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

6th meeting

Bangkok, 10 and 11 December 2019

Item 7 of the provisional agenda*

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

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

Note by the secretariat

Summary

The present document contains proposals by the parties for amending the Intergovernmental Agreement on the Trans-Asian Railway Network. The Governments of the Islamic Republic of Iran, the Russian Federation and Viet Nam have proposed amendments to annex I to the Agreement. The Working Group on the Trans-Asian Railway Network may wish to consider adopting the proposals.

I. Introduction

1. As stipulated in article 6, paragraph 1, of the Intergovernmental Agreement on the Trans-Asian Railway Network, the Working Group on the Trans-Asian Railway Network is the competent body to consider any amendments proposed. In this connection and in line with standing practice, the secretariat informed member States of the proposed date of the Working Group meeting and invited all parties to submit to the secretariat proposals for amending the Agreement pursuant to articles 7, 8 and 9, by means of a note verbale dated 11 July 2019.

2. The secretariat received proposals for amending annex I to the Agreement, which are subject to the procedure stipulated in article 8 of the Agreement. Therefore, in keeping with its obligations under article 8, paragraph 5, of the Agreement, the secretariat circulated the proposals to be considered at the 6th meeting of the Working Group 45 days before the opening of the meeting. Against this background, the Working Group will be invited to consider the proposals as contained in the annex to the present document.

* ESCAP/TARN/WG/2019/L.1.

II. Proposals to amend annex I to the Agreement

3. Pursuant to article 8, paragraphs 2, 3 and 4, amendments to annex I can be proposed (a) by any party in whose territory the subject of the proposed amendment is located as long as it does not change a border station; and/or (b) in cases where a proposed amendment changes a border station, 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. During the Working Group's deliberations, the secretariat may provide clarifications on technical matters and on points of procedure related to the Agreement as and when requested by members of the Working Group. In line with the relevant article of the Agreement, after the meeting of the Working Group, the secretariat will communicate all adopted amendments to the Secretary-General in his capacity as depositary, for circulation to all parties and subsequent entry into force.

III. Issues for consideration by the Working Group

5. The Working Group may wish to consider the text of the proposed amendments as contained in the annex to the present document, in accordance with the procedures stipulated in article 8 of the Agreement. The Working Group may wish to note that, as per article 8, paragraph 6, the amendment as adopted shall be communicated by the secretariat to the Secretary-General, who shall circulate it to all parties.

6. The Working Group may further wish to recall that, as per article 8, paragraph 7, amendments to annex I to the Agreement as adopted by the Working Group shall be deemed accepted if, during a period of six months from the date of depositary notification, less than one third of the parties notify the Secretary-General of their objection to the amendment. If deemed accepted, amendments shall enter into force for all parties after a period of three months following the expiry of the above-mentioned period of six months.

Annex

Amendments to annex I to the Intergovernmental Agreement on the Trans-Asian Railway Network

1. Amendment proposal from the Government of Viet Nam

In annex I to the Intergovernmental Agreement on the Trans-Asian Railway Network, *replace* the entry for Viet Nam with the following:

* New text marked in grey bold font

Lao Cai – Ho Chi Minh City

(Hekou, China)	
<u>Lao Cai</u> (<i>border station</i>)	
Dong Anh (<i>junction</i>)	→ Luu Xa – Quan Trieu
<u>Yen Vien</u> (<i>junction</i>)	→ (connects with Ha Noi – Dong Dang line)
Gia Lam (<i>junction</i>)	→ <u>Hai Phong</u> (<i>maritime connection</i>)
<u>Ha Noi</u>	
Tan Ap (<i>junction</i>)	→ [<u>Mu Gia</u> (<i>border station</i>) – (Lao People’s Democratic Republic)]
	→ [<u>Vung Ang</u> (<i>maritime connection</i>)]
Dong Ha (<i>junction</i>)	→ [<u>Lao Bao</u> (<i>border station</i>) – (Lao People’s Democratic Republic)]
	[<u>My Thuy</u> (<i>maritime connection</i>)]
Da Nang	
Bien Hoa (<i>junction</i>)	→ [<u>Vung Tau</u> (<i>maritime connection</i>)]
Di An (<i>junction</i>)	→ [Hoa Lu (<i>border station</i>) – (Kratie, Cambodia)]
<u>Sai Gon</u>	

Hanoi – Dong Dang

<u>Ha Noi</u>	
Gia Lam (<i>junction</i>)	→ (connects with Lao Cai – Ho Chi Minh City line)
<u>Yen Vien</u> (<i>junction</i>)	→ [Chi Linh (<i>junction</i>)] – Cai Lan (<i>maritime connection</i>)
Lim (<i>junction</i>)	→ [Chi Linh (<i>junction</i>)] – Cai Lan (<i>maritime connection</i>)
Kep (<i>junction</i>)	→ [Chi Linh (<i>junction</i>)] – Cai Lan (<i>maritime connection</i>)
	→ Luu Xa – Quan Trieu
<u>Dong Dang</u> (<i>border station</i>)	
(Pingxiang, China)	

2. Amendment proposal from the Government of the Russian Federation

In annex I to the Agreement, under the entry for the Russian Federation, *delete* the Tatarskaya-Lokot branch from the Krasnoe – Nakhodka line as follows:

* Deletion marked in ~~strike through~~ font

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 – (Ilets, 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*)

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

↳ Makhhalino (*junction*) – Kamyshovaya (*border station and break-of-gauge*) – (China)

Uglovaya (*junction*)

→ Vladivostok (*maritime connection*)

Nakhodka (*junction, maritime connection*)

→ Nakhodka Vostochnaya (*maritime connection*)

3. Amendment proposal from the Government of the Islamic Republic of Iran

In annex I to the Agreement, under the entry for the Islamic Republic of Iran, *insert* the following amendments:

(a) Under the Razi – Sarakhs line, *modify* the square brackets to reflect the construction of missing links as follows:

* New brackets in **grey bold font**

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

↳ Sari (*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)

(b) Under the Sarakhs – Bandar Abbas line, *modify* the Torbat Heidarieh – Sangan branch as follows:

* New text marked in **grey bold font**

Sarakhs – Bandar Abbas

(Sarakhs, Turkmenistan)

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

Fariman (*junction*)

→ Mashhad

Kashmar(*junction*)

→ (connects with Razi-Sarakhs line)

Torbat Heidarieh

→ **Khaf – Sangan – Shamtigh** (*border station*) [– Herat (*border station*) – (Afghanistan)]

Tabas

Chadormalu (*junction*)

→ Ardakan

↓ Bafq (*junction*)

→ (connects with Qom-Mirjaveh line)

Bandar Abbas (*maritime connection*)

(c) *Add* a new North-South line from Sarakhs to Chabahar port as follows:

Sarakhs [– Chabahar]

(Sarakhs, Turkmenistan)

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

Torbat Heidarieh

Yonnesi station

Birjand

↓ Zahedan

→ Mirjaveh (*border with Pakistan*)

Chabahar (*maritime connection*)