Development Plan of Afghanistan Railway Network and Regional Connectivity

Presented by:
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Afghanistan Railway Authority

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Introduction:

- Facilitate flows of goods, services, people and knowledge across national boundaries.
- Supporting economic growth and development

Vision:

- Afghanistan is the country that can become the land-bridge of the region,
- connecting Central Asia to South Asia,
- provide land routes for Chinese goods to Europe and serve as the hub for Silk Road’s trade and transit route.
- Afghanistan can be the means of giving economic access to warm ports to Central Asian nations via connecting Chabahar port in Iran and Karachi & Gwadar ports in Pakistan.
- The realization of this vision will result in strong economic integration of the region with net increase in the economy of every country and play a significant role in reducing poverty.

Drivers of Regional Connectivity:

1. The Soft Infrastructure elements:
   - Policy, Legal, regulatory & institutional frameworks.

2. The hard infrastructure are: Transport infrastructures such as Highways, Railways, Airports, Dry ports, Multi model logistic hubs etc.
1- landlocked country.
2- Almost no railway network as bottleneck.
3- Distinguished technical features of regional railway networks.
National Plan of Afghanistan Railway Network
A. **Afghanistan railway is extended from four corridors in overall:**

1. West – North – North east corridor
2. West – South – South east corridor
3. North – South corridor
4. Central corridor

B. **Transportation center (multimodal Hub) is considered for below provinces:**

1. Jalalabad, Nangarhar Province
2. Mazar-e Sharif(Naibabad) Balkh Province
3. Herat. Herat Province
4. Kandahar, Kandahar Province

C. **Dry ports included in Afghanistan railway plan**

1. Turghundi
2. Aqina
3. Spin Buldak
4. Naib Abad
5. Turkham
6. Khost
7. Baramcha
Connecting Afghanistan Railway Network to Regional Commercial Ports and Railway
Five lateral Railway Route (China, Kyrgyzstan, Tajikistan, Afghanistan, Iran)

<table>
<thead>
<tr>
<th>Country</th>
<th>Total Length</th>
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<tbody>
<tr>
<td>Iran</td>
<td>78 Km</td>
</tr>
<tr>
<td>Afghanistan</td>
<td>1022 Km</td>
</tr>
<tr>
<td>Tajikistan</td>
<td>460 Km</td>
</tr>
<tr>
<td>Kyrgyzstan</td>
<td>214 Km</td>
</tr>
<tr>
<td>China</td>
<td>215 Km</td>
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<td>Total</td>
<td>1990 Km</td>
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Trilateral Railway Rout (Turkmenistan, Afghanistan, Tajikistan)

<table>
<thead>
<tr>
<th>Route</th>
<th>Length</th>
<th>Turkmenistan</th>
<th>Afghanistan</th>
<th>Tajikistan</th>
<th>Total</th>
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<tbody>
<tr>
<td>Completed</td>
<td></td>
<td>384 KM</td>
<td>57 KM</td>
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<td>441 KM</td>
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</table>
Khaf - Herat Railway Construction Project (Sections 3 & 4)
Kandahar - Chaman Railway Construction Project
Jalalabad - Torkham Railway Construction Project

Jalalabad - Torkham Railway Map

Railway Lines
- Planned
- Jalalabad - Torkham

Railway Stations
- Multimodal Transportation Hub
- Dry ports
- City Stations
- Main Stations
- Sub Stations

Afghanistan Railway Authority

0 5 10 15 20 25 30 Kilometers
<table>
<thead>
<tr>
<th>NO</th>
<th>Name of Project</th>
<th>Length (KM)</th>
<th>End Date</th>
<th>Donor</th>
<th>Status</th>
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<td><strong>Pre Feasibility Studies</strong></td>
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<td>1</td>
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<td>Completed</td>
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<td>ADB</td>
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<td>2015</td>
<td>MPW</td>
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<td>2016</td>
<td>ADB</td>
<td>Completed</td>
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<td>ADB</td>
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<td>ADB</td>
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<td>5</td>
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<td>Pakistan</td>
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<td>6</td>
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<td>75</td>
<td>2010</td>
<td>ADB</td>
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<td>1</td>
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<td>IRAN</td>
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<td>Mazar-e-Sharif - Hairatan</td>
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<td>S/N</td>
<td>Name of Project</td>
<td>Length (KM)</td>
<td>Donor</td>
<td>Remarks</td>
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<td>TBC</td>
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<tr>
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<td>Sherkhan Bandar – Kunduz – Mazar – e - Sharif</td>
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<td>Ghorain – Robat Paryan(4th Section Khaf- Herat)</td>
<td>36</td>
<td>Italy, GoIRA</td>
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<td>4</td>
<td>Spin Boldak - Chaman</td>
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<td>Pakistan</td>
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<td>5</td>
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<tr>
<td>6</td>
<td>Torghundi – Kushk - Herat Airport</td>
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<td>TBC</td>
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<td>7</td>
<td>Design and Construction of 4 Dry Ports&amp; 2Multimodal Hub</td>
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**Feasibility Studies**

<table>
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<tr>
<th>S/N</th>
<th>Name of Project</th>
<th>Length (KM)</th>
<th>Donor</th>
<th>Remarks</th>
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<td>Funds available</td>
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<td>Farah- Zaranj - Lashkargah</td>
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<td>3</td>
<td>Jalalabad - Kabul - Parwan – Bamayan – Baghlan - Kunduz</td>
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<td></td>
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**Pre Feasibility Studies**

<table>
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<tr>
<th>S/N</th>
<th>Name of Project</th>
<th>Length (KM)</th>
<th>Remarks</th>
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</thead>
<tbody>
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<td>Lashkargah - Baramcha</td>
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<td>3</td>
<td>Kunduz – Takhar – Badakhshan - Wakhan</td>
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<td>4</td>
<td>Herat – Ghor -Bamayan</td>
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<td></td>
<td><strong>Total</strong></td>
<td><strong>1541</strong></td>
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</table>
A journey of Developing Railway Network

Technical Study Complete

2178Km 2020 Toorkhun-Jalalabad-Kabul (213km)

2756Km 2022 Kabul-Bamiyan-Baghlan-Kunduz (432km) Pole Alam-Gardiz-Khost (126km)

3266Km 2023 Kabul-Logar-Qazni-Kandahar

3658Km 2026 Bamiyan-Ghore (387Km) Lashkargah-Baramcheh

3854Km 2026 Ghore-Heart

4420Km 2027 Kosuchez-Takht-Badakhshan-Wakhan (566km)

Technical Study Completed for a Cumulative Track Length of 4420Km by the 2027

Railway in Operation

1674Km 2020 Farah-Zaranj-Lashkargah (430Km)
Shirerqin-Maimana-Kooshk (472km) Kandahar-Spinboldik (95km)
Lashkargah-Baramcheh (246km) Shirkhan Bandar-Kondoor-Mazar-e-Sharif (180Km)

2387Km 2022 Farah-Zaranj (192Km) Farah-Lashkargah (587Km) Kandahar-Lashkargah (134Km)

3023Km 2025 Kabul-Kandahar (510Km) Pole Alam-Gardiz-Khoost

3658Km 2026 Bamiyan-Ghore (387Km) Lashkargah-Baramcheh

3854Km 2026 Ghore-Heart

4420Km** 2027 Kosuchez-Takht-Badakhshan-Wakhan (566km)

Cumulative Track Length of 4420 Kms Constructed by the year 2030

By 2020

- Direct Connection to Uzbekistan
- Turkmenistan, Tajikistan, Pakistan and Iran
- 1674Km Railway Track
- 2200 Railway Staff

$3bn Cost of Rail Infrastructure
Scheduled Budget for Funding Railway Projects

ON THE FAST TRACK

North Zone
(1,237Km)
In Operation by 2020
-Shirinkhan Randar- Koanduz-Hairan
Mazar-e-Sharif-Aqina-Shabberghan-maimana
Toerquindi-Herat-Khawaf
Connected

North Zone-East Zone
(566Km)
In Operation by 2020
Konduz-Walchan
Connect

East Zone
(km 962)
In Operation by 2025
Kandahar-Ghazni-Loorag Kabul
Kandoor Connected

Central South Zone
(574Km)
In Operation by 2030
Ramian-Ghoor-Herat
Connected

West Zone
(876Km)
In Operation by 2020
Herat-Farah-Amiran-Zaranj-Qorgorj
Lashkargah-Kandahar-SpinBooldak-Connected

COST TO CONNECT

2020 Plan

2025 Plan

2030 Plan

Development Plan

Cumulative Track Length of 1429Km Constructed by the Year 2020 with a Cumulative Cost of $3.329Mn

2020
$1972 Mn

2021
$2280 Mn

2022
$2280 Mn

2023
$2367 Mn

2024
$2387 Mn

2025
$2654 Mn

2026
$706 Mn

2027
$1,972 Mn

2028
$2064 Mn

2029
$2264 Mn

2030
$2387 Mn

4420 km

3854 km

3658 km

3023 km

2387 km

1674 km

762 km

177 km

2016

2019

2020

2021

2022

2023

2024

2025

2026

2027

2028

2029

2030
Outcomes for Implementing Railway Development Plan

Fulfillment of Transportation Needs:

1. Transferring commercial, industrial and constructional goods and assets
2. Export of mineral products of the country to international and regional business markets (Afghanistan have a 1400 mine with over 90 mineral fields)
3. Export of commercial and agricultural products to the regional markets
4. Provide opportunities for transporting international and regional transit goods and assets
5. Linkage and connection of provinces with business centers across the country
6. Obtaining public facilities and services
7. Attraction in investment and private sector development
8. Creating job opportunities and providing new works and activities
• Lack of railway agreements and reforms between Afghanistan and Asian countries.
• Lack of the cooperation and communication facilities in the border stations.
• Political issues between countries.
• Absence of enough donors to fund Afghanistan railway projects.
• Difference of gauges (with neighbor countries).
• Lack of the technical stuff.
Thanks for your attention

(Q & A)