



COMPREHENSIVE TRANSPORT STUDIES OF IRAN MINISTRY OF ROADS AND TRANSPORTATION

CTSI Participation Seminar 28th November 2004

Rail Transport Sector

Diagnosis of the Rail Transport Industry



RAI CURRENT SITUATION

- A largely modern system built to modern standards but mainly single line
- Growing rapidly with new traffic opportunities
- Distances favourable to rail / cheap fuel / difficult roads
- Entirely government funded – new lines / deficit financed
- Many main traffic centres remain to be rail connected
- RAI facing potential crisis



RAI TRAFFIC PROSPECTS

- Ambitious plans to double Passenger and Freight traffic in less than five years
- Traffic build-up factors which are outside Iranian control
- Bandar Abbas (RTW ships)
- Central Asian Transit traffic
- North – South Corridor
- Bosphorus Rail Tunnel
- Trans – Asia Standard Gauge Route



PRINCIPAL DOMESTIC TRAFFIC CORRIDORS

- Bandar Abbas – Tehran
- Bandar Abbas – Zarinshahr
- Chadormaloo – Zarinshahr
- Bandar Abbas – Mashhad
- Amirabad – Bandar Emam



EXISTING PRINCIPAL TRANSIT TRAFFIC CORRIDORS

- Razi – Tehran – Sarakhs
- Bandar Abbas – Bafq – Sarakhs
- Amirabad – Bandar Emam
- Razi – Bandar Abbas



FUTURE ADDITIONAL TRANSIT TRAFFIC CORRIDORS

- Zahedan – Sarakhs
- Zahedan – Razi
- Astara – Zahedan
- Astara – Bandar Abbas
- Astara – Bandar Eman
- Gorgan - Razi



METHODS TO INCREASE LINE CAPACITY

- Optimum freight train paths to be established and timetabled
- Faster trains
- Heavier trains / Improved loco power
- Improved signalling
- Some double-tracking



ROUTES NEEDING IMMEDIATE CAPACITY INCREASE

- Qom – Kashan (64km): double track
- Yazd – Bafq (117km): double track
- Andimeshk – Dorood: double engine loads/improved signalling
- Tehran Suburban area: signalling



PASSENGER BUSINESS

- Insufficient services to meet present demand
- More shorter-distance daytime services needed for business travel / faster transits
- Modern vehicles required for intensive user
- Develop suburban services
- Economic fares to be charged to test true demand level



FREIGHT BUSINESS

- Develop freight timetable and advertise transit times
- Accelerate services
- Improved rolling stock control
- Attack container market with services and terminal network
- Modern Rolling Stock needed



LOCOMOTIVE FLEET

- Poor availability of fleet
- Accelerate GT26 rebuilding programme
- Improve availability of present fleet
- Institute a Preventive Maintenance Regime
- Finalise and accelerate new loco building programme



SUMMARY OF PRESENT SITUATION

- Risk of RAI system growing too quickly
- Investment decisions should be business-led
- Urgent need for route / train capacity increase
- Overall need to ensure that loco / rolling stock provision / maintenance facilities / terminals and management capacity keep pace with system expansion
- Need for tighter management control aided by computerisation with coordinated forward planning