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Catalogue of harmonised train procedures for cross-border freight operations

Catalogue des procédures passe-frontières harmonisées liées à la composition des trains de marchandises

Katalog harmonisierter Zugbetriebsabläufe für den grenzüberschreitenden Güterverkehr



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Summary

The new *UIC Leaflet 474* was drafted by the UIC group on "Infrastructure leaflet modernisation". The group's work was based on that done by "Rail Net Europe - Operational Standards", namely compiling an inventory and a set of procedures to be followed by railway undertakings to reduce formalities and inspections at handover points and eliminate all checking of the train consist at these points.

1 - Introduction

1.1 - Purpose of the leaflet

Under the terms of the present document, a freight train is considered "interoperable" when the administrative formalities and technical inspections associated with its consist can be:

- dispensed with when crossing a border between two railway infrastructure managers (IM);
- dispensed with or limited to a few basic tasks (e.g. transfer of the original braking sheet during a changeover of traction) at the handover point between two partner railway undertakings (RU).

In the present document, UIC provides RUs with a catalogue of the tools that will help make their trains interoperable on all freight corridors and other international routes.

The catalogue has been designed to offer a set of harmonised procedures for international freight operations covering the following train consist parameters:

- train formation,
- braking rules and brake tests,
- acceptance of certain types of shipment, such as dangerous goods, special consignments, etc.,
- permissible lengths and loads,
- tightening of couplers,
- loading conditions,
- technical inspection of wagons and loads,
- braking sheet and consist list,
- tail signals,
- train numbering,
- advance consist message.

These procedures were drawn up with reference to:

- the Rail Net Europe Package that the working group "RNE - Operational Standards" issued for the needs of Rail Net Europe and UIC,
- international standards enjoying widespread and long-established acceptance (*RIV-CUU/AAV/SUC, UIC leaflets 400 series*, etc.),
- the TSI (Technical Specifications of Interoperability) for the "Traffic Operation and Management" sub-system of the trans-European conventional rail system, in accordance to the *Directive 2001/16/EC* (see Bibliography - page 23).

This catalogue should therefore be sufficient to enable any RU, either alone or in partnership with others, to put together its trains in accordance with harmonised criteria and thus limit technical stoppages on the allocated train path to traction changeovers only.

Its use as a reference document is also recommended for the train consist section of any operational or commercial agreement between RUs.

1.2 - Summary flow chart

As required by certain procedures the IM, through their OSS (One-Stop-Shop), must provide the RUs with information of a technical or regulatory nature about specific conditions applicable to the train consist, braking or speed that are imposed by one or more IMs on the allocated train path.

NB : Where there is no OSS, the IM shall define in a protocol how data shall be exchanged.

It is emphasised that the role of the OSS is to facilitate the exchange of this information by acting as a link between IM and RU.

The OSS is not involved in the decision-making processes of the IMs, but is instrumental in coordinating and speeding up the exchange of the necessary data.

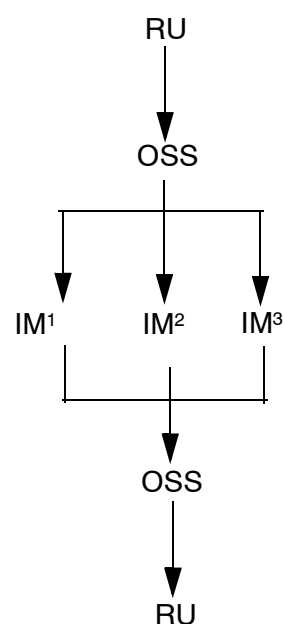
The flow of information is represented in the following diagram:

Request for a train path

Determination of the train path (preconstructed or tailor-made)

Information from the IMs on their specific technical and regulatory requirements

Allocation of the train path with indication of the specific technical and regulatory requirements



2 - Train formation procedures

2.1 - Maximum number of hauled vehicles or axles

There is no set limit, provided the maximum permissible loads and lengths are not exceeded on the allocated train path.

The OSS must inform the RUs of any applicable restrictions on the number of vehicles or axles.

2.2 - Train consist based on the maximum permissible train speed

Wagons and other hauled vehicles must be suitable for running at the maximum permissible speed of the train along the whole route.

Application of *UIC Leaflet 421* (see Bibliography - page 23) is sufficient in this regard.

The acceptance of wagons that are suitable for running at the maximum train speed but do not comply fully with the provisions of *UIC Leaflet 421* shall be covered in an operational agreement between the RUs. These arrangements must not however lead to changes to the train consist at borders or handover points.

2.3 - Maximum permissible load per wagon or per axle

Application of *Appendix II to RIV-Loading Conditions (sections 1 to 3)* (see Bibliography - page 23) shall be sufficient.

Where the route to be worked and the technical characteristics of the wagon permit, more generous load limits than those of the general RIV load table may be used provided that:

- they feature as derogations on a load table painted on the wagon,
- they are authorised by operational agreement,
- they do not lead to stoppages to alter the train consist at borders or handover points.

2.4 - D4 loads

There are no set restrictions.

The OSS must inform the RUs of any speed restrictions applicable to these consignments on the allocated train path.