*** APPENDIXES ***
Appendix I

TRADE AGREEMENT BETWEEN INDIA AND BANGLADESH

The Government of the Republic of India and the Government of the People's Republic of Bangladesh,

Being conscious of the urge of their two peoples to enlarge areas of mutual co-operation;

Desirous of expanding trade and strengthening economic relations between the two countries on the basis of equality and mutual benefit;

Have agreed as follows:

Article I

The two Governments recognizing the need and requirement of each other in the context of their developing economies undertake to explore all possibilities, including economic and technical cooperation, for promotion, facilitation, expansion and diversification of trade between the two countries on the basis of equality and mutual benefit.

Article II

The two Governments agree to take appropriate measures in accordance with the evolving international trading system for mutual benefit of developing countries and least developed countries in so far as such measures are consistent with their individual, present and future development, financial and trade facilitation.

Article III

The two Governments agree that expansion of their mutual trade exchanges would make an important contribution towards their development. To this end, they agree to take appropriate and special measures during periodic reviews taking into account the asymmetries between the two countries with a view to augmenting and diversifying their mutual trade specially in respect of specific products as may be agreed upon.

Article IV

All payments and charges in connection with trade between the two countries shall continue to be effected in freely convertible currencies in accordance with the foreign exchange regulations in force in each country from time to time.
Article V
Imports and exports of commodities and goods produced or manufactured in India or Bangladesh, as the case may be, shall be permitted in accordance with the import, export and foreign exchange laws, regulations and procedures in force in either country from time to time taking into account asymmetries between the two countries.

Article VI
Each Government shall accord to the commerce of the country of the other Government, treatment no less than that accorded to the commerce of any third country.

Article VII
The provisions of Article VI shall not prevent the grant or continuance of:

a) Privileges which are or may be granted by either of the two Governments in order to facilitate frontier trade by separate agreement(s);

b) Advantages and privileges which are or may be granted by either of the respective neighbouring countries;

c) Advantages resulting from any customs union, a free trade area or similar arrangements which either of the two Governments has concluded or may conclude in the future.

d) Advantages or preferences accorded under any scheme for expansion of trade and economic cooperation among developing countries, which is open for participation by all developing countries, and to which either of the two Governments is or may become a party.

Article VIII
The two Governments agree to make mutually beneficial arrangements for the use of their waterways, roadways and railways for commerce between the two countries for passage of goods between two places in one country through the territory of the other.

Article IX
Each Government will grant merchant vessels of the other country while entering, putting off and lying at its ports the most-favoured-nation treatment accorded by their respective laws, rules and regulations to the vessels under the flag of any third country.

Both the Governments agree on the basis of shipper's preference, to utilize to the maximum extent possible, the vessels owned/chartered by
shipping organizations of the two countries concerned for shipping cargoes imported or exported under this Agreement at competitive freight rates.

Article X
The two Governments agree to cooperate effectively with each other to prevent infringement and circumvention of the laws, rules and regulations of either country in regard to matters relating to foreign exchange and foreign trade.

Article XI
The two Governments agree to accord, subject to their respective laws and regulations, reasonable facilities for the holding of trade fairs and exhibitions and visits of business and trade delegations sponsored by the Government concerned.

Article XII
In order to facilitate the implementation of this Agreement, the two Governments shall consult each other at least once in a year or earlier as and when necessary, and shall review the working of the Agreement with special attention to the asymmetries between the two countries.

Article XIII
This amended Agreement shall come into force on the 1st April, 2006. It shall remain in force for a period of three years. It may be extended by a further period of three years by mutual consent subject to such modifications as may be agreed upon.

Done in New Delhi, on the 21st March, 2006, in two original copies, each in Hindi, Bangla and English, all the texts being equally authentic. In case of difference, the English text shall prevail.

(Kamal Nath)  (M. Saifur Rahman)
Minister of Commerce and Industry    Minister for Finance & Planning
Government of the Republic of India   Government of People’s Republic of Bangladesh
Appendix II

PROTOCOL ON INLAND WATER TRANSIT AND TRADE

In pursuance of Article VIII of the Trade Agreement entered into between the Government of the People's Republic of Bangladesh and the Government of the Republic of India on the 21st March 2006 wherein the two Governments agreed to make mutually beneficial arrangements for the use of their waterways for commerce between the two countries for passage of goods between two places in one country through the territory of the other, in accordance with the laws of the country through the territory of which goods are moving, it is further agreed as follows:

1. Definition:
   For the purpose of this Protocol unless the context otherwise requires:

1.1 The term "Competent Authorities" will mean the authorities authorized by the respective Governments:

1.2 The term "route" will refer to the routes:


(5) Rajshahi -Godagari -Dhulian

(6) Dhulian -Godagari -Rajshahi

(8) Pandu -Dhubri -Chilmari -Bahadurabad -Sirajganj -Aricha -Chandpur - Narayanganj – Bhairab Bazar - Ajmiriganj - Markuli -Sherpur - Fenchuganj - Zakiganj - Karimganj, or such other routes as may be prescribed by the Competent Authorities from time to time.

1.3 The term "Vessels" will mean the watercrafts which are registered under the Inland Shipping Ordinance, 1976 as amended from time to time in case of Bangladesh vessels and Inland Vessels Act, 1917, as amended from time to time in case of Indian Vessels. This will cover vessels which carry only commercial goods as stated in the preamble of the Protocol.

2. Conservancy and Pilotage:

2.1 Each country will maintain the river routes falling within its territory in a navigable condition and provide all the essential pilotage and conservancy services, including hydrographic surveys and supply of charts, if prepared and available for commercial navigational use to inland water transport operators, and aids to night navigation where facilities for such navigation already exist.

2.2 Acknowledging that there may be routes or parts of routes in one country, primarily being used by the transit traffic of the other, the country maintaining such routes will provide aids to night navigation on such routes, provided the country using such routes pays, by mutual agreement, for the installation and maintenance of such aids. The amount to be paid and the manner of its payment shall be mutually agreed upon by the two sides.

3. Port dues and other charges:

3.1 Port dues may be levied by the competent authorities in either country on the vessels belonging to the other country and engaged in inter country trade.

3.2 The competent authorities in either country may also levy on the vessels of the other country charges for conservancy, pilotage and other specific services at par with those charged from the local vessels. The charges will be determined with reference to cargo carrying capacity of the vessels, as applicable to local vessels.

3.3 Acknowledging that one country may be required to maintain routes or parts of routes primarily on account of the transit traffic of the other, the
country utilizing such routes will provide to the other country an agreed sum of money for the maintenance of such routes including conservancy and pilotage.

3.4 The route between Sirajganj and Daikhawa in the Northern Delta Section of the River Jamuna -Brahmaputra and the route between Sherpur and Zakiganj in the North Eastern Delta Section of the Kushiara river are recognized by both sides as routes being maintained primarily for the use of Indian transit traffic.

3.5 For the maintenance of the above mentioned services on these routes, the Government of India has been paying to the Government of Bangladesh at the rate of BD TK 200 lakh per year till 30th April 2007. It was agreed that an upward revision of these rates will be considered by the Government of India in consultation with the Government of Bangladesh.

4. Handling Facilities

Each country will permit the vessels of the other country to utilize all available cranes and other handling facilities on the same terms and conditions as are applicable to local vessels.

5. Supply of bunkers:

The vessels of either country plying between the two countries and also between places in the same country through the other country will be permitted to purchase the fuel required by them for the purpose of their operations on payment in convertible currency. Inland vessels registered in Bangladesh may be bunkered at Kolkata, Budge-Budge, Haldia, Karimganj, Dhubri and Pandu in India. Likewise, vessels registered in India may be bunkered at Mongla industrial belt, Khulna Barisal, Chandpur, Narayanganj and Sirajganj in Bangladesh. Any alteration/addition in respect of bunkering points may be decided through mutual consultations.

6. Purchase of essential stores:

The vessels operating in either country will be allowed to purchase in convertible currency the stores which they may require for their operation during the voyage in the other country at places of bunkering. In order to do so, conversion facilities will be provided at the bunkering points.
7. Purchase of provisions by the fleet personnel during voyage:

Fresh food and other provisions essential for fleet personnel will be allowed to be purchased in either country to meet the requirements of voyage. The purchase will be made in convertible currency at the points of bunkering. In order to do so, conversion facilities will be provided at the bunkering points. In exceptional circumstances only purchases may be made at places other than the bunkering points. The appropriate authorities of either country may prescribe the manner in which such purchases may be made should it be deemed necessary.

8. Repair facilities

Vessels of either country calling for urgent repairs en route will be allowed to have repairs done at the Government owned and/or public sector marine workshop in either country. The expenditure incurred on such repairs will be reported by the operators to the concerned foreign exchange authorities for their clearance in accordance with the provisions of Article 25.

9. Assistance to be provided by either country to the vessels of the other in distress:

Each country will provide all the necessary facilities to the vessels of the other, which may be grounded or otherwise in distress during their voyage in its waterways. Expenditure incurred on salvage operations, if required on such occasions, shall be cleared in accordance with the arrangements to be made under Article 25.

10. Submission of voyage forecast for voyage permission to use waterways:

The vessels of one country before using the waterways of the other country will obtain the permission of the other country for entry. In such cases the voyage forecasts, in the prescribed form, for the vessels of one country will be submitted to the competent authority of the other country at least four days before the expected date of entry into the country of entry.

11. Nomination of "Ports of Call" on equal basis:

One country will provide the facilities of "Ports of Call" to the vessels of the other country engaged in inter country trade and number of such Ports of Call will be equal in both countries. Both sides agreed that the following would be treated as 'Ports of Call' in their respective country.
12. Recognition of survey certificates and other documents:
The survey certificates and other documents issued by the appropriate authorities in one country for the vessels registered in it and running to or through the other will be recognized and accepted as valid by the other. These certificates or documents shall be produced by the Master of the vessels concerned at the points of entry and at the other points, as may be required, during the voyage.

13. Flying of Flags:
The vessels of each country will carry its national flag and the national flag of the country through which it is transiting besides its house flag.

14. Use of radio-telephone by river craft:
Inland vessels will be allowed to be equipped with radio-telephone for facilities of speedy commercial communications, specially in emergencies, in conformity with the current regulations of the country through which the vessels are in transit.

15. Registration and issue of identity cards:
The personnel manning vessels plying through or between the two countries shall carry certificate of employment and permits with a photograph of the concerned individual duly authenticated by the authorities to be nominated by the respective countries in regard to their personnel. Officers supervising or controlling the fleet of the operators in either country shall carry passports endorsed with multiple entry visas.

16. Permission to fleet personnel and travelling officers to go by rail, road or air in special circumstances:
Fleet personnel and travelling officers posted to any of the vessels carrying transit cargo in either country will be allowed to travel by rail, road or air, whenever they are required to join duty on the vessels, or when they have to leave their duty on the vessels by reason of sickness or other urgent contingencies. Such movements will be simultaneously reported to the appropriate authorities of either country.
17. Prohibition on vessels carrying transit cargo:
Vessels carrying transit cargo through one country will not be engaged
in inter country trade and will not take or discharge cargo or passengers
in the country through which they are passing. All necessary facilities for
inspection will be accorded by each country to the Customs and other
agencies. No undue delay will be caused to the voyage of any vessels on
account of such inspections.

18. Sharing of inter-country trade and transit cargo:
The two Governments agree to sharing of the carriage of inter country
trade and transit cargo on an equal tonnage basis (i.e. 50:50) by the
vessels of signatory countries to and from ports of call/ customs stations
including extended places of loading and unloading under customs
formalities and supervision. The competent authorities of the two
countries will take steps to operationalise the sharing through
appropriate measures keeping in view that expeditious transportation of
cargo is in the mutual interest of both countries.

19. Common freight rates:
The operators in both the countries will charge to the extent practicable
uniform freight rates for both inter-country trade and transit traffic. Such
rates will be fixed by the competent authorities by mutual consultations.

20. Evolving uniform documentation for vessels:
The document issued in accordance with the regulations in one country,
in respect of the cargoes carried by vessels going to or through the other
country will be accepted by the other. Efforts will be made to evolve
uniform documentation in both the countries as early as possible.

A Manifest in duplicate for in-transit goods in addition to the Manifest
Book shall be submitted to the Customs Officer at the point of entry. One
copy of the Manifest will be retained by him and the other, duly
endorsed will be sent in sealed cover through the Master of the vessel to
the Customs Officer at the exit points.

21. Customs checks and documentation:
Both the countries agree to reduce customs documentation and other
requirements to the essential minimum for the purpose of transit and to
have custom stations at or near the points of entry and exit in each
country.
22. Freight remittance facilities:
The freight earned by the vessels of either country from the traffic,
originating in the other and carried by them, will be allowed to be
remitted to the owners of the vessels in accordance with the
arrangements for remittance of surplus collection between the two
countries that may be in force from time to time in accordance with
Article 25.

23. Permission to operate trucks between places in India and river stations in
Bangladesh:

23.1 Bangladesh Truck and/or Tractor-Trailers may carry cargoes
transshipped from river crafts at Sherpur to the Indian border.

23.2 Cargoes brought by deeper draft vessels from India upto Sherpur or any
other point on the waterways in Bangladesh may be transshipped into
shallow draft vessels for destination in India. Conversely,
transshipments can also be made from shallow draft vessels to deeper
draft vessels. Transshipments will be carried out under the supervision
of BIWTA and Customs authorities of Bangladesh.

24. Opening of branch offices and appointment of agents:
The operators of vessels in one country will be allowed to open their
branch offices or appoint their agents only at major inland ports and
secondary river ports in the other. However, such branch offices will be
opened with due approval from the country concerned.

25. Arrangements for settlement, clearance & remittance:
Subject to their respective foreign exchange regulations, the competent
authorities of Bangladesh and India, shall, through mutual consultations,
establish a comprehensive system for quick settlement, clearance and
remittance of all sums, claims, or dues on account of goods supplied,
services rendered or facilities accorded to the vessels of one country in or
by the other.

26. Setting up of a Standing Committee:
For evaluation and reviewing the working of this Protocol and for the
purpose of improvement of inland water transportation between the two
countries, there shall be a Standing Committee, including representatives
of the Ministry of Shipping of Bangladesh, and the Ministry of Surface
Transport, Department of Shipping of India, the representatives of the
Ministries of Finance of Bangladesh and of India, the representatives of
BIWTA and BIWTC of Bangladesh and CIWTC and IWAI of India, the
concerned Customs officials of both countries and two representatives of the operators one from each country.

The Committee may co-opt members whose participation is considered necessary by it. The Standing Committee shall meet at least once in six months and its findings shall be forwarded to the respective Governments for further necessary action.

27. Addition of new Routes and more Ports of Call
   Additional Routes and new Port of Call may be added through an Addendum to this Protocol by mutual consultation between the two countries.

28. Term of the Protocol:
   This Protocol shall come into force from the 1st May 2007 and shall remain in force upto 31st March 2009. It may be extended for a further period through mutual consent subject to such modifications as may be agreed upon.

Done in New Delhi on the First day of May Two Thousand and Seven in two original copies, both in English.

(Sheikh Enayetullah)                                   (A. K Mohapatra)
Secretary to the Government of Bangladesh                Secretary to the Government of India
Ministry of Shipping                                      Ministry of Shipping, Road Transport
On behalf of the Government of the People's              and Highways,
Republic of Bangladesh                                      Department of Shipping on behalf of
                                                          the Republic of India.
INTERGOVERNMENTAL AGREEMENT ON THE ASIAN HIGHWAY NETWORK

THE CONTRACTING PARTIES,

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

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 Asian Highway 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 Asian Highway network to the requirements of international transport and the environment, keeping also in view the introduction of efficient international intermodal transport,

CONTINUING the cooperative efforts for planning, development and improvement of international road transport within Asia and between Asia and neighbouring regions,

HAVE AGREED as follows:

___

Article 1

Adoption of the Asian Highway network

The Contracting Parties, hereinafter referred to as the Parties, adopt the proposed highway network hereinafter referred to as the "Asian Highway network" and described in annex I to this Agreement, as a coordinated plan for the development of highway routes of international importance which they intend to undertake within the framework of their national programmes.
Article 2

Definition of the Asian Highway network

The Asian Highway network as described in annex I consists of highway routes of international importance within Asia, including highway routes substantially crossing more than one subregion, highway routes within subregions, including those connecting to neighbouring subregions, and highway routes located within member States.

Article 3

Development of the Asian Highway network

The routes of the Asian Highway network should be brought into conformity with the classification and design standards described in annex II to this Agreement.

Article 4

Signage of the Asian Highway network

1. The Asian Highway network routes should be indicated by means of the route sign described in annex III to this Agreement.

2. Route signs conforming to that described in annex III to this Agreement should be placed on all routes of the Asian Highway network within five (5) years from the date of entry into force of this Agreement for the State concerned, in accordance with article 6.

Article 5

Procedure for signing and becoming a Party to this Agreement

1. This 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 Shanghai, China, from 26 to 28 April 2004 and thereafter at United Nations Headquarters in New York from 1 May 2004 to 31 December 2005.

2. Those States may become Parties to this Agreement by:

(a) Definitive signature;
(b) Signature subject to ratification, acceptance or approval, followed by ratification, acceptance or approval; or

c) 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 6

Entry into force of this Agreement

1. This 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 5, paragraph 2.

2. For each State which definitively signs or depots 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 definitive signature or of its deposit of the said instrument.

Article 7

Working Group on the Asian Highway

1. A Working Group on the Asian Highway shall be established by the United Nations Economic and Social Commission for Asia and the Pacific to consider the implementation of this 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 8

Procedures for amending the main text of this Agreement

1. The main text of this Agreement may be amended by the procedures specified in this article.

2. Amendments to this Agreement may be proposed by any Party.

3. The text of any proposed amendment shall be circulated to all members of the Working Group on the Asian Highway 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 on the Asian Highway 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 9

Procedure for amending annex I to this Agreement

1. Annex I to this Agreement may be amended by the procedure specified in this article.
2. Amendments may be proposed by any Party after consultation and obtaining consensus with directly concerned neighbouring States except for an amendment relating to domestic alignment that does not change an international border crossing.

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 on the Asian Highway 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, none of the Parties directly concerned notify 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 the Parties three (3) months after the expiry of the period of six (6) months referred to in paragraph 5 of the present article.

7. The following shall be considered Parties directly concerned:

   (a) In the case of a new, or the modification of an existing, Asian Highway route substantially crossing more than one subregion, any Party whose territory is crossed by that route; and

   (b) In the case of a new, or the modification of an existing, Asian Highway route within subregions including those connecting to neighbouring subregions, and routes located within member States, any Party contiguous to the requesting State whose territory is crossed by that route or the Asian Highway route substantially crossing more than one subregion with which that route, whether new or to be modified, is connected. Two Parties having in their
respective territories the terminal points of a sea link on the Asian Highway route substantially crossing more than one subregion or routes specified above shall also be considered contiguous for the purposes of this paragraph.

8. For the purpose of objections under paragraph 5 of this article, the secretariat shall communicate to the Secretary-General of the United Nations, together with the text of the amendment, a list of Parties which are directly concerned by the amendment.

Article 10
Procedure for amending annexes II and III to this Agreement

1. Annexes II and III to this 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 on the Asian Highway 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 notify 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 11

Reservations

Reservations may not be made with respect to any of the provisions of this Agreement, except as provided in article 14, paragraph 5.

Article 12

Withdrawal from this Agreement

Any Party may withdraw from this Agreement by written notification addressed to the Secretary-General of the United Nations. The withdrawal shall take effect one (1) year after the date of receipt by the Secretary-General of such notification.

Article 13

Cessation of validity of this Agreement

This Agreement shall cease to be in force if the number of Parties is less than eight (8) for any period of twelve (12) consecutive months.

Article 14

Settlement of disputes

1. Any dispute between two or more Parties which relates to the interpretation or application of this Agreement and which the Parties to the dispute are unable to settle by negotiation or consultation shall be referred to conciliation if any of the Parties to the dispute so requests and shall, to that end, be submitted to one or more conciliators selected by mutual agreement between the Parties to the dispute. If the Parties to the dispute fail to agree on the choice of a 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 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 to the dispute.
3. By mutual agreement, the Parties to the 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 to the dispute.

5. Any State may, at the time of definitive signature or 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 15**

Limits to the application of this Agreement

1. Nothing in this 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 to its external or internal security.

2. A Party shall make every possible effort, subject to the availability of budget and other forms of funding of that Party and in accordance with its laws and regulations, to develop the Asian Highway network consistent with this Agreement.

3. Nothing in this 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 16**

Notifications to Parties

In addition to communications provided for in articles 7, 8, 9 and 10 and the reservation provided for in article 14 of this Agreement, the Secretary-General of the United Nations shall notify the Parties and the other States referred to in article 5 of the following:

(a) Definitive signatures, ratifications, acceptances, approvals and accessions under article 5;
(b) The dates of entry into force of this Agreement in accordance with article 6;

(c) The date of entry into force of amendments to this Agreement in accordance with article 8, paragraph 5, article 9, paragraph 6 and article 10, paragraph 6;

(d) Withdrawal under article 12;

(e) The termination of this Agreement under article 13.

Article 17

Annexes to the Agreement

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

Article 18

Secretariat of the Agreement

The United Nations Economic and Social Commission for Asia and the Pacific shall act as the secretariat of this Agreement.

Article 19

Deposit of the present Agreement with the Secretary-General

The original of this Agreement shall be deposited with the Secretary-General of the United Nations, who shall send certified true copies to all the States referred to in article 5 of this Agreement.

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

OPENED for signature on the twenty-sixth day of April two thousand and four at Shanghai, China, in a single copy in the Chinese, English and Russian languages, the three texts being equally authentic.
Annex I

ASIAN HIGHWAY NETWORK

1. The Asian Highway network consists of highway routes of international importance within Asia, including highway routes substantially crossing more than one subregion such as: East and North-East Asia, South and South-West Asia, South-East Asia and North and Central Asia; highway routes within subregions including those connecting to neighbouring subregions; and highway routes located within member States which provide access to: (a) capitals; (b) main industrial and agricultural centres; (c) major air, sea and river ports; (d) major container terminals and depots; and (e) major tourist attractions.

2. Route numbers begin with "AH", which stands for "Asian Highway", followed by one or two or three digits.

3. Single-digit route numbers from 1 to 9 are assigned to Asian Highway routes, which substantially cross more than one subregion.

4. Sets of two- and three-digit route numbers are assigned to indicate the routes within subregions, including those connecting to a neighbouring subregion, and highway routes within member States as indicated below:

   (a) Route numbers 10-29 and 100-299 are allocated to the South-East Asia subregion including Brunei Darussalam, Cambodia, Indonesia, the Lao People's Democratic Republic, Malaysia, Myanmar, the Philippines, Singapore, Thailand and Viet Nam;

   (b) Route numbers 30-39 and 300-399 are allocated to the East and North-East Asia subregion including China, the Democratic People's Republic of Korea, Japan, Mongolia, the Republic of Korea and the Russian Federation¹ (Far East);

¹ The Russian Federation is included in two subregions for the purpose of assigning route numbers because of its geographic extent.
(c) Route numbers 40-59 and 400-599 are allocated to the South Asia subregion including Bangladesh, Bhutan, India, Nepal, Pakistan and Sri Lanka;

(d) Route numbers 60-89 and 600-899 are allocated to the North, Central and South-West Asia subregion including Afghanistan, Armenia, Azerbaijan, Georgia, the Islamic Republic of Iran, Kazakhstan, Kyrgyzstan, the Russian Federation, Tajikistan, Turkey, Turkmenistan and Uzbekistan.
## LIST OF THE ASIAN HIGHWAY ROUTES

### Asian Highway routes substantially crossing more than one subregion

<table>
<thead>
<tr>
<th>AH route number</th>
<th>Itinerary</th>
</tr>
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</table>

A23
Asian Highway routes within subregions, including those connecting to neighbouring subregions, and Asian Highway routes located within member States

<table>
<thead>
<tr>
<th>AH4</th>
<th>Novosibirsk - Barnaul - Tashanta - Ulaanbaishint - Hovd - Yarantai</th>
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<tbody>
<tr>
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<td>Urumqi - Kashi - Hongiraf - Khunjerab - Hassanabadal - Rawalpindi (- Islamabad) - Lahore</td>
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<td>Multan - Rohri - Hyderabad - Karachi</td>
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<tr>
<td></td>
<td>Shanghai - Nanjing - Xinyang - Xi’an - Lanzhou - Tufan - Urumqi - Kuitun - Jinghe</td>
</tr>
<tr>
<td></td>
<td>Horgos - Almaty - Kaskelen - Kordai - Georgievka - Bishkek - Kara Balta - Chaldovar</td>
</tr>
<tr>
<td></td>
<td>Merke - Shymkent - Zhibek Zholy - Chernyavka - Tashkent - Syrdaria - Samarkand</td>
</tr>
<tr>
<td></td>
<td>Navoi - Bukhara - Alat - Farap - Turkmenabat - Mary - Tejen - Ashgabat - Serdar</td>
</tr>
<tr>
<td></td>
<td>Turkmenbash - ferry - Baku - Alat - Gazi Mammed - Ganja - Kazakh - Red Bridge</td>
</tr>
<tr>
<td></td>
<td>Tbilisi - Mtskhet - Khashuri - Senaki - Poti (- ferry to Bulgaria, Romania, Ukraine)</td>
</tr>
<tr>
<td></td>
<td>Batumi (- ferry to Bulgaria, Romania, Ukraine) - Sarp - Sarp - Trabzon - Samsun</td>
</tr>
<tr>
<td></td>
<td>Merzifon - Gerede - Istanbul - Kapikule - Border of Bulgaria</td>
</tr>
</tbody>
</table>

<table>
<thead>
<tr>
<th>AH5</th>
<th>Pusan - Kyongju - Kangnung - Kansong - Kosong - Wonsan (- Pyongyang ) - Chongjin</th>
</tr>
</thead>
<tbody>
<tr>
<td></td>
<td>Sonbong - Khasan - Hasan - Razdolnoe (- Vladivostok - Nahodka) - Ussuriysk</td>
</tr>
<tr>
<td></td>
<td>Pogranichny - Sufenhe - Harbin - Qiqihar - Manzhouli - Zabaykalsk - Chita - Ulan-Ude</td>
</tr>
<tr>
<td></td>
<td>Irkutsk - Krasnoyarsk - Novosibirsk - Omsk - Isilkul - Karakuga - Petropavlovsk - Chistoe</td>
</tr>
<tr>
<td></td>
<td>- Petuhovo - Chelyabinsk - Ufa - Samara - Moscow - Krasnoe - Border of Belarus</td>
</tr>
</tbody>
</table>

<table>
<thead>
<tr>
<th>AH6</th>
<th>Yekaterinburg - Chelyabinsk - Troisk - Kaerak - Kostanai - Astana - Karaganda -Burubaital</th>
</tr>
</thead>
<tbody>
<tr>
<td></td>
<td>- Merke - Chaldovar - Kara Balta - Osh - Andijon - Tashkent - Syrdaria - Khavast</td>
</tr>
<tr>
<td></td>
<td>Khujand - Dushanbe - Nizhniy Panj - Shirkhan - Polekhumri - Djbulsarcj - Kabul</td>
</tr>
<tr>
<td></td>
<td>- Kandahar - Speedboldak - Chaman - Quetta - Kalat - Karachi</td>
</tr>
</tbody>
</table>

<table>
<thead>
<tr>
<th>AH7</th>
<th>Border of Finland - Torpynovka - Vyborg - St. Petersburg - Moscow - Tambov</th>
</tr>
</thead>
<tbody>
<tr>
<td></td>
<td>- Borysoglebsk - Volgograd - Astrakhan - Hasavjurt - Mahachkala - Kazmalyarskiy - Samur</td>
</tr>
<tr>
<td></td>
<td>- Sumgayit - Baku - Alat - Bilasuvar - Astara - Rasht - Qazvin - Tehran - Saveh - Ahvaz</td>
</tr>
<tr>
<td></td>
<td>- Bandar Emam</td>
</tr>
</tbody>
</table>

<table>
<thead>
<tr>
<th>AH8</th>
<th>South-East Asia</th>
</tr>
</thead>
<tbody>
<tr>
<td>AH11</td>
<td>Vientiane - Ban Lao - Thakhek - Seno - Pakse - Veunkham - Tranpeangkreal - Stung Treng</td>
</tr>
<tr>
<td></td>
<td>- Kratie - Phnom Penh - Sihanoukville</td>
</tr>
</tbody>
</table>

<table>
<thead>
<tr>
<th>AH12</th>
<th>Nateuy - Oudomxai - Pakmong - Louang Phrabang - Vientiane - Thanaleng - Nong Khai</th>
</tr>
</thead>
<tbody>
<tr>
<td></td>
<td>- Udon Thani - Khon Kaen - Nakhon Ratchasima - Hin Kong</td>
</tr>
</tbody>
</table>

| AH13 | Oudomxai - Muang Ngeun - Huai Kon - Uttaradit - Phitsanulok - Nakhon Sawan |

<table>
<thead>
<tr>
<th></th>
<th></th>
</tr>
</thead>
<tbody>
<tr>
<td></td>
<td>- Mandalay</td>
</tr>
</tbody>
</table>

| AH15 | Vinh - Cau Treo - Keoneau - Ban Lao - Thakhek - Nakhon Phanom - Udon Thani |

<p>| AH16 | Dong Ha - Lao Bao - Densavanh - Seno - Savannakhet - Mukdahan - Khon Kaen |</p>
<table>
<thead>
<tr>
<th>Route</th>
<th>Destinations</th>
</tr>
</thead>
<tbody>
<tr>
<td>AH19</td>
<td>Nakhon Ratchasima – Kabin Buri – Laem Chabang – Chonburi – Bangkok</td>
</tr>
</tbody>
</table>

**East and North-East Asia**

<table>
<thead>
<tr>
<th>Route</th>
<th>Destinations</th>
</tr>
</thead>
<tbody>
<tr>
<td>AH30</td>
<td>Ussuriysk – Khabarovsk – Belogorsk – Chita</td>
</tr>
<tr>
<td>AH31</td>
<td>Belogorsk – Blagoveshchensk – Heihe – Harbin – Changchun – Shenyang – Dalian</td>
</tr>
<tr>
<td>AH33</td>
<td>Harbin – Tongjiang</td>
</tr>
<tr>
<td>AH34</td>
<td>Lianyungang – Zhengzhou – Xi’an</td>
</tr>
</tbody>
</table>

**South Asia**

<table>
<thead>
<tr>
<th>Route</th>
<th>Destinations</th>
</tr>
</thead>
<tbody>
<tr>
<td>AH44</td>
<td>Dambulla – Trincomalee</td>
</tr>
<tr>
<td>AH45</td>
<td>Kolkata – Kharagpur – Balasore – Bhubaneswar – Visakhapatnam – Vijayawada – Chennai – Krishnagiri – Bangalore</td>
</tr>
<tr>
<td>AH46</td>
<td>Kharagpur – Nagpur – Dhule</td>
</tr>
<tr>
<td>AH47</td>
<td>Gwalior – Dhule – Thane (–Mumbai) – Bangalore</td>
</tr>
<tr>
<td>AH48</td>
<td>Phuentsholing – Border of India</td>
</tr>
<tr>
<td>AH51</td>
<td>Peshawar – Dera Ismail Khan – Quetta</td>
</tr>
</tbody>
</table>

**North, Central and South-West Asia**

<table>
<thead>
<tr>
<th>Route</th>
<th>Destinations</th>
</tr>
</thead>
<tbody>
<tr>
<td>AH68</td>
<td>Jinghe – Alatawshankou – Dostyk – Ucharal</td>
</tr>
<tr>
<td>AH70</td>
<td>Dizaram – Zarang – Milak – Zabol – Dashtak</td>
</tr>
<tr>
<td>AH71</td>
<td>Tehran – Qom – Esfahan – Shiraz – Bushehr</td>
</tr>
<tr>
<td>AH72</td>
<td>Tejen – Sarafs – Sarkhs – Mashhad – Birjand – Nehbandan – Dashtak – Zahedan – Chahabar</td>
</tr>
<tr>
<td>AH73</td>
<td>Polekhumri – Mazar-i-Sharif – Herat</td>
</tr>
<tr>
<td>AH74</td>
<td>Djibulsarej – Bamiyan – Herat – Tourghondi – Serkhatabat – Mary</td>
</tr>
<tr>
<td>AH75</td>
<td>Ashgabat – Choivdan Pass – Bajgiran – Quacham – Sabzevar – Kerman</td>
</tr>
<tr>
<td>AH77</td>
<td>Aghband – Gorazid – Gazi Mammed – Alat – Baku – ferry – Aktau</td>
</tr>
<tr>
<td>AH79</td>
<td>Kazakh – Uzungala – Paravakar – Yerevan</td>
</tr>
<tr>
<td>AH80</td>
<td>Dogubayazit – Diyarbakir – Gaziantep – Toprakale (– Iskenderun) – Adana – Icel</td>
</tr>
<tr>
<td>AH81</td>
<td>Refahiye – Amasya – Merzifon</td>
</tr>
<tr>
<td>AH82</td>
<td>Askale – Bayburt – Trabzon</td>
</tr>
<tr>
<td>AH83</td>
<td>Ankara – Afyon – Usak – Izmir</td>
</tr>
</tbody>
</table>

**Notes:** Routes in parentheses identify branches from the place indicated immediately before the parentheses.
Underlined sections indicate potential Asian Highway routes.
The word “ferry” shall not be construed so as to impose any obligation on the Parties.
Annex II

ASIAN HIGHWAY CLASSIFICATION AND DESIGN STANDARDS

I. GENERAL

The Asian Highway classification and design standards provide the minimum standards and guidelines for the construction, improvement and maintenance of Asian Highway routes. Parties shall make every possible effort to conform to these provisions both in constructing new routes and in upgrading and modernizing existing ones. These standards do not apply to built-up areas.¹

II. CLASSIFICATION OF ASIAN HIGHWAY ROUTES

Asian Highways are classified as shown in table 1.

Table 1. Asian Highway classification

<table>
<thead>
<tr>
<th>Classification</th>
<th>Description</th>
<th>Pavement type</th>
</tr>
</thead>
<tbody>
<tr>
<td>Primary</td>
<td>Access-controlled highways</td>
<td>Asphalt or cement concrete</td>
</tr>
<tr>
<td>Class I</td>
<td>4 or more lanes</td>
<td>Asphalt or cement concrete</td>
</tr>
<tr>
<td>Class II</td>
<td>2 lanes</td>
<td>Asphalt or cement concrete</td>
</tr>
<tr>
<td>Class III</td>
<td>2 lanes</td>
<td>Double bituminous treatment</td>
</tr>
</tbody>
</table>

"Primary" class in the classification refers to access-controlled highways. Access-controlled highways are used exclusively by automobiles. Access to the access-controlled highways is at grade-separated interchanges only. Mopeds, bicycles and pedestrians should not be allowed to enter the access-controlled highway in order to ensure traffic safety and the high running speed of automobiles. At-grade intersections should not be designed on the access-controlled highways and the carriageway should be divided by a median strip.

"Class III" should be used only when the funding for the construction and/or land for the road is limited. The type of pavement should be upgraded to asphalt concrete or cement concrete as soon as possible in the future. Since Class III is also regarded as the minimum desirable standard, the upgrading of any road sections below Class III to comply with the Class III standard should be encouraged.

III. DESIGN STANDARDS OF ASIAN HIGHWAY ROUTES

1. Terrain classification

Terrain classification is shown in table 2.

¹ The Party should indicate built-up areas in accordance with its requirements.
Table 2. Terrain classification

<table>
<thead>
<tr>
<th>Terrain classification</th>
<th>Cross slope</th>
</tr>
</thead>
<tbody>
<tr>
<td>Level (L)</td>
<td>0 to 10 per cent</td>
</tr>
<tr>
<td>Rolling (R)</td>
<td>More than 10 to 25 per cent</td>
</tr>
<tr>
<td>Mountainous (M)</td>
<td>More than 25 to 60 per cent</td>
</tr>
<tr>
<td>Steep (S)</td>
<td>More than 60 per cent</td>
</tr>
</tbody>
</table>

2. Design speed

Design speeds of 120, 100, 80, 60, 50, 40 and 30 kilometres per hour are to be used. The relation between design speed, highway classification and terrain classification is shown in table 3. A design speed of 120 km/h should be used only for Primary class (access-controlled highways), which has median strips and grade-separated interchanges.

Table 3. Design speed, highway classification and terrain classification

(Unit: km/h)

<table>
<thead>
<tr>
<th>Terrain</th>
<th>Primary</th>
<th>Class I</th>
<th>Class II</th>
<th>Class III</th>
</tr>
</thead>
<tbody>
<tr>
<td>Level (L)</td>
<td>120</td>
<td>100</td>
<td>80</td>
<td>60</td>
</tr>
<tr>
<td>Rolling (R)</td>
<td>100</td>
<td>80</td>
<td>60</td>
<td>50</td>
</tr>
<tr>
<td>Mountainous (M)</td>
<td>80</td>
<td>50</td>
<td>50</td>
<td>40</td>
</tr>
<tr>
<td>Steep (S)</td>
<td>60</td>
<td>50</td>
<td>40</td>
<td>30</td>
</tr>
</tbody>
</table>

3. Cross-section

The dimensions, such as right-of-way width, lane width, shoulder width, median strip width, pavement slope and shoulder slope for each highway classification, are shown in table 4.

Pedestrians, bicycles and animal-drawn carts should be separated from through traffic by the provision, where practical, of frontage roads and/or sidewalks for the sections where smooth traffic is impeded by the existence of such local traffic.
Table 4. Asian Highway design standards

<table>
<thead>
<tr>
<th>Highway classification</th>
<th>Primary (4 or more lanes)</th>
<th>Class I (4 or more lanes)</th>
<th>Class II (2 lanes)</th>
<th>Class III (2 lanes)</th>
</tr>
</thead>
<tbody>
<tr>
<td>Terrain classification</td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>L</td>
<td>R</td>
<td>M</td>
<td>S</td>
<td>L</td>
</tr>
<tr>
<td>Design speed (km/h)</td>
<td>120</td>
<td>100</td>
<td>80</td>
<td>60</td>
</tr>
<tr>
<td>Width (m)</td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Right of way</td>
<td>(50)</td>
<td>(40)</td>
<td>(40)</td>
<td>(30)</td>
</tr>
<tr>
<td>Lane</td>
<td>3.50</td>
<td>3.50</td>
<td>3.50</td>
<td>3.00 (3.25)</td>
</tr>
<tr>
<td>Shoulder</td>
<td>3.00</td>
<td>2.50</td>
<td>3.00</td>
<td>2.50</td>
</tr>
<tr>
<td>Median strip</td>
<td>4.00</td>
<td>3.00</td>
<td>3.00</td>
<td>2.50</td>
</tr>
<tr>
<td>Min. radii of horizontal curve (m)</td>
<td>520</td>
<td>350</td>
<td>210</td>
<td>115</td>
</tr>
<tr>
<td>Pavement slope (%)</td>
<td>2</td>
<td>2</td>
<td>2</td>
<td>2</td>
</tr>
<tr>
<td>Shoulder slope (%)</td>
<td>3 – 6</td>
<td>3 – 6</td>
<td>3 – 6</td>
<td>3 – 6</td>
</tr>
<tr>
<td>Type of pavement</td>
<td>Asphalt/cement concrete</td>
<td>Asphalt/cement concrete</td>
<td>Asphalt/cement concrete</td>
<td>Dbl. bituminous treatment</td>
</tr>
<tr>
<td>Max. superelevation (%)</td>
<td>10</td>
<td>10</td>
<td>10</td>
<td>10</td>
</tr>
<tr>
<td>Max. vertical grade (%)</td>
<td>4</td>
<td>5</td>
<td>6</td>
<td>7</td>
</tr>
<tr>
<td>Structure loading (minimum)</td>
<td>HS20-44</td>
<td>HS20-44</td>
<td>HS20-44</td>
<td>HS20-44</td>
</tr>
</tbody>
</table>

Notes: Figures in parentheses are desirable values.
Minimum radii of horizontal curve should be determined in conjunction with superelevation.
The recommended width of the median can be reduced with the proper type of guard fence.
The Parties should apply their national standards when constructing structures such as bridges, culverts and tunnels along the Asian Highway.
4. **Horizontal alignment**

The horizontal alignment of the road should be consistent with the topography of the terrain through which it passes. Minimum curve radii should be applied only when necessary and should be used in conjunction with transition curves. Compound curves should be avoided whenever possible. The minimum radii of horizontal curves are shown in table 5 for each highway class.

### Table 5. Minimum radii of horizontal curve

<table>
<thead>
<tr>
<th>Terrain</th>
<th>Primary</th>
<th>Class I</th>
<th>Class II</th>
<th>Class III</th>
</tr>
</thead>
<tbody>
<tr>
<td>Level (L)</td>
<td>520 (1000)</td>
<td>350 (600)</td>
<td>210</td>
<td>115</td>
</tr>
<tr>
<td>Rolling (R)</td>
<td>350 (600)</td>
<td>210 (350)</td>
<td>115</td>
<td>80</td>
</tr>
<tr>
<td>Mountainous (M)</td>
<td>210 (350)</td>
<td>80 (110)</td>
<td>80</td>
<td>50</td>
</tr>
<tr>
<td>Steep (S)</td>
<td>115 (160)</td>
<td>80 (110)</td>
<td>50</td>
<td>30</td>
</tr>
</tbody>
</table>

Note: Figures in parentheses are desirable values.

It is recommended that the application of the minimum curve radii be limited to unavoidable cases and values larger by 50 to 100 per cent be applied.

It is recommended that the combination of distance, radius and gradient of hairpin bends in the mountainous and steep terrain be considered.

Transition curves should be applied to connect curves with radii smaller than the values shown in table 6. It is also recommended that transition curves be applied even in cases where the radii are as large as twice the values in table 6.

### Table 6. Radii for which transition curves should be applied

<table>
<thead>
<tr>
<th>Terrain</th>
<th>Primary</th>
<th>Class I</th>
<th>Class II</th>
<th>Class III</th>
</tr>
</thead>
<tbody>
<tr>
<td>Level (L)</td>
<td>2 100</td>
<td>1 500</td>
<td>900</td>
<td>500</td>
</tr>
<tr>
<td>Rolling (R)</td>
<td>1 500</td>
<td>900</td>
<td>500</td>
<td>350</td>
</tr>
<tr>
<td>Mountainous (M)</td>
<td>900</td>
<td>500</td>
<td>350</td>
<td>250</td>
</tr>
<tr>
<td>Steep (S)</td>
<td>500</td>
<td>500</td>
<td>250</td>
<td>130</td>
</tr>
</tbody>
</table>
The minimum transition curve length shown in table 7 is recommended.

Table 7. Minimum transition curve length

<table>
<thead>
<tr>
<th>Terrain</th>
<th>Primary</th>
<th>Class I</th>
<th>Class II</th>
<th>Class III</th>
</tr>
</thead>
<tbody>
<tr>
<td>Level (L)</td>
<td>100</td>
<td>85</td>
<td>70</td>
<td>50</td>
</tr>
<tr>
<td>Rolling (R)</td>
<td>85</td>
<td>70</td>
<td>50</td>
<td>40</td>
</tr>
<tr>
<td>Mountainous (M)</td>
<td>70</td>
<td>50</td>
<td>40</td>
<td>35</td>
</tr>
<tr>
<td>Steep (S)</td>
<td>50</td>
<td>50</td>
<td>35</td>
<td>25</td>
</tr>
</tbody>
</table>

The maximum superelevation should be 10 per cent for all terrain classifications.

5. **Vertical alignment**

The vertical alignment of any highway should be as smooth as economically feasible, that is, there should be a balance of cutting and filling to eliminate the rolling nature of land. In the use of the maximum vertical gradient, it should be kept clear in the mind of the designer that, once constructed to a given vertical grade, the highway cannot be upgraded to a lesser gradient without the loss of the entire initial investment.

The maximum vertical grade shown in table 8 should be used for all highway classes.

Table 8. Maximum vertical grade

<table>
<thead>
<tr>
<th>Terrain classification</th>
<th>Maximum vertical grade</th>
</tr>
</thead>
<tbody>
<tr>
<td>Level (L)</td>
<td>4 per cent</td>
</tr>
<tr>
<td>Rolling (R)</td>
<td>5 per cent</td>
</tr>
<tr>
<td>Mountainous (M)</td>
<td>6 per cent</td>
</tr>
<tr>
<td>Steep (S)</td>
<td>7 per cent</td>
</tr>
</tbody>
</table>

It is desirable to provide a climbing lane to up-gradient highways with heavy truck traffic where the length of the gradient exceeds the values in table 9.

The critical length of gradient section for the provision of a climbing lane is recommended for highway classifications Primary and Class I, as shown in table 9.
Table 9. Critical length of gradient section for the provision of a climbing lane

<table>
<thead>
<tr>
<th>Terrain classification</th>
<th>Primary</th>
<th>Class I</th>
</tr>
</thead>
<tbody>
<tr>
<td>Level (L)</td>
<td>3 per cent - 800 m</td>
<td>3 per cent - 900 m</td>
</tr>
<tr>
<td></td>
<td>4 per cent - 500 m</td>
<td>4 per cent - 700 m</td>
</tr>
<tr>
<td>Rolling (R)</td>
<td>4 per cent - 700 m</td>
<td>4 per cent - 800 m</td>
</tr>
<tr>
<td></td>
<td>5 per cent - 500 m</td>
<td>5 per cent - 600 m</td>
</tr>
<tr>
<td>Mountainous (M)</td>
<td>5 per cent - 600 m</td>
<td>5 per cent - 700 m</td>
</tr>
<tr>
<td></td>
<td>6 per cent - 500 m</td>
<td>6 per cent - 500 m</td>
</tr>
<tr>
<td>Steep (S)</td>
<td>6 per cent - 500 m</td>
<td>6 per cent - 500 m</td>
</tr>
<tr>
<td></td>
<td>7 per cent - 400 m</td>
<td>7 per cent - 400 m</td>
</tr>
</tbody>
</table>

6. **Pavement**

Carriageways should be paved with cement concrete or asphalt concrete. However, Class III may be paved with double bituminous treatment.

The pavement of many road sections in the Asian Highway member countries is damaged owing to insufficient load capacity. The design load for pavements should therefore be determined carefully to prevent damage to the road surface and consequently to reduce maintenance costs.

However, road pavements should be designed taking into account:

(a) Axle load;

(b) Traffic volume;

(c) Quality of materials to be used for basecourse and subgrade (as the quality of road construction materials varies from country to country, the pavement load specification was not included in the Asian Highway standards).
7. **Structure loading**

Increasingly heavy traffic, particularly container traffic, requires properly designed load capacity (maximum axle load). In order to prevent serious damage to road structures, and also to reduce maintenance costs, the Asian Highway network, as an international road network, should have a high design load capacity.

The minimum design loading of HS 20-44, which is the international standard corresponding to full-size trailer loading, should therefore be used for the design of structures.

8. **Vertical clearance**

Minimum vertical clearance should be 4.5 metres, which is the requirement for safe passage of standard ISO containers. However, in cases where sufficient clearance cannot be secured because of the high cost of rebuilding existing structures such as bridges, gooseneck trailers with low vehicle bed clearance may be used.

9. **Environment**

An environmental impact assessment, following national standards, should be carried out when new road projects are prepared. It is also desirable to extend this provision to include reconstruction or major improvements of existing roads.

10. **Road safety**

While developing the Asian Highway network, Parties shall give full consideration to issues of road safety.
Annex III

IDENTIFICATION AND SIGNAGE OF THE ASIAN HIGHWAY NETWORK

1. The sign to be used to identify and indicate Asian Highway routes is rectangular in shape.

2. This sign consists of the letters AH, generally followed by the number in Arabic numerals assigned to the route.

3. It has a white or black inscription; it may be affixed to or combined with other signs.

4. Its size should be such that it can be easily identified and understood by drivers of vehicles travelling at speed.

5. The sign to be used to identify and indicate Asian Highway routes does not preclude the use of a sign to identify roads on a national basis.

6. In principle, Asian Highway route numbers will be integrated into (or combined with) the system of directional signs of the member States in question. The numbering can be inserted before as well as after each access road or interchange.

7. In case States are Parties to both the Intergovernmental Agreement on the Asian Highway Network and the European Agreement on Main International Traffic Arteries, the routes will be indicated by means of either the Asian Highway route sign or the E-road sign, or both at the discretion of the Parties.

8. In case the Asian Highway route changes over to another route or crosses another Asian Highway route, it is recommended that the relative Asian Highway route numbers be indicated before the access or the interchange.
Appendix IV

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 I

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) – (Barkhodarly, Azerbaijan)
  ↓ Gagari - 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 (junction) ➔ Port 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) ➔ 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 ➔ Barkhodarly (border station) – (Ijevan, Armenia)

Beyouk Kesik (border station)
(Gardabani, Georgia)
BANGLADESH

Darsana – Gundum

(Gede, India)

<table>
<thead>
<tr>
<th>Darsana (border station)</th>
<th>→</th>
<th>Abdulpur (junction) – Rohanpur (border station) – (Singhabad, India)</th>
</tr>
</thead>
<tbody>
<tr>
<td>Ishurdi (junction)</td>
<td></td>
<td>Abdulpur (junction) – Parbatipur – Birol (border station) – (Radhikapur, India)</td>
</tr>
<tr>
<td>Tongi (junction)</td>
<td></td>
<td>Dhaka</td>
</tr>
<tr>
<td>Akhaura (junction)</td>
<td></td>
<td>Kulaura – Shahbazpur (border station) – (Mahisasan, India)</td>
</tr>
<tr>
<td>Chittagong (maritime connection)</td>
<td></td>
<td></td>
</tr>
<tr>
<td>Dohazari</td>
<td></td>
<td>[Gundum (border station) (border station) (Myanmar)]</td>
</tr>
</tbody>
</table>

CAMBODIA

Poipet – Sihanoukville

(Klong Luk, Thailand)

<table>
<thead>
<tr>
<th>[Poipet (border station)]</th>
<th>→</th>
<th>[Kratie (border station) – (Loc Ninh, Viet Nam)]</th>
</tr>
</thead>
<tbody>
<tr>
<td>Sisophon</td>
<td></td>
<td>1: Exact location to be decided.</td>
</tr>
<tr>
<td>Bat Deng (junction)</td>
<td></td>
<td>[Kratie (border station) – (Loc Ninh, Viet Nam)]</td>
</tr>
<tr>
<td>Phnom Penh (junction)</td>
<td></td>
<td>Sihanoukville (maritime connection)</td>
</tr>
</tbody>
</table>

CHINA

Alashankou – Lianyungang

(Dostyk, Kazakhstan)

<table>
<thead>
<tr>
<th>Alashankou (border station and break-of-gauge)</th>
<th>→</th>
<th>Kashi [(border station and break-of-gauge) – (Torugart, Kyrgyzstan)]</th>
</tr>
</thead>
<tbody>
<tr>
<td>Urumchi</td>
<td></td>
<td>Turpan (junction) → Kashi [(border station and break-of-gauge) – (Torugart, Kyrgyzstan)]</td>
</tr>
</tbody>
</table>
Lanzhou
Baoji (function) → Kunming (junction) – Xiangyun (function) – Dali (function) – [Kachang (border station and break-of-gauge) – (Myitkyina, Myanmar)]
   ↓ [Xiangyun – Jinghong (border station and break-of-gauge) – (Boten, Lao PDR)]
   ↓ Dali (function) – [Rueli (border station and break-of-gauge) – (Muse, Myanmar)]
→ Kunming (function) – Hekou (border station) – (Lao Cai, Viet Nam)
→ Kunming (function) – Nanning (junction) – Guangzhou (junction)
   ↓ Nanning (junction) – Hengyang (connects with Beijing-Shenzhen line)
   ↓ Guangzhou (connects with Beijing-Shenzhen line)

Xian
Zhengzhou (junction) → (connects with Beijing-Shenzhen line)
Xuzhou (junction) → (connects with Tianjin-Shanghai line)
↓ Lianyungang (maritime connection)

Erenhot – Dandong
(Zamyn Uud, Mongolia)
Erenhot (border station and break-of-gauge)
Beijing (function) → (connects with Beijing-Shenzhen line)
Tianjin (maritime connection)
Shenyang (function) → (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 (function) → Suifenhe (border station and break-of-gauge) – (Grodekovo, Russian Federation)
Changchun (function) → Tumen (border station) – (Namyang, Democratic People’s Republic of Korea)
Shenyang (function) → (connects with Erenhot-Dandong line)
↓ Dalian (maritime connection)
### Beijing – Shenzhen

<table>
<thead>
<tr>
<th>Location</th>
<th>Notes</th>
</tr>
</thead>
<tbody>
<tr>
<td>Beijing</td>
<td></td>
</tr>
<tr>
<td><strong>Zhengzhou (junction)</strong></td>
<td>→ (connects with Alashankou-Lianyungang line)</td>
</tr>
<tr>
<td>Wuhan</td>
<td></td>
</tr>
<tr>
<td><strong>Hengyang (junction)</strong></td>
<td>→ Nanning (junction) – Pingxiang (<em>border station and break-of-gauge</em>) – (Dong Dang, Viet Nam)</td>
</tr>
<tr>
<td></td>
<td>↓ Nanning - Kunming</td>
</tr>
<tr>
<td><strong>Guangzhou (junction)</strong></td>
<td>→ Nanning (junction) – Kunming</td>
</tr>
<tr>
<td></td>
<td>↓ Pingxiang (<em>border station and break-of-gauge</em>) – (Dong Dang, Viet Nam)</td>
</tr>
<tr>
<td></td>
<td>(* Dual gauge track going across into Viet Nam to Gia Lam)</td>
</tr>
<tr>
<td>Shenzhen</td>
<td></td>
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</tbody>
</table>

### Tianjin – Shanghai

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<th>Location</th>
<th>Notes</th>
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<tbody>
<tr>
<td>Tianjin</td>
<td></td>
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<tr>
<td><strong>Jinan (junction)</strong></td>
<td>→ Qingdao (maritime connection)</td>
</tr>
<tr>
<td>Xuzhou (junction)</td>
<td>→ (connects with Alashankou-Lianyungang line)</td>
</tr>
<tr>
<td>Nanjing</td>
<td></td>
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<tr>
<td><strong>Shanghai (maritime connection)</strong></td>
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</table>

### Democratic People’s Republic of Korea

#### Sinuiju – Kaesong

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<tr>
<th>Location</th>
<th>Notes</th>
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<tbody>
<tr>
<td>(Dandong, China)</td>
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<tr>
<td>Sinuiju (border station)</td>
<td></td>
</tr>
<tr>
<td>Pyongyang</td>
<td></td>
</tr>
<tr>
<td>Kaesong</td>
<td></td>
</tr>
<tr>
<td><strong>Bongdong (Southernmost station)</strong></td>
<td>→ (Dorasan, Republic of Korea)</td>
</tr>
</tbody>
</table>
**Tumangang – Kumgangsan**

(Khasan, Russian Federation)

<table>
<thead>
<tr>
<th>Tumangang (junction, border station and break-of-gauge)</th>
<th>Namyang (border station) – (Tumen, China)</th>
</tr>
</thead>
<tbody>
<tr>
<td>Rajin (junction)</td>
<td>Rajin (maritime connection)</td>
</tr>
<tr>
<td>Chongjin (junction)</td>
<td>Namyang (border station) – (Tumen, China)</td>
</tr>
<tr>
<td></td>
<td>Chongjin (maritime connection)</td>
</tr>
<tr>
<td>Kowon</td>
<td></td>
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<tr>
<td>Wonsan</td>
<td></td>
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<tr>
<td>Haegumgang</td>
<td></td>
</tr>
<tr>
<td>Onjongri (Southernmost station) (Jejin, Republic of Korea)</td>
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</tbody>
</table>

**GEORGIA**

**Gantiadi – Gardabani**

(Veseloe, Russian Federation)

<table>
<thead>
<tr>
<th>Gantiadi (border station)</th>
<th>Poti (maritime connection)</th>
</tr>
</thead>
<tbody>
<tr>
<td>Senaki (junction)</td>
<td>Batumi (maritime connection)</td>
</tr>
<tr>
<td>Samtredia (junction)</td>
<td>Sadakhlo (border station) – (Ayrum, Armenia)</td>
</tr>
<tr>
<td>Tbilisi (junction)</td>
<td>[Akhalcalaki (border station and break-of-gauge) – (Kars, Turkey)]</td>
</tr>
<tr>
<td></td>
<td>Gardabani (border station)</td>
</tr>
<tr>
<td></td>
<td>(Beyouk Kesik, Azerbaijan)</td>
</tr>
</tbody>
</table>

**INDIA**

**Attari – Jiribam**

(Wagah, Pakistan)

<table>
<thead>
<tr>
<th>Attari (border station)</th>
<th>Mathura (junction) – Agra – Nagpur (junction) – Vijayawada (junction) – Chennai (maritime connection) – Jolarpettai (junction) – Madurai (junction) – Tuticorin (maritime connection)</th>
</tr>
</thead>
<tbody>
<tr>
<td>Dhandari Kalan</td>
<td>New Delhi (junction)</td>
</tr>
</tbody>
</table>
Kanpur (junction) → Raxaul (border station) – (Birgunj, Nepal)
Mughalsarai
Sitarampur (junction) → Raxaul (border station) – (Birgunj, Nepal)
Kolkata (junction and maritime connection) → Haldia (maritime connection)
Gede (border station)
(Darsana, Shahbazpur, Bangladesh)
Mahisasan (border station)
Badarpur
Jiribam (border station and break-of-gauge)
[(Tamu, Myanmar)]

INDONESIA

Merak – Banyuwangi

Merak (ferry terminal)
Jakarta (junction and maritime connection) → Sukabumi – Padalarang – Cikampek (junction)
Cikampek (junction) → Cirebon (junction) – Semarangtawang (junction) – Surabayapissirturi (maritime connection)
Bandung
Gedebage
Kroya (junction) → Purwokerto – Prupuk (junction) – Cirebon (junction)
Yogyakarta (junction) → [Magelang]
Solobalapan (junction) → Gundih – Semarangtawang (junction)
Kertosono (junction) → Wonokromo – Surabaya kota
Malang
Bangil
data dong: 360 (ferry terminal)

Banda Aceh – Pangkalansusu – Rantauprapat

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<thead>
<tr>
<th>Banda Aceh</th>
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<tbody>
<tr>
<td>Pangkalansusu</td>
</tr>
<tr>
<td>Medan (junction) → Belawan (maritime connection)</td>
</tr>
<tr>
<td>Tebingtinggi (junction) → Siantar</td>
</tr>
<tr>
<td>Kisaran (junction) → Tanjungbalai</td>
</tr>
<tr>
<td>Rantauprapat → [Payakumbuh]</td>
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</table>

Teluk Bayur – Muaro

<table>
<thead>
<tr>
<th>Teluk Bayur (maritime connection)</th>
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<tbody>
<tr>
<td>Bukitputus (junction) → Indarung</td>
</tr>
<tr>
<td>Padang</td>
</tr>
<tr>
<td>Lubuk Alung (junction) → Naras</td>
</tr>
<tr>
<td>Padang Panjang (junction) → Bukittingi – Payakumbuh</td>
</tr>
<tr>
<td>Muarakalaban (junction) → Sawahlunto</td>
</tr>
<tr>
<td>Muaro → [Lubuklinggau]</td>
</tr>
</tbody>
</table>

Lubuklinggau – Panjang

<table>
<thead>
<tr>
<th>Lubuklinggau</th>
</tr>
</thead>
<tbody>
<tr>
<td>Muaraenim (junction) → Tanjung Enim</td>
</tr>
<tr>
<td>Prabumulih (junction) → Kertapati</td>
</tr>
<tr>
<td>Tanjungkarang (junction) → Tarahan</td>
</tr>
<tr>
<td>Panjang (ferry terminal)</td>
</tr>
</tbody>
</table>
IRAN (ISLAMIC REPUBLIC OF)

Razi – Sarakhs

(Kapikoy, Turkey)

Razi (border station)  →  Jolfa (border station and break-of-gauge) – (Djulfa, Azerbaijan)
Sufian (junction)  →  Rasht – Bandar-e-Anzali (ferry terminal) – Astara (border station and break-of-gauge) – (Astara, Azerbaijan)
Tabriz
Miyaneh (junction)  →  (Ferry link to Caspian sea ports in Azerbaijan, Kazakhstan, Russian Federation and Turkmenistan)
Qazvin (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

Petropavlovsk – Dostyk

(Petukhovo, Russian Federation)

Petropavlovsk (border station)

Kokshetay

Astana (junction) → Ecil – Tobol (junction and border station) – (Kartaly, Russian Federation)
→ Tobol (junction) – Aiteke-bi – Nikeltau – Kandagach (junction)
→ (connects with Semiglavii Mar-Aktogai line)

Karaghandy

Moity (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) → (Orenburg, Russian Federation)

Iletsk (border station), Russian Federation

Aktobe

Kandagach (junction) → Nikeltau (border station) – (Orsk, Russian Federation)

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

→ (connects with Petropavlosk-Dostyk line)

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

↓ Makat (junction) – Beyneu (junction) – Oazis – (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-Agach (border station) – (Keles, Uzbekistan)

Chimkent

Djambul

Lugovaya (junction and border station) → (Bishkek, Kyrgyzstan)

Chu (junction) → Moity (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] – Uzgen – Osh (station Karasu, border station)
– (Andizhan, Uzbekistan)

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

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)
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)
Kajang → Setia Jaya

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

Segamat
Kempas Bahru (junction) → Pasir Gudang (maritime connection)
Johor Bahru (border station) → Tanjung Pelepas (maritime connection)

(Malaysia)

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) | → | Lashio – [Muse (border station and break-of-gauge) – (Rucli, China)]
|                    | → | Kalay – [Tamu (border station and break-of-gauge) – (Jiribam, India)]
| Bago (junction)    | → | Thanpyuzayat (junction) – [Three Pagoda Pass (border station) – (Three Pagoda Pass, Thailand)]
|                    | → | Thanpyuzayat (junction) – Ye
| Yangon (maritime connection) | | |

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 India

| Janakpur (border station) | → | (Jaynagar, India)
PAKISTAN

Koh-i-Taftan – Wagah

(Mirjaveh, Islamic Republic of Iran)

Koh-i-Taftan (border station)

Dulbandin (junction) → [Gwadar (maritime connection)]

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

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

L – 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 – Volhovstroi – 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
| Kotelnich (junction) | → Saint Petersburg |
| Ekaterinburg (junction) | → Kurgan – Ulyak – Petukhovo (border station) – (Petropavlovsk, Kazakhstan) |
| | → Chelyabinsk – Kartaly (junction and border station) – (Tobol, Kazakhstan) |
| | ↓ Kartaly (junction and border station) – Orsk (junction and border station) – (Nikeltau, Kazakhstan) |
| | ↓ Orsk (junction and border station) – Orenburg – (Ilets, Russian Federation) – (Aktyubinsk, Kazakhstan) |
| Tatarskaya (junction) | → Lokot (junction and border station) – (Aul, Kazakhstan) |
| Novosibirsk (junction) | → Lokot (junction and border station) – (Aul, Kazakhstan) |
| Krasnovarsk | |
| Irkutsk | |
| Ulan Ude | |
| Zaudinski (junction) | → Naushki (border station) – (Sukhbaatar, Mongolia) |
| Karimskaya (junction) | → Zabaykalsk (border station and break-of-gauge) – (Manzhouli, China) |
| Ussurijsk (junction) | → Grodekovo (border station and break-of-gauge) – (Suifenhe, China) |
| Baranovski (junction) | → Khasan (border station and break-of-gauge) – (Tumangang, Democratic People’s Republic of Korea) |
| Uglovaya (junction) | → Vladivostok (maritime connection) |
| Nakhodka (junction, maritime connection) | → Nakhodka Vostochnaya (maritime connection) |

**Moscow – Samur**

| Moscow | |
| Ryazan | |
| Kochetovka (junction) | → Rtishchevo – Saratov – Ozinki (border station) – (Semiglavii Mar, Kazakhstan) |
| Gryazi (junction) | → Volgograd |
| Liski | |
| Likhaya (junction) | → Rostov – Krasnodar (junction) – Veseloe (border station) – (Gantiadi, Georgia) |
| | ↓ Krasnodar (junction) – Krimskaya (junction) – Novorossiisk (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)

### SRI LANKA

#### Kataragama – Katunayake
- [Kataragama
- Hambantota
- Matara]
- Colombo (maritime connection)
- Sri Jayewardenepura Kotte
- Katunayake

#### Colombo – Talaimannar
- Colombo (maritime connection)
- Kurunegala (junction) → [Dambulla]
- Mabo (junction) → Trincomalee (maritime connection)
- Talaimannar (ferry terminal) → (Rameswaram, India)
TAJIKISTAN

Nau – Kanibadam

(Bekabad, Uzbekistan)
Nau (border station)
Khudjand
Kanibadam (junction and border station)
(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)
Kulyab

THAILAND

Nongkhai – Padang Besar

(Thanaleng, Lao People’s Democratic Republic)
Nongkhai (border station)
Bua Yai (junction)
Khaeng 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) – (Pakae, Lao People’s Democratic Republic)
<table>
<thead>
<tr>
<th>Location</th>
<th>Route Details</th>
</tr>
</thead>
<tbody>
<tr>
<td><strong>Banphachi (junction)</strong></td>
<td>Nakhonsawan (junction) – Denchai (junction) – Chiangmai</td>
</tr>
<tr>
<td></td>
<td>↓ [Nakhonsawan – Mae Sod (border station) – (Myawadi, Myanmar)]</td>
</tr>
<tr>
<td></td>
<td>↓ [Denchai – Chiangrai – Mae Sai (border station) – (Tachilek, Myanmar)]</td>
</tr>
<tr>
<td><strong>Bangkok – Bung Sue station (junction)</strong></td>
<td>Ladkrabang – Chachoengsao (junction) – Si Racha (junction) – Kao Chi Chan (junction) – Sattahip (maritime connection)</td>
</tr>
<tr>
<td></td>
<td>↑ Chachoengsao (junction) – Aranyaprathet – Klong Luk (border station) – (Poipet, Cambodia)</td>
</tr>
<tr>
<td></td>
<td>↑ Si Racha – Laemchabang (maritime connection)</td>
</tr>
<tr>
<td><strong>Nong Pla Duk (junction)</strong></td>
<td>↑ Kao Chi Chan – Map Ta Put (maritime connection)</td>
</tr>
<tr>
<td><strong>Hat Yai (junction)</strong></td>
<td>Namtok – [Three Pagoda Pass (border station) – (Thanpyuzayat, Myanmar)]</td>
</tr>
<tr>
<td>Padang Besar (border station)</td>
<td>↑ Sungai Kolok (border station) – (Rantau Panjang, Malaysia)</td>
</tr>
<tr>
<td>(Padang Besar, Malaysia)</td>
<td></td>
</tr>
<tr>
<td><strong>TURKEY</strong></td>
<td></td>
</tr>
<tr>
<td>Kapikule – Kapikoy</td>
<td>(Bulgaria, Europe)</td>
</tr>
<tr>
<td>Kapikule (border station)</td>
<td></td>
</tr>
<tr>
<td>Istanbul</td>
<td></td>
</tr>
<tr>
<td>Eskisehir (junction)</td>
<td>Alayunt – Balikesir – Izmir (border station)</td>
</tr>
<tr>
<td>Ankara</td>
<td></td>
</tr>
<tr>
<td>Kalin (junction)</td>
<td>Samsun (maritime connection)</td>
</tr>
<tr>
<td>Sivas</td>
<td></td>
</tr>
<tr>
<td>Cetinkaya (junction)</td>
<td>Kars (junction) – Dogukapi (border station and break-of-gauge) – (Akhuryan, Armenia)</td>
</tr>
<tr>
<td></td>
<td>[Kars (junction, border station and break-of-gauge) – (Akhalkalaki, Georgia)]</td>
</tr>
<tr>
<td>Malatya (junction)</td>
<td>Toprakkale (junction) – Adana – Mersin (maritime connection)</td>
</tr>
<tr>
<td></td>
<td>Toprakkale (junction) – Iskenderun (maritime connection)</td>
</tr>
<tr>
<td>Tatvan – Van (ferry crossing)</td>
<td></td>
</tr>
<tr>
<td>Kapikoy (border station)</td>
<td></td>
</tr>
<tr>
<td>(Razi, Islamic Republic of Iran)</td>
<td></td>
</tr>
</tbody>
</table>
### TURKMENISTAN

**Turkmenbashı – Turkmenabad**

(Baku, Azerbaijan)

- **Turkmenbashı (ferry terminal)** → (Ferry link to Caspian sea ports in Azerbaijan, Islamic Republic of Iran, Kazakhstan and Russian Federation)
- Ashgabat
- Tenzhen
- Mari (junction) → Parakhat – Sarakhs (border station and break-of-gauge) – (Sarakhs, Islamic Republic of Iran)
- Turkmenabad (junction and border station) → Gazodjak (border station) – (Pirnyak – K.P.149, Uzbekistan) – Dashowuz – Takhiyatash (border station) – (Uzbekistan)

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### UZBEKISTAN

**Keles – Khodzhadavlet**

(Sary-Agach, Kazakhstan)

- Keles (border station)
- Tukumachi (junction) → Ozodlik – (Angren – Khalkobad) – Pap (junction) – Kokand
- Sirdarinskaya
- Khavast (junction) → Bekabad (border station) – (Nau – Kanibadam, Tajikistan) – Suvanabad (border station) – Kokand (junction) – Margilan – Andizhan (border station) – (Osh, Kyrgyzstan)
  - Kokand (junction) → Pap (junction) – Namangan
- Samarkand
- Ulugbek
- Navoi (junction) → Tinchlik – Uchkuduk – Nukus – Kungrad – Karakalpakia (border station) – (Oazis, Kazakhstan)
- Bukhara (junction) → Karshi (junction) – Tashguzat (junction) – (Dekhanabad – Darband) – Boysun – Kumkurgran (junction) – Sarasiya (border station) – (Pakhtabad, Tajikistan)
  - Karshi (junction) → RZD 154 (border station) – (Talimarjan – Kerkichi (junction) – Kelif, Turkmenistan)
    - Termez (junction) → Galaba (border station) – (Khairaton, Afghanistan)
  - Termez (junction) → Kumkurgran (junction) – Sarasiya (border station) – (Pakhtabad, Tajikistan)

Khodzhadavlet (border station)
(Turkmenabad, Turkmenistan)
VIETNAM

Lao Cai – Ho Chi Minh City

(Hekou, China)

Lao Cai (border station)

Dong Anh (junction) ➔ Luu Xa – Quan Trieu
Yên Viên (junction) ➔ (connects with Hanoi – Dong Dang line)
Gialam (junction) ➔ Haiphong (maritime connection)

Hanoi

Tan Ap (junction) ➔ [Mu Gia (border station)¹ – (Lao People’s Democratic Republic)]
➤ [Vung Ang (maritime connection)]

Danang

Ho Chi Minh City (junction) ➔ [Vung Tau (maritime connection)]
➤ [Loc Ninh ² (border station) – (Kratie, Cambodia)]

1.2. Exact location to be decided.

Hanoi – Dong Dang

Hanoi

Gialam (junction)

Yên Viên (junction) ➔ (connects with Lao Cai-Ho Chi Minh City line)
Lim (junction) ➔ Pha Lai (junction) – Halong – Cai Lan (maritime connection)
Kep (junction) ➔ Halong – Cai Lan (maritime connection)
➤ Luu Xa – Quan Trieu

Dong Dang (border station)
(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:

<table>
<thead>
<tr>
<th>Railway gauge of TAR member countries (mm)</th>
</tr>
</thead>
<tbody>
<tr>
<td>1,000</td>
</tr>
<tr>
<td>2. Cambodia</td>
</tr>
<tr>
<td>7. Thailand</td>
</tr>
<tr>
<td>8. Viet Nam⁴</td>
</tr>
<tr>
<td></td>
</tr>
<tr>
<td></td>
</tr>
</tbody>
</table>

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.
Appendix V

Declaration of the Fourteenth SAARC Summit

The President of the Islamic Republic of Afghanistan, His Excellency Mr. Hamid Karzai; the Chief Adviser of the Government of the People’s Republic of Bangladesh, His Excellency Dr. Fakhruddin Ahmed; the Prime Minister of the Kingdom of Bhutan, His Excellency Lyonpo Khandu Wangchuk; the Prime Minister of the Republic of India, His Excellency Dr. Manmohan Singh; the President of the Republic of Maldives, His Excellency Mr. Maumoon Abdul Gayoom; the Prime Minister of Nepal, Rt. Hon’ble Mr. Girija Prasad Koirala; the Prime Minister of the Islamic Republic of Pakistan, His Excellency Mr. Shaukat Aziz; and the President of the Democratic Socialist Republic of Sri Lanka, His Excellency Mr. Mahinda Rajapaksa, met at the Fourteenth Summit meeting of the South Asian Association for Regional Cooperation (SAARC) held in New Delhi, India on April 3-4, 2007.

2. The Heads of State or Government welcomed the entry of the Islamic Republic of Afghanistan into SAARC. This was a historic moment as Afghanistan assumed its rightful place as a valued member of the SAARC fraternity.

3. The Heads of State or Government reiterated their commitment to the principles and objectives enshrined in the SAARC Charter. With the welfare of the peoples of South Asia uppermost in their mind, they agreed to build a Partnership for Prosperity and work towards shared economic cooperation, regional prosperity, a better life for the people of South Asia, and equitable distribution of benefits and opportunities of integration among the peoples and the nations.

4. The Heads of State or Government recognised the importance of connectivity in fulfilling these objectives. It was vital to first have better connectivity within South Asia and then with the rest of the world. They agreed to improve intra-regional connectivity, particularly physical, economic and people-to-people connectivity. They agreed to the vision of a South Asian community, where there was smooth flow of goods, services, peoples, technologies, knowledge, capital, culture and ideas in the region. The SAARC Car Rally, in the run-up to the Fourteenth SAARC Summit, had vividly symbolized this connectivity.

5. The Heads of State or Government recognised that the remarkable growth of the economies of SAARC countries has opened new opportunities to pursue the fight against poverty with firm resolve. They called for deepening
of pro-poor orientation of growth process, including through enhancing investment in human capital and infrastructure, increasing budgetary allocations for relevant sectors and improved delivery of services. They reiterated their commitment towards project-based cooperation to strengthen collective efforts in the region.

6. The Heads of State or Government acknowledged that there is a wide range of homegrown best practices and innovative solutions for transforming the lives of peoples in South Asia. They decided to earmark one rural community as SAARC Village in each Member State to showcase these innovative models of development in order to further replicate these across the region.

7. The Heads of State or Government recognized that the implementation of the Social Charter needs focused attention and directed the National Coordination Committees (NCCs) to formulate concrete programmes and projects to complement national implementation efforts. They underscored that civil society organizations have a vital role to play in driving forward the implementation of the Social Charter and directed the NCCs to mobilize civil society organizations to achieve this end.

8. The Heads of State or Government appreciated the Independent South Asian Commission on Poverty Alleviation (ISACPA) for its elaboration of the SAARC Development Goals (SDGs), which reflect the regional determination to make faster progress towards attaining the Millennium Development Goals (MDGs). They agreed that the national plans for poverty alleviation should appropriately mirror the regional consensus reached in the form of the SDGs and the Plan of Action on Poverty Alleviation. Deciding that resource mobilization for achieving the SDGs would remain a high priority in the Decade of Poverty Alleviation, the Leaders directed translation of the highest regional level political commitment into action for creating opportunities for productive employment and greater access to resources for the poor that are essential for them to enhance their livelihood and realize their potentials. They entrusted the Two-tier Mechanism on Poverty Alleviation to monitor the progress and fine-tune the approaches towards pro-poor growth process.

9. The Heads of State or Government recognized the full benefits of an integrated multimodal transport system in the region. They emphasized that this would not be realized unless physical infrastructure and matters relating to customs clearance and other facilitation measures, including multimodal transport operations, were addressed comprehensively. They called for an extension of the SAARC Regional Multimodal Transport Study (SRMTS) to include Afghanistan as well. They also called for early implementation of the recommendations contained in the Study in a phased manner. In this context,
the Heads of State or Government directed the Inter-Governmental Group on Transport to identify and develop sub-regional and regional projects based on the prioritised recommendations of the SAARC Regional Multimodal Transport Study (SRMTS) and to develop appropriate regional agreements. They noted the offer of India to hold the Meeting of SAARC Ministers of Transport in New Delhi in 2007. They also directed that pilot projects for improving connectivity be identified and implemented through mutual consultations among the Member States.

10. The Heads of State or Government emphasized that in its third decade of existence, there was an urgent need to move SAARC from declaratory to implementation phase. They directed that the focus of SAARC should be on implementing collaborative projects that are concrete and effective. The SAARC Development Fund (SDF) is an important pillar that would bring concrete benefits to the people of the region. They directed that the SDF be made operational at the earliest. They agreed that the resources for SDF would be mobilised both from within and outside the region. They stressed the importance of decision making and working of the SDF being consistent with the SAARC Charter. They called for early identification and implementation of regional and sub-regional projects under the SDF.

11. The Heads of States or Governments recognized the region's rapidly increasing energy demands for meeting the developmental needs of SAARC countries. They also acknowledged the need of expediting development of conventional sources of energy in a sustainable manner and for strengthening renewable energy development such as in hydropower, bio-fuel, solar and wind. They welcomed the organizing of the first ever South Asia Energy Dialogue in March 2007 in Delhi. They called for early implementation of the recommendations of the Second SAARC Energy Ministers' Meeting to enhance regional cooperation.

12. The Heads of State or Government reiterated their deep concern at the continued degradation of environment and reaffirmed the need to further strengthen cooperation towards protection and conservation of the environment as a priority area. In this regard, while noting the progress in the implementation of the SAARC Plan of Action on Environment, they called for concerted efforts to implement various initiatives under the Plan in a timely manner.

13. The Heads of State or Government expressed satisfaction at the launching of 2007 as the 'Year of Green South Asia'. They reiterated that collaboration in addressing the problem of arsenic contamination of groundwater, desertification and melting of glaciers and assistance to affected peoples
should be deepened. They expressed deep concern over global climate change and the consequent rise in sea level and its impact on the lives and livelihoods in the region. They emphasised the need for assessing and managing its risks and impacts. They called for adaptation of initiatives and programmes; cooperation in early forecasting, warning and monitoring; and sharing of knowledge on consequences of climate change for pursuing a climate resilient development in South Asia. They agreed to commission a team of regional experts to identify collective actions in this regard.

14. The Heads of State or Government stressed the need for closer regional cooperation in the field of information and communication technology. They noted with appreciation the establishment of a collaborative health care project involving a regional telemedicine-network. They directed that steps be taken to extend it to other ICT enabled fields such as education. They agreed to take steps to facilitate rationalization of telecom tariff on a reciprocal basis. They also agreed that national and regional telecom infrastructure should be upgraded to boost people-to-people connectivity in the region.

15. The Heads of State or Government noted with satisfaction timely ratification of SAFTA Agreement by all member countries. They stressed the need for ensuring effective market access through smooth implementation of trade liberalization programme and directed the SAFTA bodies to review the progress on a regular basis. They emphasized that SAFTA should be implemented in letter and spirit. Successful implementation of SAFTA will catalyse other areas of regional economic cooperation. They stressed that to realize its full potential, SAFTA should integrate trade in services. They called for a finalisation of an Agreement in the services sector at the earliest. They also directed that the Agreement on Investment Promotion and Protection be finalized.

16. The Heads of State or Government underlined the importance of implementing trade facilitation measures, especially standardization of basic customs nomenclature, documentation and clearing procedures. They directed that a comprehensive agreement on harmonizing customs procedures be finalised. They also noted that harmonization of technical and phyto-sanitary standards and their implementation in a trade-friendly manner is important in boosting intra-regional trade. They appreciated the establishment of the SAARC Standards Coordination Board that would function as a precursor to the SAARC Regional Standards Body.

17. The Heads of State or Government complimented the SAARC Finance Ministers for finalising the framework of cooperation on financial issues in the region. They expressed satisfaction at the work of the Inter-Governmental
18. The Heads of State or Government emphasized the need to develop, at an early date, a roadmap for a South Asian Customs Union and a South Asian Economic Union in a planned and phased manner.

19. The Heads of State or Government noted the cultural and social ties among the SAARC countries, based on common history and geography, and reiterated that the future of peoples of South Asia is interlinked. They stressed the importance of people-to-people contact as a key constituent in regional connectivity. They acknowledged the importance of intra-regional tourism and increased exchanges, particularly among the youth, civil society, and parliamentarians. They launched the SAARC Agenda for Culture and directed that annual SAARC Festivals for cultural exchange be institutionalized. They agreed to take measures to charge nationals of SAARC Member States fees for entry into archeological and heritage sites as applicable to their own nationals. They also directed that an enlarged SAARC Scholarship Scheme in ICT and related areas be instituted. They welcomed the offer of Bangladesh to host the First SAARC Youth Camp in 2007.

20. The Heads of State or Government decided to establish the South Asian University in India. They welcomed the signing of the Intergovernmental Agreement establishing the University. They further directed that the Intergovernmental Steering Committee be set up at the earliest to complete its tasks relating to the Charter, bye laws, rules and regulations, curriculum development, business plans and other issues. They also decided to strengthen cooperation and dialogue on educational matters through development of exchanges between academics, experts, policymakers, students and teachers. They called for inter-institutional cooperation, partnerships, and other regional initiatives in the field of education.

21. The Heads of State or Government acknowledged that women's full participation in all spheres of society, including participation in the decision-making process are fundamental for the achievement of equality and development. They noted that many sections of women and children continue to be in disadvantaged positions and lack equal opportunities for economic and social development. They emphasized that women's empowerment should be a major objective of regional cooperation. Regional projects should focus on addressing issues relating to women and children.

22. The Heads of State or Government stressed the need to collectively overcome the challenges of poverty, disease, natural disasters and terrorism.
They confirmed that countries of South Asia must work together to deal with these challenges in order to secure the region’s collective prosperity.

23. The Heads of State or Government acknowledged that countries of South Asia face challenges of food insecurity and malnutrition. In order to manage emergencies caused by natural and manmade calamities and food shortages, they welcomed the signing of the Intergovernmental Agreement establishing the SAARC Food Bank with the participation of all the SAARC countries. The Food Bank will supplement national efforts to provide food security to the people of the region.

24. The Heads of State or Government noted the challenges confronted by the countries of South Asia in ensuring food and nutritional security as well as in maintaining vibrant rural economy for agricultural development. They underscored the need for enhancing productivity and real wage in rural sectors, and for creating adequate non-farm employment to sustain the progress made in reducing poverty. Noting the constant decline in land availability and biodiversity, depleting soil and natural resources, lowering ground water levels, shrinking farm holdings as well as low and stagnating productivity, they recognized the imperative of reducing the wide gap between yields at the research and the farm level. They stressed, in particular, that South Asian agriculture must benefit from collaborative efforts within and among SAARC countries in developing an effective agriculture research, extension and farmers’ linkages, and exchange of farm technology.

25. The Heads of State or Government underlined that terrorism is a threat to peace and security in the region. They condemned the targeted killing of civilians and terrorist violence, in all its forms and manifestations, wherever and against whomsoever committed. The Heads of States or Government affirmed that terrorism violates the principles of the Charters of the United Nations and SAARC and is a clear and present threat to international peace and security. They reaffirmed their commitment to implement all international conventions relating to combating terrorism, to which SAARC Member States were respectively parties, as well as the SAARC Regional Convention on Suppression of Terrorism and the Additional Protocol to the SAARC Regional Convention dealing with the prevention and suppression of financing of terrorism. While urging continued efforts to combat terrorism, the Heads of State or Government also called for urgent conclusion of a Comprehensive Convention on International Terrorism.

26. The Heads of State or Government agreed to work on the modalities to implement the provisions of the existing SAARC Conventions to combat terrorism, narcotics and psychotropic substances, trafficking in women and
children and other trans-national crimes. They expressed their commitment to
take every possible measure to prevent and suppress, in particular, financing
of terrorist acts by criminalizing the provision, acquisition and collection of
funds for such acts, including through front organizations and also to counter
illicit trafficking of narcotic drugs, trafficking in persons and illicit arms. They
reiterated the need for law enforcement authorities of Member States to
enhance cooperation in the prevention, suppression and prosecution of
offences under these Instruments. They noted the initiative of India to prepare
a draft of SAARC Convention on Mutual Assistance in Criminal Matters and
welcomed the offer of Sri Lanka to hold a meeting of Legal Advisers to
examine the idea of a draft convention, before the Second Meeting of SAARC
Interior/Home Ministers scheduled to be held in October 2007 in India. They
also directed them to ensure regular follow-up and implementation of the
decisions taken.

27. The Heads of State or Government recognised that corruption was an
issue of serious concern and agreed to exchange information on national
experience in combating corruption to effectively address this problem.

28. The Heads of State or Government reaffirmed their commitment to a rule­
based multilateral trading system. They recalled that the Doha Round was
premised on the centrality of development. They directed the Commerce
Ministers to work closely to co-ordinate their positions to ensure that the
centrality of the development dimension in all areas of negotiations for
creating new opportunities and economic growth for developing countries
was fully realized. They called upon all members of WTO to show
commitment for a successful conclusion of the Doha Round.

29. The Heads of State or Government welcomed the People’s Republic of
China, Japan, European Union, Republic of Korea and the United States of
America, to be associated as Observers to SAARC. The region would benefit
from these external linkages and help its economic integration with the
international community. The Heads of State or Government also welcomed
the Islamic Republic of Iran to be associated as Observer to SAARC.

30. The Heads of State or Government welcomed with appreciation the offer
of the Maldives to host the 15th Summit Meeting of the Heads of States or
Governments of the South Asian Association for the Regional Cooperation
(SAARC).