Islamic Republic of Iran
Iranian Cultural Heritage, Tourism and Handicrafts Ministry
ICHTHM

“Trans-Iranian Railway”

Report for the World Heritage Committee, Decision: 44 COM 8B.13

UNESCO
World Heritage Convention
2022
REPORT PRESENTED TO THE WORLD HERITAGE COMMITTEE FOR THE RECOMMENDATIONS ON DECISION: 44 COM 8B.13 FOR “Trans-Iranian Railway”

This report concerns the recommendations on decision, 44 COM 8B.13 dated 31 July 2021 regarding the inscription of the Trans-Iranian Railway on the World Heritage List. Hereby The Iranian Cultural Heritage, Tourism and Handicrafts Ministry expresses its deep gratitude for the World Heritage Committee and ICOMOS cooperation and is grateful to them for devotion to conservation and preservation of historic monuments and sites especially for their attention to the TIR. The objective of this detailed report is to clarify the issues raised by the world heritage committee as recommendations in the aforementioned report.

Issues raised by the world heritage committee on:
- Documenting, monitoring and conserving the historic buildings and other elements that are no longer in use,
- Preparing a Heritage Impact Assessment of the planned electrification of the Tehran—Garmsar—Bandar-e Torkaman line,
- Completing the inventories through thorough documentation of all tangible features that address the cultural elements (such as buildings) with the same level of detail as the engineering elements,
- Encouraging community involvement by means of the full and effective participation of a wide variety of stakeholders and rights-holders;

a) Documenting, monitoring and conserving the historic buildings and other elements that are no longer in use,

About Documenting, monitoring and conserving the historic buildings and other elements that are no longer in use that is one of the notable issues of the cultural heritage aspects of the Trans-Iranian Railway such as the railway stations, workshops and other buildings as well as machines, tools and rolling stock and their state of conservation in addition to the evidence and documents related to railroad construction in Iran from the first moment of coming up with the idea, all the machinery and tools utilized in order to gain access to the industry have been precisely and regularly listed, documented and preserved according to a specified plan. Parts of the industrial and historical elements are documented and kept in museums as well as various archives not only in the Railway Company of Iran but also in the Archive and Documentation Center of the Ministry of Foreign Affairs as well as in the National Documents Center of Iran.

Monitoring and supervision of the stations as well as other buildings and elements are done through CCTV cameras along with field and periodic monitoring by relevant technical experts and documents are registered and kept in the railway office.

Monitoring of dependent elements (bridges, tunnels, station buildings, etc.) is done for the parts of the
north and south line in in format of station master plans that in the first phases, eleven important stations are completely documented.

Some restoration and conservation plans are prepared for station buildings and monitoring plans are continued.

Documentation, research and introduction of railway heritage (buildings and affiliated elements, industrial heritage, brief history, etc.), some books are published and documentation projects in different phases are in the process.

Documenting of the station buildings of the trans-Iranian railway and preparing their master plans can be mentioned as an example of preserving the historic identity and authenticity of the buildings.
Feasibility study of the potential of using the capacities of historical buildings are followed and some buildings are identified for rehabilitation. For upgrading the maintenance quality of railway facilities, some contracts and agreements are done.

As an example, the renovation plan for the storage of Sari station, and the rehabilitation plan for Bon Kouh and Haft Tappeh stations have been provided.
b) Preparing a Heritage Impact Assessment of the planned electrification of the Tehran—Garmsar—Bandar-e Torkaman line,

Technical improvements and technological upgrading of the Trans-Iranian Railway such as electrification projects as well as a signaling system, all done in an integrated projects of catenary for increasing the speed of traveling and also to meet the developing technology and standards of safety and comfort in a similar system.

If so, the new signaling system will replace the old one, but the telephone system will remain as a valuable historical monument, and could sometimes be used to display the performance of historic systems in some blocks (e.g., for tourism purposes).

Also about the electrification catenary, all north-route tunnels have enough space for electrification catenary and there is no need for extension. In all new signaling methods that are done in order to coordinate with other network paths, plans have been devised to preserve the historical tools in their present state.

Developing a study plan for the electrification of the Tehran—Garmsar—Bandar-e Torkaman line has been predicted, however, as a result of technical and economic challenges, the plan has been halted and it is currently in the evaluation and feasibility phase. Preparing a heritage assessment report will be on the agenda in case the mentioned project starts over. The initial draft will be prepared following similar universal models and utilizing worldwide experiences, such as Swiss and Austrian historical railways, and based on Cultural Heritage and UNESCO criteria, and will be sent to the World Heritage Center to be reviewed by the World Heritage Committee.

c) Completing the inventories through thorough documentation of all tangible features that address the cultural elements (such as buildings) with the same level of detail as the engineering elements,

As mentioned in previous reports, there is a wide list of Inventory forms for machinery, equipment, station information, railroad items and objects in the archives of the Iranian Railway Company and the Trans-Iranian Railway Base in four categories as:

- **Machinery** (*Locomotives, Machines, tools and rolling stock*)
- **Architecture** (*the railway stations, workshops and other related buildings*)
- **Documents** (*historical archives and information*)
- **Objects** (*Related items*)

So far, all valuable buildings have been identified along the route of Trans-Iranian Railway and a plan has been compiled to renovate and rehabilitate them, turning them into ecotourism, restaurants, sports complexes, and so forth, and it seems to be ready for private investment.

About seventy percent of the inventory and documentation have been done and based on the plans made, the rest of it is being completed by 2023.

Some examples of these inventory forms are attached as follow:
Machinery (Locomotives, Machines, tools and rolling stock)

Identification form for rail mechanized machinery and similar equipment

Form Completion Date: March 2016
Regional Railway Administration

Machine or Equipment Name: Cabin Crane

Model and Year of Construction: OWR-10-1993

Operating Instructions: Yes

Maintenance Instructions: Yes

Current status in operation(s): Healthy but old

Conservation and maintenance activities:
If it is necessary to repair, cost forecast (million rial)

Locomotive-traction department

Locomotive-traction department

Identification form for rail mechanized machinery and similar equipment

Form Completion Date: March 2016
Regional Railway Administration

Machine or Equipment Name: Cabin Crane

Model and Year of Construction: OWR-10-1993

Operating Instructions: Yes

Maintenance Instructions: Yes

Current status in operation(s): Healthy but old

Conservation and maintenance activities:
If it is necessary to repair, cost forecast (million rial)
Inventory forms of rail machineries and similar equipment - line department

- **Architecture (the railway stations, workshops and other related buildings)**

For maintenance, management and development of stations and relevant buildings as well as the development of tourism and passenger services on the Trans-Iranian Railway, some studies have been carried out on major stations in the form of a master plan which results in 23 reports including environmental studies, Geology, socio-economic, facilities, city and region, architecture and stations, tourism, traffic and other related topics. Some of these reports are attached to this report.

Furthermore, projects about the documentation of train stations and buildings of TIR are funded by the Railway Company of Iran aimed at monitoring the status quo of railway-related buildings as well as conservation, restoration and maintenance of railway appurtenances. These projects are scheduled in accordance with the management and conservation plan of the railway. (For example, the Conservation plan for Sari train station is attached to this report in this regard - Annex 1)

As mentioned in the nomination dossier, all the operations and plans pertaining to the restoration and conservation of railway stations and related buildings are carried out by the Railway Company of Iran with full cooperation and under direct supervision of the Ministry of Cultural Heritage, Tourism and Handicrafts.
### Inventory forms of Stations

<table>
<thead>
<tr>
<th>Form Ainiyeh Mowjood (\text{نام ساختمان سرویس‌های بهداشتی})</th>
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</thead>
<tbody>
<tr>
<td>فرم اینیه موجود در ایستگاه پل سفید</td>
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<td>تاریخ: 1399/02/03</td>
</tr>
<tr>
<td>عمر بنا: 50 سال</td>
</tr>
<tr>
<td>ساختمان ساماندهی یا پاسارگاه شده لست 9 لبه</td>
</tr>
<tr>
<td>طرح توسعه: تاریخ</td>
</tr>
<tr>
<td>نرمال</td>
</tr>
<tr>
<td>عرض مکانی: به خط بند موجب ورودی ایستگاه و ساختمان بالا</td>
</tr>
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<td>ارتفاع: 40 متر</td>
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<td>کاری: سرویس بهداشتی</td>
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<tr>
<td>مکانیک: مستقل</td>
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<td>نمای ساخ: پنی</td>
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<td>ماده پوشانه</td>
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</tbody>
</table>

**كيفيت مصغري:**

- بني اول، شride چه که تازی آری، فنست اسپاتر، میز، میز، میز.
- بني اول، شride چه که تازی آری، فنست اسپاتر، میز، میز، میز.
- بني اول، شride چه که تازی آری، فنست اسپاتر، میز، میز، میز.

**كيفيت فيزيكي:**

- مکانیک: یکپارچه چه که میز ایستگاه، میز، میز.
- مکانیک: یکپارچه چه که میز ایستگاه، میز، میز.
- مکانیک: یکپارچه چه که میز ایستگاه، میز، میز.

**كيفيت آداتی:**

- فناهای خدمت بار
- فناهای صنایعی
- فناهای غذا
- فناهای خانه

**كيفيت فنگری:**

- فناهای خدمت بار
- فناهای صنایعی
- فناهای غذا
- فناهای خانه

**كيفيت نسبت:**

- فناهای خدمت بار
- فناهای صنایعی
- فناهای غذا
- فناهای خانه
Inventory forms of Stations
Inventory forms of Railway Architecture

Documents (historical archives and information)

Among other items that have been listed comprehensively and are kept in the archives of the Railway Company of Iran and other related organizations are historical records, documents and photos pertaining to various periods of time dating from the beginning of the construction of TIR until now.
Ingolf Boisen

BANEN SKAL BYGGES PAA SEKS AAR

Med 3 Kort og 75 Fotografer.

Ny Forlag Forlag Arnold Busck
Kjøbenhavn 1946

Building a standard motive power fleet

IRJ
INTERNATIONAL RAILWAY JOURNAL
IRAN: Special Report

KAMPSEAX

Historical Archives and Information, TIR Archive
Objects (Related items)

Additionally, all the objects and parts formerly used in the railway but replaced due to safety issues or those which are not in use anymore are meticulously listed. Moreover, they are stored at depots of specified stations and occasionally transferred to the Railway Museum because of their historical or cultural significance and characteristics. Also if necessary, they are restored and maintained with consultation, and cooperation of the Ministry of Cultural Heritage, Tourism and Handicrafts. (For more information please refer to Annex 2)
Inventory forms of related items and objects
Also, some of these machinery-related have been shown at temporary exhibitions near stations for commuters in Andimeshk Station.

Machinery-related components- Andimeshk

Royal wagons museum- Tehran
Location of the machinery-related components in Tehran Station

Some of the machinery-related components within the nominated property are shown on the following map:
d) Encouraging community involvement by means of the full and effective participation of a wide variety of stakeholders and rights-holders;

There have been several actions taken for community participation, including the launching of tourist trains along the Trans-Iranian railway route and the allocation of tourist stops in villages and places where the people of these areas could offer their culture, rituals, customs, and local products.
Tourist train and local bazaar created for tourists at Shurab station on the north line

Many cultural measures have been taken in this regard, including producing and filming several movies and series at trans-Iranian railway stations, and presenting the values of the property to the people.

Also, organizing events and ceremonies related to railway heritage is under process regularly, different meetings and conferences managed by related organizations and NGOs, such as different workshops which was held in collaboration with local communities.

Crossing points of the railway route and the nomadic path are critical places for implementing cultural events, festivals, and bazaars of nomadic and rural products. As a result, the interaction of indigenous people and nomadic tribes in the region with travelers and tourists, under the cultural heritage programs, has led to their greater involvement in the protection and presentation process of the property.

One of these measures taken to this aim is the establishment of committees for rural and nomadic development along the railway route as a part of the land use planning of Chaharmahal and Bakhtiari, Lorestan, and Khuzestan provinces.

Among many examples of people’s participation in the presentation and protection of Trans-Iranian Railway, the following cases can be mentioned:

- providing cargo and passenger services with the participation of the local community,
- providing a discount on livestock transportation services for nomads,
- the establishment of photography exhibitions and arts and crafts festivals of the nomads and residents in the vicinity of the railway stations,
- holding training courses, and workshops to strengthen the local economy for residents,
- participation of rural and nomadic women, developing plans for multi-purpose stations, and
- implementation of tourism and ecotourism programs, inns, and local bazaars.
Moreover, a plan was developed to annually clean the path from garbage, with the cooperation of Provincial Governments, municipalities, and local communities, which led to unprecedented cooperation and participation in maintaining the Trans-Iranian Railway as an outstanding World Heritage.

- **Marketing strategies, Tourism and Human Resource Development**
  - Organizing expert sessions and training workshops for local communities is done periodically and regularly
  - Special attention is paid to the preservation and maintenance of the rural lifestyle and intangible values around the railway in format of integrated management plan. Ministry of Cultural Heritage, Handicrafts and Tourism, Housing Foundation, Ministry of Agriculture Jihad, Environment Agency, Police Forces, Road and Transportation Offices, Water and Wastewater, Electricity, Public Health Organizations, Telecommunications and Education and Related Ministries cooperate in the Integrated Management Plan are cooperating with IR railway company for encouraging community involvement by means of the full and effective participation of a wide variety of stakeholders and rights-holders.
  - Many nomadic tribes living near the southern branch of TIR had to change from a migratory to a sedentary lifestyle. Also annual migration by train or alongside railway lines became fairly common among some nomadic tribes.

Railway has played a lead role in the regional autonomy, economic development for local communities.
Various nomadic tribes on the railway route
مربوطه اینه با ارزش موجود در سایت
**Objects** (Related items)

As it is mentioned in the nomination dossier one of the main management strategies and guidelines for implementation plans of the Trans-Iranian Railway is marketing strategies, tourism and human resource development. In this important topic expansion of activities of the so-called railway museums plays an essential role.

Feasibility study for founding railway museums on various scales, site selection and design of the central museum of railway heritage as well as collecting museum objects and documents are predicted in Short Term Plans. Furthermore, in middle and long-term plans, content designing and equipping national and regional museums as well as entering the final phase of building the central museum of railway heritage are extremely pursued.

Until these conditions are met, the machinery-related that are not anymore in use are stored in warehouses of each station along the railway route. Since the diversity and large numbers of these machinery-related exist along the railway route, a number of them are included in this report.

![location of the machinery-related components in Tehran Station](image-url)
Steam Locomotive in Tehran Station

Royal wagons in Tehran station, all the wagons and their belongings, equipment and supplies are kept in a large hall next to the Tehran station and all maintenance, repair and conservation measures are carried out by the Railway Company in cooperation with the Cultural Heritage, Tourism and Handicrafts Ministry.
Winston Churchill, Joseph Stalin, Franklin D. Roosevelt traveled by this locomotive and wagon of Trans-Iranian Railway for Tehran Conference which was a strategy meeting from 28 November to 1 December 1943, after The Second World War.
Instruments, devices, old equipment and machineries are kept in luggage storages near stations and in some where passengers could see.