

IN THE NAME OF GOD





INTERNATIONAL UNION  
OF RAILWAYS

MIDDLE-EAST

# **4<sup>th</sup> Global Rail Freight Conference**



**Mr. Hossein Ashoori**

***Vice-President of Operation &***

***Movement of RAI***

***25 June 2014, Austria***

# Iranian Railways



- Rail Lines: 10,500 km
- Under construction :over 8,000 km
- Number of Locomotives: 645
- Number of Coaches: 2076
- Freight Wagons: 22098



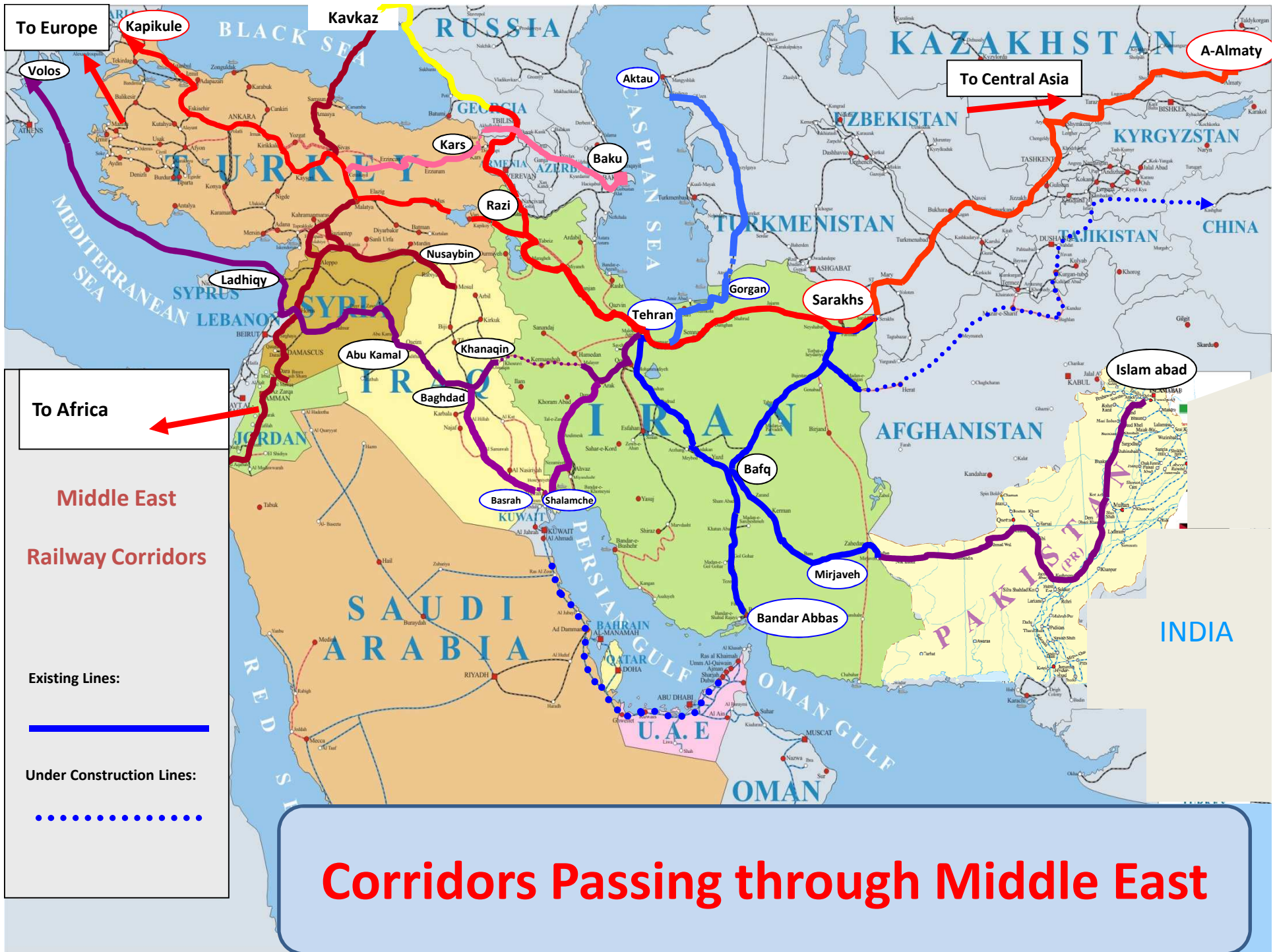
# INCREASING FREIGHT TRANSPORTATION DURING NEXT 4 YEARS(2018)

RAI freight tonnage shall increase from 33 million tons to 70 million tons requiring 11,000 freight cars to be entered to the rail fleet.

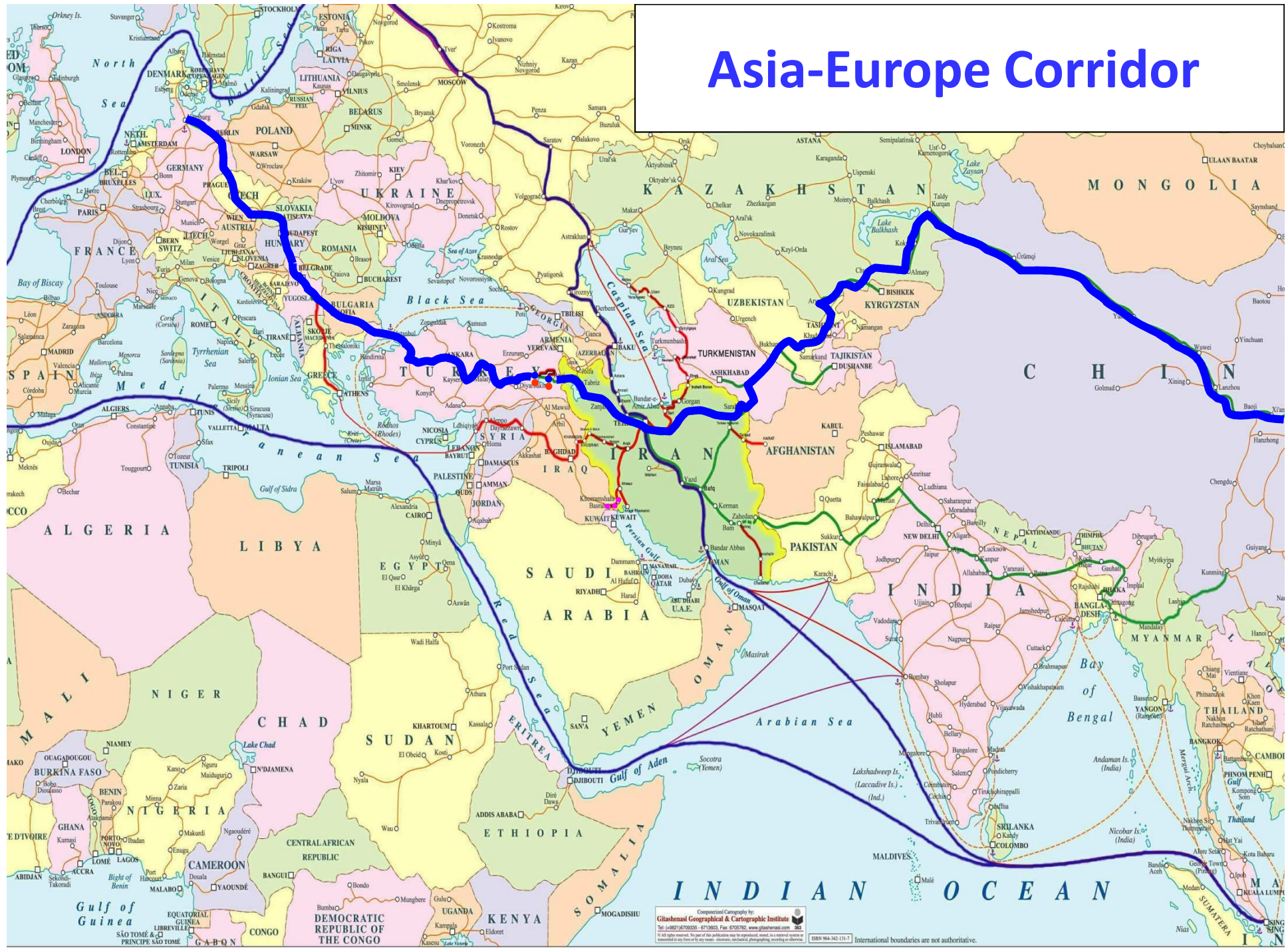


# **MIDDLE EAST FREIGHT CORRIDORS**

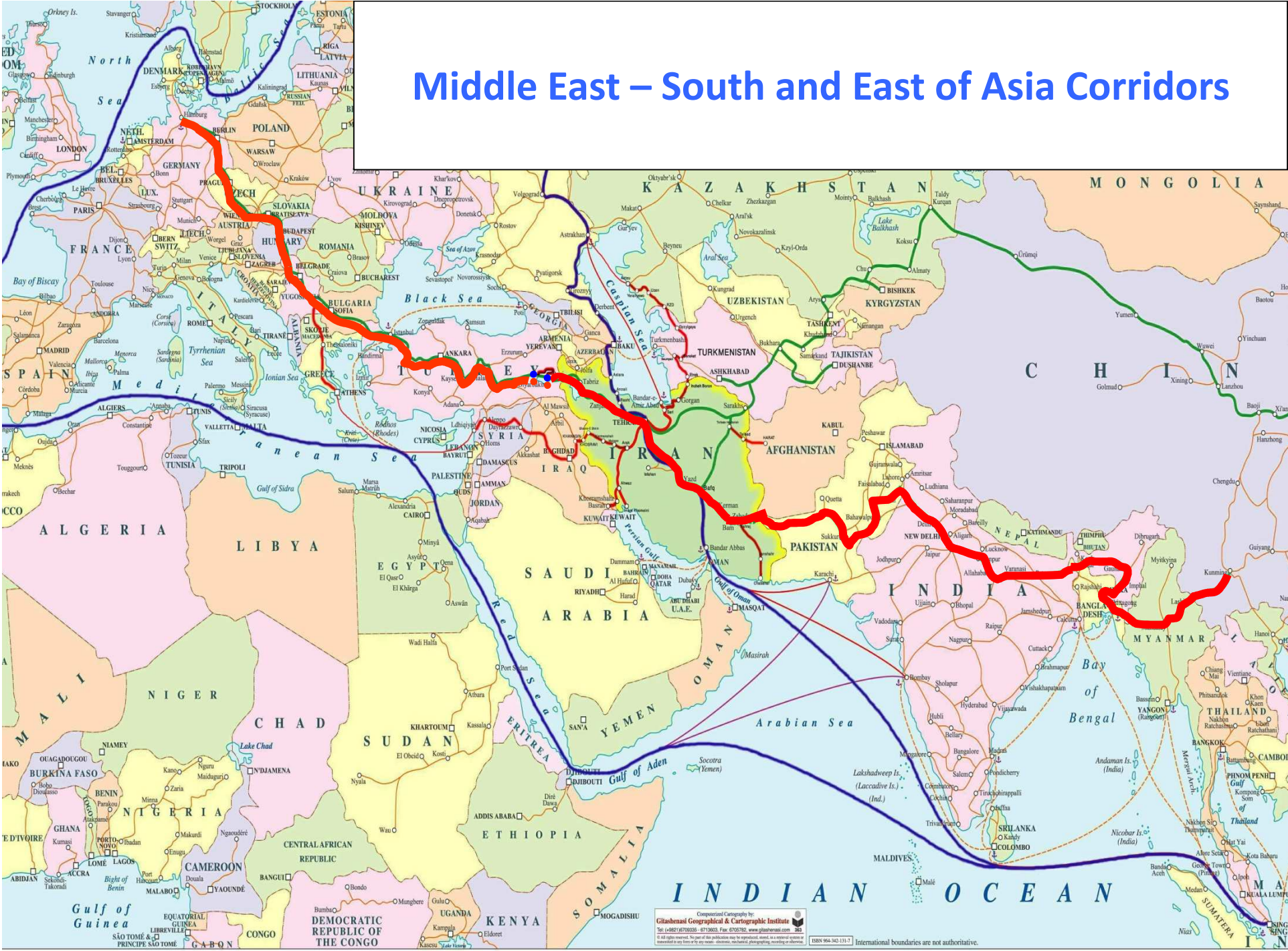
- 1. Corridors passing through the Middle East**
- 2. Existing obstacles on the way of corridors**
- 3. International organizations and their roles in developing corridors**
- 4. Ways to remove the obstacles**



# Asia-Europe Corridor

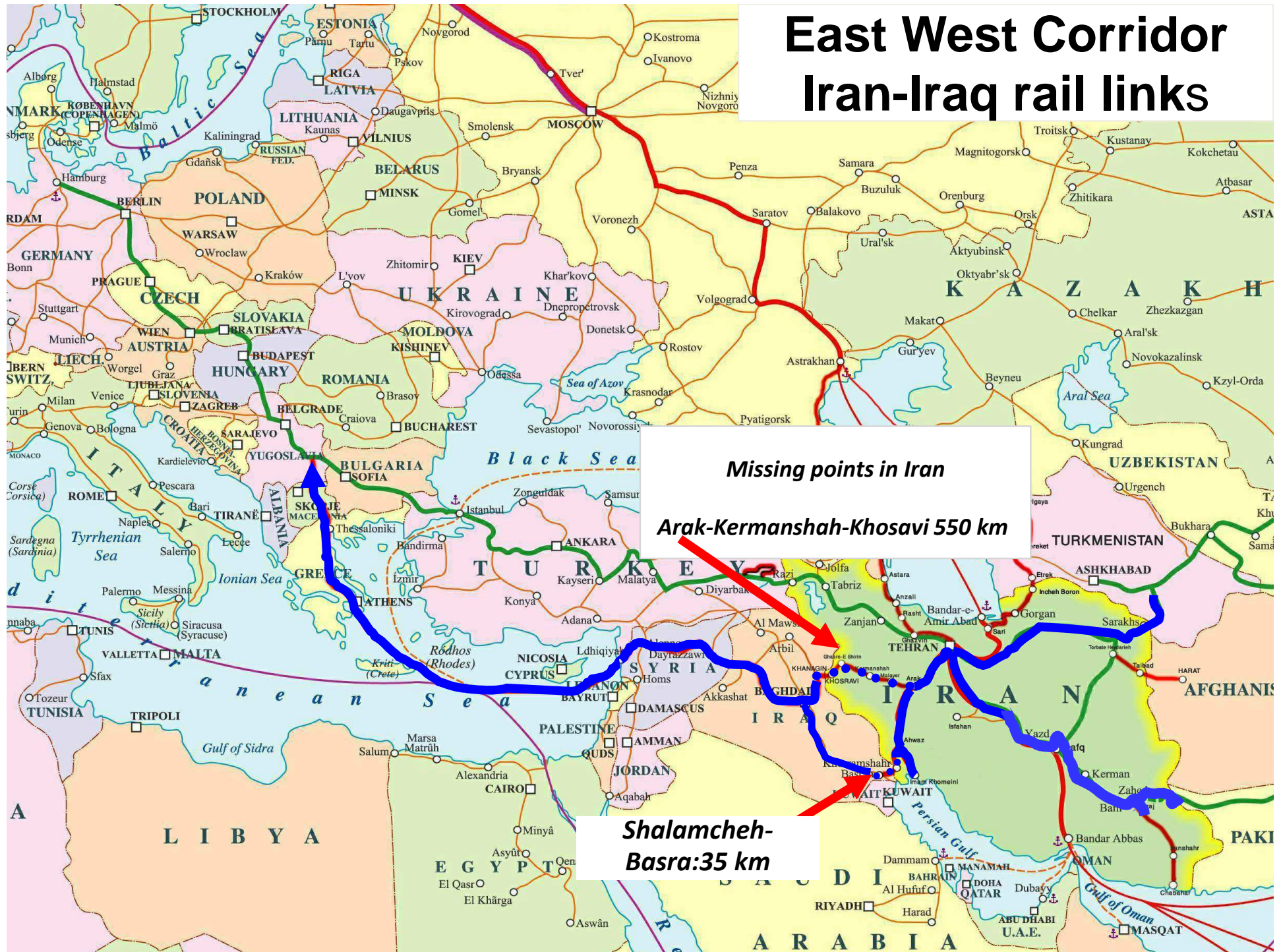


# Middle East – South and East of Asia Corridors



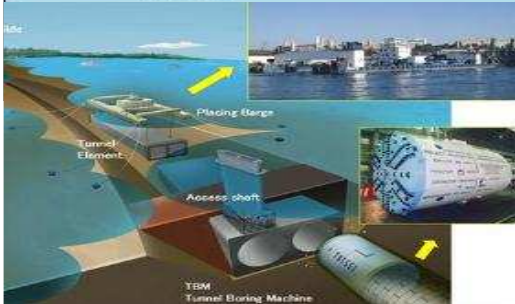


# East West Corridor Iran-Iraq rail links



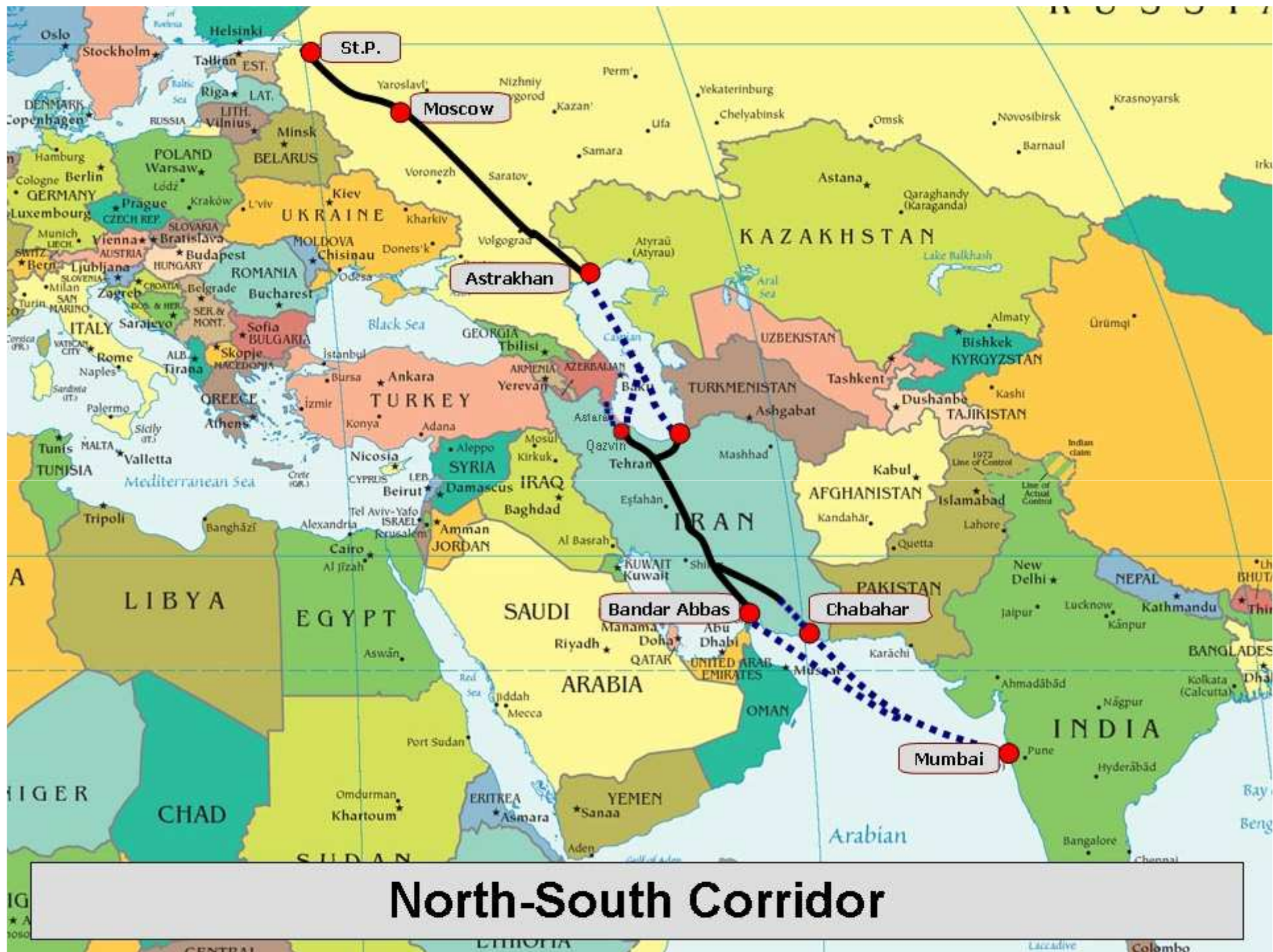
**Missing points in Iran**  
**Arak-Kermanshah-Khosravi 550 km**

**Shalamcheh-Basra:35 km**



- Total length : Approx. 77 km**
- At grade, European side 19.6 km
  - At grade, Asian side 43.4 km
  - Immersed tube tunnel 1.4 km





# North-South Corridor

# Kazakhstan-Turkmenistan-Iran Corridor (928 km)



# Corridor of China-Kyrgyzstan-Tajikistan-Afghanistan-Iran



# Persian Gulf Cooperation Council Corridor (more than 2000 km)



## Missing Links in Middle East

Involved countries	Interconnections
<b>TURKEY – IRAN</b>	<p>One missing link (Lake Van)</p> <p>Lake Van: two ferries are crossing constantly on a 24-hours basis. Crossing the Lake (120 km) takes 6 hours. Traffic limitation is around 1.3 m tons per year in both directions. One single line for combined use (passenger and freight)</p>
<b>TURKEY – SYRIA</b>	<p>Two connections for combined operation–MeydanEkbos which is commonly used and Qamishli /Nusaybin + Çobanbey Station; these connections are closed at the moment due to instability in the region</p>
<b>TURKEY – IRAQ</b>	<p>No rail connection (only through Syria)</p>
<b>SYRIA – IRAQ</b>	<p>One single connection at Yaarubiah</p> <p>Second link to be established at Al Bou Kamal (Syrian link under construction of DeirEzZor – Al Bou Kamal)</p>
<b>IRAQ – IRAN</b>	<p>No current rail connection. Two missing links:</p> <ul style="list-style-type: none"> <li>• Khoramshahr- Shalamcheh–Basra (the section in Iran was completed. 35 km of which needs to be constructed in Iraq.</li> <li>• Arak – Kermanshah – Qasr e Shirin – Khosravi is the missing link in Iranian side which is under construction</li> </ul>
<b>SYRIA – JORDAN</b>	<p>No rail connection to Jordan border</p>
<b>JORDAN- IRAQ</b>	<p>No rail connection between Iraq – Jordan</p>
<b>SAUDI ARABIA- IRAQ</b>	<p>No rail connection between Iraq – Saudi Arabia</p>
<b>SAUDI ARABIA- JORDAN</b>	<p>No rail connection between Saudi Arabia – Jordan</p>
<b>QATAR- SAUDI ARABIA</b>	<p>No rail connection</p>
<b>UAE- SAUDI ARABIA</b>	<p>No rail connection</p>
<b>AFGHANISTAN- IRAN and AFGHANISTAN-PAKISTAN</b>	<p>No rail connection</p>

## Existing problems in the Middle East corridors

- Insufficient or weak infrastructure
- Missing links in the Middle East Region hindering connected network
- Break of gauge
- Time-consuming and inefficient border controls
- Time-consuming bogie changing
- Lack of necessary investment to meet the needs of transportation
- Lack of uniform transport rules and regulations or non-observance or non-execution of them
- Political problems

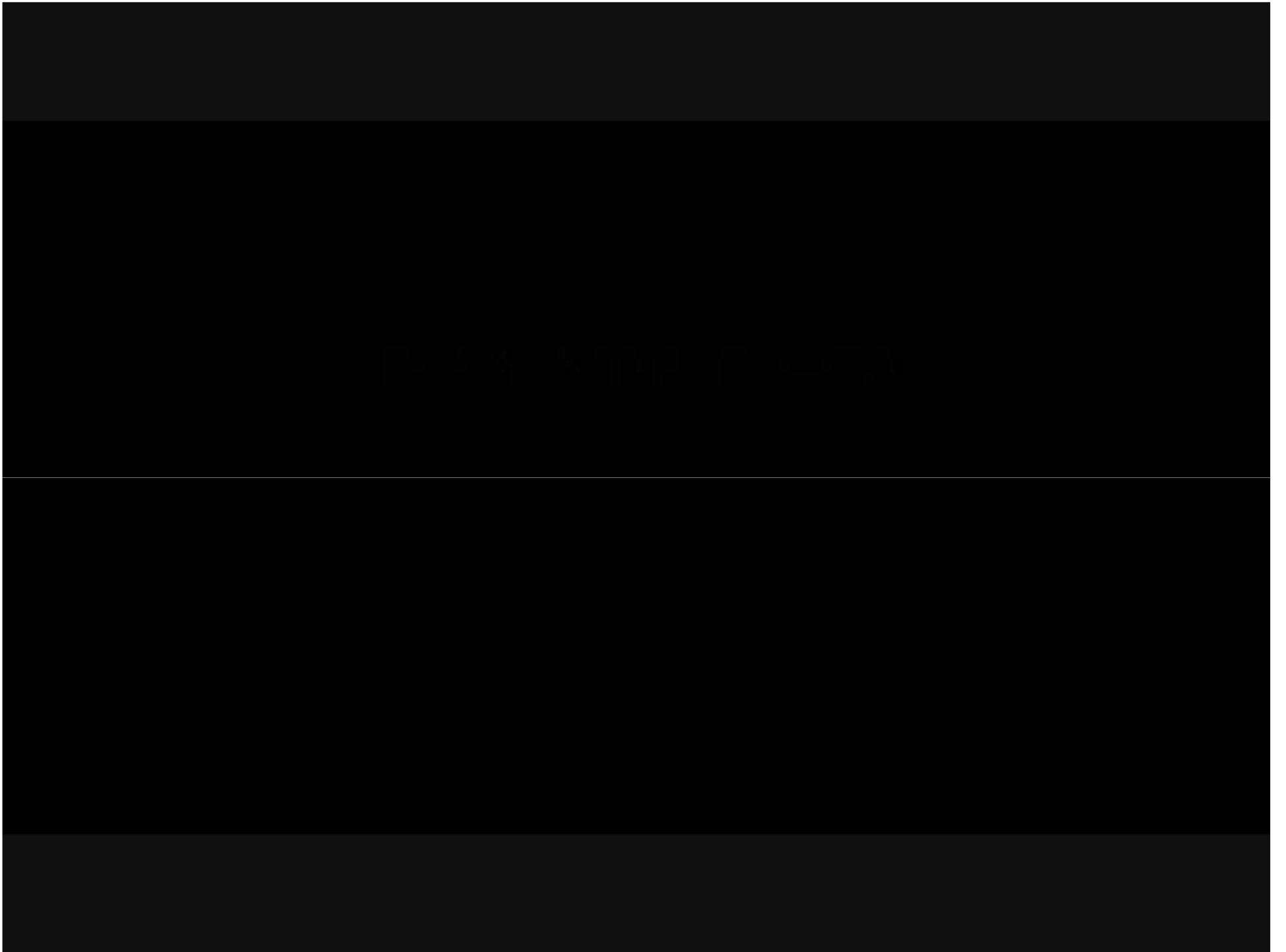


## **Role of international organizations in removing physical and non-physical obstacles**

- Preparing uniform legal systems an inevitable need for international traffic
- Identifying regional and interregional corridors and prioritizing routes by the help of the countries  
(13 Corridors of OSJD, 5 Corridors of ECO, UIC, EATL, and UNESCAP transport corridors)
- Laying down agreements and regulations
- Close relations with banks and financial institutes to estimate costs of infrastructure projects, to prioritize the most important rail projects and to provide necessary investment

## ACTIONS REQUIRED TO REMOVE THE OBSTACLES:

- Accelerating the construction of new rail lines and complement the missing links such as Qazvin-Rasht-Astara, Harat – Mazar sharif and Van lake Project
- Cooperation among the Regional International Organizations such as UIC, OSJD, OTIF ,...
- Strengthening and equipping traction and fleet
- Developing Container transportation and obstacles removing from border terminals
- Solving border problems and customs, Providing facilities for customs formalities
- Decreasing goods travel time
- Planning scheduled regular trains





**Thank you for your kind attention**

