

### Expected accomplishment

An increase in cooperation among countries in the region in human resources development in the tourism sector through APETIT.

### Actions

- (1) Dissemination of information on tourism education and training through the APETIT website and newsletter and preparation of (a) a directory of APETIT expertise, (b) a directory of student and staff exchange, (c) an inventory of research priorities and (d) an inventory of scholarships offered by APETIT member institutes.
- (2) Training of (a) government tourism officials, (b) lecturers/trainers in tourism education/training institutes and (c) employees in the tourism industry and advisory services utilizing expertise available in APETIT member institutes.
- (3) Forums to consider specific issues related to human resources development in the tourism sector.

### Indicators of achievement

- (1) Increased membership in APETIT.
- (2) Countries participating in the cooperation activities of APETIT.

## 62/4. Intergovernmental Agreement on the Trans-Asian Railway Network<sup>4</sup>

*The Economic and Social Commission for Asia and the Pacific,*

*Recognizing* the vital role of transport in sustaining and promoting economic and social development and regional integration in the era of globalization,

*Recognizing also* the role of railway transport as an important component of the integrated, international, intermodal transport network, as envisioned in the Seoul Declaration on Infrastructure Development in Asia and the Pacific, adopted by the Ministerial Conference on Infrastructure, held in Seoul from 12 to 17 November 2001, to ensure the smooth movement of people and goods in the region and between Asia and Europe for the development of the region's economy, trade and tourism,

*Recalling* the recommendation of that Ministerial Conference, as endorsed by the Commission at its fifty-eighth session, to develop an intergovernmental agreement on the Trans-Asian Railway

network, and the preparation of a draft agreement at a regional meeting held in Bangkok on 22 and 23 November 2004, and subsequent negotiations on the draft agreement through a series of subregional expert group meetings on the Trans-Asian Railway,

*Emphasizing* the importance of full, timely and effective implementation of the Almaty Programme of Action: Addressing the Special Needs of Landlocked Developing Countries within a New Global Framework for Transit Transport Cooperation for Landlocked and Transit Developing Countries, which was adopted at the International Ministerial Conference of Landlocked and Transit Developing Countries and Donor Countries and International Financial and Development Institutions on Transit Transport Cooperation, held in Almaty, Kazakhstan, on 28 and 29 August 2003, and acknowledging that the Trans-Asian Railway network, along with the Asian Highway network, provides transit transport opportunities,

*Appreciating* the commitment of member countries to coordinated development of the regional transport network as demonstrated through the rapid entry into force of the Intergovernmental Agreement on the Asian Highway Network on 4 July 2005, bearing in mind that the Asian Highway and Trans-Asian Railway networks could provide an important contribution to the integrated international intermodal transport network,

*Appreciating also* the active participation of ESCAP members and railway organizations, in close collaboration with international organizations, in the successful development of the Trans-Asian Railway network and the implementation of demonstration runs of container block-trains along its northern corridor,

*Noting* the important progress achieved concerning the development, formalization and operationalization of the Trans-Asian Railway during the course of three meetings held in Moscow from 26 to 30 September 2005,

*Welcoming* the finalization of the draft intergovernmental agreement on the Trans-Asian Railway network by the Intergovernmental Meeting for Developing the Intergovernmental Agreement on the Trans-Asian Railway Network, held in Bangkok from 28 to 30 November 2005,

*Bearing in mind* the implementation schedule of the draft intergovernmental agreement on the Trans-Asian Railway network, as endorsed by the Commission at its sixty-first session, proposing its adoption at the sixty-second session, in April 2006, with a view to a formal signing ceremony being organized at the Ministerial Conference on Transport to be held later in 2006,

*Expressing its appreciation* to the Government of the Republic of Korea for its valuable support in the development and operationalization of the Trans-Asian Railway network and the support provided in the preparation for, and convening of, the Intergovernmental Meeting,

<sup>4</sup> See paragraphs 191 to 196 above.

*Expressing its appreciation* to the Government of Indonesia for hosting the sixty-second session of the Commission in April 2006, during which the special session on the draft intergovernmental agreement on the Trans-Asian Railway network is being organized,

*Welcoming* the proposal of the Government of the Republic of Korea to host the signing ceremony for the agreement during the Ministerial Conference on Transport in Busan, Republic of Korea, which will be held from 6 to 11 November 2006,

*Convinced* that the Intergovernmental Agreement on the Trans-Asian Railway Network will strengthen regional cooperation among member countries to promote international trade, tourism and economic development through coordinated development of the transport network and have a substantial positive impact on the region by helping to achieve the internationally agreed development goals, including those contained in the United Nations Millennium Declaration, adopted by the General Assembly in its resolution 55/2 of 8 September 2000,

1. *Adopts* the Intergovernmental Agreement on the Trans-Asian Railway Network, the text of which is contained in the annex to the present resolution;

2. *Invites* all relevant members of the Economic and Social Commission for Asia and the Pacific to become parties to the Intergovernmental Agreement on the Trans-Asian Railway Network in order to ensure its rapid entry into force;

3. *Invites* the international and regional financing institutions and multilateral and bilateral donors to consider providing further financial and technical support for the development and operationalization of the Trans-Asian Railway network;

4. *Invites* international organizations to continue to collaborate with members of ESCAP to promote the development and operationalization of the Trans-Asian Railway network;

5. *Encourages* landlocked developing countries and their transit neighbours to work together to enable the Trans-Asian Railway and Asian Highway networks to provide further tangible transit transport opportunities within the scope of the Almaty Programme of Action;

6. *Requests* the Executive Secretary, within existing regular budget resources, or through voluntary contributions, as available:

(a) To facilitate member countries in the process of becoming parties to the Agreement;

(b) To accord priority to the development of the Trans-Asian Railway within the ESCAP programme of work;

(c) To collaborate effectively with international and regional financing institutions, multilateral and bilateral donors and international

organizations for the development and operationalization of the Trans-Asian Railway network;

(d) To continue to work towards the development of an integrated, international, intermodal transport network in Asia, including through the development of appropriate intermodal facilities and through the planning and implementation of demonstration runs of container block-trains on other corridors of the Trans-Asian Railway network, as appropriate;

(e) To continue to work towards the development of an integrated Euro-Asian transport system, in cooperation with the Economic Commission for Europe and other interested organizations, as appropriate;

(f) To discharge effectively the functions of the secretariat of the Agreement;

(g) To report to the Commission at its sixty-fourth session on the implementation of the present resolution.

*5th meeting  
12 April 2006*

#### *Annex*

### **INTERGOVERNMENTAL AGREEMENT ON THE TRANS-ASIAN RAILWAY NETWORK**

#### **THE CONTRACTING PARTIES,**

CONSCIOUS of the need to promote and develop international rail transport in Asia and with neighbouring regions,

AWARE of the expected increase in the international transport of people and goods as a consequence of growing international trade in the ongoing process of globalization,

RECALLING the cooperation among members of the United Nations Economic and Social Commission for Asia and the Pacific in the formulation and operationalization of the Trans-Asian Railway Network,

CONSIDERING that in order to strengthen relations and promote international trade and tourism among members of the United Nations Economic and Social Commission for Asia and the Pacific, it is essential to develop the Trans-Asian Railway Network, including stations and container terminals of international importance, to the requirements of international transport and the environment,

KEEPING also in view the role of railway transport as an important component of an effective and efficient international intermodal transport network, especially in addressing the specific needs of landlocked and transit countries,

HAVE AGREED as follows:

## Article 1

### **Definition of Railway Lines of International Importance**

For the purposes of the Intergovernmental Agreement on the Trans-Asian Railway Network (the "Agreement"), the term "railway lines of international importance" as described in Annex I shall refer to:

- a) railway lines currently used for regular international transport;
- b) railway lines, either existing, under construction, or planned, that are intended to be used for regular international transport;
- c) ferry links ensuring continuous transport across seas or lakes between terminals in different States or within one State;
- d) border crossing points, gauge interchange stations, ferry terminals and rail-connected container terminals where Customs clearance facilities/services are provided.

## Article 2

### **Adoption of the Trans-Asian Railway Network**

The Contracting Parties (the "Parties") hereto adopt the railway lines of international importance described in Annex I to the Agreement as a coordinated plan for the development of railway lines of international importance which they intend to be undertaken within the framework of the national programmes of the Parties.

## Article 3

### **Development of the Trans-Asian Railway Network**

The lines of the Trans-Asian Railway Network should be brought into conformity with the guiding principles related to technical characteristics described in Annex II to the Agreement.

## Article 4

### **Procedure for signing and becoming a Party**

1. The Agreement shall be open for signature by States which are members of the United Nations Economic and Social Commission for Asia and the Pacific at Busan, Republic of Korea, on 10 and 11 November 2006, and thereafter at the United Nations Headquarters in New York from 16 November 2006 to 31 December 2008.
2. Those States may become Parties to the Agreement by:
  - a) Signature subject to ratification, acceptance or approval, followed by ratification, acceptance or approval; or

### b) Accession.

3. Ratification, acceptance, approval or accession shall be effected by the deposit of an instrument in good and due form with the Secretary-General of the United Nations.

## Article 5

### **Entry into force**

1. The Agreement shall enter into force on the ninetieth day following the date on which the Governments of at least eight (8) States have consented to be bound by the Agreement pursuant to Article 4, paragraph 2 and 3.
2. For each State which deposits its instrument of ratification, acceptance, approval or accession after the date upon which the conditions for the entry into force of the Agreement have been met, the Agreement shall enter into force for that State ninety (90) days after the date of its deposit of the said instrument.

## Article 6

### **Working Group on the Trans-Asian Railway Network**

1. A Working Group on the Trans-Asian Railway Network (the "Working Group") shall be established by the United Nations Economic and Social Commission for Asia and the Pacific to consider the implementation of the Agreement and to consider any amendments proposed. All States which are members of the United Nations Economic and Social Commission for Asia and the Pacific shall be members of the Working Group.
2. The Working Group shall meet biennially. Any Party may also, by a notification addressed to the secretariat, request that a special meeting of the Working Group be convened. The secretariat shall notify all members of the Working Group of the request and shall convene a special meeting of the Working Group if not less than one third of the Parties signify their assent to the request within a period of four (4) months from the date of the notification by the secretariat.

## Article 7

### **Procedures for amending the main text**

1. The main text of the Agreement may be amended by the procedure specified in this Article.
2. Amendments to the Agreement may be proposed by any Party.
3. The text of any proposed amendment shall be circulated to all members of the Working Group by the secretariat at least forty-five (45) days before the Working Group meeting at which it is proposed for adoption.

4. An amendment shall be adopted by the Working Group by a two-thirds majority of the Parties present and voting. The amendment as adopted shall be communicated by the secretariat to the Secretary-General of the United Nations, who shall circulate it to all Parties for acceptance.

5. An amendment adopted in accordance with paragraph 4 of the present Article shall enter into force twelve (12) months after it has been accepted by two-thirds of the Parties. The amendment shall enter into force with respect to all Parties except those which, before it enters into force, declare that they do not accept the amendment. Any Party that has declared that it does not accept an amendment adopted in accordance with this paragraph may at any time thereafter deposit an instrument of acceptance of such amendment with the Secretary-General of the United Nations. The amendment shall enter into force for that State twelve (12) months after the date of deposit of the said instrument.

#### Article 8

##### **Procedures for amending annex I**

1. Annex I to the Agreement may be amended by the procedure specified in this Article.

2. For the purpose of Article 8, a 'directly concerned Party' is a Party in whose territory the subject of the proposed amendment is located.

3. Amendments which change a border station may be proposed only by a directly concerned Party after consulting with and obtaining the written consent of the neighbouring State which shares the border to which the subject of the amendment is connected.

4. Amendments that do not change a border station may be proposed by any directly concerned Party.

5. The text of any amendment proposed by any Party shall be circulated to all members of the Working Group by the secretariat at least forty-five (45) days before the Working Group meeting at which it is proposed for adoption.

6. An amendment shall be adopted by the Working Group by a majority of the Parties present and voting. The amendment as adopted shall be communicated by the secretariat to the Secretary-General of the United Nations, who shall circulate it to all Parties.

7. An amendment adopted in accordance with paragraph 6 of the present Article shall be deemed accepted if, during a period of six (6) months from the date of the notification, less than one third of the Parties notifies the Secretary-General of the United Nations of their objection to the amendment.

8. An amendment accepted in accordance with paragraph 7 of the present Article shall enter into force for all Parties three (3) months after the expiry of the

period of six (6) months referred to in paragraph 7 of the present Article.

#### Article 9

##### **Procedures for amending annex II**

1. Annex II to the Agreement may be amended by the procedure specified in this Article.

2. Amendments may be proposed by any Party.

3. The text of any proposed amendment shall be circulated to all members of the Working Group by the secretariat at least forty-five (45) days before the Working Group meeting at which it is proposed for adoption.

4. An amendment shall be adopted by the Working Group by a majority of the Parties present and voting. The amendment as adopted shall be communicated by the secretariat to the Secretary-General of the United Nations, who shall circulate it to all Parties.

5. An amendment adopted in accordance with paragraph 4 of the present Article shall be deemed accepted if during a period of six (6) months from the date of the notification, less than one third of the Parties notifies the Secretary-General of the United Nations of their objection to the amendment.

6. An amendment accepted in accordance with paragraph 5 of the present Article shall enter into force for all Parties three (3) months after the expiry of the period of six (6) months referred to in paragraph 5 of the present Article.

#### Article 10

##### **Reservations**

Reservations may not be made with respect to any of the provisions of the Agreement, except as provided in Article 13, paragraph 5.

#### Article 11

##### **Withdrawal**

Any Party may withdraw from the Agreement by written notification addressed to the Secretary-General of the United Nations. The withdrawal shall take effect twelve (12) months after the date of receipt by the Secretary-General of such notification.

#### Article 12

##### **Suspension of validity**

The operation of the Agreement shall be suspended if the number of Parties becomes less than eight (8) for any period of twelve (12) consecutive months. In such a situation the secretariat shall notify the Parties. The provisions of the Agreement shall again become operative if the number of Parties reaches eight (8).

### Article 13

#### **Settlement of disputes**

1. Any dispute between two or more Parties which relates to the interpretation or application of the Agreement and which the Parties in dispute are unable to settle by negotiation or consultation shall be referred to conciliation if any of the Parties in dispute so requests and shall, to that end, be submitted to one or more conciliators selected by mutual agreement between the Parties in dispute. If the Parties in dispute fail to agree on the choice of conciliator or conciliators within three (3) months after the request for conciliation, any of those Parties may request the Secretary-General of the United Nations, to appoint a single independent conciliator to whom the dispute shall be submitted.

2. The recommendation of the conciliator or conciliators appointed in accordance with paragraph 1 of this Article, while not binding in character, shall become the basis of renewed consideration by the Parties in dispute.

3. By mutual agreement, the Parties in dispute may agree in advance to accept the recommendation of the conciliator or conciliators as binding.

4. Paragraphs 1, 2 and 3 of the present Article shall not be construed to exclude other measures for the settlement of disputes mutually agreed between the Parties in dispute.

5. Any State may, at the time of depositing its instrument of ratification, acceptance, approval or accession, deposit a reservation stating that it does not consider itself bound by the provisions of the present Article relating to conciliation. Other Parties shall not be bound by the provisions of the present Article relating to conciliation with respect to any Party which has deposited such a reservation.

### Article 14

#### **Limits to the application**

1. Nothing in the Agreement shall be construed as preventing a Party from taking such action, compatible with the provisions of the Charter of the United Nations and limited to the exigencies of the situation, as it considers necessary for its external or internal security.

2. A Party shall make every possible effort to develop the Trans-Asian Railway Network consistent with the Agreement. However, nothing in the Agreement shall be construed as acceptance of an obligation by any Party to permit the movement of goods and passenger traffic across its territory.

### Article 15

#### **Annexes**

Annexes I and II to the Agreement shall form an integral part of the Agreement.

### Article 16

#### **Secretariat**

The United Nations Economic and Social Commission for Asia and the Pacific shall be designated the secretariat of the Agreement.

### Article 17

#### **Depositary**

The Secretary-General of the United Nations shall be designated the depositary of the Agreement.

IN WITNESS WHEREOF, the undersigned, being duly authorized thereto, have signed the Agreement,

OPENED for signature on the tenth day of November two thousand and six at Busan, Republic of Korea, in a single copy in the Chinese, English and Russian languages, the three texts being equally authentic.

### **Annex I**

#### **TRANS-ASIAN RAILWAY NETWORK**

The Trans-Asian Railway network consists of the railway lines of international importance indicated below.

The lines that form the basis for describing the Trans-Asian Railway network in each State are designated in bold with the origin and end stations and are then listed vertically. Lines branching off are described to the right of the junction station. Further branches are shown indented underneath this first branch. All lines are of equal importance within the Trans-Asian Railway Network.

When lines start or finish at a border point, the first or last stations on that line are preceded or followed by the indication in brackets of the name of the border station and the name of the neighbouring State directly concerned.

The names of stations that have specific functions on a line are followed by the indication of these functions in italics and brackets. Such functions include:

- (*border station*),
- (*break-of-gauge*),
- (*junction*),
- (*maritime connection*), and
- (*ferry terminals*).

Missing links are indicated in [square brackets].

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

## LIST OF THE LINES IN THE TRANS-ASIAN RAILWAY NETWORK

### ARMENIA

#### Ayrum – Niuvedi

(Sadakhlo, Georgia)

Ayrum (*border station*)

Gyumri (*junction*)

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

Masis (*junction*)

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

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

Yeraskh (*border station*)

(Belidag – Ordubad,  
Azerbaijan)

Meghri

Niuvedi (*border station*)

▼ (Agbent, Azerbaijan)

### AZERBAIJAN

#### Yalama – Beyouk Kesik

(Samur, Russian Federation)

Yalama (*border station*)

Baku (*ferry terminal*)

→ (Ferry link to Caspian sea ports in *Islamic Republic of Iran, Kazakhstan, Russian Federation and Turkmenistan*)

Alyat (*junction*)

→ Ali Bairamli (*junction*) – Astara (*border station and break-of-gauge*) – (Astara, Islamic Republic of Iran)

→ Ali Bairamli (*junction*) – Agbent (*border station*) – (Niuvedi-Meghri (*border station*), Armenia) – Ordubad – Djulfa (*border station and break-of-gauge*) – (Djulfa, Islamic Republic of Iran)

Akstafa

→ Barkhudarly (*border station*) – (Ijevan, Armenia)

Beyouk Kesik (*border station*)

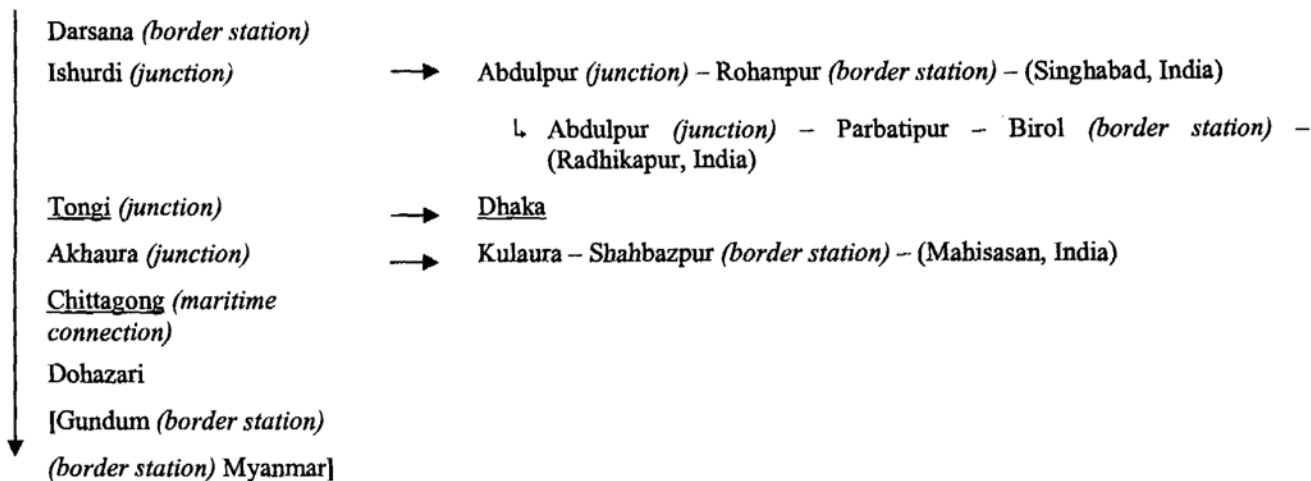
▼ (Gardabani, Georgia)



## BANGLADESH

### Darsana – Gundum

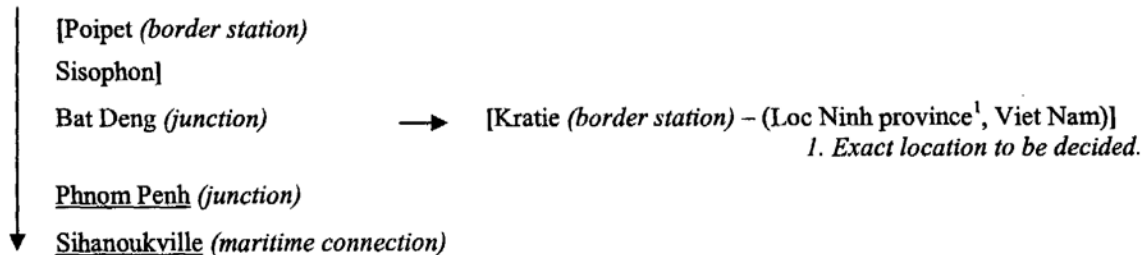
(Gede, India)



## CAMBODIA

### Poipet – Sihanoukville

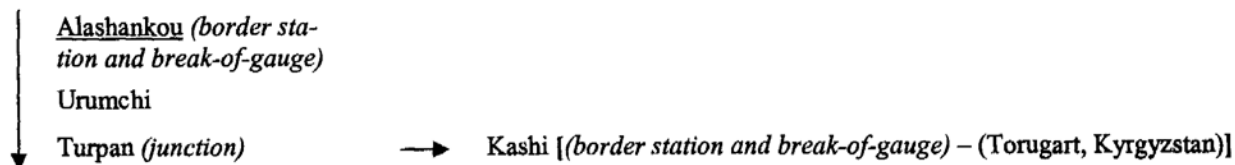
(Klong Luk, Thailand)



## CHINA

### Alashankou – Lianyungang

(Dostyk, Kazakhstan)



## Lanzhou

Baoji (*junction*)

- Kunming (*junction*) – Xiangyun (*junction*) – Dali (*junction*) – [Kachang (*border station and break-of-gauge*) – (Myitkyina, Myanmar)]
  - ↳ [Xiangyun – Jinghong (*border station and break-of-gauge*) – (Boten, Lao PDR)]
  - ↳ Dali (*junction*) – [Rueli (*border station and break-of-gauge*) – (Muse, Myanmar)]
- Kunming (*junction*) – Hekou (*border station*) – (Lao Cai, Viet Nam)
- Kunming (*junction*) – Nanning (*junction*) – Guangzhou (*junction*)
- - ↳ Nanning (*junction*) – Hengyang (connects with Beijing-Shenzhen line)
  - ↳ Guangzhou (connects with Beijing-Shenzhen line)

## Xian

Zhengzhou (*junction*)

- (connects with Beijing-Shenzhen line)

Xizhou (*junction*)

- (connects with Tianjin-Shanghai line)

↓ Lianyungang (*maritime connection*)

## Erenhot – Dandong

(Zamyn Uud, Mongolia)

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

Beijing (*junction*)

- (connects with Beijing-Shenzhen line)

Tianjin (*maritime connection*)

Shenyang (*junction*)

- (connects with Manzhouli-Dalian line)

Dandong (*border station*)

↓ (Sinuiju, Democratic People's Republic of Korea)

## Manzhouli – Dalian

(Zabaikalsk, Russian Federation)

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

Harbin (*junction*)

- Suifenhe (*border station and break-of-gauge*) – (Grodokovo, Russian Federation)

Changchun (*junction*)

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

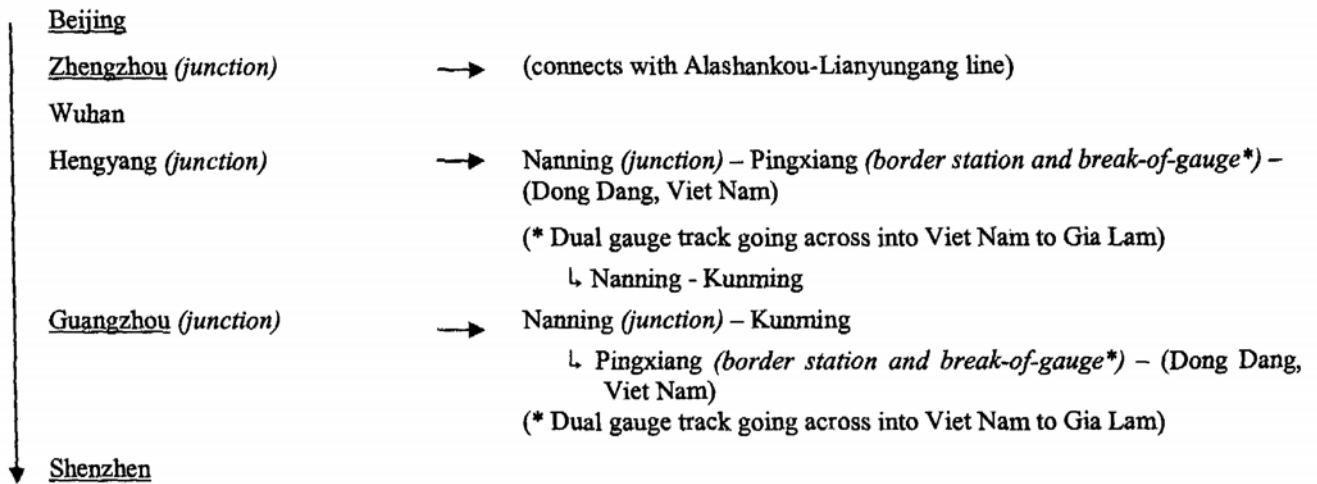
Shenyang (*junction*)

- (connects with Erenhot-Dandong line)

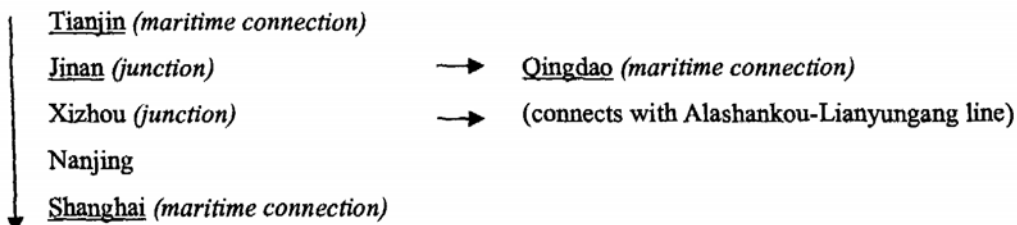
↓ Dalian (*maritime connection*)



## Beijing – Shenzhen

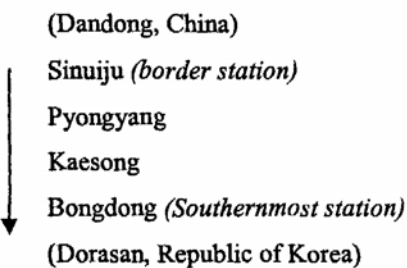


## Tianjin – Shanghai



## DEMOCRATIC PEOPLE’S REPUBLIC OF KOREA

### Sinuiju – Kaesong



## **Tumangang – Kumgangsán**

(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 ( <i>junction</i> ) – <u>Mumbai</u> ( <i>maritime connection</i> )
	↳ <u>Nagpur</u> ( <i>junction</i> ) – <u>Mumbai</u> ( <i>maritime connection</i> )
	↳ <u>Nagpur</u> ( <i>junction</i> ) – <u>Kolkata</u> ( <i>maritime connection</i> )
	↳ Vijayawada ( <i>junction</i> ) – <u>Visakhapatnam</u> ( <i>maritime connection</i> ) – <u>Kolkata</u> ( <i>maritime connection</i> )
	↳ Jolarpettai ( <i>junction</i> ) – <u>Mumbai</u> ( <i>maritime connection</i> )
	↳ <u>Madurai</u> ( <i>junction</i> ) – Rameswaram ( <i>ferry terminal</i> ) – (Talaimannar, Sri Lanka)
<u>Kanpur</u> ( <i>junction</i> )	→ Raxaul ( <i>border station</i> ) – (Birgunj, Nepal)
Mughalsarai	
Sitarampur ( <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 – Surabaya kota
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)

Tehran (junction)

→ Qom (junction) – Badrud (junction) – Meybod – Bafq (junction) – Kerman – [Bam – Fahraj] Zahedan (break-of-gauge) – Mirjaveh (border station) – (Koh-i-Taftan, Pakistan)

↳ Qom (junction) – Arak (junction) – Ahvaz (junction) – Khorramshahr (maritime connection)

↳ [Arak (junction) – Kermanshah – Khosravi (border station) – (Khaneghein, Irak)]

↳ 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)

Torbati 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)

Aktobe

Kandagach (*junction*)

→ Nikeltau (*border station*) – (Orsk, Russian Federation)

↳ Nikeltau (*border station*) – Aiteke-bi – Tobol (*junction*) – Astana (*junction*)

→ (connects with Petropavlosk-Dostyk line)

→ Makat (*junction*) – Ganyushkino – (Aksaraiskaya, Russian Federation)

↳ Makat (*junction*) – Beyneu (*junction*) – Oasis – (Karakalpakia, Uzbekistan)

↳ Beyneu (*junction*) – Aktau port (*ferry terminal*) – (Ferry link to Caspian sea ports in Azerbaijan, Islamic Republic of Iran, Russian Federation and Turkmenistan)

Tyuratam

Kzyl-Orda

Arys (*junction*)

→ Sary-Agash (*border station*) – (Keles, Uzbekistan)

Chimkent

Djambul

Lugovaya (*junction and border station*)

→ (Bishkek, Kyrgyzstan)

Chu (*junction*)

→ Mointy (*junction*)

Almaty - I

Ushtobe

Aktogai (*junction*)

→ (connects with Petropavlosk-Dostyk line)



## KYRGYZSTAN

### Bishkek – Kochkor

(Lugovaya, Kazakhstan)

↓ Alamedin

Balykchi

↓ [Kochkor]

### [Kochkor – Torugart]

↓ [Kochkor

Kara-Keche

Arpa (*junction*)

→ [Missing link] – Osh (*station Karasu*) – Jalal-Abad (*border station*) –  
(Andizhan, Uzbekistan)

↓ Torugart (*border station  
and break-of-gauge*)  
(Kashi, China)]

### Border with Uzbekistan – Osh

↓ (Andizhan, Uzbekistan)

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

## LAO PEOPLE'S DEMOCRATIC REPUBLIC

### [Thanaleng – Mu Gia]

↓ [(Nongkhai, Thailand)

Thanaleng (*border station*)

↓ Vientianne (*junction*)

→ [Boten (*border station*) – (Jinghong, China)]

↓ Thakhek (*junction and border  
station*)

→ [Nakhon Phanom, Thailand]

↓ Mu Gia (*border station*)

(Mu Gia, Viet Nam)]

## [Vangtao – Densavanh]

[(Chong Mek, Thailand)

Vangtao (*border station*)

Pakse

Savannakhet (*junction and border station*)

→ [(Mukdahan, Thailand)]

Densavanh (*border station*)

(Lao Bao, Viet Nam) ]

## MALAYSIA

### Padang Besar – Johor Bahru

(Padang Besar, Thailand)

Padang Besar (*border station*)

Bukit Mertajam (*junction*)

→ Butterworth (*maritime connection*)

Ipoh

Kuala Lumpur (*junction*)

→ Port Klang (*maritime connection*)

→ Setia Jaya

Kajang

Gemas (*junction*)

→ Wakaf Bahru (*junction*) – Rantau Panjang (*border station*) – (Sungai Kolok, Thailand)

↳ Wakaf Bahru – Tumpat

Segamat

Kempas Bahru (*junction*)

→ Pasir Gudang (*maritime connection*)

→ Tanjung Pelepas (*maritime connection*)

Johor Bahru (*border station*)

(Singapore)

## MONGOLIA

### Sukhbaatar – Zamyn Uud

(Naushki, Russian Federation)

Sukhbaatar (*border station*)

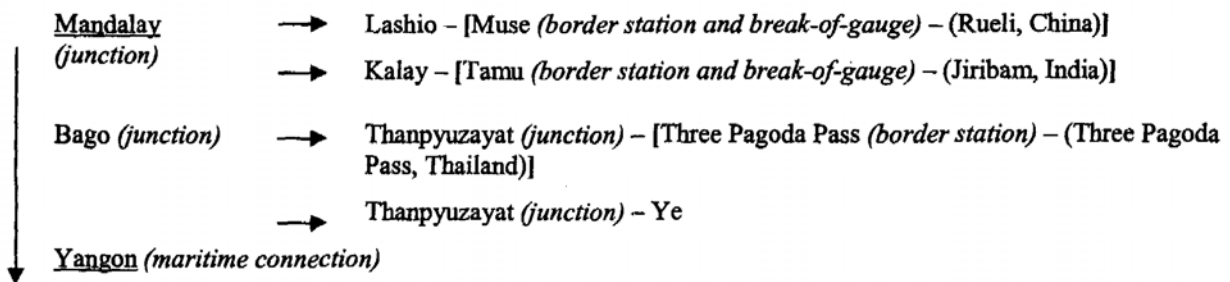
Ulaanbaatar

Zamyn Uud (*border station and break-of-gauge*)

(Erenhot, China)

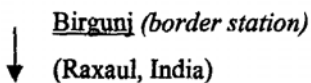
## MYANMAR

### Mandalay – Yangon

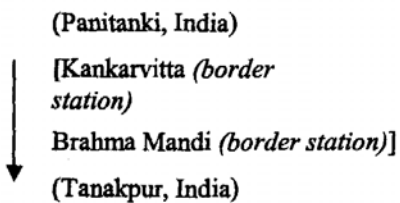


## NEPAL

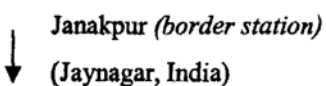
### Birgunj – Border with India



### [Kakarvitta – Brahma Mandi]



### Janakpur – Border with India



## PAKISTAN

### Koh-i-Taftan – Wagah

(Mirjaveh, Islamic Republic of Iran)

Koh-i-Taftan (*border station*)

Dalbandin (*junction*)

→ [Gwadar (*maritime connection*)]

Spezand (*junction*)

→ Quetta – Bostan – Chaman (*border station*) – (Spinbuldak, Afghanistan)

Rohri (*junction*)

→ Hyderabad (*junction*) – Karachi (*maritime connection*) – Qasim (*maritime connection*)

↳ Hyderabad (*junction*) – Mirpurkhas – Khokropar (*border station*)

Lodhran (*junction*)

→ Sher Shah (*junction*) – Khanewal – Faisalabad – Shahdara (*junction*) (connects with Lahore-Peshawar line)

→ Sher Shah – Kundian – Attock (*junction*) – Peshawar (*border station*) – (Afghanistan)

Khanewal (*junction*)

→ Shahdara (connects with Lahore-Peshawar line)

Multan

Lahore (*junction*)

Wagah (*border station*)

(Attari, India)

### Peshawar – Lahore

(Afghanistan)

Peshawar (*border station*)

Attock (*junction*)

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

Islamabad

Rawalpindi

Shahdara (*junction*)

→ Khanewal – Lodhran (connects with Koh-i-Taftan – Wagah line)

Lahore

## REPUBLIC OF KOREA

### Dorasan – Busan

(Bongdong, Democratic People's Republic of Korea)

Dorasan (*Northernmost station*)

Seoul

Suwon

Daejeon (*junction*)

→ Iksan (*junction*) - Mokpo (*maritime connection*)

↳ Gwangyang (*maritime connection*)

Daegu

Busan (*maritime connection*)

## RUSSIAN FEDERATION

### Buslovskaya – Moscow

(Vainikkala, Finland)

Buslovskaya (*border station*)

Saint Petersburg  
(*junction*)

→ MGA – Volhovstroï – Koshta – Vologda – Kotelnich (*junction*) –  
Ekaterinburg (*junction*)

↳ Kotelnich (*junction*) (connects with Krasnoe – Nakhodka line)

Moscow (*junction*)

→ (connects with Krasnoe – Nakhodka line)

### Suzemka – Moscow

(Zernovo, Ukraine)

Suzemka (*border station*)

Bryansk

Moscow (*junction*)

→ (connects with Krasnoe – Nakhodka line)

### Krasnoe – Nakhodka

(Osinovka, Belarus)

Krasnoe (*border station*)

Smolensk

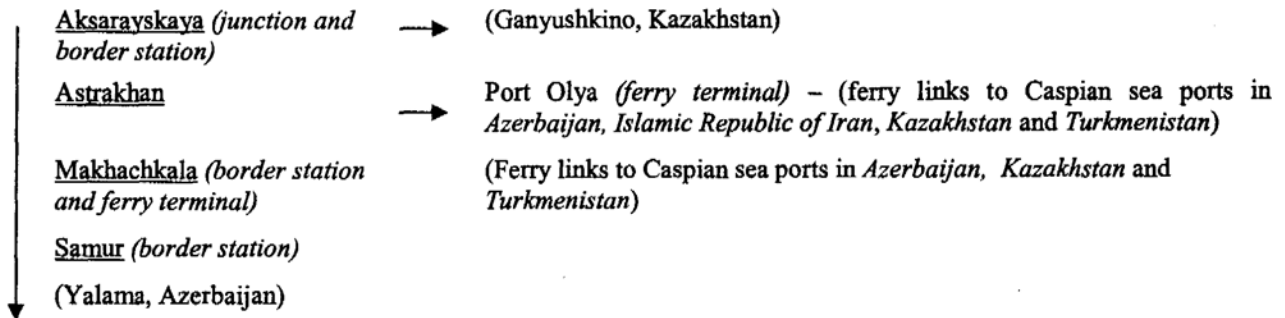
Moscow

Nizhniy Novgorod

<u>Kotel'nich</u> ( <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> )

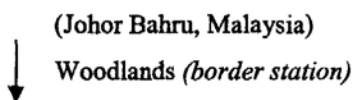
#### Moscow – Samur

<u>Moscow</u>		
<u>Ryazan</u>		
Kochetovka ( <i>junction</i> )	→	Rtisthevo – Saratov – Ozinki ( <i>border station</i> ) – (Semiglavii Mir, Kazakhstan)
Gryazi ( <i>junction</i> )	→	Volgograd
Liski		
Likhaya ( <i>junction</i> )	→	<u>Rostov</u> – <u>Krasnodar</u> ( <i>junction</i> ) – Veseloe ( <i>border station</i> ) – (Gantiadi, Georgia)
	↳	<u>Krasnodar</u> ( <i>junction</i> ) – Krimskaya ( <i>junction</i> ) – <u>Novo-rossiisk</u> ( <i>maritime connection</i> )
	↳	Krimskaya ( <i>junction</i> ) – Kavkaz ( <i>maritime connection and ferry terminal</i> )
<u>Volgograd</u> ( <i>junction</i> )	→	Gryazi



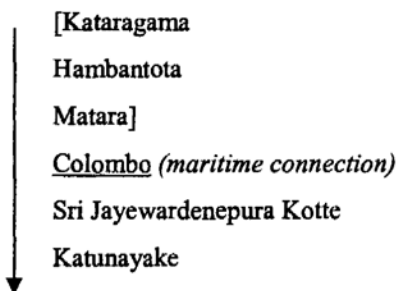
## SINGAPORE

### Woodlands –

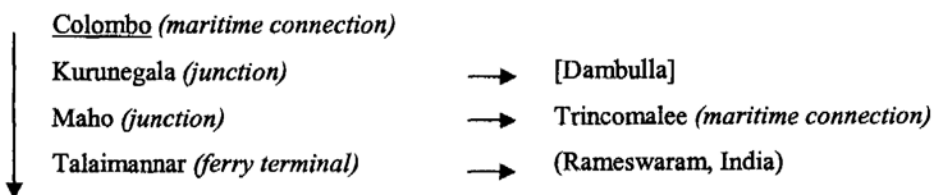


## SRI LANKA

### Kataragama – Katunayake



### Colombo – Talaimannar





## TAJIKISTAN

### Nau – Kanibadam

(Bekabad, Uzbekistan)

Nau (*border station*)

Khudjand

Kanibadam (*junction and border station*)

(Suvanabad, Uzbekistan)

→ Isfara

### Pakhtaabad – Yangi Bazar

(Sariasya, Uzbekistan)

Pakhtaabad (*border station*)

Regar

Dushanbe II

Dushanbe I

Yangi Bazar

### Khoshad – Kulyab

(Amuzang, Uzbekistan)

Khoshad (*border station*)

Kurgan Tube (*junction*)

Kulyab

→ Yavan

## THAILAND

### Nongkhai – Padang Besar

(Thanaleng, Lao People's Democratic Republic)

Nongkhai (*border station*)

Bua Yai (*junction*)

Kaeng Khoi (*junction*)

→ [Nakhon Phanom (*border station*) – (Thakhek, Lao People's Democratic Republic)]

→ [Mukdahan (*border station*) – (Savannakhet, Lao People's Democratic Republic)]

→ Nakhonratchasima – Ubonratchathani – [Chong Mek (*border station*) – (Pakse, Lao People's Democratic Republic)]

Banphachi ( <i>junction</i> )	→	Nakhonsawan ( <i>junction</i> ) – Denchai ( <i>junction</i> ) – Chiangmai ↳ [Nakhonsawan – Mae Sod ( <i>border station</i> ) – (Myawadi, Myanmar)] ↳ [Denchai – Chiangrai – Mae Sai ( <i>border station</i> ) – (Tachilek, Myanmar)]
<u>Bangkok</u> – Bang Sue station ( <i>junction</i> )	→	<u>Ladkrabang</u> – Chachoengsao ( <i>junction</i> ) – Si Racha ( <i>junction</i> ) – Kao Chi Chan ( <i>junction</i> ) – Sattahip ( <i>maritime connection</i> )
	→	Chachoengsao ( <i>junction</i> ) – Aranyaprathet – Khlong Luk ( <i>border station</i> ) – [(Poipet, Cambodia)]
	→	Si Racha – <u>Laemchabang</u> ( <i>maritime connection</i> )
	→	Kao Chi Chan – <u>Map Ta Put</u> ( <i>maritime connection</i> )
Nong Pla Duk ( <i>junction</i> )	→	Namtok – [Three Pagoda Pass ( <i>border station</i> ) – (Thanpyuzayat, Myanmar)]
Hat Yai ( <i>junction</i> )	→	Sungai Kolok ( <i>border station</i> ) – (Rantau Panjang, Malaysia)
Padang Besar ( <i>border station</i> ) (Padang Besar, Malaysia)		

## TURKEY

### Kapikule – Kapikoy

(Bulgaria, Europe)

Kapikule ( <i>border station</i> )		
<u>Istanbul</u>		
Eskisehir ( <i>junction</i> )	→	Alayunt – Balikesir – <u>Izmir</u> ( <i>border station</i> )
<u>Ankara</u>		
Kalin ( <i>junction</i> )	→	<u>Samsun</u> ( <i>maritime connection</i> )
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 (ferry crossing)	→	
Kapikoy ( <i>border station</i> ) (Razi, Islamic Republic of Iran)		

## TURKMENISTAN

### Turkmenbashi – Turkmenabad

(Baku, Azerbaijan)	
<u>Turkmenbashi</u> (ferry terminal)	→ (Ferry link to Caspian sea ports in Azerbaijan, Islamic Republic of Iran, Kazakhstan and Russian Federation)
<u>Ashgabat</u>	
Tenzhen	
Mari (junction)	→ Parakhat – <u>Sarakhs</u> (border station and break-of-gauge) – (Sarakhs, Islamic Republic of Iran)
Turkmenabad (junction and border station) (Khodchadavlet, Uzbekistan)	→ Gazodjak (border station) – (Pitnyak – K.P.449, Uzbekistan) – Dashowuz – Takhyatash (border station) – (Uzbekistan)

## UZBEKISTAN

### Keles – Khodchadavlet

(Sari-Agash, Kazakhstan)	
Keles (border station)	
Tukumachi (junction)	→ Ozodlik – [ <u>Angren</u> – Khalkobad] – Pap (junction) – Kokand
Sirdarinskaya	
Khavast (junction)	→ <u>Bekabad</u> (border station) – (Nau – Kanibadam, Tajikistan) – Suvanabad (border station) – <u>Kokand</u> (junction) – <u>Margilan</u> – <u>Andizhan</u> (border station) – (Osh, Kyrgyzstan)
	↳ <u>Kokand</u> (junction) – Pap (junction) – <u>Namangan</u>
Samarkand	
<u>Ulugbek</u>	
Navoi (junction)	→ <u>Tinchlik</u> – Uchkuduk – Nukus – <u>Kungrad</u> – Karakalpakia (border station) – (Oazis, Kazakhstan)
<u>Bukhara</u> (junction)	→ <u>Karshi</u> (junction) – Tashguzar (junction) – [Dekhanabad – Darband] – Boysun – Kumkurgran (junction) – Sariasiya (border station) – (Pakhtabad, Tajikistan)
	↳ Karshi (junction) – RZD 154 (border station) – (Talimarjan – Kerkichi (junction) – Kelif, Turkmenistan) – <u>Termez</u> (junction) – Galaba (border station) – (Khairaton, Afghanistan)
	↳ Termez (junction) – Kumkurgran (junction) – Sariasiya (border station) – (Pakhtabad, Tajikistan)
Khodchadavlet (border station) (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 <sup>1</sup> ( <i>border station</i> ) – (Kratie, Cambodia)] 1. Exact location to be decided.

### Hanoi – Dong Dang

<u>Hanoi</u>	
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> ) – <u>Halong</u> ( <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 <sup>1</sup>	Indonesia	1. China <sup>2</sup>	1. Armenia	1. Bangladesh <sup>1</sup>
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 <sup>3</sup>			6. Mongolia	
7. Thailand			7. Russian Federation	
8. Viet Nam <sup>4</sup>			8. Tajikistan	
			9. Turkmenistan	
			10. Uzbekistan	

Potential members of TAR: Japan (1,067 mm gauge) and the Philippines (1,067 mm gauge).

<sup>1</sup> Part of railway network of the country.

<sup>2</sup> Features also a line (from/to Viet Nam) of 1,000 mm gauge.

<sup>3</sup> Service provided by railways of Malaysia.

<sup>4</sup> 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.