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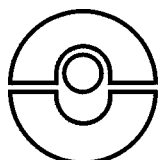
2nd edition, April 2001

Translation

Advance consist messages for international passenger trains

*Préannonce de la composition des trains de voyageurs en service
international*

Vormeldung der Reisezüge im internationalen Verkehr



*Union Internationale des Chemins de fer
Internationaler Eisenbahnverband
International Union of Railways*

UIC



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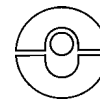
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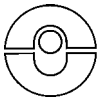
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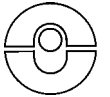
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Summary

This leaflet contains provisions concerning the conditions, contents and procedures for exchange of advance consist messages for passenger trains, in order to reduce stopping time at borders.

A specimen advance consist message is proposed containing the details needed by the recipient railway to forward the train onwards.

The leaflet also contains instructions for use of the advance consist message in preparing RIC inter-railway settlements.



1 - Purpose

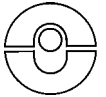
The purpose of advance consist messages as used for international passenger trains is to:

1.1 - Improve the operating process through:

- provision of data at frontier stations as required;
- prevention/reduction of delays to trains at frontier stations.

1.2 - Facilitate RIC accounting operations through:

- simplification of accounting returns and elimination of duplicate data captures;
- supply of the data required for RIC accounts;
- improvement of the quality of information and legibility of documents.

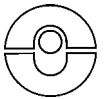


2 - Basic requirements

The exchange of advance consist messages for passenger trains requires data-transmission equipment to be available which is capable of ensuring correct transmission of the data at the time needed.

At present only the use of conventional means of transmission such as telex or facsimile machines may be contemplated. In the medium term, however, the use of a computerised system such as the HERMES international data transmission network may be considered.

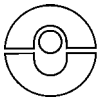
The Railways concerned should decide on the means of transmission through bi- or multilateral agreements.



3 - Scope

This leaflet amplifies the provisions set out in *Leaflet 472* "International train journal - International braking sheet". Its scope is confined to the content, structure and transmission of international advance consist messages for passenger trains.

Organisational measures (capture, input, processing, output and exploitation of data) should be left to the initiative of individual Railways.



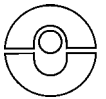
4 - Structure and content of advance consist messages

Appendices **A - page 10** and **B - page 11** set out models (structure and content) to be used for advance consists.

The Railways may however adopt a different format or structure through bi- or multilateral agreements, especially when information is transmitted via a computerised data-processing system. Bilateral agreements must however take requirements of third-party Railways (i.e. transit Railways) into account.

It is recommended that data other than that listed in Appendices A and B not be included in advance consist messages. Railways may nevertheless agree to exchange operating information such as non-braked vehicles or vehicles unsuited to the maximum speed of the train.

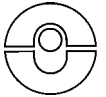
With a view to eventual use of computerised data processing, Railways are recommended to plan appropriate advance consist messages and endeavour to code data.



5 - Obligations, exchange procedures

Railways shall specify mutual obligations and exchange procedures in special agreements covering:

- content and structure of the advance consist message (obligatory data, e.g. evaluation of the braked weight);
- transit points and the trains concerned;
- station sending the advance consist message and station receiving it;
- time-limit for transmission.



6 - Work organisation

6.1 - Data capture

The data for advance consist messages for international passenger trains should be retrieved by a member of the train crew or station staff and be transmitted in accordance with the individual Railway's own regulations.

6.2 - Alterations

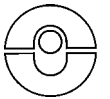
Alterations in the train consist (addition or withdrawal of vehicles) or the braking of vehicles in the train (isolation of brakes) occurring during transit should be notified in compliance with international agreements.

In the event of major alterations to the train consist it is recommended that a new advance consist be compiled and transmitted.

6.3 - Verification

When the train arrives at the frontier station of the transferee Railway, a copy of the advance consist message, received punctually, should be handed over to a member of the train crew or specially designated station staff so that this official may ascertain the accuracy of the advance consist message and complete it if necessary with any additional data required by his/her Railway.

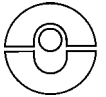
In respect of trains in transit, the advance consist message, verified if possible, should be transmitted to the following Railway.



7 - International train journal

Railways may dispense with the international passenger train journal for trains in respect of which an advance consist message has been compiled.

If the route taken by the train includes lines of a Railway which does not use international advance consist messages, the transferor Railway must apply the provisions in *Leaflet 472*, unless another data-transmission method (e.g. transmission of copies of the advance consist message) has been agreed.

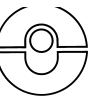


8 - RIC accounts

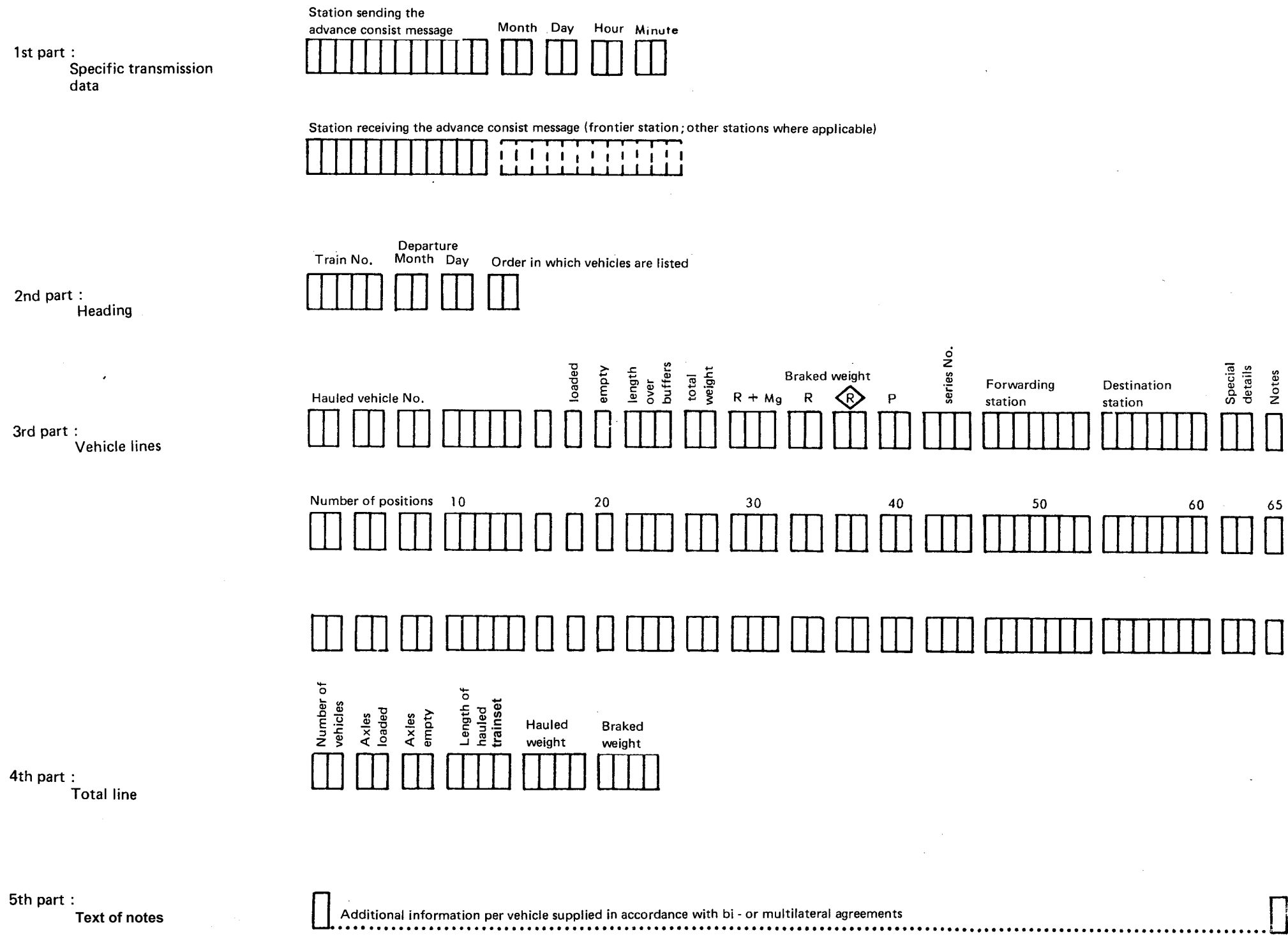
Advance consist messages for international passenger trains in accordance with the provisions of this leaflet shall serve as a basis for RIC settlements and accounting.

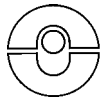
At the frontier station, the transferee Railway should check the advance consist message and complete it if necessary with any additional data required for RIC accounting operations (e.g. No. of the EWP service).

When copies of international advance consist messages have been checked, corrected and where necessary completed by additional data, they are used as source material for passenger-stock hire charge accounts (RIC Form O) in accordance with each Railway's individual regulations.



Appendix A - Structure of advance consist messages for international passenger trains





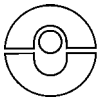
Appendix B - Content of advance consist messages for international passenger trains

No.	Nature of information	Number of positions	Comments
1	PART: SPECIFIC TRANSMISSION DATA		
1.1	- Station sending advance consist message	- 12 or 2 + 5	In plain language Codes in accordance with <i>Leaflet 920-2</i> (2 positions for dispatching Railway 5 positions for dispatching station)
1.2	- Month	2	See <i>Leaflet 920-4</i>
1.3	- Day	2	See <i>Leaflet 920-4</i>
1.4	- Hour	2	See <i>Leaflet 920-4</i> (time of transmission of advance consist message)
1.5	- Minute	2	See <i>Leaflet 920-4</i> (time of transmission of advance consist message)
1.6	- Destination station(s) of advance consist message	- 12 or 2 + 5	In plain language Codes in accordance with <i>Leaflet 920-2</i> (2 positions for the destination Railway 5 positions for the destination station). As a general rule the frontier station of the transferee Railway is considered as the destination station. Exceptions to this rule must be governed by bilateral agreements.
2	PART: HEADING		
2.1	-Train No.	5	See <i>Leaflet 419-1</i>
2.2	- Month	2	See <i>Leaflet 920-4</i>
2.3	- Day	2	See <i>Leaflet 920-4</i> : day of departure from the station despatching the advance consist message; enables the transferee Railway to determine the official date on which the frontier point is crossed.
2.4	- Order in which vehicles are listed	2	AZ: the first vehicle on the list is the first in the running direction; ZA: the first vehicle on the list is the last in the running direction; XX: the order in which the vehicle are listed does not correspond to the actual order in the trains - there is no actual order to be compared with the list.
		or 1	Code in accordance with <i>Leaflet 920-13</i> .
3	PART: VEHICULES LINES		
3.1	- Hauled vehicle No.	12	See <i>Leaflet 438-1</i>
3.2	- Number of axles (loaded)	1	Coaches accessible to passengers and vans in operation shall be considered as loaded.
3.3	- Number of axles (empty)	1	
3.4	- Length over buffers	3	in dm (to determine length of hauled trainset)



No.	Nature of information	Number of positions	Comments
3.5	- Total weight	2	in tonnes (tare of vehicle and weight of load to calculate hauled weight)
3.6	- Braked weight	2 - 9	in tonnes (to calculate hauled braked weight) 1-4 braked weights (R + Mg, R, $\diamond R$, P) in tonnes in accordance with bi- or multilateral agreements (for calculation of braked weight of train). Number of positions: R + Mg = 3; R, $\diamond R$ and P = 2 (each).
3.7	- Series number	3	If exists
3.8	- Despatching station	- 7 or 2 + 5	In plain language See <i>Leaflet 920-2</i> (2 positions for despatching Railway 5 positions for despatching station)
3.9	- Destination station	- 7 or 2 + 5	In plain language See <i>Leaflet 920-2</i> (2 positions for destination Railway 5 positions for destination station)
3.10	- Special details	2	Optional information in accordance with bi- or multilateral agreements (e.g. number of non-braked axles, particulars concerning \odot , disk brakes, \cup , composite brake-shoes, vehicles supplied with power through the train cable only $\square e$).
3.11	- Notes	1	Numbered Note; meaning is given in Part 5.
4	PART: "TOTAL" LINE		
4.1	- Number of vehicles	2	See ^a
4.2	- Number of axles (loaded)	2	See ^a
4.3	- Number of axles (empty)	2	See ^a
4.4	- Length of hauled trainset	4	In dm ^a
4.5	- Hauled weight	5	In gross tonnes ^a
4.6	- Braked weight	4	In tonnes (braked weight in accordance with bi- or multilateral agreements) ^a
5	PART: TEXT OF FOOTNOTES 3.11		
5.1	- Information supplied in accordance with bi- or multilateral agreements	- 65	e.g. speed restrictions for a vehicle, isolated brakes

a. excluding motive power units.



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