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**Economic Commission for Europe**

**Inland Transport Committee**

**Working Party on Intermodal Transport and Logistics**

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Item 3(b) of the provisional agenda

**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 Greece\* \*\***

**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.

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\* 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.



## I. Explanation

3. Greece proposes the following amendments to the AGTC Agreement as already contained in ECE/TRANS/88/Rev.6/2010 and ECE/TRANS/63/Rev.3/2017. These amendments propose the inclusion of two new lines in the AGTC Agreement and the modification of existing lines.

### Line “Larissa-Volos [-Latakia (Syrian Arab Republic)]”

4. As regards the line Larissa-Volos [-Latakia (Syrian Arab Republic)], the Greek proposal of 1996 was to include it under code “C 85/2”. The Greek proposal was procedurally subject to further elaboration and was finally added to the proposed provisions of the AGTC Agreement (ECE/TRANS/88/Rev.6/2010) under code “C-E 853” (instead of “C 85/2”). It seems that the use of code “C-E 853” instead of “C 85/2” could be justified, as, according to the AGTC Agreement, “C-E” denotes railway lines essentially identical to relevant E lines of the European Agreement on Main International Railway Lines (AGC) of 1985.

5. The line Larissa-Volos [-Latakia (Syrian Arab Republic)] practically constitutes a repetition of the railway line E 853 Larissa-Volos foreseen in the AGC Agreement in force (ECE/TRANS/63/Rev.3/2017 <https://www.unece.org/fileadmin/DAM/trans/doc/2017/sc2/ECE-TRANS-63-Rev.3e.pdf>), additionally including a maritime link to Latakia.

### Line “Igoumenitsa-Kalabaka-Palaiofarsalos–Larissa-Volos [-Latakia (Syrian Arab Republic)]”

6. We would suggest a slight modification of the route of line C 85/3, as set out in the ECE/TRANS/88/Rev.6/2010, for reasons of completeness and clarity. We would recommend the inclusion of Larissa between Palaiofarsalos and Volos in order to ensure a better understanding. As a result, we propose that the line included in the AGTC Agreement should take the following form: C 85/3 Igoumenitsa-Kalabaka-Palaiofarsalos–Larissa-Volos [-Latakia (Syrian Arab Republic)]”.

7. Furthermore, we would like to point out that the mentioned lines, Line “Larissa-Volos [-Latakia (Syrian Arab Republic)]” and Line “Igoumenitsa-Kalabaka-Palaiofarsalos–Larissa-Volos [-Latakia (Syrian Arab Republic)]” concern parts of different rail axis or routes.

### Line “Strymonas–Alexandroupolis–Pythion $\frac{(-Uzunköprü)}{Dikea (-Svilengrad)}$ ”

8. According to the proposal submitted in 1996 (TRANS/WP.24/71 7 October 1996), the Greek side requested the addition of the following line:

“C 70/2 Strymonas-Alexandroupolis-Dikea (-Svilengrad)”, which did not include any reference to the border stations of Pythion (Greek border station, border between Greece and Turkey) and Uzunköprü (Turkish border station). The route of the line included in the Agreement, as reflected in ECE/TRANS/88/Rev.6 2010, is “C 70/2 Strymonas–Alexandroupolis–Pythion  $\frac{(-Uzunköprü)}{Dikea (-Svilengrad)}$ ”. As a conclusion, we would recommend no changes regarding the route already included in the current provisions of the AGTC Agreement (according to ECE/TRANS/88/Rev.6 2010), as follows: “C 70/2 Strymonas–Alexandroupolis–Pythion  $\frac{(-Uzunköprü)}{Dikea (-Svilengrad)}$ ”.

9. We also suggest the following new rail line:

### C 85/2 Thessaloniki-Amindeo-Mesonisi-Kafkasos.

10. Finally, all the other lines which concern Greece and are included in the AGTC Agreement should remain unaffected.

## II. Proposed amendments<sup>1</sup> by (25) Greece

### Annex I

#### Railway lines of importance for international combined transport

To add the following line(s):

“C-E 853 Larissa-Volos [-Latakia (Syrian Arab Republic)]”

Countries directly concerned: Greece \_\*/, Syrian Arab Republic.

To modify the existing lines as follows:

“C 85/2 Thessaloniki-Amindeo-Mesonisi-Kafkasos”

Countries directly concerned: Greece \_\*/, North Macedonia

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

Countries directly concerned: Greece \_\*/, Syrian Arab Republic.

“C 70/2 Strymonas-Alexandroupolis-Pythion  $\frac{(-Uzunköprü)}{Dikea (-Svilengrad)}$ ”.

Countries directly concerned: Greece\_\*/, Turkey.

All the other lines which concern Greece and are included in the AGTC Agreement should remain unaffected.

### Annex II

#### Installations important for international combined transport

##### A. Terminals of importance for international combined transport

To modify the list of terminals as follows:

- Alexandroupolis
- Thessaloniki
- Igoumenitsa
- Volos
- Thriassio Freight Center
- Ikonio
- Patras (important terminal for international combined transport for multimodal
- Freight transport /transportation by ship to/from Italy).

Countries directly concerned: Bulgaria\_\*/, Greece\_\*/, Italy\_\*/, Syrian Arab Republic, North Macedonia

##### B. Border crossing points of importance for international combined transport

To modify the list of border crossing points as follows:

- Kristallopigi(CH-...(-HSH)
- Igoumenitsa-Kalabaka-Palaiofarsalos-Larissa-Volos [-Latakia (Syrian Arab Republic)]

<sup>1</sup> Greece, Italy and Turkey are Contracting Parties to the Agreement.

- Athinai-Patras
- Kafkasos(-Kremenica).

Countries directly concerned: Albania, Bulgaria\_\*/, Italy\_\*/, Syrian Arab Republic, North Macedonia.

**Technical characteristics of the network of important international combined transport lines**

As far as the technical characteristics of the network of important international combined transport lines is concerned, we note that they are described in the annual network statement (art.27 Law 4408/2016).

Finally, we propose that the reference to the Infrastructure Manager of Greece should be as follows:

OSE (instead of CH).

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