Rail Freight Traffic in Euro-Asian Links

UNECE Group of Experts on Unified Railway Law
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Freight Department of TCDD
33 block freight trains (4 of which are intermodal trains) are operated per day. Turkey, Europe, Asia and Middle East railway corridors are important. Basra and North Africa corridors should also be developed.
• For the intercontinental rail traffic, Turkey is the one of the most important countries as a bridge between Europe and Asia.

• The volume of trade with CIS countries is remarkably increased.

• But the share of railways is not increased in parallel with the other modes of transport.
## Rail Freight Traffic in Euro-Asian Links

<table>
<thead>
<tr>
<th>COUNTRIES</th>
<th>2003</th>
<th>2004</th>
<th>2005</th>
<th>2006</th>
<th>2007</th>
<th>2008</th>
<th>2009</th>
</tr>
</thead>
<tbody>
<tr>
<td>AZERBAIJAN</td>
<td>744.810</td>
<td>703.944</td>
<td>966.909</td>
<td>1.094.520</td>
<td>1.101.721</td>
<td>1.999.214</td>
<td>1.040.803</td>
</tr>
<tr>
<td>KAZAKHSTAN</td>
<td>969.919</td>
<td>872.992</td>
<td>705.702</td>
<td>964.829</td>
<td>1.676.125</td>
<td>2.506.971</td>
<td>1.380.767</td>
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<tr>
<td>TURKMENISTAN</td>
<td>250.445</td>
<td>293.828</td>
<td>216.636</td>
<td>282.289</td>
<td>586.700</td>
<td>677.820</td>
<td>700.262</td>
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<tr>
<td>UZBEKISTAN</td>
<td>119.079</td>
<td>160.862</td>
<td>177.900</td>
<td>184.940</td>
<td>264.612</td>
<td>280.730</td>
<td>265.308</td>
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<tr>
<td>TAJIKISTAN</td>
<td>70.422</td>
<td>62.177</td>
<td>49.086</td>
<td>79.544</td>
<td>105.094</td>
<td>120.491</td>
<td>120.767</td>
</tr>
<tr>
<td>KYRGYZSTAN</td>
<td>33.819</td>
<td>52.336</td>
<td>45.528</td>
<td>64.452</td>
<td>83.624</td>
<td>84.334</td>
<td>63.841</td>
</tr>
<tr>
<td><strong>TOTAL</strong></td>
<td><strong>2.188.494</strong></td>
<td><strong>2.146.139</strong></td>
<td><strong>2.161.761</strong></td>
<td><strong>2.670.574</strong></td>
<td><strong>3.817.876</strong></td>
<td><strong>5.669.560</strong></td>
<td><strong>3.571.748</strong></td>
</tr>
</tbody>
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<thead>
<tr>
<th></th>
<th>2003</th>
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<th>2007</th>
<th>2008</th>
<th>2009</th>
</tr>
</thead>
<tbody>
<tr>
<td>Railways</td>
<td>230,610</td>
<td>358,556</td>
<td>271,101</td>
<td>335,419</td>
<td>374,985</td>
<td>378,682</td>
<td>291,814</td>
</tr>
<tr>
<td>Foreign</td>
<td>9,882,168</td>
<td>9,025,469</td>
<td>10,302,832</td>
<td>10,988,285</td>
<td>14,202,429</td>
<td>15,217,155</td>
<td>8,360,667</td>
</tr>
<tr>
<td>Trade</td>
<td></td>
<td></td>
<td></td>
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</tbody>
</table>
• Freight wagons loaded on the railway ferries, are carried to the destination point by changing their bogies in Samsun after crossing the Black Sea. Ferry pier in Samsun has been completed and the construction works for bogie changing station are going on.

• We give great importance to the project which constitutes a new intermodal transport line between Turkey-Russia, Russia-Middle East and vv. and plan to activate it at the end of this year.

What is provided by this project?

- Freight wagons loaded on the railway ferries, are carried to the destination point by changing their bogies in Samsun after crossing the Black Sea. Ferry pier in Samsun has been completed and the construction works for bogie changing station are going on.

- We give great importance to the project which constitutes a new intermodal transport line between Turkey-Russia, Russia-Middle East and vv. and plan to activate it at the end of this year.
Taking into account the current load on trade flow between Turkey and Russia, the works to establish an efficient rail transport service by train-ferry line between Samsun Port-Kavkas Port was initiated in 2005.

The Ministers of Transport of the two countries signed the Agreement between the Government of Russian Federation and the Government of Turkish Republic on the organisation of the mixed transport through Kavkas Port and Samsun Port on May 2010.

A separate intergovernmental accord has been drafted at the experts’ groups meetings to define the rules to apply in several respects of this transport like using of wagons, liability, claims of handling procedures, consignment notes and the other technical issues.

- It will be submitted to competent authorities.
- Both Agreements will enter into force after the approval of National Parliament.
  - Legal structure is based on COTIF and the SMGS
  - The freight transport will be launched shortly.
  - It is expected to carry 250.000 tons per year.
**Rail Freight Traffic in Euro-Asian Links**

We transport 150,000 tons per year

<table>
<thead>
<tr>
<th>Rail-Ferry Lines</th>
<th>Iliçevsky-Derince Ferry Line</th>
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<tbody>
<tr>
<td></td>
<td>Import</td>
</tr>
<tr>
<td></td>
<td>Wagon</td>
</tr>
<tr>
<td>2004</td>
<td>219</td>
</tr>
<tr>
<td>2005</td>
<td>848</td>
</tr>
<tr>
<td>2006</td>
<td>1.441</td>
</tr>
<tr>
<td>2008</td>
<td>1.408</td>
</tr>
<tr>
<td>2009</td>
<td>997</td>
</tr>
</tbody>
</table>
RAIL-FERY LINE BETWEEN THE PORTS OF DERİNCE AND ILICHEVSK

• On June 2005, the Agreement For Cooperation in the field of rail transport was signed between the Ministers of the two countries.

• An intergovernmental convention on carrying of goods by ferry line between the ports of both countries have been prepared to be submitted for signing of the authorities of the Parties.

• This convention contains the provisions concerning using of wagons, liability, claims handling procedures, consignment notes and the other technical issues. It will be submitted to competent authorities.

• It will enter into force after the approval of National Parliament.

• Legal structure is based on COTIF and SMGS
VIKING TRAIN PROJECT

• A container train which is running regularly from Klaipeda Port (Lithuania) to Illichevsk Port (Ukraine).

• Project aims;

- to provide its connection with the ferry operated between Illichesk and Derince Port

- to expand the carriage of goods to the Mediterranean Sea, Middle East and Central Asia.

This project is being considered within the framework of intergovernmental convention on carrying of goods by ferry line between the ports of Turkey and Ukraine.
Length of the Route : 6008 km
Type of Goods : Container
Total Containers : 2.200
CONTAINER TRAIN between HAYDARPAŞA and ALMATY

- To activate the south Trans-Asian line, the first train was launched on 20 January 2002 in the route İstanbul/H.Paşa-Teheran-Askabat-Uzbekistan-Almata under the umbrella of ECO (Economical Cooperation Organisation).

- The provisions of the CIM are valid to the Sarakhs border of Iran and SMGS provisions beyond Sarakhs.

- Train parameters:
  
  Distance: 6208 km
  
  Transit time: 15 days
Rail Freight Traffic in Euro-Asian Links

Journey
Turkey : 2006 Km
Iran : 2570 Km
Pakistan : 1990 Km
Total : 6566 Km
Time : 13 days
During the meeting held on 15-17 April 2008 in Antalya, the Ministers of Transport of ECO countries have agreed on the introduction of a test train between Turkey and Pakistan.

- The First train was launched on 14 August 2009 from Islamabad to İstanbul (H.Paşa). Transit time was 14 days.

- The provisions of the CIM are valid to Zahedan, the border point of Iran and beyond Iran the internal regulations of Pakistan railways

- Pakistan Railways is neither a member of COTIF nor of SMGS

Pakistan rail gauge: 1676 mm.
OTHER PROJECTS THAT WILL CONTRIBUTE TO RAIL FREIGHT TRAFFIC BETWEEN EUROPE AND ASIA

Marmaray Tunnel Project in Istanbul Strait

New line between Tekirdağ and Muratlı

*Kars-Tbilisi-Baku Railway Line*
From Halkalı to Gebze

MARMARAY PROJECT

- Total length of the commuter lines is approx. 77 km:
  - The line on the European Side 19.6 km
  - The line on the Asian Side 43.4 km
  - Approaching Tunnels 12.2 km
  - Sink Tube Tunnel 1.4 km
  - This project will provide the seamless connection of Europe and Asia
  - 21 freight trains will be operated per day in each direction
31 km of railways have been constructed from Tekirdağ to Muratlı. Ferryboat operation is planned between Tekirdağ-Derince-Bandırma.
By this investment;

In Europe-Turkey and Turkey-Europe Corridor
- Distance is shortened app. 600km.
- Transport costs will be cheaper
The construction of Kars-Tbilisi new railway line is one of our important projects on the East-West axis.

The Project includes construction of 76 kms in our territory and 29 kms in Georgia territory.

By this Project there will be an easy access to Middle Asia and China with a direct railway link through Turkey- Georgia and Azerbaijan.

It is envisaged to transport 6.5 million tons of cargo at the beginning by Kars-Tbilisi-Baku railway line which will be an important railway corridor between Europe and Asia.
Turkey will strengthen its location by the new investments in the near future.