



Frente

	
CARTÃO DE IDENTIDADE	
Para o pessoal afecto à protecção dos bens culturais	
Apelido Nomes próprios Data de nascimento Título ou categoria Qualidade	
É titular do presente cartão nos termos da Convenção da Haia de 14 de Maio de 1954 para a protecção de bens culturais em caso de conflito armado.	
Data de emissão Do cartão	Número do cartão
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Verso

Fotografia do titular		Assinatura ou impressões digitais ou ambas	
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Outros elementos eventuais de identificação			
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第 14/2012 號行政長官公告

中華人民共和國就二零零六年四月十二日在印尼雅加達獲得通過的《泛亞鐵路網政府間協定》（下稱“協定”），於二零零九年三月十三日向聯合國秘書長交存核准書，並聲明協定適用於中華人民共和國澳門特別行政區。聯合國秘書長作為協定的保存人，於二零零九年三月十八日，確認中華人民共和國交存核准書，成為協定第八個締約國。

根據協定第五條第一款的規定，協定於二零零九年六月十一日生效。

行政長官根據澳門特別行政區第3/1999號法律第六條第一款的規定，命令公佈《泛亞鐵路網政府間協定》的中文及英文正式文本。

二零一二年四月二日發佈。

行政長官 崔世安

Aviso do Chefe do Executivo n.º 14/2012

A República Popular da China efectuou, em 13 de Março de 2009, junto do Secretário-Geral das Nações Unidas, o depósito do seu instrumento de aprovação do Acordo Intergovernamental sobre a Rede Ferroviária Transasiática (Acordo), adoptado em Jacarta, Indonésia, em 12 de Abril de 2006, e declarou que o Acordo é aplicável à Região Administrativa Especial de Macau da República Popular da China. Em 18 de Março de 2009, o Secretário-Geral das Nações Unidas, na sua qualidade de depositário, confirmou o depósito do referido instrumento de aprovação, bem como a constituição da República Popular da China como o 8.º Estado Contratante do Acordo.

Em conformidade com o n.º 1 do seu artigo 5.º, o Acordo entrou em vigor em 11 de Junho de 2009.

O Chefe do Executivo manda publicar, nos termos do n.º 1 do artigo 6.º da Lei n.º 3/1999 da Região Administrativa Especial de Macau, o Acordo Intergovernamental sobre a Rede Ferroviária Transasiática, nos seus textos autênticos em línguas chinesa e inglesa.

Promulgado em 2 de Abril de 2012.

O Chefe do Executivo, *Chui Sai On*.

泛亞鐵路網政府間協定

締約各方，

意識到需要促進和發展亞洲及其與周邊地區的國際鐵路運輸，

認識到在進行中的全球化進程中由於國際貿易不斷增長而預期國際客運和貨運將增加，

憶及聯合國亞洲及太平洋經濟社會委員會各成員在泛亞鐵路網的制訂和投入運營方面的合作，

考慮到為加強聯合國亞洲及太平洋經濟社會委員會各成員之間的關係並推動它們之間的國際貿易和旅遊事業，必須根據國際運輸和環境的要求發展泛亞鐵路網，包括具有國際重要性的車站和集裝箱終點站，

同時銘記鐵路作為一個高效率的國際多式聯運網重要組成部分的作用，尤其是在解決內陸和過境國家特殊需求方面，

達成協議如下：

第1條

具有國際重要性鐵路線路的定義

為《泛亞鐵路網政府間協定》（《協定》）的目的，附件一所稱“具有國際重要性的鐵路線路”這一術語指：

- a) 目前用於日常國際運輸的鐵路線路；
- b) 意在用於日常國際運輸的現有、修建中或計劃修建的鐵路線路；
- c) 保證不同國家之間或一國境內終點站之間跨越海洋或湖泊持續運輸的輪渡連接；
- d) 提供通關設施/服務的邊境關卡、軌距變換站、輪渡碼頭和與鐵路連接的集裝箱終點站。

第2條

泛亞鐵路網的通過

締約各方（“各方”）謹此通過，本協定附件一所列具有國際重要性的鐵路線路將作為各締約方擬在其國家規劃框架內發展具有國際重要性鐵路線路的協調計劃。

第3條

泛亞鐵路網的發展

應使泛亞鐵路網線路符合本協定附件二所載有關技術特性的指導原則。

第4條

簽署和成為締約方的程序

1. 本協定從二零零六年十一月十日至十一日在大韓民國釜山，嗣後從二零零六年十一月十六日至二零零八年十二月三十一日期間在紐約聯合國總部供聯合國亞洲及太平洋經濟社會委員會成員國開放性簽署。

2. 各國可通過以下方式成為本協定的締約方：

- a) 須經批准、接受或核准的簽字，隨後加以批准、接受或核准；或
- b) 加入。

3. 批准、接受、核准或加入須向聯合國秘書長交存正式文書方可生效。

第5條

生效

1. 本協定應在至少八（8）個國家的政府根據第四條第二款和第三款同意接受本協定的約束之日後第九十天生效。
2. 對在本協定生效條件滿足之日以後交存批准、接受、核准或加入文書的國家，本協定將在該國交存上述文書之日九十（90）天後對其生效。

第6條

泛亞鐵路網工作組

1. 聯合國亞洲及太平洋經濟社會委員會須設立一個泛亞鐵路網工作組（“工作組”），以審議本協定的執行情況和任何修訂建議。聯合國亞洲及太平洋經濟社會委員會的所有成員國均為工作組的成員。
2. 工作組每兩年開一次會。任何締約方也可通知秘書處，要求召開工作組特別會議。秘書處須將該要求通知工作組所有成員，若在秘書處通知之日起四（4）個月內有不少於三分之一的締約方表示同意該要求，則須召集工作組特別會議。

第7條

修訂正文的程序

1. 對本協定的正文可根據本條規定的程序進行修訂。
2. 任何締約方均可提出對本協定的修訂建議。
3. 秘書處須在召開擬通過修正案的工作組會議至少四十五（45）天之前向工作組所有成員分送任何修訂建議的案文。
4. 修正案須獲得工作組出席並投票的締約方的三分之二多數通過。秘書處須將業經通過的修正案轉交聯合國秘書長，並由後者分送所有締約方接受。
5. 根據本條第四款獲得通過的修正案，得在獲得三分之二的締約方的接受後十二（12）個月後生效。除在修正案生效之前就宣佈不接受修正案的締約方之外，修正案對其他所有締約方生效。任何根據本款宣佈不接受業已通過的修正案的締約方可在此後任何時候向聯合國秘書長交存對該修正案的接受書。該修正案得在上述接受書交存之日起十二（12）個月之後對該國生效。

第8條

修訂附件一的程序

1. 對本協定附件一可根據本條所規定的程序進行修訂。
2. 為第8條的目的，“直接有關締約方”為提議的修訂之主題在其境內的締約方。
3. 有關改變邊境車站的修訂案只能由直接有關締約方與分享該修正案主題相關的邊境的鄰國協商並獲得其書面同意後提出。
4. 任何直接有關締約方均可就不改變邊境車站的問題提出修改。
5. 秘書處須在召開擬通過修正案的工作組會議至少四十五（45）天之前向工作組所有成員通報任何修訂建議的案文。
6. 修正案須獲得出席工作組會議並投票的締約方的多數通過。秘書處須將業經通過的修正案轉交聯合國秘書長，並由後者分送所有締約方。

7. 如在通知之日起六（6）個月內通知聯合國秘書長其反對該項修正的不到締約方的三分之一，根據本條第六款通過的任何修正案應被視為接受。

8. 根據本條第七款被接受的修正案得在本條第七款提及的六（6）個月期滿後三（3）個月後對所有締約方生效。

第9條

修訂附件二的程序

1. 對本協定附件二可根據本條所規定的程序進行修訂。
2. 任何締約方均可提出修訂建議。
3. 秘書處須在召開擬通過修正案的會議至少四十五（45）天之前將任何修訂建議的案文分送工作組所有成員。
4. 修正案須獲得工作組出席並投票的締約方中的多數通過。秘書處須將業經通過的修正案轉交聯合國秘書長，並由後者分送所有締約方。
5. 根據本條第四款通過的修正案，若自通知之日起六（6）個月內向聯合國秘書長通報反對該修正案的締約方不到三分之一，該修正案則被視為接受。
6. 根據本條第五款被接受的修正案得在本條第五款提及的六（6）個月期滿後三（3）個月後對所有締約方生效。

第10條

保留

除第十三條第五款規定的情況外，對本協定的任何條款均不得提出保留。

第11條

退出

任何締約方均可向聯合國秘書長發出書面通知，宣佈退出本協定。退出決定將在秘書長收到該通知之日起一（1）年後生效。

第12條

停止生效

若締約方的數目在任何連續十二（12）個月內少於八（8）個，本協定將停止生效。在這種情況下，秘書處應向各締約方發出通知。若締約方數目達到八（8）個，本協定應再次生效。

第13條

爭端的解決

1. 若兩個或兩個以上的締約方就本協定的解釋或適用存在任何爭端，而爭端各方無法通過談判或協商解決，可在爭端任何一方的要求下提交給爭端各方相互同意選定的一位或多位調解人進行調解。在提出調解要求之後三（3）個月內，如爭端各方未能就一位或多位調解人的人選達成一致意見，則其中任何一締約方均可要求聯合國秘書長指定單一獨立的調解人，向其提交爭端。
2. 根據本條第一款指定的一位調解人或多位調解人的建議雖然不具有約束性，但應成為爭端各方重新審議的基礎。
3. 經相互商定，爭端各方可事先同意接受關於一位或多位調解人的建議具有約束力。

4. 本條第一、二、三款不得解釋為排除爭端各方相互同意的解決爭端的其它措施。

5. 任何國家在交存其批准、接受、核准或加入文書時，可交存一份保留，聲明其並不認為自己受本條關於調解的規定的約束。其它締約方在與交存這一保留的任何締約方相關的調解中不受本條規定的約束。

第14條

適用的限制

1. 本協定內任何規定不得被理解為阻止締約方採取它認為對其內部或外部安全所必要的符合《聯合國憲章》規定並限於緊急事態的行動。

2. 締約方應盡一切努力發展符合本協定的泛亞鐵路網。然而，本協定內任何規定不得被理解為任何締約方接受允許貨運和客運交通通過其領土的義務。

第15條

附件

本協定的附件一和附件二構成本協定的組成部分。

第16條

秘書處

聯合國亞洲及太平洋經濟社會委員會被指定擔任本協定秘書處。

第17條

保管人

聯合國秘書長是本協定指定保管人。

下列簽署人經正式授權簽署本協定，以昭信守。

本協定於二零零六年十一月十日在大韓民國釜山開放簽署，協定正本共一份，用中文、英文和俄文寫成，三種文本同等作準。

附件一

泛亞鐵路網

泛亞鐵路網由以下具有國際重要性的各鐵路線組成。

構成泛亞鐵路網基礎的各國線路的始發站和終點站以黑體表示，然後垂直列出。支線在樞紐站的右邊列出。進一步的支線在該第一支線下縮入列出。所有線路在泛亞鐵路網內都同等重要。

如線路在邊界處開始或終止，在該線的首站或末站之前或之後用括號加上邊境站名稱和直接有關的鄰國名稱。

在線路上具有特定功能的各站名稱之後用斜體和括號說明其功能。這類功能包括：

——（邊界車站），

——（換軌距），

——（樞紐站），

——（接海運），以及

——（輪渡碼頭）。

空缺路段都放在[方括號]內。

至少20英尺或更長的具備國際標準化組織（ISO）的集裝箱裝卸設施的各站用下劃線表示。

泛亞鐵路網線路一覽表

亞美尼亞

艾魯姆 – Niuvedi

（薩達赫洛，格魯吉亞）

艾魯姆（邊境車站）	
<u>Gyumri</u> （樞紐站）	→ 阿胡良（邊境車站、換軌距）–（Dogu Kapi, 土耳其）
馬西斯（樞紐站）	→ 埃里溫 – Ijevan（邊境車站）–（Barkhudarly, 阿塞拜疆） ↳ Gagarin – Martuni – [Jermuk – Kapan – Meghri（邊境車站）] –（Marand, 伊朗伊斯蘭共和國）
Yeraskh（邊境車站）	
（Belidag–奧爾杜巴德，阿塞拜疆）	
Meghri	
▼ Niuvedi（邊境車站）	
（Agbent, 阿塞拜疆）	

阿塞拜疆

Yalama – Beyouk Kesik

（薩穆爾，俄羅斯聯邦）

<u>Yalama</u> （邊境車站）	
巴庫（輪渡碼頭）	→ （輪渡連接伊朗伊斯蘭共和國、哈薩克斯坦、俄羅斯聯邦和土庫曼斯坦在里海的港口）
阿利亞特（樞紐站）	→ <u>Ali Bairamli</u> （樞紐站）– <u>阿斯塔拉</u> （邊境車站、換軌距）–（阿斯塔拉，伊朗伊斯蘭共和國）
阿克斯塔法	→ <u>Ali Bairamli</u> （樞紐站）– Agbent（邊境車站）–（Niuvedi – Meghri（邊境車站），亞美尼亞）– Orudbad – <u>Djulf</u> a（邊境車站、換軌距）–（Djulf, 伊朗伊斯蘭共和國）
Beyouk Kesik（邊境車站）	→ Barkhudarly（邊境車站）–（Ijevan, 亞美尼亞）
▼（加爾達巴尼，格魯吉亞）	

孟加拉國

達爾索納 – Gundum

(Gede, 印度)

達爾索納 (邊境車站)

伊舒爾迪 (樞紐站)

→ Abdulpur (樞紐站) – 羅洪布爾 (邊境車站) – (Singhabad, 印度)

↳ Abdulpur (樞紐站) – 巴爾博蒂布爾 – Birol (邊境車站) – (Radhikapur, 印度)

Tongi (樞紐站)

→ 達卡

阿考拉 (樞紐站)

→ 古勞拉 – 薩赫巴茲布爾 (邊境車站) – (Mahisasan, 印度)

吉大港 (接海運)

多哈扎里

▼ [Gundum (邊境車站) 緬甸]

柬埔寨

波貝 – 西哈努克城

(Klong Luk, 泰國)

[波貝 (邊境車站)]

詩梳風]

Bat Deng (樞紐站)

→ [磅湛 (邊境車站) – (祿寧省¹, 越南)]¹ 確切地點待定。

金邊 (樞紐站)

▼ 西哈努克城 (接海運)

中國

阿拉山口 – 連雲港

(多斯圖克, 哈薩克斯坦)

阿拉山口 (邊境車站、換軌距)

烏魯木齊

吐魯番 (樞紐站)

→ 喀什 [(邊境車站、換軌距) – (Torugart, 吉爾吉斯斯坦)]

蘭州

寶雞 (樞紐站)

→ 昆明 (樞紐站) – 祥雲 (樞紐站) – 大理 (樞紐站) – [Kachang (邊境車站、換軌距) – (密支那, 緬甸)]

↳ [祥雲 – 景洪 (邊境車站、換軌距) – (Boten, 老撾)]

↳ 大理 (樞紐站) – [瑞麗 (邊境車站、換軌距) – (Muse, 緬甸)] ,

→ 昆明 (樞紐站) – 河口 (邊境車站) – (老街, 越南)

→ 昆明 (樞紐站) – 南寧 (樞紐站) – 廣州 (樞紐站)

↳ 南寧 (樞紐站) – 衡陽 (接京 – 深線)

↳ 廣州 (接京 – 深線)

西安

鄭州 (樞紐站)

→ (接京 – 深線)

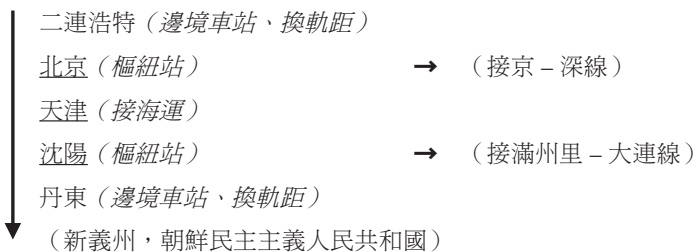
溪洲 (樞紐站)

→ (接津 – 滬線)

▼ 連雲港 (接海運)

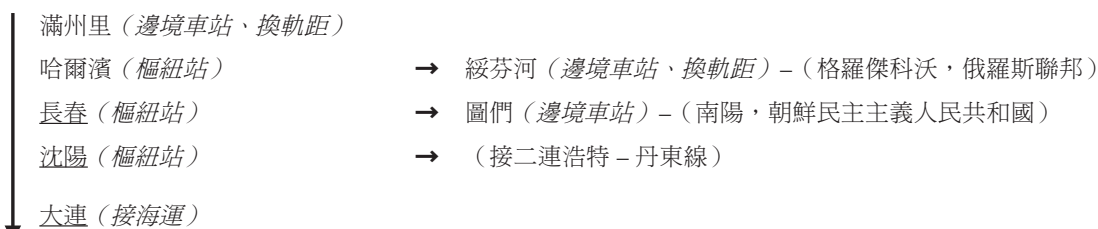
二連浩特 – 丹東

(Zamyn Uud, 蒙古)

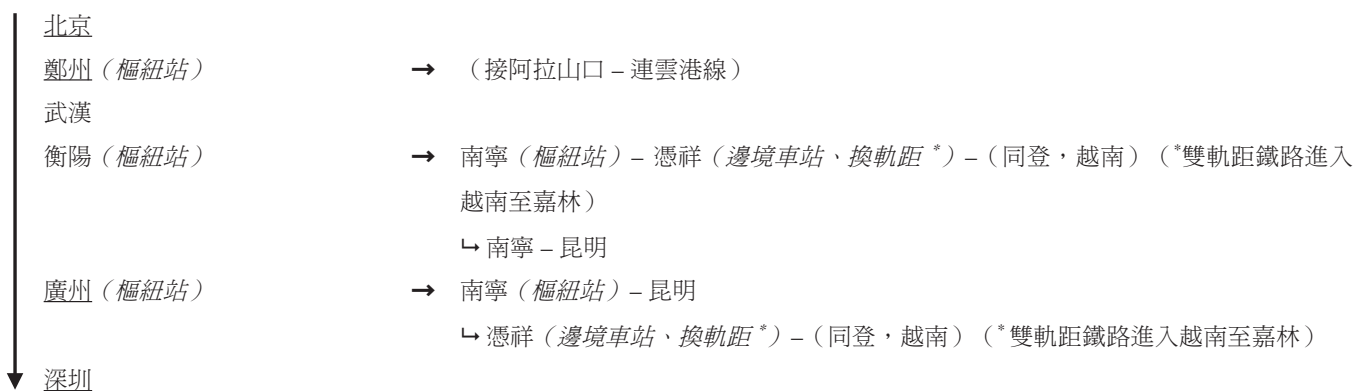


滿州里 – 大連

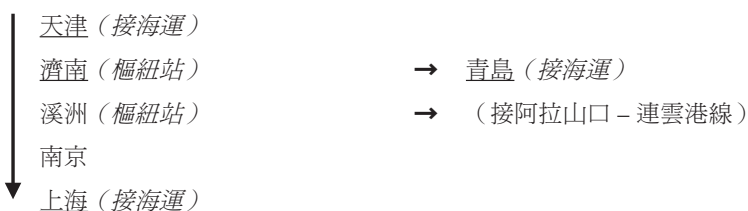
(外貝加爾斯克, 俄羅斯聯邦)



北京 – 深圳



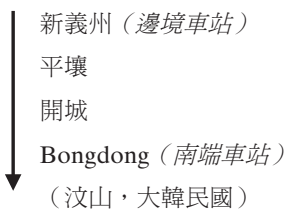
天津 – 上海



朝鮮民主主義人民共和國

新義州 – 開城

(丹東, 中國)



豆滿江 – 金剛山

(哈桑, 俄羅斯聯邦)

豆滿江 (樞紐站、邊境車站、換軌距) → 南陽 (邊境車站) – (圖們, 中國)

Rajin (接海運)→ Rajin (接海運)

清津 (樞紐站)

→ 南陽 (邊境車站) – (圖們, 中國)

→ 清津 (接海運)

高原

元山

海金剛

溫井里 (南端車站)

↓ (Jejin, 大韓民國)

格魯吉亞**甘蒂亞迪 – 加爾達巴尼**

(韋肖洛耶, 俄羅斯聯邦)

甘蒂亞迪 (邊境車站)

Senaki (樞紐站)

→ 波季 (接海運)

薩姆特雷迪亞 (樞紐站)

→ 巴統 (接海運)

第比利斯 (樞紐站)

→ 薩達赫洛 (邊境車站) – (艾魯姆, 亞美尼亞)

→ [阿中爾卡拉基 (邊境車站、換軌距) – (卡爾斯, 土耳其)]

加爾達巴尼 (邊境車站)

↓ (Beyouk Kesik, 阿塞拜疆)

印度**Attari – Jiribam**

(瓦格赫, 巴基斯坦)

Attari (邊境車站)

Dhandari Kalan

新德里 (樞紐站)

→ 馬圖拉 (樞紐站) – 阿格拉 – 那格浦爾 (樞紐站) – 維傑亞瓦達 (樞紐站) – Chennai (接海運) – Jolarpettai (樞紐站) – 馬杜賴 (樞紐站) – 杜蒂戈林 (接海運)

↳ 馬圖拉 (樞紐站) – 孟買 (接海運)

↳ 那格浦爾 (樞紐站) – 孟買 (接海運)

↳ 那格浦爾 (樞紐站) – 加爾各答 (接海運)

↳ 維傑亞瓦達 (樞紐站) – Visakhapatnam (接海運) – 加爾各答 (接海運)

↳ Jolarpettai (樞紐站) – 孟買 (接海運)

↳ 馬杜賴 (樞紐站) – 拉梅斯沃勒姆 (輪渡碼頭) – (搭萊曼納爾, 斯里蘭卡)

坎普爾 (樞紐站)

→ 拉克紹爾 (邊境車站) – (Birgunj, 尼泊爾)

莫卧兒瑟賴

錫達蘭布爾 (樞紐站)

→ 拉克紹爾 (邊境車站) – (Birgunj, 尼泊爾)

加爾各答 (樞紐站、接海運)

→ 霍爾迪亞 (接海運)

Gede (邊境車站)

(達爾索納, 沙赫巴茲布爾, 孟

加拉國)

Mahيسان (邊境車站)

Badarpur

↓ Jiribam (邊境車站、換軌距)

[(德穆, 緬甸)]

印度尼西亞

默拉克 – 外南夢 (巴紐旺宜)

默拉克 (輪渡碼頭)	
雅加達 (樞紐站、接海運)	→ 蘇加武眉 – Padalarang – Cikampek (樞紐站)
Cikampek (樞紐站)	→ 井里汶 (樞紐站) – 三寶壟 (樞紐站) – <u>Surabayapasarturi</u> (接海運) ↳ 普魯普克 (樞紐站) – 普禾加多 – 克羅亞 (樞紐站)
萬隆	
Gedebage	
克羅亞 (樞紐站)	→ 普禾加多 – 普魯普克 (樞紐站) – 井里汶 (樞紐站)
日惹 (樞紐站)	→ [馬格朗]
Solobalapan (樞紐站)	→ 甘地 – 三寶壟 (樞紐站)
克托索諾 (樞紐站)	→ Wonokromo – Surabayakota
瑪琅	
邦義爾	
外南夢 (輪渡碼頭)	

[班達亞齊] – 龐卡蘭蘇蘇 – 蘭陶普拉帕

[班達亞齊]	
龐卡蘭蘇蘇	
棉蘭 (樞紐站)	→ 勿拉灣 (接海運)
直名丁宜島 (樞紐站)	→ 先達
基薩蘭	→ 丹戎巴薩
蘭陶普拉帕	→ [Payakumbuh]

直落巴由 – Muaro

直落巴由 (接海運)	
Bukitputus (樞紐站)	→ Indarung
巴東	
Lubuk Alung (樞紐站)	→ 納拉斯
巴當班讓 (樞紐站)	→ 武吉丁宜 – 帕雅孔布
Muarakalaban (樞紐站)	→ 沙哇倫多
Muaro	→ [盧布林高]

盧布林高 – 潘姜

盧布林高	
Muaraenim (樞紐站)	→ Tanjung Enim
普拉布穆利 (樞紐站)	→ <u>Kertapati</u>
Tanjungkarang (樞紐站)	→ Tarahan
潘姜 (輪渡碼頭)	

伊朗伊斯蘭共和國

Razi – 薩拉赫斯

(Kapikoy, 土耳其)

Razi (邊境車站)

Sufian (樞紐站)

大不里士

Miyaneh (樞紐站)

Qazvin (樞紐站)

德黑蘭 (樞紐站)

Garmsar (樞紐站)

Shahrood

卡什馬爾 (樞紐站)

法里曼 (樞紐站)

薩拉赫斯 (邊境車站、換軌距)

(薩拉赫斯, 土庫曼斯坦)

→ 焦勒法 (邊境車站、換軌距) – (Djulfa, 阿塞拜疆)

→ [拉什特 – 班達爾-e-恩澤利港 (輪渡碼頭) – 阿斯塔拉 (邊境車站、換軌距)] – (阿斯塔拉, 阿塞拜疆)

(輪渡連接阿塞拜疆、哈薩克斯坦、俄羅斯聯邦和土庫曼斯坦在里海的港口)

→ 庫姆 (樞紐站) – Badrud (樞紐站) – 梅博德 – 巴夫格 (樞紐站) – 克爾曼 – [巴姆 – 法赫拉季] – 扎黑丹 (換軌距) – 米爾賈韋 (邊境車站) – (塔夫坦山, 巴基斯坦)

↳ 庫姆 (樞紐站) – Arak (樞紐站) – 阿瓦士 (樞紐站) – 霍拉姆沙赫爾 (接海運)

↳ [Arak (樞紐站) – Kermanshah – Khosravi (邊境車站) – (Khaneghein, 伊拉克)]

↳ 阿瓦士 – 伊瑪月港 (接海運)

↳ Badrud (樞紐站) – 伊斯法軍

↳ 巴夫格 (接薩拉赫斯 – 阿巴斯港線)

→ Bandar-e-Amirabad (輪渡碼頭) (輪渡連接阿塞拜疆、哈薩克斯坦、俄羅斯聯邦和土庫曼斯坦在里海的港口)

→ (接薩拉赫斯 – 阿巴斯港線)

→ Mashhad

薩拉赫斯 – 阿巴斯港

(薩拉赫斯, 土庫曼斯坦)

薩拉赫斯 (邊境車站、換軌距)

法里曼 (樞紐站)

卡什馬爾 (樞紐站)

托爾巴特海達里耶

塔巴斯

Chadormalu (樞紐站)

巴夫格 (樞紐站)

阿巴斯港 (接海運)

→ Mashhad

→ (接Razi – 薩拉赫斯線)

→ [桑甘 (邊境車站) – 哈拉特 (邊境車站) – (阿富汗)]

→ 阿爾達坎

→ (接庫姆 – 米爾賈韋線)

哈薩克斯坦

彼德羅巴浦洛夫斯基 – 多斯圖克

(Utyak, 俄羅斯聯邦)

彼德羅巴浦洛夫斯基 (邊境車站)

Kokshetav

Astana (樞紐站)

→ Ecil – 托博爾 (樞紐站、邊境車站) – (卡爾塔雷, 俄羅斯聯邦)

↳ 托博爾 (樞紐站) – Aiteke-bi – Nikeltau – Kandagach (樞紐站)

→ (接Semiglavii Mar - Aktogai線)

Karaghandy

- 莫因特 (樞紐站) → 楚 (樞紐站)
- 阿克斗卡 (樞紐站) → 塞米巴拉金斯克 – 阿烏 (邊境車站) – (洛科季, 俄羅斯聯邦)
- (接Semiglavii Mar – Aktogai線)
- 多斯圖克 (邊境車站、換軌距)
- ↓ (阿拉山口, 中國)

Semiglavii Mar – 阿克斗卡

(奧津基, 俄羅斯聯邦)

Semiglavii Mar (邊境車站)

Uralsk (邊境車站)

Ilets'k I (邊境車站), 俄羅斯聯邦 → (Orenburg, 俄羅斯聯邦)

阿克托別

Kandagach (樞紐站)

→ Nikeltau (邊境車站) – (Orsk, 俄羅斯聯邦)

↳ Nikeltau (邊境車站) – Aiteke-bi – 托博爾 (聯軌車站) – **Astana** (樞紐站)

→ (接彼德羅巴浦洛夫斯基 – 多斯圖克線)

→ 馬卡特 (樞紐站) – 加紐什斯諾 – (Aksaraiskaya, 俄羅斯聯邦)

↳ 馬卡特 (樞紐站) – 別伊涅烏 (樞紐站) – Oazis – (Karakalp'kia, 烏茲別克斯坦)

↳ 別伊涅烏 (樞紐站) – 阿克套港 (輪渡碼頭) – (輪渡連接阿塞拜疆、伊朗伊斯蘭共和國、俄羅斯聯邦和土庫曼斯坦在里海的港口)

秋拉塔姆

克孜勒奧爾達

Arys (樞紐站)

→ Sary-Agash (邊境車站) – (克列斯, 烏茲別克斯坦)

廳姆肯特

Djambul

盧戈瓦亞 (樞紐站和邊境車站)

→ (比什凱克, 吉爾吉斯斯坦)

楚 (樞紐站)

→ 莫因特 (樞紐站)

阿拉木圖-1

烏什托別

阿克斗卡 (樞紐站)

→ (接彼德羅巴浦洛夫斯基 – 多斯圖克線)

吉爾吉斯斯坦

Bishkek – 科奇科爾

(盧戈瓦亞, 哈薩克斯坦)

阿拉梅金

巴雷克奇

↓ [科奇科爾]

[科奇科爾 – Torugart]

[科奇科爾

卡拉 – Keche

阿爾帕 (樞紐站)

→ [空缺路段] – 奧仕 (卡拉蘇站) – Jalal-Abad (邊境車站) – (安集延, 烏茲別克斯坦)

Torugart (邊境車站、換軌距)

↓ (喀什, 中國)]

與烏茲別克斯坦交界 – 奧什

- ↓ (安集延, 烏茲別克斯坦)
 ↓ 奧什 (卡拉蘇站) (邊境車站)

老撾人民民主共和國**[塔納琅 – 穆嘉]**

- [(廊開, 泰國)
 ↓ 塔納琅 (邊境車站)
 萬象 (樞紐站) → [Boten (邊境車站) – (景洪, 中國)]
 他曲 (樞紐站、邊境車站) → [Nakhon Phanom, 泰國]
 ↓ 穆嘉 (邊境車站)
 (穆嘉, 越南)]

[Vangtao – Densavanh]

- [(Chong Mek, 泰國)
 ↓ Vangtao (邊境車站)
 巴色
 沙灣拿吉 (樞紐站和邊境車站) → [(穆達漢, 泰國)]
 ↓ Densavanh (邊境車站)
 (寮保, 越南)]

馬來西亞**巴丹勿剎 – 新山**

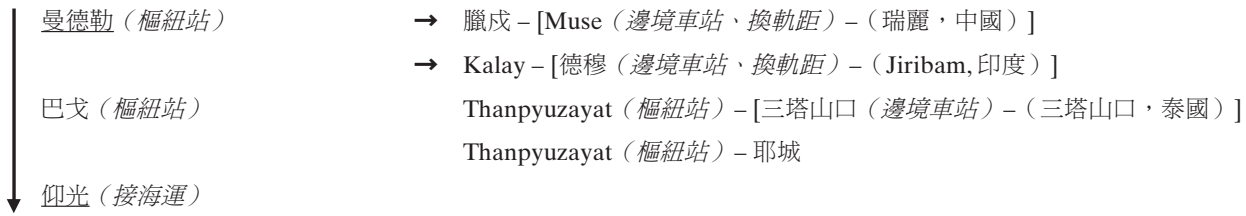
- (巴丹勿剎, 泰國)
 ↓ 巴丹勿剎 (邊境車站)
 大山腳 (樞紐站) → 巴特沃思 (接海運)
 怡保
 吉隆坡 (樞紐站) → Port Klang (接海運)
 → Setia Jaya
 加影
 金馬士 (樞紐站) → Wakaf Bahru (樞紐站) – 晏斗班讓 (邊境車站) – (Sungai Kolok, 泰國)
 ↳ Wakaf Bahru – 道北 (通帕)
 昔加末
 甘巴士Bahru (樞紐站) → 巴西Gudang (接海運)
 → Tanjung Pelepas (接海運)
 ↓ 新山 (邊境車站)
 (新加坡)

蒙古**Sukhbaatar – Zamyn Uud**

- (納烏什基, 俄羅斯聯邦)
 ↓ Sukhbaatar (邊境車站)
 烏蘭巴托
 ↓ Zamyn Uud (邊境車站、換軌距)
 (二連浩特, 中國)

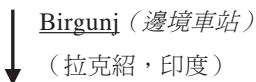
緬甸

曼德勒 – 仰光

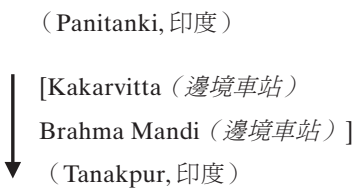


尼泊爾

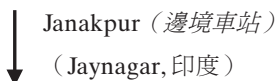
Birgunj – 印度邊界



[Kakarvitta – Brahma Mandi]

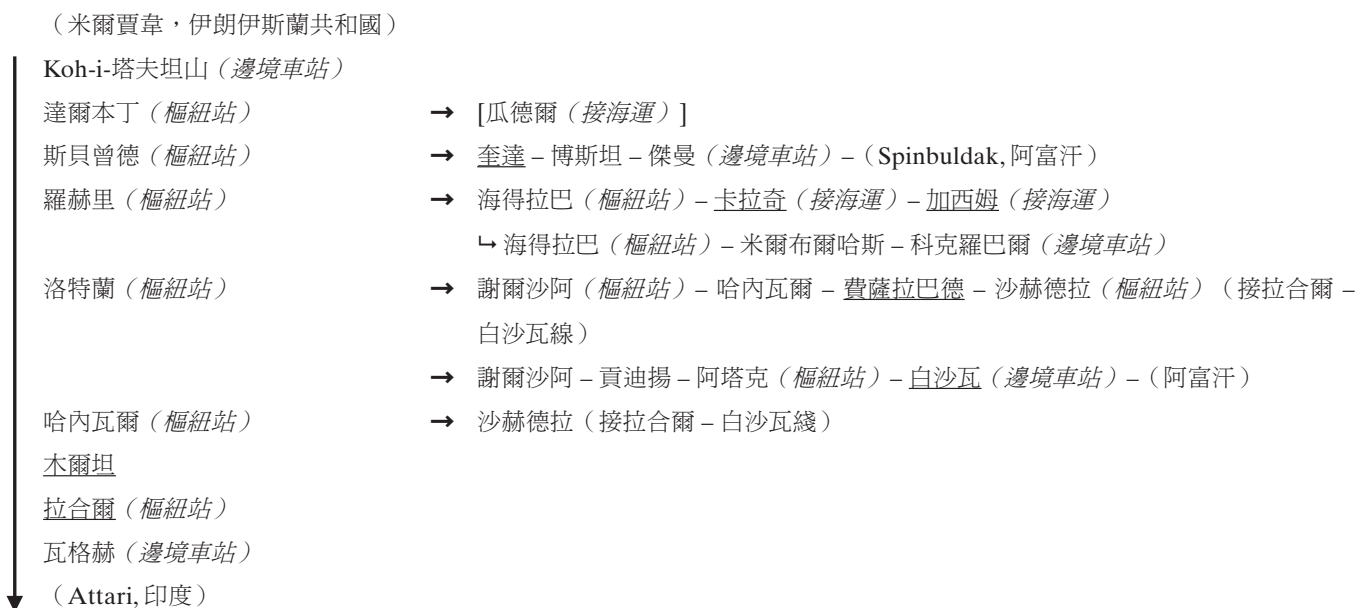


Janakpur – 印度邊界



巴基斯坦

塔夫坦山 – 瓦格赫



白沙瓦 – 拉合爾

(阿富汗)

白沙瓦 (邊境車站)

阿塔克 (樞紐站)

→ 謝爾沙阿 – 洛特蘭 (接塔夫坦山 – 瓦格赫線)

伊斯蘭堡

拉瓦爾品第

沙赫德拉 (樞紐站)

→ 哈內瓦爾 – 洛特蘭 (接塔夫坦山 – 瓦格赫線)

▼ 拉合爾

大韓民國**汶山 – 釜山**

(Bongdong, 朝鮮民主主義人民共和國)

汶山 (北端車站)

漢城

水原

大田 (樞紐站)

→ 益山 (樞紐站) – 木浦 (接海運)

↳ 光陽 (接海運)

大丘

▼ 釜山 (接海運)

俄羅斯聯邦**Buslovskaya – 莫斯科**

(瓦伊尼卡拉, 芬蘭)

Buslovskaya (邊境車站)

聖彼得堡 (樞紐站)

→ 姆加 – Volhovstroj – Koshta – 沃洛格達 – 科捷利尼奇 (樞紐站) – Ekaterinburg (樞紐站)

↳ 科捷利尼奇 (樞紐站) (接Krasnoe – 納霍德卡線)

▼ 莫斯科 (樞紐站)

→ (接Krasnoe – 納霍德卡線)

Suzemka – 莫斯科

(Zernovo, 烏克蘭)

Suzemka (邊境車站)

布良斯克

▼ 莫斯科 (樞紐站)

→ (接Krasnoe – 納霍德卡線)

Krasnoe – 納霍德卡

(奧西諾夫卡, 白俄羅斯)

Krasnoe (邊境車站)

斯摩棱斯克

莫斯科

下諾夫哥羅德

▼ 科捷利尼奇 (樞紐站)

→ 聖彼得堡

Ekaterinburg (樞紐站)	→ 庫爾干 – <u>Utyak</u> (邊境車站) – (Petropavlosk, 哈薩克斯坦)
	→ 車里雅賓斯克 – 卡爾塔雷 (樞紐站、邊境車站) – (托博爾, 哈薩克斯坦)
	↳ 卡爾塔雷 (樞紐站、邊境車站) – 奧爾斯克 (樞紐站、邊境車站) – (Nikeltau, 哈薩克斯坦)
	↳ 奧爾斯克 (樞紐站、邊境車站) – 奧倫堡 – (Ilets, 俄羅斯聯邦) – (阿克糾賓斯克, 哈薩克斯坦)
韃靼 (樞紐站)	→ 洛科季 (樞紐站和邊境車站) – (阿爾馬, 哈薩克斯坦)
新西伯利亞 (樞紐站)	→ 洛科季 (樞紐站和邊境車站) – (阿爾馬, 哈薩克斯坦)
克拉斯諾亞爾斯克	
伊爾庫次克	
烏蘭烏德	
Zaudinski (樞紐站)	→ 約烏斯基 (邊境車站) – (Sukhbaatar, 蒙古)
Karimskaya (樞紐站)	→ 外貝加爾斯克 (邊境車站、換軌距) – (滿州里, 中國)
烏蘇里斯克 (樞紐站)	→ 格羅傑科沃 (邊境車站、換軌距) – (綏芬河, 中國)
Baranovski (樞紐站)	→ 哈桑 (邊境車站、換軌距) – (圖們江, 朝鮮民主主義人民共和國)
烏格洛瓦亞 (樞紐站)	→ <u>Vladivostok</u> (接海運)
納霍德卡 (樞紐站、接海運)	→ 東方港 (接海運)

莫斯科 – Samur

莫斯科

梁贊

科切托夫卡 (樞紐站)	→ 勒季謝沃 – 薩拉托夫 – 奧津基 (邊境車站) – (Semiglavii Mar, 哈薩克斯坦)
格里亞濟 (樞紐站)	→ 伏爾加格勒
Liski	
Likhaya (樞紐站)	→ 羅斯托夫 – 克拉斯諾達 (樞紐站) – Veseloe (邊境車站) – (甘蒂亞迪, 格魯吉亞)
	↳ 克拉斯諾達 (樞紐站) – Krimskaya (樞紐站) – 新羅西斯克 (接海運)
	↳ Krimskaya (樞紐站) – 高加索 (接海運和輪渡)
伏爾加革勒 (樞紐站)	→ 格里亞濟
<u>Aksaraykaya</u> (樞紐站和邊境車站)	→ (加紐什斯諾, 哈薩克斯坦)
阿斯特拉罕	→ Port Olya (輪渡碼頭) – (輪渡連接阿塞拜疆、伊朗伊斯蘭共和國、哈薩克斯坦和土庫曼斯坦在里海的港口)
<u>Makhachkala</u> (邊境車站、輪渡碼頭)	→ (輪渡連接阿塞拜疆、哈薩克斯坦和土庫曼斯坦在里海的港口)
Samur (邊境車站)	
(Yalama, 阿塞拜疆)	

新加坡

兀蘭 –

(新山, 馬來西亞)

↓ 兀蘭 (邊境車站)

斯里蘭卡**卡特勒格默 – 卡圖納耶克**

[卡特勒格默
 漢班托特
 馬特勒]
 科倫坡 (接海運)
 Sri Jayewardenepura Kotte
 ▼ 卡圖納耶克

科倫坡 – 塔萊曼納爾

科倫坡 (接海運)
 庫魯內格勒 (樞紐站) → [丹布勒]
 馬霍 (樞紐站) → Trincomalee (接海運)
 ▼ 塔萊曼納爾 (輪渡碼頭) → (拉梅斯沃勒姆, 印度)

塔吉克斯坦**Nau – 卡吉巴達姆**

(別卡巴德, 烏茲別克斯坦)
 Nau (邊境車站)
Khudjand
 卡尼巴達姆 (樞紐站及邊境車站) → 伊斯法拉
 站)
 ▼ (Suvanabad, 烏茲別克斯坦)

帕赫塔阿巴德 – 揚吉巴扎爾

(Sariasiya, 烏茲別克斯坦)
 帕赫塔阿巴德 (邊境車站)
 雷加爾
 杜尚別II
 杜尚別I
 ▼ 揚吉巴扎爾

Khoshad – 庫利亞布

(Amuzang, 烏茲別克斯坦)
 Khoshad (邊境車站)
 ▼ Kurgan Tube (樞紐站) → 亞萬
 庫利亞布

泰國**廊開 – 巴當勿利**

(塔納琅, 老撾人民民主共和國)
 廊開 (邊境車站)
 波艾 (樞紐站) → [那空拍儂 (邊境車站) – (他曲, 老撾人民民主共和國)]
 ▼ → [穆達汗 (邊境車站) – (沙灣拿吉, 老撾人民民主共和國)]

耿奎 (樞紐站)	→ 呵叻 – 烏汶 – [Chong Mek (邊境車站) – (巴色, 老撾人民民主共和國)]
Banphachi (樞紐站)	→ 那空沙旺 (樞紐站) – 登猜 (樞紐站) – 清邁 ↳ [那空沙旺 – Mae Sod (邊境車站) – (渺瓦底, 緬甸)] ↳ [登猜 – 清萊 – 涓賽 (邊境車站) – (大其力, 緬甸)]
曼谷 – Bang Sue (樞紐站)	→ <u>Ladkrabang</u> – 差春騷 (樞紐站) – Si Racha (樞紐站) – Kao Chi Chan (樞紐站) – 梭桃邑 (接海運) → 差春騷 (樞紐站) – 亞蘭 – Klong Luk (邊境車站) – [(波貝, 柬埔寨)] → Si Racha – <u>Laemchabang</u> (接海運) → Kao Chi Chan – <u>Map Ta Put</u> (接海運)
Nong Pla Duk (樞紐站)	→ 南多 – [三塔卡 (邊境車站) – (Thanpyuzayat, 緬甸)]
合艾 (樞紐站)	→ Sungai Kolok (邊境車站) – (Rantau Panjang, 馬來西亞)
巴當勿剎 (邊境車站)	
(巴當勿剎, 馬來西亞)	

土耳其

Kapikule – Kapikoy

(保加利亞, 歐洲)

Kapikule (邊境車站)	
伊斯坦堡	
埃斯基謝希爾 (樞紐站)	→ 阿拉雲特 – 巴勒克埃西爾 – 伊茲密爾 (邊境車站)
安卡拉	
Kalin (樞紐站)	→ <u>薩姆松</u> (接海運)
錫瓦斯	
切廷卡亞 (樞紐站)	→ 卡爾斯 (樞紐站) – Dogukapi (邊境車站、換軌距) – (阿胡良, 亞美尼亞) → [卡爾斯 (樞紐站、邊境車站、換軌距) – (阿哈爾卡拉基, 格魯吉亞)]
馬拉蒂亞 (樞紐站)	→ Topprakale (樞紐站) – Adana – <u>Mersin</u> (接海運) → 托普拉卡萊 – 伊斯肯德倫 (接海運)
塔特萬 – 凡城 (輪渡)	
Kapikoy (邊境車站)	
(Razi, 伊朗伊斯蘭共和國)	

土庫曼斯坦

Turkmenbashi – Turkmenabad

(巴庫, 阿塞拜疆)

<u>Turkmenbashi</u> (輪渡碼頭)	→ (輪渡連接阿塞拜疆、伊朗伊斯蘭共和國、哈薩克斯坦和俄羅斯聯邦在里海的港口)
<u>Ashgabat</u>	
Tenzhen	
Mari (樞紐站)	→ Parakhat – <u>Sarakhs</u> (邊境車站、換軌距) – (Sarakhs, 伊朗伊斯蘭共和國)
Turkmenabad (樞紐站和邊境車站)	→ Gazodjak (邊境車站) – (Pitnyak – K.P.449, 烏茲別克斯坦) – Dashhowuz – Takhyatash (邊境車站) – (烏茲別克斯坦)
(Khodchadavlet, 烏茲別克斯坦)	

烏茲別克斯坦

克列斯 – Khodchadavlet

(Sari-Agash, 哈薩克斯坦)

克列斯 (邊境車站)

Tukumachi (樞紐站)

Sirdarinskaya

Khavast (樞紐站)

撒馬爾罕

Ulugbek

Navoi (樞紐站)

布哈拉 (樞紐站)

→ Ozodlik – [安格連 – Khalkobad] – Pap (樞紐站) – 浩罕

→ 別卡巴德 (邊境車站) – (Nau – 卡尼巴達姆, 塔吉克斯坦) – Suvanabad (邊境車站) – 浩罕 (樞紐站) – 馬爾吉蘭 – 安集延 (邊境車站) – (Osh, 吉爾吉斯斯坦)

↳ 浩罕 (樞紐站) – Pap (樞紐站) – 納曼干

→ Tinchlik – Uchkuduk – 努庫斯 – 昆格勒 – Karakalpakia (邊境車站) – (Oasis, 哈薩克斯坦)

→ 卡爾希 (樞紐站) – Tashguzar (樞紐站) – [迭赫坎阿巴德 – 達爾班德] – Boysun – 庫姆庫爾干 (樞紐站) – Sariasiya (邊境車站) – (帕赫塔阿巴德, 塔吉克斯坦)

↳ 卡爾希 (樞紐站) – RZD 154 (邊境車站) – (塔里馬爾占 – Kerkichi (樞紐站) – 克利夫, 土庫曼斯坦) – 鐵爾梅茲 (樞紐站) – Galaba (邊境車站) – (Khairaton, 阿富汗)

↳ 鐵爾梅茲 (樞紐站) – 庫姆庫爾干 (樞紐站) – Sariasiya (邊境車站) – (帕赫塔阿巴德, 塔吉克斯坦)

↓ Khodchadavlet (邊境車站)

(Turkmenabad, 土庫曼斯坦)

越南

老街 – 胡志明市

(河口, 中國)

老街 (邊境車站)

東英 (樞紐站)

Yên Viên (樞紐站)

嘉林 (樞紐站)

河內

Tan Ap (樞紐站)

峴港

胡志明市 (樞紐站)

→ 劉舍 – Quan Trieu

→ (連接河內 – 同登線)

→ 海防 (接海運)

→ [穆嘉關 (邊境車站) – 老撾人民民主共和國]

→ [Vung Ang (接海運)]

→ [Vung Tau (接海運)]

→ [祿寧省¹ (邊境車站) – (Kratie, 柬埔寨)]¹ 確切地點待定。

河內 – 同登

河內

嘉林 (樞紐站)

Yên Viên (樞紐站)

Lim (樞紐站)

蓋 (樞紐站)

↓ 同登 (邊境車站)

(憑祥, 中國)

→ (連接老街 – 胡志明市線)

→ Pha Lai (樞紐站) – 下龍 (接海運)

→ 下龍 – Cai Lan (接海運)

→ 劉舍 – Quan Trieu

附件二
關於泛亞鐵路網技術特性的指導原則

1. 總則

本協定附件一所規定的泛亞鐵路網的發展須遵從以下技術指導原則。締約各方在建設新鐵路和將現有鐵路改造升級和現代化時應盡一切努力遵守這些原則。

2. 線路通行能力

具有國際重要性的鐵路線路必須擁有充足的通行能力，以便使鐵路客貨運輸服務做到高效、可靠和經濟。

3. 車輛負載軌距

鑑於泛亞鐵路網將成為亞太經社會區域各國實現一體化國際多式聯運網絡的一個重要組成部分，網絡的現有線路應根據需要加以改造，並修建新線路從而使長度至少20英尺的國際標準化組織（ISO）集裝箱運輸得以暢通無阻。

4. 運行互通性

技術規格應確保具有國際重要性的鐵路沿線國際貨物和集裝箱運輸暢通無阻。因此，鐵路線和相關基礎設施及設備應達到國際規格，包括達到為運輸和轉運尤其是載有石油產品、煤、礦砂、水泥和穀物等貨物的重載列車的規格。

締約方應考慮到鄰國以及具有國際重要性的鐵路線所穿越的其他國家的技術規格，並努力將其線路升級，以便消除技術限制並確保鐵路之間的運行互通性。

在軌距標準一致或因建設跨界空缺路段而可能使軌距標準一致的地方，也會出現國際聯運列車，包括制動系統和掛鉤是否兼容等具體問題。為此，高效率跨界鐵路運行要求使用可以進行空氣制動的機車車輛和可兼容的掛鉤系統。

以下為泛亞鐵路網的軌距，供參考：

泛亞鐵路成員國鐵路軌距（毫米）				
1,000	1,067	1,435	1,520	1,676
1. 孟加拉國 ¹	印度尼西亞	1. 中國 ²	1. 亞美尼亞	1. 孟加拉國 ¹
2. 柬埔寨		2. 朝鮮民主主義人民共和國	2. 阿塞拜疆	2. 印度
3. 老撾人民民主共和國		3. 大韓民國	3. 格魯吉亞	3. 尼泊爾
4. 馬來西亞		4. 伊朗伊斯蘭共和國	4. 哈薩克斯坦	4. 巴基斯坦
5. 緬甸		5. 土耳其	5. 吉爾吉斯斯坦	5. 斯里蘭卡
6. 新加坡 ³			6. 蒙古	
7. 泰國			7. 俄羅斯聯邦	
8. 越南 ⁴			8. 塔吉克斯坦	
			9. 土庫曼斯坦	
			10. 烏茲別克斯坦	

泛亞鐵路潛在成員：日本（1,067毫米軌距）和菲律賓（1,067毫米軌距）

¹ 該國鐵路網的一部分。

² 還有一條1,000毫米軌距的鐵路線（由/至越南）。

³ 由馬來西亞鐵路提供服務。

⁴ 還有軌距1,435毫米和1,000/1,435毫米雙軌距鐵路線。

5. 集裝箱裝卸站的標準

國際多式聯運要求高效率的集裝箱裝卸站。泛亞鐵路網沿線各國際集裝箱裝卸站必須：

- 盡可能靠近主幹線，以便進出裝卸站不浪費時間；
- 與其它調車場分開，以便其運行不受其它調車運行的阻礙；
- 便於公路車輛進出，以便保證公路鐵路連接的可靠性；
- 在裝卸區的軌道有足夠長度，以減少調車的需要；
- 具有各種設備，其中包括龍門吊車、跨運車、正面吊和（或）堆碼機，能夠運載長度至少20英尺的國際標準化集裝箱；
- 為可能擴能留有餘地；
- 為貨物清關提供海關設施。

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 inter-modal 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 I 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)

<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 and 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)
Akstafa	→ <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)
Beyouk Kesik (<i>border station</i>) (Gardabani, Georgia)	→ Barkhudarly (<i>border station</i>) — (Ijevan, Armenia)

BANGLADESH

Darsana — Gundum

(Gede, India)

Darsana (<i>border station</i>)	
Ishurdi (<i>junction</i>)	→ Abdulpur (<i>junction</i>) — Rohanpur (<i>border station</i>) — (Singhabad, India) ↳ Abdulpur (<i>junction</i>) — Parbatipur — Birol (<i>border station</i>) — (Radhikapur, India)
<u>Tongi</u> (<i>junction</i>)	→ <u>Dhaka</u>
Akhaura (<i>junction</i>)	→ Kulaura — Shahbazpur (<i>border station</i>) — (Mahisasan, India)
<u>Chittagong</u> (<i>maritime connection</i>)	
Dohazari	
[Gundum (<i>border station</i>) (<i>border station</i>) Myanmar]	

CAMBODIA

Poipet — Sihanoukville

(Klong Luk, Thailand)
[Poipet (*border station*)
Sisophon]
Bat Deng (*junction*)

→ [Kratie (*border station*) — (Loc Ninh province¹, Viet Nam)]
1. Exact location to be decided.

Phnom Penh (*junction*)
↓ Sihanoukville (*maritime connection*)

CHINA

Alashankou — Lianyungang

(Dostyk, Kazakhstan)

<u>Alashankou</u> (<i>border station and break-of-gauge</i>)	
Urumchi	
Turpan (<i>junction</i>)	→ Kashi [(<i>border station and break-of-gauge</i>) — (Torugart, Kyrgyzstan)]
<u>Lanzhou</u>	
Baoji (<i>junction</i>)	→ Kunming (<i>junction</i>) — Xiangyun (<i>junction</i>) — Dali (<i>junction</i>) — [Kachang (<i>border station and break-of-gauge</i>) — (Myitkyina, Myanmar)]

	↳ [Xiangyun — Jinghong (<i>border station and break-of-gauge</i>) — (Boten, Lao PDR)]	
	↳ Dali (<i>junction</i>) — [Rueli (<i>border station and break-of-gauge</i>) — (Muse, Myanmar)]	
	→ Kunming (<i>junction</i>) — Hekou (<i>border station</i>) — (Lao Cai, Viet Nam)	
	→ Kunming (<i>junction</i>) — Nanning (<i>junction</i>) — <u>Guangzhou</u> (<i>junction</i>)	
	↳ Nanning (<i>junction</i>) — Hengyang (connects with Beijing-Shenzhen line)	
	↳ <u>Guangzhou</u> (connects with Beijing-Shenzhen line)	
<u>Xian</u>		
<u>Zhengzhou</u> (<i>junction</i>)	→	(connects with Beijing-Shenzhen line)
Xizhou (<i>junction</i>)	→	(connects with Tianjin-Shanghai line)
▼ <u>Lianyungang</u> (<i>maritime connection</i>)		
Erenhot — Dandong		
(Zamyn Uud, Mongolia)		
Erenhot (<i>border station and break-of-gauge</i>)		
<u>Beijing</u> (<i>junction</i>)	→	(connects with Beijing-Shenzhen line)
<u>Tianjin</u> (<i>maritime connection</i>)		
<u>Shenyang</u> (<i>junction</i>)	→	(connects with Manzhouli-Dalian line)
▼ Dandong (<i>border station</i>)		
(Sinuiju, Democratic People's Republic of Korea)		
Manzhouli — Dalian		
(Zabaikalsk, Russian Federation)		
Manzhouli (<i>border station and break-of-gauge</i>)		
Harbin (<i>junction</i>)	→	Suifenhe (<i>border station and break-of-gauge</i>) — (Grodokovo, Russian Federation)
<u>Changchun</u> (<i>junction</i>)	→	Tumen (<i>border station</i>) — (Namyang, Democratic People's Republic of Korea)
▼ <u>Shenyang</u> (<i>junction</i>)	→	(connects with Erenhot-Dandong line)
<u>Dalian</u> (<i>maritime connection</i>)		
Beijing — Shenzhen		
<u>Beijing</u>		
<u>Zhengzhou</u> (<i>junction</i>)	→	(connects with Alashankou-Lianyungang line)
Wuhan		
Hengyang (<i>junction</i>)	→	Nanning (<i>junction</i>) — Pingxiang (<i>border station and break-of-gauge*</i>) — (Dong Dang, Viet Nam)
		(* Dual gauge track going across into Viet Nam to Gia Lam)
		↳ Nanning — Kunming
<u>Guangzhou</u> (<i>junction</i>)	→	Nanning (<i>junction</i>) — Kunming
		↳ Pingxiang (<i>border station and break-of-gauge*</i>) — (Dong Dang, Viet Nam)
		(* Dual gauge track going across into Viet Nam to Gia Lam)
▼ <u>Shenzhen</u>		
Tianjin — Shanghai		
<u>Tianjin</u> (<i>maritime connection</i>)		
<u>Jinan</u> (<i>junction</i>)	→	<u>Qingdao</u> (<i>maritime connection</i>)
Xizhou (<i>junction</i>)	→	(connects with Alashankou-Lianyungang line)
Nanjing		
▼ <u>Shanghai</u> (<i>maritime connection</i>)		

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	
Sitampur (<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, Shahbazpur, 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 — Surabajakota
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>)	

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)
- Tebran (*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**

- (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)

AktobeKandagach (*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*) — Oasis — (Karakalpaka,
Uzbekistan)↳ Beyneu (*junction*) — Aktau port (*ferry terminal*) — (Ferry link to Caspian
sea ports in Azerbaijan, Islamic Republic of Iran, Russian Federation and
Turkmenistan)TyuratamKzyl-OrdaArys (*junction*)→ Sary-Agash (*border station*) — (Keles, Uzbekistan)ChimkentDjambulLugovaya (*junction and border station*) → (Bishkek, Kyrgyzstan)Chu (*junction*)→ Mointy (*junction*)Almay - 1

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]

↓ [(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)*Bago *(junction)*Yangon *(maritime connection)*→ Lashio — [Muse (*border station and break-of-gauge*) — (Rueli, China)]→ Kalay — [Tamu (*border station and break-of-gauge*) — (Jiribam, India)]→ Thanpyuzayat (*junction*) — [Three Pagoda Pass (*border station*) — (Three Pagoda Pass, Thailand)]→ Thanpyuzayat (*junction*) — Ye**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 IndiaJanakpur (*border station*)

(Jaynagar, India)

PAKISTAN**Koh-i-Taftan — Wagah**

(Mirjaveh, Islamic Republic of Iran)

Koh-i-Taftan (*border station*)Dalbandin (*junction*)Spezand (*junction*)Rohri (*junction*)Lodhran (*junction*)Khanewal (*junction*)MultanLahore (*junction*)Wagah (*border station*)

(Attari, India)

→ [Gwadar (*maritime connection*)]→ Quetta — Bostan — Chaman (*border station*) — (Spinbuldak, Afghanistan)→ Hyderabad (*junction*) — Karachi (*maritime connection*) — Qasim (*maritime connection*)↳ Hyderabad (*junction*) — Mirpurkhas — Khokropar (*border station*)→ Sher Shah (*junction*) — Khanewal — Faisalabad — Shahdara (*junction*) (connects with Lahore-Peshawar line)→ Sher Shah — Kundian — Attock (*junction*) — Peshawar (*border station*) — (Afghanistan)

→ Shahdara (connects with Lahore-Peshawar line)

Peshawar — Lahore

(Afghanistan)

Peshawar (*border station*)Attock (*junction*)IslamabadRawalpindiShahdara (*junction*)Lahore

→ Sher Shah — Lodhran (connects with Koh-i-Taftan — Wagah line)

→ Khanewal — Lodhran (connects with Koh-i-Tafan — Wagah line)

REPUBLIC OF KOREA

Dorasan — Busan

(Bongdong, Democratic People's Republic of Korea)

Dorasan (<i>Northernmost station</i>)	
<u>Seoul</u>	
Suwon	
Daejeon (<i>junction</i>)	→ Iksan (<i>junction</i>) — <u>Mokpo</u> (<i>maritime connection</i>)
	↳ <u>Gwangyang</u> (<i>maritime connection</i>)
Daegu	
<u>Busan</u> (<i>maritime connection</i>)	

RUSSIAN FEDERATION

Buslovskaya — Moscow

(Vainikkala, Finland)

Buslovskaya (<i>border station</i>)	
<u>Saint Petersburg</u> (<i>junction</i>)	→ MGA — Volhovstroi — Koshta — Vologda — Kotelnich (<i>junction</i>) — <u>Ekaterinburg</u> (<i>junction</i>)
	↳ Kotelnich (<i>junction</i>) (connects with Krasnoe — Nakhodka line)
<u>Moscow</u> (<i>junction</i>)	→ (connects with Krasnoe — Nakhodka line)

Suzemka — Moscow

(Zernovo, Ukraine)

Suzemka (<i>border station</i>)	
<u>Bryansk</u>	
<u>Moscow</u> (<i>junction</i>)	→ (connects with Krasnoe — Nakhodka line)

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> (<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, Democratic People's Republic of Korea)
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 — SamurMoscowRyazanKochetovka (*junction*)→ Rtisthevo — Saratov — Ozinki (*border station*) — (Semiglavii Mir, 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 — TalaimannarColombo (*maritime connection*)Kurunegala (*junction*)

→ [Dambulla]

Maho (*junction*)→ Trincomalee (*maritime connection*)Talaimannar (*ferry terminal*)

→ (Rameswaram, India)

TAJKISTAN**Nau — Kanibadam**

(Bekabad, Uzbekistan)

Nau (*border station*)KhudjandKanibadam (*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 (<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>)
	→ Topprakkale — <u>Iskenderun</u> (<i>maritime connection</i>)
Tatvan — Van (<i>ferry crossing</i>)	
Kapikoy (<i>border station</i>)	
(Razi, Islamic Republic of Iran)	

TURKMENISTAN

Turkmenbashi — Turkmenabad

(Baku, Azerbaijan)

<u>Turkmenbashi</u> (<i>ferry terminal</i>)	→ (Ferry link to Caspian sea ports in Azerbaijan, Islamic Republic of Iran, Kazakhstan and Russian Federation)
<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>)	→ Gazodjak (<i>border station</i>) — (Pitnyak — K.P. 449, Uzbekistan) — Dashowuz — Takhyatash (<i>border station</i>) — (Uzbekistan)
(Khodchadavlet, 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>) — (Nau — Kanibadam, Tajikistan) — 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>) — Sariasia (<i>border station</i>) — (Pakhtaabad, Tajikistan)
	↳ Karshi (<i>junction</i>) — RZD 154 (<i>border station</i>) — (Talimarjan — Kerkichi (<i>junction</i>) — Kelif, Turkmenistan) — <u>Termez</u> (<i>junction</i>) — Galaba (<i>border station</i>) — (Khairaton, Afghanistan)
	↳ <u>Termez</u> (<i>junction</i>) — Kumkurgran (<i>junction</i>) — Sariasia (<i>border station</i>) — (Pakhtaabad, Tajikistan)
Khodchadavlet (<i>border station</i>)	
(Turkmenabad, Turkmenistan)	

VIET NAM**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>Yên Viên</u> (<i>junction</i>)	→ (connects with Hanoi — Dong Dang line)
Gialam (<i>junction</i>)	→ <u>Haiphong</u> (<i>maritime connection</i>)
<u>Hanoi</u>	
Tan Ap (<i>junction</i>)	→ [Mu Gia (<i>border station</i>) — (Lao People's Democratic Republic)]
	→ [Vung Ang (<i>maritime connection</i>)]
Danang	
<u>Ho Chi Minh City</u> (<i>junction</i>)	→ [Vung Tau (<i>maritime connection</i>)]
	→ [Loc Ninh province ¹ (<i>border station</i>) — (Kratie, Cambodia)]
	1. <i>Exact location to be decided.</i>

Hanoi — Dong DangHanoi

Gialam (<i>junction</i>)	
<u>Yên Viên</u> (<i>junction</i>)	→ (connects with Lao Cai-Ho Chi Minh City line)
Lim (<i>junction</i>)	→ Pha Lai (<i>junction</i>) — Halong (<i>maritime connection</i>)
Kep (<i>junction</i>)	→ Halong — Cai Lan (<i>maritime connection</i>)
	→ Luu Xa — Quan Trieu
<u>Dong Dang</u> (<i>border station</i>)	
(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	I. 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.