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Working Party on Intermodal Transport and Logistics

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Item 3 (a) of the provisional agenda

European Agreement on Important International Combined Transport Lines and Related Installations: Status of the Agreement

Draft consolidated text, revision 7 of the European Agreement on Important International Combined Transport Lines and Related Installations (AGTC)

Note of the secretariat

This document contains a draft of consolidated text of the European Agreement on Important International Combined Transport Lines and Related Installations (AGTC) and the amendments accepted to date to the Agreements as maintained by the United Nations Office of the Legal Affairs (https://treaties.un.org/Pages/ViewDetails.aspx?src=TREATY&mtdsg_no=XI-E-2&chapter=11&clang=_en). It marks through comments a number of issues and/or inconsistencies between the adopted amendments proposals and the consolidated text. It further indicates through comments the issues which have been addressed or are in the process of being addressed.

The comments are marked by a comment icon. To see the comments, please click on the icons.

ECONOMIC COMMISSION FOR EUROPE

INLAND TRANSPORT COMMITTEE

Working Party on Intermodal Transport and Logistics

**European Agreement on Important
International Combined Transport Lines
and related Installations (AGTC)**

Done at Geneva on 1 February 1991

Revision 7



UNITED NATIONS
Geneva, 2019

Note:

This document contains the text of the AGTC Agreement including the procès-verbal of rectification as notified in Depositary Notification C.N.347.1992.TREATIES-7 dated 30 December 1992. It also contains the following amendments to the AGTC Agreement:

(1) Depositary Notifications C.N.345.1997.TREATIES-2 and C.N.91.1998.TREATIES-1.

Entry into force on 25 June 1998.

(2) Depositary Notification C.N.230.2000.TREATIES-1 and C.N.983.2000.TREATIES-2.

Entry into force on 1 February 2001.

(3) Depositary Notification C.N.18.2001.TREATIES-1 and C.N.877.2001.TREATIES-2.

Entry into force on 18 December 2001.

(4) Depositary Notification C.N.749.2003.TREATIES-1 and C.N.39.2004.TREATIES-1.

Entry into force on 16 April 2004.

(5) Depositary Notification C.N.724.2004.TREATIES-1 and C.N.6.2005.TREATIES-1.

Entry into force on 7 April 2005.

(6) Depositary Notification C.N. 646.2005.TREATIES-1 and C.N.153.2006.TREATIES-1.

Entry into force on 20 May 2006.

(7) Depositary Notification C.N.594.2008.TREATIES-3 and C.N.76.2009.TREATIES-1.

Entry into force on 23 May 2009.

(8) Depositary Notification C.N.623.2008.TREATIES-4 and C.N.544.2009.TREATIES-2.

Entry into force on 10 December 2009.

(9) Depositary Notification C.N.270.2015.TREATIES-XI.E.2 and C.N.599.2015.TREATIES-XI.E.2

Entry into force on 13 February 2016

(10) Depositary Notification C.N.86.2016.TREATIES-XI.E.2 and C.N.711.2016.TREATIES-XI.E.

Entry into force on 29 December 2016

(11) Depositary Notification C.N.99.2016.TREATIES-XI.E.2 and C.N.712.2016.TREATIES-XI.E.2

Entry into force on 29 December 2016

(12) Depositary Notification C.N.560.2018.TREATIES-XI.E.2 and C.N.216.2019.TREATIES-XI.E.2

Entry into force 22 August 2019.

The present document contains in a single, non-official document the consolidated text of the AGTC Agreement including the basic instrument, its amendments and corrections that have come into force by the dates indicated. Only the text kept in custody by the Secretary General of the United Nations, in his capacity as depositary of the AGTC Agreement, constitutes the authoritative text of the AGTC Agreement.

European Agreement on Important International Combined Transport Lines and Related Installations (AGTC)

The contracting parties,

Desiring to facilitate the international transport of goods,

Aware of the expected increase in the international transport of goods as a consequence of growing international trade,

Conscious of the adverse environmental consequences such developments might have,

Emphasizing the important role of combined transport to alleviate the burden on the European road network, particularly in transalpine traffic, and to mitigate environmental damages,

Convinced that, in order to make international combined transport in Europe more efficient and attractive to customers, it is essential to establish a legal framework which lays down a co-ordinated plan for the development of combined transport services and the infrastructure necessary for their operation based on internationally agreed performance parameters and standards,

Have agreed as follows:

Chapter I

General

Article 1

Definitions

For the purposes of this Agreement:

- (a) The term "combined transport" shall mean the transport of goods in one and the same transport unit using more than one mode of transport;
- (b) The term "network of important international combined transport lines" shall refer to all railway lines considered to be important for international combined transport if:
 - (i) They are currently used for regular international combined transport (e.g. swap body, container, semi-trailer);
 - (ii) They serve as important feeder lines for international combined transport;
 - (iii) They are expected to become important combined transport lines in the near future (as defined in (i) and (ii));
- (c) The term "related installations" shall refer to combined transport terminals, border crossing points, stations for the exchange of wagon groups, gauge interchange stations and ferry links/ports which are important for international combined transport.

Article 2

Designation of the network

The Contracting Parties adopt the provisions of this Agreement as a co-ordinated international plan for the development and operation of a network of important international combined transport lines and related installations, hereinafter referred to as "international

combined transport network" which they intend to undertake within the framework of national programmes. The international combined transport network consists of the railway lines contained in annex I to this Agreement, and of combined transport terminals, border crossing points, gauge interchange stations and ferry links/ports important for international combined transport which are contained in annex II to this Agreement.

Article 3

Technical characteristics of the network

The railway lines of the international combined transport network shall conform to the characteristics set out in annex III to this Agreement or will be brought into conformity with the provisions of this annex in future improvement work to be carried out in conformity with national programmes.

Article 4

Operational targets

In order to facilitate international combined transport services on the international combined transport network, Contracting Parties shall undertake appropriate measures in order to achieve the performance parameters and minimum standards for combined transport trains and related installations referred to in annex IV to this Agreement.

Article 5

Annexes

The annexes to this Agreement form an integral part of the Agreement. Further annexes covering other aspects of combined transport may be added to the Agreement in accordance with the amendment procedure described in article 14.

Chapter II

Final provisions

Article 6

Designation of the depositary

The Secretary General of the United Nations shall be the depositary of this Agreement.

Article 7

Signature

1. This Agreement shall be open at the office of the United Nations in Geneva for signature by States which are members of the United Nations Economic Commission for Europe or have been admitted to the Commission in a consultative capacity in conformity with paragraphs 8 and 11 of the terms of reference of the Commission, from 1 April 1991 to 31 March 1992.

2. Such signatures shall be subject to ratification, acceptance or approval.

Article 8

Ratification, acceptance or approval

1. This Agreement shall be subject to ratification, acceptance or approval in accordance with paragraph 2 of article 7.

2. Ratification, acceptance or approval shall be effected by the deposit of an instrument with the Secretary General of the United Nations.

Article 9

Accession

1. This Agreement shall be open for accession by any State referred to in paragraph 1 of Article 7 from 1 April 1991.

2. Accession shall be effected by the deposit of an instrument with the Secretary-General of the United Nations.

Article 10

Entry into force

1. This Agreement shall enter into force 90 days after the date on which the Governments of eight States have deposited an instrument of ratification, acceptance, approval or accession, provided that one or more lines of the international combined transport network link, in a continuous manner, the territories of at least four of the States which have deposited such an instrument.

2. If the above condition is not fulfilled, the Agreement shall enter into force 90 days after the date of the deposit of the instrument of ratification, acceptance, approval or accession, whereby the said condition will be satisfied.

3. For each State which deposits an instrument of ratification, acceptance, approval or accession after the commencement of the period of 90 days specified in paragraphs 1 and 2 of this article, the Agreement shall enter into force 90 days after the date of deposit of the said instrument.

Article 11

Limits to the application of the Agreement

1. Nothing in this Agreement shall be construed as preventing a Contracting Party from taking such action, compatible with the provisions of the Charter of the United Nations and limited to the exigencies of the situation, as it considers necessary for its external or internal security.

2. Such measures, which must be temporary, shall be notified immediately to the depositary and their nature specified.

Article 12

Settlement of disputes

1. Any dispute between two or more Contracting Parties which relates to the interpretation or application of this Agreement and which the Parties in dispute are unable to settle by negotiation or other means shall be referred to arbitration if any of the Contracting Parties in dispute so requests and shall, to that end, be submitted to one or more arbitrators selected by mutual agreement between the Parties in dispute. If the Parties in dispute fail to agree on the choice of an arbitrator or arbitrators within three months after the request for arbitration, any of those Parties may request the Secretary-General of the United Nations to appoint a single arbitrator to whom the dispute shall be submitted for decision.

2. The award of the arbitrator or arbitrators appointed in accordance with paragraph 1 of this article shall be binding upon the Contracting Parties in dispute.

Article 13

Reservations

Any State may, at the time of signing this Agreement or of depositing its instrument of ratification, acceptance, approval or accession, notify the depositary that it does not consider itself bound by article 12 of this Agreement.

Article 14

Amendment of the Agreement

1. This Agreement may be amended in accordance with the procedure specified in this article, except as provided for under articles 15 and 16.

2. At the request of a Contracting Party, any amendment proposed by it to this Agreement shall be considered by the Working Party on Intermodal Transport and Logistics of the United Nations Economic Commission for Europe.

3. If the amendment is adopted by a two-thirds majority of the Contracting Parties present and voting, the amendment shall be communicated by the Secretary-General of the United Nations to all Contracting Parties for acceptance.

4. Any proposed amendment communicated in accordance with paragraph 3 of this article shall come into force with respect to all Contracting Parties three months after the

expiry of a period of twelve months following the date of its communication, provided that during such period of twelve months no objection to the proposed amendment shall have been notified to the General-Secretary of the United Nations by a State which is a Contracting Party.

5. If an objection to the proposed amendment has been notified in accordance with paragraph 4 of this article, the amendment shall be deemed not to have been accepted and shall have no effect whatsoever.

Article 15

Amendment of Annexes I and II

1. Annexes I and II to this Agreement may be amended in accordance with the procedure laid down in this article.

2. At the request of a Contracting Party, any amendment proposed by it to annexes I and II shall be considered by the Working Party on Intermodal Transport and Logistics of the United Nations Economic Commission for Europe.

3. If the amendment is adopted by the majority of the 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. For the purpose of this article, a Contracting Party shall be considered directly concerned if in the case of inclusion of a new line, an important terminal, a border crossing point, a gauge interchange station or a ferry link/port or in case of their respective modification, its territory is crossed by that line or is directly linked to the important terminal, or if the considered important terminal, border crossing point, gauge interchange station or terminal point of the ferry link/port are situated on the said territory.

4. Any proposed amendment communicated in accordance with paragraphs 2 and 3 of this article shall be deemed accepted if, within a period of six months following the date of its communication by the depositary, none of the Contracting Parties directly concerned has notified the Secretary-General of the United Nations of its objection to the proposed amendment.

5. Any amendment thus accepted shall be communicated by the Secretary-General of the United Nations to all Contracting Parties and shall enter into force three months after the date of its communication by the depositary.

6. If an objection to the proposed amendment has been notified in accordance with paragraph 4 of this article, the amendment shall be deemed not to have been accepted and shall have no effect whatsoever.

7. The depositary shall be kept promptly informed by the Secretariat of the Economic Commission for Europe of the Contracting Parties which are directly concerned by a proposed amendment.

Article 16

Amendment of Annexes III and IV

1. Annexes III and IV to this Agreement may be amended in accordance with the procedure specified in this article.

2. At the request of a Contracting Party, any amendment proposed by it to annexes III and IV shall be considered by the Working Party on Intermodal Transport and Logistics of the United Nations Economic Commission for Europe.

3. If the amendment is adopted by a two-thirds majority of the Contracting Parties present and voting, the amendment shall be communicated by the Secretary-General of the United Nations to all Contracting Parties for acceptance.

4. Any proposed amendment communicated in accordance with paragraph 3 of this article shall be deemed accepted unless, within a period of six months following the date of its communication, one-fifth or more of the Contracting Parties have notified the Secretary-General of the United Nations of their objection to the proposed amendment.

5. Any amendment accepted in accordance with paragraph 4 of this article shall be communicated by the Secretary-General to all Contracting Parties and shall enter into force three months after the date of its communication with respect to all Contracting Parties except those which, prior to the date of its entry into force, have notified the Secretary-General that they did not accept the proposed amendment.

6. If one fifth or more of the Contracting Parties have notified an objection to the proposed amendment in accordance with paragraph 4 above, the amendment shall be deemed not to have been accepted and shall have no effect whatsoever.

{ECE/TRANS/88/Corr.1, effected as of 20 September 1992}

Article 17

Safeguard clause

The provisions of this Agreement cannot prevail over those that some States may be compelled to apply among themselves in accordance with other multilateral treaties, such as the 1957 Treaty of Rome establishing the European Economic Community.

Article 18

Denunciation

1. Any Contracting Party may denounce this Agreement by written notification addressed to the General-Secretary of the United Nations.

2. The denunciation shall take effect one year after the date of receipt by the Secretary-General of said notification.

Article 19

Termination

Should, after the entry into force of this Agreement, the number of Contracting Parties be for any period of twelve consecutive months reduced to less than eight, the Agreement shall cease to have effect twelve months after the date on which the eighth State ceased to be a Contracting Party.

Article 20

Notifications and communications by the depositary

In addition to such notifications and communications as this Agreement may specify, the functions of the Secretary-General of the United Nations as depositary shall be as set out in Part VII of the Vienna Convention on the Law of Treaties, concluded at Vienna on 23 May 1969.

Article 21

Authentic texts

The original of this Agreement, of which the English, French, and Russian texts are equally authentic, shall be deposited with the Secretary-General of the United Nations.

In witness whereof the undersigned, being duly authorized to that effect, have signed this Agreement.

Done at Geneva on the first day of February 1991.

Annex I

Railway lines of importance for international combined transport

(1) Portugal *

C-E 05	(Fuentes de Oñoro-) Vilar Formoso-Pampilhosa- Coimbra-Lisboa Porto
C-E 90	Lisboa-Entroncamento-Marvão (-Valencia de Alcántara)

(2) Spain *

C-E 05	(Hendaye-) Irún-Burgos-Medina del Campo-Fuentes de Oñoro (-Vilar Formoso)
C-E 07	(Hendaye-) Irún-Burgos- Avila Aranda de Duero-Madrid
C-E 053	Madrid-Córdoba-Bobadilla-Algeciras
C-E 90	(Marvão-) Valencia de Alcántara-Madrid-Barcelona-Portbou (-Cerbère)
C 90/1	Valencia-Barcelona

General note and explanation of line numbers

"C-E" denotes railway lines essentially identical to relevant E lines of the European Agreement on Main International Railway Lines (AGC) of 1985.

"C" denotes other lines important for international combined transport. "C" line numbers are identical to those of the nearest E line and are sometimes followed by a serial number.

The E number has been placed for easy reference and comparison with the lines contained in the AGC. It in no way indicates whether States are or intend to become Contracting Parties to the AGC.

* Symbols employed

() = Station outside country concerned [for instance: (Hendaye-)].

— = Alternative routes [for instance: $\frac{\text{Avila}}{\text{Aranda de Duero}}$].

----- = Section of an AGC line important for international combined transport (concerns only C-E lines).

..... = Section of line important for combined transport, but not part of the relevant AGC line (concerns only C-E lines).

* For general note, explanation of line numbers and symbols employed see page 9.

(3) Ireland *

C-E 03 (Larne-Belfast-) Dublin

(4) United Kingdom *

C-E 03 Glasgow-Stranraer-Larne-Belfast (-Dublin-) Holyhead
Carlisle
 -Crewe-London-Folkstone-Dover (-Calais)

C 03/1 London-Cardiff

C 03/2 Cleveland-Doncaster-London
Leeds

C-E 16 London-Harwich (-Hoek van Holland)

(5) France *


C-E 05 Paris-Bordeaux-Hendaye (-Irún)
 C-E 07

C 07 Paris-Toulouse

C-E 15 (Quévy-)Feignies Aulnoye-Paris-Dijon-Lyon-Avignon-
(Erquelinnes-)Jeumont Le Creusot
 Tarascon-Marseille

C 20 Lille-Tourcoing (-Mouscron)

C-E 23 Dunkerque-Aulnoye-Thionville-Metz-Frouard-Toul-Culmont-

 Chalindrey-Dijon (-Vallorbe) 

C-E 25 (Bettembourg-) Thionville-Metz-Strasbourg-Mulhouse-
 (-Basel)
Belfort-Besançon-Dijon

C 25 Thionville-Apach (-Perl)

C-E 40 Le Havre-Paris-Lérouville-Onville-Metz-Rémilly-Forbach
 (-Saarbrücken)

C 40 Paris-Le Mans-Nantes
Rennes

C-E 42 Paris-Lérouville-Nancy-Sarrebourg-Réding-Strasbourg (-Kehl)

C 51 (Dover-) Calais-Lille-Paris

C-E 70 Paris-Mâcon-Ambérieu-Culoz-Modane (-Torino)

C-E 700 Lyon-Ambérieu

C-E 90 (Portbou-) Cerbère-Narbonne-Tarascon-Marseille-Menton
 (-Ventimiglia)

C 90/2 Bordeaux-Toulouse-Narbonne

(6) Netherlands *

- C 10/1 Utrecht–Amersfoort–Hengelo (–Bad Bentheim)
C–E 15 Amsterdam–Den Haag–Rotterdam Roosendaal (–Antwerpen)
C–E 16 (Harwich–) Hoek Van Holland–Rotterdam–Utrecht
C 16 Rotterdam–Tilburg–Venlo (–Mönchengladbach)
C–E 35 Amsterdam–Utrecht–Arnhem (–Emmerich)
-

(7) Belgium *

- C–E 10 (Dover–) Oostende–Bruxelles–Liège (–Aachen)
C–E 20
C–E 15 (Roosendaal–) Antwerpen–Bruxelles–Quévy (–Feignies)
Charleroi–Erquelinnes (–Jeumont)
C 15 Charleroi–Namur–Liège
C 20 (Tourcoing–) Mouscron–Liège–Montzen (–Aachen)
C–E 22 (Harwich–) Zeebrugge–Brugge
C–E 25 Bruxelles–Arlon–Sterpenich (–Kleinbettingen)
-

(8) Luxembourg *

- C–E 25 (Sterpenich–) Kleinbettingen–Luxembourg–Bettembourg
(–Thionville)
-

(9) Germany *

- C–E 10 (Liège–) Aachen–Köln–Düsseldorf–Dortmund–Münster–Osnabrück–
Bremen–Hamburg–Lübeck (–Hanko)
C 10/1 (Hengelo–) Bad Bentheim–Osnabrück
C 16 (Venlo–) Moenchengladbach–Köln
C–E 18 Hamburg–Büchen–Berlin/Seddin
C–E 20 (Liège–) Aachen–Köln–Duisburg–Dortmund–Hannover–Helmstedt–
Berlin/Seddin–Frankfurt(O) (–Kunowice)
C 25 (Apach–) Perl–Trier–Koblenz
C 30 Leipzig–Hoyerswerda–Horka (–Węgliniec)
C–E 32 Frankfurt (M)–Hanau–Erfurt–Leipzig–Dresden
C–E 35 (Arnhem–) Emmerich–Duisburg–Düsseldorf–Köln–Mainz–
Mannheim–Karlsruhe (–Basel)
C–E 40 (Forbach–) Saarbrücken–Ludwigshafen–Mannheim–Frankfurt(M)–
Gemünden–Nürnberg–Schirnding (–Cheb)

C-E 42	(Strasbourg-) Kehl-Appenweier- <u>Karlsruhe-Mühlacker-Stuttgart</u> Offenburg
C-E 43	Frankfurt(M)- <u>Heidelberg</u> Mannheim-Bruchsal-Stuttgart-Ulm-Augsburg- München-Freilassing (-Salzburg)
C-E 45	(Rødby-) Puttgarden-Hamburg-Hannover-Würzburg-Nürnberg- Ingolstadt-München (-Kufstein)
C-E 451	(Gedser-) Rostock-Berlin- <u>Halle</u> Leipzig-Erfurt-Nürnberg-Passau (-Wels)
C 45/1	(Padborg-) Flensburg-Hamburg
C 45/2	Bremerhaven-Bremen-Hannover
C 45/3	Travemünde-Lübeck
C-E 46	Mainz-Frankfurt(M)
C-E 51	(Gedser-) Rostock-Berlin-<u>Halle</u> Leipzig-Erfurt-Nürnberg
C-E 55 C-E 61	(Trelleborg-) Sassnitz Hafen-Stralsund- <u>Pasewalk</u> Neustrelitz-Berlin/Seddin- Dresden-Bad Schandau (-Děčín)

(10) Switzerland *

C-E 23	(Dijon-) <u>Vallorbe-Lausanne-Brig</u>
C-E 25	(Mulhouse-) Basel-Olten-Bern-Brig (-Domodossola)
C-E 35	(Karlsruhe-) Basel- <u>Olten</u> <u>Chiasso (-Milano)</u> Brugg-Immensee-Bellinzona (-Luino)
C 35	(Karlsruhe-) Basel-Brugg-Immensee-Bellinzona-<u>(Luino)</u> Chiasso (-Milano)
C-E 50	(Ambérieu-en-Bugey-) <u>Genève-Lausanne-Bern-Zürich-Buchs</u> (-Innsbruck)

(11) Italy *

C-E 25	(Brig-) Domodossola-Novara-Milano-Genova
C-E 35	(Chiasso-) Milano-Bologna-Firenze-Roma-Napoli-Salerno -Villa S. Giovanni-Messina
C 35	<u>(Bellinzona-) Luino-Gallarate-Rho</u> (Chiasso-) -Milano
C-E 45	(Innsbruck-) Brennero-Verona-Bologna-Ancona-Foggia-Bari- <u>Brindisi</u>
C-E 55	(Arnoldstein-) Tarvisio-Udine- <u>Venezia-Bologna</u> Trieste
C-E 70	(Modane-) Torino-Rho-Milano-Verona-Trieste-Villa Opicina (-Sežana)

C-E 72 Torino–Genova
C-E 90 (Menton–) Ventimiglia–Genova –Pisa–Livorno–Roma
C 90/3 La Spezia–Fidenza–Parma
C 90/4 Livorno–Pisa–Firenze

(12) Norway *

C-E 45 Oslo (–Kornsjø)
C 47 Narvik (–Vassijaure)
C 48 Trondheim–Hell (–Storlien)
C 61 Oslo (–Charlottenberg–Stockholm)

(13) Sweden *

C 10/2 Stockholm (–Turku)
C-E 45 (Kornsjø–) Göteborg– Malmö (–København)
C 45/1 Göteborg (–Frederikshavn)
C 45/3 Malmö (–Travemünde)
C 47 (Narvik–) Vassijaure–Gällivare–Boden–Ånge–Hallsberg
C 48 (Hell–) Storlien–Östersund–Ånge
C-E 53 Helsingborg–Hässleholm
C-E 55 Stockholm–Hässleholm–Malmö–Trelleborg (–Sassnitz Hafen)
C-E 61
C 55 Hallsberg–Göteborg
C-E 59 Malmö–Ystad (–Swinoujście)
C 61 (Oslo–) Charlottenberg–Karlstad–Hallsberg–Stockholm

(14) Denmark *

C-E 45 (Malmö –)København–Nykøbing–Rødby (–Puttgarden)
C 45/1 (Göteborg–) Frederikshavn–Århus –Fredericia–Padborg (–Flensburg)
København
C-E 451 Nykøbing–Gedser (–Rostock)

(15) Austria *

C-E 43 (Freilassing–) Salzburg
C-E 45 (München–) Kufstein–Wörgl–Innsbruck (–Brennero)
C-E 451 (Passau–) Wels

- C-E 50 (Buchs-) Innsbruck-Wörgl-Kufstein(-Rosenheim-Freilassing)
Schwarzach St. Veit
Salzburg-Wels-Linz-Wien-(-Hegyeshalom)¹
Ebenfurth (-Sopron)²
- ¹ MAV.
- ² GYSEV/MAV.
- C-E 52 Wien-Marchegg (-Devínska Nová Ves)
- C-E 55 (Horní Dvořiště-) Summerau-Linz-Salzburg-Schwarzach St. Veit-
Villach-Arnoldstein (-Tarvisio)
- C-E 551 (Horní Dvořiště-) Summerau-Linz-Selzthal-St. Michael
- C-E 63 (Bratislava-) Kittsee-Parndorf-Wien
- C-E 65 (Břeclav-) Bernhardsthal-Wien-Semmering-Bruck.a.d. Mur-
Klagenfurt-Villach-Rosenbach (-Jesenice)
- C-E 67 Bruck a.d. Mur-Graz-Spielfeld Strass (-Šentilj)

(16) Poland *

- C-E 20 (Frankfurt(O)-) Kunowice-Poznan-Lowicz-Warszawa
Skierniewice-Lukow-
Terespol (-Brest)
- C 28 Warszawa-Lublin-Dorohusk (-Izov)
- C-E 30 (Görlitz) Zgorzelec-Wroclaw-Katowice-Kraków-Przemysl-
Medyka (-Mostiska)
- C 30 (Horka-) Węgliniec
- C 30/1 Kraków-Nowy Sacz-Muszyna (-Plaveč)
- C-E 59 (Ystad-) Swinoujscie-Szczecin-Kostrzyń-Zielona Góra-
Wroclaw-Opole-Chalupki (-Bohumín)
- ~~C 59 Chalupki (-Bohumín)~~
- C 59/1 Zielona Góra-Żary-Węgliniec-Zgorzelec-Zawidów (-Frýdlant)
- C 59/2 Wroclaw-Miedzylesie (-Lichkov)
- C 63 Czechowice Dziedzice-Żywiec-Zwardoń (-Skalite)
- C-E 65 Gdynia-Gdąnsk-Tczew-Warszawa Katowice-Zebrzydowice
Bydgoszcz
(-Petrovice U. Karviné)
- C 65/1 Zduńska Wola Karsznice-Lódź Olechów-Skierniewice
- C 65/2 Chorzew Siemkowice-Czestochowa-Zawiercie-Jaworzno Szczakowa-
Czechowice Dziedzice
- C 65/3 Herby Nowe-Paczyna-Kedzierzyn Koźle Azoty
- C-E 75 Warszawa-Białystok-Sokółka-Suwalki-Trakiszki (-Mockava)

(17) Czech Republic *

C-E 40 (Schirnding-) Cheb-Plzeň-Praha-Kolín-Ústí nad Orlicí-Česká Třebová-Prerov-Hranice na Moravě-Bohumín-Mosty u Jablunkova (-Čadca)
Horní Lideč (-Lúky pod Makytou)

C-E 55 (Bad Schandau-) Děčín-Praha-Horní Dvořiště (-Summerau)

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

C-E 59 (Chalupki-) Bohumín-Ostrava

C 59/1 (Zawidów-) Frydlant v Čechách-Všetaty-Praha

C 59/2 (Miedzylesie-) Lichkov-Ústí nad Orlicí

C-E 61 (Bad Schandau-) Děčín-Praha-Kolín-Ústí nad Orlicí-Česká Třebová-Všetaty-Kolín-Havlíčkův Brod
Brno-Břeclav-Lanžhot (-Kúty)

C-E 65 (Zebrzydowice-) Petrovice u Karviné-Bohumín-Hranice na Moravě-Prerov-Břeclav (-Bernhardsthal)

(18) Slovakia *

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

C-E 40 (Mosty u Jablunkova-)Čadca
(Horní Lideč-) Lúky pod Makytou-Púchov
Košice-Čierna nad Tisou (-Chop)
Žilina-Poprad-Tatry

C-E 52 (Marchegg-) Devínska Nová Ves-Bratislava-Nové Zámky-Štúrovo (-Szob)

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

C-E 63 (Zwardoń-) Skalité-Čadca
Žilina-Leopoldov-Bratislava (-Kittsee)
Galanta

(19) Hungary *

C 30/1 (Čaña-) Hidasnémeti-Miskolc

C-E 50 (Wien-) Hegyeshalom¹
(Ebenfurth-) Sopron²
Győr-Budapest-Miskolc-Nyíregyháza-
Záhony (-Chop)

¹ MAV.

² GYSEV/MAV.

C-E 52 (Štúrovo-) Szob-Budapest-Cegléd-Szolnok-Debrecen-Nyíregyháza

C 54/1 (Episcopia Bihar-) Biharkeresztes-Berettyóújfalú-Püspökladány

C-E 56 Budapest-Rákos-Ujszász-Szolnok-Lökösháza (-Curtici)

C-E 61	(Bratislava-Komarno-) Hegyeshalom	Komarom-Budapest
C-E 631	(Ebenfurth-)	Sopron-Szombathely-Naggykanizsa
C-E 69	Budapest-Székesfehérvár-	Boba (-Hodoš) Murakeresztúr (-Kotoriba)
C-E 691	Murakeresztúr-	Gyékényes
C-E 71	Budapest-Dombóvár-Gyékényes (-Botovo-Koprivnica)	
C 773	Budapest-Dombóvár-Pécs-Magyarbóly (-Beli Manastir)	
C-E 85	Budapest-Kelebia (-Subotica)	

(20) Slovenia *

C-E 65	(Rosenbach-)	Jesenice-Ljubljana-Ilirska Bistrica (-Šapjane)
C-E 67	(Spielfeld Strass-)	Šentilj-Maribor-Zidani Most
C-E 69	Hodoš-Murska Sobota (Čakovec-) Središče	Ormož-Pragersko-Zidani Most-Ljubljana- Divača-Koper
C-E 70	(Villa Opicina-)	Sežana-Ljubljana-Zidani Most-Dobova (-Savski Marof)

(21) Croatia *

C-E 65	(Ilirska Bistrica-)	Šapjane-Rijeka
C-E 69	(Murakeresztúr-)	Kotoriba-Čakovec (-Središče)
C-E 70	(Dobova-)	Savski Marof-Zagreb-Strizivojna Vrpolje-Vinkovci- Tovarnik (-Šid)
C-E 71	(Gyékényes-)	Botovo-Koprivnica-Zagreb-Karlovac-Oštarije-Rijeka
C-E 702	(Središče-) Čakovec-Varaždin-Koprivnica-Osijek-Erdut (-Bogojevo)	
C-E 751	Zagreb-Sunja-Volinja (-Dobrljin-Bihać-Ripač-)	Strmica-Knin-Split Šibenik
C-E 753	Zagreb-Karlovac-Oštarije-Gospić-Knin-Zadar	
C-E 771	(Bogojevo-) Erdut-Vinkovci-Strizivojna Vrpolje-Slavonski Šamac (-Bosanski Šamac-Sarajevo-Čapljina-) Metković-Ploče	
C 710	(Središče-) Čakovec-Varaždin-Koprivnica-Osijek-Erdut (-Subotica)	
C 773	(Magyarbóly-) Beli Manastir-Osijek-Strizivojna Vrpolje	

(22) Bosnia and Herzegovina *

C-E 751	(Volinja-) Dobrljin-Bihac- Ripač (-Strmica)
C-E 771	(Slavonski Šamac-) Bosanski Šamac-Sarajevo-Čapljina (-Metković)

(23) Serbia *

- C-E 66 Beograd-Vršac (-Stamora Moravița)
- C-E 70 (Tovarnik-) Šid-Beograd-Niš-Dimitrovgrad (-Dragoman)
- ~~C-E 79 Beograd-Bar (-Ancona)
(-Bari)~~
- C-E 79 Beograd-Prijepolje/Vrbnica (-Bijelo Polje, Bar)
- C-E 85 (Kelebia-) Subotica-Beograd-Niš-Preševo (-Tabanovci)
Kraljevo-Đeneral Janković (-Volkovo)
- C-E 771 Subotica-Bogojevo (-Erdut)

(24) The former Yugoslav Republic of Macedonia *

- C-E 85 (Preševo-) Tabanovci-Skopje-Gevgelia (-Idomeni)
(Đeneral Janković-) Volkovo

(25) Greece *

- C 70/2 Strymonas-Alexandroupolis-Pythion (-Uzunköprü)
Dikea (-Svilengrad)
- C-E 85 (Gevgelia-) Idomeni-Thessaloniki-Athinai
- C-E 853 Larissa-Volos [-Latakia (Syrian Arab Republic)]
- C-E 855 (Kulata-) Promachon-Thessaloniki
- C 85/1 Thessaloniki-Florina-Kristallopigi (-.....)
- C 85/2 Larissa-Volos [-Latakia (Syrian Arab Republic)]
- C 85/3 Igoumenitsa-Kalabaka-Palaiofarsalos-Volos [-Latakia (Syrian Arab Republic)]
- C 85/4 Athinai-Patras

(26) Romania *

- C-E 54 Arad-Deva-Teiuș-Vînători-Brașov-București
- C 54 (Deakovo-) Halmeu-Satu Mare-Dej-Cluj-Coșlariu
- C 54/1 Pascani-Suceava-Salva-Dej-Cluj Napoca-Oradea-Episcopia Bihor
(-Biharkeresztes)
- C-E 56 (Lökösháza-) Curtici-Arad-Timișoara-Craiova-București
- C-E 560 Buzău-Galați (-Giurgiulești)
- C-E 562 București-Constanța

C-E 66 Halmeu-Satu Mare-Carei-Oradea-Arad-Timişoara-Stamora Moraviţa
 (-Vršac)

C-E 851 (Vadul Siret-) Vicşani-Suceava-Paşcani

C-E 95 (Ungheni-) Iaşi-Paşcani-Buzău-Ploieşti-Bucureşti-Videle-Giurgiu
 (-Ruse)

C 95 Craiova-Calafat (-Vidin)

(27) Bulgaria *

C-E 660 Ruse-Kaspichan

C-E 680 Sofija-Mezdra-Gorna Oriahovitza-Kaspican-Sindel-Varna

C-E 70 (Dimitrovgrad-) Dragoman-Sofija-Plovdiv-Dimitrovgrad Sever-
 Svilengrad (-Kapikule)

C 70/2 (Dikea-) Svilengrad

C-E 720 Plovdiv-Zimintza-Karnobat-Burgas

C-E 855 Sofija-Kulata (-Promachon)

C-E 95 (Giurgiu-) Ruse-Gorna Oriahovitza-Dimitrovgrad

C 95 (Calafat-) Vidin-Sofija

C-E 951 Sindel-Karnobat

(28) Finland *

C-E 10 Hanko-Helsinki-Riihimäki-Kouvola-Vainikkala (-Buslovskaya)

C 10/2 (Stockholm-) Turku-Helsinki

(29) Belarus *

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

C 14 (Indra-) Bigosovo-Polak-Vicebsk

C 20/3 (Kena-) Gudagai-Maladzečna-Minsk

C 95/2 (Lobok-) Ezjarysca-Vicebsk-Orsha-Žlobin-Slovechno (-Berezhest)
 Minsk

(30) Ukraine *

C-E 30 (Medyka-) Mostiska 2-Lvov-Rovno-Berdichev-Kazatin-Kiev-
 Kharkiv-Kupyansk-Topoli-(Valuiki)

C-E 40 (Čierna nad Tisou-) Čop-Lvov

C-E 50 (Záhony-) Chop-Lvov-Fastov-Dnipropetrovsk-Krasnoarmeisk-Yasinovataya-Debaltsevo-Lugansk-Krasnaya Mogila (-Gukovo)

C-E 95 (Novosavyske-) Kuchurgan-Razdelnaya-Kazatin-Kiev-Khutor Mikhailovsky-Zernovo (-Suzemka)

C-E 391 Dnipropetrovsk-Lozovaya-Krasny Liman-Kharkov

C-E 593 Yasinovataya-Kvashino (-Uspenskaya)

C-E 851 Lvov-Vadul Siret (-Vicșani)

C 28 (Dorohusk-) Izov-Kovel-Sarni-Korosten-Kyiv

C 54 Chop-Deakovo (-Halmeu)

C 95/1 Odessa-Usatovo-Razdelnaya

C 95/2 Kazatin-Berdichev-Korosten-Berezhest (-Slovechno)

(31) Republic of Moldova *

C-E 95 (Iași-) Ungeny-Chișinău-Bendery- Novosavyske (-Kuchurgan)

C-E 560 (Galați-) Giurgiulesti (-Reni-) Etulia-Greceni (-Bolgrad-) Taraclia-Basarabeasca (-Carabuteni-) Cimislia-Bendery

(32) Russian Federation *

C-E 10 (Vainikkala-) Buslovskaya-St. Petersburg-Moskva

C-E 20 (Orsha-) Krasnoye-Smolensk-Moskva-Nizhniy Novgorod-Ekaterinburg-Tyumen

Kurgan-Petukhovo (-Mamlyutka-Petropavlovsk-Kara-Guga-)Isilkul

-Omsk-Novosibirsk-Krasnoyarsk-Tayshet-Irkutsk-Ulan-Ude-Zaudinsky-Karimskaya

Naushki (-Sukhe-Bator) Zabaikalsk (-Manchzhuria) Khabarovsk

Baranovsky Nakhodka-Vostochnaya Hasan (-Tumangan)

C-E 24 Moskva-Ryazan-Ruzaevka-Samara-Ufa-Chelyabinsk-Kurgan-Zauralie (-Presnogorskovskaya)

C-E 30 (Topoli-) Valuiki-Liski-Rtischevo-Sizran-Samara-Orenburg (-Ilets I)

C-E 50 (Krasnaya Mogila-) Gukovo-Likhaya-Volgograd-Astrakhan (-Aksaraiskaya II)

C-E 95 (Zernovo-) Suzemka-Bryansk-Moskva

C-E 99 Ryazan-Kochetovka I-Gryazi-Krasnodar-Veseloe (-Gantiadi) Novorossiysk

C-E 102 Moskva-Volgograd-Astrakhan

C-E 593 (Kvashino-) Uspenskaya-Rostov na Donu Yasinovataya-Kvashino-Uspenskaya

C 12 (Zilupe-) Raz. Posin-Novosokol'niki-Ržev-Moskva

C 20/1 St. Petersburg–Vologda–Kotelnich
 C 20/2 Moskva–Kazan–Ekaterinburg
 C 20/3 Kaliningrad–Chernyakhovsk–Nesterov (–Kibartai)
 C 75/1 (Narva–) Ivangorod–Gatčina–St. Petersburg
 C 95/2 St. Petersburg–Dno–Novosokol’niki–Lobok (–Ezjarysca)

(33) Turkey *

C–E 70 (Svilengrad–) Kapikule–Istanbul–Haydarpasa–Ankara–Boğazköprü–
 Kapiköy [–Razi (Iran, Islamic Republic of)]
 Kalin–Malatya–Nusaybin [–Kamishli (Syrian Arab Republic)]
 C–E 74 Bandirma–Balikesir–Kütahya–Alayunt–Afyon–Konya–Ulukisla
Izmir–Manisa–Eskisehir–Usak–Manisa
 C–E 97 Samsun–Kalin–Boğazköprü–Ulukisla–Yenice–Adana–Toprakkale–
 Mersin
Fevzipaşa–Islahiye–Hudut [–Meydan Ekbez (Syrian Arab Republic)]
 Iskenderun
 C–E 692 Cetinkaya–Erzurum–Kars–Dogu Kapi (–Akhuryan)
 (–Akhalkalaki)
 C 70/2 Pehlivan köy–Uzunköprü (–Pythion)

(34) Lithuania *

C–E 75 (Trakiszki–) Mockava–Šeštokai–Kazlų Rūda–Kaunas–Radviliškis–
 Šiauliai–Joniskis (–Meitene)
 C 14 Radviliskis–Panevezys–Rokiskis–Obeliai (–Eglaine)
 C 20/3 (Nesterov–) Kybartai–Kazlų Rūda–Kaunas
 (Mukran (Sassnitz)–) Draugyste (Klaipėda)–Šiauliai–Radviliškis
 Kaišiadorys–Vilnius–Kena (–Gudagai)

(35) Armenia *

C–E 692 (Sadakhlo–) Ayrum–Gyumri–Akhuryan (–Dogu Kapi)

(36) Azerbaijan *

C–E 60 (Gardabani–) Beyuk–Kyasik–Baku (–Turkmenbashi)

(37) Georgia *

C–E 60 Batumi–Tbilisi–Gardabani (–Beyuk)
 Poti
 C–E 692 (Ayrum–) Sadakhlo–Tbilisi
 (Kars–) Akhalkalaki

C-E 99 (Veseloe-) Gantiadi-Poti

(38) Kazakhstan *

C-E 24 (Zauralie-) Presnogorkovskaya-Kökhshetaú-Astana-Zharyk-Moiynty-Dostyk (-Alashankou)

C-E 30 (Orenburg-) Iletsk I-Kandyagash

C-E 50 (Aksaraiskaya-) Diny-Nurpeisovoi-Atyraú-Makat-Kandyagash-Saksaulskaya-Arys I - Alma-Ata-Aqtogai

C-E 60 (Salar-) Sary-Agach-Arys I

C-E 592 Beyneu-Shetpe-Aqtau-Port

C-E 597 Makat-Beyneu-Oazis (-Kungrad)

(39) Turkmenistan *

C-E 597 (Nukus-) Dashhowuz (-Urganch-) Chardzhev

C-E 60 (Baku-) Turkmenbashi-Ashgabat-Chardzhev (-Alat)

C-E 695 (Termis-) (-Karshi)

C-E 70 (Sarakhs-) Serahs-Tecen

(40) Uzbekistan *

C-E 60 (Chardzhev-) Bukhara-Tashkent-Salar (-Chengeldy)

C-E 696 Tashkent-Khavast-Andizhan (-Osh)

C-E 695 Bukhara-Karshi-Termiz-Galaba (-Khairaton)

C-E 597 (Beyneu-) Kungrad-Nukus (-Dashhowuz-) Urganch (-Chardzhev)

(41) Kyrgyzstan *

C-E 696 (Andizhan-) Jalalabad-Osh

(42) Estonia *

C 75/1 Tapa-Narva (-Ivangorod)

C-E 75 Tallin-Tapa-Tartu-Valga (-Lugaži)

(43) Latvia *

C 12 Ventspils Jelgava-Krustpils-Zilupe (-Raz. Posinj)
Liepaja

C 14 Riga-Krustpil Daugavpils-Indra (-Bigosovo)
(Obeliai-) Eglaine

C-E 75 (Valga-) Lugaži-Rīga-Jelgava-Meitene (-Sarkiai)

(44) Iran (Islamic Republic of) *

C-E 70 (Kapiköy-) Razi-Tabriz-Tehran-Mashad-Sarakhs (-Serahs)

Annex II

Installations important for international combined transport

A. Terminals of importance for international combined transport

Armenia

Karmin Blur

Austria

Linz-Stadthafen

Wels Vbf

Graz Süd/Werndorf

Wien Freudenau Hafen

Salzburg Hauptbahnhof/Liefering

Wien Nordwestbahnhof Wien Süd

Villach Süd

Azerbaijan

Baku (Keshla)

Belarus

Brest

Minsk

Belgium

Antwerpen

Genk (Hasselt)

Athus

Muizen (Mechelen)

Bressoux-Renory (Liège)

Zeebrugge

Bruxelles

Bosnia and Herzegovina

Sarajevo

Bulgaria

Burgas

Ruse

Dimitrovgrad Sever

Sofija

Filipovo

Stara Zagora

Gorna Oriahovitza

Svilengrad

Kaspichan

Varna

Croatia

Rijeka

Split

Slavonski Brod

Zagreb

Czech Republic

Brno

Praha Uhřetěves

Lovosice

Praha Žižkov

Mělník

Denmark

Arhus	København
Glostrup	Padborg

Estonia

Tallin	Tartu
Tapa	Valga

Finland

Helsinki-Pasila

France

Avignon-Courtine	Paris-Noisy-Le-Sec
Bordeaux-Bastide	Paris-Pompadour
Dunkerque	Paris-Rungis
Hendaye	Paris-Valenton
Le Havre	Perpignan
Lille-St.Sauveur	Rouen-Sotteville
Lyon-Vénissieux	Strasbourg
Marseille-Canet	Toulouse
Paris-La Chapelle	

Georgia

Khashuri	Poti
Kutaisi	Tbilisi

Germany

Augsburg-Oberhausen	Karlsruhe HBF
Basel Bad GBF	Kiel HGBF
Berlin	Köln Eifeltor
Bielefeld Ost	Leipzig
Bochum-Langendreer	Lübeck HBF
Bremen-Grolland Roland	Ludwigsburg
Bremerhaven-Nordhafen	Mainz Gustavsburg
Dresden	Mannheim RBF
Duisburg-Ruhrort Hafen	München HBF
Düsseldorf-Bilk	Neuss
Frankfurt (Main) Ost	Neu Ulm
Freiburg (Breisgau) GBF	Nürnberg HGBF
Hagen HBF	Offenburg
Hamburg-Rothenburgsort	Regensburg
Hamburg-Süd	Rheine
Hamburg-Waltershof	Rostock
Hamburg-Wilhelmsburg	Saarbrücken HGBF
Hannover-Linden	Schweinfurt HBF
Ingoldstadt Nord	Wuppertal-Langefeld

Greece

Aghii Anargyri (Athinai)	Patras
Alexandroupolis	Thessaloniki

Igoumenitsa

Volos

Hungary

BILK Kombiterminál Budapest

Budapest Kikötő

Debrecen

Miskolc-Gömöri

Sopron

Szeged-Kiskundorozsma

Szolnok

Záhony

Ireland

Dublin-North Wall

Italy

Bari-Lamasinata

Bologna-Interporto

Brindisi

Busto Arsizio

Livorno

Milano Greco Pirelli

Milano-Rogoredo

Modena

Napoli-Granili

Napoli Traccia

Novara

Padova-Interporto

Pescara-P.N.

Pomezia-S.P.

Rivalta Scrivia

Torino-Orbassano

Trieste

Verona-Q.E

Kazakhstan

Arys I

Karaganda-Sortirovochnaya

Semipalatinsk

Dostyk

Astana (Sorokovaya)

Tyuratam

Turkestan

Zhezkazgan

Altynkol

Chimkent

Kyrgyzstan

Osh

Latvia

Riga

Ventspils

Liepaja

Rezekne

Daugavpils

Lithuania

Draugystė (Klaipėda)

Klaipėda

Paneriai (Vilnius)

Kaunas

Šeštokai

Luxembourg

Bettembourg

Netherlands

Ede

Rotterdam-Haven

Rotterdam-Noord

Venlo

Norway

Narvik	Trondheim
Oslo-Alnabru	

Poland

Gdańsk	Pruszkow
Gdynia	Sosnowiec
Gliwice	Swinoujście
Krakow	Szczecin
Lodz	Warszawa
Malaszewicze	Wroclaw
Poznan	

Portugal

Alcântara (Lisboa)	Lisboa-Bobadela
Leixões	

Republic of Moldova

Ungeny	Chişinău
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Romania

Bucureşti	Craiova
Constanţa	Oradea

Russian Federation

Batareinaya (Irkutsk)	Moskva-Tovarnaya-Smolenskaya
Bazaikha (Krasnoyarsk)	Nakhodka-Vostonchnaya
Blochnaya (Perm)	Novorossiysk-Port
Brjansk-Lgovskiy (Brjansk)	Omsk-Vostochnyi
Chita I	Rostov-Tovarnyi (Rostov-na-Donu)
Khabarovsk II	Smolensk
Kirov-Kotlasskiy (Kirov)	St. Petersburg Port
Kleschtchikha (Novosibirsk)	St. Petersburg-Tovarnyi-Vitebskiy
Kostarikha (Nizhniy Novgorod)	Sverdlovsk-Passagirskiy (Ekaterinburg)
Kuntsevo II (Moskva)	Taltsy (Ulan-Ude)
Kutum (Astrakhan)	Voinovka (Tumen)
Mikhailo-Chesnokovskaya (Belogorsk)	Volzhskiy (Volgograd)
Moskva-Kievskaya	Ussuriysk
Moskva-Tovarnaya-Oktyabrskaya	
Moskva-Tovarnaya-Paveletskaya	

Serbia

Beograd	
Bar	
Belgrade - ZIT Belgrade	Sremska Mitrovica - Port of Sremska Mitrovica
Belgrade - NELT	Novi Sad - Port of Novi Sad
Belgrade - Port of Belgrade	Sabac - Port of Šabac
Smederevo - Port of Smederevo	Pancevo - Port of Pancevo
Prahovo - Port of Prahovo	Luka Bogojevo

Senta - Port of Senta

Slovakia

Bratislava	Košice
Čierna nad Tisou	Žilina

Slovenia

Koper	Ljubljana
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Spain

Algeciras	Portbou
Barcelona	Tarragona
Irún	Valencia(-Silla)
Madrid	

Sweden

Göteborg	Malmö
Helsingborg	Stockholm-Årsta

Switzerland

Aarau-Birrfeld	Lugano-Vedeggio
Basel SBB	Luzern
Berne	Renens
Chiasso	Zürich
Genève	

The Former Yugoslav Republic of Macedonia

Skopje

Turkey

Bandırma	Izmir
Derince	Mersin
İskenderun	Samsun
İstanbul	

Turkmenistan

Ashgabat	Turkmenbashi
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Ukraine

Chop	Kharkov Chervonozavodskoy
Dnepropetrovsk Gruzovoy	Lvov
Kiev	Lugansk Gruzovoy
Kiev-Lisky	Usatovo

United Kingdom

Belfast	Ipswich
Birmingham	Leeds

Bristol	Liverpool-Garston
Cardiff	London-Stratford
Cleveland	London-Willesden
Coatbridge (Glasgow)	Manchester-Trafford Park
Glasgow	Southampton
Harwich	Tilbury
Holyhead	

Uzbekistan

Andijan (North)	Sergeli
Bukhara-2	Tashkent
Chukursai	Termez
Margilan	Ulugbek

B. Border crossing points of importance for international combined transport¹

Vilar Formoso (CP)	—	Fuentes de Oñoro (RENFE)
Marvão (CP)	—	Valencia de Alcántara (RENFE)
Irún (RENFE)	—	Hendaye (SNCF)
Portbou (RENFE)	—	Cerbère (SNCF)
Dublin (CIE)	—	Holyhead (BR)
Dundalk (CIE)	—	Newry (NIR)
Dover (BR)	—	Calais (SNCF)
	—	Dunkerque (SNCF)
	—	Oostende (SNCB)
Harwich (BR)	—	Zeebrugge (SNCB)
Menton (SNCF)	—	Ventimiglia (FS)
Modane (SNCF)	—	Bardonecchia (FS)
Brig (SBB-CFF)	—	Domodossola (FS)
Bâle (SNCF)	—	Basel (SBB-CFF)
Strasbourg (SNCF)	—	Kehl (DB)
Forbach (SNCF)	—	Saarbrücken (DB)
Apach (SNCF)	—	Perl (DB)
Thionville (SNCF)	—	Bettembourg (CFL)
Feignies (SNCF)	—	Quévy (SNCB)
Jeumont (SNCF)	—	Erquelines (SNCB)
Tourcoing (SNCF)	—	Mouscron (SNCB)
Roosendaal (NS)	—	Essen (SNCB)
Emmerich (DB/NS)	—	
Venlo (NS/DB)	—	
Bad Bentheim (DB/NS)	—	
Montzen (SNCB)	—	Aachen (DB)
Sterpenich (SNCB)	—	Kleinbettingen (CFL)
Basel (DB/SBB-CFF)	—	
Flensburg (DB)	—	Padborg (DSB)
Puttgarden (DB)	—	Røcierna Rødby (DSB)
Passau (DB/OBB)	—	
Salzburg (DB/OBB)	—	
Kufstein (DB/OBB)	—	
Buchs (SBB-CFF/OBB)	—	
Luino (SBB-CFF/FS)	—	
Chiasso (SBB-CFF/FS)	—	
Brennero (FS/OBB)	—	
Tarvisio (FS)	—	Arnoldstein (OBB)
Charlottenberg (NSB/SJ)	—	

¹ After each border crossing point the relevant railway administration using the station is indicated in brackets. If only one station is listed it is jointly used by both railway administrations.

Kornsjö (NSB/SJ)

Vassijaure (JBV/Banverket)

Storlien (JBV/Banverket)

Malmö (SJ)

Trelleborg (SJ)

Ystad (SJ)

Gedser (DSB)

Göteborg (SJ)

Malmö (SJ)

Frankfurt/O. (DB)

Ebenfurth (OBB)

Nickelsdorf (OBB)

Horka (DB)

Kelebia (MAV)

Lökösháza (MAV)

Preševo (IŽS)

General Janković (UNMIK)

Railways)

Dimitrovgrad (IŽS)

Prijepolje/Vrbnica (IŽS)

Episcopia Bihor (CFR)

Giurgiu (CFR)

Svilengrad (BDZ)

Vidin (BDZ)

Kulata (BDZ)

Turku (VR)

Kapiköy (TCDD)

Nusaybin (TCDD)

Marchegg (OBB)

Kittsee (OBB)

Gdynia (PKP)

Schirnding (DB)

Chalupki (PKP)

Bad Schandau (DB)

Zawidów (PKP)

Lúky pod Makytou (ŽSR)

Bernhardsthal (OBB)

Summerau (OBB)

Vainikkala (VR)

København (DSB)

Sassnitz (DB)

Swinoujscie (PKP)

Rostock (DB)

Frederikshavn (DSB)

Travemünde (DB)

Kunowice (PKP)

Sopron (GYSEV/MAV)

Hegyeshalom (MAV)

Węgliniec (PKP)

Subotica (IŽS)

Curtici (CFR)

Tabanovci (CFARYM)

Volkovo (CFARYM)

Dragoman (BDZ)

Bijelo Polje (ŽICG)

Biharkereszttes (MAV)

Ruse (BDZ)

Kapikule (TCDD)

Calafat (CFR)

Promachon (CH)

Stockholm (SJ)

Razi (RAI)

Kamishli (CFS)

Devínska Nová Ves (ŽSR)

Bratislava (ŽSR)

Ystad, Stockholm (SJ)/Helsinki (VR)

Cheb (ČD)

Bohumín (ČD)

Děčín (ČD)

Frýdlant v Čechách (ČD)

Horní Lideč (ČD)

Břeclav (ČD)

Horní Dvořiště (ČD)

Buslovskaya (RZD)

Joniškis (LG)	—	Meitene (LZD)
Kybartai (LG)	—	Nesterov (RZD)
Obeliai (LG)	—	Eglaine (LZD)
Kena (LG)	—	Gudogai (BC)
Mockava (LG)	—	Trakiszki (PKP)
Orsha (BC)	—	Krasnoye (RZD)
Gudagai (BC)	—	Kena (LG)
Indra (LDZ)	—	Bigosovo (BC)
Meitene (LDZ)	—	Šarkiai (LG)
Zernovo (UZ)	—	Suzemka (RZD)
Ivangorod (RZD)	—	Narva (EVR)
???	—	
Valga (EVR)	—	Lugaži (LDZ)
Lobok (RZD)	—	Ezjarysca (BC)
Raz. Posin (RZD)	—	Zilupe (LDZ)
Nesterov (RZD)	—	Kibartai (LG)
Valuiki (RZD)	—	Topoli (UZ)
Gukovo (RZD)	—	Krasnaya Mogila (UZ)
Zauralie (RZD)	—	Presnogorkovskaya (KTZ)
Aksaraiskaya (RZD)	—	Nurpeisovoi (KTZ)
Orenburg (RZD)	—	Iletsk I (KTZ)
Naushki (RZD)	—	Sukhe-Bator (Mongolian Railways)
Zabaikalsk (RZD)	—	Manchzhuria (CR)
Hasan (RZD)	—	Tumangan (Railways of the Democratic People's Republic of Korea)
Veseloe (RZD)	—	Gantiadi (GR)
Kars (TCDD)	—	Akhalkalaki (GR)
Dostyk (KTZ)	—	Alashankou (CR)
Dogu Kapi (TCDD)	—	Akhuryan (ARM)
Trakiszki (PKP)	—	Mockava (LG)
Dorohusk (PKP)	—	Izov (UZ)
Zwardoń (PKP)	—	Skalite (ŽSR)
Zebrzydowice (PKP)	—	Petrovice u Karviné (ČD)
Miedzylesie (PKP)	—	Lichkov (ČD)
Čadca (ŽSR)	—	Mosty u Jablunkova (ČD)

Kúty (ŽSR)	Lanžhot (ČD)
Čierna nad Tisou (ŽSR)	Chop (UZ)
Komárno (ŽSR)	Komarom (MAV)
Štúrovo (ŽSR)	Szob (MAV)
Rusovce (ŽSR)	Rajka (MAV)
Čaňa (ŽSR)	Hidasnémeti (MAV)
Plaveč (ŽSR)	Muszyna (PKP)
Skalite (ŽSR)	Zwardoń (PKP)
Magyarbóly (MAV)	Beli Manastir (HZ)
Gevgelia (CFARYM)	Idomeni (CH)
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)
Stamora Moravița (CFR)	Vršac (IŽS)
Halmeu (CFR)	Deakovo (UZ)
Vicșani (CFR)	Vadul Siret (UZ)
Galati ???	
Uzunköprü (TCDD)	Pythion (CH)
Islahiye (TCDD)	Meydan Ekbez (CFS)
Doğukapi (TCDD)	Ahuryan (ARM)
Kotoriba (HZ)	Murakeresztúr (MAV)
Koprivnica (HZ)	Gyékényes (MAV)
Čakovec (HZ)	Središće (SZ)
Savski Marof (HZ)	Dobova (SZ)
Erdut (HZ)	Bogojevo (IŽS)
Tovarnik (HZ)	Sid (IŽS)
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)	Podgorje (SZ)
Rosenbach (OBB)	Jesenice (SZ)
Ilirska Bistrica (SZ)	Šapjane (HZ)
Spielfeld Strass (OBB)	Šentilj (SZ)
Središće (SZ)	Čakovec (HZ)

Hodoš (SZ/MAV)		Sežana (SZ)
Villa Opicina (FS)	—	Dobova (SZ)
Savski Marof (HZ)	—	
Terespol (PKP)	—	Brest (BC)
Medyka (PKP)	—	Mostiska (UZ)
Záhony (MAV)	—	Chop (UZ)
Ungheni (CFM)	—	Iași (CFR)
Topoli (UZ)	—	Valuiki (RZD)
Krasnaya Mogila (UZ)	—	Gukovo (RZD)
Kvashino (UZ)	—	Uspenskaya (RDZ)
Izov (UZ)	—	Borohust (PKP)
Berezhest (UZ)	—	Slovechno (BC)
Giurgiulești (CFM)	—	Galați (CFR)
Novosavyske (CFM)	—	Kuchurgan (UZ)
Beyuk (AZ)	—	Gardabani (GR)
Baku (AZ)	—	Turkmenbashi (TRK)
Razi (RAI)	—	Kapıköy (TCDD)
Sarakhs (RAI)	—	Serahs (TRK)
Sary-Agach-(KTZ)	—	Keles (UR)
Beyneu (KTZ)	—	Kungrad (UR)
Oasis (KTZ)	—	Karakalpakstan (UR)
Altynkol (KTZ)	—	Khorgos (CR)
Alat (UR)	—	Chardzhev (TRK)
Andizhan (UR)	—	Jalalabad (Kyrgyzstan Railways)
Andizhan (UR)	—	Osh (Kyrgyzstan Railways)
Galaba (UR)	—	Khairaton (Afghanistan Railways)
Termis (UR)	—	Karshi (UR)
Ayrum (ARM)	—	Sadakhlo (GR)
Nukus (UR)	—	Dashhowuz (TRK)
Dashhowuz (TRK)	—	Urganch (UR)
Urganch (UR)	—	Chardzhev (TRK)
Bolashak (KTZ)	—	Serhetyaka (TRK)

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>Irún – Hendaye</u>	Spain – France	X	X
<u>Portbou – Cerbère</u>	Spain – France	X	X
<u>Hanko</u>	Finland	X	
<u>Čierna nad Tisou – Chop</u>	Slovakia – Ukraine		X
<u>Záhony – Chop</u>	Hungary – Ukraine	X X	X X
<u>Iași – Ungheni</u>	Romania – Republic of Moldova	X	X X
<u>Galați – Giurgiulești</u>	Romania – Republic of Moldova	X	X
<u>Vișani – Vadul Siret</u>	Romania – Ukraine	X X	X X
<u>Halmeu ** – Deakovo</u>	Romania – Ukraine	X	X X
<u>Varna</u>	Bulgaria	X	X
<u>Malaszewicze *** – Brest</u>	Poland – Belarus	X	X X
<u>Medyka – Mostiska</u>	Poland – Ukraine	X X	X X
<u>Esen</u>	Ukraine – Hungary	X	
<u>Šeštokai ***</u>	Lithuania	–	X
<u>Mockava</u>	Lithuania	X	X
<u>Trakiszi</u>	Poland	–	–
<u>Zabaikalsk – Manchzhuria</u>	Russian Federation – China	X X	X X
<u>Hasan – Tumangan</u>	Russian Federation – Democratic People's Republic of Korea	X	X X

* 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.

**** Not a border crossing point. ????

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
Dostyk – Alashankou	Kazakhstan – China	X	X
Altynkol – Khorgos	Kazakhstan – China		

Note: Gauge interchange stations are also border crossing points.

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

Holyhead	– Dublin	(United Kingdom – Ireland)
Calais	– Dover	(France – United Kingdom)
Oostende	– Dover	(Belgium – United Kingdom)
Dunkerque	– Dover	(France – United Kingdom)
Stanrear	– Larne	(United Kingdom)
Zeebrugge	– Harwich	(Belgium – United Kingdom)
Zeebrugge	– Dover	(Belgium – United Kingdom)
Puttgarden	– Rødby	(Germany – Denmark)
København	Helsingborg	(Denmark – Sweden)
Lübeck-Travemünde	– Hanko	(Germany – Finland)
Gedser	– Rostock (Warnemünde)	(Denmark – Germany)
Göteborg	– Frederikshavn	(Sweden – Denmark)
Malmö	– Travemünde	(Sweden – Germany)
Trelleborg	– Sassnitz	(Sweden – Germany)
Ystad	– Swinoujscie	(Sweden – Poland)
Helsinki	– Gdynia	(Finland – Poland)
Helsinki	– Stockholm	(Finland – Sweden)
Turku	– Stockholm	(Finland – Sweden)
Samsun	– Constanța	(Turkey – Romania)
Mersin	– Venezia	(Turkey – Italy)
Gdynia	– Ystad	(Poland – Sweden)
Gdynia	– Stockholm	(Poland – Sweden)
Gdynia	– Helsinki	(Poland – Finland)

Patras/Igoumenitsa	– Brindisi	(Greece – Italy)
Patras/Igoumenitsa	– Trieste	(Greece – Italy)
Patras/Igoumenitsa	– Ancona	(Greece – Italy)
Patras/Igoumenitsa	– Bari	(Greece – Italy)
Bar	– Bari	(Serbia – Italy)
Bar	– Ancona	(Serbia – Italy)
Volos	– Latakia	(Greece – Syrian Arab Republic)
Calafat	– Vidin	(Romania – Bulgaria)
Kaliningrad	– Lübeck	(Russian Federation – Germany)
Baltyisk	– Lübeck	(Russian Federation – Germany)
Nakhodka	– Yokohama	(Russian Federation – Japan)
Vostotchnyi	– Poussan	(Russian Federation – Republic of Korea)
Draugystė (Klaipėda)	– Mukran (Sassnitz)	(Lithuania – Germany)
Varna	– Odessa	(Bulgaria – Ukraine)
Varna	– Novorossiysk	(Bulgaria – Russian Federation)
Varna	– Poti/Batumi	(Bulgaria – Georgia)
Burgas (port)	– Novorossiysk	(Bulgaria – Russian Federation)
Burgas (port)	– Poti	(Bulgaria – Georgia)
Odessa		(Ukraine –)
Illichivsk		(Ukraine –)
Mariupol		(Ukraine –)
Baku	– Turkmenbashi	(Azerbaijan – Turkmenistan)
Aqtau-Port	Alyat	(Kazakhstan – Azerbaijan)
Kuryk-Port	Alyat	(Kazakhstan – Azerbaijan)

Note: Ferry links are also border crossing points, except the links between Stanrear-Larne and Messina-Villa S. Giovanni.

Annex III

Technical characteristics of the network of important international Combined transport lines

Preliminary remarks

The *parameters* are summarized in the table below. The values shown in column A of the table are to be regarded as important objectives to be reached in accordance with national railway development plans. Any divergence from these values should be regarded as exceptional.

Lines have been divided into two main categories:

- (a) *Existing* lines, capable of being improved where appropriate; it is often difficult and sometimes impossible to modify, for instance, their geometrical characteristics, and the requirements have to be eased for such lines;
- (b) *New* lines to be built.

By analogy, the specifications given in the following table also apply, where appropriate, to ferry-boat services which are an integral part of the railway network.

Infrastructure parameters for the network of important international combined transport lines

	<i>A</i>		<i>B</i>		
	<i>Existing lines which meet the infrastructure requirements and lines to be improved or reconstructed</i>		<i>New lines</i>		
	<i>at present</i>	<i>target values</i>			
1. Number of tracks	(not specified)	(not specified)	2		
2. Vehicle loading gauge	UIC B ²		UIC C ²		
3. Minimum distance between track centres ¹	4,0 m		4,2 m		
4. Nominal minimum speed ³	100 km/h	Line category	Speed	Line category	Speed
		F1	120	F1	120
		F2	120	F2	120
		F3	100	F3	100
		F4	n.a.	F4	n.a.
		F1520	120	F1520	120
		F1600	100	F1600	100
5. Authorized mass per axle:					
Wagons ≤ 100 km/h	20 t	22,5 t	22,5 t		
≤ 120 km/h	20 t	20 t	20 t		
6. Maximum gradient ¹	(not specified)	(not specified)	12.5 mm/m		
7. Minimum useful siding length	600 m	750 m	750 m		

¹ Not of immediate relevance for combined transport, but recommended for efficient international combined transport.

² UIC: International Union of Railways.

³ Minimum standards for combined transport trains (see annex IV).

Explanation of the parameters contained in the table above:

1. *Number of tracks*

International combined transport lines must provide high capacity and allow for precise timing of operation.

It is generally possible to meet both requirements only on lines with at least two tracks; however, single track lines would be allowed if the other parameters of the Agreement are complied with.

2. *Vehicle loading gauge*

This is the minimum loading gauge for international combined transport lines.

On *new* lines, only a small marginal investment cost is normally incurred by adopting a high loading gauge, and the UIC C gauge has therefore been chosen.

The C gauge allows, for instance:

- The transport of road goods vehicles and road trains (lorry with trailer, articulated vehicle, tractor and semi-trailer) conforming to the European road loading gauge (height 4 m, width 2.5 m) on special wagons with a loading height of 60 cm above rail level;
- The transport of ordinary road semi-trailers 2.5 m wide and 4 m high on recess wagons with normal bogies;
- The transport of ISO containers 2.44 m wide and 2.9 m high on ordinary flat wagons;
- The transport of swap bodies 2.5 m wide on ordinary flat wagons;
- The transport of containers/swap bodies 2.6 m wide and 2.9 m high on suitable wagons.

The *existing* lines across mountainous regions (such as the Pyrenees, Massif Central, Alps, Jura, Appenines, Carpathians) have many tunnels conforming to the Technical Unit loading gauge, or gauges of slightly greater height at the centre of the track. Increasing this to conform to the UIC C gauge is in almost all cases impossible from the economic and financial standpoints.

The UIC B gauge has therefore been chosen for these lines, as it allows, for instance:

- The transport of ISO containers, 2.44 m wide and 2.90 m high, on flat container-wagons with a loading height 1.18 m above rail level;
- The transport of swap bodies, 2.5 m wide and 2.6 m, high on ordinary flat wagons (loading height 1.246 m);
- The transport of semi-trailers on recess wagons;
- The transport of containers/swap bodies, 2.6 m wide and 2.9 m high, on special low-loader wagons.

Most of the *existing* international combined transport lines offer at least the UIC B gauge. In the case of the others, improvement to this standard does not normally require major investments.

4. *Nominal minimum speed*

The nominal minimum speed determines the geometrical characteristics of the section (radius of curves and cant), the safety installations (braking distances) and the braking coefficient of the rolling stock.

5. *Authorized mass per axle*

This is the authorized mass per axle which international combined transport lines should be able to bear.

International combined transport lines should be capable of taking the most modern existing and future vehicle traffic, in particular:

Wagons with a mass per axle of 20 tonnes, which corresponds to UIC class C; a wagon mass per axle of 22.5 tonnes up to 100 km/h has been adopted, in conformity with recent UIC decisions. The mass per axle limits of 20 tonnes for a speed of 120 km/h are those set by the UIC regulations.

The mass per axle values shown are for a wheel diameter of not less than 840 mm, in accordance with the UIC regulations.

7. *Minimum useful siding length*

The minimum useful siding length on international combined transport lines is significant for combined transport trains (see annex IV).

Annex IV

Performance parameters of trains and minimum infrastructure standards

A. Requirements for efficient international combined transport services

1. In order to be able to guarantee an efficient and expeditious flow of transport, necessitated by modern methods of production and distribution of goods, international combined transport services should fulfill in particular the following requirements:

- (a) Departure/arrival in line with customers' requests (in particular late closing times for loading and early placing at disposal of goods), regular services;
- (b) Short duration of door-to-door transport, high punctuality record, reliable transport times;
- (c) Reliable and timely information on the transport procedure, simple documentation, low risk of damage;
- (d) Capability of carrying all types of standard containers and of all loading units that can be carried in international European road haulage. In this context, the foreseeable developments regarding weights and dimensions of loading units have to be taken into consideration.

2. These requirements should be fulfilled through:

- (a) High transport speed (measured from the place of departure to the place of destination, including all stops), which should be about the same, or possibly exceed that of end-to-end transport by road;
- (b) Utilization of non-working hours of consignees (e.g. transport during the night), in order to be able to place the goods at the disposal in the morning hours as desired by the customers;
- (c) Suitable and sufficient equipment and infrastructure capacities (e.g. adequate loading gauges);
- (d) Direct trains, if possible (i.e. excluding or reducing to a minimum *en route* transfer of the consignments to other trains);
- (e) Organizational measures to improve the flow of transport by using modern telecommunication systems.

3. In order to meet the requirements described above, trains and infrastructure facilities should be of satisfactory efficiency, i.e. they should meet certain minimum standards that have to be complied with by all authorities concerned on a given transport relation.

4. The performance parameters and standards below have been established in particular for large international transport volumes, i.e. for transport relations with regular traffic of direct trains or with at least larger wagon groups. Single wagons or special transports could still be operated by conventional goods trains if this satisfies the needs of the customers and the railways concerned.

B. Performance parameters of trains

5. Trains used for international combined transport should meet the following minimum standards:

<i>Minimum standards</i>	<i>At present</i>	<i>Target values*</i>
Nominal minimum speed	100 km/h	120 km/h
Length of train	600 metres	750 metres
Weight of train	1 200 tonnes	1 500 tonnes
Axle load (wagons)	20 tonnes	20 tonnes (22.5 tonnes at a speed of 100 km/h)

If direct trains cannot be run, trains should, if possible, consist of only few wagon groups, the wagons in each group having the same destination. There should be no stops *en route* for operational reasons or frontier-crossing controls, if feasible.

6. Rolling stock shall meet the above standards relating to speed and axle load and shall be capable of carrying all those loading units which have to be taken into consideration in respect of weights and dimensions.

7. Trains of combined transport shall be rated as those with highest priority. Their timetable shall be designed so as to comply with customers requests for reliable and regular transport services.

C. Minimum standards for railway lines

8. Railway lines to be used for combined transport shall have an adequate train capacity per day, in order to avoid waiting times for trains of combined transport. These trains should not be delayed by non-working hours.

9. For the improvement of railway lines the infrastructure parameters contained in annex III shall be applicable.

D. Minimum standards for terminals

10. For the efficient handling of consignments in terminals the following requirements shall be met:

(a) The period from the latest time of acceptance of goods to the departure of trains, and from the arrival of trains to the availability of wagons ready for the unloading of loading units shall not exceed one hour, unless the wishes of customers regarding the latest time of acceptance or disposal of goods can be complied with by other means;

(b) The waiting periods for road vehicles delivering or collecting loading units shall be as short as possible (20 minutes maximum);

* These values should be achieved approximately by the year 2000. They shall not exclude earlier achievement of higher standards as long as these do not impede the international development of combined transport.

- (c) The terminal site shall be selected in such a way that:
- It is easily and quickly accessible by road from the economic centres;
 - Within the rail network, it is well connected with long-distance lines and, for transport connections with wagon-group traffic, has good access to the fast freight trains of combined transport.
11. The minimum standards for intermediate stations stipulated below shall also relate to terminals.

E. Minimum standards for intermediate stations

12. Stops of trains of combined transport *en route*, necessary for technical or operational reasons, for example at wagon group exchange or gauge interchange stations, shall at the same time be used for carrying out work which otherwise would require additional stops (i.e. frontier controls, changing of the locomotive).

The infrastructure of such intermediate stations shall comply with the following requirements:

- Sufficient train capacity per day on feeder lines to avoid delays of trains in combined transport;
- The entries and exits to and from the feeder lines shall allow the trains to filter in and out without delay. Their capacity shall be large enough to avoid delays of arriving and/or departing trains of combined transport;
- Sufficient track capacity for the various types of track, as required for the specific work to be carried out in a station, in particular for arrival/departure tracks, train formation tracks, sorting lines and turn-out tracks, loading tracks and gauge interchange tracks;
- The above-mentioned tracks shall have loading gauges that correspond to those of the railway lines to be used (UIC B or UIC C);
- The length of track shall be sufficient to accommodate complete trains of combined transport;
- In the case of electric traction the tracks shall be accessible by electric tractive units (at frontier stations: to electric tractive units of the connecting railway concerned);
- The capacity for trans-shipment, wagon group exchange, gauge interchange and frontier control shall guarantee that necessary stops can be made as short as possible.

(a) Stations for the exchange of wagon groups

13. Combined transport shall, if possible, be carried out by direct trains between the forwarding and the receiving stations. If this is not economical due to the low volume of consignments, and if the transfer of consignments of combined transport is therefore unavoidable, it should be done at least by wagon groups. Stop-over times to carry out these tasks shall not exceed 30/minutes each. This could be achieved by an appropriate formation of trains (which should run over as long distances as possible, also across borders) together with an adequate infrastructure of the wagon group exchange stations.

(b) Border-crossing points

14. Trains of combined transport shall run as far as possible all the way across borders to a station where the exchange of wagon groups is necessary in any case or to their final point

of destination, without having to stop *en route*. There shall be, if possible, no stops at the border or, if unavoidable, only very short stops (of no more than 30 minutes). This shall be achieved:

- By not carrying out work normally effected at the frontier or, if this is not possible, by shifting this work to inland places where the trains have to stop in any case for technical and/or administrative reasons;
- By stopping only once, if at all, at joint border stations.

(c) Gauge interchange stations

15. To be able to fulfil future requirements, time saving and cost-effective procedures shall have to be developed. When transferring loading units to wagons of the other gauge, the requirements developed above for terminal trans-shipment shall be applied analogously. Stops at such gauge interchange stations should take as little time as possible. The available gauge interchange or transfer capacity shall be sufficient to guarantee short stops.

(d) Ferry links/ports

16. Transport services shall correspond with the ferry services offered. Stops at the ports for consignments in combined transport should be as short as possible (if possible not more than one hour). In addition to an appropriate infrastructure of the ferry port station and appropriate ferry boats (see paragraph 17 below) this shall be achieved by the following measures:

- For necessary frontier control measures the requirements mentioned in paragraph 14 shall apply;
- Timetables for ferries and railways should be co-ordinated and advance information to accelerate the loading of ships and/or train formation shall be provided.

17. Ferry boats used for combined transport shall comply with the following requirements:

- Appropriate sizes and types of vessels as required by the relevant loading units/goods wagons;
- Quick loading and unloading of ferry boats and storage of loading units/wagons in accordance with the requirements of the subsequent carriage by rail (separation of combined transport from passenger and/or road transport, where appropriate);
- If loading units stay on wagons during the crossing ferry boats shall be easily accessible, and time-consuming marshalling operations should not be necessary. Loading gauge, axle mass, etc. should comply with the line parameter described in annex III;
- If the transfer of loading units has to be effected without wagons, the possibly necessary transport by road between ferry terminal and railway terminal should be characterized by short distances and good road connections.