

CHAPTER SEVEN

TRANSPORTATION

Review of macroeconomic variables of the transportation sector in 1381 (at constant 1376 prices) indicates that capital formation grew markedly by 30.4 percent compared with the previous year. Operation of the mentioned investment projects could compensate for the 1.1 percent decline in the value-added of transportation sector in 1381 and result in its growth in the coming years.

In 1381, Aseman Air Services Corporation and subsidiary services of Railway Corporation were transferred to the private sector.

Government Investment

In 1381, government allocated an amount of Rls. 3,779.7 billion for transportation sector within the context of national acquisition of non-financial assets (national development expenditures). Based on the Treasury data, the mentioned performance was 56.7 percent of the approved credits for this sector amounting to Rls. 6,667.1 billion. Review of the approved budget figures in transportation sector denotes that the major part of the credits was projected for "establishment and renovation of ports" and "establishment of main roads" programs by 27.5 and 17.2 percent, respectively. However, highest realizations in this sector were related to "freeways, highways, main roads and secondary roads studies" (170 percent), "development and renovation of railway network" (65.3 percent) and "technical assistance" (27.9 percent) programs.

Establishment of Imam Khomeini International Airport which was started in 1354, had 90 percent of physical progress by 1381, with a total cost of Rls. 1.9 trillion. According to project's time schedule referred to in budget appendices, the project is being operated by the end of 1383.

Road transportation

In 1381, a total of 298 million tons of goods were transported by road transportation fleet. Public transportation sector witnessed reduction in the number of road passengers. This was largely due to the public further tendency to use private vehicles. Added to this were decentralization, electronic communication and telecommunication expansion, which resulted in reduction in the number of commuters.

	ROAD TRANSPORTATION			Percentage change	
	1379	1380	1381	1380	1381
Goods transported (billion tons/kilometer)	73.8	78.7	83.6	6.6	6.2
Goods transited (million tons)	2.1	2.1	2.7	0	28.6
Passenger carried (billion p/km)	52.3	51.5	52.0	-1.5	1.0

Source: Transportation and Terminals Organization

Reviewing performance of the road transportation fleet in 1381 indicates that 203.6 thousand trucks were active in goods transportation and 66.5 thousand buses, minibuses and (shuttle) passenger cars in passenger transportation. According to the said data, average age of the fleet in freight segment was estimated at 21.3 years and in passenger segment 15, 20 and 14.8 years for bus, minibus and (shuttle) passenger cars, respectively.

	ROAD TRANSPORTATION FLEET			(thousands)	
	1379	1380	1381	Percentage change	
				1380	1381
Truck	190.6	196.2	203.6	2.9	3.8
Bus	17.2	19.0	18.1 ⁽¹⁾	10.5	-4.7
Minibus	38.1	39.1	40.3	2.6	3.1
(Shuttle) Passenger car	6.2	7.0	8.1	12.9	15.7

Source: Transportation and Terminals Organization

(1) Excludes buses with 30 years of age and more.

According to the Ministry of Industries and Mines, production of buses, minibuses, and trucks and vans reached 4,123, 1,083 and 7,228 showing 250, 6.7 and 15.9 percent growth, respectively, compared with the previous year.

Data drawn by Law Enforcement indicate that about 837 thousand license-plate were issued for vehicles and entered the market, showing 85.2 percent growth as compared with the previous year. Out of total numbered vehicles, 61.1 percent were taxis and ambulances, 29.6 percent motorcycles, 8.7 percent trucks and the remainder buses and minibuses.

Rail transportation

Iran situation in the region with regard to the strategic status of Central Asia and Middle-east has necessitated an efficient rail transportation network for transiting goods in the region. In this context, accelerating trend of global and regional trade has added to the importance of rail transportation activities. To this end and due to its salient features in the areas of cost efficiency in fuel conservation, environmental issues, and safety this sector plays a crucial role in transportation.

According to the 3rd FYDP Law, the Ministry of Road and Transportation is authorized to transfer some parts of its activities i.e. passenger and cargo handling services, repair and maintenance services and reconstruction of railway network fleet, to private sector. Transferring parts of passenger transportation services to private-run trains in recent years has been in line with the mentioned policy.

The share of rail transportation in the overall performance of the transportation sector was 6.6 percent of total freight handled and 3.4 percent of total passenger carried in 1381. During the year under report, 26.5 million tons of goods were carried by rail. Total goods transited by rail were approximately 0.8 million tons. This shows a growth of 45.2 percent as compared to the previous year.

In 1381, total passengers carried by rail with a growth of 9.2 percent comparing to the last year reached 14.3 million persons. Improvements in quality of services rendered, especially in the private-run trains raised the number of passengers markedly.

Review of data of rail transport fleet in 1381 indicates that the fleet consisted of 550 locomotives. Of this figure only 47 percent could render services. This was basically due to the worn-out rail fleet and obsolete locomotives.

RAIL TRANSPORTATION

	1379	1380	1381	Percentage change	
				1380	1381
Goods transportation (billion tons/kilometer)	14.2	14.6	15.8	2.8	8.2
Goods transit (billion tons/km)	1.1	1.1	1.8	0	63.6
Passenger transportation (billion p/km)	7.1	8.0	8.6	13.7	7.5

Source: Management and Planning Organization

Air transportation

Air transportation, despite its low share in the total value-added of the transportation sector, plays a significant role in this sector. According to the targets set in the 3rd Plan to increase private sector share in transportation sector, it is determined that the share of private sector in transporting passengers in domestic and international flights increase from 15 and 9.6 percent in 1378 to 43.9 and 14.1 percent in 1383, respectively. Furthermore, new strategies are projected, namely, offering of airlines corporations shares on TSE, completion and execution of airport projects and expansion of air fleet via attracting domestic and foreign investment, aiming at reducing non-sovereign undertakings of the government while keeping its governance on aviation and air transportation affairs.

In 1381, total passengers carried by air were 11.9 million, indicating a slight growth of 2.5 percent compared with the previous year. During the past years, a combination of factors such as aviation accidents in domestic flights and consequences of September 11 event on tourism industry have drastically lowered the demand for air carriers. Based on the mentioned data, 70.6 percent of air passengers were carried by domestic flights and the rest by international flights. Moreover, in the year under report, 85.5 thousand tons of goods were carried by domestic air transportation fleet. This figure denotes 3 percent growth, compared with the year before.

The performance of air transportation sector indicates that more than 60 percent of its activities are run by the public sector. Despite transfer of “Aseman Air Services Corporation” to the private sector at the end of 1381, the share of non-public sector in domestic and international flights is 27 and 14.7 percent, respectively. In the review year, total number of aircrafts chartered amounted to 22, against 18 in 1380.

AIR TRANSPORTATION

	1379	1380	1381	Percentage change	
				1380	1381
Passengers carried (million persons)	10.8	11.6	11.9	7.5	2.5
Domestic flights	7.8	8.6	8.4	10.3	-2.3
International flights	3.0	3.0	3.5	0.3	16.7
Goods carried (thousand tons)	64.0	83.0	85.5	29.7	3.0

Source: Management and Planning Organization

Sea transportation

Vast coastal areas in the northern and southern parts helped the major part of imports and exports especially crude oil exports streamline through these waters. This gives an importance to sea transportation. Thus, expansion and development of the sector have been considered as an essential guideline in the 3rd FYDP, aiming at upgrading the sector’s infrastructures and efficiency in order to improve transits and non-oil exports capacities.

In 1381, total nominal capacity of ports and sea transportation fleet (commercial) grew by 15.7 and 1.6 percent to 53.8 and 3.25 million tons, respectively. Total container operations in commercial ports grew by 31.4 percent from 616.5 thousand twenty-foot equivalent units (TEU) in 1380 to 810 thousand TEU in 1381.

During the year under review, sea transportation in 14 ports showed that 5,942 buoys (over 1,000 tons) were entered these ports, among them 2,179 buoys were Iranian and the rest foreign buoys. The figure indicates 7 percent growth compared to the previous year. In this regard, the greatest number of buoys was related to Shahid Rajaei, Imam khomeini, Mahshahr and Anzali ports.

In 1381, 76.1 million tons of oil and non-oil commodities were loaded and unloaded in ports, indicating 1.1 percent growth compared to the last year.

PORTS CONTAINER TRAFFIC				(million tons)	
	1379	1380	1381	Percentage change	
				1380	1381
Non-oil goods	37.8	39.0	36.9	3.2	-5.4
Unloading	27.8	28.8	26.9	3.6	-6.6
Loading	10.0	10.2	10.0	2.0	-2.0
Oil products	36.7	36.3	39.2	-1.1	8.0
Unloading	16.8	18.1	19.7	7.7	8.8
Loading	19.9	18.2	19.5	-8.5	7.1
Total	74.5	75.3	76.1	1.1	1.1

Source: Ports and Shipping Organization

From import, export and transit view points, performance of country's ports in 1381 indicates that total commodities imported by oil and non-oil buoys via the ports were 3.2 and 25.5 million tons which show an increase of 39.1 and a decline of 8.3 percent, respectively comparing to the year before.

Based on the mentioned data, total export of commodities via the ports by oil and non-oil buoys were 17.4 and 8.8 million tons, respectively, which show an increase of 10.8 and a decline of 5.4 percent, comparing to the previous year. Moreover, total commodities transited by buoys was 3.1 million tons, which rose by 63.2 percent compared to the last year.

PERFORMANCE OF PORTS				(million tons)	
	1379	1380	1381	Percentage change	
				1380	1381
Oil buoys					
Import	1.7	2.3	3.2	35.3	39.1
Export	18.4	15.7	17.4	-14.7	10.8
Transit	1.0	0.6	1.5	-40.0	150.0
Cabotage (1)	15.6	17.7	17.1	13.5	-3.4
Non-oil buoys					
Import	26.9	27.8	25.5	3.3	-8.3
Export	9.0	9.3	8.8	3.2	-5.4
Transit	1.1	1.3	1.6	18.2	23.1
Cabotage	0.8	0.6	1.0	-25.0	66.7

Source: Ports and Shipping Organization

(1) Cross ports operations in goods transportation from one point to another via sea or border river

Review of passenger traffics in 7 ports of the country in 1381 indicates that 2.5 million passengers were shipped via the ports. This figure shows a 7.1 percent growth comparing to previous year. 1.3 million passengers entered and the rest exited. Distribution of passengers traffic illustrates that approximately 58 percent of trips made by sea (entering and exiting) was via the Qeshm Port. Share of sea transportation in total passenger transportation was one percent.

PERFORMANCE OF PORTS BY PASSENGER TRAFFIC				(thousand persons)	
	1379	1380	1381	Percentage change	
				1380	1381
Entering	1,354	1,247	1,341	-7.9	7.5
Exiting	1,092	1,113	1,187	1.9	6.6
Total	2,446	2,360	2,528	-3.5	7.1

Source: Ports and Shipping Organization