

# UIC Code

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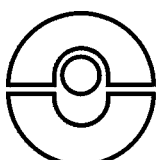
# O

5th edition, October 2001

*Translation*

## **Rules governing Route Management in passenger traffic**

*Principes de fonctionnement du Route Management en trafic voyageurs  
Grundsätze der Arbeitsweise des Routen-Managements im Personenverkehr*



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

**UIC**

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## Leaflet to be classified in Section :

0 - Statutes and Regulations

## Application :

With effect from 1 January 2001

All European members of the International Union of Railways

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<b>1st edition, July 1985</b>	New Leaflet
<b>2nd edition, July 1991</b>	Revision of the Leaflet
<b>3rd edition, July 1994</b>	Revision of the Leaflet
<b>4th edition, January 1997</b>	Passenger Commission, 13.11.1996
<b>5th edition, October 2001</b>	Adaptation to FTE (Forum Train Europe) organisation, Passenger Commission, 15.11.2000

*The person responsible for this leaflet is named in the UIC Code*



## Warning

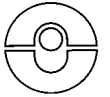
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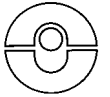
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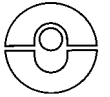
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## Summary

The purpose of this leaflet is to facilitate co-operation between Railway Undertakings (RUs) through the establishment of processes for developing and implementing product concepts on European international passenger relations routes. The leaflet describes the organisation of Route Management (RM) as well as its working principles, and defines the interfaces with Forum Train Europe (FTE). It also specifies the basic rules governing route management, including:

- its general organisation,
- its tasks, competencies and responsibilities,
- its working methods,
- the calendar of work,
- the list of routes (periodically amended and updated).



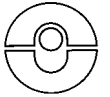
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# 1 - Introduction

This leaflet sets out the working principles and organisation of Route Management (RM) within the UIC framework, highlighting its interfaces with Forum Train Europe (FTE).

It describes the processes involved in developing and implementing RM product concepts.

Railway Undertakings (RUs) are free to set-up other forms of organisation for the management of services in international rail passenger traffic.



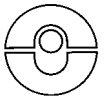
## 2 - Scope

The route concept as used in the context of this leaflet applies to international markets which justify the operation of quality rail passenger services (see list of routes in Appendix B - page 10).

The leaflet stipulates the principles governing route management, particularly in terms of:

- its general organisation,
- its remits, tasks, and responsibilities,
- its methods of operation,
- its work calendar.

Route Management covers all types of international scheduled day and night passenger train services designated by the Railway Undertakings involved in a particular route.



## 3 - General organisation

### 3.1. - Route Management

- is conducted by representatives of the marketing and technical production planning (TPP) divisions of participating RUs;
- ensures implementation of the objectives set by the Top Management of RUs;
- puts into practice the guidelines defined by UIC;
- calls for co-operation with FTE and OSJD (see - List of abbreviations - page 29);
- involves collaboration with Capacity Managers (CM) as appropriate.

**3.2.** - Each Route Management team is generally led by the representative (or director) of the marketing division of the RU which generates the highest traffic volume or the largest business turnover on the route concerned, or is appointed for other specific motives.

Group sessions within the FTE are generally chaired by the same RU as that which manages the RM team concerned.

**3.3.** - Confidentiality of the matters addressed must be observed by all participants and in particular by the CMs when path-related issues are involved.

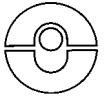
**3.4.** - The Top Management of participating RUs shall be informed by their RM representatives of the results of work and shall be referred possible policy differences for a ruling.

**3.5.** - The FTE shall be the structure within which the RUs concerned examine proposals framed by the RM teams, in accordance with the rules and internal procedures of this organisation.

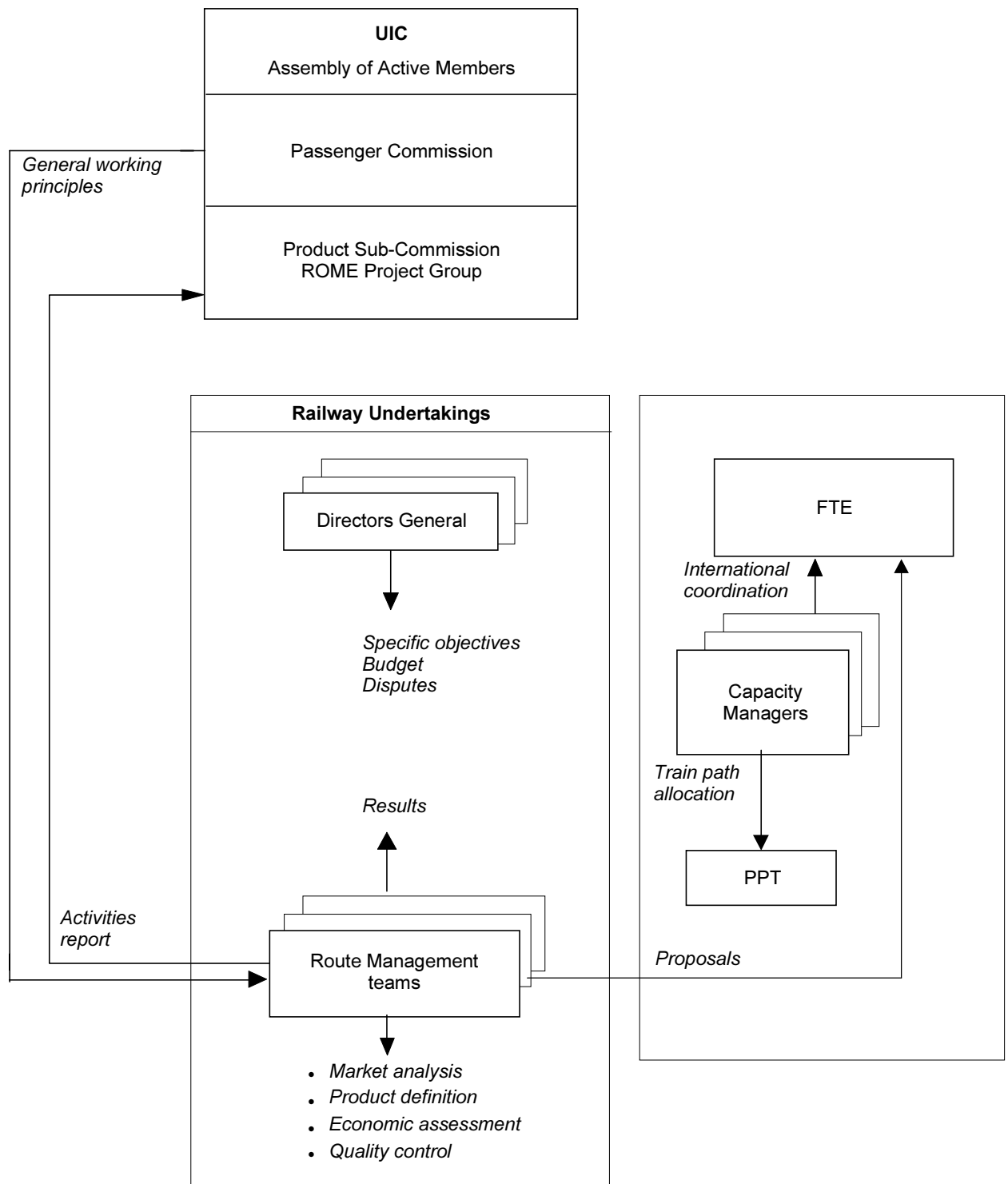
The RUs shall ensure that the marketing function is suitably represented within the FTE by RM team members.

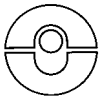
**3.6.** - The organisation chart on [page 5](#) shows the general structure of RM teams.





## Organisation of Route Management





## 4 - Tasks of Route Management teams

Route Management is primarily structured around the following key factors:

- Proper market intelligence concerning each route. To this end the RUs involved shall individually manage a database containing as a minimum the following inputs:
  - overall traffic volumes and data on market potential,
  - the modal split,
  - information on market shares (broken down according to reason for travel, national routes, ...),
  - analyses of prices, including those of competing mode,
  - description of the product and quality of the train service offered,
  - information on traffic density and traffic pattern on the route (by type of accommodation and class of travel), for each train and route segment,
  - information on the different products offered on a given route (by type of accommodation and class of travel), for each train and route segment,
  - information on the costs for a given route (by type of accommodation and class of travel) for each train and route segment.
- Organisation of market research and traffic-forecast analyses for use as inputs to the framing of product strategies and concepts.
- Development of strategies and product concepts in the short and/long term, taking account of:
  - the technical feasibility of these concepts,
  - the resources needed (including in terms of infrastructure and rolling stock),
  - the cost-effectiveness of the concepts (profitability calculation).
- Application of processes defined for using the EC & EN product brands (see - [List of abbreviations - page 29](#)) (see [Appendix D - page 21](#)).
- Preparation and submission of proposals, via the lead Railway Undertakings, for consideration during co-ordination sessions (in the framework of FTE group meetings).
- Definition of communications strategy (internal and external).
- Development of a quality-control system and its implementation.
- Definition of specifications for train cleaning during the journey.
- Continuous monitoring of the results of application of the package of proposed measures.
- Periodical compilation of activities reports (Model report form: See [Appendix C - page 19](#)).



## 5 - Route Management methodology

**5.1.** - Route Management teams shall meet in principle at least once annually before the FTE A meeting. Any Railway Undertaking involved in a route may ask for a meeting to be convened whenever the need arises.

For each timetable period, the Route Management team defines:

- the services to be offered to customers (frequency, timings, train consists, provision of rolling stock, etc.),
- conditions for introducing these services on the market (product package, fares, services, distribution, communications, cleaning during the journey, etc.).

**5.2.** - The results of RM meetings shall be recorded in minutes. These shall form the basis for framing proposals to be submitted during the FTE meeting.

**5.3.** - When planning a service (timings, rolling stock, train consist, etc.), the corresponding work within the RM teams shall be harmonised with the FTE calendar given in [Appendix A - page 9](#).

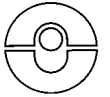
This calendar means that product concepts planned for a given timetable period must be developed in time for the FTE A session. Agreement over the production plan shall be finalised during the FTE B session. Train paths shall be harmonised and allocated during the FTE C session.

Proposals for new train services and adaptations to existing train services must be notified to members involved in the particular route and to the lead Railway Undertaking at least one week before the start of the general conferences.

By common accord the parties concerned may at any time agree adaptations at short notice.

**5.4.** - Timescales for sending price details to the partners concerned shall be those specified in the TCV ([see - List of abbreviations - page 29](#)) or decided by joint agreement for market prices, global prices, etc.

**5.5.** - For other marketing measures, route managers shall agree as appropriate.



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## 6 - List of routes

The list of routes decided by the UIC Product Sub-Commission in agreement with the RM team leaders and the FTE managing RU is given in Appendix **B - page 10**.

This list will necessarily be updated over time.



## Appendix A - Calendar of Route Management and FTE activities as from 2002

Deadlines →	Year - 2					Year - 1												Year																	
	Month					Month												Month																	
↓ Activities	06	...	10	11	12	01	02	03	04	05	06	07	08	09	10	11	12	01	02	03	04	05	06	07	08	09	10	11	12						
<b><u>Main timetable change</u></b>																																			
- Route management																																			
• Product strategies/concepts, etc.   Provisional request,    Final order																																			
- FTE A																																			
• Joint harmonisation of concepts (RM concepts)																																			
• Planning of train-consist requests, services																																			
• Formulation of train-path requirements																																			
- FTE B																																			
• Agreement over production plan																																			
• Identification of cross-frontier train-paths																																			
- FTE C (without railway undertakings)																																			
• Harmonisation of train paths to be allocated																																			
• Collection of timetables for through train journeys																																			
- EWP																																			
- Service change (x) / implementation																																			
<b><u>Intermediate modification</u></b>																																			
- Service change (x) / implementation																																			

- FTE A     A Global conference "Production planning and formulation of train-path requirements" under the responsibility of Technical Production Planning (TPP). Capacity Managers are involved in this process in an advisory and consultative capacity.
- FTE B     Global conference "Agreement on the production plan and identification of trans-frontier train paths ordered and agreed at national level" under the joint responsibility of Technical Production Planning (TPP) and Capacity Managers (CM).
- FTE C     Conference of Capacity Managers (CM) "Harmonisation / confirmation of train paths for allocation and collection of timetables for through train journeys" under the sole responsibility of CMs without the participation of railway undertakings.



## Appendix B - List of Routes

### B.1 - Corridor 1: North - West

France  
Great Britain - - - - - (Austria →) Germany - Scandinavia  
Benelux

No.	Routes	Extensions	Main services	Participating undertakings		Management	
				Routes	Extensions	ROME	FTE
1.1	Germany (south) - Hamburg - Denmark	→ France (North) → Scandinavia → Netherlands → Belgium → Austria	* München / Rhine-Main / Rhine-Ruhr - København  (Night traffic only)	DB AG, DSB	NS, SNCF, SNCB, Thalys, SJ, NSB, ÖBB	DB AutoZug	DB AG
1.2	Hamburg - København - Jütland	→ Sweden	* (München / Berlin) Hamburg - København * Hamburg - Flensburg - Jütland	DB AG, DSB	SJ, NSB	DB AG	DB AG, DSB
1.3	Norway Denmark - - - - - Sweden → Norway		* København - Oslo * København - Stockholm * Stockholm - Oslo	DSB, SJ, NSB		SJ	SJ
1.4	France (North) / Belgium  Germany (North) / Berlin	→ Denmark → Scandinavia	* Paris / Brussels - Hamburg / Berlin  (Night traffic only)	SNCF, SNCB, DB AG, (DB AutoZug)	DSB	SNCF	DB AG
1.5	London - (Sea) - Netherlands		* London - (Sea) - Amsterdam	AR <sup>a</sup> , NS, StL		NS	NS
1.6	Oostend - Belgium - Rhine/Ruhr	→ Paris	* Oostend - Brussels - Köln Thalys Paris - Brussels - Köln/ Düsseldorf	SNCB, DB AG, Thalys, SNCF		SNCB	SNCB, Thalys
1.7	London - (Channel Tunnel) - Belgium - (Germany / Netherlands)		* London - Brussels - Köln * London - Brussels - Amsterdam	Eurostar (UK), Eurotunnel, SNCF, DB AG, SNCB, NS		Eurostar	Eurostar

a. Anglia Railway Train Service



**B.2 - Corridor 2: East - West**

Great Britain - ----- - ----- Poland - -----  
 France            Germany            Russia  
 Benelux          Czech Rep.          Baltic States

No.	Routes	Extensions	Main services	Participating undertakings		Management	
				Routes	Extensions	ROME	FTE
2.1	Netherlands - Germany (North) - Berlin		* Amsterdam - Osnabrück - Hannover - Berlin  (Day traffic only)	NS, DB AG		NS	DB AG
2.2	Germany - Poland - ----- Russia/Ukraine Baltic States		* Berlin - Warszawa - Moskva - St. Petersburg * Berlin - Warszawa - Kiev - Vilnius	DB AG, PKP, UZ, RZD, BC, LG		DB AG	DB AG
2.3	Germany - Poland		* Berlin / Dresden - Wrocław - Warszawa / Krakow	DB AG, PKP		DB AG	DB AG
2.4	Czech Rep. - Poland - ----- Russia/Ukraine Baltic States	→ Slovakia  → Hungary	* Praha - Warszawa * Budapest - Warszawa - Moskva * Praha - Warszawa - Moskva - Kiev * Praha - Warszawa - Vilnius / St. Petersburg	CD, PKP, UZ, RZD, BC, LG, LDZ, EVR	ZSR, MAV	CD	CD



### B.3 - Corridor 3: North - South

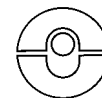
No.	Routes	Extensions	Main services	Participating undertakings		Management	
				Routes	Extensions	ROME	FTE
3.1	Netherlands / Germany - Switzerland - Italy		* Rhine / Ruhr - Switzerland - Milano * Rhine / Main - Switzerland - Milano	NS, DB AG, SBB, BLS, FS		DB AG	DB AG
3.2	Germany - Austria - Italy	→ Czech Rep. → Greece	* Berlin / München - Brenner - Verona - Venezia / Milano / Roma	DB AG, ÖBB, FS	CD, CH	FS	DB AG
3.3	Germany - Basel - Switzerland		* Hamburg - Frankfurt - Zürich * Rhine / Ruhr - Zürich	DB AG, SBB, BLS		DB AG	DB AG
3.30	Germany - Schaffhausen - Switzerland	→ Italy	* Stuttgart - Zürich	DB AG, SBB, CISALPINO	FS	DB AG	DB AG
3.4	Germany - Bregenz - Switzerland		* München - Zürich	DB AG, ÖBB, SBB		DB AG	DB AG
3.5	Benelux/France - Switzerland - Italy		* Brussels - Milano * Brussels - Switzerland	SNCF, SNCB, CFL, SBB, BLS, FS		SNCB	SNCB
3.6	Switzerland - Gotthard / Simplon - Italy	→ Slovenia - Croatia	* Zürich/Basel - Milano - Venezia/ Roma * Geneva/Bern - Milano - Venezia/ Roma	SBB, BLS, FS	SZ, HZ	SBB	SBB
3.7	Austria - Italy	→ Slovakia, Czech Rep. → Hungary	* Praha / Budapest - Wien - Venezia - Roma / Milano	ÖBB, FS	ZSR, CD, MAV	FS	ÖBB
3.8	Italy - Brindisi - Greece		* Milano - Brindisi - Athine	FS, CH		FS	FS
3.9	Italy - Slovenia - Croatia - Hungary	→ Jugoslavia → Ukraine - Russia → Romania	* Venezia - Ljubljana - Zagreb - Budapest	FS, SZ, HZ, MAV	JZ, UZ, RZD, CFR	FS	FS, MAV





**B.4 - Corridor 4: North - South-East**

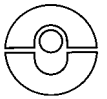
No.	Routes	Extensions	Main services	Participating undertakings		Management	
				Routes	Extensions	ROME	FTE
4.1	Norway / Sweden - Sassnitz - Berlin		* Oslo / Stockholm - Malmö - Sassnitz - Berlin  (day trains only)	SJ, DB AG	NSB, DSB	SJ	SJ
4.3	Germany - Czech Rep. - Slovakia - Hungary	→ Romania	* Berlin - Praha - Bratislava - Budapest	DB AG, CD, ZSR, MAV	CFR	DB AG	DB AG, MAV, CD
4.4	Germany - Czech Rep. - Austria		* Berlin - Praha - Wien	DB AG, CD, ÖBB		DB AG	DB AG
4.5	Czech Rep. - Slovakia - Hungary		* Praha - Bratislava - Budapest	CD, ZSR, MAV	PKP	CD	CD
4.6	Germany - Czech Rep.		* Nürnberg / München - Praha	DB AG, CD		DB AG	DB AG
4.7	Austria - Czech Rep. - Poland	→ Ukraine / Belarus - Russia	* Wien - Breclav - Praha * Wien - Breclav - Warszawa	ÖBB, CD, PKP	BC, RZD	ÖBB	ÖBB, CD, PKP, RZD
4.8	Austria - Slovakia	→ Ukraine / Belarus - Russia	* Wien - Bratislava	ÖBB, ZSR	UZ, BC, RZD	ÖBB	ÖBB



## B.5 - Corridor 5: West - South-East

(Great Britain →) France - **Germany** - Austria - Hungary  
 -----  
 Switzerland

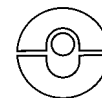
No.	Routes	Extensions	Main services	Participating undertakings		Management	
				Routes	Extensions	ROME	FTE
5.1	Paris - Rhine / Main	→ (France (South)) → Germany (West) → Luxembourg	* Paris - Saarbrücken - Frankfurt (Main)	SNCF, DB AG	CFL	SNCF	DB AG, SNCF
5.2	Paris - Germany - Austria - Hungary	→ Romania	* Paris - München - Wien - Budapest	SNCF, DB AG, ÖBB, MAV	CFR	SNCF	DB AG, SNCF, ÖBB
5.3	Switzerland - Austria	→ Slovenia - Croatia - Yugoslavia	* Basel - Zürich - Wien - Budapest	SBB, ÖBB, MAV	JZ, SZ, HZ	ÖBB	ÖBB
5.4	Paris - Basel - Switzerland	→ Austria	* Paris - Zürich	SNCF, SBB	ÖBB	SNCF	SNCF



## B.6 - Corridor 6: North-West - Centre

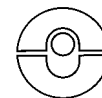
(Great Britain →) Benelux - Germany - Austria - Hungary ( → Romania)

No.	Routes	Extensions	Main services	Participating undertakings		Management	
				Routes	Extensions	ROME	FTE
6.1	Netherlands - Rhine / Ruhr		* Amsterdam - Arnhem - Köln	NS, DB AG		NS	DB AG
6.2	Netherlands ----- - Germany - Austria / Belgium Czech Rep.	→ Italy → Denmark	(night traffic only) * Amsterdam / Brussels - Wien * Amsterdam / Brussels - München * Amsterdam - Berlin / Dresden (Praha)	DB AG, NS, SNCB, ÖBB, CD	FS	DB AutoZug	DB AG
6.3	Germany - Austria		* Hamburg / Ruhr - Frankfurt - Wien * Hamburg / Ruhr - München - Wien	DB AG, ÖBB		DB AG	DB AG, ÖBB
6.4	Germany - Austria - Hungary	→ Romania	* München - Wien - Budapest * Köln / Ruhr - Frankfurt - Wien - Budapest	DB AG, ÖBB, MAV	CFR	DB AG	DB AG, ÖBB



## B.7 - Corridor 7: East - South-East

No.	Routes	Extensions	Main services	Participating undertakings		Management	
				Routes	Extensions	ROME	FTE
7.1	Austria - Hungary - Jugoslavia - Macedonia - Greece		* Wien - Beograd - Athine	ÖBB, MAV, JZ, MZ, CH		ÖBB	ÖBB
7.2	Austria - Hungary - Jugoslavia - Bulgaria - Turkey		* Wien - Beograd - Istanbul	ÖBB, MAV, JZ, BDZ, TCDD		ÖBB	ÖBB
7.3	Hungary - Jugoslavia - Macedonia - Greece ----- Bulgaria - Turkey Romania - Bulgaria - Greece	→ Romania → Ukraine - Russia → Turkey	* Budapest - Beograd * Budapest - Beograd - Skopje - Thessaloniki * Budapest - Beograd - Sofia - Istanbul	MAV, JZ, MZ, CH, BDZ, TCDD	UZ, RZD, BC	MAV	MAV
7.4	Poland - Czech Rep. - Slovakia - Hungary	→ Belarus - Russia → Romania	* Warszawa - Breclav - Budapest * Warszawa - Breclav - Bratislava	PKP, CD, ZSR, MAV	RZD, BC, CFR	PKP	PKP, MAV
7.5	Germany - Austria - Slovenia - Croatia - Jugoslavia	→ Switzerland	* München - Ljubljana / Zagreb / Beograd	DB AG, ÖBB, SZ, HZ, JZ	SBB	ÖBB	ÖBB
7.6	Russia - Ukraine - Moldova - Romania - Bulgaria	→ Greece → Turkey	* Moskva - Kiev - Kichiniev - Bucuresti - Sofia	RZD, UZ, CFM, BDZ, CFR	CH, TCDD	BDZ	BDZ
7.7	Hungary - Ukraine - Belarus/ Russia - Baltic States		* Budapest - Kiev - Moskva * Budapest - Lvov - Vilnius - Riga - St. Petersburg	MAV, RZD, UZ, BC, LG, LDZ, EVR		MAV	MAV, UZ
7.8	Hungary - Romania	→ Slovakia → Bulgaria	* Budapest - Bucuresti	MAV, CFR	ZSR, BDZ	MAV	MAV
7.9	Hungary - Croatia	→ Slovakia → Bosnia-Herzegovina	* Budapest - Zagreb - Rijeka / Split * Budapest - Usijek - Sarajevo / Split	MAV, HZ	ZSR, ZRS, ZBH	MAV	MAV, HZ
7.10	Yugoslavia - Romania	→ Macedonia	* Beograd - Timisoara - Bucuresti * Novi Sad - Timisoara	JZ, CFR	MZ	JZ	JZ
7.11	Slovenia - Macedonia ----- Bosnia-Herzegovina	→ Bulgaria → Romania → Turkey → Greece	* Ljubljana - Zagreb - Beograd - Skopje * Ljubljana - Sarajevo * Ljubljana - Dboj	SZ, HZ, JZ, ZRS, MZ, ZBH	BDZ, CFR, CH, TCDD	SZ	SZ, HZ, JZ



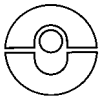
## B.8 - Corridor 8: North-West 7- South

No.	Routes	Extensions	Main services	Participating undertakings		Management	
				Routes	Extensions	ROME	FTE
8.1	Benelux - France (South) Thalys services beyond Paris	→ Spain (North)	* Benelux - Southern France	SNCB, NS, CFL, SNCF, Thalys, CFF	RENFE	SNCF	SNCF, Thalys
8.2	Geneva ----- Paris - Vallorbe - Switzerland ----- Pontarlier		* Paris - Geneva / Lausanne / Zürich	SNCF, SBB, BLS		SNCF	SNCF
8.3	Modane Paris - ----- Italy Vallorbe		* Paris - Milano - Venezia / Torino / Napoli	SNCF, SBB, FS		SNCF	SNCF
8.4	Netherlands - Belgium - Luxembourg	→ France (East)	* Amsterdam - Liège - Luxembourg	NS, SNCB, CFL	SNCF	NS	NS
8.5	Paris - Belgium - Netherlands		* Paris - Brussels - Amsterdam * Paris - Namur	SNCF, SNCB, NS, Thalys		SNCF	SNCF/ Thalys
8.6	Paris - London Eurostar services beyond Paris		* Paris - London	SNCF, Eurostar (UK)		SNCF	Eurostar



## B.9 - Corridor 9: West - South-West

No	Routes	Extensions	Main services	Participating undertakings		Management	
				Routes	Extensions	ROME	FTE
9.1	Paris - Spain - Portugal		Paris - Barcelona / Madrid Paris - Lisboa / Porto	SNCF, RENFE, CP		SNCF	SNCF
9.2	Spain - France (South) ----- Switzerland Italy		Barcelona - Geneva / Milano	RENFE, SNCF, SBB, FS		SNCF	SNCF
9.3	Spain - Portugal		Madrid - Lisboa	RENFE, CP		RENFE	RENFE



## Appendix C - Route-Management Activities Report

**Rapport d'activités du Route Management**  
**Tätigkeitsbericht des Routen-Managements**  
**Route-Management Activities Report**

Période d'horaire  
 Fahrplanperiode  
 Timetable period

Itinéraire  
 Route  
 Route \_\_\_\_\_

N°  
 Nr.  
 No.

### 1 Activités du Route Management / Tätigkeiten des Routen-Managements / Route-Management Activities

Nombre de réunions pour la préparation de l'offre durant la période d'horaire considérée  
 Anzahl Sitzungen für die Angebotsvorbereitung während der betrachteten Fahrplanperiode  
 Number of meetings to prepare product range during period concerned

Date / Datum / Date

Entreprises participantes (initiales) / Beteiligte Bahnunternehmungen (Initialen) / Participating Undertakings (initials/symbol)

### 2 Problèmes relatifs au déroulement du travail au sein du Route Management et du FTE Probleme in Bezug auf die Abwicklung der Arbeiten im Rahmen des Routen-Managements und des FTE Problems of work development within Route Management teams and the FTE

Y a-t-il eu des problèmes ?  
 Hat es Probleme gegeben ?  
 Have there been problems ?

Oui  
 Ja  
 Yes

Non  
 Nein  
 No

Si "oui", lesquels et quelles mesures permettant d'y remédier ont-elles été prévues ?  
 Wenn "ja", welche und welche Maßnahmen wurden zu deren Behebung eingeleitet ?  
 If "yes", please specify and state remedial action planned

### 3 Autres problèmes / Weitere Probleme / Other problems

◆ Questions en suspens  
 Offene Fragen  
 Matters pending

Oui  
 Ja  
 Yes

Non  
 Nein  
 No

Différends  
 Konfliktfälle  
 Disputes

Oui  
 Ja  
 Yes

Non  
 Nein  
 No

Si "oui", lesquels(elles) ? / Wenn "ja", welche ? / If "yes", please give details

◆ Mesures envisagées / Vorgesehene Maßnahmen / Measures planned :



**Rapport établi par / Bericht aufgenommen durch / Report compiled by:**

Entreprise ferroviaire responsable /  
Verantwortliches Eisenbahnverkehrsunternehmen /  
Lead railway undertaking \_\_\_\_\_

Service / Dienst / Service \_\_\_\_\_

Personne responsable /  
Verantwortliche Person /  
Coordinator \_\_\_\_\_

Date / Datum / Date \_\_\_\_\_

Signature / Unterschrift / Signature \_\_\_\_\_

A renvoyer	<b>jusqu'au 30.11.</b> .....	au	Réseau président du Groupe de projet ROME
Zurücksenden	<b>bis 30.11.</b> .....	an	Leitende Bahn der Projektgruppe ROME
To be returned	<b>by 30.11.</b> .....	to	Chairman RU of ROME Project Group





## Appendix D - Characteristics of EC-EN trains

Worksheets for evaluating "EuroCity"-(EC) and "EuroNight"-(EU) criteria

### D.1 - EC Form

"EuroCity"-EC	Train No.
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Run: \_\_\_\_\_

**Conditions for use of EC brandname: At least 37 points**

**Plus: Criteria 1c, 2a, 2b, 2c, 3a, 3c At least 2 points per criterion**

Evaluation of number of points: see Point [D.2 - page 23](#).

#### 1- Journey time

##### 1a) Revenue speed

1a	Run	Journey time	km	Revenue speed	
	Railway Undertaking				
					Points
	<b>Total I</b>				

##### 1b) Mean distance between station stops

1b	Run	No. of stops	km	Mean distance	
	Railway Undertaking				
					Points
	<b>Total II</b>				



### 1c) Stopping time as a percentage of total journey time

1c	Run	Journey time	Min. stop	% over journey duration	
	Railway Undertaking				
					Points
	<b>Total III</b>				

### 2- Type of coach, Standard of comfort

2	Type of coach/Comfort	Criteria fulfilled by service offered	Points
2a	Air conditioning	Air conditioned / Non air conditioned train	
2b	Seat layout/ Condition of seats	Criteria as per <i>UIC Leaflets No. 567-1/2</i> ; Type X or Z design	
2c	Technical age/Design		
	<b>Total IV</b>		

### 3- Services

3	Services	Points
3a	Catering	
3b	Extra services	
3c	Public-address announcements	
	<b>Total V</b>	

<b>Grand total</b>	<b>Criteria 1a - 3c</b>	
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## D.2 - EC-train assessment checklist

### 1- Journey time

	10 Points	5 Points	2 Points	0 Point
1a Revenue speed	> 135 kmh	106 - 135 kmh	90 - 105 kmh	< 90 kmh
On hilly routes <sup>a</sup>		> 90 kmh	80 - 90 kmh	< 80 kmh
		Except for train ferries		

a. Alpine crossings:

Gotthard, Lötschberg, Simplon, Arlberg, Brixenthal, Tauern, Schober, Semmering, Brenner, Mont-Cenis, Modane

Run:

Lindau - Bregenz - St. Margrethen, Göteborg - Oslo, Karlstad - Oslo via Charlottenberg, Kiruna - Narvik, Östersund - Trondheim, Balkans and Carpathians, Wrocław-Katowice region

Railway Undertakings:

CFL, CD, ZSR

	10 Points	5 Points	2 Points	0 Point
1b Mean distance between station stops	> 100 km	51 - 100 kmh	30 - 50 kmh	< 30 kmh
Suburban stations at the start and end of a journey do not count, nor do rail-ferry stations where passengers do not board or alight.				

	10 Points	5 Points	2 Points	0 Point
1c Stopping time as a % of total journey time	< 10%	10 - 15%	18 - 20%	> 20%
Possibility of attributing upper-threshold points in case of justified stops in touristic regions (exceptional ruling solely by UIC Product Sub-Commission).				



**2- Type of coach/Standard of comfort**

		10 Points	5 Points	2 Points	0 Point
2a	Air conditioning	1st & 2nd class air conditioned	1st class air conditioned  2nd class blast-air ventilation	1st & 2nd class blast-air ventilation	Non-air conditioned

		10 Points	5 Points	2 Points	0 Point
2b	Seat layout, etc.	All criteria fulfilled	1 criterion not fulfilled	2 criteria not fulfilled	2 criteria not fulfilled
Requirements:				1st class coach	2nd class coach
1.	Number of seats			Maximum 60	Maximum 72
	- Type X			Maximum 54	Maximum 66
	- Type Y			Maximum 58	Maximum 60
	- Type Z			Maximum: 3 - 0 or 2 - 1	Maximum: 3 - 0 or 2 - 2
2.	Seat layout			Textile covering	Textile covering
3.	Seat upholstery			633 mm	633 mm
4.	Minimum width per seat			460 mm	460 mm
	- with arm rests			430 - 500 mm	430 - 500 mm
	- without arm rests			Maximum 65 dB	Maximum 68 dB
5.	Seat depth				
6.	Level of inside noise				

		10 Points	5 Points	2 Points	0 Point
2c	Age of coaches (technical design)  Introduction of new-generation vehicles may result in a change of classification	Maximum service life of 15 years with modernisation after 8 and 15 years respectively. Coach interior completely re-furnished.	Service life 15-25 years or modernised. Good design.	Service life >25 years and modernised.	Service life >25 years, not modernised



## 3- Services

	10 Points	5 Points	2 Points	0 Point
3a Catering services	Dining car or at-seat service in 1st class with full catering provided at meal times. Bistrot, bar or kiosk service at other times.	Bistrot/bar - At seat service in 1st class - Hot food available. <sup>a</sup>	Bar/kiosk or minibar	

a. If the 1st and 2nd class coaches are fully air conditioned, and if the train's time of departure from formation yard and time of arrival at destination station lie between main meals, the train is awarded 10 points if it offers bistrot/bar, kiosk or minibar service.

	10 Points	5 Points	2 Points	0 Point
3b Extra services	4 or more extra services, for ex. telephone, papers, complimentary drinks, executive compartments, nappy-changing facilities, etc.	2 or 3 extra services, for ex. telephone, papers, complimentary drinks, etc. in 1st class.	1 extra service, for ex. telephone	

	10 Points	5 Points	2 Points	0 Point
3c Information, Public-address announcements	Announcement of station stops, timetable information in 2 languages, bilingual prospectus	Announcement of station stops; solely on board the train: timetable information in 2 languages	Station stops announced	



### D.3 - Form EN

<b>"EuroNight" EN</b>	<b>Train No.</b>
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Route: \_\_\_\_\_

**Conditions for using the EN brand:**

**To qualify for the EN quality brand the following "essential" criteria must absolutely be fulfilled.**

CRITERIA	met
<p>1 The trains are generally used by overnight passengers (managing railway undertakings must prove that they have taken all appropriate measures); if the train is to perform other duties, special-purpose coaches must be provided (where necessary on part of the route only) and station announcements made to this effect.</p> <p>Application details: The following options are allowed:</p> <ul style="list-style-type: none"> <li>• coaches for passengers travelling late evening/early morning,</li> <li>• identification of night-traffic coaches,</li> <li>• termination of category C - c service,</li> <li>• provision of special precautionary price to segregate passengers.</li> </ul>	<input type="checkbox"/>
<p>2 Proper names (at Railway Undertaking's discretion) to be determined.</p>	<input type="checkbox"/>
<p>3 Coaches should preferably be airconditioned. In the absence of airconditioning, coaches must absolutely be fitted with air-blast ventilation.</p> <p>Application details: Coaches with air-blast ventilation are coaches with exchange of air even with windows closed albeit without cooling of the air.</p>	<input type="checkbox"/>
<p>4 Coaches are disc-braked.</p>	<input type="checkbox"/>
<p>5 Coaches must not be older than 20 years; older coaches are only permitted if major technical improvements including interior refurbishing have been carried out in the last ten years, and if the coach is in perfect working order.</p>	<input type="checkbox"/>
<p>6 The trains form a block comprising a maximum of 2 sets of coaches running together (only one addition or separation per direction of running); only coaches meeting the imposed criteria shall be permitted in these sets. Block formation: one block of sleeping-cars, one block of couchette coaches.</p>	<input type="checkbox"/>



## CRITERIA (Continued)

met

- |              |  |                          |
|--------------|--|--------------------------|
| 7            | Departure times from the main regions where passengers board the train must be between 6 p.m and midnight.   | <input type="checkbox"/> |
| 8            | Train arrival times at main destination regions must lie between 6 a.m and midnight.   | <input type="checkbox"/> |
| 9            | A maximum of 2 commercial stops are permitted between 1 a.m and 5 a.m. - but not for baggage or express-parcels services.  | <input type="checkbox"/> |
| 10           | A maximum of 2 stops between 0h00 and 1 a.m. and between 5 a.m. and 6 a.m. are permitted for whatever reason (operating or commercial).  | <input type="checkbox"/> |
| 11           | Among the following service categories, at least two must be offered to passengers, with the <b>A - c</b> and <b>B - c</b> service categories being obligatory in all cases:   | <input type="checkbox"/> |
| <b>A - c</b> | 1 or 2-berth compartments with washbasin in the compartment (only for Single, Double or Special)   |                          |
| <b>B - c</b> | T2/T2S, T3 Tourist sleeper with washbasin, and 4-berth compartments (beds/couchettes) without washbasin in the compartment (possible only with 4 occupants)  |                          |
| <b>C - c</b> | 6-berth couchette coaches, 2nd-class coaches with seated accommodation, reclining seats ("sleeperettes").  |                          |
|              | "Hotel train" services may be introduced as a part-product.  |                          |
| 12           | Special monitoring and guidance should be provided at operating level to ensure 80% punctuality standards. A train shall be considered punctual if it arrives within 10 minutes of the scheduled time of arrival. Customers should be offered a punctuality guarantee, with compensation for delays of 30 minutes or more in the form of travel vouchers or refund of part of the total fare paid for travel in the premium train. | <input type="checkbox"/> |
| 13           | Cleaning during the journey should be conducted without the involvement of an outside team.<br><br>The train crew and attendants shall take all appropriate measures to maintain cleanliness on board the train during its journey:  | <input type="checkbox"/> |
|              | - removal of any wast/rubbish from the corridor, vestibule and compartments,   |                          |
|              | - thorough and frequent checks in toilets plus intermediate cleaning.  |                          |
| 14           | Main cleaning operation and cleaning at origin/destination station in accordance with RIC Rules.   | <input type="checkbox"/> |



**CRITERIA (Continued)**

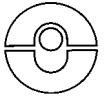
met

15 Special services on board night trains.



Service package A	Service package B	Service package C
<b>Documents/articles for distribution (free of charge = built into the fare)</b>		
<ul style="list-style-type: none"> <li>◆ newspapers, periodicals</li> <li>◆ toiletry items (toothbrush*, razor* toothpaste*, comb*, shoe-shine cloth, sample of perfume*, drinking-water, paper tissues)</li> <li>◆ normal towels</li> <li>◆ menu list</li> <li>◆ customs declaration</li> </ul>	<ul style="list-style-type: none"> <li>◆ periodicals</li> <li>◆ toiletry items (soap, shoe-shine cloth, drinking-water, refreshing towelette)</li> <li>◆ as for A</li> <li>◆ as for A</li> </ul>	
<p>* Not to be systematically distributed to customers, but only to be issued (free of charge) on request by train attendants in the form of a toilet kit.</p>		
<b>Customer care and catering services</b>		
<ul style="list-style-type: none"> <li>◆ welcome to passengers</li> <li>◆ travel documents, customs declaration</li> <li>◆ service in compartment (all meals and drinks available at all times)</li> <li>◆ wake-up service</li> <li>◆ return of documents</li> <li>◆ farewell to passengers</li> </ul>	<ul style="list-style-type: none"> <li>◆ as for A</li> <li>◆ as for A</li> <li>◆ breakfast service in compartment (other catering on self-service basis at all times)</li> <li>◆ as for A</li> <li>◆ as for A</li> </ul>	<ul style="list-style-type: none"> <li>◆ self-service in sleeper or Bc</li> </ul>
<b>Snacks included in the price</b>		
<ul style="list-style-type: none"> <li>◆ evening snack, welcome drink, mineral water</li> <li>◆ full breakfast (bread, butter/margarine honey, jam, cheese, sausage, muesli, tea or coffee).</li> </ul>	<ul style="list-style-type: none"> <li>◆ mineral water</li> <li>◆ light breakfast</li> </ul>	





# List of abbreviations

<b>CM</b>	Capacity Managers
<b>EC</b>	EuroCity
<b>EN</b>	EuroNight
<b>EWP</b>	Europäischer WagenbeistellungsPlan (European Table of Through Services)
<b>FTE</b>	Forum Train Europe
<b>OSJD</b>	Organisation for the Collaboration of Railways
<b>RM</b>	Route Management
<b>RU</b>	Railway Undertaking
<b>TCV</b>	Tarif Commun Voyageurs (Standard Passenger Tariff)
<b>TPP</b>	Technical Production and Planning