United Nations ECE/TRANS/WP.24/2021/5

Economic and Social Council

Distr.: General
10 August 2021

Original: English

Economic Commission for Europe

Inland Transport Committee

Working Party on Intermodal Transport and Logistics

Sixty-fourth session
Geneva, 20–22 October 2021
Item 3 (c) of the provisional agenda
European Agreement on Important International Combined Transport Lines and Related Installations: Implementation of the Agreement

Mechanism for implementation review of the European Agreement on Important International Combined Transport Lines and Related Installations

Note by the secretariat

I. Introduction

1. The Working Party on Intermodal Transport and Logistics (WP.24), at its sixty-third session, agreed to work towards the development of a mechanism through which it could understand the degree of the implementation of the European Agreement on Important International Combined Transport Lines and Related Installations (AGTC Agreement). Such a mechanism should allow Contracting Parties to understand if the designated lines of the AGTC network have been developed further to technical standards and performance parameters.

2. The development of such a mechanism is also encouraged in the Inland Transport Committee's (ITC) adopted resolution for strengthening the intermodal freight transport.

3. This current document contains a proposal for an AGTC implementation review mechanism. In fact, it suggests two separate parts of the mechanism, part one to assess the progress in establishing the AGTC network and part two to assess attainment of the performance targets.

4. WP.24 is invited to consider the proposed mechanism and its two separate parts with a view to adopt it, as deemed appropriate, and commence a process of implementation review of the AGTC Agreement.

II. Available good practices on review of implementation

5. This section refers to good practice for reporting on progress in the implementation of infrastructure networks. It presents information on (a) reporting on progress in implementing TEN-T Regulation (EU) No 1315/2013 of the European Parliament and of the Council of 11 December 2013 on Union guidelines for the development of the trans-

European transport network and repealing Decision No 661/2010/EU and (b) establishing and revising the Blue Book as an basic instrument for monitoring progress made in the implementation of the European Agreement on Main Inland Waterways of International Importance (AGN Agreement).

(a) Reporting on implementation of TEN-T

6. European Union Member States are required by Regulation (EU) No 1315 (2013) to inform the European Commission on a regular comprehensive and transparent basis about the progress made in implementing TEN-T projects and the investments made for that purpose. This shall include the transmission of annual data as far as possible through the interactive geographical and technical information system for TEN-T (TENtec). It shall include all relevant data concerning projects of common interest in receipt of Union funding.

7. The technical and financial data are collected and updated through the Open Method of Coordination-platform (OMC). The data are collected on a section basis. Implemented validation workflows ensure that data input and validation are done in close collaboration with Member States.

8. With regard to the TEN-T railway network, the technical data are collected on the following parameters: electrification of lines, track gauge, maximum axle load, maximum train length, line speed, and deployment of European Rail Traffic Management System. Data as to the status of sections are also collected.

9. The TENtec also contains a public portal which provides timely information to the public on the progress in the implementation of TEN-T. This is done through interactive maps, a map library and various audiovisual elements. It can be consulted at: Trans-European Transport Network TENTEC - European Commission (europa.eu).

(b) Blue Book

10. The Working Party on Inland Water Transport (SC.3), at its fourteenth session in 1996 agreed to develop a so-called Blue Book which would provide an inventory of existing and envisaged standards and parameters of E waterways and ports in Europe and show, on an internationally comparable basis, the available inland navigation infrastructure parameters in Europe as compared to the minimum standards and parameters prescribed in the AGN Agreement.

11. The Blue Book was prepared and published for the first time in 1998 as TRANS/SC.3/144 and revised three time in 2006, 2012 and 2017. The third edition can be consulted at: Blue Book UNECE.

12. The Blue Book data are also available in an online database at www.unece.org/trans/main/sc3/bluebook_database.html. This database allows to search, filter and export the E Waterways and E Ports data. An online map showing the data combined with different basemaps (topographical map, satellite map) gives an overview of the E network at the pan-European level.

13. The Blue Book lists bottlenecks and missing links on the E Waterway network by country which are defined as (i) basic bottleneck, (ii) strategic bottleneck, and (iii) missing link, as endorsed by SC.3.

14. The Blue Book further specifies navigational characteristics of each E Waterway and its sections. The data present the target values versus the parameters existing at the time of the elaboration of the new Blue Book edition.

15. Finally, the Blue Book presents data on locks or lock complexes, ship lifts and inclined planes situated on E Waterways as well as data on inland navigation ports of international importance which are classified as per their annual cargo-handling capacity.

III. Understanding the level of implementation of the European Agreement on Important International Combined Transport Lines and Related Installations

16. This section informs about what data should be collected for assessing the level of implementation of the AGTC Agreement on a comparable level with available good practice presented in section II. In part (a) data on the development of the AGTC network is discussed while in part (b) performance targets provided in the Agreement are referred.

(a) Data on AGTC network

17. Understanding the level of implementation of the AGTC Agreement requires that data are made available on the level of development of the AGTC lines and related installation.

18. For the AGTC lines, the data would need to inform about the status of AGTC lines, and more specifically their various sections, whereby a section is part of the line between two specified points of reference, preferably provided as geographic coordinates. Moreover, the data would need to inform whether the sections of lines meet the requirements established by the Agreement's minimum infrastructure parameters, which are listed in the table below.

		A			*B*	
		Existing lines which meet the infrastructure requirements and lines to be improved or reconstructed			New lines	
		at present	target values			
1.	Number of tracks	(not specified)	(not specified)		2	
2.	Vehicle loading gauge		UIC B[2]		UIC C[2]	
3.	Minimum distance between track centres[1]		4,0 m		4,2 m	
4.	Nominal minimum speed[3]	100 km/h	Line category	Speed	Line category	Speed
			F1	120	F1	120
			F2	120	F2	120
			F3	100	F3	100
			F4	n.a.	F4	n.a.
			F1520	120	F1520	120
			F1600	100	F1600	100
5.	Authorized mass per axle:					
	Wagons ≤ 100 km/h	20 t	22,5 t		22,5 t	
	≤ 120 km/h	20 t	20 t		20 t	
6.	Maximum gradient[1]	(not specified)	(not specified)		12.5 mm/m	
7.	Minimum useful siding length	600 m	750 m		750 m	

19. As the AGTC Agreement distinguishes between the existing and newly constructed lines, the various sections for each line need to be classified accordingly to have clarity which target values they need to achieve. The status information should state this classification.

20. For related installations, such as terminals and intermediate stations, the latter further classified as stations for exchange of wagon groups, border-crossing points, gauge interchange stations and ferry links/ports, they should meet the requirements of the lines which they serve with regard to vehicle loading gauge, authorized mass per axel and minimum siding length. The collected data for these installations would need to confirm if these minimum standards are met at those installations. In addition, for interchange stations, the interchange technique should be known, which as a matter of fact is provided in Annex II, section C of the AGTC Agreement. For ferry links/ports, the ferry carriage technique should be known, i.e. whether loading units stay or not on wagons during the carriage. Such information is not included in the AGTC Agreement.

(b) Performance targets

21. The AGTC Agreement defines a number of performance targets for the installations. As such statistics could be collected to understand if the performance targets are achieved or what is the progress on those targets over time if measured by specific indicators.

22. These targets are:

At terminals and gauge interchange station:

- Time between arrival of trains to the availability of wagons for unloading of loading units – maximum one hour.

At terminals:

- Time between acceptance of the latest consignment and departure of trains – maximum one hour.
- Waiting periods for road vehicles – maximum 20 minutes.

At stations for the exchange of wagons:

- Stop-over time for transfer of wagons – maximum 30 minutes

At borders:

- Time of stops only if unavoidable – maximum of 30 minutes

At ports:

- Time of stops – maximum of one hour

23. The AGTC Agreement also defines performance targets for rolling stock. They are equivalent to the infrastructure parameters for speed and axle load, i.e. 120 km/h with weight of 20 tonnes per axle and 100 km/h with the weight of 22.5 tonnes per axle.

IV. Implementation review mechanism

24. This section provides, in part (a), the proposal for an implementation review mechanism for the AGTC network (AGTC lines and related installations). In part (b), performance indicators are proposed for assessing the performance of the network. It is proposed that both parts are considered separately.

(a) Implementation review mechanism for the AGTC network

25. The implementation review mechanism provides a tool for assessing and understanding progress in developing the AGTC network.

26. Establishment of the mechanism requires creation of an inventory (similar in approach to TENtec or the E Waterways inventories) with the most up-to-date information on:

- the network lines and the already achieved parameters by the lines in operation versus the target parameters, and
- related installation and the achieved parameters versus the target parameters.

27. The mechanism introduces then a requirement to report parameter changes versus the information in the inventory. For sections of lines and for related installations which in the inventory are marked as not meeting the target values either for new lines or new related installations, which have not yet been realized, the reporting should be done at least once every 3 years (or at another interval as deemed appropriate).

28. The following forms should be used for updating the information:

For AGTC lines:

AGTC line:	*Section:*	*Status*	*Sub-status*	*N. of tracks*	*Vehicle loading gauge*	*Min distance between track centres*	*Nominal min speed*	*Authorized mass per axle (at up to100km/h) (at up to 120 km/h)*	*Max gradient*	*Min useful siding length*
	Geographic coordinates of reference start point:	Existing line*	Upgraded	**Target values**						
				-	**UIC B**	**4.0**	**120 km/h**	**22.5 t 20 t**	**-**	**750 m**
			For upgrade	**Achieved values**						
				x	x	x	x	x	x	x
	Geographic coordinates of reference end point:	New line*	Realized	**Target values**						
				2	**UIC C**	**4.2**	**120 km/h**	**22.5 t 20 t**	**12.5mm /m**	**750 m**
			In construction **	**Achieved values**						
				x	x	x	x	x	x	x
			In planning**							

* Select as relevant, and fill remaining fields accordingly.

** For lines in construction or planning leave the fields for achieved values empty.

For related installations:

Type of installation	*Geographic position*	*Serving type of line*	*Vehicle loading gauge*	*Authorized mass per axle*	*Min useful siding length*	*Interchange technique applied (for gauge interchange stations only)*	*Carriage technique applied (for ferry links/ports only)*
Stations for exchange of wagon groups,		Existing *	**Target values**			Change of wagon axles/bogies	Carriage of loading units on wagons
			UIC B	**22.5 t**	**750 m**		
			Achieved values				
			x	x	x		

Type of installation	*Geographic position*	*Serving type of line*	*Vehicle loading gauge*	*Authorized mass per axle*	*Min useful siding length*	*Interchange technique applied (for gauge interchange stations only)*	*Carriage technique applied (for ferry links/ports only)*
Border-crossing points		New lines*	**Target values**			Transhipment of loading units by crane/other handling equipment	Transhipment of loading units to ferry
			UIC C	**22.5 t**	**750 m**		
Gauge inter-change stations			**Achieved values**				
			x	x	x		
Ferry links/ ports*							

* Select as relevant, and fill remaining fields accordingly.

29. With regard to the creation of the inventory, such can be established by pooling data from other existing open databases (such as e.g. TENtec for railways), updating it with data that could not be pooled, and finally validating the data. With the current development of Geographic Information System (GIS), it can be recommended that data are collected and pooled in GIS-compatible format so that it can be visualized on different maps.

30. In cases where the status update suggests a different passage of a line than is provided in Annex I of the AGTC Agreement, the update should only follow after the line has been amended accordingly in the Agreement.

31. ECE GIS and the data incorporated therein on AGTC lines, as developed in other projects managed by the ECE Sustainable Transport Division, can serve as a basis for the creation of the inventory for the review of the AGTC Agreement's implementation. The draft inventory, as available could be updated by the use of the forms above. These forms can be established in an electronic format so that data pooling from these forms to the inventory could be done seamlessly. The inventory would be created after data available therein would be validated by WP.24 following information from all Contracting Parties on the accuracy of data. With validation of the inventory, the first update should be reviewed after three years (or another interval as deemed appropriate).

32. The ECE GIS on AGTC lines and related installations will be presented separately to this document to WP.24 during the sixty-fourth session.

(b) Performance indicators

33. The progress in achieving the performance targets – provided in the Agreement and listed in section III (b) above – can be assessed by calculating periodically (e.g. annually) key performance indicators. This performance assessment can be done separately and is independent from assessing progress in establishing the AGTC network by creating and updating the AGTC lines and related installations inventory. The following indicators may be used for assessing the progress in performance:

- Average train waiting time at AGTC terminals in a calendar year (calculated for all trains loaded/unloaded at the AGTC terminals during a calendar year in a Contracting Party);
- Median train waiting time at AGTC terminals in a calendar year (calculated for all trains loaded/unloaded at the AGTC terminals during a calendar year in a Contracting Party);
- Average road vehicle waiting time at AGTC terminals in a calendar year (calculated for all road vehicles loaded/unloaded at the AGTC terminals during a calendar year in a Contracting Party);

- Median road vehicle waiting time at terminals in a calendar year (calculated for all road vehicles loaded/unloaded at AGTC terminals during a calendar year in a Contracting Party);
- Average train stop time at AGTC gauge interchange stations in a calendar year (calculated for all trains arriving at the AGTC gauge interchange stations during a calendar year in a Contracting Party);
- Median train stop time at AGTC gauge interchange stations in a calendar year (calculated for all trains arriving at the AGTC gauge interchange stations during a calendar year in a Contracting Party);
- Average train stop time for wagon transfer at stations for exchange of wagons in a calendar year (calculated for all trains with scheduled stops for wagon transfer during a calendar year in a Contracting Party);
- Median train stop time for wagon transfer at stations for exchange of wagons in a calendar year (calculated for all trains with scheduled stops for wagon transfer during a calendar year in a Contracting Party);
- Average train stop time at AGTC borders in a calendar year (calculated for all trains arriving at the AGTC borders during a calendar year in a Contracting Party);
- Median train stop time at AGTC borders in a calendar year (calculated for all trains arriving at the AGTC borders during a calendar year in a Contracting Party);
- Average train stop time at AGTC ports in a calendar year (calculated for all trains arriving at the AGTC ports during a calendar year in a Contracting Party);
- Median train stop time at AGTC ports in a calendar year (calculated for all trains arriving at the port during a calendar year in a Contracting Party).

34. The following indicators may be used for assessing the performance of trains:

- Average moving speed of intermodal trains in a calendar year (calculated for all trains on their routes during a calendar year, time spent at scheduled stops should be excluded);
- Relation of intermodal trains delayed beyond 30 min to all intermodal trains during a calendar year (calculated as a number of trains with the given delay and divided by the number of all intermodal trains using the network of a Contracting Party during a calendar year).

35. Whether or not the above indicators can be calculated depends on what data are already collected by ministries of transport or national statistics offices from various transport stakeholders, in particular railway and related installations operators, and whether collection of additional data as required for the indicators above, in case it is not collected yet, is possible and at which timeframe.

36. In this regard, before endorsing these indicators, a research would need to be done as to what data are already available in the Contracting Parties. It is recommended therefore that the performance review is considered separately from the creation of the network inventory and review of network parameter changes.

37. It may be further explored whether the ECE Working Party on Transport Statistics be interested in data collection needed for performance assessment.