



TRACECA Investment Forum

ID: IR04

TRACECA PROJECT FICHE

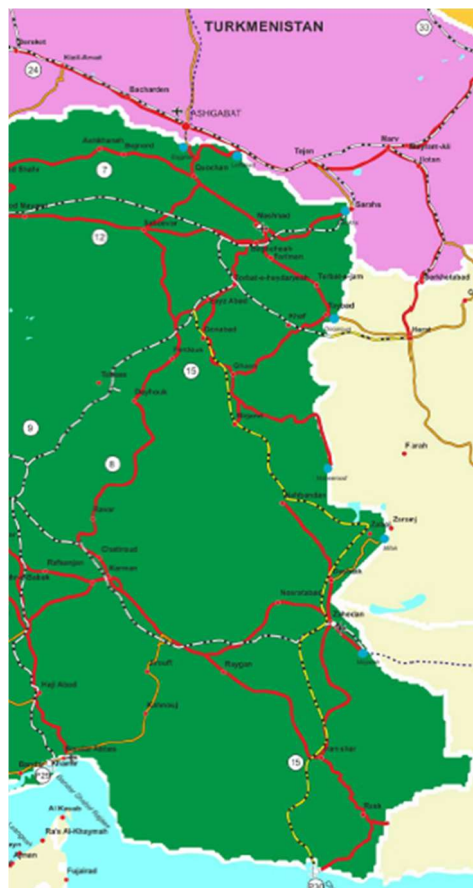
CHABA HAR-ZAHEDAN-BIRJAND-MASHHAD RAILWAY

1 BASIC INFORMATION

TITLE: Chabahar-Zahedan-Birjand-Mashhad Railway

SECTOR: Rail

LOCATION: Islamic Republic of Iran





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2 OBJECTIVES

2.1 OVERALL OBJECTIVES

To develop the transit route of the Eastern part of Iran in order to facilitate transit between Oman and Caspian seas and to reduce the route between Central Asian countries and the Southern Seas.

2.2 PROJECT PURPOSE

The length of project is 1800 Kilometers. The purpose of the project is to connect Chabahar Port to the North, Northeast and even West of the country, and to transfer Cargo from and to Southeast Asian through this port.

2.3 CONTRIBUTION TO NATIONAL DEVELOPMENT PLAN

This project is one of the most important national priority projects that have been approved in the upstream and strategic documents of the country in order to increase the transit of Iran and also the development of the Eastern regions of Iran.

2.4 CROSS BORDER IMPACT

Significant impact on facilitating the flow of Iranian water borders to the Oman Sea and the Caspian Sea through the establishment of a rail link and also playing a constructive role in increasing transit through Iran's rail link to neighboring countries in the East, Northeastern and Northwest of the country.

3 DESCRIPTIONS

3.1 BACKGROUND AND JUSTIFICATION

Considering the importance of this project at the national and international levels and the interest of the interested countries for participation and investment, this project has been negotiated at different times, and several proposals are currently under consideration. This project is under consideration. Some Parts between Chabahar- Zahedan (20 % Physical Progress until August 2017) are in the form of a contract. But integrated project will be presented as an investment package for investment attraction.



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3.2 LINKED ACTIVITIES

Introducing the project as an opportunity to invest in meetings and conferences and direct negotiations with domestic and foreign investors.

3.3 LESSON LEARNT

Given the scarcity of government funding and inadequate funding, the BOT model is a priority model for investment in the BOT project, based on non-governmental sources of finance

3.4 ACTIVITIES

Feasibility study is available, required land is provided.

4 PROJECT ORGANISATIONS

4.1 INSTITUTIONAL FRAMEWORK

Ministry of Roads and Urban Development, Islamic Republic of Iran

4.2 OWNERSHIP/IMPLEMENTING PARTY

Islamic Republic of Iran Construction and Development of Transportation and Infrastructure

4.3 ORGANISATION STRUCTURE

Government Organization

5 DETAILED BUDGET (EUR/\$)

No.	Description	Investment	Financing	Co-Financing	Total
1.	Total	Million Euro	2021	0	0
2.					
3.					
4.					
					Total:2021 million Euro



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6 RISK ASSUMPTIONS AND CONSTRAINTS

No unusual risks

7 IMPLEMENTATION SCHEDULE

7.1 PHASE 1: Chabahar- Zahedan

7.2 PHASE 2 Zahedan-Mashhad

8 ENVIRONMENTS

Lunching this project will promote and encourage the railway transportation as green transport in the TRACECA region and integrate this system of transportation with the ports and international waters.

9 RATES OF RETURN

9.1 FINANCIAL RATE OF RETURN (PERIOD OF ANALYSIS IN YEARS):7 %- 20 Years

9.2 ECONOMIC INTERNAL RATE OF RETURN (PERIOD OF ANALYSIS IN YEARS):

9.3 HAVE THE FEASIBILITY STUDIES BEEN COMPLETED AND WHEN: yes, 2015

9.4 ECONOMIC ASSESSMENT: yes

Since the Volume of Transit and rate of Transportation has been increased in recent years among TRACECA countries in particular in Caspian Sea basin countries as well as Central Asian Countries, therefore, construction such a railway will increase the affordability of the transportation in the region taking in to account time and cost for all beneficiaries and stakeholders.



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10 INVESTMENT CRITERIA

10.1 SOURCES OF FINANCING

International Investments, International Banks, International Financial Institutes

10.2 CO-FINANCING

No

10.3 ADDITIONALITY

No

10.4 PROJECT READINESS AND SIZE

1800 Kilometers is prepared for construction.

10.5 SUSTAINABILITY

This project is designed for sustainable development of the East of the country as well as providing the facilities to streamline the transit and transport sustainability for the Landlocked Central Asian Countries, Afghanistan and other neighbors. This project will provide the facilities for all landlocked countries in the TRACECA region to have appropriate access open seas through the territory of I.R.Iran.

10.6 CONDITIONALITY AND SEQUENCING

Ministerial Authorization

Article 2015 of Fifth five-year Development Plan

Non tender Authorization