

## **IN THE NAME OF GOD**

### **The Islamic Republic of Iran's National policies on Euro-Asian Transport Linkages**

(Representatives: Amir Amini / Hadi Valizadeh)

#### **Mr. Chairman, distinguished delegations,**

First I would like to declare my great pleasure for giving this opportunity, and, I would like to thank from UNESCAP Transport and Tourism division and the government of Kazakhstan for providing the ground to representatives to present their subjects.

As you know, the IRI is one of those countries that due to geographical allocation have a great potential of cargo transit.

The IRI is located in main Asian-Europe trade corridor, since distance is an important and effective parameter in transportation, the routes which pass through Iran will be the best choice for this communication. In one hand a glance on the position of IRI in the road map along the East Asia and the Europe could verify the subject, and on the other hand making cross passing facilitate and reducing travel time can play a vital role in expanding capacity of trade exchange between both side of Asia and Europe.

By now, about 15% of total export of Asian countries is for Europe, it is about 175 billion dollars.

With these goals, our main policy in this context in the third social, economical development plan law (2000-2005) has been facilitating, and providing smooth flow of goods, through our country, to help boost economic cooperation in transit sector.

With this regard, expanding, rehabilitation and upgrading rail and road network in accordance with Asian-Highway and Trans-Asian-Railway objectives, with complete

support of UNESCAP, could promote cargo transit, through land transportation. It is predictable that with legalization, formalization and formulation of AH and TAR, land transportation between Asia and Europe would be expanded.

**Mr. Chairman,**

The IRI main policies related to above mentioned points, are as follows:

1. Completing the North-South corridor through construction of Ghazvin-Rasht railway and freeway with the private sector participation. Using this route, will reduce the required time for transportation of goods to 25 days, from Europe to port Bandar-Abbas which is normally 42 days. This corridor which passes through Helsinki-Moscow, northern ports of the Caspian Sea (Astarakhan-Lagan), Iran, and finally the Persian Gulf ports stretches to Pakistan, India and south East Asia.
2. Completing missing railway link between Mashhad and Bafgh to facilitate accession of Caspian Sea littoral states to hemisphere water.
3. Facilitate the smooth flow of goods and decrease the transit time required in this regard, the government of the IRI has embarked on creating free trade zone (FTZ) in different regions especially along Sarakhs-Bandar Abbas corridor. It should be mentioned that IRI railway fleet enjoy some wide ranging facilities on two borderlines of Jolfa and Sarakhs as bogie changing in less than 30 minutes, and freight unloading equipments at Sea borders.

4. To provide suitable interaction and harmonized transportation between different modes, and to make sustainable and dynamic transport for smooth flow of goods, combined and multimode transportation and multimode terminals should be highlighted.
5. Ministry of roads and transportation provide the ground for using the train carried ships and bogie changing systems, in borders. The fact is that containerized transportation system would help these objectives. That is to say, that equipping borders with loading and unloading facilities of containers, and bogie changing systems, will result in very favorable time saving, which is rapidly under progress is IRI .

**Mr. Chairman distinguished representatives,**

With respect of above mentioned, I would like to have a brief explanation about the AH and TAR route along the IRI.

**A) TAR Route:**

One of the main important rail corridors which play a vital role in trade between Asian and Europe is southern part of TAR. This section after passing Kazakhstan, Uzbekistan, Turkmenistan, comes to the IRI territory through Sarakhs border and divides into two parts; one of them, going to Turkey through Mashhad-Tehran-Tabriz and Razi (western border) and the other branch connects Mashhad to Bandar Abbas via Bafgh. In

the first branch, the government of the IRI has been completed duplication the Mashhad-Tehran route and is constructing an alternative railway path through Mianeh-Tabriz to shorten the travel time by 4 hours.

In the second branch, completion of Mashhad-Bafgh, in continuation of Bafgh-Bandar Abbas which has already completed, is the great concern of our government which is estimated to come into operation by the end of year 2004.

The Minor branch of southern TAR which passes through Tehran and Zahedan, terminates at Mirjaveh (eastern border) and could be placed as a new route for connection of Pakistan and India to Europe, CACUSES, CIS and etc.... In this route, the section of Bam-Zahedan will come into operation by end of year 2007.

#### **B) AH Route:**

AH1, AH2 and AH8 are the most important road transportation corridors which among the other important corridors pass through the IRI. Economic thriving of these routes has been affected by regional transforming, especially Persian Gulf War. The route which connects east to west of the country during the Persian Gulf War has been had economic flourish, although still, the best choice for some countries such as China, India, Pakistan, Malaysia and etc... in land transportation between Asia and Europe is these routes.

With respect to the above mentioned, all East-West routes like "Dogharun-Mashhad-Tehran- Tabriz- Bazargan and Mirjaveh- Zahedan- Kerman- Rafsanjan- Yazd- Tehran" and North- south routes like "Bajgiran- Quchan-Deyhook- Kerman- Bandar Abbas and

Yazd- Bandar Abbas" are widely under upgrading, duplicating, and freeway construction. For this reason each year a great amount of national budget allocate for these projects as well as the private sector's investment, according to the third development plan law. Finally, I would like to thank again for providing this opportunity, and hearing my speech.