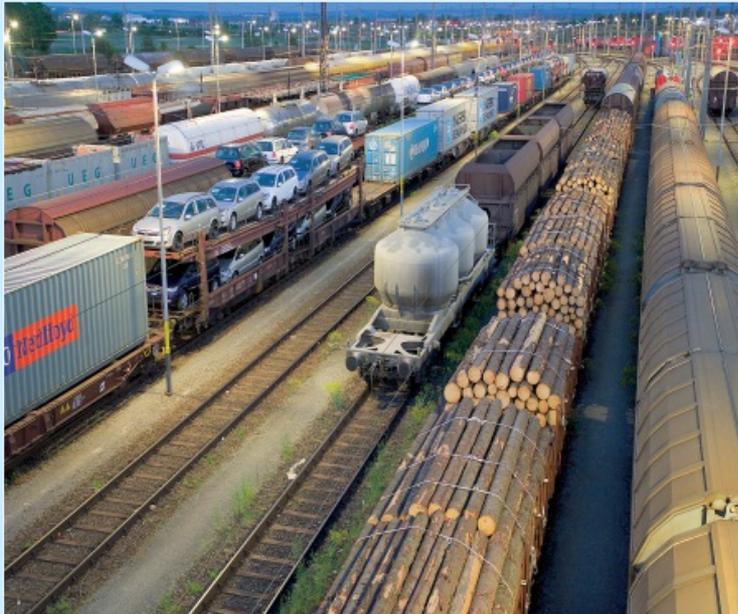




UNITED NATIONS ECONOMIC COMMISSION FOR EUROPE

7th session of the Expert Group on Euro-Asian Transport Linkages



Project Proposal

A demonstration block train along the North- South Corridor

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Objectives

Demonstrate that the development of regular “block train” services along the North-South Corridor is technically feasible and commercially viable

A block train operates as a closed “highway” aiming at minimizing the time of rail operations

NS Corridor has great potential to becoming a basic trade route of regional and global significance adding new Euro-Asian (Combined Transport) options



Background on NS Corridor

- Included in **OSJD workplan 2005–2010** (Corridor 11) similar to NS Corridor - mid-1990s
- Included in the **Common UNECE and UNESCAP EATL strategic vision** adopted by WP.5 - 2001
- Included as **one of 4 identified Corridors of St. Petersburg Euro-Asian Conferences** – 1998, 2000 and 2003
- Included in EATL Phase I and II routes – 2008 and 2011
- ECO supports such initiatives and organized demonstration block trains (Islam.-Tehran-Istanbul and Urumchi-Almaty-Istanbul)
- UIC published a study on Developing NS Corridor- Oct. 2008
- EATL EG supported NS Cor. Project and asked ECE to seek additional funding from RF – Nov. 2009
- ECE proposal submitted to the President of Russian RWs and MoT



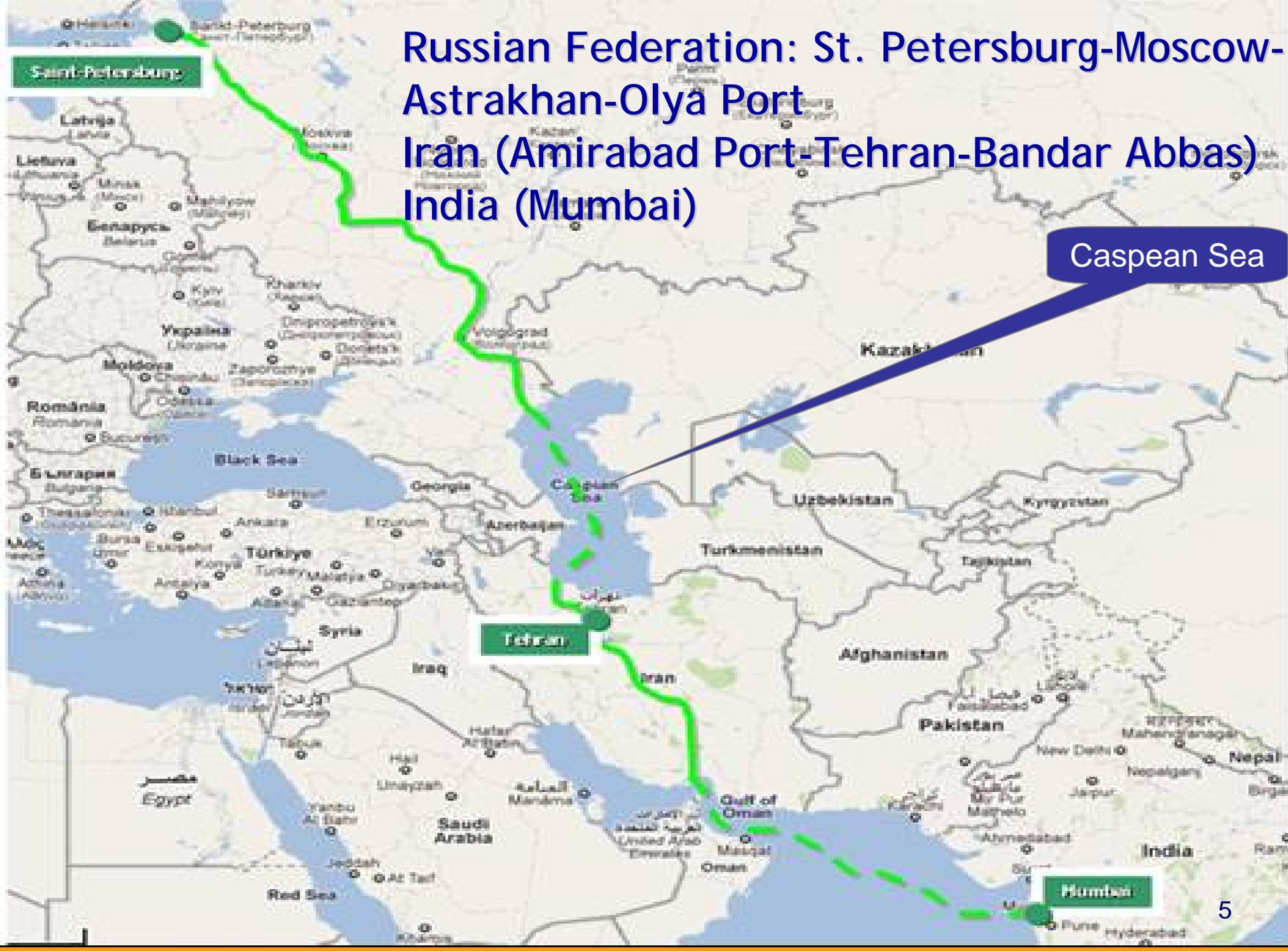
NS Corridor - Project Description

- Will connect the Indian Ocean/Arabian Sea/Persian Gulf to
 - Caspian region / Central Asia via Iran and then to
 - Moscow/St. Petersburg and
 - Northern Europe via RF and Baltic States

Offering, in addition to NS connections, new Euro-Asian Combined Transport options through the ports of St. Petersburg-Astrakhan / Olya-Amirabad-Bandar Abbas-Mumbai)

- When operational, NS Corridor, can be connected with other EATL inland transport routes and initiatives

Russian Federation: St. Petersburg-Moscow-
Astrakhan-Olya Port
Iran (Amirabad Port-Tehran-Bandar Abbas)
India (Mumbai)



Caspian Sea

Tehran

Mumbai

UNECE Euro-Asian Links Project Phase II

Rail Routes Group 5



5.	Buslovskaya - St. Petersburg (Port) - Volgograd - Astrakhan (Port) - Alya (Port) - Anzali (Port) - Rasht - Qazvin - Tehran - Qom - Meybod - Bafgh - Bandar Abbas (Port) (Anzali - Rasht - Qazvin section under construction)
5.a.	Astrakhan (Port) - Alya (Port) - Amirabad (Port) - Garmisar - Tehran
5.b.	Astrakhan (Port) - Samur - Yalama - Baku - Astara (Azerbaijan) - Astara (Iran) - Rasht (Astara - Astara - Rasht section under study)
5.c.	Astrakhan (Port) - Askarayskaya - Ganyuchikino - Makat - Beineu - Nukus - Uchkuduk - Bukhara - Chardzhou - Saraks - Sarakhs - Mashhad - Bafgh
5.d.	Alya (Port) - Aktau (Port) - Beineu
5.e.	Tehran - Qom - Arak - Ahvaz - Bandar Emam (Port)
5.f.	Tehran - Kashan - Badrud - Esfahan - Shiraz - Bushehr (Port) (Esfahan - Shiraz - Bushehr planned)
5.g.	Bafgh - Kerman - Fahraj - Chabahar (Port) (Fahraj - Chabahar planned)
5.h.	Murmansk (Port) - St. Petersburg



Through or around Caspian Sea?

Not a single route - intermodal route with options - some routes in place and/or can be developed. It could follow three itineraries:

Route 1: **The Caucasus Route** (west of the Caspian Sea)

Route 2: **The Central Asia Route** (east of the Caspian Sea)

Route 3: **The Caspian Sea Route** (across the Caspian Sea)

The Caucasus Route: West of Caspian Sea - **direct rail link** - from Iran to Russia through Azerbaijan remains subject to completion of a **missing link between Iran and Azerbaijan**

The Central Asian Route (east of Caspian Sea) involves more transit countries logistically more complicated

The most preferable route through Caspian Sea in spite that involves several trans-loading operations, particularly when the sea meets rail or road **Olya Port (RUS)** and **Amirabad (IRN)**

In all cases trans-loading operations in **Bandar Abbas (IRN)** and **Mumbai (IND)** are envisaged.



Source: UIC



Project structure

The project proposal refers to the **run of a demonstration train as part of a feasibility study** that will **lead to** the development of **future regular rail services** along the North-South Corridor and is to be developed under EATL Phase III.

The exact technological and transport solution are still to be further elaborated

The work will be managed by a **Steering Committee** consisting of Experts from involved countries and related bodies MoT, RWs, Ports, Customs

The Steering Committee **will meet 4 times** under the project (St. Petersburg, Tehran, (Mumbai)

A **MoU** for the development of the Project will be agreed and signed by participating Governments

UNECE will provide **secretariat and technical backstopping**, assisted by consultants

Other related **international organizations** may also participate and contribute





Project and study main tasks

- Identification of the **detailed itinerary and transport technology** of the demonstration run linking Russian Federation – Islamic Republic of Iran – India
- **Time schedule** analysis and optimization of travelling time as well as transshipment and customs operations
- Identification of trade flows to be served (**ensure cargo base**) both ways
- **Economic viability** of the operation, including:
 - freight rate **analysis on existing freight rates** along the routes and alternatives routes and transport options
 - formulation of **competitive rates** for the new service
- **Demonstration run** of the train-ships-other-road, as appropriate, following completion of feasibility study
- **Final report reflecting the findings** of the study and demonstration run
- **Fine-tuning time schedules and price levels** of the future regular service



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Thank you!

<http://live.unece.org/trans/welcome.html>