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Working Party on Rail Transport

**REPORT OF THE WORKING PARTY ON RAIL TRANSPORT
ON ITS FIFTY-FIFTH SESSION
(16-18 October 2001)**

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REPORT¹

ATTENDANCE

1. The Working Party on Rail Transport held its fifty-fifth session from 16 to 18 October 2001 under the Acting Chairmanship of its Vice-chairman, Mr. G. Szabo (Hungary). Representatives of the following ECE member States participated: Belgium; Finland; France; Germany; Greece; Hungary; Italy; Netherlands; Poland; Romania; Russian Federation; Slovakia; Switzerland and Turkey. The Commission of the European Community (CEC) was also represented. Representatives of the following intergovernmental organizations also took part in the session: European Conference of Ministers of Transport (ECMT); Intergovernmental Organization for International Carriage by Rail (OTIF). The following non-governmental organizations were present: International Union of Railways (UIC); Forum Train Europe (FTE).

ADOPTION OF THE AGENDA

Documentation: TRANS/SC.2/195.

2. The provisional agenda (TRANS/SC.2/195) was adopted.

ACTIVITIES OF ECE BODIES OF INTEREST TO THE WORKING PARTY

(a) Economic Commission for Europe

Documentation: E/2001/37-E/ECE/1387.

3. The Working Party was informed about the results of the fifty-sixth session of the Economic Commission for Europe (Geneva, 8-11 May 2001), regarding intersectoral cooperation within ECE, particularly between environment, energy and transport. The Working Party was further informed about the ECE strategic decisions, the Millennium Declaration and ongoing ECE's operational activities.

(b) Inland Transport Committee and its subsidiary bodies

Documentation: ECE/TRANS/136.

4. The Working Party was briefed about the results of the sixty-third 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/136, paras. 63-69, 81 and 88).

5. The Working Party was also informed that, in the framework of the Working Party on Transport Trends and Economics (WP.5), the question of the organization of demonstration trains was dealt with in connection with the consideration of Euro-Asian transport links.

6. On the basis of a report by the Turkish State Railways (TCDD), the representative of Turkey succinctly informed the Working Party that, so far, within the framework of the ECO Working

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

Group, Turkey had addressed a great number of questions such as organisational, technical, legal and financial problems; preparation of a “preliminary traffic schedule”; possibilities of attracting cargo to rail on the envisaged route and rules and requirements for operators; establishment of a common and flexible rail tariff policy; the schedule for the demonstration train, as well as the rate of the through tariff for the route. The Working Party noted that the first demonstration container train between Almaty-1 station (KZ) and Haydarpasa station (TCDD) would be launched on 19 December 2001.

7. The Working Party commended the effort of Turkey and other involved States to prepare and organize demonstration trains along the scheduled route. It further asked the representative of Turkey to inform the Working Party about the results of the demonstration runs of block trains at its next session.

8. In connection with the agenda item under consideration and referring to the discussion of the conclusions of the Informal meeting on Rail Transport at the Working Party’s fifty-fourth session (3-5 October 2000), the representative of the Netherlands, on behalf of the EC, informed the Working Party succinctly of the Rail Market Monitoring System (RMMS) project under way within the EU.

9. After having been acquainted with the various facets of the RMMS project, the Working Party felt that that it could contribute to the implementation of the project’s recommendations. The Working Party asked the EC to provide information to the secretariat on the progress made in the execution of the project. In order to participate in the realization of the project’s objectives, it asked the secretariat to follow closely development of the project in all four Working Groups (market monitoring, network situation, market access and regulatory bodies) and in the Committee established by the EC for carrying out the RMMS project. In order to participate without delay in the realization of the project’s objectives, it also asked the secretariat to convene at an appropriate time an informal meeting (composed of the Chairman and Vice-chairman, ECE secretariat, EC and UIC) to consider which fields might be followed up by the Working Party.

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

Documentation: JMTE/2001/15.

10. 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), the decisions taken at the High level Meeting on Transport Environment and Health (4 May 2001) and the fourth Joint Meeting of the Bureaux of the Inland Transport Committee and the Environment Committee (6 June 2001) (JMTE/2001/15).

STUDY OF THE SITUATION OF THE RAILWAYS IN MEMBER COUNTRIES

Documentation: TRANS/SC.2/2001/10 and Add.1-4.

11. The information provided shows that total passenger traffic in the EU and EFTA countries in the year 2000 was two-thirds higher than it was in 1950 and that total rail freight traffic in tkms

has increased throughout the period in all countries except in Great Britain. The average distance travelled per tonne has grown over the period and the claim that the railways lost a significant amount of the “heavy” traffic (coal, iron and steel) appears not to be valid on the basis of the analysed data.

12. The Working Party noted that almost all countries indicated very important developments resulting from implemented or planned reorganization of the rail sector. However, while some countries are still at the initial stage of the reform of the rail sector, other countries have significantly advanced or have nearly completed the reform. The main feature of the reform in the first group is the initial separation of railway companies from their state or government tutelage followed by further separation between management of transport operations and control/management of infrastructure.

13. In the other group (almost all EU member countries), the main feature is a fairly advanced process of reform and restructuring which has advanced according to the specific circumstances prevailing in each country. The reform typically unfolded in two stages, the first, where the lawmakers usually adopted the regulations governing the reform of the railways, immediately followed by a strict separation of governmental and entrepreneurial responsibilities. The second stage of the reform usually included further restructuring of the railways' corporate structure by splitting it off into a number of public limited companies having separated responsibilities for freight services, passenger services, infrastructure, tourism, real estate, etc.

14. Another feature of the reform and restructuring was that the market penetration by the private sector was clearly more pronounced in transport operations than in infrastructure, which might be due primarily to the private sector's reluctance to engage in high investment and maintenance costs operations related to railway infrastructure. However, experiences from some countries have shown that Governments were able to create favourable conditions in this domain and encourage stronger private sector participation.

15. The Working Party noted that, in pursuing the reform and restructuring, Governments also need to evaluate and assess wider socio-economic aspects and consequences, including the impact on employees and other social implications of the reform in the railway sector. In some countries, as reported, the reform and restructuring had a heavy toll on overall employment in railway companies. The suggested remedy is that all reform and restructuring measures needed to be supported by adequate training and re-qualification programmes for the affected employees, as well as the possible employment of surplus labour by newly created private companies which are in dire need of highly specialized labour.

16. Recalling its decision from the fifty-third session (TRANS/SC.2/192, para.17), the Working Party asked Governments to provide information on the situation of the railways for its 2003 session.

ASPECTS OF RAIL TRANSPORT POLICY

Documentation: TRANS/SC.2/2001/11.

17. The Working Party appreciated the note prepared by the representative of the UIC (TRANS/SC.2/2001/11) which highlighted a wide variety of aspects in the rail sector such as efficiency, innovation, capacity, competition, management, liberalization and regulation, etc. In this connection, it underlined the importance of the areas addressed and noted that the paper

disputed some widely held views about rail transport, in respect of the rail transport system's lack of efficiency and innovation, its inability to increase its capacity, etc., and stressed that in terms of innovation, there were several fields in which railways have been or are at the forefront, e.g. the use of computers. Furthermore, it noted that, given the nature of railways as a tracked transport system and interdependence between transport units and network within a close defined capacity and geographical scope, competitors in such system can never be entirely free of each other.

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

Documentation: TRANS/SC.2/2000/2 and Add.1 and Corr.1; TRANS/SC.2/2000/2/Add.2-5; TRANS/SC.2/2001/12 and Add.1-2; TRANS/SC.2/2001/13.

18. The representative of the Forum Train Europe (FTE) presented the objectives, methods of work and issues that TFE is currently dealing with as the organization responsible for process management and process planning regarding the allocation of international railway infrastructure capacity, including decisions on deadlines for timetable changes, modes of exchange of information and the internal time schedules of the process.

19. The representative of the Netherlands presented the latest developments related to access procedures and allocation principles of the Dutch Railway Network. She highlighted the recent changes in the Dutch railway sector, arrangements and responsibilities of various actors in the infrastructure management process and the main features of the infrastructure capacity allocation scheme which is currently being refined.

20. In referring to the item under consideration, the Working Party noted that, under the prevailing legal framework for the allocation of railway infrastructure capacity, there was a danger that not enough high-quality train paths could be made available to rail freight transport, because it has second or third priority behind other traffic. It agreed that, for example, the creation of systematized high-quality train paths for freight traffic with a view to an optimal use of the existing network, and related measures could move goods transport higher up in the order of priority, thereby increasing transport quality and leading to a more important role for railway goods transport in the future.

21. The Working Party underlined the importance of EU Directive 2001/14 which defines a legal framework for international cooperation between the infrastructure managers responsible for allocation of infrastructure capacity and noted in this context the specific tasks of coordination of allocation of the international capacities currently assumed by the Forum Train Europe (FTE).

22. The Working Party asked the secretariat to convene, in collaboration with the EC and Forum Train Europe (FTE), an informal ad-hoc meeting in order to deal with: (i) technical aspects of the optimization of railway time tables and their efficient use; (ii) limits of governments' regulations in setting up international timetables, with regard to its social role and responsibilities and the commercial role of railway undertakings, and (iii) organizational problems of capacity allocation and infrastructure management at international level. Results of the ad hoc meeting should contribute to further facilitation of the allocation of railway infrastructure capacity for international rail services taking into account both the legal framework as set by the EU and the existing practice in member countries.

23. In order to achieve this, the Working Party asked the secretariat to solicit from EU member Governments information on the progress made in the implementation of the EU Directive 2001/14/EC for its next session.

RAILWAY SAFETY: RISK ASSESSMENT TECHNIQUES

Documentation: TRANS/SC.2/2001/14 and Add.1-2.

24. Even though a large number of railways use the UIC definition of accidents, the Working Party noted that there were still some countries where statistics on railway accidents were not compiled according to UIC definitions but rather according to national regulations and laws. Although in those cases statistics on accidents were routinely converted into indicators and values as specified by UIC, the Working Party agreed that different terminologies and methodologies might lead to statistical discrepancies and incompatibility among national data. For that reason, the Working Party recommended that all railway authorities should use UIC definitions as a basis for compiling statistics on railway accidents so that statistics would be internationally comparable.

25. Moreover, the Working Party noted that various criteria were applied in countries regarding methodologies for the establishment of investment priorities in the field of railway safety. While in some countries cost-benefit analysis is preferred, in others, various risk assessment techniques or accident-forecasting models are applied. Yet, in other countries, there are no special criteria but rather a set of principles and policies is used as a preventive measure aimed at increasing the overall safety of the railway transport. In order to have a complete overview of risk assessment techniques in countries, the Working Party asked those Governments that had not yet done so to provide information on this question that will be dealt with, as agreed earlier, by the Working Party every second year, i.e. in 2003.

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.2/2001/15 and Add.1.

26. The Working Party took note of the information provided by Governments on the progress made in the implementation of the monitoring system on border crossing stopping times at 10 border stations in 7 countries participating in the survey.

27. The Working Party noted that the average stopping time at various border crossings showed significant variations (from 52 minutes to 6 and more hours), and in all but one or two cases (Kapikule, Kulata) was far longer than the scheduled stopping time. According to the analysis of the causes for extensive stopping times at the various border crossings under consideration, the following principal reasons may be mentioned: delays at departure, non-integrated customs control procedures of neighbouring countries, lack of computerized data exchange between neighbouring customs authorities, lack of harmonized railway documents, lack of appropriate information for freight forwarders, lack of joint customs inspections, lack of appropriate border infrastructure for border procedures (between some newly independent States), etc.

28. The Working Party noted that the additional information on type and average duration of different checking controls (namely, customs, police, railway and other) at each border crossing would complete the analysis and provide more insight into the interplay of various services involved in border controls. The Working Party, therefore, asked the Governments of involved countries to provide this additional information for the same border crossing points and for the same period (7-20 February 2002) to the secretariat.

29. It also agreed to ask the Governments to provide information on the principle reasons which caused delays related to customs, police and railway controls (e.g. lack of traction facilities, locomotives, lack of staff, different working hours, etc.). Information obtained through this channel, it was felt, would be complementary also with a view to promoting the combined transport operations.

30. The secretariat will report on the results of this monitoring exercise at the next session of the Working Party.

31. In connection with this agenda item, the Working Party took note of the oral report from its Chairman on the UIC's project Action Plan Border Crossing and asked him to report on new developments also at its next session.

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

32. 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.

THE ROLE OF RAILWAYS IN THE PROMOTION OF COMBINED TRANSPORT

Documentation: TRANS/SC.2/2001/9-TRANS/WP.24/2001/8.

33. The Working Party took note of the report of the Joint Meeting held with the Working Party on Combined Transport (WP.24) that took place on 19 April 2001 as contained in document TRANS/SC.2/2001/9-TRANS/WP.24/2001/8.

34. The Joint Meeting emphasized the importance of a continuous dialogue between all partners in the combined transport chain in order to resolve the issue of service quality in combined transport, which was considered to be the main obstacle for developing further the combined transport market segment.

35. The Working Party accepted that, as a result of the Joint Meeting, follow-up actions might focus on the following issues: Partnership models including model agreements and best practices and key performance indicators, taking into consideration the question of free competition and anti-trust regulations; costing, pricing and subsidies focusing on the specific elements which make up each of these economic parameters, what factors influence each of the elements and how an optimization of the elements can assist in promoting combined transport; facilitation of border crossing procedures, harmonization of frontier controls and interoperability in international transport; harmonization of liability regimes in multimodal transport.

36. In order to make progress on the item under consideration, the Working Party felt that it was essential to elaborate practical measures that might possibly be linked to the existing ECE legal instruments such as the AGC, AGTC and its Protocol on inland waterway transport.

37. It noted that the Working Party on Combined Transport had established two informal ad hoc expert groups dealing with the following issues: (i) partnership models and best practices in combined transport and, (ii) combined transport terminal efficiency.

38. In order to complement the work in the combined transport sector, and bearing in mind the recommendation of the Inland Transport Committee regarding cross-sectoral co-operation and the request of the Working Party on Combined Transport, the Working Party agreed to invite the European Community to report, at its next session, on the status of implementation of the 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. The Working Party also agreed to invite EU member Governments to report, at its next session, on their experiences in applying the same Directive.

EUROPEAN AGREEMENT ON MAIN INTERNATIONAL RAILWAY LINES (AGC)

(a) Situation regarding the application of the AGC

39. 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; Poland; Republic of Moldova (succession); Romania; Russian Federation; Slovakia (succession); Slovenia (succession); The former Yugoslav Republic of Macedonia (succession); Turkey; Ukraine; Yugoslavia.

40. The Working Party took note that the amendments proposed by the Czech Republic, the Republic of Moldova, and Greece 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 1 January 2002 (depository notification C.N.826.2001.TREATIES-3 of 16 October 2001).

41. 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.2/2001/16.

42. The representative of Hungary informed the Working Party that the Government of Slovenia envisaged proposing inclusion of the new railway line between Slovenia and Hungary into the AGC.

43. The Working Party approved the updated version of Annex I of AGC (TRANS/SC.2/2001/16), and asked the secretariat to produce a consolidated version of the Agreement, including a new map of the AGC network, for its forthcoming session.

(c) Data collecting efforts on the AGC network

Documentation: TRANS/SC.2/2001/17 and Add.1.

44. The Working Party took note of the data provided by the Governments of Austria, Croatia, Greece, Poland, Slovenia, The former Yugoslav republic of Macedonia, Ukraine, and the United Kingdom, which have been circulated in documents TRANS/SC.2/2001/17 and Add.1, as well as the information provided by the Government of Romania.

45. The Working Party requested Governments 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.7/8.

46. The Working Party was informed about the conclusions of the meeting of the Ad hoc Multidisciplinary Group of Experts on Safety in Tunnels held from 9-11 July 2001 in Geneva, which focused on road tunnels as circulated in the document TRANS/AC.7/8.

47. In accordance with an invitation of the Inland Transport Committee, the Working Party considered the question of safety provisions in long rail tunnels in light of the recommendations made for road tunnels (ECE/TRANS/136, para.56).

48. The Working Party discussed at some length the issue of safety in long rail tunnels and agreed that, in view of its importance for rail transport, the Ad hoc Multidisciplinary Group of Experts on Safety in Tunnels should be reconvened to deal with this matter. Bearing in mind the safety related items it has been and is currently dealing with, the Working Party expressed its intention to closely follow this activity and asked its Chairman to bring this question to the attention of the forthcoming session of the Inland Transport Committee (ITC).

DEVELOPMENT OF A EUROPEAN CONVENTIONAL AND HIGH-SPEED RAILWAY NETWORK

Documentation: TRANS/SC.2/2001/18 and Adds.1-3.

(a) European conventional railway network

49. The Working Party noted that the main purpose of developmental plans related to a conventional network was its reconstruction, upgrade and extension toward neighbouring countries and completion of important nodes and stations.

50. The Working Party agreed that compilation and exchange of information on current and planned developments of conventional railway networks in member countries was a very useful

exercise for obtaining an integrated view on railway infrastructure developments across Europe. The Working Party agreed to discontinue consideration of this item for the time being.

(b) European high-speed railway network

51. The Working Party took note of the information provided by Governments on a great number of projects in various countries with a long-term implementation phase aimed at a further expansion of high-speed railway lines.

52. The Working Party agreed to discontinue consideration of this item for the time being.

RESEARCH ACTIVITIES IN THE FIELD OF RAILWAY TRANSPORT

Documentation: TRANS/SC.2/2001/19 and Add.1-3; Informal Document No.1.

53. The Working Party took note of the information provided by the European Commission and Governments on their research activities in the field of railway transport (TRANS/SC.2/2001/19 and Add.1-3), and Informal document No.1, and asked the Governments and the EC to provide also for its session in 2003 information on research activities in the field of railway transport.

TRANS-EUROPEAN RAILWAY (TER) PROJECT

Documentation: TRANS/SC.2/2001/20.

54. The Working Party appreciated the annual TER report (TRANS/SC.2/2001/20) introduced by the UN/TER Project Manager as well as information on TER Data and GIS activities presented by the Assistant Project Manager and asked him to report on new developments also at its forthcoming session.

APPLICATION OF SUMMER TIME

Documentation: TRANS/SC.2/2001/21 and Add.1-3.

55. The Working Party took note of the summary document prepared by the secretariat with an overview of summer time arrangements in Europe provided by the Governments and the European Commission (TRANS/SC.2/2001/21 and Add.1-3)

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, or if they do not comply with the Directive. The secretariat will subsequently produce an updated summary for consideration by the Working Party.

INFORMATION ON DEVELOPMENTS IN VARIOUS RAILWAY FIELDS

Documentation: TRANS/SC.2/2001/22 and Add.1-3.

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.

DRAFT PROGRAMME OF WORK FOR 2002-2006

Documentation: TRANS/SC.2/2001/23.

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

ELECTION OF OFFICERS

59. The Working Party elected Mr. G. Szabó (Hungary) as Chairman and Mr. K. Kulesza (Poland) as Vice-chairman for its sessions in 2002 and 2003.

OTHER BUSINESS

- (a) Presentation of the use of Global Positioning systems (GPS)

60. The Working Party agreed to include on the agenda of its next session the issue of use of a satellite positioning system in railway transport. It asked the EC to inform the Working Party on the potential use of the Galileo satellite radionavigation programme in the railway sector.

61. It also asked the Czech Ministry of Transport to present information on its project concerning the use of a Global Positioning System (GPS) for the identification of trains.

- (b) Date of the Working Party's next session

62. The Working Party agreed to hold its fifty-sixth session, tentatively from 16-18 October 2002.

ADOPTION OF THE REPORT

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

64. The decisions adopted by the Working Party during the session are contained in the following paragraphs of this report: 7, 9, 16, 22, 23, 24, 25, 27, 28, 29, 30, 31, 32, 38, 41, 42, 43, 45, 50, 52, 53, 54, 56, 57, 58, 59, 60, 61 and 62.

Annex

DRAFT PROGRAMME OF WORK 2002-2006 2/

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. (~~2004~~) **2002**.
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. (~~2004~~) **2002**
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:

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-third session (13-15 February 2001). The changes proposed are in **bold** (to be added).

- 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 ~~1995~~ 2000. (2002).
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. (2002) 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. (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 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. (~~2001~~) **2002** 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~~) **2002** Priority: 3

- (e) 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. (~~2001~~) **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. (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~~) **2002** Priority: 3
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