

First International Conference for Rail-Oil-Port

اولين كنفرانس بين المللى
ريل-نفت-بندر

اردیبهشت 1395 26- 27

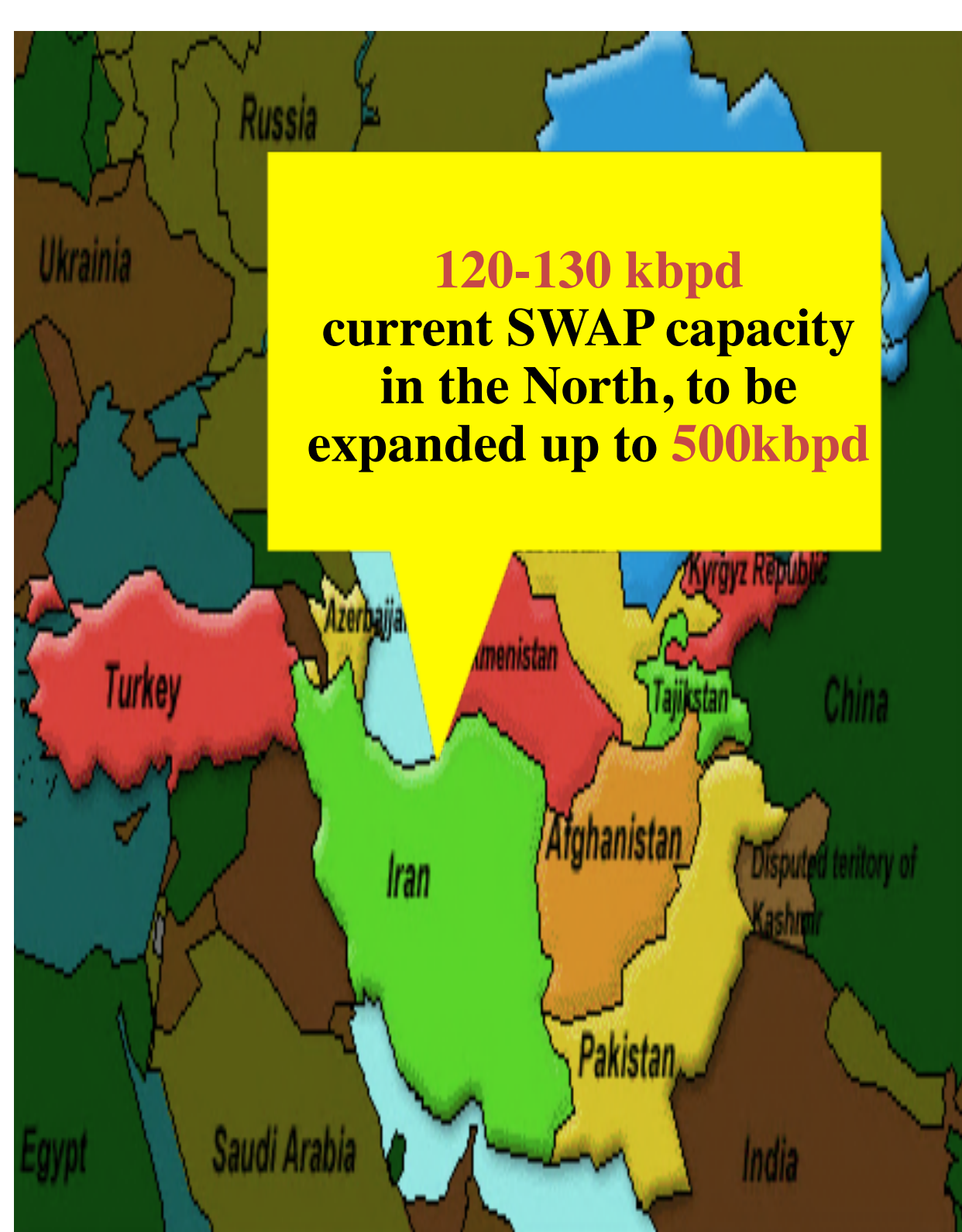
Amir Hossein Zamaninia

Deputy Minister for Trade & International Affairs

امیرحسین زمانی نیا - معاون امور بین الملل و بازرگانی وزارت نفت

Strengths and Opportunities of I.R.Iran

- Strategic location,(Locating between continents)
- Vast territory
- Numerous Neighbors
- Huge Oil and Gas reservoirs
- Several infrastructural facilities such as roads, railways and Ports

A map of the Middle East and surrounding regions, including parts of Europe, Asia, and Africa. A yellow callout box is overlaid on the map, pointing to the northern part of the region. The text inside the box is in bold black and pink font. The map shows various countries in different colors: Russia (blue), Ukraine (brown), Turkey (red), Iran (green), Afghanistan (orange), Pakistan (yellow), Saudi Arabia (brown), India (brown), China (green), and Egypt (green). The callout box is positioned over the northern part of the Middle East, specifically over the area of the Caspian Sea and the northern coast of Iran and Azerbaijan.

120-130 kbpd
current SWAP capacity
in the North, to be
expanded up to 500kbpd

**SWAP and Transit
of Crude oil and
Petroleum
Products in the
North and South**

**Construction and
development of
new and existing
port and oil
terminals ex:
Bandar Neka, Jask
Terminal**

Effects of thriving rail and port industries

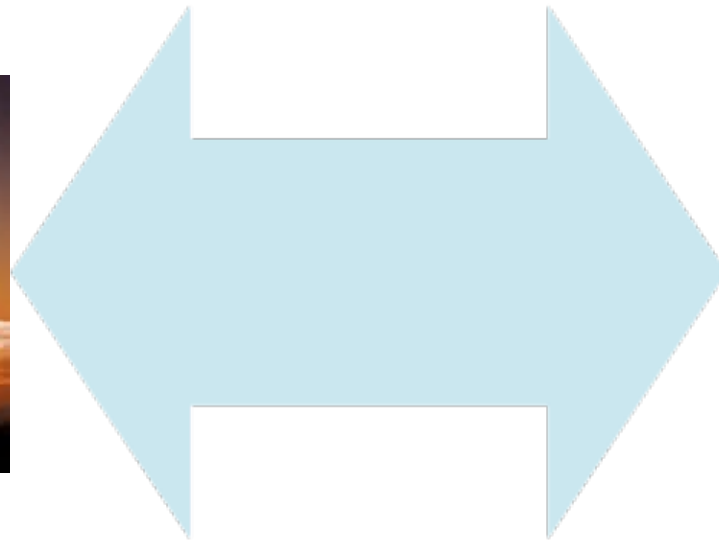
1404(2025) Outlook Iran Oil Industry

- to become **Second largest Oil producer** in OPEC
- to become **Third Gas Producer**
- to become **First Producer of Petrochemicals** in the Region

Influencing management of oil and gas markets in the region, via transportation of oil and petroleum products

Relation between Oil and Transportation Industry

**Oil
Industry**



**Transportation
Industry**

**Access to international and local markets
through roads, railways and ports**

Transportation of petroleum products in Iran

	Share in Total Transport(2015)
Road Tanker	25.5%
Rail tanks	5.6%
Shipping	8.2%
Pipelines	60%

Why to increase share of rail in transportation of oil and petroleum products?

- Decrease fuel consumption
- Reduction of environmental pollutant
- More affordable than road transport

Current capacity for transit of goods in the country is about **50 million tone per year**, at the moment only **12 million tone per year** is used.

According to the long term plan, by 2030 the volume of transit goods will be increased to **21 million tone per year**.

Recommendations

- Serious discussions with Russia, Turkmenistan, Azerbaijan, Iraq to resume crude oil and petroleum product SWAP, which will be implemented in near future
- Encourage private sector to invest in transportation through PPP mechanism
- Applying incentive policies for optimizing usage of railways in oil and petroleum transportation
- Using total capacities of rail industry to transport goods
- using facilities of manufacturing tanker wagons in Iran to develop transport of petroleum products by rail
- Efficient use of existing technologies and try to reach new technology for transporting oil and petroleum products

Plans of oil industry to develop transportation

- Completion of Neka Oil terminal
- Renovation of Azarpad jetty
- Using Single Point Mooring (SPM) in south pars terminals
- Setting up Jask export terminal
- Setting up Chabahar port

Petroleum Ministry Policies