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INLAND TRANSPORT COMMITTEE

Working Party on Intermodal Transport and Logistics

**REPORT OF THE WORKING PARTY ON INTERMODAL TRANSPORT
AND LOGISTICS AT ITS FORTY-NINTH SESSION¹
(Geneva, 17-18 March 2008)**

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¹ All documents mentioned in this report are available and can be downloaded from the relevant UNECE website <<http://www.unece.org/trans/wp24/welcome.html>> or from the ODS system of the United Nations <<http://documents.un.org/>>.

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I. ATTENDANCE

1. The session was attended by representatives of the following countries: Austria; Belgium; Czech Republic; France; Germany; Latvia; Lithuania; Netherlands; Romania; Serbia; Slovakia; Sweden; Switzerland; Turkey; Ukraine. The European Commission (EC) was represented. Representatives of the United Nations Conference on Trade and Development, the Intergovernmental Organization for International Carriage by Rail (OTIF) and the UNECE Trans-European Railway Project (TER) attended. The following non-governmental organizations were represented: European Association for Forwarding, Transport, Logistic and Customs Services (CLECAT); European Intermodal Association (EIA); Groupement européen du transport combiné (GETC); International Bureau of Containers (BIC); International Multimodal Transport Association (IMMTA); International Organization for Standardization (ISO); International Road Federation (IRF); International Road Transport Union (IRU); International Union of Combined Road/Rail Transport Companies (UIRR).

II. ADOPTION OF THE AGENDA (Agenda item 1)

2. The Working Party adopted the provisional agenda prepared by the secretariat (ECE/TRANS/WP.24/118) with the addition of item 2 bis: "Transport and Security".

III. UNECE INLAND TRANSPORT COMMITTEE (ITC) (Agenda item 2)

3. The Working Party was informed about the results of the seventieth session (19-21 February 2008) of the Inland Transport Committee that had commenced with a Ministerial segment on future developments of Euro-Asian transport links (ECE/TRANS/200). Ministers of Transport or their representatives from 18 countries along Euro-Asian transport links signed a joint Statement and endorsed the Euro-Asian routes that had been identified and prioritized during a 5 year project undertaken jointly by UNECE and UNESCAP. Further work in this field will be carried out by an ad-hoc UNECE expert group at which WP.24 is invited to participate.

4. The Committee also established an expert group under WP.5 on hinterland connections of seaports that should collaborate with WP.24. Finally, the Committee requested WP.24 to analyze the new challenges posed by logistics chains for the coordination and management of land transport and encouraged Eastern European, Caucasus and Central Asian countries (EECCA) to participate actively in this work.

IV. Transport and Security (Agenda item 2 bis)

5. The Working Party noted that the Committee had requested its subsidiary bodies to act expeditiously upon recommendations prepared by a Multidisciplinary Expert Group on Inland Transport Security. These included inter alia a review of all UNECE international legal instruments in transport and, as appropriate, the inclusion of security provisions therein (ECE/TRANS/200, paragraph 36). The Working Party recalled its considerations on this issue at its March 2004 and September 2005 sessions where it had referred to the 2004 ECMT study on container transport security across modes and decided to revert to this request at its forthcoming session (TRANS/WP.24/103, paragraph 24; TRANS/WP.24/109, paragraphs 44-45).

**V. NEW DEVELOPMENTS IN INTERMODAL TRANSPORT AND LOGISTICS
(Agenda item 3)²**

6. The Working Party took note of Informal Documents No. 1 and 2 (2008) prepared by Serbia and the IRF as well as of presentations made by Slovakia, the European Commission, UIRR and BIC on the latest developments in intermodal transport and logistics.

7. Further to the detailed information provided at its sessions in 2007 (ECE/TRANS/WP.24/115, paragraph 5-12; ECE/TRANS/WP.24/117, paragraphs 7-19), the Working Party noted that total road-rail intermodal traffic undertaken by UIRR companies, representative for the general development in Western Europe in this field, had increased by 15 per cent in 2006 compared to 2005 and reached 2.72 million consignments or 5.44 million TEU equivalents.³ Preliminary figures indicated that road-rail intermodal traffic had continued to grow in 2007 by around 9.7 per cent and had reached 2.98 million consignments.

8. In 2007, unaccompanied road-rail traffic (containers, swap-bodies and semi-trailers) may have risen by around 8.8 per cent to reach 2.54 million consignments. Accompanied road-rail traffic (Rolling Highway (RoLa)) increased by around 15 per cent and reached 440.000 consignments. Contrary to the past years, international intermodal traffic seemed to have grown a little slower (+9.5 per cent) than national traffic (+10 per cent). In 2007, 1.97 million consignments were transported in international traffic compared to 1.02 million consignments in national traffic.

9. First trends for 2008 show a continued overall growth in traffic (above 10 per cent) driven by new infrastructures on the transalpine corridor (Lötschberg tunnel) and new intermodal services offered towards Eastern Europe, the Russian Federation and South-Eastern Europe.

10. The reasons for this continued rapid growth in intermodal rail transport, as well as the ensuing capacity bottlenecks and the deteriorating rail service quality, have already been reported and analyzed at the 2007 sessions of the Working Party. Results of the so-called DIOMIS project (ECE/TRANS/WP.24/117, paragraph 12) indicated that the large majority of intermodal transport operators felt that the considerable increase in traffic during the past two years was mainly due to a general increase in the volumes of freight traffic and the start of new intermodal transport services. Also better coordination with partners and improved quality of service played major roles. Prices for intermodal transport services were not considered to be of great importance. On the negative side, intermodal transport operators felt an increase in prices for rail transport and a lack of rail service quality. The increasing competition from road transport and the growing number of railway companies were also of concern to intermodal transport operators.

11. In 2007, transport of containers on the Transsiberian railway line increased by 26 per cent, according to the Russian railways, reaching 226.000 units. The trial operation of a Beijing-

² All informal documents and presentations made at the session are available at the following web site: <<http://www.unece.org/trans/wp24/wp24-presentations/24presentations.html>>.

³ One UIRR consignment (accompanied or unaccompanied) is equivalent to two twenty-foot units (TEU).

Hamburg container train in January 2008 showed that the six railway companies involved were able to operate this train along the 9,992 km corridor within 15 days. Similar tests were made in 2007 with container trains from China to the Czech Republic. They showed that intermodal transport operations could possibly provide a viable option for Euro-Asian freight transport as they are around twice as fast as maritime transport and considerably cheaper than air freight.

12. On the basis of a presentation made by an expert of a large maritime shipping line, the Working Party considered challenges for Governments and industries arising from fast growing port hinterland traffic and considered the possibilities of intermodal transport (rail and inland waterways) in this respect. It is estimated that the global stock of maritime containers lies in the order of 16 million boxes, representing a capacity of some 20 million TEU. In 2007 some 142 million TEU were shipped world-wide, more than doubling since 2002 (68 million TEU). Some 50 million TEU were transported to and from Europe, 34 million of which were shipped through the so-called European North-Range ports (Le Havre, Rotterdam, Antwerp, Bremerhaven, Hamburg, etc.). Annual growth in container traffic is estimated to continue to increase in the order of 10 to 15 per cent in the years to come.

13. The Working Party noted that, as a result of the consolidation of traffic by fewer shipping lines, on larger vessels (10.000-13.000 TEU) and in fewer ports, efficient hinterland transport connections able to accommodate large traffic volumes within given time slots were of increasing importance, also in view of the very limited additional storage capacities available in European ports. On average, two-third of hinterland traffic of the North-Range ports is still carried out by road while rail and inland water transport often account for less than 20 per cent. Depending on the geographical location of the ports, intermodal rail and/or inland water transport services, well integrated into supply chains and a network of inland transport terminals and freight villages rather than merely into the sea-land interface, should be able to profit from these developments over-proportionally (refer also to ECE/TRANS/WP.24/117, paragraph 13).

14. The representative of Serbia reported on the adoption of a new Governmental transport strategy (2008-2015) that included, in particular, the development of intermodal transport. The representative of Slovakia reported on the development of successful container transport operations by rail between the port of Koper (Slovenia) and car manufacturing plants in Slovakia by which 232.000 tonnes of vehicle components had been transported in 2007.

15. The Working Party was also informed that the International Bureau of Containers (BIC) is launching a new service to assign markings and owner codes to European loading units (containers, swap bodies) similar to those assigned to maritime ISO containers.

VI. RECENT ACTIVITIES OF THE EUROPEAN COMMISSION IN INTERMODAL TRANSPORT AND LOGISTICS (Agenda item 3 bis)

16. The representative of the European Commission (EC) informed the Working Party that on 18 October 2007 a Freight Logistics Action Plan was adopted as part of a larger freight transport package that also includes other issues, such as freight-oriented rail networks, new port policies, motorways of the sea and a European maritime space without borders.

17. The topics put forward in this Action Plan were based on extensive consultations with stakeholders and cover four broad themes: Innovation, quality, simplification and green

transport. Within this framework, the Commission is developing a road map for the implementation of e-freight that denotes the vision of a paper-free, electronic flow of information accompanying the physical movement of goods. In addition, the freight transport logistics bottleneck exercise is continued with a view to finding practical solutions, including regulatory measures. Other issues addressed include performance indicators for freight transport logistics and benchmarking of intermodal terminals. Studies on the harmonization of transport documents and their automation as well as on standards for vehicle weights and dimensions enshrined in Directive 96/53/EC are also planned and should be finalized in 2008. Finally, by the end of 2008 a number of “green corridors” are planned to be identified on which short sea shipping, rail, inland waterways and road transport complement each other to enable environmentally friendly transport solutions.

VII. MONITORING AND ANALYSIS OF NATIONAL POLICY MEASURES TO PROMOTE INTERMODAL TRANSPORT (Agenda item 4)

18. In accordance with its decisions on this issue at its last session, the Working Party noted that the secretariat was still collecting information on national policy measures to promote intermodal transport with a view to establishing pre-filled questionnaires for transmission to UNECE Member States during summer 2008 (ECE/TRANS/WP.24/117, paragraphs 21-24). The information received would be reviewed by the Working Party at its next session in October 2008.

VIII. PEER REVIEW ON INTERMODAL TRANSPORT POLICY IN TURKEY (Agenda item 5)

19. The Working Party was informed that the peer review on intermodal transport policy in Turkey has not yet been finalized and would be presented at a later stage, as appropriate (ECE/TRANS/WP.24/115, paragraphs 16-18).

IX. MONITORING OF WEIGHTS AND DIMENSIONS OF LOADING UNITS IN INTERMODAL TRANSPORT (Agenda item 6)

A. Transport of 45 ft long ISO containers on the European road network

20. Recalling the discussions at its last sessions (ECE/TRANS/WP.24/115, paragraphs 31-35; ECE/TRANS/WP.24/117, paragraphs 34-37), the Working Party noted that the results of a survey on the acceptance of 45 ft long ISO containers for transport on the road network of UNECE member States had been posted on the WP.24 web site.⁴

21. The secretariat was requested to continue monitoring developments in this field and to inform the Working Party accordingly.

B. Impact of “mega-trucks” on intermodal transport and on European roads

22. The Working Party recalled the considerations during its last sessions on the impact of “mega-trucks”, with a maximum length of 25.25 m and weights of up to 60 tonnes, on

⁴ <www.unece.org/trans/wp24/documents/Survey_results_45ft_containers_e.doc>

intermodal transport and on the European road network (ECE/TRANS/WP.24/117, paragraphs 38-46; ECE/TRANS/WP.24/115, paragraphs 36-38). While such lorries are regularly allowed in some of the Nordic countries, such as Sweden, they are at present not allowed on the road networks of other European countries. However, such “mega-trucks” are allowed, on a trial basis in the Netherlands and studies on their feasibility have been undertaken in other countries, such as Belgium, Germany, France and the United Kingdom.

23. The representative of Sweden informed the Working Party on the application of the so-called “modular concept” in Sweden. This concept, as referred to in European Directive 96/53/EC, is for the time being generally only allowed in Finland and Sweden. It allows lorry combinations with a maximum length of 25.25 m using existing vehicle types and loading units produced and permitted on the territory of the European Union, such as a lorry with a 7.82 m long loading unit towing a 13.6 m long semi-trailer or a 13.6 m long tractor and semi-trailer unit towing a 7.82 m long trailer. The modular concept can be applied on virtually all Swedish roads and 94 per cent of the Swedish road network is open to road vehicles with a maximum weight of up to 60 tonnes. The market share of such road vehicles for long distance transport lies in the order of 90 per cent.

24. Since its introduction, the modular concept had not encountered any technical, safety or economic difficulties and concerns in Sweden, possibly also due to the fact that it had not modified the previously applicable legislation on weight and dimensions in national road transport. Instead it was felt that the modular concept played a favourable role in the promotion of intermodal transport in Sweden as it allowed easy and cost-efficient transfer of intermodal transport units between road and rail.

25. The secretariat was requested to continue monitoring developments in this field and to inform the Working Party accordingly.

X. MODERN TRANSPORT CHAINS AND LOGISTICS (Agenda item 7)

26. The Working Party recalled that its programme of work contains the following work element: “Analysis of modern transport chains and logistics that allow for an integration of production and distribution systems providing a rational basis for Governmental decisions on transport demand, modal choice as well as on efficient intermodal transport regulations and infrastructures and taking into account transport safety and security requirements” (ECE/TRANS/WP.24/117, annex). As the importance of efficient logistics and transport systems for the competitiveness of European economies was increasingly recognized, the Working Party had already felt at its forty-seventh session that inter-governmental organizations should participate in the exchange of best practices and possibly in the coordination of well-focused activities in this field (ECE/TRANS/WP.24/115, paragraphs 39-43).

27. In line with this mandate and in order to guide future work, the Working Party considered two notes on logistics, the role of Governments therein and a draft plan of action prepared by the Chairman and the Vice-Chairman of the Working Party (ECE/TRANS/WP.24/2008/1; ECE/TRANS/WP.24/2007/3). These notes, complemented by a presentation at the present session of an eminent Belgian expert on transport and logistics, defined, described and analyzed in detail the current knowledge about logistics and supply chain management. They also

reviewed the underlying causes and requirements of logistics determining transport demand, transport quality and land use (location of logistics centers and intermodal terminals) as well as possible Governmental actions.

28. The Working Party noted that modern supply chain management systems and logistics will increasingly become of paramount importance for the competitiveness of economies in the UNECE region. They will fundamentally reshape the way goods are supplied, produced, delivered and returned. Driven by consumer demand and the globalization of production and trade, supply and distribution chains are getting longer and just-in-time supply, production and distribution systems will increasingly require reliable, flexible, fast and efficient transport systems. This has a major impact on modal choices made by the industry (road, rail, inland water, sea and/or air transport) and on Governmental transport policies.

29. Governments need to better understand the requirements of modern supply and logistics chains, which do not stop at national borders. National transport policies must be coordinated and harmonized to respond to these global challenges. Such policies should provide for the appropriate regulatory framework, a supportive transport infrastructure and adequate skills of logistics providers. Transport policies should also ensure a level playing field among all actors and provide the framework conditions for sustainable, safe and secure freight transport and mobility.

30. The Working Party noted that some UNECE member States and the European Commission have already responded to these challenges. They are in the process of identifying, in close cooperation with concerned industry groups and other stakeholders, the role and responsibility of Governments and non-governmental actors in this field. They are also determining appropriate regulatory, financial and educational policy measures that could contribute to more efficient and sustainable freight and intermodal transport systems integrated into modern logistics and supply chains.

31. The recently adopted German Masterplan for Freight Transport and Logistics, which was presented during the session, seemed to be a good example in this respect. It was designed to enhance the competitiveness of the logistics industry; provide a plan for the optimum design, funding and use of freight transport systems; contribute to structural change and sustainable development and enhance the public perception of the significance of freight transport and logistics.

32. The Working Party felt that it might be able to play a supportive role in this area through an exchange of information and best practices among countries in the UNECE region, by assisting in the development of concepts and indicators to measure these logistical developments and by providing expertise in regulatory or capacity building policies and measures that require an inter-governmental, pan-European approach.

33. With a view to further defining and structuring these activities, the Working Party invited interested experts to share their know-how and experiences at future sessions of the Working Party. Experts might also prepare a list of measures or fields of actions that would allow Governments to influence logistical developments at national and international levels. Elements for possible inter-governmental action could be reviewed by the Working Party at its next

sessions. The secretariat was requested to assist the Chairman in arranging such inter-sessional work for interested experts, possibly by moderating a virtual expert group communicating via e-mail.

34. The Working Party was of the view that Eastern European, Caucasus and Central Asian countries would benefit from actively participating in this work as intermodal transport and logistics are becoming important elements of the global supply chain that will increasingly affect their economies.

**XI. INTERMODAL TRANSPORT BETWEEN EUROPE AND ASIA: FOLLOW-UP TO AN ECMT/UNECE SEMINAR (KIEV, 27-28 SEPTEMBER 2004)
(Agenda item 8)**

35. The representative of the intermodal transport observatory in the Ukraine informed the Working Party on new developments along a North-South (C-E 10, 95, 70, 70/2: Helsinki - Istanbul/Alexandroupolis) and an East-West (C-E 30: Dresden - Kiev) intermodal transport line forming part of the Euro-Asian transport corridors. The observatory continues to collect information on investment plans and new intermodal transport services offered along these lines and will inform the Working Party accordingly.

36. The secretariat of Pan-European corridor III (Berlin-Kiev) briefed the Working Party about the latest developments on infrastructure modernization and improvements in technical and legal interoperability along this road/rail transport corridor that has culminated in the preparation of a trans-national transport strategy for this corridor

37. The Working Party invited the Ukraine to continue its work as intermodal transport observatory and forum for the exchange of information in line with the agreed-upon mandate, and to report to the Working Party on an annual basis. The contact point for the observatory is Mr. Oleksandr Polischuk (e-mail: o.polischuk@liski.com.ua).

**XII. EUROPEAN AGREEMENT ON IMPORTANT INTERNATIONAL COMBINED TRANSPORT LINES AND RELATED INSTALLATIONS (AGTC)
(Agenda item 9)**

A. Status of the AGTC Agreement

38. The Working Party noted that, with the accession of Lithuania on 8 May 2008, the AGTC Agreement will have 31 Contracting Parties.⁵

⁵ Austria; Belarus; Belgium; Bulgaria; Croatia; Czech Republic; Denmark; France; Georgia; Germany; Greece; Hungary; Italy; Latvia; Lithuania; Luxembourg; Kazakhstan; Montenegro; Netherlands; Norway; Poland; Portugal; Republic of Moldova; Romania; Russian Federation; Serbia; Slovakia; Slovenia; Switzerland; Turkey; Ukraine.

39. Detailed information on the AGTC Agreement, including the up-to-date and consolidated text of the Agreement (ECE/TRANS/88/Rev.4),⁶ a map of the AGTC network, an electronic inventory of standards stipulated in the Agreements as well as all relevant Depository Notifications are available at the website of the Working Party.⁷

B. New amendment proposals

40. In accordance with the request of the ITC and in line with its programme of work, the Working Party reviewed a package of amendment proposals containing a number of railway lines for inclusion into the AGTC Agreement that would complement the existing network and cover important international pan-European combined transport lines in Belarus, Estonia, Latvia and the Russian Federation. The proposals also contained railway lines and related installations that would extend the AGTC network to Central Asia and the Caucasus and would align it with the AGC rail network in these regions (ECE/TRANS/WP.24/2008/3 and Add.1).

41. These amendment proposals have already been considered preliminarily at the forty-seventh session of the Working Party (ECE/TRANS/WP.24/115, paragraphs 48-49). With a view to facilitating the consultation among countries directly concerned (Article 15,3 of the AGTC), the secretariat, in February 2007 and 2008, had transmitted these proposals pertaining to Annexes I and II of the AGTC Agreement to concerned UNECE member States.

42. The package of amendment proposals reviewed by the Working Party also comprised new AGTC lines and border crossing points pertaining to Poland and Slovakia that had already been adopted by the Working Party on 30 March 2006 (ECE/TRANS/WP.24/2008/3/Add.2; ECE/TRANS/WP.24/111, paragraph 24).

43. Finally, the package also contained a proposal to modify the name of the UNECE Working Party that is charged with the administration of the AGTC Agreement (in accordance with articles 14, 15 and 16 of the Agreement) and to align it with its present name (ECE/TRANS/WP.24/2008/3, paragraph 3; TRANS/WP.24/2004/5, paragraph 19).

44. In accordance with articles 14 and 15 of the AGTC Agreement, the representatives of Contracting Parties to the AGTC Agreement present and voting at the session of the Working Party, adopted unanimously these amendment proposals contained in documents ECE/TRANS/WP.24/2008/3, Add.1 and Add.2, with the exception of amendment proposals contained in document ECE/TRANS/WP.24/2008/3/Add.1 pertaining to (15) Austria, (19) Hungary, (35) Armenia, (37) Georgia and (39) Turkmenistan for which the consultation process had not yet been concluded. The amendment proposals adopted by the Working Party are reproduced in the annex to this report.

⁶ It should be noted that only the text kept in custody by the Secretary-General of the United Nations, in his capacity as depositary of the AGTC Agreement, constitutes the authoritative text of the Agreement.

⁷ <<http://www.unece.org/trans/wp24/welcome.html>>.

45. The secretariat was requested to transmit these proposals to the Secretary-General of the United Nations in his capacity as depositary of the AGTC Agreement for issuance of the required depositary notifications.

XIII. PROTOCOL ON COMBINED TRANSPORT ON INLAND WATERWAYS TO THE AGTC AGREEMENT (Agenda item 10)

46. The Protocol to the AGTC Agreement has been signed by fifteen and ratified by eight countries,⁸ but is not yet in force. The text of the Protocol is contained in document ECE/TRANS/122 and Corrs.1 and 2.⁹ Detailed information on the Protocol, including the text of the Protocol and all relevant Depositary Notifications are available at the website of the Working Party.¹⁰

47. The Working Party noted that the ITC had encouraged concerned Contracting Parties to the AGTC Agreement to accede to the Protocol as soon as possible. It had also requested the Working Party to consider and decide on amendment proposals to the Protocol that had already been submitted (ECE/TRANS/200, paragraph 93).

48. The Working Party was informed that Serbia was considering ratification of the Protocol which would bring it into force.

49. In accordance with the decision of the ITC, the Working Party requested the secretariat to prepare consolidated amendment proposals as submitted by Austria, Bulgaria, France, Hungary and Romania (ECE/TRANS/WP.24/117, paragraph 58; TRANS/WP.24/97, paragraph 23). These proposals should also take account of the results of a survey undertaken by the secretariat on the existing infrastructure standards contained in the Protocol (ECE/TRANS/WP.24/111, paragraphs 31-33).

50. Upon entry into force of the Protocol, the amendment proposals could then be formally adopted by the Working Party in accordance with articles 13, 14 and 15 of the Protocol (ECE/TRANS/WP.24/111, paragraphs 31-33).

XIV. DATE OF NEXT SESSION (Agenda item 11)

51. The Working Party expressed concerns about the efficient holding of its meetings at the Palais des Nations due to the inappropriate registration arrangements requiring registered delegates to wait, on Monday mornings, more than one hour at the entry gate to the Palais des Nations. As the delays encountered by delegations had shown an upward trend during the past meetings, the Working Party decided to no longer hold any sessions on Monday mornings at the

⁸ Bulgaria; Czech Republic; Denmark; Hungary, Luxembourg; Netherlands; Romania; Switzerland.

⁹ It should be noted that only the text kept in custody by the Secretary-General of the United Nations, in his capacity as depositary of the AGTC Agreement, constitutes the authoritative text of the Agreement.

¹⁰ <<http://www.unece.org/trans/wp24/welcome.html>>.

Palais des Nations. It therefore decided to hold its autumn session, as scheduled on 6 and 7 October 2008 in Geneva, starting however at 15.00 hours.

52. The spring 2009 session of the Working Party was tentatively scheduled for 19 and 20 March 2009.

XV. REPORT (Agenda item 12)

53. As agreed and in line with the decision of the ITC (ECE/TRANS/156, paragraph 6), the secretariat, in cooperation with the Chairman and in consultation with delegates, has prepared this report for formal adoption at the forthcoming autumn session of the Working Party.

Annex

**Amendment proposals to the AGTC Agreement adopted
by the Working Party on 18 March 2008**

GENERAL AMENDMENT PROPOSALS

Articles 14, 15 and 16

Modify the existing paragraph 2 of articles 14, 15 and 16 to read as follows:

“2. At the request of a Contracting Party, any amendment proposed by it to this Agreement shall be considered by the Working Party on Intermodal Transport and Logistics of the United Nations Economic Commission for Europe.”

COUNTRY SPECIFIC AMENDMENT PROPOSALS

(16) POLAND

AGTC Annex I

Insert a new railway line: “C 63” as follows:

“C 63 Czechowice Dziedzice-Żywiec-Zwardoń (-Skalite)”

Contracting Parties directly concerned (AGTC; Article 15(3)): Austria, Poland, Slovakia.

AGTC Annex II

B. Border crossing points of importance for international combined transport

Insert the following new border crossing point:

“Zwardoń (PKP) – Skalite (ŽSR)”

(18) SLOVAKIA

AGTC Annex I

Extend railway line “C-E 63 Zilina- Leopoldov- Bratislava (-Kittsee)”
Galanta

by the following railway line: “C 63 (Zwardoń-) Skalitie-Čadca-Žilina”

Contracting Parties directly concerned (AGTC; Article 15(3)): Austria, Germany, Poland.

AGTC Annex II

B. Border crossing points of importance for international combined transport

Insert the following border crossing point:

“Skalite (ŽSR) - Zwardoń (PKP)”

(29) BELARUS

AGTC Annex I

Add the following railway line:

“C 14 (Indra-) Bigosovo-Polak-Vicebsk”

Contracting Parties directly concerned (AGTC; Article 15(3)): Belarus, Latvia, Lithuania.

Modify the following railway line:

“C 95/2 (Lobok-) Ezjarysca-Vicebsk-Orsha - Žlobin-Slovechno (-Berezhest)”
Minsk

Contracting Parties directly concerned (AGTC; Article 15(3)): Belarus, Russian Federation, Ukraine.

AGTC Annex II

B. Border crossing points of importance for international combined transport

Add the following border crossing points:

“Lobok (RZD) - Ezjarysca (BC)”

(32) RUSSIAN FEDERATION

AGTC Annex I

Add the following railway lines:

“C 75/1 (Narva-) Ivangorod-Gatčina-St. Petersburg”

Contracting Parties directly concerned (AGTC; Article 15(3)): Estonia,* Russian Federation.

* Not a Contracting Party to the AGTC.

“C 12 (Zilupe-) Raz. Posin-Novosokol’niki-Ržev-Moskva”
Contracting Parties directly concerned (AGTC; Article 15(3)): Latvia, Russian Federation.

“C 95/2 St. Petersburg-Dno-Novosokol’niki-Lobok (-Ezjarysca)”
Contracting Parties directly concerned (AGTC; Article 15(3)): Belarus, Ukraine, Russian Federation.

AGTC Annex II

B. Border crossing points of importance for international combined transport

Add the following border crossing points:

“Ivangorod (RZD) - Narva (EVR)
 Lobok (RZD) - Ezjarysca (BC)
 Raz. Posin (RZD) - Zilupe (LDZ)”

(34) LITHUANIA

AGTC Annex I

Modify line 20/3 to read as follows:

“C 20/3 _____ (Nesterov-) Kybartai-Kazlų Rūda-Kaunas _____ -
 (Mukran (Sassnitz)-) Draugystė (Klaipėda)-Šiauliai-Radviliškis
 Kaišiadorys-Vilnius-Kena (-Gudagai)”

Contracting Parties directly concerned (AGTC; Article 15(3)): Belarus, Germany, Lithuania, Russian Federation.

Add the following new railway line:

“C 14 Radviliskis-Panevezys-Rokiskis-Obeliai (-Eglaine)”
Contracting Parties directly concerned (AGTC; Article 15(3)): Belarus, Latvia, Lithuania.

AGTC Annex II

A. Terminals of importance for international combined transport

Replace the list of terminals to read as follows:

“Draugystė (Klaipėda)
 Klaipėda
 Paneriai (Vilnius)
 Kaunas
 Šeštokai”

B. Border crossing points of importance for international combined transport

Add the following border crossing points:

“Joniškis (LG) - Meitene (LDZ)
 Kybartai (LG) - Nesterov (RŽD)
 Obeliai (LG) - Eglaine (LZD)
 Kena (LG) - Gudogai (BC)
 Mockava (LG) - Trakiszki (PKP)”

C. Gauge interchange stations of importance for international combined transport

Add the following gauge interchange stations:

Stations between railway systems with different rail gauges	Countries concerned	Interchange technique applied	
		Change of wagon axles/bogies	Transshipment of loading units by crane/ other handling equipment
“Šeštokai ^{**} ”	Lithuania	-	X
Mockava	Lithuania	X	X
Trakiszki	Poland	-	-”

^{**} Not a border crossing point.

D. Ferry links/ports forming part of the international combined transport network

Add the following ferry link/port:

“Draugystė (Klaipėda) - Mukran (Sassnitz) (Lithuania - Germany)”

(36) AZERBAIJAN***AGTC Annex I**

Add the following railway line:

“C-E 60 (Gardabani-) Beyuk-Kyasik-Baku (-Turkmenbashi)”
Contracting Parties directly concerned (AGTC; Article 15(3)): Azerbaijan, * Georgia, * Kazakhstan, Turkmenistan, * Uzbekistan.*

* Not a Contracting Party to the AGTC.

AGTC Annex II**A. Terminals of importance for international combined transport**

Add the following terminal:

“Baku (Keshla)”

B. Border crossing points of importance for international combined transport

Add the following border crossing points:

“Beyuk (AZ) - Gardabani (GR)
Baku (AZ) - Turkmenbashi (TRK)”

D. Ferry links/ports forming part of the international combined transport network

Add the following ferry link/port:

“Baku - Turkmenbashi (Azerbaijan - Turkmenistan)”

(38) KAZAKHSTAN**AGTC Annex I**

Add the following railway lines:

“C-E 20 (Petukhovo-) Mamlyutka-Petropavlovsk-Kara Guga (-Isikul)”
Contracting Parties directly concerned (AGTC; Article 15(3)): Belarus, Belgium, Germany, Kazakhstan, Poland, Russian Federation.

“C-E 24 (Zauralie-) Presnogorskoyaya-Kökshetaú-Aqmola-Mointy-Druzhba (-Alashankou)”
Contracting Parties directly concerned (AGTC; Article 15(3)): China, * Kazakhstan, Russian Federation.

“C-E 30 (Orenburg-) Iletsk I-Kandagach”
Contracting Parties directly concerned (AGTC; Article 15(3)): Germany, Kazakhstan, Poland, Russian Federation, Ukraine.

“C-E 50 (Astrakhan-) Aksaraiskaya II-Atyraú-Makat-Kandagach-Arys-Almaty-Aqtogai”
Contracting Parties directly concerned (AGTC; Article 15(3)): Austria, France, Hungary, Kazakhstan, Russian Federation, Switzerland, Ukraine.

* Not a Contracting Party to the AGTC.

“C-E 60 (Salar-) Chengeldy-Arys”

Contracting Parties directly concerned (AGTC; Article 15(3)): Azerbaijan,* Georgia,* Kazakhstan, Turkmenistan,* Uzbekistan.*

“C-E 592 Beyneu-Shetpe-Aqtau”

Contracting Parties directly concerned (AGTC; Article 15(3)): Kazakhstan.

“C-E 597 Makat-Beyneu (-Kungrad)”

Contracting Parties directly concerned (AGTC; Article 15(3)): Kazakhstan, Turkmenistan,* Uzbekistan.*

AGTC Annex II

A. Terminals of importance for international combined transport

Add the following terminals:

“Arys
Karaganda
Semipalatinsk
Tura-Tam
Turkestan
Zhezkazgan”

B. Border crossing points of importance for international combined transport

Add the following border crossing points:

“Mamlyutka (KTZ) - Petukhovo (RZD)
Kara Guga (KTZ) - Isikul (RZD)
Presnogorkovskaya (KTZ)- Zauralie (RZD)
Druzhba (KTZ) - Alashankou (CR)
Iletsk I (KTZ) - Orenburg (RZD)
Aksaraiskaya II (KTZ) - Astrakhan (RZD)
Chengeldy (KTZ) - Salar (UR)
Beyneu (KTZ) - Kungrad (UR)”

C. Gauge interchange stations of importance for international combined transport

Add the following gauge interchange stations

Stations between railway systems with different rail gauges	Countries concerned	Interchange technique applied	
		Change of wagon axles/bogies	Transshipment of loading units by crane/other handling equipment
“Druzhba - Alashankou	Kazakhstan - China	X	X”

(40) UZBEKISTAN***AGTC Annex I**

Add the following railway lines:

“C-E 60 (Chardzhev-) Bukhara-Tashkent-Salar (-Chengeldy)”

Contracting Parties directly concerned (AGTC; Article 15(3)): Azerbaijan,* Georgia,* Kazakhstan, Turkmenistan,* Uzbekistan.*

“C-E 696 Tashkent-Khavast-Andizhan (-Osh)”

Contracting Parties directly concerned (AGTC; Article 15(3)): Kazakhstan, Kyrgyzstan.*

“C-E 695 Bukhara-Karshi-Termiz-Galaba (-Khairaton)”

Contracting Parties directly concerned (AGTC; Article 15(3)): Turkmenistan,* Uzbekistan.*

“C-E 597 (Beyneu-) Kungrad-Nukus (-Dashhowuz-) Urganch (-Chardzhev)”

Contracting Parties directly concerned (AGTC; Article 15(3)): Kazakhstan, Turkmenistan,* Uzbekistan.*

AGTC Annex II**A. Terminals of importance for international combined transport**

Add the following terminals:

“Andijan (North)

Bukhara-2

Chukursai

Margilan

Sergeli

* Not a Contracting Party to the AGTC.

Tashkent

Termez

Ulugbek”

B. Border crossing points of importance for international combined transport

Add the following border crossing points:

“Alat (UR) - Chardzhev (TRK)
Salar (UR) - Chengeldy (KTZ)
Andizhan (UR)- Osh (Kyrgyzstan Railways)
Galaba (UR) - Khairaton (Afghanistan Railways)
Chardzhev (TRK) - Alat (UR)
Termis (UR) - (Karshi) (UR)”

(41) KYRGYZSTAN*

AGTC Annex I

Add the following railway line:

“C-E 696 (Andizhan-) Jalalabad-Osh”
Contracting Parties directly concerned (AGTC; Article 15(3)): Kyrgyzstan,* Uzbekistan.*

AGTC Annex II

A. Terminals of importance for international combined transport

Add the following terminal:

“Osh”

B. Border crossing points of importance for international combined transport

Add the following border crossing point:

“Andizhan (UR) - Jalalabad (Kyrgyzstan Railways)”

* Not a Contracting Party to the AGTC.

(42) ESTONIA*

AGTC Annex I

Add the following new railway lines:

“C 75/1 Tapa-Narva (-Ivangorod)”

Contracting Party directly concerned (AGTC; Article 15(3)): Estonia,* Russian Federation.

“C-E 75 Tallin-Tapa-Tartu-Valga (-Lugaži)”

Contracting Parties directly concerned (AGTC; Article 15(3)): Estonia,* Latvia, Lithuania, Poland.

AGTC Annex II

A. Terminals of importance for international combined transport

Add the following terminals:

“Tallin

Tapa

Tartu

Valga”

B. Border crossing points of importance for international combined transport

Add the following new border crossing points:

“Narva (EVR) - Ivangorod (RZD)

Valga (EVR) - Lugaži (LDZ)”

(43) LATVIA

AGTC ANNEX I

Add the following new railway lines:

“C 12 Ventspils-Jelgava-Krustpils-Zilupe (-Raz. Posinj)”

Liepaja

Contracting Parties directly concerned (AGTC; Article 15(3)): Latvia, Russian Federation.

* Not a Contracting Party to the AGTC.

“C 14 Riga-Krustpils -Daugavpils-Indra (-Bigosovo)
(Obeliai-) Eglaine

Contracting Parties directly concerned (AGTC; Article 15(3)): Belarus, Latvia, Lithuania.

“C-E 75 (Valga-) Lugaži-Rīga-Jelgava-Meitene (-Sarkiai)”

Contracting Parties directly concerned (AGTC; Article 15(3)): Estonia,* Latvia, Lithuania, Poland.

AGTC Annex II

A. Terminals of importance for international combined transport

Add the following terminals:

“Rīga
Ventspils
Liepāja
Rezekne
Daugavpils”

B. Border crossing points of importance for international combined transport

Add the following new border crossing points:

“Zilupe (LDZ) - Raz. Posinj (RZD)
Indra (LDZ) - Bigosovo (BC)
Lugaži (LDZ) - Valga (EVR)
Meitene (LDZ) - Šarkiai (LG)”

* Not a Contracting Party to the AGTC.