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AMENDMENTS TO THE MAIN TEXT OF THE INTERGOVERNMENTAL
AGREEMENT ON THE TRANS-ASIAN RAILWAY NETWORK

BANGKOK, 15 SEPTEMBER 2023

ADOPTION OF AMENDMENTS TO THE MAIN TEXT OF THE AGREEMENT

The Secretary-General of the United Nations, acting in his capacity as depositary, communicates the following:

At its eighth meeting, held in Bangkok and online on 14 and 15 September 2023, the Working Group on the Trans-Asian Railway Network adopted amendments, proposed by the Islamic Republic of Iran, to the main text of the Agreement in accordance with its Article 7.

The procedure for amending the main text of the Agreement is set forth in its article 7 which reads as follows:

- “1. The main text of this Agreement may be amended by the procedure 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 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.”

.... The texts of the adopted amendments in the Chinese, English and Russian languages are contained in the annex to this notification.

21 December 2023

A handwritten signature in black ink, consisting of the letters 'DN' with a horizontal line underneath.

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Annex/Annexe

Amend Article 9 of the Agreement as follows (new text is indicated using grey bold font):

Article 9

Procedures for amending annexes II and III

1. **Annexes II and III** 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.

Annex III**General principles on electronic information exchange/data interchange among railways and between railways and control agencies along the Trans-Asian Railway Network****I. General**

1. These principles aim to provide grounds for the further harmonization of electronic information exchange/data interchange among railways and between railways and control agencies for the efficient completion of regulatory and operational requirements in international railway transport along the Trans-Asian Railway Network.
2. The main objective of the principles is to provide general guidance to the Parties to the Intergovernmental Agreement on the Trans-Asian Railway Network on harmonizing electronic information exchange practices with the overarching objective of increasing the competitiveness of international railway transport along the Trans-Asian Railway Network.
3. Parties shall make every possible effort to conform to these principles, as they are broad in scope and can be used in Parties with diverse legal regimes and at different levels of development.
4. The principles encourage the members of the Trans-Asian Railway Network to use existing standards and practices on electronic information exchange/data interchange developed by international railway organizations.
5. The principles could also serve as a basis for developing plurilateral, multilateral and regional agreements on harmonizing electronic information exchange/data interchange among railways and between railways and control agencies.

II. Electronic information exchange/data interchange among railways

6. Electronic information exchange/data interchange among railways of the Parties to the Agreement shall be guided by the following principles:
 - (a) For completing the operational requirements in international railway transport, electronic data related to the following information may be exchanged between railways: (i) consignment notes; (ii) train information; and (iii) movement and tracking of wagons;

(b) The structure and format of messages and/or electronic data may be harmonized taking into account existing standards and practices that have already been developed by international railway organizations to ensure electronic interoperability along the Trans-Asian Railway Network;

(c) The seamless flow of electronic information/data among the members of the Trans-Asian Railway Network could be based on a harmonized approach that could include: (i) the use of common interfaces for linking different railway systems; (ii) compatible methods for electronic communication; and (iii) common data protection and security standards;

(d) The exact content of the electronic data and messages exchanged could be determined on the basis of bilateral or multilateral agreements or arrangements. In this regard, railways may use the model bilateral or multilateral agreements for electronic information exchange/data interchange that have already been developed by railway organizations;

(e) Railways are encouraged to exchange electronic information/interchange data as early as possible, preferably before the arrival of trains, to minimize the time required to complete railway border-crossing formalities.

III. Electronic information exchange/data interchange between railways and control agencies

7. Electronic information exchange/data interchange between railways and control agencies of the Parties to the Agreement shall be guided by the following principles:

(a) Parties could establish a special task force consisting of representatives of railways, customs and other border agencies, as appropriate, to discuss and agree on optimum ways of engaging in electronic information exchange/data interchange to meet the data requirements of regulatory agencies;

(b) The electronic information and data received by railways (see para. 6 (a) above) for the completion of regulatory formalities could be shared electronically with customs and other border agencies, as appropriate;

(c) Railways, customs and other border agencies, as appropriate, may enter into institutional arrangements, preferably through memorandums of understanding or similar legal instruments, clearly indicating the data to be exchanged

electronically and the related modalities, including on the acceptance of consignment notes as customs documents where feasible and consistent with national regulations;

(d) Railways and customs agencies may develop a harmonized electronic interface to share data and exchange the information required for completing regulatory formalities;

(e) Wherever possible, new technologies and non-intrusive inspections at railway border crossings and border interchange stations should be used to electronically collect data and information on the rolling stock and goods, and the information and data should be shared among railways and border agencies, including customs, as appropriate.