



Islamic Republic of Iran
Ministry of Roads and Urban Development



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Ports & Maritime Organization

Transit Cargo Through Iran's Territory in Post Sanction Era by Concentrating on Ports

By Khosro Saraee
D.G of Tariff and International Agreements



Agenda:

- **Iran in the World Today**
- **The Post-Sanctions Economic Developments**
- **Everything Adjusted to Boost Transit**
- **Dry Ports Push Transit**
- **New Reforms**



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Iran in the World Today



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- Iran is the largest economy in the Middle East and North Africa (MENA) region.
- Gross Domestic Product (GDP) in 2015 of US\$393.7 billion
- It also has largest population of the region, with an estimated 80.3 million people in 2016, According to the latest Population and Housing Census.
- Iran's economy is characterized by the hydrocarbon sector, agriculture and services sectors.
- Iran ranks second in the world in natural gas reserves and fourth in proven crude oil reserves.
- Iran is observer member of W.T.O



Nuclear Deal



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Tens Delegations Exchanged Very Constructive Negotiations



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**NEXT EVENT
IN THE SERIES**



**Post-Sanctions Iran Commercial Aviation
SPARE PARTS & MAINTENANCE CONGRESS 2016**

Capitalising On Opportunities In Iran's Aviation Sector

24 - 25 May 2016, Istanbul [FIND OUT MORE >](#)

HOME PEOPLE ART & CULTURE

Transport Sector

g in Iran's infrastructure and
ellor, Gerhard Schroeder.

on to Iran this week, was speaking in a
meeting with Iran's Minister of Roads and Urban Development Abbas Akhoundi in Tehran on
Monday, IRNA reported.

"Representatives of Germany's small- and medium-sized enterprises active in various economi"



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- Financial and banking-related transactions with Iran, including the Central Bank of Iran;
- The provision of underwriting services, insurance, or reinsurance to Iran;
- The purchase of oil, petrochemicals, or natural gas from Iran, and other business involving Iran's energy sector, including transactions with the National Iranian Oil Company;
- Transactions involving Iran's shipping and shipbuilding sectors and port operators;
- The provision of gold and other precious metals to Iran; and
- The sale, supply, or transfer of goods and services for Iran's automotive sector.



The Post-Sanctions Economic Developments in Iran



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Iran today is free to export and import non-oil goods and products.

The former bans on Iran's imports and exports have been removed.

The sale of a large number of products and goods has been permitted that had previously been banned by the United Nations, the United States, and the European Union. A big portion of these products are sensitive items that often have dual use (including items needed in the medical industry).



The signing of the Joint Comprehensive Plan of Action (JCPOA) in July 2016 and the Significant Economic Prospects



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- Several International Contracts and Agreements in Ports and Maritime,
- Maritime Transport Agreement between Iran and Korea (in June)
- MoU on Port development Issues with Korea
- Sister Port Relationship with Shahid Rajaei Port and Antwerp Belgium,
- Sister Port Relationship with Shahid Rajaei Port and Trieste Italy,
- Cooperation Agreement on Fire Fighting and safety in Ports with Italy
- Trilateral Transit Agreement among Afghanistan, Iran, and India
- Iran and India Chabahar Operation USD 85 m.
- 18 Shipping liners came back to Iran's ports.



Recent Progresses

DAWN



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Iran, India, Afghanistan sign transit accord on Chabahar port

AGENCIES — UPDATED May 23, 2016 06:42pm

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Iranian President Hassan Rouhani, speaks in a joint press briefing with Indian Prime Minister Narendra Modi and Afghanistan President Ashraf Ghani. AP



Chabahar can become a very big symbol of cooperation between Iran and India

said Rouhani, said Modi



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- Based on the contract, India will operate in Chabahar port for ten years.
- As part of a separate trilateral deal, Iran, Afghanistan and India agreed to establish a land transit-and-trade corridor.
- From Chabahar port, the existing Iranian road network can link up to Zaranj in Afghanistan.

Next month Iran will held first joint trilateral summit





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Everything Adjusted to Boost Iran's Transit Position



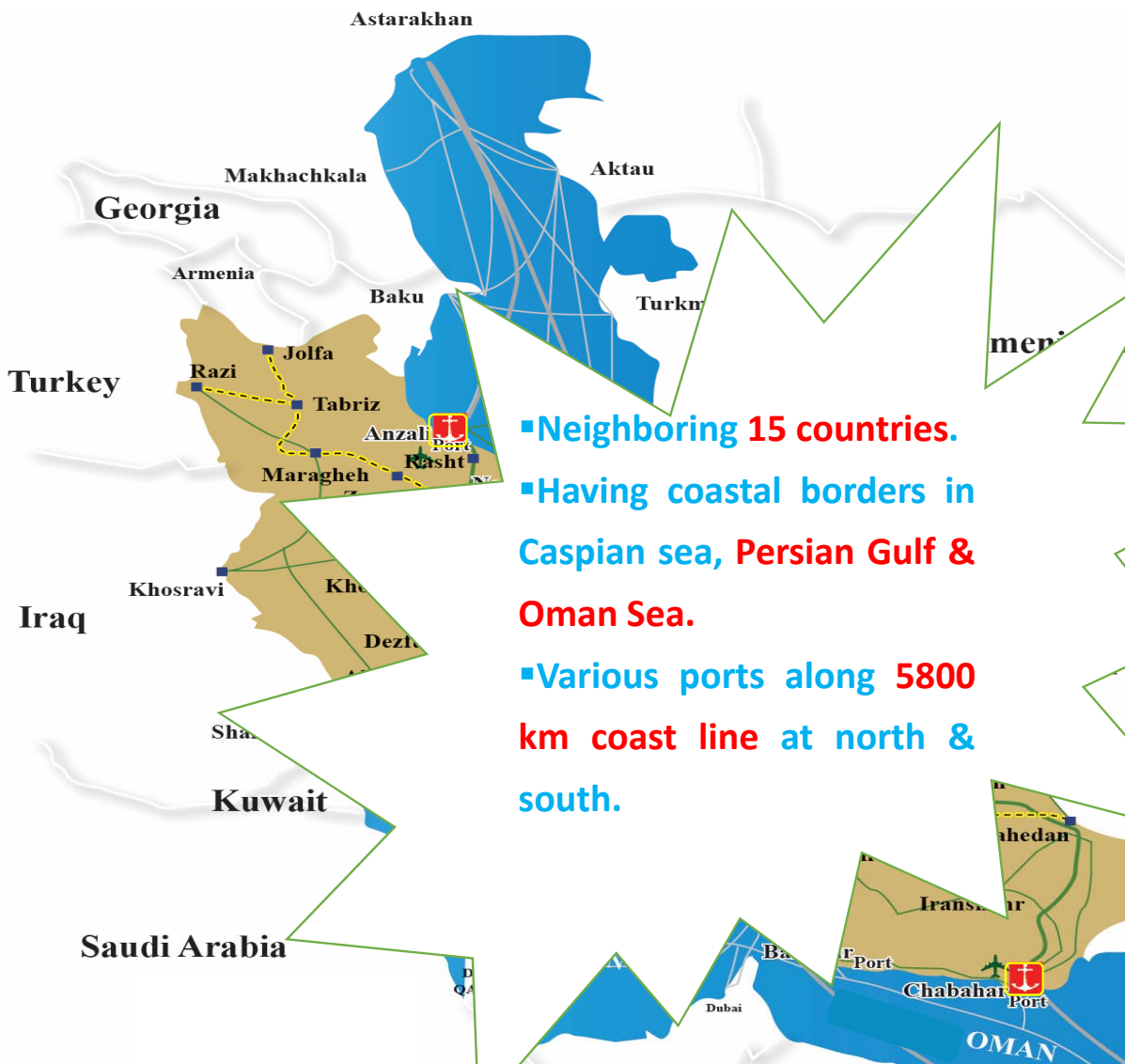
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How?





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- Neighboring 15 countries.
- Having coastal borders in Caspian sea, Persian Gulf & Oman Sea.
- Various ports along 5800 km coast line at north & south.

Nominal Ports Capacity	220 million ton
Nominal Container Ports Capacity	6 million TEU
Nominal Passenger Ports Capacity	17.5 million
Container Ports Performance	2.7 million TEU
Passenger Ports Capacity	16.5 million
Non Oil Ports Performance	102 million ton
Oil Ports Performance	44 million ton



Iran, unlocking the landlocked

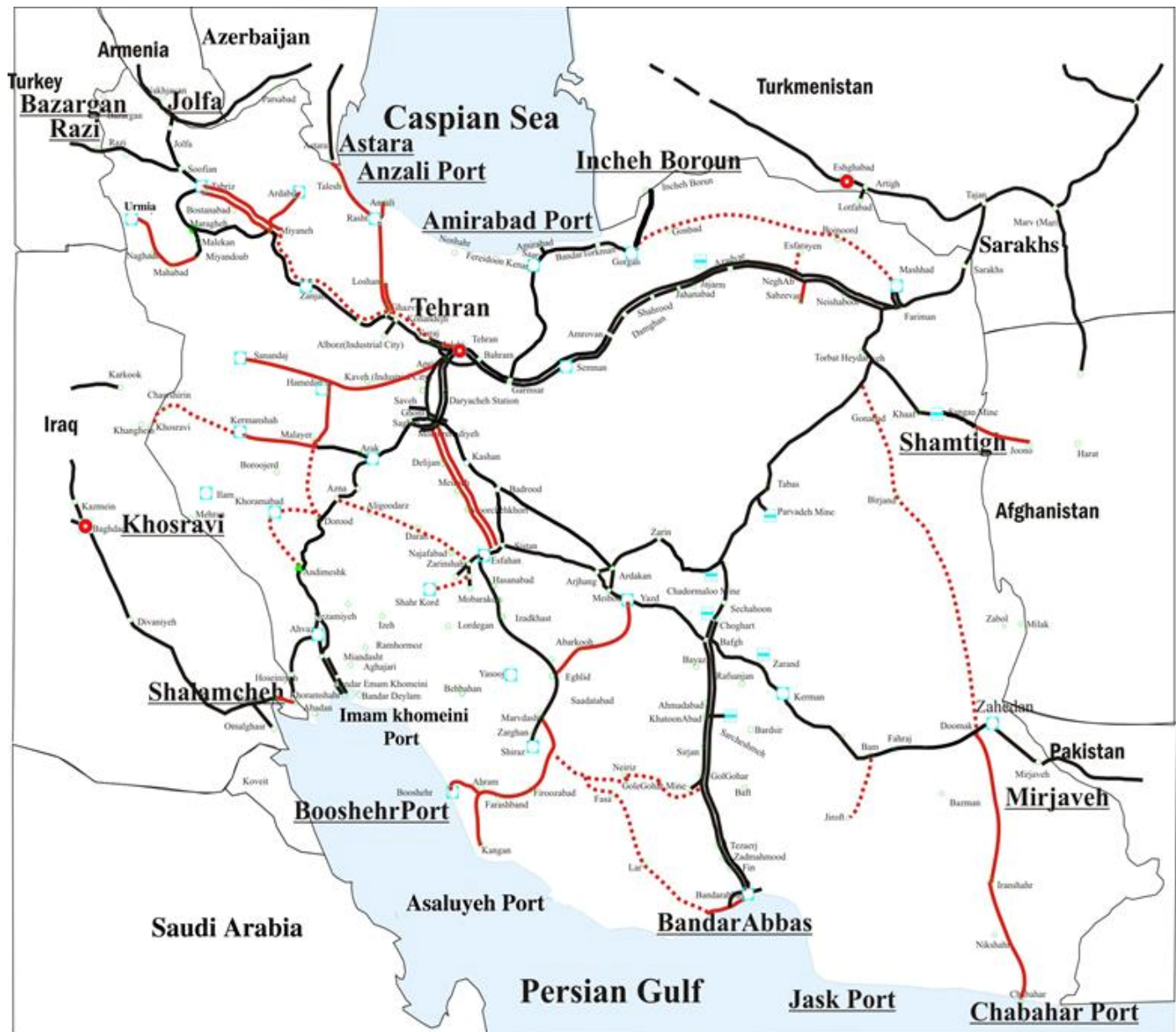


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ISLAMIC REPUBLIC OF IRAN
 MINISTRY OF ROADS AND
 Urban Development
 DEPUTY FOR CONSTRUCTION &
 DEVELOPMENT OF RAILWAY, Airport and Ports



EXISTING MAIN RAILWAY ROUTES	8286 KM
EXISTING MAIN LINES (EQUVALENT TO SINGLE TRACK)	10500 KM
EXISTING DOUBLE TRACK LINES	1559 KM
EXISTING TRIPLE TRACK LINES	19 KM
MAIN LINES UNDER CONSTRUCTION	3529 KM

EXISTING SINGLE TRACKS	
EXISTING DOUBLE TRACKS	
Second Track under Construction	
Double Tracks Under Construction	
Single Tracks Under Construction	

CAPITAL CITY	
CENTER OF STATE	
CITIES	
STATIONS	
MINES	
BORDER	

Date: August 2014



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Most Important Transit Corridors through Iran's Territory



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1-North South Transport Corridor (NSTC)

- **It was established on 12 September 2000 in Saint Petersburg by three states of Iran, Russia and India**

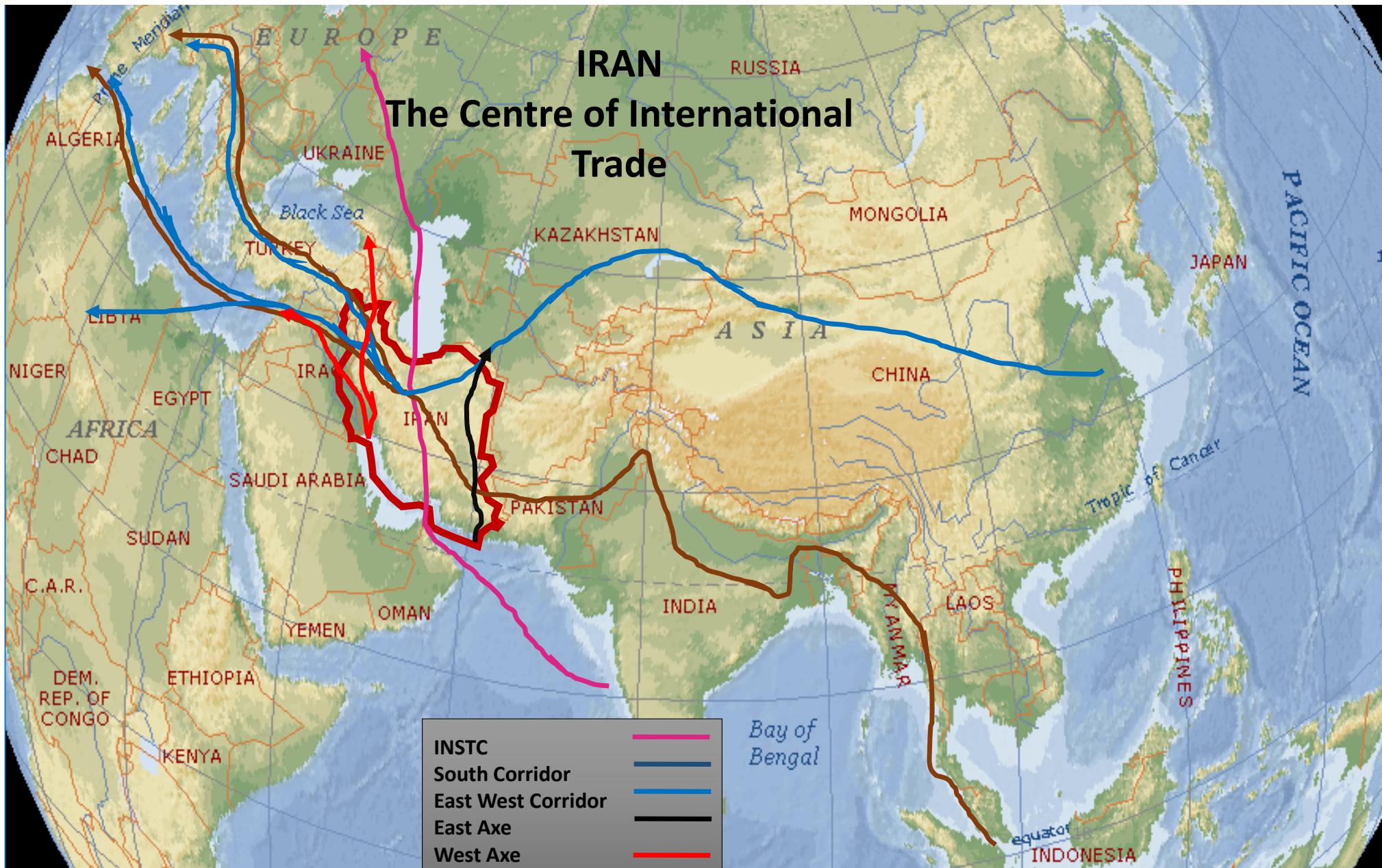
2-East West Transport Corridor (Ancient Silk Road)

- **The Iranian route of east west transport corridor passes the northeastern borders including Dogharoon, Sarakhs, Bajgiran, Lotf Abad, and Inchboron toward the exit western and northwestern borders including: Jolfa, Bazargan, Sarv, Razi, Tamarchin, Bashmaq, Khosravi and vice versa.**

3- South Asia Corridor

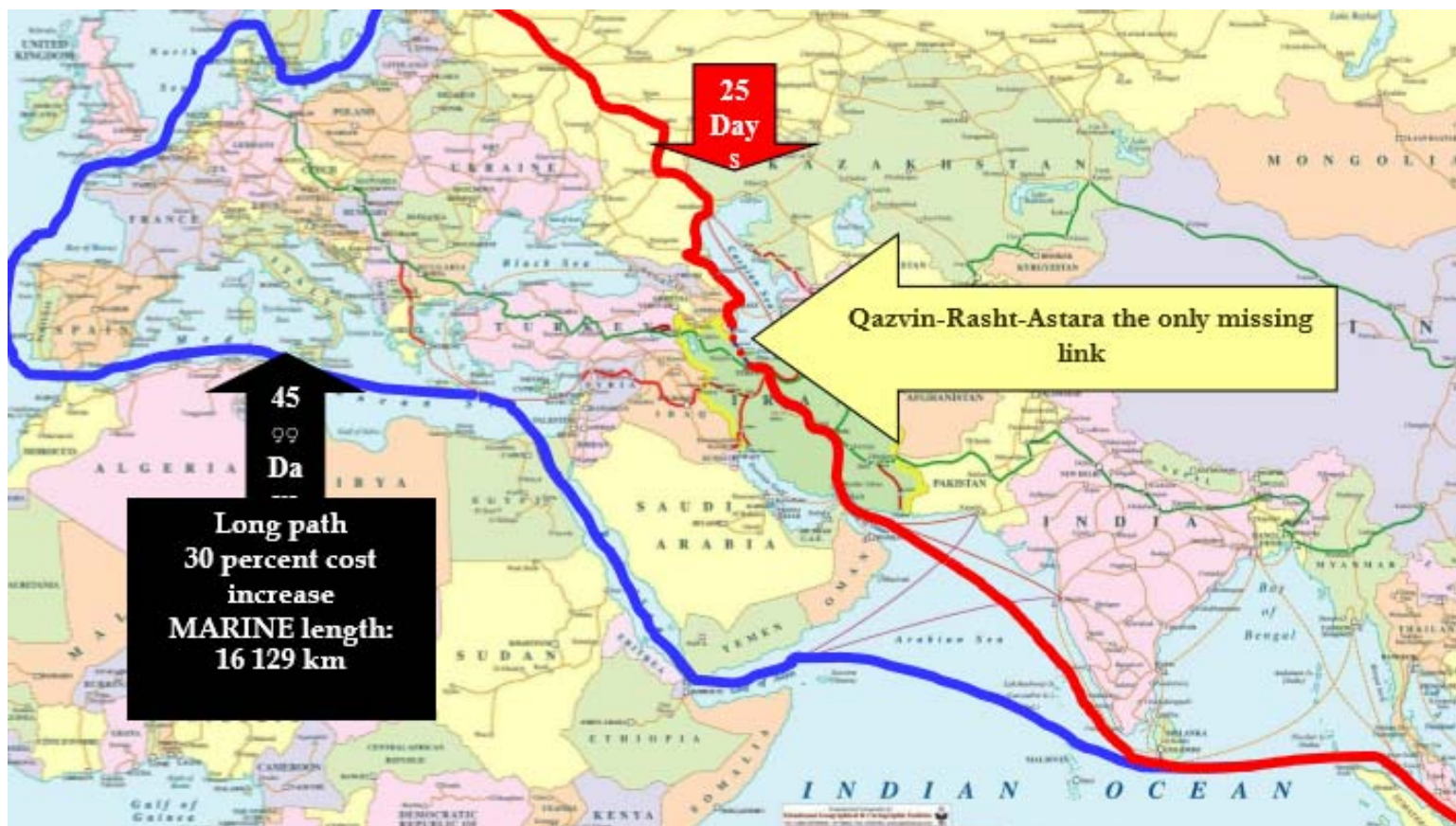
4-Transport Corridor of Europe Caucasus Asia (TRACECA)

Connecting TRACECA to the Trans Europe network





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Major Continental Rail-Crossroads



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1. Tehran to Central Asia

The 36-month contract will involve building power stations and overhead lines, 32 new train stations and widening 95 tunnels to accommodate the stouter rolling stock used on the Soviet system.

2. The Rout to China

In June, Iranian and Chinese officials finalised an agreement to electrify this line, with 85% of the \$2.1bn cost to be financed through Chinese loans. Completion of this work is expected to take 42 months, followed by a five-year maintenance period.

3. Iran to Moscow

Key to the International North-South Transport Corridor (INSTC) is a railway running from Russia down through Azerbaijan, through Iran to the Persian Gulf, facilitating trade between Russia's populous east and India and southeast Asia via the Indian Ocean.





Major Continental Rail-Crossroads



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4. The high-speed showpiece

The link between the Tehran, Qom and Isfahan is going to be the showpiece of the entire network: a modern double-tracked line running at 400km/h – the only genuinely high-speed project presently under way.

5. Khorramshahr-Basra

It will require a 12km length of track on the Iranian side of the border, a 700m-long bridge over the Arvand River and a 32km stretch on the Iraq side.

6. The Eastern Corridor

It has been calculated that freight moving by rail from Chabahar or Bandar Abbas takes 30 days to travel by rail to Bandar Anzali on the Caspian Sea, move by ship to the Kazakh rail system and reach St Petersburg, compared with 45-60 days on the Suez route.

7. Khaf – Herat

The Iranian plan now is to build a branch to Herat from the line being built between Chabahar and Torbat-e Heydarieh. The work for this scheme is under way, and the line now stands about halfway to the border.





Dry Ports in Iran: an essential need to facilitate regional transit and trade among Land locked countries



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UN Web Site | UN Web Site Locator

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Iran's dry ports location in map



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Intergovernmental Agreement on Dry Ports

Date: Wednesday, May 1, 2013

Type: Official documents

ABSTRACT

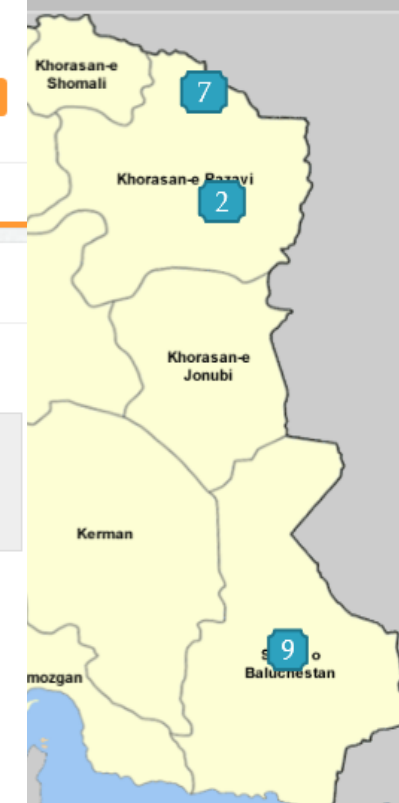
The Intergovernmental Agreement on Dry Ports opened for signature at Bangkok on 7 and 8 November 2013. It remains opened for signature at United Nations headquarters in New York until 31 December 2014.

Text of the Intergovernmental Agreement on Dry Ports

Certified True Copies of the Agreement in Chinese, English and Russian languages

CONNECT:

Intergovernmental Agreement on Dry Ports



1. Imam Khomeini
2. Motahari Railway
3. Salafchegan Special
4. Sirjan Special
5. Arvand Free Industrial
6. Sahlan Special
7. Sarakhs Special
8. Shahid Dastgheib
9. Zahedan Logistics



New Reforms



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Iran's big plan to deliver majority of transit duties to private sectors.

IT Integration among all players, custom and different modes of transport.

Iran Increases Cargo Trains Speed, 60 km/h speed to 90 km/h speed

Dry Ports are under construction.

Structural Changes in Port Tariffs and Charges.

Multilateral Negotiations to set Optimize Tariff.

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<http://www.pmo.ir/en/home>



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Iran is Moving Toward a Very Bright Future

Thank You for your Attention

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Hopefully in the future Iran will be able to diversify the classification of goods in transit and expand the transit geography. This development is supported by the investments made so far in transport infrastructure and vehicles, also investments planned for the future, as well as the increased willingness of Iran transit companies to cooperate in the field of transit both on domestic and international level. In recent years there has been progress in the north-south direction of transit trade development, especially in the transport of containers.

Administrator, 21/1/2017