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

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

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

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,

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,

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

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

Hans Corell

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

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

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),

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,

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,

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

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

Hans Corell
Rectification of the authentic English and French texts of the Agreement –
Rectification des texts authentiques anglais et français de l’Accord

Note 5 of Annex II should read as follows:

"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)."

Article 4, paragraph 2 (b) should read as follows:

"(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:

"Downgrade Track Voie décline مกระจายة"