

QUESTIONS TO THE STAKEHOLDERS

1. Which are the major axes?

1. *What are the main transport axes, including motorway or the sea, connecting the European Union to the neighbouring countries or broader regions today?*

From ZSR's point of view the main railway transport axes between EU and non EU countries (in sense of traffic streamlines connecting East – West Europe) are crossing Slovakia at the border with Ukraine (see map annex 1). The lines in Slovakia (see map annex 2) are following:

- branch of Pan-E corridor Va – Bratislava – Zilina – Kosice – Cierna nad Tisou (SK) / Cop (UA)
 - one track normal gauge (*part of Carpathian line North – South, see map annex 2*)
 - one track broad gauge

- Haniska pri Košiciach - Maťovce (SK) / Uzgorod (UA) – one track broad gauge

(In details see map annex 4)

The important thing is opportunities to use ports on river Danube in Bratislava (in the future Komárno and Štúrovo), which is, connected by railway. From the past we have a study, which deals with prolonging broad gauge line to the ports on river Danube in Slovakia.

2. *What will these axes be with a time horizon of 2020?*

The axe (corridor Va) has a national priority in Slovakia and will be reconstructed in a time horizon of 2020.

3. *What is the balance between the different transport modes?*

Different modes of transport have following shares in Slovakia:

Thous. tons

Indicator	2000		2001		2002		2003	
by road	39 680	41,6 %	34 773	38,7 %	33 035	39,2 %	30 682	37,2 %
by railway	54 177	56,7 %	53 588	59,6 %	49 863	58,8 %	50 521	61,3 %
by water	1 607	1,7 %	1 551	1,7 %	1 365	1,6 %	1 239	1,5 %

Thous. passengers

Indicator	2000		2001		2002		2003	
by road	604 249	56,2 %	566 445	56,5 %	536 613	55,5 %	493 706	52,5 %
by railway	66 806	6,2 %	63 473	6,3 %	59 430	6,2 %	51 274	5,5 %
by water	80	0,0 %	82	0,0 %	72	0,0 %	214	0,0 %
by City transport	404 539	37,6 %	373 269	37,2 %	370 018	38,3 %	394 465	42,0 %

* Source – Statistical yearbook of the Slovak Republic 2004

4. *What are the current traffic volumes, both passenger and freight, on the proposed axes?*

The current traffic volumes on the main axes

Axes	Section	Passenger trains		Freight trains	
		from EU	to EU	from EU	to EU
Corridor Va	Bratislava – Zilina	43	42	15	15
	Zilina – Kosice	46	45	35	35
	Kosice – Cierna nad Tisou	20	19	21	22
	Cierna NT (SK)-Chop (UA) Normal Gauge	4	4	10	10
	Cierna NT (SK)-Chop (UA) Broad Gauge	0	0	12	12
Other	Matovce (SK) – Uzgorod (UA) Broad Gauge	0	0	16	16

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 5. *What is the amount and share of international traffic to/from the Union or between the neighbouring regions?*

The amount and share of international traffic to/from Union

Axes	Section	Passenger trains		Freight trains	
Corridor Va	Bratislava – Zilina	85	4,7 %	30	20 %
	Zilina – Kosice	91	4,3 %	70	45,7 %
	Kosice – Cierna nad Tisou	39	10,2 %	43	30 %
	Cierna NT (SK)-Chop (UA) Normal Gauge	4	100 %	10	100 %
	Cierna NT (SK)-Chop (UA) Broad Gauge	0	0	12	100 %
Other	Matovce (SK) – Uzgorod (UA) Broad Gauge	0	0	16	16

6. *How will these traffic volumes develop by 2020?*

Axes	Section	The amount of traffic develop by 2020
Corridor V	Bratislava – Zilina	122
	Zilina – Kosice	177
	Kosice – Cierna nad Tisou	92
	Cierna NT (SK)-Chop (UA) Normal Gauge	40
	Cierna NT (SK)-Chop (UA) Broad Gauge	34
Other	Matovce (SK) – Uzgorod (UA) Broad Gauge	45

7. *Are there particularly environmentally sensitive areas that must be taken into account when identifying major axes ?*

For each of the selected railway projects no new infrastructure is required; the projects consist of upgrading, rehabilitation or reconstruction of existing permanent way with investments in new signalling and control systems.

Major environmental impacts are valued in the context of national legislation.

Which investments and how?

1. *Which are the most pressing congestion, traffic safety or geographical bottlenecks on the major axes that could justify investments?*

The Slovak Railways kept behind the track modernization, which presents low standard of interoperability. There are a lot of bridges in bad condition on the following tracks Čierna n. Tisou – Košice – Žilina – Púchov – state border SR/ČR, Žilina – Čadca – state boarder SR/ČR. There are also few inconvenient tunnels between stations: Vrútky - Kraľovany, Poprad Tatry - Spišská Nová Ves. The Slovak Railways kept behind also with technical equipment of marshalling yard.

2. *What kind of improvements(rehabilitation, new construction) to the infrastructure would be needed to remove the bottlenecks?*

The most important is modernization of Pan European Corridor Va tracks, reconstruction of marshalling yard wide gauge in Čierna nad Tisou and lengthen station tracks in Maťovce.

3. *What is the time horizon for the realization of such a project?*

Construction	Modernization	
	Begin	End
Corridor n. Va		
Bratislava Rača – Trnava – modernization		
Bratislava Rača	01. 04. 2006	31. 08. 2007
Svätý Jur	01. 11. 2006	30. 09. 2007
Pezinok	01. 11. 2004	30. 11. 2006
Pezinok – Šenkvice	2005	2005
Šenkvice	01. 06. 2006	31. 12. 2007
Šenkvice – Cífer	01. 07. 2004	30. 11. 2007
Cífer	01. 10. 2005	31. 12. 2007
Trnava	01. 07. 2004	31. 12. 2007
Trnava – Piešťany - modernization		
Trnava – Brestovany	01. 11. 2005	31. 10. 2006
Brestovany	07. 04. 2005	29. 10. 2007
Brestovany – Leopoldov	02. 11. 2004	03. 12. 2005
Leopoldov	07. 03. 2005	20. 03. 2007
Leopoldov – Veľké Kostol'any	03. 10. 2005	01. 11. 2006
Veľké Kostol'any	13. 05. 2005	29. 11. 2007
Veľké Kostol'any – Piešťany	02. 11. 2004	14. 03. 2006
Piešťany – Nové Mesto nad Váhom - modernization		
Piešťany	08. 2005	05. 2007
Piešťany – Brunovce	08. 2005	10. 2006
Brunovce	08. 2005	12. 2008
Brunovce – Nové Mesto nad Váhom	06. 2007	08. 2008
Nové Mesto nad Váhom	05. 2006	11. 2007
Nové Mesto nad Váhom – Púchov - modernization		
Nové Mesto n./V. – Tr. Bohuslavice	01. 2006	03. 2010
Trenčianske Bohuslavice – Zlatovce	09. 2006	03. 2010
Zlatovce - Trenčianska Teplá	09. 2007	03. 2010
Trenčianska Teplá – Ilava	03. 2007	03. 2011
Ilava – Beluša	03. 2007	03. 2011
Beluša – Púchov	08. 2007	08. 2011
Púchov – Žilina - modernization		
Púchov – Žilina	2006	2011
Žilina – Košice - modernization		
Žilina – Košice	2010	2020
Košice – Čierna nad Tisou	2015	2020
Corridor n. VI		
Žilina – Čadca – Skalité - modernization		
Žilina – Krásno nad Kysucou	2006	2010
Krásno nad Kysucou – Čadca	2007	2015
Čadca – Zwardoň PKP, poelektrifikačné úpravy	2007	2007

4. *What would the economic, environmental and safety benefits of such projects be?*

Modernization of corridors is very expensive. Modernization is realized by financial support of the EU funds. Safety and environmental benefits are positive.

5. *Are the alternative technical or modal options to remove or alleviate the bottleneck?*

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There are not any other possibilities to alleviate the bottlenecks in Slovakia/Ukraine territory.

6. *How can the project best be financed? What could be the role for private sector involvement and user charges?*

Projects are mostly financed from the EU funds and in a lower amount from the state donations. There is also possibility to finance some projects by PPP.

How to ensure seamless and efficient use of the axes?

1. *What are the main technical and administrative bottlenecks on the axes?*

Administrative border crossing procedure, CIM + SMGS documents, exchanging data. Technical : different gauge (BG / NG)

Building up the Schengen frontier(train control equipment – refugees) can become the bottleneck after a growth of number trains in that border crossing.

2. *Are there problems of interoperability when crossing borders or changing modes?*

Basic problem is different gauge. Problem is alleviated by normal gauge track from the Slovak republic(Čierna nad Tisou) via Ukraine to.

Operation of broad gauge is alleviated by broad gauge track from the Ukraine (via Mat'ovce) to Košice (US STEEL Košice) and one broad gauge track tend to transshipment in Čierna nad Tisou and container terminal in Dobrá near Čierna nad Tisou.

But there is no problem with electric traction system, which is the same (3KV DC) with both railways.

3. *Is safety or security a major concern along an axis?*

Yes. Safety and security belongs to strength of the ŽSR.

4. *What could be done to solve the bottlenecks today and with a time horizon of 2020?*

Elimination of bottlenecks mainly depends on financial sources. Modernization of corridors is realized according to EU financial plan. We can eliminate some operational or administrative bottlenecks but only in close cooperation with Ukraine.

5. *How can intermodal transport be facilitated?*

ŽSR in cooperation with Železničná spoločnosť Cargo took the initiative and asked Ministry of transports, and Ministry of finance to support from state “Ro – La and Combine Transport and Terminals.

6. *What common market rules should be implemented to facilitate and speed up transport along an axis?*

Infrastructure manager`s market activities must focus on:

- Market demand and to offer competitive price of train path
- Analyses the competitors (mainly road sector)
- Preparation clearly defined agreements on individual approach to each market segment
- Financial grants from the state to private siding to transport their products by railway.

7. *Which policies or administrative procedures should be better integrated?*

- Regularity in freight transport
- Keep the maximal train length coming from the Ukraine
- Agreement on the railway companies level
- Agreement about the railway transport on the states level

8. *What could be the role of the private sector?*

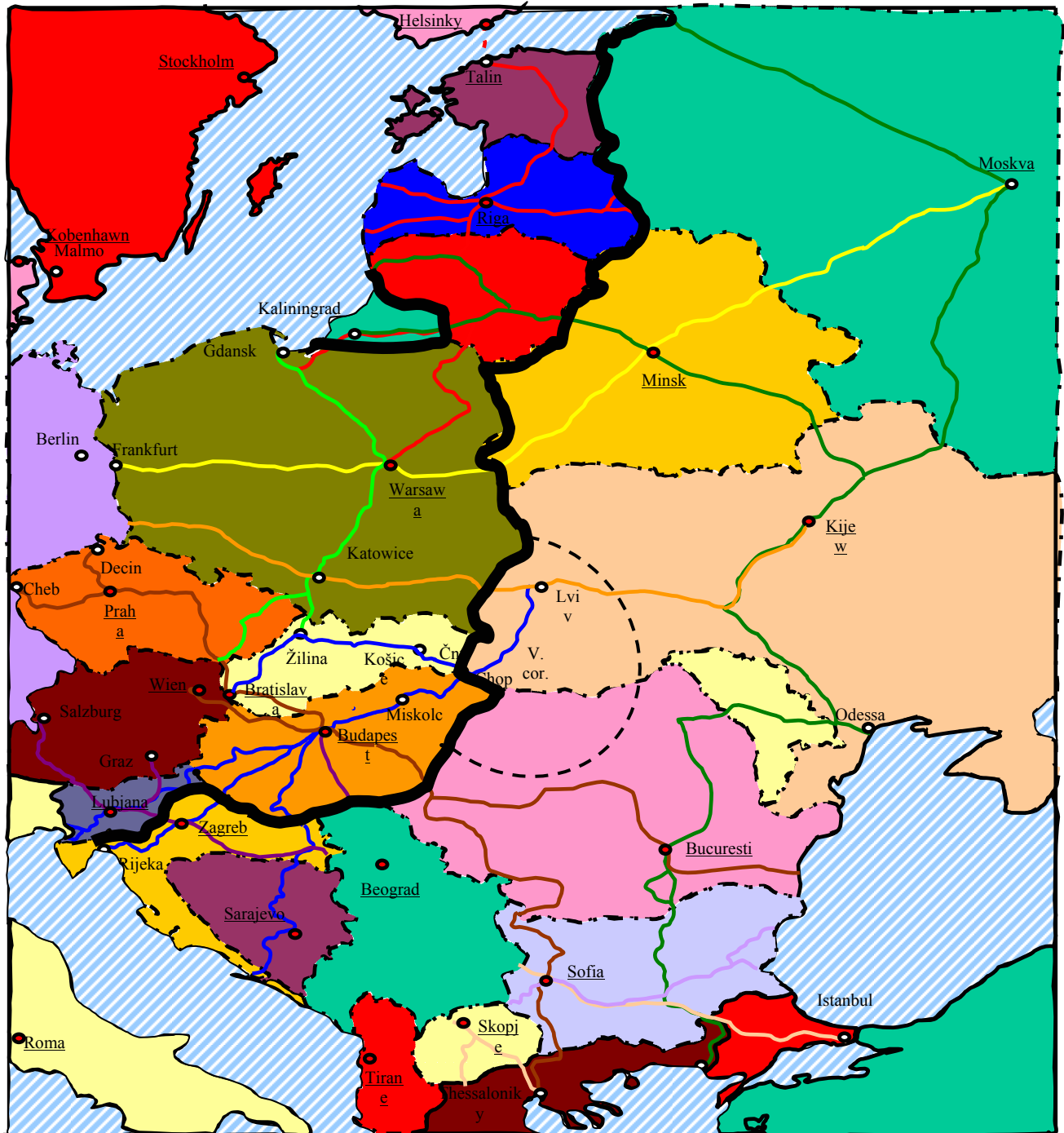
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Private sector can play the important role by the building or financing of construction of logistic centres and container terminals.

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Annexes:

1. Map of Pan European Corridors – in context of Border of EU/non EU countries
2. Map of railway link North – South (normal gauge 1435 mm) through Ukraine
3. East – West traffic through Slovakia
4. Map of border crossings ŽSR (SK) /UŽ (UA)

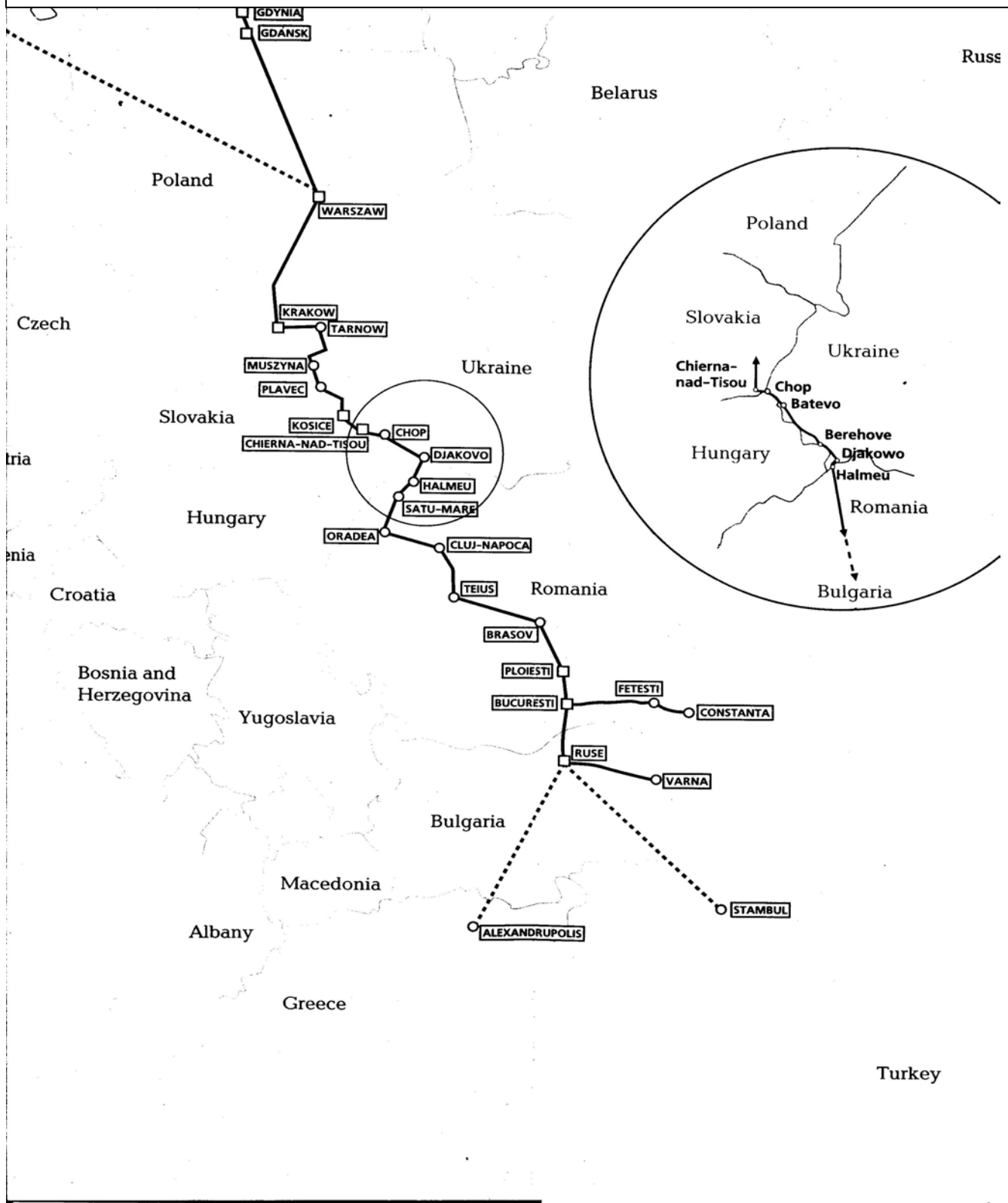
Map PAN EUROPEAN CORRIDORS

Border of EU / non EU countries



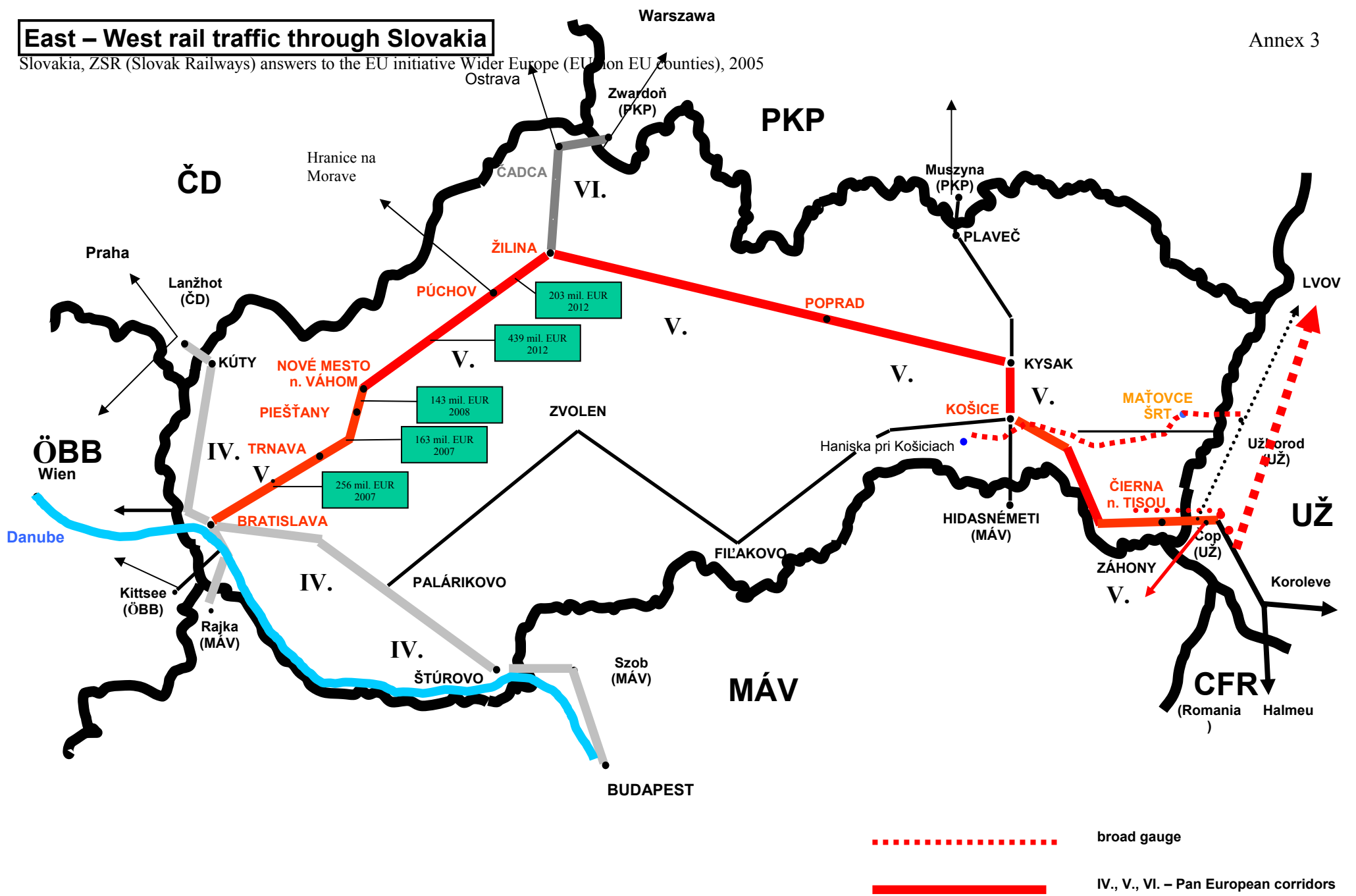
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|---------------|--|--------------|--|----------------|--|
| Corridor I. | | Corridor IV. | | Corridor VIII. | |
| Corridor II. | | Corridor V. | | Corridor IX. | |
| Corridor III. | | Corridor VI. | | Corridor X. | |

**Map of railway link North – South (normal gauge) through Slovakia/ Ukraine
Main Carpathian line**



East – West rail traffic through Slovakia

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Map BORDER CROSSINGS ZSR/UZ

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Annex 4

