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**Published on the website on May 2024**

**Law No. (25) of 2005 ratifying the Agreement On International Railways In The Arab Mashreq**

**We, Hamad bin Isa Al Khalifa, King of the Kingdom of Bahrain.**

Having reviewed the Constitution;

Agreement On International Railways In The Arab Mashreq Adopted by the United Nations Economic and Social Commission for Western Asia (ESCWA) at its twenty-second session held in Beirut from 14 to 17 April 2003, and signed by the Government of the Kingdom of Bahrain on 17 April 2003,

The Shura Council and the Council of Representatives have approved the following Law, which we have ratified and enacted:

**Article One**

The Agreement On International Railways In The Arab Mashreq Adopted by the United Nations Economic and Social Commission for Western Asia (ESCWA) at its twenty-second session held in Beirut from 14 to 17 April 2003, and signed by the Government of the Kingdom of Bahrain on 17 April 2003, attached to this Law, has been ratified.

**Article Two**

The Ministers– each within his jurisdiction- shall implement this Law, and it shall come into force from the day following the date of its publication in the Official Gazette.

**King of Kingdom of Bahrain**

**Hamad bin Isa Al Khalifa**

**Issued at Riffa Palace:**

On: 14 Jumada al-Akhir 1426 A.H.

Corresponding to: 20 July 2005

**Agreement On International Railways In The Arab Mashreq**

The Parties to the Agreement, conscious of the salient characteristics of railways with respect to construction and running costs, speed, safety, regularity, personal comfort and environmental conservation, and affirming the importance and necessity of providing railway links between the countries of the region in accordance with a well-studied plan for the construction and development of an international railway network in order to meet future transport needs, protect the environment and facilitate the movement of goods and passengers and, as a result, increase the exchange of trade and tourism in the Arab Mashreq, which will greatly promote Arab regional integration, have agreed as follows:

**Article 1**

**Adoption of the international railway network**

In accordance with the precautionary approach contained in Principle 15 of the Rio Declaration on Environment and Development, the objective of this Protocol is to contribute to ensuring an adequate level of protection in the field of the safe transfer, handling, and use of living modified organisms resulting from modern biotechnology that may have adverse effects on the conservation and sustainable use of biological diversity, taking into account risks to human health, and specifically focusing on transboundary movements.

**Article 2**

**Orientation of the axes of the international railway network**

The Arab Mashreq International Railway Network described in Annex I to this Agreement consists of the main axes having a north/south and east/west orientation and may include other axes and tracks to be added in the future, in conformity with the provisions of this Agreement.

**Article 3**

**Technical specifications**

Within a period of time as short as possible, all the railways currently in service described in Annex I shall be brought into conformity with the technical specifications for existing railways set forth in Annex II to this Agreement. New railways built after the entry into force of this Agreement shall be designed in accordance with the technical specifications defined in Annex II.

**Article 4**

**Signature, ratification, acceptance, approval, and accession**

1-This Agreement shall be open for signature to members of the Economic and Social Commission for Western Asia (ESCWA) at United Nations House in Beirut from 14 to 17 April 2003, and thereafter at United Nations Headquarters in New York until 31 December 2004.

2-The members referred to in paragraph 1 of this article may become Parties to this Agreement by:

a-Signature not subject to ratification, acceptance, or approval (definitive signature); or

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 the requisite instrument with the depository.

4- States other than ESCWA members may accede to the Agreement upon approval by all ESCWA members Parties thereto, by depositing an instrument of accession with the depository. The Secretariat of the ESCWA Committee on Transport (the “Secretariat”) shall distribute the applications for accession of non-ESCWA member States to the ESCWA members Parties to the Agreement for their approval. Once notifications approving the said application arereceived from all ESCWA members Parties to the Agreement, the application for accession shall be deemed approved.

**Article 5**

**Entry Into Force**

1-The Agreement shall enter into force ninety (90) days after the date on which four (4) members of ESCWA have either signed it definitively or deposited an instrument of ratification, acceptance, approval, or accession.

2- For each member of ESCWA referred to in article 4, paragraph 1,signing the Agreement definitively or depositing an instrument of ratification, acceptance, or approval thereof or accession thereto after the date on which four (4) ESCWA members have either signed it definitively or deposited such an instrument, the Agreement shall enter into force ninety (90) days after the date of that member’s definitive signature or deposit of the instrument of ratification, acceptance, approval, or accession. For each State other than a member of ESCWA depositing an instrument of accession, the Agreement shall enter into force ninety (90) days after the date of that State’s deposit of that instrument.

**Article 6**

**Amendments**

1-After the entry into force of the Agreement, any party thereto may propose amendments to the Agreement, including its annexes

2-Proposed amendments to the Agreement shall be submitted to the ESCWA Committee on Transport.

3- Amendments to the Agreement shall be considered adopted if approved by a two -thirds majority of the Parties thereto, present at a meeting convened for that purpose. Amendments to Annex I of the Agreement shall be considered adopted if approved by a two -thirds majority of the Parties thereto present at the meeting, including those directly concerned by the proposed amendment.

4-The ESCWA Committee on Transport shall, within a period of forty (45) days, inform the depositary of any amendment adopted pursuant to paragraph 3 of this article.

5-The depositary shall notify all Parties hereto of amendments thus adopted, which shall enter into force for all Parties three (3) months after the date of such notification unless objections from more than one third of the Parties are received by the depositary within that period of three (3) months.

6-No amendments may be made to the Agreement during the period specified in Article (7) below if, upon the withdrawal of one Party, the number of Parties to the Agreement becomes less than four (4) at the end of that period.

**Article 7**

**Withdrawal**

Any Party may withdraw from this Agreement by written notification addressed to the depositary. Such withdrawal shall take effect twelve (12) months after the date of deposit of the notification unless revoked by the Party prior to the expiration of that period.

**Article 8**

**Termination**

This Agreement shall cease to be in force if the number of Parties thereto is less than four (4) during any period of twelve (12) consecutive months.

**Article 9**

**Dispute settlement**

1-Any dispute arising between two or more Parties to this Agreement which relates to its interpretation or application and which the Parties to the dispute have not been able to resolve by negotiation or other means of settlement shall be referred to arbitration if any Party so requests. In such a case, the dispute shall be submitted to an arbitral tribunal to which each of the Parties shall appoint one member and the members thus appointed shall agree on the appointment of a president of the arbitral tribunal from outside their number. If no agreement is reached concerning the appointment of the president of the arbitral tribunal within three (3) months from the request for arbitration, any Party may request the Secretary-General of the United Nations, or whomever he delegates, to appoint a president of the tribunal, to which the dispute shall be referred for decision

2-The Parties to the dispute shall be bound by the decision to form the arbitral tribunal pursuant to paragraph 1 of this article and by any and all awards handed down by the tribunal. The parties further undertake to defray the costs of arbitration.

**Article 10**

**Limits of application of the Agreement**

Nothing in this Agreement shall be construed as preventing a Party hereto from taking any action that it considers necessary to its external or internal security or its interests, provided that such action is not contrary to the provisions of the Charter of the United Nations.

**Article 11**

**Depositary**

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

**Article 12**

**Annexes**

The annexes to the Agreement and the list of technical terms used therein are integral parts of the Agreement. IN WITNESS WHEREOF, the undersigned, being duly authorized thereto, have signed this Agreement. DONE AT BEIRUT, this fourteenth day of April 2003, in the Arabic, French and English languages, all of which are equally authentic.

**Arabic, French and English technical terms**

**Listed in the alphabetical order of the Arabic terms**

**English**

**French**

**Arabic**

Loading Gauge

Gabarit de chargement

Loading Gauge

Exit Signal

Signal de sortie

Exit Signal

Tail Signal

Signal de queue

Tail Signal

Distance between Centers of Tracks

Entraxe des voies

Distance between Centers of Tracks

Level Crossing

Passage à niveau

Level Crossing

Authorized Mass per Linear Metre

Masse authorisée par mètre linéaire

Authorized Mass per Linear Metre

Authorized Mass per Axle

Masse authorisée par essieu

Authorized Mass per Axle

Mountain Railway

Ligne de montagne

Mountain Railway

Level Line

Ligne de plaine

Level Line

Platform

Quai

Platform

Nominal Minimum Speed

Vitesse minimale de définition

Nominal Minimum Speed

Approach Track

Voie d’accès

Approach Track

Passing Siding

Voie de dépassement

Passing Siding

Allocation Track

Voie d’affection

Allocation Track

Secondary Track

Voie secondaire

Secondary Track

Narrow Gauge Line

Voie étroite

Narrow Gauge Line

Curved Track

Voie en courbe

Curved Track

Standard Gauge Line

Voie normale

Standard Gauge Line

Double Track

Voie double

Double Track

Downgrade Track

Voie décline

Downgrade Track

Inbound Track

Voie d’arrivée

Inbound Track

Reversible Track

Voie banalisée

Reversible Track

Minimal Platform Length in Principal Stations

Longueur minimale des quais des gares principales

Minimal Platform Length in Principal Stations

Track Mileage

Longueur de voie dévelopée

Track Mileage

Minimal Useful Siding Length

Longueur utile minimale des voies d’évitement

Minimal Useful Siding Length

Sleeper

Traverse

Sleeper

Concrete Sleeper

Traverse en béton

Concrete Sleeper

Wooden Sleeper

Traverse en bois

Wooden Sleeper

Intermediate Sleeper

Traverse intermédiaire

Intermediate Sleeper

Wagon

Wagon

Wagon

Silo Wagon

Wagon- Silo

Silo Wagon

Standard Wagon

Wagon Standard

Standard Wagon

Gantry Wagon

Wagon portique

Gantry Wagon

Tank Wagon

Wagon reservoir

Tank Wagon

Carriage/Coach

Voiture à Voyageurs

Carriage/Coach

Locomotive

Locomotive

Locomotive

Test Train for Bridge Testing

Train-type pour le calcul des ponts

Test Train for Bridge Testing

Speed Restriction Board

Tableau de délimitation de vitesse

Speed Restriction Board

Station

Gare

Station

Trailer

Remorque

Trailer

Maximum Gradient

Déclivité maximale

Maximum Gradient

Cant of Track

Variation de dévers

Cant of Track

Cant of Rail

Variation du rail

Cant of rail

For the definitions of these terms and those contained in the body of the Agreement and its annexes, one may refer to the International Union of Railways (UIC).

**FIRST ANNEX**

**RAILWAY AXES**

**1- NORTH-SOUTH AXES**

(a) R 5: **Iraq-East Arabian Peninsula**

Yaaroubia border point (Syrian Arab Republic/Iraq)- Rabieyyah border point (Iraq/Syrian Arab Republic)- Mosul- Baghdad-Samawah- NasiriyahBasrah- Umm Qasr- Kuwait- Nuwayseeb border point (Kuwait/Saudi Arabia)-Khafji border point (Saudi Arabia/Kuwait)- Abu Hadriyah- Dammam- SalwaBatha’a border point (Saudi Arabia/United Arab Emirates)- Al Ghweifat border point (United Arab Emirates/Saudi Arabia)-Abu Dhabi- Dubai- SharjaFujairah- Kalba border point (United Arab Emirates/Oman)- Khatmat Malahaw border point (Oman/United Arab Emirates)- Sohar- Muscat- Thumrayt-Salalah.

(b) R 15: **Middle Arabian Peninsula**

Zarqa’- Al Azraq- Omari border point (Jordan/Saudi Arabia)- Hadithah border point (Saudi Arabia/Jordan)- Quoryat- Dawmat al-Jandal- Ha’ilBuraydah- Riyadh- Al Kharj- Harad- Batha’a.

(c) R 25: **Syrian Arab Republic-Jordan-Saudi Arabia-Yemen**

Midan Ikbis- Aleppo- Homs- Maheen- Damascus- Dara’a border point (Syrian Arab Republic/Jordan)- Jaber border point (Jordan/Syrian ArabRepublic)- Amman- Ma’an- Al Mudawara border point (Jordan/Saudi Arabia)- Halat Ammar border point (Saudi Arabia/Jordan)- Tabuk- Medina- YanbuRabigh- Jeddah- Darb- Al Tuwal border point (Saudi Arabia/Yemen)- Harad border point (Yemen/Saudi Arabia)- Hodeidah- Al Mukha- Bab al-Mandab.

(d) R 27: **Homs-Rayyaq**

Homs- Al Qusayr-Rayyaq.

(e) R 35: **East Mediterranean**

Lattakia- Tartous- Akkary- Dabbousieh border point (Syrian Arab Republic/Lebanon)- Abboudieh border point (Lebanon/Syrian Arab Republic)- Tripoli- Beirut- Tyr

(f) R 45: **Nile Valley**

Tanta- Cairo- Qena- Aswan- Wadi Halfa.

**2- EAST-WEST AXES**

(a) R 10: **Iraq-East Mediterranean**

Khanaqin- Baghdad- Haklania- Qua’im border point (Iraq/Syrian Arab Republic)- Bou Kamal border point (Syrian Arab Republic/Iraq)- Deir Ez-ZorAleppo- Lattakia.

(b) R 20: **Middle Syrian Arab Republic**

Yaaroubiah border point (Syrian Arab Republic/Iraq)- KamishliHasaka- Deir Ez-Zor- Tadmur- Maheen- Homs- Akkary

(c) R 30: **Damascus-Beirut**

Damascus-Beirut.

(d) R 40: **West Iraq-Jordan**

Haklania- Tarabil border point (Iraq/Jordan)- Karamah border point (Jordan/Iraq)- Safawy- Zarqa’- Amman.

(e) R 50: **Mediterranean Southern Coast-Nile Delta**

Gaza- Rafah border point (Occupied Palestinian Territories/Egypt)- Arish- Verdun Bridge- Ismailia- Tanta- Alexandria- Salloum.

(f) R 60: **Ma’an-Verdun**

Ma’an- Aqaba- Nuweiba- Nakhl- Verdun Bridge

(g) R 70: **Safaga-Al Kharja**

Safaga- Qena- Al Kharja

(h) R 80: **Jubail-Jeddah**

Jubail- Dammam- Riyadh- Mecca- Jeddah

(i) R 82: **Doha**

Doha- Salwah

(j) R 90: **South Arabian Peninsula**

Thumrayt- Mazyounah border point (Oman/Yemen)- Shahan border point (Yemen/Oman)- Gheizah- Mukalla- Aden- Bab al-Mandab.

**SCHEDULE OF TECHNICAL SPECIFICATIONS FOR RAIL NETWORK**

*New lines*

*Existing lines*

*Technical specifications*

*Serial No.*

*For passenger and goods traffic*

*For passenger traffic only*

Standard (1 435 mm)

Standard (1 435 mm)

Standard (1 435 mm)

Rail width

1

UIC/B\*

UIC/B\*

UIC/B\*

Vehicle loading gauge

2

4 m

4 m

4 m

Distance between Centers of Tracks

3

120 km/h

120 km/h

120 km/h

Nominal Minimum Speed

4

22.5 tonnes

-

22.5 tonnes

Authorized Mass per Axle

( 200 km/hr)

5

20 tonnes

-

20 tonnes

( 120 km/hr)

18 tonnes

-

18 tonnes

( 140 km/hr)

8 tonnes

-

8 tonnes

Authorized Mass per Linear Metre

6

UIC 71

-

UIC 71

Test Train for Bridge Testing

7

250 m

250 m

250 m

Minimal Platform Length in Principal Stations

8

500 m

-

500 m

minimum Siding Length

9

In accordance with UIC and Trans-European Railway Network specifications

-

Electrical voltage

10

UIC specifications for loading gauges (set forth in figure I below). Notes on the specifications given in the table, arranged in accordance with the table serial No:

**1-Track width**

The standard track width chosen, namely, 1,435 mm, is used in most parts of the existing network in the region.

**2-Vehicle loading gauge**

This is the minimum loading gauge for international lines (see figure I for the UIC/B specifications). A great deal of investment will therefore be required in order to upgrade existing routes from UIC/B specifications to UIC/C1 specifications. However, with the specifications adopted in the Agreement, it will be possible to transport ISO containers 2.9 m high and 2.44 m wide on flat-container wagons with a loading height 1.18 m above rail level; loads 2.5 m wide and 2.6 m high on ordinary flat wagons (loading height of 1.246 m); and to transport semi-trailers on recess wagons.

**3-Minimum Distance between track centres**

This is the minimum distance between track centres for double-track main lines outside stations. An increase in that distance has a number of advantages, including decrease in the aerodynamic pressure when two trains pass each other, an advantage which increases in proportion to their speed, and some relief from the constraints imposed in the transport of out-of-gauge loads. It also increases the possibilities of using high-powered mechanized equipment for track maintenance

**4-Nominal minimum speed**

This speed determines the geometrical characteristics of the section(radius of curves and cant), the safety installations (braking distances) and the braking coefficient of the rolling stock.

**5- Authorized mass per axle**

This is the authorized mass per axle that can be permitted on international main lines. It may be noted that the maximum mass per axle for locomotives, namely, 22.5 tonnes, is slightly higher than that for wagons, which is 20 tonnes. This is because the ratio of the number of locomotive axles to the total number of axles is usually very low, and the suspension of a locomotive causes less wear than that of a wagon.

**6- Authorized mass per linear metre**

This has been set at 8 tonnes per linear metre, in accordance with UIC specifications.

C:\\ Users\\latrmma\\AppData\\Local\\

\_ftn1

**7- Test train (bridge design)**

This is the minimum “test train” on which bridge design for international main lines should be based, in accordance with UIC specifications.

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\_ftn2

**8- Minimum platform length in principal stations**

The length of 250 m has been adopted, which is less than the 400 m chosen by UIC in order to accommodate a train consisting of a locomotive and 13 coaches 27.5 m long or a locomotive and 14 coaches 26.4 m long.

**9- Minimum useful siding length**

The length of 500 m has been adopted, which is less than the 750 m chosen by UIC to permit the movement of a train of a total weight of 5,000 ton

**10-Electrical voltage**

The technical specifications to be used for electric locomotives in the future should conform to UIC and Trans-European Railway Network specifications.

**Figure I. UIC Loading gauge specifications UIC/B**

([1]) Specification No. UIC Code 700 (0), Ninth Edition, 1/7/87, entitled “Classification of Lines and Allowable Weights for Carts.”

([2]) Specification No. UIC Code 702 (0), second edition, 1/1/74, entitled “Form of loading required to be taken into account for calculating rail-bearing facilities on international lines.” on the translation