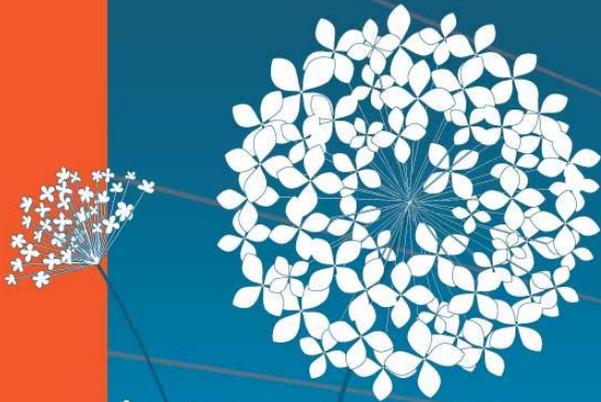




INFRABEL



UIC ENERGY EFFICIENCY DAYS 2014



The Voice of Members:

*Best practice in energy efficiency
from all over the world*

Presenter: Saeed Rasouli,

Vice President of Planning and Transport Economy,

Iranian railways

Macro policies of the rail transportation

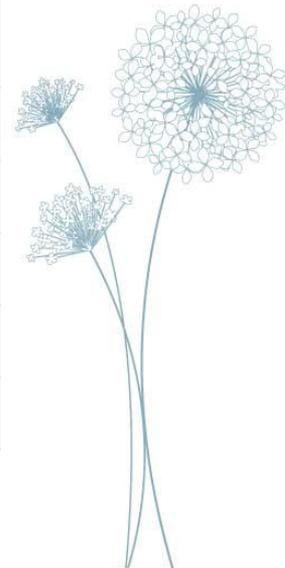
- a. Promotion of transport safety and workplace health;
- b. Improvement of service quality (speed, precision and welfare);
- c. Downsizing the organization governance undertaking;
- d. Improvement of manpower productivity, capital and production factors;
- e. Betterment and controlling of the activities and operational projects as per the standards of environment protection;
- f. Expansion of rail network to meet the demands for bulk transportation on long distance routes of the country;
- g. Development of the network capacity and rail fleet to meet increasing demand.



Key measures of railway in line with improvement of fuel consumption

1. Fuel consumption reduction in railway through:

Double-tracking of rail lines	0.19%
Reduction of fuel consumption due to removing the level-crossings	2.1%
Reduction of fuel consumption due to implementation of ATC	0.16%
Reduction of fuel consumption due to promotion of repair quality	0.6%
Reduction of fuel consumption due to modification of routes	2%
Reduction of fuel consumption due to combined and two-way loaded transport	0.98%
Impact of aerodynamic shape of fleet	0.98%
Change of transmission gear, AC-DC, AC-AC	0.8%
Adhesion coefficient of wheel - rail	0.76%
Reduction of fuel consumption due to renovation of fleet each 5 year	1%



a. Implemented projects in relation to improvement of fuel consumption:

No.	Title	Unit	Investment (billion Rial)	Annual capacity increase
1	Loco renovation	63	2010	5.6 (billion ton – km)
2	Loco engine renovation	18	8	4% Traction power capacity increase
3	Passenger coaches renovation	60	600	1.09 (billion person – km)
4	Development of lines (km)	600	10000	6% Transport capacity increase