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TRANSPORT IN THE MEDITERRANEAN REGION

Transport developments in the Mediterranean Region

Addendum

Transmitted by the Government of Turkey

1. Transportation policies of Governments play an important role in maintaining and enhancing economic competitiveness. Governments are also committed to reducing the negative effects of transport on the environment. Developing individual policies requires an understanding of where the policies will have impact on the relationship between economic activity and freight transport demands. Nowadays, all countries are trying to find out a way to position their countries as a logistics hub with the development of a logistics infrastructure, the reform of the legal and regularity framework and need to enhance international cooperation.
 2. From a geographical point of view, East Mediterranean Region is not only a bridge between west and east, but also an intersection point between Asia, Europe and Africa, at a wider scale and at a lower scale between regions like Black Sea, Balkans and the middle East.
 3. As Europe aims at reaching Asian markets with an improved logistical infrastructure (e.g. Trans European Transport Network, TRACECA corridor, Pan Europe transport routes), the importance of logistics for East Mediterranean Region becomes evident, if the East
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Mediterranean Region wants to become a logistics base between Europe and Asia by using its geographical advantages. East Mediterranean Region has to become a bridge between European Union countries and Far East and Indian markets.

4. Over 90% of EU external trade and some 43% of EU internal trade goes by sea. More than 1 billion tones of freight per year are loaded and discharged in EU ports.
5. Maritime companies belonging to European Union nationals control one third of the world fleet, and some 40% of EU trade is carried on vessels controlled by EU interests.
6. The maritime transport sector – including shipbuilding, ports, fishing and related industries and services – employ around 2.5 million people in the EU.
7. EU process of liberalization and opening up of national markets to competition within maritime transport is almost complete except for a few restrictions.
8. EU gives very important role to ‘‘Motorways of the Sea’’ concept. With the connection of West and East Mediterranean Regions, trade in this area will grow.
9. Transport is one of the most important elements to be taken into consideration within the framework of economic co-operation. Without effective, secure and efficient transport, no trade or international investment can take place. Organizations such as BSEC, TRACECA etc. are particularly important in this regard because the region is promising not only as a future hub of globally competitive industrial activity, but also as a critical outlet for its own agricultural and industrial products as well as those of Central Asia.
10. Transport and communications have been the key target sectors in Turkish government globalization policies. Turkey’s natural ‘‘bridge’’ position, in the framework of eastern European integration and the emerging markets of the Caucasus and Central Asia, makes infrastructure investments economically attractive. In the context of connections between Pan-European Transport Corridors and Central Asia, Turkey’s role as one of the most important countries in the BSEC and the Mediterranean basin has grown for both east-west and north-south connections
11. The ‘‘motorways of the sea’’ concept aims at introducing new intermodal maritime-based logistics chains in Europe, which will bring about a structural change in transport organization in Turkey within next years. These chains will be more sustainable, and should be commercially more efficient than road-only transport. Motorways of the sea will thus improve access to markets throughout Europe, and bring relief to our overstretched European road system. For this purpose, fuller use will have to be made not only of our maritime transport resources, but also of our potential in rail and inland waterway, as part of an integrated transport chain.
12. For Turkey, ‘‘the motorways of the sea’’ is simply a new logistics concept: the high quality integration of door-to-door supply chains, with the maritime transport mode as the workhorse for this concept. If you agree with Turkey’s idea on the logistics nature of the motorways of the sea, you will also agree that logistics is largely about intelligent use of information and resources.

13. Intermodal transport requires efficient transport systems supported by efficient infrastructural and institutional facilities so that goods move smoothly, safely and rapidly from door to door. The major infrastructural facilities include railroads, roads, airports, seaports, inland container depots and container freight stations.

14. We believe that Short Sea Shipping & Motorways of the Sea are two important new concepts that must not be separated: some of short sea shipping routes are being launched and developed to shift freight from road to sea and to ensure seamless door-to-door services. Turkey is establishing Short Sea Shipping Promotion Centres of Turkey with private sector, universities and related parties.

15. Shipping services are regular, scheduled containers carrying services. Ideally, they guarantee departure times, delivery times, regularity and frequency of service, direct service without transshipment or warehousing en route.

16. Intermodalism has been increasing both in the world and Turkey due to the demand and supply side developments in transport industry. Turkey has great potential in terms of intermodal transportation owing to its privileged geographical position amid European, Central Asia and Middle Eastern countries. The trend in development patterns in the Mediterranean, the Black Sea, the CIS countries and Central Asia implies new intermodal networks leading to rising demand for intermodal transport.

17. Turkey declared the South Mersin port, West Izmir port, North West Istanbul and North Samsun ports as Motorways of the Sea Ports of Turkey for the purpose of the High Level Group, TINA Project and other types of National and International working platforms. Mersin and Samsun ports have been included in some of Motorways of the Sea Ports Maps. The Izmir port is important for Motorways of the Sea Concept in Turkey. Working progresses of this port will continue in all levels.

18. Privatization of 6 Turkish State Railways (TCDD) ports (Mersin–İskenderun–İzmir–Bandırma–Derince–Samsun) started on August 2005 and privatization of Mersin & İskenderun ports were completed. İzmir port will be privatized on 7 June 2006 and the Turkish Government decided to finish three other ports as quickly as possible.
