NB 518

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 I 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 I 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 Busan, Republic of Korea, on 10 and 11 November 2006, and thereafter at the United Nations Headquarters in New York from 16 November 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 tenth day of November two thousand and six at Busan, Republic of Korea, in a single copy in the Chinese, English and Russian languages, the three texts being equally authentic.

Annex I

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).*

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 *(border station)*

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

Masis *(junction)* → Yerevan – Ijevan *(border station)* – (Barkhudarly, Azerbaijan)

└ Gagarin – Martuni – [Jermuk – Kapan – Meghri *(border station)*] – (Marand, Islamic Republic of Iran)

Yeraskh *(border station)*

(Belidag – Ordubad, Azerbaijan)

Meghri

Niuvedi *(border station)*

(Agbent, Azerbaijan)

AZERBAIJAN

Yalama – Beyouk Kesik

(Samur, Russian Federation)

Yalama *(border station)*

Baku *(junction)* → Port 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 → Barkhudarly *(border station)* – (Ijevan, Armenia)

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 Luk, Thailand)

[Poipet *(border station)*
Sisophon]

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

1. Exact location to be decided.

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)

Xuzhou *(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, Democratic People's Republic of Korea)

Manzhouli – Dalian

(Zabaikalsk, Russian Federation)

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

Harbin *(junction)* → Suifenhe *(border station and break-of-gauge)* – (Grodekovo, Russian Federation)

Changchun *(junction)* → Tumen *(border station)* – (Namyang, Democratic People's Republic of Korea)

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

Dalian *(maritime connection)*

Beijing – Shenzhen

Beijing
Zhengzhou *(junction)* → (connects with Alashankou-Lianyungang line)
Wuhan
Hengyang *(junction)* → Nanning *(junction)* – Pingxiang *(border station and break-of-gauge*)* – (Dong Dang, Viet Nam)
(* Dual gauge track going across into Viet Nam to Gia Lam)

↳ Nanning - Kunming

Guangzhou *(junction)* → Nanning *(junction)* – Kunming

↳ Pingxiang *(border station and break-of-gauge*)* – (Dong Dang, Viet Nam)

(* Dual gauge track going across into Viet Nam to Gia Lam)

Shenzhen

Tianjin – Shanghai

Tianjin *(maritime connection)*
Jinan *(junction)* → Qingdao *(maritime connection)*
Xuzhou *(junction)* → (connects with Alashankou-Lianyungang line)
Nanjing
Shanghai *(maritime connection)*

DEMOCRATIC PEOPLE'S REPUBLIC OF KOREA

Sinuiju – Kaesong

(Dandong, China)
Sinuiju *(border station)*
Pyongyang
Kaesong
Bongdong *(Southernmost station)*
(Dorasan, Republic of Korea)

Tumangang – Kumgangsan

(Khasan, Russian Federation)

Tumangang *(junction, border station and break-of-gauge)*	→	Namyang *(border station)* – (Tumen, China)
Rajin *(junction)*	→	Rajin *(maritime connection)*
Chongjin *(junction)*	→	Namyang *(border station)* – (Tumen, China)
	→	Chongjin *(maritime connection)*
Kowon		
Wonsan		
Haegumgang		
Onjongri *(Southernmost station)*		

(Jejin, Republic of Korea)

GEORGIA

Gantiadi – Gardabani

(Veseloe, Russian Federation)

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)* → Sukabumi – Padalarang – Cikampek *(junction)*

Cikampek *(junction)* → Cirebon *(junction)* – Semarangtawang *(junction)* – Surabayapasarturi *(maritime connection)*

↳ Prupuk *(junction)* – Purwokerto – Kroya *(junction)*

Bandung

Gedebage

Kroya *(junction)* → Purwokerto – Prupuk *(junction)* – Cirebon *(junction)*

Yogyakarta *(junction)* → [Magelang]
Solobalapan *(junction)* → Gundih – Semarangtawang *(junction)*
Kertosono *(junction)* → Wonokromo – Surabayakota
Malang
Bangil
Banyuwangi *(ferry terminal)*

[Banda Aceh] – Pangkalansusu – Rantauprapat

[Banda Aceh]
Pangkalansusu
Medan *(junction)* → Belawan *(maritime connection)*
Tebingtinggi *(junction)* → Siantar
Kisaran *(junction)* → Tanjungbalai
Rantauprapat → [Payakumbuh]

Teluk Bayur – Muaro

Teluk Bayur *(maritime connection)*
Bukitputus *(junction)* → Indarung
Padang
Lubuk Alung *(junction)* → Naras
Padang Panjang *(junction)* → Bukittingi – Payakumbuh
Muarakalaban *(junction)* → Sawahlunto
Muaro → [Lubuklinggau]

Lubuklinggau – Panjang

Lubuklinggau
Muaraenim *(junction)* → Tanjung Enim
Prabumulih *(junction)* → Kertapati
Tanjungkarang *(junction)* → Tarahan
Panjang *(ferry terminal)*

IRAN (ISLAMIC REPUBLIC OF)

Razi – Sarakhs

(Kapikoy, Turkey)

Razi *(border station)*

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

Tabriz

Miyaneh *(junction)*

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 – [Bam – Fahraj] – 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, Iraq)]

↳ Ahvaz – Bandar-Emam *(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)* → Mashhad

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

(Sarakhs, Turkmenistan)

Sarakhs – Bandar Abbas

(Sarakhs, Turkmenistan)

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

Fariman *(junction)* → Mashhad

Kashmar *(junction)* → (connects with Razi-Sarakhs line)

Torbat Heidarieh → [Sangan *(border station)* – Herat *(border station)* – (Afghanistan)]

Tabas

Chadormalu *(junction)* → Ardakan

Bafq *(junction)* → (connects with Qom-Mirjaveh line)

Bandar Abbas *(maritime connection)*

KAZAKHSTAN

Petropavlosk – Dostyk

(Petukhovo, Russian Federation)

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 Mar-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 Federation)

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-Agach *(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 – Kochkor

(Lugovaya, Kazakhstan)
Alamedin
Balykchi
[Kochkor]

[Kochkor – Torugart]

[Kochkor
Kara-Keche
Arpa *(junction)* → [Missing link] – Uzgen – Osh *(station Karasu, border station)* – (Andizhan, Uzbekistan)
Torugart *(border station and break-of-gauge)*
(Kashi, China)]

LAO PEOPLE'S DEMOCRATIC REPUBLIC

[Thanaleng – Mu Gia]

[(Nongkhai, Thailand)
Thanaleng *(border station)*
Vientianne *(junction)* → [Boten *(border station)* – (Jinghong, China)]
Thakhek *(junction and border station)* → [Nakhon Phanom, Thailand]
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 Federation)
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)]

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

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

Bago *(junction)* → Thanpyuzayat *(junction)* – Ye

↓

Yangon *(maritime connection)*

NEPAL

Birgunj – Border with India

↓

Birgunj *(border station)*

(Raxaul, India)

[Kakarvitta – Brahma Mandi]

(Panitanki, India)

↓

[Kankarvitta *(border station)*

Brahma Mandi *(border station)*]

(Tanakpur, India)

Janakpur – Border with India

↓

Janakpur *(border station)*

(Jaynagar, 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)* – (Spinbuldak, 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-Taftan – Wagah line)

Islamabad

Rawalpindi

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

Lahore

REPUBLIC OF KOREA

Dorasan – Busan

(Bongdong, Democratic People's Republic of Korea)
Dorasan *(Northernmost station)*
Seoul
Suwon
Daejeon *(junction)* → Iksan *(junction)* - Mokpo *(maritime connection)*
↳ Gwangyang *(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

Ekaterinburg *(junction)* → Kurgan – Utyak – Petukhovo *(border station)* – (Petropavlosk, Kazakhstan)

→ Chelyabinsk – Kartaly *(junction and border station)* – (Tobol, Kazakhstan)

↳ Kartaly *(junction and border station)* – Orsk *(junction and border station)* – (Nikeltau, Kazakhstan)

↳ Orsk *(junction and border station)* – Orenburg – (Iletsk, Russian Federation) – (Aktyubinsk, Kazakhstan)

Tatarskaya *(junction)* → Lokot *(junction and border station)* – (Aul, Kazakhstan)

Novosibirsk *(junction)* → Lokot *(junction and border station)* – (Aul, Kazakhstan)

Krasnoyarsk

Irkutsk

Ulan Ude

Zaudinski *(junction)* → Naushki *(border station)* – (Sukhbaatar, Mongolia)

Karimskaya *(junction)* → Zabaykalsk *(border station and break-of-gauge)* – (Manzhouli, China)

Ussurijsk *(junction)* → Grodekovo *(border station and break-of-gauge)* – (Suifenhe, China)

Baranovski *(junction)* → Khasan *(border station and break-of-gauge)* – (Tumangang, Democratic People's Republic of Korea)

Uglovaya *(junction)* → Vladivostok *(maritime connection)*

Nakhodka *(junction, maritime connection)* → Nakhodka Vostochnaya *(maritime connection)*

Moscow – Samur

Moscow

Ryazan

Kochetovka *(junction)* → Rtisthevo – Saratov – Ozinki *(border station)* – (Semiglavii Mar, Kazakhstan)

Gryazi *(junction)* → Volgograd

Liski

Likhaya *(junction)* → Rostov – Krasnodar *(junction)* – Veseloe *(border station)* – (Gantiadi, Georgia)

↳ Krasnodar *(junction)* – Krimskaya *(junction)* – Novo-rossiisk *(maritime connection)*

↳ Krimskaya *(junction)* – Kavkaz *(maritime connection and ferry terminal)*

Volgograd *(junction)* → Gryazi

Aksarayskaya *(junction and border station)* → (Ganyushkino, Kazakhstan)

Astrakhan → Port Olya *(ferry terminal)* – (ferry links to Caspian sea ports in *Azerbaijan, Islamic Republic of Iran, Kazakhstan* and *Turkmenistan*)

Makhachkala *(border station and ferry terminal)* → (Ferry links to Caspian sea ports in *Azerbaijan, Kazakhstan* and *Turkmenistan*)

Samur *(border station)*

(Yalama, Azerbaijan)

SINGAPORE

Woodlands –

(Johor Bahru, Malaysia)

Woodlands *(border station)*

SRI LANKA

Kataragama – Katunayake

[Kataragama

Hambantota

Matara]

Colombo *(maritime connection)*

Sri Jayewardenepura Kotte

Katunayake

Colombo – Talaimannar

Colombo *(maritime connection)*

Kurunegala *(junction)* → [Dambulla]

Maho *(junction)* → Trincomalee *(maritime connection)*

Talaimannar *(ferry terminal)* → (Rameswaram, India)

TAJIKISTAN

Nau – Kanibadam

(Bekabad, Uzbekistan)
Nau *(border station)*
Khudjand
Kanibadam *(junction and border station)* → Isfara
(Suvanabad, Uzbekistan)

Pakhtaabad – Yangi Bazar

(Sariasiya, 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 People's Democratic Republic)
Nongkhai *(border station)*
Bua Yai *(junction)* → [Nakhon Phanom *(border station)* – (Thakhek, Lao People's Democratic Republic)]
→ [Mukdahan *(border station)* – (Savannakhet, Lao People's Democratic Republic)]
Kaeng Khoi *(junction)* → Nakhonratchasima – Ubonratchathani – [Chong Mek *(border station)* – (Pakse, Lao People's Democratic Republic)]

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

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

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

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

→ Chachoengsao *(junction)* – Aranyaprathet – Klong 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)* → Toprakkale *(junction)* – Adana – Mersin *(maritime connection)*

→ Toprakkale *(junction)* – Iskenderun *(maritime connection)*

Tatvan – Van (ferry crossing)

Kapikoy *(border station)*

(Razi, Islamic Republic of Iran)

TURKMENISTAN

Turkmenbashi – Turkmenabad

(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)

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

(Khodzhadavlet, Uzbekistan)

UZBEKISTAN

Keles – Khodzhadavlet

(Sary-Agach, Kazakhstan)

Keles *(border station)*

Tukumachi *(junction)* → Ozodlik – [Angren – Khalkobad] – Pap *(junction)* – Kokand

Sirdarinskaya

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

↳ Kokand *(junction)* – Pap *(junction)* – Namangan

Samarkand

Ulugbek

Navoi *(junction)* → Tinchlik – Uchkuduk – Nukus – Kungrad – Karakalpakia *(border station)* – (Oazis, Kazakhstan)

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

↳ Karshi *(junction)* – RZD 154 *(border station)* – *(Talimarjan – Kerkichi (junction) – Kelif, Turkmenistan)*

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

↳ Termez *(junction)* – Kumkurgran *(junction)* – Sariasiya *(border station)* – (Pakhtaabad, Tajikistan)

Khodzhadavlet *(border station)*

(Turkmenabad, Turkmenistan)

VIET NAM

Lao Cai – Ho Chi Minh City

(Hekou, China)
Lao Cai *(border station)*
Dong Anh *(junction)* → Luu Xa – Quan Trieu
Yên Viên *(junction)* → (connects with Hanoi – Dong Dang line)
Gialam *(junction)* → Haiphong *(maritime connection)*
Hanoi
Tan Ap *(junction)* → [Mu Gia *(border station)* [1] – (Lao People's Democratic Republic)]
→ [Vung Ang *(maritime connection)*]
Danang
Ho Chi Minh City *(junction)* → [Vung Tau *(maritime connection)*]
→ [Loc Ninh [2] *(border station)* – (Kratie, Cambodia)]

1.2. Exact location to be decided.

Hanoi – Dong Dang

Hanoi
Gialam *(junction)*
Yên Viên *(junction)* → (connects with Lao Cai-Ho Chi Minh City line)
Lim *(junction)* → Pha Lai *(junction)* – Halong – Cai Lan *(maritime connection)*
Kep *(junction)* → Halong – Cai Lan *(maritime connection)*
→ Luu Xa – Quan Trieu
Dong Dang *(border station)*
(Pingxiang, China)

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

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 ESCAP 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:

Railway gauge of TAR member countries (mm)				
1,000	1,067	1,435	1,520	1,676
1. Bangladesh[1]	Indonesia	1. China[2]	1. Armenia	1. Bangladesh[1]
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[3]			6. Mongolia	
7. Thailand			7. Russian Federation	
8. Viet Nam[4]			8. Tajikistan	
			9. Turkmenistan	
			10. Uzbekistan	

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 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.

BỘ NGOẠI GIAO

Số:06 /2017/TB-LPQT

CỘNG HÒA XÃ HỘI CHỦ NGHĨA VIỆT NAM
Độc lập - Tự do - Hạnh phúc

Hà Nội, ngày 06 tháng 3 năm 2017

THÔNG BÁO
Về việc điều ước quốc tế có hiệu lực

Thực hiện quy định tại Điều 56 của Luật Điều ước quốc tế năm 2016, Bộ Ngoại giao trân trọng thông báo:

Hiệp định liên Chính phủ về mạng lưới đường sắt xuyên Á (Intergovernmental Agreement on the Trans-Asian Railway Network), được thông qua tại Gia-các-ta ngày 12 tháng 4 năm 2006, có hiệu lực đối với nước Cộng hòa xã hội chủ nghĩa Việt Nam từ ngày 30 tháng 12 năm 2009.

TL. BỘ TRƯỞNG
Q. VỤ TRƯỞNG
VỤ LUẬT PHÁP VÀ ĐIỀU ƯỚC QUỐC TẾ

Lê Thị Tuyết Mai

Nơi nhận:
- Ủy ban Đối ngoại Quốc hội (để báo cáo);
- Văn phòng Chủ tịch nước (để báo cáo);
- Văn phòng Chính phủ (để báo cáo);
- Phòng Công báo, Văn phòng Chính phủ;
- Bộ Tư pháp;
- Bộ Giao thông Vận tải;
- Lưu LPQT.