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**TER WORKSHOP ON “INTERSTATE
COORDINATION OF MAINTENANCE WORKS ON
THE CORRIDORS”**

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- The problems arising from infrastructure maintenance in international passenger transportation by rail and the suggestions for possible solutions**



- Railway infrastructure is composed by natural ground and engineering structures such as bridges, viaducts and tunnels located on the natural ground with high and hollow areas. It is highly difficult for these structures to withstand without any damage for a long time. Therefore, it is essential to determine the required infrastructure specifications precisely throughout the sections on which railways will be constructed and create a structure with the capability to serve for a long time economically.

- In order to improve the speed and comfort of the existing railways, it is required to select and implement the rehabilitation methods in infrastructure carefully for fast, efficient and safe transportation of good quality.
- The infrastructure works have been going on for long years in our region. The fact that these works have taken longer periods than the expected time and alternative options haven't been created (other than transfer by road) influences rail traffic adversely.



The problems arising from infrastructure maintenance works

- Interruption of transportation and requirement for transportation by transfer
- Cancellation of train runs and changes in time schedules due to single-line operations
- Low-speed operations
- Deterioration of travel conditions (delayed transportation)

- Safety vulnerability
- Decrease in line capacity and efficiency
- Increase in transportation costs
- Decrease in competitive capability,

- Increase in transportation costs
- Decrease in competitive capability,
- Customer dissatisfaction
- Shifting towards other transport modes by customers
- Delays in the traffic of en-route countries

- Failure in notifying the national maintenance plans to the international railway organizations
- Performing the national maintenance plans unilaterally and avoiding the joint planning with partner railways
- Disruptions in the controls and locomotive exchange in border crossings

The causes

- Starting operations without infrastructure being technically prepared
- Single-line operations
- Commencement of infrastructure works without an efficient planning

- Failure in creating alternative routes before starting infrastructure works
- Lack of long-term transport policies and targets
- Deviation from the passenger-oriented transport policy
- Inability to complete the infrastructure works within the planned periods

The suggestions for solutions

- Creating long-term transport policies and targets with the involvement of all stakeholders
- Planning the infrastructure maintenance and repair works minimum 1 year in advance and completing the preparations and taking the precautions before commencement of the works to prevent deviations in the plan

- Forming, planning or if necessary, constructing the alternative routes before starting the infrastructure maintenance and repair works
- Removing all level-crossings and ensuring the pedestrian or vehicle crossing by underpasses and overpasses
- Rehabilitating primarily the lines influential on transportation safety
- Performing passenger-oriented transportation

- Avoiding inauguration of train operations before meeting the technical requirements of infrastructure
- Abandoning the practice of low-speed operations
- Preparing and implementing double-line projects
- Performing a joint planning and creating alternative solutions together with the partner railways in the event that the national infrastructure works affect the international traffic

THANK YOU
FOR YOUR ATTENTION

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