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**ECONOMIC AND SOCIAL COMMISSION FOR ASIA AND THE PACIFIC**

**REPORT OF THE INTERGOVERNMENTAL MEETING TO DEVELOP  
THE INTERGOVERNMENTAL AGREEMENT ON THE  
TRANS-ASIAN RAILWAY NETWORK**

**Bangkok, 28-30 November 2005**

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INTERGOVERNMENTAL AGREEMENT ON THE TRANS-ASIAN RAILWAY NETWORK

## **I. DELIBERATIONS OF THE MEETING**

### **A. Introduction to the international treaties**

(Item 4 of the agenda)

1. The Chief of the Treaty Section, Office of Legal Affairs, United Nations Secretariat, gave a brief introduction to the law of treaties and, in particular, to the role of the Secretary-General of the United Nations as the largest depository of treaties. Those treaties, which exceed 500, cover almost every aspect of international interaction, and their impact was gradually expanding from relations between sovereign States to the daily lives of individuals and the activities of corporations. In that regard, he noted that the Intergovernmental Agreement on the Trans-Asian Railway Network was also likely to have an extensive effect on the countries, citizens and business activities of the ESCAP region.
2. He further briefed participants on the official legal process that the Intergovernmental Agreement would follow after its finalization by the Meeting.
3. He closed by informing the Meeting that he stood ready to assist in the process of reviewing the draft Intergovernmental Agreement during the Meeting.

### **B. Trans-Asian Railway development since the launching of the Asian Land Transport Infrastructure Development project**

(Item 5 of the agenda)

4. The Chief of the Transport Infrastructure Section of the ESCAP Transport and Tourism Division recalled the major milestones that had punctuated the work of ESCAP and the member countries between the launching of the Asian Land Transport Infrastructure Development (ALTID) project and the Intergovernmental Meeting. He recalled the sweeping economic changes that had taken place in the 1980s and 1990s and had made it necessary for member countries to assess their transport requirements in the light of those changes. He indicated how the TAR project conducted under ALTID looked far beyond the technical aspects of transport to also be a tool serving economic and social development through the facilitation of international trade.

### **C. Introduction to the Intergovernmental Agreement on the Trans-Asian Railway Network**

(Item 6 of the agenda)

5. The secretariat introduced the draft of the Intergovernmental Agreement on the Trans-Asian Railway Network and explained its structure: (a) the main body of the draft Agreement; (b) annex I, Trans-Asian Railway Network; and (c) 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. It mentioned that the draft incorporated some of the advice and suggestions already received from the Office of Legal Affairs and some changes of an editorial nature.

6. The Meeting had before it the draft of the Intergovernmental Agreement on the Trans-Asian Railway Network (E/ESCAP/TARN/1). The Meeting also had before it consolidated amendments proposed at the expert group meetings held in New Delhi and Moscow.

7. The Meeting considered the above documents and started substantive discussions on the main body of the Agreement and annexes I and II. The discussions took note of the advice provided by the representative of the Office of Legal Affairs.

8. After very active and constructive deliberations, the Meeting finalized the text of the Intergovernmental Agreement on the Trans-Asian Railway Network as attached to the present report.

#### **D. Statements by international organizations**

(Item 7 of the agenda)

9. The representative of the Asian Institute of Transport Development (AITD) briefed the Meeting about the work of his organization in the area of railways and indicated that it covered a wide range of issues from technical harmonization and human resources development to the identification of public-private partnerships in developing and operating railways. He also indicated that related actions were implemented in close collaboration with research centres, academic institutions and a broad spectrum of international organizations, including ESCAP with which AITD has a Memorandum of Understanding. He highlighted the support of AITD for the work of ESCAP within the framework of the Trans-Asian Railway and expressed the view that the Intergovernmental Agreement on the Trans-Asian Railway Network would guarantee that issues of common concern received the necessary level of attention.

#### **E. Other matters**

(Item 8 of the agenda)

10. The Meeting recognized that the proper identification of locations and city names was an important condition for the effective functioning of an international transport system and stressed the need to use uniform spelling for geographical names. In that regard, the Meeting requested that geographical names in the Agreement be brought into conformity with United Nations practices and recommendations.

11. The Meeting expressed gratitude to the Government of the Republic of Korea for its valuable support for the development and formalization of the Trans-Asian Railway Network and for extending assistance to the preparations for and convening of the Intergovernmental Meeting.

## **F. Adoption of the report of the Meeting**

(Item 9 of the agenda)

12. The Intergovernmental Meeting to Develop the Intergovernmental Agreement on the Trans-Asian Railway Network adopted its report on 30 November 2005.

## **II. ORGANIZATION OF THE SESSION**

### **A. Opening, duration and organization**

13. The Intergovernmental Meeting to Develop the Intergovernmental Agreement on the Trans-Asian Railway Network was held in Bangkok from 28 to 30 November 2005. It was declared open by the Executive Secretary of ESCAP.

14. In his welcoming statement, the Executive Secretary emphasized the importance of the Trans-Asian Railway Network and the Asian Highway Network, both of which were the pillars of an integrated international intermodal transport network for the region. He recalled the launching of the negotiating process for the Intergovernmental Agreement on the Trans-Asian Railway Network at a regional meeting in November 2004 and recognized the role of two subregional expert group meetings held in India and the Russian Federation in that process. The Executive Secretary acknowledged the presence of a senior official of the Office of Legal Affairs at the Meeting to provide legal advice and assist the participants in their deliberations. In that connection, he commended the Office of Legal Affairs for its assistance and support in developing the draft Agreement.

15. The Executive Secretary expressed the hope that the Agreement could be presented to the Commission at its sixty-second session, to be held in Indonesia in April 2006, for adoption and that a signing ceremony would be organized at the Ministerial Conference on Infrastructure scheduled to be held in November 2006.

16. Finally, the Executive Secretary expressed appreciation to the government officials for their continued assistance and support for ESCAP activities. He concluded by expressing deep appreciation to the Government of the Republic of Korea for its long-standing support for the development of the Trans-Asian Railway Network and for financing the Intergovernmental Meeting.

### **B. Attendance**

17. The Meeting was attended by representatives of the following ESCAP member countries: Armenia, Azerbaijan, Bangladesh, Cambodia, Democratic People's Republic of Korea, Georgia, India, Indonesia, Iran (Islamic Republic of), Japan, Kazakhstan, Kyrgyzstan, Lao People's Democratic Republic, Malaysia, Mongolia, Myanmar, Nepal, Pakistan, Republic of Korea, Russian Federation, Singapore, Sri Lanka, Tajikistan, Thailand, Uzbekistan and Viet Nam.

18. The Meeting was also attended by a representative of the Office of Legal Affairs of the United Nations Secretariat. A representative of the Asian Institute of Transport Development was also present.

### **C. Election of officers**

19. The Meeting elected Mr. Arumugam Valautham (Malaysia) Chairperson, Mr. Mohammad Jamshed (India) Vice-chairperson, and Mr. Davaakhuu Naranpurev (Mongolia) Rapporteur.

### **D. Agenda**

20. The Meeting adopted the following agenda:
1. Opening of the Meeting.
  2. Election of officers.
  3. Adoption of the agenda.
  4. Introduction to the international treaties.
  5. Trans-Asian Railway development since the launching of the Asian Land Transport Infrastructure Development project.
  6. Introduction to the Intergovernmental Agreement on the Trans-Asian Railway Network:
    - (a) Main body of the Agreement;
    - (b) Annex I: The Trans-Asian Railway Network;
    - (c) Annex II: Guiding principles relating to the technical characteristics of the Trans-Asian Railway Network.
  7. Statements by international organizations.
  8. Other matters.
  9. Adoption of the report of the Meeting.

## **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 people and 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 railway transport as an important component of an effective and efficient international intermodal transport network, 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 the Intergovernmental Agreement on the Trans-Asian Railway Network (the "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 the Agreement 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 the Agreement.

Article 4

**Procedure for signing and becoming a Party**

1. The 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 (**name of city and country**) from xx to xx xxxx 2006, and thereafter at the United Nations Headquarters in New York from xx xxxxxxx 2006 to 31 December 2008.
2. Those States may become Parties to the 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**

1. The 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 Network**

1. A Working Group on the Trans-Asian Railway Network (the “Working Group”) shall be established by the United Nations Economic and Social Commission for Asia and the Pacific to consider the implementation of the 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**

1. The main text of the Agreement may be amended by the procedure specified in this Article.
2. Amendments to the 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**

1. Annex I to the Agreement may be amended by the procedure specified in this Article.

2. For the purpose of Article 8, a 'directly concerned Party' is a Party in whose territory the subject of the proposed amendment is located.
3. Amendments which change a border station may be proposed only by a directly concerned Party after consulting with and obtaining the written consent of the neighbouring State which shares the border to which the subject of the amendment is connected.
4. Amendments that do not change a border station may be proposed by any directly concerned Party.
5. 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.
6. 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.
7. An amendment adopted in accordance with paragraph 6 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 notifies the Secretary-General of the United Nations of their objection to the amendment.
8. An amendment accepted in accordance with paragraph 7 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 7 of the present Article.

#### Article 9

##### **Procedures for amending annex II**

1. Annex II to the 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 notifies 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 the Agreement, except as provided in Article 13, paragraph 5.

#### Article 11

##### **Withdrawal**

Any Party may withdraw from the 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

##### **Suspension of validity**

The operation of the Agreement shall be suspended if the number of Parties becomes less than eight (8) for any period of twelve (12) consecutive months. In such a situation the secretariat shall notify the Parties. The provisions of the Agreement shall again become operative if the number of Parties reaches eight (8).

#### Article 13

##### **Settlement of disputes**

1. Any dispute between two or more Parties which relates to the interpretation or application of the 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 independent 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**

1. Nothing in the 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. A Party shall make every possible effort to develop the Trans-Asian Railway Network consistent with the Agreement. However, nothing in the 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**

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

#### Article 16

##### **Secretariat**

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

#### Article 17

##### **Depositary**

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

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

OPENED for signature on the xx day of xxxxxx two thousand and six at (**name of city and name of country**), in a single copy in the Chinese, English and Russian languages, the three texts being equally authentic.

## Annex I

### TRANS-ASIAN RAILWAY NETWORK

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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*).

Missing links are indicated in [ square brackets ].

Stations with container terminals to handle International Standards Organization (ISO) containers of at least 20-foot dimension in length and above are shown underlined.

## LIST OF THE LINES IN THE TRANS-ASIAN RAILWAY NETWORK

### ARMENIA

#### Ayrum – Niuvedi

(Sadakhlo, Georgia)

Ayrum ( <i>border station</i> )	
<u>Gyumri</u> ( <i>junction</i> )	→ Akhuryan ( <i>border station and break-of-gauge</i> ) – (Dogu Kapi, Turkey)
Masis ( <i>junction</i> )	→ <u>Yerevan</u> – Ijevan ( <i>border station</i> ) – (Barkhudarly, Azerbaijan) ↳ Gagarin – Martuni – [Jermuk – Kapan – Meghri ( <i>border station</i> )] – (Marand, Islamic Republic of Iran)
Yeraskh ( <i>border station</i> )	
(Belidag – Ordubad, Azerbaijan)	
Meghri	
↓ Niuvedi ( <i>border station</i> )	
(Agbent, Azerbaijan)	

### AZERBAIJAN

#### Yalama – Beyouk Kesik

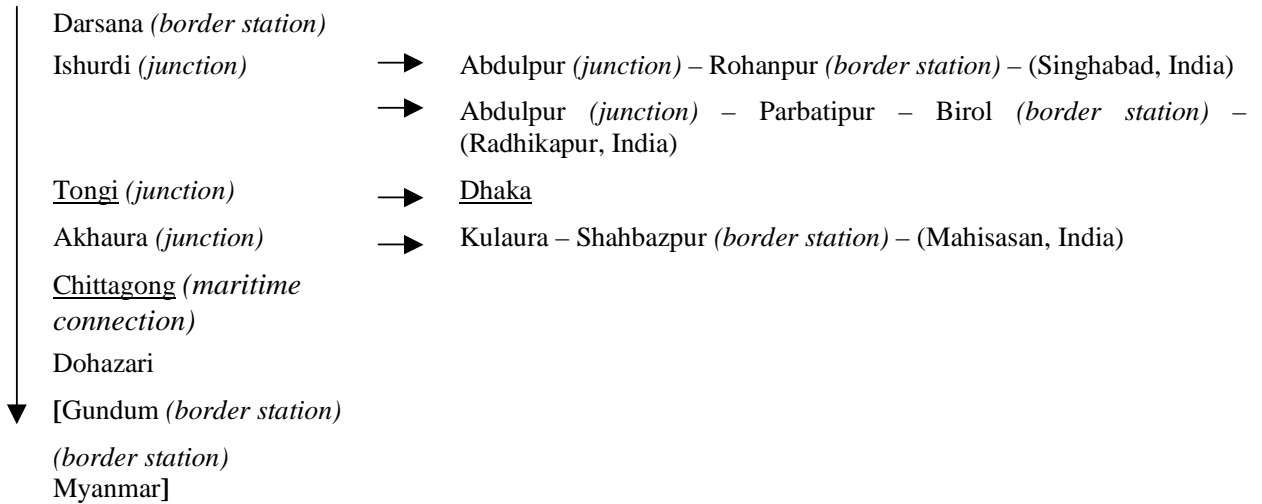
(Samur, Russian Fed.)

<u>Yalama</u> ( <i>border station</i> )	
<u>Baku</u> ( <i>ferry terminal</i> )	→ (Ferry link to Caspian sea ports in <i>Islamic Republic of Iran, Kazakhstan, Russian Federation</i> and <i>Turkmenistan</i> )
Alyat ( <i>junction</i> )	→ <u>Ali Bairamli</u> ( <i>junction</i> ) – <u>Astara</u> ( <i>border station and break-of-gauge</i> ) – (Astara, Islamic Republic of Iran)
	→ <u>Ali Bairamli</u> ( <i>junction</i> ) – Agbent ( <i>border station</i> ) – (Niuvedi-Meghri ( <i>border station</i> ), Armenia) – Ordubad – <u>Djulfa</u> ( <i>border station and break-of-gauge</i> ) – (Djulfa, Islamic Republic of Iran)
Akstafa	→ Barkhudarly ( <i>border station</i> ) – (Ijevan, Armenia)
↓ Beyouk Kesik ( <i>border station</i> )	
(Gardabani, Georgia)	

## BANGLADESH

### Darsana – Gundum

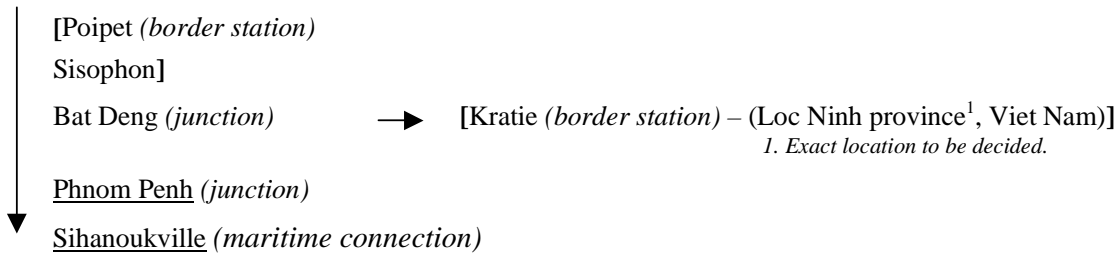
(Gede, India)



## CAMBODIA

### Poipet – Sihanoukville

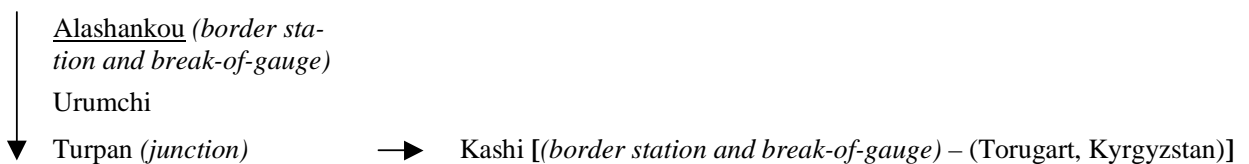
(Klong Luk, Thailand)



## CHINA

### Alashankou – Lianyungang

(Dostyk, Kazakhstan)



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*) – (Grodokovo, Russian Fed.)

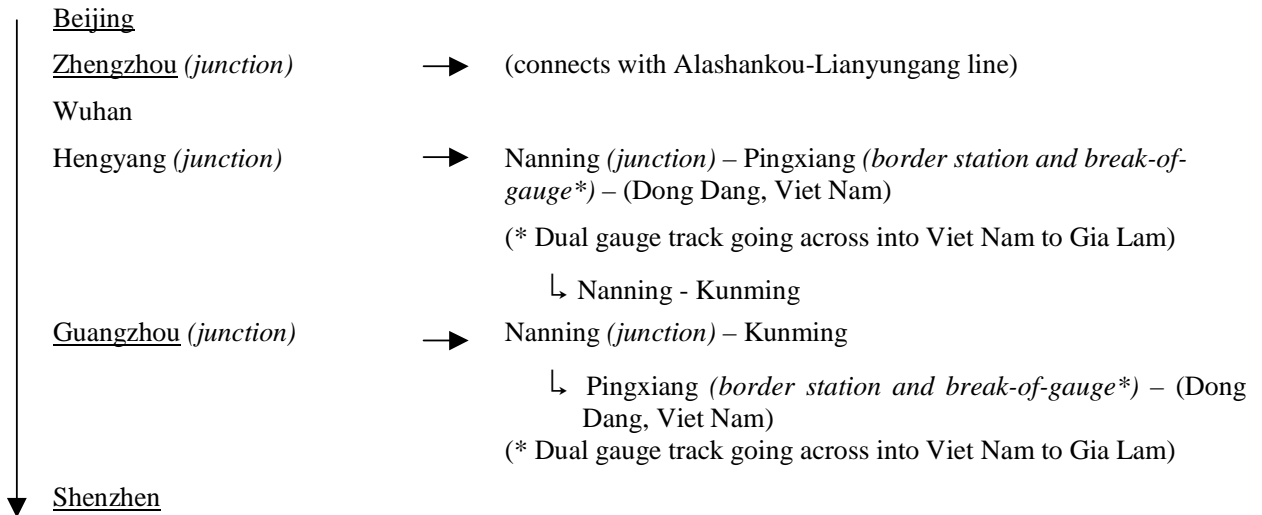
- Changchun (*junction*) → Tumen (*border station*) – (Namyang, DPRK)

- Shenyang (*junction*) → (connects with Erenhot-Dandong line)

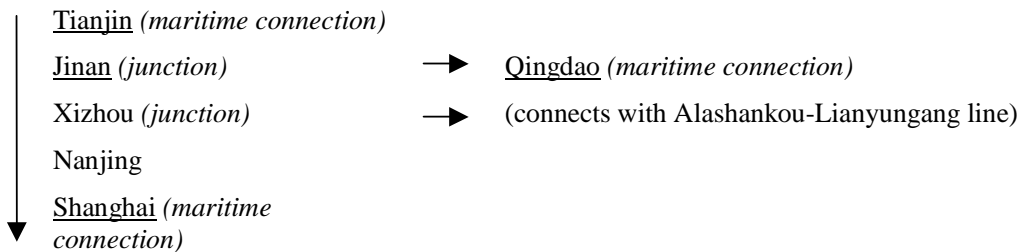
▼ Dalian (*maritime connection*)



## Beijing – Shenzhen

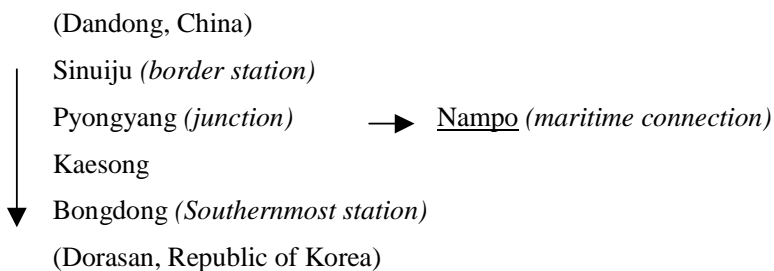


## Tianjin – Shanghai



## DEMOCRATIC PEOPLE'S REPUBLIC OF KOREA

### Sinuiju – Nampo



## **Tumangang – Onjongri**

(Khasan, Russian Fed.)	
<u>Tumangang</u> ( <i>junction, border station and break-of-gauge</i> )	→ Namyang ( <i>border station</i> ) – (Tumen, China)
<u>Rajin</u> ( <i>junction</i> )	→ <u>Rajin</u> ( <i>maritime connection</i> )
<u>Chongjin</u> ( <i>junction</i> )	→ Namyang ( <i>border station</i> ) – (Tumen, China)
	→ <u>Chongjin</u> ( <i>maritime connection</i> )
Kowon	
Wonsan	
Haegumgang	
▼ Onjongri ( <i>Southernmost station</i> )	
(Jejin, Republic of Korea)	

## **GEORGIA**

### **Gantiadi – Gardabani**

(Veseloe, Russian Fed.)	
Gantiadi ( <i>border station</i> )	
Senaki ( <i>junction</i> )	→ <u>Poti</u> ( <i>maritime connection</i> )
<u>Samtredia</u> ( <i>junction</i> )	→ <u>Batumi</u> ( <i>maritime connection</i> )
<u>Tbilisi</u> ( <i>junction</i> )	→ Sadakhlo ( <i>border station</i> ) – (Ayrum, Armenia)
	→ [Akhalkalaki ( <i>border station and break-of-gauge</i> ) – (Kars, Turkey)]
Gardabani ( <i>border station</i> )	
▼ (Beyouk Kesik, Azerbaijan)	

## **INDIA**

### **Attari – Jiribam**

(Wagah, Pakistan)	
Attari ( <i>border station</i> )	
<u>Dhandari Kalan</u>	
<u>New Delhi</u> ( <i>junction</i> )	→ Mathura ( <i>junction</i> ) – <u>Agra</u> – <u>Nagpur</u> ( <i>junction</i> ) – Vijayawada ( <i>junction</i> ) – <u>Chennai</u> ( <i>maritime connection</i> ) – Jolarpettai ( <i>junction</i> ) – <u>Madurai</u> ( <i>junction</i> ) – <u>Tuticorin</u> ( <i>maritime connection</i> )
▼	

	↳ Mathura ( <i>junction</i> ) – <u>Mumbai</u> ( <i>maritime connection</i> )
	↳ <u>Nagpur</u> ( <i>junction</i> ) – <u>Mumbai</u> ( <i>maritime connection</i> )
	↳ <u>Nagpur</u> ( <i>junction</i> ) – <u>Kolkata</u> ( <i>maritime connection</i> )
	↳ Vijayawada ( <i>junction</i> ) – <u>Visakhapatnam</u> ( <i>maritime connection</i> ) – <u>Kolkata</u> ( <i>maritime connection</i> )
	↳ Jolarpettai ( <i>junction</i> ) – <u>Mumbai</u> ( <i>maritime connection</i> )
	↳ <u>Madurai</u> ( <i>junction</i> ) – Rameswaram ( <i>ferry terminal</i> ) – (Talaimannar, Sri Lanka)
<u>Kanpur</u> ( <i>junction</i> )	→ Raxaul ( <i>border station</i> ) – (Birgunj, Nepal)
Mughalsarai	
Sitarampur ( <i>junction</i> )	→ Raxaul ( <i>border station</i> ) – (Birgunj, Nepal)
<u>Kolkata</u> ( <i>junction and maritime connection</i> )	→ <u>Haldia</u> ( <i>maritime connection</i> )
Gede ( <i>border station</i> )	
(Darsana, Shahbazzpur, Bangladesh)	
Mahisasan ( <i>border station</i> )	
Badarpur	
Jiribam ( <i>border station and break-of-gauge</i> )	
[(Tamu, Myanmar)]	

## INDONESIA

### Merak – Banyuwangi

Merak ( <i>ferry terminal</i> )	
<u>Jakarta</u> ( <i>junction and maritime connection</i> )	→ Sukabumi – Padalarang – Cikampek ( <i>junction</i> )
Cikampek ( <i>junction</i> )	→ <u>Cirebon</u> ( <i>junction</i> ) – <u>Semarangtawang</u> ( <i>junction</i> ) – <u>Surabayapasarturi</u> ( <i>maritime connection</i> )
	↳ Prupuk ( <i>junction</i> ) – Purwokerto – Kroya ( <i>junction</i> )
Bandung	
<u>Gedebage</u>	
Kroya ( <i>junction</i> )	Purwokerto – Prupuk ( <i>junction</i> ) – <u>Cirebon</u> ( <i>junction</i> )

Yogyakarta ( <i>junction</i> )	→	[Magelang]
Solobalapan ( <i>junction</i> )	→	Gundih – <u>Semarangtawang</u> ( <i>junction</i> )
Kertosono ( <i>junction</i> )	→	Wonokromo – Surabaya
Malang		
Bangil		
▼ Banyuwangi ( <i>ferry terminal</i> )		

### **[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	→	[Payakumbuh]

### **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		
Muaraenim ( <i>junction</i> )	→	Tanjung Enim
Prabumulih ( <i>junction</i> )	→	<u>Kertapati</u>
Tanjungkarang ( <i>junction</i> )	→	Tarahan
▼ Panjang ( <i>ferry terminal</i> )		

## ISLAMIC REPUBLIC OF IRAN

### Razi – Sarakhs

(Kapikoy, Turkey)

Razi (*border station*)

Sofian (*junction*)

→ Djulfa (*border station and break-of-gauge*) – (Djulfa, Azerbaijan)

Tabriz

Miyaneh

Qazvin (*junction*)

→ [Rasht – Bandar-e-Anzali (*ferry terminal*) – Astara (*border station and break-of-gauge*)] – (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*) – Arak (*junction*) – Ahvaz (*junction*) – Khorramshahr (*maritime connection*)

↳ [Arak (*junction*) – Kermanshah – Khosravi (*border station*) – (Khaneghein, Irak)]

↳ 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 and border station*) – (Kartaly, Russian Federation)

↳ Tobol (*junction*) – Aiteke-bi – Nikeltau – Kandagach (*junction*)

→ (connects with Semiglavii March-Aktogai line)

Karaghandy

Mointy (*junction*)

→ Chu (*junction*)

Aktogai (*junction*)

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

→ (connects with Semiglavii Mar-Aktogai line)

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

▼ (Alashankou, China)

## Semiglavii Mar – Aktogai

(Ozinki, Russian Fed.)

Semiglavii Mar

Uralsk (*border station*)

Iletsk I (*border station*),  
Russian Federation → (Orenburg, Russian Federation)

Aktobe

Kandagach (*junction*) → Nikeltau (*border station*) – (Orsk, Russian Federation)

↳ Nikeltau (*border station*) – Aiteke-bi – Tobol (*junction*) –  
Astana (*junction*)

→ (connects with Petropavlosk-Dostyk line)

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

↳ Makat (*junction*) – Beyneu (*junction*) – Oazis –  
(Karakalpakia, Uzbekistan)

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

Tyuratam

Kzyl-Orda

Arys (*junction*) → Sary-Agash (*border station*) – (Keles, Uzbekistan)

Chimkent

Djambul

Lugovaya (*junction and border station*) → (Bishkek, Kyrgyzstan)

Chu (*junction*) → Mointy (*junction*)

Almaty - I

Ushtobe

▼ 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*)

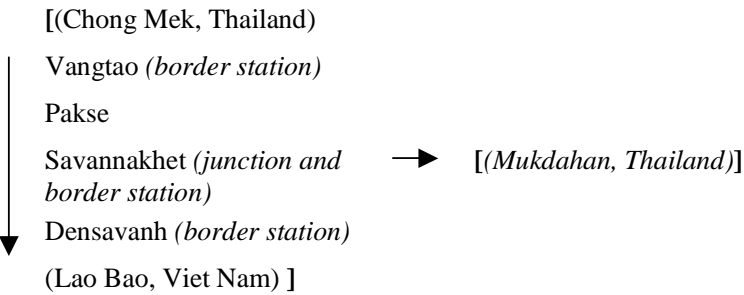
## LAO PDR

### [Thanaleng – Mu Gia]

↓ [(Nongkhai, Thailand)  
Thanaleng (*border station*)  
Vientiane (*junction*) → [Boten (*border station*) – (Jinghong, China)]  
Thakhek (*junction and* → [Nakhon Phanom, Thailand]  
*border station*)  
▼ Mu Gia (*border station*)  
(Mu Gia, Viet Nam)]

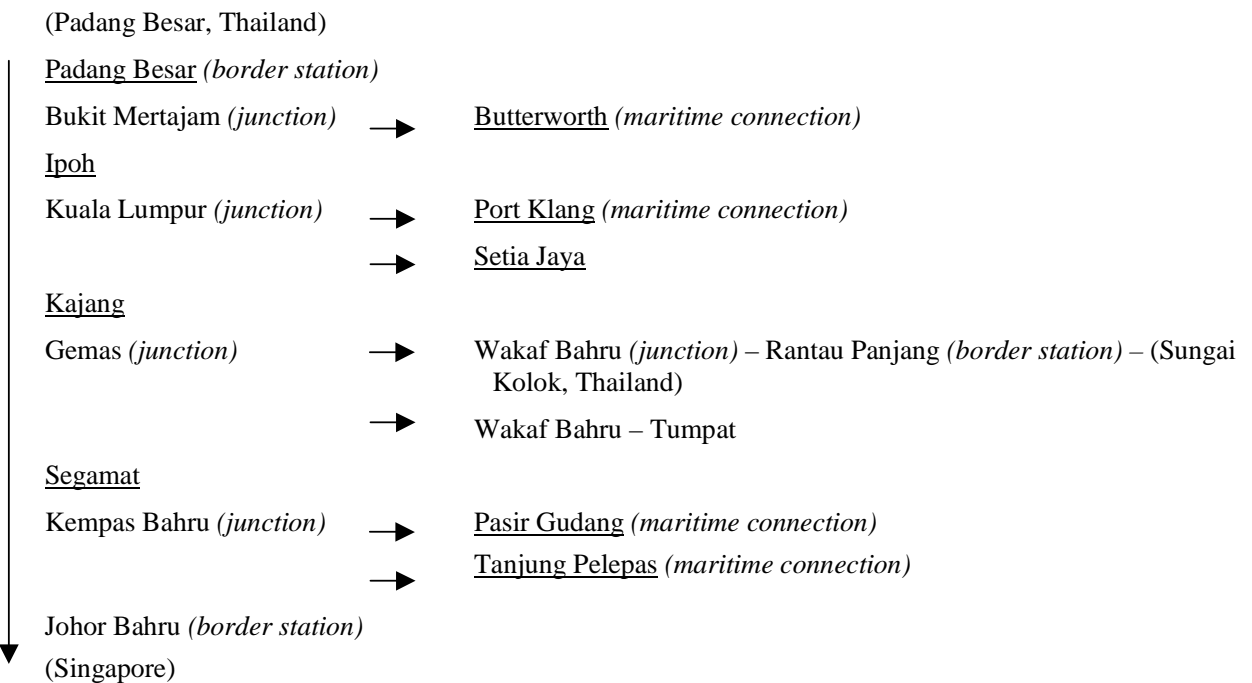


**[Vangtao – Densavanh]**



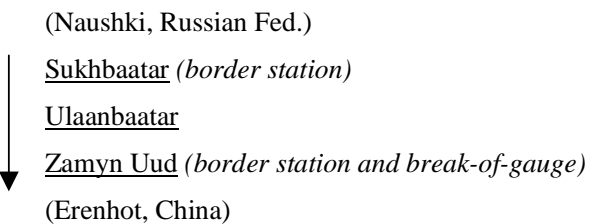
**MALAYSIA**

**Padang Besar – Johor Bahru**



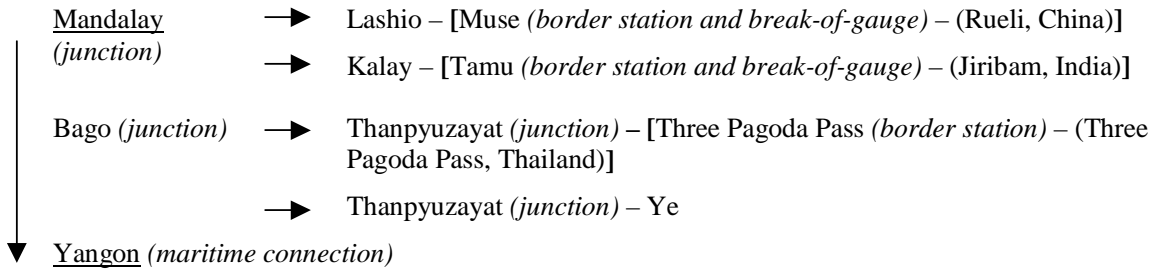
**MONGOLIA**

**Sukhbaatar – Zamyn Uud**



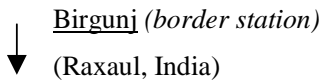
## MYANMAR

### Mandalay – Yangon

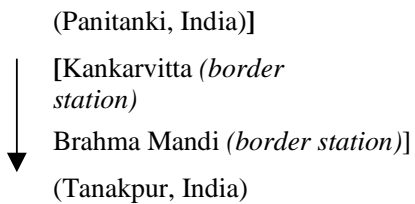


## NEPAL

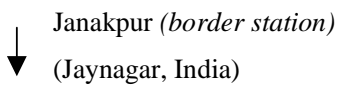
### Birgunj – Border with India



### [Kakarvitta – Brahma Mandi]



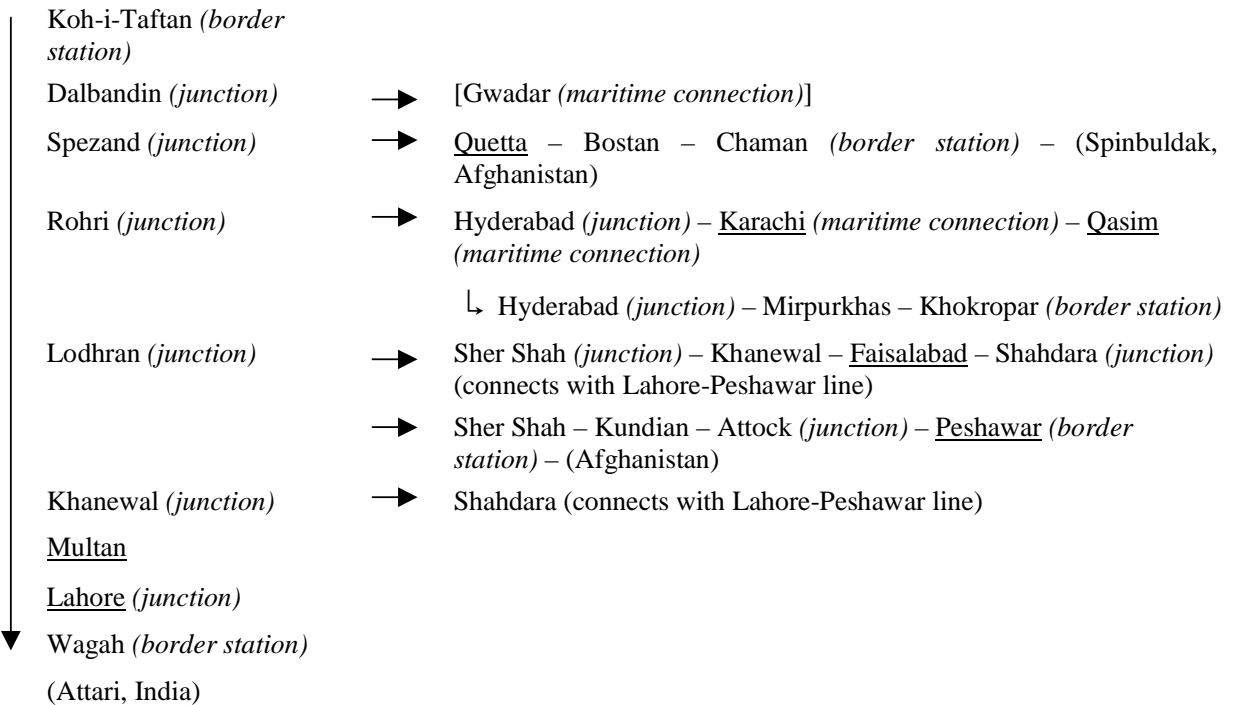
### Janakpur – Border with India



## PAKISTAN

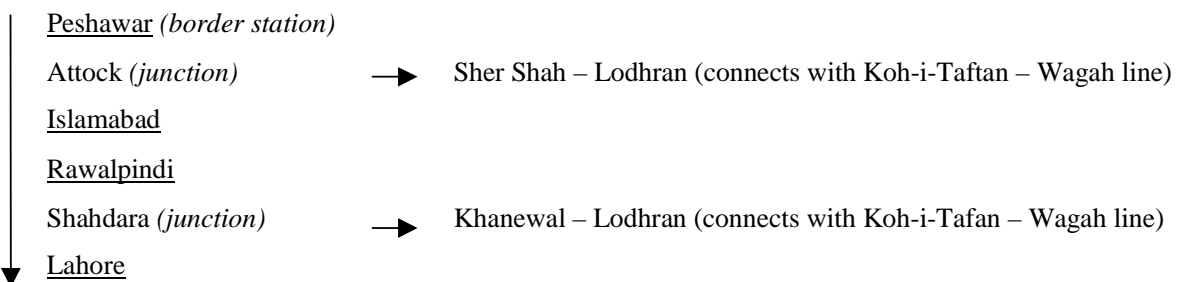
### Koh-i-Taftan – Wagah

(Mirjaveh, Islamic Republic of Iran)



### Peshawar – Lahore

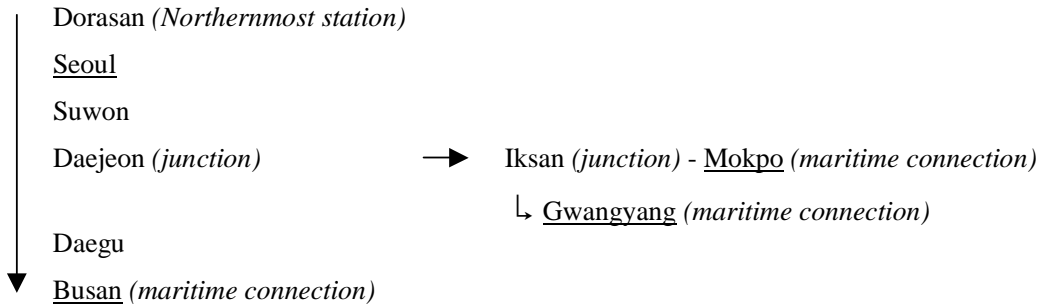
(Afghanistan)



## REPUBLIC OF KOREA

### Dorasan – Busan

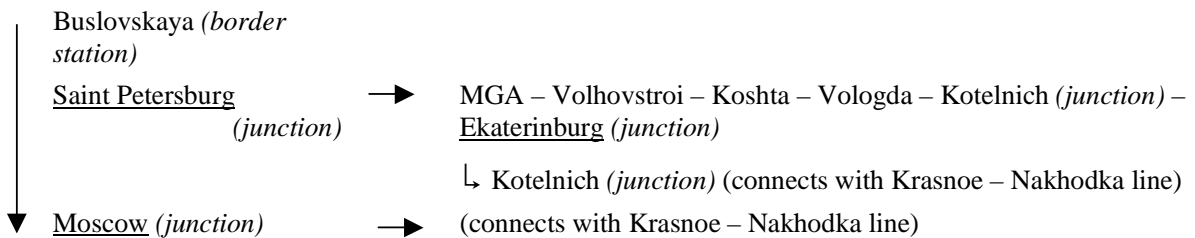
(Bongdong, Democratic People's Republic of Korea)



## RUSSIAN FEDERATION

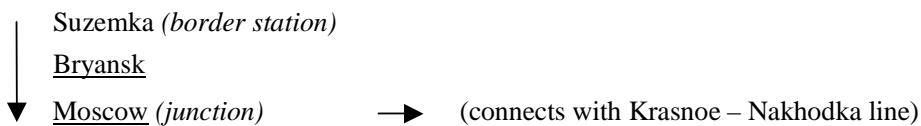
### Buslovskaya – Moscow

(Vainikkala, Finland)



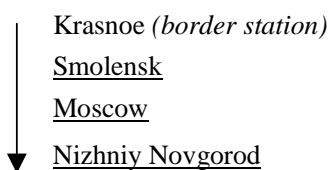
### Suzemka – Moscow

(Zernovo, Ukraine)



### Krasnoe – Nakhodka

(Osinovka, Belarus)



<u>Kotelnich</u> ( <i>junction</i> )	→	<u>Saint Petersburg</u>
<u>Ekaterinburg</u> ( <i>junction</i> )	→	Kurgan – <u>Utyak</u> ( <i>border station</i> ) – (Petropavlosk, Kazakhstan)
	→	Chelyabinsk – Kartaly ( <i>junction and border station</i> ) – (Tobol, Kazakhstan)
		↳ Kartaly ( <i>junction and border station</i> ) – Orsk ( <i>junction and border station</i> ) – (Nikeltau, Kazakhstan)
		↳ Orsk ( <i>junction and border station</i> ) – Orenburg – (Ilets, Russian Federation) – (Aktyubinsk, Kazakhstan)
Tatarskaya ( <i>junction</i> )	→	<u>Lokot</u> ( <i>junction and border station</i> ) – (Aul, Kazakhstan)
<u>Novosibirsk</u> ( <i>junction</i> )	→	<u>Lokot</u> ( <i>junction and border station</i> ) – (Aul, Kazakhstan)
<u>Krasnoyarsk</u>		
<u>Irkutsk</u>		
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>		
<u>Ryazan</u>		
Kochetovka ( <i>junction</i> )	→	Rtisthevo – Saratov – Ozinki ( <i>border station</i> ) – (Semiglavii Mir, Kazakhstan)
Gryazi ( <i>junction</i> )	→	Volgograd
Liski		
Likhaya ( <i>junction</i> )	→	<u>Rostov</u> – <u>Krasnodar</u> ( <i>junction</i> ) – Veseloe ( <i>border station</i> ) – (Gantiadi, Georgia)
		↳ <u>Krasnodar</u> ( <i>junction</i> ) – Krimskaya ( <i>junction</i> ) – <u>Novo-rossiisk</u> ( <i>maritime connection</i> )
		↳ Krimskaya ( <i>junction</i> ) – Kavkaz ( <i>maritime connection and ferry terminal</i> )
<u>Volgograd</u> ( <i>junction</i> )	→	Gryazi

↓	<u>Aksarayskaya</u> ( <i>junction and border station</i> )	→	(Ganyushkino, Kazakhstan)
	<u>Astrakhan</u>	→	Port Olya ( <i>ferry terminal</i> ) – (Ferry links to Caspian sea ports in Azerbaijan, Islamic Republic of Iran, Kazakhstan, and Turkmenistan)
	<u>Makhachkala</u> ( <i>border station and ferry terminal</i> )		(Ferry links to Caspian sea ports in Azerbaijan, Kazakhstan and Turkmenistan)
▼	<u>Samur</u> ( <i>border station</i> ) (Yalama, Azerbaijan)		

## SINGAPORE

### Woodlands –

	(Johor Bahru, Malaysia)
↓	Woodlands ( <i>border station</i> )

## SRI LANKA

### Kataragama – Katunayake

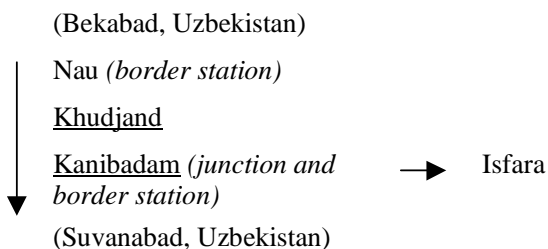
↓	[Kataragama Hambantota Matara] <u>Colombo</u> ( <i>maritime connection</i> ) Sri Jayewardenepura Kotte Katunayake
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### Colombo – Talaimannar

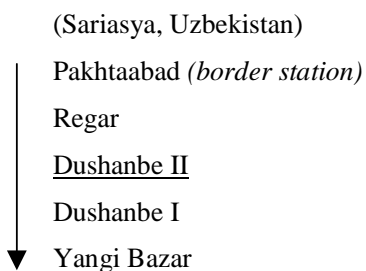
↓	<u>Colombo</u> ( <i>maritime connection</i> )		
	Kurunegala ( <i>junction</i> )	→	[Dambulla]
	Maho ( <i>junction</i> )	→	Trincomalee ( <i>maritime connection</i> )
▼	Talaimannar ( <i>ferry terminal</i> )	→	(Rameswaram, India)

## TAJKISTAN

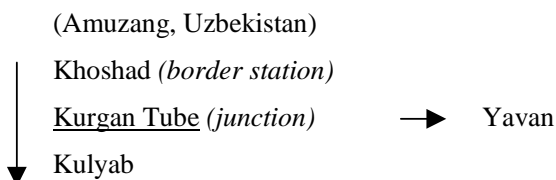
### Nau – Kanibadam



### Pakhtaabad – Yangi Bazar

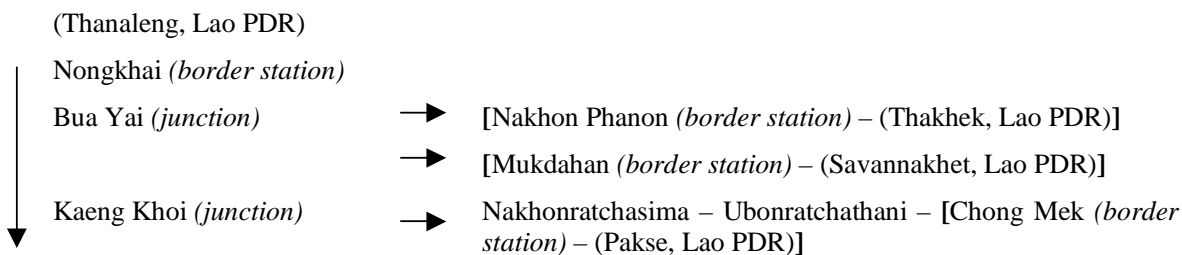


### Khoshad – Kulyab



## THAILAND

### Nongkhai – Padang Besar



Banphachi ( <i>junction</i> )	→ Nakhonsawan ( <i>junction</i> ) – Denchai ( <i>junction</i> ) – Chiangmai ↳ [Nakhonsawan – Mae Sod ( <i>border station</i> ) – (Myawadi, Myanmar)] ↳ [Denchai – Chiangrai – Mae Sai ( <i>border station</i> ) – (Tachilek, Myanmar)]
<u>Bangkok</u> ( <i>junction</i> )	→ <u>Ladkrabang</u> – Chachoengsao ( <i>junction</i> ) – Si Racha ( <i>junction</i> ) – Kao Chi Chan ( <i>junction</i> ) – Sattahip ( <i>maritime connection</i> )
	→ Chachoengsao ( <i>junction</i> ) – Aranyaprathet – Khlong Luk ( <i>border station</i> ) – [(Poipet, Cambodia)]
	→ Si Racha – <u>Laemchabang</u> ( <i>maritime connection</i> )
	→ Kao Chi Chan – <u>Map Ta Put</u> ( <i>maritime connection</i> )
Nong Pla Duk ( <i>junction</i> )	→ Namtok – [Three Pagoda Pass ( <i>border station</i> ) – (Thanpyuzayat, Myanmar)]
Hat Yai ( <i>junction</i> )	→ Sungai Kolok ( <i>border station</i> ) – (Rantau Panjang, Malaysia)
Padang Besar ( <i>border station</i> ) (Padang Besar, Malaysia)	

## TURKEY

### Kapikule – Kapikoy

(Bulgaria, Europe)

Kapikule ( <i>border station</i> )	
<u>Istanbul</u>	
Eskisehir ( <i>junction</i> )	→ Alayunt – Balikesir – <u>Izmir</u> ( <i>border station</i> )
<u>Ankara</u>	
Kalin ( <i>junction</i> )	→ <u>Samsun</u> ( <i>maritime connection</i> )
Sivas	
Cetinkaya ( <i>junction</i> )	→ Kars ( <i>junction</i> ) – Dogukapi ( <i>border station and break-of-gauge</i> ) – (Akhuryan, Armenia) → [Kars ( <i>junction, border station and break-of-gauge</i> ) – (Akhalkalaki, Georgia)]
Malatya ( <i>junction</i> )	→ Topprakale ( <i>junction</i> ) – Adana – <u>Mersin</u> ( <i>maritime connection</i> ) → Toprakkale – <u>Iskenderun</u> ( <i>maritime connection</i> )
Tatvan – Van (ferry crossing)	
Kapikoy ( <i>border station</i> ) (Razi, Islamic Republic of Iran)	



## TURKMENISTAN

### Turkmenbashi – Chardjev

(Baku, Azerbaijan)		
<u>Turkmenbashi</u> ( <i>ferry terminal</i> )	→	(Ferry link to Caspian sea ports in <i>Azerbaijan, Islamic Republic of Iran, Kazakhstan and Russian Federation</i> )
<u>Ashgabat</u>		
Tenzhen		
Mari ( <i>junction</i> )	→	Parakhat – <u>Sarakhs</u> ( <i>border station and break-of-gauge</i> ) – (Sarakhs, Islamic Republic of Iran)
Turkmenabad ( <i>junction and border station</i> ) (Khodchadavlet, Uzbekistan)	→	Gazodjak ( <i>border station</i> ) – ( <i>Pitnyak – K.P.449, Uzbekistan</i> ) – Dashowuz – Takhyatash ( <i>border station</i> ) – (Uzbekistan)

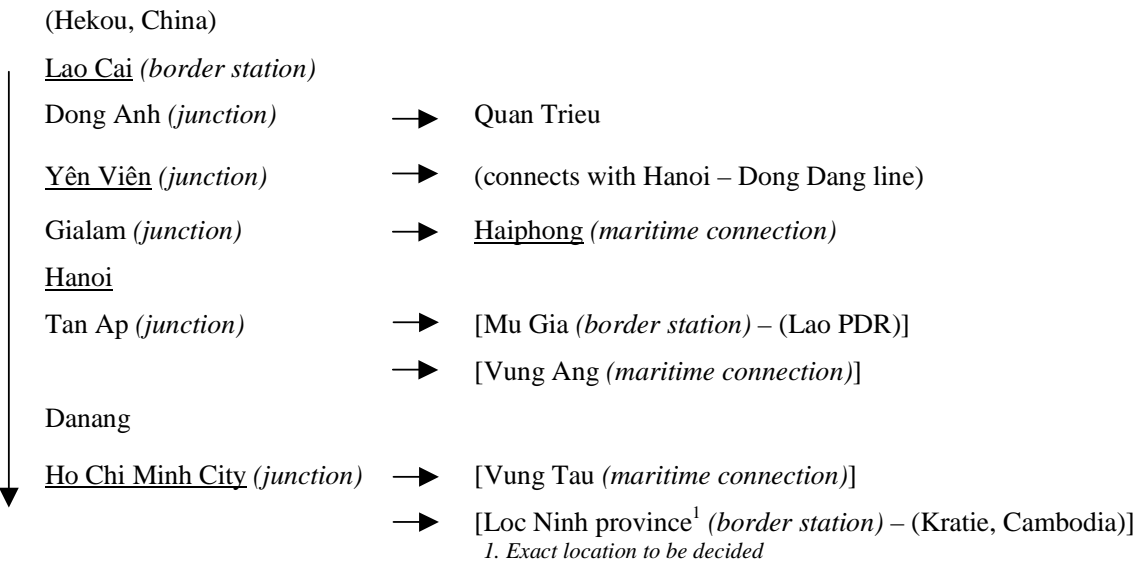
## UZBEKISTAN

### Keles – Khodchadavlet

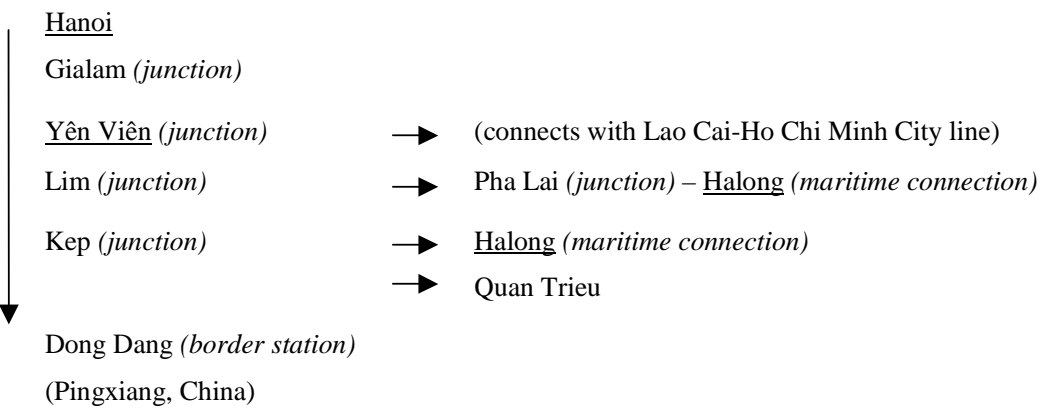
(Sari-Agash, Kazakhstan)		
Keles ( <i>border station</i> )		
Tukumachi ( <i>junction</i> )	→	Ozodlik – [ <u>Angren</u> – Khalkobad] – Pap ( <i>junction</i> ) – Kokand
Sirdarinskaya		
Khavast ( <i>junction</i> )	→	<u>Bekabad</u> ( <i>border station</i> ) – ( <i>Nau – Kanibadam, Tajikistan</i> ) – Suvanabad ( <i>border station</i> ) – <u>Kokand</u> ( <i>junction</i> ) – <u>Margilan</u> – <u>Andizhan</u> ( <i>border station</i> ) – (Osh, Kyrgyzstan)
		↳ <u>Kokand</u> ( <i>junction</i> ) – Pap ( <i>junction</i> ) – <u>Namangan</u>
Samarkand		
<u>Ulugbek</u>		
Navoi ( <i>junction</i> )	→	<u>Tinchlik</u> – Uchkuduk – Nukus – <u>Kungrad</u> – Karakalpakia ( <i>border station</i> ) – (Oasis, Kazakhstan)
<u>Bukhara</u> ( <i>junction</i> )	→	<u>Karshi</u> ( <i>junction</i> ) – Tashguzar ( <i>junction</i> ) – [Dekhanabad – Darband] – Boysun – Kumkurgran ( <i>junction</i> ) – Sariasiya ( <i>border station</i> ) – (Pakhtabad, Tajikistan)
		↳ Karshi ( <i>junction</i> ) – RZD 154 ( <i>border station</i> ) – ( <i>Talimarjan – Kerkichi</i> ( <i>junction</i> ) – <i>Kelif, Turkmenistan</i> ) – <u>Termez</u> ( <i>junction</i> ) – Galaba ( <i>border station</i> ) – (Khairaton, Afghanistan)
		↳ Termez ( <i>junction</i> ) – Kumkurgran ( <i>junction</i> ) – Sariasiya ( <i>border station</i> ) – (Pakhtabad, Tajikistan)
Khodchadavlet ( <i>border station</i> ) (Turkmenabad, Turkmenistan)		

## VIET NAM

### Lao Cai – Ho Chi Minh City



### Hanoi – Dong Dang



## **Annex II**

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

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#### **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**

Railway 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 of ISO containers of at least 20-foot dimension in length and above.

#### **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:

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

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

<sup>1</sup> Part of railway network of the country.

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

<sup>3</sup> Service provided by railways of Malaysia.

<sup>4</sup> Features also lines of 1,435 mm gauge and 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 ISO containers of at least 20-foot dimension in length;
- make provisions for possible expansion;
- offer Customs facilities for the clearance of goods.

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