The North-South Corridor
THE NEW CAUCASUS ROUTE
The World-wide organization for co-operation among Railways

**Mission:**
At World level UIC shall promote rail transport in order to meet challenges of Mobility and Sustainable development

1. ✓ Know How, technical and operational expertise
   ✓ Technical solutions
   ✓ Regulations, standards, best practises

2. ✓ Specifications
   ✓ Standards
   ✓ Interfaces
   ✓ Studies
   ✓ Interoperability for international rail corridors

3. ✓ Exchange platforms,
   Innovation: new ideas, new concepts
   ✓ Protecting member
   ✓ Support policies of development of key infrastructure projects

4. ✓ Forums
   ✓ Platforms
   ✓ Study groups
   ✓ International conferences
   ✓ congresses
UIC – a global association with almost 200 members around the world
Preliminary Program

- World class logistics
- Intermodal solutions
- Intercontinental rail links
- Paperless transport
- Economic trends and logistics
- Sustainable logistics
- Technological innovations
- Reshaping wagonload
The North South Corridor
THE NEW CAUCASUS ROUTE
The initial founders of The International North-South Transport Corridor (INSTC) were India, Russia and Iran (2000).

Later on several other countries have joined the corridor project.

UNESCAP presented a study (2001) where the North-South Corridor was shown as an integrated part of the overall TAR network. The main routes were defined as follows:

1: The Caucasus Route (west)
2: The Central Asian Route (east)
3: The Caspian Sea Route (through)

Several organizations have worked with or showed interest in the North-South concept.
UIC’s objective was to prepare a feasibility study...

....highlighting some of the required conditions for future operation...

...on a particular route along the North-South Corridor.
The selected route: criteria

- The most viable route on longer term
- As few countries as possible (easier agreements and border crossings)
- The route has as few discontinues points (gauge break, trans-loadings etc) as possible
- The distance is as short as possible
- Focus on the railways, i.e. we use trains where it is possible or railway sections can be developed
- There are alternatives (back-up) routes/sections if the main section fails (like sea transport over the Caspian Sea and railways transport through Azerbaijan)
- The route is recommended by organizations like the UN and railway organizations like RZD, RAI, IR and others)
The new link Astara-Quazwin

The new link Bam-Chabahar

The new link Bam-Zahedan

LEGENDS:
1520 m.m.
1435 m.m.
1435 m.m. (project)
1667 m.m.
Sea connection
Main corridor indication

NORTH-SOUTH CORRIDOR
— THE NEW CAUCASUS ROUTE

RUSSIA

BELARUS

UKRAINE

KAZAKHSTAN

TURKEY

PACISTAN

PAKISTAN

Transportutvikling AS, 2008
Hub-structures

Requirements:

- Well developed distribution network
- Market conditions
- Well developed logistical and organizational systems
Qazwin-Astara (335 km)

LEGENDS:
- New railway connection
- Existing tracks:
- Distance (km)

To Russia, Europe, Turkey etc
To Turkey, Armenia etc
To Teheran and Bandar Abbas

Quazwin-Rasht-Anzali (under construction)

Source: Transportutvikling AS, 2008
In practical terms; we will face only one railway gauge break for the North-South Corridor and the New Caucasus Route (Azerbaijan/Iran). This is favorable, compared with many other railway corridors along the Europe-Asia axis.
North-South – legal issues
Distance comparison

Comparisson transport distances

- Present route
- New Caucasus
- In favour of North-South (%)

In favour of North-South (%)
- Mumbai-Rotterdam: 22%
- Mumbai-St.Petersburg: 47%
- Mumbai-Moscow: 54%
- Teheran-Rotterdam: 55%
- Teheran-Moscow: 78%
Commercial viability freight rate

 tenía The present price level is probably a challenge. The challenge is related to both the railway section and the ocean leg

- Compared with the existing alternative and a port-to-port transport, the North-South corridor has to improve to be competitive. We believe improvements are possible

- When the origin/destination is located to the inland regions of Europe, and close to the corridor’s main lane, the North-South corridor is more competitive
The progress proposals is based on a long term perspective, well knowing that the railway infrastructure is currently missing between Azerbaijan and Iran.
Establish a closer and more formalized project interaction between UIC and the railways, particularly connected to the work which has been ongoing in RZD (feasibility study). Important elements to focus on are:

- Verifying and updating information in general
- A more detailed service/product description (QA, transit times, rates, capacity, terminal functions, border crossings etc.)
  - Verifying a viable product is usually to be done before any major investments.
- A more detailed market analysis
- Logistical development in general along the corridor
- Securing political accepts and financial support
Take steps to establish a committed company for the corridor development, including:

- Establish a professional “board”

- Prepare a business plan, including a time schedule, for a demonstration run

- Prepare and conduct the demonstration run when the missing link Iran-Azerbaijan is completed

UIC Global Team of Experts meeting will be held in Paris
December 16-17 2009

Railway undertakings which are affiliated to the corridor are welcome to participate. Invitations will be sent out next week.