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Item 2 (b) of the provisional agenda

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

EUROPEAN AGREEMENT ON MAIN INTERNATIONAL RAILWAY LINES (AGC)

New amendment proposals (updating and extension of the AGTC and AGC networks)

Realignment of rail and combined transport links between Denmark, Germany and Sweden

Note by the secretariat

I. INTRODUCTION AND MANDATE

1. The amendment proposals below have been prepared by the secretariat of the United Nations Economic Commission for Europe (UNECE) in line with the mandate of:

- (a) the Working Party on Intermodal Transport and Logistics (WP.24) to monitor, review and update the AGTC Agreement in accordance with its programme of work for 2008-2012, programme element 02.9 (b) (ECE/TRANS/2008/11);
- (b) the Working Party on Rail Transport (SC.2) to consider the AGC Agreement with a view to possibly implementing and, whenever feasible, improving existing standards and operational parameters, also taking account of new East-West traffic flows in accordance with its programme of work for 2008-2012, programme element 02.5.1 (a) (ECE/TRANS/2008/11).

II. REASONS FOR THE PROPOSED AMENDMENTS

A. Realignment of railway line E 45 (AGC) and combined transport line C-E 45 (AGTC)

2. The AGC and AGTC Agreements provide that the present AGC line E 45 and AGTC line C-E 45 between Oslo (Norway) and Bari (Italy) link Göteborg-Helsingborg-Helsingør-København-Nyköping-Rødby-Puttgarden-Hamburg. However, the rail ferry link between Helsingborg (Sweden) and Helsingør (Denmark) is no longer operational and international passenger and freight traffic is moving since the year 2000 across the new railway bridge over the Oresund between Malmö (Sweden) and København (Denmark).

3. Also the rail ferry link between Rødby (Denmark) and Puttgarden (Germany) is today only used for passenger trains. Freight trains take the route from København via Odense-Frederica-Padborg-Flensburg to Hamburg. However, a new road-rail bridge will be constructed between Rødby (Denmark) and Puttgarden (Germany) to cross the Fehmarn belt that is planned to come into operation as of 2018.

4. As a consequence, it is proposed to re-align railway lines E-45 and C-E 45 between Helsingborg and København so as to continue on the Swedish side south until Malmö and then cross the Oresund bridge to København. 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 Göteborg (Sweden) and Frederikshaven would end at Fredericia where it would link with the newly aligned C-E 45 line.

B. Realignment of railway lines E 530, E 51 (AGC) and combined transport lines C-E 530, C-E 51 (AGTC)

5. The AGC and AGTC Agreements provide that railway lines E 530 and C-E 530 link Nykobing-Gedser (Denmark) with a ferry link to Rostock (Germany). 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 Nykøbing and Gedser as well as the rail ferry link between Gedser and Rostock.

6. As a result of this deletion on the Danish side, lines E 51 and C-E 51 going from Rostock to Nürnberg 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 Nürnberg via Passau to Wels in Austria.

7. In line with the above considerations, the Working Party on Intermodal Transport and Logistics (WP.24) and the Working Party on Rail Transport (SC:2) may wish to decide, in accordance with the legal procedures described in section V below, on the following proposals for amendment of the AGC and AGTC Agreements.

III. EUROPEAN AGREEMENT ON MAIN RAILWAY LINES

Annex I

(I.) Numbering of lines at the European level: North-South

Modify line E 45 to read as follows:

E 45 Oslo-Kornsjø-Göteborg-Helsingborg-Malmö-København-
Nykøbing-Rødby-Puttgarden -Hamburg-Hannover-Würzburg-Nürnberg
Odense-Fredericia-~~Padborg~~-Flensburg
-Ingolstadt-München-Kufstein-Wörgl-Innsbruck-Brennero-Verona-Bologna-
Ancona-Foggia-Bari

Contracting Parties directly concerned (AGC; Article 11(3)): Norway, Sweden, Denmark, Germany, Austria, Italy.

Modify line E 451 to read as follows:

E 451 Rostock-Berlin- Halle -Erfurt-Nürnberg-Passau (-Wels)
Leipzig

Contracting Parties directly concerned (AGC; Article 11(3)): Germany, Austria.

Delete line E 51.

Contracting Parties directly concerned (AGC; Article 11(3)): Denmark, Germany.

(II.) Numbering of lines at the national level

(9) Germany

Modify line E 45 to read as follows:

E 45 Rødby-) Puttgarden -Hamburg-Hannover-Würzburg-Nürnberg-
(Padborg-) Flensburg

Ingolstadt-München-Kufstein (-Wörgl)

Contracting Parties directly concerned (AGC; Article 11(3)): Norway, Sweden, Denmark, Germany, Austria, Italy.

Modify line E 451 to read as follows:

E 451 Rostock-Berlin- Halle -Erfurt-Nürnberg-Passau (-Wels)
Leipzig

Contracting Parties directly concerned (AGC; Article 11(3)): Germany, Austria.

Delete line E 51.

Contracting Parties directly concerned (AGC; Article 11(3)): Denmark, Germany.

(13) Sweden

Modify line E 45 to read as follows:

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

Contracting Parties directly concerned (AGC; Article 11(3)): Norway, Sweden, Denmark, Germany, Austria, Italy.

(14) Denmark

Modify line E 45 to read as follows:

E 45 (Malmö-) København- Nykøbing-Rødby (-Puttgarden)
Odense-Fredericia-Padborg (-Flensburg)

Contracting Parties directly concerned (AGC; Article 11(3)): Norway, Sweden, Denmark, Germany, Austria, Italy.

**IV. EUROPEAN AGREEMENT ON IMPORTANT INTERNATIONAL COMBINED
TRANSPORT LINES AND RELATED INSTALLATIONS**

Annex I

(9) Germany

Modify line C-E 45 to read as follows:

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

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

Delete line C-E 51.

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

Modify line C-E 451 to read as follows:

C-E 451 Rostock-Berlin- Halle -Erfurt-Nürnberg-Passau (-Wels)
Leipzig

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

(13) Sweden

Modify line C-E 45 to read as follows:

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

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

(14) Denmark

Modify line C-E 45 to read as follows:

C-E 45 (Malmö-) København-Ringsted- Nykøbing-Rødby (-Puttgarden)
Odense-Fredericia-Padborg (-Flensburg)

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

Delete line C-E 530.

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

Modify line C 45/1 to read as follows:

45/1 (Göteborg-) Frederikshavn-Arhus-Fredericia

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

Annex II

B. Border crossing points of importance for international combined transport

Add the following border crossing point:

Malmö (SJ)-Kobenhavn (DSB)

Delete the following border crossing points:

Helsingborg (SJ)-København (DSB)

Gedser (DSB)-Rostock (DB)

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

Delete the following ferry link/port:

København-Helsingborg (Denmark-Sweden)

Gedser-Rostock (Warnemünde) (Denmark-Germany)

V. LEGAL PROCEDURES FOR AMENDMENTS OF THE EUROPEAN AGREEMENT ON MAIN RAILWAY LINES AND EUROPEAN AGREEMENT ON IMPORTANT INTERNATIONAL COMBINED TRANSPORT LINES AND RELATED INSTALLATIONS

8. In accordance with article 11 of the AGC Agreement and article 15 of the AGTC Agreement, at the request of a Contracting Party, amendment proposals shall be considered by SC.2 for the AGC Agreement and by WP.24 for the AGTC Agreement.

9. In case the consultation process among countries directly concerned as stipulated in Articles 11 and 15 of the AGC and AGTC Agreements has been concluded, representatives of Contracting Parties to the AGC and AGTC Agreements may formally wish to adopt these amendment proposals at the present session of the respective Working Party. The secretariat would then transmit these proposals to the United Nations Office of Legal Affairs, Treaty Section for depositary action.

10. As of 1 June 2009, the following countries are Contracting Parties to the AGC and AGTC Agreements:

AGC Agreement (27 countries)	AGTC Agreement (32 countries)	AGC Agreement (27 countries)	AGTC Agreement (32 countries)
Albania	Albania	Luxembourg	Luxembourg
Austria	Austria	-	Kazakhstan
Belarus	Belarus	Montenegro	Montenegro
Belgium	Belgium	-	Netherlands
Bosnia and Herzegovina	-	-	Norway
Bulgaria	Bulgaria	Poland	Poland
Croatia	Croatia	-	Portugal
Czech Republic	Czech Republic	Moldova	Moldova
-	Denmark	Romania	Romania
France	France	Russian Federation	Russian Federation
-	Georgia	Serbia	Serbia
Germany	Germany	Slovakia	Slovakia
Greece	Greece	Slovenia	Slovenia
Hungary	Hungary	-	Switzerland
Italy	Italy	The former Yugoslav Republic of Macedonia	-
Latvia	Latvia	Turkey	Turkey
Lithuania	Lithuania	Ukraine	Ukraine

11. The consolidated texts of the AGC and the AGTC Agreements are available on the UNECE websites.¹ For an explanation of line numbers and symbols used, please refer to annex I of the AGC and AGTC Agreements.

12. A map of the AGC and AGTC networks is also available on the UNECE website.²

¹ <http://www.unece.org/trans/main/sc2/sc2_AGC_text.html> and
<http://www.unece.org/trans/wp24/AGTC_text.html>.

² <<http://www.unece.org/trans/wp24/documents/AGTCmap.pdf>>.