MIDDLE EAST FOCUS
Panel 1: Development of freight corridors

• Moderator: Mr. John Preston, Professor of rail transport, University of Southampton

• Dr. Seyed Miad Salehi, Deputy Minister for Roads and Urban Development, Chairman of the Board and President of Iranian Railways, RAI

• Mr. Weimin Ren, Director, Transport Division, ESCAP

• Mr. Alberto Grisone, Director, Hupac Intermodal SA

• Mr. Giordano Bruno Guerrini, Chairman, BIC
UIC Symposium

30 November – 1 December 2021

Dr. Seyed Miad Salehi, Deputy Minister for Roads and Urban Development, Chairman of the Board and President of Iranian Railways, RAI
North-South Corridor

Train from Helsinki on towards India with 32 containers
Islam Abad-Tehran-Istanbul Freight Train

Trains from Pakistan towards CIS, Russia

Rail link with Afghanistan

Chabahar-Zahedan Rail Project

Length of the Route (Islamabad-Istanbul)
- Pakistan: 1990 km
- Iran: 2603 km
- Turkey: 1950 km
- Total: 6543 km
Kazakhstan-Turkmenistan- Iran Railway Project

Connection with CIS Countries
China-Kazakhstan-Turkmenistan-Iran to Europe (Silk Road Branch)- East-West

The route approximate length: 10400 km
Time reduction: 14 days from Ivou in China to Tehran in Iran
International Rail Corridors Passing through Iran
Thank you for your attention
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Mr. Weimin Ren, Director, Transport Division, ESCAP
Thank you for your attention
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Mr. Alberto Grisone, Director, Hupac Intermodal SA
Our network connecting corridors to Middle East and Central Asia

Creation of Network through Hub

- Istanbul
- Wien
- Belarus
- Solutions via Black Sea
- Astara

Needs

- Stable line connections
- Solutions for Van Lake
- Bosphorus
- Terminal Capacities
- Market oriented solutions through the Turkish Ports
- Easy customs solutions
Six steps help get the digital transformation going together with customers

1. **Start from the customer**: Prioritize key customer journeys and digitize end to end

2. **Break your functional silos**: Build a cross-functional team with a clear mandate and digital talent

3. **Create measurable targets**: Develop quantitative targets for each team/projects

4. **Translate digital ambition into resource allocations and budgets**: Significantly reallocate investments

5. **Focus on talent**: Infuse new leaders into organization; retain existing digital talent

6. **Maximize value of two-speed IT**: Digitally enable your legacy infrastructure
Increase of the productivity of Multimodal transport

- Improvement of Infrastructure
  - Better usage of existing, improving capacity, in case of new infrastructure harmonized access rules

- Longer and heavier trains: in addition harmonisation in Europe as well as between 1435 EU, 1520 and in Middle East
- Faster Trains
- Reducing number of needed interfaces and transhipments

- Simplification of communication among the railways in the Eurasian platform

- Customs clearance operations: please just one language and one form.
- Reduction of costs for empty container and empty wagon positioning
- Harmonization among all railway networks

- BETTER COOPERATION FOR DEVELOPMENTS AMONG THE STAKEHOLDERS.
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Mr. Giordano Bruno Guerrini, Chairman, BIC
The concept of Middle East being somewhat eurocentric includes or excludes countries: we consider for container purpose Bahrain, Iran, Iraq, Israel, Jordan, Kuwait, Lebanon, Oman, Qatar, Saudi Arabia, the Syrian Arab Republic, Turkey the United Arab Emirates and Yemen.

The trend after pandemic shows significant increase of container codes request: in Middle East only in 2021 we registered 20 New codes.

AI adds powerful items to support innovation in the container carriage also by rail.
Middle East : digitalization

• The Drive towards sustainability in container business requires the adoption of standards and the availability of digitalization driven operations. BIC supports both.

• Global Container Operators, Local HUB operators, Rail facility operators and Cargo Owners have to share a proportionate amount of common efforts facing digital disruption

• Packing and bracing of cargo requires the adoption of a unique code of conduct eg the U.N. sponsored CTU code available now as quick guide in 7 languages
Middle East: freight corridors

• Container operators do not have any longer to use long communication chains in order to identify the technical characteristics of the container by using digitalized one stop shops available at the fingertip. Silos solutions in IT and infrastructures should be avoided.

• The identification of Container Owners and major technical details including a “passport” to safely cross borders is provided by the adoption of uniform international identification according to ISO 6346 now available as digitalized information via BIC database. The Istanbul convention grants temporary admission to containers on freight corridors.
Middle East  Summary

• Adoption of standards facilitates drive to digitalization.
• Instant access to data brings efficiencies to supply chain.
• Future digitalization will rely on AI: Resource Discovery.
• The BIC has an important role to play as a trusted, neutral party, bringing together stakeholders and providing a data resource accessible to all rail operators.
• The BIC encourages shippers, ocean carriers and leasing companies, rail stakeholders and combined transport operators to participate and make use of these resources.
Thank you for your attention
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Panel 2: High-Speed rail for Regional integration

- Moderator: Mr. John Preston, Professor of rail transport, University of Southampton

- Mr. Metin Akbaş, Acting Chairman of the Board and Director General, Turkish State Railways, TCDD

- Dr. Bashar Al Malik, CEO, Saudi Railway Company, SAR

- Mr. Ibon García Neill, CAF Group Executive Committee Member CEO Rail Services

- Dr. Melody Khamen Sameni, Assistant Professor School of Railway Engineering Iran University of Science and Technology
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Mr. Metin Akbaş, Acting Chairman of the Board and Director General, Turkish State Railways, TCDD
Advantages of High Speed Railways

High speed, capacity, environmental respect and high safety are the important advantages of High Speed Railway system.
Regional Overview
Information on High Speed Railway Operation

Total number of travels by HSTs:
58.6 million passengers

<table>
<thead>
<tr>
<th>HSL Parkour</th>
<th>Commissioning Date</th>
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<tbody>
<tr>
<td>Ankara-Eskişehir</td>
<td>13.03.2009</td>
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<tr>
<td>Ankara-Konya</td>
<td>24.08.2011</td>
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<tr>
<td>Ankara-İstanbul (Pendik)</td>
<td>27.07.2014</td>
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<tr>
<td>Konya-İstanbul (Pendik)</td>
<td>18.12.2014</td>
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<tr>
<td>Ankara-İstanbul (Halkalı)</td>
<td>13.03.2019</td>
</tr>
<tr>
<td>Konya-İstanbul (Halkalı)</td>
<td>13.03.2019</td>
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In 13 provinces; HST/Rapid train service is provided to 43% of the Country’s population. Our targets are:

- **2021**: % 43
- **2025**: % 58
- **2035**: % 86

*As of the end of September 2021*

It is expected that 4.0 million passengers will be transported by HSTs in 2021.
Information on High Speed Railway Operation

According to a study conducted for Ankara-Eskişehir High Speed Railway Line, the passenger shares have changed with the introduction of High Speed Trains (HSTs). The percentages are as follows:

**BEFORE HSTs (%)**
- Bus: 55%
- Private car: 37%
- HST: 8%

**AFTER HSTs (%)**
- Bus: 10%
- Private car: 18%
- HST: 72%

*According to a study conducted for Ankara-Eskişehir High Speed Railway Line*
Thank you for your attention
Haramain High Speed Railway

HHR is a KSA Government initiative to provide a fast, comfortable, reliable and safe mode of transport between the Cities of Makkah and Madinah

- Connects the cities of **Makkah** and **Madinah** via **Jeddah**
- The first high speed railway in the region
- Forecast to transport **17 million passengers per year** by 2030
Haramain High Speed Railway

- 36 Passengers Trains
- Commercial operating speed of 300 km/h
- +1000 KM Railway track, 138 Bridges, 850 Culvert
- 417 Passengers per train, 304 Economy, 113 Business
- 5 Train Stations (2.0 millions SQM)
- 2 Depots (850,000 SQM)
Haramain High Speed Railway

The railway will remove the need for over 1,200 buses during Hajj season to transport the pilgrims.

The railway is becoming the primary method of transport for residents and visitors to Makkah and Madinah.

HHR is a key enabler of the Kingdom’s 2030 vision.

By 2030 50% of all the Kingdom’s electrical energy will be from renewable sources.

By 2060 the Kingdom will be carbon neutral.

Stations have been designed to maximize available natural light.


Haramain High Speed Railway

❖ During the design phase priority was given to:
   ▪ Minimizing noise levels, particularly in urban areas
   ▪ Reducing ground borne vibration to a minimum
   ▪ Minimizing waste pollutants
   ▪ Ensuring drainage systems are effective and have zero impact on the local environment

❖ Some of HHR Project features are:
   ▪ Advance technology using ERTMS level 2, one of the most advance protection systems in the world, with complete interoperable solution.
   ▪ Aluminum construction enables the train to be lightest train in its type, which makes a combination of journey time and energy efficiency.
   ▪ Special designed slab track in certain sections along the track to reduce the sand effects
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Mr. Ibon García Neill, CAF Group Executive Committee Member CEO Rail Services
Sustainable mobility is one of the greatest challenges facing society today.

High-capacity transport systems are needed for a cleaner and healthier environment targeting the ZERO Carbon emissions worldwide. Railway will provide higher levels of comfort for passengers and connectivity to other modes of transport.

CAF is in the core of the mobility transformation with the ambition to contribute as a technological partner for this vision 2030 towards a sustainable mobility.
CAF Contribution to the development of a greener mobility

1- RAILWAY Vehicles and Components, Battery and Hydrogen
2- BUSES, Hybrid, Electrical and Hydrogen
3- SIGNALLING & AUTOMATION
4- DIGITAL SERVICES
CAF contribution in the megatrend of digital transformation

/ Digital Mobility

/ Seamless Interconnectivity
CAF experience in the Middle East based in KSA High Speed Regional Development

Digitalization driving the Operation and Maintenance of 123 coaches and 26 Locomotives

Interconnecting North and East areas with the Capital
Thank you for your attention
HSR Plans in Iran

Source: (UIC, 2021)
Future Impacts of HSR

Access time
Before HSR

Access time
After HSR

Source: (RAI, 2018)
A Short Glimpse of the region

Population

- Iran: 83 m
- Iraq: 40 m
- Turkey: 84 m
- Saudi Arabia: 34 m

Total GDP

Over 1.7 Billion US$
HSR Network in the ME Region

<table>
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<tr>
<th>Pros</th>
<th>Cons</th>
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<tr>
<td>High population</td>
<td>Distance between centers of population: Tough competition with air mode</td>
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<tr>
<td>Cultural and religious ties</td>
<td>Topographical challenges</td>
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<td>Relatively high GDP of countries</td>
<td>Instability in the region</td>
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<tr>
<td>Successful implementation of HSR in two countries and under construction in another one</td>
<td>Cheap fuel price in the oil exporting countries</td>
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Thank you for your attention