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Working Party on Rail Transport

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Item 3 of the provisional agenda

European Agreement on Main International Railway Lines

Amendment proposals (updating and extending the AGC network) (Revision of Document ECE/TRANS/SC.2/2009/1)

Submitted by the Government of Germany

I. Mandate

1. In accordance with article 11 of the European Agreement on Main International Railway Lines (AGC) any amendment proposal to Annex I transmitted by a Contracting Party shall be considered by the Working Party. If the amendment is adopted by the majority of Contracting Parties present and voting, the proposed amendment shall be communicated by the Secretary-General of the United Nations to the Contracting Parties directly concerned for acceptance.

2. Prior to the seventieth session of the Working Party the secretariat received from Germany, a number of updates/revision to the amendment proposals submitted in 2009 (ECE/TRANS/WP.24/2009/4). These proposals were included in Informal document SC.2 No. 6 (2016). For administrative reasons these modifications need to be reproduced in an official document for decision by the Working Party before they can be submitted to the Depository for Notification. These changes are reproduced below for consideration and adoption by the Administrative Committee to the AGC agreement.

II. Proposed updates to ECE/TRANS/SC.2/2009/1 on realignment of rail and combined transport links between Denmark, Germany and Sweden

3. Para. 4, *delete*

In addition, the railway line from København via Odense and Flensburg could be inserted as an alternative to the future railway bridge across the Fehmarn belt to Hamburg. This proposed realignment would require in the AGTC Agreement that the present combined transport line C/45/1 from Göteborg (Sweden) and Frederikshaven would end at Fredericia where it would link with the newly aligned C-E 45 line.

4. Para. 5, *delete*

However, on the Danish side this line is no longer used for rail freight transport. Similarly, there exists no rail ferry link between Gedser (Denmark) and Rostock (Germany) and there are neither rail cargo handling facilities in the port of Gedser nor rail tracks in the port of Rostock. It is therefore proposed to consider deletion of E 530 and C-E 530 on the Danish side between Nykøbing and Gedser as well as the rail ferry link between Gedser and Rostock.

5. Para. 6, *delete*

As a result of this deletion on the Danish side, lines E 51 and C-E 51 going from Rostock to Nürnberg would become purely domestic lines in Germany. They could thus be deleted in the AGC and AGTC Agreements. Alternatively and in case these lines are still considered important for international rail and combined transport, they could be added as a northern extension of existing lines E 451 (AGC) and C-E 451 (AGTC) extending from Nürnberg via Passau to Wels in Austria.

6. Para. 6, *add*

In order to bowdlerise the numerous route numbers, the proposal by the UNECE Secretariat to combine the connection E51, C-E 51 with the connection Nürnberg – Passau – Wels (E 451, C-E 451) under the unified route number E451, C-E 45, could be picked up and supplemented by the connection E530, C-E 530. Hence a connection Nykøbing – Gedser – Rostock – Berlin – Halle/Leipzig – Erfurt – Nürnberg – Passau – Wels would emerge under a unified route number (e.g. as E451, C-E 451).

7. Part III, annex I, (I.) Numbering of lines at the European level: North-South

(a) *Delete*

Modify line E 45 to read as follows:

E 45 Oslo-Kornsjø-Göteborg-Helsingborg-Malmö-København-Nykøbing-Rødby-Puttgarden-Hamburg-Hannover-Würzburg-Nürnberg Odense-Fredericia-Padborg-Flensburg-Ingolstadt-München-Kufstein-Wörgl-Innsbruck-Brennero-Verona-Bologna-Ancona-Foggia-Bari

Contracting Parties directly concerned (AGC; Article 11(3)): Norway, Sweden, Denmark, Germany, Austria, Italy.

(b) *Modify* line E 451 to read as follows:

E 451 Nykøbing — Gedser — Rostock — Berlin — $\frac{\text{Halle}}{\text{Leipzig}}$ — Erfurt —
Nürnberg — Passau (— Wels)

Contracting Parties directly concerned (AGC; Article 11(3)): Denmark, Germany, Austria.

(c) *Add*

Delete line E 530.

Contracting Parties directly concerned (AGC; Article 11(3)): Denmark; Germany.

8. Part III, annex I, (II.) Numbering of lines at the national level, (9) Germany

(a) *Delete*

Modify line E 45 to read as follows:

E 45 ~~(Rødby) Puttgarden~~-Hamburg-Hannover-Würzburg-Nürnberg-
(Padborg-) Flensburg
Ingolstadt- München-Kufstein (-Wörgl)

Contracting Parties directly concerned (AGC; Article 11(3)): Norway, Sweden, Denmark, Germany, Austria, Italy.

(b) *Modify* line E 451 to read as follows:

E 451 (Gedser —) Rostock — Berlin — $\frac{\text{Halle}}{\text{Liepzig}}$ — Erfurt— Nürnberg —
Passau (— Wels)

Contracting Parties directly concerned (AGC; Article 11(3)): Denmark, Germany, Austria.

9. (14) Denmark

Delete

Modify line E 45 to read as follows:

E 45 (Malmö —) København —
Nykøbing — Rødby (Puttgarden)
Odense — Fredericia — Padborg (— Flensburg)

Contracting Parties directly concerned (AGC; Article 11(3)): Norway, Sweden, Denmark, Germany, Austria, Italy.

10. *Add*

Modify line E 451 to read as follows:

E 451 Nykøbing — Gedser (— Rostock — Berlin — $\frac{\text{Halle}}{\text{Liepzig}}$ — Erfurt —
Nürnberg — Passau — Wels)

Contracting Parties directly concerned (AGC; Article 11(3)): Denmark, Germany, Austria.

Delete line E 530

Contracting Parties directly concerned (AGC; Article 11(3)): Denmark, Germany

Delete line E 51

Contracting Parties directly concerned (AGC; Article 11(3)): Denmark, Germany.