



Transport Infrastructure Development in the Republic of Armenia

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Transport Sector Strategy

In the year of 2008 by the grant of Asian Development Bank (ADB) was drafted Transport Sector Development Strategy for **2009-2019**, covering the all modes of transport.

Long Term Vision:

- **environmentally responsible transport**
- **mobility for all**
- **promoting national, regional and local development.**

The Goals:

- **Facilitate international trade, economic development, regional balance and job creation**
- **Develop, manage and efficiently utilize assets and resources**
- **Improve services and modal integration**



Objectives:

- 1. Upgrade international and interstate road corridors, in phases.**
- 2. Rehabilitate and develop infrastructure to an economically appropriate standard**
- 3. Institute sustainable maintenance, adequately resourced and effectively managed**
- 4. Manage demand and balance modal supply to reduce congestion**
- 5. Enhance governance and regulation of service provision and operation**
- 6. Improve institutional structure and redefine management responsibilities**
- 7. Develop a medium/long term planning and financial management capability**
- 8. Improve the application of logistics and IT**
- 9. Improve safety and enhance environmental protection**
- 10. Mobilize international support for the objectives**



Transport Infrastructures

Roads

- Interstate – 1686 km
- Republican – 4056 km
- Local/Rural – 1962 km



Road Sector

Indicative Investment Plan (2010-2017)

Road and Section	Length (km)	Cost (\$ million)	Financing	Status	Completion
1. North-South Corridor M-1	164	397	ADB	FS/Loan	2016
2. North-South Corridor M-2	381	388	ADB/WB	FS	2016
3. M-3: Georgia-Vanadzor-Turkey	22	50	WB	Loan	2013
4. M-6: Vanadzor-Alaverdi- Georgia	53	58	ADB/WB/JICA/Government Budget	Loan	2013
5. Rural Roads Program	840	301		In progress/Loan 2009/Review	2015
Total Investments plus Government Taxes		1,433			
1. Implementation of Road Sector Plan		10	ADB		
2. Implementation of Road Safety Strategy		10	Government		
Total Investment Components		20			
GRAND TOTAL		1,453			



Main Transport Road Corridors

- North – South

M-1 Yerevan – Gyumri – Georgia border – 164 km

M-2 Yerevan – Yeraskh – Goris – Meghri – Iran border – 381 km

Total: 545 km

- West – East

Turkey border – Gyumri – Vanadzor – Dilijan – Ijevan – Azerbaijan border - 171 km

NORTH – SOUTH CORRIDOR MAP

Roads



WEST - EAST CORRIDOR MAP

Roads

Kars/Turkey border – Gyumri – Vanadzor - Ijevan/Gazakh Az. border



North - South Road Corridor

Proposed \$500 million ADB Multi-Tranche Financing Facility

Upgrading of North-South corridor:

Meghri (Iran border) – Kapan – Yerevan – Gyumri – Bavra (Georgia border)

Tranche 1: 70 million USD

Rehabilitation and Reconstruction of Existing Yerevan - Ashtarak 4 lane first category road – 18 km

Yerevan – Ararat – 45 km

Tranche 2:

Gyumri – Bavra/Border of Georgia

Sisian – Kapan alternative to the existing road

Tranche 3:

Upgrading road category along the corridor



Transport Strategy 2009-2019

Improvement of North-South Corridor and Other Interstate Roads

- **RD-2 Yerevan Western Bypass (20 km) Missing Links (ADB)**
- **RD-8 Gyumri Eastern Bypass (20 km) (ADB)**
- **M2/M3/M6: Rehabilitation (World Bank)**





Railway Corridors

- North – South Corridor

400 km – Gagarin – Meghri/Iranian border section

**Georgian border – Vanadzor – Dilijan – Gagarin –
Meghri/Iranian border**

- West – East Corridor

**Turkey border – Gyumri – Vanadzor – Dilijan – Ijevan
– Azerbaijan border – 180 km**



Railway Infrastructures

Railroad Projects

- **New railroad Gagarin – Meghri/Iran border (approximately 400 km)**
- **Rehabilitation Dilijan - Ijevan/Azerbaijan border**
- **Construction of new railroad Dilijan – Vanadzor, which is missing (up to 40 km)**
- **Rehabilitation of “Railroad Gauge change” terminal in Gyumri**

RAILWAY CORRIDORS

North - South Corridor

400 km – Gagarin – Meghri/Iranian border section

Georgian border – Vanadzor – Dilijan – Gagarin – Meghri / Iranian border



RAILWAY CORRIDORS

East - West Corridor

41 km Missing Rail Link: Vanadzor – Dilijan

Kars (TUR) – Gyumri – Vanadzor – Dilijan – Ijevan – Gandza (AZE) – Alat (AZE) – Baku (AZE)



Armenia - Turkey Protocol

Announced on 31 August, 2009 provides timetable for normalization of relations and for opening of border.

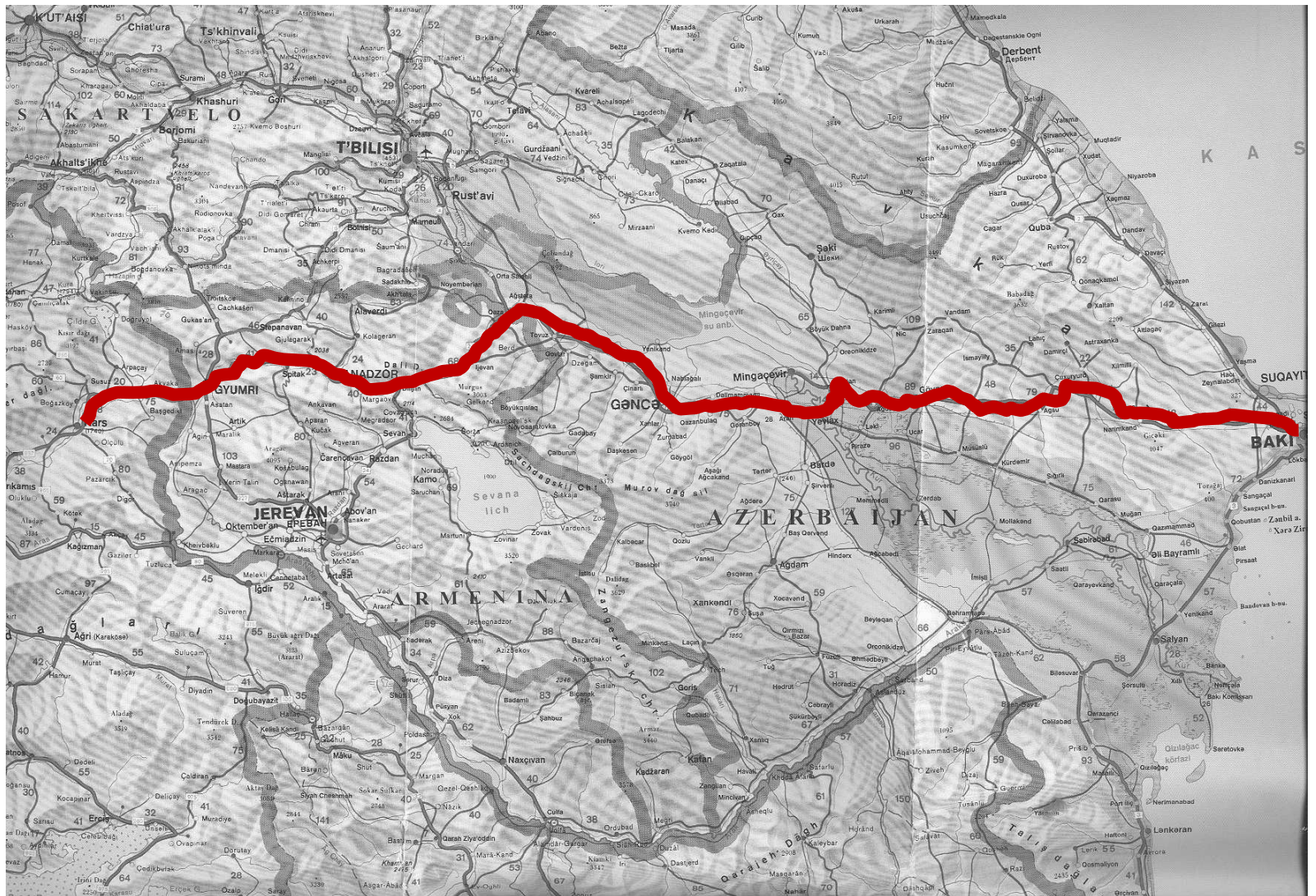
Impacts:

- Lower transport costs
- Much shorter East-West transit through Armenia
- Reporting of Kars – Gyumri rail link



Armenia - Turkey Protocol

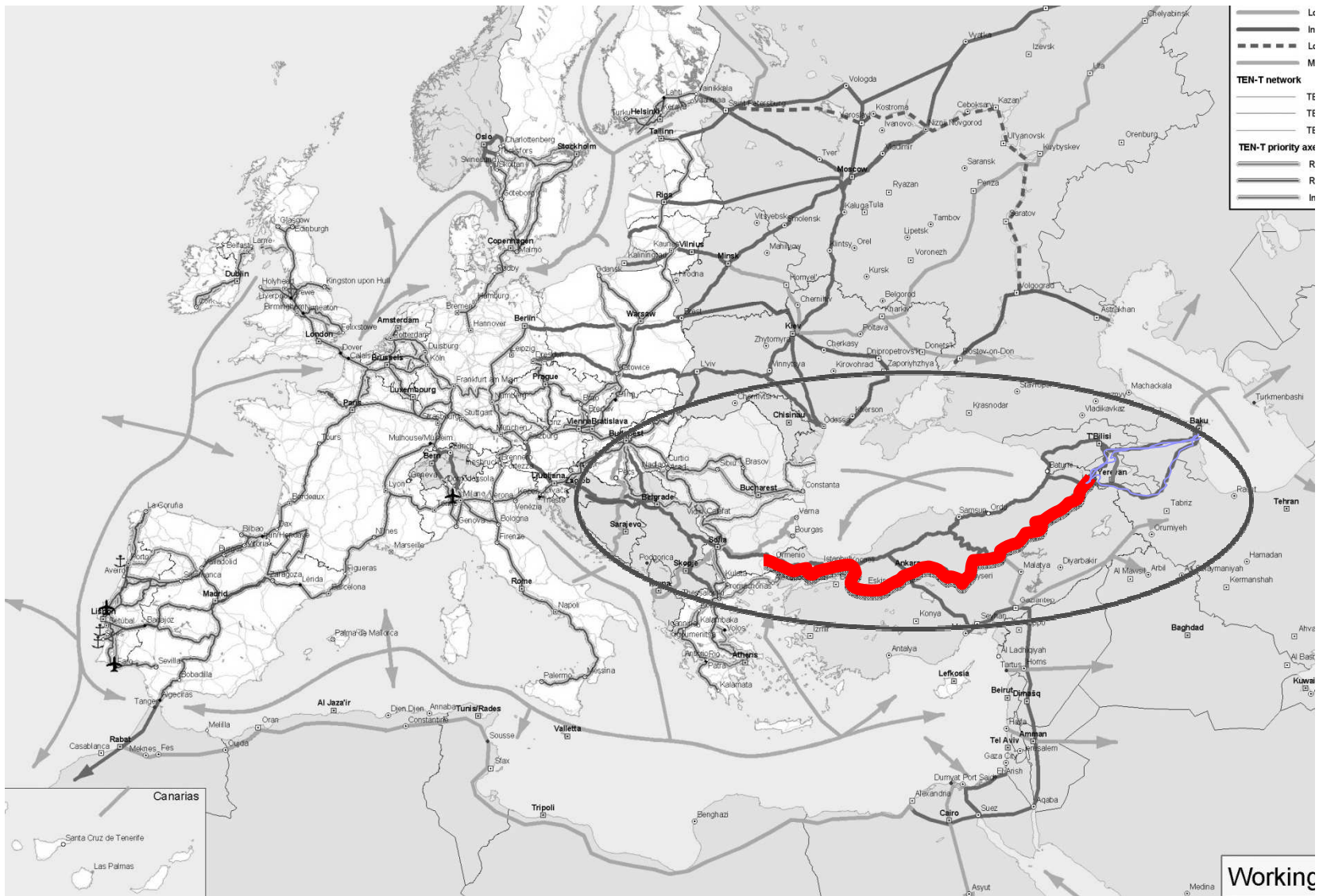
Road infrastructures



THANK YOU



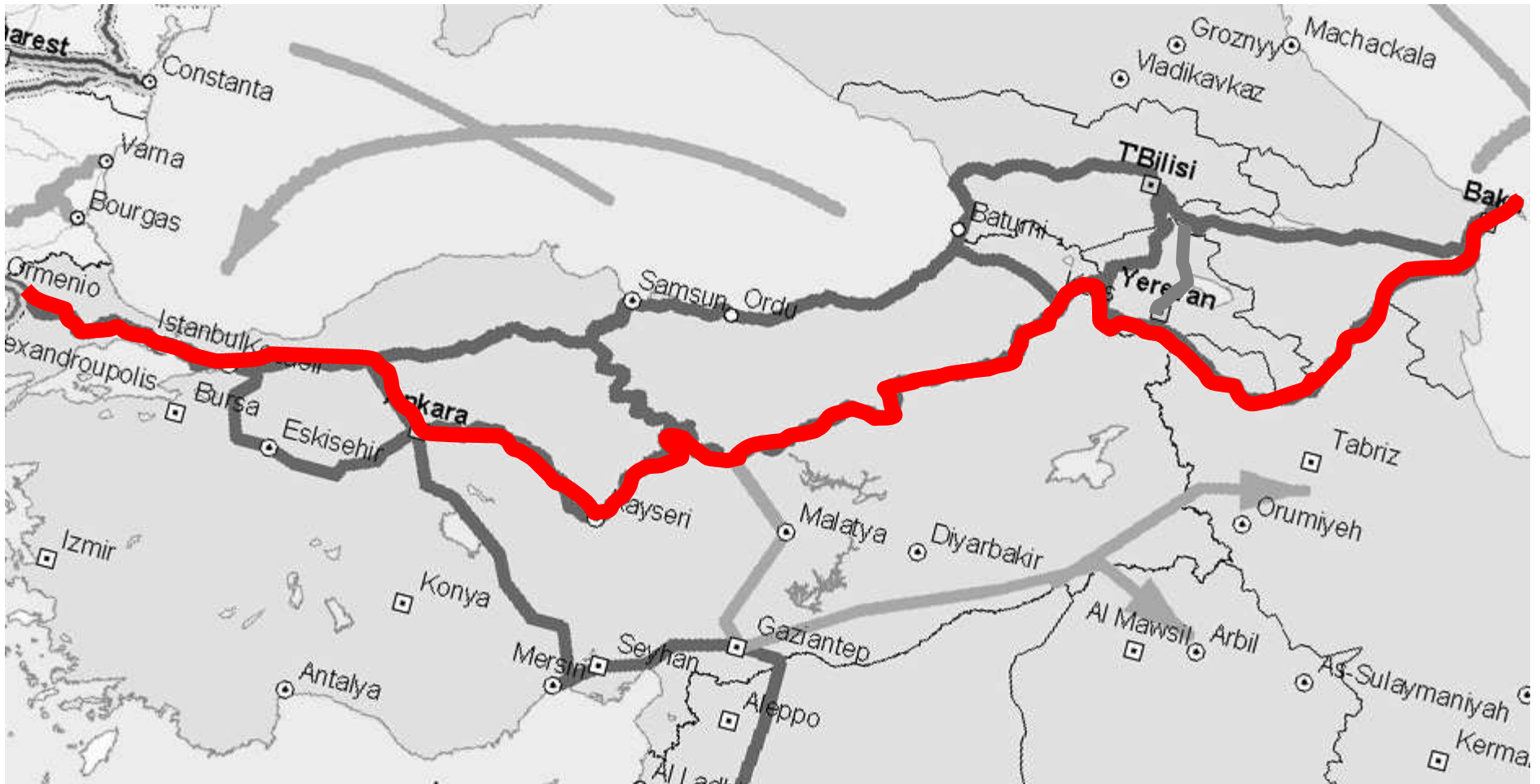
South Eastern Axis: Linking Europe with South Caucasus

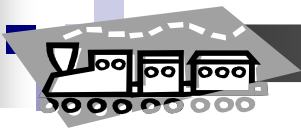


Working

South Eastern Axis: Railroad

**Europe – Istanbul (TUR) – Kars (TUR) – Gyumri (ARM) –
Nakhijevan (AZE) – Meghri (ARM) – Baku (AZE)**





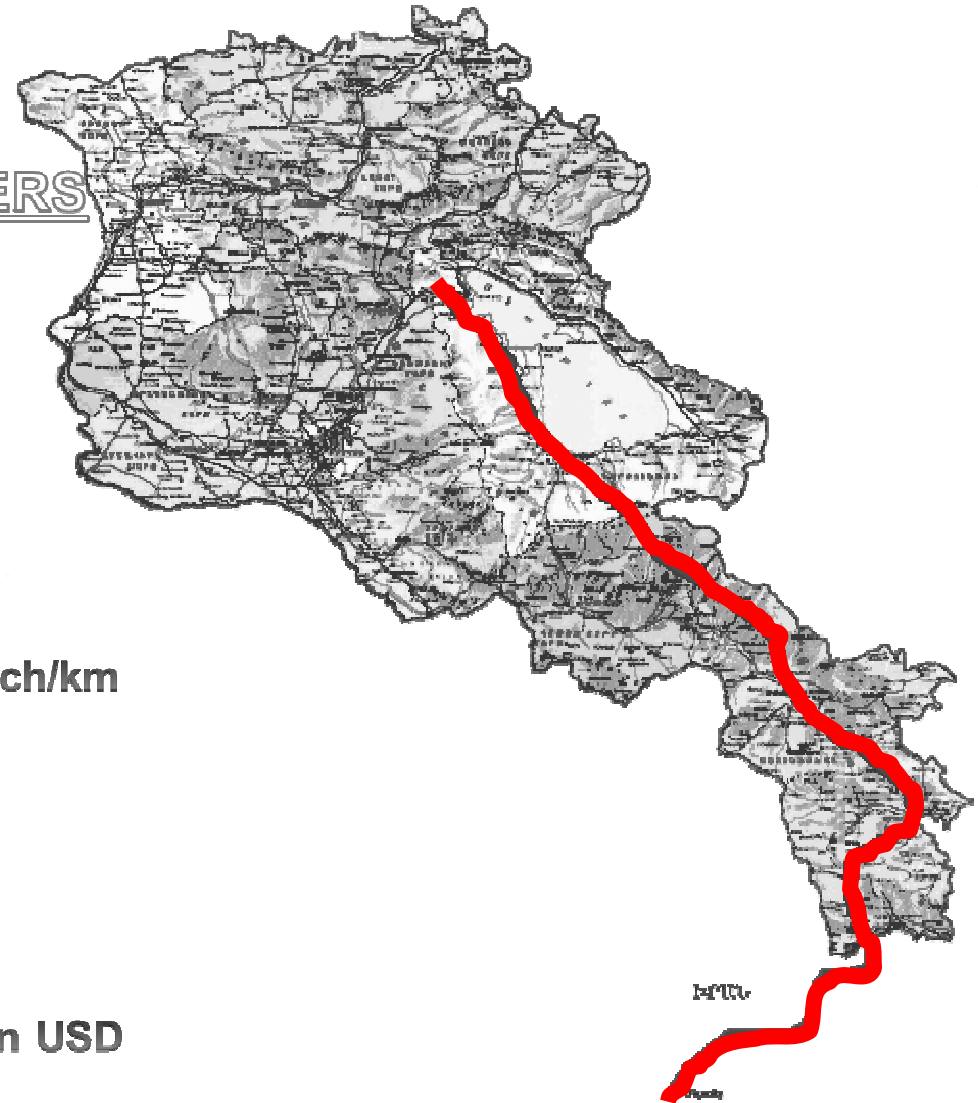
Railroad Priority

Republic of Armenia

GAGARIN – KAMO – MARTUNI – JERMUK – KAPAN
- MEGHRI – MERAND (IRAN)

RAILROAD'S BASIC PARAMETERS

Construction Length	: 469.6 km
Road Category	: III one line
Steering leaning	: 28 %
Length maximum leaning	: 30 %
Bridges and over-bridges	: 54
Tunnels	: 7/23.95 each/km
Stations	: 9
Substations	: 30
Average speed of movement	: 40 km/h
Average altitude above sea	: 1760 m
Approximate construction cost	: 1.5-2 billion USD





*Dilijan – Ijevan / Kazakh – border
of AZE needs to be rehabilitated
48.3 km
(landslides)*

*Constructed in 1986
Not operating since 1993
Oktemberyan*

*Vanadzor – Dilijan (Fioletovo) –
47km
should be newly constructed,
which will shorten the way in case
of opening the border with Turkey*