



UDH
T.C. Ulaştırma Denizcilik ve
Haberleşme Bakanlığı

Ministry of Transport, Maritime Affairs and Communications of the
Republic of Turkey



UNECE

The Working Party on Intermodal Transport and Logistics (WP.24)

56th Session

İzzet IŞIK

Deputy Director

DG for Dangerous Goods and Combined Transport

Geneva, 21-22 October 2013

Turkey, Located on Main Global Trade Arteries , is the Logistic Hub for Three Continents, Prepares to offer an uninterrupted, efficient and effective multimodal trade corridor



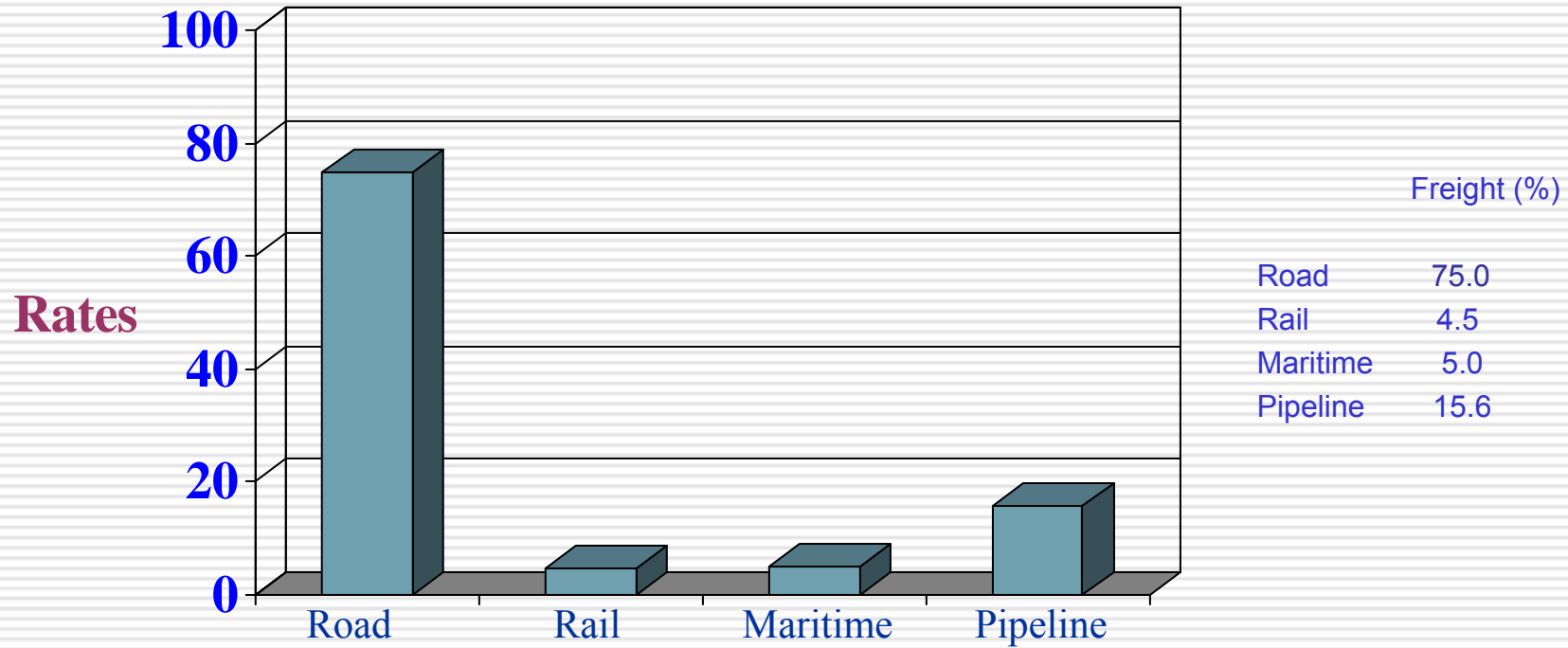
Our Strategic Objective: Becoming a Regional Logistics Hub...



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FREIGHT TRANSPORT IN TURKEY



Source: TURKSTAT, 2010



BIG INFRASTRUCTURE INVESTMENTS ...

use of National Funds, PPP/BOT model, EU support (IPA)...

- ❖ The development of economical, environment-friendly, uninterrupted and sustainable transport chain is our main objective.
- ❖ In the last 10 years, the total investment used for transport and communications infrastructure amounts to 110 billion €. (Public+Municipality+BOT+private sector). 2/3 of it by UDHB(74 billion €)
- ❖ Among the total public investment, the share of transport sector is 34%.
- ❖ All these investment/projects make contribution to development of intermodal transport network of whole region.



Transport Strategic Plan (for 2014-2018) **Three main Pillars on Combined Transport**

- ❑ Combined Transport Strategy Paper
 - To promote cooperation and collaboration in the sector.
 - To define strategic tools for competitive and efficient intermodal transport systems
- ❑ The Promotion of Combined Transport Operations
 - Combined Freight Transport Regulation
 - ✓ The establishment of combined transport permanent platform involving all public/private stakeholders
 - ✓ Financial Aids/ Incentives
 - ✓ Licencing and requirments for CT Freight Terminal/
 - The enhance of the capacity of ports engaged in container handling
 - To develop international railway connections.(BTK, Marmaray, etc)
- ❑ Development of Multilateral and Bilateral Cooperation
 - ✓ Joint studies and workshops with neighboring countries and organisations (OIC, TRACECA, BSEC, ECO etc.) to develop tangible projects
 - ✓ Signing intermodal agreements with the countries located in Black Sea, Middle East and North Africa Regions.

EU Project-
Strengthening
Intermodal Transport in
Turkey





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EU Twinning Project-Strengthening Intermodal Transport in Turkey

The project purposes :

- Preparation of Intermodal Transport Regulation
- Drafting a Turkish Intermodal Transport Strategy Paper
- Strengthening the institutional capacity of Ministry of Transport and relevant institutions responsible for implementing combined/intermodal transport related legislation.



The project has three components :

- Training
- (National) Intermodal Freight Transport Regulation
- Turkish Intermodal Transport Strategy Paper

EU Twinning Project-Strengthening Intermodal Transport in Turkey

Training

- **341 personnel** have received training
- The personnel from public agencies and private companies were trained on the following subjects:
 - **The Concept of Intermodal Transport and Bottlenecks**
 - **United Nations Convention on International Multimodal Transport of Goods**
 - **The Best Intermodal Transport System in Turkey: EU Member States intermodal practices**
 - **Regulation 1692/2006/EC establishing the second ‘Marco Polo’ programme**
 - **TEN-T changes and enlargement**
 - **Intelligent Transport Systems (ITS)**
 - **Infrastructure Needs for an Efficient Intermodal Transport**
 - **Spanish Intermodal Legislation and the PEIT**
 - **Financial Issues, PPPs and Measures to attract private capital**



EU Twinning Project-Strengthening Intermodal Transport in Turkey

Legislation

DRAFT REGULATION ON COMBINED TRANSPORT

CHAPTER I GENERAL PROVISIONS

Aim

ARTICLE 1 - This regulation establishes the rules for the organization and promotion of combined transport with the aim to achieve a more balanced, environment-friendly, safer and sustainable transport system in Turkey.

Scope

ARTICLE 2 - The provisions of this regulation shall apply to:

- The public administrative organization of the combined transport as well as the participation of the sectors involved.
- The legal conditions of licensing, opening, operation and requirements of logistic centres in Turkey.
- The incentives for the promotion of combined transport in the Turkish territory.
- The requirements for admission to, and the license to pursuit of, the occupation of combined transport operator.
- The conditions of national or international combined transport contracts and administrative arbitration.

Basis

ARTICLE 3 - This Regulation has been prepared based on the provisions of Decree Law No. 655 on the Organization and Duties of the Ministry of Transport, Maritime Affairs and Communications dated 26/9/2011.

Definitions

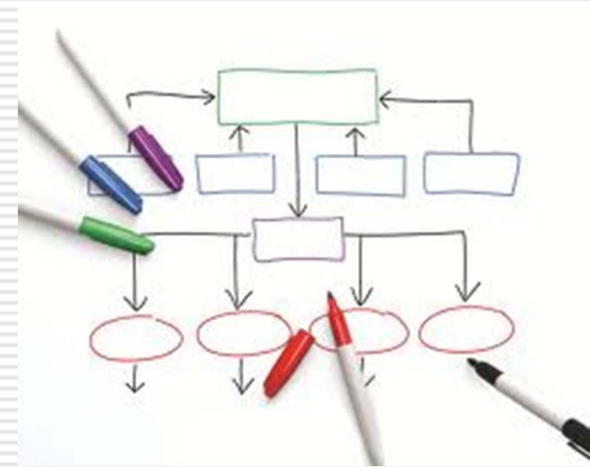
ARTICLE 4 - For the purposes of this regulation:

- "Ministry" refers to the Ministry of Transport, Maritime Affairs and Communications.
- "Minister" refers to the Minister of Transport, Maritime Affairs and Communications.
- "Combined transport" refers to carriage of goods by two or more modes of transport.

- Several interviews, on-site visits and workshops have been performed in order to get acquainted with the Turkish system and some combined transport practices.
- The data collected and inputs of public and private stakeholders for draft legislation were analyzed by Spanish and Turkish experts.
- The key points foreseen in the draft regulation are as follows:
 - **Combined Transport Permanent Platform**
 - **Financial Support Measures (Incentives)**
 - **Minimum requirements for Combined Transport Freight Terminal (Licensing Mechanism)**

National Intermodal Strategy

- SWOT analysis and stakeholders assessment have been already prepared for a reference for designation of a road map in intermodal sector.
- The Strategy will elaborate the following issues:
 - **Promotion of Intermodal transport operations and logistics**
 - **Key Strategic targets for A Competitive Intermodal Transport System In Turkey**
 - **The growth of transport & logistics and its reflections on intermodal solutions**



TINA STUDY FOR TURKEY

The objective was;

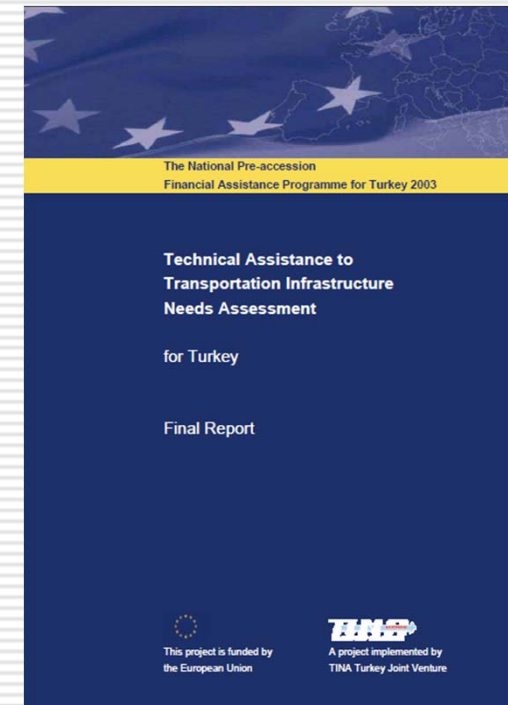
- To develop a multi-modal transport network within Turkey and
- Extend the EU TEN-T into Turkey

At the end of the Study;

- A traffic forecasting model and projection of traffic for 2020 was developed
- A multimodal transport network (core network) was defined
- Potential network improvement projects were prioritized (Multi-Criteria Analysis)
- A GIS based common database developed

Projects;

- 32 Priority projects were defined
 - 5 Port projects
 - 13 Railways
 - 15 Roads



INTERMODAL TRANSPORT IN TURKEY

FACTS AND FIGURES (success stories)

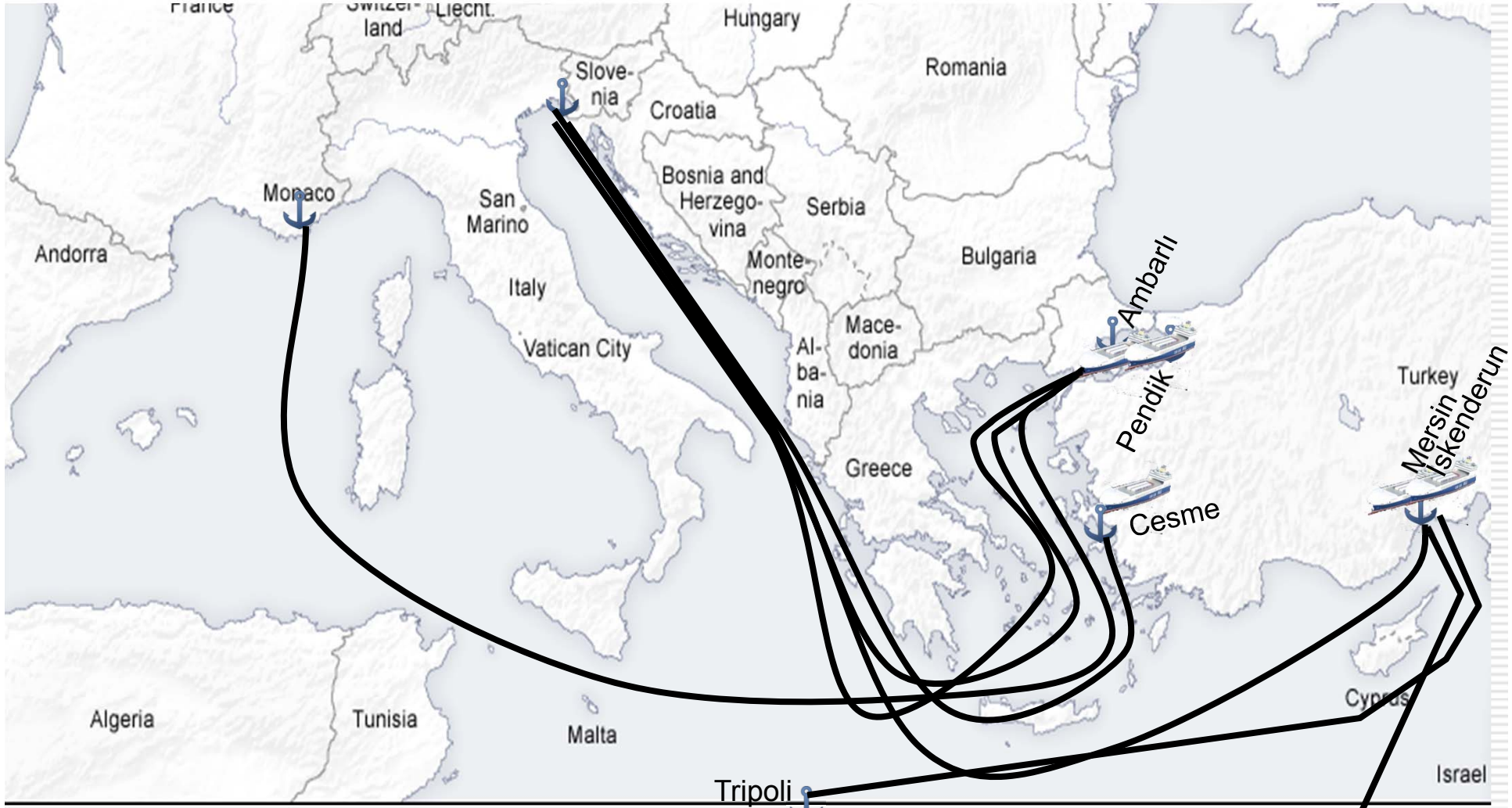


- **General Directorate for Dangerous Goods and Combined Transport Established on 1st November 2011(Law 655)**
- **Regular International Ro-Ro Lines to Italy, France, Russia, Romania, Ukraine. Regular Domestic Ro-Ro line in Marmara Sea.**
- **Use of Ro-La by Turkish Trucks on Corridor IV and Corridor X (through Hungary, Austria, Slovenia, Germany)**
- **No Ro-La in domestic transport**
- **Block ContainerTrains (135 Domestic, 14 International per day), since 2004**
- **Rail Ferry services (Marmara Sea, Black Sea, Lake Van)**
- **Build of Logistics Centers (Located in 18 different regions)**
- **Privatised Ports, Private ports and new container ports to be constructed (Çandarlı-Nort Aegean Sea, Filyos-Western Black Sea, Mersin- Medditerranean)**



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RO-RO

Ambarlı Mersin Çeşme Ambarlı Pendik Mersin Mersin Mersin İskenderun
Toulon Trieste Trieste Trieste Trieste Alexandria Port Said Tripoli Port Said

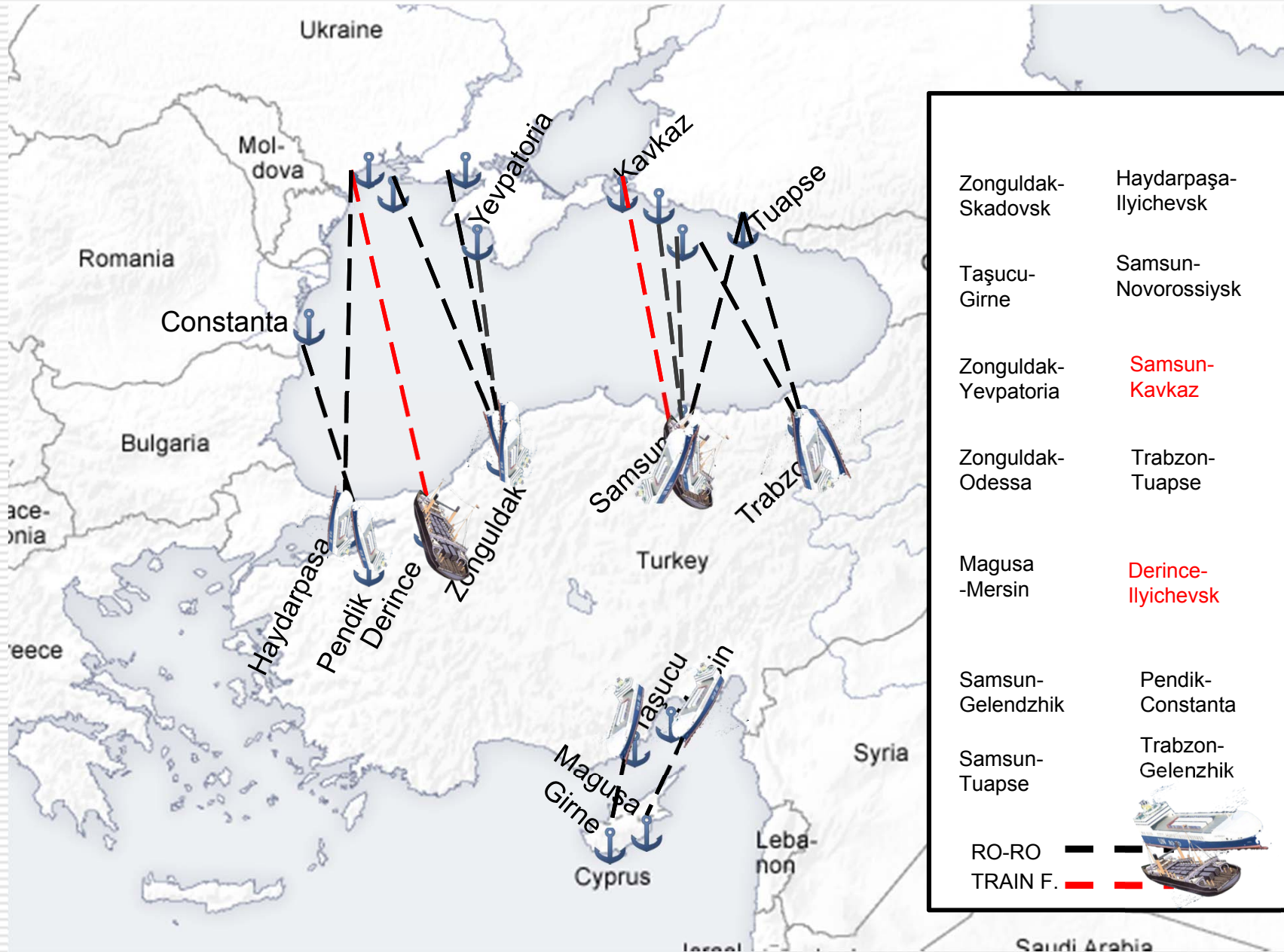
Alexandria
 Port Said





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Zonguldak-Skadovsk	Haydarpaşa-Ilyichevsk
Taşucu-Girne	Samsun-Novorossiysk
Zonguldak-Yevpatoria	Samsun-Kavkaz
Zonguldak-Odessa	Trabzon-Tuapse
Magusa-Mersin	Derince-Ilyichevsk
Samsun-Gelendzhik	Pendik-Constanta
Samsun-Tuapse	Trabzon-Gelendzhik
RO-RO	
TRAIN F.	



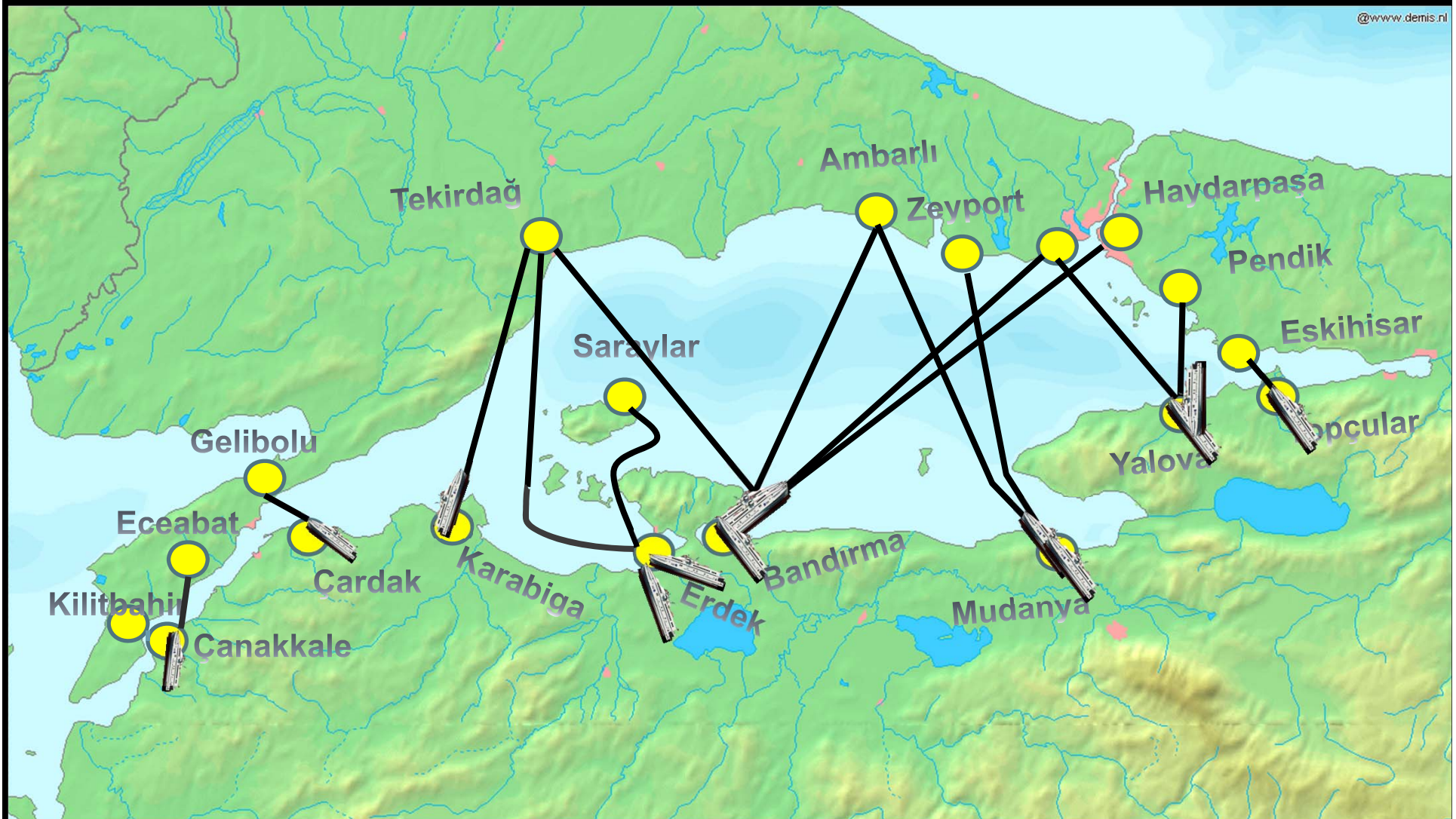
Saudi Arabia



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DOMESTIC RO-RO/Rail-FERRY LINES AT MARMARA SEA



MAIN RO-LA LINES USED BY TURKISH HAULIERS IN EUROPE



- ❖ LJUBLJANA – SALZBURG
- ❖ TRIESTE –SALZBURG
- ❖ VILLACH - WELS/SALZBURG
- ❖ SZEGED-WELS (Suspended)
- ❖ ARAD- WELS
- ❖ SOPRON – WELS
- ❖ BUDAPEST
MARIBOR- WELS



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Block Freight Trains

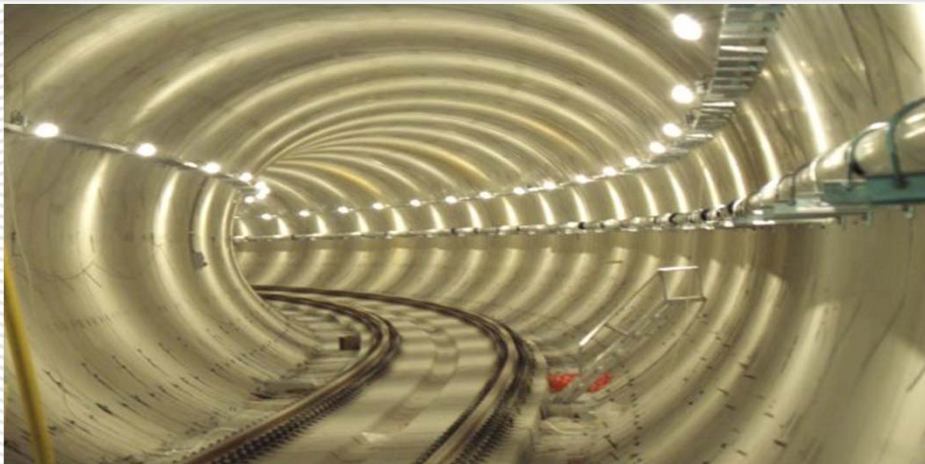
14 International Block Container Trains per day





- ✓ 18 Logistic centers in total.
- ✓ Samsun, Uşak ve Halkalı Lojistik centers are already being operated.
- ✓ Construction of the 1st phase finished in Denizli, İzmit, Eskişehir, Kayseri Logistics centers.
- ✓ Construction in progress in Eskişehir, Mardin, Erzurum and Balıkesir.
- ✓ Preparation of the Project and land acquisition of the rest of the logistic centers underway

Istanbul Strait Rail Tube Tunnel Project (Marmaray Project)



Railway tracks in both sides of Istanbul Strait will be connected to each other through a railway tunnel connection under the Istanbul Strait.

This Project is one of the major transportation infrastructure projects in the world at present. The entire upgraded and new railway system will be approximately 76 km long.(13.6 km is tube tunnel)

This project will complete the missing link and connects China with London by providing uninterrupted railway journey together with Kars-Tbilisi-Baku Railway Project.

BEST PRACTICES IN INTERNATIONAL COMBINED TRANSPORT

KARS-TBİLİSİ-BAKU RAILWAY PROJECT



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

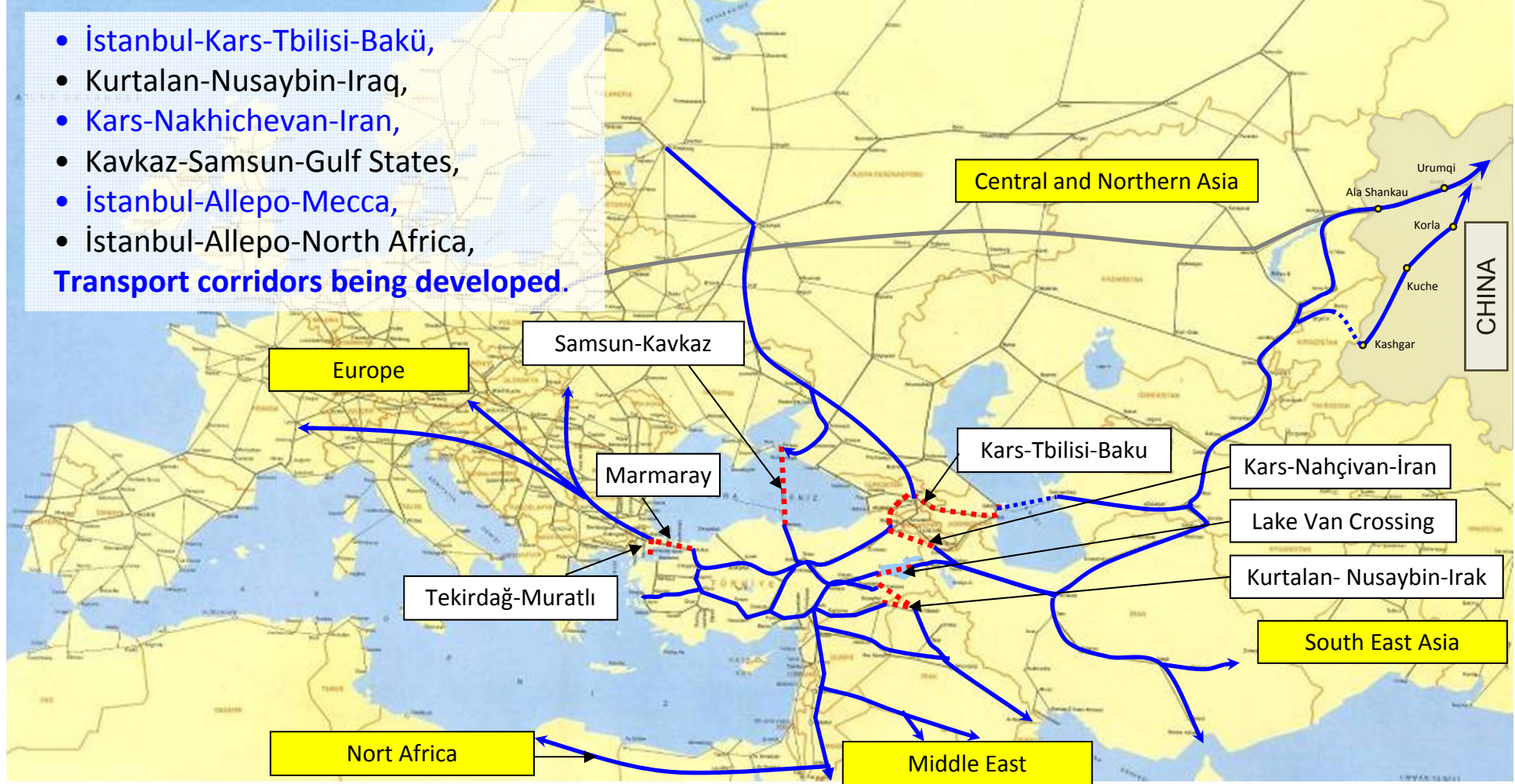
6.5 million tonnes freight volume per year

90% of the project completed.

INTERNATIONAL IRON SILK RAILWAY PROJECT

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

- İstanbul-Kars-Tbilisi-Bakü,
 - Kurtalan-Nusaybin-Iraq,
 - Kars-Nakhichevan-Iran,
 - Kavkaz-Samsun-Gulf States,
 - İstanbul-Allepo-Mecca,
 - İstanbul-Allepo-North Africa,
- Transport corridors being developed.**



When Marmaray and Baku-Tbilisi-Kars Railway completed, an uninterrupted Railway line will be provided from London to China..The near future position of TR..



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NEW HUB-PORTS UNDER CONSTRUCTION



Çandarlı Port (Northern Aegean Container Port): Capacity of 12 million TEU, one of the ten largest container ports in the world,

Filyos Port (Western Black Sea): Capacity of 700.000 TEU, Opens a gateway to Black Sea, Asia and East European countries for trade flows, better connectivity, economic cooperation between countries

Mersin Container Port: Capacity of 11 million TEU, Planned to be constructed as a gateway btw. the Mediterranean container shipping lines, central asian landlocked and middle east countries.



TRACECA SILK WIND CONTAINER BLOCK TRAIN



Joint Project with Kazakhstan, Azerbaijan, Georgia and Turkey

«MOU on the principles of joint activity on development of transport networks and organization of cargo transport» signed in November 2012 in Izmir.

Route: Dostyk-Zhezkazgan-Beineu-Aktau-Baku-Akhalkalaki-Kars-Istanbul

- The total length of the route is 4,192 km with the estimated transit time of 12 days.
- Project targets;
 - improving transit conditions
 - launching container block -trains from China to center of western Europe

BEST PRACTICES IN INTERNATIONAL COMBINED TRANSPORT

BALO (GREATER ANATOLIA LOGISTICS ORGANISATION) PROJECT



❑ Private Sector Initiative (led by TOBB)

❑ Business Partners;

- TCDD (Turkish State Railways)
- Rail Cargo Group (Austria)
- Express-Interfracht



- 2 scheduled block trains per week
- Shipment of 34 pieces 45' HC PW Container per train taken from domestic loading centers
- Crossing Marmara Sea by using rail ferries
- Two main destination points located in Germany; (Cologne and Munich)
- Connected to Viking Train Line



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Routes:

Block Train Destinations



BEST PRACTICES IN INTERNATIONAL COMBINED TRANSPORT

VIKING CONTAINER TRAIN PROJECT



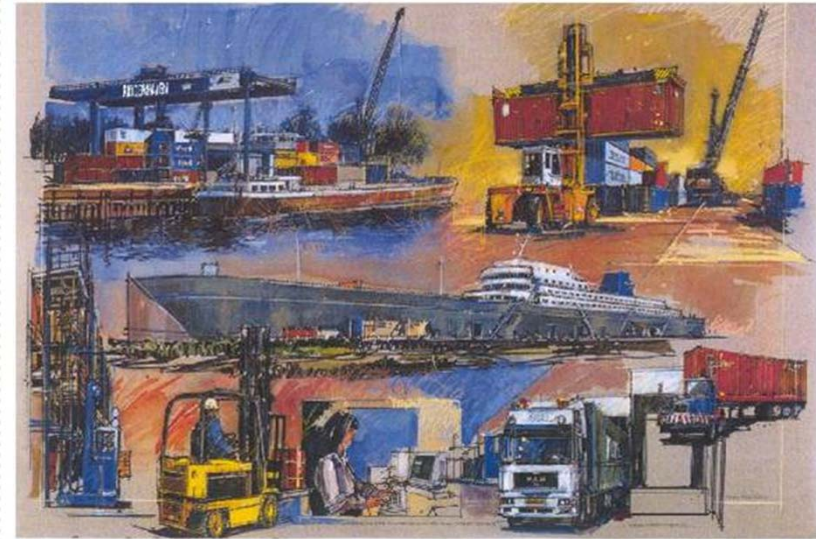
- Transport of 20, 40 and 45-foot universal and specialized containers, trailers, semitrailers and platforms.
- Baltic Ports and Black Sea Ports are linked through railway
- Route: –Samsun- Illichivsk (Odessa)- Kiev -Minsk-Klaipeda (Turkey-Ukraine-Belarus-Lithuania)
- Frequency – 2 times per day
- Eastern Europe, Baltic Region and Scandinavia are connected to Mediterranean, Middle East and Central Asia through Turkey.

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 Effective
- Environment Friendly
- Contribution to Road Safety
- Integration of all modes under a single transport document



MAIN CHALLENGES IN INTERMODAL TRANSPORT



Lack of equipment and efficient nodes (terminals).

No master plan or regulation governing intermodality

Lack of multilateral and bilateral agreements on the development of intermodal transport



Long loading/ unloading times for vessels and trains

No common legal basis for transit regimes, transit fees, WD practices

Cargo and driver/crew security

Complex Customs Procedures/Lack of coordination at Border Gates



Permit requirement from the vehicles using Ro-Ro, Ro-La lines

Insufficient financial support measures

CONCLUSION

In order to make the intermodal transport effective and sustainable:

- Intermodal transport should be viable option for shifting cargo from road to rail and sea ; therefore:



- ❖ Financial incentives to be utilized to stimulate intermodal operations(as a government policy)
- ❖ Vehicles using Ro-Ro and Ro-La lines should be exempted from quota restriction, tolls and fees relating to use of road infrastructure
- ❖ 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 /UNESCAP level by new legislations.
- ❖ More accessible intermodal terminals should be constructed
- ❖ Customs procedures should be accelerated and simplified
- ❖ Electronic applications should be used



THANK YOU FOR YOUR ATTENTION

İzzet IŞIK

Deputy Director

**DG for Dangerous Goods and Combined Transport
Turkish Ministry of Transport, Maritime Affairs and
Communications**