

Recent data collection studies:

Exercise Name	Exercise Description
ERTMS DMT	ERTMS-related parameters
ERTMS DMT New	ERTMS-related parameters
TEN-T Data Collection - MoS Study	Data collection for maritime and maritime & IWW ports.
TEN-T Data Collection Study Lot 1 - Loop I	Railways, Roads, Airports - Loop I parameters
TEN-T Data Collection Study Lot 1 - Loop II	Railways - Loop II parameters
TEN-T Data Collection Study Lot 2 - Loop I	Inland Waterways - Loop I
TEN-T Data Collection Study Lot 2 - Loop II	Inland Waterways - Loop II parameters

Transport Modes:

Parameter transport modes:
01 - Airports
02 - Inland Waterways
03 - IWW Locks
04 - IWW lock chambers
05 - IWW Bridges
06 - Ports
07 - Port Terminal
08 - Mooring Places
09 - Refuelling Places for Alternative Fuels
10 - Rail/Road intermodal terminal
11 - Railways
12 - Roads

01 - Airports

Param Order Nr	Parameter Name	Parameter Definition	Param Data type	Exercise Name
1	Type	International / Domestic	ENUMERATION	
2	Activity	Freight / Passenger / Passenger and Freight	ENUMERATION	
3	Capacity (planes per day)	If "planes per hour" were used, please indicate it in the upcoming comment-field.	INTEGER	
4	Number of runways	Number of runways	INTEGER	
5	Length of the longest runways (m)	Length of the longest runways (m)	DOUBLE	
6	Connection with rail	YES - integrated into long distance rail network - rail shuttle NO - other local public shuttle (such as METRO)	BOOLEAN	TEN-T Data Collection Study Lot 1 - Loop I
7	Commercial aircraft movements (1000 movements)	Per year	DOUBLE	
8	Max frequency (movements per hour)	Max frequency (movements per hour)	DOUBLE	
9	Passenger capacity (persons)	Per year	DOUBLE	
10	Passenger traffic flow (pax per year)	Passenger traffic flow (pax per year)	DOUBLE	
11	Tonnes transhipped (thousand tonnes)	Tonnes transhipped (thousand tonnes)	DOUBLE	
12	Freight capacity (t/year)	Freight capacity (t/year)	DOUBLE	
13	Freight traffic flow (tons per year)	Freight traffic flow (tons per year)	DOUBLE	
14	Max size of aircraft	ICAO Code: Airplane Wingspan; Outer Main Gear Wheel Span Code A -- <15 m (49.2 ft); <4.5 m (14.8 ft) Code B -- 15 m (49.2 ft) -- <24 m (78.7 ft); 4.5 m (14.8 ft) -- <6 m (19.7 ft) Code C -- 24 m (78.7 ft) -- <36 m (118.1 ft); 6 m (19.7 ft) -- <9 m (29.5 ft) Code D -- 36 m (118.1 ft) -- <52 m (170.6 ft); 9 m (29.5 ft) -- <14 m (45.9 ft) Code E -- 52 m (170.6 ft) -- <65 m (213.3 ft); 9 m (29.5 ft) -- <14 m (45.9 ft) Code F -- 65 m (213.3 ft) -- <80 m (262.5 ft); 14 m (45.9 ft) -- <16 m (52.5 ft)	ENUMERATION	
15	Intelligent Transport Systems(ATM, SESAR)	European air traffic management network' (EATMN) 1. Systems and procedures for airspace management. 2. Systems and procedures for air traffic flow management. 3. Systems and procedures for air traffic services, in particular flight data processing systems, surveillance data processing systems and human-machine interface systems. 4. Communications systems and procedures for ground-to-ground, air-to-ground and air-to-air communications. 5. Navigation systems and procedures. 6. Surveillance systems and procedures. 7. Systems and procedures for aeronautical information services. 8. Systems and procedures for the use of meteorological information. 9. Others	ENUMERATION	

02 - Inland Waterways

Param Order Nr	Parameter Name	Parameter Definition	Param Data type	Exercise Name
1	Waterway name	Identifier for river or canal (Suggest to use the RIS-Index WWNAME)	STRING	TEN-T Data Collection Study Lot 2 - Loop I
2	Fairway Section Code	RIS Index Fairway section code assigned by the national authorities. It represents the coding of a waterway section within a national network and is only unique in combination with the country code. Cross references to RIS implementation tables. e.g. DE-00700 for the Elbe River in Germany	STRING	TEN-T Data Collection Study Lot 2 - Loop I
3	Waterway type	1) Free flowing river section, 2) Impounded river section, 3) Canal, 4) Lake or 5) Estuary with tidal influence (sea level).	ENUMERATION	TEN-T Data Collection Study Lot 2 - Loop I
4	Active	Whether stretch is open/operational.	BOOLEAN	TEN-T Data Collection Study Lot 2 - Loop I
5	Water flow direction	“Yes” - for the sections where the direction of the section in GIS layer corresponds to the water flow “No” -for the sections where the direction of the section in GIS layer does not correspond to the water flow For a canal this sequence will follow the distance marks defined by the waterway authority.	BOOLEAN	TEN-T Data Collection Study Lot 2 - Loop I
6	CEMT class	Lowest categories of navigable inland waterways on the section : Class (length/beam) I to III, IV, V a, V b, VI a, VI b, VI c, VII According to the definition in 1992: see also http://www.itf-oecd.org/resolution-no-922-new-classification-inland-waterways	ENUMERATION	TEN-T Data Collection Study Lot 2 - Loop I
7	Zone	I, II, III, IV, R (Directive 2006/87/EC)	ENUMERATION	TEN-T Data Collection Study Lot 2 - Loop I
8	Local Knowledge Requirements	Whether local knowledge requirements (LKR) are applicable on this stretch, normally due to difficult nautical conditions. Refer to: http://www.unece.org/fileadmin/DAM/trans/doc/2010/sc3wp3/ECE-TRANS-SC3-2010-12e.pdf http://www.unece.org/fileadmin/DAM/trans/doc/2014/sc3wp3/ECE-TRANS-SC3-2010-12-c1e.pdf	BOOLEAN	TEN-T Data Collection Study Lot 2 - Loop I
9	Maximum length of vessel/convoy	Maximum allowed vessel/convoy size in length for the width defined in Maximum width of vessel/convoy. Please encode 999 for “no limit”. A default value is provided based on the CEMT classification (CEMT class).	DOUBLE	TEN-T Data Collection Study Lot 2 - Loop I
10	Maximum width of vessel/convoy	Maximum allowed vessel/convoy size in width for maximum length defined in Maximum length of vessel/convoy. Please encode 999 for “no limit”. A default value is provided based on the CEMT classification (CEMT class).	DOUBLE	TEN-T Data Collection Study Lot 2 - Loop I
11	Maximum draught of vessel/convoy	Maximum allowed vessel/convoy size in draught in centimetres at reference water level. Please encode 999 for “no limit”. A default value is provided based on the CEMT classification (CEMT class)	DOUBLE	TEN-T Data Collection Study Lot 2 - Loop I
12	Minimum bridge clearance	Minimum height under bridges in centimetres on the section at reference high water level available for vessel/convoy to pass the section. Please encode 999 for “no limit”. A default value is provided based on the CEMT classification (CEMT class).	DOUBLE	TEN-T Data Collection Study Lot 2 - Loop I

02 - Inland Waterways

Param Order Nr	Parameter Name	Parameter Definition	Param Data type	Exercise Name
13	Maintenance target: Fairway width	Minimum targeted width of the fairway bottom in metres in the section for the targeted minimum fairway depth (Maintenance target: Fairway depth) This value will be collected especially if there is no direct value for the maximum allowed width of the vessel (Maximum width of vessel/convoy). This is also related to the maximum width at specific points of the fairway to pass bridges. The cell will be left blank if no additional targets apply. This shall allow potentially different targets compared to standards for CEMT IV waterways width.	DOUBLE	TEN-T Data Collection Study Lot 2 - Loop I
14	Maintenance target: Fairway depth	Minimum targeted depth in centimetres of the fairway bottom in the section for the fairway width specified in Maintenance target: Fairway width. This value will be collected especially if there is no direct value for the maximum allowed draught of the vessel (Maximum draught of vessel/convoy). This shall allow potentially different targets compared to standards for CEMT IV waterways depth. The cell will be left blank if no additional targets apply.	DOUBLE	TEN-T Data Collection Study Lot 2 - Loop I
15	Reference Low Water Level	State the applicable reference gauging station, the type of minimum water level value (e.g. GIW, RNW, MLW, NAP, Adriatic Sea) and the value in centimetres for the Pegel that is decisive for the TENtec section as regards the available depth / possible draught of the vessel. (e.g. 'Maxau/GIW/369')	STRING	TEN-T Data Collection Study Lot 2 - Loop I
16	Reference High Water Level	State the applicable reference gauging station, the type of high water level value (e.g. HSW, HNWL, MHW, NAP) and the value in centimetres	STRING	TEN-T Data Collection Study Lot 2 - Loop I
17	Number of days below reference low water level	The number of days per year at which the recorded water level is below the relevant reference low water level (stated in Reference Low Water Level).	INTEGER	TEN-T Data Collection Study Lot 2 - Loop I
18	Number of days below regulation CEMT class IV draught	The number of days per year at which 2.5m draught was not reached with a safety margin of at least 20cm	INTEGER	TEN-T Data Collection Study Lot 2 - Loop I
19	Number of days below targeted depth according to waterway manager	The number of days per year at the targeted depth (as specified in Maintenance target: Fairway depth) is not achieved.	INTEGER	TEN-T Data Collection Study Lot 2 - Loop I
20	Number of days above reference high water level	Number of days above reference high water level (see Reference High Water Level) in the last year.	INTEGER	TEN-T Data Collection Study Lot 2 - Loop I
21	Number of days below regulation CEMT class IV air clearance	The number of days per year at which 5.25m air clearance is not achieved. This value is specifically aimed on the compliance to the TEN-T regulation 1315/2013 and already includes a safety margin of 30 cm according to the CEMT agreement (1992).	INTEGER	TEN-T Data Collection Study Lot 2 - Loop I
22	Waterway closure manmade- planned	Total number of days when the waterway section is closed for a period longer than 24 hours due to manmade reasons which were planned and announced at least 12 weeks in advance for waterway users	INTEGER	TEN-T Data Collection Study Lot 2 - Loop I
23	Waterway closure manmade- not planned	Total number of days when the waterway section is closed for a period longer than 24 hours due to manmade reasons which were not planned	INTEGER	TEN-T Data Collection Study Lot 2 - Loop I
24	Waterway closure natural events - ice	Total number of days the waterway section was closed for a period longer than 24 hours due to ice	INTEGER	TEN-T Data Collection Study Lot 2 - Loop I
25	Waterway closure natural events – high water	Total number of days the waterway section was closed for a period longer than 24 hours due to high water	INTEGER	TEN-T Data Collection Study Lot 2 - Loop I

02 - Inland Waterways

Param Order Nr	Parameter Name	Parameter Definition	Param Data type	Exercise Name
26	Navigation reliability (%)	Percentage based on the number of days per year, on which the waterway is available for navigation and meets the targeted requirements for fairway depth (specified in Maintenance target: Fairway depth), width (specified in Maintenance target: Fairway width) and for height under bridges (as specified in Minimum bridge clearance). This parameter measures the combined score on targets that differ from CEMT class , including national applied targets and also uprated targets for the corridor and days of closure of the waterway.	DOUBLE	TEN-T Data Collection Study Lot 2 - Loop I
27	Navigation reliability according to CEMT IV (%)	Percentage based on the number of days per year, on which the waterway is available for navigation and meets the targeted requirements as specified in 1315/2013 which specifies the minimum draught, width, length and height under bridges as specified according to CEMT IV. This parameter combines information on the score as regards reaching the CEMT IV vessel dimensions and the number of days of closures of the waterway section.	DOUBLE	TEN-T Data Collection Study Lot 2 - Loop I
28	Ship passages both directions	Total number of commercial ship passages (both directions), per year. Commercial is defined as registered as passenger or cargo ship according to regulation 2006/87, applying to vessels of a length of 20 metres or more and a volume of at least 100 m3. It also applies to floating equipment, tugs and pushers, and vessels intended for passenger transport carrying more than 12 passengers in addition to the crew. Convoys shall be counted as one unit. If alternative national definitions are used, these should be used instead.	INTEGER	TEN-T Data Collection Study Lot 2 - Loop I
29	Ship passages downstream	Number of commercial ship passages downstream, per year.	INTEGER	TEN-T Data Collection Study Lot 2 - Loop I
30	Ship passages upstream	Number of commercial ship passages upstream, per year.	INTEGER	TEN-T Data Collection Study Lot 2 - Loop I
31	River Information Services	Are the minimum requirements set out by the RIS Directive met on this section?	BOOLEAN	TEN-T Data Collection Study Lot 2 - Loop I
32	Hydrological services	Low water level forecast period (days) with accuracy of ± 10 cm independent from the restricted meteorological forecasts	INTEGER	TEN-T Data Collection Study Lot 2 - Loop I
33	Maximum sailing speed	Maximum allowed vessel/convoy speed relative to the ground (not water). In case of differentiated speed per draught, the speed of the maximum allowed vessel type to be filled in. The default value for no regulation is 99 (e.g. for the Rhine)	DOUBLE	TEN-T Data Collection Study Lot 2 - Loop I
34	Access charge	Whether distance based access charges are applied on this section: 1) free of charge 2) charge per km 3) charge per ton-km	ENUMERATION	TEN-T Data Collection Study Lot 2 - Loop I
35	Freight traffic flow (tonnes per year)	Tonnes transported on the section, per year.	DOUBLE	TEN-T Data Collection Study Lot 2 - Loop I

03 - IWW Locks

Param Order Nr	Parameter Name	Parameter Definition	Param Data type	Exercise Name
1	Type	Dam, Lock	ENUMERATION	
2	Service times	Total operational hours per year / total hours in the year (%) "Operational" is defined as "non-closure", if 1 or 2 lock chambers are operated, the lock is operational	DOUBLE	TEN-T Data Collection Study Lot 2 - Loop I
3	Vessel Traffic	Number of (commercial) vessels through the lock system per year. Commercial is defined as registered as passenger or cargo ship according to regulation 2006/87, applying to vessels of a length of 20 metres or more and a volume of at least 100 m ³ . It also applies to floating equipment, tugs and pushers, and vessels intended for passenger transport carrying more than 12 passengers in addition to the crew. If alternative national definitions are used, these should be used instead.	INTEGER	TEN-T Data Collection Study Lot 2 - Loop I
4	Full Year Lock Operation?	Days per year when the doors of the chamber remain open and the vessels can pass the lock when no levelling of water takes place at the lock complex (e.g. in cases of (relatively) high water).	INTEGER	TEN-T Data Collection Study Lot 2 - Loop I
5	Average Waiting Time at Lock	Average Waiting Time at Lock	INTEGER	TEN-T Data Collection Study Lot 2 - Loop I
6	Lock closure natural events - high water	Total number of days the waterway section was closed for a period longer than 24 hours due to high water	INTEGER	TEN-T Data Collection Study Lot 2 - Loop I
7	Lock closure natural events - ice	Total number of days the waterway section was closed for a period longer than 24 hours due to ice	INTEGER	TEN-T Data Collection Study Lot 2 - Loop I
8	Lock closure manmade- not planned	Total number of days when the waterway section is closed for a period longer than 24 hours due manmade reasons which were not planned	INTEGER	TEN-T Data Collection Study Lot 2 - Loop I
9	Lock closure manmade- planned	Total number of days when the waterway section is closed for a period longer than 24 hours due manmade reasons which were planned and announced in advance at least 12 weeks in advance to waterway users.	INTEGER	TEN-T Data Collection Study Lot 2 - Loop I

04 - IWW lock chambers

Param Order Nr	Parameter Name	Parameter Definition	Param Data type	Exercise Name
1	Chamber lock width	Width (metres) inside chamber	DOUBLE	TEN-T Data Collection Study Lot 2 - Loop I
2	Chamber lock length	Length (metres) inside chamber	DOUBLE	TEN-T Data Collection Study Lot 2 - Loop I
3	Chamber lock depth	Depth of water at lock (centimetres) entrance/exit	DOUBLE	TEN-T Data Collection Study Lot 2 - Loop I
4	Chamber lock height	Air-draft Restriction (centimetres) if applicable.	DOUBLE	TEN-T Data Collection Study Lot 2 - Loop I
5	Width of lock bay	Minimum Width (metres) of Lock Gates (at entrance or exit)	DOUBLE	TEN-T Data Collection Study Lot 2 - Loop I
6	Average operation time	Length of time in minutes to operate one lock cycle, this shall be strictly the lock cycle, excluding transition time of the vessel.	DURATION	TEN-T Data Collection Study Lot 2 - Loop I
7	Average chamber utilisation	Total hours per year in which chamber is operational and occupied by one or more vessels / total operational hours of the year (%)	DOUBLE	TEN-T Data Collection Study Lot 2 - Loop I
8	Maximum lock lift capacity	Maximum difference in water level that the lock can handle between the connecting sections (centimetres).	DOUBLE	TEN-T Data Collection Study Lot 2 - Loop I
9	Downstream Chamber ID	The ID of the downstream chamber (if any), with which this chamber is in serial configuration with.	STRING	TEN-T Data Collection Study Lot 2 - Loop I

05 - IWW Bridges

<i>Param Order Nr</i>	<i>Parameter Name</i>	<i>Parameter Definition</i>	<i>Param Data type</i>	<i>Exercise Name</i>
1	Movable bridge	Whether bridge is moveable (to allow ships to pass)	BOOLEAN	TEN-T Data Collection Study Lot 2 - Loop 1
2	Full span of fairway	Does bridge cover the full span of the fairway?	BOOLEAN	TEN-T Data Collection Study Lot 2 - Loop 1
3	Passage height limit	Height limit (centimetres) above reference high water level for fixed bridges, closed moveable bridges, or other overhead structures.	DOUBLE	TEN-T Data Collection Study Lot 2 - Loop 1
4	Movable bridge passage height (raised/open)	Height limit (centimetres) above reference high water level, for moveable bridge when raised/open (if applicable).	DOUBLE	TEN-T Data Collection Study Lot 2 - Loop 1
5	Passage width limit.	Width limit (metres) through bridge or equivalent overhead structures measured at reference low water level.	DOUBLE	TEN-T Data Collection Study Lot 2 - Loop 1
6	Movable bridge service times	Number of hours per year that movable bridge service is available / total hours in the year (%).	DOUBLE	TEN-T Data Collection Study Lot 2 - Loop 1

06 - Ports

Param Order Nr	Parameter Name	Parameter Definition	Param Data type	Exercise Name
3	Port Activity	Freight / Passenger / Passenger and Freight	ENUMERATION	TEN-T Data Collection - MoS Study
3	Port Activity	Freight / Passenger / Passenger and Freight	ENUMERATION	TEN-T Data Collection Study Lot 2 - Loop II
4	Port UN\LO Code	ISO Country code and UN Location Identifier. (XX XXX)	STRING	TEN-T Data Collection Study Lot 2 - Loop II
6	Number of Terminals (no)	Number of terminals within inland port	INTEGER	TEN-T Data Collection Study Lot 2 - Loop II
7	Total Quay Length (metres)	Total quay length in metres.	DOUBLE	TEN-T Data Collection Study Lot 2 - Loop II
8	Throughput Capacity in nr of TEU	Annual throughput capacity for containers (TEU per year) if applicable.	DOUBLE	TEN-T Data Collection Study Lot 2 - Loop II
9	Bunkering facilities	Does port offer bunkering facilities?	BOOLEAN	TEN-T Data Collection Study Lot 2 - Loop II
10	Alternative Fuels	Does port offer alternative fuels? (Reference: Directive 2014/94/EU)	BOOLEAN	TEN-T Data Collection Study Lot 2 - Loop II
13	Waste reception facilities	Does port offer waste reception facilities?	BOOLEAN	TEN-T Data Collection Study Lot 2 - Loop II
14	Ice breaking equipment	Does port require ice breaking facilities?	BOOLEAN	TEN-T Data Collection Study Lot 2 - Loop II
15	Dredging equipment	Does port have dredging equipment?	BOOLEAN	TEN-T Data Collection Study Lot 2 - Loop II
17	Maximum draught (m)-natural or dredged	Maximum draught of ship which may enter the port	DOUBLE	TEN-T Data Collection - MoS Study
23	Maximum tide-independent draught (m)	Maximum draught of ship which may enter the port at all times	DOUBLE	TEN-T Data Collection - MoS Study
30	Combined terminals (no. of rail tracks)	Tracks for loading/unloading	INTEGER	TEN-T Data Collection - MoS Study
46	Freight Traffic Flow (tons per year)	Freight Traffic Flow (tons per year)	DOUBLE	TEN-T Data Collection - MoS Study
47	Dry bulk traffic flow (tons per year)	in t	INTEGER	TEN-T Data Collection - MoS Study
48	Liquid bulk traffic flow (tons per year)	in t	INTEGER	TEN-T Data Collection - MoS Study
49	Container traffic flow (tons per year)	in t	INTEGER	TEN-T Data Collection - MoS Study
50	RoRo freight traffic flow (tons per year)	in t (excluding new cars, see parameter "Other conventional cargo")	INTEGER	TEN-T Data Collection - MoS Study

06 - Ports

Param Order Nr	Parameter Name	Parameter Definition	Param Data type	Exercise Name
51	Other conventional cargo (incl. new cars) (tons per year)	in t	INTEGER	TEN-T Data Collection - MoS Study
52	Port traffic (no. of vessels per year)	Port traffic (no. of vessels per year)	INTEGER	TEN-T Data Collection - MoS Study
53	Connection with rail	YES / NO	BOOLEAN	TEN-T Data Collection - MoS Study
54	Rail connection (no. of tracks)	Number of tracks connecting the port to the hinterland network (best terminal).	INTEGER	TEN-T Data Collection - MoS Study
55	Transshipment facilities for intermodal transport	YES / NO	BOOLEAN	TEN-T Data Collection - MoS Study
56	Road connection (no. of lanes)	Total no. of lanes (sum of forward-/backward lanes),connecting the port to the hinterland network (best terminal).	INTEGER	TEN-T Data Collection - MoS Study
57	Waterway connection (CEMT class)	All classes; only Inland Waterways are meant, because a port can be connected to any other port in principle	STRING	TEN-T Data Collection - MoS Study
58	Type of Port	Maritime (default) / Inland Waterways / Maritime and Inland Waterways	ENUMERATION	TEN-T Data Collection - MoS Study
59	Port terminals (ha)	Port terminals (ha)	DOUBLE	TEN-T Data Collection - MoS Study
60	Number of combined terminals	Including intermodal facilities of maritime terminals	INTEGER	TEN-T Data Collection - MoS Study
61	Combined terminals (ha)	Including intermodal facilities of maritime terminals	DOUBLE	TEN-T Data Collection - MoS Study
62	Passenger or cruise terminal	Passenger or cruise terminal	ENUMERATION	TEN-T Data Collection - MoS Study
62	Passenger or cruise terminal (passenger)	Passenger or cruise terminal (passenger) - [OLD PARAMETER]	INTEGER	
63	Total no. of passengers (per year)	Total passenger traffic including cruise, ferries, etc.	INTEGER	TEN-T Data Collection - MoS Study
64	Cruise passenger traffic flow (pax per year)	Cruise passenger traffic	INTEGER	TEN-T Data Collection - MoS Study
65	Intelligent Transport System (VTMIS)	In operation YES / NO	BOOLEAN	TEN-T Data Collection - MoS Study

07 - Port Terminal

Param Order Nr	Parameter Name	Parameter Definition	Param Data type	Exercise Name
1	Activity	Dropdown: Containers Only, Conventional Only, Mixed.	ENUMERATION	TEN-T Data Collection Study Lot 2 - Loop II
2	Public Availability	Whether terminal is publicly available. To be not publicly available means that the terminal is a dedicated private facility e.g. at a steelworks.	BOOLEAN	TEN-T Data Collection Study Lot 2 - Loop II
3	Handling Charges (Euros/TEU)	Terminal Charges Applied per Container TEU	DOUBLE	TEN-T Data Collection Study Lot 2 - Loop II
4	Connection with rail	Dropdown: No, Yes-Inactive, Yes-Active-Direct-Ship-to-Train, Yes-Active-Other. Whether rail connection exists at terminal, whether it is being used, and whether trains can be loaded at the quay alongside IWT vessels.	ENUMERATION	TEN-T Data Collection Study Lot 2 - Loop II
5	Shore Side Electricity	Whether shore side electricity is provided for IWT vessels	BOOLEAN	TEN-T Data Collection Study Lot 2 - Loop II
6	Cargo handling capacity in tonnes per annum.	Dropdown: < 0,5m, 0,5-3m Tonnes, 3-10m Tonnes, >10m Tonnes. (Definitions agreeing with Blue Book Source)	ENUMERATION	TEN-T Data Collection Study Lot 2 - Loop II
7	Total Quay Length (metres)	Total quay length in metres.	DOUBLE	TEN-T Data Collection Study Lot 2 - Loop II
8	Storage capacity in m2	Capacity of terminal area in square metres.	DOUBLE	TEN-T Data Collection Study Lot 2 - Loop II
9	Storage capacity in TEU	Capacity of terminal area for storing containers (TEU)	DOUBLE	TEN-T Data Collection Study Lot 2 - Loop II
10	Terminal service time	Hours open per week.	DOUBLE	TEN-T Data Collection Study Lot 2 - Loop II

08 - Mooring Places

<i>Param Order Nr</i>	<i>Parameter Name</i>	<i>Parameter Definition</i>	<i>Param Data type</i>	<i>Exercise Name</i>
1	Mooring places capacity in nr of vessels	Capacity – number of vessel spaces.	INTEGER	TEN-T Data Collection Study Lot 2 - Loop II
2	Mooring places capacity in m2	Capacity – area in square metres.	DOUBLE	TEN-T Data Collection Study Lot 2 - Loop II
3	Mooring place available for vessels with dangerous goods	Whether vessels carrying dangerous goods can use mooring places.	BOOLEAN	TEN-T Data Collection Study Lot 2 - Loop II

09 - Refuelling Places for Alternative Fuels

<i>Param Order Nr</i>	<i>Parameter Name</i>	<i>Parameter Definition</i>	<i>Param Data type</i>	<i>Exercise Name</i>
1	Type of Refuelling Point	Terminal, Tank, Mobile Container, Bunker Vessel/barge, Other	ENUMERATION	TEN-T Data Collection Study Lot 2 - Loop II
2	Type of Alternative Fuel	Electricity, Hydrogen, Biofuels, Natural gas (CNG and or LNG), LPG, Other	ENUMERATION	TEN-T Data Collection Study Lot 2 - Loop II

10 - Rail/Road intermodal terminal

<i>Param Order Nr</i>	<i>Parameter Name</i>	<i>Parameter Definition</i>	<i>Param Data type</i>	<i>Exercise Name</i>
1	Area (km2)	All land- and water-area which belongs to the platform.	DOUBLE	
2	Freight traffic flow (tons per year)	Freight traffic flow (tons per year)	DOUBLE	
3	Freight capacity (tons per year)	Freight capacity (tons per year)	DOUBLE	
4	Rail connection (no. of tracks)	Number of tracks connecting the port to the hinterland network.	DOUBLE	
5	Road connection (no. of lanes)	Total no. of lanes (sum of forward-/backward lanes), connecting the port to the hinterland network.	DOUBLE	
6	Intelligent Transport Systems (ERTMS)	In operation YES / NO.	BOOLEAN	
7	Intelligent Transport Systems (Road-ITS)	In operation YES / NO.	BOOLEAN	

11 - Railways

Param Order Nr	Parameter Name	Parameter Definition	Param Data type	Exercise Name
2	Type	Conventional / High speed In case of mixed types, e.g. a high speed is operated next to a conventional line, please use the type being most relevant to long distance travel (minimum 200km). The possibility of creating parallel sections in a transport mode is being developed.	ENUMERATION	TEN-T Data Collection Study Lot 1 - Loop I
3	Activity	Freight / Passenger / Passenger and Freight	ENUMERATION	TEN-T Data Collection Study Lot 1 - Loop I
4	Number of tracks	Total (most relevant figures, e.g. if a single track railway of 10km has 2km stretch of two tracks, the relevant total is one track) A high speed line running in parallel with a conventional line, should be in principle be defined as a separate line.	INTEGER	TEN-T Data Collection Study Lot 1 - Loop I
5	Traction	Electrified / non-electrified	ENUMERATION	TEN-T Data Collection Study Lot 1 - Loop I
6	Track gauge (mm)	1000 / 1435 / 1520 / 1524 / 1600 / 1668 Note: the following systems are TSI compliant: 1435 mm, 1520 mm, 1524 mm, 1600 mm and 1668 mm system. In case of dual gauge, a broader gauge to be indicated under this parameter	ENUMERATION	TEN-T Data Collection Study Lot 1 - Loop I
7	Dual gauge	None interlaced parallel	ENUMERATION	TEN-T Data Collection Study Lot 1 - Loop I
8	Structure gauge (EN 15273)	3 international gauges defined in EN 15273, UK gauges W9 and above defined in Railway Group Standard GE/RT8073: GA GAUGE: Total height 3.85 m above the rail and 1.28 m on either side of the track axis GB GAUGE: Total height 4.08 m above the rail and 1.28 m on either side of the track axis GC GAUGE: Total height 4.65 m above the rail and 1.45 m on either side of the track axis. W GAUGES (for UK only) to indicate W9 and above (see reference Railway Group Standard GE/RT8073) Other (to be noted according to the Standard EN15273 Annex C and D)	ENUMERATION	TEN-T Data Collection Study Lot 1 - Loop I
9	Combined transport profile for swap bodies	Coding for combined transport with swap bodies as defined in UIC Code 596-6. The technical number is made up of the wagon compatibility code (1 letter) and the standard combined transport profile number (2 digits when width ≤ 2500 mm or 3 digits when, 2500 < width ≤ 2600 mm). C 22C 32C 38C 45C 50C 55C 60C 65C 70C 80C 90C 341C 349C 351C 357C 364C 380C 385C 390C 395C 400C 405C 410C 420 Other	ENUMERATION	TEN-T Data Collection Study Lot 1 - Loop I
10	Combined transport profile for semi-trailers	Coding for combined transport for semi-trailers as defined in UIC Code 596-6. The technical number is made up of the wagon compatibility code (1 letter) and the standard combined transport profile number (2 digits when width ≤ 2500 mm or 3 digits when 2500 < width ≤ 2600 mm). P 32 P 38 P 45 P 50 P 55 P 60 P 65 P 70 P 80 P 90 P 341 P 349 P 351 P 357 P 380 P 385 P 390 P 395 P 400 P 405 P 410 P 420 Other	ENUMERATION	TEN-T Data Collection Study Lot 1 - Loop I
11	Design speed (km/h)	Design Speed of Track relevant for most parts of the section $V < 80$ $80 \leq V < 100$ $100 \leq V < 120$ $120 \leq V < 160$ $160 \leq V < 200$ $200 \leq V < 250$ $250 \leq V < 300$ $V \geq 300$	ENUMERATION	TEN-T Data Collection Study Lot 1 - Loop I
12	Design speed (km/h) [old parameter, only for reference]	Old parameter for design speed. Please refer to the new parameter with ranges.	DOUBLE	
13	Max operating speed for passenger trains (km/h)	The highest operating speed allowed for passenger service taking into account technical characteristics of the infrastructure. No speed limit set $V < 80$ $80 \leq V < 100$ $100 \leq V < 120$ $120 \leq V < 160$ $160 \leq V < 200$ $200 \leq V < 250$ $250 \leq V < 300$ $V \geq 300$	ENUMERATION	TEN-T Data Collection Study Lot 1 - Loop I

11 - Railways

Param Order Nr	Parameter Name	Parameter Definition	Param Data type	Exercise Name
14	Max operating speed for freight trains (km/h)	The highest operating speed allowed for freight services taking into account technical characteristics of the infrastructure, however without additional axle load restrictions. No speed limit set $V < 80$ $80 \leq V < 100$ $100 \leq V < 120$ $120 \leq V < 160$	ENUMERATION	TEN-T Data Collection Study Lot 1 - Loop I
15	Max inclination ‰	Data must be encoded in ‰: $0 \leq G \leq 12,5\%$ $12,5\% < G \leq 17,5\%$ $17,5\% < G \leq 25,0\%$ $25,0\% < G$	ENUMERATION	TEN-T Data Collection Study Lot 1 - Loop I
16	Max axle load (tonnes)	$m < 16t$ $16t \leq m < 18t$ $18t \leq m < 20t$ $20t \leq m < 22,5t$ $22,5t \leq m < 25t$ $25t \leq m < 27,5t$ $27,5t \leq m < 30t$ $m \geq 30t$	ENUMERATION	TEN-T Data Collection Study Lot 1 - Loop I
17	Max axle load (kN) [old parameter, only for reference]	Old parameter for max axle load in kN. Please refer to the new parameter in tonnes.	DOUBLE	
18	Pantograph gauge (mm)	– 1600 mm (Euro-pantograph) 1950 mm (Type 1) 1520 mm track gauge and as defined in Appendix D of Regulation 1301/2014 OtherNote: the listed systems are TSI compliant, 'other' systems are not TSI compliant	ENUMERATION	TEN-T Data Collection Study Lot 1 - Loop I
19	Voltage (Volt)	25 000 Volts, 50Hz AC 15 000 Volts, 16 2/3 Hz AC 3 000 Volts, DC 1 500 Volts, DC OtherNote: the listed systems are TSI compliant, 'other' systems are not TSI compliant	ENUMERATION	TEN-T Data Collection Study Lot 1 - Loop I
20	Maximum train length (m)	$L < 200$ m $200 \leq L < 400$ m $400 \leq L < 500$ m $500 \leq L < 600$ m $600 \leq L < 740$ m $740 \leq L < 1050$ m $1050 \leq L < 1500$ m $L \geq 1500$ m	ENUMERATION	TEN-T Data Collection Study Lot 1 - Loop I
21	Maximum train length (m) [old parameter, only for reference]	Old parameter for "maximum train length". Please refer to the new parameter with ranges.	DOUBLE	
22	Average travel time passenger (incl. stops) (hh:mm:ss)	Long distance trains only (minimum 200km), according to time table	DURATION	TEN-T Data Collection Study Lot 1 - Loop II
23	Average travel time freight (incl. stops) (hh:mm:ss)	Long distance trains only (minimum 200km)	DURATION	TEN-T Data Collection Study Lot 1 - Loop II
24	Passenger traffic flow (pax per year)	Number of passengers joining trains at stations in sectionA complete coverage in data collection is not expected, a fair estimation will be considered sufficient. The Consultant is expected to propose a relevant methodology.	DOUBLE	TEN-T Data Collection Study Lot 1 - Loop II
25	Passenger traffic flow (trains per year)	Number of passenger trains using each sectionA complete coverage in data collection is not expected, a fair estimation will be considered sufficient. The Consultant is expected to propose a relevant methodology.	DOUBLE	TEN-T Data Collection Study Lot 1 - Loop II
26	Freight traffic flow (gross tons per year)	Number of tons of freight carried through each section.A complete coverage in data collection is not expected, a fair estimation will be considered sufficient. The Consultant is expected to propose a relevant methodology.	DOUBLE	TEN-T Data Collection Study Lot 1 - Loop II
27	Freight traffic flow (trains per year)	Number of freight trains using each section.A complete coverage in data collection is not expected, a fair estimation will be considered sufficient. The Consultant is expected to propose a relevant methodology.	DOUBLE	TEN-T Data Collection Study Lot 1 - Loop II
28	Congestion	Indication of sections and nodes declared congested not congested congested (definition to be agreed between the Contractor and COM before the second loop starts) heavily congested (i.e. declared congested in the meaning of Directive 2012/34/EU)	ENUMERATION	TEN-T Data Collection Study Lot 1 - Loop II
29	Clearance or structure gauge	It is not necessary to fill in this parameter if Track gauge (mm), dual gauge and Structure gauge (EN 15273) are already filled-in. Please note that the TENtec parameter Structure gauge was called earlier Load gauge (UIC Type).	STRING	

11 - Railways

Param Order Nr	Parameter Name	Parameter Definition	Param Data type	Exercise Name
31	ETCS Status	If ETCS in operation, please fill in parameters ETCS Baseline and ETCS Level! ETCS in operation ETCS under construction No ETCS	ENUMERATION	ERTMS DMT
32	ETCS baseline	Following options: preBaseline 2 (with compatibility to SRS version before 2.3.0d) Baseline 2 (with compatibility to SRS version 2.3.0d) Baseline 3	ENUMERATION	ERTMS DMT
33	ETCS Level	Following options: 1 / 2 / 3 ETCS level 1 is mainly designed as an add-on to or overlays a conventional line already equipped with lineside signals and train detection systems. ETCS level 2 do not require lineside signals. The movement authority is communicated directly from a Radio Block Centre (RBC) to the onboard unit using GSM-R. ETCS Level 3 allows for the introduction of a "moving block" technology which does not require lineside signals and train detection systems. Remarks: In case of multiple ETCS levels installed (e.g. ETCS level 2 with fall-back ETCS level 1), indicate the level in normal operational mode In case of ETCS L1, please fill in parameter ETCS Infill	ENUMERATION	ERTMS DMT
34	ETCS Infill	No ETCS L1 infill functionality required (only balises) Yes – ETCS L1 with Euroloop infill functionality required on-board Yes – ETCS L1 with Radio infill functionality required on-board Yes – ETCS L1 with both euroloop and radio infill functionality required on-board"	ENUMERATION	ERTMS DMT New
35	Existence and need of Class B-signalling systems	Yes – required on-board Yes – optional on-board (as fall-back system) NoRemarks: If yes, please fill in parameter Name of Class B-signalling system; TENtec does not include separate sections for stations. Therefore if trains are still required to need Class B system to move on a line section equipped with ETCS (due to e.g. station not being equipped with ETCS or line section not completely equipped with ETCS), please indicate 'yes–required on-board' in this parameter.	ENUMERATION	ERTMS DMT New
36	Name of Class B-signalling system	ALSN ASFA ATB First Generation ATB New Generation ATP (Ireland) ATP-VR/RHK BACC CAWS Crocodile DAAT EBICAB700 EBICAB900 EuroSIGNUM EuroZUB EVM GW ATP INDUSI INDUSI/ PZB KCVB KCVB KVB KVBP LS LZB MEMORII+ NEXTEO PKP with radio stop function RETB RSDD/SCMT SELCAB SHP SSC TBL1 TBL1+ TBL2 TPWS TVM300 TVM430 ZUB123 OtherPreselected list from: http://www.era.europa.eu/Document-Register/Pages/List-of-Class-B-systems.aspx :Remarks: In case of selection of 'Other', indicate the name in the comment field In case of multiple Class B-systems installed, indicate the Class B-system in the normal operational mode	ENUMERATION	ERTMS DMT New
37	GSM-R status	GSM-R in operation GSM-R under construction No GSM-RRemark: GSM-R : Global System for Mobile Communications - Railway	ENUMERATION	ERTMS DMT
38	Existence and need of roaming to public GSM-network	Yes –required on-board (as normal communication mode) Yes – optional on-board for some operators (as fall-back communication mode) No	ENUMERATION	ERTMS DMT New
39	Existence and need of other Class B-radio system	Yes- required on-board Yes-optional on-board (as fall-back system) NoIf yes, please fill in parameter Name of Class B-radio system	ENUMERATION	ERTMS DMT New
40	Name of Class B-radio system	UIC Radio Chapter 1-4 UIC Radio Chapter 1-4+6 UIC Radio Chapter 1- 4 + (Irish system) UIC Radio Chapter 1-4+6+7 BR 1845 BR 1609 FS ETACS and GSM UIC Radio Chapter 1-4 (TTT radio system installed at Cascais line) TTT radio system CP_N PKP radio system VR trainr TRS — The Czech Railways radio system LDZ radio system CH-Greek Railways radio system UIC Radio Chapter Bulgaria The Estonian radio system The Lithuanian radio system OtherPreselected list from decision 2006/679/EC - Annex B – Part 2. http://eur-lex.europa.eu/legal-content/EN/TXT/HTML/?uri=OJ:L:2006:284:FULL&from=EN:Remark : In case of selection of 'Other', indicate the name in the field text.	ENUMERATION	ERTMS DMT New

12 - Roads

Param Order Nr	Parameter Name	Parameter Definition	Param Data type	Exercise Name
2	Type	1=motorways, 5=Rural road with separate directions (Roads outside the boundaries of a built-up area), 6=Rural two-lane road (Roads outside the boundaries of a built-up area), 9=Urban roads (Road within the boundaries of a built-up area), 90=ferries	ENUMERATION	TEN-T Data Collection Study Lot 1 - Loop I
3	Lanes forward	Number of traffic lanes in forward direction	INTEGER	TEN-T Data Collection Study Lot 1 - Loop I
4	Lanes backward	Number of traffic lanes in backward direction	INTEGER	TEN-T Data Collection Study Lot 1 - Loop I
5	Design speed (km/h)	If not available, use prevailing speed limit.	DOUBLE	TEN-T Data Collection Study Lot 1 - Loop I
6	Long. Gradient (%)	Defined by the maximum gradient found in the section.	DOUBLE	
7	Max permitted weight for vehicles (tons)	Minimum of maximum permitted weight on parts of the section (e.g. existing bridge)	DOUBLE	
8	Max axle load (kN)	Minimum of maximum permitted weight on parts of the section (e.g. existing bridge)	DOUBLE	
9	Total Hour Capacity Forward (Cars per hour per lane)	Lane hour capacity forward direction - Use minimum in case of different capacities on different parts of the section. Passenger car (Road motor vehicle, other than a moped or a motor cycle, intended for the carriage of passengers and designed to seat no more than nine persons, including the driver)	DOUBLE	
10	Total Hour Capacity Backward (Cars per hour per lane)	Lane hour capacity backward direction - Use minimum in case of different capacities on different parts of the section. Passenger car (Road motor vehicle, other than a moped or a motor cycle, intended for the carriage of passengers and designed to seat no more than nine persons, including the driver)	DOUBLE	
11	Freight traffic flow (tons per year)	If just estimates available, please use the upcoming comment-field for explanation.	DOUBLE	
12	Freight traffic flow (trucks per year)	If just estimates available, please use the upcoming comment-field for explanation.	DOUBLE	
13	Percentage of heavy goods vehicles (%)	Percentage of heavy goods vehicles (%)	DOUBLE	
14	Passenger traffic flow (pax per year)	If traffic flow is only known for one direction, multiply with 2.	INTEGER	
15	Passenger traffic flow (cars per year)	If traffic flow is only known for one direction, multiply with 2. Passenger car (Road motor vehicle, other than a moped or a motor cycle, intended for the carriage of passengers and designed to seat no more than nine persons, including the driver)	DOUBLE	
16	Number of fatal accident	Number of fatal accident	INTEGER	
17	Part of a tolled road	YES /NO	BOOLEAN	
18	Road toll for cars(euro per km)	Euro per km</u> Passenger car (Road motor vehicle, other than a moped or a motor cycle, intended for the carriage of passengers and designed to seat no more than nine persons, including the driver)	DOUBLE	
19	Road toll for trucks(euro per km)	Euro per km; Regardless of weight and distance	DOUBLE	
20	Intelligent Transport Systems	YES / NO	BOOLEAN	
21	Average travel time (Passengers cars) (hh:mm:ss)	Passenger cars (Road motor vehicle, other than a moped or a motor cycle, intended for the carriage of passengers and designed to seat no more than nine persons, including the driver)	DURATION	
22	Average travel time (Trucks and busses) (hh:mm:ss)	Trucks and busses	DURATION	

12 - Roads

<i>Param Order Nr</i>	<i>Parameter Name</i>	<i>Parameter Definition</i>	<i>Param Data type</i>	<i>Exercise Name</i>
23	Ferry Frequency	Ferries per day (-1 for non-ferry links)(direct ferry link=continuation of TEN-T link)	INTEGER	
29	Part of a user-charged road	YES /NO	BOOLEAN	
30	Road user-charge for cars	Euro per 24hours Passenger car (Road motor vehicle, other than a moped or a motor cycle, intended for the carriage of passengers and designed to seat no more than nine persons, including the driver)	DOUBLE	
31	Road user-charge for trucks	Euro per 24hours ; Truck relevant for long distance transport (minimum 200km)	DOUBLE	
32	Lanes	Total number of traffic lanes	DOUBLE	
33	Road toll for all trucks	Euro per km; Regardless of weight and distance.	DOUBLE	
34	Road toll for all busses	Euro per km; Regardless of weight and distance.	DOUBLE	