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INLAND TRANSPORT COMMITTEE

Working Party on Rail Transport

**REPORT OF THE WORKING PARTY ON RAIL TRANSPORT
ON ITS FIFTY-FOURTH SESSION
(3-5 October 2000)**

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REPORT¹

ATTENDANCE

1. The Working Party on Rail Transport held its fifty-fourth session from 3 to 5 October 2000. Mr. E. Kosteas (Greece) and Mr. G. Szabo (Hungary) were Chairman and Vice-Chairman, respectively, of the session. Representatives of the following ECE member States participated: Azerbaijan, Belgium, Bulgaria, Croatia, Czech Republic, Finland, France, Germany, Greece, Hungary, Italy, Netherlands, Poland, Romania, Russian Federation, Slovakia, Switzerland, Tajikistan, Turkey and Ukraine. The Commission of the European Community (CEC) was also represented. Representatives of the following intergovernmental organizations also took part in the session: Organization for Co-operation between Railways (OSZhd), Intergovernmental Organization for International Carriage by Rail (OTIF). The following non-governmental organizations were present: International Union of Railways (UIC); International Union of Combined Road/Rail Transport Companies (UIRR).

ADOPTION OF THE AGENDA

Documentation: TRANS/SC.2/193.

2. The provisional agenda (TRANS/SC.2/193) was adopted with the following amendments:
 - Under item 7 (a) two separate topics were considered: (i) passenger transport; (ii) freight transport.
 - A new item on harmonization of conditions of different legal rail transport systems was discussed after item 13.
3. The Working Party took note of the statement of the Russian delegate about the absence of many of the official documents included in the provisional agenda in the Russian language, which made it difficult for the delegates to be prepared to the session. In this connection, the Working Party also took note of his proposal on the exclusion from the discussion of those items for which the documentation was not available in the three official languages.
4. The Working Party regretted that, in spite of the measures taken by the secretariat, many documents for the present session had not been translated into the three official languages. In this context, the Working Party requested the secretariat to take additional steps for improving the situation and to report to the Inland Transport Commission on the current situation.
5. The Working Party agreed to take into consideration in future for discussion only those official documents available in the three official languages at the beginning of the meeting.

¹ Text underlined indicates a decision taken during the session.

ACTIVITIES OF ECE BODIES OF INTEREST TO THE WORKING PARTY

(a) Economic Commission for Europe

Documentation: E/ECE/1381.

6. The Working Party was informed about the results of the fifty-fifth session of the Economic Commission for Europe (Geneva, 3-5 May 2000), regarding ECE's operational activities and the development of joint projects with the Economic Commission for Africa (ECA), the Economic and Social Commission for Western Asia (ESCWA) and the Economic and Social Commission for Asia and the Pacific (ESCAP).

(b) Inland Transport Committee and subsidiary bodies

Documentation: ECE/TRANS/133 and Add.1; TRANS/SC.2/2000/18; Informal Document No.1.

7. The Working Party learned about the results of the sixty-second session of the Inland Transport Committee (ITC) to the extent that they were related to the area of work of interest to the Working Party (ECE/TRANS/133, paras. 54-61). In connection with this agenda item, the Working Party discussed, in particular, the following areas:

(i) Business community

8. At its sixty-second session, the Inland Transport Committee asked its subsidiary bodies to assess the relationship with the business community and to report back on how that relationship could be used to greater advantage to enhance the work of those bodies (ECE/TRANS/133, para. 7).

9. The Working Party appreciated the working relationship it has had for many years with the business community in the rail sector, in particular with UIC and OSZhD. In view of the extensive co-operation with rail business, especially with the above-mentioned two organizations, it has been possible to deal in detail with a great number of infrastructure and facilitation items related to rail transport. The Working Party underlined the usefulness of convening joint meetings with the business community in order to analyze rail problems from the point of view of rail companies and Governments alike.

(ii) Conclusions of the Informal Meeting on Rail Transport

10. The Working Party was informed about the conclusions of the Informal Meeting on Rail Transport held in Geneva on 15 June 2000 (TRANS/SC.2/2000/18), particularly on customs questions affecting rail transport and working hours of railway personnel and its impact on the operation of international through trains.

11. The Working Party agreed that an informal meeting on rail border crossing matters, composed of the bureaux of SC.2 and WP.30, which should be joined by UIC and OSZhD might consider the following questions in Central and Eastern European countries:

- (a) Problems of documentation concerning, in particular, (i) the acceptance of different kinds of documents (e.g. consignment note) to be provided for customs control at the border; and (ii) advance information to be prepared for customs controls at the border.

- (b) Problems concerning control devices related in particular to the preparation for physical control, e.g. on the basis of samples.
- (c) Organizational problems related to border control procedures (i) due to the insufficient number of customs officers, and (ii) the limited number of office hours.
- (d) Problems concerning illegal immigration related, in particular, to the inspection of vans and containers.

12. In order to facilitate discussion at the informal meeting, the Vice-Chairman of SC.2 agreed to prepare a note outlining the concrete customs-related problems railway companies are encountering.

13. The Working Party also urged countries to take these questions up bilaterally in order to promote international freight and passenger rail traffic.

14. Concerning working hours of railway personnel and its impact on the operation of international through-trains, the Working Party took note of the considerations made by the Informal Meeting (TRANS/SC.2/2000/18, item 4) and agreed that, in the current situation, working hours did not represent a barrier for the operation of international services. Accordingly, it decided not to deal with this subject at present but to revert to it in the future if the situation were to evolve, e.g. if rail crews were allowed to work on foreign networks thus respecting different safety rules and working hours.

15. The representative of the Russian Federation informed the Working Party on the results of the second International Euro-Asian Conference on Transport held in St. Petersburg, on 12-13 September 2000. The Working Party took note that at this Conference the countries concerned and the European Commission signed an annex to the Memorandum of Understanding for the development of Pan-European Transport Corridor No. 2 (Berlin-Warsaw-Minsk-Moscow), which provides for the extension of the corridor eastwards to Nizhny Novgorod.

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

Documentation: JMTE/2000/8.

16. The Working Party was informed about the progress made in the implementation of the Vienna Declaration (ECE/RCTE/CONF./2/FINAL) and the Programme of Joint Action (ECE/RCTE/CONF./3/FINAL), and the decisions taken at the third Joint Meeting of the Bureaux of the Inland Transport Committee and the Environment Committee (6 June 2000) (JMTE/2000/8).

RELEVANCE OF RAILWAYS IN THE TRANSPORT MARKET

Documentation: TRANS/SC.2/2000/1; Informal Document No.8.

17. The Working Party appreciated the presentation made by the delegate from the UIC, which highlighted the problems linked to the use of rail market share as an indicator of railway performance, and proposed to drop the futile “road/rail market battle” approach that has been

prevalent in many approaches in the past and to adopt a more realistic strategy based on increasing viable traffic on rail.

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

Documentation: TRANS/SC.2/2000/2 and Adds.1-5.

18. The Working Party held a substantive discussion on this topic, based on the summary note prepared by the secretariat (TRANS/SC.2/2000/2), as well as on the information provided by Governments (TRANS/SC.2/2000/2/Adds.1-5).

19. The Working Party agreed that the emerging system on rail infrastructure management should take full consideration of the particular needs of international freight transport. Accordingly, it requested the secretariat to address the Forum Train Europe (FTE), and ask it to report on the existing practical problems linked to capacity allocation for international freight services.

20. The Working Party asked the representative of the Netherlands to report on the practical problems faced by infrastructure managers in the allocation of train paths.

21. The Working Party also asked those Governments that had not yet done so to provide information on this question.

PRODUCTIVITY IN RAIL TRANSPORT

Documentation: TRANS/SC.2/2000/3 and Adds.1-2.

22. The Working Party examined the productivity figures provided by UIC, OSZhD and the TER Project Central Office. It welcomed the generally positive trends in productivity showed by most Western European Railways, as well as the signs of stabilization in the figures of Central and Eastern European Railways.

23. The Working Party agreed that the indicators available should be completed by qualitative indicators, and asked the secretariat to prepare a proposal in this sense, together with the UN/TER Project Central Office if approved by the UN/TER bodies, in co-operation with the International Union of Railways (UIC) and the Organization for Co-operation between Railways (OSZhD), and to present it at its session in 2002 together with productivity figures from all ECE countries.

FACILITATION OF BORDER CROSSING IN INTERNATIONAL RAIL TRANSPORT

(a) Follow-up to ITC resolution No. 248 on the Reduction of Border Stopping Time of Shuttle Trains in International Traffic

(i) Passenger transport

24. The Working Party asked Governments to take the necessary technical measures (including staff) in order to make all necessary checks on board of running trains.

(ii) Freight transport

Documentation: TRANS/SC.2/2000/4 and Add.1.

25. The Working Party agreed to include freight shuttle trains as a category within the general monitoring system of border-crossing conditions in Europe (para. 28). The Working Party agreed on the following definition of shuttle trains: block freight trains circulating from origin to destination following a fixed route with a periodicity of at least 1 circulation per week in each direction.

(b) Annual monitoring on the progress made in the facilitation of border crossing in international rail transport

Documentation: TRANS/SC.2/2000/5 and Adds.1-4; TRANS/SC.2/2000/6; TRANS/SC.2/2000/18; Informal Document No. 7 (2000).

26. The Working Party took note of the information provided by Governments on the progress made in the facilitation of border crossing in international rail transport (TRANS/SC.2/2000/5 and Adds.1-4), and welcomed the efforts made to reduce stopping times at the border for passenger and freight trains.

27. The Working Party agreed to simplify this questionnaire in the future, focusing on best practices (new measures and bilateral and multilateral initiatives) to further reduce stopping times.

28. The Working Party approved the border-crossing monitoring system, as defined in Annex 3.

29. The Working Party asked the secretariat to send the questionnaire referred to in para. 25 for 2001 only to the countries for the following border stations: Ruse, Kulata and Svilengrad (Bulgaria), Promachon (Greece), Lököshaza (Hungary), Curtici and Giurgiu Nord (Romania), Suzemka (Russian Federation), Kapikule (Turkey) and Zernovo (Ukraine).

30. The Working Party asked the secretariat to report on the results of this monitoring effort at its forthcoming session, and particularly on the possibility of extending the monitoring system to all the stations that had been initially envisaged (TRANS/SC.2/192, para. 31 and Informal Document No. 7 (2000)).

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

31. The Working Party took note of the oral report from the Chairman on the progress made by the SECI Working Group on facilitation of border crossing for shuttle trains on the Sopron-Bucharest-Sofia-Thessaloniki/Istanbul line, and asked him to report on new developments also at its next session.

EUROPEAN AGREEMENT ON MAIN INTERNATIONAL RAILWAY LINES (AGC)

(a) Situation regarding the application of the AGC

32. 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 22: Belarus; Belgium, Bosnia and Herzegovina (succession); Bulgaria; Croatia (succession); Czech Republic (succession); France; Germany; Greece; Hungary; Italy; Luxembourg; Republic of Moldova (succession); Poland; Romania; Russian Federation; Slovakia (succession); Slovenia (succession); The former Yugoslav Republic of Macedonia (succession); Turkey; Ukraine; Yugoslavia.

33. The Working Party took note that the amendments proposed by Hungary and Poland to Annex I of the Agreement and approved by the Working Party at its last session have been accepted and will enter into force on 15 November 2000 (depositary notification C.N.562.2000.TREATIES-2 of 15 August 2000).

34. 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.2/2000/7 and Add.1; Informal Document No. 4 (2000).

35. The Working Party approved the updated version of Annex I of AGC (TRANS/SC.2/2000/2000/7), and asked the secretariat to produce a consolidated version of the Agreement, including a new map of the AGC network, for its forthcoming session.

36. The Working Party examined the amendments proposed by the Czech Republic and the Republic of Moldova (TRANS/SC.2/2000/Add.1) and noticed that they only aimed at correcting mistakes in the definition of the AGC railway lines in their respective territories.

37. In accordance with Article 11, para. 3 of the AGC Agreement, the Working Party (in the presence of the following Contracting Parties: Belgium, Bulgaria, Croatia, Czech Republic, France, Germany, Greece, Hungary, Italy, Poland, Romania, Russian Federation, Slovakia, Turkey and Ukraine) adopted the amendments to Annex I of the AGC Agreement as contained in annex 1 to this report.

38. The Working Party took note of the comments made to the circulation of document TRANS/SC.2/2000/7 by Denmark, Finland and Sweden, which are reproduced in the annex of TRANS/SC.2/2000/7/Add.1.

(c) Extension of the AGC network to Central Asia and the Caucasus

Documentation: TRANS/SC.2/2000/8; Informal Document No. 6 (2000).

39. A member of the secretariat briefed the Working Party on the conclusions of the informal meeting held on 2 October 2000 for the extension of the AGC network to Central Asia and the Caucasus, and presented the proposal for the extension of the AGC network.

40. The Working Party agreed with the proposal of the Russian Federation regarding the consideration of the railway lines Krasnodar-Novorossisk and Sverdlovsk-Kurgan-Petropavlosk-Omsk as principal lines.

41. In accordance with Article 11, para. 3 of the AGC Agreement, the Working Party (in the presence of the Contracting Parties mentioned in para. 34) adopted the amendments to Annex I of the AGC Agreement for the extension of the network to the Caucasus and Central Asia, presented by the Greek Government, as contained in annex 1 to this report.

42. The Working Party asked the delegate from Tajikistan to contact the Kyrgyzs Government in order to consider the extension of the new E 695 and E 696 lines to Tajikistan and Kyrgyzstan and to subsequently address a formal letter to the secretariat with the corresponding amendment proposals for consideration by the Working Party at its next session

43. The Working Party took note of the proposal of the Russian Federation regarding the inclusion of "Euro-Asian railway links" in its programme of work on a permanent basis.

(d) Data collecting efforts on the AGC network

Documentation: TRANS/SC.2/2000/9 and Add.1; TRANS/SC.2/2000/10; TRANS/SC.2/2000/18; 1997 Yellow book (ECE/TRANS/NONE/2000/98).

44. The Working Party took note of the 1995 data provided by the Governments of Denmark, Finland, Norway, Romania and Slovakia, which have been circulated in documents TRANS/SC.2/2000/9 and Add.1, as well as the information provided by the Government of Greece (Informal Document No. 3 (2000)), and requested Governments that have, thus far, not done so to provide for its next session data on total train traffic on the AGC network in 1995.

45. Furthermore, the Working Party noted with satisfaction the new edition of the Yellow Book for 1997, prepared by the secretariat, which besides the AGTC data also includes relevant information on infrastructure parameters for the AGC network.

46. The Working Party also took note of the conclusions of the informal meeting on the rail census in the ECE region (TRANS/SC.2/2000/10), and agreed to include this activity in its draft programme of work (Annex 2) and to propose to the Inland Transport Committee to convene an ad hoc meeting on the rail census in 2002.

(e) Location of important marshalling yards in Europe

Documentation: TRANS/SC.2/165/Rev.2.

47. The Working Party adopted the new version of resolution No. 66 (Recommendation concerning the system of marshalling yards of major European importance), and expressed its satisfaction with the updating of the list of marshalling yards.

(f) Safety provisions in long rail tunnels

Documentation: TRANS/SC.2/2000/18; Informal Document No. 2 (2000).

48. The Working Party took note of the progress made by the first ad hoc meeting of the multidisciplinary group of experts on safety in tunnels (10-11 July 2000, Informal Document No. 2 (2000)). A new meeting is scheduled for 10-11 October 2000.

49. In accordance with the resolution of the ITC, the Working Party asked the secretariat to keep it informed also at its forthcoming session on the progress made by the group of experts.

50. The Working Party agreed that a discussion on safety in long rail tunnels would be necessary, and asked its Chairman to raise this question at the forthcoming session of the Inland Transport Committee (ITC).

RAILWAYS' PRACTICES AND COMBINED TRANSPORT DEVELOPMENT

Documentation: TRANS/SC.2/2000/11; TRANS/WP.24/89.

51. The Working Party agreed to convene a joint meeting on this issue with the Working Party on Combined Transport on 19 April 2001, with the objective to develop a checklist identifying questions related to punctuality and predictability of combined transport services, and to identify those market areas where combined transport could better compete with road transport and where the efforts to improve quality should be emphasized (TRANS/WP.24/89, para. 48).

52. The Working Party asked the secretariat to convene an informal meeting composed of the Chairmen and Vice-Chairmen of WP.24 and SC.2, and representatives from UIRR and UIC in order to establish the agenda for the joint meeting.

RESEARCH PROGRAMMES FOR RAIL TRANSPORT

Documentation: TRANS/SC.2/2000/12.

53. The Working Party took note of the written information provided by the European Commission and asked the secretariat to collect information from Governments on their research activities in the field of railway transport in order to consider it at its forthcoming session (see also TRANS/SC.2/192, para. 58).

TRANS-EUROPEAN RAILWAY (TER) PROJECT

Documentation: TRANS/SC.2/2000/15.

54. The Working Party took note of the annual TER report (TRANS/SC.2/2000/15) presented by the UN/TER Project Manager and asked him to report on new developments also at its forthcoming session.

APPLICATION OF SUMMER TIME

Documentation: TRANS/SC.2/2000/13; TRANS/SC.2/2000/14; Informal Document No.1(2000).

55. The Working Party took note of the summary note prepared by the secretariat with an overview of summer time arrangements in Europe (TRANS/SC.2/2000/13), and the proposal made by the European Commission to the European Parliament in order to extend the existing arrangements indefinitely from 2002 on (TRANS/SC.2/2000/14 and Informal Document No. 1).

56. In order to continue its monitoring of summer time arrangements, the Working Party asked Governments to provide the secretariat with information on this issue, if any changes to the EU's Directive (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. The secretariat will subsequently produce an updated summary for consideration by the Working Party.

INFORMATION ON DEVELOPMENTS IN VARIOUS RAILWAY FIELDS

Documentation: TRANS/SC.2/2000/16 and Adds.1-5; Informal Document No. 3 (2000).

57. The Working Party considered the information received and, in view of its usefulness, asked to continue collecting it on the following issues:

- (a) environmental questions related to railway operations;
- (b) safety in railway transport;
- (c) 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.

HARMONIZATION OF CONDITIONS OF DIFFERENT LEGAL RAIL TRANSPORT SYSTEMS

58. The delegates from OTIF and OSZhD reported orally on the progress made in the harmonization of the CIM/CIV and SMGS/SMPS legal systems.

59. The Working Party asked OTIF and OSZhD to prepare a report on the progress made in the harmonization of the COTIF-CIM/CIV and SMGS/SMPS systems by the end of the year, which would be circulated subsequently by the secretariat. The Working Party also asked OTIF to

report at its 2002 session on further developments, taking into account the implementation of the new COTIF Convention.

60. The Working Party encouraged OTIF and OSZhD to continue their efforts for harmonizing both systems.

DRAFT PROGRAMME OF WORK FOR 2001-2005

Documentation: TRANS/SC.2/2000/17.

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

OTHER BUSINESS

62. The Working Party welcomed the information from the Czech delegate on the project of his Ministry of Transport concerning the use of Global Positioning Systems (GPS) for the identification of trains and agreed to have a presentation of this project by the Czech delegate at its next meeting.

63. The Working Party noted that its fifty-fifth session was tentatively scheduled to be held from 16 to 18 October 2001.

ADOPTION OF THE REPORT

64. 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-fourth session has been established by the Chairman and the Vice-Chairman with the assistance of the secretariat for submission to the Inland Transport Committee.

65. The decisions adopted by the Working Party during the session are contained in the following paragraphs of this report: 2, 5, 11, 12, 13, 14, 19, 20, 21, 23, 24, 25, 27, 28, 29, 30, 31, 34, 35, 37, 38, 40, 41, 42, 43, 46, 47, 49, 50, 51, 52, 53, 54, 56, 57, 59, 60, 61 and 62.

Annex 1

EUROPEAN AGREEMENT ON MAIN INTERNATIONAL RAILWAY LINES (AGC)

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

Proposed by the Czech Republic:

Extend E 59 to the South as follows: Chalupki-Bohumín-Ostrava.

Complete definition of E 61 as follows: Breclav-Kúty-Bratislava.

Complete definition of E 40 as follows: Ostrava- Mosty u Jablunkova-Èadca-Zilina

Proposed by the Republic of Moldova:

Amend the following railway lines in the Republic of Moldova, to read as follows:

E 95 (Iasi-) Ungheni-Chisinay-Bender-(Cuciurgan),

E 560 (Galati-) Giurgiulesti-(Reni-) Etulia-Greceni-(Bolgrad-) Taraclia- Basarabeasca-
(Carabuteni-) Cimislia-Bender.

Proposed by the Government of Greece:

LIST OF RAILWAY LINES

I. Numbering of lines at the European level

North-South

Add the following lines:

E 391 Dnipropetrovsk-Lozovaya-Krasny Liman-Kharkov

E 593 Yasinovataya-Kvashino-Uspenskaya-Rostov na Donu

E 595 Samur-Yalama-Baku

E 693 Gyumri-Yerevan-Hrazdan-Dilijan-Ijevan-Ghazakh-Barkhudarli

E 695 Bukhara-Karshi-Termiz-Galaba-(Hairaton)

E 99 Ryazan-Kochetovka I-Gryazi-Rostov na Donu-Krasnodar-Veseloe-Gantiadi-Poti
Novorossisk

E 597 Makat-Beyneu-Kungrad-Nukus-Dashowuz-Urganch-Charzhev

East-West

Modify the following lines to read as follows:

E 20 Oostende-Bruxelles-Liège-AachenKöln-Duisburg-Dortmund-Hannover-Helmstedt-
Marienborn-Berlin/Seddin-Frankfurt(O)-Kunowice-Poznan-Warszawa-Terespol-Brest-

- Minsk-Asinowka-Krasnoe-Smolensk-Moskva-Nizhny Novgorod-Perm-Sverdlovsk* -
Tyumen -Omsk-Novosibirsk-Krasnoyarsk-Irkutsk-Vladivostok
 Kurgan-Petropavlovsk
- E 30 Karlsruhe-Stuttgart-Nürnberg-Plauen-Dresden-Görlitz-Zgorzelec-Wroclaw-Katowice-
 Krakow-Przemysl-Medyka-Mostiska-Lvov-Kiev-Kharkiv-Kupyansk-Topoli-Solovei
 Valuiki-Samara-Orenburg-Iletsk I-Kandagach
- E 50 Paris- Dijon -Culoz-Genève-Lausanne-Bern-Zürich-Buchs-Innsbruck-
 Le Creusot
- Wörgl-Kufstein (Rosenheim-Freilassing)-Salzburg-Linz-Wien-Hegyeshalom-
 Schwarzach St. Veit
- Budapest-Miskolc-Nyiregyhaza-Zahony-Èop-Lvov-Fastov-Dnipropetrovsk-
 Krasnoarmeisk-Debaltsevo-Yasinovataya-Krasnaya Mogila-Gukovo-Likhaya-
 Volgograd-Astrakhan-Aksaraiskaya II-Atyra -Makat-Kandagach-Arya-Almaty-Aqtogai
- Add the following lines:
- E 24 Moskva-Ryazan-Ruzaevka-Samara-Ufa-Chelyabinsk-Kurgan-Presnogorkovskaya-
 Köksheta -Aqmola-Mointy-Druzhba-Alashankou
- E 592 Beineu-Shetpe-Aqtau
- E 60 Poti -Tbilisi-Gardabani-Beyuk Kyasik-Baku-Turkmenbashi-Ashgabat-Chardzhev-
 Batumi
- Alat-Bukhara-Tashkent-Salar-Chengeldy-Arys
- E 692 Cetinkaya- Kars-Akhalkalaki -Tbilisi
 Dogu Kapi- Akhuryan-Gyumri-Ayrum-Sadakhlo
- E 694 Gyumri-Artashat-Nakhichevkan-Dzhulfa-Karchivan-Meghri-Agbent-Bartaz-Baku
 Astara
- E 696 Tashkent-Khavast-Andizhan-(Osh)

NUMBERING OF LINES AT THE NATIONAL LEVEL

Armenia

Add the following railway lines:

- E 692 (Sadakhlo)-Ayrum-Gyumri-Akhuryan-(Dogu Kapi)
 Gyumri-Yeraskh-(Velidag)
- E 693 Gyumri-Yerevan-Hrazdan-Dilijan-Ijevan-Ghazakh (-Barkhudarli)
- E 694 Gyumri- Artashat-(Nakhichevkan-Karchivan)-Meghri-Agbent-(Bartaz)

* Yekaterinburg

Azerbaijan

Add the following railway lines:

- E 595 (Samur)-Yalama-Baku
- E 60 (Gardabani)-Beyuk-Kyasik-Baku-(Turkmenbashi)
- E 694 Astara-Baku-Dzhulfa-Nakhichevakan-(Artashat)

Georgia

Add the following railway lines:

- E 99 (Veseloe)-Gantiadi-Poti
- E 60 Batumi-Tbilisi-Gardabani-(Beyuk-Kyasik)
Poti
- E 692 (Ayrum-) Sadakhlo -Tbilisi
(Kars-) Akhalkalaki

Kazakhstan

Add the following railway lines:

- E 20 (Kurgan)-Petropavlovsk-(Omsk)
- E 24 (Kurgan)-Presnogorkovskaya-Köksheta -Aqmola-Mointy-Druzhba-(Alashankou)
- E 30 (Orenburg)-Iletsk I-Kandagach
- E 50 (Astrakhan)-Aksaraiskaya II-Atyra -Makat-Kandagach-Arys-Almaty-Aqtogai
- E 60 (Salar-) Chengeldy-Arys
- E 597 Makat-Beyneu-(Kungrad)
- E 592 Beyneu-Shetpe-Aqtau

Russian Federation

Modify the following railway lines, to read as follows:

- E 20 (Asinowka-) Krasnoe-Smolensk-Moskva-Nizhny Novgorod-Perm-Sverdlovsk* -
Tyumen -Omsk-Novosibirsk-Krasnoyarsk-Irkutsk-Vladivostok
Kurgan (-Petropavlovsk)
- E 30 (Topoli)-Solovei-Valuiki-Samara-Orenburg-(Iletsk I)
- E 50 (Krasnaya Mogila)-Gukovo-Likhaya-Volgograd-Astrakhan-(Aksaraiskaya II)

* Yekaterinburg

Add the following railway lines:

E 24 Moskva-Ryazan-Ruzaevka-Samara-Ufa-Chelyabinsk-Kurgan

E 99 Ryazan-Kochetovka I-Gryazi-Krasnodar-Veseloe-(Gantiadi)
Novorossisk

E 593 (Kvashino)-Uspenskaya-Rostov na Donu

Turkey

Add the following railway lines:

E 692 Cetinkaya-Kars-Dogu Kapi (-Akuryan)
(-Akhalkalaki)

Turkmenistan

Add the following railway lines:

E 60 Turkmenbashi-Ashgabat-Chardzhev-(Alat)

E 695 (Termis)-(Karshi)

E 597 (Nukus-) Dashhowuz (-Urganch-) Chardzhev

Ukraine

Modify the following railway lines, to read as follows:

Add the following railway lines:

E 30 Kiev-Kharkiv-Kupyansk-Topoli-(Solovei)

E 50 Fastov-Dnipropetrovsk-Krasnoarmeisk-Yasinovataya-Debaltsevo-Krasnaya Mogila-
(Gukovo)

E 391 Dnipropetrovsk-Lozovaya-Krasny Liman-Kharkov

E 593 Yasinovataya-Kvashino-(Uspenskaya)

Uzbekistan

Add the following railway lines:

E 60 (Chardzhev-) Bukhara-Tashkent-Salar-(Chengeldy)

E 696 Tashkent-Khavast-Andizhan-(Osh)

E 695 Bukhara-Karshi-Termiz-Galaba-(Hairaton)

E 597 (Beyneu-) Kungrad-Nukus-(Dashhowuz)-Urganch-(Chardzhev)

Annex 2**DRAFT PROGRAMME OF WORK FOR 2001-2005²****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. **(2001)**
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. **(2001)**
Priority: 42
- (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;

² The text of the programme of work reproduced below is based on the programme of work approved by the Inland Transport Committee at its sixty-second session (15-17 February 2000). The changes proposed are in **bold** (to be added) or ~~struck through~~ characters (to be deleted).

- logistics and services;
- establishment of international rail freight companies.

ACTIVITIES OF A LIMITED DURATION

- (e) Periodically survey passenger and goods traffic, **as well as infrastructure parameters** on the various sections of lines of the AGC network in order to provide support for transport planning; the ~~second~~ **third** survey is based on data for ~~1995~~ **2000**.
Output expected: Report on total train traffic on the AGC network in 1995 (**2002**); **Rail Census (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. (**2002**) Priority: 2

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

Description: Within the framework of the UN/ECE, 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 UN/ECE 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 development of interregional links.

Work to be undertaken

- (a) 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
- (b) Development of Euro-Asian rail links. (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. (2001) 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
- (d) 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. (2001) Priority: 43
- (e) Analysis of Government policies concerning rail safety to contribute to an improvement of safety in international transport.

Output expected: Report on **safety and the implementation of risk assessment techniques in rail transport in the ECE region. (2001)** 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. (2002) 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. (2001) Priority: 3
- (h) **Co-operation with the Working Party on Combined Transport (WP.24) and the Working Party on Customs Questions affecting Transport (WP.30).**
Output expected: **Review of the efficiency of railway transport operations involved in combined transport services and co-operation with other relevant subsidiary bodies of the Inland Transport Committee. (2002)** Priority: 3
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Annex 3

FACILITATION OF BORDER CROSSING IN INTERNATIONAL RAIL TRANSPORT

Detailed monitoring system on border-crossing stopping times

TRAIN CATEGORIES

The monitoring system refers only to international freight trains. Five train categories will be considered (obviously, one specific train may belong to more than one category, and should be considered within all of them):

- Block trains (any freight train which runs as a full train or block train and which is not marshalled at the border).
- Shuttle trains (block freight trains circulating from origin to destination following a fixed route with a periodicity of at least one circulation per week in each direction).
- Container trains (block trains with containers only).
- Transit freight trains (block trains with origin and destination outside the country).
- Empty freight trains.
- Other freight trains.
- Total international freight trains

DATA TO BE COLLECTED

Countries are requested to provide the following data (all values in minutes), collected during the first two weeks in February (i.e. first collection period would be from 7 to 20 February 2001):

- Scheduled stopping-time for delivery: stopping-time refers to the time since the scheduled arrival of the train until its scheduled hand over to the neighbouring administration.
- Scheduled stopping-time for acceptance: stopping-time refers to the time since the scheduled hand-over of the train until the scheduled departure of the train.
- Real stopping-time for delivery: stopping-time refers to the time since the real arrival of the train until its real hand over to the neighbouring administration.
- Real stopping-time for acceptance: stopping-time refers to the time since the real hand-over of the train until the real departure of the train.
- Delay at arrival.
- Delay at departure

The information should be processed and summarized in one table as follows:

Railway administration: _____.

Border crossing point: _____.

Data collection period: 7-20 February 2001 .

Contact person and details: _____.

Direction A (trains leaving the country)

	No. of trains	Delay at arrival		Stopping times for delivery		
		Average	Std.deviation*	Scheduled	Real	
					Average	Std.deviation*
Block trains						
Shuttle trains						
Container trains						
Empty trains						
Transit trains						
Other freight trains						
TOTAL FREIGHT TRAINS						

Direction B (trains entering the country)

	No. of trains	Delay at departure		Stopping times for acceptance		
		Average	Std.deviation*	Scheduled	Real	
					Average	Std.deviation*
Block trains						
Shuttle trains						
Container trains						
Empty trains						
Transit trains						
Other freight trains						
TOTAL FREIGHT TRAINS						

* A statistic used as a measure of dispersion in a distribution: the square root of the arithmetic average of the squares of the deviations from the mean.

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