INTERMODAL TRANSPORT IN TURKEY

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INTERMODAL TRANSPORT

- Globalization
- Increase in International Trade
- Increasing demand for transport
- Technological Developments
- Ecological Concerns
INTERMODAL TRANSPORT

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
Turkey, Situated on Main Trade Arteries, is the Logistic Hub of Three Continents
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 1st 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 intermodal 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 INTERMODAL 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
- Asian Side: 43.4 km
- Total Length: 76.3 km
- Tube Tunnel: 1.80 km
- Tube Tunnel Approaches: 11.50 km
KARS-TBILISI-BAKU RAILWAY PROJECT

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

High level commitment of 3 states (Azerbaijan, Georgia and Turkey).
When Marmaray and Baku-Tbilisi-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: 12th 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
Thank You