

**第 30/2021 號行政長官公告**

中華人民共和國於二零一六年三月二十四日，就二零一三年五月一日在曼谷通過的《政府間陸港協定》（下稱“《協定》”），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；

根據《協定》第五條第一款的規定，《協定》自二零一六年四月二十三日起對中華人民共和國生效，包括對澳門特別行政區生效；

基於此，行政長官根據第3/1999號法律《法規的公佈與格式》第五條（一）項和第六條第一款的規定，命令公佈《政府間陸港協定》的中文和英文正式文本。

二零二一年十一月十二日發佈。

行政長官 賀一誠

**Aviso do Chefe do Executivo n.º 30/2021**

Considerando que a República Popular da China efectuou, em 24 de Março de 2016, junto do Secretário-Geral da Organização das Nações Unidas, o depósito do seu instrumento de aprovação do Acordo Intergovernamental sobre Portos Secos (doravante designado por «Acordo»), adoptado em Banguécoque, em 1 de Maio de 2013, e declarou que o Acordo se aplica à Região Administrativa Especial de Macau da República Popular da China;

Considerando igualmente que o Acordo, em conformidade com o seu n.º 1 do artigo 5.º, entrou em vigor para a República Popular da China, incluindo a Região Administrativa Especial de Macau, em 23 de Abril de 2016;

O Chefe do Executivo manda publicar, nos termos da alínea 1) do artigo 5.º e do n.º 1 do artigo 6.º da Lei n.º 3/1999 (Publicação e formulário dos diplomas), o Acordo Intergovernamental sobre Portos Secos, nos seus textos autênticos em línguas chinesa e inglesa.

Promulgado em 12 de Novembro de 2021.

O Chefe do Executivo, *Ho Iat Seng*.

## 政府間陸港協定

協定締約各方，

回顧亞洲及太平洋經濟社會委員會二〇一〇年五月十九日關於執行《關於亞洲發展交通運輸的曼谷宣言》的第 66/4 號決議、以及其中所列關於着手擬訂一項政府間陸港協定的要求，

意識到需要推動在亞洲以及與其周邊各區域發展國際一體化多式聯運和物流體系，

銘記隨着國際貿易量在目前持續演進的全球化進程中不斷增大，預計國際貨物運輸量亦會相應增加，

決心增強國際貨運的連通及其無縫連接、促進提高運輸和物流效率並降低其費用、同時把運輸和物流的涵蓋範圍擴展至廣大內陸地區和偏遠腹地，

欣見通過成功開展區域合作使《亞洲公路網政府間協定》和《泛亞鐵路網政府間協定》最終得以生效，

考慮到為增進亞洲及太平洋經濟社會委員會各成員之間的關係並促進彼此之間的國際貿易，至為重要的是應根據國際運輸的需求發展具有國際重要性的陸港，並同時努力減少交通運輸對環境產生的不利影響，

認識到需要為發展和運營具有國際重要性的陸港制訂指導原則，以便協調和便利在亞洲及太平洋開展多式聯運，

鑑於具有國際重要性的陸港可作為有效的和高效的國際一體化多式聯運和物流體系的一個重要組成部分發揮作用，特別是在滿足內陸過境和沿海國家的具體需要方面發揮作用，

茲議定如下：

## 第一條

### 定義

為《政府間陸港協定》(以下簡稱“協定”)之目的，具有國際重要性的陸港(以下簡稱“陸港”)指與一個或多個運輸模式相連接的、作為一個物流中心進行運作的內陸地點，用於裝卸和存儲在國際貿易過程中移動的貨物並對之進行法定檢查和實行適用的海關監管和辦理海關手續。

## 第二條

### 陸港的確定

締約各方特此通過列於協定附件一中的陸港清單，將之作為以協調方式發展國際一體化多式聯運和物流體系中的各個重要節點的基礎。締約各方有意在其各自的國家規劃框架內根據相關國內法律法規發展這些陸港。

## 第三條

### 陸港的發展

應使協定附件一中所列陸港符合協定附件二中所列關於發展和運

營陸港的各項指導原則。

#### 第四條

##### 簽署、批准、接受、核准和加入

一、 協定須於二〇一三年十一月七至八日在泰國曼谷、嗣後自二〇一三年十一月十一日至二〇一四年十二月三十一日在紐約聯合國總部開放供聯合國亞洲及太平洋經濟社會委員會成員國簽署。

二、 協定須經各簽署國的批准、接受或核准。

三、 協定須向聯合國亞洲及太平洋經濟社會委員會成員非簽署國開放，供其加入。

四、 協定的批准、接受、核准或加入文書須以妥善和適當格式交存聯合國秘書長。

#### 第五條

##### 生效

一、 協定須自依照協定第四條第四款交存了對協定的第八份批准、接受、核准或加入文書之日起第 30 天後開始生效。

二、 對於那些在對協定的第八份批准、接受、核准或加入文書交存之日後交存其批准、接受、核准或加入協定的文書的國家，協定自其交存了上述文書之日起 30 天後對其生效。

## 第六條

### 陸港工作組

一、 聯合國亞洲及太平洋經濟社會委員會須設立陸港工作組（以下簡稱“工作組”），負責審議協定的執行情況以及對之提出的任何修訂提案。聯合國亞洲及太平洋經濟社會委員會所有成員國均須是這一工作組的成員。

二、 工作組每兩年舉行一次會議。任何締約方均可向秘書處發出通知，要求召開工作組的特別會議。秘書處須向工作組所有成員通報這一要求，並在秘書處發出此種通知之後 4 個月內不少於三分之一的締約方表示同意這一要求時召集工作組特別會議。

## 第七條

### 協定正文的修訂程序

一、 對協定的正文須通過本條規定的程序進行修訂。

二、 任何締約方均可提出對協定的修訂建議。

三、 秘書處須在召開擬通過相關修訂案的工作組會議至少 45 天前向工作組所有成員通報任何修訂建議的案文。

四、 修訂案須得到出席工作組會議並投票的協定締約方的三分之二多數通過。秘書處須將業經通過的修訂案轉交聯合國秘書長，並由後者通報所有締約方以供接受。

五、 根據本條第四款獲得通過的修訂案，須在這一修訂案在獲

得通過時已是協定締約方的國家的三分之二多數予以接受之日起 30 天後生效。除那些未接受修訂案的締約方之外，修訂案對所有締約方生效。任何不接受根據本款通過的修訂案的締約方可在此後任何時候向聯合國秘書長交存其對所涉修訂案的接受文書。該修訂案在上述接受文書交存之日起 30 天後對該國生效。

## 第八條

### 修訂附件一的程序

- 一、 對協定的附件一須根據本條規定的程序進行修訂。
- 二、 修訂建議須由修訂建議所涉主體位於其境內的任何締約方提出。
- 三、 秘書處須在召開擬通過所涉修訂建議的工作組會議至少 45 天之前向工作組所有成員通報該修訂建議的案文。
- 四、 如果相關修訂建議所涉主體位於其境內的締約方經工作組會議對該修訂建議進行審議之後再度予以確認，則該修訂建議須視為獲得通過。秘書處須將業經通過的修訂案轉交聯合國秘書長，並由後者通報所有締約方。
- 五、 根據本條第四款獲得通過的修訂案須視為獲得接受，並應在聯合國秘書長就此發出通知之日起 45 天後對所有締約方生效。

## 第九條

### 修訂附件二的程序

- 一、 對協定的附件二須根據本條規定的程序進行修訂。
- 二、 任何締約方均可提出修訂建議。
- 三、 秘書處須在召開擬通過相關修訂案的工作組會議至少 45 天之前向工作組所有成員通報任何修訂提議的案文。
- 四、 修訂案須得到出席工作組會議並參加表決的協定締約方的三分之二多數通過。秘書處須將業經通過的修訂案轉交聯合國秘書長，並由後者通報所有締約方。
- 五、 如果自發出此種通報之日起 90 天內通知聯合國秘書長表示反對這一修訂案的締約方數目少於三分之一，根據本條第四款通過的修訂案須被視為接受。
- 六、 根據本條第五款獲得接受的任何修訂案均須自本條第五款所述 90 天期限屆滿之日起 30 天後對所有締約方生效。

## 第十條

### 保留

除協定第十三條第五款中規定的情形外，對協定的任何條款均不得提出保留。

## 第十一條

### 退出

任何締約方均可向聯合國秘書長發出書面通知，宣佈退出協定。  
退出決定在秘書長收到此種通知之日起 12 個月後生效。

## 第十二條

### 中止效力

如果締約方數目在任何連續 12 個月內少於八個，協定即中止運作。  
自締約方數目達到八個之日起 30 天後，協定的條款即重新生效。出現此種情形，聯合國秘書長須通知各締約方。

## 第十三條

### 爭端的解決

一、 若兩個或兩個以上的締約方就協定的解釋或適用出現任何爭端，而且爭端各方無法通過談判或協商加以解決，須在爭端所涉任何一方的要求下將之提交由所涉爭端各方共同商定的一名或多名調解人進行調解。如果在提出調解要求之後 90 天內，爭端各方未能就一名或多名調解人的人選達成一致意見，則所涉爭端中的任何一方均可要求由聯合國秘書長指定一名單一的獨立調解員，向其提交爭端。

二、 根據本條第一款指定的一名或多名調解人提出的建議雖不具約束性，但須成為爭端各方重新審議的基礎。

三、 爭端各方可事先共同商定，同意由一名或多名調解人所提



出的建議具有約束力。

四、 本條第一、第二和第三款均不得解釋為排除爭端各方採取共同商定的解決爭端的其他措施。

五、 任何國家在交存其批准、接受、核准或加入文書時，均可隨之交存一份保留聲明，宣布其不認為自己受本條關於調解的條款的約束。其他締約方對於交存了此種保留聲明的任何締約方相關的調解不受本條款的約束。

#### 第十四條

##### 適用的限制

一、 協定中任何條款均不得理解為阻止締約方採取它認為對其外部和內部安全所必要的、符合《聯合國憲章》條款、並限於緊急事態的行動。

二、 每一締約方均須盡一切努力，依照各自國家的法律法規並以符合協定的方式發展陸港。然而，協定中任何條款均不得理解為任何締約方接受允許貨物運輸通過其領土的義務。

#### 第十五條

##### 協定的附件

協定的附件一和附件二構成協定不可分割的組成部分。

## 第十六條

### 協定秘書處

聯合國亞洲及太平洋經濟社會委員會擔任協定秘書處。

## 第十七條

### 協定保存人

聯合國秘書長被指定為協定的保存人。

下列簽署人經正式授權簽署協定，以昭信守。協定正本一份，用中文、英文和俄文寫成，三種文本同等作準。

## 附件一

### 具有國際重要性的陸港

一、 陸港所在位置通常鄰近以下地點：1.內陸首都、省會（州首府）；和（或）2.現行的和（或）潛在的生產和消費中心，而且有公路和（或）鐵路與外部連接，其中酌情包括與亞洲公路和（或）泛亞鐵路的連接。

二、 陸港與其他陸港、邊境檢查站或陸路海關站或綜合檢查站、海港、內陸水道碼頭和（或）機場之間有運輸通道連接。

三、 以下列出陸港清單。

四、 以下在陸港名稱之後附列其所在位置或與其最鄰近的城鎮（城市）的名稱。

五、 以下在方括號中列出潛在的陸港。

#### 陸港清單

##### 阿富汗

哈昆納

明姆馬納

伊斯蘭堡

赫拉特

希拉汗邦達陸港

昆都士

托克哈姆陸港

賈拉拉巴德

##### 亞美尼亞

阿胡良物流中心

海拉坦陸港

馬扎里沙里夫

喀布爾陸港

喀布爾

斯平布爾達克·杰曼陸港

坎大哈

土格含迪

赫拉特

久姆里機場

卡米爾·布勒/阿帕文貨運站

**阿塞拜疆**

蓋達爾·阿利耶夫國際機場巴庫貨運站

巴庫

比拉蘇瓦爾貨運站

阿塞拜疆-伊朗伊斯蘭共和國邊界

甘賈國際機場

甘賈

焦勒法貨運站

阿塞拜疆-伊朗伊斯蘭共和國邊界

納希切萬國際機場

納希切萬自治共和國

扎卡塔拉國際機場

扎卡塔拉

[國界邊卡貨運站

薩姆爾]

[巴庫國際海運貿易港集裝箱碼頭

巴庫]

[國際物流中心

阿利亞特]

[巴庫國際海運貿易新港

阿利亞特]

[蘇姆蓋特站

蘇姆蓋特]

**孟加拉國**

阿考拉

婆羅門巴里亞

比波爾巴扎

庫米拉

希利

迪納杰布爾

索納馬斯基德

諾瓦布甘杰縣

[孟加拉班德

班喬戈爾]

茲瓦爾特諾茨國際物流中心

巴拉肯貨運站

阿塞拜疆-格魯吉亞邊界

加巴拉國際機場

加巴拉

蓋達爾·阿利耶夫國際機場

巴庫

連科蘭國際機場

連科蘭

絲綢之路貨運站

巴庫

[巴庫市貨場

克爾達蘭站]

[國界邊卡貨運站

辛尼格—科浦]

[甘賈站

甘賈]

[克什拉站

巴庫]

[國界邊卡貨運南站

(阿斯塔拉)]

貝納博爾

杰索爾

波布利馬利

拉爾莫尼哈特

格姆拉布爾陸路集裝箱中轉站

達卡

代格納夫

科克斯巴扎爾

[波姆拉

薩德基拉]

[比隆尼亞 費尼]	[德拉斯蘭陸路集裝箱中轉站 加濟布爾]
[戈布拉庫拉 邁門辛]	[可萊塔利 邁門辛]
[納庫高 謝爾布爾]	[拉姆格爾 科格拉焦里]
[塔馬比爾 錫爾赫特]	
不丹	
彭措林陸港 彭措林	[格勒蒲 沙潘]
[恭土 薩姆奇]	[昂蘭姆 薩姆德魯琮卡爾]
[薩姆德魯琮卡爾 薩姆德魯琮卡爾]	[薩姆奇 薩姆奇]
<u>柬埔寨</u>	
CWT 陸港 金邊 金邊國際港 金邊 蘇源陸港 巴維 騰萊陸港 金邊	奧萊爾國際陸港 金邊 金邊經濟特區 金邊 泰科詩倫陸港 金邊
<u>中國</u>	
長春市興隆保稅國際物流港 長春 哈爾濱公路貨運主樞紐站 (哈爾濱龍運物流園區) 哈爾濱 霍爾果斯國際物流園 霍爾果斯 景洪勐養國際物流商貿中心 景洪 騰俊國際陸港	二連浩特市南國際物流中心 二連浩特 河口口岸交通物流園 河口 琿春國際物流園區 琿春 喀什國際物流園區 喀什 滿洲里新國際貨場

昆明	滿洲里
南寧保稅物流中心	憑祥市邊境貿易物流中心
南寧	憑祥（友誼關）
瑞麗貨運中心	綏芬河貨運中心
瑞麗	綏芬河
新疆鐵路國際物流園	義烏內陸口岸場站
烏魯木齊	義烏
樟木口岸倉儲式物流交易中心	
樟木	
<u>格魯吉亞</u>	
波季自由工業區	[第比利斯國際物流中心
波季	第比利斯]
<u>印度</u>	
阿茲尼	阿明噶
馬哈拉施特拉邦那格浦爾	阿薩姆邦古瓦哈提
阿羅爾	伯勒布格爾
喀拉拉	哈里亞納邦法里達巴德
珀多希	珀格基科提
北方邦瓦拉納西市聖拉維達斯那加爾	拉賈斯坦邦焦特布爾
車列塔	達德里
旁遮普邦阿姆利則	北方邦耐達
道格塔巴德	丹達利卡蘭
馬哈拉施特拉邦奧蘭加巴德	旁遮普邦
丹納德勞	德龍納吉利諾德
中央邦印多爾	馬哈拉施特拉邦新孟買
杜爾加布爾	赫爾薩魯堡
西孟加拉邦	哈里亞納邦古爾岡
依魯古爾	賈姆謝德布爾
泰米爾納德邦哥印拜陀	賈坎德邦
賈諾利	卡訥格布拉
馬哈拉施特拉邦納西克	拉賈斯坦邦齋浦爾
坎普爾	寇地亞
北方邦	古吉拉特邦
洛尼	麻澤哈特
北方邦加濟阿巴德	西孟加拉邦加爾各答

曼迪地普	莫拉達巴德
中央邦博帕爾	北方邦
帕提利	皮坦普爾
哈里亞納邦古爾岡	中央邦塔爾
賴布爾	薩欽
恰蒂斯加爾邦	古吉拉特邦蘇拉特
薩納斯訥格爾	塞內窩
安得拉邦海得拉巴	旁遮普邦盧迪亞納
棟迪阿沛特	土格拉卡巴德
泰米爾納德邦金奈	德里
瓦多德拉	懷特菲爾德
古吉拉特邦	卡納塔克邦班加羅爾
<u>印度尼西亞</u>	
戈德巴戈陸港	西卡郎陸港
萬隆	勿加泗
<u>伊朗伊斯蘭共和國</u>	
伊瑪目·霍梅尼國際機場	穆塔哈里火車站
德黑蘭省	禮薩呼羅珊省馬什哈德
薩拉車甘經濟特區	錫爾詹經濟特區
庫姆省	克爾曼省
[阿爾萬德自由貿易產業區	[薩赫蘭經濟特區
胡齊斯坦省]	東阿塞拜疆省大不里士]
[薩拉赫斯經濟特區	[沙希德·達斯特蓋卜國際機場
禮薩呼羅珊省]	法爾斯省設拉子]
[扎黑丹物流中心	
錫斯坦—俾路支斯坦省]	
<u>哈薩克斯坦</u>	
阿克托別中心	達姆工業物流中心
阿克托別	阿拉木圖
[高技術物流	[霍爾果斯國際邊境合作中心
阿拉木圖州]	阿拉木圖州]
[塔烏貨運站	
阿拉木圖州]	
<u>吉爾吉斯斯坦</u>	
阿拉梅金	奧什

比什凱克	奧什
<u>老撾人民民主共和國</u>	
塔納冷	[會晒市
萬象	波喬省]
[拉紹	[琅勃拉邦
博利坎賽省]	琅勃拉邦]
[納堆	[芒賽
琅南塔省]	烏多姆塞省]
[巴色	[塞諾
占巴塞省]	沙灣拿吉省]
[他曲	
甘蒙省]	
<u>馬來西亞</u>	
國家集裝箱公司集裝箱內陸驗關堆場	陸路集裝箱中轉站
布萊	巴丹勿剎
斯里斯蒂亞內陸結關貨站	怡保貨運站
吉隆坡	怡保
尼萊內陸港	帝比都內陸港
尼萊	沙拉越州
[普羅斯邦內陸貨站	
普羅斯邦]	
<u>蒙古</u>	
阿勒坦布拉格	賽音山達
烏蘭巴托	扎門烏德
[喬巴山市]	
<u>緬甸</u>	
[勃固省]	[曼德勒市]
[毛淡棉市]	[蒙育瓦市]
[木姐市]	[卑謬市]
[德穆市]	[仰光]
<u>尼泊爾</u>	
白來瓦陸路集裝箱中轉站	比拉德訥格爾陸路集裝箱中轉站
白來瓦	比拉德訥格爾
比爾根杰陸路集裝箱中轉站	卡卡比塔陸路集裝箱中轉站
比爾根杰	卡卡比塔



[塔托帕尼陸路集裝箱中轉站

拉爾查]

### 巴基斯坦

海關陸港

海得拉巴

費薩拉巴德陸港港務局

費薩拉巴德

馬爾加拉陸港

伊斯蘭堡

國家物流中心集裝箱貨站

拉合爾

巴基斯坦鐵路布雷姆訥格爾陸港

卡蘇爾

薩姆布里亞爾陸港

錫亞爾科特

### 菲律賓

克拉克

呂宋邦板牙省安吉利斯市

科羅納達爾市

南哥打巴托省

三寶顏市

西棉蘭老島

### 大韓民國

義王陸路集裝箱中轉站

義王市

### 俄羅斯聯邦

簡尼諾物流園區

聖彼得堡州

“巴爾季斯基”貨運站物流中心

列寧格勒州

“多斯基諾”貨運站物流中心

下諾夫哥羅德市

[加里寧格勒州]

[“普里莫爾斯基南站”多式聯運物流園區

海關陸港

白沙瓦

拉合爾陸港

莫臥兒布拉

木爾坦陸港港務局

木爾坦市

國家物流中心陸港

奎達

鐵路陸港

奎達

絲綢之路陸港

吉爾吉特-巴爾蒂斯坦地區蘇斯特

達沃市

棉蘭老島東部

拉金丁干

北棉蘭老島東米薩米斯

“羅斯托夫通用港口”多式聯運物  
流園區

羅斯托夫州

“克列希哈”貨運站物流中心

新西伯利亞

[德米特羅夫斯基多式聯運物流中心

莫斯科地區]

[喀山市]

[斯維賈茲斯基多式聯運物流中心

普里莫爾斯基區]

[“普里莫爾斯基”烏蘇里斯克貨運站物流中心

普里莫爾斯基區]

[“貝利拉斯特”貨運站物流中心  
莫斯科地區]

[葉卡捷琳堡]

斯里蘭卡

[佩利雅戈達

科倫坡]

塔吉克斯坦

杜尚別

杜尚別

苦盞

苦盞

下噴赤

秋木薩姆吉爾

瓦赫達特

瓦赫達特

泰國

萊卡邦陸路集裝箱中轉站

曼谷

[納塔

廊開府]

土耳其

格勒門

薩姆松

[博斯普魯

開塞利省]

[戈科依

巴勒克埃西爾]

[哈卡利

伊斯坦布爾]

[卡克利克

代尼茲利]

韃靼斯坦]

[“塔曼斯基”貨運站物流中心  
克拉斯諾達爾區]

[伏爾加格勒]

[特蘭加帕塔

科倫坡]

卡拉米克

哲吉塔爾

庫爾干秋別

庫爾干秋別

圖爾孫扎德

圖爾孫扎德

[清孔

清萊]

卡贊

安卡拉

[博聚於克

比萊吉克]

[哈布爾]

[哈桑貝

埃斯基謝希爾]

[卡爾斯]

[卡亞哲克  
科尼亞]  
[馬爾丁]

[錫瓦斯]

[烏沙克省]

[耶希爾巴依爾  
伊斯坦布爾]

越南

老街陸路集裝箱中轉站

老街省

坦長龍賓陸路集裝箱中轉站

同奈省

[河內]

[永福陸路集裝箱中轉站

永福省]

[科斯科因

伊茲米特]

[帕蘭德肯

埃爾祖魯姆]

[特科格魯

卡赫拉曼馬拉什省]

[耶尼杰

梅爾辛市]

松坦陸路集裝箱中轉站

平陽省

仙山陸路集裝箱中轉站

北寧省

[嘉萊陸路集裝箱中轉站

嘉萊省]

[諒山省]

## 附件二

### 關於發展和營運陸港的指導原則

#### 一、總則

協定附件一中所列陸港的發展和營運應當依循下述各項原則進行。締約各方在建設、升級改造和營運陸港時，應當儘一切可能努力遵守這些原則。

#### 二、功能

陸港的基本功能包括：對在國際貿易中移動的貨物進行裝卸、儲存和進行法定檢查、以及對之實行適用的海關監管和辦理海關手續。陸港的附加功能包括、但不限於如下各項：

- (一) 接收和發送貨物；
- (二) 拼裝和分送貨物；
- (三) 貨物倉儲；
- (四) 貨物轉運。

#### 三、體制、行政和法規框架

締約各方應着手建立有利於陸港發展和順暢營運的相關體制、行政和法規框架，包括根據相關締約方的國家法規對之進行法定檢查以及實行適用的海關監管和辦理海關手續。協定附件一中所列陸港可被指定為處理運輸業務和海關單證的始發地或目的地。締約各方應與相

關的運輸服務公司、國際組織和機構協作，確保各相關陸港得到承認。陸港的所有權可由公營者、私營者或公—私營夥伴關係擁有。

#### 四、設計、佈局和容量

在發展陸港時，應使之具備足夠的容量和佈局，從而使集裝箱、貨物和車輛得以在陸港內以及通過陸港安全順暢流動，並酌情為其今後的擴容留出餘地。在這一過程中，應考慮到運輸服務模式、陸港各類用戶的需求、以及預計未來將需處理的集裝箱和貨物流量。

#### 五、基礎設施、設備和設施

締約各方可根據本國的法律法規及慣常做法斟酌決定，陸港應配備與現有的和預計會出現的貨運量相匹配的基礎設施、設備和人力。此項規定屬建議性質，因此不應對以下諸方面的配置要求具有任何約束力：

- (一) 一個配有出入專用大門的安全場區；
- (二) 分別為進口貨物、出口貨物和轉運貨物、以及分別為易腐貨物、高值貨物和包括有害物質在內的危險貨物設置裝有頂棚的和露天的不同存儲場區；
- (三) 倉儲設施，其中可包括海關保稅倉儲設施；
- (四) 海關監督、監管、查驗和存儲設備和設施；
- (五) 適宜的貨物和集裝箱裝卸設備；
- (六) 供營運之用的內部服務車輛通道和人行道及貨物堆放區；

- (七) 為貨運車輛提供有足夠停泊面積的車場；
- (八) 一個供海關、貨運代理、發貨商、報關代理、銀行和其他相關機構使用的行政大樓；
- (九) 信息和通信系統，包括電子數據交換系統、掃描儀器和車輛稱重設備；
- (十) 視需要配備一個集裝箱、車輛和設備維修車間。

## INTERGOVERNMENTAL AGREEMENT ON DRY PORTS

*The Parties to this Agreement,*

*Recalling* Economic and Social Commission for Asia and the Pacific resolution 66/4 of 19 May 2010 on the implementation of the Bangkok Declaration on Transport Development in Asia and the request contained therein to work towards the development of an intergovernmental agreement on dry ports,

*Conscious* of the need to promote and develop an international integrated intermodal transport and logistics system in Asia and with neighbouring regions,

*Mindful* of the expected increase in international goods transport as a consequence of growing international trade in the ongoing process of globalization,

*Determined* to strengthen connectivity and seamless international movement of goods, facilitate increased efficiency and reduce the cost of transport and logistics as well as to extend its reach to inland areas and wider hinterlands,

*Encouraged* by the successful regional cooperation that led to the entry into force of the Intergovernmental Agreement on the Asian Highway Network and the Intergovernmental Agreement on the Trans-Asian Railway Network,

*Considering* that, in order to strengthen relations and promote international trade among members of the Economic and Social Commission for Asia and the Pacific, it is essential to develop dry ports of international importance to the requirement of international transport and to reduce the adverse impact of transport on the environment,

*Recognizing* the need to develop guiding principles for the development and operation of dry ports of international importance for harmonization and facilitation of intermodal transport in Asia and the Pacific,

*Keeping in view* the role of dry ports of international importance as an important component of an effective and efficient international integrated

intermodal transport and logistics system, especially in addressing the specific needs of landlocked, transit and coastal States,

*Have agreed* as follows:

## ARTICLE 1

### DEFINITION

For the purposes of the Intergovernmental Agreement on Dry Ports (the “Agreement”), a dry port of international importance (“dry port”) shall refer to an inland location as a logistics centre connected to one or more modes of transport for the handling, storage and regulatory inspection of goods moving in international trade and the execution of applicable customs control and formalities.

## ARTICLE 2

### IDENTIFICATION OF DRY PORTS

The Parties hereby adopt the list of dry ports, contained in annex I to the Agreement, as the basis for the coordinated development of important nodes in an international integrated intermodal transport and logistics system. The Parties intend to develop these dry ports within the framework of their national programmes and in accordance with national laws and regulations.

## ARTICLE 3

### DEVELOPMENT OF THE DRY PORTS

The dry ports listed in annex I to the Agreement should be brought into conformity with the guiding principles for the development and operation of dry ports as described in annex II to the Agreement.

## ARTICLE 4

### SIGNATURE, RATIFICATION, ACCEPTANCE, APPROVAL AND ACCESSION

1. The Agreement shall be open for signature to States that are members of the United Nations Economic and Social Commission for Asia and the Pacific at Bangkok, Thailand, on 7 and 8 November 2013, and thereafter at United Nations Headquarters in New York from 11 November 2013 to 31 December 2014.



2. The Agreement shall be subject to ratification, acceptance or approval by signatory States.

3. The Agreement shall be open to accession by non-signatory States which are members of the United Nations Economic and Social Commission for Asia and the Pacific.

4. Instruments of ratification, acceptance, approval of or accession to the Agreement shall be deposited 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 thirtieth day following the date on which the eighth instrument of ratification, acceptance, approval of or accession to the Agreement is deposited pursuant to Article 4, paragraph 4 of the Agreement.

2. For each State which deposits its instrument of ratification, acceptance, approval of or accession to the Agreement after the date on which the eighth instrument of ratification, acceptance, approval of or accession to the Agreement is deposited, the Agreement shall enter into force for that State thirty (30) days after the date of its deposit of the said instrument.

#### ARTICLE 6

##### WORKING GROUP ON DRY PORTS

1. A Working Group on Dry Ports (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 shall 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 a two-thirds majority of the Parties to the Agreement present and voting at the meeting of the Working Group. 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 thirty (30) days after it has been accepted by two thirds of the number of States which are Parties to the Agreement at the time of adoption of the amendment. The amendment shall enter into force with respect to all Parties except those which have not accepted the amendment. Any Party which 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 thirty (30) days after the date of deposit of the said instrument.

**ARTICLE 8****PROCEDURES FOR AMENDING ANNEX I**

1. Annex I to the Agreement shall be amended by the procedure specified in this Article.
2. Amendments shall be proposed by any Party in whose territory the subject of the proposed amendment is located.
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. The proposed amendment shall be deemed adopted if the Party in whose territory the subject of the proposed amendment is located reconfirms the proposal after consideration of the proposal at the Working Group meeting. 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. The amendment adopted in accordance with paragraph 4 of the present article shall be deemed accepted and shall enter into force for all Parties after a period of forty-five (45) days following the date of the circular notification of the Secretary-General of the United Nations.

## ARTICLE 9

### PROCEDURES FOR AMENDING ANNEX II

1. Annex II to the Agreement shall 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 a two-thirds majority of the Parties to the Agreement present and voting at the meeting of the Working Group. 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 ninety (90) days 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 thirty (30) days after the expiry of the period of ninety (90) days 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 of the Agreement.

**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. The provisions of the Agreement shall again become operative thirty (30) days after the number of Parties reaches eight (8). In such situations, the Secretary-General of the United Nations shall notify the Parties.

**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 to be mutually agreed by the Parties in dispute. If the Parties in dispute fail to agree on the choice of conciliator or conciliators within ninety (90) days 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. 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 as excluding 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. Each Party shall make every possible effort to develop the dry ports in accordance with national laws and regulations in a manner that is 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 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 present Agreement, in a single copy in the Chinese, English and Russian languages, the three texts being equally authentic.

## ANNEX I

## DRY PORTS OF INTERNATIONAL IMPORTANCE

1. The dry ports are normally located in the vicinity of: (a) inland capitals, provincial/state capitals; and/or (b) existing and/or potential production and consumption centres with access to highways and/or railways including the Asian Highway and/or Trans-Asian Railway, as appropriate.
2. Dry ports have transport connections to other dry ports, border posts/land customs stations/integrated check posts, seaports, inland waterway terminals and/or airports.
3. Dry ports are listed below.
4. The name of a dry port is followed by its location or the name of the nearest town/city.
5. Potential dry ports are indicated below in square brackets.

## List of dry ports

**Afghanistan**

Haqueena, Mimana	Heiratan Dry Port, Mazar-e-Sharif
Islam Qala, Herat	Kabul Dry Port, Kabul
Shirkhan Bander Dry Port, Konduz	Speenboldake Chaman Dry Port, Kandahar
Torkham Dry Port, Jalalabad	Turghundi, Herat

**Armenia**

Akhuryan Logistic Center  
 Gyumri Airport  
 Karmir Blur/ Apaven Cargo Terminal  
 Zvartnots International Logistic Center

**Azerbaijan**

Baku Cargo Terminal of Heydar Aliyev International Airport, Baku  
 Balakan Cargo Terminal, Azerbaijan-Georgia border  
 Bilasuvar Cargo Terminal, Azerbaijan-Islamic Republic of Iran border  
 Gabala International Airport, Gabala      Ganja International Airport, Ganja

Heydar Aliyev International Airport, Baku	
Julfa Cargo Terminal, Azerbaijan-Islamic Republic of Iran border	
Lenkoran International Airport, Lenkoran	
Nakhichevan International Airport, Autonomous Republic of Nakhichevan	
Silk Way Cargo Terminal, Baku	Zagatala International Airport, Zagatala
[Baku City Goods Depot, Khirdalan Station]	
[Cargo Terminal on frontier point at state border, Samur]	
[Cargo Terminal on frontier point at state border, Sinig-Korpu]	
[Container Terminal of Baku International Sea Trade Port, Baku]	
[Ganja Station, Ganja]	
[International Logistics Centre, Alyat]	[Keshla Station, Baku]
[New Baku International Sea Trade Port, Alyat]	
[South Terminal on frontier point at state border (Astara)]	
[Sumgait Station, Sumgait]	
<b>Bangladesh</b>	
Akhaura, Brahmanbaria	Benapole, Jessore
Bibirbazar, Comilla	Burimari, Lalmonirhat
Hili, Dinajpur	Kamlapur ICD, Dhaka
Sonamasjid, Chapai Nawabganj	Teknaf, Cox's Bazar
[Bangladbandh, Panchagargh]	[Bhomra, Satkhira]
[Bilonia, Feni]	[Dhirasram ICD, Gajipur]
[Gobrakura, Mymensingh]	[Koraitali, Mymensingh]
[Nakugao, Sherpur]	[Ramgarh, Khagrachari]
[Tamabil, Sylhet]	
<b>Bhutan</b>	
Phuentsholing Dry Port, Phuentsholing	[Gelephu, Sarpang]
[Gomtu, Samtse]	[Nganglam, Samdrupjongkhar]
[Samdrupjongkhar, Samdrupjongkhar]	[Samtse, Samtse]



**Cambodia**

CWT Dry Port, Phnom Penh	Olair World Wide Dry Port, Phnom Penh
Phnom Penh International Port, Phnom Penh	
Phnom Penh Special Economic Zone, Phnom Penh	
So Nguon Dry Port, Bavet	Tech Srun Dry Port, Phnom Penh
Teng Lay Dry Port, Phnom Penh	

**China**

Changchun Xinglong Bonded International Logistics Port, Changchun	Erenhot South International Logistics Center, Erenhot
Harbin Highway Freight Hub Station (Harbin Longyun Logistics Park), Harbin	Hekou Port Transport Logistics Park, Hekou
Horgos International Logistics Park, Horgos	Hunchun International Logistics Park, Hunchun
Jinghong Mengyang International Logistics Trading Center, Jinghong	Kashi International Logistics Park, Kashi
Tengjun International Land Port, Kunming	Manzhouli New International Freight Yard, Manzhouli
Nanning Bonded Logistics Center, Nanning	Pingxiang Border Trade Logistics Center, Pingxiang (Youyi Guan)
Ruili Cargo Centre, Ruili	Suifenheng Cargo Centre, Suifenheng
Xinjiang Railway International Logistics Park, Urumqi	Yiwu Inland Port Station, Yiwu
Zhangmu Port Warehouse Logistics Trading Center, Zhangmu	

**Georgia**

Poti Free Industrial Zone, Poti	[Tbilisi International Logistics Centre, Tbilisi]
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**India**

Ajni, Nagpur, Maharashtra	Amingaon, Guwahati, Assam
Aroor, Kerala	Ballabgarh, Faridabad, Haryana
Bhadoli, Sant Ravidas Nagar, Varanasi, Uttar Pradesh	
Bhagat Ki Kothi, Jodhpur, Rajasthan	Chehreta, Amritsar, Punjab
Dadri, Noida, Uttar Pradesh	Daulatabad, Aurangabad, Maharashtra
Dhandarikalan, Punjab	Dhannad Rau, Indore, Madhya Pradesh

Dhandarikalan, Punjab	Dhannad Rau, Indore, Madhya Pradesh
Dronagiri Node, Navi Mumbai, Maharashtra	Durgapur, West Bengal
Garhi Harsaru, Gurgaon, Haryana	Irugur, Coimbatore, Tamil Nadu
Jamshedpur, Jharkhand	Janory, Nasik, Maharashtra
Kanakpura, Jaipur, Rajasthan	Kanpur, Uttar Pradesh
Khodiyar, Gujarat	Loni, Ghaziabad, Uttar Pradesh
Majerhat, Kolkata, West Bengal	Mandideep, Bhopal, Madhya Pradesh
Moradabad, Uttar Pradesh	Patli, Gurgaon, Haryana
Pithampur, Dhar, Madhya Pradesh	Raipur, Chhattisgarh
Sachin, Surat, Gujarat	Sanath Nagar, Hyderabad, Andhra Pradesh
Senewal, Ludhiana, Punjab	Tondiarpet, Chennai, Tamil Nadu
Tughlakabad, Delhi	Vadodara, Gujarat
Whitefield, Bangalore, Karnataka	
<b>Indonesia</b>	
Gedebage Dry Port, Bandung	Cikarang Dry Port, Bekasi
<b>Iran (Islamic Republic of)</b>	
Imam Khomeini International Airport, Tehran Province	
Motahari Rail Station, Mashhad, Khorasan Razavi Province	
Salafchegan Special Economic Zone, Qom Province	
Sirjan Special Economic Zone, Kerman Province	
[Arvand Free Industrial Zone, Khuzestan Province]	
[Sahlan Special Economic Zone, Tabriz, East Azerbaijan Province]	
[Sarakhs Special Economic Zone, Khorasan Razavi Province]	
[Shahid Dastgheyb International Airport, Shiraz, Fars Province]	
[Zahedan Logistics Centre, Sistan and Baluchestan Province]	
<b>Kazakhstan</b>	
Aktobe Centre, Aktobe	Damu Industrial and Logistics Centre, Almaty
[High Tech Logistics, Almaty Region]	
[Korgas International Border Cooperation Centre, Almaty Region]	

[Tau Terminal, Almaty Region]	
<b>Kyrgyzstan</b>	
Alamedin, Bishkek	Osh, Osh
<b>Lao People's Democratic Republic</b>	
Thanaleng, Vientiane	[Houyxai, Bokeo]
[Laksao, Borikhamsai]	[Luangprabang, Luangprabang]
[Nateuy, Luangnamtha]	[Oudomsai, Muangxai]
[Pakse, Champasack]	[Seno, Savanakhet]
[Thakhek, Khammouane]	
<b>Malaysia</b>	
Inland Clearance Depot Kontena Nasional, Prai	Inland Container Depot, Padang Besar
Internal Clearance Depot Seri Setia, Kuala Lumpur	
Ipoh Cargo Terminal, Ipoh	Nilai Inland Port, Nilai
Tebedu Inland Port, Sarawak	[Pulau Sebang Inland Depot, Pulau Sebang]
<b>Mongolia</b>	
Altanbulag	Sainshand
Ulaanbaatar	Zamyn-Uud
[Choibalsan]	
<b>Myanmar</b>	
[Bago]	[Mandalay]
[Mawlamyine]	[Monywa]
[Muse]	[Pyay]
[Tamu]	[Yangon]
<b>Nepal</b>	
Bhairahawa ICD, Bhairahawa	Biratnagar ICD, Biratnagar
Birgunj ICD, Birgunj	Kakarbhitta ICD, Kakarbhitta
[Tatopani ICD, Larcha]	
<b>Pakistan</b>	
Customs Dry Port, Hyderabad	Customs Dry Port, Peshawar
Faisalabad Dry Port Trust, Faisalabad	Lahore Dry Port, Mughalpura
Margalla Dry Ports, Islamabad	Multan Dry Port Trust, Multan

National Logistics Center Container Freight Station, Lahore	
National Logistics Center Dry Port, Quetta	Pakistan Railways Prem Nagar Dry Port, Kasur
Railways Dry Port, Quetta	Sambrial Dry Port, Sialkot
Silk Route Dry Port, Sost, Gilgit, Baltistan	
<b>Philippines</b>	
Clark, Angeles City, Pampanga, Luzon	Davao City, Eastern Mindanao
Koronadal City, South Cotabato	
Laguindingan, Misamis Oriental, Northern Mindanao	
Zamboanga City, Western Mindanao	
<b>Republic of Korea</b>	
Uiwang ICD, Uiwang	
<b>Russian Federation</b>	
Janino Logistic Park, Saint Petersburg Region	
Multimodal Logistic Complex “Rostov universal port”, Rostov-on-Don Region	
Terminal Logistics Centre “Baltiysky”, Leningrad Region	
Terminal Logistics Centre “Kleshchiha”, Novosibirsk	
Terminal Logistics Centre “Doskino”, Nizhny Novgorod,	
[Dmitrovsky Multimodal Centre, Moscow Region]	
[Kaliningrad]	[Kazan]
[Multimodal Logistic Complex “Southern Primorsky Terminal”, Primorsky Region]	
[Svijazhsky Multimodal Logistic Centre, Tatarstan]	
[Terminal Logistics Centre “Primorsky” Ussuriysk, Primorsky Region]	
[Terminal Logistics Centre “Tamansky”, Krasnodar Region]	
[Terminal Logistics Centre “Beliy Rast”, Moscow Region]	
[Volgograd]	[Yekaterinburg]
<b>Sri Lanka</b>	
[Peliyagoda, Colombo]	[Telangapata, Colombo]
<b>Tajikistan</b>	
Dushanbe, Dushanbe	Karamyk, Jirgital
Khujand, Khujand	Kurgan-Tube, Kurgan-Tube

Nizhniy Panj, Qumsamgir Vakhdat, Vakhdat	Tursunzade, Tursunzade
<b>Thailand</b>	
Lat Krabang ICD, Bangkok [Natha, Nong Khai]	[Chiang Khong, Chiang Rai]
<b>Turkey</b>	
Gelemen, Samsun [Bogazkopru, Kayseri] [Gokkoy, Balikesir] [Halkali, Istanbul] [Kaklik, Denizli] [Kayacik, Konya] [Mardin] [Sivas] [Usak] [Yesilbayir, Istanbul]	Kazan, Ankara [Bozuyuk, Bilecik] [Habur] [Hasanbey, Eskisehir] [Kars] [Kosekoy, Izmit] [Palandoken, Erzurum] [Turkoglu, Kahramanmaras] [Yenice, Mersin]
<b>Viet Nam</b>	
ICD Lao Cai, Lao Cai Province	ICD Song Than, Binh Duong Province
ICD Tan Cang-Long Binh, Dong Nai Province [Hanoi] [ICD Vinh Phuc, Vinh Phuc Province]	ICD Tien Son, Bac Ninh Province [ICD Gia Lai, Gia Lai Province] [Lang Son]

## ANNEX II

### GUIDING PRINCIPLES FOR THE DEVELOPMENT AND OPERATION OF DRY PORTS

#### 1. General

The development and operation of dry ports, as listed in annex I of the Agreement, shall be guided by the principles described below. Parties shall make every possible effort to conform to these principles in constructing, upgrading and operating dry ports.

#### 2. Functions

The basic functions of dry ports shall include the handling, storage and regulatory inspection of goods moving in international trade and the execution of applicable customs control and formalities. Additional functions of dry ports may include, but are not limited to:

- (a) Receipt and dispatch;
- (b) Consolidation and distribution;
- (c) Warehousing;
- (d) Trans-shipment.

#### 3. Institutional, administrative and regulatory framework

Parties shall initiate institutional, administrative and regulatory frameworks that are favourable to the development and smooth operation of dry ports, including procedures for regulatory inspection and the execution of applicable customs control and formalities in line with the national laws and regulations of the Party concerned. Dry ports, as listed in annex I of this Agreement, may be designated as points of origin or destination in transport and customs documentation. The Parties shall collaborate with relevant transport service providers, international organizations and institutions to ensure recognition of dry ports. The ownership of dry ports can be public, private or public-private partnerships.

#### 4. Design, layout and capacity

Dry ports shall be developed with adequate capacity and layout to allow for the secure and smooth flow of containers, cargoes and vehicles within and

through the dry port and to make provision for expansion of capacity, as appropriate, taking into account the modes of transport served, the requirements of the users of the dry port and expected future container and cargo volumes.

#### 5. Infrastructure, equipment and facilities

Dry ports shall have infrastructure, equipment and manpower commensurate with existing and expected freight volumes at the discretion of the Parties in accordance with their national laws, regulations and practices. This provision is recommendatory in nature and shall not be binding with respect to the following:

- (a) A secure area with a gate for dedicated entrance and exit;
- (b) Covered and open storage areas separated for import, export and trans shipment, and for perishable goods, high-value cargoes and dangerous cargoes, including hazardous substances;
- (c) Warehousing facilities, which may include customs bonded warehousing facilities;
- (d) Customs supervision, control, inspection and storage facilities;
- (e) Appropriate cargo and container-handling equipment;
- (f) Internal service roads and pavement for use in the operation and stacking area;
- (g) Vehicle holding areas with adequate parking space for freight vehicles;
- (h) An administrative building for customs, freight forwarders, shippers, customs brokers, banks and other related agencies;
- (i) Information and communications systems, which include electronic data interchange systems, scanners and vehicle-weighing equipment;
- (j) A container, vehicle and equipment repair yard, if necessary.