

Bei vorhandenen internationalen Hauptstrecken ist geplant, niveaugleiche Bahnübergänge systematisch durch Über- oder Unterführungen zu ersetzen, abgesehen von einigen wenigen Fällen, in denen dies tatsächlich unmöglich ist.

EUROPEAN AGREEMENT ON MAIN INTERNATIONAL RAILWAY LINES (AGC)

THE CONTRACTING PARTIES,

CONSCIOUS of the need to facilitate and develop international railway traffic in Europe,

CONSIDERING that, in order to strengthen relations between European countries, it is essential to lay down a co-ordinated plan for the development and construction of railway lines adjusted to the requirements of future international traffic,

HAVE AGREED as follows:

Article 1

Definition and adoption of the international E-railway network

The Contracting Parties adopt the proposed railway network hereinafter referred to as the "International E-railway network" and described in annex I to this Agreement, as a co-ordinated plan for the development and construction of railway lines of major international importance which they intend to undertake within the framework of national programmes in accordance with their respective legislations.

Article 2

The international E-railway network consists of a system of main lines and supplementary lines. The main lines are the "major railway axes" already carrying very heavy international traffic or traffic expected to become very heavy in the near future; the supplementary lines are those which, while already completing the network of main lines, will carry very heavy international rail traffic only in the more distant future.

Article 3

Construction and development of lines of the international E-railway network

The international E-railway network of main lines referred to in article 2 conforms to the characteristics set out in annex II 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

Designation of the depositary

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

Article 5

Procedure for the signature of, and for becoming Party to, the Agreement

1. This Agreement shall be open at Geneva for signature by States which are either members of the United Nations Economic Commission for Europe or have been admitted to the Commission in a consultative capacity in conformity with paragraph 8 of the terms of reference of the Commission, from 1 September 1985 to 1 September 1986.

2. Those States may become Parties to this Agreement by

(a) Signature, followed by ratification, acceptance or approval; or

(b) Accession.

3. Ratification, acceptance, approval or accession shall be effected by the deposit of an instrument in good and due form with the Secretary-General of the United Nations.

Article 6

Entry into force of the Agreement

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 E-railway network link, in a continuous manner, the territories of at least four of the States which have deposited such an instrument. If this 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 he said condition will be satisfied.

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

Article 7

Limits to the application of the Agreement

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

Article 8

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 9

Declaration concerning article 8

Any State may, at the time of signing this Agreement or of depositing its instrument of ratification, acceptance, approval or accession, declare that it does not consider itself bound by article 8 of this Agreement.

Article 10

Procedure for amending the main text

1. The main text of this Agreement may be amended by either of the procedures specified in this article.

2. (a) Upon the request of a Contracting Party, any amendment proposed by it to the main text of this Agreement shall be considered by the Working Party on Rail Transport of the Economic Commission for Europe.

(b) If it is adopted by a two-thirds majority of the members present and voting and if this majority includes a two-thirds majority of the Contracting Parties present and voting, the amendment shall be communicated by the Secretary-General to all Contracting Parties for acceptance.