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## Chabahar port india pdf

TEHRAN India seems to have grown uneasy over the growing closeness between Iran and China as the two countries hold talks to finale a 25-year strategic deal, the Anadolu Agency has learned. There is widespread speculation that the \$400 billion deal could pave the way for Chinese investment in Iranian ports, including the strategic port of Chabahar in the southeastern province of Sistan-Baluchistan. India has a high stakes in Chabahar, which is its most important gateway to Afghanistan and Central Asia. Last week, the port city is located 1,400 kilometers from India's commercial capital Mumbai.Last week a whirlwind, unscheduled visit by two senior Indian ministers to Tehran, which sent regional observers and politicians wonks in excitement, should be seen in this context. Rajnath Singh became India's first defense minister to visit Iran in nearly two decades. He made a brief stop in Tehran last Saturday and held talks with his Iranian counterpart Amir Khatami.After Singh's surprise visit, Indian Foreign Minister S. Jaishankar had a brief stop in Tehran on Tuesday, en route to Moscow to attend the Shanghai Cooperation Organization summit. The sides said the agenda of the meetings was to promote bilateral cooperation and discuss important regional security issues. While official statements have left everyone guessing, two back-to-back visits are expected to have caused uproar in Iran and India. Singh's visit, in particular, was unusual. According to sources, during negotiations with Iranian officials, Indian ministers sought assurances that their participation in Chabahar would not be affected by the Iran-China deal. Iran, India and Afghanistan signed a trilateral transit agreement in 2016 that allowed Indian goods to be transferred to Afghanistan via the port of Chabahar, ending India's dependence on Pakistani ports. India's New Delhi and Tehran also discussed a memorandum of understanding on the construction of a 628-kilometre railway line from the port city of Chabahar to zahedan in southeastern Iran. Recently, there were reports that Iran had released India from the project, which is estimated at about \$1.6 billion, after both sides reportedly failed to reach an agreement due to U.S. sanctions. The revelation comes at a time when an ambitious deal has surfaced between Tehran and Beijing, becoming a source of concern in New Delhi, which sees Chabahar as the gateway to Afghanistan and Central Asia. India has high stakes in Chabahar for important geopolitical reasons, a senior diplomatic source said. Chabahar connects India with Afghanistan, where India's presence is linked to its rivalry with neighboring Pakistan. Both see Afghanistan as a proxy battlefield, said an Anadolu source Agency.As as a result, India was genuine China gained a foothold in Chabahar after Iran dropped New Delhi from a rail project and began talks on a long-term deal with Beijing.The visits of Indian ministers According to the sources, this is New Delhi's new step to restore lost ground and work out a way to protect India's interests in the region. This comes at a time of heightened tensions between India and China following a series of clashes between two armies in the Kashmir border region.This also explains the visit of India's defense minister to Tehran, which observers say is unusual. A former Iranian diplomat who served in India said New Delhi's growing ties with the US and Israel under Narendra Modi's government were not good with Tehran. It is only natural that Iran will provide its own interests, and long-term agreements with allies such as China and Russia are a step in this direction, he told Anadolu news agency, speaking on condition of anonymity. Alireza Ahmadi, a Tehran geostrategic analyst, said all was not lost. The recent visit of Indian ministers, he said, is to continue open and stable dialogue between the two Asian countries. Whether this 25-year deal with China, which is currently just a political agreement, will ever be put in place remains an open question, he said. So there may be opportunities for India in the future. Anadolu's website contains only a portion of the news offered to subscribers in the AA (HAS) news broadcasting system and in a generalized form. Please contact us for subscription options. History so far: The opening of the track-stacking project from the Iranian port of Chabahar to zahedan on the border with Afghanistan on July 7, ensures that Chabahar - which literally means four seasons, named for his healing weather - is once again in the middle of a storm over the fate of India's investment there. The port project along Iran's southern coast in Sistan-Baluchistan province has been part of discussions between New Delhi and Tehran since their first agreement to develop it in 2003. The state-owned ircon International Limited (IRCON) was linked to the rail project, despite India's rapid development of the Chabahara port facilities. Over the years, the Chabahar project has grown, and now provides a port, a free trade zone, a 628-kilometre railway line to zahedan, and then a little over a 1,000-kilometre route to Sarakhs on the border with Turkmenistan. The Chabahar project is ambitious and will require deep pockets, but New Delhi has always weighed its strategic benefits above costs. India-Iran relations are historic, and New Delhi seeks to maintain these ties in the face of opposition from opponents of Iran, namely the United States, Saudi Arabia and Israel. The Chabahar project links India and Iran together, as New Delhi deals with its difficult neighbor in the west, Pakistan. A major shopping mall and communications center on the Iranian coast not only gives India an alternative route to Afghanistan, bypassing Pakistan, but also has the potential, provide an Indian strategic counterweight to the Pakistani port of Gwadar, which is being developed by China right next to Chabahar. The Chabahar trade zone could be an important weighted station for energy imports to India, as well as exports of food and materials from the ports of Kandla and Mundra. And the rail project will allow India to one day find an independent corridor not only to Afghanistan, which Pakistan denies, but also to Central Asia and Russia. Editorial Lost Opportunity: On India's loss of the Chabahar project What happened to the rail project? While the development of the port of Chabahar has advanced in the last five years, the railway line has languished. After several threats and calls to India, Iran said it was moving forward to build the Chabahar-Sahedan line on its own this month, with an estimated \$400 million from the National Development Fund of the Islamic Republic of Iran. Despite the sights, India's investment in Chabahar has always been held hostage to changes in international policy towards Iran. U.S. policy in particular has swung sharply in the past two decades. It imposed heavy sanctions on Iran until the Big 5 nuclear talks between the United States, Britain, France, China, Russia and Germany began in 2006, culminating in the signing of the Joint Comprehensive Plan of Action (JCPOA) in 2015. As a result, while India continued to negotiate on Chabahar, only after the lifting of sanctions were the negotiations could continue. In 2016, the Chabahar Agreement, which included the Trilateral Agreement on the Creation of an International Transport and Transit Corridor between Afghanistan, Iran and India, was signed by Prime Minister Narendra Modi, Iranian President Hassan Rouhani and Afghan President Ashraf Ghani. It also included a \$1.6 billion port and rail project to be built and financed by IRCON, but in 2018, U.S. President Donald Trump lifted the JCPOA and reintroduced tough sanctions against Iran. This meant that India's energy imports from Iran, which was the third largest supplier, had to be imported. Bilateral trade, which depended on the mechanism of exchange of the rupee and the riyal, also ceased. The U.S. has granted the Chabahar port and rail line a special waiver or cut, but the sanctions have overshadowed the involvement of U.S. companies in the project. Are there other hit projects too? The Ministry of Foreign Affairs (MEA) reported that the Indian company ONGC Videsh Ltd (OVL) was cut from the project of the Iranian gas field Farzad B; both sides have been negotiating since 2009. The project, which will now be transferred to an Iranian company, also floundered over a combination of U.S. sanctions, changing Iranian conditions and price fluctuations, as well as India's belated response. Speaking about the Chabahar-Sahedan railway project, the IEA stated that IRCON had completed the feasibility study by December 2019, three years after the signing of the memorandum of understanding, but had not heard from Iran. Meanwhile railway authorities have begun laying the tracks. Iranian official says Hindu: In lack of active India involvement and partnership, it is currently under construction through Iranian funding and engineering capacity. Both New Delhi and Tehran have left the door open for IRCON to return to the project at a later date, but for now India is not part of the construction of the railway. Hindu in focus podcast (en) Project port of Chabahar and roadblock in India's strategic ties with Iran What is the corner of China? The announcements of the two projects come even as news filters in China-Iran's 25-year partnership for \$400 billion to build infrastructure and energy resources in Iran, giving the impression that Iran may be relying more and more on Beijing.Analysis China is making a deep invasion of IranHas India lost the opportunity? India's stakes in Chabahar remain high, and regardless of who builds the railway line, Indian trade can still find its way to Afghanistan and Central Asia. India's monetary losses are minimal because it has not yet invested money or materials in the railway line. Still, there is concern reputational damage from the idea that India has ceded U.S. sanctions, a departure from the past. China's growing successes in Iran may make Indian projects there more inviolable. Most worryingly, Chabahar, an enduring symbol of Indian-Iranian friendship, could be collateral damage in a larger proxy war between the United States and China. China.