



**ORGANISATION FOR CO-OPERATION
FOR RAILWAYS (OSJD)**

A G R E E M E N T

On Organisational and Operational Aspects of Europe – Asia Combined Transports

(amended and supplemented
as of June 13th 2022)

A G R E E M E N T
On Organisational and Operational Aspects of Europe – Asia
Combined Transports

Seeking to facilitate combined transport over international rail routes, the railway transportation authorities of central governments hereinafter referred to as Contracting Parties to this Agreement:

Republic of Belarus,
Republic of Bulgaria,
Hungary,
Republic of Kazakhstan,
People's Republic of China,
Kyrgyz Republic,
Republic of Latvia,
Republic of Moldova,
Mongolia,
Republic of Poland,
Russian Federation,
Slovak Republic,
Republic of Uzbekistan,
Ukraine,
Republic of Estonia,

through their authorized representatives, have made this Agreement.

This Agreement is based on the European Agreement on Important International Combined Transport Lines and Related Installations (AGTC) and purports to establish a single Europe-Asia transport system.

THE CONTRACTING PARTIES:

FORESEEING an increase in railway freight traffic between Europe and Asia,

WISHING to promote development of this kind of transportation,

SEEKING to integrate transportation networks of Europe and Asia,

EMPHASIZING the important role of combined transports for the improvement of the quality of transport services, safe delivery of goods and minimization of adverse environmental impact,

BEING CONVINCED that in order to improve the efficiency of international combined transport between Europe and Asia and its consumer appeal, it is essential to establish regulations putting into place a consistent plan

for the development of combined transport and attendant infrastructure based on international specifications and standards,

HAVE MADE THIS AGREEMENT as follows:

GENERAL

Article 1

TERMS

In the sense of this Agreement, the terms listed below shall have the following meanings:

a) Combined transport – carriage of goods by multiple modes of transport in the same intermodal transportation unit (container, skip body, semi-trailer) or the same road vehicle (road train, truck, trailer).

b) Backbone international combined transport line network – all railway lines that:

- Are currently used for scheduled international combined transports
- Are expected to become backbone combined transport lines in the near term.

c) Attendant facilities – terminals used for combined transport, border checkpoints, car receipt/handover stations, wheelset exchange stations, rail ferry crossings, and ports of importance for international combined transport.

Article 2

BACKBONE NETWORK OF INTERNATIONAL COMBINED TRANSPORT LINES

1. The Parties to this Agreement treat the provisions thereof as coordinated recommendations for an international plan for developing and operating a backbone network of international combined transport lines and attendant facilities. The Parties intend to implement said recommendations within their respective national programs.

2. The backbone network of international combined transport lines shall include railway lines as specified in Annex I to this Agreement as well as attendant facilities of importance for international combined transport as listed in Annex II to this Agreement.

Article 3

TECHNICAL SPECIFICATIONS OF THE NETWORK

Technical parameters of international combined transport lines shall be in conformity with the specifications detailed in Annex III to this Agreement, or shall be brought in conformity as a result of their continued improvement under national programs.

Article 4

TRANSPORTATION PERFORMANCE SPECIFICATIONS AND INFRASTRUCTURAL REQUIREMENTS

1. Transportation performance and infrastructural requirements are detailed in Annex IV to this Agreement.

2. In order to harmonize and facilitate procedures related to international combined transport, the Parties to this Agreement shall take appropriate action to meet the parameters and standards specified in Annex IV to this Agreement.

Article 5

ANNEXES

All annexes to this Agreement comprise an integral part of the Agreement. New annexes may be added to the Agreement in accordance with the amendment procedure detailed in Articles 10 and 11.

FINAL PROVISIONS

Article 6

THE CUSTODIAN

The Committee of the Organisation for Co-operation between Railways (hereinafter referred to as the OSJD Committee) shall be the Custodian of this Agreement.

Article 7

SIGNATURE AND ENTRY INTO EFFECT

1. This Agreement has been open for signature since January 1st 1997 at the OSJD Committee in Warsaw.

2. This Agreement shall be signed by members of the Ministerial Conference of the Organisation for Co-Operation between Railways (hereinafter referred to as OSJD).

3. This Agreement shall become effective 60 days after being signed by at least four OSJD members whose state territories are linked continuously by one or more backbone lines of the international combined transport network.

4. The OSJD Committee shall notify the Parties to the Agreement in writing of the date of its entry into effect.

5. This Agreement shall be disclosed officially pursuant to the respective domestic legal instruments of the Contracting Parties' countries of which the Custodian shall be notified.

Article 8

ACCESSION TO THE AGREEMENT

1. This Agreement shall be open for accession by any member of OSJD.

2. Accession instruments shall be deposited with the OSJD Committee.

3. The OSJD Committee shall notify the Parties to this Agreement of the accession of new members.

Article 9

LIMITATIONS AND SETTLEMENT OF DISPUTES

1. This Agreement shall not bar any of the Parties from taking necessary measures to ensure internal and external security of their states. Whenever such measures are taken, the concerned Parties shall provide a written notice to the custodian and Parties to the Agreement of their content, timing and duration.

2. Any dispute between two or more Parties to this Agreement concerning the interpretation or application of the Agreement shall be resolved by negotiation or other means of settlement.

2. When it is not possible to resolve the dispute in that manner, the disputing parties shall be entitled to refer the matter to one or more arbitrators chosen by the general consent of those parties and shall notify the custodian of the fact.

2.2. If the disputing parties are unable to agree on the choice of the arbitrator or arbitrators, either party may request the OSJD Ministerial Conference to appoint a single arbitrator to whom the dispute will be referred for resolution.

3. The decision by the arbitrator or arbitrators shall be binding on the Parties to the Agreement seeking a resolution of their dispute.

Article 10

AMENDMENT OF THE AGREEMENT

This Agreement may be amended in accordance with the following procedure (except for Annexes I and II the amendment of which is governed by Article 11):

1. Any proposed amendment shall be forwarded to the custodian who shall arrange for its review at the next meeting of the competent OSJD working body. If the draft amendment is supported by a two-thirds majority of those in attendance, it shall be forwarded to the OSJD Ministerial Conference for consideration.

2. The OSJD Ministerial Conference shall adopt amendments to this Agreement.

3. The amendment shall become effective 90 days after being forwarded by the custodian to all Parties to the Agreement, except when the OSJD Ministerial Conference sets a different effective date.

Article 11

AMENDMENT OF ANNEXES I AND II

Annexes I and II to the Agreement may be amended in accordance with the following procedure:

1. Amendments proposed by the Parties to Annexes I and II shall be forwarded by the custodian directly to concerned Parties of this Agreement.

2. An amendment shall be considered passed if none of the immediately concerned Parties to the Agreement has notified the custodian of its disagreement with the amendment within 45 days after its submission date.

The custodian shall notify all immediately concerned Parties of the rejection of the amendment within 10 days after receiving a notice of disagreement with the amendment from a Party.

The custodian shall notify all Parties to the Agreement of the passing of the amendment within 10 days after the 45-day term for the return of notices from concerned Parties has expired. The amendment shall become effective in 30 days after the Custodian forwards it to all Parties to the Agreement.

For the purpose of this article, an immediately concerned party is understood as the Party to the Agreement in whose territory a newly-included

line, an important terminal, a border crossing point, a wheelset exchange station, a port or a ferry crossing is located or, when the respective amendments are made, whose territory is crossed by the line concerned.

Article 12

WITHDRAWAL AND TERMINATION

1. Any Party to the Agreement may withdraw from this Agreement by notifying the Custodian and the Parties to the Agreement in writing.

2. Withdrawal shall become effective one year after the respective notice is received by the custodian.

3. If, after this Agreement has become effective, the number of Contracting Parties remains fewer than 4 for a year, this Agreement shall lose effect and the custodian shall notify the Parties to the Agreement no later than 3 months before the date of termination of this Agreement.

Article 13

AUTHENTIC TEXT

The original copy of the Agreement comprising Chinese and Russian text deemed equally authentic shall be deposited with the OSJD Committee.

In witness thereof, the duly authorized persons have signed this Agreement.

Executed in Tashkent on June 4th 1997 (the fourth of June, year one thousand nine hundred and ninety seven).

Railway lines of critical importance for international combined transports

Designation of lines:

a) Letter designations:

ACE – lines included in the AGC, AGTC and the OSJD Agreement

AC – lines included in AGTC and the OSJD Agreement;

A – lines included in the OSJD Agreement only.

b) Numeric designations:

- Main lines are identified with two digits

- Lines branching from a main line are identified with three digits or after a slash.

c) Explanations concerning the numbering of backbone international combined transport lines:

- Main lines running north-south are assigned odd numbers increasing from west to east, and lines running east-west are assigned even numbers increasing from north to south

- Lines branching off main lines have the first two digits match the number of the main line while the third digit or the slash notation is used to identify the sequential number of the line

- A-designated lines can have numbers identical to those of the closest AC or ACE-designated line.

1. Azerbaijan*

- A – 700 /Samur/ – Yalama – Baku – Alat Port – /Türkmenbaşy/
 A – 701 /Samur/ – Yalama – Böyük-Kəsik – /Gardabani/
 A – 702 /Samur/ – Yalama – Culfa – /Jolfa/**
 A – 703 /Samur / – Yalama – Astara /Azerbaijan/ – Astara /Iran/
 A – 704 /Türkmenbaşy/ – Alat Port – Böyük-Kəsik – /Gardabani/
 A – 705 /Aqtau Port/ – Alat Port – Böyük-Kəsik – /Gardabani/
 A – 706 /Quryq Port/ – Alat Port – Böyük-Kəsik – /Gardabani/

2. Afghanistan*

- A – 503 /Galaba/ – /Hayraton/ – Jairatan – Taza omid – Nayebabad – /Mazār-e-Sharif /
 A – 61 /Emamnazar/ – /Aqina/
 A – 63 /Serhetabat/ – /Torghundi/

3. Belarus

- ACE – 20 /Terespol/ – Brest – Minsk – Orsha – Osinovka – /Krasnoye/
 A – 201 /Slovechne/ – Zhlobin – Minsk – Maladziechna – Hudahay – /Kena/
 A – 95/2 /Slovechne/ – Zhlobin – Minsk

4. Bulgaria

- ACE – 95 /Giurgiu/ – Ruse – Gorna Oryahovitsa – Dubovo – Dimitrovgrad

* – not a Party to the Agreement.

** – temporarily out of operation.

- ACE – 680 Sofia – Mezdra – Gorna Oryahovitsa – Kaspichan – Sindel – Varna – /Chornomorsk/

ACE – 70 /Dimitrovgrad/ – Dragoman – Sofia – Plovdiv –
Dimitrovgrad North – Svilengrad – /Kapıkule/

ACE – 720 Plovdiv – Zimnitsa – Karnobat – Burgas

ACE – 855 Sofia – Kulata – /Promachonas/

5. Hungary

ACE – 61 /Bratislava – Komárno/ – Komárom – Budapest
/Rusovce/ – Rajka – Hegyeshalom

ACE – 69 Budapest – Murakeresztúr – /Kotoriba/

ACE – 71 Budapest – Dombóvár – Gyékényes – /Botovo – Koprivnica/

ACE – 85 Budapest – Kelebia – /Subotica/

ACE – 50 /Vienna/ – Hegyeshalom – Győr – Budapest –
/Ebenfurth/ – Sopron
– Miskolc – Nyiregyháza – Záhony – /Chop/
Eperjeske – /Batiovo/

1/MÁV

2/GYSEV-Raaberbahn/MÁV

ACE – 52 /Šturovo/ – Szob – Budapest – Tsegled – Szolnok – Debrecen –
Nyiregyháza – Záhony – /Chop/
Eperjeske – Batiovo

ACE – 56 Budapest – Rákos – Újyász – Szolnok – Lőkősháza – /Curtici/

ACE – 30/1 Miskolc – Felsőzsolca – Hidasnémeti – /Čaña/

AC – 51/1 Szolnok – Püspökladány – Biharkeresztes – /Episcopia Bihor/

AC – 773 Budapest – Dombóvár – Pécs – Magyarbóly – /Beli Manastir/

6. Georgia*

A – 701 /Vesyoloye/ – Gantiadi – Tbilisi – Gardabani – /Böyük-Kəsik/

A – 701/1 Batumi – Tbilisi – Gardabani – /Böyük-Kəsik/

A – 701/2 Poti – Tbilisi – Gardabani – /Böyük-Kəsik/

A – 703 /Vesyoloye/ – Gantiadi – Tbilisi – Sadakhlo – /Ayrum/

7. *Kazakhstan*

A – 50 /Aksarayskaya II/ – Ganiýshkın – Atyrau – Maqat – Qandıagaş – Arys 1 – Turksib – Almaty – Aqtogaý – Dostyq – /Alashankou/

A – 50/1 /Alashankou/ – Dostyq – Turksib – /Alamedin/

A – 50/3 /Alashankou/ – Dostyq – Aqtogay – Almaty – Arys 1 – /Sarıagaş/

A-50/4 /Aksarayskaya II/ – Ganiýshkın – Atyrau – Maqat – Beınew – Mangistau

A – 60 /Altynkol/ – Saryózek – Almaty – Sekseul – Qızılorda – /İletsk I/

A – 62 /Altynkol/ – Saryózek – Almaty – Sekseul – Qızılorda – /Dına Nurpeýisova (passing loop)/

A – 64 /Altynkol/ – Saryózek – Almaty – Sekseul – Qızılorda – Beınew /Aqtau Port / Alat Port/

A – 66 /Altynkol/ – Saryózek – Almaty – Sekseul – Qızılorda – Beınew /Quryq Port / Alat Port/

A – 68 /Bolaşaq/ – Beınew – Qızılorda – Sekseul – Saryózek – Almaty – /Altynkol/

A – 203 /Petropav I/ – Smirnovo – Kökşetau I – Nur-Sultan 1 – Moýıntı – Aqtogaý – Dostyq – /Alashankou/

A-203/1 /Taranovskaya/ – Tobol – Esil – Atbasar – Nur-Sultan 1 – Moýıntı – Aqtogaý – Dostyq – /Alashankou/

* – not a Party to the Agreement

A – 500 /Tashkent/ – Sarıagaş – Qızılorda – Qandıagaş – Aqtöbe – İletsk I – Oral – Semıglavy Mar – /Ozinki/

A – 500/4 /Alashankou/ – Dostyq – Aqtogaý – Almaty – Arys 1 – Qandıagaş – İletsk I – Oral – Semıglavy Mar – /Ozinki/

8. *China*

- A-205 /Zabaykalsk/ – Manzhouli – Harbin – Shenyang – Dalian
- A-205/1 /Zabaykalsk/ – Manzhouli – Harbin – Shenyang – Dandong
- A-204 /Zamyn-Üüd/ – Erlian – Jining – Beijing – Tianjin
- A-204/1 /Zamyn-Üüd/ – Erlian – Shenyang – Dandong
- A-50 /Dostyq/ – Alashankou – Urumqi – Lanzhou – Xi'an – Zhengzhou – Lianyungang
- A-50/1 /Dostyq/ – Alashankou – Urumqi – Lanzhou – Xi'an – Zhengzhou – Xuzhou – Shanghai
- A-50/2 /Dostyq/ – Alashankou – Urumqi – Lanzhou – Xi'an – Zhengzhou – Wuhan – Guangzhou – Shenzhen
- A-50/3 /Dostyq/ – Alashankou – Urumqi – Lanzhou – Xi'an – Zhengzhou – Shijiazhuang – Beijing – Tianjin – Shenyang – Dandong
- A – 60 /Altynkol/ – Khorgas – Urumqi – Lanzhou – Xi'an – Zhengzhou – Lianyungang
- A-62 /Altynkol/ – Khorgas – Urumqi – Lanzhou – Xi'an – Zhengzhou – Xuzhou – Shanghai
- A-64 /Altynkol/ – Khorgas – Urumqi – Lanzhou – Xi'an – Zhengzhou – Wuhan – Guangzhou – Shenzhen
- A-66 /Altynkol/ – Khorgas – Urumqi – Lanzhou – Xi'an – Zhengzhou – Shijiazhuang – Beijing – Tianjin – Shenyang – Dandong
- A – 68 /Altynkol/ – Khorgas – /Chinese seaports/

9. DPRK*

- A – 207 /Khasan/ – Tumangang – Chongjin – Pyongyang
- A – 207/1 /Khasan/ – Tumangang – Rajin
- A – 207/2 /Tumen/ – Namyang – Rajin
- A – 207/3 /Tumen/ – Namyang – Chongjin

A – 208 /Dandong/ – Sinuiju – Sōp'o – Namp'o

A – 209 /Ji'an/ – Manp'o – Sōp'o – Namp'o

10. Kyrgyzstan

A – 50/1 /Alamūdün/ – Lugovaya [Turksib] – Dostyq – /Alashankou/

A – 68/1 /Altynkol/ – Lugovaya [Turksib] – /Alamūdün/

A – 500/5 Osh I – Andijan – Xovos – Tashkent – Şeňgeldi

11. Latvia

A – 202 Rīga – Krustpils – Rēzekne – Zilupe – /Sebezh/

A – 202/1 Ventspils – Jelgava – Zilupe – /Sebezh/

A – 202/2 Liepāja – Jelgava – Zilupe – /Sebezh/

A – 202/3 Ventspils – Krustpils – Daugavpils – Indra – /Bihosava/
Liepāja

A – 202/4 Rīga – Krustpils – Daugavpils – Indra – /Bihosava/

A – 75 /Joniškis/ – Meitene – Rīga – Lugaži – /Valga/

* – not a Party to the Agreement

12. Lithuania*

A – 201 Klaipėda – Šiauliai – Vilnius – Kena – /Hudahay/

A – 201/1 Kaišiadorys – Kaunas – Kybartai – /Nesterov/

A – 75 /Trakiszki/ – Mockava – Šeštokai – Kaunas – Joniškis –
/Meitene/

13. Moldova

A – 95/1 /Cristeşti-Jijia/ – Ungheni – Ocniţa – Vălcineţ –

/Mohyliv-Podilskyi/

ACE – 95 /Cristești-Jijia/ – Ungheni – Chișinău – Bender –
Novosavițaia – /Kuchurhan/

14. Mongolia

A – 204 /Naushki/ – Sukhbaatar – Ulaanbaatar – Zamyin-Üüd – /Erlia/

15. Poland

ACE – 20 /Frankfurt an der Oder/ – Kunowice – Poznań – Łowicz – Warsaw –
Skierniewice
– Łuków – Terespol – /Brest/

ACE – 30 /Görlitz/ – Zgorzelec – Wrocław – Katowice – Krakow –
Przemyśl – Medyka – /Mostiska II/

ACE – 59 Świnoujście – Szczecin – Kostrzyn – Poznań – Zielona Góra – Nowa
Sól – Wrocław – Opole – Chałupki – /Bohumin/

AC – 59/1 Nowa Sól – Żagań – Węgliniec – Zawidów – /Frydlant/

AC – 59/2 Wrocław – Międzyzlesie – /Lichkov/

AC – 30/1 Krakow – Nowy Sącz – Muszyna – /Plaveč/

A – 40/1 Katowice – Bielsko-Biała – Zawardoń – /Čadca/

A – 30/1 /Hrubieszów/ – Sławków

* – not a Party to the Agreement

A – 30/2 /Dorohusk/ – Lublin – Warsaw – Kunowice – / Frankfurt an
Oder/

AC – 65/1 Zduńska Wola – Karsznice – Łódź – Skierniewice

AC – 65/2 Chorzów Siemianowice – Częstochowa – Zawiercie – Jaworzno
Szczakowa – Czechowice-Dziedzice – Zabrzeg Czarnolesie – Chybie

AC – 65/3 Herby Nowe – Paczyna – Kędzierzyn – Koźle – Azoty

ACE – 65 Gdynia – Gdańsk – Warsaw – Katowice – Zebrzydowice –
Bydgoszcz
– /Petrovice u Karviné/

A – 75 Warsaw – Białystok – Sokółka – Suwałki – Trakiszki – /Mockava/

16. Russia

ACE – 20 /Osinovka/ – Krasnoye – Smolensk – Moscow

A – 20 Moscow – Nizhny Novgorod – Yekaterinburg – Novosibirsk – Krasnoyarsk – Irkutsk – Vladivostok

A – 20/1 St. Petersburg – Mga – Volkhovstroy – Koshta – Vologda – Kotelnich

ACE – 10 /Vainikkala/ – Buslovskaya – St. Petersburg – Moscow

A – 202 /Zilupe/ – Sebezh – Velikiye Luki – Moscow

A – 101 /Narva/ – Ivangorod – St. Petersburg

ACE – 50 /Zernove/ – Suzemka – Bryansk – Moscow

A – 201/1 Kaliningrad – Chernyakhovsk – Chernyshevskoye – /Kybartai/

A – 201/2 Kaliningrad – Mamonovo – /Braniewo/

A – 203 Yekaterinburg – Kurgan – /Petropavl/

A – 204 Zaudinsky – Naushki – /Sukhbaatar/

A – 205 Karymskaya – Zabaykalsk – /Manzhouli/

A – 206 Baranovsky – Nakhodka

A – 207 Baranovsky – Khasan – /Tumangang/

A – 210 Ussuriysk – Grodekovo – /Suifenhe/

A – 50 /Chervona Mohyla/ – Gukovo – Volzhsky – Astrakhan – /Aksarayskaya II/

A – 30 /Topoli/ – Solovey – Valuyki – Ufa – Chelyabinsk – Kurgan – Omsk

A – 500 Moscow – Ryazan – Kochetovka I – Saratov – Ozinki – /Oral/

A–500/1 Syzran – Saratov – (M. Gorky) Volgograd – Kozyrky – Grechyanaya – Novorossiysk/Taman

A – 500/2 Ryazan – Ruzayevka – Kinel – Orenburg – /Ilets I/Kartaly/

A – 500/3 Kochetovka I – Gryazi – Novorossiysk

A – 50/2 /Kvashyne/ – Uspenskaya – Rostov-on-Don

A – 700 Armavir – Makhachkala – /Samur/

A – 701 Armavir – Vesnyoloye – /Gantiadi/

A – 700/1 Gryazi – Povorino – Volgograd

A – 700/2 Astrakhan – Chervlennaya – Uzlovaya

17. Romania*

ACE – 95 /Ungheni/ – Cristești-Jijia – Pașcani – Buzău – Ploiești – Bucharest – Videle – Giurgiu – /Ruse/

AC – 95 Craiova – Calafat – /Vidin/

ACE – 54 Arad – Deva – Teiuș – Vînători – Brașov – Bucharest

AC – 54 /Diakove/ – Halmeu – Satu Mare – Dej – Cluj – Coșlariu

ACE – 56 /Lőkösháza/ – Curtici – Arad – Timișoara – Craiova – Bucharest

ACE – 56/2 Bucharest – Constanța

* – not a Party to the Agreement

ACE – 66 Halmeu – Satu Mare – Carei – Oradea – Arad – Timișoara – Stamora Moravița – /Vrșac/

ACE – 851 /Vadul Siret/ – Vicșani – Suceava – Pașcani

18. Slovakia

ACE – 61 /Lanžhot/ – Kúty – Bratislava – Galanta – Komárno – /Komárom/

AC – 61 Bratislava – Rusovce – /Rajka/

ACE – 63 Žilina – Leopoldov – Bratislava – /Kittsee/
|_Galanta

ACE – 40 /Mosty u Jablunkova/ – Čadca – Žilina – Poprad – Tatry – Košice – Čierna nad Tisou – /Chop/

AC – 40 /Horní Lideč/ – Lúky pod Makytou – Žilina

A – 40/1 Čadca – /Zwardoń/

A – 63 Leopoldov – Galanta

ACE – 52 /Marchegg/ – Devínska Nová Ves – Bratislava – Galanta – Nové Zámky – Šturovo – /Szob/

AC – 30/1 /Muszyna/ – Plaveč – Prešov – Kysak – Košice – Čania – /Hidasnémeti/

19. Turkmenistan*

A – 68 /Bolaşaq/ – /Serhetyaka/ – /Akýaýla/ – /Incheburun/

A – 503 Türkmenbaşy – Aşgabat – Türkmenabat – Daşavuz – Qon‘irat – /Beinew/

|__ /Buxoro/

20. Uzbekistan

A – 500/1 /Sariagaş/ – Tashkent – Buxoro – /Türkmenbaşy/

A – 500/2 /Sariagaş/ – Tashkent – Xovos – Andijon – /Osh/

* – not a Party to the Agreement

A – 500/3 /Sariagaş/ – Tashkent – Qarshi – Termiz – G‘alaba – /Hairatan/

A – 500/4 /Sariagaş/ – Tashkent – Qarshi – Termiz – /Dushanbe/

A – 500/5 /Sariagaş/ – Tashkent – Qarshi – Termiz – /Qurghonteppa [Bokhtar]/

A – 503 /Oasis/ – Qon‘irat – /Daşavuz/ – Urgõnch – /Türkmenabat/ – Buxoro – Termiz – G‘alaba – /Hairatan/

A – 503/1 /Oasis/ – Nukus – Uchtaquduq – Samarqand – Tashkent – /Şeňgeldi/

A – 503/2 /Oasis/ – Nukus – Uchtaquduq – Samarqand – Andijan – /Osh/

A – 503/3 /Oasis/ – Nukus – Uchtaquduq – Navoiy – Buxoro – /Türkmenabat/

A – 503/4 /Oasis/ – Nukus – Uchtaquduq – Navoiy – Buxoro – Qarshi – Termiz – G‘alaba – /Hairatan/

A – 503/5 /Oasis/ – Nukus – Uchtaquduq – Navoiy – Buxoro – Qarshi – Termiz – /Dushanbe/

A – 503/6 /Oasis/ – Nukus – Uchtaquduq – Navoiy – Buxoro – Qarshi – Termiz –

/Qurghonteppa [Bokhtar]/

21. Ukraine

- A – 24 /Hrubieszów/ – Izov – Kovel – Zdolbuniv – Koziatyn – Kyiv – Konotop Zernove – /Suzemka/
- A – 26 / Poti/Batumi / – Poromna – Podilsk – Zhmerynka – Kazatyn – Zdolbuniv – Kovel – Izov – /Hrubieszów/
- A – 26/1 Zhmerynka – Pidvolochysk – Chop – /Čierna nad Tisou/
- A – 26/2 Zhmerynka – Pidvolochysk – Uzhhorod – /Matovce/
- A – 26/3 Zhmerynka – Pidvolochysk – Batiovo – /Eperjeske/
- A – 26/4 Zhmerynka – Pidvolochysk – Mostiska II – /Medyka/
- A – 26/5 Zhmerinka – Pidvolochysk – Klepariv – Khryplyn – Vadul Siret – /Vicșani/
- A – 28 /Hrubieszów/ – Izov – Kovel – Zdolbuniv – Koziatyn – Kyiv
- A – 28/1 /Dorohusk/ – Yagodin – Kovel
- A – 28/2 Koziatyn – Myronivka – Znamianka – Chornomorska – /Poti/Batumi/
- ACE–30 /Medyka/ – Mostiska II – Lviv – Zdolbuniv – Koziatyn – Kyiv – Konotop – Zernove – /Suzemka/
- A – 30 /Matovce/ – Uzhhorod – Lviv – Zdolbuniv – Koziatyn – Kyiv – Konotop – Zernove – /Suzemka/
- A – 30/1 Kovel – Yagodin – /Dorohusk/
- ACE – 40 /Čierna nad Tisou/ – Chop – Zdolbuniv
- ACE–50 /Záhony/ – Chop – Lviv – Zdolbuniv – Kozyatin – Fastiv – /Eperjeske/ – Batiovo
Kyiv – Konotop – Zernove – /Suzemka/
- A – 50 Fastiv – Dnipro-Holovnyi – Pokrovsk – Yasynuvata – Kvashine – /Uspenskaya/
- A–50/1 Zhmerinka – Podilsk – Rozdilna – Odessa – Chornomorsk – Port – /Varna/
- A – 50 Fastiv – Dnipro – Pokrovsk [Krasnoarmiisk] – Yasynuvata – Kvashine – /Uspenskaya/

- A – 50/3 Dnipro – Lozova – Lyman – Kharkiv
- AC – 54 Chop – Diakove – /Halmeu/
- A – 56 /Vicșani/ – Vadul-Siret – Lviv – Zdolbuniv – Koziatyn – Kyiv – Konotop – Zernove – /Suzemka/
- A – 93 /Horyn/ – Udrytsk – Zdolbuniv – Klepariv – Khryplyn – Vadul-Siret – /Vicșani/
- ACE – 95 /Novosavițcaia/ – Kuchurhan – Rozdilna – Zhmerynka – Kozyatin – Kyiv – Konotop – Zernove – /Suzemka/
- A – 95 /Slovechne/ – Berezhest – Korosten – Kozyatin – Zhmerynka – Podilsk – Odessa Ferry – /Varna Ferry/ – /Poti/Batumi/
- A – 95/1 Zhmerynka – Mohyliv-Podilskyi – /Vălcineț/
- A – 95/2 Zhmerynka – Korosten – Berezhest – /Slovechne/
- ACE–851 Lviv – Vadul Siret – /Vicșani/

22. Czech Republic*

- ACE – 55 /Bad Schandau/ – Děčín – Prague
- ACE – 551 Prague – Horní Dvořiště – /Summerau/
- ACE – 59 /Chałupki/ – Bohumín
- AC – 59/2 /Międzylesie/ – Lichkov – Ústí nad Orlicí
- ACE – 65 /Zebrzydowice/ – Petrovice u Karviné – Ostrava – Břeclav – /Bernhardsthal/
- AC – 59/1 /Zawidów/ – Frýdlant – Turnov – Prague
- ACE – 61 Česká Třebová – Brno – Břeclav – Lanžhot – /Kuty/
- ACE – 40 /Schirnding/ – Cheb – Plzeň – Prague – Kolín – Česká Třebová – Hranice na Moravě – Ostrava – Mosty u Jablunkova – /Čadca/
- AC – 40 Hranice na Moravě – Horní Lideč – /Lúky pod Makytou/

23. Estonia

A – 101 Tallinn – Narva – /Ivangorod/

A – 101/1 Tallinn – Valga – /Lugaži/

Facilities of critical importance for international combined transports**A. TERMINALS*****Azerbaijan***¹

*** Abşeron

Alat Port

Astara

Baku Freight

** Baku Trade Pier

Culfa

Gəncə

Keşlə

Naxçıvan

Salyan

Mingəçevir

Şəki

Şirvan

Sumqayıt

Yalama

Yevlax

Xaçmaz

Xırdalan

Xudat

Afghanistan¹

Aqina

Mazār-e-Sharif

Hairatan

Nayebabad

Torghundi

Belarus

Auls /Hrodna/

Baranavichy Central

Berezina /Babruysk /

Borisov

Brest North

¹ – not a Party to the Agreement

Centrolit /Homyel/
Kalinkavichy
Kolyadichy /Minsk/
Lida
Mahiliou II
Maladziechna
Pinsk
Vitebsk
Orsha East
Polotsk
Slutsk

Bulgaria

* Burgas Port
Sofia Tovarna
Ruse Tovarna
Todor Kableshkov □Plovdiv/
* Varna-Port

Hungary

Békéscsaba
* Budapest Port
/Budapest-Csepel
Debrecen
Eperjeske
Miskolc-Gömöri Hub
Szeged-Kiskundorozsma
Szolnok
Sopron
Soroksár Terminal
Záhony

Georgia¹

* Batumi-Port
* Poti-Port
Khashuri
Samtrediya
Tbilisi Marshalling Yard

Kazakhstan

Aqtau Port
Aqtöbe
Almaty

¹ – not a Party to the Agreement

Altynkol
 Atyrau
 Dostyq
 Nur-Sultan 1
 Kökşetau
 Şymkent
 Taldıqorgan
 Taraz
 Tyuratam
 Qaragandy
 Qostanay
 Qızılorda
 Quryq Port
 Zhilayevo /Uralsk/

Kyrgyzstan

Alamüdün
 Osh 1

China

Xiangfang
 Changchundong
 Shenyangdong
 Dalyanxi
 Beijingdong
 Xiyingmen
 Tianjin Port
 Wubei
 Lanzhoubei
 Xi'anxi
 Xi'andong
 Zhengzhoudong
 Loyangdong
 Jiang'an
 Qingdao
 Qingdao Port
 Lianyungang Port
 Shanghaixi
 Jungonglu Port
 Xiamen Port
 Beilun Port
 Guangzhounan
 Guangzhoudong
 Huangpu New Port
 Pinghunan
 Shenzhenbei

DPRK¹

Sōp'o
 Tumangang
 Chongjin
 Rajin
 Namp'o

Latvia

* Ventspils
 * Liepāja
 * Rīga
 Rēzekne
 Daugavpils

Lithuania¹

*** Vaidotai /Vilnius/
 * Draugystė /Klaipėda/
 *** Kaunas
 * Klaipėda
 Paneriai /Vilnius/
 Šeštokai (1435 mm and 1520 mm gauge)

Moldova

Ungheni
 Chişinău
 Tiraspol /Bender/
 Răuţel /Bălţi/

Mongolia

Sukhbaatar
 Ulaanbaatar
 Zамын-Үүд

Poland

Warsaw Główna Towarowa
 Warsaw Praga
 **Pruszków koło Warszawy
 **Kąty Wrocławskie koło Wrocławia
 * Gdańsk Nowy Port
 Gdansk Port Północny
 * Gdynia Port
 Gliwice Kontenerowa

¹ – not a Party to the Agreement

Gądk
 Dąbrowa-Górnica Towarowa
 **Dąbrowa-Górnica Towarowa koło Katowic
 Żurawica Border Cargo transfer Point
 Kobylnica
 Łódź Olechów
 Małaszewicze
 Mława
 Poznań Franowo
 ** / *** Gądk koło Poznania
 Pruszków
 Sławków Euroterminal
 Sosnowiec Południowy
 Szamotuły
 * Szczecin Port Centralny

Russia

St. Petersburg – Vitebsky Freight Terminal
 *St. Petersburg Port
 Shushary
 Grodekovo
 Dzerzhinskaya-Novaya
 Chernyakhovsk
 Khovrino
 Bely Rast
 Vorsino
 Elektrougli
 Kuntsevo II
 Smolensk
 Bryansk-Lgovsky
 * Kutum /Astrakhan/
 * Volzhsky /Volgograd /
 * Kostarikha /Nizhny Novgorod/
 Kirov - Kotlassky
 Blochnaya /Perm/
 Voynovka /Tyumen/
 * Omsk Vostochny
 Kleshchikha /Novosibirsk/
 * Bazaikha /Krasnoyarsk/
 Taltsy /Ulan-Ude/
 Khabarovsk II
 * Pervaya Rechka /Vladivostok/
 * Nakhodka
 Chelyabinsk – Freight
 Bezymyanka /Samara/
 Chernikovka /Ufa/

Trofimovsky II /Saratov/
 Rostov – Freight /Rostov-on-Don/
 * Novorossiysk Port
 ** Yakkima
 ** Svetogorsk
 ** Selenga
 ** Koyty
 ** Mezheg
 ** Dedovsk
 ** Baykalsk

Romania¹

Bucharest
 * Constanța
 Craiova
 Oradea

Slovakia

* Bratislava
 Žilina
 **Zilina TIP
 Košice
 **Košice
 Ružomberok
 Dobrá (1435 mm and 1520 mm gauge)
 Dunajská Streda
 /Dunajská Streda
 Sladkovičevo

Uzbekistan

Andijan
 Buxoro
 Chuqursoy /Tashkent/
 Jizzax
 Nukus
 Marg‘ilon
 Termiz
 Tinchlik
 Qaqir /Qo‘qon/
 Raustan /Namangan/
 Xovos
 Qarshi
 Ulugbek

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Ukraine

Vinnitsia

*** Dnipro-Liski

*** Kyiv-Liski

* Nizhniodniprovsk-Pier

*** Odessa-Liski

* Odessa-Port

* Paromna

** Ternopil

*** Kharkiv-Liski

* Chornomorsk-Port

* Chornomorska

Chop

Czech Republic¹

Brno

Havířov

Zlín Želechovice

**Zlín Želechovice

Lovosice

Mělník

Nýřany

**Ostrava – Šenov

Prague Uhříněves

/Prague Uhříněves

Pršerov

**Plzeň Nýřany

Ústí nad Labem

**Ústí nad Labem

Česká Třebová

/Česká Třebová

Estonia

* Muuga /Tallinn/

* Tallinn

** Paldiski (export)

¹ – not a Party to the Agreement

* Water terminals, e.g. *Tallinn

** Terminals set up at approaches to a station for handling heavy containers, e.g., **Moscow – Yuzhny Port.

*** Logistics center.

**B. Border crossing points of critical importance for
international combined transports**

Vainikkala – Buslovskaya	/Finland * – Russia/
Narva – Ivangorod	/Estonia – Russia/
Zilupe – Posin’	/Latvia – Russia/
Lugaži – Valga	/Latvia – Estonia/
Meitene – Joniškis	/Latvia – Lithuania*/
Indra – Bihosava	/Latvia – Belarus/
Nesterov – Kybartai	/Russia – Lithuania*/
Sovetsk – Pagėgiai	/Russia – Lithuania*/
Zheleznodorozhny – Skandawa	/Russia – Poland/
Kena – Hudahay	/Lithuania* – Belarus/
Mockava – Trakiszki	/Lithuania* – Poland/
Grambow – Tantow – Szczecin Gumieńce	/Germany * – Poland/
Frankfurt an der Oder-Kunowice	/Germany * – Poland/
Horka – Bielawa Dolna	/Germany * – Poland/
Terespol – Brest	/Poland – Belarus/
Osinovka – Krasnoye	/Belarus – Russia/
Braniewo – Mamonovo	/Poland – Russia /
Medyka – Mostiska II	/Poland – Ukraine/
Hrubieszów – Izov	/Poland – Ukraine/
Chałupki – Bohumin	/Poland – Czech Republic*/
Zawidów – Frydlant	/Poland – Czech Republic*/
Międzyzylesie – Lichkov	/Poland – Czech Republic*/
Zebrzydowice – Petrovice u Karv.	/Poland – Czech Republic*/
Muszyna – Plaveč	/Poland – Slovakia/
Zwardoń – Skalité	/Poland – Slovakia/
Łupków – Medzilaborce	/Poland – Slovakia/
Świnoujście – midsea (Ystad)	/Poland – Sweden*/
Bad Schandau – Děčín	/Germany* – Czech Republic*/
Schirnding – Cheb	/Germany* – Czech Republic*/
Summerau – Horní Dvořiště	/Austria* – Czech Republic*/
Bernhardsthal – Břeclav	/Austria* – Czech Republic*/
Lanžhot – Kutý	/Czech Republic* – Slovakia/
Mosty u Jablunkova – Čadca	/Czech Republic* – Slovakia/
Horní Lideč – Lúky pod Makytou	/Czech Republic* – Slovakia/
Čierna nad Tisou – Chop	/Slovakia – Ukraine/
Komárno – Komárom	/Slovakia – Hungary/
Šturovo – Szob	/Slovakia – Hungary/
Rusovtsa – Rajka	/Slovakia – Hungary/
Čaňa – Hidasnémeti	/Slovakia – Hungary/
Devínska Nová Ves – Marchegg	/Slovakia – Austria*/

* – not a Party to the Agreement

Bratislava – Kittsee	/Slovakia – Austria*/
Chop – Záhony	/Ukraine – Hungary/
Kotoriba – Murakeresztúr	/Croatia* – Hungary/
Botovo Koprivnica – Gyékényes	/Croatia* – Hungary/
Magyarbóly – Beli Manastir	/Hungary – Croatia*/
Kelebia – Subotica	/Hungary – Serbia*/
Nikelsdorf – Hegyeshalom	/Austria* – Hungary/
Ebenfurth – Sopron	/Austria* – Hungary/
Lőkősháza – Curtici	/Hungary – Romania*/
Biharkeresztes – Episcopia Bihor	/Hungary – Romania*/
Calafat – Vidin	/Romania* – Bulgaria/
Giurgiu – Ruse	/Romania* – Bulgaria/
Dimitrovgrad – Dragoman	/Serbia* – Bulgaria/
Varna ferry** – Paromna	/Bulgaria – Ukraine/
Varna ferry – Batumi	/Bulgaria – Georgia*/
Varna ferry – Poti	/Bulgaria – Georgia*/
Varna ferry – Kavkaz	/Bulgaria – Russia/
Kulata – Promachonas	/Bulgaria – Greece*/
Svilengrad – Dikaia	/Bulgaria – Greece*/
Svilengrad – Kapıkule	/Bulgaria – Turkey*/
Cristești-Jijia – Ungheni	/Romania* – Moldova/
Halmeu – Diakove	/Romania* – Ukraine/
Dornești – Vadul Siret	/Romania* – Ukraine/
Vălcineț – Mohyliv-Podilskyi	/Moldova – Ukraine/
Novosavițcaia – Kuchurhan	/Moldova – Ukraine/
Berezhest – Slovechne	/Ukraine – Belarus/
Batiovo – Eperjeske	/Ukraine – Hungary/
Topoli – Solovey	/Ukraine – Russia/
Chervona Mohyla – Gukovo	/Ukraine – Russia/
Kvashyne – Uspenskaya	/Ukraine – Russia/
Zernove – Suzemka	/Ukraine – Russia/
Uzhhorod – Matovce	/Ukraine – Slovakia/
Paromna – Batumi	/Ukraine – Georgia*/
Paromna – Poti	/Ukraine – Georgia*/
Naushki – Sukhbaatar	/Russia – Mongolia/
Zabaykalsk – Manzhouli	/Russia – China/
Khasan – Tumangang	/Russia – DPRK*/
Zauralye – Presnogorskoyaya	/Russia–Kazakhstan/
Ozinki – Oral	/Russia–Kazakhstan/
Aksarayaskaya II – Ganiýshkin	/Russia–Kazakhstan/
Ozinki – Semiglavý Mar	/Russia – Kazakhstan/
Kanisay – Iletsk I	/Russia – Kazakhstan/
Petropavlovsk – Petropavlovsk	/Russia–Kazakhstan/

* – not a Party to the Agreement

Lokot – Lokot	/Russia–Kazakhstan/
Petukhovo – Petropavl	/Russia–Kazakhstan/
Kartaly – Elimai	/Russia–Kazakhstan/
Suifenhe – Grodekovo	/China – Russia/
Altynkol – Khorgas	/Kazakhstan – China/
Alashankou – Dostyq	/China – Kazakhstan/
Dandong – Xinzhou	/China – Korea*/
Keles – Sariagaş	/Uzbekistan – Kazakhstan/
Qoraqalpog‘iston – Oasis	/Uzbekistan – Kazakhstan/
Bishkek – Turksib	/Kyrgyzstan – Kazakhstan/
Samur – Yalama	/Russia – Azerbaijan*/
Vesyoloye – Gantiadi	/Russia – Georgia*/
Gardabani – Böyük-Kəsik	/Georgia* – Azerbaijan*/
Sadakhlo – Ayrum	/Georgia* – Armenia*/
Culfa – Julfa	/Azerbaijan* – Iran*/
Zamyn-Üüd – Erlian	/Mongolia – China/
Bekobod – Nau	/Uzbekistan – Tajikistan*/
Istiqlol – Suvonobod	/Tajikistan* – Uzbekistan/
Hodjadavlet – Farap	/Uzbekistan – Turkmenistan*/
Zhairon – Tallymerjen	/Uzbekistan – Turkmenistan*/
Rzd449 – Daşavuz	/Uzbekistan – Turkmenistan*/
Tahýadaş – Naymanqul	/Turkmenistan* – Uzbekistan/
Kara-Suu – Savay	/Kyrgyzstan – Uzbekistan/
Kara-Suu – Xonobod	/Kyrgyzstan – Uzbekistan/
Uchqo‘rg‘on – Shamaldysay	/Uzbekistan – Kyrgyzstan/
Quvasoy – Kyzyl-Kiya	/Uzbekistan – Kyrgyzstan/
Kelif – Boldyr	/Turkmenistan* – Uzbekistan/
Gazodzhak – Pitnyak	/Turkmenistan* – Uzbekistan/
Ququdli – Pakhtaabad	/Uzbekistan – Tajikistan*/
Amuzang – Ayvaj	/Uzbekistan – Tajikistan*/
G‘alaba – Hairatan	/Uzbekistan – Afghanistan*/
Emamnazar – Aqina	/Turkmenistan* – Afganistan*/
Emamnazar – Torghundi	/Turkmenistan* – Afganistan*/
Bolaşaq – Serhetyaka	/Kazakhstan – Turkmenistan*/

* – not a Party to the Agreement

B. Cargo transfer / bogie exchange stations

Malaszewicze - <u>Brest</u> **	/Poland – Belarus/
Semianówka - <u>Svislach</u> **	/Poland – Belarus/
Braniewo – Mamonovo (Dzerzhinskaya Novaya)	/Poland – Russia /
Skandawa – Zheleznodorozhny (Chernyakhovsk)	/Poland – Russia/
Kuźnica Białostocka – Bruzgi	/Poland – Belarus /
Semianówka - <u>Svislach</u> **	/Poland – Belarus/
Terespol - <u>Brest</u> **	/Poland – Belarus/
<u>Medyka</u> ** – <u>Mostiska II</u> **	/Poland – Ukraine/
<u>Čierna nad Tisou</u> – Chop, <u>Yesen</u>	/Slovakia – Ukraine/
<u>Záhony</u> – Chop, <u>Yesen</u>	/Hungary – Ukraine/
Eperjeske – Batiovo	/Hungary – Ukraine/
Cristești-Jijia – <u>Ungheni</u> **	/Romania* – Moldova/
Vicșani - <u>Vadul-Siret</u> **	/Romania* – Ukraine/
Halmeu - Diakove, <u>Yesen</u>	/Romania* – Ukraine/
Zabaykalsk** – Manzhouli	/Russia – China/
<u>Dostyq</u> ** – Alashankou	/Kazakhstan – China/
Altynkol – Khorgas	/Kazakhstan – China/
<u>Khasan</u> – Tumangang	/Russia – DPRK*/
Varna ferry – Kavkaz	/Bulgaria – Russia/
Varna ferry** – Paromna	/Bulgaria – Ukraine/
Culfa – <u>Julfa</u> **	/Azerbaijan* – Iran*/
Zamyn-Üüd – <u>Erlian</u>	/Mongolia – China/
Mockava (Šeštokai**) – Trakiszki	/Lithuania* – Poland/

Note: Names of bogie exchange station are underlined, and stations where both bogie exchange and cargo transfer are performed are marked “**” in addition to underlining.

Railway stations equipped with automatic gauge changeover systems

Mockava/Lithuania

Note: temporarily out of operation.

* – not a Party to the Agreement

D. Railway ferry routes included in the international transport network

Varna – Chornomorsk	/Bulgaria – Ukraine/
Constanța – Samsun	/Romania* – Turkey*/
Świnoujście – Ystad	/Poland – Sweden*/
Baku – Türkmenbaşy	/Azerbaijan* – Turkmenistan*/
Klaipėda – Mukran	/Lithuania* – Germany*/
Constanța – Poti	/Romania* – Georgia*/
Constanța – Batumi	/Romania* – Georgia*/
Constanța – İzmir/Derince	/Romania* – Turkey*/
Chornomorsk – Poti	/Ukraine – Georgia*/
Chornomorsk – Batumi	/Ukraine – Georgia*/
Varna – Poti	/Bulgaria – Georgia*/
Varna – Batumi	/Bulgaria – Georgia*/
Sassnitz – Baltiysk	/Germany* – Russia/
Kavkaz – Poti	/Russia – Georgia*/
Kavkaz– Samsun	/Russia – Turkey*/
Kavkaz– Varna	/Russia – Bulgaria/
Astrakhan – Aqtau Port	/Russia–Kazakhstan/
Makhachkala – Aqtau Port	/Russia–Kazakhstan/
Baku – Aqtau Port	/Azerbaijan* – Kazakhstan/
Quryq Port – Astrakhan	/Kazakhstan – Russia/
Quryq Port – Makhachkala	/Kazakhstan – Russia/
Quryq Port – Alat Port	/Kazakhstan – Azerbaijan*/

* – not a Party to the Agreement

SPECIFICATIONS
of backbone international combined transport lines

Tables 1 and 2 detail minimum requirements for 1435 mm and 1520 mm gauge railway lines to qualify for international combined transports.

Lines are subdivided into two categories:

- a) Legacy lines that can be upgraded if necessary. When their upgrade and reconstruction are not feasible, these lines can operate under relaxed requirements contingent on ad-hoc transportation specifications to be issued.
- b) New lines to be constructed.

Values specified columns A of tables should be considered as long-term targets to be achieved in line with national railway development plans. Any deviations from requirements specified in tables should be considered on exceptional grounds.

Requirements specified in the tables below shall also extend to transportation involving rail ferries that are an integral part of the railway network.

REQUIREMENTS
for international combined transport lines
using the 1435 mm gauge

Table 1

Item No.	Parameters	A		B
		Parameters of existing lines		Parameters of new lines
		Legacy	Upgraded	
1.	Number of tracks	(not specified)		2
2.	Loading dimensions	UIC B ²⁾		UIC C1 ²⁾
3.	Minimum distance between track centerlines ¹⁾		4.0 m	4.2 m
4.	Maximum freight train speed, km/h	90 ³⁾	120 ³⁾	120 ³⁾
5.	Permitted car axle load, metric tons per axle, at speeds:			
	≤100 km/h	20	22.5	22.5
	≤120 km/h	20	20	20
6.	Maximum slope ¹⁾	not specified		12.5 mm/m
7.	Minimum usable length of arrival/departure tracks, m	600	750	750

¹⁾ Only serves as a recommendation

²⁾ UIC – International Union of Railways (*Union internationale des chemins de fer*)

³⁾ Minimum parameters for trains servicing combined transports (see Annex IV).

REQUIREMENTS
for international combined transport lines
using the 1520 mm gauge

Table 2

No.	Parameters	A		B
		Parameters of existing lines		Parameters of new lines
		Current values	Targets	
1.	Number of tracks	not specified		2
2.	Loading dimensions	*		*
3.	Minimum distance between track centerlines, m ¹⁾	4.1		4.2
4.	Maximum freight train speed, km/h	90 ²⁾	120 ²⁾ km/h	120 ²⁾
5.	Permitted car axle load, metric tons per axle, at speeds: ≤100 km/h ≤120 km/h	23.5 (25**)	23.5 (25**)	23.5 (25**)
		-	20	not less than 20.0
6.	Maximum slope, mm/m ¹⁾	not specified		12.5
7.	Minimum usable length of arrival/departure tracks, m	600	850	1050

* for 1520 mm gauge railways of countries party to the Agreement on the International Freight Traffic (SMGS) in accordance with Annex 3 to the SMGS, *Technical Requirements for the stowage and fastening of goods*

** subject to agreement by the Parties.

¹⁾ Only serves as a recommendation

²⁾ Minimum parameters for trains servicing combined transports (see Annex IV).

EXPLANATIONS

of parameters specified in the foregoing table

Number of tracks

Lines used for international combined transports shall have adequate throughput capacity and ensure strict compliance with traffic schedules.

Both requirements can be met by lines having at least two tracks. At the stage when legacy lines have to be used for combined international transports, single-track lines may still be used in chosen transportation routes as long as other requirements set forth in the Agreement are complied with.

Loading dimensions

Lines chosen for international combined transport shall be capable of carrying cargo units loaded on special-purpose railway rolling stock in line with national railcar envelopes.

Road trains (tractor+semitrailer, truck+trailer), motor vehicles, trailers, semi-trailers and swap bodies whose dimensions exceed the respective national railcar envelopes of countries along their route may be transported via routes designated and agreed upon in terms of freight passage conditions by railroad companies involved in transportation.

Existing 1435 mm gauge lines chosen for international combined transports shall clear the B1 UIC envelope that enables:

- Transportation of ISO containers measuring 2.438 m wide and 2.896 m high on flat wagons designed for container transportation with a deck elevation of 1.18 m above top of rail (ATR);
- Transportation of swap bodies 2.5 m wide and 2.6 m high on conventional flat wagons (with a deck elevation of 1.246 m ATR);
- Transportation of semi-trailers on special-purpose pocket wagons;
- Transportation of containers/swap bodies up to 2.6 m wide and 2.896 m high on special-purpose low-deck flat wagons.

Newly constructed 1435 mm gauge lines for international combined transport shall clear the C1 UIC envelope that enables, *inter alia*:

- Transportation of trucks and truck trains (a truck with a trailer, an articulated vehicle, a tractor with a semi-trailer) within the European road envelope (4 m high, 2.5 m wide) on special-purpose flat wagons with a maximum deck elevation of 60 cm above rail top (ATR)
- Transportation of conventional road semi-trailers 2.5 m wide and 4 m high on pocket wagons fitted with conventional bogies
- Transportation of ISO containers 2.438 m wide and 2.896 m high on flat wagons
- Transportation of swap bodies 2.5 m wide on flat wagons
- Transportation of containers/swap bodies up to 2.6 m wide and 2.896 m high on wagons of the respective type.

In order to facilitate international combined transport, all existing and new 1520 mm gauge rail lines shall be designed with a zonal loading envelope enabling transportation of intermodal transport units on wagons of appropriate type:

- Transportation of trucks and truck trains (a truck with a trailer, an articulated vehicle, a tractor with a semi-trailer) within the European road envelope (4 m high, 2.6 m wide) on special-purpose flat wagons with a maximum deck elevation of 950 mm above rail top (ATR)
- Transportation of conventional road semi-trailers 2.5 m wide and refrigerator semi-trailers up to 2.6 m wide and 4 m high on flat wagons with conventional bogies and pockets with a maximum deck elevation of 950 mm ATR
- Transportation of ISO containers 2.438 m wide and 2.896 m high on wagons for large-size containers and on versatile flat wagons
- Transportation of swap bodies 2.5 m wide on conventional flat wagons
- Transportation of containers/swap bodies up to 2.6 m wide and 2.896 m high on wagons of the respective type.

Maximum freight train speed

Speed is determined by track geometry (curve radiuses), safety requirements and rolling stock braking coefficients.

For legacy combined transport lines, the permitted freight train speed shall be 90 km/h. For upgraded and new lines, the permitted freight train speed shall be 120 km/h.

Permitted loads on rails from cars

International combined transport lines shall enable service by current and future rolling stock, in particular:

- 1435 mm gauge cars with a rated axle load of 20 tons/axle corresponding to UIC load class C. According to UIC resolutions, the axle load is assumed to be 22.5 tons/axle at speeds up to 100 km/h. UIC codes limit car axle load at 20 tons/axle at a speed of 120 km/h. According to UIC codes, the specified axle loads presuppose a minimum wheel diameter of 840 mm
- 1520 mm gauge cars operating on legacy lines and lines undergoing upgrades with freight train speeds ≤ 100 km/h and a car load on rails of 23.5 (25) tons/axle, or upgraded lines with train speeds ≤ 120 km/h and a load of 20 tons/axle.

Transportation performance specifications and baseline infrastructural requirements

A. Requirements applicable to the international combined transport system

1. In order to ensure efficient and speedy traffic demanded by the modern practice for the production and distribution of goods, international combined transport shall, *inter alia*, meet the following requirements:

a) Consumer requirements concerning departure/arrival (in particular, allowing for late loading deadlines and early handover of freight) and routine scheduled trips

b) Minimum door-to-door delivery time, consistent adherence to schedules, guaranteed delivery times

c) Precise and timely information on transport procedures, straightforward documentation, low risk of damage

d) Capability of handling all types of standard containers as well as all cargo units that can be carried by road vehicles in the Europe-Asia transportation system. Additional considerations will be needed to account for predictable trends in the weight and dimensions of cargo units.

2. The requirements stated above shall to be met by:

a) Increasing the overall transportation speed (from the point of departure to the destination allowing for all stops) to match or exceed the speed of door-to-door delivery by road vehicles

b) Utilizing non-business hours of consignees (e.g. night deliveries) to enable handovers of delivered goods in the morning when demanded by consumers

c) Ensuring that adequate types and quantities of equipment are on hand along with the necessary infrastructural capabilities

d) Utilizing through-service trains as much as possible

e) Making organisational arrangements to improve transportation by deploying state-of-the-art communications systems.

3. In order to meet all the requirements stated above, both the trains and infrastructure have to be adequately efficient i.e. comply with certain baseline requirements which must be assured by all departments in charge of a particular transportation route.

B. Train performance

4. Trains used for international combined transports shall meet the following baseline requirements:

Baseline requirements	Current values	Targets *
Speed	90 km/h	120 km/h
Train length	600 m	750 m / 850 m
Train weight	1200 tons	1500 tons
Load per car axle	20 t	20 t

When through-service trains are not an option, the train shall be made of only a few car groups. Furthermore, all cars of the same group shall be bound to the same destination. Additional measures are needed to eliminate stops of through-service trains as much as possible, including stops at border crossings.

5. Rolling stock has to meet the standards specified above as far as speeds and axle loads are concerned, in addition to enabling transportation of all cargo units to be accounted for in the weight/size envelope compliance plan.

6. Combined transport trains shall always enjoy top priority. Their schedule shall be designed so as to meet consumer expectations for reliable and frequent deliveries.

* These targets shall be met before deadlines specified in programs referred to in Clause 1, Article 2 of this Agreement.

B. Baseline requirements for railway lines

7. Railway lines used for combined transports shall have a sufficient throughput capacity to prevent idle stopovers of combined transport trains.

8. Parameters specified in Annex III are applicable as railway line performance improvement targets.

C. Baseline requirements for terminals

9. In order to process train departures efficiently, terminals shall meet the following requirements:

a) The dead time between the load acceptance deadline and train departure as well as between train arrival and availability of cars for unloading shall not exceed one hour

b) The stopover time of road vehicles delivering cargo units to/from the terminal shall not exceed 20 minutes

c) The terminal location shall be chosen so that:

- It can be accessed by road quickly and easily by shippers and consignees alike

- It would be well-connected via the railway network with trunk lines or accessible from high-speed combined transport trains when freight service involves car groups.

10. The following baseline requirements for way stations also apply to terminals.

E. Baseline requirements for way stations

11. Any stopovers en route of combined transports, whether for technical or operational reasons, shall be leveraged as an opportunity for completing work that would otherwise necessitate additional stops (i.e. border control clearance, locomotive changing). The infrastructure of such way stations shall meet the following conditions:

- All types of tracks (arrival/departure, marshalling, loading/unloading, access, wheelset changeover tracks) shall have an adequate throughput capacity to accommodate the maximum expected duration of required stopovers

- All tracks specified above shall match the railcar envelope of railway lines being used (UIC B or UIC C1)

- Tracks shall be long enough to accept full-length trains used for combined transport

- In case of electrified service, tracks shall be accessible to electric locomotives (for tracks at border crossing stations this includes electric locomotives of the respective adjoining railway)

- All freight handling, car group exchange and wheelset exchange capabilities as well as border control procedures shall minimize the duration of required stopovers.

11.1. At car group exchange stations, the duration of stopovers for the performance of these operations shall not exceed 30 min in each case. This requirement can be met by making up trains accordingly (so that their route would be as long as possible, including border crossings) along with setting up an adequate infrastructure for car group exchange.

11.2. Time-saving and cost-efficient processes shall be in place at wheelset exchange and cargo transfer stations to accommodate future demand. Stopovers at such stations shall be as short as practicable. A sufficient stock of wheelset exchange or cargo transfer equipment shall be on hand to minimize stopover times. When cargo units are transferred to cars of a different gauge, requirements governing transfers at terminals shall also apply.

11.3. On railway ferries (in ports) the stopover time of combined transport rolling stock shall be as short as possible (preferably less than one day). This requirement can be met by setting up an adequate railway and port infrastructure along with adequate ferry boats, as well as synchronizing ferry and railway service schedules and submitting information beforehand to speed up boat loading and/or making-up of trains.

E. Baseline requirements for ferry boats

12. Ferry boats used for combined transports shall meet following requirements:

- Craft dimensions and types shall be adequate for cargo units and cars they carry

- Provisions shall be made to speed up loading/unloading of ferry boats as well as to ensure that cargo units/cars are stored in accordance with the requirements

of their subsequent railway trip (separating combined transports from passenger and/or vehicle services when necessary)

- If cargo units remain in cars while being ferried, ferryboats shall be easily accessible and the need for extremely time-consuming marshalling operations shall be ruled out. Railcar envelopes, axle loads etc. shall meet the respective specifications for lines detailed in Annex III

- When cargo units have to be ferried separately from cars, the ferry terminal and the railway terminal shall be linked together with short and reliable motorways to enable transfer by road vehicles when necessary.