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**MONITORING OF DEVELOPMENTS RELEVANT FOR THE PAN-EUROPEAN
TRANSPORT CORRIDORS AND AREAS**

Infrastructure bottlenecks and missing links

Addendum

Transmitted by the Governments of Armenia and Estonia

ARMENIA

The daily intensity of 4 lane roads is 10,000 units and for 2 lane roads 3,000 to 4,000 units. The “narrow sections” of roads as defined by the UNECE questionnaire do not exist in Armenia.

For railways there are no narrow sections at present but in the near future it is planned to include the Ayrum-Yerevan railroad in the European Agreement on Main International Railways Lines (AGC). Four cargo trains and one passenger train enter the Ayrum station daily.

ESTONIA

Current capacity problems on Estonian rail infrastructure in 2003

1. Existing rail network 1,520/1,524 mm gauge is divided between two infrastructure managers: Estonian Railways Ltd and AS Edelaraudtee altogether 967 km lines, see railway map below.
2. Most loaded sections are: Tallinn-Tapa double track section 77.8 km length, 60.1 freight trains per day and 44 passenger trains per day, totalling 104.1 trains per day.
Tapa-Tartu section 112.5 km length, single track 26.4 freight trains per day and 8 passenger trains per day, totalling 34.4 trains per day.
3. Figures show that the Estonian rail network is far from a congestion phenomenon. There are no conflicts between freight and passenger traffic, legislation has given first priority to passenger traffic.
4. Estonian railway companies are transporting long trains of 66 wagons per train with a total weight of 5,600 tons and planning for better use of capacity in the near future to start with trains of 100 wagons per train with a weight of 8,000 tons.

