



IN THE NAME OF GOD

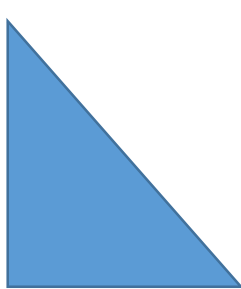
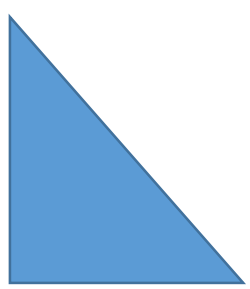


# **Corridors: A Tool to Boost International Freight**

October 14<sup>th</sup>, 2020

Presented by:

International Affairs Bureau of Iranian Railways (RAI)





# Ways towards Corridors formation

## Infrastructure completion/ Fleet supply

- ❖ Construction of Tabriz-Miyaneh railway-203 km, double tracked  
Opened October 2019 to boost transport to Azerbaijan and Turkey
- ❖ Qazvin-Rasht railway along North-South Corridor, 164 km single tracked, Opened March 2020
- ❖ Construction of Chabahar Port-Zahedan railway with a 62% physical progress
- ❖ Supply of 456 wagons of all type and 144 rail fleet incl. passenger cars, freight cars and locomotives during 2019-2020



# Combined Transport Corridors

## Ports connected to the rail network of Iran

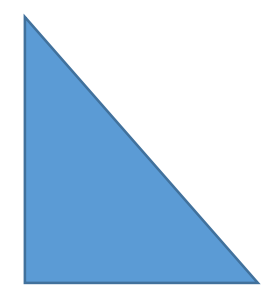
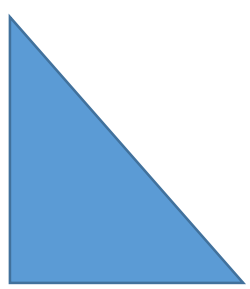


- 1) Bandar Abbas Port
- 2) Imam Khomeini Port
- 3) Khorramshahr Port
- 4) Amir Abad Port
- 5) Chabahar Port  
**(under construction)**
- 6) Anzali Port  
**(under construction)**





# **Rail Connection with the Neighboring Railways**



# Rail connection with the neighboring countries





# Rail Connection With CIS Countries through Turkmenistan

- RAI has rail connection with **Turkmenistan** and CIS Railways in two **Border points of**
- 1) **Sarakhs Station**
  - 2) **Inche Burun Station**





# Bogie Exchange in Sarakhs Railway Station

- Due to break of gauge between Railways of Iran and Turkmenistan , Standard Gauge (1435 mm), and CIS Rail Network (1520), there is Bogie exchange in Sarkhas Station.



# Expediting Wagon Exchanges and Transport Facilitation with CIS Countries in Sarakhs Station for

- Sarakhs Station has the capacity for the **bogie exchange of 400 wagons daily**
- Receiving/dispatching lines and parking lines and also broad gauge and normal lines increased **from 25 kilometers to 75 kilometers**
- Concluding **MOU with Turkmenistan** for the movement of Iranian wagons in the rail network of Turkmenistan
- Constructing and launching the depot of Bogie
- Establishing **Signaling systems** of Sarakhs Railway route
- Offering **discounts for carrying cargoes** from 15 to 50% for transit cargoes
- following up connection with customs system in order to facilitate and expedite customs formalities of the wagons
- Decreasing the transit time of international cargoes from Sarakhs to Bansar Abbas from one week to 53 hours (having time table, block direct rain, ....



# CIS Countries Corridor –Sarakhs Border- Bandar Abbas Port in south of Iran



**En-route countries:** Kazakhstan-Uzbekistan-Turkmenistan-Iran (Sarakhs\_Bandar Abbas)  
**The route length:** 3756 km: Iran(1619 km), Turkmenistan (449 km), Uzbekistan (732 km),  
Kazakhstan (956 km)

# Rail Connection and Border Crossing in Incheh Broun Border

- Bogie exchange is performed in Turkmenistan in Etrek and the connection between Iran and Turkmenistan in Inche –Broun border crossing border is through standard line.
- The broad gauge line in Inche-Broun Station inside Iran constructed and it should be connected to the broad-gauge line inside Turkmenistan which should be constructed to facilitate bogie exchange process.
- There are 7 standard and 2 broad gauge lines.



## **Actions to increase the Capacity of Inche-Borun Station and improving Border-Crossing**

- Establishing Inche-Borun dry port as the largest multimodal transportation terminal and freight & goods transit site in the north of the country (at the land allocation stage)
- Constructing the grain silo in Gorgan railway station with the capacity of 6000 tons
- Construction of the Bogie exchange site,
- Constructing the lines of 8, 9 and 10 lines at the Inche Borun station.
- Construction of the broad gauge line of Inche- Borun station including 4 tracks with the length of 3200 meters.
- Development of the infrastructures of Inche- Borun station with the construction of 4120 meters of Stations tracks in Inche Borun
- Construction of the Iron Ore and Clinker loading yard at Inche Borun Station
- Construction of a rail weighing system at Inche Borun terminal and cabling

# Commercialization of KTI Corridor

- ECO – UNECAP- IsDB have signed an agreement for Commercializing KTI Corridor.
- The international consultants already chosen for the study and focal points have been introduced by the en-route countries.
- Inception Meeting for the Study Project on Commercialization of KTI Corridor was held in Tehran, ECO Secretariat on 10-11 April 2019.
- Three meetings organized separately with the Railways



# Launching Container Trains from China to Iran

- ❖ Around 35 container trains dispatched China to Iran since 2016, with the first container train from Yiwu in China after traveling 10400 km in 14 days entered in Iran.
- ❖ A protocol was made between Iran-Turkmenistan-Kazakhstan and China
- ❖ Uzbekistan joined these countries.
- ❖ Attempts are going for launching scheduled freight trains between China and Iran.



# Iran-Turkey Rail Border- Razi Station

## Razi:

- ❖ A key-role station in transport and transit between European Countries and also CIS countries and vice-verse via Turkey.
- ❖ On the route of ECO Istanbul-Tehran-Almaty and Istanbul- Tehran-Islam Abad (ITI) trains.
- ❖ Four receiving / dispatching lines and under RC Signaling Cover.
- ❖ Almost all covered, short-sided and flat wagons are running on these lines.
- ❖ Capacities of the lines are almost **120 wagons per days**.
- ❖ Iran and Turkey try to increase **Cargo transport between the two counties up to one million ton annually.**



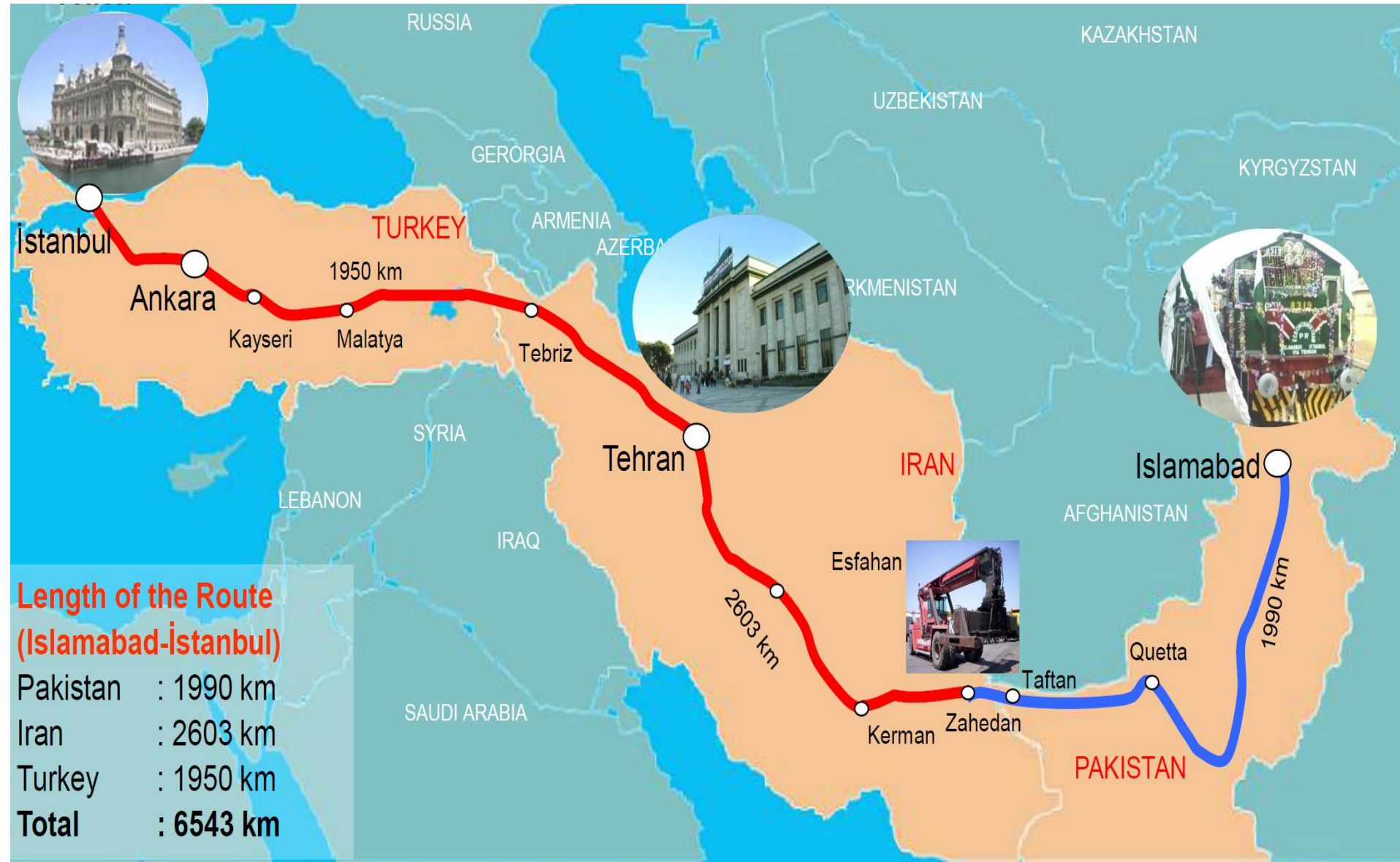
# Turkey-Razi Border to CIS Countries

## Lenght of Routh (İstanbul-Almaty)

|              |                  |
|--------------|------------------|
| Turkey       | : 1950 km        |
| Iran         | : 2016 km        |
| Turkmenistan | : 449 km         |
| Uzbekistan   | : 732 km         |
| Kyrgyzstan   | : 6 km           |
| Kazakhstan   | : 956 km         |
| <b>Total</b> | <b>: 6109 km</b> |



# Pakistan-Iran-Turkey-Europe Corridor (Istanbul, Tehran, Islam Abad(ITI))





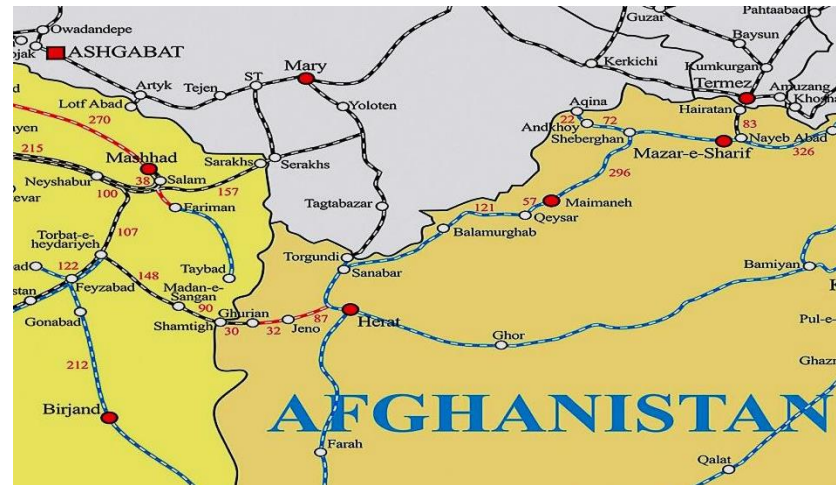
# New Rail Connection Between Iran and Turkey through Bazargan (Cheshmeh Soraya) Border

- ❖ Iranian Railways and Turkish Railways are trying to connect their rail network in a new route through Bazargan Border in order to shorten the rail connection between the two countries.
- ❖ The two railways have already done some studies on the new route which will be connected to Kars in Turkey and technical discussions and meetings are going between the two railways for finalizing it.



# Rail Connection with Afghanistan

- Construction of railway from Sangan in Iran up to the border of Afghanistan namely Shamtiq with the length of 77 km already finished and was inaugurated.
- Construction of railway form Shamtigh Border up to Rozanak station which is under the commitment of Iran, is almost finished.
- The route will be formally inaugurated before 2021.



# Connection with Azerbaijan in Astara Border

- **Qazvin-Rasht section** in Iran a missing link of International North-South Corridor was completed and inaugurated in March 2019.
- Combined transportation is carried out on this route from Russia, Azerbaijan to Iran and India.

In total transport volume of Iranian Railways in the last year (export, import and transit) was:

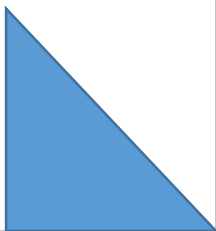
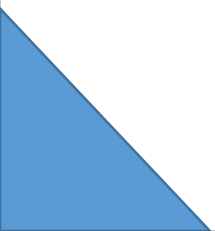
**More than 2.5 Million tons**



# Rail Connection to the border of Iraq



# **Physical and non-physical barriers on the way of corridors**



# Existing obstacles preventing smooth transport in international traffic

## Physical obstacles

- Non-completion of missing links along rail routes and corridors
- Weak infrastructures along the routes
- Break of Gauge between Europe and Asia: standard gauge of 1435 mm and broad gauge of 1520 mm in the Railways of CIS Countries
- Lengthy bogie exchange time at border points
- Lack of enough budget to complete missing links, equip fleet and border terminals



# Existing obstacles preventing smooth transport in international traffic

## Non-physical Obstacles

- Non-membership of the countries in international regulations/rules
- Existence of two different legal regime (CIM/SMGS)
- Diversity of fleet technical specifications among the railways
- Trains long delays at borders due to customs procedures
- Lack of electronic exchange of information
- Not using CIM-SMGS common consignment not
- Non competitiveness of rail tariffs compared to other modes of transport
- Political issues and the consequences



**Corridors:**

**a tool to boost international freight**

***Thank you***

The Railways of  
I.R.Iran(RAI)

