



**Economic and Social
Council**

Distr.
GENERAL

TRANS/WP.24/2004/2
13 January 2004

Original: ENGLISH

ECONOMIC COMMISSION FOR EUROPE

INLAND TRANSPORT COMMITTEE

Joint ECMT/UNECE Working Party/Group on Intermodal Transport and Logistics ^{*/}

(24 and 25 March 2004)

Working Party on Intermodal Transport and Logistics

(Forty-first session, 25 March 2004,
agenda item 3 (c))

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

Extension of the AGTC network to include Euro-Asian links

Note by the secretariat

A. MANDATE

1. In accordance with the decision of the Working Party at its fortieth session, the secretariat has prepared below a first draft of possible amendments to Annex I of the AGTC Agreement covering Euro-Asian links and aligning in this respect the AGTC network with that of the European Agreement on Main International Railway Lines (AGC) (TRANS/WP.24/101, para. 13). These amendment proposals would complement those made by the Russian Federation as contained in document TRANS/WP.24/2004/1.

^{*/} As of 2004, the ECMT and the UNECE have adopted cooperative arrangements in establishing the "Joint ECMT/UNECE Working Party/Group on Intermodal Transport and Logistics" consisting of separate ECMT and UNECE segments, the UNECE segment consisting of its Working Party on Intermodal Transport and Logistics.

2. The ad hoc expert group on Euro-Asian combined transport links, established by the Inland Transport Committee, may wish to prepare, on the basis of the secretariat draft, concrete proposals for such Euro-Asian links covering administrative, legal and technical issues (TRANS/WP.24/99, para. 4). Such routes should also include lines on the so-called "Southern corridor" linking Europe to Central Asia through Bulgaria, Turkey and Iran (TRANS/WP.24/97, para. 17). Contracting Parties are invited to submit concrete proposals to the secretariat.

3. The Working Party may wish to provide guidance to the secretariat and the expert group on the identification of such links, taking account of the Euro-Asian Land Transport Corridors identified at the second International Euro-Asian Conference on Transport (St. Petersburg, 2000) and of work undertaken in this field by UNESCAP, UIC, TARSECA as well as other international organizations and initiatives. The expert group could meet in the margins of the forthcoming session of the Working Party in September 2004 to determine such links and to identify the appropriate combined transport installations (terminals, border crossing points, gauge interchange stations and ferry links) for consideration by the Working Party and inclusion into Annexes I and II of the AGTC Agreement.

B. POSSIBLE AMENDMENTS TO ANNEX I OF THE AGTC AGREEMENT

4. In a first step, the secretariat has identified below important international combined transport lines that would align the AGTC and AGC networks (for an updated version of the AGC network refer to document TRANS/SC.2/2003/12 prepared for the UNECE Working Party on Rail Transport). In a second step, additional lines of importance for Euro-Asian combined transport may need to be identified as well as related transport installations (terminals, border crossing points, gauge interchange stations and ferry links/ports).

AGTC Annex I

Add the following country lines and/or replace the existing lines as follows¹:

Bosnia-Herzegovina

C-E 751 (Volinja-) Dobrljin-Bihac-Ripač-(Strmica)

C-E 771 (Slavonski Šamac-) Bosanski Šamac-Sarajevo-Čapljina-(Metković)

¹ AGC railway lines that are already contained in the present AGTC network are indicated in bold font. Some of these AGC lines do not always follow exactly the same route as the corresponding AGTC line.

Serbia and Montenegro

- C-E 79 Beograd-Bar
C-E 85 (Kelebia-) Subotica-Beograd- Niš-Preševo (-Tabanovci)
Kraljevo-Đeneral Janković (-Volkovo)
C-E 66 Beograd-Vršac (-Stamora Moravita)
C-E 70 (Tovarnik-) Šid-Beograd-Niš-Dimitrovgrad (-Dragoman)

The former Yugoslav Republic of Macedonia

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

Ukraine

- C-E 30 Kiev-Kharkiv-Kupyansk-Topoli-(Solovei)
C-E 391 Dnipropetrovsk-Lozovaya-Krasny Liman-Kharkov
C-E 40 (Čierna nad Tissou-) Čop-Lvov
C-E 50 Fastov-Dnipropetrovsk-Krasnoarmeisk-Yasinovataya-Debaltsevo-Krasnaya
Mogila-(Gukovo)
E 593 Yasinovataya-Kvashino-(Uspenskaya)
C-E 851 Lvov-Vadul Siret (-Vicsani)
C-E 95 Kuchurgan-Razdelnaya-Kiev-Khutor Mikhailovsky-Zernovo (-Suzemka)
C 54 Chop-Deakovo (-Halmeu)

Republic of Moldova

- C-E 95 (Iași)-Ungeny-Chisinau-Bendery-(Kuchurgan)
C-E 560 (Galati)-Giurgiulesti-(Reni)-Etulia-Greceni-(Bolgrad)-Taraclia-Basarabeasca-
(Carabuteni)-Cimislia-Bender

Russian Federation

For the existing and newly proposed AGTC lines as well as for the existing AGC lines on the territory of the Russian Federation refer to document TRANS/WP.24/2004/1.

Lithuania

- C-E 75 (Trakiszkai)-Mockava-Šeštokai-Kaunas-Šiauliai-Šarkiai-(Meitene)

Armenia

- C-E 692 (Sadakhlo)-Ayrum-Gyumri-Akhuryan-(Dogu Kapi)
Gyumri-Yeraskh-(Velidag)
C-E 693 Gyumri-Yerevan-Hrazdan-Dilijan-Ijevan-Ghazakh (-Barkhudarli)
C-E 694 Gyumri- Artashat-(Nakhichevkan-Karchivan)-Meghri-Agbent-(Bartaz)

Azerbaijan

- C-E 595 (Samur)-Yalama-Baku
C-E 60 (Gardabani)-Beyuk-Kyasik-Baku-(Turkmenbashi)
C-E 694 Astara-Baku-Dzhulfa-Nakhichevakan-(Artashat)

Georgia

- C-E 99 (Veseloe)-Gantiadi-Poti
C-E 60 Batumi-Tbilisi-Gardabani-(Beyuk-Kyasik)
Poti
C-E 692 (Ayrum-) Sadakhlo -Tbilisi
(Kars-) Akhalkalaki

Kazakhstan

- C-E 20 (Kurgan)-Petropavlovsk-(Omsk)
C-E 24 (Kurgan)-Presnogorskoyaya-Kökshetaú-Aqmola-Mointy-Druzhba-(Alashankou)
C-E 30 (Orenburg)-Ilets I-Kandagach
C-E 50 (Astrakhan)-Aksaraiskaya II-Atyraú-Makat-Kandagach-Arys-Almaty-Aqtogai
C-E 60 (Salar-) Chengeldy-Arys
C-E 597 Makat-Beyneu-(Kungrad)
C-E 592 Beyneu-Shetpe-Aqtau

Turkmenistan

- C-E 60 Turkmenbashi-Ashgabat-Chardzhev-(Alat)
C-E 695 (Termis)-(Karshi)
C-E 597 (Nukus-) Dashhowuz (-Urganch-) Chardzhev

Uzbekistan

- C-E 60 (Chardzhev-) Bukhara-Tashkent-Salar-(Chengeldy)
C-E 696 Tashkent-Khavast-Andizhan-(Osh)
C-E 695 Bukhara-Karshi-Termiz-Galaba-(Hairaton)
C-E 597 (Beyneu-) Kungrad-Nukus-(Dashhowuz)-Urganch-(Chardzhev)”
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