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**ECONOMIC COMMISSION FOR EUROPE**

INLAND TRANSPORT COMMITTEE

Working Party on Rail Transport

Sixtieth session

Geneva, 15 November 2006

**REPORT OF THE WORKING PARTY ON RAIL TRANSPORT**

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## REPORT<sup>1</sup>

### ATTENDANCE

1. The Working Party on Rail Transport held its sixtieth session on 15 November 2006. Mr. F. Croccolo (Italy) was Chairman and Mr. K. Kulesza (Poland) the Vice-chairman of the session. Representatives of the following UNECE member States participated: Austria, Azerbaijan, Belgium, Bosnia and Herzegovina, Bulgaria, Croatia, Czech Republic, Denmark, Estonia, Finland, Georgia, Germany, Hungary, Italy, Kazakhstan, Latvia, Netherlands, Norway, Poland, Romania, Russian Federation, Serbia, Slovakia, Slovenia, Turkey, and Ukraine. The European Community (EC) was also represented. Representatives of the European Conference of Ministers of Transport (ECMT), Organization for Co-operation between Railways (OSJD), and Intergovernmental Organization for International Carriage by Rail (OTIF) were also present. A representative of the UNECE Trans-European Railway Project (TER) also attended the session. The following non-governmental organizations were present: International Union of Railways (UIC), Community of European Railway and Infrastructure Companies (CER) and the European Transport Workers' Federation (ETF).

### ADOPTION OF THE AGENDA

Documentation: ECE/TRANS/SC.2/205.

2. The provisional agenda (ECE/TRANS/SC.2/205) was adopted.

### FACILITATION OF BORDER CROSSING IN INTERNATIONAL RAIL TRANSPORT

(a) Preparatory work for the International Conference on Facilitation of Railway Border Crossing

Documentation: ECE/TRANS/WP.30/2006/13; ECE/TRANS/WP.30/2006/14;  
Informal documents Nos. 1 and 2.

3. The Working Party took note of the progress made in the preparation for the organization of an International Conference on Facilitation of Railway Border Crossing Procedures, as well as in the preparation of the draft of (i) a new Annex 9 to the 1982 International Convention on the Harmonization of Frontier Controls of Goods ("Harmonization Convention"), and (ii) a new International Convention to Facilitate the Crossing of Frontiers in the International Railway Passenger Traffic. It further noted that the UNECE Working Party on Customs Questions affecting Transport (WP.30) had not yet considered the two drafts, but that it intended to do so at its next session which will be held from 30 January – 2 February 2007. Following this meeting, the preparatory Working Group which has been assembled to draft the text of the two new documents will meet for a sixth meeting in spring 2007, in order to finalize the two drafts for their official endorsement during the International Conference which is now scheduled to take place in the second half of 2007.

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

4. In order to provide feedback from member Governments for the next session of WP.30, the Working Party decided to ask the secretariat to, once again, request all member Governments to submit their comments and proposals on the draft text of a new Annex 9 to the Harmonization Convention and the draft text of a new International Convention to Facilitate the Crossing of Frontiers in the International Railway Passenger Traffic by 15 January 2007. The Working Party proposed that this request should be addressed to Permanent Missions of all UNECE member Governments in Geneva.

5. In ensuing discussion, representatives of the EC and OSJD informed the Working Party about the views of their organizations and their activities on facilitation of border crossing in international railway transport. The representative of Turkey informed the Working Party about the efforts by the Turkish State Railways and Turkish Security General Directorate to expedite passport controls at Kapikule, Uzunköprü and Kapıköy border stations. The representative of OTIF drew the attention of the Working Party to the latest proposals of her Organization for additions and amendments to the two draft documents (Informal documents Nos. 1 and No.2). In the view of her organization, this would lead to more transparent and concrete obligations of involved actors and thus reduce the border stopping time and improve the competitive position of the railway transport. The representative of the Netherlands raised the question of eventual implications of the adoption of the two new ECE legal documents for the intra-EU trade and transport, as well as whether single EU Member Countries or the EU itself should be contracting parties of the new Convention.

6. Noting the special relevance of border crossing facilitation for the non-EU UNECE member countries, the Working Party agreed that a well-prepared and organized International Conference would give a new impetus to efforts aimed at simplifying procedures and reducing border stopping time in international rail transport. The Working Party invited the secretariat to send a letter to the Legal Service of the EU Commission inquiring about the compatibility of the EC legislation and the provisions contained in the two new ECE legal documents.

7. Also noting a certain proliferation of activities and initiatives aimed at improving border crossing operations and stopping times in international rail transport, carried out by different international organizations, the Working Party asked the secretariat to prepare, for its next session, a comprehensive review of all international activities, initiatives and programmes in this context, undertaken by the international organizations.

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

8. Following its request at the previous session, the secretariat informed the Working Party that its inquiry revealed that no systematic and consistent data and information collection on border stopping time at border crossings located on the European rail network exists. This issue was further discussed in depth during a joint UNECE TER – Working Party meeting on facilitation of border control procedures, which was previously scheduled to take place during the session of the Working Party.

9. A review of border crossing data collected at selected borders of the TER member countries from 2001 to 2006 have enabled the TER to identify a number of bottlenecks, and extensive border stopping times in border control procedures at many border crossing stations.

Appreciating the relevance of the collected data and the efforts of the TER office, the Working Party noted that the data, collected with the assistance of national authorities, have not provided sufficiently detailed insight into the real causes of delays and extensive border stopping times in certain cases. It further asked the TER representative to complete and update the information and make it available on the Internet site.

10. In view of this, the Working Party decided to recommend to the TER office to undertake jointly with OSJD, CER, and the UIC, a more in-depth analysis of the underlying obstacles in selected number of border stations in international rail transport. The Working Party suggested that selection of several (4-5) border crossing stations should be carried out on the basis of well-defined criteria, including among others, the volume of traffic, geographic location of the station (border with the EU member country or not), frequent occurrence or repetition of typical problems and systematic delays in border operations, etc. The Working Party noted that having the results of such an in-depth analysis presented to the International Conference on Facilitation of Railway Border Crossing Procedures in 2007 would facilitate adoption of the two new legal documents. It would also contribute to better quality discussions at the Conference and it would facilitate formulation of administrative, operational and organizational recommendations aimed at simplifying operations and reducing stopping times for border controls.

11. Furthermore, the Working Party asked the OSJD to send to the secretariat documentation and the results of its own data collection and analysis of border crossing procedures carried out at stations in OSJD member countries so far, and asked the secretariat to make them available on its Internet site.

## **EURO-ASIAN TRANSPORT CORRIDORS**

### **(a) Information on progress made in the UNDA Project on developing Euro-Asian Transport linkages**

12. The Working Party was informed about the further progress made in the implementation of the UNDA joint UNECE/UNESCAP Project on developing Euro-Asian transport linkages and planned activities. In this context, it was informed about the forthcoming 4<sup>th</sup> Expert Group meeting on developing Euro-Asian transport linkages. It was also informed about the efforts of the two secretariats to ensure the necessary financing for continuation of the project beyond 2006, as well as considerations of possibilities to ensure the appropriate framework which would allow monitoring and the follow-up of the ongoing activities. The Working Party appreciated the results achieved in the project, and expressed its interest to continue receiving the relevant information about it in future. It also suggested evaluating the possibility of extending the project to Pakistan and India.

13. The representative of the CER expressed the interest of its organization to become involved in further developments of the project, especially bearing in mind the particular relevance of the rail component in the context of Euro-Asian transport links. The representative of the OSJD also expressed the contribution of its organization to the development of Euro-Asian rail transport links so far, and reiterated the interest of its organization to continue closely collaborating with the project in future.

14. The Working Party welcomed the exchange of information on activities related to development of Euro-Asian transport links. It agreed that continued coordination of all related activities and involved organizations was indispensable. It further felt that it provides a convenient forum for a regular exchange of information and follow up on important activities related to the rail component of the Euro-Asian transport links. The Working Party asked the secretariat to continue providing the relevant information about new progress in the project on the Development of Euro-Asian transport links at its next session.

(b) Organization of demonstration runs of container block trains on Euro-Asian transport links

Documentation: ECE/TRANS/WP.5/2006/3; ECE/TRANS/SC.2/2006/2; ECE/TRANS/SC.2/2006/3.

15. The Working Party took note of the written information provided by the Governments of Lithuania and Romania on their experiences with demonstration runs of block trains. The representative of the Russian Federation informed the Working Party on a number of successfully organized demonstration runs of container block trains through the territory of his country. The representative of the OSJD also stressed the importance of demonstration runs of container trains as a convenient way of showing the potential advantages of railways on selected routes.

16. The representative of Turkey informed the Working Party that the demonstration runs of container block-trains between Western Europe, Turkey and Central Asia which have been organized in recent years have in the meantime become regular rail services by the Turkish State Railways. These services prove that railways could offer competitive services when services of block-trains are thoroughly and properly planned and organized. The Working Party decided to support the proposal of the representative of Turkey who suggested that a Workshop could be organized during the next session, which could be devoted to experiences and lessons learned in organizing successful demonstration runs of container block-trains on Euro Asian transport links. The workshop could be used to highlight advantages and disadvantages of these runs as well as the necessary preconditions for their smooth operations.

17. The Working Party welcomed the document (ECE/TRANS/SC.2/2006/2) prepared by the secretariat which summarized experiences gained in organization of demonstration runs of container block-trains on Euro-Asian transport links. Noting that numerous demonstration runs organized so far, at least in certain countries, have practically become regular rail services, and that the experience gained in their organization is accurately reflected in the secretariat's document, the Working Party requested the secretariat to ensure the widest possible circulation of the above-mentioned document. It further asked the secretariat to consider how it could further enhance the document's presentation in order to reach all potential users.

## **SAFETY AND SECURITY IN RAILWAY TRANSPORT**

18. The Working Party took note of the information on the most recent developments related to safety and security in railway transport provided by the representative of the UIC. He informed the Working Party that the Executive Board and the General Assembly of the UIC approved the creation of the UIC security platform working together with passengers, freight and infrastructure railway companies in June 2006. This Platform is expected to improve the capacity

of the UIC to take into account railway security issues and to build the work already done by UIC in this area. The first working groups have already been created in order to deal with the following issues: the Schengen “acquis” and immigration, freight chain security, evolution of security technologies, passenger train security, station and critical infrastructure security, major events’ management, fraud and tickets forgery, security crisis management, terrorism. The groups’ terms of references are being further elaborated, their composition is being finalized, and their organization and timetables have been defined.

19. As decided at its fifty-ninth session, the Working Party will continue to follow-up on developments in these two areas on the basis of information provided by the EC, ECMT, UIC, and other international organizations and bodies which are actively involved in developing functional, operational and regulatory elements of safety and security related measures in railway transport. Taking into account the above information, the Working Party decided to consider again the question of safety and security at its next session in 2007, and invited the UIC to provide more complete information on activities of all working groups established under its Security Platform. It also asked the UIC to submit the relevant documents on railway security issues to the secretariat.

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

(a) Situation regarding the application of the AGC

20. 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 were at present Parties to the AGC, bringing the total number of Contracting Parties to 26: Austria; Belarus; Belgium; Bosnia and Herzegovina (succession); Bulgaria; Croatia (succession); Czech Republic (succession); France; Germany; Greece; Hungary; Italy; Latvia; Lithuania; Luxembourg; Poland; Portugal; Republic of Moldova (succession); Romania; Russian Federation; Serbia;<sup>2</sup> Slovakia (succession); Slovenia (succession); The former Yugoslav Republic of Macedonia (succession); Turkey; and Ukraine.

21. The Government of Serbia had informed the Working Party that the Serbian Parliament took a Decision on the obligation of Serbian State bodies in carrying out Serbia’s jurisdiction as a successor of the dissolved State Union Serbia-Montenegro. The Serbian Parliament confirmed that Serbia had become heir of the State Union and had fully inherited its international legal subjectivity and, consequently, is a Contracting Party of the AGC Agreement.

22. The Working Party noted the situation with respect to the application of the AGC Agreement in member countries. Noting the significance of the AGC for a coherent development of railway infrastructure in the UNECE region and, to that end, of a larger number of member countries acceding to the Agreement, the Working Party invited the Executive Secretary of the

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<sup>2</sup> ECE/TRANS/SC.2/2006/4/Add.1.

UNECE to encourage 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: ECE/TRANS/SC.2/2006/4; ECE/TRANS/SC.2/2006/5.

23. The Working Party examined the amendments proposed by Latvia (ECE/TRANS/SC.2/2006/4) and, in accordance with article 11, para. 3 of the AGC Agreement (in the presence of the following Contracting Parties: Austria, Belgium, Bosnia and Herzegovina, Bulgaria, Croatia, Czech Republic, Germany, Hungary, Italy, Latvia, Poland, Romania, Russian Federation, Serbia, Slovakia, Turkey and Ukraine), adopted the amendments to Annex I of the AGC Agreement, as contained in annex 1 to this report.

24. The Working Party approved the updated version of Annex I of the AGC (ECE/TRANS/SC.2/2006/5), and asked the secretariat to produce a consolidated version of the Agreement.

**DRAFT PROGRAMME OF WORK FOR 2007-2011**

Documentation: TRANS/SC.2/2006/6.

25. The Working Party considered the possible implications of the recent restructuring of the ECMT and planned abolition of its Group on Railways on its programme of work. It noted that continuation of certain activities, which now exist in the programme of work of the ECMT Group on Railways, might be of interest to member Governments. Thus it was felt that, with the closing down of the ECMT Group on Railways, the possible transfer of particularly relevant and important activities into the programme of work of the UNECE Working Party on Rail Transport could be considered and justified. In order to have a more focused discussion and a decision at its next session, the Working Party asked the secretariat to send a copy of the programme of work of the ECMT Group on Railways to all member Governments. It further asked all Governments to consider which issues could eventually be taken up by the UNECE Working Party on Rail Transport in its future programme of work.

26. Following this decision, the Working Party adopted its draft programme of work as reproduced in annex 2 to this report, as a transitional programme, and invited all member Governments to prepare proposals for an in-depth discussion at its next session.

**ACTIVITIES OF UNECE BODIES OF INTEREST TO THE WORKING PARTY**

(a) Economic Commission for Europe

Documentation: E/2006/37-E/ECE/1444.

27. The Working Party was informed about the decisions taken by the Commission at its sixty-first session (Geneva, 21-23 February 2006), concerning such questions as the UNECE reform, the economic context for UNECE Reform, preparation of the Strategic Framework for 2008-2009, and the UNECE technical cooperation activities. In particular, the Working Party



was informed about the implementation of the reform and concrete conclusions for the UNECE Transport subprogramme.

28. Noting these developments, the Working Party asked to be informed, at its next session, about the eventual impact of these decisions and their possible resource implications on its work programme.

(b) Inland Transport Committee and its subsidiary bodies

Documentation: ECE/TRANS/166.

29. The Working Party was informed about the results of the sixty-seventh session of the Inland Transport Committee (7-9 February 2006) and its discussions to the extent that they were related to the area of work of interest to the Working Party (ECE/TRANS/166, paras. 77-84).

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

Documentation: ECE/TRANS/SC.2/2006/7.

30. The Working Party took note of the written contributions from Bosnia and Herzegovina, Croatia, Canada, Germany and Turkey, and appreciated information on new developments related to environmental questions, safety and application of new transport technologies in railway transport. It noted that railways in some member countries are making significant efforts to promote their advantageous environmental performance compared to other transport modes as well as to reduce the safety risks associated with the freight and passengers railway transport.

31. The Working Party felt that it is important to periodically exchange information on these topics and invited member governments to inform the Working Party about new developments regarding environmental questions related to railway operations, safety in rail transport and introduction of new technologies and application of modern techniques to railway operations, at its session in 2008.

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

Documentation: ECE/TRANS/SC.2/2006/8.

32. The Working Party considered the note prepared by the secretariat based on information from the European Commission on the implementation of the First Railway Package, and took note of the information by Turkey on the efforts to harmonize the EU legislation with the restructuring of the railway sector in Turkey.

33. The representative of the EC informed the Working Party that all EU member countries have now transposed the relevant Directives into their national legislation, and that the focus of the EC is now shifting to the implementation of the Directives.

34. It was felt during the discussion that the information on the implementation of the First Railway Package has a high relevance for non-EU member countries. Therefore, the Working

Party asked the EC DG TREN, to continue providing information on the progress made in the implementation of the First Railway Package at its future sessions.

## **INTEROPERABILITY AND HARMONIZATION OF CONDITIONS OF DIFFERENT RAIL TRANSPORT SYSTEMS**

Documentation: ECE/TRANS/SC.2/2006/9; ECE/TRANS/SC.2/10.

35. Representatives of OTIF and OSJD informed the Working Party on the relevant work pursued by their respective organizations on various technical and legal aspects of interoperability and harmonization. The cooperation between OTIF and OSJD on harmonization of the different transport systems is based on the Common Position signed in 2002. Joint activities are agreed upon for each year. The representative of OTIF informed the Working Party that the Vilnius Protocol (1999) entered into force on 1 July 2006 and hence the COTIF 1999 came into force at the same time. Another important development was that a CIM/SMGS consignment note model and a corresponding manual have been prepared in a joint CIT and OSJD project, and were made available as of September 2006. The CIM/SMGS consignment note can be used both as a transport and as a customs document.

36. The representative of Turkey informed the Working Party about ongoing activities on the Draft Railway Framework Law and related by-laws which should form a basis for interoperability in her country. The representative of the EC mentioned that the Commission is studying flows of freight, types and volumes of goods being transported with the particular idea to foresee the developments that may emerge after the borders of the EU move further to the East. The objective of this activity is to ensure smooth transport operations with new members and to facilitate border crossing. Study of future traffic flows will also be supported with the 7<sup>th</sup> Framework Programme of the EC.

37. The Working Party noted particular interest and relevance of interoperability related issues for non-EU countries. It further reiterated the importance of the establishment of a single regime for international carriage by rail through the entire UNECE region. In this context, the Working Party expressed its interest to continue to be informed about activities of the OTIF, OSJD, European Commission, and other concerned international bodies, on their efforts towards harmonization of conditions of different rail transport systems. The Working Party asked EC, OTIF and the OSJD to provide updated information on the progress in their work for its next session.

## **PRODUCTIVITY IN RAIL TRANSPORT**

Documentation: ECE/TRANS/SC.2/2006/11.

38. The Working Party took note of the document containing the data on quantitative indicators of productivity for some 33 UNECE member countries transmitted by the UIC. Noting the usefulness of a continuous and systematic monitoring of quantitative productivity indicators, the Working Party invited the UIC, OSJD and all member Governments to provide to the secretariat the most recent required information on productivity indicators for its next session. It further asked the secretariat to reproduce a summary document for the next session of the

Working Party, on the basis of information received from international sources and collected from member countries.

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

Documentation: ECE/TRANS/SC.2/2006/12/Rev.1.

39. The Working Party noted with appreciation that the TER project has been focusing on relevant common issues and problems manifested in the project region. It noted that finalization of the TEM and TER Master Plan and infrastructure issues have been particularly valuable for involved countries. The Working Party felt that the future work of the TER project should focus on technical issues through studies and extensive training for member countries which should consider priority areas and future developments of railway transport in TER member countries.

40. The Working Party took note of the annual TER report (TRANS/SC.2/2006/12/Rev.1) introduced by the UNECE TER Project Manager and asked to be kept informed of new developments at its forthcoming session.

## **OTHER BUSINESS**

41. The Working Party noted that the current arrangement between the ECMT and UNECE of having back-to-back meetings of the ECMT Group on Railways and the UNECE Working Party on Rail Transport hosted alternatively by the two organizations in Paris and in Geneva will end in 2007. The Working Party agreed to hold its sixty-first session, tentatively, from 21-23 November 2007 in Paris.

42. It was also recalled that the Working Party's website: <http://www.unece.org/trans/main/sc2/sc2.html> contains the reports, agenda of forthcoming sessions, major publications and working documents. To facilitate and accelerate the publication by the secretariat of working documents for the sessions, delegates were invited, whenever possible, to send their submissions for the Working Party's sessions by e-mail to: [miodrag.pesut@unece.org](mailto:miodrag.pesut@unece.org).

## **ADOPTION OF THE REPORT**

43. The report of the Working Party's sixtieth session was established by the Chairman and the Vice-Chairman with the assistance of the secretariat and in consultation with all participants in the session.

44. The decisions adopted by the Working Party during the session are contained in the following paragraphs of this report 4, 6, 7, 9, 10, 11, 12, 14, 16, 17, 19, 22, 23, 24, 25, 26, 28, 31, 34, 37, 38, 40 and 41.

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**Annex 1**

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

Proposal for amendment to Annex I of the AGC Agreement

In accordance with Article 11 of the AGC Agreement, the Government of Latvia (Ministry of Transport of the Republic of Latvia) proposes the amendment to Annex I of the AGC by adding the line E 75:

I. Numbering of lines at the European level

North-South

E - 75 Warszawa-Białystok-Sokolka-Suwalki-Trakiszki-Mockava-Šeštokai-Kaunas-Šiauliai-Šarkiai-Meitene-Jelgava-Rīga-Lugaži-(Valga)

II. Numbering of lines at the national level

**(41) Latvia**

E - 75 (Šarkiai)-Meitene-Jelgava-Rīga-Lugaži-(Valga)

Countries directly concerned:

Lithuania, Latvia

Explanation:

Latvia acceded to the European Agreement on Main International Railway Lines (AGC) on 16 August 2006. In accordance with article 13, it had declared the Ministry of Transport as the administration to which proposed amendments to the annexes to this Agreement are to be communicated. In accordance with paragraph 2 of article 11 of the AGC, Latvia proposed that the line E 75 be extended as indicated in the proposal above.

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## Annex 2

### **PROGRAMME OF WORK FOR 2007-2011**

#### 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 railway lines and their reflection on AGC.

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; also taking into account new east-west traffic flows; raising environmental, energy and safety standards; taking into account the UNECE 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. (2007) Priority: 1

##### II. Studies in Railway Infrastructure

- (a) Description: Study of the possibility of the improvement of international railway lines and their management.

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

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. (2007) Priority: 2

- (b) 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. (2007) Priority: 2

- (c) Consideration of questions concerning safety in railway tunnels.

Output expected: Review of the current situation and prospects for the development of new recommendations. (2008) Priority: 2

- (d) 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. (2007) Priority: 2

### 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 2005.

Output expected: Report on total train traffic on the AGC network in 2000. (2007) Rail census in 2005. Priority: 2

- (f) Consideration of other subjects as need arises.

Output expected: Report on each subject.

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

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

#### Work to be undertaken

- (a) Report on 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) Report on possibilities for financing of TER in order to promote the upgrading and construction of internationally important rail lines. (Continuing) Priority: 2

Output expected: Annual progress report

- (c) Consideration of possible utilization of the results achieved under the project in other UNECE activities in the field of rail infrastructure including the implementation of AGC and AGTC in order to benefit from mutual experiences. (Continuing) Priority: 2

Output expected: Annual progress report.

#### IV. 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. (2007) Priority: 1
- (b) Consideration of follow-up of the implementation of recommendations and preparation of new texts or amendments to existing texts, if necessary, especially 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. (Report on change in application of summer time when it takes place) 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 UNECE region. (2007) 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. (2007) 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. (2007)
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