

UNITED NATIONS
ECONOMIC AND SOCIAL COMMISSION FOR ASIA AND THE PACIFIC

REPORT OF THE REGIONAL MEETING FOR DRAFTING THE
INTERGOVERNMENTAL AGREEMENT ON THE
TRANS-ASIAN RAILWAY NETWORK
22 – 23 NOVEMBER 2004, BANGKOK



UNITED NATIONS

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This report has been issued without formal editing.

I. INTRODUCTION

A. Background

The Ministerial Conference on Infrastructure, held in Seoul in 2001, recognized that the Trans-Asian Railway network would be an important component in an integrated, international, intermodal transport network covering the whole of Asia and recommended that the formulation of the Trans-Asian Railway Network be completed. Moreover, the Commission at its sixtieth session, held in Shanghai in April 2004, mandated the secretariat to formalize the Trans-Asian Railway (TAR) network through an Intergovernmental Agreement.

Accordingly, the ad hoc Regional Meeting for Drafting the Intergovernmental Agreement on the Trans-Asian Railway Network was organized to review and discuss a preliminary draft of the Agreement. This preliminary draft was prepared by the secretariat using as background documents the European Agreement on Main International Railway Lines (AGC), the European Agreement on Important International Combined Transport Lines and Related Installations (AGTC) of the United Nations Economic Commission for Europe (UNECE), and the Agreement on Organizational and Operational Aspects of Combined Transport Services between Europe and Asia of the Organization for Railways Cooperation (OSJD). The secretariat also drew upon its experience acquired during the drafting and negotiation process of the Intergovernmental Agreement on the Asian Highway Network, adopted in 2003. Guidance was also provided by the Legal Affairs Office of the United Nations in New York. It is expected that the draft Agreement reviewed at the present meeting would be further considered by an intergovernmental meeting in November 2005 with a view to its adoption by the sixty-second session of the Commission in 2006.

B. Organization of the Meeting

The Regional Meeting for Drafting the Intergovernmental Agreement on the Trans-Asian Railway Network was organized by the ESCAP secretariat on 22 and 23 November 2004 in Bangkok. It was conducted in English and Russian. The Meeting was financed by the Republic of Korea. The programme of the meeting is attached as Annex A.

C. Attendance

The Meeting was attended by experts and/or representatives of Armenia, Azerbaijan, Bangladesh, Cambodia, China, the Democratic People's Republic of Korea, Georgia, India, Indonesia, the Islamic Republic of Iran, Japan, Kazakhstan, Kyrgyzstan, the Lao People's Democratic Republic, Malaysia, Mongolia, Myanmar, Nepal, Pakistan, the Republic of Korea, the Russian Federation, Singapore, Sri Lanka, Tajikistan, Thailand, Uzbekistan and Viet Nam.

Representatives of the United Nations Economic Commission of Europe (UNECE), the Economic Cooperation Organization (ECO), and the Asian Institute of Transport Development (AITD) also attended the Meeting.

The list of participants is attached as Annex B.

Mr. Barry Cable, Director of the Transport and Tourism Division of UNESCAP, chaired the Meeting.

II. PROCEEDINGS

A. Opening of the Meeting

(Session 1)

Mr. Kim Hak Su, Executive Secretary of UNESCAP opened the Meeting. In his statement, he indicated that within UNESCAP's work programme, the transport sector constituted an essential sector of activities, due to the essential role it played in building the capability of countries to take part in the global economy.

The Executive Secretary highlighted that the aspiration of the people and business community of Asia for efficient transport infrastructure and services had been echoed by the Secretary-general of the United Nations in his message to the sixtieth session of the Commission, in which Mr. Annan stated that "People throughout Asia -- leaders, businesspeople and ordinary citizens -- have long dreamt of an efficient and reliable transport system that would link their countries in webs of prosperity and exchange". He pointed out that the Meeting opened a new chapter in the history of the Trans-Asian Railway and that the Agreement, once signed, would be an instrument through which transport policy makers and railway managers would be able to agree on a common vision and adopt a common development strategy for railways in Asia.

In closing, the Executive Secretary expressed UNESCAP's sincere appreciation to the Government of the Republic of Korea for its long-standing and invaluable support for the development of the Trans-Asian Railway network.

**B. Initiatives in promoting the development of regional
and subregional railway infrastructure**

(Session 2)

The Director of the Transport and Tourism Division, UNESCAP, briefly outlined Phase II of the Regional Action Programme (2002-2006) of the New Delhi Action Plan on infrastructure development in Asia and the Pacific adopted by the Ministerial Conference on Infrastructure (Seoul, November 2001) highlighting the ministers' vision of an integrated, international, intermodal transport system for the region. He informed the Meeting on the progress already made towards reaching this objective with the adoption of the Intergovernmental Agreement on the Asian Highway Network by 32 member countries of UNESCAP in November 2003. He indicated that 27 countries had already signed the Agreement and seven had already ratified the Agreement.

The Director went on to inform the Meeting about the work of the secretariat in relation to railway development referring to the corridor studies carried out within the framework of the Asian land transport infrastructure development (ALTID) project. These studies led to the identification of the routes forming the Trans-Asian Railway network and allowed the secretariat to produce a draft map of the network. He stressed the importance of developing efficient operation along the routes of the network and informed the Meeting of the demonstration runs of container block-trains along the Trans-Asian Railway Northern Corridor. He indicated that this work had been recognized by the sixtieth session of the Commission which, as a result, had endorsed the formalization of the Trans-Asian Railway network through an intergovernmental agreement.

The Director further outlined the work of UNESCAP in the area of transport facilitation. He highlighted that in the conduct of its activities, the secretariat was giving special attention to the needs of least developed, landlocked and transit developing countries.

Finally, he concluded with an explanation of the strategy and timeframe to develop the Intergovernmental Agreement on the Trans-Asian Railway Network. He explained that following the current Meeting, a series of subregional meetings to review the draft Agreement were planned, culminating in a regional intergovernmental meeting to negotiate

and finalize the draft Agreement toward the end of 2005. It was expected that the Agreement would then be presented at the sixty-second session of the Commission in April 2006 for adoption and opened for signature during the Ministerial Conference on Transport in 2006.

The Director of the Transport Division, UNECE, briefed the Meeting on the UNECE's experience in the negotiation and implementation of the AGC and AGTC. He mentioned that both agreements reflect the commitments of European governments to develop their railways in a coherent manner. He indicated that, while being legally binding, the agreements provided enough flexibility to allow countries to pace their railway development in accordance with their resources. Finally, noting the continuous growth in Asia-Europe trade, he described the joint UNECE/UNESCAP project on developing Euro-Asian corridors. He concluded by expressing the support of UNECE to UNESCAP and its member countries in the development of the Intergovernmental Agreement on the Trans-Asian Railway Network.

The Director of Transport and Communications, ECO, indicated the importance of developing efficient railway services for the movements of people and goods, and briefed the Meeting on recent activities undertaken by the ECO secretariat to this effect. In particular, he outlined the actions taken to launch international rail passenger services and to organize the demonstration run of a container block-train from Istanbul (Turkey) to Almaty (Kazakhstan) and through Uzbekistan, Turkmenistan and the Islamic Republic of Iran. He also provided details of a demonstration run of a passenger train. Both trains were run in 2002, and the countries concerned were now discussing related operational and technical aspects through ad hoc working groups that were studying particular issues.

C. Introduction to the preliminary draft of the Intergovernmental Agreement on the Trans-Asian Railway Network

(Session 3)

The secretariat introduced the preliminary draft of the Intergovernmental Agreement on the Trans-Asian Railway Network. It briefed the Meeting on the background to the Agreement.

The secretariat explained the structure of the draft Agreement, namely the main body of the draft Agreement; Annex I. Trans-Asian Railway Network; and Annex II. Guiding

Principles relating to Technical Characteristics of the Trans-Asian Railway Network, detailing the format adopted as well as the objective and purpose of each section.

D. Discussion of the preliminary draft Agreement

(Sessions 4 - 5 - 6)

The Meeting reviewed the text of the preliminary draft Agreement, taking up each article in turn. A number of representatives raised issues on the text of the main body of the draft Agreement, which were clarified by the secretariat. After extensive discussion, revisions were proposed to the preliminary draft Agreement which are contained in the draft Agreement, attached as Annex C to this report.

III. MAJOR CONCLUSIONS AND RECOMMENDATIONS

Through active and constructive deliberation, the Meeting arrived at the following major conclusions and recommendations:

The Meeting considered that the secretariat should play a critical role in facilitating the promotion and development of the TAR network. In this regard, the Meeting requested the secretariat to work closely with subregional organizations, programmes and financial institutions in identifying and prioritizing investment requirements.

The Meeting noted that a number of missing links remained in the TAR network, and that some sections required upgrading to meet international standards, and encouraged all countries to strive to construct these missing links so as to complete the network. The Meeting noted that, subject to requests of concerned countries, the secretariat should play an important role in facilitating discussions between member countries on the development of the TAR network including the completion of missing links.

With the development and extension of the TAR network, the Meeting welcomed the announcement of the Lao People's Democratic Republic and Nepal that they would henceforth become members of the TAR network.

The Meeting discussed and revised the draft of the Intergovernmental Agreement on the Trans-Asian Railway Network and proposed that the draft Agreement as included in Annex C to this report be the basis for further negotiations.

The Meeting welcomed the proposal for subregional meetings to be convened in collaboration with the Association of Southeast Asian Nations, the Economic Cooperation Organization, the South Asian Association for Regional Cooperation, and other relevant organizations to further review the draft agreement at the subregional level.

The Meeting recognized and commended the important role of various regional initiatives in promoting transport integration in the respective regions. In this regard, the Meeting appreciated the outcome of the recently concluded meeting of chief executives of railways of countries of the Bay of Bengal Initiative for Multi-Sector Technical and Economic Cooperation (BIMSTEC) held in New Delhi. The Meeting further noted that the Trans-Asian Railway network forms a regional basis for the BIMSTEC railway network.

The Meeting expressed its appreciation to the Government of the Republic of Korea for its continuing support to the development of the Trans-Asian Railway network.

IV. ADOPTION OF THE REPORT

The report of the Regional Meeting for Drafting the Intergovernmental Agreement on the Trans-Asian Railway Network was adopted on 23 November 2004 at Bangkok.

ECONOMIC AND SOCIAL COMMISSION FOR ASIA AND THE PACIFIC

Regional Meeting for drafting the Intergovernmental Agreement on the Trans-Asian Railway Network

22-23 November 2004

Bangkok

PROGRAMME OF MEETING

Monday, 22 November 2004

08.30 hours *Registration*

09.30 hours Session 1: Opening of the Meeting

Opening statement

by Mr. Kim Hak-Su, Executive Secretary of UNESCAP

Overview of UNESCAP's transport activities and introduction to the programme of the Meeting

by Mr. Barry Cable, Director, Transport and Tourism Division, UNESCAP

10.15 hours *Coffee break*

10.30 hours Session 2: Initiatives in promoting the development of regional and subregional railway infrastructure

The experience of the United Nations Economic Commission for Europe (UNECE) in implementing the European Agreement on Main International Railway Lines (AGC) and the European Agreement on Important International Combined Transport Lines and Related Installations (AGTC)

by Mr. Jose Capel-Ferrer, Director, Transport Division, UNECE

The experience of the Economic Cooperation Organization in promoting railways in the ECO region

by Mr. Morteza Khalaj, Director, Transport and Communications, ECO

11.00 hours Session 3: Introduction to the preliminary draft of the Intergovernmental Agreement on the Trans-Asian Railway Network

by Mr. Pierre Chartier, Economic Affairs Officer, Transport Infrastructure Section, Transport and Tourism Division

<i>11.30 hours</i>	<i>Lunch break</i>
13.00 hours	Session 4: Discussion of main text of draft Agreement
14.00 hours	Session 5: Discussion of Annex 1 of draft Agreement
<i>15.00 hours</i>	<i>Coffee break</i>
15.15 hours	Session 5: Discussion of Annex 1 of draft Agreement (cont.)
16.00 hours	Session 6: Discussion of Annex 2 of draft Agreement
<i>17.00 hours</i>	<i>Close of Day 1</i>

Tuesday, 23 November 2004

09.00 hours	Session 1: Review of revised draft Agreement
<i>10.30 hours</i>	<i>Coffee break</i>
10.45 hours	Session 2: Review of revised draft Agreement (cont.)
<i>13.00 hours</i>	<i>Lunch break</i>
16.00 hours	Session 3: Adoption of Meeting Report
<i>17.00 hours</i>	<i>Close of Meeting</i>

**UNITED NATIONS
ECONOMIC AND SOCIAL COMMISSION FOR ASIA AND THE PACIFIC (ESCAP)**

Regional Meeting for Drafting
the Intergovernmental Agreement on the Trans-Asian Railway Network

22-23 November 2004
Bangkok

LIST OF PARTICIPANTS

ARMENIA

Mr. Artur Sargsyan, First Rank Specialist, Foreign Relations Department, Minister of Transport and Communication, Yerevan

AZERBAIJAN

Mr. Rauf Pashayev, Chief Adviser, Department of International Relations, Ministry of Transport of Azerbaijan Republic, Baku

Mr. Amiraslan I. Ashrafov, Chief of Service of the Tariff and Transport Service, Azerbaijan State Railway, Baku

BANGLADESH

Mr. Sultan Ahmed Talukder, General Manager /Eastern Zone, Bangladesh Railway, Chittagong

CAMBODIA

Mr. Nhek Thivuth, Deputy Director of Administration and Chief of Planning and Statistics Office, Royal Railways of Cambodia, Phnom Penh

CHINA

Mr. Zhang Yaojun, Assistant to the Permanent Representative to ESCAP, Embassy of the People's Republic Of China, Bangkok

DEMOCRATIC PEOPLE'S REPUBLIC OF KOREA

Mr. Jong Sang-Bom, Senior Officer, International Traffic Department, Ministry of Railways, Pyongyang

DEMOCRATIC PEOPLE'S REPUBLIC OF KOREA (cont'd)

Mr. Kim Tong-Ho, Division Director, International Organizations Department, Ministry of Foreign Affairs, Pyongyang

Mr. Kim Chol Nam, Counsellor and Permanent Representative to ESCAP, Bangkok

GEORGIA

Mr. Lasha Khmiadashvili, Chief Expert, Transport Policy Department, Ministry of Economic Development of Georgia, Tbilisi

INDIA

Mr. Mukul S. Mathur, Director, Transport Planning, Ministry of Railways, New Delhi

Ms. Anandi Venkateswaran, Attaché and Assistant Permanent Representative to ESCAP, Embassy of India, Bangkok

INDONESIA

Mr. Asril Syafei, Deputy Director, Railways Technical Rolling Stock of Director General of Land Communications, Ministry of Communications, Jakarta

ISLAMIC REPUBLIC OF IRAN

Mr. Abbas Nazari, Director General, General Department International Affairs, Iranian Railways, Tehran

Mr. Sadegh Tokhmechian, Head of Operation Department, Railway Research Centre, Iranian Islamic Republic Railways, Tehran

JAPAN

Mr. Takuro Tasaka, Second Secretary and Deputy Permanent Representative to ESCAP, Embassy of Japan, Bangkok

KAZAKHSTAN

Mr. Nurzhan Baidautov, Chairman of the Railway Transport Committee, Ministry of Transport and Communications, Astana

Mr. Bolatbek B. Duisemaliev, Deputy Director of Corporative Development Department, Kazakhstan Temir Zholy, Astana

H.E. Mr. Saken Seidualiyev, Chargé d'Affaires a.i. and Permanent Representative to ESCAP, Embassy of the Republic of Kazakhstan, Bangkok

KAZAKHSTAN (cont'd)

Mr. Aidar Jundybayev, First Secretary, Embassy of the Republic of Kazakhstan, Bangkok

KYRGYZSTAN

Mr. Temir K. Niazbekov, Head of Foreign Relations Department, Ministry of Transport and Communications, Bishkek

LAO PEOPLE'S DEMOCRATIC REPUBLIC

Mr. Sompong Pholsena, Deputy Director General, Lao Railway Authority, Ministry of Communication, Transport, Post and Construction, Vientiane

Mr. Sonesack N. Nhansana, Deputy Director, Lao Railway Authority, Ministry of Communication, Transport, Post and Construction, Vientiane

Mr. Somsana Ratsaphong, Director of Engineering Division, Lao Railway Authority, Ministry of Communication, Transport, Post and Construction, Vientiane

MALAYSIA

Mr. Valautham Arumugam, Senior Manager, Malaysian Railway KTMB, Kuala Lumpur

MONGOLIA

Mr. Ganbold Davaadorj, Head of Ulaanbaatar Railway's Headquarters, Ulaanbaatar

MYANMAR

Mr. Kyi Aye, General Manager (Commercial), Myanma Railways, Yangon

NEPAL

Mr. Gautam Prasad Shrestha, Joint Secretary, Ministry of Physical Planning and Works, Kathmandu

PAKISTAN

Mr. Nasir Zaidi Syed, Joint Secretary/Director Operations, Ministry of Railways, Islamabad

REPUBLIC OF KOREA

Mr. Son Myung-Sun, Director of Railway Safety Division, Ministry of Construction and Transportation, Kyonggi-Do

REPUBLIC OF KOREA (cont'd)

Mr. Kim Tae-Oh, Deputy Director of South-North Korea Transportation Division, Ministry of Construction and Transportation, Kyonggi -Do

Mr. Oh Ji-Taek, Head of Trans-Korean Railway Research Corporations, Korea Railroad Research Institute, Kyonggi -Do

Mr. Mun Jin-Su, Research Fellow, Korea Transport Institute, Kyonggi -Do

Mr. Yoo Hee-Bok, Director of International Cooperation Division, Korean National Railroad, Daejeon

Mr. Jeong Seog-Seong, Assistant General Manager, External Cooperation Office, Korea Rail Network Authority, Daejeon

RUSSIAN FEDERATION

Mr. Mikhail Savostiyanov, Minister-Counsellor and Acting Permanent Representative of the Russian Federation to UNESCAP, Embassy of the Russian Federation to Thailand

Ms. Tatiana Kondrashenko, Head of Division, Department of State Policy on Railway, Sea and River Transport, Ministry of Transport of the Russian Federation, Moscow

Mr. Evgueny Kozlov, Head of International Organizations Unit, International Cooperation Department, Ministry of Transport, Moscow

Mr. Vladislav Fedorchenko, Head of Division, Department of International Organizations, Ministry of Foreign Affairs, Moscow

Mr. Fyodor S. Pekhterev, Director, State Institute for Technical Economic Research and Design of Railway Transport, Joint Stock Company Russian Railways, Moscow

Mr. Valery V. Petrov, Representative of the Ministry of Transport, Bangkok

Mr. Alexey Gospodarev, Attaché and Assistant Permanent Representative of the Russian Federation to UNESCAP, Embassy of the Russian Federation to Thailand

SINGAPORE

Mr. Sy Hong Soon, Deputy Manager, Land Transport Authority, Singapore

SRI LANKA

Mr. Don S. Jayaweera, Secretary, Ministry of Transport, Colombo

TAJIKISTAN

Mr. Karim Muminov, Head of Railway Department, Ministry of Transport, Dushanbe

THAILAND

Mr. Somsak Yangpreda, Chief Construction Engineer, Construction Department, State Railway of Thailand, Bangkok

Mr. Prapatpaow Awakul, Civil Engineer, Bureau of Planning, Department of Highways, Ministry of Transport, Bangkok

UZBEKISTAN

Mr. Farhod S. Djalalov, Head of Marketing Department, State Joint Stock Company “Uzbekistan Temir Yullari”, Tashkent

VIET NAM

Mr. Nguyen Duc Minh, Senior officer, International Cooperation Department, Ministry of Transport, Hanoi

Mr. Nguyen Huu Thang, Deputy Director, Vietnam Railway Administration, Ministry of Transport, Hanoi

UNITED NATIONS SECRETARIAT

Economic Commission for Europe
(ECE)

Mr. Jose Capel-Ferrer
Director, Transport Division
ECE
Geneva

INTERGOVERNMENTAL ORGANIZATION

Economic Cooperation Organization
(ECO)

Mr. Morteza Khalaj
Director
Transport and Communication Division
ECO
Tehran

OTHER ENTITY

Asian Institute of Transport Development
(AITD)

Mr. K. L. Thapar
Chairman, AITD
New Delhi

Mr. Prem Kumar Malik
Senior Fellow, AITD
New Delhi

Mr. Satish Bahl
Senior Fellow, AITD
New Delhi

SECRETARIAT

Mr. Kim Hak-Su	Executive Secretary
Ms. Keiko Okaido	Deputy Executive Secretary
Mr. Filemon A. Uriarte	Principal Officer
Mr. Choi Daewon	Special Assistant to the Executive Secretary

Mr. Barry Cable	Director Transport and Tourism Division
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Mr. John Moon	Chief Transport Infrastructure Section Transport and Tourism Division
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Mr. Pierre Chartier	Economic Affairs Officer Transport Infrastructure Section Transport and Tourism Division
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Ms. Jenny F. Yamamoto	Economic Affairs Officer Transport Infrastructure Section Transport and Tourism Division
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Mr. Kwon Yong-Bok	NRL Expert on Railway Transport Transport Infrastructure Section Transport and Tourism Division
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Mr. Vladimir Timofeev	UNESCAP Advisor on Transport
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Mr. Peter Van Laere	Chief Administrative Services Division
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Mr. Christian De Sutters	Chief Conference Services Section Administrative Services Division
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Mr. David Lazarus	Chief United Nations Information Services
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ANNEX C

23 November 2004

ORIGINAL : ENGLISH

ECONOMIC AND SOCIAL COMMISSION FOR ASIA AND THE PACIFIC

Regional Meeting for Drafting

Intergovernmental Agreement on the Trans-Asian Railway Network

22-23 November 2004

Bangkok

Draft Intergovernmental Agreement on the Trans-Asian Railway Network

INTERGOVERNMENTAL AGREEMENT ON THE TRANS-ASIAN RAILWAY NETWORK

THE CONTRACTING PARTIES,

CONSCIOUS of the need to promote and develop international rail transport in Asia and with neighbouring regions,

AWARE of the expected increase in the international transport of goods as a consequence of growing international trade in the ongoing process of globalization,

RECALLING the cooperation among members of the United Nations Economic and Social Commission for Asia and the Pacific in the formulation and operationalization of the Trans-Asian Railway Network,

CONSIDERING that in order to strengthen relations and promote international trade and tourism among members of the United Nations Economic and Social Commission for Asia and the Pacific, it is essential to develop the Trans-Asian Railway Network, including stations and container terminals of international importance, to the requirements of international transport and the environment,

KEEPING also in view the role of railways as an important component of an efficient international intermodal transport system, especially in addressing the specific needs of landlocked and transit countries,

HAVE AGREED as follows:

Article 1

Definition of Railway Lines of International Importance

For the purposes of this Agreement, the term "railway lines of international importance" as described in Annex 1 shall refer to:

- a) railway lines currently used for regular international transport;

- b) railway lines, either existing, under construction, or planned, that are intended to be used for regular international transport;
- c) ferry links ensuring continuous transport across seas or lakes between terminals in different States or within one State;
- d) border crossing points, gauge interchange stations, ferry terminals and rail-connected container terminals where Customs clearance facilities/services are provided.

Article 2

Adoption of the Trans-Asian Railway network

The Contracting Parties (the “Parties”) hereto adopt the railway lines of international importance described in Annex 1 to this Agreement (the “Trans-Asian Railway Network”) as a coordinated plan for the development of railway lines of international importance which they intend to be undertaken within the framework of the national programmes of the Parties.

Article 3

Development of the Trans-Asian Railway network

The lines of the Trans-Asian Railway network should be brought into conformity with the guiding principles related to technical characteristics described in annex II to this Agreement.

Article 4

Procedure for signing and becoming a Party to this Agreement

1. This Agreement shall be open for signature by States which are members of the United Nations Economic and Social Commission for Asia and the Pacific at Bangkok from xx to xx November 2006, and thereafter at the United Nations Headquarters in New York from xx November 2006 to 31 December 2008.

2. Those States may become Parties to this Agreement by:
 - a) Signature subject to ratification, acceptance or approval, 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 5

Entry into force of this Agreement

1. This Agreement shall enter into force on the ninetieth day following the date on which the Governments of at least eight (8) States have consented to be bound by the Agreement pursuant to Article 4, paragraph 2 and 3.
2. For each State which deposits its instrument of ratification, acceptance, approval or accession after the date upon which the conditions for the entry into force of the Agreement have been met, the Agreement shall enter into force for that State ninety (90) days after the date of its deposit of the said instrument.

Article 6

Working Group on the Trans-Asian Railway

1. A Working Group on the Trans-Asian Railway (the “Working Group”) shall be established by the United Nations Economic and Social Commission for Asia and the Pacific to consider the implementation of this Agreement and to consider any amendments proposed. All States which are members of the United Nations Economic and Social Commission for Asia and the Pacific shall be members of the Working Group.
2. The Working Group shall meet biennially. Any Party may also, by a notification addressed to the secretariat, request that a special meeting of the Working Group be convened.

The secretariat shall notify all members of the Working Group of the request and shall convene a special meeting of the Working Group if not less than one third of the Parties signify their assent to the request within a period of four (4) months from the date of the notification by the secretariat.

Article 7

Procedures for amending the main text of this Agreement

1. The main text of this Agreement may be amended by the procedure specified in this article.
2. Amendments to this Agreement may be proposed by any Party.
3. The text of any proposed amendment shall be circulated to all members of the Working Group by the secretariat at least forty-five (45) days before the Working Group meeting at which it is proposed for adoption.
4. An amendment shall be adopted by the Working Group by a two-thirds majority of the Parties present and voting. The amendment as adopted shall be communicated by the secretariat to the Secretary-General of the United Nations, who shall circulate it to all Parties for acceptance.
5. An amendment adopted in accordance with paragraph 4 of the present article shall enter into force twelve (12) months after it has been accepted by two-thirds of the Parties. The amendment shall enter into force with respect to all Parties except those which, before it enters into force, declare that they do not accept the amendment. Any Party that has declared that it does not accept an amendment adopted in accordance with this paragraph may at any time thereafter deposit an instrument of acceptance of such amendment with the Secretary-General of the United Nations. The amendment shall enter into force for that State twelve (12) months after the date of deposit of the said instrument

Article 8

Procedures for amending annex I to this Agreement

1. Annex I to this Agreement may be amended by the procedure specified in this Article.
2. Amendments may be proposed by any Party after consultation and obtaining consensus with directly concerned neighbouring States/Parties. Amendments relating to domestic alignment that do not change an international border crossing may be proposed by any Party.
3. The text of any amendment proposed by any Party shall be circulated to all members of the Working Group by the secretariat at least forty-five (45) days before the Working Group meeting at which it is proposed for adoption.
4. An amendment shall be adopted by the Working Group by a majority of the Parties present and voting. The amendment as adopted shall be communicated by the secretariat to the Secretary-General of the United Nations, who shall circulate it to all Parties.
5. An amendment adopted in accordance with paragraph 4 of the present Article shall be deemed accepted if during a period of six (6) months from the date of the notification, none of the Parties directly concerned notify the Secretary-General of the United Nations of their objection to the amendment.
6. An amendment accepted in accordance with paragraph 5 of the present Article shall enter into force for all the Parties three (3) months after the expiry of the period of six (6) months referred to in paragraph 5 of the present Article.
7. For the purpose of objections under paragraph 5 of this Article, the secretariat shall communicate to the Secretary-General of the United Nations, together with the text of the amendment, a list of the Parties which are directly concerned by the amendment.

Article 9

Procedures for amending annex II to this Agreement

1. Annex II to this Agreement may be amended by the procedure specified in this Article.
2. Amendments may be proposed by any Party.
3. The text of any proposed amendment shall be circulated to all members of the Working Group by the secretariat at least forty-five (45) days before the Working Group meeting at which it is proposed for adoption.
4. An amendment shall be adopted by the Working Group by a majority of the Parties present and voting. The amendment as adopted shall be communicated by the secretariat to the Secretary-General of the United Nations, who shall circulate it to all Parties.
5. An amendment adopted in accordance with paragraph 4 of the present Article shall be deemed accepted if during a period of six (6) months from the date of the notification, less than one third of the Parties notify the Secretary-General of the United Nations of their objection to the amendment.
6. An amendment accepted in accordance with paragraph 5 of the present Article shall enter into force for all Parties three (3) months after the expiry of the period of six (6) months referred to in paragraph 5 of the present Article.

Article 10

Reservations

Reservations may not be made with respect to any of the provisions of this Agreement, except as provided in Article 13, paragraph 5.

Article 11

Withdrawal from this Agreement

Any Party may withdraw from this Agreement by written notification addressed to the Secretary-General of the United Nations. The withdrawal shall take effect twelve (12) months after the date of receipt by the Secretary-General of such notification.

Article 12

Cessation of validity of this Agreement

This Agreement shall cease to be in force if the number of Parties becomes less than eight (8) for any period of twelve (12) consecutive months.

Article 13

Settlement of disputes

1. Any dispute between two or more Parties which relates to the interpretation or application of this Agreement and which the Parties in dispute are unable to settle by negotiation or consultation shall be referred to conciliation if any of the Parties in dispute so requests and shall, to that end, be submitted to one or more conciliators selected by mutual agreement between the Parties in dispute. If the Parties in dispute fail to agree on the choice of conciliator or conciliators within three (3) months after the request for conciliation, any of those Parties may request the Secretary-General of the United Nations to appoint a single conciliator to whom the dispute shall be submitted.
2. The recommendation of the conciliator or conciliators appointed in accordance with paragraph 1 of this article, while not binding in character, shall become the basis of renewed consideration by the Parties in dispute.
3. By mutual agreement, the Parties in dispute may agree in advance to accept the recommendation of the conciliator or conciliators as binding.

4. Paragraphs 1, 2 and 3 of the present article shall not be construed to exclude other measures for the settlement of disputes mutually agreed between the Parties in dispute.

5. Any State may, at the time of depositing its instrument of ratification, acceptance, approval or accession, deposit a reservation stating that it does not consider itself bound by the provisions of the present article relating to conciliation. Other Parties shall not be bound by the provisions of the present article relating to conciliation with respect to any Party which has deposited such a reservation.

Article 14

Limits to the application of this Agreement

1. Nothing in this Agreement shall be construed as preventing a 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. Nothing in this Agreement shall be construed as acceptance of an obligation by any Party to permit the movement of goods and passenger traffic across its territory.

Article 15

Annexes to the Agreement

Annexes I and II to the Agreement shall form an integral part of this Agreement.

Article 16

Secretariat of the Agreement

The United Nations Economic and Social Commission for Asia and the Pacific shall be designated the secretariat of this Agreement.

Article 17

Depositary

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

IN WITNESS WHEREOF, the undersigned, being duly authorized thereto, have signed this Agreement,

OPENED for signature on the xxth day of November two thousand and six at Bangkok, Thailand, in a single copy in the Chinese, English and Russian languages, the three texts being equally authentic.

Annex 1

TRANS-ASIAN RAILWAY NETWORK

The Trans-Asian Railway network consists of the railway lines of international importance indicated below.

The lines that form the basis for describing the Trans-Asian Railway network in each State are designated in bold with the origin and end stations and are then listed vertically. Lines branching off are described to the right of the junction station. Further branches are shown indented underneath this first branch. All lines are of equal importance within the Trans-Asian Railway Network.

When lines start or finish at a border point, the first or last stations on that line are preceded or followed by the indication in brackets of the name of the border station and the name of the neighbouring State directly concerned.

The names of stations that have specific functions on a line are followed by the indication of these functions in italics and brackets. Such functions include:

- (*border station*),
- (*break-of-gauge*),
- (*junction*),
- (*maritime connection*), and
- (*ferry terminals*).

Stations with container terminals to handle the ISO and non-ISO containers that are indicated in Annex 2 are shown underlined.

Missing links are indicated in square brackets.

LIST OF THE LINES IN THE TRANS-ASIAN RAILWAY NETWORK

ARMENIA

Ayrum – Niuvedi

(Sadakhlo, Georgia)

Ayrum (*border station*)

Gyumri (*junction*)

→ Akhuryan (*border station and break-of-gauge*) – (Dogu Kapi, Turkey)

Masis (*junction*)

→ Yerevan – Ijevan

Yeraskh (*border station*)

(Belidag – Ordubad,
Azerbaijan)

Meghri

▼ Niuvedi (*border station*)

(Agbent, Azerbaijan)

AZERBAIJAN

Yalama – Beyouk Kesik

(Samur, Russian Fed.)

Yalama (*border station*)

Baku (*ferry terminal*)

→ (Ferry link to Caspian sea ports in *Islamic Republic of Iran, Kazakhstan, Russian Federation and Turkmenistan*)

Alyat (*junction*)

→ Ali Bairamli (*junction*) – Astara (*border station and break-of-gauge*) – (Astara, Islamic Republic of Iran)

→ Ali Bairamli (*junction*) – Agbent (*border station*) – (Niuvedi-Meghri (*border station*), Armenia) – Ordubad – Djulfa (*border station and break-of-gauge*) – (Djulfa, Islamic Republic of Iran)

Akstafa

Beyouk Kesik (*border station*)

▼ (Gardabani, Georgia)

BANGLADESH

Darsana – Gundum

(Gede, India)

Darsana (*border station*)

Ishurdi (*junction*)

—▶ Abdulpur (*junction*) – Rohanpur (*border station*) – (Singhabad, India)

—▶ Abdulpur (*junction*) – Parbatipur – Birol (*border station*) – (Radhikapur, India)

Tongi (*junction*)

—▶ Dhaka

Akhaura (*junction*)

—▶ Kulaura – Shahbazpur (*border station*) – (Mahisasan, India)

Chittagong (*maritime connection*)

Dohazari

▼ [Gundum (*border station*)
(*border station*)
Myanmar]

CAMBODIA

Poipet – Sihanoukville

(Klong Tuk, Thailand)

[Poipet (*border station*)

Sisophon]

Bat Deng (*junction*)

—▶ [Kampongcham (*border station*) – (Loc Ninh, Viet Nam)]

Phnom Penh (*junction*)

▼ Sihanoukville (*maritime connection*)

CHINA

Alashankou – Lianyungang

(Dostyk, Kazakhstan)

Alashankou (*border station and break-of-gauge*)

Urumchi

▼ Turpan (*junction*) —▶ Kashi [(*border station and break-of-gauge*) – (Torugart, Kyrgyzstan)]

Lanzhou

Baoji (*junction*)

- Kunming (*junction*) – Xiangyun (*junction*) – Dali (*junction*) – [Kachang (*border station and break-of-gauge*) – (Myitkyina, Myanmar)]
 - ↳ [Xiangyun – Jinghong (*border station and break-of-gauge*) – (Boten, Lao PDR)]
 - ↳ Dali (*junction*) – [Rueli (*border station and break-of-gauge*) – (Muse, Myanmar)]
- Kunming (*junction*) – Hekou (*border station*) – (Lao Cai, Viet Nam)
- Kunming (*junction*) – Nanning (*junction*) – Guangzhou (*junction*)
 - ↳ Nanning (*junction*) – Hengyang (connects with Beijing-Shenzhen line)
 - ↳ Guangzhou (connects with Beijing-Shenzhen line)

Xian

Zhengzhou (*junction*)

- (connects with Beijing-Shenzhen line)

Xizhou (*junction*)

- (connects with Tianjin-Shanghai line)

▼ Lianyungang (*maritime connection*)

Erenhot – Dandong

(Zamyn Uud, Mongolia)

Erenhot (*border station and break-of-gauge*)

Beijing (*junction*)

- (connects with Beijing-Shenzhen line)

Tianjin (*maritime connection*)

Shenyang (*junction*)

- (connects with Manzhouli-Dalian line)

▼ Dandong (*border station*)

(Sinuiju, DPRK)

Manzhouli – Dalian

(Zabaikalsk, Russian Fed.)

Manzhouli (*border station and break-of-gauge*)

Harbin (*junction*)

- Suifenhe (*border station and break-of-gauge*) – (Grodekovo, Russian Fed.)

Changchun (*junction*)

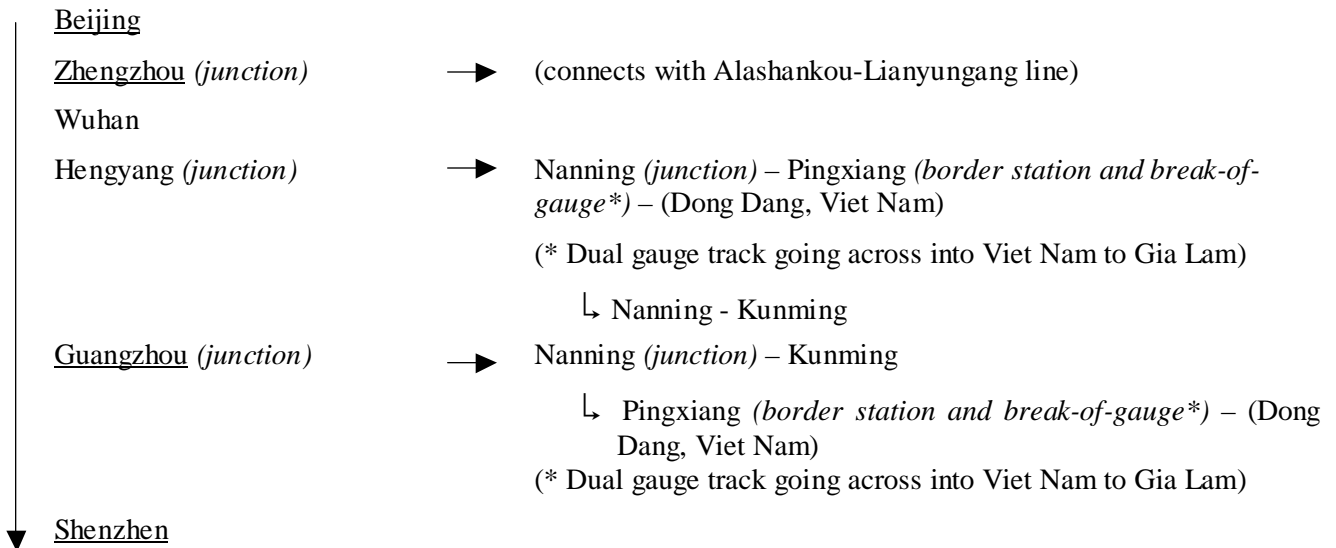
- Tumen (*border station*) – (Namyang, DPRK)

Shenyang (*junction*)

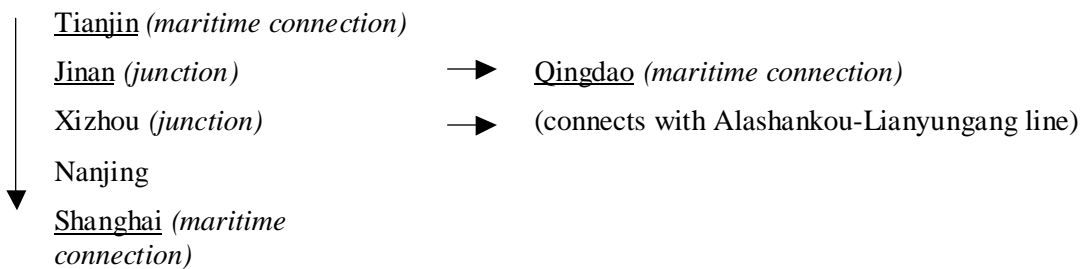
- (connects with Erenhot-Dandong line)

▼ Dalian (*maritime connection*)

Beijing – Shenzhen

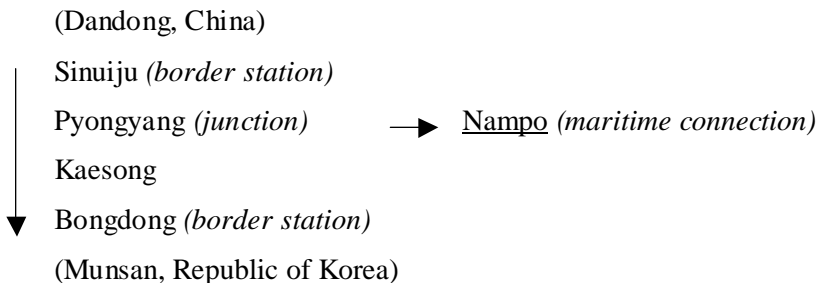


Tianjin – Shanghai



DEMOCRATIC PEOPLE'S REPUBLIC OF KOREA

Sinuiju – Nampo



Tumangang – Onjongri

(Khasan, Russian Fed.)

Tumangang (*junction, border station and break-of-gauge*) → Namyang (*border station*) – (Tumen, China)

Rason (*maritime connection*)

Chongjin (*junction*) → Namyang (*border station*) – (Tumen, China)

Kowon

Wonsan

Haegumgang

Onjongri (*border station*)

(Jeojin Republic of Korea)

GEORGIA

Gantiadi – Gardabani

(Veseloe, Russian Fed.)

Gantiadi (*border station*)

Senaki (*junction*) → Poti (*maritime connection*)

Samtredia (*junction*) → Batumi (*maritime connection*)

Tbilisi (*junction*) → Sadakhlo (*border station*) – (Ayrum, Armenia)

→ Akhalkalaki (*border station and break-of-gauge*) – (Kars, Turkey)

Gardabani (*border station*)

(Beyouk Kesik, Azerbaijan)

INDIA

Attari – Jiribam

(Wagah, Pakistan)

Attari (*border station*)

Dhandari Kalan

New Delhi (*junction*) → Mathura (*junction*) – Agra – Nagpur (*junction*) – Vijayawada (*junction*) – Chennai (*maritime connection*) – Jolarpettai (*junction*) – Madurai (*junction*) – Tuticorin (*maritime connection*)

↳ Mathura (*junction*) – Mumbai (*maritime connection*)

- ↳ Nagpur (*junction*) – Mumbai (*maritime connection*)
- ↳ Nagpur (*junction*) – Kolkata (*maritime connection*)
- ↳ Vijayawada (*junction*) – Visakhapatnam (*maritime connection*) – Kolkata (*maritime connection*)
- ↳ Jolarpettai (*junction*) – Mumbai (*maritime connection*)
- ↳ Madurai (*junction*) – Rameswaram (*ferry terminal*) – (Talaimannar, Sri Lanka)

Kanpur (*junction*)

→ Raxaul (*border station*) – (Birgunj, Nepal)

Mughalsarai

Sitarampur (*junction*)

→ Raxaul (*border station*) – (Birgunj, Nepal)

Kolkata (*junction and maritime connection*)

→ Haldia (*maritime connection*)

Gede (*border station*)

(Darsana, Shahbazpur, Bangladesh)

Mahisasan (*border station*)

Badarpur

Jiribam (*border station and break-of-gauge*)

[(Tamu, Myanmar)]

INDONESIA

Merak – Banyuwangi

Merak (*ferry terminal*)

Jakarta (*junction and maritime connection*)

→ Bandung – Surabaya (*junction and maritime connection*)

Cikampek (*junction*)

→ Bandung – Gedebage – Yogyakarta – Kertosono (*junction*) – Wonokromo – Surabayakota

Semarang

Surabayapasarturi (*maritime connection*)

Banyuwangi (*ferry terminal*)

[Banda Aceh-] – Pangkalansusu – Rantauprapat

[Banda Aceh]	
Pangkalansusu	
Medan (<i>junction</i>)	→ <u>Belawan</u> (<i>maritime connection</i>)
Tebingtinggi (<i>junction</i>)	→ Siantar
Kisaran (<i>junction</i>)	→ Tanjungbalai
▼ Rantauprapat	→ [Payakurubuli]

Teluk Bayur – Muaro

<u>Teluk Bayur</u> (<i>maritime connection</i>)	
Bukitputus (<i>junction</i>)	→ Indarung
Padang	
Lubuk Alung (<i>junction</i>)	→ Naras
Padang Panjang (<i>junction</i>)	→ Bukittingi – Payakumbuh
Muarakalaban (<i>junction</i>)	→ Sawahlunto
▼ Muaro	→ [Lubuklinggau]

Lubuklinggau – Panjang

Lubuklinggau	
Prabumulih (<i>junction</i>)	→ <u>Kertapati</u>
▼ Panjang (<i>ferry terminal</i>)	

ISLAMIC REPUBLIC OF IRAN

Razi – Sarakhs

(Kapikoy, Turkey)	
<u>Razi</u> (<i>border station</i>)	
Sofian (<i>junction</i>)	→ <u>Djulfa</u> (<i>border station and break-of-gauge</i>) – (Djulfa, Azerbaijan)
<u>Tabriz</u>	
Miyaneh	
<u>Qazvin</u> (<i>junction</i>)	→ [Rasht – Bandar-e-Anzali (<i>ferry terminal</i>) – Astara (<i>border station and break-of-gauge</i>)] – (Astara, Azerbaijan)
▼	(Ferry link to Caspian sea ports in Azerbaijan, Kazakhstan, Russian Federation and Turkmenistan)

Tehran (*junction*)

→ Qom (*junction*) – Badrud (*junction*) – Meybod – Bafq (*junction*) – Kerman – Zahedan (*break-of-gauge*) – Mirjaveh (*border station*) – (Koh-i-Taftan, Pakistan)

↳ Qom (*junction*) – Ahvaz (*junction*) – Khorramshahr (*maritime connection*)

↳ Ahvaz – Bandar-e-Imam-Khomeini (*maritime connection*)

↳ Badrud (*junction*) – Esfahan

↳ Bafq (connects with Sarakhs – Bandar Abbas line)

Garmsar (*junction*)

→ Bandar-e-Amirabad (*ferry terminal*) (Ferry link to Caspian sea ports in Azerbaijan, Kazakhstan, Russian Federation and Turkmenistan)

Shahrood

Kashmar (*junction*)

→ (connects with Sarakhs – Bandar Abbas line)

Fariman (*junction*)

→ Mashad

Sarakhs (*border station and break-of-gauge*)

(Sarakhs, Turkmenistan)

Sarakhs – Bandar Abbas

(Sarakhs, Turkmenistan)

Sarakhs (*border station and break-of-gauge*)

Fariman (*junction*)

→ Mashad

Kashmar

Sangan (*junction*)

→ [Harat (*border station*) – (Afghanistan)]

Birjand

Chadormaloo (*junction*)

→ Ardakan

Bafq (*junction*)

→ (connects with Razi-Mirjaveh line)

Bandar Abbas (*maritime connection*)

KAZAKHSTAN

Petropavlosk – Dostyk

(Utyak, Russian Fed.)

Petropavlosk (*border station*)

Kokshetav

Astana (*junction*)

→ Ecil – Tobol (*junction*) – Zaayatskaya (*border station*) – (Taranovskaya, Russian Federation)

↳ Tobol (*junction*) – Kandagach (*junction*) (connects with Semiglavii Mir-Aktogai line)

Karaghandy

Mointy (*junction*)

→ Chu (*junction*)

Aktogai (*junction*)

→ Semipalatinsk – Aul (*border station*) – (Lokot, Russian Federation)

→ (connects with Semiglavii Mir-Aktogai line)

Dostyk (*border station and break-of-gauge*)

(Alashankou, China)

Semiglavii Mir – Aktogai

(Ozinki, Russian Fed.)

Semiglavii Mir (*border station*)

Uralsk

Iletsk I

Kandagach (*junction*)

→ Makat (*junction*) – Ganyushkino (*border station*) – (Aksaraiskaya, Russian Federation)

↳ Makat (*junction*) – Beyneu (*junction*) – Oasis (*border station*) - (Karakalpakia, Uzbekistan)

↳ Beyneu (*junction*) – Aktau (*ferry terminal*) (Ferry link to Caspian sea ports in Azerbaijan, Islamic Republic of Iran, Russian Federation and Turkmenistan)

Tyuratam

Kzyl-Orda

Arys (*junction*)

→ Sari-Agash (*border station*) – (Keles, Uzbekistan)

Chimkent

Djambul

Lugovaya (*junction and border station*)

→ (Bishkek, Kyrgyzstan)

Chu (*junction*)

→ Mointy (*junction*)

↓ Almaty
↓ Taldy-Kurgan
↓ Aktogai (*junction*) → (connects with Petropavlosk-Dostyk line)

KYRGYZSTAN

Bishkek I – Kochkor

(Lugovaya, Kazakhstan)

↓ Alamedin
↓ Balychi
↓ [Kochkor]

[Kochkor – Torugart]

↓ [Kochkor
Kazarman (*junction*) → [Missing link] – Bagish – Jalal-Abad (*border station*) –
(Andizhan, Uzbekistan)
↓ Torugart (*border station*
and break-of-gauge)
↓ (Kashi, China)]

Border with Uzbekistan – Osh

↓ (Andizhan, Uzbekistan)
↓ Osh (*border station*)

LAO PDR

[Thanaleng – Mu Gia]

[(Nongkhai, Thailand)

↓ Thanaleng (*border station*)
↓ Vientianne (*junction*) → [Boten (*border station*) – (Jinghong, China)]
↓ Thakhek
↓ Mu Gia (*border station*)
↓ (Mu Gia, Viet Nam)]

[Vangtao – Densavanh]

[(Chong Mek, Thailand)

Vangtao (*border station*)

Pakse

Savannakhet (*junction and border station*) → [(Mukdahan, Thailand)]

Densavanh (*border station*)

(Lao Bao, Viet Nam)]

MALAYSIA

Padang Besar – Johor Bahru

(Padang Besar, Thailand)

Padang Besar (*border station*)

Bukit Mertajam (*junction*) → Butterworth (*maritime connection*)

Ipoh

Kuala Lumpur (*junction*) → Port Klang (*maritime connection*)

→ Setia Jaya

Kajang

Gemas (*junction*) → Wakaf Bahru (*junction*) – Rantau Panjang (*border station*) – (Sungai Kolok, Thailand)

→ Wakaf Bahru – Tumpat

Segamat

Kempas Bahru (*junction*) → Pasir Gudang (*maritime connection*)

→ Tanjung Pelepas (*maritime connection*)

Johor Bahru (*border station*)

(Singapore)

MONGOLIA

Sukhbaatar – Zamyn Uud

(Naushki, Russian Fed.)

↓ Sukhbaatar (*border station*)

Ulaanbaatar

↓ Zamyn Uud (*border station and break-of-gauge*)

(Erenhot, China)

MYANMAR

Mandalay – Yangon

↓ Mandalay (*junction*) → Lashio – [Muse (*border station and break-of-gauge*) – (Rueli, China)]

→ Myitkyina (*border station and break-of-gauge*) – [(Kachang, China)]

→ Kalay – [Tamu (*border station and break-of-gauge*) – (Jiribam, India)]

Bago (*junction*) → Thanpyuzayat (*junction*) – [Three Pagoda Pass (*border station*) – (Three Pagoda Pass, Thailand)]

→ Thanpyuzayat (*junction*) – Ye

↓ Yangon (*maritime connection*)

NEPAL

Birgunj – Border with India

↓ Birgunj (*border station*)

▼ (Raxaul, India)

[Kakarvitta – Panitanki]

↓ [Kakarvitta (*border station*)

▼ (Panitanki, India)]

[Biratnagar – Jogbani]

↓ [Biratnagar (*border station*)

▼ (Jogbani, India)]

PAKISTAN

Koh-i-Taftan – Wagah

(Mirjaveh, Islamic Republic of Iran)

Koh-i-Taftan (*border station*)

Dalbandin (*junction*)

→ [Gwadar (*maritime connection*)]

Spezand (*junction*)

→ Quetta – Bostan – Chaman (*border station*) – (Afghanistan)

Rohri (*junction*)

→ Hyderabad (*junction*) – Karachi (*maritime connection*) – Qasim (*maritime connection*)

↳ Hyderabad (*junction*) – Mirpurkhas – Khokropar (*border station*)

Lodhran (*junction*)

→ Sher Shah (*junction*) – Khanewal – Faisalabad – Shahdara (*junction*) (connects with Lahore-Peshawar line)

→ Sher Shah – Kundian – Attock (*junction*) – Peshawar (*border station*) – (Afghanistan)

Khanewal (*junction*)

→ Shahdara (connects with Lahore-Peshawar line)

Multan

Lahore (*junction*)

Wagah (*border station*)

(Attari, India)

Peshawar – Lahore

(Afghanistan)

Peshawar (*border station*)

Attock (*junction*)

→ Sher Shah – Lodhran (connects with Koh-i-Tafan – Wagah line)

Islamabad

Rawalpindi

Shahdara (*junction*)

→ Khanewal – Lodhran (connects with Koh-i-Tafan – Wagah line)

Lahore

REPUBLIC OF KOREA

Munsan – Busan

(Bongdong, Democratic People's Republic of Korea)

Munsan (*border station*)

Seoul

Suwon

Daejon (*junction*)

→ Mokpo (*maritime connection*)

Daegu

▼ Busan (*maritime connection*)

RUSSIAN FEDERATION

Buslovskaya – Moscow

(Vainikkala, Finland)

Buslovskaya (*border station*)

Saint Petersburg

(*junction*)

→ MGA – Volhovstroi – Koshta – Vologda – Kotelnich (*junction*) –
Ekaterinburg (*junction*)

↳ Kotelnich (*junction*) (connects with Krasnoe – Nakhodka line)

▼ Moscow (*junction*)

→ (connects with Krasnoe – Nakhodka line)

Suzemka – Moscow

(Zernovo, Ukraine)

Suzemka (*border station*)

Bryansk

▼ Moscow (*junction*)

→ (connects with Krasnoe – Nakhodka line)

Krasnoe – Nakhodka

(Osinovka, Belarus)

Krasnoe (*border station*)

Smolensk

Moscow

▼ Nizhniy Novgorod

Kotelnich (*junction*)

→ Saint Petersburg

↓	<u>Ekaterinburg</u> (<i>junction</i>)	→	<u>Kurgan – Utyak</u> (<i>border station</i>) – (Petropavlosk, Kazakhstan)
		→	<u>Chelyabinsk – Taranovskaya</u> (<i>border station</i>) – (Zaayatskaya, Kazakhstan)
	Tatarskaya (<i>junction</i>)	→	<u>Lokot</u> (<i>junction and border station</i>) – (Aul, Kazakhstan)
	Novosibirsk (<i>junction</i>)	→	<u>Lokot</u> (<i>junction and border station</i>) – (Aul, Kazakhstan)
	Krasnoyarsk		
	Irkutsk		
	Ulan Ude		
	Zaudinski (<i>junction</i>)	→	<u>Naushki</u> (<i>border station</i>) – (Sukhbaatar, Mongolia)
	Karimskaya (<i>junction</i>)	→	<u>Zabaykalsk</u> (<i>border station and break-of-gauge</i>) – (Manzhouli, China)
	Ussurijsk (<i>junction</i>)	→	<u>Grodekovo</u> (<i>border station and break-of-gauge</i>) – (Suifenhe, China)
	Baranovski (<i>junction</i>)	→	<u>Khasan</u> (<i>border station and break-of-gauge</i>) – (Tumangang, DPRK)
	Uglovaya (<i>junction</i>)	→	<u>Vladivostok</u> (<i>maritime connection</i>)
	<u>Nakhodka</u> (<i>junction, maritime connection</i>)	→	<u>Vostochny</u> (<i>maritime connection</i>)

Moscow – Samur

↓	<u>Moscow</u>		
	Ryazan		
	Kochetovka (<i>junction</i>)	→	<u>Rtisthevo – Saratov – Ozinki</u> (<i>border station</i>) – (Semiglavii Mir, Kazakhstan)
	Gryazi (<i>junction</i>)	→	Volgograd
	Liski		
	Likhaya (<i>junction</i>)	→	<u>Rostov – Krasnodar</u> (<i>junction</i>) – <u>Veseloe</u> (<i>border station</i>) – (Gantiadi, Georgia)
		↳	<u>Krasnodar</u> (<i>junction</i>) – <u>Krimskaya</u> (<i>junction</i>) – <u>Novorossiisk</u> (<i>maritime connection</i>)
		↳	<u>Krimskaya</u> (<i>junction</i>) – <u>Kavkaz</u> (<i>maritime connection and ferry terminal</i>)
	Volgograd (<i>junction</i>)	→	Gryazi
	<u>Aksarayanskaya</u> (<i>junction and border station</i>)	→	(Ganyushkino, Kazakhstan)
	Astrakhan	→	<u>Port Olya</u> (<i>ferry terminal</i>) – (Ferry link to Caspian sea ports in Azerbaijan, Islamic Republic of Iran, Kazakhstan, and Turkmenistan)

Makhachkala

Samur (*border station*)

(Yalama, Azerbaijan)

SINGAPORE

Woodlands – Keppel Station

(Johor Bahru, Malaysia)

↓
Woodlands (*border station*)

▼ Keppel station

SRI LANKA

Matara – Sri Jayewardenepura Kotte

↓
Matara

↓
Colombo (*maritime connection*)

▼ Sri Jayewardenepura Kotte

Colombo – Talaimannar

↓
Colombo (*maritime connection*)

↓
Maho (*junction*)

→ Trincomalee (*maritime connection*)

▼ Talaimannar (*ferry terminal*)

→ (Rameswaram, India)

TAJKISTAN

Nay – Kanibadam

(Bekabad, Uzbekistan)

↓
Nay (*border station*)

↓
Khudjand

↓
Kanibadam (*junction and border station*)

→ Isfara

(Suvanabad, Uzbekistan)

Pakhtaabad – Yangi Bazar

(Sariasya, Uzbekistan)

Pakhtaabad (*border station*)

Regar

Dushanbe II

Dushanbe I

▼ Yangi Bazar

Khoshad – Kulyab

(Amuzang, Uzbekistan)

Khoshad (*border station*)

Kurgan Tube (*junction*)

→ Yavan

▼ Kulyab

THAILAND

Nongkhai – Padang Besar

(Thanaleng, Lao PDR)

Nongkhai (*border station*)

Bua Yai (*junction*)

→ [Mukdahan (*border station*) – (Savannakhet, Lao PDR)]

Kaeng Khoi (*junction*)

→ Nakhonratchasima – Ubonratchathani – [Chong Mek (*border station*) – (Pakse, Lao PDR)]

Banphachi (*junction*)

→ Nakhonsawan (*junction*) – Denchai (*junction*) – Chiangmai

↳ [Nakhonsawan – Mae Sod (*border station*) – (Myawadi, Myanmar)]

↳ [Denchai – Chiangrai – Mae Sai (*border station*) – (Tachilek, Myanmar)]

Bangkok (*junction*)

→ Ladkrabang – Chachoengsao (*junction*) – Si Racha (*junction*) – Kao Chi Chan (*junction*) – Sattahip (*maritime connection*)

→ Chachoengsao (*junction*) – Aranyaprathet – Khlong Luk (*border station*) – [(Poipet, Cambodia)]

→ Si Racha – Laemchabang (*maritime connection*)

→ Kao Chi Chan – Map Ta Put (*maritime connection*)

▼ Nong Pla Duk (*junction*)

→ Namtok – [Three Pagoda Pass (*border station*) – (Thanpyuzayat, Myanmar)]

Hat Yai (*junction*) → Sungai Kolok (*border station*) – (Rantau Panjang, Malaysia)
 Padang Besar (*border station*)
 ▼ (Padang Besar, Malaysia)

TURKEY

Kapikule – Kapikoy

(Bulgaria, Europe)

Kapikule (*border station*)

Istanbul

Eskisehir (*junction*) → Alayunt – Balikesir – Izmir (*border station*)

Ankara

Kalin (*junction*) → Samsun (*maritime connection*)

Sivas

Cetinkaya (*junction*) → Kars (*junction*) – Dogukapi (*border station and break-of-gauge*) – (Akhuryan, Armenia)

→ Kars (*junction, border station and break-of-gauge*) – (Akhalkalaki, Georgia)

Malatya (*junction*) → Topprakale (*junction*) – Adana – Mersin (*maritime connection*)

→ Toprakkale – Iskenderun (*maritime connection*)

Tatvan – Van (ferry crossing)

▼ Kapikoy (*border station*)
 (Razi, Islamic Republic of Iran)

TURKMENISTAN

Turkmenbashi – Chardjev

(Baku, Azerbaijan)

Turkmenbashi (*ferry terminal*) → (Ferry link to Caspian sea ports in Azerbaijan, Islamic Republic of Iran, Kazakhstan and Russian Federation)

Ashgabat

Tenzhen

Mari (*junction*) → Parakhat – Sarakhs (*border station and break-of-gauge*) – (Sarakhs, Islamic Republic of Iran)

▼ Chardjev (*junction and border station*) → Gazodjak (*border station*) – (Pitnyak – K.P.449, Uzbekistan) – Dashowuz – Takhyatash (*border station*) – (Uzbekistan)

(Khodchadavlet, Uzbekistan)

UZBEKISTAN

Keles – Khodchadavlet

(Sari-Agash, Kazakhstan)

Keles (*border station*)

Sirdarinskaya

Khavast (*junction*)

→ Bekabad (*border station*) – (Nay – Kanibadam, Tajikistan) –
Suvanabad (*border station*) – Kokand (*junction*) – Margilan –
Andizhan (*border station*) – (Osh, Kyrgyzstan)

↳ Kokand (*junction*) – Namangan

Samarkand

Ulugbek

Navoi (*junction*)

→ Tinchlik – Uchkuduk – Nukuss – Kungrad – Karakalpakia
(*border station*) – (Oasis, Kazakhstan)

Bukhara (*junction*)

→ Karshi – RZD 154 (*border station*) – (Talimarjan – Kelif,
Turkmenistan) – Termez – Sariasya (*border station*) –
(Pakhtabad, Tajikistan)

Termez – Galaba (*border station*) – (Khairaton, Afghanistan)

Khodchadavlet (*border station*)

(Chardjev, Turkmenistan)

VIET NAM

Dong Dang – Ho Chi Minh City

(Pingxiang, China)

Dong Dang (*border station and break-of-gauge**)

(* *Dual gauge to Gialam*)

Kep (*junction*)

→ Halong (*maritime connection*)

Yên Viên (*junction*)

→ Haiphong (*maritime connection*)

→ Dong Anh (*junction*) – Lao Cai (*border station*) –
(Heikou, China)

→ Dong Anh (*junction*) – Luuxa (*junction*) – Quan Trieu

↳ Luuxa (*junction*) – Kep

Gialam (*junction*)

→ Haiphong (*maritime connection*)

Hanoi

Tan Ap (*junction*)

→ [Mu Gia (*border station*) – (Lao PDR)]

→ [Vung Ang (*maritime connection*)]

Dong Ha → [Lao Bao (*border station*) – (Lao PDR)]

Danang

Ho Chi Minh City (*junction*) → [Loc Ninh (*border station*) – (Cambodia)]

Annex II

GUIDING PRINCIPLES RELATING TO TECHNICAL CHARACTERISTICS OF THE TRANS-ASIAN RAILWAY NETWORK

1. General

The development of the Trans-Asian Railway network, as defined in Annex I of the Agreement, shall be guided by the following principles relating to technical characteristics. Parties shall make every possible effort to conform to these principles both in constructing new rail sections and upgrading and modernizing existing ones.

2. Line capacity

Lines of international importance must provide adequate capacity so as to allow efficient, reliable and economical movement of rail services for goods and passengers.

3. Vehicle loading gauge

Given that the Trans-Asian Railway network will be an important component in the definition of an integrated international intermodal transport network for countries of the UNESCAP region, the existing lines of the network should be, wherever necessary, upgraded and future lines should be developed so as to provide unhindered movements for the following ISO and non-ISO containers:

Freight container designation	External height		External width			External length			
	ft	in	mm	ft	in	mm	ft	in	mm
ISO									
1 A	8	00	2,438	8	00	2,438	40	00	12,192
1 AA	8	06	2,591	8	00	2,438	40	00	12,192
1 B	8	00	2,438	8	00	2,438	30	00	9,125
1 BB	8	06	2,591	8	00	2,438	30	00	9,125
1 C	8	00	2,438	8	00	2,438	20	00	6,058
1 CC	8	06	2,591	8	00	2,438	20	00	6,058
Non-ISO									
High cube	9	06	2,896	8	00	2,435	40	00	12,192
High cube	9	06	2,896	8	00	2,435	20	00	6,058

4. Interoperability

Technical requirements should ensure seamless transport of international goods and containers along railway lines of international importance. Accordingly, railway lines and related infrastructure and equipment should meet international requirements, including those for the transport and transfer of heavy trains carrying goods such as, *inter alia*, petroleum products, coal, mineral ores, cement and grain.

Parties should take into consideration technical requirements of neighbouring countries, as well as other countries through which railway lines of international importance pass, and endeavour to upgrade their lines so as to remove technical restrictions and ensure interoperability between railways.

Where gauge continuity permits, or is likely to result from constructing missing sections across borders, specific issues arise as regards the compatibility of rolling stock used in international transport, including braking systems and couplings. In this respect, the efficiency of railway operations across borders requires the use of air-braked rolling stock and compatible coupling systems.

For reference, the gauges of the Trans-Asian Railway network are as follows:

Railway gauge of TAR member countries (mm)				
1,000	1,067	1,435	1,520	1,676
1. Bangladesh ¹ 2. Cambodia 3. Lao People's Democratic Republic 4. Malaysia 5. Myanmar 6. Singapore ³ 7. Thailand 8. Viet Nam ⁴	Indonesia	1. China ² 2. Democratic People's Republic of Korea 3. Republic of Korea 4. Islamic Republic of Iran 5. Turkey	1. Armenia 2. Azerbaijan 3. Georgia 4. Kazakhstan 5. Kyrgyzstan 6. Mongolia 7. Russian Federation 8. Tajikistan 9. Turkmenistan 10. Uzbekistan	1. Bangladesh ¹ 2. India 3. Nepal 4. Pakistan 5. Sri Lanka

Potential members of TAR: Japan (1,067 mm gauge) and the Philippines (1,067 mm gauge).

¹ Part of railway network of the country.

² Features also a line (from/to Viet Nam) of 1,000 mm gauge.

³ Service provided by railways of Malaysia.

⁴ Features also a line (from China) of dual 1,000/1,435 mm gauge.

5. Standards for container terminals

International intermodal traffic requires efficient container terminals. The international container terminals along the lines of the Trans-Asian Railway network must:

- be located as close as possible to the main trunk line so that no time is lost entering and exiting the terminal;
- be set aside from other yards so that their operations are not hampered by other shunting movements;
- offer easy access to road vehicles so as to guarantee reliability of the road-rail interface;
- have track of sufficient length at loading/unloading area to reduce the need for shunting;

- be equipped with equipment comprising of gantry cranes, straddle-carriers, top-lifters and/or reach-stackers able to handle 20-foot and 40-foot containers and containers of higher capacity;
- make provisions for possible expansion;
- offer Customs facilities for the clearance of goods.