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

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I. R. Iran: signatory (7 November 2013)

Situation of Ratification: Under the procedure and progress of ratification. Hopefully in 2016 become a party to the agreement.
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Dry Ports in Iran

- Imam Khomeini International Airport, Tehran Province
- Motahari Rail Station, Mashhad, Khorasan Razavi Province
- Salafchegan Special Economic Zone, Qom Province
- Sirjan Special Economic Zone, Kerman Province
- Arvand Free Industrial Zone, Khozestan Province
- Sahlan Special Economic Zone, Tabriz, East Azerbaijan Province
- Sarakhs Special Economic Zone, Khorasan Razavi Province
- Shahid Dastgheyb International Airport, Shiraz, Fars Province
- Zahedan Logistics Centre, Sistan and Baluchestan Province
Iran’s dry ports location in map

Caspian Sea

Persian Gulf
Linkage of Dry Ports with AH & TAR
Imam Khomeini International Airport
(Tehran Province)
Motahari Rail Station, (Mashhad, Khorasan Razavi province)
Salafchegan Special Economic Zone (Qom Province)
Sirjan Special Economic Zone, Kerman Province
Arvand Free Industrial Zone, Khozestan Province
Sahlan Special Economic Zone, Tabriz, East Azerbaijan Province
Sarakhs Special Economic Zone, Khorasan Razavi Province
Shahid Dastgheyb International Airport, Shiraz, Fars Province
Zahedan Logistics Centre, Sistan and Baluchestan Province

Sistan & Baluchestan Province

Zahedan Logistics Centre

Legend:
- Iran Cities
- Province Centers

Road Net:
- Free Way
- High Way
- Main Road
- Minor Road
- Sea

Persian Gulf

Caspian Sea
In addition to abovementioned dry ports two other Points being established:

1. Aprin Dry Port, Tehran Province
2. Incheh borun multi modal border point, Golestan Province
Project Summary: objectives:
1. development of rail transport oriented container transport
2. construction a central dry port in railway network

Project Type: Construction a dry port (Total area 400 hectares)
Project Delivery Framework: BOT
Project Location: Tehran
Province Total CAPEX Estimate: 42 million €
Incheh borun, New Multimodal Dry port in the route of Iran – Turkmenistan Kazakhstan Railway

- **Project Summary: objectives:**
  1. Increase in transit transportation
  2. Construction Discharge terminal, loading, storage and marketing
  3. Increasing cross-border transactions in the export and import of goods

- **Project Type:** Construction a Multi modal terminal (Total area 1200 hectares)

- **Project Delivery Framework:** BOT

- **Project Location:** Golestan Province _ Inche Boroun Border Point

- **Total CAPEX Estimate:** 62 million €
Incheh borun plan

The Required Inche Borun Railways Station Area Drawing and Future Development Plan

1st Phase

2nd Phase

3rd Phase

Required Lands for Rail Services & Investor Attraction-50 Hectare

Required Lands for Rail Tracks & State Owned Railway Station Buildings
In Land Locked Countries like CIS and the CAUCASUS countries the importance of Dry Ports in doubled:

1. In minimizing Border crossing delay
2. In reducing border crossing Procedures
3. In minimizing transport and logistic cost
Rail connection of Iran–Turkmenistan–Kazakhstan
(Launched in December 2014)

Total length: 926 km
- Iran: 90 km
- Turkmenistan: 700 km
- Kazakhstan: 136 km
Construction of Qazvin-Rasht-Anzali-Astara; 375 km (A missing link in North-South corridor that may decrease the length of the route from Finland to India)

Qazvin-Rasht-Astara the only missing link in North-South Corridor passing through Iran

45 Days

Long path 30 percent cost increase

MARINE length: 16,129 km
Almaty-Bandar Abbas Corridor:
Rail connection between Iran-Afghanistan (KTAI)

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Almaty – Istanbul Corridor
The main Problems and challenges of Dry ports in the Region as well as in Iran:

- Inadequate infrastructures (road, rail, port, airport) connecting to Dry ports.
- Inadequate financial recourses to develop and well-equipment of dry ports.
- Different procedures for establishing dry ports.
- The problem of ownership of dry ports (private sector or public sector and government).
- Weak Harmonization between investment on different modes of transport and development of dry ports.
- ...
Thank You
For Your Attention

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