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### ECONOMIC COMMISSION FOR EUROPE

INLAND TRANSPORT COMMITTEE

Working Party on Combined Transport

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agenda item 7)

### INVENTORY OF EXISTING AGTC STANDARDS AND PARAMETERS

#### Note by the secretariat

#### A. MANDATE AND BACKGROUND

1. In September 1993 the secretariat had issued a first inventory of technical and operational standards and parameters for combined road/rail transport in Europe ("Yellow Book") covering the year 1992. The objective of the inventory is to show, on an internationally comparable basis, the actual situation of international combined transport infrastructure and the status of service standards in Europe, as compared to the minimum standards laid down in the AGTC Agreement.
2. In early 1995 an addendum to the Yellow Book was issued by the secretariat covering additional countries, Contracting Parties to the AGTC Agreement.
3. In line with the decisions taken by the Working Party at its twenty-seventh session (TRANS/WP.24/75, paras. 32-36), the secretariat has prepared in the present document a first draft of a new questionnaire for the 1997 inventory of current technical and operational standards and parameters of the AGTC Agreement.

PLEASE NOTE: The distribution of documents of the Inland Transport Committee and its subsidiary bodies is no longer "restricted". Accordingly, the secretariat has adopted a new numbering system whereby all documents other than reports and agenda will be numbered as follows: TRANS/WP.24/year/serial number. Reports and agenda will retain their previous numbering system (e.g., TRANS/WP.24/78).

4. In preparing this questionnaire, the secretariat has taken account of the views expressed earlier by the Working Party, in particular that the data to be collected should be comparable to those collected in the 1992 exercise in order to be able to identify progress achieved. It was also felt by the Working Party that it would be desirable to reduce the number of data to be provided by Governments concentrating, as much as possible, on quantitative data relating to infrastructure and trains. It had also been pointed out that the results of current research in this field, undertaken by the European Commission and the European Conference of Ministers of Transport (ECMT) should be utilized as much as possible (TRANS/WP.24/75, paras. 34 and 35).

5. The secretariat plans to transmit to countries prefilled questionnaires containing the data already provided in 1992. On this basis countries would only need to verify the data provided in 1992 and add data in case they were not available or relate to new lines or installations. Those countries participating for the first time in the survey would need to fill in all data elements.

6. The Working Party may wish to consider the draft questionnaire for possible distribution to all ECE member countries concerned. The pre-filled draft questionnaire as shown below is using the example of Poland.

7. Those data elements in the draft questionnaire that address parameters also contained in the European Agreement on Main International Railway Lines (AGC) are given with a grey background.

8. The Working Party may wish to note, in this context, that the Principal Working Party on Rail Transport had recommended earlier that in the future the questionnaires concerning inventories of AGTC and AGC standards should be sent out at the same time as this would permit to save resources in filling-in the questionnaires (TRANS/WP.24/65, para. 24). The Working Party had felt that a joint questionnaire would overburden the already very complex AGTC questionnaire and might lead to a reduction in the response rate. It was pointed out at that time that many additional parameters and lines would need to be added to the existing questionnaire since the AGC Agreement comprises both goods and passenger traffic and did not always coincide with the railway lines covered by the AGTC Agreement (TRANS/WP.24/61, para. 25).

## **B. DRAFT QUESTIONNAIRE**

9. Annexes III and IV of the AGTC Agreement contain the following minimum standards and parameters that had already been included in the 1992 survey and are also proposed for inclusion in the 1997 survey:

### AGTC, Annex III: TECHNICAL CHARACTERISTICS OF THE NETWORK

#### Railway lines: Infrastructure parameters

##### Number of tracks:

AGTC target value for new lines: Two tracks. The AGTC Agreement does not specify a minimum requirement for the number of tracks to be provided on existing lines, but it notes that it will normally only be possible to provide



AGTC target value: often.

Terminals

Average train formation time:

AGTC target value: maximum 60 minutes.

Average waiting time for lorries:

AGTC target value: maximum 20 minutes.

Accessibility by road:

AGTC target value: good accessibility.

Accessibility by rail:

AGTC target value: good accessibility.

Capacity bottlenecks:

AGTC target value: seldom.

Border crossing points

Average length of stop:

AGTC target value: maximum 30 minutes.

Joint border station:

AGTC target value: yes

Axle gauge interchange stations

Duration of interchange:

AGTC target value: as short as possible.

The AGTC Agreement does not specify a minimum requirement for the duration of interchange, but it notes that it should be as short as possible.

Ferry links/ports

Average duration of ro-ro operation:

AGTC target value: maximum 60 minutes.

## AGTC AGREEMENT: ANNEX III - Technical Characteristics of the Network

**Attention:** The data in the pre-filled questionnaire below, are those provided for 1992.

Please insert additional data for 1997 and modify old data if no longer valid or correct.

Sample country: Poland

Year: 1997

AGTC Line code <sup>b/</sup>	Section of line <sup>c/</sup>	Railway lines: Infrastructure parameters (AGTC, annex III) (Text in brackets below refers to target values in the AGTC) <sup>d/</sup>					
		Number of tracks (not specified)	Loading gauge (UIC B)	Nominal minimum speed (100km/h) <sup>e/</sup> (120km/h)	Authorized mass per axle (20t) <sup>e/</sup> (22.5t)	Siding length (min. 750m)	Capacity bottleneck (seldom) <sup>e/</sup>
1	2	3	4	5	6	7	8
C-E 59	Swinoujście - Szczecin	2	C1	70	21	1000	seldom
	Szczecin - Rzepin	"	"	70 (4)	22.5	"	"
	Rzepin - Nowa Sól	"	B (3)	"	"	"	"
	Nowa Sól - Wrocław	"	"	70	21.5	"	"
	Wrocław - Opole	"	"	"	"	1000/700	"
	Opole - Chalupki	"	"	70 (4)	22.5	1000	"
C 65(1)	Nowa Sól - Węgliniec	1	"	60 (4)	20	700	"
	Węgliniec - Zgorzelec	2	"	70	"	1000	"
	Zgorzelec - Zawidów	1	"	50	"	500	"
C 59(2)	Wrocław - Miedzylesie	2/1	"	70	"	1000/700	"
C-E 65	Gdynia - Tczew	2	C1	"	22.5	1000	"
	Tczew - Warszawa	"	"	"	20	"	"
	Warszawa - Grodzisk	"	"	"	22.5	1300	"
	Grodzisk - Zawiercie	"	"	"	21.5	"	"
	Zawiercie - Katowice	"	"	60	22.5	1000	"
	Katowice - Zebrzydowice	"	"	"	"	"	"
C-E 65 (1)	Tczew - Zduńska W.	"	B (3)	70	"	"	"
	Zduńska W. - Chorzew S.	"	"	"	"	"	"
	Chorzew S. - Herby N.	"	"	"	"	"	"
	Herby N. - Katowice	"	"	60	"	"	"
C 65/1 (2)	Zduńska W. - Łódź 01	"	"	"	21	"	"
C 65/2 (1)	Chorzew S. - Częstochowa	1	"	"	22.5	"	"
	Częstochowa - Zawiercie	2	"	"	"	"	"
C 65/3 (1)	Herby N. - Paczyna	"	"	"	"	"	"
	Paczyna - Koźle	"	"	"	"	"	"

(1) Not part of Annex II of the AGTC.

(2) Poland has presented a proposal to change the name of that line.

(3) With restrictions.

(4) Speed limit provokes bottlenecks.

## AGTC AGREEMENT: ANNEX IV - Performance Parameters of Trains and Minimum Infrastructure Standards

### Trains

**Attention:** The data in the pre-filled questionnaire below, are those provided for 1992.  
Please insert additional data for 1997 and modify old data if no longer valid or correct.

Sample country: Poland<sup>\*/</sup>

Year: 1997

Performance parameters of combined transport trains (AGTC, annex IV)					
(Text in brackets below refers to target values in the AGTC)					
Maximum authorized length of train (min.750m)	Maximum authorized weight of train (min. 1500t)	Maximum authorized axle load of wagon (min. 20t) <sup>*/</sup>	Operating speed (min. 120km/h)	Priority rating (high) <sup>*/</sup>	Direct (block) trains or wagon groups (often) <sup>*/</sup>
9	10	11	12	13	14
600	3200	21	70	-	often
"	"	22.5	70 (1)	-	"
"	"	"	"	-	"
"	"	21.5	70	-	"
"	"	"	"	-	"
"	"	22.5	70 (1)	-	"
"	2000	20	60 (1)	-	"
"	2400	"	70	-	"
400	1200	"	50	-	"
550	1800	"	70	-	"
600	2100	22.5	"	-	"
"	"	20	"	-	"
"	2400	22.5	"	-	"
"	"	21.5	"	-	"
"	"	22.5	60	-	"
"	"	"	"	-	"
"	1800	"	70	-	"
"	"	"	"	-	"
"	"	"	"	-	"
"	"	"	60	-	"
"	2400	21	"	-	"
"	2000	22.5	"	-	"
"	"	"	"	-	"
"	2400	"	"	-	"
"	"	"	"	-	"

(1) Speed limit provokes bottlenecks.

<sup>\*/</sup> Data in this table refer to sections of lines contained in the table to the left.

**AGTC AGREEMENT: ANNEX IV - Performance Parameters of Trains and Minimum Infrastructure Standards**  
**Terminals**

**Attention:** The data in the pre-filled questionnaire below, are those provided for 1992.  
Please insert additional data for 1997 and modify old data if no longer valid or correct.

Sample country: Poland

Year: 1997

Minimum standards for combined transport installations (AGTC, annex IV)					
Terminals (AGTC, annex IV)					
(Text in brackets below refers to target values in the AGTC)					
Terminal  (location/ name) <sup>k/</sup>	Average time for formation of trains <sup>k/</sup>  (max. 60min.)	Average waiting time for lorries <sup>l/</sup>  (max. 20min.)	Accessibility by road  (good) <sup>m/</sup>	Accessibility by rail  (good) <sup>n/</sup>	Capacity bottlenecks  (seldom) <sup>o/</sup>
15	16	17	18	19	20
Lódź	...	...	good	good	seldom
Gdynia	720	...	"	"	"
Gdańsk	120	...	"	"	"
Warszawa	...	...	"	"	"
Sosnowiec	...	...	"	"	"
Wrocław	120/480	...	"	"	"
Kraków	120	...	"	"	"
Poznań	...	...	"	"	"
Szczecin	120/480	...	"	"	"
Malaszewice	...	...	...	...	...
Swinoujście	...	...	...	...	...

**AGTC AGREEMENT: ANNEX IV - Performance Parameters of Trains and Minimum Infrastructure Standards**  
**Border crossing points**

**Attention:** The data in the pre-filled questionnaire below, are those provided for 1992.  
Please insert additional data for 1997 and modify old data if no longer valid or correct.

Sample country: Poland

Year: 1997

Minimum standards for combined transport installations (AGTC, annex IV)			
Border crossing points (Text in brackets below refers to target values in the AGTC)			
Border crossing point (location/name) <sup>1)</sup>	Average length of stop <sup>2)</sup> (max. 30min.)	Joint border station (yes)	Problems encountered <sup>2)</sup>
21	22	23	24
Zebrzydowice	60	yes	-
Zgorzelec	30	"	-
Medyka	120	"	-
Przemysl (1)	60	"	-
Muszyna (1)	120	"	-
Kunowice	30	"	-
Terespol	60/720	"	-
Zawidow	30	"	-
Medzylesie	"	"	-
Chalupki (1)	30	"	-

(1) Not part of Annex II of the AGTC.

**AGTC AGREEMENT: ANNEX IV - Performance Parameters of Trains and Minimum Infrastructure Standards**  
**Axle gauge interchange stations / Ferry links/ports**

**Attention:** The data in the pre-filled questionnaire below, are those provided for 1992.  
Please insert additional data for 1997 and modify old data if no longer valid or correct.

Sample country: Poland

Year: 1997

Minimum standards for combined transport installations (AGTC, annex IV)						
Axle gauge interchange station (AGTC, annex IV) (Text in brackets below refers to target values in AGTC)			Ferry links/ports (AGTC, annex IV) (Text in brackets below refers to target values in AGTC)			
Axle gauge interchange station (location/name) <sup>1)</sup>	Duration of interchange (as short as possible)	Problems encountered <sup>2)</sup>	Ferry link/port (location/name) <sup>1)</sup>	Average duration of ro-ro operation <sup>2)</sup>	Ferry/rail timetable coordinated (yes)	Problems encountered <sup>2)</sup>
25	26	27	28	29	30	31
Medyka (1) (2)	...	...	Gdynia	720	yes	-
Terespol (2)	...	...	Swinoujście	480	"	-
Przemysl	...	...				

(1) Not part of Annex II of the AGTC.

(2) Only for passenger trains.



### EXPLANATORY NOTES TO THE QUESTIONNAIRE

For an explanation of loading gauge code numbers used by some countries (i.e. Germany and Italy) it should be noted that:

UIC B = P 45, C 45; P = Pocket-wagons  
UIC C = P 102, C 102; C = Containers/Swap-bodies

The higher the code number, the closer it is to loading gauge UIC C.

#### Explanation of Footnotes in the Questionnaire

- a/ Railway network as stipulated in the European Agreement on Important International Combined Transport Lines and Related Installations (AGTC Agreement of 1 February 1991).
- b/ See AGTC, annex I.
- c/ AGTC lines in a country have been divided into sections (parts of lines) which have the same or nearly the same infrastructure parameters (for example: Belgium: C-E 15 may be separated into two sections: "(Roosendaal-) Antwerpen-Bruxelles" and Bruxelles-Quévy (-Feignies)").
- d/ Target values as contained in the AGTC given in the table refer to existing lines only. For new lines, the AGTC stipulates loading gauge C. In filling in the table the actual values have been inserted indicating the value of the most restrictive parameters.
- e/ For wagons  $\leq$  100 km/h: 22.5 t; for wagons  $\leq$  120 km/h: 20 t.
- f/ Railway lines to be used for combined transport shall have an adequate train capacity per day in order to avoid waiting times for trains of combined transport. These trains should not be delayed by non-working hours of lines (AGTC, annex IV, para. 8).
- g/ 20 tonnes at a speed of 120 km/h; 22.5 t at a speed of 100 km/h.
- h/ Trains of combined transport shall be rated as those with highest priority (AGTC, annex IV, para. 7).
- i/ Use of direct trains or transport by wagon groups (AGTC, annex IV, para. 13).
- j/ Terminal(s), border crossing point(s), axle gauge interchange station(s) or ferry links/ports as contained in the AGTC, annex II.
- k/ Time from the latest time of acceptance of goods to the departure of trains, and from the arrival of trains to the availability of wagons ready for the unloading of loading units (containers, swap-bodies, etc.).
- l/ Waiting periods for road vehicles delivering or collecting loading units shall be as short as possible.

- m/ "good", "satisfactory", or "not satisfactory".
- n/ Description of bottlenecks or problems (AGTC, annex IV, paras. 10-12, 14-17).
- o/ "never", "seldom", "occasionally", "often", or "always".
- p/ The AGTC Agreement foresees no stop at borders, if possible (AGTC, annex IV, para, 14). No stop required: "o".
- q/ Quick loading and unloading of ferry boats and storage of loading units/wagons (if possible not more than one hour).

Explanation of Symbols and Abbreviations Employed in the Questionnaire

...	=	Not available
-	=	Magnitude zero
.	=	Not applicable
km/h	=	Kilometre-hour
t	=	Tonne
m	=	Metre
min.	=	Minute

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