

LIMITED

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ENGLISH AND RUSSIAN ONLY

ECONOMIC AND SOCIAL COMMISSION FOR ASIA AND THE PACIFIC

Working Group on the Trans-Asian Railway Network

Second meeting

Busan, Republic of Korea

14-15 June 2011

**DRAFT REPORT OF THE WORKING GROUP  
ON THE TRANS-ASIAN RAILWAY NETWORK ON ITS SECOND MEETING**

## I. DELIBERATIONS OF THE WORKING GROUP

1. The secretariat introduced the documents under agenda items 4 (E/ESCAP/TARN/WG(2)/1), 5 (E/ESCAP/TARN/WG(2)/2), and 6 (E/ESCAP/TARN/WG(2)/3), including status of signatories to the Intergovernmental Agreement on the Trans-Asian Railway Network, Proposals for amending the Intergovernmental Agreement on the Trans-Asian Railway Network<sup>1</sup>, and Policies and issues relating to the development of the Trans-Asian Railway, which formed the basis for the deliberation.

## II. CONCLUSIONS AND RECOMMENDATIONS

2. The Working Group was appraised of the number of countries that have become Parties to the Intergovernmental Agreement on the Trans-Asian Railway Network since its first meeting held in Bangkok in December 2009. It also received updates from member States on their progress towards becoming a Party to the Agreement. The Working Group encouraged signatory States to ratify the Agreement and other States to accede to the Agreement.

3. The Working Group adopted the following amendments with respect to the Trans-Asian Railway network in China, the Islamic Republic of Iran, Mongolia and Uzbekistan.

In China:

Line Kunming to Kachang

Kunming (*junction*) – Xiangyun (*junction*) – Dali (*junction*) – [Kachang (*border station and break-of-gauge*) – (Myitkyina, Myanmar)]

is replaced with:

Kunming (*junction*) – Dali – Baoshan (*junction*) – [Kachang (*border station*) – (Myitkyina, Myanmar)]

Line to the border with the Lao People's Democratic Republic

[Xiangyun – Jinghong (*border station and break-of-gauge*) – (Boten, Lao People's Democratic Republic )

is replaced with:

[Yuxi – Mohan (*border station*) – (Boten, Lao People's Democratic Republic)]

Line Dali to Rueli

Dali (*junction*) – [Rueli (*border station and break-of-gauge*) – (Muse, Myanmar)]

is replaced with:

Dali – Baoshan (*junction*) – [Ruili (*border station*) – (Muse, Myanmar)]

In addition, the following stations have container terminals capable of handling International Organization for Standardization (ISO) containers that are at least 20-foot dimension in length and above and are to be underlined:

Line Alashankou to Lianyungang: Urumchi, Baoji, Xuzhou.

Line Erenhot to Dandong: Erenhot, Dandong.

Line Manzhouli to Dalian: Manzhouli, Harbin, Suifenhe, Tumen.

Line Beijing to Shenzhen: Wuhan.

In the Islamic Republic of Iran:

Line from Qom to Mirjaveh

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

is replaced with:

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<sup>1</sup> United Nations, *Treaty Series*, No. 46171.

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

In Mongolia:

A line from Dalanzadgad to Ereen tsav is to be added with the following alignment:

[ Dalanzadgad – Tavantolgoi (*junction*) – Tsagaan Suvarga – Zuunbayan – Sainshand (*junction*) – Baruun Urt – Khuut (*junction*)] – Choibalsan – Tsav – Ereen tsav (*border station*)

In addition, the following branch lines are to be added:

Line Tavantolgoi to Gashuun Sukhait

[ Tavantolgoi (*junction*) – Gashuun Sukhait (*border station and break-of-gauge*) ]

Line Khuut to Bichigt

[ Khuut (*junction*) – Bichigt (*border station and break-of-gauge*) ]

Line Khuut to Numrug at the border with People’s Republic of China

[ Khuut (*junction*) - Matad – Tamsagbulag – Numrug (*border station and break-of-gauge*) ]

In addition, the following station have container terminals capable of handling ISO containers of at least 20-foot dimension in length and above and are to be underlined:

Line Dalanzadgad to Ereen tsav: Sainshand, Ereen tsav.

Line Tavantolgoi to Gashuun Sukhait: Gashuun Sukhait.

Line Khuut to Bichigt: Bichigt.

Line Khuut to Numrug: Numrug.

In Uzbekistan:

Line from Karshi to Sariasiya

Karshi (*junction*) – Tashguzar (*junction*) – [Dekhanabad – Darband] – Boysun – Kumkurgran (*junction*) – Sariasiya (*border station*) – (Pakhtaabad, Tajikistan)

is replaced with:

Karshi (*junction*) – Tashguzar (*junction*) – Dekhanabad – Darband – Boysun – Kumkurgran (*junction*) – Kudukli (*border station*) – (Pakhtaabad, Tajikistan)

4. In accordance with the Intergovernmental Agreement on the Trans-Asian Railway Network, the adopted amendment will be communicated to the Secretary General of the United Nations for circulation to all Parties.

5. The Working Group noted with satisfaction the ongoing efforts that had been taking place across the region to develop rail connectivity with neighbouring countries and to enhance capacity along existing routes with a view to developing international corridors. In particular, in the Caucasus region, Azerbaijan, Georgia and Turkey were constructing the missing link between Akhalkalaki (Georgia) and Kars (Turkey) and rehabilitating existing infrastructure as part of the Baku-Tbilisi-Kars new railway link project. India was working on the Jiribam – Imphale section with a view to connecting its rail network with that of Myanmar in future, Bangladesh was working on restoring its connection with India, notably through the rehabilitation of the Kulaura – Shahbazzpur section, and China was actively developing rail connections with the Association of Southeast Asian Nations (ASEAN) subregion. The Working Group was also informed about the recent signing of a memorandum of understanding between China and Myanmar to develop a line through the Ruili/Muse border crossing down to a new deep-sea container port at Kyaukphyu. Recognizing increased investment in rail infrastructure projects, the Working Group requested the secretariat to continue to play a coordinating role in the development of rail routes of international importance in the region.

6. On the subject of investment in rail projects, the Working Group noted the new funding policy adopted by the Asian Development Bank, which allocated increased lending to the rail sector

under the framework of its sustainable development initiative outlined in the Bank's "Strategy 2020" document.

7. The Working Group recognized the role of the Trans-Asian Railway in the realization of an international integrated intermodal transport and logistics system for the region. In that regard, it noted ongoing initiatives in India, Indonesia, Malaysia and Nepal to develop intermodal facilities.

8. The Working Group recognized the importance of regular and reliable data as a basis for setting sound development policies and obtaining greater leverage with international financial institutions. Of particular importance was the availability of information on cross-border movements to identify trade routes that along which rail transport could play an important role as well as data on modal split to reinforce the case for policy measures that would be best able promote a modal transfer to rail. The Working Group was informed that such quality data would greatly assist the secretariat in its task to provide accurate policy options to member Governments at legislative meetings, such as the upcoming Ministerial Conference on Transport, which would be held in Bangkok in November 2011.

9. In the search for data, the Working Group noted possible synergies with other subregional organizations such as the ASEAN or South Asian Association for Regional Cooperation secretariats.

10. The Meeting noted that the third Meeting of the Working Group would be held at an appropriate date in 2013. However, it also noted that, in conformity with Article 6(2) of the Agreement, a special Working Group meeting could be organized at the request of any Party to discuss specific issues provided that no less than one third of the Parties signify their assent to the request within a period of four months from the date of the notification by the secretariat. The date and venue of the next meeting would be communicated by the secretariat to the members of the Working Group

### **III. OTHER MATTERS**

11. No other matters were raised.

### **IV. ADOPTION OF THE REPORT**

12. The conclusions and recommendations of the second Meeting of the Working Group on the Trans-Asian Railway Network were adopted at Busan, Republic of Korea, on 15 June 2011.

### **V. ORGANIZATION OF THE MEETING**

- A. Opening, duration and organization of the meeting
- B. Attendance
- C. Election of officers
- D. Agenda

*Annexes*

LIST OF DOCUMENTS

LIST OF PARTICIPANTS