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Working Party on Intermodal Transport and Logistics

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Item 5 (c) of the provisional agenda

European Agreement on Important International Combined Transport Lines and Related Installations

Amendment proposals (minimum infrastructure and performance standards)

Review of operational targets

Note by the secretariat in cooperation with an informal ad hoc expert group

I. Mandate

1. Activity 02.9 “Intermodal Transport and Logistics” of the 2010-2014 work programme of the Inland Transport Committee stipulates under activity (a) that the Working Party on Intermodal Transport and Logistics should pursue “(iii) reviewing and, whenever feasible, improving existing infrastructure standards and performance parameters of the AGTC Agreement with a view to raising interoperability and establishing benchmarks;” (ECE/TRANS/2010/8).
2. These activities are part of a larger review that also encompasses the AGTC performance standards, including:
 - Transshipment procedures in terminals as well as mechanisms for their optimum location and construction (programme activity (a) (iv))
 - Capacity and efficiency of port hinterland transport (programme activity (a) (v))
 - Environmental, energy, safety and security standards (programme activity (a) (v)).
3. This work, to be undertaken between 2011 and 2013, should lead to the preparation of a comprehensive package of amendment proposals that would update the AGTC

Agreement and bring it in line with modern intermodal transport requirements applicable at the pan-European level.

II. Background

4. For detailed information on the background of these activities, refer to ECE/TRANS/WP.24/2010/2.

5. The secretariat in cooperation with an informal ad hoc expert group, has prepared the present document on minimum *performance standards for combined transport trains and related installations as addressed in the AGTC Agreement* for consideration by the Working Party.

6. A second document, also prepared by the secretariat in cooperation with an informal ad hoc expert group, contains an overview of the *technical characteristics of the AGC and AGTC rail networks* for consideration by the Working Party on Rail Transport and the Working Party on Intermodal Transport and Logistics (ECE/TRANS/WP.24/2010/2).

III. Objectives

7. For detailed information on the objectives of these activities, refer to ECE/TRANS/WP.24/2010/2.

IV. Operational targets

8. The annex to the present document contains an overview of the operational targets relating to combined transport services, trains, railway lines, terminals and intermediate stations in combined transport as contained in:

- (a) Annex III of the AGTC Agreement;
- (b) Technical Specifications of Interoperability (TSI) applicable in the European Union (EU) for high-speed rail (HS);¹
- (c) Technical Specifications of Interoperability (TSI) applicable in the European Union (EU) for conventional rail (CR) systems;²
- (d) Intergovernmental Agreement on the Trans-Asian Railway Network (TAR);³
- (e) European Railway Technical Strategy of European Rail Infrastructure Managers (EIM);⁴

¹ On the basis of EU Directive 2008/57/EC of 17 June 2008 on the interoperability of the rail system within the Community (Recast), Commission Decision of 20 December 2007 contains a technical specification for interoperability (TSI) relating to the infrastructure sub-system of the trans-European high-speed rail system. Parameters added (in addition to AGC) stem from TSI relating to technical compatibility for infrastructure domain only (Commission decision 2008/217/EC).

² Provisions relating to the infrastructure sub-system of conventional rail systems are still under development.

³ TAR has been developed under the auspices of the United Nations Economic Commission for Asia and the Pacific (ESCAP) and came into force on 11 June 2009. As of 1 May 2010, it has 14 Contracting Parties. Annex II of the TAR contains "Guiding principles relating to technical characteristics of the Trans-Asian Railway Network" which are referred to in the table (<http://www.unescap.org/ttdw/common/TIS/TAR/fact.asp>).

- (f) FERRMED standards;⁵
- (g) 2005 UNECE secretariat survey.⁶

V. WORK TO BE DONE

9. The Working Party may wish to review the existing operational targets and parameters in the AGTC Agreement and decide on appropriate modifications, deletions or additions.

10. On this basis, the secretariat could draft amendment proposals to the AGTC Agreement that, in accordance with Article 16, could be considered and adopted by the Working Party at a later stage.

⁴ European Rail Infrastructure Managers: European Railway Technical Strategy, Technical Vision to guide the development of TSIs, Version 1.2, September 2008. Values refer to international traffic through to 2035 (excluding light, regional, inter- and sub-urban traffic).

⁵ <<http://www.ferrmed.com/eng/>>.

⁶ TRANS/WP.24/2005/5.

Annex

Operational targets for combined transport services, trains, railway lines, terminals and intermediate stations in combined transport

Parameter	AGTC Agreement Annex IV (ECE/TRANS/88/Rev.5)		Technical Specification for Interoperability (TSI) European Union						
	Existing lines and lines to be improved or reconstructed (target values)	New combined transport lines	Trans-European High-Speed Rail System (2008/217/EC)	Trans- European Conventional Rail System (draft)	Trans-Asian Railway Network (TAR)	TER Standards	European Infrastructure Managers (EIM)	FERRMED Standards	Country proposals (TRANS/ WP.24/2005/5)
A. Requirements for efficient international combined transport services									
1	Transport speed	Not lower than road transport	Not lower than road transport	-	-	-	-	-	-
2	Working hours	Utilization of non-working hours of consignee	Utilization of non-working hours of consignee	-	-	-	-	-	Availability for freight traffic 24 hours a day, 7 days a week
3	Equipment and infra-structure	Suitable and sufficient capacities	Suitable and sufficient capacities	-	-	-	-	-	-
4	Type of service	Direct trains (if possible)	Direct trains (if possible)	-	-	-	-	-	-
5	Telecommunication	Modern systems	Modern systems	-	-	-	-	-	-

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B. Performance parameters of trains										
6	Nominal minimum speed	100 km/h	120 km/h	-	Line speed for new and upgraded lines 100–200 km/h depending on TSI categories of line	-	120 km/h	100 km/h (Heavy freight) 120 km/h (Conventional freight) 250 km/h (Logistical freight)	-	Yes Need better definition. Possibly use: Maximum (design) speed
7	Length of train	600 m	750 m	400 m	400–750 m Depending on TSI categories of line	-	-	<750 m (Heavy freight)	1 500 m	Yes 750 m– 1 000 m
8	Weight of train	1 200 m	1 500 t	1 000 t	-	-	-	-	3 600– 5 000 t	Yes
9	Axle load (wagons)	20 t	20 t 22.5 t (100 km/h)	-	20–25 t depending on TSI categories of line	-	-	-	-	Yes 22.5 t
10	Stops en route for operational reasons or frontier-crossing controls	None, if feasible	None, if feasible	-	-	-	-	-	-	-
11	Priority rating	Highest	Highest	-	-	-	-	-	-	No

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C. Minimum standards for railway lines										
12	Capacity	Adequate train capacity	Adequate train capacity	-	-	Adequate capacity for efficient, reliable and economical movement (2., Annex II)	-	-	-	-
13	Efficiency	No delay due to non-working hours	No delay due to non-working hours	-	-	-	-	-	-	-
D. Minimum standards for terminals										
14	Loading, unloading and formation of trains	60 minutes (max)	60 minutes (max)	-	-	Set aside from other yards for reduced need for shunting	-	-	-	Yes Definition required
15	Waiting time for road vehicles with loading units	20 minutes (max)	20 minutes (max)	-	-	Easy access to road vehicles	-	-	-	Yes Definition required
16	Connections	Well connected location (road and rail)	Well connected location (road and rail)	-	-	Close to main trunk lines	-	-	-	Yes

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17	Extension of location	-	-	-	Provisions for possible expansion	-	-	-	-
18	Other services	-	-	-	Customs facilities	-	-	-	-
E. Minimum standards for intermediate stations									
20	Train capacity on feeder lines	Sufficient train capacity per day on feeder lines	Sufficient train capacity per day on feeder lines	-	-	-	-	Polyvalent, flexible with high performance and competitiveness	-
21	Entry and exit to/from feeder lines	Easy entry and exit to and from feeder lines	Easy entry and exit to and from feeder lines	-	-	-	-	-	-
22	Track capacity	Sufficient	Sufficient	-	-	-	-	-	-
23	Loading gauge	Loading gauge in line with railway lines used	Loading gauge in line with railway lines used	-	-	-	-	-	-
24	Track length	Track length for complete combined transport trains	Track length for complete combined transport trains	-	-	-	-	1 500 m siding length in terminals	<750 m

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25	Accessible for electric traction	Yes	Yes	-	-	-	-	-	-	-
26	Terminal capacity	Sufficient capacity to allow short stops	Sufficient capacity to allow short stops	-	-	Allow handling of ISO containers	-	-	-	-
E. Stations for exchange of wagon groups										
27	Transfer of consignments	30 minutes (max)	30 minutes (max)	-	-	-	-	-	-	-
E. Border crossing points										
28	Stops	No stops or max 30 minutes	No stops or max 30 minutes	-	-	-	-	-	-	Yes Max. 4 hours
29	Procedures	At inland places One stop max	At inland places One stop max	-	-	-	-	-	-	-
E. Gauge interchange stations										
30	Procedures	Efficient procedures to allow for short stops	Efficient procedures to allow for short stops	-	-	-	-	-	-	No

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E. Ferry										
(d) links/ports										
31	Timetable	Coordinated timetables	Coordinated timetables	-	-	-	-	-	-	-
32	Duration of stop	Only short stops of 60 min. max.	Only short stops of 60 min. max.	-	-	-	-	-	-	-
33	Information	Provision of advance information	Provision of advance information	-	-	-	-	-	-	-
34	Vessels	Appropriate size and type of vessels	Appropriate size and type of vessels	-	-	-	-	-	-	-
35	Loading/unloading	Quick loading/unloading onto vessels	Quick loading/unloading onto vessels	-	-	-	-	-	-	-
36	Facilities on vessels	Adequate facilities on vessels (no marshalling operations, etc.)	Adequate facilities on vessels (no marshalling operations, etc.)	-	-	-	-	-	-	-
37	Connection	Good and short road connection, if necessary	Good and short road connection, if necessary	-	-	-	-	-	-	-