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## Economic Commission for Europe

### Inland Transport Committee

#### Working Party on Intermodal Transport and Logistics

##### Sixtieth session

Geneva, 23-24 November 2017

Item 3 (b) of the provisional agenda

##### European Agreement on Important International

##### Combined Transport Lines and Related Installations (AGTC):

##### Amendment proposals (updating and extending the AGTC network)

### **Amendment proposals (updating and extending the AGTC network) (Revision of Document ECE/TRANS/WP.24/2009/4)**

**Submitted by the Government of Germany**

#### **I. Mandate**

1. In accordance with article 15 of the European Agreement on Important International Combined Transport Lines and Related Installations (AGTC) any amendment proposal transmitted by a Contracting Party shall be considered by the Working Party. If the amendment is adopted by the majority of Contracting Parties present and voting, the proposed amendment shall be communicated by the Secretary-General of the United Nations to the Contracting Parties directly concerned for acceptance.

2. The secretariat has received from Germany the following updates/revision to the amendment proposals submitted in 2009 (ECE/TRANS/WP.24/2009/4) and reproduces below for consideration and adoption by the Administrative Committee to the AGTC agreement.

#### **II. Proposed updates to ECE/TRANS/WP.24/2009/4 on realignment of rail and combined transport links between Denmark, Germany and Sweden**

3. In paragraph four of the document the following text should be deleted: *“In addition, the railway line from København via Odense and Flensburg could be inserted as an*

*alternative to the future railway bridge across the Fehmarn belt to Hamburg. This proposed realignment would require in the AGTC Agreement that the present combined transport line C/45/1 from G teborg (Sweden) and Frederikshaven would end at Fredericia where it would link with the newly aligned C-E 45 line”.*

4. In paragraph five the following text should be deleted: *“However, on the Danish side this line is no longer used for rail freight transport. Similarly, there exists no rail ferry link between Gedser (Denmark) and Rostock (Germany) and there are neither rail cargo handling facilities in the port of Gedser nor rail tracks in the port of Rostock. It is therefore proposed to consider deletion of E 530 and C-E 530 on the Danish side between Nyk bing and Gedser as well as the rail ferry link between Gedser and Rostock”.*

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

6. In paragraph six the following text should be added: *“In order to bowdlerise the numerous route numbers, the proposal by the UNECE Secretariat to combine the connection E51, C-E 51 with the connection N rnberg – Passau – Wels (E 451, C-E 451) under the unified route number E451, C-E 45, could be picked up and supplemented by the connection E530, C-E 530. Hence a connection Nyk bing – Gedser – Rostock – Berlin – Halle/Leipzig – Erfurt – N rnberg – Passau – Welse would emerge under a unified route number (e.g. as E451, C-E 451”.*

7. Under part IV of the document with the title European Agreement on important international combined transport lines and related installations, Annex I the following updates should be considered:

(a) Deletion of:

Modify line C-E 45 to read as follows:

C-E 45 (Rodby –) Puttgarden) – Hamburg – Hannover – W rzburg – N rnberg – (Padborg –) Flensburg)

Ingolstadt – M nchen (–Kufstein)

Contracting Parties directly concerned (AGTC; Article 15(3)): Norway, Sweden, Denmark, Germany, Austria, Italy.

(b) Introduction of “(Gedser –)” and “Denmark” as follows:

Modify line C-E 451 to read as follows:

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

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

(c) Deletion under (14) Denmark of the following text:

Modify line C-E 45 to read as follows:

C-E 45 (Malm  –) K benhavn – Ringsted –  $\frac{\text{Nyk bing – R dby (–Puttgarden)}}{\text{Odense – Fredericia – Padborg (–Flensburg)}}$

Contracting Parties directly concerned (AGTC; Article 15(3)): Norway, Sweden, Denmark, Germany, Austria, Italy.

(d) Introduction under (14) Denmark of the following text:

Modify line C-E 451 to read as follows:

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

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

Delete line C-E 51.

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

(e) Under Annex II, B. Border crossing points of importance for international combined transport deletion of the following text:

Gedser (DSB) – Rostock (DB);

(f) Under Annex II, D. Ferry links/ports forming part of the international combined transport network deletion of the following text:

Gedser – Rostock (Warnemünde) (Denmark – Germany).

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