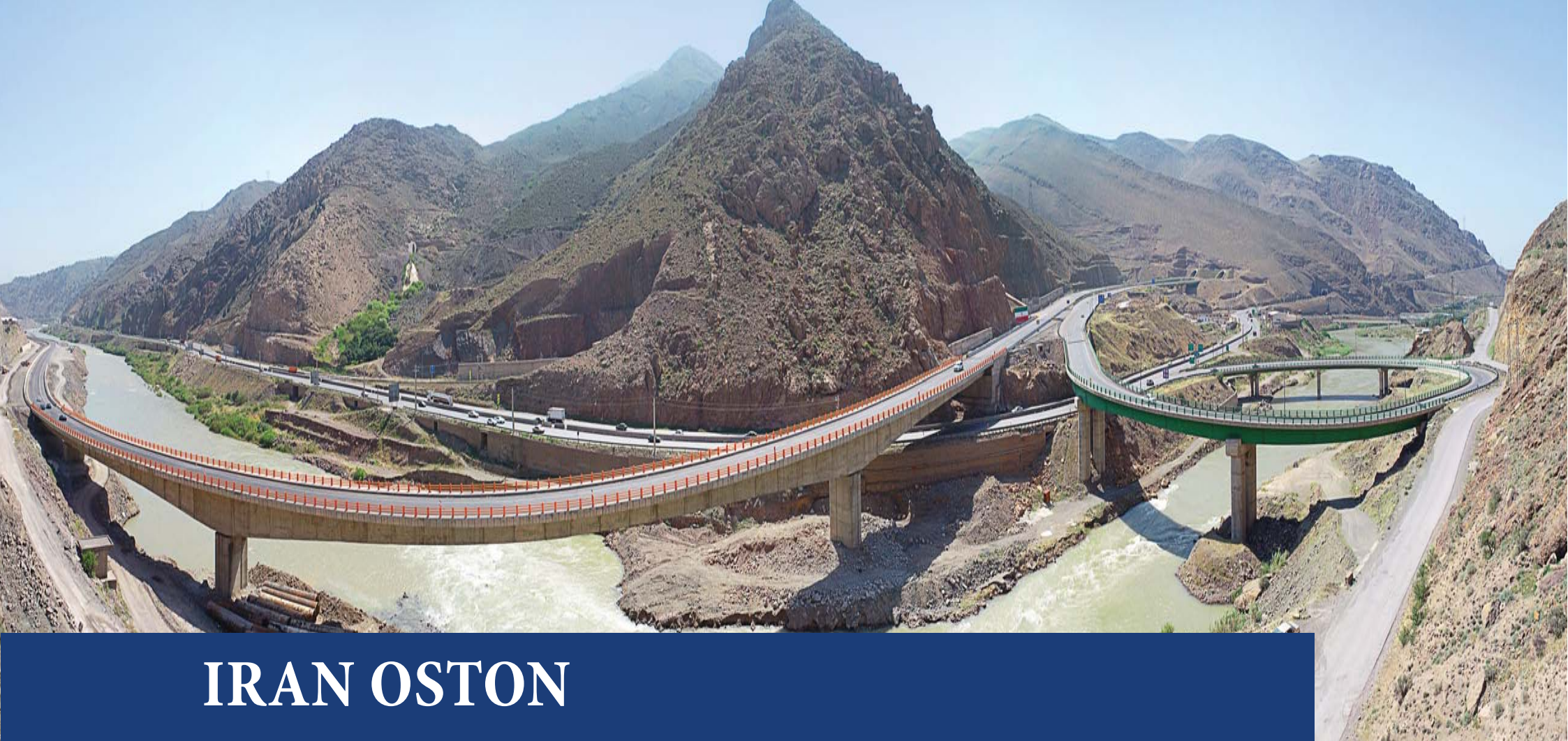




IRAN OSTON CONSULTING ENGINEERS



50 Years Of Honest work
And Earning Trust In The Development
Of The Islamic Homeland



Iran Oston Consulting Engineers was established in 1977 and has since played a pivotal role in delivering engineering services across Iran's major infrastructure sectors, including highways, railways, roads, bridges, tunnels, buildings, subways, and geotechnical projects.

The company's primary aim is to support national construction initiatives and sustainable development by continuously enhancing the quality of its engineering services. To date, Iran Oston has been extensively involved in the studies and supervision of over 6,951 km of roads, railways, and related infrastructure. This includes the design and oversight of 622 major bridges with a total length of approximately 107 km, 159 tunnels spanning about 133 km, and 52 galleries covering nearly 3 km.

As a pioneer in its field, Iran Oston was the first consulting firm in Iran to receive the Quality Assurance Management System certification in 2001 from SGS Switzerland, covering road, railway, bridge, and tunnel design. The company also earned the distinction of being the first to achieve a repeated Grade 1 ranking from the Planning and Budget Organization for railway projects.

Iran Oston Consulting Engineers has participated in the preparation and compilation of 112 independent publications, articles, and participation in the preparation of regulations and instructions.

Studies And Supervision Experience



1508 KM
Roads And Highway



624 KM
Freeway



3280 KM
Railway Infrastructure



1455 KM
Railway Pavement

CEO And Board Members



► Navid Mahmoodian

- . CEO, Board Member & Shareholder
- . Education: Civil Engineering, K.N. Toosi University of Technology, 2002



► Ali Shadkhast

- . Chairman of the Board & Shareholder
- . Education: Civil-Structure Engineering, Sharif University of Technology, 1978



► Babak Farkhu

- . Vice Chairman of the Board & Shareholder
- . Education: Master's Degree in Structural Engineering, Karlsruhe Institute of Technology, 1996



► Mohammadreza Farkhu

- . Manager of Railway Pavement Department & Shareholder
- . Education: Master's Degree in Structural Engineering, Karlsruhe Institute of Technology, 1967



► Faramarz Farahi

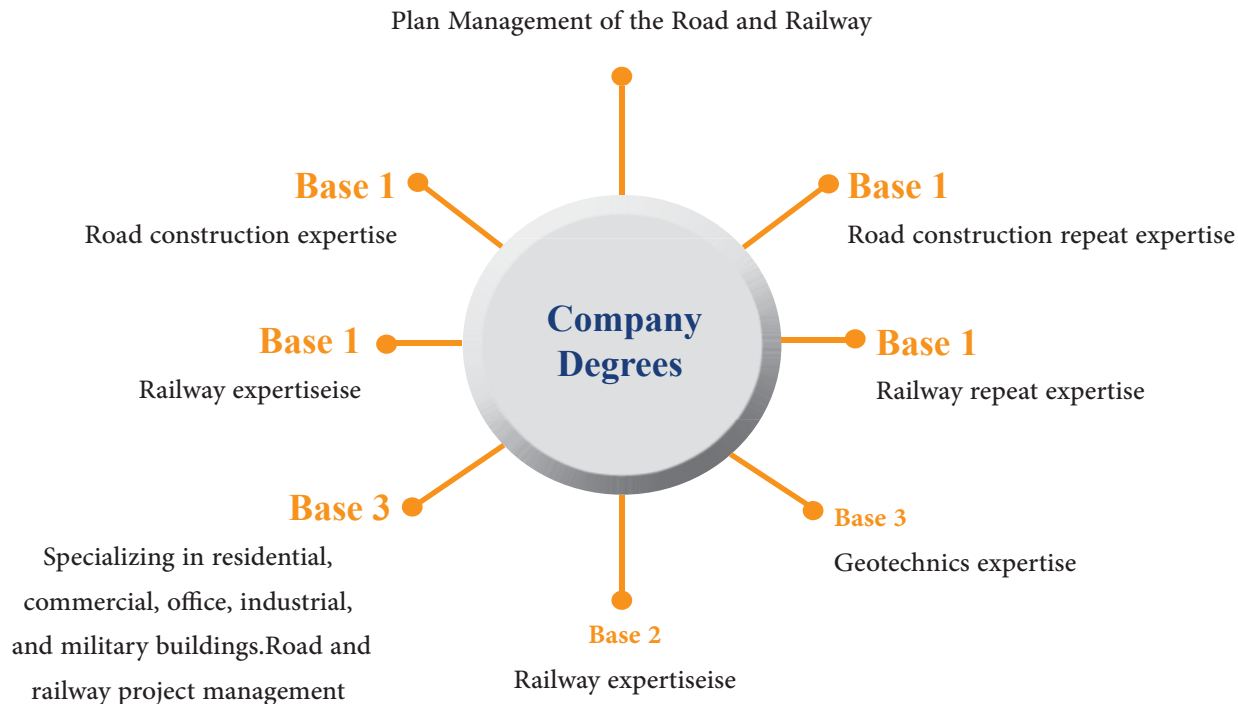
- . Manager of the Road Design Department & Shareholder
- . Education: Road and Building Engineering, Iran University of Science and Technology, 1974



► Naser Mahmoodian

- . Manager of the Structure Department & Shareholder
- . Education: Master's Degree in Structural Engineering, Karlsruhe Institute of Technology, 1970

Currently, with a dedicated team of approximately 200 experts, the company is responsible for numerous national projects, utilizing modern technologies and innovative engineering solutions to ensure quality and efficiency.

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Memberships

Society of Consulting Engineers of Iran - Iran Concrete Association - Iran Geotechnical Association - Iran Pavement Engineering Association
Iran Association of Technical and Engineering Services Exporters - Iran Association of Technical and Executive Managers - Specialized
Association of Research and Development Group of Industries and Mines - Iran Association of Value Engineering - Rail Transportation
Engineering Association - Iran Steel Structure Engineering and Earthquake Engineering Associations

Certificates

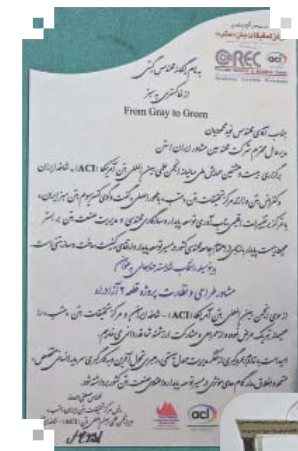


Awards And Certificates Of Appreciation

With over four decades of dedicated service, Iran Oston Consulting Engineers has proudly received 91 certificates of appreciation and encouragement, recognizing the timely fulfillment of commitments and consistently high satisfaction from its clients.

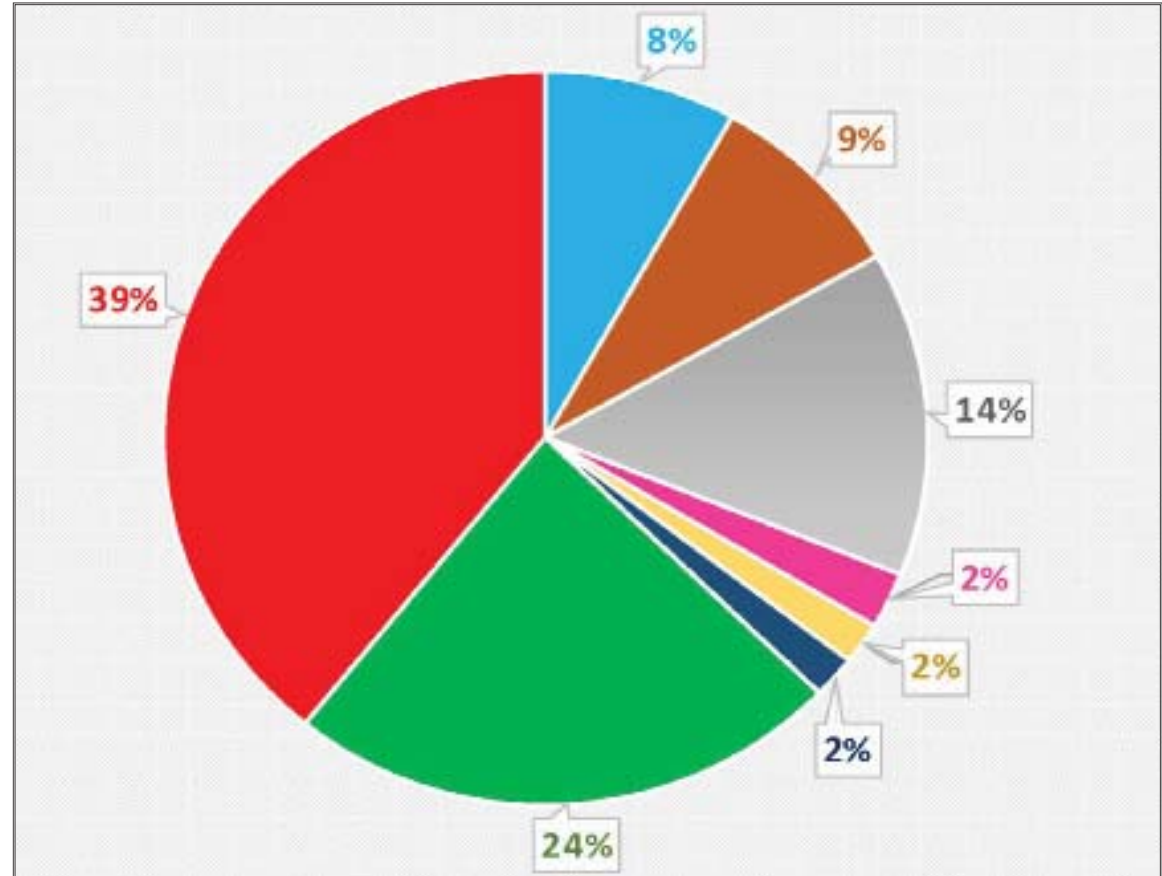
These accolades underscore the quality of engineering services delivered by its skilled experts and efficient staff.

Since 2010, the company has been a respected member of the Freeways Technical Committee, highlighting its valuable contributions to the development and advancement of the country's freeway infrastructure program.



Distribution Of Human Resources

- ▶ Studies Group
- ▶ Railway Group
- ▶ Road and Freeway Group
- ▶ Support and Engineering Group
- ▶ Estimation and Investigation
- ▶ Geotechnical and Geological
- ▶ Headquarters
- ▶ Workshop supervision



Creativity And Initiatives By The Consultant

Year	Project Subject
1991	For the first time, the CSDP program was developed and used by this Consulting Engineers to prepare the plan and longitudinal and transverse profiles and calculate the volumes, which is currently used by most of the consulting engineers.
1991	Revision and redesign of the variant of Imamzadeh Hashem in Haraz road: the tunnel predicted by a Danish Consulting Engineers firm was changed from a single tunnel with a length of 8.83 km to two tunnels of 3.18 km and 3.25 km.
1991	For the first time in the relevant Ministry, using the precision instruments in tunnel 1 of Imamzadeh Hashem bottleneck variant in Haraz road was proposed and implemented by this consultant.
2003	As the first consulting engineer in the road and railway sectors, Iran Oston was awarded ISO 9000 certification by SGS, one of the world's leading quality assurance organizations.
2004	For the first time in the respective Ministry, using shotcrete with polymer fibers in Khomari tunnel situated in Mashad- Bafq road was proposed, tested and put into operation.
2006	For the first time in Iran, bridge construction through pushing method was designed and conducted by this Consulting Engineers in Izadkhast bridge (Isfahan-Shiraz railway/Section 3)
2006	Using Viscous Damper at Izadkhast bridge for the first time in the country.
2014	Construction of the concrete pavement (slab track) in railway projects for the first time in Qazvin- Rasht axis which was designed and constructed by this Engineer. (Kuhin tunnel/ double track with length of 1500m/ total: 3000m)
2014	Winning the Top Bridge Award at the 17th Concrete and Earthquake Conference from the International Concrete Institute (ACI) for Hosseinieh Bridge No. 2 on the Zal-Andimeshk Freeway.
2015	Winning the Top Consultant Award at the 18th American International Concrete Conference, ACI Iran Branch in February 2015 for Tehran-Pardis Freeway

Creativity And Initiatives By The Consultant

Year	Project Subject
2015	Investment by a Chinese company, in cooperation with Iran Oston Consulting Engineers and the Italian consultant Italferr, in the design and construction of Iran's first high-speed railway project.
2015	documentation of the experiences of the Khorramabad- Pol zal project in the form of a book (and obtaining a letter of encouragement in 2018 from Construction and Development of Transportation Infrastructures Company (CDTIC)).
2015	Construction of the Khorramabad–Pol Zal Freeway, 105 km in length, including 25.8 km of tunnels and galleries and 2.54 km of bridges, completed five months ahead of the project deadline.
2015	Seismic isolators plan (Pendulum support) for Manjil- Rudbar freeway bridges for the first time in country.
2023	Design and construction of Bridge 27 on Tehran-North freeway as a four-span free cantilever bridge with a horizontal arch
2023	Two tunnel lanes crossing each other for the first time in the country (in Tunnels: 27 and 32 on Tehran-North Freeway)
2024	Winning the award for the title of Top Consultant at the 27th National Conference of the American Concrete Institute (ACI) Iran Branch and the Concrete Research Center (MATB) in January 2024 for Saray Bridge (Mianeh-Ardabil railway) and Rudbar Bridge (Manjil- Rudbar freeway)
2024	Design and construction of the arch of 24 bridge as a piece from the middle of the arch to prevent scaffolding from moving during concreting and using neoprene in the smallest base on the 24 bridge arch to prevent shear failure
2025	Winning the award for the title of Top Consultant at the 27th National Conference of the American Concrete Institute (ACI) Iran Branch and the Concrete Research Center (MATB) for lot2 ,Tehran-North Freeway
2026	Appreciation for supervising the implementation and exploitation process of the national project of connecting Ardabil province to the national network of the Islamic Republic of Iran

Executive Experience Of The Consultant

Title	Projects List Of Iran Oston Consulting Engineers in Each Department	
1. Providing consulting services in the field of freeway construction	1. Saveh- Salafchegan freeway 2. Tehran-Rudehen freeway (Pardis) 3. Manjil - Rudbar freeway 4. Zanjan- Tabriz freeway 5. Tehran-North freeway	6. Khorramabad- Pol zal freeway 7. Qom-Kashan freeway 8. Marand-Bazargan freeway 9. Zal-Andimeshk freeway 10. Pardis-Hraz freeway 11. Abali-Polor Freeway
2. Providing consulting services in the field of construction of the main roads and highways	1. Main road of Yazd-Tabas 2. Main road of Yasuj - Dorahan- Chenarbam 3. Main road of Golpayegan- Isfahan 4. Second lane of Mimeh- Salafchegan highway 5. Yasouj bypass 6. Anzali bypass 7. Mehriz- Anar highway 8. Yazd bypass 9. Langarud- Ramsar highway 10. Variant of Imamzadeh Hashem bottleneck 11. Nain- Ardestan highway 12. Ardestan-Badrood highway 13. Rodehen- Firuzkoh- Ghaemshahr highway 14. Kalachai bypass 15. Talesh- Rezvanshahr highway 16. Astara- Talesh highway 17. Yasouj-Eghlid road	18. Fuman- Ponell highway 19. Rastaq- Kohgum highway 20. Parchin- Pakdasht highway 21. Langarud bypass 22. Gilavand bypass 23. Rezvanshahr - Anzali road 24. Main road of Kantartakhteh- Kazeron 25. Improvement of Tehran-Qom highway 26. Talesh bypass 27. Sari bypass 28. Lahijan bypass 29. Parsian- Asalouye highway 30. Improvement of Tehran-North road 31. Chalus- Noshahr bypass 32. Tunnel on Asalem- KhalkhaL road 33. Marzanabad- Dozdbon axis 34. Naft Sefid T-junction to Masjed Soleyman
3. Providing consulting services in the field of construction of large and special bridges	1. Tuti bridge located in Sudan 2. IzadKhast bridge (Isfahan-Shiraz railway) 3. Ghazian bridge in Anzali city 4. Bridges of Tehran-Pardis highway and the southern Bypass of Bumehen 5. Hosseiniyeh bridge2 (Pol zal- Andimshek freeway) 6. Bridges of Tehran- North freeway	7. Bridges of Manjil – Rudbar freeway 8. Saray Bridge (Mianeh - Ardabil Railway) 9. Gil bridge located in Lahijan bypass 10. Sari bypass bridge 11. Tar and Buzon Dareh Bridge in Gilavand bypass 12. Abali bridge in Haraz axis 13. Yagshanlu Bridge (bypass of Ghotour Railway Bridge)

Executive Experience Of The Consultant

Title	Projects List Of Iran Oston Consulting Engineers in Each Department	
4. Providing consulting services in the field of railway construction (substructure)	1. Bafq- Bandar Abbas railway 2. Railway variant of the thick bridge 3. Mashad- Bafq railway 4. Aprin railway station and Aprin-Maleki 5. Kerman- Zahedan railway 6. Aprin- Bahram railway 7. Mashad- Sarakhs railway 8. Isfahan- Shiraz railway 9. Middle - Ardabil Railway 10. Qazvin- Rasht - Anzali railway 11. Isfahan- Azna railway 12. Sangan - Torbat Heydarieh Railway 13. Shiraz- Bushehr – Asalouyeh railway	13. Khaf - Harat railway (internal and external border) 14. Anzali free zone rail connection 15. Yazd- Euclid railway 16. Rasht- Astara railway 17. Khorramabad-Andimeshk railway 18. Amol-Larijan railway 19. Birjand- Yunesi railway 20. Second line of Ray-Bahram railway 21. Tehran-Qom-Isfahan high-speed railway 22. Ardabil-Pars Abad Railway 23. Connecting the Zanzan-Tabriz Railway to the Hamedan-Sanandaj Railway via the Bijar Route 24. Rail connection between Rimdan border area and Chabahar
5. Providing consulting services in the field of railway construction (pavement)	1. Khaf - Herat railway 2. Qazvin- Rasht - Anzali railway 3. Arak-Malayer-Kermanshah railway	4. Isfahan - Shiraz railway 5. Mianeh - Ardabil Railway 6. Yazd - Eqlid railway 7. Rasht-Astara Railway
6. Providing consulting services in the field of subway construction	1. Karaj metro line5 2. Parand rail transit 3. Mashad metro line3	4. Rasht metro lines 1 and 2 5. Tabriz metro line3
7. Providing consulting services in the field of construction of secondary road	1. Qain- Yazdan 2. Dorahan- Lorap 3. Sisakht- Tut-e Nadeh 4. Qain- Sharakht	5. Khoy- Ghotour- Razi 6. Aprin station of the communicational road 7. Communicational road of Nogh station in Kerman 8. Chabahar Free Zone Boulevard
8. Providing consulting services in the field of asphalt	1. Asphalt coating of Khoy-Qoshchi axis 2. Asphalt coating of Urmia- Mahabad axis 3. Asphalt coating of Yazd- Shams axis 4. Asphalt coating of Mimeh - Salafchegan axis 5. Asphalt coating of Saveh-Salafchegan freeway	6. Asphalt coating of Rudehen- Firouzkoh axis 7. Asphalt coating of Karaj-Qazvin freeway 8. Asphalt coating of Nain- Ardestan 9. Asphalt coating of Khorramabad- Pol zal

Executive Experience Of The Consultant

Title	Projects List Of Iran Oston Consulting Engineers in Each Department
9. Providing consulting services in The field of building construction	1. Tezeraj railway station(Bafq- Bandar Abbas railway) 2. Control and inspection of Yazd-Euclid railway stations 3. Stations of Kerman- Bam Railway 4. Stations of Shiraz- Bushehr- Asalouyeh Railway 5. Station of Mashad- Sarakhs Railway 6. Station of Sangan- Torbat Railway 7. Stations of Rasht- Anzali Railway 8. Stations of Rasht- Astara Railway
10. Providing engineering control services for freeway design studies	1. Hemmat- Karaj freeway 2. Haram to Haram freeway 3. Isfahan- Izadkhast freeway 4. Isfahan- Shiraz freeway 5. Najaf Ashraf freeway 6. Section3 of Isfahan western bypass freeway 7. Shiraz- Bushehr freeway 8. Natanz-Sirjan-Bandar Abbas
11. Providing consulting services in the field of Geotechnic	1. Geotechnical engineering services and material resistance of Imam Khomeini port 2. Local laboratory services for oil terminals of Bandar-e Imam 3. Soil and concrete laboratory services for the construction of bitumen storage tanks in Bandar Imam 4. Geotechnical study of Sarabali health center project in Shahryar district 5. Geotechnical engineering services and material resistance of power building 6. Geotechnical engineering services and material resistance (local laboratory), construction project plan and central equipment of the laboratory 7. Geotechnical engineering services and power research center 8. Concrete and soil mixing plan of Iran Electricity Organization 9. Geotechnical engineering services and material resistance of the construction project, and equipping the central laboratory, high-voltage generator building and premises 10. Welding control contract for office building project of Pars Home Appliances 11. Geotechnical studies of Khazarabad recreational project 12. Geotechnical studies about the construction site of Isfahan tobacco factory in Baharestan 13. Geotechnical studies and material resistance of Gendarmerie town of Kermanshah 14. Geotechnical studies and material resistance of Rezvan, Ardabil 15. Geotechnical studies and resistance of land material of Karun beach, Ahvaz 16. Geotechnical studies and material resistance of commercial and administrative complex of Pastor Crossroad, Hamedan 17. Geotechnical studies and material resistance of Velenjak land 18. Geotechnical studies and material resistance of Niavaran project in Tehran 19. Geotechnical studies and material resistance of the residential complex of Saidieh Boulevard, Hamedan 20. Geotechnical engineering services and material resistance of Pardis-Bumehen project 21. Ground geotechnical engineering services in Armaqan Street across Mehrdad street in Africa avenue 22. Land geotechnical engineering services located on Valiasr Street

Executive Experience Of The Consultant

Title	Projects List Of Iran Oston Consulting Engineers in Each Department
11. Providing consulting services in the field of Geotechnic	23. Geotechnical engineering services of Nasser plain in Firouzkoh 24. Geotechnical engineering services on preparation of Peshwa 25. Geotechnical engineering services for Jillard in Damavand 26. Geotechnical engineering services on land preparation of Adlabad in Islamshahr 27. Geotechnical engineering services on land preparation of Ahmedabad in Damavand 28. Geotechnical engineering services on land preparation of Lavasanat 29. Geotechnical engineering services and material resistance of Azadegan water park 30. Geotechnical engineering services and material resistance of the educational and research complex of the Industrial Management Organization 31. Geotechnical engineering services and material resistance of the wild life museum for development 32. Geotechnical engineering services of the weld inspection project for the Railway Engineering Faculty 33. Geotechnical engineering services of the local laboratory, and the material resistance of Iranian Chemical Industries Research and Development Center 34. Geotechnical engineering services and material resistance for Nasr 1 and 2 projects of Mostazafan Foundation 35. Geotechnical study services for the construction plan of Gilan Secretary of state building 36. Geotechnical engineering services and material strength for the logistics residential complex 37. Engineering services for studies of the underpass bridge on double- lane Boulevard, Bandar Abbas Eighth Refinery Residential Complex 38. Geotechnical engineering services, borehole drilling and geotechnical studies for the -8story residential building in Saadat Abad 39. Geotechnical study services for Azadi commercial office building 40. Geotechnical studies of the new city of Hashtgerd 41. Studies and tests on soil mechanics for Nobonyad project 42. Welding quality control on steel parts of Kerman commercial office project 43. Geotechnical services for construction of the main boulevard and streets of the 3rd Figure of the Chabahar Free Zone 44. Welding quality control in Izadkhast Bridge project, Isfahan - Shiraz railway 45. Welding quality control in Zanzan-Tabriz freeway project 46. Welding quality control in Ray-Bahram railway project 47. Welding quality control in Manjil- Rudbar freeway project 48. Welding quality control in Tehran-North freeway project 49. Quality control of rail welding in Malayer-Kermanshah railway pavement project 50. Quality control of rail welding in Qazvin-Rasht- Anzali railway pavement project 51. Geotechnical studies of Baharestan parking 52. Geotechnical and Material Strength Engineering Services (Local Laboratory) for the Islamic Consultative Assembly Development Plan Project

Freeway And Highway

Manjil - Rudbar Freeway

Tehran-North Freeway (Sections C2,B2,AB2,BR2)

Khorramabad- Pol zal Freeway

Saveh- Salafchegan Freeway

Pol Zal – Andimeshk Freeway

Zanjan- Tabriz Freeway

Tehran- Pardis Freeway

Astara- Talesh- Punel highway

Variant of Imamzadeh Hashem on Haraz Road

Highway of Langarud Bypass



Manjil - Rudbar Freeway

The Qazvin–Rasht Freeway is a vital transportation corridor in northern Iran, forming part of one of the four main routes crossing the Alborz mountain range, along with the Chalus, Haraz, Firuzkuh, and Rasht roads. This freeway plays a significant role in facilitating the movement of goods and passengers into the fertile and touristic region of Gilan Province.

The total length of the Qazvin-Rasht Freeway is approximately 138 km, of which approximately 127 km had been completed several years ago. However, the remaining 11 km stretch in the Manjil–Rudbar area has faced prolonged delays due to the mountainous and impassable terrain, the presence of the Sefidrud River, the proximity of the cities of Manjil and Rudbar, as well as technical and social challenges. The completion of the Imamzadeh Hashem-Qazvin freeway is a key component of this route, serving as part of the international north-south transportation corridor. Engineering studies and supervision for the project have been conducted by Iran Oston Consulting Engineers. The freeway's first section, measuring 3.2 km, was opened in 2016, followed by the second section, the Manjil-Rudbar Freeway, which became operational in March 2017.

<i>Project Technical Specifications</i>				
Road length (km)	Tunnels (unit-m)	Large bridges (unit-m)	Excavation volume (m ³)	Concreting volume (m ³)
11.5 km	9 units - 5900 m	12 units - 2110 m	2/600/000	215/000

Tehran-North Freeway (Sections C2,B2,AB2,BR2)

The Tehran-North Freeway is recognized as Iran's most challenging, costly, and heavy-duty road construction project, representing a long-standing national ambition: to establish a safe, smooth, and shorter route connecting Tehran and other provinces to the Caspian Sea coast. Once fully operational, this freeway will effectively replace the old Karaj-Chalus road, offering significant improvements in safety, comfort, travel time, and fuel efficiency, especially in this mountainous and often snowy region.

The segment comprising sections C2–B2–AB2–BR2, with a total length of 8.7 kilometers, traverses some of the most geologically complex and mountainous zones of the Alborz range. more than %95 of this section consists of bridges, tunnels, and engineered galleries, constructed to overcome difficult terrain and provide a scenic route overlooking the Chalus Valley.

The western lane of this segment was completed and inaugurated in June 2023, while construction of the eastern lane is still in progress. In addition, consulting and engineering studies for the first and second phases of District 3 (covering 41 km out of a total 49 km) are also underway, and are being carried out by Iran Oston Consulting Engineers.



<i>Project Technical Specifications</i>			
Road length (km)	Tunnels (unit-m)	Large bridges (unit-m)	Galleries length (unit-m)
8.7 km	27 units - 12198 m	9 units - 1356 m	44 units - 2139 m





Khorramabad- Pol zal Freeway

This freeway is part of the Tehran–Bandar Imam axis, with a total length of approximately 104 km, making it 65 km shorter than the equivalent route on the existing road network. Traversing the challenging terrain of the Zagros Mountains, the project required the construction of 15 tunnels with a combined length of 26 km, and 14 bridges totaling 2,600 m in length.

In terms of construction volume, timeline, and impact, this project ranks among the largest and most significant freeway projects in Iran, offering a substantial reduction in both route length and travel time.

Notably, the construction was completed five months ahead of the contractual schedule. Iran Oston Consulting Engineers was responsible for both the technical studies and supervision throughout the project's development.

<i>Project Technical Specifications</i>					
Road length (km)	Tunnels (Double-lane) (unit- m)	Large bridges (unit-m)	Excavation volume (m ³)	Concreting volume (m ³)	Asphalt volume (ton)
104 km	15 units 26 km Total double- lane	14 units - 2600 m	40/000/000	1/000/000	1/000/000

Saveh- Salafchegan Freeway

This freeway is a key segment of the Tehran–Saveh–Arak–Khorramabad–Andimeshk–Ahvaz–Bandar Imam corridor, enabling efficient connectivity between one of the country's most critical transportation axes and major regional centers.

It stands out as one of Iran's largest and most successful freeway projects, both in terms of construction volume and execution time, as well as the significant reduction in route length and travel time it provides.

Remarkably, the freeway was completed in under 36 months, a record-setting achievement in the context of national road construction projects.

Iran Oston Consulting Engineers was responsible for the engineering studies and construction supervision throughout the project.

<i>Project Technical Specifications</i>				
Road length (km)	Large bridges (unit-m)	Excavation volume (m ³)	Concreting volume (m ³)	Asphalt volume (ton)
65 km	16 units - 750 m	1/100/000	343/000	650/000



Pol Zal – Andimeshk Freeway

This freeway, forming part of the Tehran–Bandar Imam transportation corridor, is a continuation of the Khorramabad–Pol Zal Freeway, with a total length of 45 km. Constructed at an approximate cost of 3,500 billion Rials in 2013, the route includes 10 bridges, most notably the Hosseiniyeh Bridge, featuring a 55 + 100 + 55 m span arrangement.

Iran Ostoon Consulting Engineers was responsible for conducting the engineering studies and providing construction supervision for this project.

<i>Project Technical Specifications</i>	
Road length (km)	Large bridges (unit-m)
45 km	10 units - 1610 m





Zanzan-Tabriz Freeway

Four sections of the -285kilometer Zanzan-Tabriz freeway project include sections 1 and 2A, 2B, and 3, which is the most difficult section and, passing through the Shibli Mountains, contains the first freeway tunnels with modern road construction standards in the country, at a elevations of 2,443 and 2,522.5 meters.

These sections also feature more than 23 large bridges, 3 Grade-separates interchanges, and 10 overpasses and underpasses, built at altitudes ranging from 1,650 to 2,000 m. Due to their elevation and climate, they are considered among the coldest and snowiest freeway projects in Iran.

<i>Project Technical Specifications</i>				
Road length (km)	Tunnels (unit-m)	Large bridges (unit-m)	Intersections (unit)	Overpasses and underpasses (unit)
51.6 km	2 units - 4955 m	23 units - 906 m	3 units	10 units

Tehran- Pardis Freeway

This four-lane freeway, approximately 23 km in length, was constructed in the rugged mountainous terrain of the eastern Alborz Mountains, extending from the end of Babaei Highway to the western outskirts of Bumehen. The project was completed at an estimated cost of 1,800 billion Rials in 2011.

It is regarded as one of the most successful freeway projects in the country, due to its contribution to improved traffic flow, significant reduction in travel time, and effective traffic redistribution, along with increased revenue from toll collection.

For its role in conducting engineering studies and construction supervision, Iran Oston Consulting Engineers was honored with the title of Top Consultant at the 18th National Conference of the American Concrete Institute (ACI) – Iran Chapter in February 2015.

Project Technical Specifications

Road length (km)	Tunnels (unit-m)	Large bridges (unit-m)
23km	4 units - 5500 m	15 units - 3000 m





Astara- Talesh- Punel Highway

This highway forms part of the Astara–Gorgan highway network, with a total length of approximately 75 km. It includes Lisar, Khutbe Sara, Talesh-Asalem-Dinachal, Parehsar, and Rezvanshahr bypasses, all developed as a four-lane highway. The major segments, particularly those outside the bypasses, have already been completed and are currently in operation.

<i>Project Technical Specifications</i>				
Road length (km)	Large bridges (unit-m)	Excavation volume (m ³)	Concreting volume (m ³)	Asphalt volume (ton)
75 km	25 units - 1000 m	3/500/000	2/700/000	850/000

Variant Of Imamzadeh Hashem On Haraz Road

The Imamzadeh Hashem route on the Haraz Road is one of the most vital access corridors to the northern provinces of Iran. As part of the effort to improve this strategic route, the construction of the Imamzadeh Hashem bypass has been undertaken. This project includes two tunnels, each 3,300 m long, one Grade-separates interchange, and three bridges. Upon completion, the route length will be reduced from 21 km to 12 km, significantly improving travel efficiency and safety.

Section 1 of the project has been operational since 2013, and construction of Section 2 commenced in the second half of the same year. This route is also part of the Pardis–Polur Freeway, a 24 km corridor extending from West Bumehen to Polur, which is currently being upgraded and reclassified as a freeway to meet modern transportation standards.

Iran Oston Consulting Engineers has served as the Employer's Consultant, responsible for technical studies and construction supervision on this project.

<i>Project Technical Specifications</i>			
Road length (km)	Tunnels (unit-m)	Large bridges (unit-m)	non-coplanar intersection (unit)
12 km	2 units - 6600 m	3 units - 695 m	1 units





Highway Of Langarud Bypass

Due to the urban expansion of Langarud and the high volume of traffic estimated at approximately 24,500 vehicles per day using the northern route, the existing southern road, which has been developed into an urban boulevard, can no longer accommodate the growing transit demand, particularly for national through traffic.

To address this issue, the construction of a bypass road outside the city's comprehensive urban plan was deemed necessary. This four-lane bypass is 11.4 km long, beginning from the Talesh area in west Langarud (at km 220 of the highway axis) and ending just before Shalman City.

<i>Project Technical Specifications</i>					
Road length (km)	Large bridges (unit-meter)	Excavation volume (m ³)	Concreting volume (m ³)	Asphalt volume (ton)	non-coplanar inter- section (unit)
11.4 km	4 units - 150 m	1/300/000	55/000	120/000	2 units

Railway

Rasht-Astara Railway

Qazvin-Rasht- Anzali Railway

Yazd- Eqlid Railway

Mianeh -Ardabil Railway

Tehran-Qom-Isfahan High Speed Railway

Shiraz-Bushehr-Asaluyeh Railway

Khaf– Harat Railway

Isfahan-Shiraz Railway

Western Railway of Iran

Bafq- Bandar Abbas Railway

Mashad- Sarakhs Railway

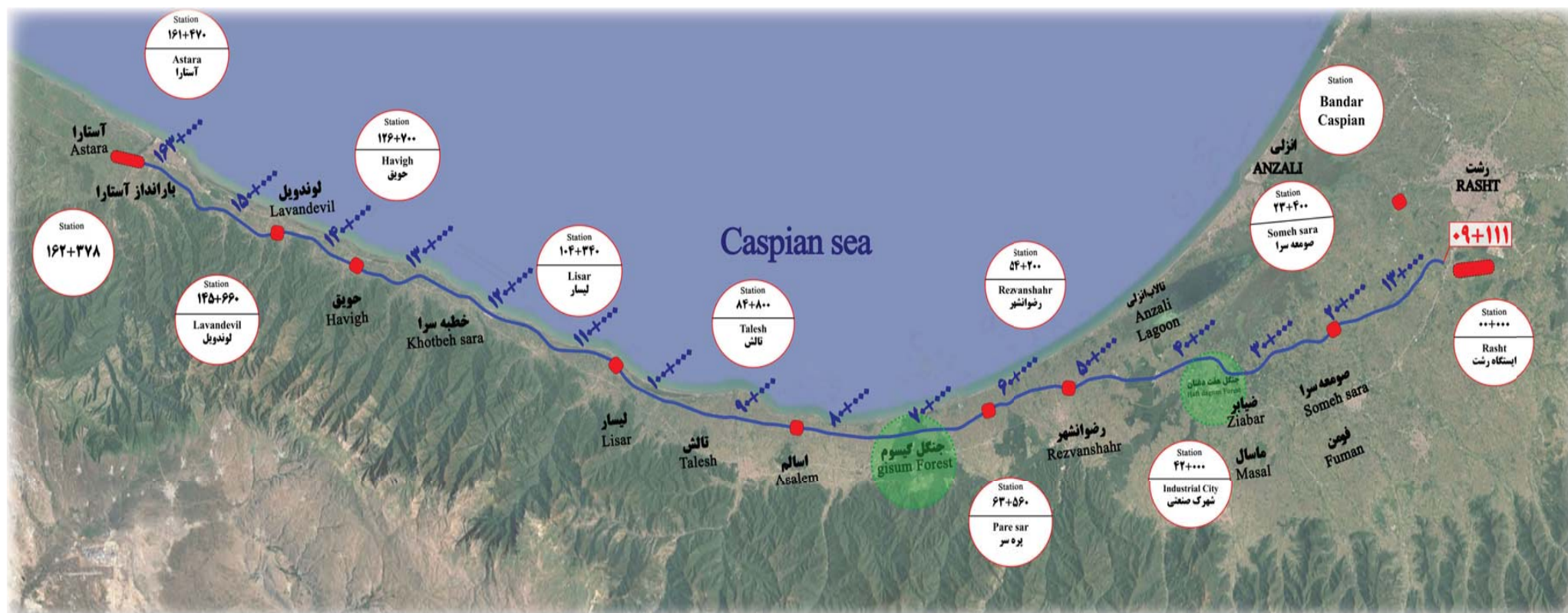
Kerman-Bam-Zahedan Railway

Rasht-Astara Railway

The North-South Corridor, a significant portion of which passes through Iran, is the most important and efficient transit route connecting Asia to Europe. By utilizing this corridor, the shipment time of goods to Central and Northern Europe is reduced by half, and transportation costs are reduced by approximately %30.

Iran Oston Consulting Engineers has served as the Employer's Consultant on this strategic route.

Project Technical Specifications					
Railway length (km)	Tunnels (unit- km)	Large bridges (unit-km)	Embankment volume (m ³)	Concreting volume (m ³)	Station (unit)
162 km	1 units - 1.98 km	63 units - 40km	5/800/000	1/200/000	8 units



Qazvin- Rasht- Anzali Railway

This railway line represents one of the key bottlenecks along the North–South Corridor of Iran and forms part of a strategic international transit corridor. With its full integration, the corridor will enable the annual transit of up to 10 million tons of cargo, facilitating the transit of goods through Iran.

Iran Oston Consulting Engineers has been responsible for the design and supervision of 77 km of infrastructure along this route, covering Sections 5A, 7 ,6, and 8, as well as the connection to the Caspian Port, the main railway lines within the Caspian Port, and the pavement works along approximately 235 km of the corridor.

Among the major engineering structures on this axis is the Sousar Rogah Bridge, which, at 2,670 m in length, is one of the largest bridges on the route.

<i>Project Technical Specifications</i>			
Railway length (km)	Large bridges (unit-km)	Intersection (unit)	Station (unit)
77 km	35 units - 5.09 km	38 units	8 units





Yazd- Eqlid Railway

The construction of the Yazd–Eqlid railway, spanning 271 km, began in 2011. This strategic project aims to connect Yazd Province to Fars Province, facilitate the integration of two major industrial and mining hubs, and reduce the overall length of the Shiraz–Mashhad railway by 310 km.

The corridor is designed to accommodate an annual transport capacity of 7 million tons of cargo and 3 million passengers over the next 20 years.

Iran Oston Consulting Engineers has served as the project consultant.

<i>Project Technical Specifications</i>			
Railway length (km)	Large bridges (unit-m)	Intersection (unit)	Station (unit)
271 km	18 units - 580 m	13 units	12 units

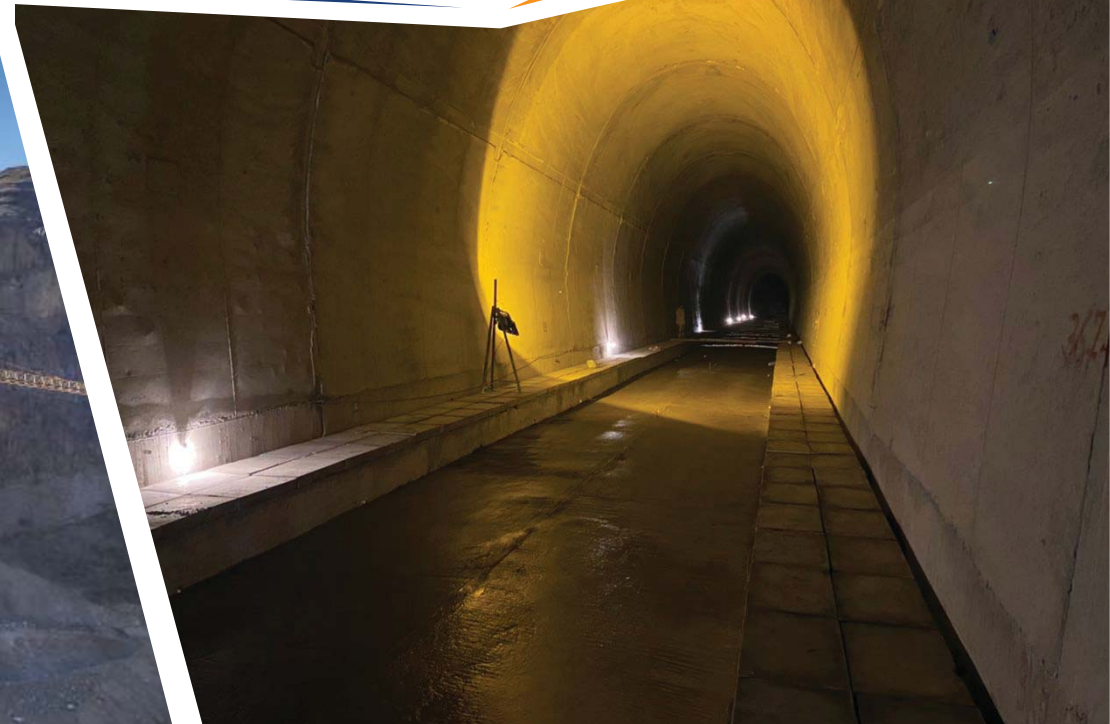
Mianeh-Ardabil Railway

The railway line from Mianeh to Ardabil spans 175 km and is being constructed to connect Ardabil Province to the national railway network, extending further towards Parsabad and the Republic of Azerbaijan. The route begins at the Mianeh station and gradually traverses the mountainous terrain of the Moorlands, running parallel to the Qezel Ozen River. It then follows the Ardabil-Mehmandoost road before reaching Ardabil Station at the 175 km mark.

Iran Oston Consulting Engineers is responsible for four sections 2A, 2B, 2G, and 2D with a combined length of 20.2 km, out of the eight construction sections.

This portion is among the most challenging mountainous sections of the project, featuring 26 tunnels and 5 large bridges. Additionally, the company oversees pavement construction along the entire 217 km route.

<i>Project Technical Specifications</i>			
Railway length (km)	Tunnels (unit- km)	Large bridges (unit-km)	Station (unit)
175 km	26 units - 10.88 km	5 units - 1.175 km	1 units





Tehran-Qom-Isfahan High Speed Railway

The Tehran–Qom–Isfahan High-Speed Railway (HSR) is Iran's first high-speed rail project and is currently under construction. This railway significantly reduces travel time between Tehran and Isfahan and provides a vital connection between Isfahan, Qom, and Imam Khomeini International Airport.

Spanning a total length of 410 km, the railway is designed for a maximum speed of 300 km/h, with an operational speed of 250 km/h. It is expected to handle a passenger capacity of 16 million annually, enhancing connectivity and boosting economic growth in the region.

The employer's consultant of this mega project is a joint venture between Iran Ostoon Consulting Engineers and the Italian company Italfer.

<i>Project Technical Specifications</i>				
Railway length (km)	Tunnel (unit- km)	Large bridges (unit-km)	Intersection (unit)	Station (unit)
410 km	4 units - 4.6 km	36 units - 15.2 km	25 units	4 units

Shiraz- Bushehr– Asaluyeh Railway

The presence of the South Pars gas resources in the Asaluyeh region has significantly increased the demand for safe and efficient access to this vital area. Iran Oston Consulting Engineers has conducted comprehensive studies over 192 km of the route and currently supervises the construction of more than 100 km.

<i>Project Technical Specifications</i>			
Railway length (km)	Tunnel (unit- km)	Large bridges (unit-km)	Station (unit)
192 km	5 units - 11 km	18 units - 2.21 km	9 units





Khaf- Harat Railway

The Khaf–Harat railway, spanning 225 km, serves as a vital link between Iran and Afghanistan. Afghanistan's rich mineral resources have the potential to be efficiently transported via this railway, underscoring the strategic importance and justification of the project.

Iran Oston Consulting Engineers has completed 138 km of substructure and 105 km of superstructure, contributing significantly to the advancement of this cross-border railway corridor.

<i>Project Technical Specifications</i>		
Railway length (km)	Large bridges (unit-m)	Station (unit)
138 km	3 units - 687 m	6 units

Isfahan- Shiraz Railway

The Isfahan–Shiraz railway, part of the Tehran–Bushehr–Asaluyeh national corridor, spans approximately 500 km. Of this, 130 km have been designed and supervised by Iran Oston Consulting Engineers, with operations commencing in 2009.

One of the most critical sections is the Kulikash bottleneck, where four tunnels have been constructed to navigate challenging terrain. Due to the strategic importance of the Isfahan–Shiraz railway, Iran Oston Consulting Engineers was also entrusted with the supervision of pavement, signaling, and communications systems throughout the project.

<i>Project Technical Specifications</i>				
Railway length (km)	Tunnel (unit- km)	Large bridges (unit-m)	Intersection (unit)	Station (unit)
Substructure: 130 km Superstructure: 357 km	6 units - 1.9 km	5 units - 545 m	4 units	7 units





Western Railway Of Iran

The Arak–Malayer–Kermanshah railway project, spanning 321 km, establishes a vital rail connection between Iran's western provinces and Tehran, integrating these regions into the national railway network. This connection is expected to drive economic, social, and cultural development across a significant portion of western Iran, while also reducing cargo transportation costs and enhancing passenger safety and comfort.

Moreover, the completion of the Railway will facilitate international rail communication between Iran and Iraq via the Khosravi border crossing.

Iran Oston Consulting Engineers is responsibility for supervising the pavement works along the entire route.

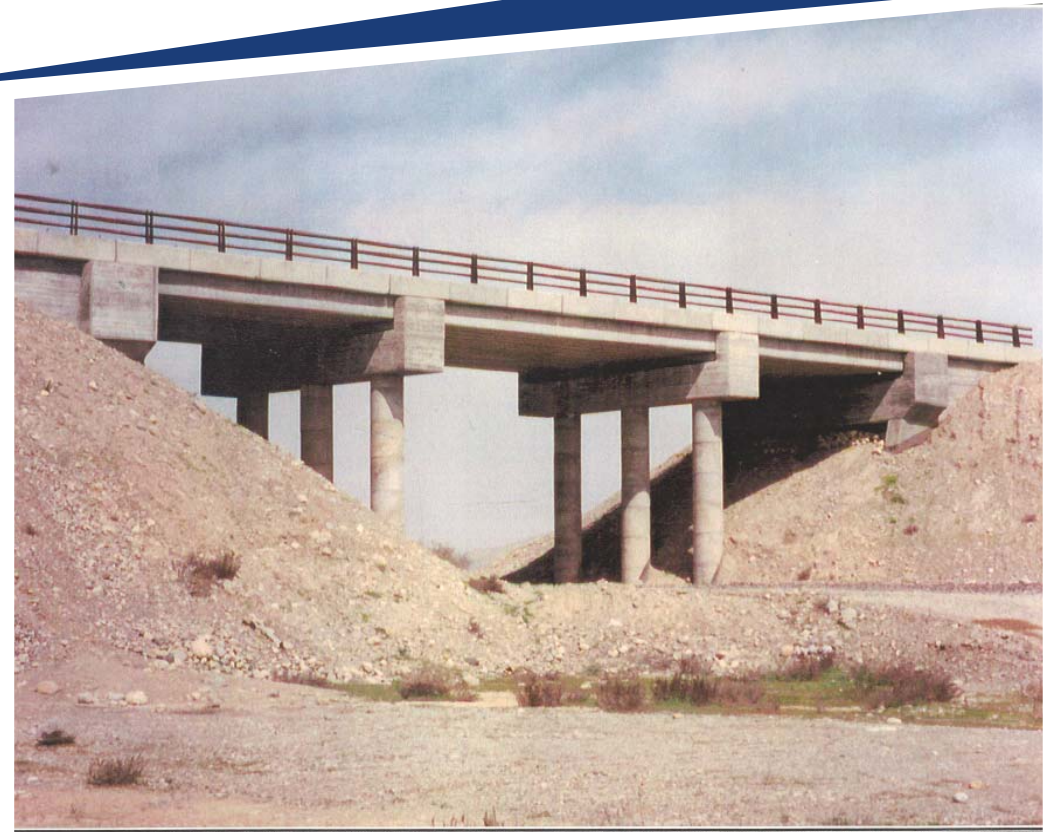
<i>Project Technical Specifications</i>				
Railway length (km)	Tunnel (unit- km)	Large bridges (unit-km)	Intersection (unit)	Station (unit)
321 km	5 units - 3 km	4 units - 3.5 km	113 units	8 units

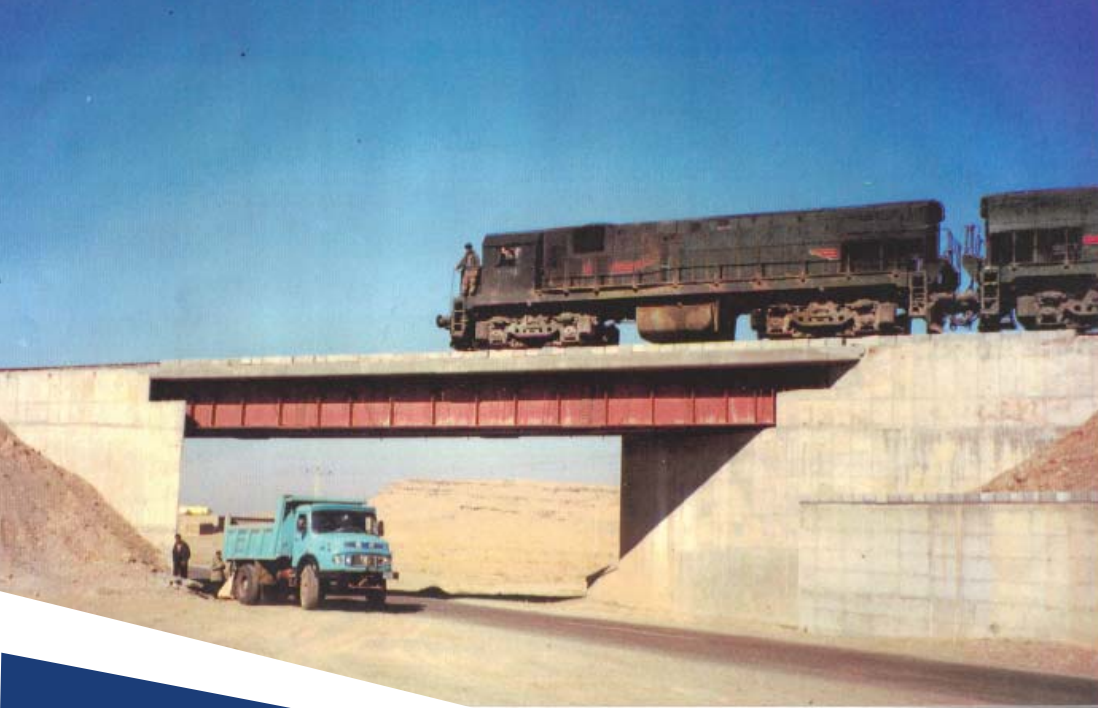
Bafq- Bandar Abbas Railway

The Bafq–Bandar Abbas railway, approximately 600 km in length, is a critical infrastructure project connecting the north and south of Iran. Sections 5A, 5B, 13, 12, and 14, along with the Tezerj organizational station covering an area of 9,700 m², were completed by Iran Oston Consulting Engineers in the 1960s.

This railway plays a pivotal role in linking the Bafq-Mashhad-Sarakhs corridor, facilitating efficient transportation and strengthening the country's national rail network.

<i>Project Technical Specifications</i>			
Railway length (km)	Gallery (unit- m)	Large bridges (unit-m)	Station (unit)
195 km	1 unit - 361 m	22 units - 1089 m	1 units





Mashad- Sarakhs Railway

The Mashhad–Sarakhs railway was constructed to establish a crucial nationwide rail link between the expansive territory of the Islamic Republic of Iran and the countries of Central Asia, Northeast Asia, the Persian Gulf, and Europe. Studies and construction began in 1992, with the railway officially inaugurated in 1996.

Iran Oston Consulting Engineers was responsible for the studies and supervision of Sections 2 ,1 and 3 covering a total length of 82 km.

<i>Project Technical Specifications</i>		
Railway length (km)	Large bridges (unit-m)	Station (unit)
82 km	13 units - 773 m	4 units

Kerman- Bam- Zahedan Railway

The Kerman–Zahedan railway plays a fundamental role in the economic growth and development of Iran’s eastern and southeastern regions, contributing to poverty alleviation and regional integration. Moreover, it will establish a critical rail connection between Europe and Southeast Asia, bridging a currently interrupted section along this international corridor. The railway spans 225 km and includes 12 stations. It is estimated to transport 2 million tons of cargo and 500,000 passengers annually, significantly boosting trade and mobility. Iran Oston Consulting Engineers has been responsible for 9 sections, covering 205 km of the route, overseeing the design and supervision of this strategic infrastructure.

<i>Project Technical Specifications</i>			
Railway length (km)	Large bridges (unit-m)	Intersection (unit)	Station (unit)
205 km	5 units - 422 m	4 units	12 units



Bridges

Saray Bridge, Mianeh- Ardabil Railway

Zeytun And Keleverz Bridges, Manjil- Rudbar Freeway

Hoseyniyeh 2 Bridge, Pole Zal- Andimeshk Freeway

Asiab Dargah Bridge, Tehran-North Freeway

Rudbar Bridge, Manjil- Rudbar Freeway

Hasanakdar Arch Bridge, Tehran-North Freeway

Ghazian 2 Bridge (Velayat bridge), Anzali

Tuti Bridge In Sudan

Aah Bridge, Rudehen Southern Branch

Yaghshanlou Bridge, Bypass Over The Bridge Of Qotur Railway



Saray Bridge, The Best Concrete Structure In 2023 And 2024, Mianeh- Ardabil Railway

This bridge is one of the top engineering masterpieces of Iran, located along the Mianeh-Ardabil railway alignment. It is situated between two tunnels in a mountainous valley near the Qezel Ozen River, overlooking the Shahryar Dam Lake.

The Saray Bridge has 10 spans with varying lengths ranging from 34 meters to 95 meters, supported by 9 piers, with the tallest pier reaching a height of 53 meters. During construction, approximately 290,000 m³ of earthworks and 3,800 meters of pile excavation were carried out. The project also involved the use of more than 3,500 tons of rebar and over 15,000 m³ of concrete.

<i>Project Technical Specifications</i>				
Span	Length (m)	Width (m)	Height (m)	Deck system
(70+95*2+64)+34*3+(35+60+35)	556 m	5.6 m	53 m	Prestressed concrete box girder constructed using the balanced cantilever method

Zeytun And Keleverz Bridges, The Best Concrete Structure In 2024, Manjil- Rudbar Freeway

Due to its proximity to Rudbar city and its distinctive architectural design, the bridge was named Zeytun Bridge.

1st Phase: Two box girder bridges with lengths of 130 m and 179 m.

Project Technical Specifications					
Project	Span	Length (m)	Width (m)	Height (m)	Deck system
Zeytun bridge No. 1	25+40*2+25	130 m	13.75 m	20 m	Steel box girder
Zeytun bridge No. 2	68+56+55	179 m	11.60 m	25 m	

2nd Phase: The project consists of two prestressed concrete balanced-cantilever bridges,measuring 330 meters and 290 meters in length, connected by a central span of 130 meters. This is the first time in Iran that the modern pendulum support system has been applied in the design of a bridge.

Project Technical Specifications					
Project	Span	Length (m)	Width (m)	Height (m)	Deck system
Keleverz Bridge (No. 6)	80+130+80+40	290 m	13.6 m	28 m	Prestressed concrete box through balanced cantilever method
Manjil- Rudbar	80+130+80	330 m		27 m	



Hoseyniyeh 2 Bridge, The Best Concrete Structure In 2014, Pole Zal-Andimeshk Freeway

The Pole Zal-Andimeshk freeway was constructed to complete the Tehran-Bandar Imam freeway network. To cross the Hoseyniyeh River and its valley, two bridges with prestressed concrete box girder deck systems were built by this engineering consultant using the balanced cantilever method.

Project Technical Specifications				
Span	Length (m)	Width (m)	Height (m)	Deck system
50+90+50	190 m left lane	12.10 m	45 m	Prestressed concrete box girder through balanced cantilever method
55+100+55	210 m right lane			





Asiab Dargah Bridge, Tehran-North Freeway

Two bridges have been designed and constructed to cross the valley of the Asyab Dargah River. Considering the location of the valley and river, the bridges were designed with long spans, and a prestressed concrete box-girder deck system was adopted and constructed using the balanced cantilever method.

<i>Project Technical Specifications</i>				
Span	Length (m)	Width (m)	Height (m)	Deck system
57+97*2+57	308 m left lane	13.60 m	46 m	Prestressed concrete box girder through balanced cantilever method
55+94*2+55	298 m right lane	15.30 m		

Rudbar Bridge, The best concrete structure in 2024, Manjil-Rudbar Freeway

Rudbar Bridge, as the largest bridge on the 2nd section of Manjil- Rudbar Freeway, is located at the entrance of Rudbar city adjacent to Sefidrud river. The total length of this bridge is 1165 m, consisting of three structural systems:

- A pile-beam bridge with in-situ slabs measuring 45m spans at the beginning and 135m spans in the middle sections.
 - A prestressed concrete beam with in-situ slabs, featuring 10 spans at the beginning and 4 spans in the middle sections, each span measuring 40 meters.
 - Two balanced cantilever bridges: one in the middle section crossing over the existing Rudbar River bridge with spans of 50+85+50 meters, and another at the end section crossing the Sefidrud River with spans of 65+110+65 meters.
- All piers are founded on deep piles with a diameter of 1.5 meters.

The balanced cantilever bridge at the end section, due to the critical importance of crossing the Sefidrud River and the lack of alternative routes in critical situations, was designed and constructed using the Friction Pendulum System (FPS), marking the first application of this system in Iran.

Project Technical Specifications				
Span	Length (m)	Width (m)	Height (m)	Deck system
45+(10×40)+ 135+ (50+85+50)+ (4×40)+ (65+110+65)	1165 m	13.60 m	9m to 20m	Pile, beam, in- situ slab, 40m pre-stressed concrete beam, prestressed concrete box through balanced cantilever method





Hasankadar Arch Bridge, Tehran-North Freeway

Hasankadar is a village along the Karaj-Chalus Road, rich in unique natural, religious, and historical attractions, earning it the nickname "Hidden Paradise." Consequently, two beautifully designed bridges with distinctive architecture have been constructed to cross the Hasankadar River.

<i>Project Technical Specifications</i>				
Span	Length (m)	Width (m)	Height (m)	Deck system
10+80.50+10	100.5 m left lane	13.60 m	31 m	concrete arch
8+66.50+8	82.5 m right lane	13.60 m	26 m	

Ghazian 2 Bridge (Velayat Bridge), Anzali

Ghazian 2 (Anzali) Bridge is located along Takavaran Street in Bandar Anzali city, spanning the Kalivar rugah River adjacent to the existing bridge. The deck system features a prestressed concrete box girder constructed using the balanced cantilever method. the piers and abutments are supported on deep foundations.

<i>Project Technical Specifications</i>				
Span	Length (m)	Width (m)	Height (m)	Deck system
41.5+78+41.5	161 m	11.80 m	15 m	Prestressed concrete box bridge through balanced cantilever method





Tuti Bridge In Sudan

The Tuti Bridge is designed over the Nile River in Sudan. The bridge is 600 meters long and consists of three spans measuring 150 m, 300 m, and 150 m respectively. The feasibility and preliminary studies for the first and second phases were carried out by Iran Oston Consulting Engineering Company, with final approval given by the Employer's Consultant, Dorman Long Consulting Engineers from England.

<i>Project Technical Specifications</i>					
Span	Length	Width (m)	Height (m)	Pile foundation	Deck system
150+300+150	600 m	80 m	70 m	54 deep piles with a diameter of 1.5 meters and a depth of 4 meters	Concrete slab

Aah bridge-Rudehen Southern Road

The southern branch of Rudehen is a continuation of the Tehran-Pardis freeway, stretching 9 km with four lanes. It mainly passes through mountainous areas and hills. This bridge crosses the Aah River at kilometer 6+056.

<i>Project Technical Specifications</i>				
Span	Length (m)	Width (m)	Height (m)	Deck system
40+75+40	155 m	2x12.5 m	36 m	Prestressed concrete box through balanced cantilever method





Yaghshanlu Bridge- Ghotur Railway Bridge Bypass

Yaghshanlu Bridge is located at kilometer 6+126 on the Ghotur variant.

<i>Project Technical Specifications</i>				
Span	Length (m)	Width (m)	Height (m)	Deck system
7.6+50.3+7.6	68.50 m	5.60 m	20 m	Concrete arch

Izadkhast Bridge, Isfahan-Shiraz Railway

After entering Fars province, Izadkhast is the first city along the route. Crossing Izadkhast Valley is planned via a steel bridge, which will be designed and constructed using the pushing method for the first time.

<i>Project Technical Specifications</i>				
Span	Length (m)	Width (m)	Height (m)	Deck system
50+77*5+50	485 m	5.60 m	45 m	A steel box constructed using pushing method



Subway

Line 3 Tabriz Urban Railway

Line 5 Karaj Urban Railway

Line 3 Mashad Urban Railway

Parand Urban Railway

Lines 1 And 2 Of Rasht Urban Railway

Line 3 Of Tabriz Urban Railway

The Tabriz urban railway is approximately 15 km long and include 14 stations included, starts from Tabriz Shahid Madani International Airport, passes through Grand Azarbaijan Square and Enghelab Islamic Street, continues through Daneshsara Square and Artesh Street, and ends at the large Tabriz bus terminal located on Shahid Kasai Highway.

The construction method involves mechanized excavation using a Tunnel Boring Machine (TBM); a part of the project constructed using the cut-and-cover method. This railway line connects to Lines 1 and 2 of the Tabriz urban railway via an interchange station.

<i>Project Technical Specifications</i>	
Total Length (km)	Station (unit)
15 km	14 units

Line 5 Of Karaj Urban Railway

The approved route of Karaj Urban Railway Line 5 begins at the intersection with Line 3 at Shahid Moazen Boulevard and Azadi Street. The extension along Azadi Street is designed as a tunnel that passes beneath Line 2. This line shares a joint structure with the Mehrvila underpass to cross the Tehran-Karaj Freeway.

South of the Tehran-Karaj Freeway, it also passes under Line 1 of the Karaj Urban Railway and the Azerbaijan National Railway, then continues from the beginning to the end of Mohammadshahr Boulevard as an elevated route.

The total length of Karaj Urban Railway Line 5 is 13 km (8.2 km of tunnel and 4.8 km of aerial route)with 10 stations. Iran Oston Consulting Engineers is responsible for the studies along this axis.

<i>Project Technical Specifications</i>				
Total Length (km)	Tunnel (unit- km)	Bridge (unit- km)	Intersection (unit)	Station (unit)
12.6 km	1 unit - 8.2 km	1 unit - 4.8 km	3 units	10 units

Line 3 Of Mashhad Urban Railway

This line starts from Elahiyeh and ends in Abuzar Town. Line 3 passes through the following locations: Imamieh, Imam Ali Square, Janbaz Boulevard, Ferdowsi Square, Shohada Square, Shohada Crossroads, Mokhaberat Alley, Beit al-Moqadas Square, Basij Square, Terminal, Seyidi, and Al-Mahdi. Based on the studies and design of the second phase of the substructure (including geometric plan and profile), the route of Line 3 of Mashhad Urban Railway is 29 km long with 24 stations included.

The studies of this line, as well as the depot, the initial parking lot, and the underground parking lot at the end of the route, are the responsibility of Iran Oston Consulting Engineers.

<i>Project Technical Specifications</i>			
Project	Total Length (km)	All tunnel (km)	Station (unit)
2nd Phase of substructure for line 3 of Mashhad Urban Railway	24.6 km	4.6 km	22 units
1st and 2nd phases of the pavement for the entire alignment plus terminal (Depot, the initial and underground parking lots at the end of the alignment)	29 km	29 km	24 units

Parand Urban Railway

The alignment of Tehran-Parand urban railway, stretching 50 kilometers, begins at Shohada Station in Tehran. It passes near the Imam Khomeini Shrine, continues to Imam Airport, and then heads to Parand city. The alignment is divided into 5 sections, the 1st section- from kilometer 0+400 to 4+800 studied by this Consulting Engineers company. This section is planned to be constructed using the cut-and-cover method.

<i>Project Technical Specifications</i>	
Total Length (km)	Station (unit)
4.4 km	2 units

Lines 1 And 2 Of Rasht Urban Railway

Line 1: East-West Route: This line starts at the beginning of Shohada Boulevard (from Lahijan Boulevard to Langroud-Rudsar Road). It passes through Shahr-dari Square and Hafez Abad (Peyman) boulevards and terminates at the final station located at the beginning of Fouman Boulevard.

Along the route, this line crosses the Zarjoob and Goharrud rivers. The total length is approximately 12.3 km and includes 13 stations. Line 1 is entirely underground.

Line 2: North-Southeast Route: The initial station is located in northern Rasht, near the city's airport. Line 2 extends from the airport to Shahr-dari Square, passing through Shahid Ansari Boulevard and Saadi Street. In the second section, it covers the distance between Shahr-dari and Gil Squares via Imam Khomeini Boulevard.

This line is approximately 10.3 km long with 11 stations included. Line 2 is an underground route, with the urban railway depot situated at the end of the line.



<i>Project Technical Specifications</i>		
Project	Total Length (km)	Station (unit)
Line 1 of Rasht Urban Railway	12.3 km	13 units
Line 2 of Rasht Urban Railway	10.3 km	11 units



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