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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 10(c))

EUROPEAN AGREEMENT ON MAIN INTERNATIONAL RAILWAY LINES

Total traffic on the AGC network in 1995

Transmitted by the Governments of Austria, Croatia, Poland, Slovenia, The former Yugoslav
Republic of Macedonia, Ukraine, United Kingdom

Note: At its fifty-fourth session (3-5 October 2000), the Working Party requested Governments that had not yet provided at its fifty-fourth session data on total train traffic on the AGC network in 1995 (TRANS/SC.2/194, para.44) to do so for its fifty-fifth session.

The Working Party may wish to take note of the additional information received from Governments which is reproduced below.

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AUSTRIA¹

AGC line number	Section of AGC line (both directions)		Passenger	Goods	Service
			Average number of trains in peak traffic month, reverence = 1999		
	Wien West	Neulengbach	168	102	22
	Neulengbach	St. Pölten Hbf	138	102	11
	St. Pölten Hbf	Pöchlarn	132	115	14
	Pöchlarn	Amstetten	130	115	14
	Amstetten	St.Valentin	122	124	14
	St.Valentin	Linz Hbf	135	139	23
	Linz Hbf	Marchtrenk	159	157	34
	Marchtrenk	Wels Hbf/Wels Vbf	159	167	34
	Wels Hbf	Lambach	131	112	20
	Lambach	Attnang P.	131	112	20
	Attnang P.	Steindorf Str.	119	105	13
	Steindorf Str.	Salzburg Hbf	129	107	19
	Wels Hbf	Haiding	82	76	19
	Haiding	Neumarkt K.	64	76	19
	Neumarkt K.	Passau Hbf	47	64	10
	Wien Süd	Gramatneusiedl	85	84	25
	Gramatneusiedl	Bruck/L.	85	32	20
	Bruck/L.	Abzw. Parndorf	85	30	8
	Abzw. Parndorf	Parndorf	47	30	6
	Parndorf	Nickelsdorf	47	30	6
	Salzburg Hbf	Golling Abt.	108	110	16
	Golling Abt.	Bischofshofen	100	103	12
	Bischofshofen	Schwarzach St.V.	118	94	24
	Schwarzach St.V.	Böckstein	54	50	17
	Böckstein	Spittal M.	52	47	17
	Spittal M.	Villach Hbf	72	65	11
	Villach Hbf	Rosenbach	31	30	14
	Schwarzach St.V.	Saalfelden	73	62	12
	Saalfelden	St.Johann i.T.	73	48	11
	St.Johann i.T.	Wörgl	76	46	11
	Kufstein	Wörgl	99	84	14
	Wörgl	Abzw. Baumkirchen	130	135	10
	Abzw. Baumkirchen	Innsbruck Hbf	130	135	10
	Abzw. Baumk.	Abzw. Gärberbach	0	0	0
	Innsbruck Hbf	Abzw. Gärberbach	57	77	25
	Abzw. Gärberbach	Brenner	57	77	25
	Innsbruck Hbf	Ötztal	95	45	11
	Ötztal	Landeck	56	45	9
	Landeck	St. Anton A.	48	34	9
	St. Anton A.	Bludenz	52	40	10
	Bludenz	Feldkirch	95	46	15

¹ The data provided by Austria refer to the year 1994.

	Feldkirch	Buchs SG	30	20	10
	Linz Hbf	Pregarten	48	32	7
	Pregarten	Summerau	33	32	7
	Traun	Nettingsdorf	70	35	8
	Traun	Marchtrenk	0	10	2
	Nettingsdorf	Rohr	70	35	8
	Rohr	Kirchdorf K.	51	35	7
	Kirchdorf K.	Selzthal	42	29	5
	Selzthal	Wald a. Sch.	57	65	10
	Wald a. Sch.	St. Michael	62	63	9
	Selzthal	Stainach I.	50	32	8
	Stainach I.	Radstadt	49	30	4
	Radstadt	Bischofshofen	56	30	9
	Floridsdorf	Süssenbrunn	216	22	25
	Süssenbrunn	Gänserndorf	122	52	25
	Gänserndorf	Bernhardstal	50	40	23
	Wien Südbf	Mödling	309	43	19
	Mödling	Wr. Neustadt	181	38	20
	Wr. Neustadt	Gloggnitz	114	80	15
	Gloggnitz	Payerbach R.	114	76	25
	Payerbach R.	Mürzzuschlag	81	76	23
	Mürzzuschlag	Bruck M.	95	86	17
	Bruck M.	Graz Hbf	109	64	11
	Graz Hbf	Spielfeld Str.	49	29	14
	Bruck/M.	Leoben Hbf	116	118	24
	Leoben Hbf	St. Michael Ost	116	118	24
	St. Michael	Knittelfeld	68	85	18
	Knittelfeld	Unzmarkt	70	60	11
	Unzmarkt	Friesach	47	55	14
	Friesach	St. Veit/G.	73	60	7
	St. Veit/G.	Klagenfurt Hbf	70	34	5
	Klagenfurt Hbf	Villach Hbf	96	45	13
	Villach Hbf	Arnoldstein	56	43	13
	Arnoldstein	Tarvisio C.	28	42	13
	Wien Süd	Wampersdorf	57	15	6
	Wampersdorf	Ebenfurth	76	67	11
	Ebenfurth	Wr. Neustadt	37	59	13
	Gramatneusiedl	Wampersdorf	19	52	5
	Wien Meidling	Abzw.Aspangbf.	No data		
	Abzw.Aspangbf.	Wien Nord			
	Wien Nord	Floridsdorf			

CROATIA

AGC line number	Sections	Length	Passenger	Goods	Service
E70	Tovarnik - Vinkovci	32,4	0	0	
	Vinkovci - Novska	151,1	32	6	
	Novska - Dugo Selo	84,1	40	6	
	Dugo Selo - Zagreb GK	20,8	135	18	
	Zagreb GK - Zaprešić	15,2	117	6	
	Zaprešić - Savski Marof	6,6	79	3	
E -71	Botovo - Koprivnica	11,8	16	6	
	Koprivnica - Dugo Selo	65,6	40	10	
	Zagreb GK - Moravice	138,7	32	8	
	Moravice - Rijeka	90,0	18	12	
E-751	Zagreb GK - Sisak Caprag	54,5	26	4	
	Sisak Caprag - Sunja	18,2	0	0	
	Knin - Sedramić	34,4	0	0	
	Sedramić - Split	68,3	12	2	
	Perković - Šibenik	21,3	15	2	
E-771	Strizivojna/vrpolje-S.Šamac	20	10	2	
E-65	Šapjane - Rijeka	23,5	8	2	
E-69	Kotoriba - Čakovec	30	28	6	

POLAND**Item D – Total train traffic on the AGC network in 1995 ^{1/}**

AGC line number	Section on AGC line ^{2/} both direction	Average daily number of trains in peak traffic month ^{3/}		
		Passenger	Goods	Service
E 20	(Frankfurt/O-) - Rzepin	13,3	30,0	12,3
	Rzepin - Poznań	44,7	26,4	7,6
	Poznań - Warszawa	42,6	21,4	17,1
	Warszawa - Łuków	92,8	17,0	6,5
	Łuków – Terespol	49,5	23,8	5,4
	Terespol (-Brest)	25,9	10,4	3,0
E 30	(Görlitz-) Zgorzelec - Węgliniec	20,0	5,8	8,6
	Węgliniec - Wrocław	27,2	34,4	10,5
	Wrocław- Opole	70,0	36,8	15,7
	Opole – Kędzierzyn Koźle	50,4	55,9	16,0
	Kędzierzyn Koźle – Gliwice - Katowice	105,2	0,8	11,3

	Katowice – Kraków	205,7	77,3	35,6
	Kraków – Tarnów	141,1	115,2	25,2
	Tarnów – Przemyśl	93,4	94,3	24,5
	Przemyśl - Medyka (-Mostiska)	11,8 + 11,8 ^{4/}	2,1 + 6,7 ^{4/}	13,3 + 8,5 ^{4/}
E 59	(Ystad-) Świnoujście - Szczecin	23,6	17,3	6,1
	Szczecin – Poznań	80,0	64,7	10,6
	Poznań – Wrocław	45,0	34,9	13,5
	Wrocław – Kędzierzyn Koźle (see E 30)	—	—	—
	Kędzierzyn K. – Chałupki (-Bohumin)	19,5	18,8	7,9
E 65	Gdynia – Gdańsk	91,9	36,8	19,4
	Gdańsk –Tczew	103,1	58,4	10,5
	Tczew – Malbork	69,4	36,4	8,6
	Malbork – Warszawa	76,2	18,1	7,0
	Warszawa – Grodzisk Maz.	176,1	30,5	12,8
	Grodzisk Maz. –Zawiercie	43,7	11,0	14,2
	Zawiercie – Katowice	107,8	45,6	18,4
	Katowice – Zebrzydowice (-Petrovice)	40,1	29,2	21,9
E 75	Warszawa – Białystok	125,0	34,2	7,9
	Białystok – Sokółka	34,6	10,7	9,8
	Sokółka - Suwałki	12,0	8,9	3,3
	Suwałki - Trakiszki (-Sestokai)	5,2	2,0	2,3
^{1/} A copy of the map should be made available showing traffic volumes on the pertinent section of the AGC lines. ^{2/} The length of section of the different lines should be defined in accordance with prevailing local characteristics. ^{3/} The data preparing on the ground of investigate had been executed in October 1995 ^{4/} Number of trains passed on wide gauge track				

SLOVENIA

		Passenger	Goods	Service
AGC line number	Section on AGC line both direction	Average daily number of trains in peak traffic month	Average daily number of trains in peak traffic month	Average daily number of trains in peak traffic month

E-65	(Rosenbach) Jesenice-Ljubljana-Ilirska Bistrica (Šapjane)			
	<i>Ljubljana - Lj.Šiška*</i>	38.6	15.2	2.4
E-67	(Spielfeld Strass-) Šentilj – Maribor – Zidani Most			
	<i>Celje – Grobelno*</i>	36.6	23.8	2.4
E-69	(Čakovec) Središče – Pragersko – Zidani Most_ Ljubljana – Divača - Koper			
	<i>Ljubljana -Lj. Moste *</i>	50.2	42.0	22.3
E-70	(Villa Opicina)- Sežana – Ljubljana – Zidani Most-Dobova (-Savski Marof)			
	<i>Ljubljana - Lj. Moste *.</i>	50.2	42.0	22.3
	<i>Lj. Moste -Ljubljana *</i>	49.6	40.4	24.6

- part of the line with the highest frequency

THE FORMER YUGOSLAV REPUBLIC OF MACEDONIA

AGC line number	SECTION OF AGC LIGNE (BOTH DIRECTIONS)*	PASSENGER	GOODS	SERVICE
		Average daily number of trains in peak traffic months	Average daily number of trains in peak traffic months	Average daily number of trains in peak traffic months
E-85	Tabanovci-Skopje	19	19	
E-85	Veles-Skopje	25	10	

E-85	Veles-Gevgelija	8	17	
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UKRAINE

Train traffic volumes are expressed in terms of thousands of ton/kilometers net and where done in 1995 on parts, included in European Agreement AGC.

Lviv – Vadul – Siret (Vikshani)	1323484
(Kuchurgan) Rozdilna – Kiev – Hutir-Michaylovskiy – Zernovo (Suzemka);	25181316
(Medika) Mostiska – Kiev – Hutir-Michaylovskiy – Zernovo (Suzemka); <i>(via Zdolbuniv)</i>	37862329
(Medika) Mostiska – Kiev – Hutir-Michaylovskiy – Zernovo (Suzemka); <i>(via Pidvolochisk)</i>	21831996
(Slovak Republic) Chop – Lviv	5024396
(Hungary) Chop – Lviv – Kiev – Hutir-Michaylovskiy – Zernovo (Suzemka); <i>(via Zdolbuniv)</i>	40967167
(Hungary) Chop – Lviv – Kiev – Hutir-Michaylovskiy – Zernovo (Suzemka); <i>(via Pidvolochisk)</i>	24926753

UNITED KINGDOM

Tables showing the number of daily trains between each pair of points in the list.

1995 Passenger	M-F	Sat	Sun	Average
Glasgow-Stranraer	7 ^a	7 ^a	3	6.4
Holyhead-Crewe	19 ^b	19 ^b	8 ^c	17.4
Crewe-London	29 ^d	29 ^c	27 ^a	28.7
London-Folkestone	35	31	16	31.7
Folkestone Dover	38	32	17	34.1
London-Harwich	22 ^e	20 ^f	4 ^c	19.1

a	Includes 2 where change of train required
b	Includes 5 where change of train required
c	Includes 1 where change of train required
d	Includes 3 where change of train required
e	Includes 18 where change of train required
f	Includes 17 where change of train required

2001 Passenger	M-F	Sat	Sun	Average
Glasgow-Stranraer	7 ^d	7 ^d	2	6.3
Holyhead-Crewe	18 ^c	19 ^a	10 ^a	17.0
Crewe-London	35 ^a	36 ^d	25	33.7
London-Folkestone	35	31	16	31.7
Folkestone Dover	38	32	17	34.1
London-Harwich	22 ^e	20 ^f	17 ^g	21.0

a	Includes 2 where change of train required
b	Includes 5 where change of train required
c	Includes 1 where change of train required
d	Includes 3 where change of train required
e	Includes 18 where change of train required
f	Includes 17 where change of train required
g	Includes 14 where change of train required

2001 Freight	M-F	Sat	Sun	Average
From or via Glasgow to Stranraer	0	0	0	0.0
From Holyhead to or via Crewe	0	0	0	0.0
From or via Crewe to or via London	29	13	1	22.7
From or via London to or via Folkestone	8	12	4	8.0
From or via Folkestone to Dover	2	1	0	1.6
From or via London to Harwich	1	0	0	0.7

Freight

The table shows the number of daily freight trains in a typical week in June 2001. These are the trains actually run (as opposed to those in the timetable which would give a misleading figure) but it is emphasised that this will only give an approximate indication as the actual number varies from day to day and week to week. All trains running between the points concerned, including those starting or terminating beyond, are shown. Postal trains are included in the total.

Figures for 1995 are not available, but there has been an increase in non-trainload traffic (i.e. the type of traffic on the routes in question) between 1995 and 1999 (the last year for which representative figures are available) of 57%, so you could get a reasonable indication of 1995 figures by pro - rating accordingly.

Passenger

The table shows the number of daily passenger trains serving each pair of points including those trains where it is necessary to change en route. They are taken from the current summer timetable, and the summer 1995 timetable. You will see that the numbers are quite similar, except for London Harwich, which has increased on Sundays because of the introduction of a local Sunday service on the branch.
