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Central and Eastern European Countries decide to develop further their UNECE Trans-European Railway (TER) Project Database

The Group of National Coordinators of the UNECE-sponsored Trans-European Railway (TER) Project met in Budapest to decide on a strategy for its Database and Geographic Information System (GIS) activities.

During the meeting the new objectives for the TER database and GIS application, inspired by the need to provide more opportunities for sharing data among the TER countries, were considered. The analyses and comparisons on the modernization of railways, as well as the progress made in this field in the member countries were also discussed. The Group agreed to publish a comparative table with TER standards and parameters versus the European Agreement on Main International Railway Lines (AGC) and the European Agreement on Important International Combined Transport Lines and Related Installations (AGTC) standards established by UNECE (see attached).

The TER National Coordinators agreed on the new objectives for the TER Database and GIS activities; on the new TER Data structure and way of work; and on the development of a GIS application model for TER. They further decided to establish concrete timetables for data collection, processing and delivery of outputs. They also considered ways of allowing member countries to use and further explore in a harmonized way the TER Database and GIS achievements. They found very useful the organization of training courses for data experts. They also benefited from organized visits by the countries' experts to the TER Project Central Office in Budapest for consultation, transfer of knowledge and exchange of information.

The TER Project is a sub-regional intergovernmental cooperation framework established in 1990 under the aegis of UNECE (Geneva) by the Governments of Central, Eastern and South Eastern European countries. The TER Project is working for the development of railway and combined transport infrastructure in the region and is committed to assisting European integration and economic development through the facilitation of railway traffic in Europe. The TER Database represents an important ongoing activity of the TER Project that started in 1995 and, thereafter, has been continuously updated and further strengthened.

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The activities of the Project are supported by the contribution of 16 countries which have so far acceded to TER: Austria, Bosnia and Herzegovina, Bulgaria, Croatia, Czech Republic, Georgia, Greece, Hungary, Italy, Lithuania, Poland, Romania, Russian Federation, Slovakia, Slovenia, Turkey. In addition, Belarus, Latvia, Republic of Moldova, The Former Yugoslavia Republic of Macedonia, Ukraine and, recently, Serbia and Montenegro have been participating in the activities of the Project as observer countries.

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Comparative Table with TER Standards and Parameters versus AGC and AGTC

Infrastructure parameters	AGC European Agreement on Main International Railway Lines	AGTC European Agreement on Important International Combined Transport Lines and Related Installations	TER Standards and Parameters
Vehicle loading gauge	UIC/B	UIC/B	UIC/B
Minimum distance between track centres	(4.0m)	(4.0m)	(4.0m)
Nominal minimum speed	(160km/ h)	100 km/h; 120 km/h. For wag. (≤100km/h: 22.5t) (≤120km/ h: 20t)	(120 Km/h)
<u>Authorized mass per axle</u>			
<u>Locomotives</u>	≤ 200km/h: 22.5t at a speed of 200km/h (AGC only)		≤(200 km/h): 22.5 t
<u>Railcars and rail motor sets</u>	≤ 300km/h: 17t at a speed of 160km/h (AGC only).		
<u>Carriages</u>	16 t.		
<u>Wagons</u>	≤100km/h: 20t at a speed of 100km/h, ≤120km/h: 20t at a speed of 120km/h, ≤140km/h: 18t at a speed of 140km/h.	≤100km/h: 20t at a speed of 100km/h, ≤120km/h: 20t at a speed of 120km/h, ≤140km/h: 18t at a speed of 140km/h.	≤120 km/h: 20 t ; ≤140 km/h: 18 t
Authorized mass per linear metre	8t	8t	8t
Maximum gradient	35mm/m		
Minimum platform length in principal stations	400m (AGC only).		250 m
Minimum useful siding length	750m.	750m.	500 m
Capacity bottlenecks on railway lines	never, "seldom", "occasionally", "often", or "always" (AGC only)		
Level crossings	The AGC aims at a progressive elimination of existing level crossings.		
Test train (bridge design)			UIC 71

