4th Global Rail Freight Conference

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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
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.
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
East West Corridor
Iran-Iraq rail links

Missing points in Iran
Arak-Kermanshah-Khosavi 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
Corridor of China-Kyrgyzstan-Tajikistan-Afghanistan-Iran
Persian Gulf Cooperation Council Corridor (more than 2000 km)
## Missing Links in Middle East

<table>
<thead>
<tr>
<th>Involved countries</th>
<th>Interconnections</th>
</tr>
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<tbody>
<tr>
<td><strong>TURKEY – IRAN</strong></td>
<td>One missing link (Lake Van)</td>
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<td>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)</td>
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<tr>
<td><strong>TURKEY – SYRIA</strong></td>
<td>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</td>
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<tr>
<td><strong>TURKEY – IRAQ</strong></td>
<td>No rail connection (only through Syria)</td>
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<tr>
<td><strong>SYRIA – IRAQ</strong></td>
<td>One single connection at Yaarubah</td>
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<td></td>
<td>Second link to be established at Al Bou Kamal (Syrian link under construction of DeirEzZor – Al Bou Kamal)</td>
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<tr>
<td><strong>IRAQ – IRAN</strong></td>
<td>No current rail connection. Two missing links:</td>
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<td>• Khoramshahr- Shalamcheh–Basra (the section in Iran was completed. 35 km of which needs to be constructed in Iraq.</td>
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<td>•Arak – Kermanshah – Qasr e Shirin – Khosravi is the missing link in Iranian side which is under construction</td>
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<tr>
<td><strong>SYRIA – JORDAN</strong></td>
<td>No rail connection to Jordan border</td>
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<tr>
<td><strong>JORDAN- IRAQ</strong></td>
<td>No rail connection between Iraq – Jordan</td>
</tr>
<tr>
<td><strong>SAUDI ARABIA- IRAQ</strong></td>
<td>No rail connection between Iraq – Saudi Arabia</td>
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<tr>
<td><strong>SAUDI ARABIA- JORDAN</strong></td>
<td>No rail connection between Saudi Arabia – Jordan</td>
</tr>
<tr>
<td><strong>QATAR- SAUDI ARABIA</strong></td>
<td>No rail connection</td>
</tr>
<tr>
<td><strong>UAE- SAUDI ARABIA</strong></td>
<td>No rail connection</td>
</tr>
<tr>
<td><strong>AFGHANISTAN- IRAN and AFGHANISTAN-PAKISTAN</strong></td>
<td>No rail connection</td>
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</table>
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