



MARKET PLACE SEMINAR 2023

Shaping the Future of Multimodal Logistics Connecting the Regions

Istanbul, Türkiye
20-21 November 2023



Session 3: “Business perspectives on the Southern Corridor – exploring new multimodal logistics solutions”



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Existing/Future Railway Projects in Jordan

Connecting the Region by Freight Railway Lines

Market Place Seminar 2023

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Zahi A. Khalil

Director General
Jordan Hejaz Railway Corporation



Current Railway Network in Jordan

The current total length of the railway network in Jordan is 576 km with the following details:

Hejaz Railway (452 km): the line was being used for cargo and passengers transportation from Amman to Damascus until 2011 then stopped. It is used now for tourism purposes using the heritage steam engines.

Aqaba Railway (124 km): the line is connecting Aqaba port to the Hejaz Railway and it was used since 1977 for phosphate and chemicals transportation to Aqaba port for exports purposes with an annual capacity of around 7 million tons. The line is currently under rehabilitation.

Railway Network in Jordan - Existing



Existing/Future Railway Projects in Jordan

Connecting the Region by Freight Railway Lines

Existing Railway Lines:

Scenario A: (North-South only)

Upgrading the existing network of the Hejaz Railway Line which is connecting Saudi Arabia (Jordan-Saudi Borders at Modawwara point) and Syria (Jordan-Syrian Borders at Nasib point), two options exist:

Option 1: keep the existing narrow-gauge line.

Advantages: Use of the existing line and locomotive & rolling stock

Main Obstacles:

- Connect-ability issue with standard gauges in the region
- Axle load: (current = 12 tons/axle), it needs to be upgraded by upgrading a number of structures and specific sections of the railroad
- Shortage of existing locomotives and rolling stock for volume cargo

Existing/Future Railway Projects in Jordan

Connecting the Region by Freight Railway Lines

Existing Railway Lines:

Scenario A: (North-South only)

Upgrading the existing network of the Hejaz Railway Line which is connecting Saudi Arabia (Jordan-Saudi Borders at Modawwara point) and Syria (Jordan-Syrian Borders at Nasib point), two options exist:

Option 2: keep the existing infrastructure and upgrade the entire railroad by installing a new-standard gauge and rolling stock.

Advantages: Use of the existing infrastructure.

Main Obstacles:

- Fund
- Existing narrow gauge at Syrian side

Existing/Future Railway Projects in Jordan

Connecting the Region by Freight Railway Lines

Proposed (Future) Railway Lines:

Scenario B: (North-South and East West)

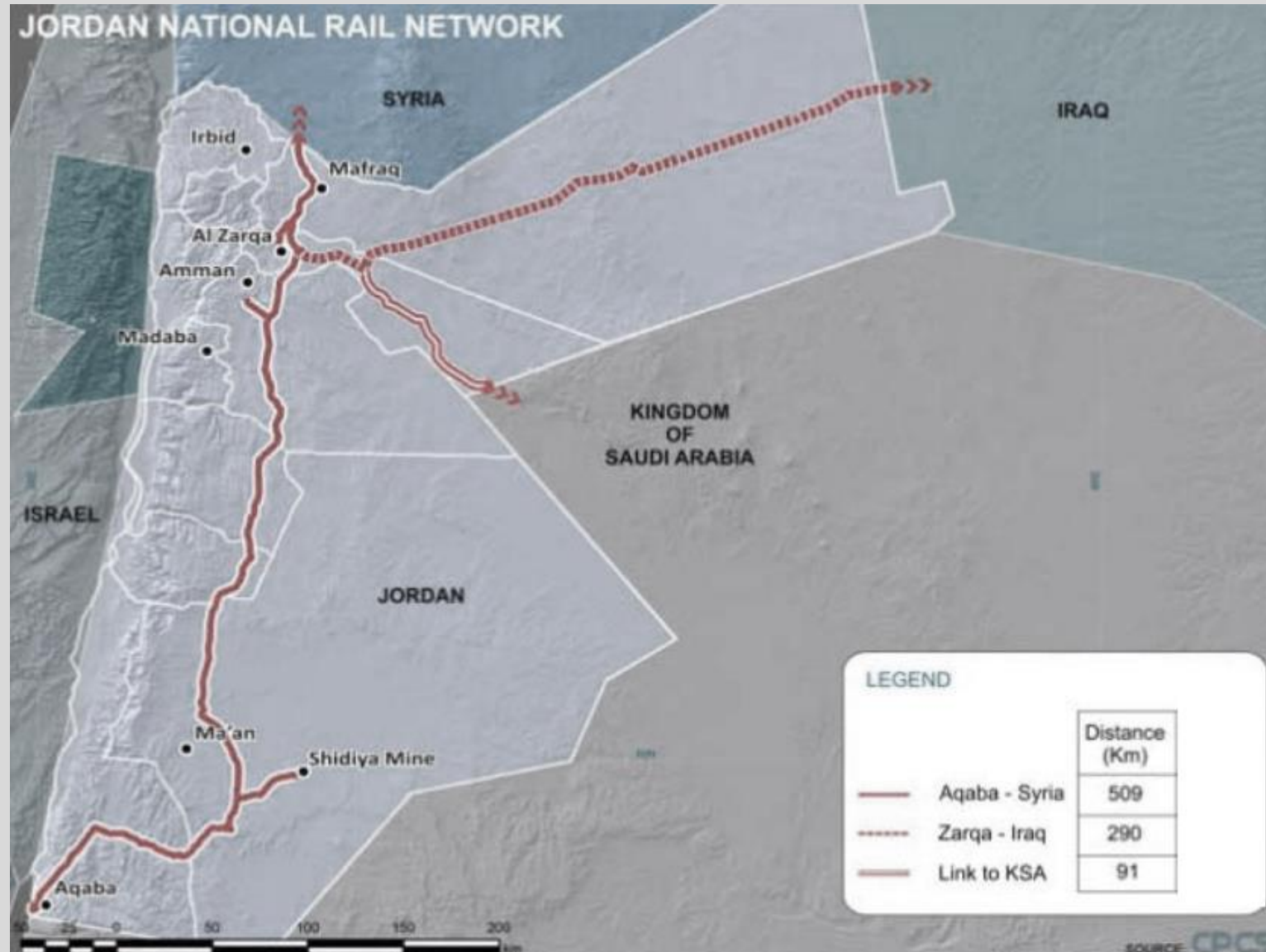
The proposed National Railway Network Project in Jordan: it is a modern, reliable freight railway network linking the nation's key cities (capital, Amman, and major industrial cities such as Mafraq and Zarqa), the country's gateway port (Aqaba), and the largest phosphate mines. The network will also connect with the railways of Saudi Arabia and Syria (and onward to Turkey and Europe in the future) as well as important markets in Iraq. It will be executed over two phases:

- **Phase 1** : a Rail-link from Aqaba Port (South) to Amman City (North), 564 km long
- **Phase 2:** a Rail-link from Amman City (West) to Iraq Border (East), 518 km long

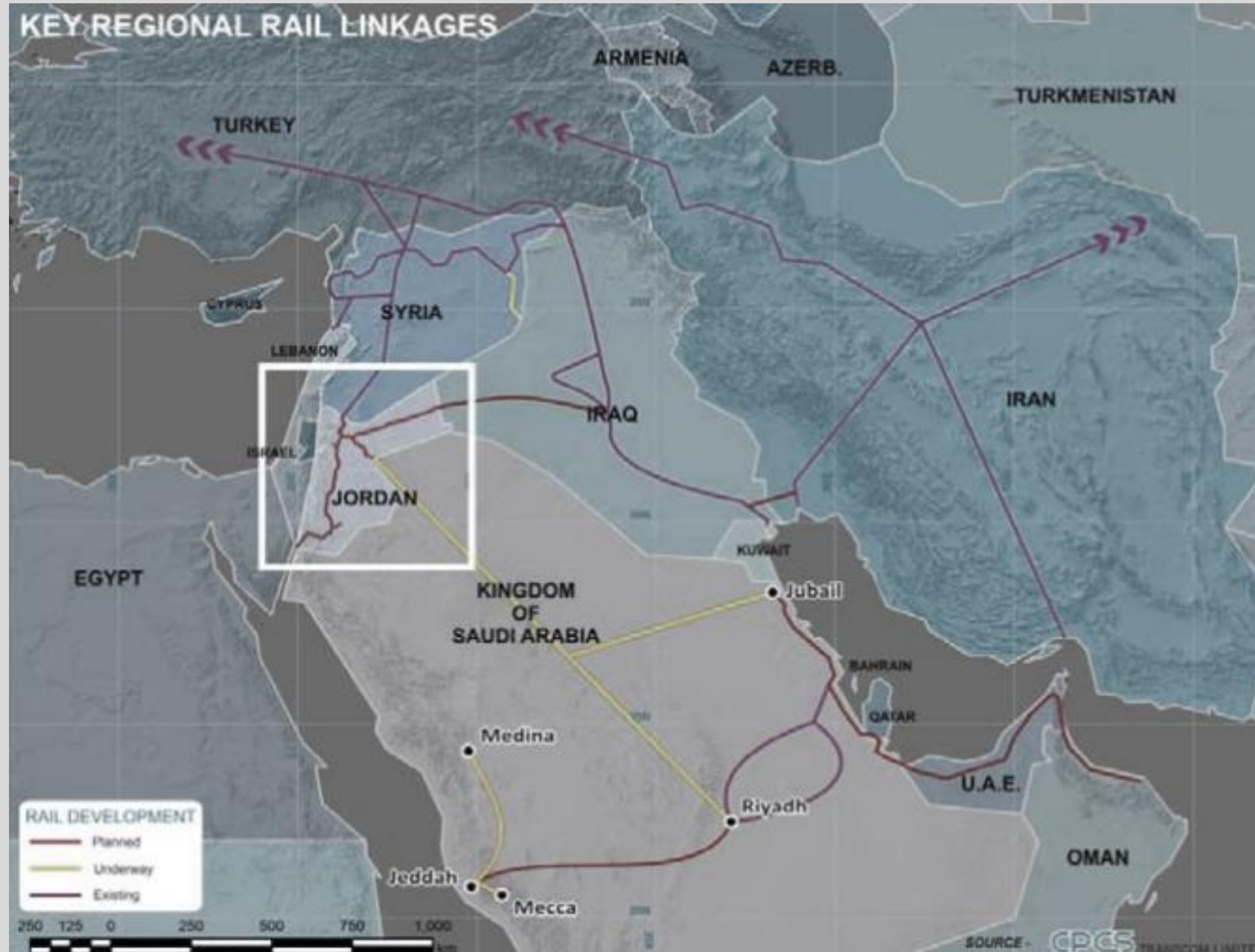
Advantages: New line with standard gauge and modern rolling stock

Main Obstacles: Geopolitical concerns, legal interoperability and Fund

Railway Network in Jordan – Proposed NN




Railway Network in the Region





Etehad Iran INTL Transport & Forwarding Co.



List of Our Services:

Road services:

We offer car carrier service and LTL,FTL (Groupage) loads from Iran to EU countries and transport from the countries of EU to the following destinations and the other way round

Sea-freight Service:

competitive service based on rates, scheduled sailings and , Guaranteed Space allotments on vessels even during peak seasons as well as worldwide sea freight coverage.

Air freight services:

competitive solutions with emphasis on space and price commitments. Our wide range of service meets the tightest budgets with short deadlines

Transit services:

We offer cost effective and time saving transit services via Southern ports of Iran – Bandar Abbas to all province of Iran (Internal Transit) and also to Russia, Azerbaijan, Iraq, CIS countries and Afghanistan. (External Transit)

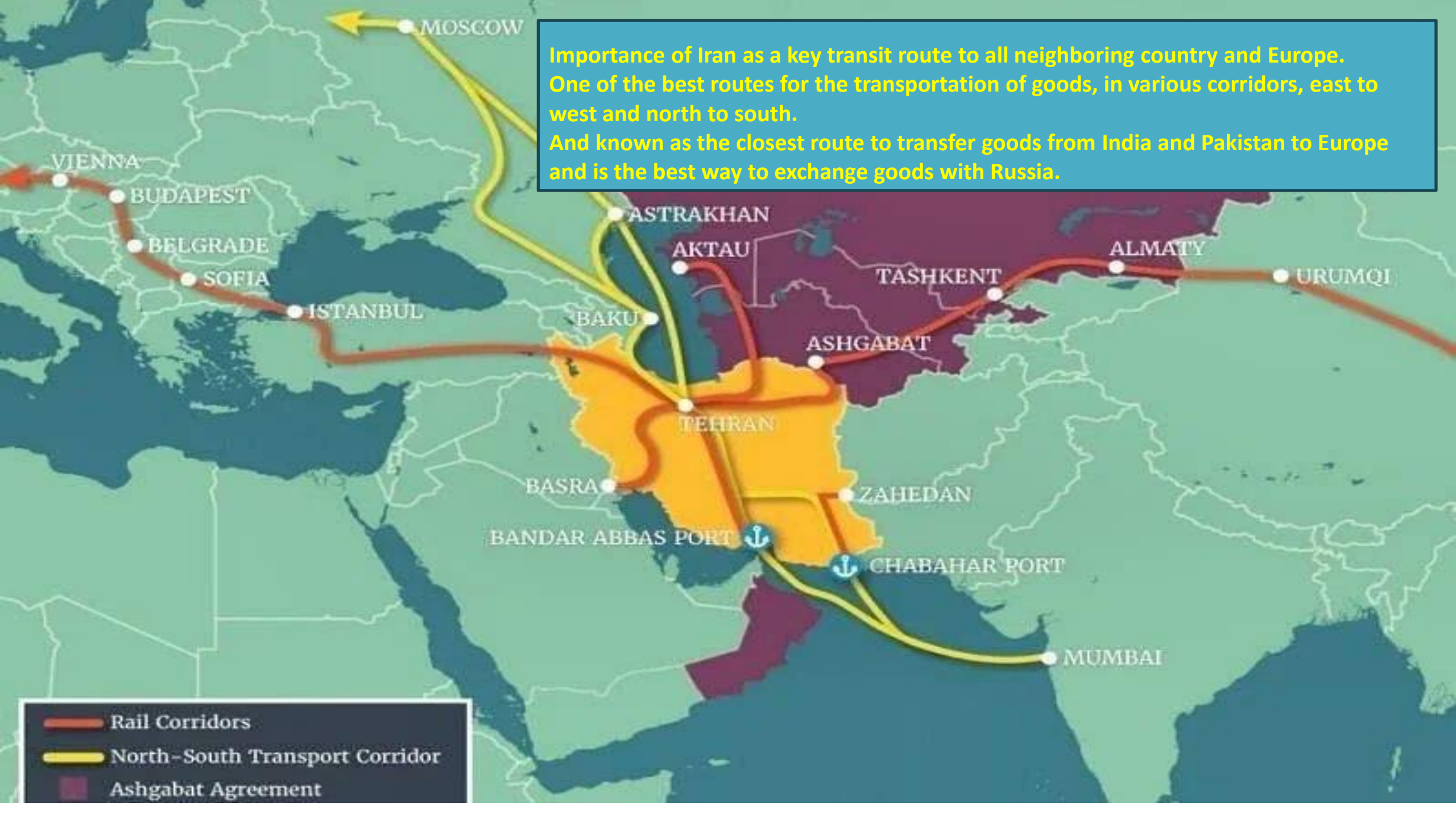
Rail services:

Different types of wagons seeking to optimize transport conditions, and calculation of transport fees on all European rail including the Middle East.
We organize reloading from narrow to standard gauge wagons.

Other services

We organize inspections and survey of cargo in Iran and elsewhere.
Counselling, planning and carrying out transport operations.

Importance of Iran as a key transit route to all neighboring country and Europe. One of the best routes for the transportation of goods, in various corridors, east to west and north to south. And known as the closest route to transfer goods from India and Pakistan to Europe and is the best way to exchange goods with Russia.



- Rail Corridors
- North-South Transport Corridor
- Ashgabat Agreement



SAINT PETERSBURG

What is the North-South Corridor?
is a 7,200-km (4500 mile) long multi-mode network of ship, rail, and road route for moving freight between India, Iran, Azerbaijan, Russia, Central Asia and Europe. The route primarily involves moving freight from India, Iran, Azerbaijan and the Russian Federation via ship, rail and road

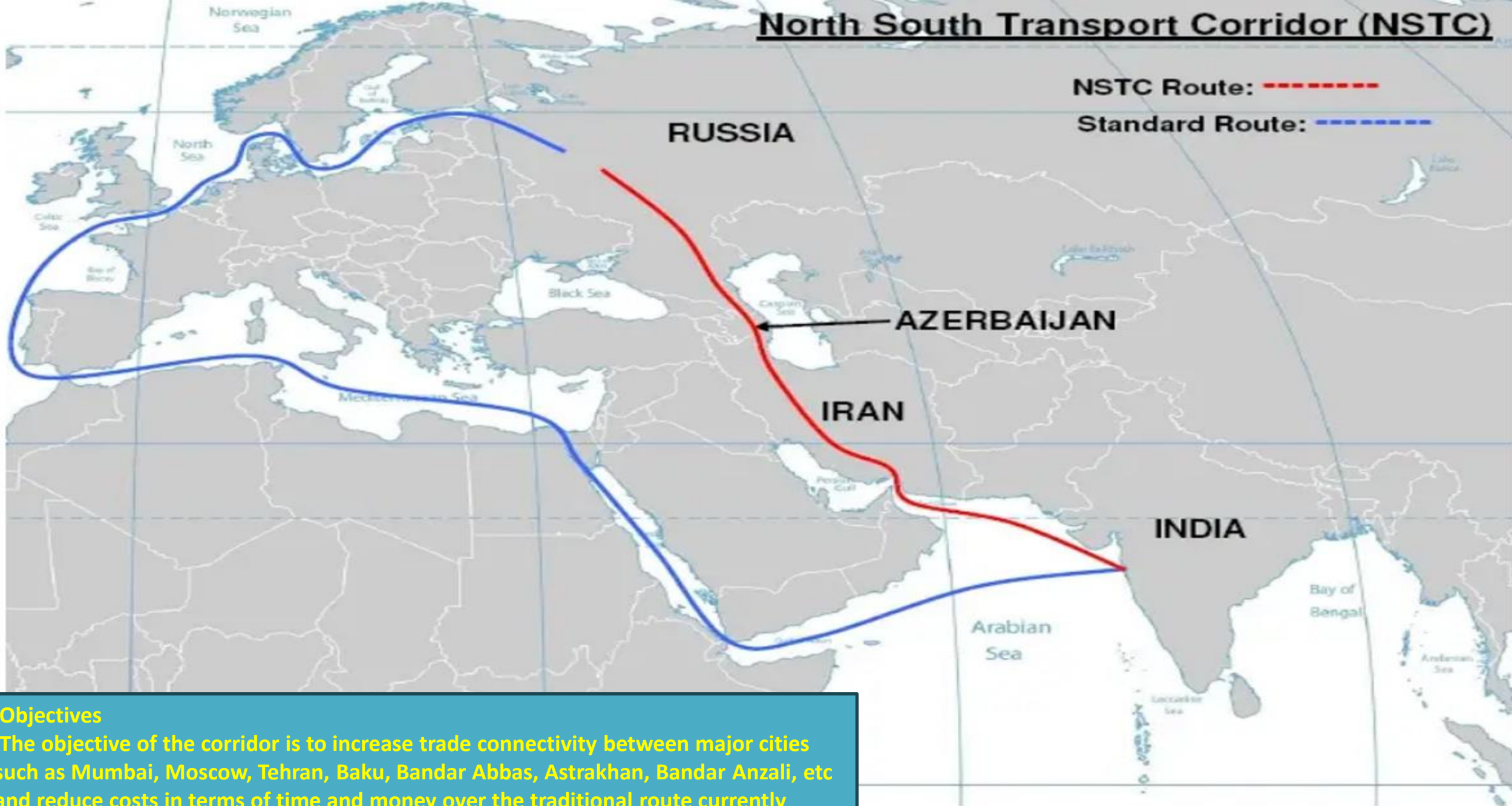
ASTRAKHAN

BANDAR ANZALI

BANDAR ABBAS

NHAVA SHEVA

North South Transport Corridor (NSTC)



Objectives

The objective of the corridor is to increase trade connectivity between major cities such as Mumbai, Moscow, Tehran, Baku, Bandar Abbas, Astrakhan, Bandar Anzali, etc and reduce costs in terms of time and money over the traditional route currently being used.



International North South Transport Corridor (INSTC)

What is the route of North-South corridor?
Is a multi-modal transportation route linking the Indian Ocean and Persian Gulf to the Caspian Sea via Iran, and then onwards to northern Europe via St. Petersburg in Russia.

The missing link of the North-South corridor related to the Rasht-Astara railway in Iran
The Rasht-Astara railway, which is the last part of the North-South corridor with a length of 162 km, will play a more fundamental role in facilitating transportation and transit in Iran if completed.

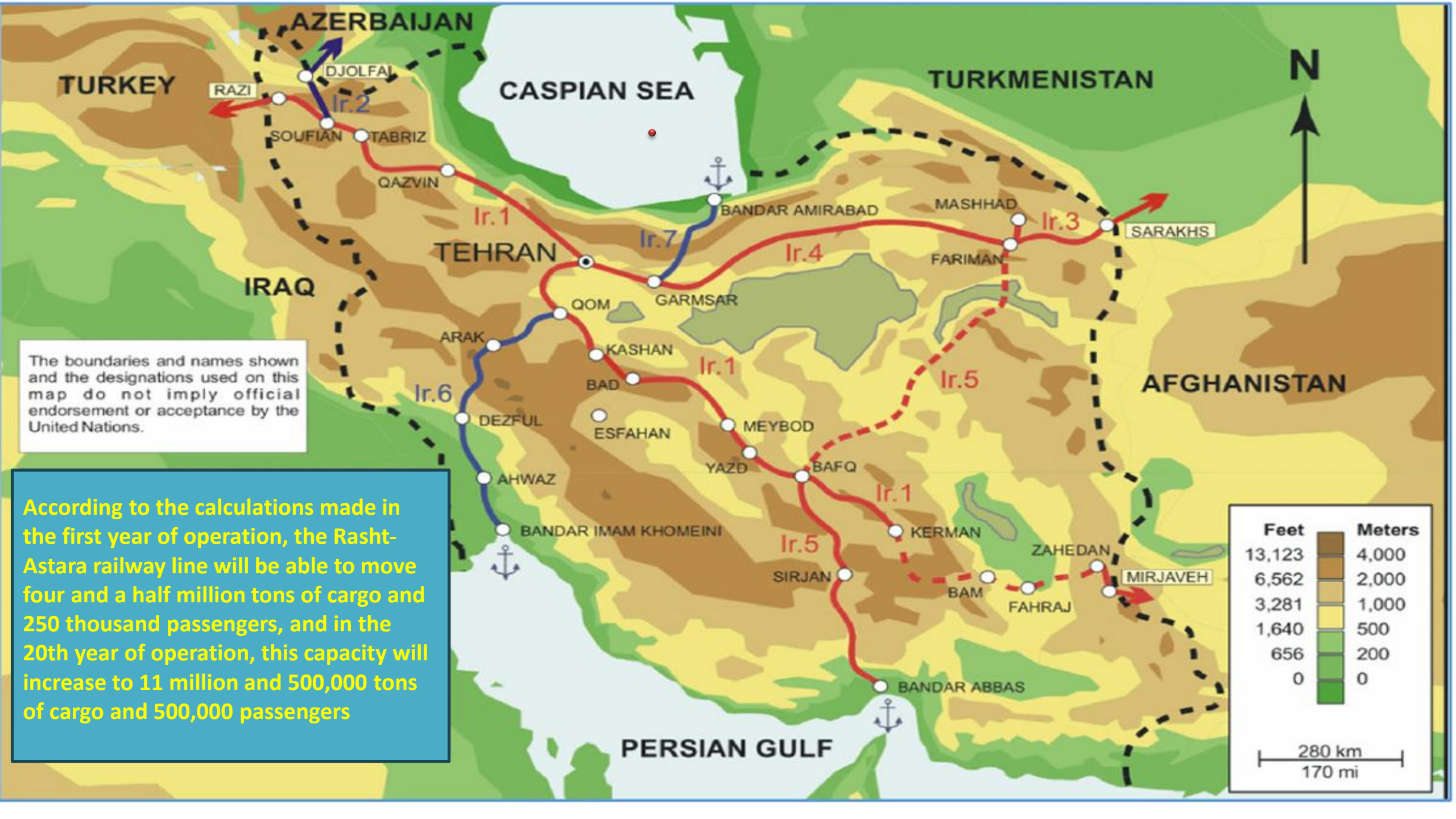


In other words, if this railway segment is built, it can be said that the port of Mumbai in India will be connected to Helsinki in Finland with a length of 13,000 kilometers, with a direct rail connection and passing through Iran.



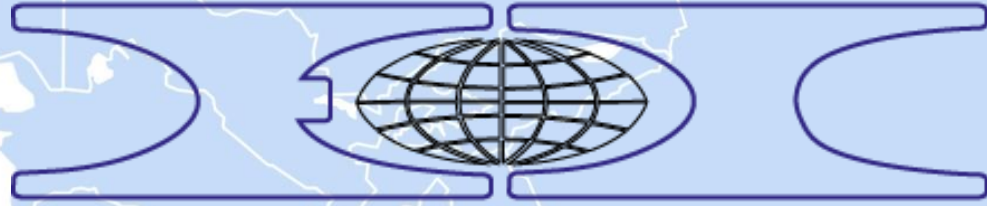
The Rasht-Astara rail route even gives meaning to the "East-West" passage, and the Shanghai-Tehran container train can be sent to Europe from the Rasht-Astara-Tbilisi route. Countries like Azerbaijan and Russia can be connected to the Persian Gulf and international waters by the shortest route, and costs Saving . Currently, millions of tons of goods are transited from India and European countries to the Caucasus region within 60 days, which will decrease to 10-14 days with the completion of the North-South corridor.





The boundaries and names shown on this map do not imply official endorsement or acceptance by the United Nations.

According to the calculations made in the first year of operation, the Rasht-Astara railway line will be able to move four and a half million tons of cargo and 250 thousand passengers, and in the 20th year of operation, this capacity will increase to 11 million and 500,000 tons of cargo and 500,000 passengers



Thanks for your Attention.

Thank you to our partners



TCDD
TAŞIMACILIK

 **utikad**

The logo for utikad consists of a red icon on the left, which is a stylized representation of a train or a person with arms outstretched, followed by the word "utikad" in a bold, black, sans-serif font.