

UNITED NATIONS  NATIONS UNIES

POSTAL ADDRESS—ADRESSE POSTALE: UNITED NATIONS, N.Y. 10017
CABLE ADDRESS—ADRESSE TELEGRAPHIQUE: UNATIONS NEWYORK

Reference: C.N.373.2003.TREATIES-11 (Depositary Notification)

AGREEMENT ON INTERNATIONAL RAILWAYS IN THE ARAB MASHREQ
BEIRUT, 14 APRIL 2003

RECTIFICATION OF THE AUTHENTIC ENGLISH AND FRENCH TEXTS OF THE AGREEMENT
AND TRANSMISSION OF THE RELEVANT PROCÈS-VERBAL

The Secretary-General of the United Nations, acting in his capacity as depositary,
communicates the following:

The attention of the Secretary-General has been drawn to certain errors in the English version of Annex II, Note 5; and in the French version of article 4 (2)(b), and of the list of technical terms of the Agreement.

Consequently, the Secretary-General has effected the required corrections to the original text of the Agreement (authentic English and French texts). The Annex to this notification contains the text of the required corrections.

..... The corresponding procès-verbal of rectification is transmitted herewith.
(The annex is transmitted in hard copy format only.)

9 May 2003



Attention: Treaty Services of Ministries of Foreign Affairs and of international organizations concerned.
Depositary notifications are made available to the Permanent Missions to the United Nations at the following e-mail address: missions@un.int. Note that annexes to the depositary notifications are distributed in hard copy format only. The hard copy versions of the depositary notifications are available for pick-up by the Permanent Missions in Room NL-300. Such notifications are also available in the United Nations Treaty Collection on the Internet at <http://untreaty.un.org>.



AGREEMENT ON INTERNATIONAL RAILWAYS IN
THE ARAB MASHREQ
ADOPTED AT BEIRUT ON 14 APRIL 2003

ACCORD SUR LE RÉSEAU FERROVIAIRE
INTERNATIONAL DU MASHREQ ARABE
ADOPTÉE À BEYROUTH LE 14 AVRIL 2003

PROCÈS-VERBAL OF RECTIFICATION
OF THE ENGLISH AND FRENCH TEXTS OF THE
ORIGINAL OF THE AGREEMENT

PROCÈS-VERBAL DE RECTIFICATION
DES TEXTES ANGLAIS ET FRANÇAIS DE
L'ORIGINAL DE L'ACCORD

THE SECRETARY-GENERAL OF THE
UNITED NATIONS, acting in his capacity
as depositary of the Agreement on
International Railways in the Arab
Mashreq, adopted at Beirut on 14 April
2003 (Agreement),

LE SECRÉTAIRE GÉNÉRAL DE
L'ORGANISATION DES NATIONS UNIES,
agissant en sa qualité de dépositaire de
l'Accord sur le Réseau Ferroviaire
International du Mashreq Arabe, adoptée
à Beyrouth le 14 avril 2003 (Accord),

WHEREAS it appears that the
English authentic text of Annex II,
Note 5; and the French authentic text of
article 4 (2) (b) and the list of
technical terms of the original of the
Agreement contain certain errors,

CONSIDÉRANT que le texte
authentique anglais de l'Annexe II,
note 5; et le texte authentique français
de l'alinéa b) du paragraphe 2) de
l'article 4 et la liste des termes
techniques de l'original de l'Accord
comporte certaines erreurs,

HAS CAUSED the required
corrections as indicated in the annex to
this Procès-verbal to be effected in the
English and French texts of the original
of the Agreement,

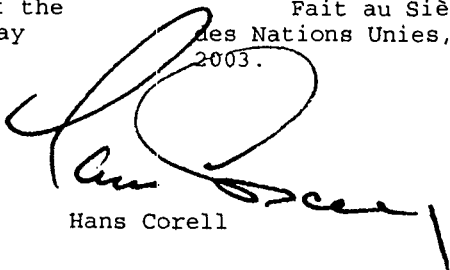
A FAIT PROCÉDER dans les textes
anglais et français de l'original dudit
Accord aux corrections requises, telle
qu'indiquée en annexe du présent procès-
verbal,

IN WITNESS WHEREOF, I,
Hans Corell, Under-Secretary-General for
Legal Affairs, The Legal Counsel, have
signed this Procès-verbal.

EN FOI DE QUOI, Nous,
Hans Corell, Secrétaire général adjoint
pour les affaires juridiques, Le
Conseiller juridique, avons signé le
présent procès-verbal.

Done at the Headquarters of the
United Nations, New York, on 12 May
2003.

Fait au Siège de l'Organisation
des Nations Unies, à New York, le 12 mai
2003.


Hans Corell

C.N.373.2003.TREATIES-11 (Annex - Annexe)

**Rectification of the authentic English and French texts of the Agreement –
Rectification des textes authentiques anglais et français de l'Accord**

[AUTHENTIC ENGLISH TEXT – TEXTE AUTHENTIQUE ANGLAIS]

**Note 5 of Annex II should read as follows : – Note 5 de l'Annexe II devrait se lire
comme suit :**

“5 . Authorized mass per axle

This is the authorized mass per axle that can be permitted on international main lines. It may be noted that the maximum mass per axle for locomotives, namely, 22.5 tonnes, is slightly higher than that for wagons, which is 20 tonnes. This is because the ratio of the number of locomotive axles to the total number of axles is usually very low, and the suspension of a locomotive causes less wear than that of a wagon.

As to the wagons, the masses per axle shown apply to diameters equal to or greater than 840 mm, in accordance with the regulations of the International Union of Railways (UIC).”

[AUTHENTIC FRENCH TEXT - TEXTE AUTHENTIQUE FRANÇAIS]

**Article 4, paragraph 2 (b) should read as follows: - L'alinéa b) du paragraphe 2) de
l'Article 4 devrait se lire comme suit :**

“(b) Signature sous réserve de ratification, d'acceptation ou d'approbation
suivie de ratification, d'acceptation ou d'approbation;”

**Arabic, French and English technical terms, the 20th technical term should read as
follows : - Termes techniques anglais, arabe et français, le 20^{ième} terme technique
devrait se lire comme suit :**

“Downgrade Track Voie décline **سكة منحدره** ”