

- E 562 Bucuresti — Constanta
 E 66 (Vrsad —) Stamora Moravita — Timisoara
 (23) Bulgaria
 E 95 (Giurgiu —) Ruse — Goma — Dimitrovgrad
 E 951 Sindet-Karnobat
 E 000 Ruse — Kaspican
 E 680 Sofia — Mezdra — Gorna — Kaspidan — Sindel — Varna
 E 70 (Dimitrovgrad —) Dragoman — Sofija — Plovdiv — Dimitrovgrad — Svilengrad (— Kapikule)
 E 720 Plovdiv — Zimnitsa — Kamobat — Burgas
 E 855 Sofia — Kulata (— Promachon)
 (24) FinlMd
 E 10 Hanko — Helsinki — Riihimäki — Kouvola — Vainikkala (— Luzhaika)
 (25) Union of Soviet Socialist Republics
 E 851 Lvov — Vadul Siret (— Vicsani) i
 E 95 (Iasi —) Ungeni — Kichinev — Benderi — Kiev — Moskva
 E 10 (Vainikkala —) Luzhaika — Leningrad — Moskva
 E 20 (Terespol —) Brest — Moskva
 E 30 (Medyka —) Mostiska — Lvov — Kiev — Moskva
 E 40 (Cierna N. Tis —) Cop — Lvov
 E 50 (Zahony —) Cop — Lvov — Kiev — Moskva
 E 560 (Galati —) Reni — Benderi
 (26) Turkey
 E 70 (Svilengrad —) Kapikule — Istanbul — Haydarpasa — Ankara
 E 702 Ankara — Kapiköy — [Razi (Iran)]
 E 704 Ankara — Nusaybin — [Kamichli (Rdpublique arabe syrienne) — Tel Kotchek (Iraq)]

Annex II

TECHNICAL CHARACTERISTICS OF MAIN INTERNATIONAL RAILWAY LINES

PreHmfearly remarks

The parameters are summarized in table 1.

The values shown in column A of table 1 are to be regarded as important objectives to be reached in accordance with national railway development plans, and any divergence from these values should be regarded as exceptional.

Lines have been divided into two main categories:

- (a) Existing lines, capable of being improved where appropriate; it is often difficult and sometimes impossible to modify, for instance, their geometrical characteristics, and the requirements have to be eased for such lines;
- (b) New lines to be built: within certain economic limits, the geometrical characteristics in particular may be freely selected; it is necessary to distinguish two sub-categories:
- (i) Lines intended solely for passenger traffic (excluding goods traffic);
- (ii) Lines for mixed or combined traffic, for both passenger and goods services.

The parameters adopted in no way hinder technical progress: they are minimum requirements. A railway network may adopt more ambitious parameters if it considers this worth while.

By analogy, the specifications given in table 1 also apply, where appropriate, to ferry-boat services which sire an integral part of the railway network.

Table 1

INFRASTRUCTURE PARAMETERS FOR MAIN INTERNATIONAL RAILWAY LINES

	A Existing lines which meet the infrastructure requirements and lines to be improved or reconstructed	B New lines	
		a. For passenger traffic only	B. For passenger and goods traffic
1. Number of tracks	—	2	2
2. Vehicle loading gauge	UIC*B	UIC CI	UIC CI
3. Minimum distance between track centres	4.0 m	4.2 m	4.2 m
4. Nominal minimum speed	160 km/h	300 km/h	250 km/h
5. Authorized mass per axle:			
Locomotives (sS 200 km/h)	22.5 t	—	22.5 t
Railcars and rail motor sets (^ 300 km/h)	17 t	17 t	17 t
Carriages	16 t	-	16 t
Wagons 100 km/h	20 t	-	22.5 t
120 km/h	20 t	—	20 t
140 km/h	18 t	—	8 t
6. Authorized mass per linear metre	8 t	—	8 t
7. Test train (bridge design)	UIC71	—	UIC 71
8. Maximum gradient	-	35 mm/m	12.5 mm/m
9. Minimum platform length in principal stations	400 m	400 m	400 m
10. Minimum useful siding length	750 m	—	750 m
11. Level crossings	None	None	None

* UIG: International Union of Railways