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European Agreement on Important International

Combined Transport Lines and Related Installations

Amendment proposals

Proposal for amending the annexes I and II of the European Agreement on Important International Combined Transport Lines and Related Installations

Submitted by Germany and Serbia* **

Introduction

1. This document contains in its annexes the proposals submitted by Contracting Parties to the European Agreement on Important International Combined Transport Lines and Related Installations as named in this document for amending Annexes I and II of the Agreement.
2. Working Party on Intermodal Transport and Logistics is invited to consider these amendment proposals.

* The present document was submitted after the deadline in order to reflect the most recent information.

** The present document is being issued without formal editing.

Annex I

Amendments to Annex I and II proposed by Germany

I. Explanation

1. AGTC provides that the present AGTC line C-E 45 between Oslo (Norway) and Bari (Italy) links Göteborg-Helsingborg-Helsingør-København-Nykøbing-Rødby-Puttgarden-Hamburg. However, the rail ferry link between Helsingborg (Sweden) and Helsingør (Denmark) is no longer operational. International freight traffic is moving since the year 2000 across the railway bridge over the Öresund between Malmö (Sweden) and København (Denmark). As a consequence, it is proposed to re-align the line C-E 45 between Helsingborg and København so as to continue on the Swedish side south until Malmö and then cross the Öresund bridge to København.
2. AGTC provides that the line C-E 530 links Nykøbing-Gedser (Denmark) with a ferry link to Rostock (Germany). In order to bowdlerise the numerous route numbers, the proposal by the ECE Secretariat to combine the connection C-E 51 (Gedser-Nürnberg) with the connection C-E 451 (Nürnberg-Passau-Wels) under the unified route number C-E 451 could be supplemented by the connection C-E 530: Hence a connection Nykøbing-Gedser-Rostock-Berlin-Halle/Leipzig-Erfurt-Nürnberg-Passau-Wels would emerge under the unified route number C-E 451.
3. In order to correct some inconsistencies, it is proposed to change the cross-border section between Denmark and Germany in line C 45/1 from Fredericia-Flensburg to Padborg-Flensburg. Furthermore, the border crossing point Görlitz-Zgorzelec between Germany and Poland was deleted in an earlier amendment. Therefore, it is proposed to delete the border crossing section from the line C-E 30, too. Border crossing freight traffic is mainly using the crossing point Horka-Węgliniec on the line C 30.
4. This proposal consolidates and modifies amendments included before in documents ECE/TRANS/WP.24/2009/4 and ECE/TRANS/WP.24/2017/1.

II. Proposed amendments

Annex I

Railway lines of importance for international combined transport

(9) Germany

To modify the existing lines as follows:

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

Countries concerned: Denmark, Germany, Austria

C 45/1 (Padborg-) Flensburg-Hamburg

Countries concerned: Sweden, Denmark, Germany

To exclude/delete the following line:

C-E 51 (Gedser-) Rostock-Berlin- $\frac{\text{Halle}}{\text{Leipzig}}$ -Erfurt-Nürnberg

Countries concerned: Denmark, Germany

(13) Sweden

To modify the existing line as follows:

C-E 45 (Kornsjø-) Göteborg-Malmö (-København)

Countries concerned: Norway, Sweden, Denmark, Germany, Austria, Italy

(14) Denmark

To renumber the line C-E 530 to C-E 451 as follows:

C-E 451 Nykøbing-Gedser (-Rostock)

Countries concerned: Denmark, Germany, Austria

To modify the existing lines as follows:

C-E 45 (Malmö-) København-Nykøbing-Rødby (-Puttgarden)

Countries concerned: Norway, Sweden, Denmark, Germany, Austria, Italy

C 45/1 (Göteborg-) Frederikshavn-Arhus
København –Fredericia-Padborg (-Flensburg)

Countries concerned: Sweden, Denmark, Germany

(16) Poland

To modify the existing line as follows:

C-E 30 Zgorzelec-Wroclaw-Katowice-Kraków-Przemysl-Medyka (-Mostika)

Countries concerned: Poland, Ukraine

Annex II**Installations important for international combined transport****B. Border crossing points of importance for international combined transport**

To add the following border crossing point(s):

Malmö (SJ) – København (DSB)

To exclude the following border crossing point(s):

Helsingborg (SJ) – København (DSB).

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

To exclude the following ferry link(s)/port(s):

København – Helsingborg (Denmark-Sweden).

Annex II

Amendments to Annex I and II proposed by the Republic of Serbia

I. Explanation

1. The Republic of Serbia, as a Party to the European Agreement on Important International Combined Transport Lines and Related Installations (AGTC), proposes amendments to Annexes I and Annex II of the European Agreement on Important International Combined Transport Lines and Ancillary Facilities (AGTC) due to various developments and changes in the territory of the Republic of Serbia, as provided in point II below.

II. Proposed amendments

Annex I

Railway lines of importance for international combined transport

(21) Croatia

To delete “Subotica: on line C710.

The interested contracting parties are the Republic of Croatia and the Republic of Serbia.

Explanation: The passage between Erdut/Bogojevo and Subotica is provided on the line C-E 771. There is no need for a double line number for this passage.

(23) Serbia

To modify the existing line as follows:

C-E-79 Belgrade - Prijepolje/Vrbnica (- Bijelo Polje, Bar).

The interested contracting parties in addition to the Republic of Serbia is the Republic of Montenegro.

Explanation: This modification is required to list only the section of this line on the territory of the Republic of Serbia.

Annex II

Installations important for international combined transport

A. Terminals of importance for international combined transport

To modify to read as follows:

“Serbia

Belgrade - ZIT Belgrade

Belgrade - NELT

Belgrade - Port of Belgrade

Smederevo - Port of Smederevo

Prahovo - Port of Prahovo

Senta - Port of Senta

Sremska Mitrovica - Port of Sremska Mitrovica

Novi Sad - Port of Novi Sad

Sabac - Port of Šabac

Pancevo - Port of Pancevo.

Luka Bogojevo”.

Explanation: This modification is necessary to harmonize the names of terminals in the AGTC Agreement with the Regulation on the terminals for combined transport of railway networks and the route for transport to and from the terminal for combined transport (Official Gazette of RS, No. 26/18).

B. Border crossing points of importance for international combined transport

To add the following border crossing point(s):

“Prijepolje/Vrbnica (IŽS) - Bijelo Polje (ŽICG)”. This border crossing point should be added after Dimitrovgrad (IŽS) - Dragoman (BDZ).

Explanation: This border crossing is proposed to be added in the AGTC Agreement following the Agreement between the Government of the Republic of Serbia and the Government of Montenegro on the international railway border crossing Prijepolje/Vrbnica (Republic of Serbia) - Bijelo Polje (Montenegro) (“Official Gazette of RS - International Agreements”, No. 2/19)

To modify the existing border crossing point(s) to read as follows:

Kelebija (MAV) - Subotica (IŽS)

Preševo (IŽS) - Tabanovce (CFAYM)

General Janković (UNMIK Railways) - Volkovo (CFARYM)

Dimitrovgrad (IŽS) - Dragoman (BDZ)

Stamora Moravita (CFR) - Vrsac (IŽS)

Erdut (HZ) - Bogojevo (IŽS)

Tovarnik (HZ) - Sid (IŽS).

Explanation: This modification is proposed due to the change of the name of the manager of the public railway infrastructure in the Republic of Serbia from JŽ to IŽS. Moreover, the railways on the territory of the Autonomous Province of Kosovo and Metohija are temporarily under the supervision of UNMIK Railways according to the Interim Agreement between ŽTO Belgrade and UNMIK Railways from 31.05.2002, so the abbreviated name of the border station manager for General Janković is modified.