7\textsuperscript{th} 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)
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.
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 transhipment 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
Thank you!

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