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**Economic and Social Commission for Asia and the Pacific**  
Working Group on the Trans-Asian Railway Network

**5th meeting**

Busan, Republic of Korea, 13-14 June 2017

Item 5 of the provisional agenda\*

**Consideration of proposals for amending the Intergovernmental Agreement on the Trans-Asian Railway Network**

**Proposals for amending the Intergovernmental Agreement on the Trans-Asian Railway Network**

**Note by the secretariat**

*Summary*

The present document contains proposals made by Bangladesh, Cambodia, Georgia and Thailand, which are parties to the Intergovernmental Agreement on the Trans-Asian Railway Network, to amend annexes I and II thereof.

The Working Group may wish to consider adopting the proposals.

**I. Introduction**

1. The Intergovernmental Agreement on the Trans-Asian Railway Network entered into force on 11 June 2009, that is, 90 days after the requisite number of States had ratified, accepted or approved it. Currently, 19 member States are parties to the Agreement, namely, Bangladesh, Cambodia, China, the Democratic People's Republic of Korea, Georgia, India, the Islamic Republic of Iran, the Lao People's Democratic Republic, Mongolia, Nepal, Pakistan, the Republic of Korea, the Russian Federation, Sri Lanka, Tajikistan, Thailand, Turkmenistan, Uzbekistan and Viet Nam.

2. In accordance with article 6 (1) of the Agreement, the Working Group on the Trans-Asian Railway Network was established to consider the implementation of the Agreement and any proposed amendments. Articles 7, 8 and 9 of the Agreement describe the procedure for amending the main text and the two annexes thereto. Accordingly, the secretariat has informed the member States of the scheduled date of the 5th meeting of the Working Group and requested the parties to the Agreement to submit proposals for consideration by the Working Group.

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\* E/ESCAP/TARN/WG(5)/L.1.

3. Cambodia, Georgia and Thailand have proposed amendments to annex I to the Agreement. Bangladesh has proposed an amendment to annex II to the Agreement. All the proposed amendments are outlined below. In accordance with articles 8 (5) and 9 (3) of the Agreement, the secretariat distributed the text of the proposed amendments from the parties to all members of the Working Group at least 45 days before the Working Group meeting.

## II. Proposal to annex I to the Agreement

### A. Proposal by Cambodia

4. In conformity with article 8 (4) of the Agreement, Cambodia has proposed an amendment as described hereafter:

On the Poipet – Sihanoukville line

*Replace*

(Klong Luk, Thailand)

[Poipet (*border station*)

Sisophon]

Bat Deng (*junction*) → [Kratie (*border station*) – (Loc Ninh,<sup>1</sup> Viet Nam)]

Phnom Penh (*junction*)

Sihanoukville (*maritime connection*)

*With*

(Klong Luk, Thailand)

[Poipet (*border station*) → [Steueng Bort (*border station*)]

Sisophon]

Bat Deng (*junction*) → [Snuol (*border station*) – (Loc Ninh,<sup>1</sup> Viet Nam)]

↳ [Voun Kam/Dom Kralor (*border station*) –  
(Lao People's Democratic Republic)]

Phnom Penh (*junction*)

Sihanoukville (*maritime connection*)

### B. Proposal by Georgia

5. In conformity with article 8 (4) of the Agreement, Georgia has proposed an amendment as described hereafter:

On the Gantiadi – Gardabani line

<sup>1</sup> Exact location to be decided.

*Replace*

(Veseloe, Russian Federation)

Gantiadi (*border station*)

Samtredia (*junction*) → Poti – Port of Poti (*maritime connection and ferry terminal – ferry links to Black Sea ports in Bulgaria, Russian Federation and Ukraine*)

Samtredia (*junction*) → Batumi – Port of Batumi (*maritime connection and ferry terminal – ferry links to Black Sea ports in Bulgaria and Ukraine*)

Tbilisi (*junction*) → Sadakhlo (*border station*) – (Ayrum, Armenia)  
→ [Kartsakhi (*border station*) – Akhalkalaki (*break-of-gauge*) – (Kars, Turkey)]

Gardabani (*border station*)

(Beyouk Kesik, Azerbaijan)

*With*

(Veseloe, Russian Federation)

Gantiadi (*border station*)Sukhumi (*maritime connection*)

Samtredia (*junction*) → [Anaklia – Port of Anaklia (*maritime connection*)]

→ Poti – Port of Poti (*maritime connection and ferry terminal – ferry links to Black Sea ports in Bulgaria, Russian Federation and Ukraine*)

→ Batumi – Port of Batumi (*maritime connection and ferry terminal – ferry links to Black Sea ports in Bulgaria and Ukraine*)

Tbilisi (*junction*) → Sadakhlo (*border station*) – (Ayrum, Armenia)  
→ [Kartsakhi (*border station*) – Akhalkalaki (*break-of-gauge*) – (Kars, Turkey)]

Gardabani (*border station*)

(Beyouk Kesik, Azerbaijan)

**C. Proposal by Thailand**

6. In conformity with article 8 (4) of the Agreement, Thailand has proposed an amendment as described hereafter:

On the Nongkhai – Padang Besar line

1. *Replace*

Bua Yai (*junction*) → [Nakhon Phanom (*border station*) – (Thakhek, Lao People's Democratic Republic)]

→ [Mukdahan (*border station*) – (Savannakhet, Lao People's Democratic Republic)]

*With*

- Ban Phai (*junction*) → [Nakhon Phanom (*border station*) – (Thakhek, Lao People’s Democratic Republic)]  
→ [Mukdahan (*border station*) – (Savannakhet, Lao People’s Democratic Republic)]

2. *Replace*

- Nong Pla Duk (*junction*) → Namtok – [Three Pagoda Pass (*border station*) – (Thanpyuzayat, Myanmar)]

*With*

- Nong Pla Duk (*junction*) → Wang Yen – [Ban Phu Nam Ron (*border station*) – (Myanmar)]

### **III. Proposal to annex II to the Agreement**

#### **A. Proposal by Bangladesh**

7. In conformity with article 9 (2) of the Agreement, Bangladesh has proposed an amendment to annex II to the Agreement as described hereafter:

At the end of annex II, insert a new paragraph 6 reading as follows:

#### **6. Cohabitation of optical fibre for strengthening information and communications connectivity**

There is an opportunity to leverage synergies between the concomitant deployment of optical-fibre cables with the construction or maintenance of the Trans-Asian Railway network. Such co-deployment would create additional cross-country Internet transmission routes that would contribute to the reduction of the digital divide in the Economic and Social Commission for Asia and the Pacific region. In this regard, parties shall endeavour to utilize the right-of-way of the Trans-Asian Railway Network for the co-deployment of optical-fibre cables across and within countries.

### **IV. Issues for the consideration of the Working Group**

8. The Working Group may wish to consider the above-mentioned proposals in accordance with articles 8 and 9 of the Agreement.