

CHALLENGES IN INTERNATIONAL TRANSPORTATION

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İstanbul

CHALLENGES *IN INTERNATIONAL TRANSPORTATION*

1. **CUSTOMS PROCEDURES**
2. **LOCOMOTIVE AND TRAIN HOURS**
3. **HANDLING YARD**
4. **FERRY**
5. **LINE CLOSURE**
6. **TRAIN TRAFFIC AND OPERATION**

CUSTOMS PROCEDURES



1. CUSTOMS PROCEDURES

a. Custom Working Hours:

Customs Directorate asks legally overtime pay for their out of normal hour of work at 08.00/17.00

b. Pay Differences

Custom Directorates asks for different pays for their working hours. For example, Kapıkule Custom Directorate ask payments for per customs declaration, Kapıkule asks for per container.

1. CUSTOMS PROCEDURES

c. Long nationalization time at border stations:

Loads which controlled and have analyze reports are even re-analyze and control to. Therefore, the cars are waiting for a long time under load. However, output reports must be considered and nationalization process must be completed quickly. (Çorlu, scrap iron, Edirne grains, Alpullu cereals)

1. CUSTOMS PROCEDURES

d. Customs legislation and different applications in different customs:

Current customs regulations are inadequate and there are different applications in every border customs. Customs legislation causes of waiting of loads and rise of the running time (Wagons deported from Kapıkule and wagons deported from Kapıköy)

e. Lack of officers:

Both in customs and work places, because of lack of officers, it causes of lateness. Especially the lack of flexibility in custom working hours, it causes waiting (Kapıkule, Çorlu)

1. CUSTOMS PROCEDURES

- f. Intensive loading and unloading is carried out in workplaces and village customs officer in logistics**

There is no customs in logistics villiages and density job volume. While even in truck fields custom officers are appointed, in such places there is no custom officers. So, it should be either to there for custom procedures or custom officers are coming by renting a car. (Çukurhisar,Köseköy,Derince,Çorlu)

CHALLENGES *IN INTERNATIONAL TRANSPORTATION*

LOCOMOTIVE AND TRAIN HOURS



2. LOCOMOTIVES AND TRAIN HOURS

a. Personnel turnist

Working hours of the train staff; it is not enough to leave and come back to the station even in 186 km of Saray-Kapıkule line, so the staff ask for rest and then time delays on train timetables.

b. Train hours

Existing train times is planned according factors of staff availability, exit from storage center and road construction work. Therefore, even though the load is ready, it should wait for the departure time of the train.

2. LOCOMOTIVES AND TRAIN HOURS

c. Cannot be move the coming train

International trains coming from Europe change locomotives in Kapıkule and are subjected to custom procedures. These trains should dispatch as its come without any shunting like as passenger trains by taking it to platform track.

CHALLENGES *IN INTERNATIONAL TRANSPORTATION*

HANDLING YARD



3. HANDLING YARD

- a. Interruptions of maneuver services from time to time and Inability to give the wagons on time**

Since the loading and unloading area is inadequate, the loads are waiting, wagons on the field can not be given ramp time. Such reason like customs procedures, maneuvers, delayed operation of the train, ramp roads become inadequate because the load capacity is more than the capacity.

- b. Since there is no storehouse or airside, trains coming from abroad are waiting Kapıkule Terminal and this created over loads and the coming trains from other countries cannot be welcomed.**

3. HANDLING YARD

- c. The lack of train and maneuver staff creates not only inefficient uses of handing areas but also by the time, being empty for long time and overloading of wagons because of too much wagons coming at the same time.**
- d. Lack of airside and bonded warehouse in the arrival and departure stations**
Since there is no airside and bonded warehouse, wagons are to be waited or it increases its custom time of export products to be loaded to wagon.

CHALLENGES *IN INTERNATIONAL TRANSPORTATION*

FERRY



4. FERRY

a. Too expensive ferry costs

Ferry costs are too expensive and it creates disadvantages for those who will carry to Anatolia.

b. Long running time

There is 1 ferry between Tekirdag-Derince and runs once a day. Thus, it caused long running hours and waiting of loads.

Although there are 4 ferryies in Lake Van, it runs only 2 times in a day and it is way under the capacity. Loads to Iran direction waits long hours.

4. FERRY

c. Bad Weather Conditions

Ferries cannot work in heavy wind and raining times. Because of weather conditions, transitions are interrupted.

d. Lack of capacity

Both Tekirdag and Lake Van ferries are inadequate for the transport of the current load. Tekirdag ferry cannot be fully loaded, Lake Van ferry cannot carry adequate loads due to the its small capacity and long running period. There is only 1 ferry between Tekirdağ-Derince in every 24 hours. There are 4 ferries and it works average 2 of them which are not enough. Other ferries has frequent failures in Lake Van.

CHALLENGES *IN INTERNATIONAL TRANSPORTATION*

LINE CLOSURE



5. LINE CLOSURE

a. Failure to complete the line works on time and taking long time

Transport and train schedules are planned according to the dates of track works. Track situations are arranged and its programs are set monthly and yearly. However, extension of the closure or to extend the date by periods and unannounced and suddenly line closures creates the freights negatively and affect negative the general carriage and creates costs. It creates dissatisfaction and complaint from sub-customer to consumers.

Time planned calculations are made by customer and owners. Production and deliveries are planned monthly, yearly or in different systems. When it's announced that the line will be closed for 3 months, calculations are made by that. But after 3 months and more, when the line is not opened, it created problems on safety and continuation of deliveries.

5. LINE CLOSURE

Track works between Halkali and Cerkezköy was not finished on planned time and the line is still closed. Due to high cost of ferry, lack of capacity and long running time, transportation of Europe is high in Trakya region. Machine park and an 220 decare field such as Halkali Logistic Center inside Istanbul cannot be used. Cerkezköy caused both extra cost because of distance and has small loading- unloading area. Thus, it motives to land road and maritime line.

b. Irregularity of track works, often closure of the same line

The same line is closed often due to not planned works. After line closure because of poise works, The line is closed again for catenary and infrastructure.

CHALLENGES *IN INTERNATIONAL TRANSPORTATION*

TRAIN TRAFFIC AND OPERATION



6. TRAIN TRAFFIC AND OPERATION

- a. Not being able to operate freight trains on day time because of high speed trains

Since there is n freight operations, loads are waiting so train and staff tours fail. Train hours and freights are not met.

- b. Division of block trains, inability to operate with the same sets and machine from departure to arrival

Block loads cannot be dispatched as planned. They are divided on the way, changing locomotives and waits in way stations and organization stations.

Block or conventional loads are hang out from various reasons, in way stations organizational terminals. Instead of taking precautions of moving of loads which waiting, other moving loads get ahead of these loads.

Thank you!

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