

No. 30382

MULTILATERAL

**European Agreement on Important International Combined
Transport Lines and Related Installations (AGTC) (with
annexes). Concluded at Geneva on 1 February 1991**

Authentic texts: English, French and Russian.

Registered ex officio on 20 October 1993.

MULTILATÉRAL

**Accord européen sur les grandes lignes de transport inter-
national combiné et les installations connexes (AGTC)
[avec annexes]. Conclu à Genève le 1^{er} février 1991**

Textes authentiques : anglais, français et russe.

Enregistré d'office le 20 octobre 1993.

EUROPEAN AGREEMENT¹ ON IMPORTANT INTERNATIONAL COMBINED TRANSPORT LINES AND RELATED INSTALLA- TIONS (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 trans-alpine 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;

¹ Came into force on 20 October 1993, i.e., 90 days after the date on which eight Parties had deposited an instrument of ratification, acceptance, approval or accession, in accordance with article 10 (1):

<i>Participant</i>	<i>Date of deposit of the instrument of ratification, acceptance (A) or approval (AA)</i>	
Austria.....	22 July	1993
Denmark.....	9 January	1992 A
France.....	28 May	1992 AA
Germany.....	30 July	1992
Netherlands.....	13 May	1992 A
(For the Kingdom in Europe)		
Norway.....	30 April	1992 A
Romania.....	21 May	1993
Switzerland.....	11 February	1993

(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 12.

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 Combined Transport 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 Secretary-General 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 Combined Transport 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 Combined Transport 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.

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.¹

Article 18

DENUNCIATION

1. Any Contracting Party may denounce this Agreement by written notification addressed to the Secretary-General 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 1969.²

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.

¹ United Nations, *Treaty Series*, vol. 298, p. 3 (English translation); vol. 294, p. 3 (authentic French text); vol. 295, p. 2 (authentic German text); vol. 296, p. 2 (authentic Italian text); vol. 297, p. 2 (authentic Dutch text); vol. 1376, p. 138 (authentic Danish text); vol. 1377, p. 6 (authentic English text); vol. 1378, p. 6 (authentic Irish text); vol. 1383, p. 146 (authentic Greek text); vol. 1452, p. 306 (authentic Portuguese text) and vol. 1453, p. 332 (authentic Spanish text).

² *Ibid.*, vol. 1155, p. 331

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.

[For the signatures, see p. 115 of this volume.]

Annex IRAILWAY 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-Entrocamento-Marvao (-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 -Madrid
Aranda de Duero

C-E 053 Madrid-Córdoba-Bobadilla-Algeciras

C-E 90 (Marvao-) Valencia de Alcántara-Madrid-Barcelona-Port Bou
(-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 Avila)
 (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).

(8) Luxembourg */

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

(9) Germany */

C 16 (Venlo-) Moenchengladbach-Köln

C 25 (Apach-) Perl-Trier-Koblenz

C-E 35 (Arnhem-) Emmerich-Duisburg- Düsseldorf -
Düsseldorf-Neuss
.....
Köln-Mainz-Mannheim-Karlsruhe (-Basel)C-E 43 Frankfurt (M)-Heidelberg-Bruchsal-Stuttgart-Ulm-Augsburg-München-
Mannheim
Freilassing (-Salzburg)C-E 45 (Rodby-) Puttgarden-Hamburg-Hannover-Bebra-Gemünden-Nürnberg-
Augsburg-München (-Kufstein)

C 45/1 (Fredericia-) Flensburg-Hamburg

C 45/2 Bremerhaven-Bremen-Hannover

C 45/3 Travemünde-Lübeck

C-E 451 Nürnberg-Passau (-Wels)

C-E 51 (Gedser-) Rostock-Berlin/Seddin-Leipzig-Plauen-Hof-Nürnberg

C-E 55) (Trelleborg-) Sassnitz Hafen-Stralsund- Pasewalk -Berlin/Seddin-
C-E 61) Neustrelitz
Dresden-Bad Schandau (-Decin)C-E 10 (Liège-) Aachen-Köln-Düsseldorf-Dortmund-Münster-Osnabrück-
Bremen-Hamburg-Lübeck (-Hanko)

C 10/1 (Hengelo-) Bad Bentheim-Osnabrück

C-E 18 Hamburg-Büchen-Berlin/Seddin
-----*/ For general note, explanation of line numbers and symbols
employed see page 9.

(9) Germany (continued)

- C-E 20 (Liège-) Aachen-Köln-Duisburg-Dortmund-Hannover-Helmstedt-Berlin/Seddin-Frankfurt(O) (-Kunowice)
- C-E 30 Dresden-Görlitz (-Zgorzelec)
- C-E 32 Frankfurt(M)-Hanau-Fliesen-Bebra-Leipzig
- 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 46 Mainz-Frankfurt(M)

(10) Switzerland */

- C-E 23 (Dijon-) Vallorbe-Lausanne-Brig
- C-E 25 (Mulhouse-) Basel-Olten-Bern-Brig (-Domodossola)
- C-E 35 (Karlsruhe-) Basel-Olten-Chiasso (-Milano)
- C 35 (Karlsruhe-) Basel-Bruq-Immensee-Bellinzona-(-Luino)
Chiasso (-Milano)
- C-E 50 (Culoz-) Genève-Lausanne-Bern-Zürich-Buchs (-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 (Bellinzona-) Luino-Gallarate-Rho-Milano
- C-E 45 (Innsbruck-) Brennero-Verona-Bologna-Ancona-Foggia-Bari-Brindisi
.....

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

(11) Italy (continued)

- C-E 55 (Arnoldstein-) Tarvisio-Udine-Venezia-Bologna
Trieste
.....
- C-E 70 (Modane-) Torino-Rho-Milano-Verona-Trieste-Villa Opicina
(-Sezana)
- C-E 72 Torino-Genova
- C-E 90 (Menton-) Ventimiglia-Genova-Pisa-Livorno-Roma
- C 90/1 La Spezia-Fidenza-Parma
- C 90/2 Livorno-Pisa-Firenze

(12) Norway */

- C-E 45 Oslo-(Kornsjø)
- C 61 Oslo (-Charlottenberg-Stockholm)

(13) Sweden */

- C 10/2 Stockholm (-Turku)
- C-E 45 (Kornsjø-) Göteborg-Helsingborg (-Helsingør)
- C 45/1 Göteborg (-Frederikshavn)
- C 45/3 Malmö (-Travemünde)
- 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 (-Szczecin)
- C 61 (Oslo-) Charlottenberg-Karlstad-Hallsberg-Stockholm

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

(14) Denmark */

- C-E 45 (Helsingborg-) Helsingør-København-Nykøbing-Rødby
(-Puttgarden)
- C 45/1 (Göteborg-) Frederikshavn-Arhus-Fredericia (-Flensburg)
København
- C-E 530 Nykøbing-Gedser (-Rostock)

(15) Austria */

- C-E 43 (Freilassing-) Salzburg
- C-E 45 (München-) Kufstein-Wörgl-Innsbruck (-Brennero)
- C-E 451 (Nürnberg-Passau-) Wels
- C-E 55 Linz-Salzburg-Schwarzach St. Veit-Villach-Arnoldstein
(-Tarvisio)
- C-E 551 (Horní-Dvoriště-) Summerau-Linz-Selzthal-St. Michael
- C-E 65 (Breslau-) Bernhardthal-Wien-Semmering-Bruck a.d. Mur-
Klagenfurt-Villach-Rosenbach (-Jesenice)
- C-E 67 Bruck a.d. Mur-Graz-Spielfeld Strass (-Sentilj)
- C-E 50 (Buchs-) Innsbruck-Wörgl-Kufstein (-Rosenheim-Freilassing)-
Schwarzach St. Veit
Salzburg-Linz-Wien- (-Hegyeshalom)
Ebenfurt (-Sopron)
.....

(16) Poland */

- C-E 59 Swinoujście-Szczecin-Kostrzyn-Zielona Góra-Wrocław-Opole-
Chalupki
- C 59 Wrocław-Miedzylesie (-Lichkov)
- C-E 65 Gdynia-Gdańsk-Tczew-Warszawa -Katowice-Zebrzydowice
Bydgoszcz
.....
(-Petrovice U. Karviné)

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

(16) Poland (continued)

- C 65 Nowa Sol-Zagan-Wegliniec-Zawidow (-Frydlant)
- C-E 20 (Frankfurt(O)-) Kunowice-Poznan-Lowicz- Warszawa -Lukow-
Skierniewice
.....
Terespol (-Brest)
- C-E 30 (Görlitz-) Zgorzelec Wrocław-Katowice-Kraków-Przemysl-Medyka
(-Mostiska)

(17) Czech and Slovak Federal Republic */

- C-E 55 (Bad Schandau-) Decin-Praha
- C-E 551 Praha-Horni Dvoriste (-Summerau)
- C 59 (Miedzylesie-) Lichkov-C.Trebova
- C-E 61 (Bad Schandau-) Decin-Nymburk-Kolin-Brno-Breclav-Bratislava-
Komarno-(-Komarom)
Rusovce (-Hegyeshalom)
.....
- C-E 63 Zilina-Bratislava
- C-E 65 (Zebrzydovice-) Petrovice u. Karvine-Ostrava-Breclav
(-Bernhardstahl)
- C 65 (Zawidow-) Frydlant-Turnov-Praha
- C-E 40 (Schirnding-) Cheb-Plzen-Praha-Kolin-Hranicie na Morave-Ostrava-
Puchov
.....
Zilina-Poprad Tatry-Kosice-Čierna nad Tisou (-Čop)
- C-E 52 Bratislava-N.Zamky-Sturovo (-Szob)

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

(18) Hungary */

- C-E 61 (Bratislava-Komarno)-Komarom-Budapest
Hegyeshalom
.....
- C-E 69 Budapest-Murakeresztur (-Kotoriba)
- C-E 71 Budapest-Murakeresztur-Gvékényes (-Botovo-Koprivnica)
- C-E 85 Budapest-Kelebia (-Subotica)
- C-E 50 (Wien-) Hegyeshalom-Győr-Budapest-Miskolc-Nyiregyháza-Zahony (-Čop)
Sopron
.....
- C-E 52 (Stúrovo-) Szob-Budapest-Cegléd-Szolnok-Debrecen-Nyiregyháza
- C-E 56 Budapest-Rákos-Ujszász-Szolnok-Lökösháza (-Curtici)

(19) Yugoslavia */

- C-E 65 (Rosenbach-) Jesenice-Ljubljana-Pivka-Rijeka
- C-E 67 (Spielfeld Strass-) Sentilj-Maribor-Zidani Most
- C-E 69 (Murakeresztúr-) Kotoriba-Pragersko-Zidani Most-
Ljubljana-Divaca-Koper
- C-E 71 (Gyévényes-) Botovo-Koprivnica-Zagreb-Karlovac-Rijeka
- C-E 85 (Kelebia-) Subotica-Beograd-Niš-Skopje-Gevgelia (-Idomeni)
Kraljevo
- C-E 70 (Villa Opicina-) Sezana-Ljubljana-Zidani
Most-Zagreb-Beograd-Niš-Dimitrovgrad (-Dragoman)

(20) Greece */

- C-E 85 (Gevgelia-) Idomeni-Thessaloniki-Athinaí
- C-E 855 (Kulata-) Promachon-Thessaloniki

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

(21) Romania */

- C-E 95 (Ungeni-) Iasi-Pascani-Buzau-Ploiesti-Bucuresti-Videle-Giurgiu
(-Ruse)
- C 95 Craiova-Calafat (-Vidin)
- C-E 54 Arad-Deva-Teius-Vinatori-Brasov-Bucuresti
- C-E 56 (Lökösháza-) Curtici-Arad-Timisoara-Craiova-Bucuresti
- C-E 562 Bucuresti-Constanta

(22) Bulgaria */

- C-E 95 (Giurgiu-) Ruse-Gorna Oriahovitza-Dimitrovgrad
- C 95 (Calafat-) Vidin-Sofija
- C-E 680 Sofija-Mezdra-Gorna Oriahovitza-Kaspican-Sindel-Varna
- C-E 70 (Dimitrovgrad-) Dragoman-Sofija-Plovdiv-Dimitrovgrad
Sever-Svilengrad (-Rapikule)
- C-E 720 Plovdiv-Zimintza-Karnobat-Burgas
- C-E 855 Sofija-Kulata (-Promachon)

(23) Finland */

- C-E 10 Hanko-Helsinki-Riihimäki-Kouvola-Vainikkala (-Luzhaika)
- C 10/2 (Stockholm-) Turku-Helsinki

(24) Union of Soviet Socialist Republics */

- C-E 95 (Iasi-) Ungeni-Kichinev-Benderi-Kiev-Moskva
- C-E 10 (Vainikkala-) Luzhaika-Leningrad-Moskva
- C-E 20 (Terespol-) Brest-Moskva
-

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

(24) Union of Soviet Socialist Republics (continued)

C-E 30 (Medyka-) Mostiska-Lvov-Kiev-Moskva

C-E 40 (Čierna N. Tis-) Čop-Lvov

C-E 50 (Zahony-) Čop-Lvov-Kiev-Moskva

(25) Turkey */

C-E 70 (Svilengrad-) Kapikule-Istanbul-Haydarpasa-Ankara

C-E 702 Ankara -Kapiköy-[Razi-(Iran)]
Bandirma-Anmara

C-E 702 Samsun-Sivas-Malatya-Kapiköy-[Razi(Iran)]

C-E 704 Ankara -Nusaybin-[Ramishli(Syria)-
Mersin-Adana-Iskenderun

Tel Kotchet (Iraq)]

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

Annex IIINSTALLATIONS IMPORTANT FOR INTERNATIONAL
COMBINED TRANSPORTA. Terminals of importance for international combined transport

AUSTRIA

Graz-Messendorf
Linz
Salzburg
Villach-Fürnitz
Wels
Wien

BELGIUM

Antwerpen
Bressoux (Liège)
Bruxelles
Châtelet
Lauwe LAR
Zeebrugge

BULGARIA

Burgas
Dimitrovgrad Sever
Gorna Oriahovitza
Filipovo
Ruse
Sofija
Stara Zagora
Varna

CZECH AND SLOVAK FEDERAL REPUBLIC

Bratislava
Brno
Ceske Budejovice
Cheb
Cierna n. Tisou
Decin
Jihlava
Kolin
Kosice
Lovosice
Ostrava
Plzen
Praha Zizkov
Prerov
Zilina

DENMARK

Arhus
Glostrup
Kobenhavn
Padborg

FINLAND

Helsinki-Pasila

FRANCE

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

GERMANY

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

GERMANY (continued)

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

Aghii Anargyri (Athinai)
Thessaloniki

HUNGARY

Budapest
Sopron
Záhony
Szeged
Debrecen

IRELAND

Dublin-North Wall

ITALY

Bari-Lamasinata
Bologna-Interporto
Busto Arsizio
Brindisi
Livorno
Milano-G. 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.

LUXEMBOURG

Bettembourg

NETHERLANDS

Rotterdam-Haven

Rotterdam-Noord

Venlo

Ede

NORWAY

Oslo-Alnabru

POLAND

Gdansk

Gdynia

Krakow

Lodz

Malaszewicze

Poznan

Sosnowiec

Szczecin

Swinoujscie

Warszawa

Wroclaw

PORTUGAL

Alcantara (Lisboa)

Espinho

Leixoes

Lisboa-Beirolas

ROMANIA

Bucuresti

Constanta

Craiova

Oradea

SPAIN

Algeciras

Barcelona

Irún

Madrid

Port-Bou

Tarragona

Valencia(-Silla)

SWEDEN

Göteborg
Helsingborg
Malmö
Stockholm-Arsta

SWITZERLAND

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

TURKEY

Bandirma
Derince
Iskenderun
Istanbul
Mersin
Samsun

UNION OF SOVIET SOCIALIST REPUBLICS

Brest
Čop
Kiev
Moskva-Lvov

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

YUGOSLAVIA

Beograd
 Koper
 Ljubljana
 Rijeka
 Zagreb

B. Border crossing points of importance for international combined transport ^{1/}

Vilar Formoso (CP) - Fuentes de Omoro (RENFE)
 Marvao (CP) - Valencia de Alcantara (RENFE)
 Irún (RENFE) - Hendaye (SNCF)
 Port Bou (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) - Erquelinnes (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)
 Puttgården (DB) - Rødby (DSB)
 Schirnding (DB) - Cheb (CSD)
 Passau (DB/OBB)

^{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.

Salzburg (DB/OBB)
Kufstein (DB/OBB)
Buchs (SBB-CFF/OBB)
Luino (SBB-CFF/FS)
Chiasso (SBB-CFF/FS)

Brennero (FS/OBB)
Villa Opicine (FS) - Sezana (JZ)
Tarvisio (FS) - Arnoldstein (OBB)
Charlottenberg (NSB/SJ)
Kornsjö (NSB/SJ)

Helsingborg (SJ) - København (DSB)
Trelleborg (SJ) - Sassnitz (DR)
Ystad (SJ) - Swinoujście (PKP)
Göteborg (SJ) - Frederikshavn (DSB)
Malmö (SJ) - Travemünde (DB)

Gedser (DSB) - Rostock (DR)
Rosenbach (OBB) - Jesenice (JZ)
Spielfeld-Strass (OBB) - Sentily (JZ)
Ebenfurth (OBB) - Sopron (GYSEV/MAV)
Nickelsdorf (OBB) - Hegyeshalom (MAV)

Bernhardsthal (OBB) - Breclav (CSD)
Summerau (OBB) - Horni Dvoriste (CSD)
Frankfurt/O. (DR) - Kunowice (PKP)
Görlitz (DR) - Zgorzelec (PKP)
Bad Schandau (DR) - Decin (CSD)

Terespol (PKP) - Brest (SZD)
Medyka (PKP) - Mostiska (SZD)
Zebrzydowice (PKP) - Petrovice (CSD)
Zavidow (PKP) - Frydlant (CSD)
Mezvwlesie (PKP) - Lichkov (CSD)

Čierna (CSD) - Čop (SZD)
Komarno (CSD) - Komarom (MAV)
Sturovo (CSD) - Szob (MAV)
Rajka (MAV) - Rusovce (CSD)
Murakeresztur (MAV) - Kotoriba (JZ)

Gyékényes (MAV) - Botovo (JZ)
Keleba (MAV) - Subotica (JZ)
Zahony (MAV) - Čop (SZD)
Lökösháza (MAV) - Curtici (CFR)
Dimitrovgrad (JZ) - Dragoman (BDZ)

Gevgelia (JZ) - Idomeni (CH)
Iasy (CFR) - Ungeny (SZD)
Giurgiu (CFR) - Ruse (BDZ)
Svilengrad (BDZ) - Kapikule (TCDD)
Vidin (BDZ) - Calafat (CFR)

Kulata (BDZ) - Promachon (CH)
 Vainikkala (VR) - Luzhaika (SZD)
 Turku (VR) - Stockholm (SJ)
 Kapiköy (TCDD) - Razi (RAI)
 Nusaybin (TCDD) - Kamischli (CFS)

C. Gauge interchange stations of importance for international combined transport */

<u>Irún</u>	- Hendaye	(Spain - France)
<u>Port Bou</u>	- Cerbère	(Spain - France)
<u>Hanko</u>		(Finland)
Terespol	- Brest	(Poland - USSR)
Przemysl	- Mostiska	(Poland - USSR)
Čierna	- Čop	(Czech and Slovak Federal Republic - USSR)
Zahony	- Čop	(Hungary - USSR)
Iasi	- Unqeny	(Romania - USSR)

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)
Puttgården	- Rødby	(Germany - Denmark)

*/ 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.

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	-	Constanta	(Turkey - Romania)
Mersin	-	Venezia	(Turkey - Italy)

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

Annex IIITECHNICAL CHARACTERISTICS OF THE NETWORK OF IMPORTANT
INTERNATIONAL COMBINED TRANSPORT LINESPreliminary 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

	A		B
	Existing lines which meet the infrastructure requirements and lines to be improved or reconstructed		
	at present	target values	
1. Number of tracks	(not specified)		2
2. Vehicle loading gauge		UIC B <u>2/</u>	UIC C1 <u>2/</u>
3. Minimum distance between track centres <u>1/</u>		4.0 m	4.2 m
4. Nominal minimum speed	100 km/h <u>3/</u>	120 km/h <u>3/</u>	120 km/h <u>3/</u>
5. Authorized mass per axle:			
Wagons \leq 100 km/h	20 t	22.5 t	22.5 t
\leq 120 km/h	20 t	20 t	20 t
6. Maximum gradient <u>1/</u>	(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 C1 gauge has therefore been chosen.

The C1 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 C1 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 fulfil 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:

Minimum standards	At present	Target values */
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.

*/ 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.

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 C1).

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.

In the name of Albania:
Au nom de l'Albanie :
От имени Албании:

In the name of Austria:
Au nom de l'Autriche :
От имени Австрии:

RUDOLF STREICHER

In the name of Belgium:
Au nom de la Belgique :
От имени Бельгии:

E. КОВІА

In the name of Bulgaria:
Au nom de la Bulgarie :
От имени Болгарии:

VESELIN PAVLOV

In the name of the Byelorussian Soviet Socialist Republic:
Au nom de la République socialiste soviétique de Biélorussie :
От имени Белорусской Советской Социалистической Республики:

In the name of Canada:
Au nom du Canada :
От имени Канады:

In the name of Cyprus:
Au nom de Chypre :
От имени Кипра:

In the name of Czechoslovakia:
Au nom de la Tchécoslovaquie :
От имени Чехословакии:

JIŘÍHO NEZVALA

In the name of Denmark:
Au nom du Danemark :
От имени Дании:

KAJ IKAST

[With reservation for application to the Faroe Islands
and Greenland]¹

In the name of Estonia:
Au nom de l'Estonie :
От имени Эстонии:

In the name of Finland:
Au nom de la Finlande :
От имени Финляндии:

OLE NORRBACK

In the name of France:
Au nom de la France :
От имени Франции:

BERNARD MIYET

16 avril 1991

¹ Avec réserve concernant l'application aux Iles Féroé et Groenland.

In the name of the Federal Republic of Germany:
Au nom de la République fédérale d'Allemagne :
От имени Федеративной Республики Германии:

FREDO DANNENBRING
Geneva, 16th April 1991

In the name of Greece:
Au nom de la Grèce :
От имени Греции:

NIKOLAOS GELESTATHIS

In the name of Hungary:
Au nom de la Hongrie :
От имени Венгрии:

CSABA SIKLÓS

In the name of Iceland:
Au nom de l'Islande :
От имени Исландии:

In the name of Ireland:
Au nom de l'Irlande :
От имени Ирландии:

In the name of Italy:
Au nom de l'Italie :
От имени Италии:

CARLO BERNINI PIENO POTERE

In the name of Latvia:
Au nom de la Lettonie :
От имени Латвии:

In the name of Liechtenstein:
Au nom du Liechtenstein :
От имени Лихтенштейна:

In the name of Lithuania:
Au nom de la Lituanie :
От имени Литвы:

In the name of Luxembourg:
Au nom du Luxembourg :
От имени Люксембурга:

ROBERT GOEBBELS

In the name of Malta:
Au nom de Malte :
От имени Мальты:

In the name of the Netherlands:
Au nom des Pays-Bas :
От имени Нидерландов:

J. R. H. MAIJ-WEGGEN

In the name of Norway:
Au nom de la Norvège :
От имени Норвегии:

BJØRN SKOGMO

30 March 1992

In the name of Poland:
Au nom de la Pologne :
От имени Польши:
En nombre de Polonia:

PANA STANISŁAWA PRZYGODZKIEGO

27 March 1992

In the name of Portugal:
Au nom du Portugal :
От имени Португалии:

In the name of Romania:
Au nom de la Roumanie :
От имени Румынии:

TRAIAN BASESCU

In the name of Spain:
Au nom de l'Espagne :
От имени Испании:

In the name of Sweden:
Au nom de la Suède :
От имени Швеции:

In the name of Switzerland:
Au nom de la Suisse :
От имени Швейцарии:

ADOLF OGI

In the name of Turkey:
Au nom de la Turquie :
От имени Турции:

BÜYÜKELCI GÜNDÜZ AKTAN

13.1.1992

In the name of Ukraine:
Au nom de l'Ukraine :
От имени Украины:

In the name of the Union of Soviet Socialist Republics:
Au nom de l'Union des Républiques socialistes soviétiques :
От имени Союза Советских Социалистических Республик:

In the name of the United Kingdom of Great Britain and Northern Ireland:
Au nom du Royaume-Uni de Grande-Bretagne et d'Irlande du Nord :
От имени Соединенного Королевства Великобритании и Северной Ирландии:

In the name of the United States of America:
Au nom des Etats-Unis d'Amérique :
От имени Соединенных Штатов Америки:

In the name of Yugoslavia:
Au nom de la Yougoslavie :
От имени Югославии: