



REPUBLIC OF TURKEY  
MINISTRY OF TRANSPORT, MARITIME AFFAIRS  
AND COMMUNICATIONS

# INTERMODAL TRANSPORT IN TURKEY



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Opportunity to benefit from advantages of different transport modes and manage the transport chain more effectively

## ADVANTAGES

- Benefiting from the advantages of different modes
  - Flexibility of road transport
  - Larger capacity of railways
  - Low cost of maritime transport
- Cost Efficient
- Environment Friendly
- Contribution to Road Safety
- Integration of all modes under a single transport document





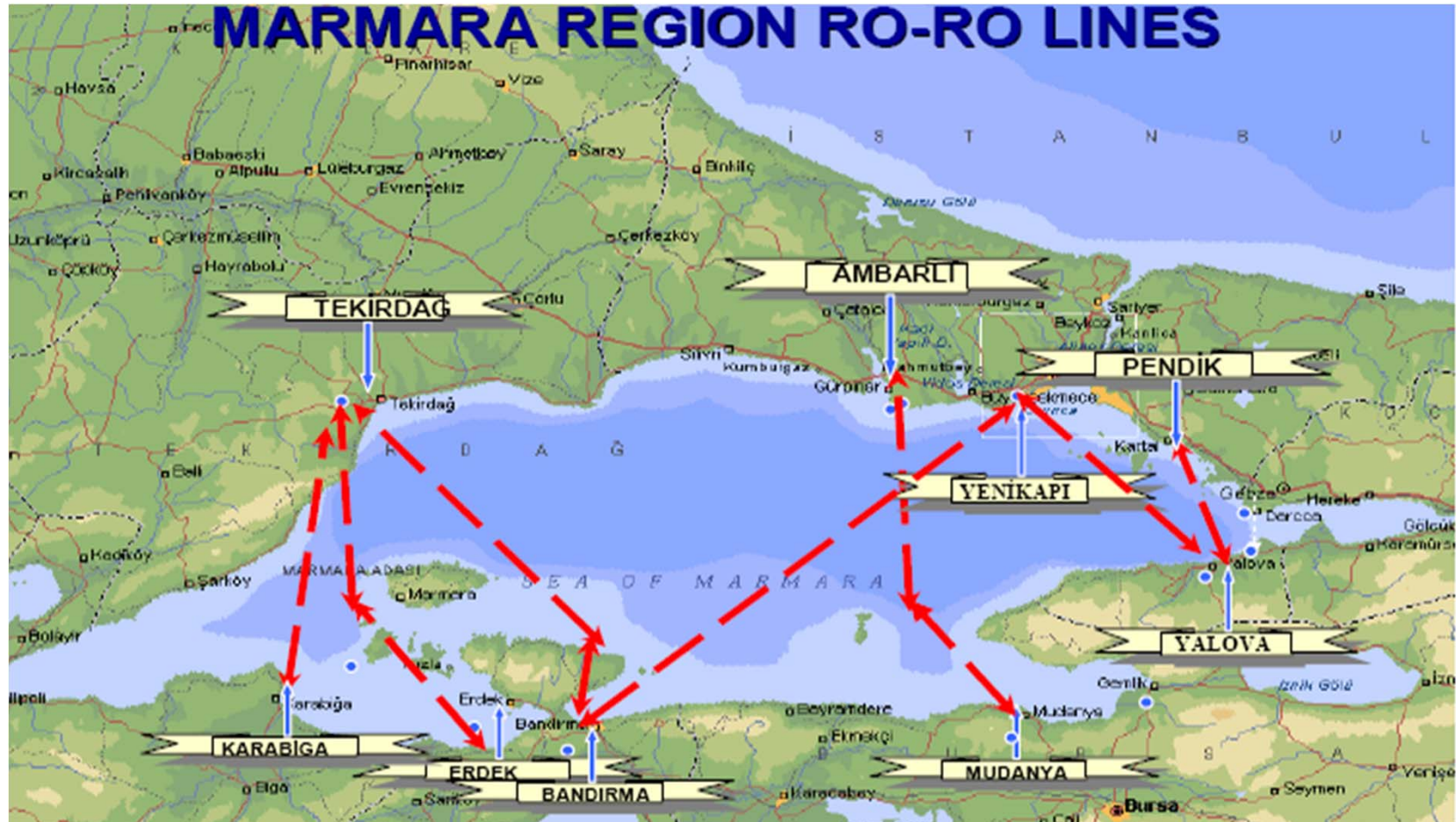


## INTERMODAL TRANSPORT IN TURKEY

### FACTS AND FIGURES

- Dominant road transport sector with a share of 90 % in domestic transport and 43 % in international transport
- Monopoly of Turkish Railway Authority (TCDD) in railway transport
- Privatization process of Turkish Ports in progress
- General Directorate for Transport of Dangerous Goods and Combined Transport Established on 1<sup>st</sup> November 2011
- Regular International Ro-Ro Lines to Italy, France, Russia, Romania, Ukraine, Georgia
- Use of Ro-La by Turkish Trucks in Corridor IV and Corridor X (through Hungary, Austria, Slovenia, Germany)
- Regular Ferries in the Marmara Sea
- No Ro-La in domestic transport







## MAIN RO-LA LINES USED BY TURKISH HAULERS IN EUROPE



- LJUBLJANA – SALZBURG
- TRIESTE – SALZBURG
- VILLACH - WELS/SALZBURG
- SZEGED-WELS
- ARAD- WELS
- SOPRON – WELS
- BUDAPEST
- MARIBOR- WELS







## **HUGE NUMBER OF INFRASTRUCTURE NETWORK DEVELOPMENT PROJECTS OF INTERNATIONAL INTEREST ARE UNDER WAY..**

**On PPP/BOT model, National Funds, EU support (IPA)**

- ✓ All these projects provide contribution towards developing an inter-modal transport network in our region.**
- ✓ In the last 9 years, the total public investment used for Transport and communications infrastructure amounts to 48.7 billion €**
- ✓ Among the total public investment, the share of Transport sector is 34 % (8.4 billion €, % 17.9 increase in 2012, 2012 Investment Program of Turkey)**
- ✓ The construction of economical, environmentally-friendly, uninterrupted and sustainable transport chain is our main objective.**



## LOGISTIC CENTERS AND INTERMODAL TERMINALS PROJECT BY TCDD





## LOGISTIC CENTERS AND INTERMODODAL TERMINALS BY TCDD

- 16 logistics villages
- Intermodal Terminals
- Customs Services
- Warehouses
- TIR Parks
- Storing and Packaging Services
- PPP Model





## Istanbul Strait Tube Tunnel Project (MarmaraRay Project)

European Side:  
19.6 km

Total Length : 76.3 km

Asian Side:  
43.4 km





## KARS-TBILISI-BAKU RAILWAY PROJECT



High level commitment of 3 states  
(Azerbaijan, Georgia and Turkey).

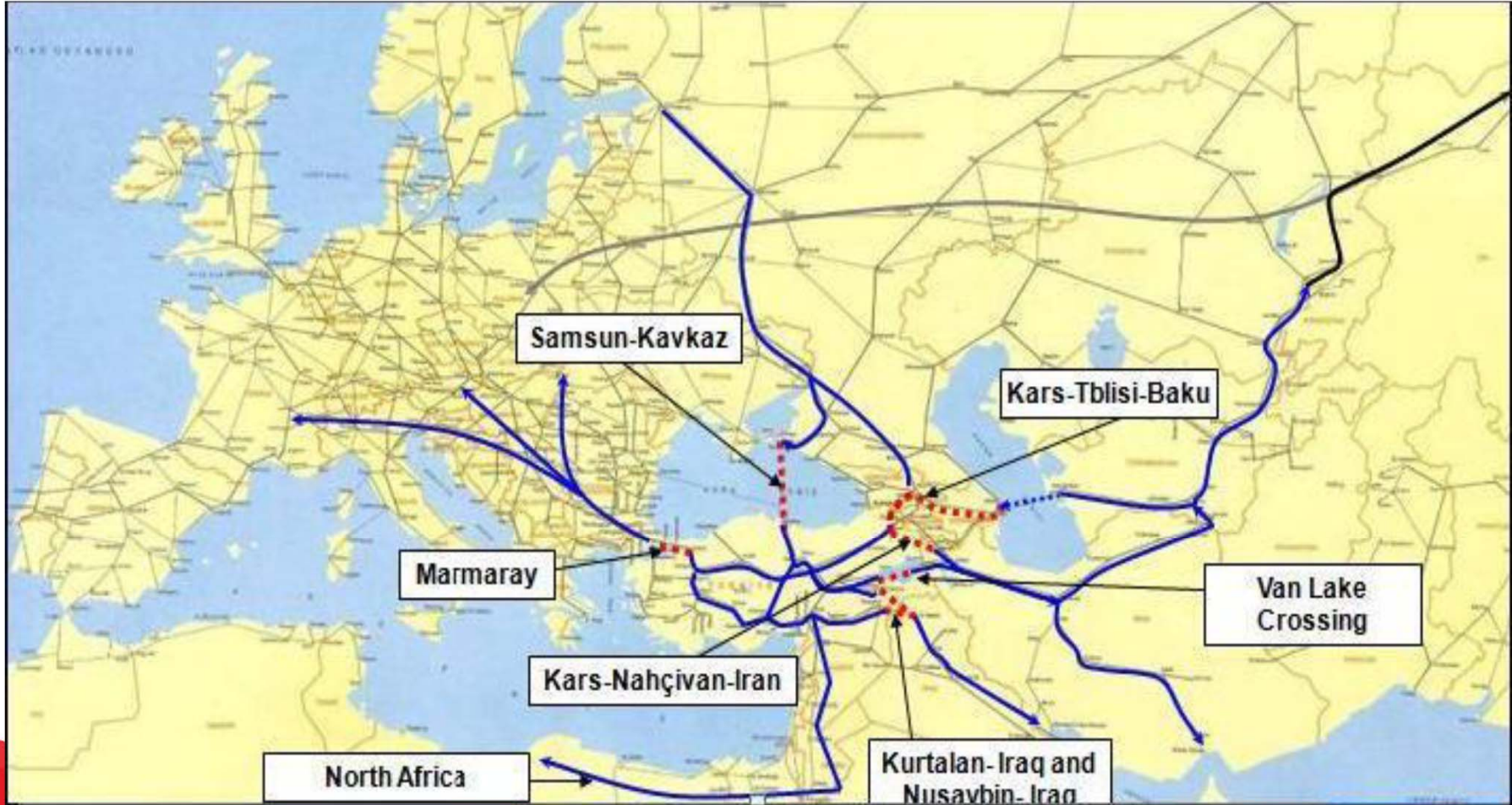
**Railway project links three countries and revive the historic Silk Road trade route**





## INTERNATIONAL IRON SILK RAILWAY PROJECT

### Kapıkule(BG border)-Kars (Georgia Border) Railway Line Project and its Connections



When Marmaray and Baku-Tblisi-Kars Railway completed, an uninterrupted Railway line will be provided from London to China...



## THREATS TO INTERMODAL TRANSPORT

- Permit requirement from the vehicles using Ro-Ro line
- Forcing operators to use Ro-La lines by quota restriction
- High Ro-La and Ro-Ro charges
- Long loading/ unloading times for vessels and trains
- Congestion at the Ports / Istanbul Straits
- Complex Customs Procedures





## **CONCLUSION**

### **In order to make the Intermodal Transport Sustainable:**

- Intermodal modal transport should be an alternative to road transport in terms of time and price;So**
  - Vehicles using Ro-Ro and Ro-La lines should be exempted from quota restriction, permit free.**
  - Use of Ro-Ro and Ro-La should be encouraged by incentives such as bonus permits, lower tariffs etc.**
  - Intermodal transport (Ro-Ro, Ro-La, container) should be supported at UNECE and EU level by new legislations.**
  - More accessible intermodal terminals should be constructed**
  - Customs procedures should be accelerated and simplified**
  - Electronic applications should be used**





## EU Twinning Project: Strengthening Intermodal Transport in Turkey

- Purpose of the project: to promote a balanced, environment-friendly, safer and sustainable transport system in Turkey and alignment with EU legislation
- Prepared and submitted to the EU Commission in 2009,
- Spanish Ministry of Transport selected as partner in 2011,
- Kick off Meeting: 12<sup>th</sup> December 2011
- 16 Stakeholders from public and private sector
- Budget: 1 Million EUR, Duration: 24 months
- Project has 3 components;
  - Training,
  - Intermodal Legislation and Member State Policies,
  - Turkish Intermodal Transport Strategy



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Thank You

