



**Economic and Social  
Council**

Distr.  
GENERAL

TRANS/SC.2/198  
11 November 2002

Original: ENGLISH

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**ECONOMIC COMMISSION FOR EUROPE**

**INLAND TRANSPORT COMMITTEE**

**Working Party on Rail Transport**

**REPORT OF THE WORKING PARTY ON RAIL TRANSPORT  
ON ITS FIFTY-SIXTH SESSION  
(16-18 October 2002)**

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## REPORT<sup>1</sup>

### ATTENDANCE

1. The Working Party on Rail Transport held its fifty-sixth session from 16 to 18 October 2002. Mr. G. Szabo (Hungary) and Mr. K. Kulesza (Poland) were Chairman and Vice-Chairman, respectively of the session. Representatives of the following UNECE member States participated: Germany; Hungary; Netherlands; Poland; Romania; Russian Federation; Slovakia; Slovenia, Switzerland and Turkey. The Commission of the European Community (CEC) was also represented. The following non-governmental organizations were present: International Union of Railways (UIC); Organization for Co-operation between Railways (OSZhD), European Infrastructure Managers (EIM) and Forum Train Europe (FTE). At the invitation of the secretariat a representative of the Institute of Regional Studies, Barcelona, Spain and representatives of Geoinvest, Czech Republic also attended the session.

### ADOPTION OF THE AGENDA

Documentation: TRANS/SC.2/197.

2. The provisional agenda (TRANS/SC.2/197) was adopted.

### ACTIVITIES OF ECE BODIES OF INTEREST TO THE WORKING PARTY

(a) Economic Commission for Europe

Documentation: E/2002/37-E/ECE/1395.

3. The Working Party was informed about the decisions taken by the Commission at its fifty-seventh session, concerning such questions as the functioning of the principal subsidiary bodies, strengthening of the Organization, and UNECE technical assistance (E/2002/37-E/ECE/1395).

(b) Inland Transport Committee and its subsidiary bodies

4. The Working Party was informed about the Committee's discussion on questions related, in particular, to the relevant work areas as contained in paras.73-79 of the Committee's report (ECE/TRANS/139).

(i) Safety and security in railway transport

5. Following the suggestion by the Inland Transport Committee's sixty-fourth session which requested its subsidiary bodies to identify (i) the differences between "security" and "safety" concepts and, (ii) the relevant concrete questions that could be addressed in this respect, in April 2002 the Chairman of the Working Party sent a letter to all members of the Working

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<sup>1</sup> Text underlined indicates a decision taken during the session and adopted by the Working Party.

Party. The Working Party noted that the letter raised the question of definitions of railway safety and security as well as issues related to railway safety and security.

6. Furthermore, the Working Party noted that discussions of these issues are ongoing in the European Conference of Ministers of Transport (ECMT), European Union (EU), International Union of Railways (UIC) and other transport forums. After an in-depth discussion, it decided to adopt (i) the definition of railway safety as “the socially required level of absence of risk of danger in the rail transport system where risk relates to personal accident, injury or material damage; and (ii) the definition of security in railways: “the protection of human beings, transport means and transport infrastructure against unauthorized and unexpected actions of any kind” as proposed by the Chairman. The Working Party further decided to await the finalization of the discussions in other international organizations (UIC – COLPOFER, ECMT, EC) before undertaking further discussion of the issue in relation to European railway transport. Nevertheless, the Working Party reiterated that the question of security and safety provisions for railway tunnels in particular would be monitored closely (see also para.29), and asked the aforementioned international organizations to keep the secretariat informed of new developments in respect of transport and security. In addition, the Working Party noted that member countries are regularly reporting new developments related to railway safety issues to the secretariat, thus complying with the request by the Inland Transport Committee (see also para. 32).

(ii) Rail Market Monitoring Scheme (RMMS)

7. After having been acquainted with the outline of the RMMS, the Working Party expressed its concern in relation to the objective of the project, extensive data needs and the possibility of data compilation from independent railway operators in the future. It recommended to the EC that all relevant information sources currently available, such as the UIC, OSZhD and joint data collected by Eurostat-ECMT-UNECE, as well as their common definitions, should be given due consideration. Furthermore, it was noted that a full and integrated picture of the rail transport market developments would not be possible without taking into account developments in other transport modes, as well as the rail market outside of the EU (see also para. 38). In order to continue following up developments on the project and its implementation, the Working Party asked the secretariat to follow closely further developments of the project in the Working Group for the Rail market Monitoring scheme (RMMS), and to request the information from the European Commission for its next session.

(iii) Organization of demonstration trains on Euro-Asian transport links

8. With great appreciation, the Working Party took note of the detailed information by the representative of the Russian Federation on the experience in a successful demonstration run of a block train through the Russian Federation along the Northern corridor of the Trans-Asian Railway (NC-TAR) and asked for the inclusion of a UNECE representative in the Steering Committee of this corridor. On the basis of the information provided by the Turkish State Railways (TCDD), the Working Party also noted that the trial runs of demonstration block trains to Central Asia have become regularized. In addition, it also noted the activity of OSZhD in further promoting Euro-Asian rail transport corridors and related activities, as well as the potential to extend established Euro-Asian railway corridors through Ukraine towards central and southern Europe and potentials of using the facilities for ferry transport from the port of Constanza via the Caucasus towards Central Asia.

9. The Working Party asked the representatives of Romania, Russian Federation, Turkey and OSZhD to inform the Working Party about the results of the demonstration runs of block trains and activities related to further promotion of Euro-Asian railway corridors at its next session, and asked the secretariat to provide for its next session information on Euro-Asian Transport corridors as defined by the St. Petersburg Conference and adopted by the Working Party on Transport Trends and Economics.

## **FOLLOW-UP TO THE REGIONAL CONFERENCE ON TRANSPORT AND THE ENVIRONMENT**

10. Noting in particular the reference to rail transport in the Report of the High-level Meeting, the Working Party stressed that the environmentally-friendly features of rail transport compared to other modes should be duly taken into account in the context of the Transport, Health and Environment Pan-European Programme (THE PEP). Noting that member countries regularly inform the Working Party on related developments in the field of railway transport and environment, it decided to incorporate this item into the “Activities of ECE bodies of interest to the Working Party” in its future sessions, and requested the secretariat to bring to its attention new developments when considered to be within the competences of the Working Party.

## **DETERMINATION OF RAILWAY INFRASTRUCTURE CAPACITY INCLUDING ASPECTS RELATED TO THE FEE FOR THE USE OF THE INFRASTRUCTURE**

Documentation: TRANS/SC.2/2002/1; TRANS/SC.2/2002/11 and Add.1.

11. The Working Party considered the report of the Informal Ad hoc meeting on the allocation of railway infrastructure capacity for international rail services and infrastructure management (TRANS/SC.2/2002/1) and underlined the relevance of the questions to be discussed at the Workshop on International Railway Infrastructure Capacity Allocation which was held on 18 October 2002, as the direct outcome of the above-mentioned Informal Ad hoc meeting. The Working Party asked the secretariat to circulate the outcome of the Workshop to all member countries (see paras. 40-45), and in collaboration with the EC DGTREN, to continue monitoring the progress made in the application of the EC Directive 2001/14/EC and report thereon to its next session.

## **PRODUCTIVITY IN RAIL TRANSPORT**

Documentation: TRANS/SC.2/2002/15; TRANS/SC.2/2002/14 and Add.1.

12. The Working Party examined the data on productivity figures provided by the International Union of Railways (UIC) and the Organization for Co-operation between Railways (OSZhD) and noted that, in spite of the difficulties to use them for international comparisons, the available data provide, to a certain extent, a useful indicator on the performance of member countries' railways over time.

13. Furthermore, the Working Party considered the secretariat's proposal outlining possible approaches for using qualitative indicators of productivity in rail transport (TRANS/SC.2/2002/15) and noted its usefulness as a preliminary draft of a framework that could enhance the comparability of the railway productivity data in the international context. The

Working Party asked member Governments to reply to a questionnaire containing a range of quality indicators of railway productivity for passenger and freight transport separately (on efficient service delivery, service quality, safety, accessibility, environmental quality, financial sustainability, capital and management together with the best practices) as referred to in TRANS/SC.2/2002/15, section IV. Furthermore, Governments are requested to propose, for the Working Party's 2003 session, what other qualitative criteria could be considered in the future and how to further advance the work on this issue.

## **FACILITATION OF BORDER CROSSING IN INTERNATIONAL RAIL TRANSPORT**

- (a) Monitoring of progress made in the facilitation of border crossing in international rail transport

Documentation: TRANS/SC.2/2002/8 and Add.1-2; Informal document No. 4.

14. The Working Party noted that the additional information on type and average duration of controls (e.g. customs, police, railway and other) at each border crossing considerably contributed to the completeness of the analysis and provided more insight into the interplay of various services involved in border controls. The Working Party took note of the oral report from its Chairman on the UIC's project Action Plan Border Crossing, the oral report on the TER PCO Seminar on border crossing facilitation between the project countries by the TER representative and the Vice-Chairman, as well as the oral report by the OSZhD representative on activities in this domain by his organization.

15. The Working Party asked the Governments of involved countries (Bulgaria, Hungary, Poland, Romania, Russian Federation, Turkey and Ukraine) to provide again to the secretariat the same information for the same border crossing points in 2003. The Working Party further decided that the questionnaire requesting the information distinguishing, among all trains, those with delays and the principal reasons which caused those delays for the same period (7-20 February) as in 2002. The secretariat will request this information and report on the results of this monitoring exercise at the next session of the Working Party. Noting that, in a number of border crossing stations, the real average stopping time for all freight trains was shorter than the scheduled stopping time, the Working Party asked the railways concerned to consider adapting their international railway timetables to the actual stopping time.

16. Favourably reacting to the proposal by the OSZhD representative on the need for convening an international meeting to deal with the railway border crossing facilitation issues, involving Governments, railways, customs and police authorities and all other involved actors, the Working Party agreed that such a meeting needs to be thoroughly prepared and carefully planned, inter alia on the basis of the results obtained through the aforementioned questionnaire on monitoring of border crossings, and decided to revert to this question at its next session. In order to advance planning of such a meeting, the Working Party asked the OSZhD, in collaboration with interested Governments if necessary, to prepare an initial proposal containing the border crossing issues to be discussed, involvement of various border crossing authorities and other organizational issues.

- (b) Border-crossing facilitation project in the SECI (South-east European Co-operative Initiative) region

17. The Working Party took note of the oral report from the secretariat on the progress made by the SECI Ad hoc Working Group on the facilitation of border stopping times of shuttle trains on the Sopron-Bucharest-Sofia-Thessaloniki/Istanbul line, and asked the secretariat to report on new developments also at its next session.

## **THE ROLE OF RAILWAYS IN THE PROMOTION OF COMBINED TRANSPORT**

Documentation: TRANS/SC.2/2002/3 and Add.1; TRANS/SC.2/2002/9.

18. The Working Party took note of the European Community and several EU member Governments' reports on the status of implementation of Directive 2001/16/EC of the European Parliament and of the Council of 19 March 2001 on the interoperability of the trans-European conventional rail system. It also noted the oral report by the Russian Federation on the progress made in applying the principles of operability on its railway network, as well as the need to align technical specifications of freight wagons with those used in the EU railway networks. Bearing in mind the request of the Working Party on Combined Transport, and noting the importance of timely and orderly implementation of the Directive, the Working Party invited the European Commission to report on the status of application of the Directive 2001/16/EC at its next session.

19. The Working Party further agreed that the role of railways in the promotion of combined transport should not be limited only to the follow-up of the technical aspects of the implementation of the above-mentioned Directive, but should also include a review of new and high-quality services offered by railways to combined transport operators. The Working Party, therefore, invited Governments to report at its next session on new efforts by railways to provide such high-quality services to combined transport in order to further promote combined transport.

20. Recalling its discussion at the fifty-fourth session, and bearing in mind that the issue of working hours in the context of interoperability is being addressed in other international bodies, the Working Party agreed not to revert to the issue of working hours for the time being.

21. Noting the highly important and relevant cooperation between the UIC and OSZhD in the development of common leaflets which have bearings for advancing the interoperability between the member countries of the two organizations, the Working Party invited OSZhD and UIC to report to the Working Party at its 2004 session on further advancement in developments of common leaflets.

22. Noting the importance of harmonization of legal regulations for international rail freight transport for further implementation of interoperability and the current discussion on this subject between the European Community, UIC and OTIF, the Working Party invited them to report at its next session on the results of their discussions (see also para. 31).

## EUROPEAN AGREEMENT ON MAIN INTERNATIONAL RAILWAY LINES (AGC)

### (a) Situation regarding the application of the AGC

23. The Working Party recalled decision F (43) adopted at the forty-third session of the Commission inviting "the Governments of ECE member States to consider taking all necessary steps in order to become Parties to the AGC" (E/1988/36-E/ECE/1170, chapter IV) and noted that the following countries are at present Parties to the AGC, bringing the total number of Contracting Parties to 24: Austria; Belarus; Belgium, Bosnia and Herzegovina (succession); Bulgaria; Croatia (succession); Czech Republic (succession); France; Germany; Greece; Hungary; Italy; Lithuania; Luxembourg; Poland; Republic of Moldova (succession); Romania; Russian Federation; Slovakia (succession); Slovenia (succession); The former Yugoslav Republic of Macedonia (succession); Turkey; Ukraine; Yugoslavia.

24. The Working Party took note of the Depository Notification C.N.1512.2001.TREATIES-3 of 24 April 2002 concerning the accession of Austria, and of the Depository Notification C.N.287.2002.TREATIES-1 of 28 March 2002 concerning the accession of Lithuania to the AGC.

25. The Working Party noted the situation with respect to the application of the AGC Agreement in member countries and invited those Governments, which had not yet acceded to the Agreement to examine the possibility of doing so.

### (b) Amendments proposed to Annex I of the AGC Agreement

Documentation: TRANS/SC.2/3002/6; TRANS/SC.2/2002/12.

26. The Working Party approved the updated version of Annex I of AGC (TRANS/SC.2/2002/6), and asked the secretariat to produce a consolidated version of the Agreement. The Working Party also noted the new AGC map produced by the secretariat, which was made available to participants of the Working Party.

27. The Working Party examined the amendments proposed by Slovenia (TRANS/SC.2/2002/12) and, in accordance with Article 11, para. 3 of the AGC Agreement (in the presence of the following Contracting Parties: Germany, Hungary, Poland, Romania, Russian Federation and Slovakia), adopted the amendments to Annex I of the AGC Agreement as contained in annex 1 to this report.

### (c) Data collecting efforts on the AGC network

Documentation: TRANS/SC.2/2002/7 and Adds.1-2.

28. Noting the participation of a great number of countries in the 2000 round of road census, the Working Party expressed its hope that in the E-rail census to be held in 2005, member Governments would actively participate in the same manner. The Working Party took note of the data on total train traffic on the AGC network in 2000 and, further noting their potential use for transport planning and financing purposes, asked Governments, which have not yet submitted it, to provide for its next session data on total train traffic on the AGC network in 2000.



(d) Safety provisions in long rail tunnels

Documentation: TRANS/AC.9/2 and Add.1.

29. The Working Party took note of the report of the first meeting of the Ad hoc Multidisciplinary Group of Experts on Safety in Tunnels (rail). It endorsed the programme of work and terms of reference of the Group as adopted at the first meeting and emphasized the importance of a timely conclusion of the work of the group, which should result in Guidelines for Safety in Railway Tunnels. Bearing in mind the importance of safety related issues for railway tunnels, the Working Party reiterated its intention to continue closely following this activity and suggested to the Ad hoc Multidisciplinary Group of Experts on Safety in Tunnels (rail) to prepare a first draft of Recommendations on safety in rail tunnels in the course of 2003 and asked the secretariat to report on this question again at the next session of the Working Party.

### **TRANS-EUROPEAN RAILWAY (TER) PROJECT**

Documentation: TRANS/SC.2/2002/13.

30. The Working Party took note of the annual TER report (TRANS/SC.2/2002/13) introduced by the UN/TER Project Manager. It asked to be kept informed of new developments also at its forthcoming session (see also para.34).

### **HARMONIZATION OF CONDITIONS OF DIFFERENT LEGAL RAIL TRANSPORT SYSTEMS**

Documentation: TRANS/SC.2/2002/10; TRANS/SC.2/2001/1.

31. The Working Party considered the information provided by OTIF (TRANS/SC.2/2001/1 and TRANS/SC.2/2002/10) and, noting the importance of the widespread and timely application of the new COTIF Convention, asked OTIF to report on further developments in the harmonization of conditions of different legal rail transport systems at its session in 2004. Having been informed by the representative of OSZhD that a preliminary common view on certain conditions of different legal rail transport systems between his organization and OTIF has been established, the Working Party asked the OSZhD to transmit the final document concerning this common position to the secretariat which will, upon receipt of this document, report to the Working Party.

### **INFORMATION ON DEVELOPMENTS IN VARIOUS RAILWAY FIELDS**

Documentation: TRANS/SC.2/2002/5 and Adds.1-4.

32. The Working Party considered the information received and, in view of its usefulness to member Governments, asked the secretariat to again collect the information from Governments, the EC, UIC and OSZhD for its 2004 session on the following issues:

safety in railway transport;

environmental questions related to railway operations;

introduction of new transport technologies and application of modern techniques to railway operations, in particular regarding the interface between rail transport and other transport modes.

33. Having noted the proposal of the secretariat, the Working Party agreed to have at its future session a summary of the replies in a tabular form.

## **PRESENTATION OF THE USE OF GLOBAL POSITIONING SYSTEM (GPS) IN THE RAILWAY SECTOR**

34. The Working Party noted with appreciation (i) the presentation of the Czech Ministry of Transport project concerning the use of a Global Positioning System (GPS) for the identification of trains, (ii) the Advance Cargo Information System (ACIS) developed by UNCTAD and being currently applied in a number of African and Asian countries and (iii) the presentation of the potential application of geographical information system (GIS) based mapping for the presentation of the AGC railway map and related data by the representative of the Institute of Regional Studies from Barcelona, Spain. The Working Party also asked the TER PCO to present its experience with developing and presentation of TER data and maps in the GIS environment at its next session (see para. 30).

35. Noting the potential use of the GIS mapping for transport policy analysis and planning, particularly from the point of view of transport corridor development, the Working Party asked the Inland Transport Committee to consider supporting the possible implementation of the GIS based mapping for the presentation of the AGC railway network.

36. Noting with regret the absence of the EU representative who was invited to present the information on the potential use of the EC's Galileo satellite radio-navigation system in the railway sector, the Working Party asked the European Commission to present the latest information on the development and application of the Galileo system at its next session. It further asked the secretariat to collect the information on practical experiences with the application or use of global positioning systems in rail freight transport, and report on its findings at its next session.

## **APPLICATION OF SUMMER TIME**

Documentation: Informal document No. 1.

37. In order to continue its monitoring of summer time arrangements, the Working Party asked Governments to provide the secretariat with information on this issue, only if any changes to the Directive 2000/84/EC (summer time starts at 1 a.m. UT on the last Sunday of March and ends at 1 a.m. UT on the last Sunday of October) are made, or if they do not comply with the Directive. The secretariat will subsequently produce an updated summary for consideration by the Working Party.

## **DRAFT PROGRAMME OF WORK FOR 2003-2007**

Documentation: TRANS/SC.2/2002/2.

38. Noting the need for more comprehensive data collection and relevant transport economic analysis of the rail sector in the context of overall transport in member countries, the Working Party reiterated its request to Governments and international organizations to respond to the secretariat's questionnaire "Study of the situation of railways in member countries" which will, according to the decision of the Working Party at its fifty-fifth session, be circulated in 2003 with the results presented at its next session (see also TRANS/SC.2/196, para. 16).

39. The Working Party adopted its draft programme of work as reproduced in annex 2 to this report.

### **WORKSHOP ON INTERNATIONAL RAILWAY INFRASTRUCTURE CAPACITY ALLOCATION**

40. As an outcome of an Ad hoc Informal meeting on infrastructure capacity allocation held in Geneva in April 2002, a Workshop on International Railway Infrastructure Capacity Allocation was convened on 18 October 2002 for participants in the Working Party session (see para.11). The representative of the Forum Train Europe (FTE) and the representative of the European Rail Infrastructure Managers (EIM) gave presentations at the Workshop at which the following topics were discussed: (i) what is railway infrastructure capacity? (ii) train path allocation: the impact of priorities and the benefits of flexibility, (iii) harmonization of deadlines for train path ordering and train path allocation, (iv) price system for train path allocation, and (v) technical and operational aspects of interoperability.

41. Recalling that the EC Directive 2001/14/EC provides the legal framework for international cooperation of infrastructure managers, it was noted that the formal scheduling of international timetables and capacity allocation is ensured by FTE. As the infrastructure railway capacity becomes scarcer and more expensive, infrastructure managers assume an increasingly important role in train path allocation.

42. In order to plan various types of traffic (regular, long-distance, international, passenger and freight) capacity managers need to take into account different priorities determined by various national legislations and international traffic needs. Following these priorities, general ranking principles have been established according to which: regular passenger trains normally have priority, passenger trains have priority over freight trains, scheduled traffic has priority over chartered traffic, and scheduled system traffic has priority over all other types of traffic. In order to meet demand for limited capacity and have certain flexibility in planning, capacity managers need to know the needs of traffic operators for both international and national traffic well in advance.

43. In order to provide additional capacity for freight traffic and to use more intensively rail goods transport, capacity managers perceive that certain potential exists in creating high quality train paths for freight traffic, dedicating particular railway lines for freight traffic, and bundling of various categories of trains travelling at the same speed. As the building of new infrastructure lines seems unlikely in many European countries, the optimization of the use of existing lines,

through a close coordination of the work of infrastructure managers and train operators, seems to be the most viable solution.

44. Regarding pricing and charging for infrastructure use, it was noted that no internationally-agreed rules (apart from the Directive 2001/14/ EC) exist for the time being. As national rules apply in each country, a transparent and neutral system needs to be found for accommodating international traffic needs. In covering the costs of infrastructure, many countries follow the marginal social cost coverage principle. Having to meet national requirements, all charging systems follow national cost coverage needs which range from 1% to 70% coverage. In order to improve management of railway assets, the pricing of access should recognize the capacity available and reflect this situation accordingly. If a rail line is close to saturation, the pricing should be adapted to the needs and provide for new infrastructure. Furthermore, the pricing may reflect demand which may be linked to the geography of the line, time of day, traffic speed (high-speed and conventional) and type of traffic (suburban, intercity, etc.).

45. After having been acquainted with the principles, the process and the current state of affairs in infrastructure capacity allocation at the international level as well as with the charging principles, the need for further harmonization of the process at the European level and technical and operational aspects of interoperability, including related activities of OSZhD, the Working Party agreed to keep the issue of infrastructure capacity and its various aspects on the agenda of its future sessions.

## **OTHER BUSINESS**

46. Noting the fast developments in the railway sector and the emergence of new actors such as, for example, the European Rail Freight Association and the Association of Private Wagon Users, the Working Party asked the secretariat to invite these and similar relevant associations to take part in its future sessions.

(a) Date of the Working Party's next session

47. The Working Party agreed to have its fifty-seventh session, tentatively on 21-23 October 2003.

(b) Distribution of documents

48. It was also recalled that the WP.5 website had been made available on the Internet and could be consulted under <http://www.unece.org/trans/main/wp5/wp5.html> . The website contains the reports, agenda of forthcoming session, major publications and working documents. To facilitate and accelerate the publication by the secretariat of working documents for the WP.5 sessions, delegates were invited, whenever possible, to duplicate the submission by mail (fax) of their proposals for WP.5 sessions by e-mail: [helmut.lehmacher@unece.org](mailto:helmut.lehmacher@unece.org) or [miodrag.pesut@unece.org](mailto:miodrag.pesut@unece.org).

## **ADOPTION OF THE REPORT**

49. In accordance with the decision taken by the Working Party at its fifty-second session (TRANS/SC.2/190, para. 6), the report on its fifty-sixth session has been established by the Chairman and the Vice-Chairman with the assistance of the secretariat for submission to the Inland Transport Committee.

50. The decisions adopted by the Working Party during the session are contained in the following paragraphs of this report: 6, 7, 8, 9, 10, 11, 13, 15, 16, 17, 18, 19, 20, 21, 25, 26, 27, 28, 29, 30, 31, 32, 33, 34, 35, 36, 37, 38, 45, 46 and 47.

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Annex 1

**EUROPEAN AGREEMENT ON  
MAIN INTERNATIONAL RAILWAY LINES (AGC)**

Amendments to Annex I of the AGC adopted at the fifty-sixth session  
of the Working Party on Rail Transport

**Proposed by Slovenia:**

LIST OF RAILWAY LINES:

**I. Numbering of lines at the European level**

**North-South**

E 69 Budapest – Székesfehérvár – Boba – Hodoš - Murska Sobota - Ormož -  
Murakeresztú- (Kotoriba-) – Čakovec- Središče

Pragersko–Zidani Most–Ljubljana–Divača - Koper

**II. Numbering of lines at the national level**

**Hungary**

E-69 Budapest–Székesfehérvár–Boba – Hodoš  
Murakeresztú- (Kotoriba-)

**Slovenia**

E-69 Hodoš-Murska Sobota –Ormož– Pragersko–Zidani Most–Ljubljana–Divača-Koper  
(Čakovec) - Središče

**Countries directly concerned:** Croatia<sup>1/</sup>, Hungary<sup>1/</sup>, Slovenia<sup>1/</sup>

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<sup>1/</sup> Countries directly concerned which are Contracting Parties to the AGC Agreement.

## Annex 2

### **DRAFT PROGRAMME OF WORK 2003-2007**

#### PROGRAMME ACTIVITY 02.5: RAIL TRANSPORT

##### 02.5.1 Rail transport infrastructure

Priority: 1

*I. Review of the situation concerning the implementation and possible amendments to the European Agreement on Main International Railway Lines (AGC)*

Description: Study of possibilities for the improvement of international rail transport.

Work to be undertaken: The Working Party on Rail Transport will carry out the following activities:

#### **CONTINUING ACTIVITIES**

- (a) Consideration of the AGC Agreement with a view to possibly: implementing and, whenever feasible, improving existing standards and operational parameters; taking into account new east-west traffic flows; raising environmental, energy and safety standards; taking into account the ECE Conventions on the Environment.  
Output expected: Report on amendment of the AGC network; Report on the development of a European conventional and high-speed railway network. (2003)  
Priority: 1
- (b) Consideration of the influence of intermodal transport techniques, especially those concerning investment, as well as the harmonization of rolling stock and speed on railways to facilitate the integration of these techniques into the railway system and to create general interoperability.  
Output expected: Report on investment in rail infrastructure and railway rolling stock in member countries. (2003)  
Priority: 2
- (c) Periodic review of the list of marshalling yards of international importance with a view to cutting down their numbers.  
Output expected: Updated report on the location of important marshalling yards within the European railway network. (2005)  
Priority: 2
- (d) As a follow-up to the Conference on Transport and the Environment, development and implementation of programmes to build up an efficient European Rail Freight Network by improving and promoting the:

- modernization and extension of rail and combined transport infrastructure;
- interoperability and co-ordination between rail systems;
- upgrade and wider use of environment-friendly rolling stock;
- logistics and services;
- establishment of international rail freight companies.

#### **ACTIVITIES OF A LIMITED DURATION**

- (e) Periodically survey passenger and goods traffic on the various sections of lines of the AGC network in order to provide support for transport planning; the third survey is based on data for 2000.  
Output expected: Report on total train traffic on the AGC network in 2000. (2003).  
Rail census in 2005. Priority: 2
- (f) Consideration of questions concerning safety in railways tunnels.  
Output expected: Report on the current situation and prospects for the development of new standards. (2003) Priority: 2
- (g) Consideration of developments regarding new railway initiatives on Euro-Asian transport links (e.g. organization of demonstration trains).  
Output expected: Report on the current and new initiatives. (2003) Priority: 2

#### *II. Special project: Trans-European Railway (TER)*

Description: Within the framework of the UNECE, the TER countries have established an appropriate administrative and financial framework, with the aim of developing a rail network as part of an integrated European international rail system.

#### Work to be undertaken

- (a) Consideration of specific project developments to promote international rail traffic. (Continuing)  
Output expected: Annual progress report on activities carried out within the TER project. Priority: 1
- (b) Consideration of possibilities for financing of TER in order to promote the upgrading and construction of internationally important rail lines. (Continuing) Priority: 3
- (c) Consideration of possible utilization of the results achieved under the project in other UNECE activities in the field of rail infrastructure including the implementation of AGC and AGTC in order to benefit from mutual experiences. (Continuing)  
Priority: 2



### III. *Interregional Cooperation*

Description: Cooperation with other regional commissions and international bodies involved in the development of interregional links.

Work to be undertaken: The Working Party will be kept informed of exchanges of information between the secretariats of the regional commissions and other international bodies in order to benefit from experiences gained in other regions of the world. (Continuing) Priority: 3

#### 02.5.2 Harmonization of requirements concerning international railway transport including rail safety and facilitation of its operations Priority: 1

Description:

- (a) Simplification and harmonization of administrative formalities, particularly, for documents and procedures at border crossing.
- (b) Harmonization of and search for standardized requirements concerning the utilization of railway infrastructure including computerization aspects.
- (c) Elaboration of proposals and preparation of studies aimed at strengthening, consolidating and extending the position of rail transport on international transport markets.
- (d) Analysis of problems relating to the harmonization and improvement of rail safety.
- (e) Consideration of prospects for the adoption of legal regulations applicable to the contract for the transport of goods and passengers by rail so as to establish a standard legal system (harmonization of the SMGS/SMPS and CIM/CIV systems).

Work to be undertaken: The Working Party on Rail Transport will carry out the following activities:

#### **CONTINUING ACTIVITIES**

- (a) Consideration of specific difficulties encountered at border crossings in the transport of passengers and goods by rail with a view to accelerating border crossing operations and establishing a programme to deal with problems common to several routes.  
Output expected: Report on bi- and multilateral contacts of Governments and railways to improve the crossing of borders in international rail traffic. (2003) Priority: 1
- (b) Consideration of follow-up of the implementation of recommendations and preparation of new texts or amendments to existing texts, if necessary, notably concerning the facilitation of border crossing with the aim to improve international rail traffic.  
Priority: 1

- (c) Review of requirements concerning railway operations and regulations, reduction of transport time and improvement in the precision of movements in the international carriage of goods, new operative developments in rail transport, the integration of services of different railways. Priority: 2
- (c) The study of the possibilities for harmonizing the application and periods of summer time with a view to upgrading transport quality in rail transport.  
Output expected: Report on the application of summer time. (2003)  
Priority: 3
- (d) Analysis of Government policies concerning rail safety to contribute to an improvement of safety in international transport.  
Output expected: Report on safety and implementation of risk assessment techniques in rail transport in the ECE region. (2003)  
Priority: 1

#### **ACTIVITIES OF A LIMITED DURATION**

- (f) Analysis of the various elements of productivity in rail transport and the possibilities to increase rail productivity in particular for international transport.  
Output expected: Bi-annual report on the development of productivity in rail transport in member countries. (2003)  
Priority: 2
- (g) Consideration on the basis of reports by the international organizations concerned of the progress accomplished on the harmonization of legal regulations applicable to the contract for the transport of goods and passengers by rail to examine whether the compatibility of the regulation concerned can be ensured.  
Output expected: Report by international organizations concerned on the progress made in the elimination of difficulties arising from different legal systems in international rail transport. (2004)  
Priority: 3
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