

A large, stylized graphic of a globe with several curved lines representing latitude and longitude, rendered in a light gray color against a darker gray background. The globe is centered behind the main text.

The North-South Corridor
THE NEW CAUCASUS ROUTE

UIC

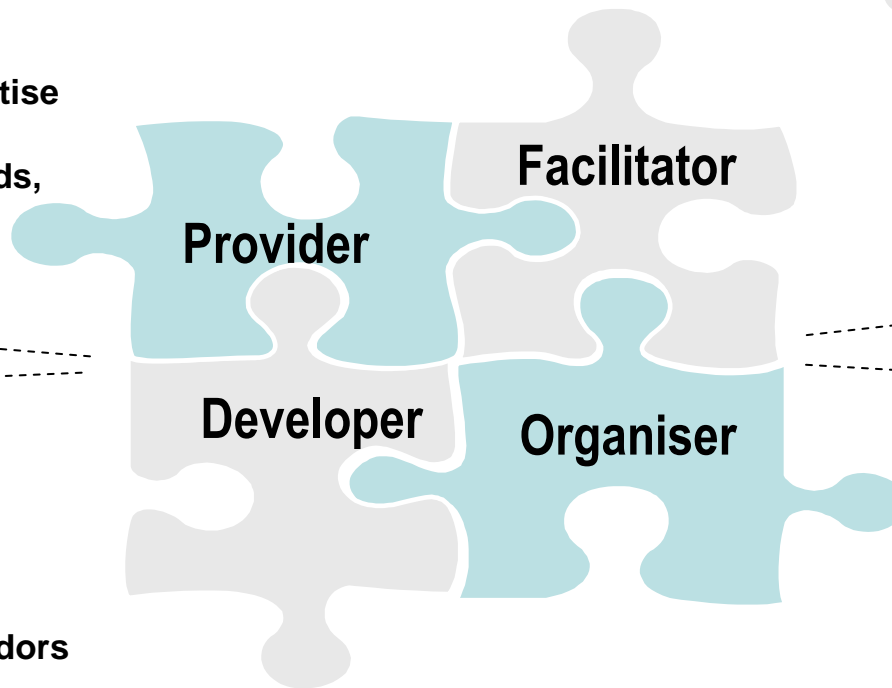
The World-wide organization for co-operation among Railways

Mission:

At World level UIC shall promote rail transport in order to meet challenges of Mobility and Sustainable development

- 1 ✓ Know How, technical and operational expertise
 - ✓ Technical solutions
 - ✓ Regulations, standards, best practises

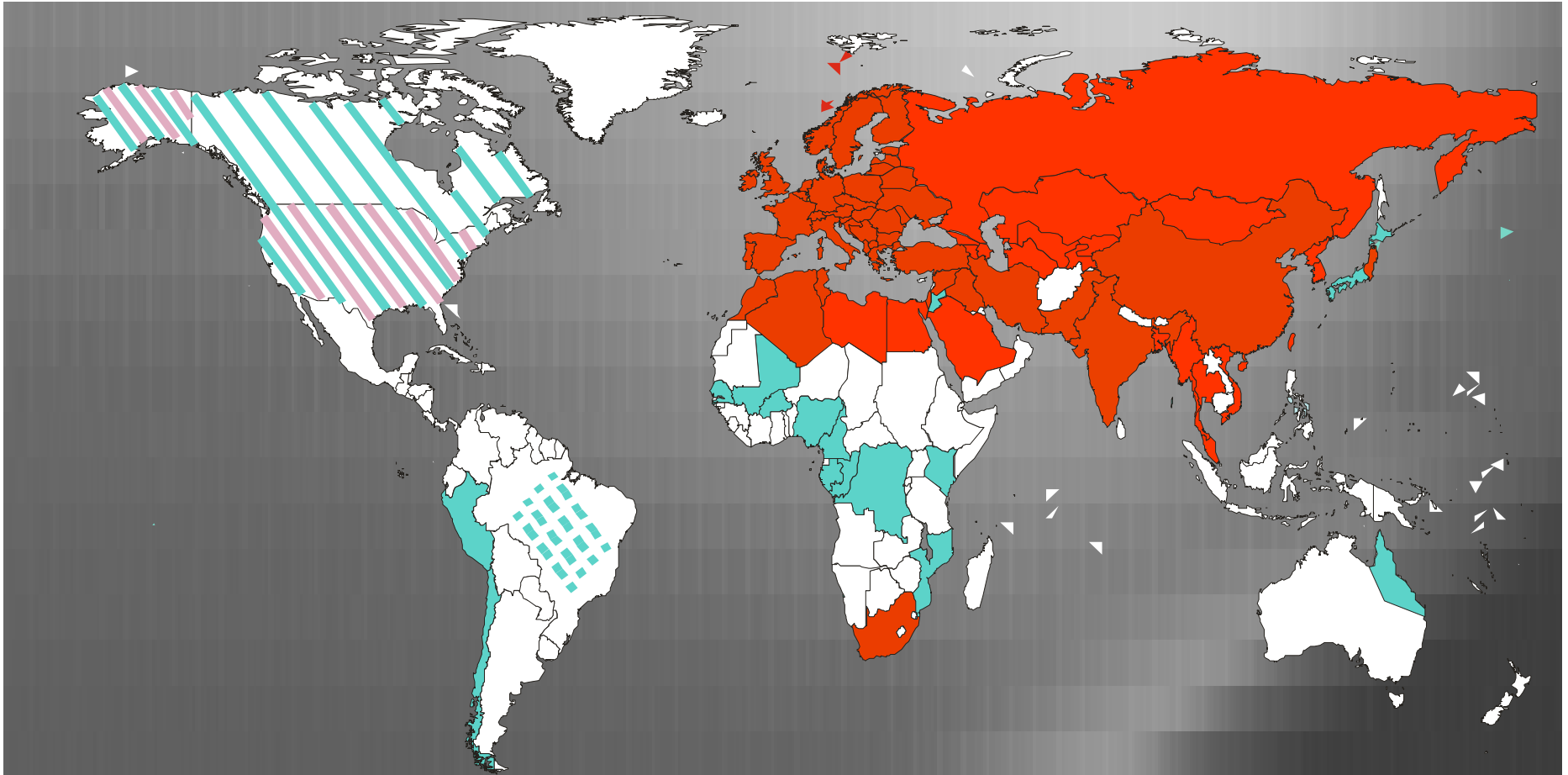
- 2 ✓ Specifications
 - ✓ Standards
 - ✓ Interfaces
 - ✓ Studies
 - ✓ Interoperability for international rail corridors



- 3 ✓ Exchange platforms, Innovation: new ideas, new concepts
 - ✓ Protecting member
 - ✓ Support policies of development of key infrastructure projects

- 4 ✓ Forums
 - ✓ Platforms
 - ✓ Study groups
 - ✓ International conferences
 - ✓ congresses

UIC – a global association with almost 200 members around the world



Members: **82** Active **82** Associate **35** Affiliate



G R F C 2010 – ST. PETERSBURG
2ND GLOBAL RAIL FREIGHT CONFERENCE



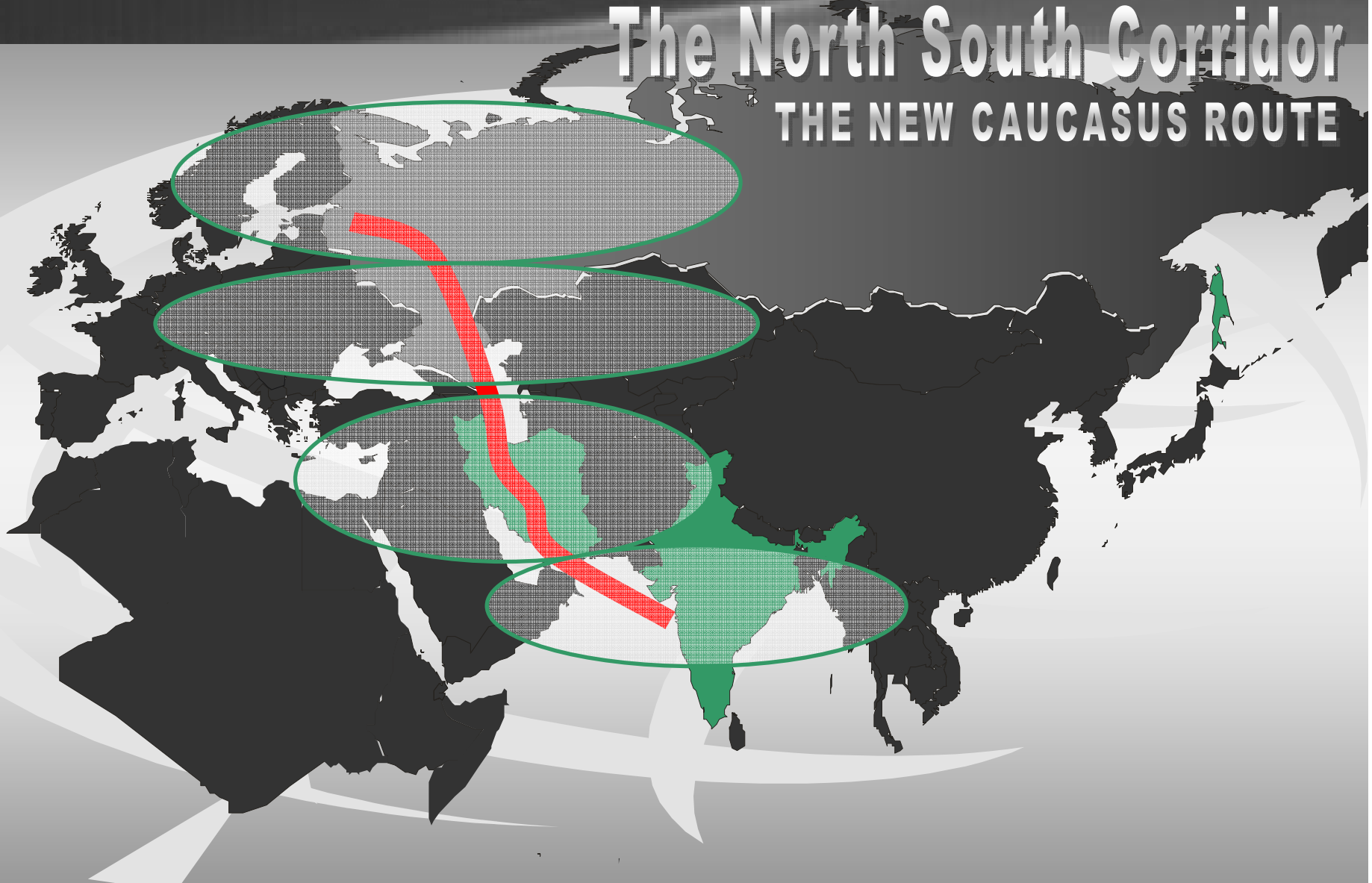
6-7 July 2010

Preliminary Program

- World class logistics
- Intermodal solutions
- Intercontinental rail links
- Paperless transport
- Economic trends and logistics
- Sustainable logistics
- Technological innovations
- Reshaping wagonload

The North South Corridor

THE NEW CAUCASUS ROUTE



Feasibility study 3.10.2008

THE INTERNATIONAL UNION OF RAILWAYS



International corridor development
The North-South Corridor

"The New Caucasus Route"

Feasibility study



3. October – 2008

⇒ ***UIC's objective was to prepare a feasibility study***

⇒ ***....highlighting some of the required conditions for future operation***

⇒ ***...on a particular route along the North-South Corridor***




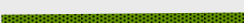


The selected route: criteria

- ⇒ The most viable route on longer term
- ⇒ As few countries as possible (easier agreements and border crossings)
- ⇒ The route has as few discontinues points (gauge break, trans-loadings etc) as possible
- ⇒ The distance is as short as possible
- ⇒ Focus on the railways, i.e. we use trains where it is possible or railway sections can be developed
- ⇒ There are alternatives (back-up) routes/sections if the main section fails (like sea transport over the Caspian Sea and railways transport through Azerbaijan)
- ⇒ The route is recommended by organizations like the UN and railway organizations like RZD, RAI, IR and others)

NORTH-SOUTH CORRIDOR – THE NEW CAUCASUS ROUTE

RUSSIA

LEGENDS:

- 1520 m.m. 
- 1435 m.m. 
- 1435 m.m. (project) 
- 1667 m.m. 
- Sea connection 
- Main corridor indication 

Murmansk

St.P.

MOSCOW

BELARUS

UKRAINE

KAZAKHSTAN

TURKEY

The new link Astara-
Quazwin

Teheran

The new link Bam-
Zahedan

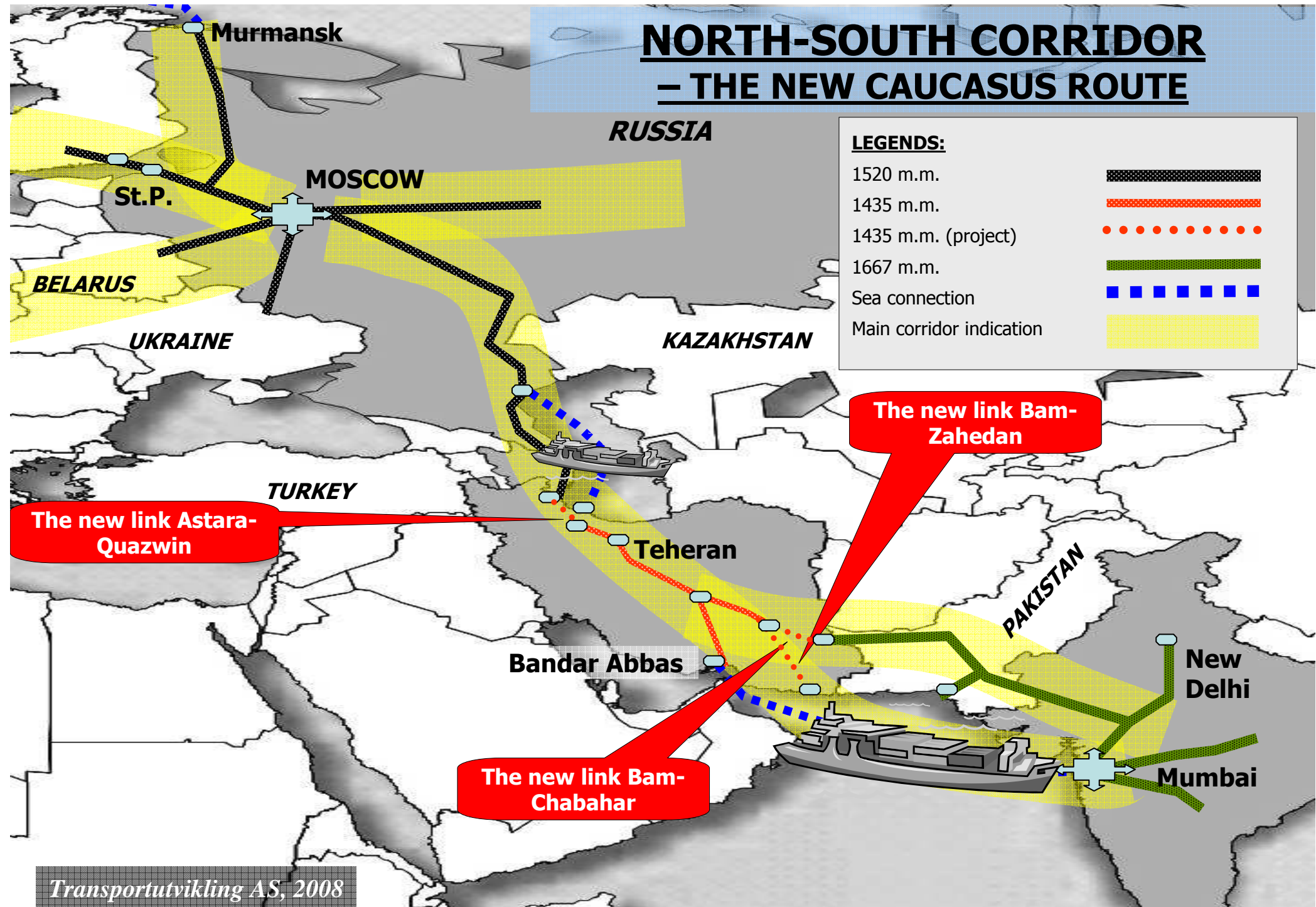
Bandar Abbas

PAKISTAN

New
Delhi

The new link Bam-
Chabahar

Mumbai



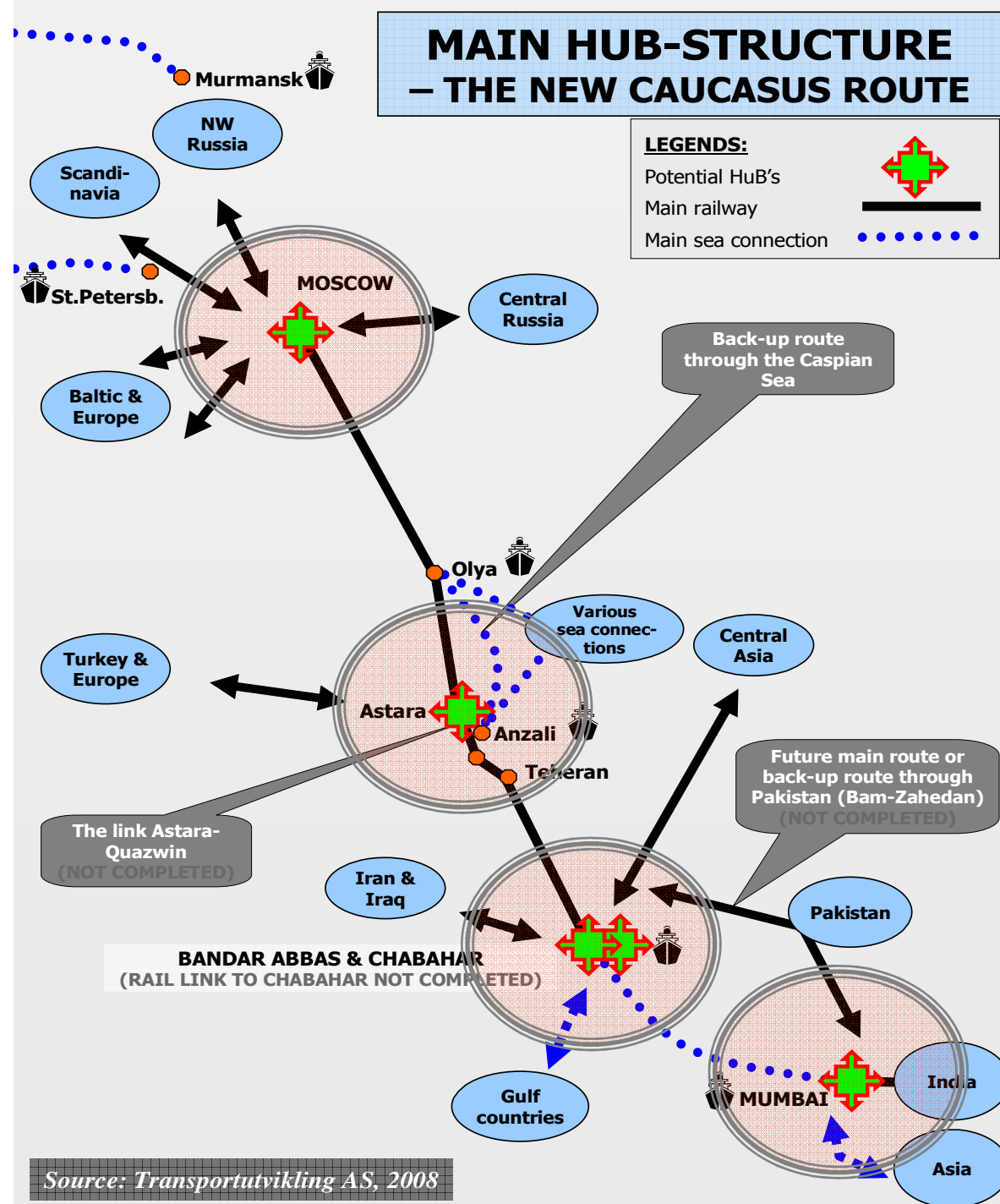
MAIN HUB-STRUCTURE – THE NEW CAUCASUS ROUTE

LEGENDS:

Potential HuB's

Main railway

Main sea connection

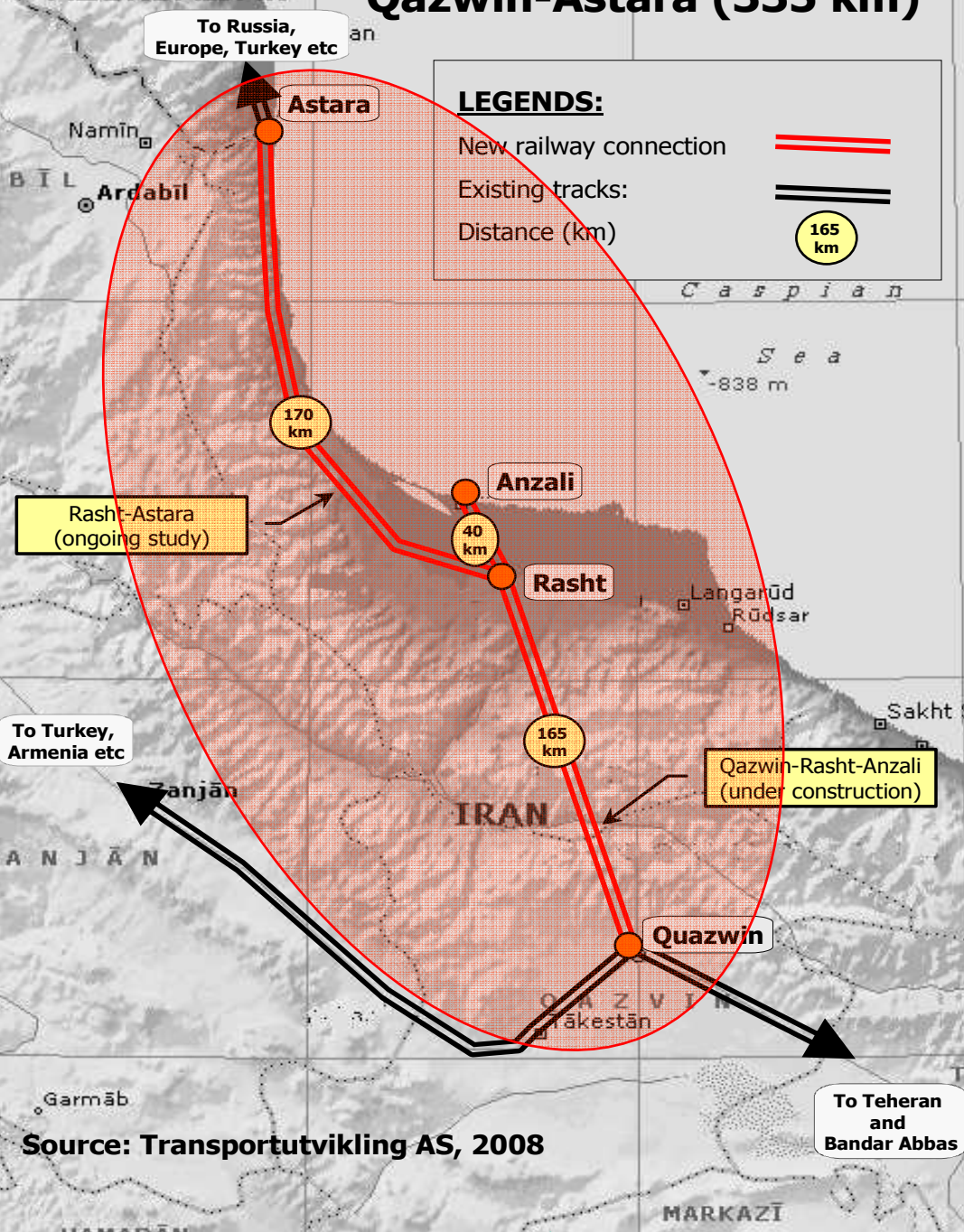


Hub-structures

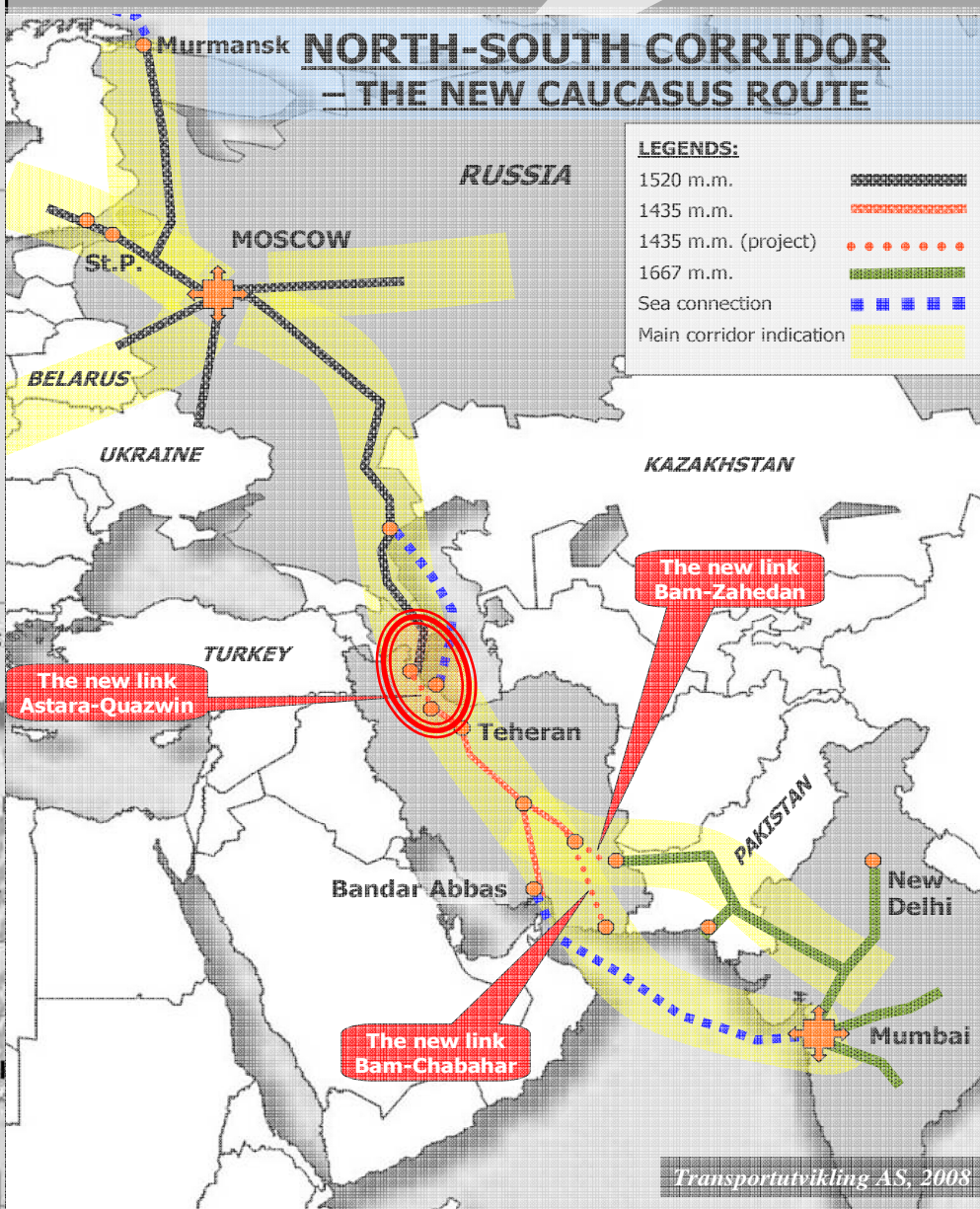
- Requirements:
- Well developed distribution network
- Market conditions
- Well developed logistical and organizational systems

Most important project

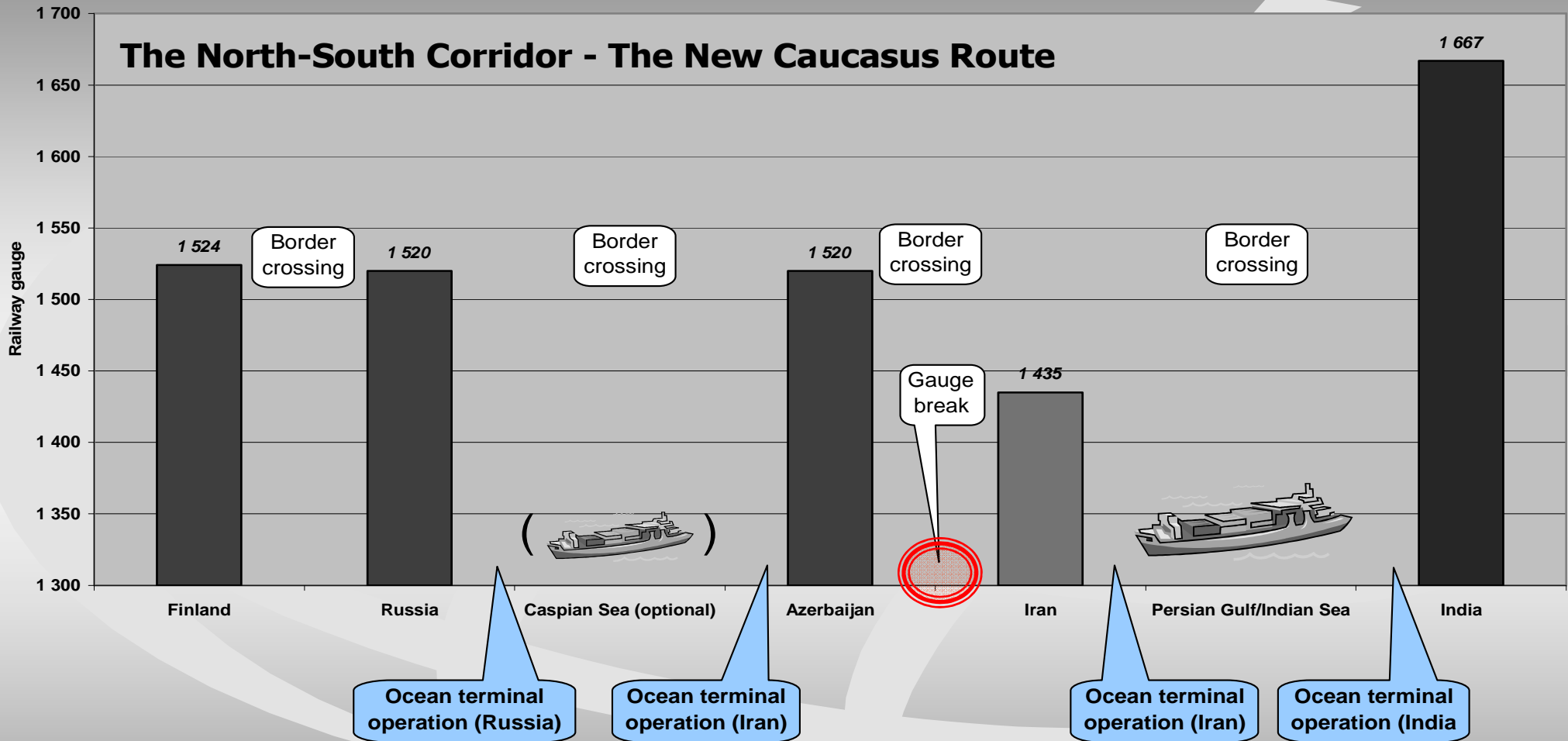
Qazwin-Astara (335 km)



NORTH-SOUTH CORRIDOR - THE NEW CAUCASUS ROUTE



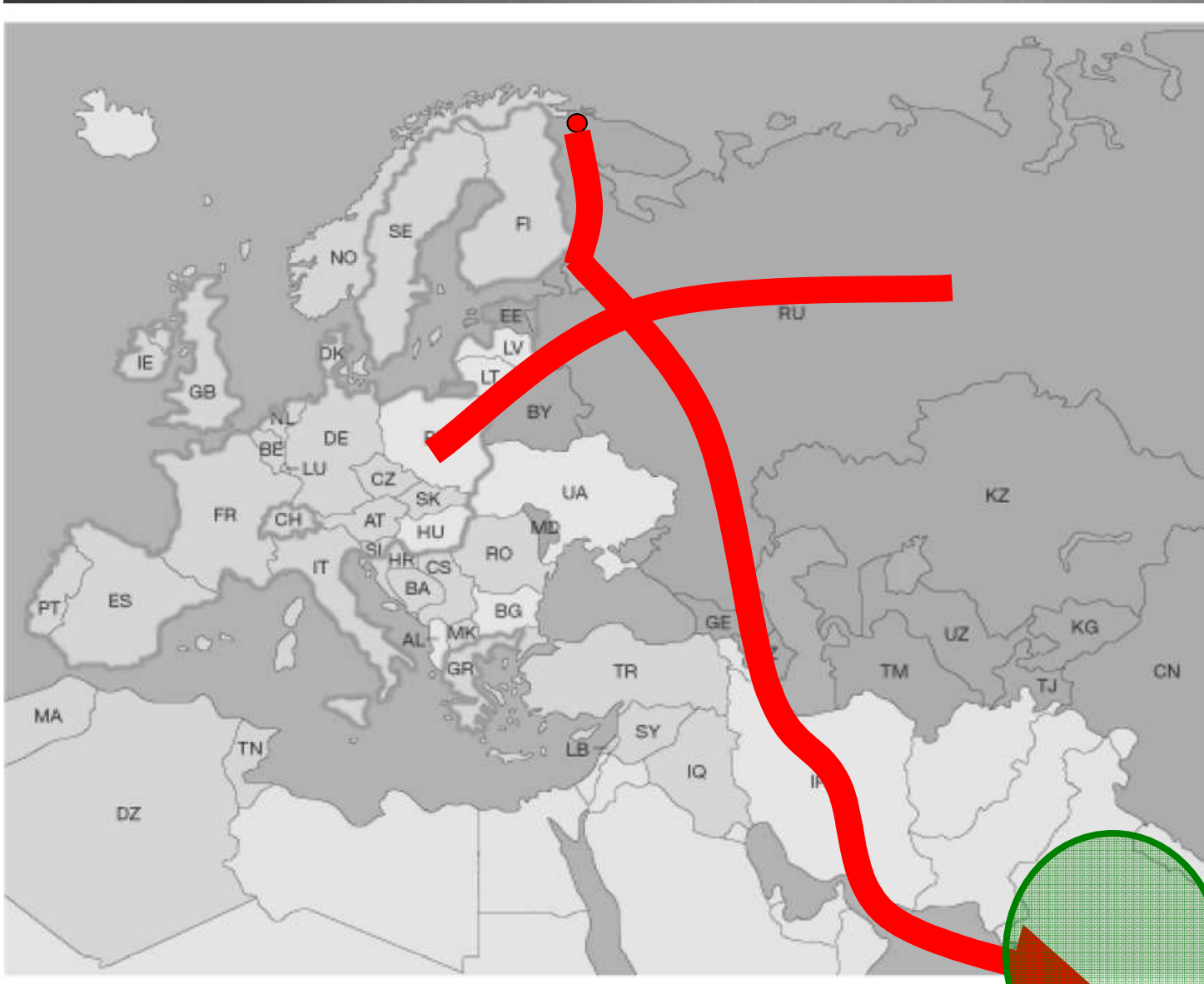
Infrastructure and operational feasibility



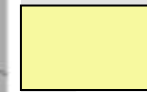
Source: Transportutvikling AS-2008

In practical terms; we will face only one railway gauge break for the North-South Corridor and the New Caucasus Route (Azerbaijan/Iran). This is favorable, compared with many other railway corridors along the Europe-Asia axis.

North-South – legal issues



CIM

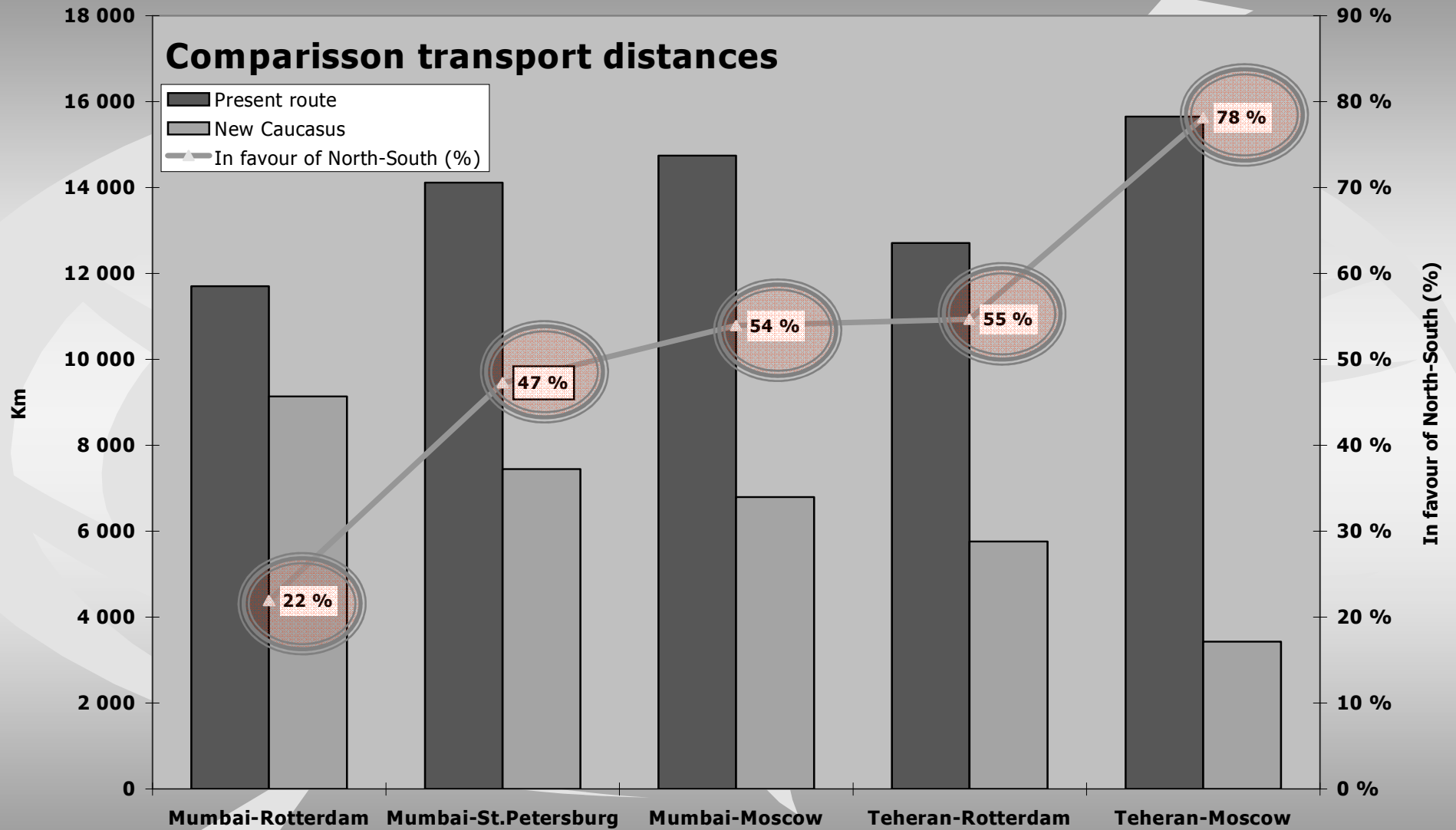


CIM / SMGS



SMGS

Distance comparison



Commercial viability freight rate



- ⇒ **The present price level is probably a challenge. The challenge is related to both the railway section and the ocean leg**
- ⇒ Compared with the existing alternative and a **port-to-port** transport, the North-South corridor has to improve to be competitive. We believe improvements are possible
- ⇒ When the origin/destination is located to the **inland regions** of Europe, and close to the corridor's main lane, the North-South corridor is more competitive

Progress

⇒ **The progress proposals is based on a long term perspective, - well knowing that the railway infrastructure is currently missing between Azerbaijan and Iran**



Progress – initial work

- ⇒ **Establish a closer and more formalized project interaction between UIC and the railways, particularly connected to the work which has been ongoing in RZD (feasibility study). Important elements to focus on are:**
 - **Verifying and updating information in general**
 - **A more detailed service/product description (QA, transit times, rates, capacity, terminal functions, border crossings etc.)**
 - Verifying a viable product is usually to be done before any major investments.
 - **A more detailed market analysis**
 - **Logistical development in general along the corridor**
 - **Securing political accepts and financial support**

Progress - continuation

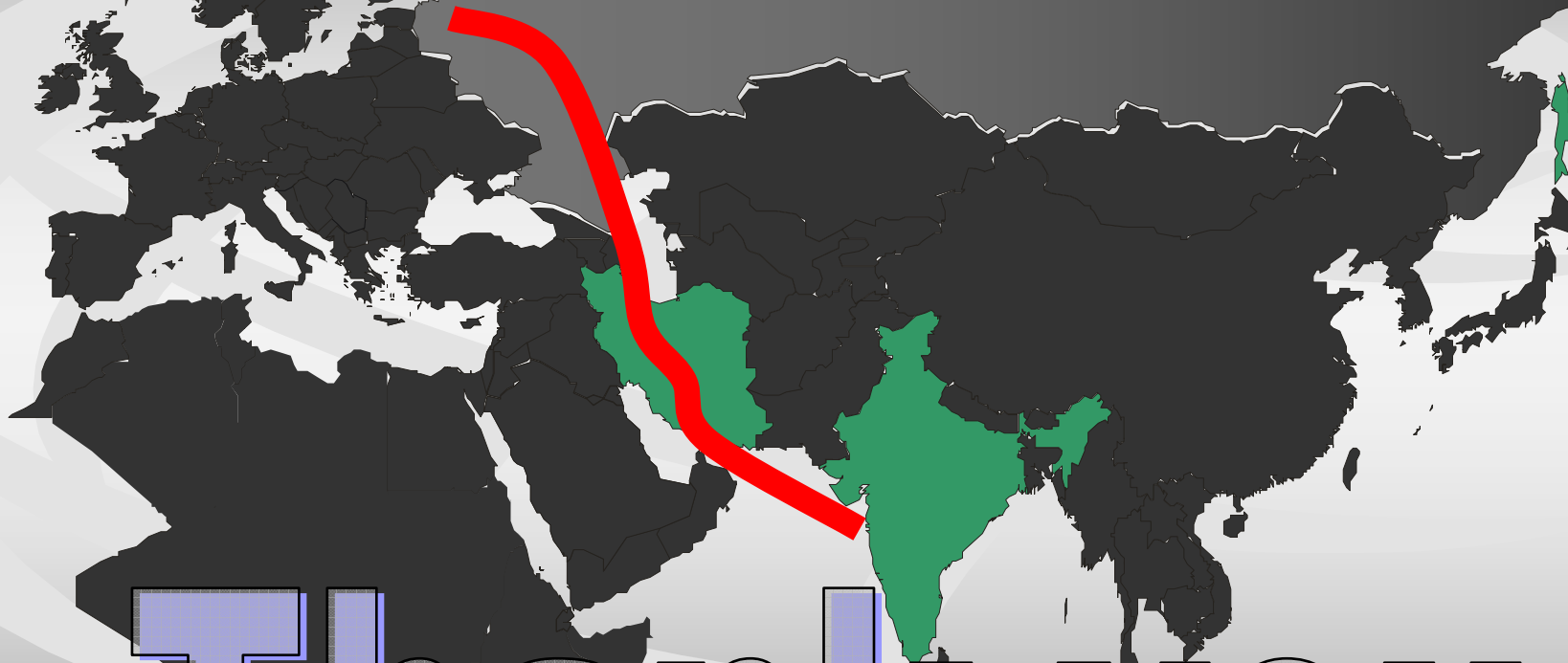
- ➔ **Take steps to establish a committed company for the corridor development, including:**
 - Establish a professional “board”
- ➔ **Prepare a business plan, including a time schedule, for a demonstration run**
- ➔ **Prepare and conduct the demonstration run when the missing link Iran-Azerbaijan is completed**

**UIC Global Team of Experts meeting will be held in Paris
December 16-17 2009**

**Railway undertakings which are affiliated to the corridor are
welcome to participate. Invitations will be sent out next
week.**

The North South Corridor

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Thank you