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INLAND TRANSPORT COMMITTEE

Working Party on Combined Transport

REPORT OF THE WORKING PARTY ON COMBINED TRANSPORT ON ITS TWENTY-FIFTH SESSION (2-4 September 1996)

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REPORT

ATTENDANCE

1. The Working Party held its twenty-fifth session from 2 to 4 September 1996.
2. The session was attended by representatives from the following countries: Austria; Belgium; Bulgaria; Canada; Croatia; Czech Republic; France; Germany; Greece; Hungary; Italy; Netherlands; Poland; Romania; Russian Federation; Slovakia; Slovenia; Sweden; Switzerland; Turkey; United Kingdom; United States of America.
3. The United Nations Conference on Trade and Development (UNCTAD) was represented. The International Labour Organization (ILO) and the International Maritime Organization (IMO) were also represented.
4. The following intergovernmental organizations were represented: Committee of the Organization for Cooperation between Railways (OSZhd); European Conference of Ministers of Transport (ECMT).
5. The following non-governmental organizations were represented: International Road Transport Union (IRU); International Union of Railways (UIC); International Container Bureau (ICB); International Organization for Standardization (ISO).
6. At the invitation of the secretariat, a representative of the International Union of Combined Road/Rail Transport Companies (UIRR) participated.

ADOPTION OF THE AGENDA

7. The Working Party adopted the provisional agenda prepared by the secretariat (TRANS/WP.24/70).

ACTIVITIES OF ECE BODIES AND OTHER ORGANIZATIONS OF INTEREST TO THE WORKING PARTY

- (a) Economic Commission for Europe

Documentation: E/1996/34-E/ECE/1344.

8. The Working Party was informed about the results of the fifty-first session of the Economic Commission for Europe (15-23 April 1996), in particular about decision G(51) "Cooperation in the field of transport" which, inter alia, urges member States to determine the legal form of the regulations on combined transport on inland waterways, possibly including coastal shipping and to adopt the legal instrument at the next session of the Committee.

(b) European Commission (EC)

9. The Working Party noted that the programme for the promotion of combined transport in the European Community (PACT: Pilot Actions for Combined Transport) had been prolonged until 2001 with a budget of 35 Mio. ECU.

10. The Working Party welcomed the participation of its Chairman at the forthcoming session on intermodal transport statistics organized by the European Commission (Brussels, 19-20 September 1996) with a view to ensuring the use of harmonized terminology for all combined transport activities.

(c) European Conference of Ministers of Transport (ECMT)

11. The Working Party was informed of a Seminar on short sea shipping using combined transport techniques to be organized by the ECMT on 12 and 13 November 1996 followed by a meeting of its group of experts on combined transport.

(d) Other organizations

Documentation: Informal documents prepared by UIC and the secretariat.

12. The Working Party was informed about the statistical database on goods traffic maintained by the UIC (STIMITRI) and on their programme to improve the quality of goods transport operations. The Working Party took note of the results of operations of the European combined transport operators Intercontainer (ICF) and UIRR. The representative of OSZhD reported on the near completion of an Infrastructure Agreement among the member countries of OSZhD which could be regarded as an extension of the AGTC Agreement to the Central Asian countries as well as to China. The Working Party would be informed in due course about the details of this Agreement. The Working Party was also informed of the recently adopted IRU Charter for Sustainable Development and on a planned study on simple transshipment techniques in combined transport.

(e) Preparatory Committee of the 1997 Regional Conference on Transport and the Environment

Documentation: TRANS/WP.24/R.80; ECE/RCTE/PC/50; ECE/RCTE/PC/43/Rev.1. ECE/RCTE/PC/45.

13. The Working Party was informed about the activities of the Preparatory Committee of the Conference and noted that the Conference is now scheduled to be held from 12 to 14 November 1997 in Vienna (Austria).

14. The Working Party considered a paper on combined transport to foster sustainable transport policy in Europe which has been prepared, as requested, by an informal group of experts (TRANS/WP.24/R.80). The Working Party adopted this paper, subject to a number of modifications and decided to transmit it to the Preparatory Committee of the Conference and to the Inland Transport Committee. It will be circulated by the secretariat under document number TRANS/WP.24/R.80/Rev.1-TRANS/R.434. The informal group of experts was requested to prepare, on this basis, a draft Declaration or Resolution for the Conference for consideration at the spring session of the Working Party.

EUROPEAN AGREEMENT ON IMPORTANT INTERNATIONAL COMBINED TRANSPORT LINES AND RELATED INSTALLATIONS (AGTC)

(a) Status of the AGTC Agreement

Documentation: ECE/TRANS/88 and Corr.1.

15. The Working Party noted that as of 1 September 1996 the following 19 countries are Contracting Parties to the AGTC Agreement: Austria; Bulgaria; Croatia; Czech Republic; Denmark; France; Germany; Greece; Hungary; Italy; Luxembourg; Netherlands; Norway; Portugal; Romania; Russian Federation; Slovakia; Slovenia and Switzerland.

16. Turkey has completed the national procedures for the ratification of the AGTC Agreement and will become a Contracting Party on 3 December 1996. In Poland the ratification procedures were under way.

17. In view of the importance of the Agreement for efficient international combined transport in Europe, the Working Party urged all ECE member countries concerned to consider becoming Contracting Parties to the AGTC Agreement as soon as possible.

(b) Amendments proposed to the AGTC Agreement

Documentation: TRANS/WP.24/70, annex 1; TRANS/WP.24/69, annexes 1 to 3; TRANS/WP.24/67, annex 1; TRANS/WP.24/65, annex 1; TRANS/WP.24/63, annexes 1 and 2.

18. At its twenty-first, twenty-second, twenty-third and twenty-fourth sessions, the Working Party adopted a large number of amendments to annexes I and II of the AGTC Agreement as contained in the reports of these sessions (TRANS/WP.24/63, annexes 1 and 2; TRANS/WP.24/65, annex 1; TRANS/WP.24/67, annex 1; TRANS/WP.24/69, annex 1). The Working Party had taken note of amendment proposals concerning Hungary, Poland and Slovakia (TRANS/WP.24/69, annex 2) and concerning Belarus, Republic of Moldova, Romania and Ukraine (TRANS/WP.24/69, annex 3).

19. In accordance with the request of the Working Party, the secretariat has compiled all amendments adopted by the Working Party as well as those still under consideration (TRANS/WP.24/70, annex 1 and Add.1).

20. In this context, the Working Party noted that in accordance with paragraph 2 of articles 14, 15 and 16 of the AGTC Agreement, any amendment proposed by a Contracting Party to the Agreement should be considered by the ECE Working Party on Combined Transport. If, in accordance with paragraph 3 of articles 14, 15 and 16 of the AGTC Agreement, the amendment(s) is (are) adopted by the Contracting Parties present and voting, the secretariat would transmit the amendment proposal(s) to the Secretary-General of the United Nations in his capacity as depositary of the Agreement.

21. In order to formally notify the depositary of any amendment proposal adopted by the Working Party, it is necessary for countries to be Contracting Parties to the Agreement. At its nineteenth session, the Working Party had felt that, in case such amendments referred to annexes I and II to the Agreement, countries concerned, as defined in article 15, paragraph 3 of the Agreement, should be consulted on an informal basis by the Contracting Parties proposing such amendments before any such amendment proposals were transmitted to the Secretary-General of the United Nations. The ECE secretariat had been requested to provide all necessary assistance to facilitate such consultation (TRANS/WP.24/59, paragraph 35).

22. In accordance with article 15 of the AGTC Agreement, the Contracting Parties present (Austria; Bulgaria; Czech Republic; France; Germany; Greece; Hungary; Italy; Netherlands; Romania; Russian Federation; Slovakia; Slovenia and Switzerland) adopted the amendments to Annexes I, II and III to the AGTC Agreement as contained in annex 1 to this report, on the understanding that all countries directly concerned, as defined in article 15, paragraph 3 of the Agreement, had been consulted and had agreed to these amendments.

23. The secretariat was requested to consult with the Governments of Ukraine and the Republic of Moldova on the acceptability of the amendment proposals relating to their countries which, if acceptable, would be formally proposed by Germany and Romania respectively. Thereafter the secretariat would transmit the total package of adopted amendment proposals to the Legal Office of the United Nations for issuance of the required depositary notification to be addressed to all Contracting Parties to the AGTC Agreement.

(c) Map on the AGTC network

Documentation: ECE publication.

24. The Working Party noted that, following the session of the Working Party, the secretariat intended to publish a revised AGTC map, including all adopted amendment proposals as well as the omitted ferry link Samsun - Constanta.

INTERREGIONAL LINKS IN COMBINED TRANSPORT

Documentation: TRANS/WP.24/R.81.

25. At its twenty-third session, the Working Party felt that efforts might be made to promote combined transport between an extended AGTC network, covering the Trans-Siberian railway and the railways of the newly independent Central Asian countries, and the Trans-Asian Railway system. Such railway land bridges between Europe and Asia might become viable container transport alternatives to sea transport (TRANS/WP.24/67, paragraphs 26-28).

26. As requested, the secretariat has prepared a short document providing more detailed information on these new inter-regional railway links (TRANS/WP.24/R.81).

27. The Working Party was also informed by the secretariat of efforts to extend the AGTC network, its standards and parameters to the Trans-Caucasian and Central Asian countries. The activities of the OSZhD to establish such a combined transport network among its member countries was also noted in this context (see also paragraph 12).

28. The representatives of Romania briefed the Working Party on studies undertaken in their country on viable combined transport links between Asia and Europe. In this context links via Romania and Georgia or via Turkey and Georgia were mentioned as constituting the shortest links to China.

29. The representative of the Russian Federation informed the Working Party about the well-functioning Trans-Siberian railway which had long proved to be a natural extension of the AGTC network to the Pacific East.

30. The Working Party decided to continue its consideration of this issue at future sessions on the basis of new information which delegations were requested to submit to the secretariat.

DRAFT LEGAL INSTRUMENT ON INLAND WATER TRANSPORT AND COASTAL SHIPPING USING COMBINED TRANSPORT TECHNIQUES

Documentation: TRANS/WP.24/R.82; TRANS/WP.24/R.71; TRANS/WP.24/R.67, Add.1 and 2; TRANS/WP.24/R.46/Rev.1; ECE/TRANS/120.

31. Due to the lack of time, the Working Party was unable to consider this agenda item. In view of the mandate given by the Commission (see paragraph 8), the Working Party requested the secretariat to provide for a special session of the Working Party before the end of the year to finalize the draft legal instrument for transmission to the Inland Transport Committee.

GUIDELINES FOR THE PACKING OF CARGO IN INTERMODAL TRANSPORT UNITS

Documentation: TRANS/WP.24/R.83; TRANS/WP.24/R.72 and Add.1.

32. During its twenty-first and twenty-second sessions, the Working Party completed a first draft of guidelines for packing cargo in freight containers or vehicles covering the requirements of the entire transport chain (rail, road, sea, inland water transport) (TRANS/WP.24/R.72 and Add.1). Subsequently, this draft has been transmitted to the International Maritime Organization (IMO) for review and for inclusion of packing requirements regarding maritime transport.

33. The Working Party considered this second draft as amended by the IMO (TRANS/WP.24/R.83) and approved it with a few modifications to be incorporated by the secretariats concerned.

34. The Working Party decided to add to the definition on "cargo transport unit" the definition on "intermodal transport unit (ITU)" commonly used by ECMT, the European Commission and the ECE and to use these two terms interchangeably in the framework of the guidelines. It was also agreed that the guidelines should be updated from time to time by additional elements considered to be of importance for the safe packaging of cargo into ITUs. At a first stage, provisions on fumigation as well as a detailed list of reference documents could be added.

35. The Working Party expressed its appreciation to the delegations of Canada, Sweden and the IMO for their excellent work and substantive contributions in finalizing the revised guidelines within a short time period.

36. Once approved by the Inland Transport Committee, the Working Party requested the secretariat to publish the guidelines, in cooperation with ILO and IMO, in a way which ensured its easy use as a teaching tool, wide distribution and simple translation into national languages.

NEW DEVELOPMENTS IN THE FIELD OF COMBINED TRANSPORT IN ECE MEMBER COUNTRIES

Documentation: Informal document prepared by the secretariat.

37. Due to the lack of time, the Working Party decided to postpone the consideration of this item to its spring 1997 session.

PROGRAMME OF WORK FOR 1997-2001

38. The Working Party's programme of work for the period 1997-2001 was adopted as set out in annex 2 to this report for transmission to the Inland Transport Committee.

OTHER BUSINESS

(a) Dates of next sessions

39. The Working Party decided to convene a special session of the Working Party to finalize the legal instrument on inland water transport and coastal shipping using combined transport techniques. The secretariat convened this meeting to be held on 11 November 1996 in Geneva.

40. It was decided to convene the next regular session of the Working Party on 21 and 22 April 1997. Deadline for submission of documents:
31 January 1997.

(b) Restriction on the distribution of documents

41. The Working Party decided that there should be no restriction with respect to the distribution of documents issued in connection with its current session.

ADOPTION OF THE REPORT

42. The Working Party adopted the report on its twenty-fifth session.

Annex 1

EUROPEAN AGREEMENT ON IMPORTANT INTERNATIONAL COMBINED TRANSPORT LINES
AND RELATED INSTALLATIONS (AGTC Agreement)

Amendment proposals

adopted by the Working Party
at its twenty-fifth session

Countries directly concerned, in accordance with article 15, paragraph 3 of the AGTC Agreement, are marked with an asterisk^{*} if these countries are Contracting Parties to the Agreement as of 1 September 1996.

Proposed by France:

(7) Belgium

AGTC Annex I:

Modify the following railway line to read:

"C-E 15 (Roosendaal-) Antwerpen-Bruxelles-
Quévy (-Feignies)"
Charleroi-Erquelines- (-Jeumont)
.....

Countries directly concerned: Belgium, France^{*}, Netherlands^{*}.

Modify the following line to read:

"C 15 Charleroi-Namur-Liège"

Countries directly concerned: Belgium.

AGTC Annex II:

Replace the list of terminals by the following list:

"Antwerpen
Athus
Bressoux-Renory (Liege)
Bruxelles
Genk (Hasselt)
Muizen (Mechelen)
Zeebrugge"

Countries directly concerned: Belgium, France^{*/}, Netherlands^{*/}.

Proposed by Germany:

(9) Germany

AGTC Annex I:

Modify railway lines C-E 45, C-E 51 and C-E 32 to read as follows:

"C-E 45 (Rodby-) Puttgarden-Hamburg-Hannover-Würzburg-Nürnberg-
Ingolstadt-München (-Kufstein)"

Countries directly concerned: Austria^{*/}, Denmark^{*/}, Germany^{*/}, Italy^{*/},
Norway, Sweden.

"C-E 51 (Gedser-) Rostock-Berlin- Halle -Erfurt-Nürnberg"
Leipzig

Countries directly concerned: Denmark^{*/}, Germany^{*/}.

"C-E 32 Frankfurt(M)-Hanau-Erfurt-Leipzig-Dresden"

Country directly concerned: Germany^{*/}.

AGTC Annex II:

Replace the abbreviation (DR) by (DB) so that border crossing points read as follows:

"Trelleborg (SJ) - Sassnitz (DB)
Gedser (DSB) - Rostock (DB)
Frankfurt/O. (DB) - Kunowice (PKP)
Görlitz (DB) - Zgorzelec (PKP)
Bad Schandau (DB) - Decin (ČD)"

Countries directly concerned: Czech Republic^{*/}, Denmark^{*/}, Poland,
Germany^{*/}.

Proposed by Italy:

(11) Italy

AGTC Annex II:

Replace the name of the terminal:

"Milano-G.Pirelli" by: "Milano Greco Pirelli".

Countries directly concerned: France^{*/}, Italy^{*/}, Switzerland^{*/}.

Proposed by Austria:

(15) Austria

AGTC Annex I:

Modify railway line C-E 451 to read as follows:

"C-E 451 (Passau-) Wels"

Countries directly concerned: Austria^{*/}, Germany^{*/}.

Amend railway line C-E 50 to read as follows:

"C-E 50 (Buchs-) Innsbruck-Wörgl-Kufstein (-Rosenheim-Freilassing)
Schwarzach St.Veit

-Salzburg-Wels-Linz-Wien - (-Hegyeshalom) ^{1/} "
Ebenfurt (-Sopron) ^{2/}
.....

1/ MAV
2/ GYSEV/MAV

Countries directly concerned: Austria^{*/}, Hungary^{*/}, Russian Federation^{*/},
Ukraine, Switzerland^{*/}.

Add the following railway lines:

"C-E 52 Wien-Marchegg (-Devinska Nova Ves)"
.....

Countries directly concerned: Austria^{*/}, Hungary^{*/}, Slovakia^{*/}.

"C-E 63 (Bratislava-) Kittsee-Parndorf-Wien"
.....

Countries directly concerned: Austria^{*/}, Slovakia^{*/}.

AGTC Annex II:

Modify the list of terminals to read as follows:

"Messendorf
Linz-Stadthafen
Salzburg Hauptbahnhof/Liefering
Villach Süd
Wels Vbf
Wien Nordwestbahnhof
Wien Freudenau Hafen"

Countries directly concerned: Austria^{*/}, Germany^{*/}, Hungary^{*/}, Slovakia^{*/}.

Add the following border crossing points:

"Marchegg (OBB) - Devinska Nova Ves (ZSR)
Kittsee (OBB) - Bratislava (ZSR)"

Countries directly concerned: Austria^{*/}, Slovakia^{*/}.

Proposed by Romania:

(16) Poland

AGTC Annex I:

Amend railway line C-E 59 to read as follows:

"C-E 59 Swinoujscie-Szczecin-Kostrzyń-Zielona Góra-Wroclaw-

Opole-Chalupki (-Bohumin)"
-----

Countries directly concerned: Czech Republic^{*/}, Poland, Sweden.

Replace railway line "C 65" by the following line:

"C 59/1 Nowa Sól-Zagan-Wegliniec-Zgorzelec-Zawidów
(-Frýdlant)"

Countries directly concerned: Czech Republic^{*/}, Poland.

Renumber railway line "C 59" to read: "C 59/2".

Countries directly concerned: Czech Republic^{*/}, Poland.

Add the following railway lines:

"C 65/1 Zduńska Wola Karsznice-Lódź Olechów-Skierniewice"

Country directly concerned: Poland.

"C 65/2 Chorzew Siemkowice-Czestochowa-Zawiercie-Jaworzno
 Szczakowa-Czechowice Dziedzice"

Country directly concerned: Poland.

"C 65/3 Herby Nowe-Paczyna-Kedzierzyn Koźle Azoty"

Country directly concerned: Poland.

"C 30/1 Kraków-Nowy Sącz-Muszyna (-Plaveč)"

Countries directly concerned: Hungary^{*/}, Poland, Slovakia^{*/}.

AGTC Annex II:

Add the following terminals:

"Gliwice
Pruszkow"

Countries directly concerned: Germany^{*/}, Poland, Ukraine.

Add the following border crossing points:

"Gdynia (PKP) - Ystad, Stockholm (SJ) / Helsinki (VR)
Chalupki (PKP) - Bohumin (ČD)"

Countries directly concerned: Czech Republic^{*/}, Finland, Poland, Sweden.

Add the following ferry links/ports:

"Gdynia - Ystad (Poland - Sweden)
Gdynia - Stockholm (Poland - Sweden)
Gdynia - Helsinki (Poland - Finland)"

Countries directly concerned: Finland, Poland, Sweden.

Proposed by the Czech Republic and Slovakia:

(17) Czech and Slovak Federal Republic

References to the Czech and Slovak Federal Republic as well as to all railway lines and related installations contained in annexes I and II relating to the Czech and Slovak Federal Republic are to be deleted.

Proposed by the Czech Republic:

(17a) Czech Republic

AGTC Annex I:

Insert the following railway lines:

"C-E 55 (Bad Schandau-) Děčín-Praha"

Countries directly concerned: Czech Republic^{*/}, Germany^{*/}, Sweden.

"C-E 551 Praha-Horní Dvořiště (-Summerau)"

Countries directly concerned: Austria^{*/}, Czech Republic^{*/}.

"C-E 59 (Chalupki-) Bohumin-Ostrava"

.....

Countries directly concerned: Czech Republic^{*/}, Poland, Sweden.

"C 59/2 (Miedzylesie-) Lichkov-Č.Třebová"

Countries directly concerned: Czech Republic^{*/}, Poland.

"C-E 61 (Bad Schandau-) Děčín-Nymburk-Kolín-Brno-Břeclav-
Lanžhot (-Kúty)"

Countries directly concerned: Czech Republic^{*/}, Germany^{*/}, Hungary^{*/},
Slovakia^{*/}, Sweden.

"C-E 65 (Zebrzydovice-) Petrovice u Karviné-Ostrava-Břeclav
(-Bernhardsthal)"

Countries directly concerned: Austria^{*/}, Croatia^{*/}, Czech Republic^{*/},
Poland, Slovenia^{*/}.

"C 59/1 (Zawidów-) Frýdlant-Turnov-Praha"

Countries directly concerned: Czech Republic^{*/}, Poland.

"C-E 40 (Schirnding-) Cheb-Plzeň-Praha-Kolín-Hranice na
Moravě- Ostrava-Mosty u Jablunkova (-Čadca)"
Horní Lideč (-Lúky pod Makytou)
.....

Countries directly concerned: Czech Republic^{*/}, France^{*/}, Germany^{*/},
Slovakia^{*/}, Ukraine.

AGTC Annex II:

Insert the following terminals:

"Praha Žižkov
Praha Uhříněves
Brno
České Budějovice
Cheb
Jihlava
Kolín
Lovosice
Ostrava
Plzeň
Přerov"

Countries directly concerned: Austria^{*/}, Czech Republic^{*/}, Germany^{*/},
Poland, Slovakia^{*/}.

Insert the following border crossing points:

"Schirnding (DB) - Cheb (ČD)
Bernhardsthal (OBB) - Břeclav (ČD)
Summerau (OBB) - Horní Dvořiště (ČD)
Bad Schandau (DR) - Děčín (ČD)
Zebrzydovice (PKP) - Petrovice K Karviné (ČD)
Chalupki (PKP) - Bohumín (ČD)
Zawidow (PKP) - Frýdlant (ČD)
Miedzylesie (PKP) - Lichkov (ČD)
Čadca (ŽSR) - Mosty u Jablunkova (ČD)
Luky pod Makytou (ŽSR) - Horní Lideč (ČD)
Kúty (ŽSR) - Lanžhot (ČD)"

Countries directly concerned: Austria^{*/}, Czech Republic^{*/}, Germany^{*/},
Poland, Slovakia^{*/}.

Proposed by Slovakia:

(17b) Slovakia

AGTC Annex I:

Insert the following railway lines:

"C-E 61 (Lanžhot-) Kúty-Bratislava- Komárno (-Komárom) "
Rusovce (-Hegyeshalom)
.....

Countries directly concerned: Czech Republic^{*/}, Germany^{*/}, Hungary^{*/},
Slovakia^{*/}, Sweden.

"C-E 63 Zilina- Leopoldov- Bratislava (-Kittsee)"
Galanta

Countries directly concerned: Austria^{*/}, Slovakia^{*/}.

"C-E 40 (Mosty u Jablunkova-) Čadca -Zilina-
(Horní Lideč-) Lúky pod Makytou-Púchov
.....

Poprad-Tatry-Kosice-Čierna nad Tisou (-Chop)"

Countries directly concerned: Czech Republic^{*/}, France^{*/}, Germany^{*/},
Russian Federation^{*/}, Slovakia^{*/}, Ukraine.

"C-E 52 (Marchegg-) Devínska Nova Ves-Bratislava-Nové Zámky-
.....

Stúrovo (-Szob)"

Countries directly concerned: Austria^{*/}, Hungary^{*/}, Slovakia^{*/}.

"C 30/1 (Muszyna-) Plaveč-Prešov-Kysak-Košice-Čaňa
(-Hidasnémeti)"

Countries directly concerned: Hungary^{*/}, Poland, Slovakia^{*/}.

AGTC Annex II:

Insert the following terminals:

"Bratislava
Čierna nad Tisou
Kosice
Zilina"

Countries directly concerned: Austria^{*/}, Czech Republic^{*/}, Hungary^{*/},
Slovakia^{*/}, Ukraine.

Insert the following border crossing points:

"Bratislava (ŽSR) - Kittsee (OBB)
Devínska Nova Ves (ZSR) - Marchegg (OBB)
Čierna-nad-Tisou (ŽSR) - Chop (UZ)
Komárno (ŽSR) - Komárom (MAV)
Stúrovo (ŽSR) - Szob (MAV)
Rusovce (ŽSR) - Rajka (MAV)
Čadca (ŽSR) - Mosty u Jablunkova (ČD)
Luky pod Makytou (ŽSR) - Horní Lideč (ČD)
Kúty (ŽSR) - Lanžhot (ČD)
Čaňa (ZSR) - Hidasnémeti (MAV)
Plaveč (ZSR) - Muszyna (PKP)"

Countries directly concerned: Austria^{*/}, Czech Republic^{*/}, Hungary^{*/},
Poland, Slovakia^{*/}, Ukraine.

Insert the following gauge interchange station:

"Čierna nad Tisou - Chop (Slovakia - Ukraine)"

Countries directly concerned: Slovakia^{*/}, Ukraine.

Proposed by Hungary:

(18) Hungary

AGTC Annex I:

Replace line C-E 50 by the following two lines:

"C-E 50 (Wien-) Hegyeshalom^{1/} -Győr-Budapest-Miskolc-
(Ebenfurt-) Sopron^{2/}
.....
Nyiregyháza-Záhony (-Chop)"
1/ MAV
2/ GYSEV/MAV

Countries directly concerned: Austria^{*/}, Hungary^{*/}, Russian Federation^{*/},
Ukraine, Switzerland^{*/}.

Add the following lines:

"C 773 Budapest-Dombóvár-Pécs-Magyarbóly (-Beli Manastir)"

Countries directly concerned: Croatia^{*/}, Hungary^{*/}.

"C 30/1 (Čaňa-) Hidasnémeti-Miskolc"

Countries directly concerned: Hungary^{*/}, Poland, Slovakia^{*/}.

AGTC Annex II:

Modify the list of terminals to read as follows:

"Budapest-Jozsefváros
Debrecen
Miskolc-Gömöri
Sopron
Szeged-Kiskundorozsma
Szolnok
Záhony"

Countries directly concerned: Austria^{*/}, Croatia^{*/}, Hungary^{*/}, Romania^{*/},
Slovakia^{*/}, Ukraine, Switzerland^{*/},
Yugoslavia.

Add the following border crossing point:

"Magyarbóly (MAV) - Beli Manastir (HZ)"

Countries directly concerned: Croatia^{*/}, Hungary^{*/}.

Proposed by Greece:

(20) Greece

AGTC Annex I:

Add the following railway lines:

"C 85/1 Thessaloniki-Florina-Kristallopigi (-.....)"

Countries directly concerned: Albania, Greece^{*/}.

"C 85/2 Larissa-Volos-[Latakia (Syrian Arab Republic)]"

Countries directly concerned: Greece^{*/}, Syrian Arab Republic.

"C 85/3 Igoumenitsa-Kalabaka-Palaiofarsalos-Volos-
[Latakia (Syrian Arab Republic)]"

Countries directly concerned: Greece^{*/}, Italy^{*/}, Syrian Arab Republic.

"C 85/4 Athinai-Patras"

Countries directly concerned: Greece^{*/}, Italy^{*/}.

"C 70/2 Strymonas-Alexandroupolis-Dikea (-Svilengrad)"

Countries directly concerned: Bulgaria^{*/}, Greece^{*/}.

AGTC Annex II:

Add the following terminals:

"Alexandroupolis
Igoumenitsa
Patras
Volos"

Countries directly concerned: Bulgaria^{*/}, Greece^{*/}, Italy^{*/}, Syrian Arab Republic, The former Yugoslav Republic of Macedonia.

Insert the following border crossing points:

"Dikea (CH) - Svilengrad (BDZ)
Kristallopigi (CH) - (HSH)
Patras/Igoumenitsa (CH) - Brindisi (FS)
Patras/Igoumenitsa (CH) - Trieste (FS)
Patras/Igoumenitsa (CH) - Ancona (FS)
Patras/Igoumenitsa (CH) - Bari (FS)
Volos (CH) - Latakia (CFS)"

Countries directly concerned: Albania, Bulgaria^{*/}, Greece^{*/}, Italy^{*/},
Syrian Arab Republic.

Add the following ferry links/ports:

"Patras/Igoumenitsa - Brindisi (Greece - Italy)
Patras/Igoumenitsa - Trieste (Greece - Italy)
Patras/Igoumenitsa - Ancona (Greece - Italy)
Patras/Igoumenitsa - Bari (Greece - Italy)
Volos - Latakia (Greece - Syrian Arab Republic)"

Countries directly concerned: Greece^{*/}, Italy^{*/}, Syrian Arab Republic.

Proposed by Romania:

(21) Romania

AGTC Annex I:

Add the following railway lines:

"C 54 (Deakovo) Halmeu-Satu Mare-Dej-Cluj-Coslariu"

Countries directly concerned: Romania^{*/}, Ukraine.

"C-E 66 Halmeu-Satu Mare-Carei-Oradea-Arad-Timisoara-
Stamora Moravita (-Vršac)"

Countries directly concerned: Romania^{*/}, Ukraine, Yugoslavia.

"C-E 851 (Vadu Siret-) Vicsani-Suceava-Pacsani"

Countries directly concerned: Romania^{*/}, Ukraine.

AGTC Annex II:

Add the following border crossing points:

"Stamora Moravita (CFR) - Vrsac (JZ)
Halmeu (CFR) - Deakovo (UZ)
Vicsani (CFR) - Vadu Siret (UZ)"

Countries directly concerned: Hungary^{*/}, Romania^{*/}, Ukraine, Yugoslavia.

Add the following ferry link:

"Calafat - Vidin (Romania - Bulgaria)"

Countries directly concerned: Bulgaria^{*/}, Romania^{*/}.

Proposed by the Russian Federation:

(24) Russian Federation

AGTC Annex I:

Replace the heading "Union of Soviet Socialist Republics" by: "Russian Federation".

Delete railway line C-E 95 on the territory of the Russian Federation.

Countries directly concerned: Bulgaria^{*/}, Republic of Moldova, Romania^{*/},
Russian Federation^{*/}, Ukraine.

Amend railway line C-E 20 to read as follows:

"C-E 20 (Orsha-) Krasnoye-Smolensk-Moskva"

Countries directly concerned: Belarus, Belgium, Germany^{*/}, Poland,
Russian Federation^{*/}.

Delete railway line C-E 30 on the territory of the Russian Federation.

Countries directly concerned: Germany^{*/}, Poland, Russian Federation^{*/},
Ukraine.

Delete railway line C-E 40 on the territory of the Russian Federation.

Countries directly concerned: Czech Republic^{*/}, France^{*/}, Germany^{*/},
Russian Federation^{*/}, Slovakia^{*/}, Ukraine.

Amend railway line C-E 50 to read as follows:

"C-E 50 (Zernovo-) Suzemka-Bryansk-Moskva"

Countries directly concerned: Austria^{*/}, Hungary^{*/}, Russian Federation^{*/},
Ukraine, Switzerland^{*/}.

AGTC Annex II:

Replace the heading "Union of Soviet Socialist Republics" by: "Russian Federation".

Replace the terminals: Brest, Cop, Kiev, Miskva-Lvov by the following terminals:

"Moskva-Kievskaya
Moskva-Tovarnaya-Oktyabrskaya
Moskva-Tovarnaya-Smolenskaya
Leningrad-Tovarny-Vitebsky
Leningrad Port"

Countries directly concerned: Belarus, Finland, Russian Federation^{*/},
Ukraine.

Replace the border crossing points

"Terespol (PKP) - Brest (SZD)
Medyka (PKP) - Mostiska (SZD)
Cierna (CSD) - Cop (SZD)
Zahony (MAV) - Cop (SZD)
Iasy (CFR) - Ungeny (SZD)
Vainikkala (VR) - Luzhaika (SZD)"

by the following points:

"Vainikkala (VR) - Luzhaika (RZD)
Orsha (BC) - Krasnoye (RZD)
Zernovo (UZ) - Suzemka (RZD)"

Countries directly concerned: Belarus, Finland, Russian Federation^{*/},
Ukraine.

Proposed by Germany:

(25) Turkey

AGTC Annex I:

Modify all existing railway lines to read as follows:

"C-E 70 (Svilengrad-) Kapikule-Istanbul-Haydarpasa-Ankara-
Boğazköprü-Kalin-Malatya-
Kapiköy [-Razi (Iran, Islamic Republic of)]"
Nusaybin [-Kamishli (Syrian Arab Republic)]

Countries directly concerned: Bulgaria^{*/}; Iran, Islamic Republic of; Syrian Arab Republic; Turkey.

"C 70/2 Pehlivanköy-Uzunköprü (-Pythion)"

Countries directly concerned: Greece^{*/}, Turkey.

.....
"C-E 97 (Ahuryan-) Doğukapi-Kars-Erzurum-Çetinkaya-Kalin-
Samsun
Boğazköprü-Ulukışla-Yenice- Adana- T.Kale- F.Pasa-
..... Mersin Iskenderun
Islahiye [-Meydan Ekbez (Syrian Arab Republic)]"
.....

Countries directly concerned: Armenia, Syrian Arab Republic, Turkey.

.....
C-E 74 Izmir -Balıkesir-Alayunt- Afyon- Konya-Ulukışla"
Bandırma Eskisehir Usak-Manisa
.....

Country directly concerned: Turkey.

AGTC Annex II:

Add the following terminal:

"Izmir"

Country directly concerned: Turkey.

Add the following border crossing points:

"Uzunköprü (TCDD) - Pythion (CH)
Islahiye (TCDD) - Meydan Ekbez (CFS)
Doğukapi (TCDD) - Ahuryan (ARM)"

Countries directly concerned: Armenia, Greece^{*/}, Syrian Arab Republic,
Turkey.

Proposed by Croatia and Hungary

(26) Croatia

AGTC Annex I:

Amend railway line C-E 65 to read as follows:

"C-E 65 (Ilirska Bistrica-) Šapjane-Rijeka"

Countries directly concerned: Austria^{*/}, Croatia^{*/}, Czech Republic^{*/},
Poland, Slovenia^{*/}.

Amend railway line C-E 69 to read as follows:

"C-E 69 (Murakeresztur-) Kotoriba-Čakovec (-Središće)"

Countries directly concerned: Croatia^{*/}, Hungary^{*/}, Slovenia^{*/}.

Amend railway line C-E 70 to read as follows:

"C-E 70 (Dobova-) Savski Marof-Zagreb-Strizivojna Vrpolje-Vinkovci-
Tovarnik (-Šid)"

Countries directly concerned: Bulgaria^{*/}, Croatia^{*/}, France^{*/}, Italy^{*/},
Slovenia^{*/}, Turkey, Yugoslavia.

Amend railway line C-E 71 to read as follows:

"C-E 71 (Gyékényes-) Botovo-Koprivnica-Zagreb-Karlovac-Oštarije-
Rijeka"

Countries directly concerned: Croatia^{*/}, Hungary^{*/}.

Insert the following railway lines:

"C-E 771 (Bogojevo-) Erdut-Vinkovci-Strizivojna Vrpolje-
Slavonski Šamac (-Bosanski Šamac-Sarajevo-Čapljina-)
Metkovič-Ploče"

Countries directly concerned: Bosnia-Herzegovina, Croatia^{*/}, Yugoslavia.

"C-E 751 Zagreb-Sunja-Volinja (-Dobrljin-Bihać-Ripač-) Strmica-
Knin-Split "
Šibenik

Countries directly concerned: Bosnia-Herzegovina, Croatia^{*/}, Yugoslavia.

"C-E 753 Zagreb-Karlovac-Oštarije-Gospić-Knin-Zadar"

Country directly concerned: Croatia^{*/}.

"C 710 (Središće-) Čakovec-Varaždin-Koprivnica-Osijek-Erdut
(-Subotica)"

Countries directly concerned: Croatia^{*/}, Yugoslavia.

"C 773 (Magyarbóly-) Beli Manastir-Osijek-Strizivojna Vrpolje"

Countries directly concerned: Croatia^{*/}, Hungary^{*/}.

AGTC Annex II:

Insert the following terminals:

"Zagreb
Rijeka
Split
Slavonski Brod"

Countries directly concerned: Bosnia-Herzegovina, Croatia^{*/}, Hungary^{*/},
Slovenia^{*/}, Yugoslavia.

Insert the following border crossing points:

"Kotoriba (HZ) - Murakeresztur (MAV)
Koprivnica (HZ) - Gyekenyes (MAV)
Čakovec (HZ) - Središće (SZ)
Savski Marof (HZ) - Dobova (SZ)
Erdut (HZ) - Bogojevo (JZ)
Tovarnik (HZ) - Sid (JZ)
Slavonski Šamac (HZ) - Bosanski Šamac (ZBH)
Metkovič (HZ) - Čapljina (ZBH)
Volinja (HZ) - Dobrljin (ZBH)
Strmica (HZ) - Ripač (ZBH)
Šapjane (HZ) - Ilirska Bistrica (SZ)
Lupoglav (HZ) - Podoorje (SZ)"

Countries directly concerned: Bosnia-Herzegovina, Croatia^{*/}, Hungary^{*/},
Slovenia^{*/}, Yugoslavia.

Proposed by Slovenia:

(27) Slovenia

AGTC Annex I:

Insert the following railway lines:

"C-E 65 (Rosenbach-) Jesenice-Ljubljana-Ilirska Bistrica
(-Šapjane)"

Countries directly concerned: Austria^{*/}, Croatia^{*/}, Czech Republic^{*/},
Poland, Slovenia^{*/}.

"C-E 67 (Spielfeld Strass-) Šentilj-Maribor-Zidani Most"

Countries directly concerned: Austria^{*/}, Slovenia^{*/}.

"C-E 69 (Čakovec-) Središće-Pragersko-Zidani Most-Ljubljana-
Divača-Koper"

Countries directly concerned: Hungary^{*/}, Slovenia^{*/}.

"C-E 70 (Villa Opicina-) Sežana-Ljubljana-Zidani Most-Dobova
(-Savski Marof)"

Countries directly concerned: Bulgaria^{*/}, Croatia^{*/}, France^{*/}, Italy^{*/},
Slovenia^{*/}, Turkey, Yugoslavia.

AGTC Annex II:

Insert the following terminals:

"Koper
Ljubljana"

Countries directly concerned: Austria^{*/}, Croatia^{*/}, Hungary^{*/}, Italy^{*/},
Slovenia^{*/}.

Insert the following border crossing points:

"Rosenbach (OBB) - Jesenice (SZ)
Ilirska Bistrica (SZ) - Šapjane (HZ)
Spielfeld Strass (OBB) - Šentilj (SZ)
Središče (SZ) - Čakovec (HZ)
Villa Opicina (FS) - Sežana (SZ)
Savski Marof (HZ) - Dobova (SZ)"

Countries directly concerned: Austria^{*/}, Croatia^{*/}, Italy^{*/}, Slovenia^{*/}.

(28) Bosnia Herzegovina

(29) Albania

(30) The former Yugoslav Republic of Macedonia

Proposed by: Austria; Bulgaria; Czech Republic; France; Germany; Greece;
Hungary; Italy; Netherlands; Romania; Russian Federation; Slovakia; Slovenia
and Switzerland.

(31) Belarus

AGTC Annex I:

Insert the following railway line:

"C-E 20 (Terespol-) Brest-Minsk-Orsha (-Krasnoye)"

Countries concerned: Belarus, Russian Federation^{*/}.

AGTC Annex II:

Add the following border crossing point:

"Terespol (PKP) - Brest (BC)"

Countries concerned: Belarus, Russian Federation^{*/}.

Proposed by Germany (upon confirmation of Ukraine)

(32) Ukraine

AGTC Annex I:

Insert the following railway lines:

"C-E 30 (Medyka-) Mostiska-2-Lvov"

Countries directly concerned: Germany^{*/}, Poland, Russian Federation^{*/},
Ukraine.

"C-E 40 (Čierna-nad-Tisou-) Chop"

Countries directly concerned: Czech Republic^{*/}, France^{*/}, Germany^{*/},
Russian Federation^{*/}, Slovakia^{*/}, Ukraine.

"C-E 50 (Záhony-) Chop-Lvov-Kiev-Khutor Mikhailovsky-
Zernovo (-Suzemka)"

Countries directly concerned: Austria^{*/}, Hungary^{*/}, Russian Federation^{*/},
Ukraine, Switzerland^{*/}.

"C-E 851 Lvov-Vadu Siret (-Vicsani)"

Countries directly concerned: Romania^{*/}, Ukraine.

"C-E 95 (Benderi-) Razdelnaja-Kazatin"

Countries directly concerned: Bulgaria^{*/}, Republic of Moldova, Romania^{*/},
Russian Federation^{*/}, Ukraine.

"C 54 Chop-Deakovo (-Halmeu)"

Countries directly concerned: Romania^{*/}, Ukraine.

AGTC Annex II:

Insert the following terminals:

"Chop
Kiev
Lvov"

Countries directly concerned: Austria^{*/}, France^{*/}, Hungary^{*/}, Russian
Federation^{*/}, Switzerland^{*/}, Ukraine.

Insert the following border crossing points:

"Medyka (PKP) - Mostiska (UZ)
Cierna-nad-Tisou (ŽSR) - Chop (UZ)
Záhony (MAV) - Chop (UZ)
Suzemka (RZD) - Zernovo (UZ)"

Countries directly concerned: Hungary^{*/}, Republic of Moldova, Russian Federation^{*/}, Poland, Slovakia^{*/}, Ukraine.

Insert the following gauge interchange stations:

"Medyka - Mostiska (Poland - Ukraine)
Cierna-nad-Tisou - Chop (Slovakia - Ukraine)
Záhony - Chop (Hungary - Ukraine)"

Countries directly concerned: Hungary^{*/}, Poland, Slovakia^{*/}, Ukraine.

Proposed by Romania (upon confirmation of the Republic of Moldova)

(33) Republic of Moldova

AGTC Annex I:

Insert the following railway line:

"C-E 95 (Iasi-) Ungeny-Chisinău-Bendery-Kuchurgan (-Razdelnaja)"

Countries directly concerned: Republic of Moldova, Romania^{*/}, Ukraine.

AGTC Annex II:

Add the following border crossing points:

"Ungeny (CFM) - Iasi (CFR)"

Countries directly concerned: Republic of Moldova, Romania^{*/}.

Proposed by Germany and Romania:

Replace Annex II C. by the following annex:

"C. Gauge interchange stations of importance for international combined transport */

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
<u>Irun</u> - Hendaye	Spain - France	X	X
<u>Port Bou</u> - Cerbère	Spain - France	X	X
<u>Hanko</u>	Finland	X	
Čierna Nad Tisou- Chop	Slovakia - Ukraine		X
Zahony - Chop	Hungary - Ukraine	X X	X X
Iasi - Ungeny	Romania - Republic of Moldova	X	X X
Vicsani- Vadu Siret	Romania- Ukraine	X X	X X
Halmeu- ^{**} / Deakovo	Romania- Ukraine	X	X X
Malaszewicze ^{***} / -Brest	Poland - Belarus	X	X X
Medyka - Mostiska	Poland - Ukraine	X X	X X

Note: Gauge interchange stations are also border crossing points.

*/ If the change of axles or the transfer of loading units to wagons of a different gauge is carried out at one station only, this station is underlined. In case gauge interchange and transshipment techniques are used simultaneously at certain stations, both these stations are both mentioned.

**/ Between Halmeu and Chop (Ukraine) exists both a standard and a broad gauge railway line of about 70 km. Thus neither a change of wagon nor a change of axles/bogies is required.

***/ Transshipment station, but not a border crossing point.

Countries directly concerned: Belarus, Finland, France^{*/}, Hungary^{*/}, Republic of Moldova, Poland, Romania^{*/}, Slovakia^{*/}, Spain, Ukraine.

AGTC Agreement Annex III:

Modify in column B of the table entitled "INFRASTRUCTURE PARAMETERS FOR THE NETWORK OF IMPORTANT INTERNATIONAL COMBINED TRANSPORT LINES" the term "UIC C1^{2/}" to read: "UIC C^{2/}".

Modify in the "Explanation of the parameters contained in the table above" in the second, third and fourth paragraphs of section "2. Vehicle loading gauge" the term "C1" to read: "C".

AGTC Agreement Annex IV:

Modify in chapter E., paragraph 12, fourth indent, the term "UIC C1" to read: "UIC C".

Annex 2

DRAFT PROGRAMME OF WORK FOR 1997-2001^{*/}

PROGRAMME ACTIVITY 02.8: COMBINED TRANSPORT

02.8.1 Promotion of combined and multimodal transport Priority: 1

Description: Consideration of administrative, technical, economic, environmental, documentary and legal aspects of combined and multimodal transport with a view to the development of measures to promote combined and multimodal transport as well as the maximum utilization of equipment, infrastructure and terminals used for such transport.

Work to be undertaken: The Working Party on Combined Transport will pursue the following activities:

- (a) Promotion of standardization and harmonization of combined transport terminology and of dimensions, handling requirements, marking, coding and identification systems for means of transport and the promotion of flow of information, including possibilities for standardization of piggyback equipment and the compliance with safety regulations.
(Continuing)
- (b) Consideration of the AGTC Agreement with a view to possibly:

Implementing and whenever feasible improving existing standards and operational parameters;

Taking into account new developments in transport markets (demands and requirements);

Taking into account new east-west traffic flows;

Raising environmental, energy and safety standards;

Taking into account the ECE Conventions on the Environment.
(Continuing)
- (c) Study of the extension and possible updating of the network of important international combined transport lines and related installations.
(Continuing)
- (d) Study of other aspects of combined transport (including inland waterways, coastal shipping, transport of dangerous goods). (1998)

^{*/} Bold font: Proposal modification.

In square brackets [...]: Proposed deletion.

- (e) Study of the development of new services and technologies in combined and multimodal transport, including sea/inland waterways and sea/land interfaces, and review of the use of bimodal vehicles. (1997)
- (f) Study of various economic and environmental aspects of combined transport: this includes in particular an exchange of views on experiences in various countries on administrative measures as well as on activities of the transport industry responding to increasing environmental concern of the public at large. (Continuing)
- (g) Preparation of a compendium of measures required for the safe handling and temporary storage of dangerous goods using combined transport techniques. (1997)
- [(h)] [Preparation of a single compendium on rules for stowing and securing cargo in containers for the entire transport chain. (1996)]
- [(i)] **(h)** Study of logistical aspects and requirements of modern stuffing and stripping procedures for loading units used in combined transport, including new developments in electronic data processing and possibilities of integrating production and distribution systems using combined transport techniques. (1998)
- [(j)] **(i)** Exchange of information on new developments in combined transport, such as on legal and administrative procedures governing combined transport in ECE member countries. (Continuing)
- [(k)] **(j)** Combined transport in Europe and interregional rail links to the East and to Asia. (1998)
- [(l)] **(k)** Contributions to the Regional Conference on Transport and the Environment. (1997)
- (l) Exchange of information and study of technical and organizational measures to optimize terminal and transshipment procedures. (Continuing)**
- (m) Study on approval procedures for containers and swap-bodies in the framework of the CSC Convention. (1997)**

The Committee will cooperate in particular with the United Nations Conference on Trade and Development (UNCTAD) with regard to international multimodal transport and its work on containerization as well as with the European Community (EC), the European Conference of Ministers of Transport (ECMT) and the OECD Maritime Transport Committee in all fields of combined transport which are of mutual concern.

02.8.2 Safety requirements for the construction, maintenance and handling
of combined transport equipment
Priority: 2

Description: Periodical review of safety requirements applicable to the construction and use of all types of combined transport equipment to meet the requirements of new operational and technical developments, and exchange of views on the interpretation and application of the International Convention for Safe Containers (CSC).

Work to be undertaken: The Working Party on Combined Transport will pursue the following activities:

(a) Study on safety devices on road vehicles transported in combined transport. (Continuing)

[(b) Study on approval procedures for containers and swap-bodies in the framework of the CSC Convention. (1997)]

The Committee will cooperate in particular with the International Maritime Organization (IMO) through the secretariat.
