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ECONOMIC COMMISSION FOR EUROPE

INLAND TRANSPORT COMMITTEE

Working Party on Rail Transport
(Fifty-fifth session, 16-18 October 2001,
agenda item 6)

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

Transmitted by the Government of Russian Federation

Note: During its fifty-fourth (3-5 October 2000) session, the Working Party on Rail Transport considered inter alia the determination of railway infrastructure capacity including aspects related to the fee for the use of the infrastructure (TRANS/SC.2/194, paras.18-21). In this connection, it requested Governments that had not yet done so in 2000 to provide information on the following questions which have an impact on the railways in member countries:

- (a) Legal status (existing or foreseen) for railway infrastructure managers, railway operators and the national regulatory body.
- (b) Principles for capacity allocation.
- (c) Principles for the identification of sections with capacity constraints. Priority criteria for these sections.
- (d) Cooperation with neighbouring network infrastructure managers for the allocation of capacity at the international level.
- (e) Description of the existing/envisaged infrastructure charging schemes: charging principles and rules.
- (f) Special charging regimes.

The information submitted by Governments is reproduced below.

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Ministry of Railway Transport of the Russian Federation

(b) Principles for capacity allocation

Traffic capacity is an extremely important indicator for the railways, since it determines the system's ability to meet freight and passenger traffic requirements.

The traffic capacity of the equipment and structures of the railways is determined by existing rules, technical conditions, technological processes, and the manufacturer's instructions and specifications for the installed equipment, applying up-to-date technological standards for the performance of all operations and the most efficient working methods.

(c) Principles for the identification of sections with capacity constraints. Priority criteria for these sections

The capacity of the railways is determined on the basis of the instructions for the computation of the actual capacity of the railways, as approved by the Ministry of Railway Transport in 1989. The actual capacity of a line is normally computed on the basis of a sample segment of the line with the least efficient capacity.

The resulting capacity of the various segments is calculated on the basis of the capacity of line sections, stations, power supply facilities and locomotive depots and maintenance workshops.

Capacity data is entered in logbooks for each railway.

Required capacity is calculated on the basis of forecast traffic volumes, the state of equipment of railway lines and the specific features of the rolling stock.

To identify sections with capacity constraints ("bottlenecks"), a comparison is made between the required and the actual capacities.

Capacity bottlenecks are currently to be found at border crossings and port approaches. Accordingly, the Ministry of Railway Transport has developed measures to develop these sections.