74	133.49	7.22	4.67		57.97	
1989	698.20	6.27	115.02	7.22	4.67		54.58	
1990	685.34	6.27	98.19	8.15	14.01		54.81	
1991	695.39	6.74	115.02	7.45	16.82		56.16	
1992	711.29	8.83	117.13	23.53	16.82		48.27	
1993	695.39	9.52	118.77	24.69	14.71		49.40	
1994	660.79	10.69	123.67	25.16	14.01		55.71	
1995	627.82	10.69	123.67	21.20	14.01		50.98	

1) Includes public roads, communal roads and streets. Does not include private roads.

2) The motorway concept is defined in the Glossary and conforms to the road signs used by Member countries. The figures are estimated.

3) There is no information on urban/suburban railways and for the years 1987-1991 there is no information for tramways.

4) The figures have been aggregated from separate information for a) ports, b) waterways to ports and c) icebreaking.

5) Civil Aviation Administration has not calculated maintenance outlays.

MEMBER STATE: FRANCE

Table 1: Total gross investment in transport infrastructure
(New construction, extension, reconstruction, renewal and major repairs)

In current prices

ECU (Millions)

Year	Roads 1) All	Roads 1) of which 2) Motorways	3) Railways	Urban and suburban railways, metro, tramways 4)	Inland waterways	Oil pipelines	Maritime ports	Airports
1987	5 253.21	995.80	1 564.56	822.62	72.16		158.75	230.91
1988	6 267.37	1 250.63	1 829.90	795.86	71.06		213.18	255.81
1989	6 534.86	1 352.53	2 075.78	683.38	71.19		227.79	298.98
1990	7 000.17	1 533.09	3 080.94	781.01	86.78		303.73	448.36
1991	7 356.61	1 634.80	3 747.57	1 003.83	100.38		329.83	587.96
1992	7 855.86	1 577.01	3 507.25	1 182.76	102.21		277.44	700.89
1993	8 321.17	1 854.17	2 535.09	1 582.83	120.60		301.49	663.28
1994	8 703.99	2 187.58	1 813.26	1 534.35	121.53		334.21	562.09
1995	8 627.97	2 605.34	1 538.99	1 609.18	122.60		337.16	567.04

1) Includes urban roads.

2) Concession motorways. The motorway concept is defined in the Glossary and conforms to the road signs used by Member countries.

3) Main railway lines of SNCF (conventional and TGV) including an estimate for the French part of Eurotunnel based on investment figures for the English part. These estimated investment volumes have been (mill FF): 1987: 1141, 1988: 3876, 1989: 5080, 1990: 6102, 1991: 6933, 1992: 5719, 1993: 3317, 1994: 2036, 1995: 142.

4) SNCF Ile-de-France, RATP (metro and RER), urban public transport for cities other than Paris.

MEMBER STATE: FRANCE

Table 2: Total gross investment in transport infrastructure
(New construction, extension, reconstruction, renewal and major repairs)

In 1995 prices

ECU (Millions)

Year	Roads 1)		Railways 3)	Urban and suburban railways, metro, tramways 4)	Inland waterways	Oil pipelines	Maritime ports	Airports
	All	of which 2) Motorways						
1987	6 316.41	1 196.32	1 874.19	992.32	73.51		181.58	270.03
1988	7 462.43	1 488.75	2 170.79	965.50	73.51		259.40	297.03
1989	7 622.34	1 568.50	2 410.19	804.58	73.51		259.40	351.04
1990	7 808.90	1 701.43	3 431.91	885.04	98.02		337.21	513.06
1991	8 048.76	1 781.18	4 093.81	1 099.60	98.02		363.15	648.07
1992	8 341.93	1 674.84	3 703.37	1 260.51	98.02		285.33	756.09
1993	8 555.14	1 887.52	2 586.37	1 635.99	122.52		311.27	702.08
1994	8 840.23	2 206.54	1 829.37	1 555.53	122.52		337.21	567.06
1995	8 627.97	2 605.31	1 538.96	1 609.17	122.52		337.21	567.06

1) Includes urban roads.

2) Concession motorways. The motorway concept is defined in the Glossary and conforms to the road signs used by Member countries.

3) Main railway lines of SNCF (conventional and TGV) including an estimate for the French part of Eurotunnel based on investment figures for the English part. These estimated investment volumes have been (mill FF): 1987: 1287, 1988: 4264, 1989: 5480, 1990: 6415, 1991: 7087, 1992: 5754, 1993: 3329, 1994: 2036, 1995: 142.

4) SNCF Ile-de-France, RATP (metro and RER), urban public transport for cities other than Paris.

MEMBER STATE: FRANCE

Table 4: Capital value of transport infrastructure at the end of the year of the year

In 1995 prices 3)

ECU (Millions)

Year	Roads 1)		Railways	Urban and suburban railways, metro, tramways	Inland waterways	Oil pipelines	Maritime ports	Airports
	All	of which 2) Motorways						
1986								
1987								
1988								
1989								
1990								
1991	116 532.26	26 933.09	24 533.11	6 933.27	4 533.29		5 866.61	
1992								
1993								
1994								
1995								

1) Includes urban roads.

2) The motorway concept is defined in the Glossary and conforms to the road signs used by Member countries.

3) Reference year: 1980.

MEMBER STATE: FRANCE

Table 5: Total gross investment in combined (multimodal) transport 1)
(Investment in infrastructure) 2)

ECU (Millions)

Year	In current prices	In 1995 prices
1987	1.62	1.95
1988	1.07	1.28
1989	0.77	0.89
1990	1.08	1.20
1991	6.70	7.34
1992	4.54	4.82
1993	9.76	9.94
1994	9.47	9.62
1995	24.56	24.56

1) Investments in railways.

2) This investment has been included in tables 1 and 2.

MEMBER STATE: FRANCE

Table 7: Maintenance expenditure in transport infrastructure

In current prices

ECU (Millions)

Year	Roads 1)		3) Railways	Urban and suburban railways, metro, tramways 4)	Inland waterways	Oil pipelines	Maritime ports	Airports
	All	of which 2) Motorways						
1987	548.41	144.32	591.71	447.39				
1988	540.05	142.12	468.99	454.78				
1989	541.01	156.61	455.59	484.06				
1990	578.53	188.02	477.28	520.67				
1991	544.93	186.42	487.57	516.25				
1992	584.08	189.83	496.47	554.87				
1993	633.13	195.97	452.24	618.06				
1994	653.24	212.68	379.79	653.24				
1995	704.97	245.21	475.09	689.65				

1) Includes urban roads.

2) The motorway concept is defined in the Glossary and conforms to the road signs used by Member Countries.

3) The whole network.

4) SNCF Ile-de-France, RATP (metro and RER), urban public transport for cities other than Paris.

MEMBER STATE: FRANCE

Table 8: Maintenance expenditure in transport infrastructure

In 1995 prices

ECU (Millions)

Year	Roads 1) All	Roads 1) of which 2) Motorways	3) Railways	Urban and suburban railways, metro, 4) tramways	Inland waterways	Oil pipelines	Maritime ports	Airports
1987	677.88	190.76	712.64	564.44				
1988	650.60	163.53	554.21	543.29				
1989	650.60	190.76	527.84	602.75				
1990	650.60	217.98	527.84	620.68				
1991	623.51	217.98	527.84	551.72				
1992	650.60	217.98	527.84	576.70				
1993	677.88	217.98	448.72	652.71				
1994	677.88	217.98	369.42	701.14				
1995	704.97	245.21	475.09	689.65				

1) Includes urban roads.

2) The motorway concept is defined in the Glossary and conforms to the road signs used by Member Countries.

3) The whole network.

4) SNCF Ile-de-France, RATP (metro and RER), urban public transport for cities other than Paris.

MEMBER STATE: GERMANY

Table 1: Total gross investment in transport infrastructure
(New construction, extension, reconstruction, renewal and major repairs)

In current prices

ECU (Millions)

Year	Roads 1) All	Roads 1) of which 2) Motorways	Railways	Urban and suburban railways, metro, tramways	Inland waterways	Oil pipelines	Maritime ports	Airports
1987	6 970.69	1 114.15	2 606.77	695.14	444.12	72.41	207.58	482.73
1988	7 115.31	1 131.41	2 222.33	645.97	419.40	86.77	231.39	612.23
1989	7 371.45	1 144.36	2 014.35	792.21	425.09	86.95	299.50	874.33
1990	7 592.26	1 220.71	2 051.57	760.20	423.96	97.46	341.12	1 213.40
1991	11 303.13	1 557.47	4 003.39	958.18	512.01	126.78	414.48	1 662.80
1992	12 889.11	1 944.26	4 524.06	1 408.20	494.97	133.64	460.33	1 529.47
1993	13 313.43	2 118.89	4 895.71	1 192.94	614.55	165.26	485.44	1 322.05
1994	13 624.18	2 088.31	5 705.32	1 070.40	597.55	166.28	426.08	1 018.44
1995	13 923.95	2 351.43	5 923.95	1 110.07	645.76	170.78	528.35	1 062.04

1) Includes urban roads.

2) Bundesautobahn. The motorway concept is defined in the Glossary and conforms to the road signs used by Member countries.

MEMBER STATE: GERMANY

Table 2: Total gross investment in transport infrastructure
(New construction, extension, reconstruction, renewal and major repairs)

In 1995 prices

ECU (Millions)

Year	Roads 1)		Railways	Urban and suburban railways, metro, tramways	Inland waterways	Oil pipelines	Maritime ports	Airports
	All	of which 2) Motorways						
1987	9 910.61	1 583.99	3 784.39	996.93	652.70	96.60	297.26	680.45
1988	9 992.80	1 588.79	3 166.38	911.01	607.34	113.14	326.08	862.98
1989	10 090.99	1 566.38	2 774.12	1 083.39	596.66	108.87	408.27	1 203.47
1990	9 708.34	1 561.04	2 642.83	976.12	569.98	119.01	429.62	1 563.71
1991	13 558.37	1 868.45	4 861.37	1 159.71	628.15	148.37	501.13	2 027.48
1992	14 478.45	2 183.86	5 018.28	1 593.06	570.51	149.43	520.88	1 730.75
1993	13 988.53	2 226.55	5 041.76	1 254.70	650.03	173.45	509.67	1 376.38
1994	14 134.76	2 166.78	5 882.32	1 104.74	619.08	172.38	438.16	1 034.29
1995	13 923.95	2 351.43	5 923.95	1 110.07	645.76	170.78	528.35	1 062.04

1) Includes urban roads.

2) Bundesautobahn. The motorway concept is defined in the Glossary and conforms to the road signs used by Member countries.

MEMBER STATE: GERMANY

Table 3: Capital value of transport infrastructure at the end of the year

In current prices

ECU (Millions)

Year	Roads 1)		Railways	Urban and suburban railways, metro, tramways	Inland waterways	Oil pipelines	Maritime ports	Airports
	All	of which 2) Motorways						
1986								
1987	259 169.31		80 496.06	19 529.53	20 341.49	2 481.26	10 663.62	6 572.44
1988	267 098.92		82 544.35	20 350.94	20 897.61	2 521.69	10 904.84	6 879.10
1989	278 761.93		85 617.47	21 623.55	21 810.01	2 595.46	11 406.90	7 617.81
1990	303 005.23		91 645.59	23 619.82	23 012.64	2 649.98	12 483.37	9 041.03
1991	362 996.65		116 640.66	26 768.12	30 852.46	3 785.91	14 036.26	11 124.66
1992	395 614.04		129 064.35	29 784.04	33 032.55	3 890.99	15 218.95	13 158.38
1993	430 760.85		140 493.91	32 931.90	36 248.90	4 094.73	16 615.45	15 231.44
1994	444 028.12		142 472.93	34 324.40	37 248.25	4 093.49	17 103.49	16 224.31
1995	468 254.57		149 120.21	36 215.08	38 831.22	4 190.53	17 820.95	17 097.80

1) Includes urban roads.

2) The motorway concept is defined in the Glossary and conforms to the road signs used by Member countries.

MEMBER STATE: GERMANY

Table 4: Capital value of transport infrastructure at the end of the year

In 1995 prices

ECU (Millions)

Year	Roads 1)		Railways	Urban and suburban railways, metro, tramways	Inland waterways	Oil pipelines	Maritime ports	Airports
	All	of which 2) Motorways						
1986								
1987	368 482.99		116 863.51	28 003.74	29 906.34	3 307.81	15 267.78	9 262.17
1988	375 113.01		117 605.34	28 706.60	30 268.18	3 286.46	15 367.58	9 695.00
1989	381 605.34		117 916.48	29 574.92	30 614.01	3 256.04	15 541.56	10 485.92
1990	387 462.04		118 056.84	30 328.49	30 926.75	3 230.42	15 731.55	11 652.57
1991	435 423.08		141 645.36	32 396.53	37 866.84	4 434.42	16 973.98	13 566.38
1992	444 396.53		143 171.18	33 688.59	38 062.71	4 357.04	17 214.68	14 892.60
1993	452 596.13		144 681.52	34 635.89	38 337.56	4 302.60	17 438.83	15 859.64
1994	460 660.71		146 897.40	35 426.28	38 574.52	4 246.56	17 587.19	16 473.38
1995	468 254.57		149 120.21	36 215.08	38 831.22	4 190.53	17 820.95	17 097.80

1) Includes urban roads.

2) The motorway concept is defined in the Glossary and conforms to the road signs used by Member countries.

MEMBER STATE: GREECE

Table 1: Total gross investment in transport infrastructure
(New construction, extension, reconstruction, renewal and major repairs)

In current prices

ECU (Millions)

Year	Roads 1) All	Roads 1) of which 2) Motorways	Railways 3)	Urban and suburban railways, metro, tramways	Inland waterways	Oil pipelines	Maritime ports	Airports
1987	154.81	29.85	94.09				8.50	10.64
1988	189.59	43.77	79.22				14.82	12.11
1989	245.44	69.67	97.03				12.99	22.27
1990	226.84	81.20	13.70				9.60	20.02
1991	247.90	96.39	151.01				10.53	15.05
1992	350.29	193.59	133.99				16.10	22.59
1993	452.50	276.88	175.08				22.79	33.62
1994	367.85	208.99	117.01				7.59	26.35
1995	515.57	254.45					19.06	27.24

1) Includes urban roads.

2) The motorway concept is defined in the Glossary and conforms to the road signs used by Member countries.

3) Including rolling stock.

MEMBER STATE: GREECE

Table 2: Total gross investment in transport infrastructure
(New construction, extension, reconstruction, renewal and major repairs)

In 1995 prices

ECU (Millions)

Year	Roads 1) All	Roads 1) of which 2) Motorways	Railways 3)	Urban and suburban railways, metro, tramways	Inland waterways	Oil pipelines	Maritime ports	Airports
1987	253.67	48.90	154.23				13.93	17.42
1988	274.73	63.42	114.82				21.47	17.53
1989	316.32	89.78	125.05				16.74	28.68
1990	275.64	98.66	166.90				11.67	21.12
1991	292.60	113.77	178.23				12.43	17.75
1992	401.22	221.73	153.46				18.42	25.87
1993	488.79	299.07	189.09				24.62	36.30
1994	377.86	214.67	120.20				7.79	27.06
1995	515.58	254.46					19.06	27.23

1) Includes urban roads.

2) The motorway concept is defined in the Glossary and conforms to the road signs used by Member countries.

3) Including rolling stock.

MEMBER STATE: GREECE

Table 6: Total gross investment in transport infrastructure in Trans European Transport Networks (TEN)

(New construction, extension, reconstruction, renewal and major repairs)

In current prices

ECU (Millions)

Year	Roads 1)		Railways	Urban and suburban railways, metro, tramways	Inland waterways	Oil pipelines	Maritime ports	Airports
	All	of which 2) Motorways						
1993	308.30	276.88					5.13	33.62
1994	235.74	208.99					1.14	26.35
1995	284.50	254.45					8.26	27.24

1) Includes urban roads.

2) The motorway concept is defined in the Glossary and conforms to the road signs used by Member countries.

MEMBER STATE: GREECE

Table 7: Maintenance expenditure in transport infrastructure

In current prices

ECU (Millions)

Year	Roads 1)		Railways	Urban and suburban railways, metro, tramways	Inland waterways	Oil pipelines	Maritime ports	Airports
	All	of which 2) Motorways						
1987	26.85	5.12					0.04	0.51
1988	31.32	5.07					0.07	0.54
1989	33.55	6.43					0.02	0.67
1990	33.27	9.43						0.89
1991	34.19	9.99					0.06	1.15
1992	59.51	10.12					0.21	1.21
1993	77.82	10.43					0.11	1.86
1994	77.08	10.42					0.41	1.74
1995	76.90	11.55					0.13	2.97

1) Includes urban roads.

2) The motorway concept is defined in the Glossary and conforms to the road signs used by Member Countries.

MEMBER STATE: GREECE

Table 8: Maintenance expenditure in transport infrastructure

In 1995 prices

ECU (Millions)

Year	Roads 1) All	Roads 1) of which 2) Motorways	Railways	Urban and suburban railways, metro, tramways	Inland waterways	Oil pipelines	Maritime ports	Airports
1987	44.00	8.38					0.07	0.84
1988	45.39	7.35					0.10	0.78
1989	21.71	8.28					0.01	0.87
1990	40.42	11.45						1.09
1991	40.35	11.78					0.07	1.36
1992	68.16	11.58					0.25	1.41
1993	84.06	11.25					0.12	2.03
1994	78.46	10.69					0.43	1.80
1995	76.90	11.55					0.13	2.97

1) Includes urban roads.

2) The motorway concept is defined in the Glossary and conforms to the road signs used by Member Countries.

MEMBER STATE: HUNGARY

Table 1: Total gross investment in transport infrastructure
(New construction, extension, reconstruction, renewal and major repairs)

In current prices

ECU (Millions)

Year	Roads 1) All	Roads 1) of which 2) Motorways	Railways	Urban and suburban railways, metro, tramways	Inland waterways	Oil pipelines	Maritime ports	Airports
1987	82.00	26.19	82.99	68.01	8.31			
1988	76.00	21.69	74.99	52.24	9.81			
1989	70.00	31.09	61.99	60.44	7.65			
1990	95.00	38.15	47.00	29.75	2.53			9.61
1991	80.00	60.84	63.00	52.17	1.22	0.26		6.97
1992	167.37	62.03	41.00	53.24	3.22	0.09		20.27
1993	229.16	98.19	38.00	41.22	1.65	0.05		148.85
1994	264.99	79.78	75.00	56.56	1.24	3.21		29.67
1995	132.64	56.70	86.00	59.57	0.82	0.92		33.79

1) Urban roads are included for the years 1993, 1994 and 1995.

2) The motorway concept is defined in the Glossary and conforms to the road signs used by Member countries.

MEMBER STATE: HUNGARY

Table 2: Total gross investment in transport infrastructure
(New construction, extension, reconstruction, renewal and major repairs)

In 1995 prices

ECU (Millions)

Year	Roads 1)		Railways	Urban and suburban railways, metro, tramways	Inland waterways	Oil pipelines	Maritime ports	Airports
	All	of which 2) Motorways						
1987	147.48	47.10	149.27	122.33	14.64			
1988	130.11	37.16	128.37	89.43	16.47			
1989	111.85	49.34	113.78	110.94	11.97			
1990	145.59	58.49	72.03	45.61	3.79			14.71
1991	104.34	79.36	82.15	68.03	1.56	0.35		9.06
1992	196.31	72.76	48.08	62.41	3.68	0.12		23.74
1993	230.64	98.72	38.25	41.47	1.64	0.08		149.73
1994	260.66	78.49	73.77	55.62	1.19	3.19		29.16
1995	132.64	56.70	86.00	59.57	0.82	0.92		33.79

1) Urban roads are included for the years 1993, 1994 and 1995.

2) The motorway concept is defined in the Glossary and conforms to the road signs used by Member countries.

MEMBER STATE: HUNGARY

Table 3: Capital value of transport infrastructure at the end of the year

In current prices

ECU (Millions)

Year	Roads		Railways 2)	Urban and suburban railways, metro, tramways	Inland waterways	Oil pipelines	Maritime ports	Airports
	All	of which 1) Motorways						
1986								
1987								
1988								
1989								
1990			1 262.51	549.24	72.07	73.94		80.77
1991			1 115.39	557.15	50.85	64.48		83.30
1992			926.43	811.00	48.91	58.50		144.79
1993			3 768.72	841.94	53.03	55.54		180.48
1994			3 379.55	743.71	53.69	47.88		154.67
1995			2 878.57	615.43	46.11	37.63		122.35

1) The motorway concept is defined in the Glossary and conforms to the road signs used by Member countries.

2) Asset re-evaluation took place in the railways in 1992.

MEMBER STATE: HUNGARY

Table 4: Capital value of transport infrastructure at the end of the year

In 1995 prices

ECU (Millions)

Year	Roads		Railways 2)	Urban and suburban railways, metro, tramways	Inland waterways	Oil pipelines	Maritime ports	Airports
	All	of which 1) Motorways						
1986								
1987								
1988								
1989								
1990			1 935.11	841.54	110.51	121.86		116.16
1991			1 454.67	726.36	66.34	90.43		108.61
1992			1 086.46	1 037.40	57.38	73.78		169.77
1993			3 793.09	847.04	53.40	60.11		181.64
1994			3 362.12	731.26	52.83	50.64		152.13
1995			2 878.57	615.43	46.11	37.63		122.35

1) The motorway concept is defined in the Glossary and conforms to the road signs used by Member countries.

2) Asset re-evaluation took place in the railways in 1992.

MEMBER STATE: HUNGARY

Table 5: Total gross investment in combined (multimodal) transport 1)
(Investment in infrastructure)

ECU (Millions)

Year	In current prices	In 1995 prices
1987		
1988		
1989		
1990	0.87	1.33
1991	0.83	1.10
1992	1.41	1.64
1993	6.42	6.47
1994	6.33	6.25
1995	4.30	4.30

1) Data include investments in container transport.

MEMBER STATE: HUNGARY

Table 6: Total gross investment in transport infrastructure in Trans European Transport Networks (TEN)
(New construction, extension, reconstruction, renewal and major repairs)

In current prices

ECU (Millions)

Year	Roads		Railways	Urban and suburban railways, metro, tramways	Inland waterways	Oil pipelines	Maritime ports	Airports
	All	of which 1) Motorways						
1993		98.09	44.66		1.65			148.85
1994		79.78	41.67		1.24			29.68
1995		56.70	41.81		0.82			33.79

1) The motorway concept is defined in the Glossary and conforms to the road signs used by Member countries.

MEMBER STATE: HUNGARY

Table 7: Maintenance expenditure in transport infrastructure 2)

In current prices

ECU (Millions)

Year	Roads		Railways	Urban and suburban railways, metro, 3) tramways	Inland waterways	Oil pipelines	Maritime ports	Airports
	All	of which 1) Motorways						
1987	96.41	5.48	187.88			0.57		
1988	106.35	6.26	169.65			0.72		
1989	49.12	1.63	173.00			0.74		
1990	68.18	7.08	140.93	103.14	94.44	0.78		17.15
1991	68.47	3.40	137.42	106.56	83.30	0.97		19.58
1992	85.59	2.65	103.16	111.52	55.76	0.77		24.16
1993	116.65	3.88	112.09	126.43	55.82	0.84		28.65
1994	142.76	4.87	133.23	136.96	58.50	0.78		29.57
1995	97.97	3.49	139.44	127.14	48.57	0.88		28.77

1) The motorway concept is defined in the Glossary and conforms to the road signs used by Member Countries.

2) Maintenance costs include operation costs as well.

3) Estimates for 1990 and 1991.

MEMBER STATE: HUNGARY

Table 8: Maintenance expenditure in transport infrastructure 2)

In 1995 prices

ECU (Millions)

Year	Roads		Railways	Urban and suburban railways, metro, 3) tramways	Inland waterways	Oil pipelines	Maritime ports	Airports
	All	of which 1) Motorways						
1987	173.40	9.87	304.29			1.03		
1988	182.06	10.70	287.71			1.22		
1989	78.47	2.62	273.84			1.18		
1990	104.50	10.86	213.97	149.16	144.76	1.22		26.31
1991	89.28	6.72	177.55	130.47	108.64	1.26		25.55
1992	100.36	3.11	119.86	123.42	65.38	0.92		28.36
1993	117.40	3.91	111.74	107.63	56.16	0.84		28.85
1994	140.43	4.78	129.89	127.11	57.53	0.76		29.11
1995	97.97	3.49	139.44	127.14	48.57	0.88		28.77

1) The motorway concept is defined in the Glossary and conforms to the road signs used by Member Countries.

2) Maintenance costs include operation costs as well.

3) Estimates for 1990 and 1991.

MEMBER STATE: IRELAND

Table 1: Total gross investment in transport infrastructure
(New construction, extension, reconstruction, renewal and major repairs)

In current prices

ECU (Millions)

Year	Roads		Railways	Urban and suburban railways, metro, tramways	Inland waterways	Oil pipelines	Maritime ports	Airports
	All	of which 1) Motorways						
1987	141.85		13.41				3.84	14.19
1988	135.37		13.15				2.21	30.94
1989	191.81		14.16				3.51	23.17
1990	231.84		15.76				4.15	28.65
1991	250.06		13.94				15.42	41.68
1992	287.89		20.51				12.11	24.98
1993	377.52		31.75				17.38	35.00
1994	306.19		36.16				30.04	
1995	347.02		35.93				36.67	

1) The motorway concept is defined in the Glossary and conforms to the road signs used by Member countries.

MEMBER STATE: IRELAND

Table 2: Total gross investment in transport infrastructure
(New construction, extension, reconstruction, renewal and major repairs)

In 1995 prices

ECU (Millions)

Year	Roads		Railways	Urban and suburban railways, metro, tramways	Inland waterways	Oil pipelines	Maritime ports	Airports
	All	of which 1) Motorways						
1987	160.89		15.84				4.41	15.77
1988	148.27		15.19				2.52	34.70
1989	206.64		15.84				3.93	25.24
1990	244.50		16.82				4.41	29.97
1991	261.85		14.37				16.05	42.59
1992	294.97		20.41				12.43	25.24
1993	394.35		32.66				18.10	34.70
1994	306.01		36.09				29.90	
1995	347.03		35.93				36.67	

1) The motorway concept is defined in the Glossary and conforms to the road signs used by Member countries.

MEMBER STATE: IRELAND

Table 6: Total gross investment in transport infrastructure in Trans European Transport Networks (TEN)
(New construction, extension, reconstruction, renewal and major repairs)

In current prices

ECU (Millions)

Year	Roads		Railways	Urban and suburban railways, metro, tramways	Inland waterways	Oil pipelines	Maritime ports	Airports
	All	of which 1) Motorways						
1993			31.75					
1994			36.16					
1995			35.93					

1) The motorway concept is defined in the Glossary and conforms to the road signs used by Member countries.

MEMBER STATE: IRELAND

Table 7: Maintenance expenditure in transport infrastructure

In current prices

ECU (Millions)

Year	Roads		2) Railways	Urban and suburban railways, metro, tramways	Inland waterways	Oil pipelines	Maritime ports	Airports
	All	of which 1) Motorways						
1987			4.64					
1988			6.96					
1989			7.08					
1990			7.68					
1991			5.99					
1992			6.44					
1993			7.75					
1994			7.56					
1995			11.65					

1) The motorway concept is defined in the Glossary and conforms to the road signs used by Member Countries.

2) Less than a year in 1987.

MEMBER STATE: IRELAND

Table 8: Maintenance expenditure in transport infrastructure

In 1995 prices

ECU (Millions)

Year	Roads		2) Railways	Urban and suburban railways, metro, tramways	Inland waterways	Oil pipelines	Maritime ports	Airports
	All	of which 1) Motorways						
1987			5.58					
1988			8.04					
1989			7.88					
1990			8.20					
1991			6.23					
1992			6.40					
1993			8.04					
1994			7.55					
1995			11.65					

1) The motorway concept is defined in the Glossary and conforms to the road signs used by Member Countries.

2) Less than a year in 1987.

MEMBER STATE: ITALY

Table 1: Total gross investment in transport infrastructure
(New construction, extension, reconstruction, renewal and major repairs)

In current prices

ECU (Millions)

Year	Roads 1) All	Roads 1) of which 2) Motorways	Railways	Urban and suburban railways, metro, tramways	Inland waterways	Oil pipelines	Maritime ports	Airports
1987	4 521.34		2 674.41	65.56	39.47		361.89	213.39
1988	5 384.66		2 823.73	63.10	27.32		327.19	225.72
1989	5 951.79		2 564.10	123.80	23.17		476.01	308.51
1990	7 394.32		2 005.94	227.99	25.62		423.13	363.34
1991	8 132.45		1 710.10	160.44	18.91		493.07	443.51
1992	8 223.08		2 114.68	122.84	28.83		369.79	495.14
1993	6 399.53		1 775.44	167.82	16.84		327.50	282.42
1994	5 492.78		1 329.98	217.23	10.97		229.24	358.74
1995	3 713.37		1 325.73	170.88	5.63		260.08	259.14

1) Includes urban roads.

2) The motorway concept is defined in the Glossary and conforms to the road signs used by Member countries.

MEMBER STATE: ITALY

Table 2: Total gross investment in transport infrastructure
(New construction, extension, reconstruction, renewal and major repairs)

In 1995 prices

ECU (Millions)

Year	Roads 1)		Railways	Urban and suburban railways, metro, tramways	Inland waterways	Oil pipelines	Maritime ports	Airports
	All	of which 2) Motorways						
1987	4 950.90		2 928.49	71.78	43.22		396.28	259.91
1988	5 682.31		2 979.81	66.58	28.83		345.28	264.94
1989	5 806.00		2 501.29	120.77	22.60		464.35	334.76
1990	6 751.72		1 831.62	208.18	23.40		386.36	369.03
1991	6 946.25		1 460.67	137.04	16.16		421.15	421.36
1992	6 984.03		1 796.05	104.33	24.49		314.07	467.76
1993	6 006.04		1 666.28	157.50	15.80		307.36	294.82
1994	5 180.59		1 255.59	205.07	10.35		216.41	338.67
1995	3 713.37		1 325.73	170.88	5.63		260.08	259.14

1) Includes urban roads.

2) The motorway concept is defined in the Glossary and conforms to the road signs used by Member countries.

MEMBER STATE: LATVIA

Table 1: Total gross investment in transport infrastructure
(New construction, extension, reconstruction, renewal and major repairs)

In current prices

ECU (Millions)

Year	Roads 1)		3) Railways	Urban and suburban railways, metro, tramways	Inland waterways	Oil pipelines	Maritime ports	Airports
	All	of which 2) Motorways						
1987								
1988								
1989								
1990								
1991								
1992								
1993	1.57		1.29				5.31	2.02
1994	1.85		4.83				11.26	5.46
1995	3.28		11.02				12.45	12.54

1) Does not include urban roads.

2) No motorways in the country.

3) Railways and suburban railways.

MEMBER STATE: LATVIA

Table 2: Total gross investment in transport infrastructure
(New construction, extension, reconstruction, renewal and major repairs)

In 1995 prices

ECU (Millions)

Year	1) Roads		3) Railways	Urban and suburban railways, metro, tramways	Inland waterways	Oil pipelines	Maritime ports	Airports
	All	of which 2) Motorways						
1987								
1988								
1989								
1990								
1991								
1992								
1993	2.90		2.39				9.83	3.75
1994	2.09		5.45				12.70	6.16
1995	3.28		11.02				12.45	12.54

1) Does not include urban roads.

2) No motorways in the country.

3) Railways and suburban railways.

MEMBER STATE: LATVIA

Table 3: Capital value of transport infrastructure at the end of the year

In current prices

ECU (Millions)

Year	Roads 1)		Railways	Urban and suburban railways, metro, tramways	Inland waterways	Oil pipelines	Maritime ports	Airports
	All	of which 2) Motorways						
1986								
1987								
1988								
1989								
1990								
1991								
1992								
1993	231.34		54.14				7.21	7.34
1994	269.30		64.98				13.66	10.66
1995	263.90		63.39				39.68	11.44

1) Does not include urban roads.

2) No motorways in the country.

MEMBER STATE: LATVIA

Table 4: Capital value of transport infrastructure at the end of the year

In 1995 prices

ECU (Millions)

Year	Roads 1)		Railways	Urban and suburban railways, metro, tramways	Inland waterways	Oil pipelines	Maritime ports	Airports
	All	of which 2) Motorways						
1986								
1987								
1988								
1989								
1990								
1991								
1992								
1993	428.17		100.20				13.35	13.58
1994	303.69		73.27				15.41	12.02
1995	263.90		63.39				39.68	11.44

1) Does not include urban roads.

2) No motorways in the country.

MEMBER STATE:. LATVIA

Table 7: Maintenance expenditure in transport infrastructure

In current prices

ECU (Millions)

Year	Roads 1)		Railways	Urban and suburban railways, metro, tramways	Inland waterways	Oil pipelines	Maritime ports	Airports
	All	of which 2) Motorways						
1987								
1988								
1989								
1990								
1991								
1992								
1993	2.83		16.85				2.53	3.92
1994	6.19		27.40				2.40	6.61
1995	3.19		31.20				3.91	6.37

1) Does not include urban roads.

2) No motorways in the country.

MEMBER STATE: LATVIA

Table 8: Maintenance expenditure in transport infrastructure

In 1995 prices

ECU (Millions)

Year	Roads 1)		Railways	Urban and suburban railways, metro, tramways	Inland waterways	Oil pipelines	Maritime ports	Airports
	All	of which 2) Motorways						
1987								
1988								
1989								
1990								
1991								
1992								
1993	5.24		31.19				4.68	7.26
1994	6.98		30.90				2.71	7.45
1995	3.19		31.20				3.91	6.37

1) Does not include urban roads.

2) No motorways in the country.

MEMBER STATE: LITHUANIA

Table 1: Total gross investment in transport infrastructure
(New construction, extension, reconstruction, renewal and major repairs)

In current prices

ECU (Millions)

Year	Roads 1) All	Roads 1) of which 2) Motorways	Railways	Urban and suburban railways, metro, tramways	Inland waterways	Oil pipelines	Maritime ports	Airports
1987								
1988								
1989								
1990								
1991								
1992								
1993	12.38		0.77		0.12		0.29	2.73
1994	16.27		1.91		0.27		1.52	8.07
1995	12.61		4.43		0.69		9.14	18.67

1) Does not include urban roads.

2) The motorway concept is defined in the Glossary and conforms to the road signs used by Member countries.

MEMBER STATE: LITHUANIA

Table 2: Total gross investment in transport infrastructure
(New construction, extension, reconstruction, renewal and major repairs)

In 1995 prices

ECU (Millions)

Year	Roads 1)		Railways	Urban and suburban railways, metro, tramways	Inland waterways	Oil pipelines	Maritime ports	Airports
	All	of which 2) Motorways						
1987								
1988								
1989								
1990								
1991								
1992								
1993	24.85		1.53		0.23		0.59	5.49
1994	20.05		2.35		0.34		1.87	9.96
1995	12.61		4.43		0.69		9.14	18.67

1) Does not include urban roads.

2) The motorway concept is defined in the Glossary and conforms to the road signs used by Member countries.

MEMBER STATE: LITHUANIA

Table 3: Capital value of transport infrastructure at the end of the year 3)

In current prices

ECU (Millions)

Year	Roads 1)		Railways	Urban and suburban railways, metro, tramways	Inland waterways	Oil pipelines	Maritime ports	4) Airports
	All	of which 2) Motorways						
1986								
1987								
1988								
1989								
1990								
1991								
1992								
1993	19.21		10.93		0.09		0.78	1.57
1994	317.00		109.45		1.34		13.56	9.50
1995	363.15		138.24		1.88		32.19	13.90

1) Does not include urban roads.

2) The motorway concept is defined in the Glossary and conforms to the road signs used by Member countries.

3) Definition used: Depreciated purchase cost allowing for any technical improvement which has taken place.

4) Three international airports operated in Lithuania: Vilnius, Kaunas and Palanga.

MEMBER STATE: LITHUANIA

Table 4: Capital value of transport infrastructure at the end of the year 3)

In 1995 prices

ECU (Millions)

Year	Roads 1)		Railways	Urban and suburban railways, metro, tramways	Inland waterways	Oil pipelines	Maritime ports	4) Airports
	All	of which 2) Motorways						
1986								
1987								
1988								
1989								
1990								
1991								
1992								
1993	38.53		21.93		0.19		1.56	3.16
1994	390.67		134.88		1.65		16.71	11.70
1995	363.15		138.24		1.88		32.19	13.90

1) Does not include urban roads.

2) The motorway concept is defined in the Glossary and conforms to the road signs used by Member countries.

3) Definition used: Depreciated purchase cost allowing for any technical improvement which has taken place.

4) Three international airports operated in Lithuania: Vilnius, Kaunas and Palanga.

MEMBER STATE: LITHUANIA

Table 5: Total gross investment in combined (multimodal) transport
(Investment in infrastructure) 1)

ECU (Millions)

Year	In current prices	In 1995 prices
1987		
1988		
1989		
1990		
1991		
1992		
1993	0.00	0.01
1994	0.02	0.03
1995	0.31	0.31

1) This investment has not been included in tables 1 and 2.

MEMBER STATE: LITHUANIA

Table 6: Total gross investment in transport infrastructure in Trans European Transport Networks (TEN)
(New construction, extension, reconstruction, renewal and major repairs)

In current prices

ECU (Millions)

Year	Roads 1)		Railways	Urban and suburban railways, metro, tramways	Inland waterways	Oil pipelines	Maritime ports	Airports
	All	of which 2) Motorways						
1993	3.32		0.77				0.29	2.73
1994	4.08		2.04				1.00	5.33
1995	3.78		3.08				4.57	8.96

1) Does not include urban roads.

2) The motorway concept is defined in the Glossary and conforms to the road signs used by Member countries.

MEMBER STATE: LITHUANIA

Table 7: Maintenance expenditure in transport infrastructure

In current prices

ECU (Millions)

Year	Roads 1)		Railways	Urban and suburban railways, metro, tramways	Inland waterways	Oil pipelines	Maritime ports	Airports
	All	of which 2) Motorways						
1987								
1988								
1989								
1990								
1991								
1992								
1993	4.62		11.46		0.18		0.46	0.98
1994	8.80		31.50		0.30		2.29	2.34
1995	10.45		34.23		0.51		2.02	4.60

1) Does not include urban roads.

2) The motorway concept is defined in the Glossary and conforms to the road signs used by Member Countries.

MEMBER STATE: LITHUANIA

Table 8: Maintenance expenditure in transport infrastructure

In 1995 prices

ECU (Millions)

Year	Roads 1)		Railways	Urban and suburban railways, metro, tramways	Inland waterways	Oil pipelines	Maritime ports	Airports
	All	of which 2) Motorways						
1987								
1988								
1989								
1990								
1991								
1992								
1993	9.27		22.99		0.36		0.93	1.97
1994	10.85		38.82		0.37		2.83	2.88
1995	10.45		34.23		0.51		2.02	4.60

1) Does not include urban roads.

2) The motorway concept is defined in the Glossary and conforms to the road signs used by Member Countries.

MEMBER STATE: LUXEMBOURG

Table 1: Total gross investment in transport infrastructure
(New construction, extension, reconstruction, renewal and major repairs)

In current prices

ECU (Millions)

Year	Roads		Railways	Urban and suburban railways, metro, tramways	Inland waterways	Oil pipelines	Maritime ports	Airports
	All	of which 1) Motorways						
1987	58.43		15.68					1.95
1988	61.16		19.09					2.30
1989	66.57		23.93					3.02
1990	67.15		22.91					0.94
1991	112.73		20.87					0.95
1992	141.10		19.88					1.13
1993	149.29		18.38					0.89
1994	139.32		18.08					0.88
1995								

1) The motorway concept is defined in the Glossary and conforms to the road signs used by Member countries.

MEMBER STATE: LUXEMBOURG

Table 2: Total gross investment in transport infrastructure
(New construction, extension, reconstruction, renewal and major repairs)

In 1995 prices

ECU (Millions)

Year	Roads		Railways	Urban and suburban railways, metro, tramways	Inland waterways	Oil pipelines	Maritime ports	Airports
	All	of which 1) Motorways						
1987	86.96		23.33					2.89
1988	88.23		27.51					3.31
1989	90.60		32.54					4.10
1990	86.78		29.59					1.21
1991	140.77		26.04					1.18
1992	165.54		23.30					1.31
1993	163.91		20.17					0.97
1994	145.60		18.88					0.92
1995								

1) The motorway concept is defined in the Glossary and conforms to the road signs used by Member countries.

MEMBER STATE: MOLDOVA

Table 1: Total gross investment in transport infrastructure
(New construction, extension, reconstruction, renewal and major repairs)

In current prices

ECU (Millions)

Year	Roads		Railways	Urban and suburban railways, metro, tramways	Inland waterways	Oil pipelines	Maritime ports	Airports
	All	of which 1) Motorways						
1987								
1988								
1989								
1990								
1991								
1992								
1993	0.59		1.42		0.00			
1994	2.85		4.16		0.14			
1995	1.71		2.50					

1) The motorway concept is defined in the Glossary and conforms to the road signs used by Member countries.

MEMBER STATE: MOLDOVA

Table 2: Total gross investment in transport infrastructure
(New construction, extension, reconstruction, renewal and major repairs)

In 1995 prices

ECU (Millions)

Year	Roads		Railways	Urban and suburban railways, metro, tramways	Inland waterways	Oil pipelines	Maritime ports	Airports
	All	of which 1) Motorways						
1987								
1988								
1989								
1990								
1991								
1992								
1993	1.09		2.64		0.00			
1994	3.95		5.75		0.19			
1995	1.71		2.50					

1) The motorway concept is defined in the Glossary and conforms to the road signs used by Member countries.

MEMBER STATE: MOLDOVA

Table 3: Capital value of transport infrastructure at the end of the year

In current prices

ECU (Millions)

Year	Roads		Railways	Urban and suburban railways, metro, tramways	Inland waterways	Oil pipelines	Maritime ports	Airports
	All	of which 1) Motorways						
1986								
1987								
1988								
1989								
1990								
1991								
1992								
1993	0.59							
1994	2.85							
1995	1.71		2.33		0.34			

1) The motorway concept is defined in the Glossary and conforms to the road signs used by Member countries.

MEMBER STATE: MOLDOVA

Table 4: Capital value of transport infrastructure at the end of the year

In 1995 prices

ECU (Millions)

Year	Roads		Railways	Urban and suburban railways, metro, tramways	Inland waterways	Oil pipelines	Maritime ports	Airports
	All	of which 1) Motorways						
1986								
1987								
1988								
1989								
1990								
1991								
1992								
1993	1.09							
1994	3.95							
1995	1.71		2.33		0.34			

1) The motorway concept is defined in the Glossary and conforms to the road signs used by Member countries.

MEMBER STATE: MOLDOVA

Table 7: Maintenance expenditure in transport infrastructure

In current prices

ECU (Millions)

Year	Roads		Railways	Urban and suburban railways, metro, tramways	Inland waterways	Oil pipelines	Maritime ports	Airports
	All	of which 1) Motorways						
1987								
1988								
1989								
1990								
1991								
1992								
1993	6.38				0.05			
1994	11.22				0.02			
1995	9.62				0.03			

1) The motorway concept is defined in the Glossary and conforms to the road signs used by Member Countries.

MEMBER STATE: MOLDOVA

Table 8: Maintenance expenditure in transport infrastructure

In 1995 prices

ECU (Millions)

Year	Roads		Railways	Urban and suburban railways, metro, tramways	Inland waterways	Oil pipelines	Maritime ports	Airports
	All	of which 1) Motorways						
1987								
1988								
1989								
1990								
1991								
1992								
1993	11.86				0.10			
1994	15.52				0.03			
1995	9.62				0.03			

1) The motorway concept is defined in the Glossary and conforms to the road signs used by Member Countries.

MEMBER STATE: NETHERLANDS

Table 1: Total gross investment in transport infrastructure
(New construction, extension, reconstruction, renewal and major repairs)

In current prices

ECU (Millions)

Year	Roads 1) All	Roads 1) of which 2) Motorways	Railways	Urban and suburban railways, metro, 3) tramways	Inland waterways	Oil pipelines	Maritime ports	Airports
1987	1 152.44	317.46	171.37	19.71	79.26		59.12	95.11
1988	1 061.77	314.38	187.60	26.98	85.66		47.97	117.36
1989	1 108.66	340.43	201.69	56.10	93.35		77.94	103.20
1990	1 235.23	360.71	241.77	61.42	102.50		105.53	126.72
1991	1 218.10	384.25	338.82	64.04	120.30		69.23	173.09
1992	1 293.29	339.81	400.47	57.59	120.45		91.44	185.51
1993	1 399.86	399.04	504.32	82.75	134.70		109.41	159.98
1994	1 513.71	469.36	573.61	115.83	134.37		190.89	147.80
1995	1 564.62	505.02	504.07	122.44	144.36		348.28	159.13

1) Includes urban roads.

2) The motorway concept is defined in the Glossary and conforms to the road signs used by Member countries. Central Government investments only, different series 1994 and 1995.

3) Different series for trams 1987-1988.

MEMBER STATE: NETHERLANDS

Table 2: Total gross investment in transport infrastructure
(New construction, extension, reconstruction, renewal and major repairs)

In 1995 prices

ECU (Millions)

Year	Roads 1) All	Roads 1) of which 2) Motorways	Railways	Urban and suburban railways, metro, 3) tramways	Inland waterways	Oil pipelines	Maritime ports	Airports
1987	1 587.97	437.37	236.31	27.16	109.10		81.47	131.02
1988	1 454.56	430.70	256.80	37.16	117.20		65.75	160.56
1989	1 505.54	462.14	273.95	76.23	126.73		105.77	140.07
1990	1 586.54	463.10	310.64	79.09	131.50		135.31	162.94
1991	1 509.35	475.96	419.74	79.57	149.13		85.76	214.40
1992	1 516.98	398.30	469.77	67.65	141.03		107.20	217.73
1993	1 524.12	434.51	548.86	90.05	146.74		119.11	174.38
1994	1 586.06	491.68	601.26	121.49	141.03		200.10	154.84
1995	1 564.62	505.02	504.07	122.44	144.36		348.28	159.13

1) Includes urban roads.

2) The motorway concept is defined in the Glossary and conforms to the road signs used by Member countries. Central Government investments only, different series 1994 and 1995.

3) Different series for trams 1987-1988.

MEMBER STATE: NETHERLANDS

Table 3: Capital value of transport infrastructure at the end of the year 3)

In current prices

ECU (Millions)

Year	Roads 1)		Railways	Urban and suburban railways, metro, tramways	Inland waterways	Oil pipelines	Maritime ports	Airports
	All	of which 2) Motorways						
1986	36 360.53	10 865.09	4 826.11	2 194.59	5 614.14		6 248.91	361.11
1987	38 897.17	11 696.18	5 172.27	2 328.87	5 966.12		6 646.45	400.57
1988	39 997.17	12 111.15	5 614.64	2 382.66	6 112.76		6 797.61	445.44
1989	41 116.19	12 483.83	6 103.39	2 548.32	6 276.39		6 928.56	476.61
1990	42 977.01	13 111.34	6 604.33	2 833.76	6 570.59		7 189.07	541.06
1991	45 542.58	13 899.73	6 907.89	2 961.08	6 967.61		7 585.53	610.56
1992	48 268.43	14 717.65	7 462.13	3 183.55	7 375.53		7 941.73	690.16
1993	52 578.37	16 103.27	8 302.65		7 983.14		8 669.97	764.52
1994	54 932.89	16 909.84			8 291.36		9 303.28	
1995								

1) Includes urban roads.

2) The motorway concept is defined in the Glossary and conforms to the road signs used by Member countries. Central Government only.

3) Definition used: cf. text in country chapter.

MEMBER STATE: NETHERLANDS

Table 4: Capital value of transport infrastructure at the end of the year 3)

In 1995 prices

ECU (Millions)

Year	Roads 1)		Railways	Urban and suburban railways, metro, tramways	Inland waterways	Oil pipelines	Maritime ports	Airports
	All	of which 2) Motorways						
1986	52 683.06	15 742.46	6 840.22	3 110.66	8 134.70		9 054.22	511.69
1987	53 270.51	16 017.84	7 084.63	3 189.75	8 170.43		9 102.34	548.86
1988	53 795.07	16 288.93	7 623.96	3 235.49	8 221.41		9 142.84	605.08
1989	54 323.43	16 494.28	7 917.44	3 305.53	8 292.40		9 154.28	618.42
1990	54 752.70	16 703.91	8 187.58	3 513.25	8 371.01		9 158.56	670.82
1991	55 117.18	16 822.06	8 230.46	3 528.02	8 432.47		9 180.48	727.52
1992	55 662.22	16 972.14	8 496.79	3 624.74	8 504.89		9 158.09	785.65
1993	56 179.64	17 206.07	8 767.88		8 529.67		9 263.86	807.56
1994	56 486.46	17 388.07			8 525.85		9 566.39	
1995								

1) Includes urban roads.

2) The motorway concept is defined in the Glossary and conforms to the road signs used by Member countries. Central Government only.

3) Definition used: cf. text in country chapter.

MEMBER STATE: NETHERLANDS

Table 7: Maintenance expenditure in transport infrastructure

In current prices

ECU (Millions)

Year	Roads 1)		Railways	Urban and suburban railways, metro, tramways	Inland waterways	Oil pipelines	Maritime ports	Airports
	All	of which 2) Motorways						
1987	1 214.99	279.33	295.61	22.71	171.79		33.84	16.71
1988	1 205.68	289.11	291.25	23.99	196.59		35.98	17.13
1989	1 246.11	306.18	281.77	25.69	194.84		33.40	17.56
1990	1 311.35	320.92	265.56	27.25	198.09		28.98	16.87
1991	1 355.27	321.08	292.08	28.99	203.38		29.42	14.71
1992	1 439.67	374.97	323.98	31.21	219.80		29.01	19.34
1993	1 545.14	342.50	341.58	34.48	249.63		32.64	21.15
1994	1 645.30	343.33	312.29		264.10		31.51	24.56
1995	1 775.21	355.42	341.13		283.96		33.83	26.20

1) Includes urban roads.

2) The motorway concept is defined in the Glossary and conforms to the road signs used by Member Countries. Central Government only.

MEMBER STATE: NETHERLANDS

Table 8: Maintenance expenditure in transport infrastructure

In 1995 prices

ECU (Millions)

Year	Roads 1)		Railways	Urban and suburban railways, metro, tramways	Inland waterways	Oil pipelines	Maritime ports	Airports
	All	of which 2) Motorways						
1987	1 674.20	384.96	404.02	31.44	236.79		46.69	22.87
1988	1 651.81	395.92	394.01	32.87	269.19		49.07	23.35
1989	1 692.31	415.93	370.19	34.78	264.42		45.26	23.82
1990	1 684.21	412.12	335.89	34.78	254.42		37.16	21.44
1991	1 679.44	397.83	354.95	35.73	252.04		36.69	18.10
1992	1 688.50	439.75	369.24	36.69	257.75		33.83	22.87
1993	1 682.30	373.05	368.29	37.64	271.57		35.73	22.87
1994	1 723.75	359.71	332.08		276.81		32.87	25.73
1995	1 775.21	355.42	341.13		283.96		33.83	26.20

1) Includes urban roads.

2) The motorway concept is defined in the Glossary and conforms to the road signs used by Member Countries. Central Government only.

MEMBER STATE: NORWAY

Table 1: Total gross investment in transport infrastructure
(New construction, extension, reconstruction, renewal and major repairs) 4)

In current prices

ECU (Millions)

Year	Roads 1)		Railways	Urban and suburban railways, metro, tramways	Inland waterways	Oil pipelines 3)	Maritime ports	Airports 5)
	All	of which 2) Motorways						
1987	716.68		93.11	4.64		86.93	41.47	69.41
1988	808.51		121.68	4.29		44.02	42.72	88.57
1989	860.49		113.50	4.73		61.94	49.45	103.63
1990	756.49		73.10	3.40		362.84	44.16	85.05
1991	881.13		97.04	4.37		671.57	53.14	81.58
1992	1 001.89		137.90	13.68		588.18	57.33	78.96
1993	869.96		164.51	15.28		805.46	56.44	89.90
1994	751.12		179.84	15.76		1 028.04	54.57	119.41
1995	773.86		205.17	16.90		734.51	54.31	241.38

1) Includes urban roads.

2) The motorway concept is defined in the Glossary and conforms to the road signs used by Member countries.

3) Oil and gas pipelines: Statistics Norway does not publish numbers for oil and gas pipelines separately. Numbers stated are actual investments, which are identical to gross investments in the new definitions in the national accounts.

4) Estimates for 1995.

5) Estimates for 1994 and 1995.

MEMBER STATE: NORWAY

Table 2: Total gross investment in transport infrastructure
(New construction, extension, reconstruction, renewal and major repairs) 4)

In 1995 prices

ECU (Millions)

Year	Roads 1)		Railways	Urban and suburban railways, metro, tramways	Inland waterways	Oil pipelines 3)	Maritime ports	Airports 5)
	All	of which 2) Motorways						
1987	856.41		106.45	5.31		99.45	47.43	79.41
1988	904.20		131.07	4.59		47.43	45.98	95.34
1989	922.55		114.41	4.83		62.40	49.84	104.52
1990	800.53		74.34	3.50		368.83	44.90	86.41
1991	888.51		97.03	4.34		671.88	53.10	81.59
1992	1 019.46		138.19	13.76		589.57	57.45	79.17
1993	905.17		170.53	15.81		834.69	58.53	93.17
1994	774.10		185.14	16.17		1 058.69	56.24	122.98
1995	773.86		205.17	16.90		734.51	54.31	241.38

1) Includes urban roads.

2) The motorway concept is defined in the Glossary and conforms to the road signs used by Member countries.

3) Oil and gas pipelines.

4) Estimates for 1995.

5) Estimates for 1994 and 1995.

MEMBER STATE: NORWAY

Table 6: Total gross investment in transport infrastructure in Trans European Transport Networks (TEN)
(New construction, extension, reconstruction, renewal and major repairs)

In current prices

ECU (Millions)

Year	Roads 1)		Railways	Urban and suburban railways, metro, tramways	Inland waterways	Oil pipelines	Maritime ports	Airports
	All	of which 2) Motorways						
1993	205.07		41.28					111.40
1994	147.68		57.08					150.75
1995	154.11		87.98					265.85

1) Includes urban roads.

2) The motorway concept is defined in the Glossary and conforms to the road signs used by Member countries.

MEMBER STATE: POLAND

Table 1: Total gross investment in transport infrastructure
(New construction, extension, reconstruction, renewal and major repairs)

In current prices

ECU (Millions)

Year	Roads 1)		Railways	Urban and suburban railways, metro, tramways	Inland waterways 3)	Oil pipelines	Maritime ports	Airports
	All	of which 2) Motorways						
1987	569.62	29.98						2.33
1988	605.11	37.33			18.86	3.93	29.47	5.89
1989	440.95	20.10	244.97		8.54	15.70	28.27	14.45
1990	365.57	24.47	223.97		8.87	27.37	29.86	31.02
1991	398.24	23.17	243.12		7.89	7.65	35.17	231.19
1992	298.51	21.61	96.40		4.08	15.31	32.89	313.03
1993	338.48	46.01	140.62		7.47	22.65	33.03	39.40
1994	405.99	41.10	163.60		7.00	42.66	37.10	29.79
1995	645.64	66.00	250.42		9.67	51.36	29.99	27.79

1) Includes urban roads.

2) The motorway concept is defined in the Glossary and conforms to the road signs used by Member countries.

3) The costs of major repairs are included in Table 7. The total gross investment does not include expenditures on combined transport and on inland ports.

MEMBER STATE: POLAND

Table 2: Total gross investment in transport infrastructure
(New construction, extension, reconstruction, renewal and major repairs)

In 1995 prices

ECU (Millions)

Year	Roads 1)		Railways	Urban and suburban railways, metro, tramways	Inland waterways 3)	Oil pipelines	Maritime ports	Airports
	All	of which Motorways 2)						
1987								
1988								
1989								
1990								
1991								
1992								
1993	381.38	51.84	158.44		8.41	25.52	37.22	44.40
1994	441.93	44.74	178.08		7.62	46.44	40.38	32.43
1995	645.64	66.00	250.42		9.67	51.36	29.99	27.79

1) Includes urban roads.

2) The motorway concept is defined in the Glossary and conforms to the road signs used by Member countries.

3) The costs of major repairs are included in Table 7. The total gross investment does not include expenditures on combined transport and on inland ports.

MEMBER STATE: POLAND

Table 3: Capital value of transport infrastructure at the end of the year

In current prices

ECU (Millions)

Year	Roads 1)		Railways	Urban and suburban railways, metro, tramways	Inland waterways	Oil pipelines	Maritime ports	Airports
	All	of which 2) Motorways						
1986								
1987	23 017.99	233.18						33.31
1988	22 298.62	235.76						58.94
1989	20 339.20	207.29						263.82
1990	24 997.10	255.50	9 671.51			89.59	624.64	146.00
1991	36 496.18	373.09	8 780.58			71.10	805.05	241.59
1992	37 068.73	379.38	6 542.47			52.74	613.59	231.94
1993	42 022.93	429.88	5 617.21			58.98	546.90	193.00
1994	42 359.40	433.30	4 574.12			60.47	457.41	294.55
1995	43 999.43	450.12	9 314.77			84.54	367.18	267.01

1) Includes urban roads.

2) The motorway concept is defined in the Glossary and conforms to the road signs used by Member countries.

MEMBER STATE: POLAND

Table 4: Capital value of transport infrastructure at the end of the year

In 1995 prices

ECU (Millions)

Year	Roads 1)		Railways	Urban and suburban railways, metro, tramways	Inland waterways	Oil pipelines	Maritime ports	Airports
	All	of which 2) Motorways						
1986								
1987								
1988								
1989								
1990								
1991								
1992								
1993	47 349.03	484.36	6 329.15			66.46	616.22	217.46
1994	46 108.63	471.65	4 978.98			65.82	497.90	320.63
1995	43 999.43	450.12	9 314.77			84.54	367.18	267.01

1) Includes urban roads.

2) The motorway concept is defined in the Glossary and conforms to the road signs used by Member countries.

MEMBER STATE: POLAND

Table 6: Total gross investment in transport infrastructure in Trans European Transport Networks (TEN)
(New construction, extension, reconstruction, renewal and major repairs)

In current prices

ECU (Millions)

Year	Roads 1)		Railways	Urban and suburban railways, metro, tramways	Inland waterways	Oil pipelines	Maritime ports	Airports
	All	of which 2) Motorways						
1993	65.21	46.01	51.91					
1994	66.40	41.10	64.92					
1995	128.69	66.00	68.59					

1) Includes urban roads.

2) The motorway concept is defined in the Glossary and conforms to the road signs used by Member countries.

MEMBER STATE: POLAND

Table 7: Maintenance expenditure in transport infrastructure

In current prices

ECU (Millions)

Year	1) Roads		Railways	Urban and suburban railways, metro, tramways	Inland waterways	Oil pipelines	3) Maritime ports	Airports
	All	of which 2) Motorways						
1987	602.93	9.99	666.22			1.00	16.66	9.99
1988	493.12	7.86	609.04		26.72	0.98	17.68	11.79
1989	361.18	5.65	458.54		12.75	0.82	18.84	12.56
1990	209.54	3.48	556.62		14.83	0.83	15.51	11.61
1991	377.91	6.73	826.45		12.74	3.06	13.84	20.64
1992	329.36	5.84	624.93		13.02	4.54	18.26	52.74
1993	374.53	6.37	654.49		14.81	8.97	22.08	69.37
1994	410.71	6.97	606.54		14.15	7.42	26.67	76.42
1995	289.79	6.86	591.44		15.07	6.70	26.41	150.89

1) Includes urban roads.

2) The motorway concept is defined in the Glossary and conforms to the road signs used by Member Countries.

3) Together with the dredging of approach waterways.

MEMBER STATE: POLAND

Table 8: Maintenance expenditure in transport infrastructure

In 1995 prices

ECU (Millions)

Year	Roads 1)		Railways	Urban and suburban railways, metro, tramways	Inland waterways 3)	Oil pipelines	4) Maritime ports	Airports
	All	of which 2) Motorways						
1987								
1988								
1989								
1990								
1991								
1992								
1993	422.00	7.18	737.44		16.68	10.10	24.88	78.16
1994	447.06	7.59	660.23		15.40	8.08	29.03	83.18
1995	289.79	6.86	591.44		15.07	6.70	26.41	150.89

1) Includes urban roads.

2) The motorway concept is defined in the Glossary and conforms to the road signs used by Member Countries.

3) The data does not include major repairs and expenditures on inland ports.

4) Together with the dredging of approach waterways.

MEMBER STATE: PORTUGAL

Table 1: Total gross investment in transport infrastructure
(New construction, extension, reconstruction, renewal and major repairs)

In current prices

ECU (Millions)

Year	Roads 1)		Railways	Urban and suburban railways, metro, tramways	Inland waterways	Oil pipelines	Maritime ports	Airports
	All	of which 2) Motorways						
1987	157.00		39.01	16.03	0.92		21.09	23.31
1988	174.50		60.92	21.25			19.95	29.09
1989	197.67		66.23	31.26	4.94		14.87	37.87
1990	293.12		71.63	61.04			33.65	39.35
1991	359.70		116.26	41.62			52.72	39.63
1992	483.41		130.69	83.55			35.90	23.00
1993	478.84		134.29	67.23			43.29	16.76
1994	575.42		159.11	91.87			39.88	25.87
1995	653.53		200.16	162.07			25.74	34.73

1) Does not include urban roads.

2) The motorway concept is defined in the Glossary and conforms to the road signs used by Member countries.

MEMBER STATE: PORTUGAL

Table 2: Total gross investment in transport infrastructure
(New construction, extension, reconstruction, renewal and major repairs)

In 1995 prices

ECU (Millions)

Year	Roads 1)		Railways	Urban and suburban railways, metro, tramways	Inland waterways	Oil pipelines	Maritime ports	Airports
	All	of which 2) Motorways						
1987	257.06		64.08	26.33	1.52		19.53	34.74
1988	270.63		95.38	33.27			19.29	41.38
1989	279.46		93.91	44.32	7.01		12.80	48.79
1990	381.67		93.54	79.72			48.31	46.68
1991	372.15		134.42	48.14			88.32	41.63
1992	500.90		135.71	86.81			51.69	21.70
1993	502.02		141.18	70.68			26.60	16.01
1994	600.64		166.27	96.02			53.96	24.55
1995	653.52		200.16	162.07			25.74	34.73

1) Does not include urban roads.

2) The motorway concept is defined in the Glossary and conforms to the road signs used by Member countries.

MEMBER STATE: PORTUGAL

Table 3: Capital value of transport infrastructure at the end of the year

In current prices

ECU (Millions)

Year	Roads 1)		Railways	Urban and suburban railways, metro, tramways	Inland waterways	Oil pipelines	Maritime ports	Airports
	All	of which 2) Motorways						
1986			37.66	18.46			50.16	
1987			44.08	20.78			46.80	
1988			60.21	26.55			49.39	
1989			65.26	34.11			60.09	
1990			70.43	60.64			85.64	
1991			114.77	47.40			128.49	
1992			126.25	89.27			158.67	
1993			129.32	74.47			178.90	265.68
1994			152.80	97.04			199.44	289.42
1995			194.11	162.95			209.17	331.83

1) Does not include urban roads.

2) The motorway concept is defined in the Glossary and conforms to the road signs used by Member countries.

MEMBER STATE: PORTUGAL

Table 4: Capital value of transport infrastructure at the end of the year

In 1995 prices

ECU (Millions)

Year	Roads 1)		Railways	Urban and suburban railways, metro, tramways	Inland waterways	Oil pipelines	Maritime ports	Airports
	All	of which 2) Motorways						
1986			58.83	30.00			23.39	
1987			58.44	34.21			24.48	
1988			86.55	41.60			27.90	
1989			85.15	48.40			34.26	
1990			79.34	79.41			57.66	
1991			106.75	54.92			103.87	
1992			110.42	93.02			136.25	
1993			178.18	78.50			159.99	279.49
1994			192.37	101.46			193.41	302.50
1995			194.10	162.95			209.17	331.83

1) Does not include urban roads.

2) The motorway concept is defined in the Glossary and conforms to the road signs used by Member countries.

MEMBER STATE: PORTUGAL

Table 5: Total gross investment in combined (multimodal) transport
(Investment in infrastructure)

ECU (Millions)

Year	In current prices	In 1995 prices
1987	2.07	3.08
1988	2.38	3.40
1989	2.62	3.37
1990	1.04	1.26
1991	9.00	9.46
1992	12.03	11.38
1993	26.32	27.67
1994	18.17	18.92
1995	11.77	11.77

MEMBER STATE: PORTUGAL

Table 6: Total gross investment in transport infrastructure in Trans European Transport Networks (TEN)

(New construction, extension, reconstruction, renewal and major repairs)

In current prices

ECU (Millions)

Year	Roads 1)		Railways	Urban and suburban railways, metro, tramways	Inland waterways	Oil pipelines	Maritime ports	Airports
	All	of which 2) Motorways						
1993	148.56		67.35				32.54	
1994	162.12		95.70				28.29	
1995	178.25		119.24				16.51	47.14

1) Does not include urban roads.

2) The motorway concept is defined in the Glossary and conforms to the road signs used by Member countries.

MEMBER STATE: PORTUGAL

Table 7: Maintenance expenditure in transport infrastructure

In current prices

ECU (Millions)

Year	Roads 1)		Railways	Urban and suburban railways, metro, tramways	Inland waterways	Oil pipelines	Maritime ports	Airports
	All	of which 2) Motorways						
1987	63.27			2.12			0.56	
1988	55.55			1.91			1.82	
1989	57.80			2.35			1.30	
1990	79.02			2.23			2.72	
1991	66.00			2.48			3.72	
1992	90.75		23.44	2.61			0.92	
1993	113.71		36.17	2.54	0.42		2.34	
1994	130.59		42.62	2.40	0.41		3.96	
1995	126.89		49.62	2.88	0.41		5.12	

1) Does not include urban roads.

2) The motorway concept is defined in the Glossary and conforms to the road signs used by Member Countries.

MEMBER STATE: PORTUGAL

Table 8: Maintenance expenditure in transport infrastructure

In 1995 prices

ECU (Millions)

Year	Roads 1)		Railways	Urban and suburban railways, metro, tramways	Inland waterways	Oil pipelines	Maritime ports	Airports
	All	of which 2) Motorways						
1987	94.37			3.47			0.52	
1988	77.26			2.97			1.76	
1989	81.72			3.31			1.12	
1990	102.90			2.97			3.90	
1991	76.13			2.88			6.24	
1992	94.04		24.35	2.74			1.32	
1993	136.27		38.03	2.69	0.44		1.44	
1994	136.32		44.55	2.50	0.42		5.36	
1995	126.89		49.62	2.88	0.41		5.12	

1) Does not include urban roads.

2) The motorway concept is defined in the Glossary and conforms to the road signs used by Member Countries.

MEMBER STATE: ROMANIA

Table 1: Total gross investment in transport infrastructure 3)
(New construction, extension, reconstruction, renewal and major repairs)

In current prices

ECU (Millions)

Year	Roads 1)		Railways	Urban and suburban railways, metro, tramways	Inland waterways	Oil pipelines	Maritime ports	Airports
	All	of which 2) Motorways						
1987	36.44		296.81	112.25	238.15		208.27	38.85
1988	31.28		346.90	95.29	247.50		213.24	35.66
1989	33.22		342.35	113.49	250.89		209.85	35.25
1990	26.44		211.84	48.69	84.04		87.52	10.20
1991	23.07		59.46	21.59	20.13		31.69	2.66
1992	38.03		8.00	8.02	2.00		6.25	1.79
1993	58.09		42.69	16.60	1.73		12.72	6.68
1994	98.90		21.35	13.03	2.73		10.83	8.17
1995	125.40		53.18	10.47	4.28		6.05	29.17

1) Does not include urban roads.

2) The motorway concept is defined in the Glossary and conforms to the road signs used by Member countries.

3) Inland waterways: estimates 1987-1990; Maritime ports: estimates 1987-1992.

MEMBER STATE: ROMANIA

Table 2: Total gross investment in transport infrastructure 3)
(New construction, extension, reconstruction, renewal and major repairs)

In 1995 prices

ECU (Millions)

Year	Roads 1)		Railways	Urban and suburban railways, metro, tramways	Inland waterways	Oil pipelines	Maritime ports	Airports
	All	of which 2) Motorways						
1987	18.07		147.21	55.67	118.12		103.30	19.27
1988	15.59		172.85	47.48	123.32		106.25	17.77
1989	16.12		166.11	55.07	121.73		101.82	17.11
1990	22.29		178.60	41.05	70.85		73.78	8.60
1991	20.13		51.89	18.84	17.57		27.66	2.32
1992	49.23		10.36	10.38	2.58		8.09	2.32
1993	63.17		46.42	18.05	1.89		13.83	7.26
1994	98.92		21.35	13.03	2.73		10.83	8.17
1995	125.40		53.18	10.47	4.28		6.05	29.17

1) Does not include urban roads.

2) The motorway concept is defined in the Glossary and conforms to the road signs used by Member countries.

3) Inland waterways: estimates 1987-1990; Maritime ports: estimates 1987-1992.

MEMBER STATE: ROMANIA

Table 3: Capital value of transport infrastructure at the end of the year

In current prices

ECU (Millions)

Year	Roads 1)		Railways	Urban and suburban railways, metro, tramways	Inland waterways	Oil pipelines	Maritime ports	Airports
	All	of which 2) Motorways						
1986								
1987								
1988								
1989								
1990								
1991								
1992								
1993	1.58		875.86	295.00	390.80		151.28	15.90
1994	14.79		3 232.82	1 094.24	1 515.65		515.04	141.05
1995	10.36		2 365.19	812.01	1 119.09		380.19	110.77

1) Does not include urban roads.

2) The motorway concept is defined in the Glossary and conforms to the road signs used by Member countries.

MEMBER STATE: ROMANIA

Table 4: Capital value of transport infrastructure at the end of the year

In 1995 prices

ECU (Millions)

Year	Roads 1)		Railways	Urban and suburban railways, metro, tramways	Inland waterways	Oil pipelines	Maritime ports	Airports
	All	of which 2) Motorways						
1986								
1987								
1988								
1989								
1990								
1991								
1992								
1993	1.72		952.42	320.78	424.96		164.50	17.29
1994	14.79		3 233.35	1 094.42	1 515.89		515.12	141.07
1995	10.36		2 365.19	812.01	1 119.09		380.19	110.77

1) Does not include urban roads.

2) The motorway concept is defined in the Glossary and conforms to the road signs used by Member countries.

MEMBER STATE: ROMANIA

Table 7: Maintenance expenditure in transport infrastructure

In current prices

ECU (Millions)

Year	Roads 1)		Railways	Urban and suburban railways, metro, tramways	Inland waterways	Oil pipelines	Maritime ports	Airports
	All	of which 2) Motorways						
1987								
1988								
1989								
1990								
1991								
1992								
1993	50.75		269.64	31.71	12.79		14.02	22.33
1994	90.11		178.26	30.74	11.53		10.21	22.57
1995	104.87		203.54	32.28	13.16		10.76	22.83

1) Does not include urban roads.

2) The motorway concept is defined in the Glossary and conforms to the road signs used by Member Countries.

MEMBER STATE: ROMANIA

Table 8: Maintenance expenditure in transport infrastructure

In 1995 prices

ECU (Millions)

Year	Roads 1)		Railways	Urban and suburban railways, metro, tramways	Inland waterways	Oil pipelines	Maritime ports	Airports
	All	of which 2) Motorways						
1987								
1988								
1989								
1990								
1991								
1992								
1993	55.18		293.21	34.48	13.91		15.24	24.28
1994	90.12		178.30	30.75	11.53		10.21	22.57
1995	104.87		203.54	32.28	13.16		10.76	22.83

1) Does not include urban roads.

2) The motorway concept is defined in the Glossary and conforms to the road signs used by Member Countries.

MEMBER STATE: SLOVAK REPUBLIC

Table 1: Total gross investment in transport infrastructure
(New construction, extension, reconstruction, renewal and major repairs)

In current prices

ECU (Millions)

Year	Roads 1) All	Roads 1) of which 2) Motorways	Railways	Urban and suburban railways, metro, 3) tramways	Inland waterways	Oil pipelines	Maritime ports	Airports
1987	177.29	32.02	77.55	21.17	2.92			0.53
1988	165.54	31.45	74.16	20.55	3.80			0.31
1989	152.46	17.43	75.12	21.62	2.70			3.64
1990	112.56	12.42	93.49	16.73				
1991	67.01	11.42	59.39	11.12				2.33
1992	83.88	12.54	24.06	11.08				9.19
1993	52.70	10.69	32.75	5.70				4.22
1994	40.51	11.54	28.61	3.01				5.80
1995	86.53	74.77	59.15	3.79				4.22

1) Includes urban roads.

2) The motorway concept is defined in the Glossary and conforms to the road signs used by Member countries.

3) Estimates for 1987-1990.

MEMBER STATE: SLOVAK REPUBLIC

Table 2: Total gross investment in transport infrastructure
(New construction, extension, reconstruction, renewal and major repairs)

In 1995 prices

ECU (Millions)

Year	Roads 1)		Railways	Urban and suburban railways, metro, 3) tramways	Inland waterways	Oil pipelines	Maritime ports	Airports
	All	of which 2) Motorways						
1987	177.94	32.14	77.80	21.13	2.94			0.54
1988	173.40	29.87	77.67	21.40	4.01			0.33
1989	141.57	16.17	69.71	19.93	2.54			3.42
1990	128.66	14.17	106.81	17.68				
1991	109.33	18.64	96.85	18.01				3.82
1992	121.64	18.18	34.89	15.95				13.33
1993	60.92	12.36	37.83	6.58				4.89
1994	43.67	12.43	30.81	3.26				6.23
1995	86.53	74.77	59.15	3.79				4.22

1) Includes urban roads.

2) The motorway concept is defined in the Glossary and conforms to the road signs used by Member countries.

3) Estimates for 1987-1990.

MEMBER STATE: SLOVAK REPUBLIC

Table 3: Capital value of transport infrastructure at the end of the year

In current prices

ECU (Millions)

Year	Roads 1) All	Roads 1) of which 2) Motorways	3) Railways	Urban and suburban railways, metro, 4) tramways	Inland waterways	Oil pipelines	Maritime ports	Airports
1986			2 724.61	239.36	39.03			21.67
1987	385.40	299.35	2 582.31	220.51	45.03			27.14
1988	392.57	308.71	2 459.16	200.88	43.04			25.76
1989	439.89	351.36	2 660.83	200.10	42.01			29.59
1990	69.52		1 811.90	144.37	10.50			14.49
1991			1 144.56	87.87				29.78
1992			1 164.48	84.91				44.11
1993	1 045.30	201.05	1 029.09	84.90				47.76
1994			684.12	79.46	15.32			55.83
1995		369.85	730.30	77.99	15.97			50.33

1) Includes urban roads.

2) The motorway concept is defined in the Glossary and conforms to the road signs used by Member countries.

3) Estimates based on the whole of the Czech and Slovak Federal Republic for the years 1986-1989. Rolling stock included in the years 1986-1993.

4) Including rolling stock.

MEMBER STATE: SLOVAK REPUBLIC

Table 4: Capital value of transport infrastructure at the end of the year

In 1995 prices

ECU (Millions)

Year	Roads 1)		3) Railways	Urban and suburban railways, metro, 4) tramways	Inland waterways	Oil pipelines	Maritime ports	Airports
	All	of which 2) Motorways						
1986			2 603.19	228.69	37.28			20.72
1987	386.78	300.23	2 590.82	221.21	45.16			27.20
1988	411.19	323.15	2 575.11	210.31	45.02			27.00
1989	408.51	326.02	2 470.09	185.72	38.95			27.47
1990	79.44		2 070.74	164.94	12.02			16.58
1991			1 867.06	143.28				48.59
1992			1 687.71	123.03				63.90
1993	1 207.96	232.14	1 188.82	98.04				55.14
1994			737.40	85.61	16.50			60.15
1995		369.86	730.31	77.99	15.97			50.33

1) Includes urban roads.

2) The motorway concept is defined in the Glossary and conforms to the road signs used by Member countries.

3) Estimates based on the whole of CSFR for the years 1986-1989.
Rolling stock included in the years 1986-1993.

4) Including rolling stock.

MEMBER STATE: SLOVAK REPUBLIC

Table 5: Total gross investment in combined (multimodal) transport
(Investment in infrastructure) 1)

ECU (Millions)

Year	In current prices	In 1995 prices
1987	0.05	0.05
1988	0.06	0.07
1989	0.76	0.71
1990	0.76	0.87
1991		
1992		
1993	0.24	0.28
1994	4.06	4.38
1995	6.36	6.36

1) This investment has not been included in tables 1 and 2.

MEMBER STATE: SLOVAK REPUBLIC

Table 6: Total gross investment in transport infrastructure in Trans European Transport Networks (TEN)

(New construction, extension, reconstruction, renewal and major repairs)

In current prices

ECU (Millions)

Year	Roads 1)		Railways	Urban and suburban railways, metro, tramways	Inland waterways	Oil pipelines	Maritime ports	Airports
	3) All	of which 2) Motorways						
1993	45.10	10.69	22.10					4.22
1994	28.33	11.54	27.38					5.80
1995	80.79	74.77	54.67					4.22

1) Includes urban roads.

2) The motorway concept is defined in the Glossary and conforms to the road signs used by Member countries.

3) Estimates.

MEMBER STATE: SLOVAK REPUBLIC

Table 7: Maintenance expenditure in transport infrastructure

In current prices

ECU (Millions)

Year	1) Roads		4) Railways	Urban and suburban railways, metro, 3) tramways	Inland waterways	Oil pipelines	Maritime ports	Airports
	3) All	of which 2) Motorways						
1987	160.40	2.15	24.76	3.73	0.68			5.08
1988	125.91	2.06	25.58	3.67	0.90			4.62
1989	127.55	1.45	55.60	3.94	1.51			4.77
1990	95.50	2.97	2.61	2.98				
1991	69.70	1.75	1.22	1.90				0.58
1992	44.16	2.21	0.52	2.27				1.16
1993	41.91	2.86	0.37	2.96				1.21
1994	43.29	2.81	0.85	3.00				0.87
1995	34.68	3.45	2.80	3.64				0.66

1) Includes urban roads.

2) The motorway concept is defined in the Glossary and conforms to the road signs used by Member Countries.

3) Estimates.

4) 1987-1989 including maintenance of rolling stock.

MEMBER STATE: SLOVAK REPUBLIC

Table 8: Maintenance expenditure in transport infrastructure

In 1995 prices

ECU (Millions)

Year	Roads 1)		4) Railways	Urban and suburban railways, metro, 3) tramways	Inland waterways	Oil pipelines	Maritime ports	Airports
	3) All	of which 2) Motorways						
1987	160.86	2.12	24.77	3.71	0.67			5.03
1988	131.79	2.12	26.70	3.84	0.94			4.76
1989	118.36	1.33	51.41	3.64	1.40			4.36
1990	109.13	3.38	3.00	3.38				
1991	113.68	2.85	2.00	3.05				0.93
1992	63.96	3.18	0.73	3.25				1.65
1993	48.38	3.25	0.40	3.38				1.39
1994	46.65	2.98	0.93	3.18				0.93
1995	34.68	3.48	2.80	3.64				0.66

1) Includes urban roads.

2) The motorway concept is defined in the Glossary and conforms to the road signs used by Member Countries.

3) Estimates.

4) 1987-1989 including maintenance of rolling stock.

MEMBER STATE: SLOVENIA

Table 1: Total gross investment in transport infrastructure
(New construction, extension, reconstruction, renewal and major repairs)

In current prices

ECU (Millions)

Year	Roads 1)		Railways	Urban and suburban railways, metro, tramways	Inland waterways	Oil pipelines	Maritime ports	Airports
	All	of which 2) Motorways						
1987								
1988								
1989								
1990								
1991								
1992	17.68		12.52					3.01
1993	60.72		19.48					5.80
1994	97.92		40.64				0.18	5.56
1995	191.62		54.27				0.23	4.68

1) Includes urban roads.

2) The motorway concept is defined in the Glossary and conforms to the road signs used by Member Countries.

MEMBER STATE: SLOVENIA

Table 2: Total gross investment in transport infrastructure
(New construction, extension, reconstruction, renewal and major repairs)

In 1995 prices

ECU (Millions)

Year	Roads 1)		Railways	Urban and suburban railways, metro, tramways	Inland waterways	Oil pipelines	Maritime ports	Airports
	All	of which 2) Motorways						
1987								
1988								
1989								
1990								
1991								
1992	21.65		15.33					3.68
1993	70.81		22.72					6.76
1994	109.78		45.57				0.20	6.24
1995	191.62		54.27				0.23	4.68

1) Includes urban roads.

2) The motorway concept is defined in the Glossary and conforms to the road signs used by Member Countries.

MEMBER STATE: SLOVENIA

Table 7: Maintenance expenditure in transport infrastructure

In current prices

ECU (Millions)

Year	Roads 1)		Railways	Urban and suburban railways, metro, tramways	Inland waterways	Oil pipelines	Maritime ports	Airports
	All	of which 2) Motorways						
1987								
1988								
1989								
1990								
1991								
1992								
1993								
1994	10.71						0.05	0.02
1995								

1) Includes urban roads.

2) The motorway concept is defined in the Glossary and conforms to the road signs used by Member Countries.

MEMBER STATE: SLOVENIA

Table 8: Maintenance expenditure in transport infrastructure

In 1995 prices

ECU (Millions)

Year	Roads 1)		Railways	Urban and suburban railways, metro, tramways	Inland waterways	Oil pipelines	Maritime ports	Airports
	All	of which 2) Motorways						
1987								
1988								
1989								
1990								
1991								
1992								
1993								
1994	12.01						0.06	0.02
1995								

1) Includes urban roads.

2) The motorway concept is defined in the Glossary and conforms to the road signs used by Member Countries.

MEMBER STATE: SPAIN

Table 1: Total gross investment in transport infrastructure
(New construction, extension, reconstruction, renewal and major repairs)

In current prices

ECU (Millions)

Year	Roads		Railways	Urban and suburban railways, metro, tramways	Inland waterways	Oil pipelines	Maritime ports	Airports
	All	of which 1) Motorways						
1987	1 552.36	38.27	658.96				177.77	127.91
1988	2 371.01	48.20	786.67				231.99	141.41
1989	3 425.33	62.40	934.53			55.19	282.46	211.73
1990	4 704.23	115.71	1 363.50			59.21	534.67	314.16
1991	5 376.15	145.23	1 580.44	239.82		58.12	471.75	242.58
1992	5 289.29	267.11	1 222.02	324.19		56.59	422.85	193.02
1993	5 150.44	198.16	928.02	328.34		28.71	392.12	158.70
1994	4 855.23	123.00	807.85	314.69		15.35	368.14	319.30
1995	4 254.37	93.72	763.07	223.43		7.86	397.56	495.97

1) The motorway concept is defined in the Glossary and conforms to the road signs used by Member countries.

MEMBER STATE: SPAIN

Table 2: Total gross investment in transport infrastructure

(New construction, extension, reconstruction, renewal and major repairs)

In 1995 prices

ECU (Millions)

Year	Roads		Railways	Urban and suburban railways, metro, tramways	Inland waterways	Oil pipelines	Maritime ports	Airports
	All	of which 1) Motorways						
1987	2 080.41	51.22	883.16				238.38	171.42
1988	2 934.69	59.57	973.74				287.32	175.03
1989	3 764.10	68.46	1 027.01			60.69	310.59	232.68
1990	4 807.54	118.07	1 393.51			60.55	546.76	321.08
1991	5 149.33	138.89	1 513.83	229.67		55.70	452.13	232.36
1992	4 930.11	248.59	1 139.10	302.14		52.77	394.38	179.93
1993	5 166.49	198.48	930.96	221.31		28.82	393.59	159.20
1994	4 955.71	125.35	824.61	321.17		15.69	376.00	325.93
1995	4 254.38	93.71	763.07	223.43		7.86	397.80	495.97

1) The motorway concept is defined in the Glossary and conforms to the road signs used by Member countries.

MEMBER STATE: SPAIN

Table 3: Capital value of transport infrastructure at the end of the year

In current prices

ECU (Millions)

Year	Roads		Railways	Urban and suburban railways, metro, tramways	Inland waterways	Oil pipelines	Maritime ports	Airports
	All	of which 1) Motorways						
1986	53 003.24		11 727.41				1 851.41	1 542.17
1987	54 540.23		12 399.73				2 035.18	1 674.02
1988	60 380.91		13 987.11				2 403.54	1 925.22
1989	70 368.84		16 451.44				2 957.16	2 353.17
1990	79 196.71		18 101.21				3 687.70	2 815.73
1991	88 521.08		21 332.14				4 356.35	3 201.72
1992	94 782.99		22 785.39				4 836.81	3 430.02
1993	91 258.18		21 736.17				4 818.18	3 291.95
1994	92 801.36		21 782.32				5 026.37	3 505.15
1995	97 191.53		22 597.91				5 446.46	4 027.11

1) The motorway concept is defined in the Glossary and conforms to the road signs used by Member countries.

MEMBER STATE: SPAIN

Table 4: Capital value of transport infrastructure at the end of the year

In 1995 prices

ECU (Millions)

Year	Roads		Railways	Suburban railways, metro, tramways	Inland waterways	Oil pipelines	Maritime ports	Airports
	All	of which 1) Motorways						
1986	72 345.08		16 006.95				2 527.02	2 104.95
1987	73 096.54		16 618.50				2 727.62	2 243.58
1988	74 739.45		17 313.23				2 975.10	2 383.03
1989	77 332.44		18 079.44				3 249.79	2 586.03
1990	80 940.15		18 499.69				3 768.89	2 877.72
1991	84 790.73		20 433.19				4 172.77	3 066.80
1992	88 351.11		21 239.19				4 508.59	3 197.26
1993	91 547.30		21 805.04				4 833.45	3 302.38
1994	94 726.87		22 234.27				5 130.66	3 577.88
1995	97 191.53		22 597.91				5 446.46	4 027.12

1) The motorway concept is defined in the Glossary and conforms to the road signs used by Member countries.

MEMBER STATE: SWEDEN

Table 1: Total gross investment in transport infrastructure
(New construction, extension, reconstruction, renewal and major repairs)

In current prices

ECU (Millions)

Year	Roads 1) All	Roads 1) of which 2) Motorways	Railways	Urban and suburban railways, metro, 3) tramways	Inland waterways	Oil pipelines	Maritime ports 4)	Airports
1987	464.16		250.48	41.31			40.63	119.97
1988	532.04		261.53	83.13			32.31	163.91
1989	686.26		350.17	104.38			49.72	174.94
1990	731.33		477.23	98.66			48.14	226.05
1991	683.62		592.17	93.99			46.39	66.85
1992	804.19		643.70	150.55			24.54	47.48
1993	996.55		622.38	84.85			29.71	29.27
1994	1 013.96		987.01	100.29			30.45	31.98
1995	1 071.27		1 066.77	79.62			40.40	46.19

1) Includes urban roads.

2) The motorway concept is defined in the Glossary and conforms to the road signs used by Member countries.

3) Including costs for bus terminals.

4) Including inland waterways.

MEMBER STATE: SWEDEN

Table 2: Total gross investment in transport infrastructure
(New construction, extension, reconstruction, renewal and major repairs)

In 1995 prices

ECU (Millions)

Year	Roads 1) All	Roads 1) of which 2) Motorways	Railways	Urban and suburban railways, metro, 3) tramways	Inland waterways	Oil pipelines	Maritime ports 4)	Airports
1987	450.49		243.10	40.10			39.43	116.44
1988	508.54		249.98	79.46			30.88	156.67
1989	637.30		325.19	96.93			46.18	162.47
1990	687.16		448.40	92.70			45.23	212.39
1991	616.59		534.11	84.78			41.85	60.30
1992	703.07		562.76	131.62			21.45	41.51
1993	1 023.40		639.15	87.14			30.51	30.06
1994	1 014.48		987.51	100.35			30.46	31.99
1995	1 071.27		1 066.77	79.62			40.40	46.19

1) Includes urban roads.

2) The motorway concept is defined in the Glossary and conforms to the road signs used by Member countries.

3) Including costs for bus terminals.

4) Including inland waterways.

MEMBER STATE: SWEDEN

Table 3: Capital value of transport infrastructure at the end of the year

In current prices

ECU (Millions)

Year	Roads 1)		Railways	Urban and suburban railways, metro, 3) tramways	Inland waterways	Oil pipelines	Maritime ports 4)	Airports
	All	of which 2) Motorways						
1986	25 144.55		7 707.20	1 481.20			2 495.54	850.10
1987	25 078.08		7 925.02	1 533.38			2 568.40	918.88
1988	26 883.75		8 567.89	1 698.44			2 841.79	1 124.15
1989	29 951.73		10 030.44	1 968.20			3 205.77	1 440.12
1990	30 897.77		10 047.59	2 076.59			3 292.99	1 648.16
1991	31 772.53		11 205.39	1 890.03			2 931.44	1 769.96
1992	31 982.36		10 768.71	1 878.57			2 842.46	1 789.04
1993	27 010.55		9 728.43	1 661.35			2 369.13	1 526.61
1994	27 832.27		10 820.94	1 696.16			2 350.63	1 545.44
1995	29 348.84		12 296.93	2 223.66			2 970.45	1 590.13

1) Includes urban roads.

2) The motorway concept is defined in the Glossary and conforms to the road signs used by Member countries.

3) Including value of bus terminals.

4) Including value ofinland waterways.

MEMBER STATE: SWEDEN

Table 4: Capital value of transport infrastructure at the end of the year

In 1995 prices

ECU (Millions)

Year	Roads 1)		Railways	Urban and suburban railways, metro, 3) tramways	Inland waterways	Oil pipelines	Maritime ports 4)	Airports
	All	of which 2) Motorways						
1986								
1987	27 413.01		8 907.49	1 694.29			2 838.43	885.24
1988	27 503.13		9 088.91	1 710.90			2 863.18	997.01
1989	27 610.50		9 266.26	1 765.02			2 875.29	1 140.39
1990	27 786.99		9 488.40	1 827.92			2 899.40	1 282.27
1991	27 966.81		9 838.38	1 882.57			2 920.51	1 461.01
1992	28 040.96		10 256.84	1 942.69			2 939.70	1 506.44
1993	28 260.96		10 768.74	2 063.99			2 943.12	1 540.09
1994	28 804.36		11 358.22	2 134.18			2 957.81	1 562.92
1995	29 348.84		12 296.93	2 223.66			2 970.45	1 590.13

1) Includes urban roads.

2) The motorway concept is defined in the Glossary and conforms to the road signs used by Member countries.

3) Including value of bus terminals.

4) Including value of inland waterways.

MEMBER STATE: SWEDEN

Table 5: Total gross investment in combined (multimodal) transport
(Investment in infrastructure) 1) 2)

ECU (Millions)

Year	In current prices	In 1995 prices
1987		
1988		
1989		
1990		
1991		
1992	0.66	0.58
1993	0.55	0.56
1994	4.15	4.15
1995	6.43	6.43

1) This investment has been included in tables 1 and 2.

2) Data include investments in container transport.

MEMBER STATE: SWEDEN

Table 6: Total gross investment in transport infrastructure in Trans European Transport Networks (TEN)
(New construction, extension, reconstruction, renewal and major repairs)

In current prices

ECU (Millions)

Year	Roads 1)		Railways	Urban and suburban railways, metro, tramways	Inland waterways	Oil pipelines	Maritime ports	Airports
	All	of which 2) Motorways						
1993	230.23		383.05					
1994	240.09		593.58					
1995	289.33		588.73					

1) Includes urban roads.

2) The motorway concept is defined in the Glossary and conforms to the road signs used by Member countries.

MEMBER STATE: SWEDEN

Table 7: Maintenance expenditure in transport infrastructure

In current prices

ECU (Millions)

Year	Roads 1) All	Roads 1) of which 2) Motorways	Railways	Urban and suburban railways, metro, 3) tramways	Inland waterways	Oil pipelines	Maritime ports 4)	Airports
1987	416.42		110.40	68.26			27.63	2.60
1988	463.83		122.62	77.19			29.69	2.49
1989	595.12		139.03	90.29			34.09	2.25
1990	600.09		144.67	92.28			35.10	2.39
1991	701.54		180.77	73.94			35.30	8.69
1992	712.94		235.70	70.30			33.16	4.11
1993	617.11		180.23	76.52			25.00	3.40
1994	543.70		218.49	66.03			21.39	3.60
1995	578.34		247.97	71.37			21.00	3.75

1) Includes urban roads.

2) The motorway concept is defined in the Glossary and conforms to the road signs used by Member Countries.

3) Including costs for bus terminals.

4) Including costs for inland waterways.

MEMBER STATE: SWEDEN

Table 8: Maintenance expenditure in transport infrastructure

In 1995 prices

ECU (Millions)

Year	Roads 1)		Railways	Urban and suburban railways, metro, 3) tramways	Inland waterways	Oil pipelines	Maritime ports 4)	Airports
	All	of which 2) Motorways						
1987	404.15		107.15	66.25			26.82	2.52
1988	443.34		117.20	73.78			28.38	2.38
1989	552.67		129.11	83.85			31.66	2.09
1990	563.84		135.93	86.71			32.98	2.25
1991	632.75		163.04	66.69			31.84	7.84
1992	623.29		206.06	61.46			28.99	3.59
1993	633.74		185.09	78.58			25.67	3.49
1994	543.98		218.60	66.06			21.40	3.60
1995	578.34		247.97	71.37			21.00	3.75

1) Includes urban roads.

2) The motorway concept is defined in the Glossary and conforms to the road signs used by Member Countries.

3) Including costs for bus terminals.

4) Including costs for inland waterways.

MEMBER STATE: SWITZERLAND

Table 1: Total gross investment in transport infrastructure
(New construction, extension, reconstruction, renewal and major repairs)

In current prices

ECU (Millions)

Year	Roads 1) All	Roads 1) of which 2) Motorways	3) Railways	Urban and suburban railways, metro, tramways	Inland waterways	Oil pipelines	Maritime ports	Airports
1987	1 611.95	631.62	546.05	113.52	0.17	0.76		69.27
1988	1 714.48	689.15	657.90	75.22	0.12	0.64		68.28
1989	1 773.23	717.18	677.18	83.33	0.00	0.00		35.00
1990	2 084.92	884.13	795.61	77.74	n.a.	0.57		71.50
1991	2 364.52	1 042.62	800.59	143.87	1.13	0.00		76.73
1992	2 197.76	1 023.79	800.99	60.51	2.75	0.00		59.41
1993	2 365.06	1 237.44	934.00	83.81	2.31	0.00		71.67
1994	2 463.49	1 246.55	974.54	89.44	13.57	0.62		88.82
1995	2 519.83	1 335.28	963.29	87.34	2.72	0.00		133.27

1) Includes urban roads.

2) The motorway concept is defined in the Glossary and conforms to the road signs used by Member countries. Figures include maintenance.

3) Main railways lines.

MEMBER STATE: SWITZERLAND

Table 2: Total gross investment in transport infrastructure
(New construction, extension, reconstruction, renewal and major repairs)

In 1995 prices

ECU (Millions)

Year	Roads 1) All	Roads 1) of which 2) Motorways	3) Railways	Urban and suburban railways, metro, tramways	Inland waterways	Oil pipelines	Maritime ports	Airports
1987	1 994.23	781.76	675.62	140.39	0.22	0.96		85.41
1988	2 065.77	830.44	792.89	91.22	0.15	0.74		82.46
1989	2 094.53	847.40	800.27	98.33	0.00	0.00		41.23
1990	2 335.70	990.48	891.73	87.34	n.a.	0.66		80.25
1991	2 590.88	1 142.40	877.71	158.50	1.25	0.00		83.94
1992	2 478.04	1 154.20	903.53	67.93	3.08	0.00		67.00
1993	2 581.29	1 350.38	1 019.33	93.16	2.50	0.00		80.25
1994	2 554.74	1 292.86	1 010.48	93.16	14.03	0.66		92.04
1995	2 519.83	1 335.28	963.27	87.34	2.72	0.00		133.27

1) Includes urban roads.

2) The motorway concept is defined in the Glossary and conforms to the road signs used by Member countries. Figures include maintenance.

3) Main railways lines.

MEMBER STATE: SWITZERLAND

Table 3: Capital value of transport infrastructure at the end of the year 3)

In current prices

ECU (Millions)

Year	Roads 1)		4) Railways	Urban and suburban railways, metro, tramways	Inland waterways	Oil pipelines	Maritime ports	Airports
	All	of which 2) Motorways						
1986	23 329.51	11 627.27	3 184.81	738.28				516.23
1987	24 734.54	12 195.83	3 389.80	778.90				531.49
1988	25 072.62	12 439.39	3 436.48	813.55				506.88
1989	24 808.62	12 280.43	3 381.48	807.73				461.09
1990	26 342.94	13 017.40	3 611.44	873.35				483.49
1991	27 419.67	13 547.35	3 930.15	909.48				502.13
1992	27 760.54	13 774.65	3 958.17	943.47				498.42
1993	30 234.83	15 192.55	4 442.86	1 095.26				542.71
1994	33 289.75	16 867.54	5 455.57	1 245.93				606.31
1995	35 895.43	18 369.84	5 886.50	1 360.51				699.99

1) Includes urban roads.

2) The motorway concept is defined in the Glossary and conforms to the road signs used by Member countries.

3) Definition used: cf. text in country chapter.

4) Main railways lines.

MEMBER STATE: SWITZERLAND

Table 4: Capital value of transport infrastructure at the end of the year 3)

In 1995 prices

ECU (Millions)

Year	Roads 1)		4) Railways	Urban and suburban railways, metro, tramways	Inland waterways	Oil pipelines	Maritime ports	Airports
	All	of which 2) Motorways						
1986	30 027.02	14 964.83	4 098.73	949.75				664.41
1987	30 601.54	15 088.73	4 193.86	963.76				657.24
1988	30 205.49	14 986.22	4 139.29	979.24				610.77
1989	29 302.04	14 504.63	3 994.01	954.17				544.38
1990	29 513.71	14 584.28	4 045.63	978.51				542.17
1991	30 044.72	14 843.88	4 305.95	996.20				550.28
1992	31 299.96	15 531.24	4 462.29	1 063.30				562.08
1993	33 002.87	16 583.67	4 849.45	1 195.30				592.33
1994	34 522.88	17 492.28	5 656.95	1 291.89				629.21
1995	35 896.00	18 369.84	5 886.30	1 360.47				700.02

1) Includes urban roads.

2) The motorway concept is defined in the Glossary and conforms to the road signs used by Member countries.

3) Definition used: cf. text in country chapter.

4) Main railways lines.

MEMBER STATE: SWITZERLAND

Table 5: Total gross investment in combined (multimodal) transport 1)
(Investment in infrastructure) 2)

ECU (Millions)

Year	In current prices	In 1995 prices
1987	2.62	3.25
1988	1.45	1.77
1989	5.33	6.27
1990	7.83	8.78
1991	5.81	6.35
1992	7.21	8.12
1993	4.39	4.80
1994		
1995	9.45	9.45

1) Terminals investments (both in Switzerland and abroad) of the Road-Rail Transport Company HUPAC.

2) This investment has not been included in tables 1 and 2.

MEMBER STATE: SWITZERLAND

Table 6: Total gross investment in transport infrastructure in Trans European Transport Networks (TEN)
(New construction, extension, reconstruction, renewal and major repairs)

In current prices

ECU (Millions)

Year	Roads 1)		3) Railways	Urban and suburban railways, metro, tramways	Inland waterways	Oil pipelines	Maritime ports	Airports
	All	of which 2) Motorways						
1993			54.91					
1994			58.60					
1995			87.98					

1) Includes urban roads.

2) The motorway concept is defined in the Glossary and conforms to the road signs used by Member countries.

3) Boring work for the future Alpine tunnels.

MEMBER STATE: SWITZERLAND

Table 7: Maintenance expenditure in transport infrastructure

In current prices

ECU (Millions)

Year	Roads		3) Railways	Urban and suburban railways, metro, tramways	Inland waterways	Oil pipelines	Maritime ports	Airports
	1) All	of which 2) Motorways						
1987	840.61	66.36	215.39	97.22		1.16		9.31
1988	884.73	72.91	238.40	103.57		1.16		11.57
1989	842.18	68.89	231.65	105.55		1.50		11.67
1990	910.80	78.31	267.28	119.74		1.53		10.78
1991	1 018.36	84.06	279.84	133.15		1.58		16.36
1992	1 000.68	84.72	280.01	138.08		1.49		14.85
1993	1 038.04	89.01	305.17	146.23		1.56		15.61
1994	1 124.42	94.37	326.90	164.97		1.67		14.19
1995	1 208.48	106.10	349.99	153.97		1.75		15.53

1) Includes urban roads.

2) The motorway concept is defined in the Glossary and conforms to the road signs used by Member countries.

3) Main railway lines.

MEMBER STATE: SWITZERLAND

Table 8: Maintenance expenditure in transport infrastructure

In 1995 prices

ECU (Millions)

Year	Roads 1) All	Roads 1) of which 2) Motorways	3) Railways	Urban and suburban railways, metro, tramways	Inland waterways	Oil pipelines	Maritime ports	Airports
1987	1 039.89	81.86	266.54	120.09		1.46		11.09
1988	1 065.70	87.76	286.59	124.51		1.38		14.05
1989	994.90	81.13	273.66	124.51		1.75		13.31
1990	1 020.71	87.76	298.89	134.09		1.67		12.57
1991	1 115.85	92.19	306.65	145.87		1.67		17.75
1992	1 128.39	95.88	315.06	155.45		1.67		17.01
1993	1 132.82	97.35	337.70	159.13		1.67		17.01
1994	1 166.00	98.09	366.17	162.82		1.67		14.79
1995	1 208.48	106.10	349.99	153.98		1.75		15.53

1) Includes urban roads.

2) The motorway concept is defined in the Glossary and conforms to the road signs used by Member countries.

3) Main railway lines.

MEMBER STATE: TURKEY

Table 1: Total gross investment in transport infrastructure
(New construction, extension, reconstruction, renewal and major repairs)

In current prices

ECU (Millions)

Year	Roads 1) All	Roads 1) of which 2) Motorways	Railways	Urban and suburban railways, metro, tramways	Inland waterways	Oil pipelines	Maritime ports	Airports
1987	282.57	152.41	87.18			353.13	52.34	130.07
1988	375.62	255.06	112.36			144.17	31.63	226.27
1989	660.15	518.85	97.55			71.39	15.16	63.81
1990	1 477.27	1 195.27	92.48			109.43	20.93	127.21
1991	2 185.38	1 888.71	105.55			122.87	34.47	143.00
1992	1 781.82	1 530.05	109.80			56.98	15.00	94.10
1993	1 845.01	1 414.70	146.61			75.14	13.07	325.79
1994	836.98	582.73	90.13			46.98	11.84	203.68
1995	676.36	452.75	67.04			36.38	12.44	107.83

1) Does not include urban roads.

2) The motorway concept is defined in the Glossary and conforms to the road signs used by Member countries.

MEMBER STATE: TURKEY

Table 2: Total gross investment in transport infrastructure
(New construction, extension, reconstruction, renewal and major repairs)

In 1995 prices

ECU (Millions)

Year	Roads 1) All	Roads 1) of which 2) Motorways	Railways	Urban and suburban railways, metro, tramways	Inland waterways	Oil pipelines	Maritime ports	Airports
1987	365.11	196.92	112.64			456.27	67.62	168.06
1988	435.46	295.69	130.26			167.14	36.67	262.32
1989	822.37	646.35	121.52			88.94	18.89	79.49
1990	1 554.86	1 258.05	97.34			115.18	22.03	133.89
1991	2 091.41	1 807.50	101.01			117.59	21.84	136.85
1992	1 837.98	1 578.27	113.26			58.78	15.48	97.07
1993	1 660.93	1 273.55	131.98			67.64	11.77	293.29
1994	879.50	612.34	94.70			49.36	12.44	214.03
1995	676.36	452.75	67.04			36.38	12.44	107.83

1) Does not include urban roads.

2) The motorway concept is defined in the Glossary and conforms to the road signs used by Member countries.

MEMBER STATE: TURKEY

Table 6: Total gross investment in transport infrastructure in Trans European Transport Networks (TEN)
(New construction, extension, reconstruction, renewal and major repairs)

ECU (Millions)

Year	Roads 1)		Railways	Urban and suburban railways, metro, tramways	Inland waterways	Oil pipelines	Maritime ports	Airports
	All	of which 2) Motorways						
1993	542.85	542.85						
1994	275.26	275.26						
1995	167.71	167.71						

1) Does not include urban roads.

2) The motorway concept is defined in the Glossary and conforms to the road signs used by Member countries.

MEMBER STATE: UNITED KINGDOM

Table 1: Total gross investment in transport infrastructure
(New construction, extension, reconstruction, renewal and major repairs)

In current prices

ECU (Millions)

Year	Roads 1) 5)		3) 5) Railways	Urban and suburban railways, metro, 5) tramways	Inland waterways	Oil pipelines	5) Maritime ports	5) Airports
	4) All	of which 2) Motorways						
1987	3 972.63	1 632.20	912.61	349.15			92.25	354.83
1988	4 725.83	1 791.00	1 283.80	362.71			126.42	437.97
1989	5 685.41	2 333.28	1 693.15	504.97			169.31	562.90
1990	6 081.10	2 951.60	1 853.33	774.67			182.11	809.69
1991	6 349.39	3 037.04	2 192.54	673.31			164.05	657.62
1992	6 448.86	3 074.63	2 101.27	934.05			145.06	585.64
1993	6 203.94	3 066.71	1 476.95	902.58			157.69	646.16
1994	6 199.24	3 094.46	1 456.37	1 130.30			154.66	823.56
1995	5 313.78	2 478.31	1 107.64	1 309.14			199.09	703.44

1) Includes urban roads.

2) The motorway concept comprises National roads (motorways and trunk roads).

3) The UK part of Eurotunnel has been included.

4) Includes private investment.

5) Financial year (April - March).

MEMBER STATE: UNITED KINGDOM

Table 2: Total gross investment in transport infrastructure
(New construction, extension, reconstruction, renewal and major repairs)

In 1995 prices

ECU (Millions)

Year	Roads 1) 5)		3) 5) Railways	Urban and suburban railways, metro, 5) tramways	Inland waterways	Oil pipelines	5) Maritime ports	5) Airports
	4) All	of which 2) Motorways						
1987	4 837.55	1 987.56	1 111.31	425.17			112.34	432.08
1988	5 086.87	1 927.83	1 381.88	390.43			136.08	471.43
1989	5 802.19	2 381.20	1 727.93	515.35			172.79	574.46
1990	6 195.48	3 007.11	1 888.19	789.24			185.54	824.92
1991	5 968.59	2 854.89	2 061.05	632.93			154.21	618.18
1992	6 125.07	2 920.26	1 995.77	887.15			137.77	556.24
1993	6 055.63	2 993.40	1 441.64	881.00			153.92	630.72
1994	5 914.54	2 952.35	1 389.49	1 078.39			147.56	785.74
1995	5 278.58	2 461.90	1 100.30	1 300.47			197.77	698.78

1) Includes urban roads.

2) The motorway concept comprises National roads (motorways and trunk roads).

3) The UK part of Eurotunnel has been included.

4) Includes private investment.

5) Financial year (April - March).

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