



**Economic and Social
Council**

Distr.
GENERAL

TRANS/SC.2/2000/7/Add.1
25 July 2000

Original: ENGLISH

ECONOMIC COMMISSION FOR EUROPE

INLAND TRANSPORT COMMITTEE

Working Party on Rail Transport
(Fifty-fourth session, 3-5 October 2000,
agenda item 8 (b))

EUROPEAN AGREEMENT ON MAIN INTERNATIONAL RAILWAY LINES (AGC)

Amendments proposed to Annex I of the AGC Agreement

Transmitted by the Governments of the Czech Republic, Denmark, Finland, Moldova and
Sweden

Following the circulation of the updated version of Annex I of AGC (TRANS/SC.2/2000/7), the secretariat has received amendment proposals from a certain number of Governments. Those proposals from countries that are Contracting Parties to the Agreement are reproduced below for consideration by the Working Party. Those proposals from countries that are not thus far Contracting Parties to the Agreement are reproduced in the annex to this document. The Working Party is invited to discuss the most appropriate follow-up to be given to these proposals.

* * *

1. CZECH REPUBLIC

Line E 55 is currently interrupted between Praha and Linz (this continuation is in fact made by E 551).

Extend E 59 to the South as follows: Chalupki-**Bohumín-Ostrava**.

Complete definition of E 61 as follows: Breclav-**Kúty-Bratislava**.

Complete definition of E 40 as follows: Ostrava-**Mosty u Jablunkova-Ěadca-Zilina**

2. REPUBLIC OF MOLDOVA

A number of sectors of the Railway of Moldova (CMF), situated on the Ukrainian territory, was transferred to the Ukrainian Railway Administration (UZ) in 1998-1999. Taking into account this assignation and the fact that nowadays the line Galati-Reni-Bender crosses several times the Moldavian-Ukrainian border, such railway stations as Cuciurgan, Reni, Bolgrad, Carabuteni are located on the UZ network outside our country.

Hence an amended version of Annex 1 of the European Agreement on Main International Railway Lines (AGC) concerning the Republic of Moldova should be corrected in the following way:

E 95 (Iasi-) Ungheni-Chisinay-Bender-(Cuciurgan),

E 560 (Galati-) Giurgiulesti-(Reni-) Etulia-Greceni-(Bolgrad-) Taraclia- Basarabeasca-(Carabuteni-) Cimislia-Bender.

Annex**PROPOSALS RECEIVED FROM GOVERNMENTS THAT ARE NOT
CONTRACTING PARTIES TO THE AGC AGREEMENT****DENMARK**

The Ministry of Transport of Denmark has informed the secretariat that line E 530 Nykøbing-Gedser is not used intensively for international passenger traffic any longer while from 2 July 2000 the line Peberholm-København-Storebaelt-Padborg is expected to be used intensively for international passenger and goods traffic.

FINLAND

Correct E 10 in Finland as follows:

Oostende...- Lubeck- ~~Hanko~~ **Turku**- Helsinki-... Moskva.

SWEDEN

Depending on the opening, on 1 July 2000, of the fixed link between Malmö in Sweden and København in Denmark, the link E 45 should be changed from Helsingborg-Helsingör-Köbenhavn to Helsingborg-Malmö-Köbenhavn. E 53 Helngborg-Hässleholm will at the same time lose all international long distance traffic.

There is no reason to have double numbers such as E 55/61 on very long links like Stockholm-Trelleborg-(Berlin-Praha).

It is also confusing that the AGC network is very different from the Trans-European Network.

Note that the line Stockholm-Oslo, which belongs to the 14 Essen priority projects, is not included in the AGC network.
