

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

* The present document which contains the consolidated text of the Intergovernmental Agreement on the Trans-Asian Railway Network was prepared by the secretariat of the United Nations Economic and Social Commission for Asia and the Pacific for information and ease of reference and does not constitute a certified true copy of the Agreement. Only the Secretary-General of the United Nations, or the Office of Legal Affairs on his behalf, can establish and issue certified true copies of an Agreement deposited with him. The authoritative text and amendments thereto, as well as information on Depositary Notifications can be found on the United Nations Treaty Collection website at: https://treaties.un.org/pages/ViewDetails.aspx?src=TREATY&mtdsg_no=XI-C-5&chapter=11&clang=en

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.
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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].

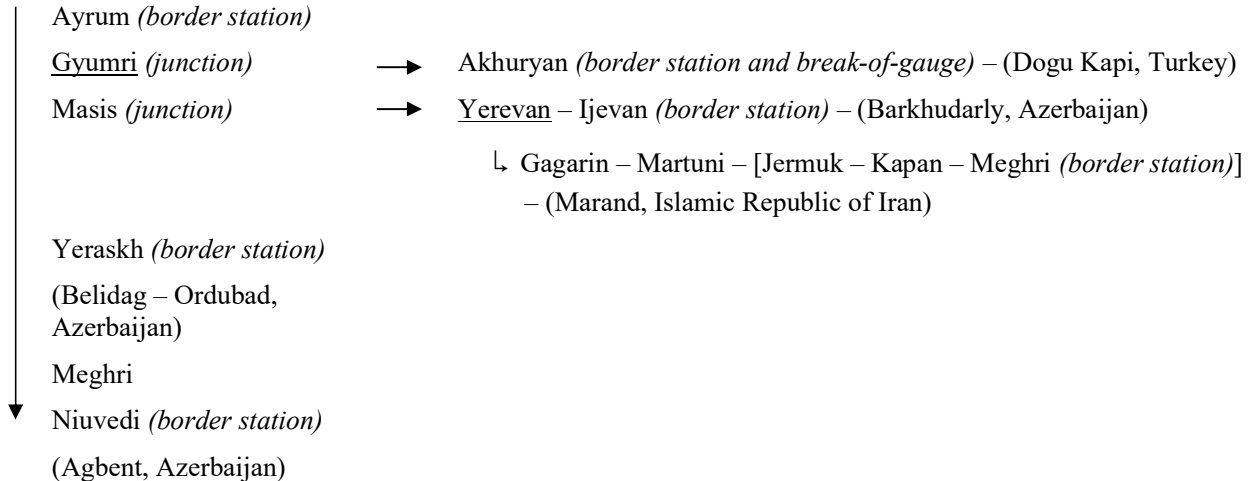
Stations with container terminals to handle International Standards Organization (ISO) containers of at least 20-foot dimension in length and above are shown underlined.

LIST OF THE LINES IN THE TRANS-ASIAN RAILWAY NETWORK

ARMENIA

Ayrum – Niuvedi

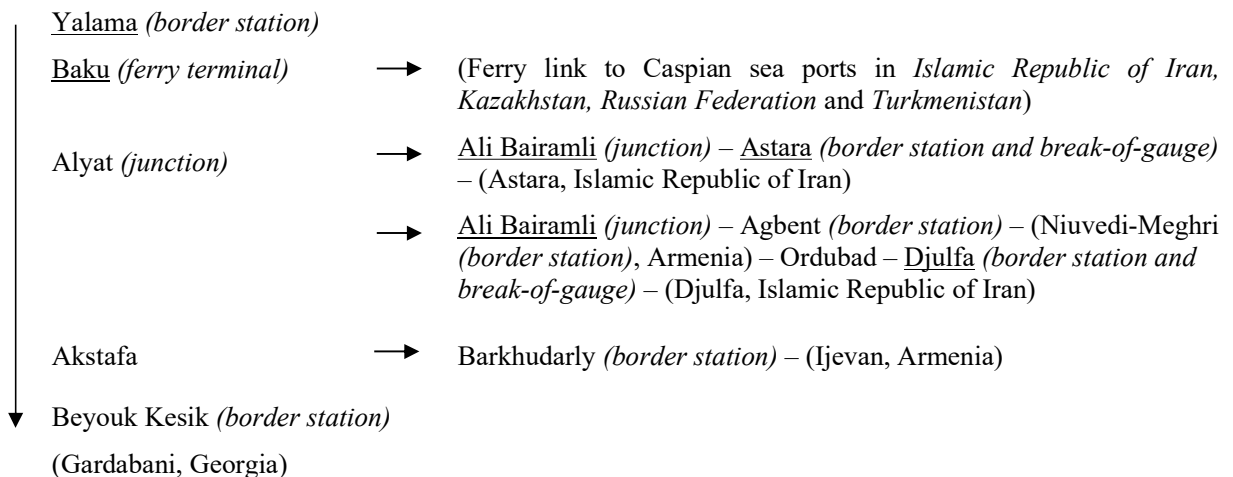
(Sadakhlo, Georgia)



AZERBAIJAN

Yalama – Beyouk Kesik

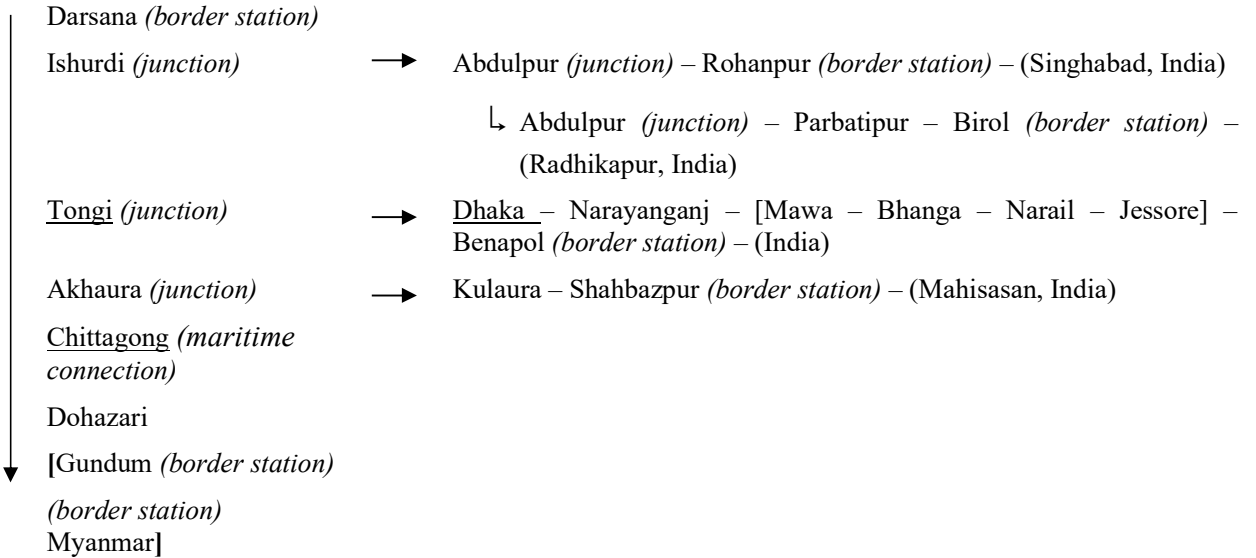
(Samur, Russian Federation)



BANGLADESH

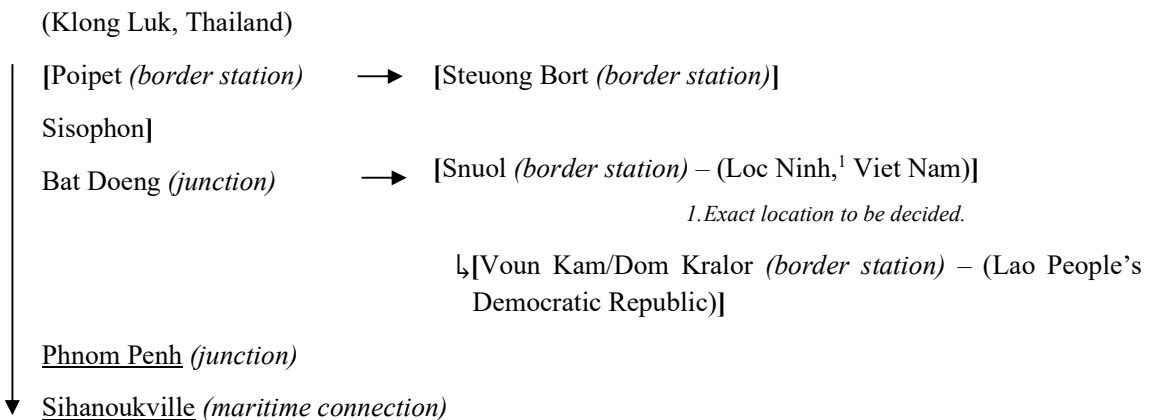
Darsana – Gundum

(Gede, India)



CAMBODIA

Poipet – Sihanoukville



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

↳ [Yuxi – Mohan (*border station*) – (Boten, Lao PDR)]

↳ Dali – Baoshan (*junction*) – [Ruili (*border station*) – (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*)

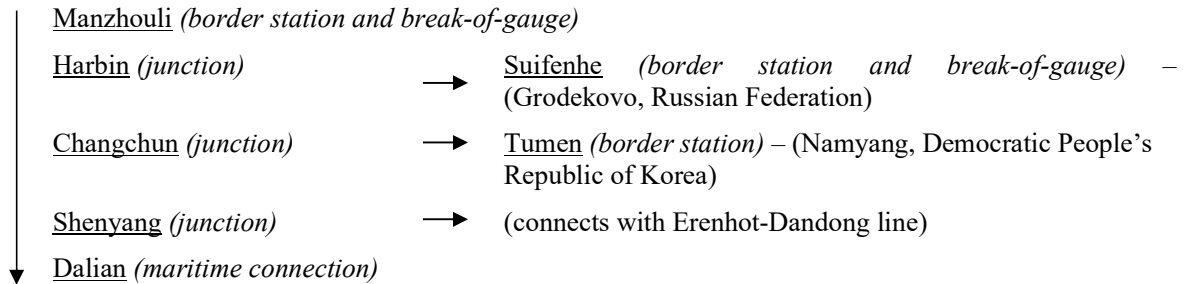
Shenyang (*junction*) → (connects with Manzhouli-Dalian line)

↓ Dandong (*border station*)

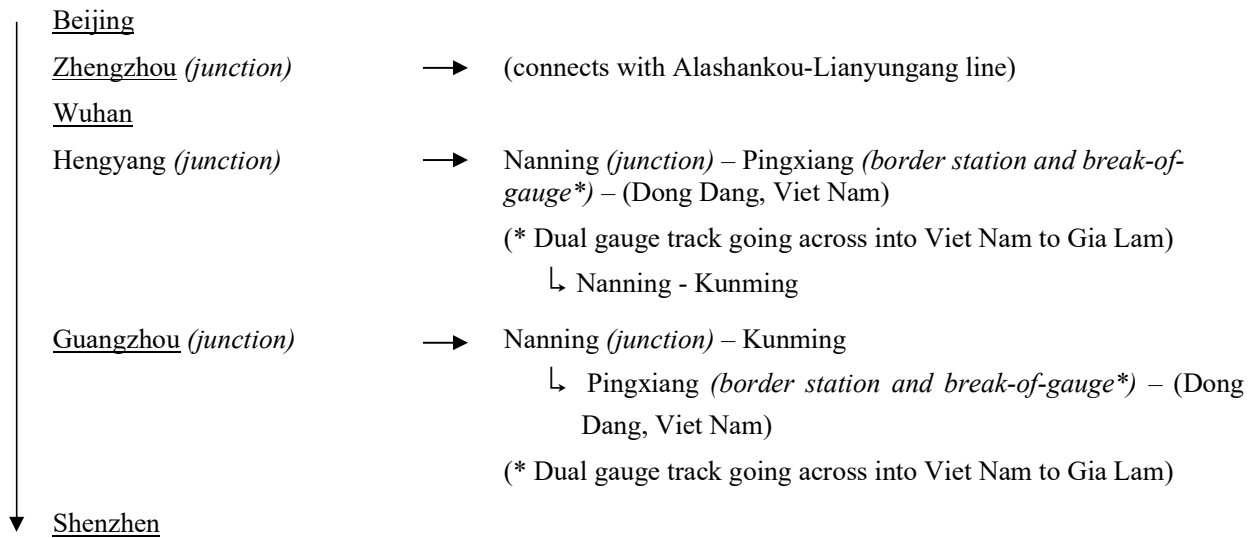
(Sinuiju, Democratic People's Republic of Korea)

Manzhouli – Dalian

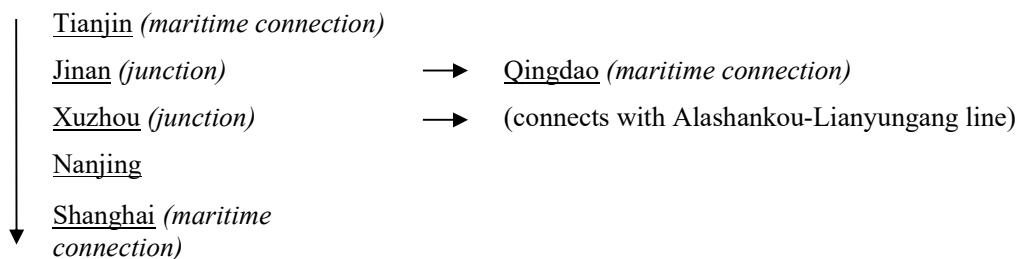
(Zabaikalsk, Russian Federation)



Beijing – Shenzhen



Tianjin – Shanghai



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*)
Samtredia (*junction*) → Poti – Port of Poti (*maritime connection and ferry terminal – ferry links to Black Sea ports in Bulgaria, the Russian Federation and Ukraine*)
Samtredia (*junction*) → Batumi – Port of Batumi (*maritime connection and ferry terminal – ferry links to Black Sea ports in Bulgaria and Ukraine*)
Tbilisi (*junction*) → Sadakhlo (*border station*) – (Ayrum, Armenia)
→ [Kartsakhi (*border station*) – Akhalkalaki (*break-of-gauge*) – (Kars, Turkey)]
↓
Gardabani (*border station*)
(Beyouk Kesik, Azerbaijan)

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*)

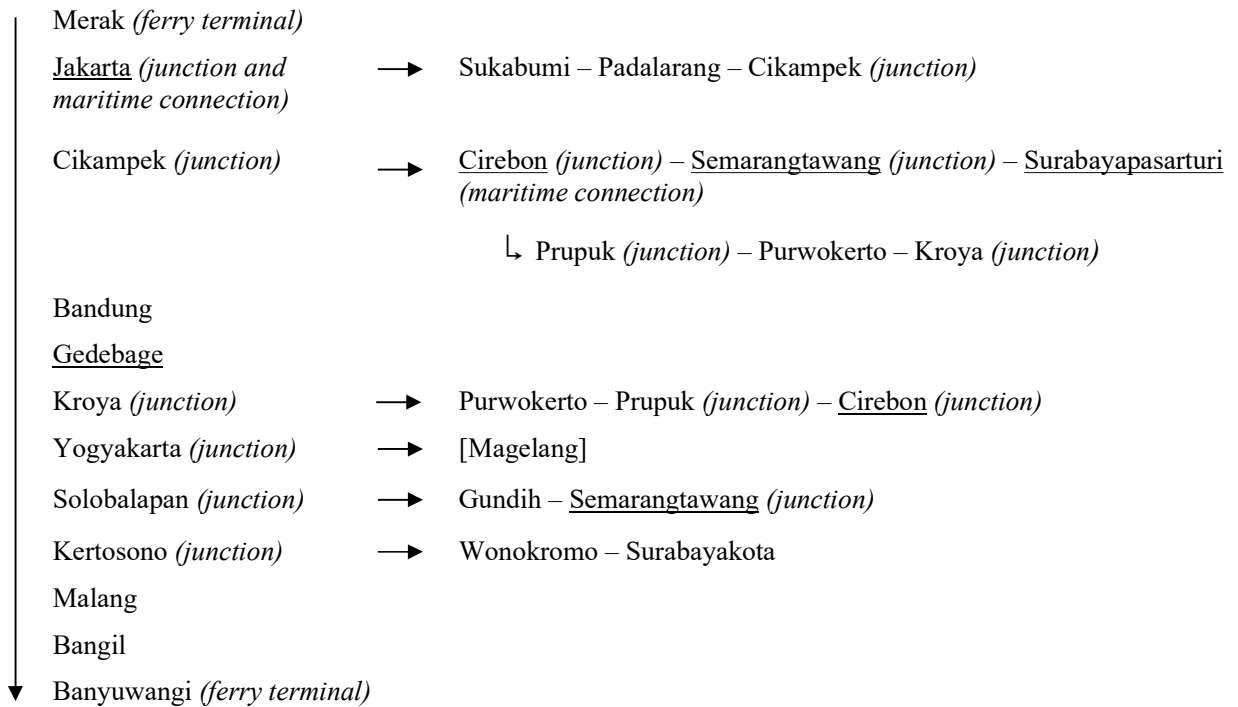
Badarpur

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

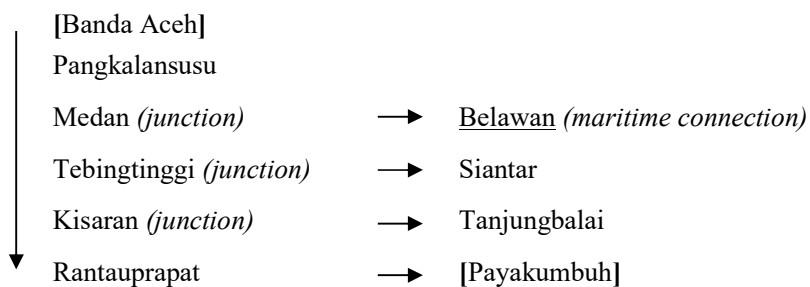
▼ [(Tamu, Myanmar)]

INDONESIA

Merak – Banyuwangi



[Banda Aceh] – Pangkalansusu – Rantauprapat



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>)	

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 seaports in *Azerbaijan, Kazakhstan, Russian Federation* and *Turkmenistan*)¹

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)]²

↳ Ahvaz – Bandar-Emam (*maritime connection*)

↳ Badrud (*junction*) – Esfahan

↳ Bafq (connects with Sarakhs – Bandar Abbas line)

Garmsar (*junction*)

→ Sari (*junction*) – Gorgan – Incheboroun (*border station*)

↳ Sari (*junction*) – Bandar-e-Amirabad (*ferry terminal*) (ferry link to Caspian seaports 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)

¹ CN.3.2020

² CN.3.2020

Sarakhs – Bandar Abbas

(Sarakhs, Turkmenistan)

<u>Sarakhs</u> (<i>border station and break-of-gauge</i>)	
<u>Fariman</u> (<i>junction</i>)	→ <u>Mashhad</u>
Kashmar(<i>junction</i>)	→ (connects with Razi-Sarakhs line)
Torbat Heidarieh	→ Khaf - Sangan – Shamtigh (<i>border station</i>) [– Herat (<i>border station</i>) – (Afghanistan)] ¹
Tabas	
Chadormalu (<i>junction</i>)	→ Ardakan
Bafq (<i>junction</i>)	→ (connects with Qom-Mirjaveh line)
<u>Bandar Abbas</u> (<i>maritime connection</i>)	

Sarakhs [– Chabahar]

(Sarakhs, Turkmenistan)

<u>Sarakhs</u> (<i>border station and break-of-gauge</i>)	
Torbat Heidarieh	
Yonnesi station	
<u>Birjand</u>	
Zahedan	→ Mirjaveh (<i>border with Pakistan</i>)
Chabahar (<i>maritime connection</i>)	

¹ CN.3.2020

KAZAKHSTAN

Petropavlosk – Dostyk

(Utyak, 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 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 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 – (Karakalpakiya, 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 – Kochkor

(Lugovaya, Kazakhstan)

↓ Alamedin
Balykchi
▼ [Kochkor]

[Kochkor – Torugart]

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

Border with Uzbekistan – Osh

(Andizhan, Uzbekistan)

↓ Osh (*station Karasu*)
▼ (*border station*)

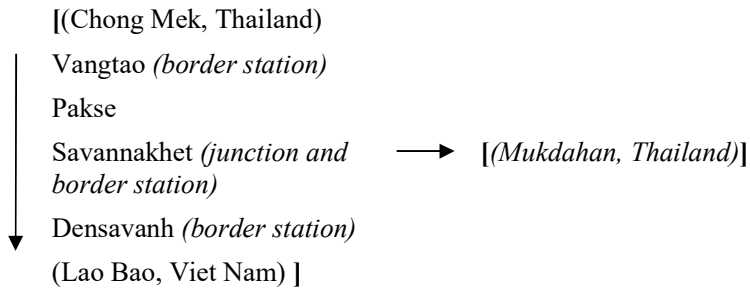
LAO PEOPLE'S DEMOCRATIC REPUBLIC

[Thanaleng – Mu Gia]

(Nongkhai, Thailand)

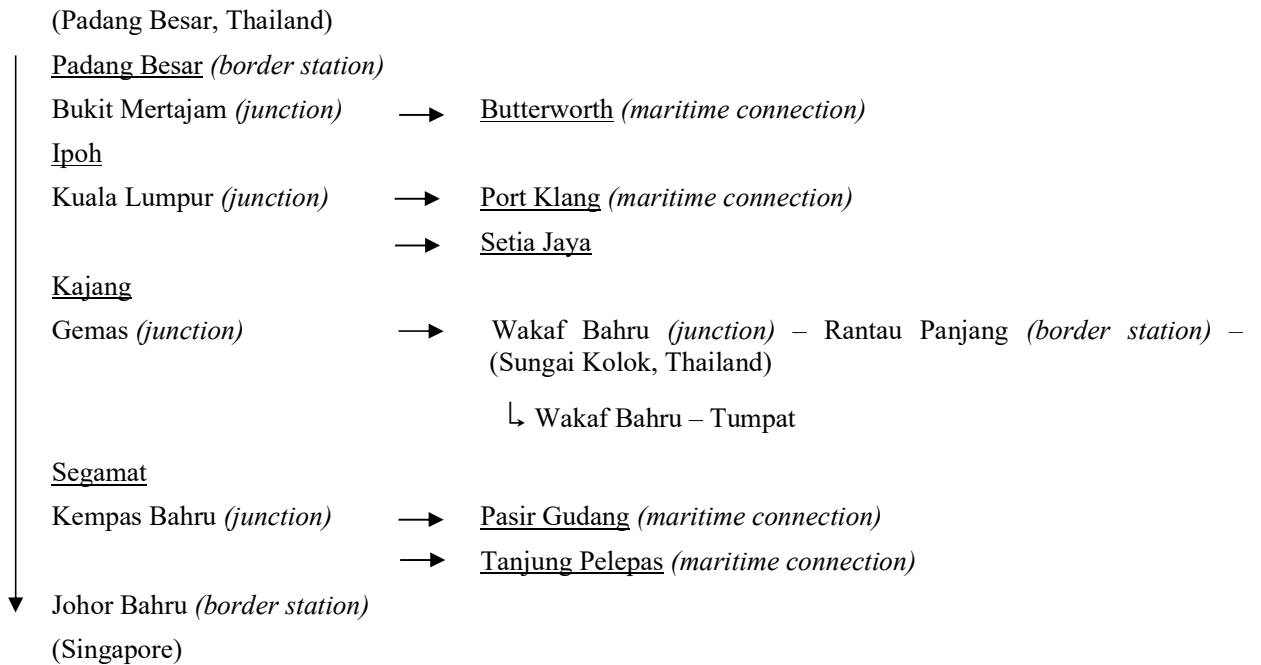
↓ [Thanaleng (*border station*)
Vientiane (*junction*) → [Boten (*border station*) – (Jinghong, China)]
Thakhek (*junction and border station*) → [Nakhon Phanom, Thailand]
▼ Mu Gia (*border station*)
(Mu Gia, Viet Nam)]

[Vangtao – Densavanh]



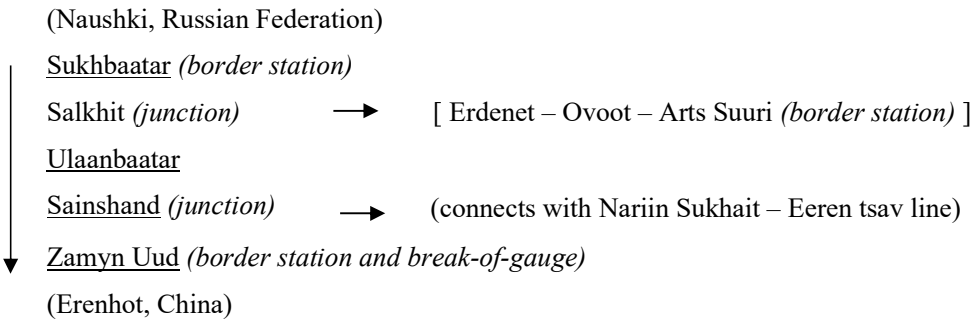
MALAYSIA

Padang Besar – Johor Bahru

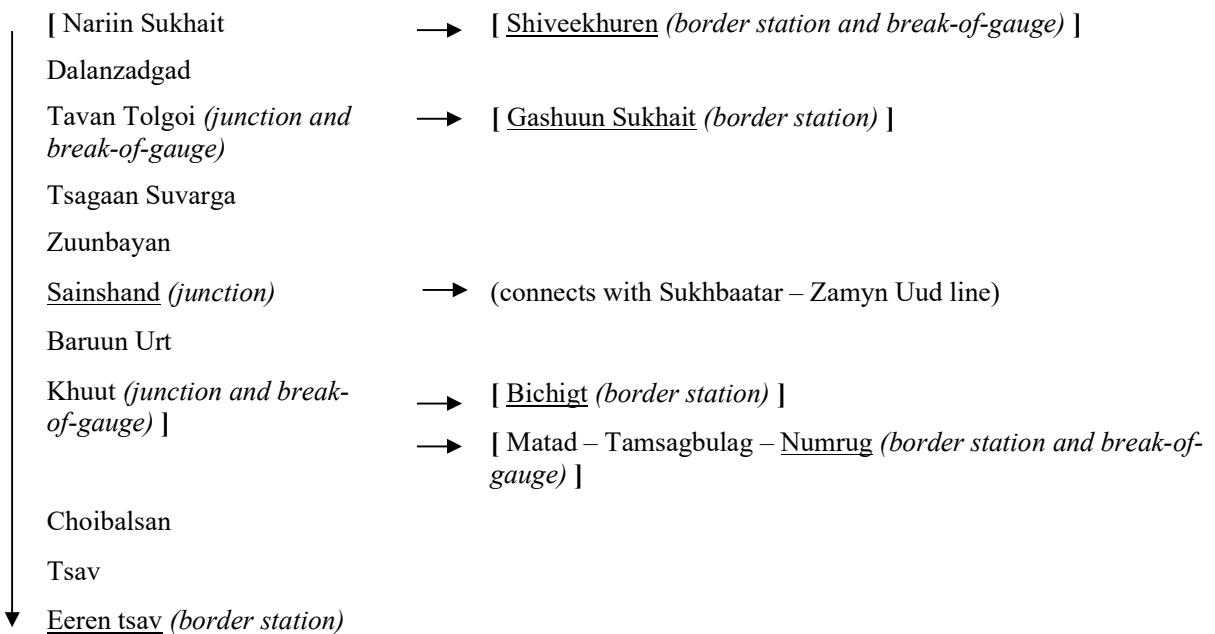


MONGOLIA

Sukhbaatar – Zamyn Uud

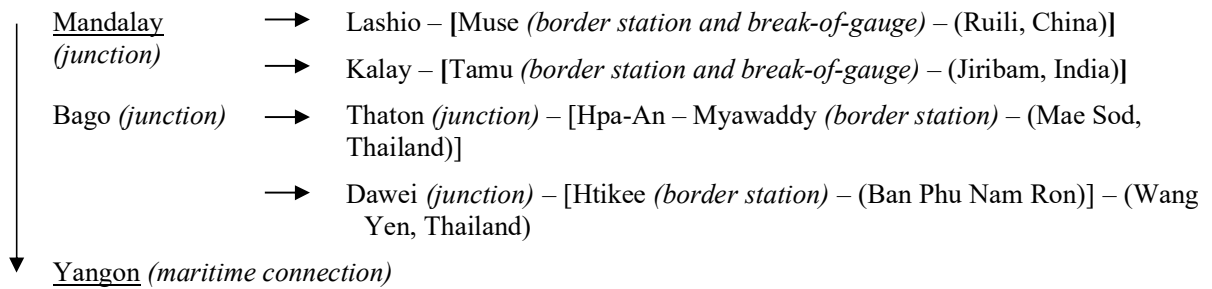


Nariin Sukhait – Eeren tsav



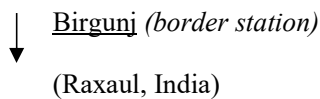
MYANMAR

Mandalay – Yangon

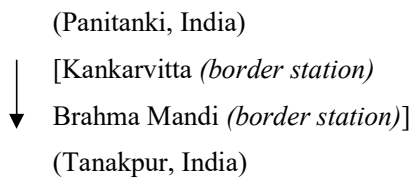


NEPAL

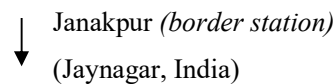
Birgunj – Border with India



[Kakarvitta – Brahma Mandi]



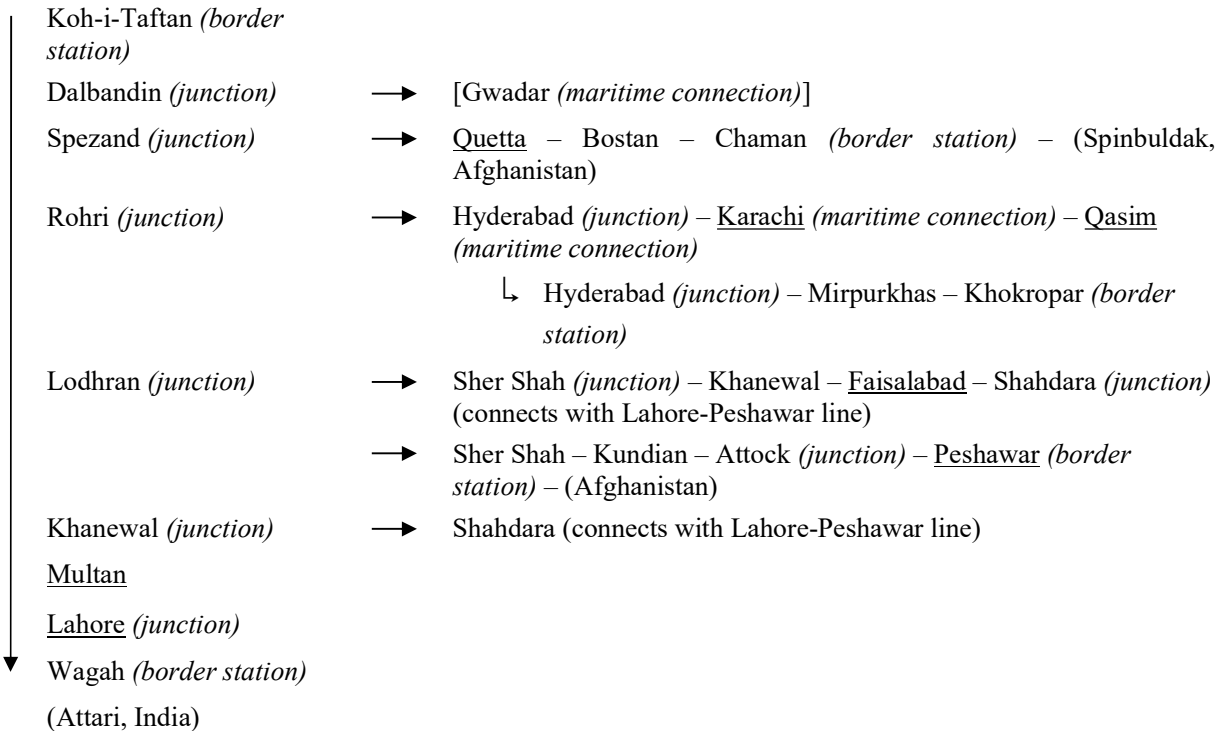
Janakpur – Border with India



PAKISTAN

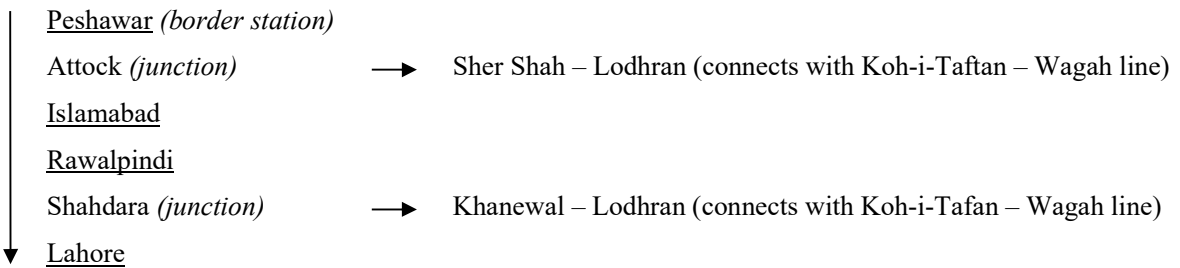
Koh-i-Taftan – Wagah

(Mirjaveh, Islamic Republic of Iran)



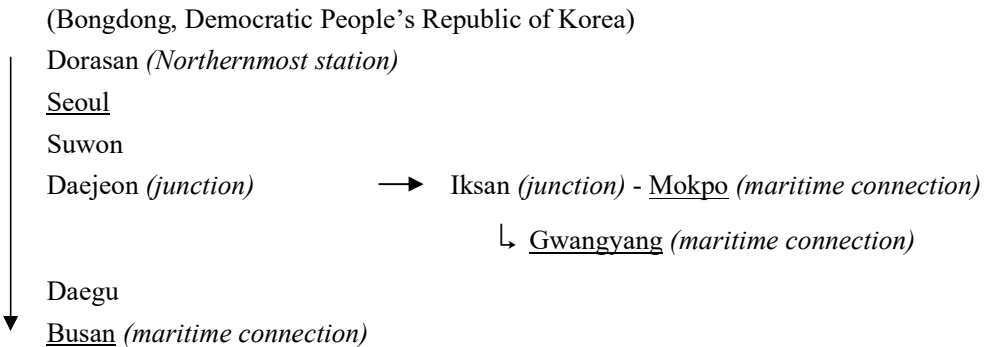
Peshawar – Lahore

(Afghanistan)



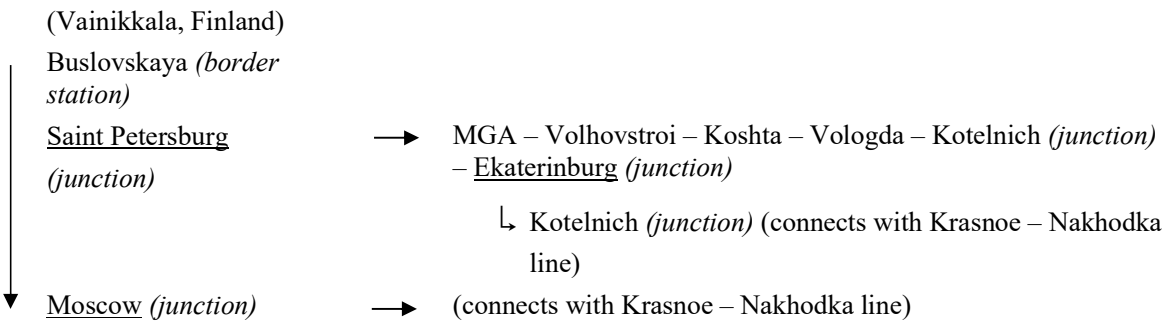
REPUBLIC OF KOREA

Dorasan – Busan

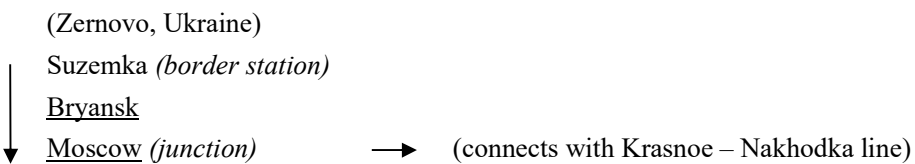


RUSSIAN FEDERATION

Buslovskaya – Moscow



Suzemka – Moscow



Krasnoe – Nakhodka

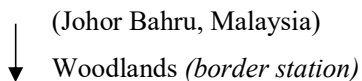
(Osinovka, Belarus)	
Krasnoe (<i>border station</i>)	
<u>Smolensk</u>	
<u>Moscow</u>	
<u>Nizhniy Novgorod</u>	
Kotelnich (<i>junction</i>)	→ <u>Saint Petersburg</u>
<u>Ekaterinburg</u> (<i>junction</i>)	→ Kurgan – <u>Utyak</u> – Petukhovo (<i>border station</i>) – (Petropavlosk, Kazakhstan)
	→ Chelyabinsk – 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)
<u>Novosibirsk</u> (<i>junction</i>)	→ Lokot (<i>junction and border station</i>) – (Aul, Kazakhstan)
<u>Krasnoyarsk</u>	
<u>Irkutsk</u>	
Ulan Ude	
Zaudinski (<i>junction</i>)	→ Naushki (<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>)	→ Makhhalino (<i>junction</i>) – Khasan (<i>border station and break-of-gauge</i>) – (Tumangang, Democratic People’s Republic of Korea)
	↳ Makhhalino (<i>junction</i>) – Kamyshovaya (<i>border station and break-of-gauge</i>) – (China)
Uglovaya (<i>junction</i>)	→ <u>Vladivostok</u> (<i>maritime connection</i>)
<u>Nakhodka</u> (<i>junction, maritime connection</i>)	→ <u>Nakhodka Vostochnaya</u> (<i>maritime connection</i>)

Moscow – Samur



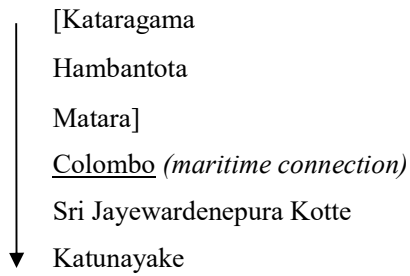
SINGAPORE

Woodlands –



SRI LANKA

Kataragama – Katunayake

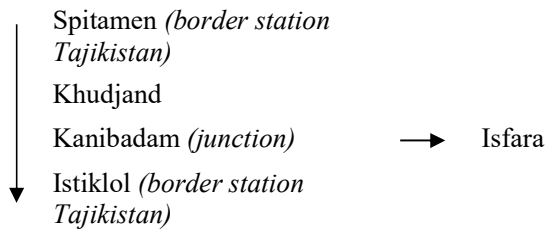


Colombo – Talaimannar

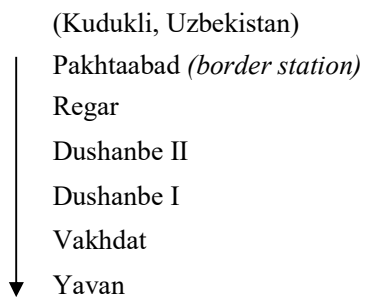


TAJIKISTAN

Spitamen – Istiklol



Pakhtaabad – Vakhdat - Yavan



Khoshad – Kulyab

(Amuzang, Uzbekistan)
↓
Khoshad (*border station*)
Jaloliddin Balkhi
Khatlon (*junction*) → Yavan - Vakhdat
↓
Kulyab

THAILAND

Nongkhai – Padang Besar

(Thanaleng, Lao People's Democratic Republic)
↓
Nongkhai (*border station*)
Ban Phai (*junction*) → [Mukdahan (*border station*) – (Savannakhet, Lao People's Democratic Republic)]
→ [Nakhon Phanom (*border station*) – (Thakhek, 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 – Chiang Khong (*border station*) – (Lao People's Democratic Republic)]
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*) → Wang Yen – [Ban Phu Nam Ron (*border station*) – (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

→ (Marmaray Tunnel)

Eskisehir (*junction*)

→ Alayunt – Balikesir – Izmir (*border station, maritime connection*)

Ankara

Irmak (*junction*)

→ Cankiri – Karabuk – Filyos – Zonguldak (*border station, maritime connection*)

Kayseri

Bogazkopru (*junction*)

→ Ulukisla – Konya – Afyonkarahisar – Usak – Izmir (*border station, maritime connection*)

Sivas

Kalin (*junction*)

→ Samsun (*border station, maritime connection*)

Cetinkaya (*junction*)

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

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

→ Malatya (*junction*) – Toprakkale – Adana – Mersin (*border station, maritime connection*)

→ Malatya (*junction*) – Toprakkale – Iskenderun (*border station, maritime connection*)

→ Malatya (*junction*) – Narli (*junction*) – Islahiye (*border station*) – (Syrian Arab Republic)

→ Malatya (*junction*) – Narli (*junction*) – Cobanbey (*border station*) – (Syrian Arab Republic)

→ Malatya (*junction*) – Narli (*junction*) – Akcakale - Nusaybin (*border station*) – (Syrian Arab Republic)

Malatya (*junction*)

→ Narli (*junction*) - Toprakkale (*junction*) – Yenice (*junction*) – Ulukisla (*junction*) – Konya – Afyonkarahisar – Usak – Izmir (*border station, maritime connection*)

Malatya (*junction*)

Tatvan – Van (*ferry crossing*)

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

(Razi, Islamic Republic of Iran)

Sivas - Canbaz

↓ Sivas
Cetinkaya (*junction*)
Kars (*junction*)
↓ Canbaz (*border station*)
(Akhalkalaki, Georgia)

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)
(Khodchadavlet, Uzbekistan)

UZBEKISTAN

Keles – Khodchadavlet

(Sary-Agash, Kazakhstan)

Keles (*border station*)

Tukumachi (*junction*)

Sirdarinskaya

Khavast (*junction*)

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

→ 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*) – (Oasis, Kazakhstan)

Bukhara (*junction*)

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

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

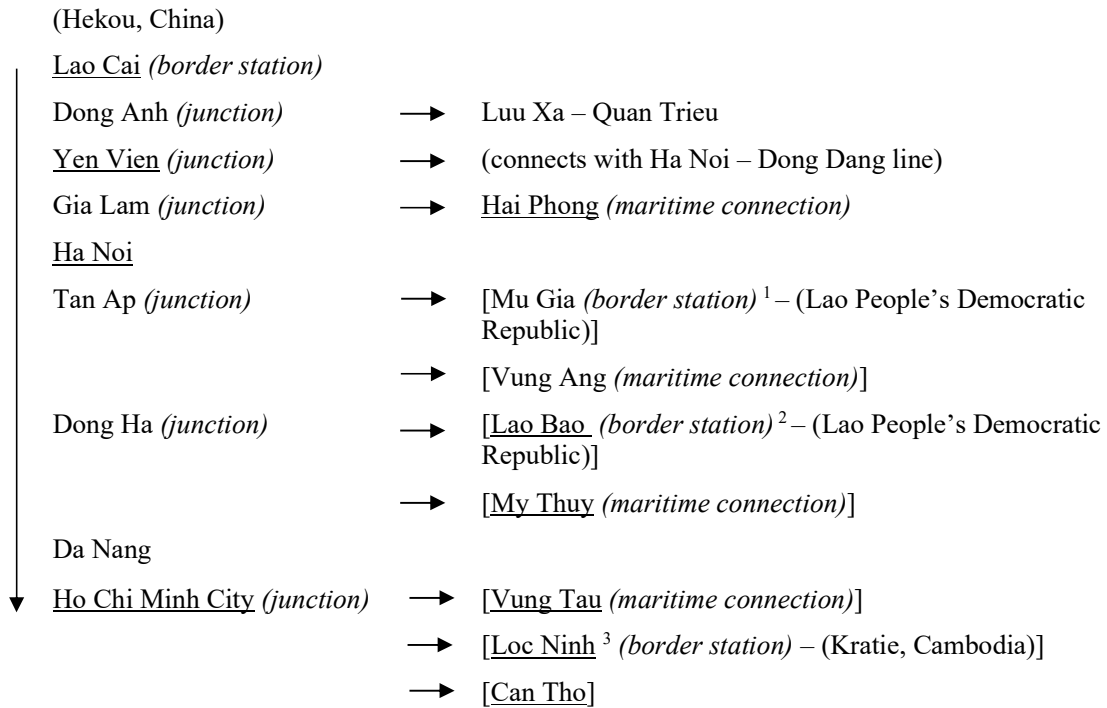
↳ Termez (*junction*) – Kumkurgran (*junction*) – Kudukli
(*border station*) – (Pakhtaabad, Tajikistan)

▼ Khodchadavlet (*border station*)

(Turkmenabad, Turkmenistan)

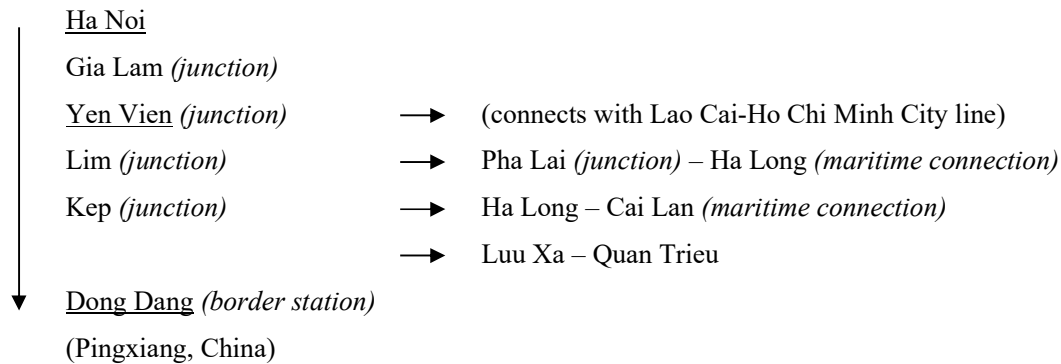
VIET NAM

Lao Cai – Ho Chi Minh City



1.2.3. Exact location to be decided.

Ha Noi – Dong Dang



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 ⁵	
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 Features also lines of 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.