

# TRACTATENBLAD

VAN HET

KONINKRIJK DER NEDERLANDEN

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JAARGANG 2023 Nr. 85

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## A. TITEL

*Europese Overeenkomst inzake belangrijke lijnen voor het internationaal gecombineerd vervoer en daarmee samenhangende installaties (AGTC) (met Bijlagen);  
Genève, 1 februari 1991*

**Voor een overzicht van de verdragsgegevens, zie verdragsnummers 004649 en 013925 in de Verdragenbank.**

## B. TEKST

In overeenstemming met artikel 15 van de Overeenkomst heeft de Werkgroep voor Intermodaal Transport en Logistiek op 22 oktober 2021 wijzigingen van Bijlagen I en II bij de Overeenkomst aangenomen. Deze wijzigingen zijn in overeenstemming met artikel 15, vierde lid, op 22 december 2022 aanvaard. De geconsolideerde Engelse tekst<sup>1)</sup> van de Overeenkomst, zoals gewijzigd in 2021, luidt als volgt:

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<sup>1)</sup> De Franse en de Russische tekst zijn niet opgenomen.

## Annex I

### Railway lines of importance for international combined transport

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#### (1) Portugal\*

C-E 05 (Fuentes de Oñoro -) Vilar Formoso - Pampilhosa -  $\frac{\text{Coimbra - Lisboa}}{\text{Porto}}$

C-E 90 Lisboa - Entroncamento - Marvão (- Valencia de Alcántara)

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#### (2) Spain\*

C-E 05 (Hendaye -) Irún - Burgos - Medina del Campo - Fuentes de Oñoro (- Vilar Formoso)

C-E 07 (Hendaye -) Irún - Burgos -  $\frac{\text{Avila}}{\text{Aranda de Duero}}$  - Madrid

C-E 053 Madrid - Córdoba - Bobadilla - Algeciras

C-E 90 (Marvão -) Valencia de Alcántara - Madrid - Barcelona - Portbou (- Cerbère)

C 90/1 Valencia - Barcelona

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#### (3) Ireland\*

C-E 03 (Larne - Belfast -) Dublin

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#### (4) United Kingdom\*

C-E 03 Glasgow -  $\frac{\text{Stranraer - Larne - Belfast (- Dublin -) Holyhead}}{\text{Carlisle}}$  - Crewe - London -

Folkstone - Dover (- Calais)      .....

C 03/1 London - Cardiff

C 03/2  $\frac{\text{Cleveland}}{\text{Leeds}}$  - Doncaster - London

C-E 16 London - Harwich -  $\frac{\text{Zeebrugge}}{\text{.....}}$

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(5) France\*

- C-E 05  
C-E 07 Paris - Bordeaux - Hendaye (- Irún)
- C 07 Paris - Toulouse
- C-E 15 (Quévy -) Feignies - Aulnoye - Paris - Dijon - Lyon - Avignon - Tarascon -  
(Erquelinnes -) Jeumont Le Creusot  
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 - Lérrouville - Onville - Metz - Rémyilly - Forbach (- Saarbrücken)
- C 40 Paris - Le Mans - Nantes  
Rennes
- C-E 42 Paris - Lérrouville - 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
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(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 -  $\frac{\text{Quévy (- Feignies)}}{\text{Charleroi - Erquennes (- Jeumont)}}$
- 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)
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(8) Luxembourg\*

- C-E 25 (Sterpenich -) Kleinbettingen - Luxembourg - Bettembourg (- Thionville)
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(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 -  $\frac{\text{Düsseldorf}}{\text{(Düsseldorf - Neuss)}}$  - Köln - Mainz - Mannheim - Karlsruhe (- Basel)

- C-E 40 (Forbach -) Saarbrücken - Ludwigshafen - Mannheim - Frankfurt(M) - Gemünden - Nürnberg - Schirnding (- Cheb)
- C-E 42 (Strasbourg -) Kehl - Appenweier - Karlsruhe - Mühlacker - Stuttgart  
Offenburg
- C-E 43 Frankfurt(M) - Heidelberg  
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 - Halle  
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 55 (Trelleborg -) Sassnitz Hafen - Stralsund - Pasewalk  
Neustrelitz - Berlin/Seddin - Dresden - Bad  
C-E 61 Schandau (- Děčín)

(10) Switzerland\*

- C-E 23 (Dijon -) Vallorbe - Lausanne - Brig  
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- C-E 25 (Mulhouse -) Basel - Olten - Bern - Brig (- Domodossola)
- C-E 35 (Karlsruhe -) Basel - Olten - Chiasso (- Milano)
- C 35 (Karlsruhe -) Basel - Brugg - Immensee - Bellinzona - (- Luino)  
Chiasso (- Milano)
- C-E 50 (Culoz -) Genève - Lausanne - Bern - Zürich - Buchs (- Innsbruck)  
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(11) Italy\*

- C-E 25 (Brig -) Domodossola - Novara - Milano - Genova
- C-E 35 (Chiasso -) Milano - Bologna - Firenze - Roma - Napoli - Salerno - Villa S. Giovanni - Messina  
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- C 35 (Bellizona -) Luino - Gallarate - Rho - Milano
- C-E 45 (Innsbruck -) Brennero - Verona - Bologna - Ancona - Foggia - Bari - Brindisi  
.....
- C-E 55 (Arnoldstein -) Tarvisio - Udine - Venezia - Bologna  
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  
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- C 90/1 La Spezia - Fidenza - Parma
- C 90/2 Livorno - Pisa - Firenze
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(12) Norway\*

- C-E 45 Oslo (- Kornsjø)
- C 47 Narvik (- Vassijaure)
- C 48 Trondheim - Hell (- Storlien)
- C 61 Oslo (- Charlottenberg - Stockholm)
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(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 (- Świnoujście)
- C 61 (Oslo -) Charlottenberg - Karlstad - Hallsberg - Stockholm
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(14) Denmark\*

- C-E 45 (Malmö -) København - Nykøbing - Rødby (- Puttgarden)
- C 45/1 (Göteborg -) Frederikshavn - Aarhus - 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) - Salzburg - Wels - Linz -  
 Wien - (- Hegyeshalom)<sup>1</sup>  
Ebenfurth (- Sopron)<sup>2</sup> - Schwarzach St. Veit

<sup>1</sup> MAV.  
<sup>2</sup> 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 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 -  $\frac{\text{Warszawa}}{\text{Skierniewice}}$  - Lukow - Terespol (- Brest)
- C 28 Warszawa - Lublin - Dorohusk (- Izov)
- C-E 30 Zgorzelec -  $\frac{\text{Wroclaw - Katowice - Kraków}}{\text{-----}}$  - Przemysl - Medyka (- Mostiska)
- C 30 (Horka-) Węgliniec
- C 30/1 Kraków - Nowy Sacz - Muszyna (- Plaveč)
- C-E 59 (Ystad -) Świnoujście - Szczecin -  $\frac{\text{Poznan}}{\text{Kostrzyn - Zielona Gora}}$  -  $\frac{\text{Wroclaw}}{\text{-----}}$  -  $\frac{\text{Jelcz - Laskowice}}{\text{Brzeg}}$  -  
.....  
Opole - Chalupki (- Bohumin)
- 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 - Gdansk - Tzew -  $\frac{\text{Warszawa}}{\text{Bydgoszcz}}$  - Katowice - Zebrzydowice (- Petrovice U. Karviné)  
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- C 65/1 Zduńska Wola Karsznice - Łódź 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 - Bialystok - Sokółka - Suwalki - Trakiszki (- Mockava)

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(17) Czech Republic\*

- C-E 40 (Schirnding -) Cheb - Plzeň - Praha - Kolín - Ústí nad Orlicí - Česká Třebová - Přerov -  
Hranice na Moravě -  $\frac{\text{Bohumín - Mosty u Jablunkova (- Čadca)}}{\text{Horní Lideč (- Lúky pod Makytou)}}$
- C-E 55 (Bad Schandau -) Děčín - Praha - Horní Dvořiště (- Summerau)
- C-E 59 (Chalupki -) Bohumín - Ostrava
- C 59/1 (Zawidów -) Frýdlant 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 - Brno - Břeclav -  
Lanžhot (- Kúty) Všetaty - Kolín - Havlíčkův Brod
- C-E 65 (Zebrzydowice -) Petrovice u Karviné - Bohumín - Hranice na Moravě - Přerov -  
Břeclav (- Bernhardsthal)

(18) Slovakia\*

- C 30/1 (Muszyna -) Plaveč - Prešov - Kysak - Košice - Čaña (- Hidasnémeti)
- C-E 40 (Mosty u Jablunkova -) Čadca - Žilina - Poprad - Tatry - Košice - Čierna nad Tisou  
(Horní Lideč -) Lúky pod Makytou - Púchov  
(- Chop)
- 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 -) Skalitie - Čadca - Žilina - Leopoldov - Bratislava (- Kittsee)  
Galanta

(19) Hungary\*

- C 30/1 (Čaña -) Hidasnémeti - Miskolc
- C-E 50 (Wien -) Hegyeshalom<sup>1</sup> - Győr - Budapest - Miskolc - Nyíregyháza - Záhony (- Chop)  
(Ebenfurth -) Sopron<sup>2</sup>
- <sup>1</sup> MAV.
- <sup>2</sup> GYSEV/MAV.
- C-E 52 (Štúrovo -) Szob - Budapest - Cegléd - Szolnok - Debrecen - Nyíregyháza
- C 54/1 (Episcopia Bihor -) Biharkeresztes - Berettyóújfalu - Püspökladany
- C-E 56 Budapest - Rákos - Ujszász - Szolnok - Lökösháza (- Curtici)
- C-E 61 (Bratislava - Komarno -) Komárom - Budapest  
Hegyeshalom
- .....
- 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 - Ormož - Pragersko - Zidani Most - Ljubljana - Divača - Koper  
(Čakovec -) Središče
- 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 <sup>Split</sup><sub>Šibenik</sub>
- 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 773 (Magyarbóly -) Beli Manastir - Osijek - Strizivojna Vrpolje
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(22) Bosnia and Herzegovina\*

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

(23) Serbia\*

- C-E 66 Beograd - Vršac (- Stamura Moravița)
- C-E 70 (Tovarnik -) Šid - Beograd - Niš - Dimitrovgrad (- Dragoman)
- C-E 79 Belgrade - Prijepolje/Vrbnica (- Bijelo Polje - Bar)
- C-E 85 (Kelebia -) Subotica - Beograd -  $\frac{\text{Niš - Preševo (- Tabanovci)}}{\text{Kraljevo - Đeneral Janković (- Volkovo)}}$
- C-E 771 Subotica - Bogojevo (- Erdut)
- 

(24) The former Yugoslav Republic of Macedonia\*

- C-E 85  $\frac{\text{(Preševo -) Tabanovci}}{\text{(Đeneral Janković -) Volkovo}}$  - Skopje - Gevgelia (- Idomeni)
- 

(25) Greece\*

- C 70/2 Strymonas - Alexandroupolis - Pythion  $\frac{\text{(- Uzunköprü)}}{\text{Dikea (- Svilengrad)}}$
- 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 Thessaloniki - Amindeo - Mesonisi - Kafkasos (- Kremenica)
- C 85/3 Igoumenitsa - Kalabaka - Palaiofarsalos - Larissa - 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 (- Biharkeresztés)
- 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 - Timișoara - Stămora Moravița (- Vrșac)
- C-E 851 (Vadul Siret -) Vicșani - Suceava - Pașcani
- C-E 95 (Ungheni -) Iași - Pașcani - Buzău - Ploiești - București - Videle - Giurgiu (- Ruse)
- C 95 Craiova - Calafat (- Vidin)
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**(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 (Zaverezhe -) 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 - Basarabasca (- Carabuteni -) Cimislia - Bendery
-

(32) Russian Federation\*

- C-E 10 (Vainikkala -) Buslovskaya - St. Petersburg - Moskva - Rostov-na-Donu - Novorossiysk
- C-E 20 (Orsha -) Krasnoye - Smolensk - Moskva - Nizhniy Novgorod - Ekaterinburg -  
Tyumen  
Kurgan - Petukhovo - Mamlyutka - Petropavlovsk - Kara Guga - Isilkul - Omsk - Novosibirsk -  
Zaudinsky -  
Krasnoyarsk - Tayshet - Irkutsk - Ulan - Ude - Naushki (- Sukhe-Bator)  
Karimskaya - Khabarovsk - Baranovsky - Nakhödkä - Vostochnaya -  
Zabaikalsk (- Manchzhuria) .. Hasan (- Tumangan).  
Ussuriysk - Grodekovo (- Suifenhe)
- C-E 24 Moskva - Ryazan - Ruzaevka - Samara - Ufa - Chelyabinsk - Kurgan - Zauralie  
(- Presnogorkovskaya)
- C-E 30 (Topoli -) Valuiki - Liski - Rtischevo - Sizran - Samara - Orenburg - Kanisay (- Iletsk I)
- C-E 50 (Krasnaya Mogila -) Gukovo - Likhaya - Volgograd - Aksaraiskaya (- Diny Nurpeisovoi)
- C-E 95 (Zernovo -) Suzemka - Bryansk - Moskva
- C-E 99 Ryazan - Kochetovka I - Gryazi - Krasnodar - Veseloe (- Gantiadi)  
Novorossiysk - Kavkaz
- C-E 593 (Kvashino -) Uspenskaya - Rostov-na-Donu
- 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 (- Kybartai)
- C 20/4 (Braniewo -) Mamonovo - Dzerzhinskaya Novaya - Sovetsk (- Pagėgiai)  
Chernyshevskoe (- Kybartai)
- C 20/5 (Skandawa -) Zheleznodorozhny - Chernyakhovsk - Sovetsk (- Pagėgiai)  
Chernyshevskoe (- Kybartai)
- C 75/1 (Narva -) Ivangorod - Gatčina - St. Petersburg
- C 95/2 St. Petersburg - Dno - Novosokol'niki - Zaverezhe (- Ezjarysca)
-

(33) Turkey\*

C-E 70 (Svilengrad -) Kapikule - Istanbul - Haydarpasa - Ankara - Boğazköprü - Kalin - Malatya -  
Kapıköy - Razi (Iran, Islamic Republic of)  
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 - Fevzipasa -  
Mersin Iskenderun  
Islahiye - Hudut - Meydan Ekbez (Syrian Arab Republic)

C-E 690 Kars (- Akhalkalaki)

C-E 692 Cetinkaya - Erzurum - Kars - Dogu Kapi (- Akhuryan)

C 70/2 Pehlivanköy - Uzunköprü (- Python)

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(34) Lithuania\*

C-E 75 (Trakiszki -) Mockava - Šeštokai - Kazlų Rūda - Kaunas - Radviliškis - Šiauliai -  
Joniškis (- Meitene)

C 14 Radviliskis - Panevezys - Rokiskis - Obeliai (- Eglaine)

C 20/3 (Nesterov -) Kybartai - Kazlų Rūda - Kaunas - Kaišiadorys - Vilnius - Kena  
Mukran (Sassnitz) - Draugyste (Klaipėda) - Šiauliai - Radviliškis  
(- Gudagai)

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(35) Armenia\*

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

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(36) Azerbaijan\*

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

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(37) Georgia\*

C-E 60 Batumi - Tbilisi - Gardabani (- Beyuk-Kyasik)

Poti

C-E 690 (Kars -) Akhalkalaki - Tbilisi

C-E 692 (Ayrum -) Sadakhlo - Tbilisi

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(38) Kazakhstan\*

C-E 24 (Zauralie -) Presnogorkovskaya - Kökshetaú - Astana - Zharyk - MoiynTy - Dostyk (- Alashankou)

C-E 30 (Kanisay -) 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)

Alma-Ata - Zhetygen - Altynkol (- Khorgos)

Zharyk - Zhezkazgan - Saksaulskaya - Shalkar - Beyneu

Astana - Yesil - Tobol - Altynsarin - Khromtau - Nikeltau - Kandyagash - Iletsk I

Beyneu - Uzen - Bolashak (- Serhetyaka)

Yesil - Arkalyk - Shubarkol - Kyzylzhar - Zhezkazgan

---

(39) Turkmenistan\*

---

(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)

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(41) Kyrgyzstan\*

C-E 696 (Andizhan -) Jalalabad - Osh

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(42) Estonia\*

C 75/1 Tapa - Narva (- Ivangorod)

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

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(43) Latvia\*

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

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

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

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(44) Iran (Islamic Republic of)\*

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

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\* General note, explanation of line numbers and symbols employed

“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.

( ) = 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).

## Annex II

### Installations important for international combined transport

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

##### Armenia

##### Austria

Linz-Stadthafen  
Graz Süd/Werndorf  
Salzburg Hauptbahnhof/Liefering  
Villach Süd

Wels Vbf  
Wien Freudenau Hafen  
Güterzentrum Wien Süd

##### Azerbaijan

Baku (Keshla)

##### Belarus

Brest Minsk

##### Belgium

Antwerpen  
Athus  
Bressoux-Renory (Liège)  
Bruxelles

Genk (Hasselt)  
Muizen (Mechelen)  
Zeebrugge

##### Bosnia and Herzegovina

Sarajevo

##### Bulgaria

Burgas  
Dimitrovgrad Sever  
Filipovo  
Gorna Oriahovitza  
Kaspichan

Ruse  
Sofija  
Stara Zagora  
Svilengrad  
Varna

##### Croatia

Rijeka  
Slavonski Brod

Split  
Zagreb

##### Czech Republic

Brno  
Česká Třebová  
Haviřov  
Lovosice  
Mělník

Paskov  
Přerov  
Praha Uhřetěves  
Ústí nad Labem

##### Denmark

Arhus  
Glostrup

København  
Padborg

##### Estonia

Tallin  
Tapa

Tartu  
Valga

##### Finland

Helsinki-Pasila

##### France

Avignon-Courtine  
Bordeaux-Bastide  
Dunkerque  
Hendaye  
Le Havre  
Lille-St. Sauveur  
Lyon-Vénissieux  
Marseille-Canet  
Paris-La Chapelle

Paris-Noisy-Le-Sec  
Paris-Pompadour  
Paris-Rungis  
Paris-Valenton  
Perpignan  
Rouen-Sotteville  
Strasbourg  
Toulouse

##### Georgia

Akhalkalaki  
Batumi

Poti  
Tbilisi-Junction

**Germany**

Augsburg-Oberhausen  
Basel Bad GBF  
Berlin  
Bielefeld Ost  
Bochum-Langendreer  
Bremen-Grolland Roland  
Bremerhaven-Nordhafen  
Dresden  
Duisburg-Ruhrort Hafen  
Düsseldorf-Bilk  
Frankfurt (Main) Ost  
Freiburg (Breisgau) GBF  
Hagen HBF  
Hamburg-Rothenburgsort  
Hamburg-Süd  
Hamburg-Waltershof  
Hamburg-Wilhelmsburg  
Hannover-Linden  
Ingolstadt Nord

Karlsruhe HBF  
Kiel HGBF  
Köln Eifeltor  
Leipzig  
Lübeck HBF  
Ludwigsburg  
Mainz Gustavsburg  
Mannheim RBF  
München HBF  
Neuss  
Neu-Ulm  
Nürnberg HGBF  
Offenburg  
Regensburg  
Rheine  
Rostock  
Saarbrücken HGBF  
Schweinfurt HBF  
Wuppertal-Langefeld

**Greece**

Alexandroupolis  
Ikonio  
Igoumenitsa  
Patras (important terminal for international combined transport for multimodal freight transport/ transportation by ship to/from Italy)

Thessaloniki  
Thriassio Freight Center  
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-Noord

Rotterdam-Haven

**Norway**

Narvik  
Oslo-Alnabru

**Poland**

Gdańsk  
Gdynia  
Gliwice  
Krakow  
Lodz  
Malaszewicze  
Poznan

**Portugal**

Alcântara (Lisboa)

**Republic of Moldova**

Ungeny

**Romania**

Bucureşti  
Constanţa

**Russian Federation**

Batareinaya (Irkutsk)  
Bazaikha (Krasnoyarsk)  
Blochnaya (Perm)  
Brjansk-Lgovskiy (Brjansk)  
Chernyakhovsk (Chernyakhovsk terminal and logistics centre)  
Chita I  
Dzerzhinskaya Novaya (Kaliningrad terminal and logistics centre)  
Khabarovsk II  
Kirov-Kotlasskiy (Kirov)  
Kleschikha (Novosibirsk)  
Kostarikha (Nizhniy Novgorod)  
Kuntsevo II (Moskva)  
Kutum (Astrakhan)  
Mikhailo-Chesnokovskaya (Belogorsk)  
Moskva-Kievskaya  
Moskva-Tovarnaya-Oktyabrskaya

**Serbia**

Belgrade-ZIT Belgrade  
Belgrade-NELT  
Belgrade-Port of Belgrade  
Smederevo-Port of Smederevo  
Prahovo-Port of Prahovo  
Senta-Port of Senta

**Slovakia**

Bratislava  
Cierna nad Tisou

**Slovenia**

Koper

**Spain**

Algeciras  
Barcelona  
Irún  
Madrid

**Sweden**

Göteborg  
Helsingborg

**Switzerland**

Aarau-Birrfeld  
Basel SBB

Venlo

Trondheim

Pruszkow  
Sosnowiec  
Swinoujscie  
Szczecin  
Warszawa  
Wroclaw

Lisboa-Bobadela Leixões

Chişinău

Craiova  
Oradea

Moskva-Tovarnaya-Paveletskaya  
Moskva-Tovarnaya-Smolenskaya  
Nakhodka-Vostonchnaya  
Novorossiysk-Port  
Omsk-Vostochnyi

Rostov-Tovarnyi (Rostov-na-Donu)  
Smolensk

St. Petersburg Port  
St. Petersburg-Tovarnyi-Vitebskiy  
Sverdlovsk-Passagirskiy (Ekaterinburg)  
Taltsy (Ulan-Ude)  
Voinovka (Tumen)  
Volzhskiy (Volgograd)  
Vorsino ("Vorsino" terminal and logistics centre)  
Ussuriysk

Sremska Mitrovica-Port of Sremska Mitrovica  
Novi Sad-Port of Novi Sad  
Šabac-Port of Šabac  
Pancevo-Port of Pancevo  
Port of Bogojevo

Košice  
Žilina

Ljubljana

Portbou  
Tarragona  
Valencia(-Silla)

Malmö  
Stockholm-Årsta

Lugano-Vedeggio  
Luzern

Berne  
Chiasso  
Genève

Renens  
Zürich

**The Former Yugoslav Republic of Macedonia**  
Skopje

**Turkey**

Bandirma  
Derince  
Iskenderun  
Istanbul

Izmir  
Mersin  
Samsun

**Turkmenistan**

**Ukraine**

Chop  
Dnepropetrovsk Gruzovoy  
Kiev  
Kiev-Lisky

Kharkov Chervonozavodskoy  
Lvov  
Lugansk Gruzovoy  
Usatovo

**United Kingdom**

Belfast  
Birmingham  
Bristol  
Cardiff  
Cleveland  
Coatbridge (Glasgow)  
Glasgow  
Harwich  
Holyhead

Ipswich  
Leeds  
Liverpool-Garston  
London-Stratford  
London-Willesden  
Manchester-Trafford Park  
Southampton  
Tilbury

**Uzbekistan**

Andijan (North)  
Bukhara-2  
Chukursai  
Margilan

Sergeli  
Tashkent  
Termez  
Ulugbek

*B. Border crossing points of importance for international combined transport<sup>1)</sup>*

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)	–	Erquennes (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)

<sup>1)</sup> \* 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.

Puttgarden (DB)	–	Rørcierna 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)		
Kornsjö (NSB/SJ)		
Vassijaure (JBV/Banverket)		
Storlien (JBV/Banverket)		
Malmö (SJ)	–	København (DSB)
Trelleborg (SJ)	–	Sassnitz (DB)
Ystad (SJ)	–	Swinoujście (PKP)
Gedser (DSB)	–	Rostock (DB)
Göteborg (SJ)	–	Frederikshavn (DSB)
Malmö (SJ)	–	Travemünde (DB)
Frankfurt/O. (DB)	–	Kunowice (PKP)
Ebenfurth (OBB)	–	Sopron (GYSEV/MAV)
Nickelsdorf (OBB)	–	Hegyeshalom (MAV)
Horka (DB)	–	Węglińiec (PKP)
Kelebia (MAV)	–	Subotica (IŽS)
Lökösháza (MAV)	–	Curtici (CFR)
Preševo (IŽS)	–	Tabanovci (CFARYM)
General Janković (UNMIK Railways)	–	Volkovo (CFARYM)
Dimitrovgrad (IŽS)	–	Dragoman (BDZ)
Prijepolje/Vrhnica (IŽS)	–	Bijelo Polje (ŽICG)
Episcopia Bihor (CFR)	–	Biharkeresztés (MAV)
Giurgiu (CFR)	–	Ruse (BDZ)
Svilengrad (BDZ)	–	Kapikule (TCDD)
Vidin (BDZ)	–	Calafat (CFR)
Kulata (BDZ)	–	Promachon (OSE)
Turku (VR)	–	Stockholm (SJ)
Kapiköy (TCDD)	–	Razi (RAI)
Nusaybin (TCDD)	–	Kamishli (CFS)
Marchegg (OBB)	–	Devínska Nová Ves (ŽSR)
Kittsee (OBB)	–	Bratislava (ŽSR)
Gdynia (PKP)	–	Ystad, Stockholm (SJ)/Helsinki (VR)
Schirnding (DB)	–	Cheb (SZCZ)
Chalupki (PKP)	–	Bohumín (SZCZ)
Bad Schandau (DB)	–	Děčín (SZCZ)
Zawidów (PKP)	–	Frydlant v Čechách (SZCZ)
Lúky pod Makytou (ŽSR)	–	Horní Lideč (SZCZ)
Bernhardtsthal (OBB)	–	Břeclav (SZCZ)
Summerau (OBB)	–	Horní Dvořiště (SZCZ)
Vainikkala (VR)	–	Buslovskaya (RZD)
Joniškis (LG)	–	Meitene (LDZ)
Kybartai (LG)	–	Nesterov (RZD)
Chernyshevskoe (RZD)	–	Kybartai (LG)
Sovetsk (RZD)	–	Pagėgiai (LG)
Braniewo (PKP)	–	Mamonovo (RZD)
Skandawa (PKP)	–	Zheleznodorozhny (RZD)
Obeliai (LG)	–	Eglaine (LDZ)
Kena (LG)	–	Gudogai (BC)
Orsha (BC)	–	Krasnoye (RZD)
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)
Valuiki (RZD)	–	Topoli (UZ)
Gukovo (RZD)	–	Krasnaya Mogila (UZ)
Zauralie (RZD)	–	Presnogorskovskaya (KTZ)
Aksaraiskaya (RZD)	–	Diny Nurpeisovoi (KTZ)
Kanisay (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 (JSC Georgian Railway)
Canbaz (TCDD)	-	Kartsakhi (JSC Georgian Railway)
Dostyk (KTZ)	-	Alashankou (CR)
Dogu Kapi (TCDD)	-	Akhuryan (ARM)
Trakiszki (PKP)	-	Mockava (LG)
Dorohusk (PKP)	-	Izov (UZ)
Zwardoń (PKP)	-	Skalite (ZSR)
Zebrzydowice (PKP)	-	Petrovice u Karviné (SZCZ)
Miedzylesie (PKP)	-	Lichkov (SZCZ)
Čadca (ZSR)	-	Mosty u Jablunkova (SZCZ)
Kúty (ZSR)	-	Lanžhot (SZCZ)
Čierna nad Tisou (ZSR)	-	Chop (UZ)
Komárno (ZSR)	-	Komarom (MAV)
Štúrovo (ZSR)	-	Szob (MAV)
Rusovce (ZSR)	-	Rajka (MAV)
Čaňa (ZSR)	-	Hidasnémeti (MAV)
Plaveč (ZSR)	-	Muszyna (PKP)
Magyarbóly (MAV)	-	Beli Manastir (HZ)
Gevgelia (CFARYM)	-	Idomeni (OSE)
Dikea (OSE)	-	Svilengrad (BDZ)
Kristallopigi (OSE)	-	(HSH)
Patras/Igoumenitsa (OSE)	-	Brindisi (FS)
Patras/Igoumenitsa (OSE)	-	Trieste (FS)
Patras/Igoumenitsa (OSE)	-	Ancona (FS)
Patras/Igoumenitsa (OSE)	-	Bari (FS)
Volos (OSE)	-	Latakia (CFS)
Kafkasos (OSE)	-	Kremenica (CFARYM)
Poti Port (JSC Georgian Railway)	-	Port of Varna (BDZ)
Batumi Port (JSC Georgian Railway)	-	Port of Varna (BDZ)
Poti Port (JSC Georgian Railway)	-	Port Kaykaz (RZD)
Stamora Moravița (CFR)	-	Vršac (IŽS)
Halmeu (CFR)	-	Deakovo (UZ)
Vicșani (CFR)	-	Vadul Siret (UZ)
Pythion (OSE)	-	Uzunköprü (TCDD)
Islahiye (TCDD)	-	Meydan Ekbez (CFS)
Doğukapi (TCDD)	-	Ahuryan (ARM)
Kotoriba (HZ)	-	Murakeresztúr (MAV)
Ķoprivnica (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)
Štrmica (HZ)	-	Ripač (ZBH)
Šapjane (HZ)	-	Ilirska Bistrica (SZ)
Lupoglav (HZ)	-	Podoorje (SZ)
Rosenbach (OBB)	-	Jesenice (SZ)
Spielfeld Strass (OBB)	-	Šentilj (SZ)
Središće (SZ)	-	Čakovec (HZ)
Hodoš (SZ/MAV)	-	
Villa Opicina (FS)	-	Sežana (SZ)
Terespol (PKP)	-	Brest (BC)
Medyka (PKP)	-	Mostiska (UZ)
Záhony (MAV)	-	Chop (UZ)
Ungheni (CFM)	-	Iași (CFR)
Kvashino (UZ)	-	Uspenskaya (RDZ)
Berezhest (UZ)	-	Slovechno (BC)
Giurgiulești (CFM)	-	Galați (CFR)
Novosavyske (CFM)	-	Kuchurgan (UZ)
Gardabani (JSC Georgian Railway) -	-	Beyuk -Kyasik (Azerbaijan Railways CJSC)
Poti Port (JSC Georgian Railway)	-	Chornomorsk Sea Port (UZ)
Batumi Port (JSC Georgian Railway)	-	Chornomorsk Sea Port (UZ)
Baku (AZ)	-	Turkmenbashi (TRK)
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)
Termiss (UR)	–	Karshi (UR)
Sadakhlo (JSC Georgian Railway)	–	Ayrum (CJSC South Caucasus Railway)
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
Irún – Hendaye	Spain – France	X	X
Portbou – Cerbère	Spain – France	X	X
Hanko	Finland	X	
Čierna nad Tisou – Chop	Slovakia – Ukraine		X
Záhony – Chop	Hungary – Ukraine	X	X
		X	X
Iași – Ungheni	Romania – Republic of Moldova	X	X
Galați – Giurgiulești	Romania - Republic of Moldova	X	X
Vicșani – Vadul Siret	Romania – Ukraine	X	X
		X	X
Halmeu** – Deakovo	Romania – Ukraine	X	X
			X
Varna	Bulgaria	X	X
Małaszewicze*** – Brest	Poland – Belarus	X	X
			X
Medyka – Mostiska	Poland – Ukraine	X	X
		X	X
Esen	Ukraine – Hungary	X	
Seštokai ****	Lithuania	–	X
Mockava	Lithuania	X	X
Trakiszki	Poland	–	–
Akhalkalaki ***	Georgia – Republic of Turkey	X	X
Zabaikalsk – Manchzhuria	Russian Federation – China	X	X
		X	X
Hasan – Tumangan	Russian Federation – Democratic People's Republic of Korea	X	X
			X
Dostyk – Alashankou	Kazakhstan – China	X	X
Aıtynkol – Khorgos	Kazakhstan – China		X

Note: Gauge interchange stations are also border crossing points.

\* 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.

### 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)
Stranrear	– Larne	(United Kingdom)
Zeebrugge	– Harwich	(Belgium – United Kingdom)
Zeebrugge	– Dover	(Belgium – United Kingdom)
Puttgarden	– Rødby	(Germany – Denmark)
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)



Baltiysk	– Lübeck	(Russian Federation – Germany)
Nakhodka	– Yokohama	(Russian Federation – Japan)
Vostochnyi	– Poussan	(Russian Federation – Republic of Korea)
Draugystė (Klaipėda)	– Mukran (Sassnitz)	(Lithuania – Germany)
Sassnitz	– Baltiysk	(Germany – Russian Federation)
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 – .....)
Batumi	– Chornomorsk	(Georgia – Ukraine)
Poti	– Kavkaz	(Georgia – Russian Federation)
Kavkaz	– Samsun	(Russian Federation – Turkey)
Kavkaz	– Varna	(Russian Federation – Bulgaria)
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 Stranrear – 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:

- 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;
- 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

			A		B	
			<i>Existing lines which meet the infrastructure requirements and lines to</i>		<i>New lines to be improved or reconstructed</i>	
			<i>at present</i>	<i>target values</i>		
1.	Number of tracks	(not specified)	(not specified)		2	
2.	Vehicle loading gauge		UIC B <sup>2</sup>		UIC C <sup>2</sup>	
1.	Minimum distance between track centres <sup>3</sup>		4,0 m		4,2 m	
4.	Nominal minimum speed <sup>3</sup>		Line category	Speed	Line category	Speed
			F1	120	F1	120
			F2	120	F2	120
	100 km/h		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 <sup>1</sup>	(not specified)	(not specified)		12.5 mm/m	
7.	Minimum useful siding length	600 m	750 m		750 m	

<sup>1</sup> Not of immediate relevance for combined transport, but recommended for efficient international combined transport.

<sup>2</sup> UIC: International Union of Railways.

<sup>3</sup> Minimum standards for combined transport trains (see annex IV).

##### Explanation of the parameters contained in the table above:

- 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, Apennines, 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.

### 1. *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.

### 2. *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)

\* 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.

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);
  - 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.
- 

#### D. PARLEMENT

De wijzigingen van 22 oktober 2021 van Bijlagen I en II bij de Overeenkomst behoeven ingevolge artikel 7, onderdeel f, van de Rijkswet goedkeuring en bekendmaking verdragen niet de goedkeuring van de Staten-Generaal.

#### G. INWERKINGTREDING

De wijzigingen van 22 oktober 2021 van Bijlagen I en II bij de Overeenkomst zijn ingevolge artikel 15, vijfde lid, van de Overeenkomst op 30 maart 2023 voor alle partijen, waaronder het Koninkrijk der Nederlanden, in werking getreden.

Wat betreft het Koninkrijk der Nederlanden, gelden de wijzigingen van 22 oktober 2021 van Bijlagen I en II bij de Overeenkomst alleen voor Nederland (het Europese deel).

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In overeenstemming met artikel 19, tweede lid, van de Rijkswet goedkeuring en bekendmaking verdragen heeft de Minister van Buitenlandse Zaken bepaald dat de wijzigingen van 22 oktober 2021 van Bijlagen I en II bij de Overeenkomst zullen zijn bekendgemaakt in Nederland (het Europese deel) op de dag na de datum van uitgifte van dit Tractatenblad.

Uitgegeven de *eenentwintigste* juli 2023.

*De Minister van Buitenlandse Zaken,*

W.B. HOEKSTRA