



**UDH**

T.C. Ulaştırma Denizcilik ve  
Haberleşme Bakanlığı

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



*The Second Meeting of the COMCEC Transport Working Group on  
'Developing Multimodal Freight Transport among the OIC Member Countries'*

**İzzet IŞIK**

**Deputy Director**

**DG for Dangerous Goods and Combined Transport**

**Ankara, 8 October 2013**



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## Turkey, Located on Main Trade Arteries , is the Logistic Hub for Three Continents

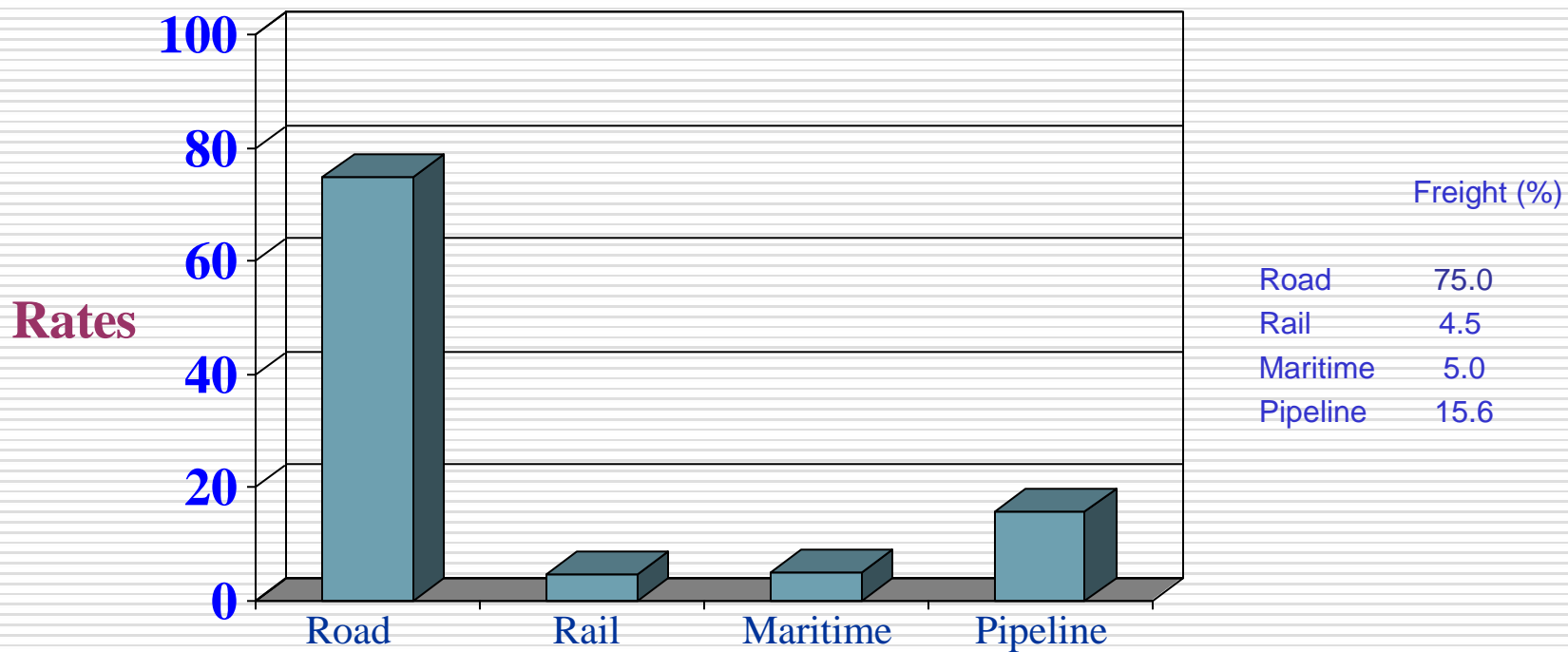




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## FREIGHT TRANSPORT IN TURKEY



Source: TURKSTAT, 2010





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# INTERMODAL TRANSPORT IN TURKEY

## 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 150 billion US\$. (Public+Municipality+BOT+private sector). 2/3 of it by UDHB(100 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

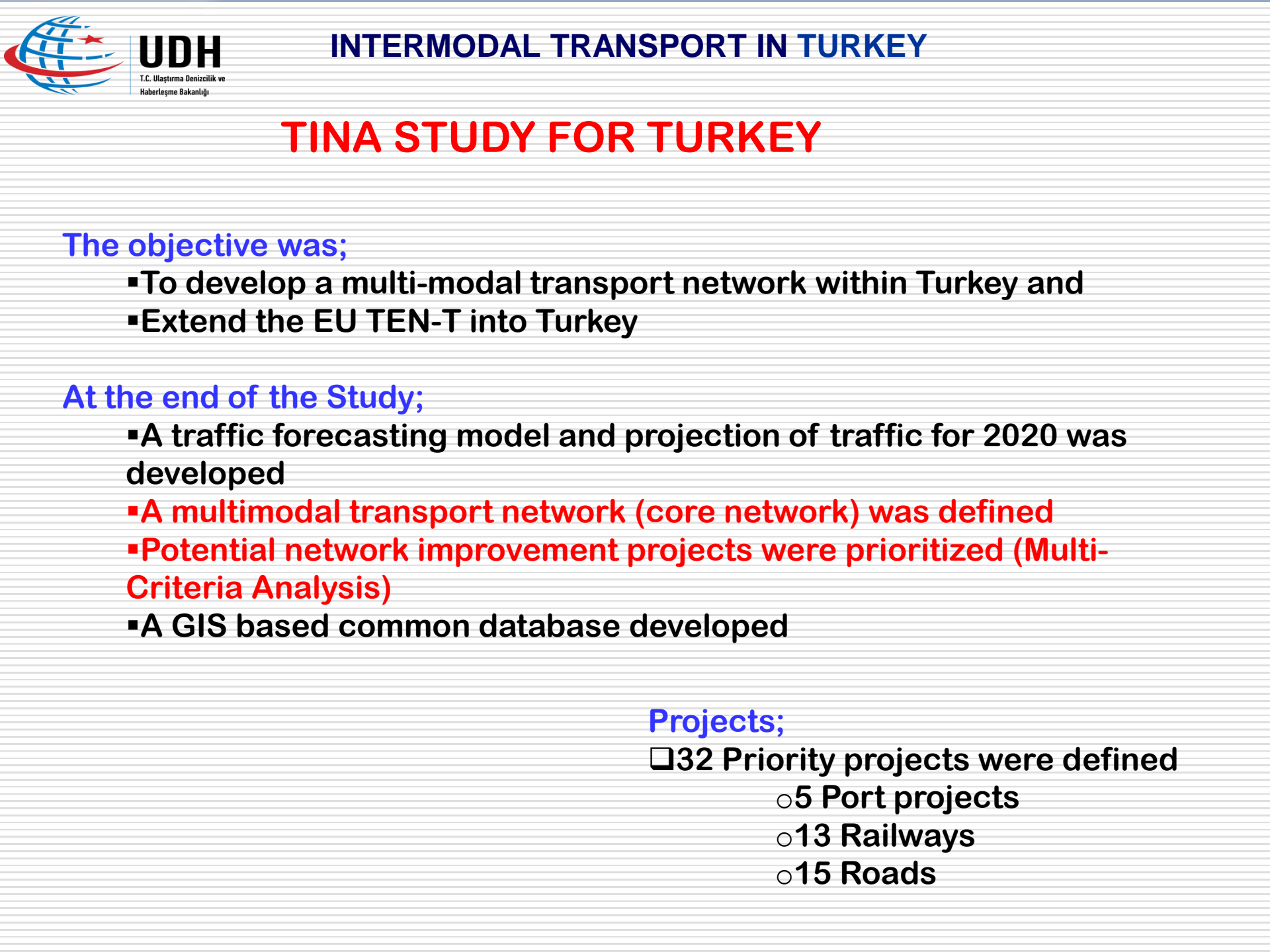
### ❑ **The Promotion of Combined Transport Operations**

- 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.





## 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;

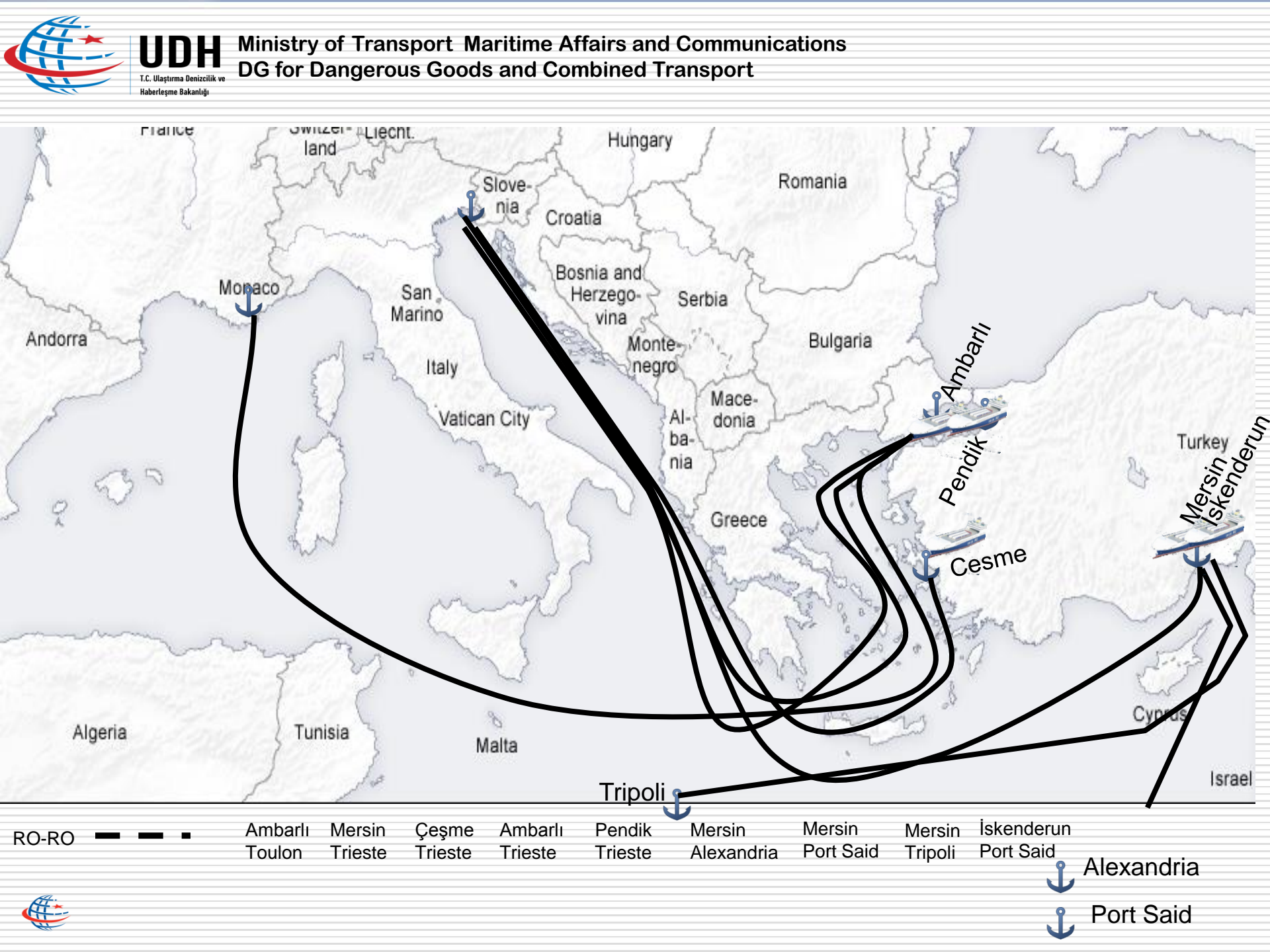
- 32 Priority projects were defined
  - 5 Port projects
  - 13 Railways
  - 15 Roads

## 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),**
- **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)**

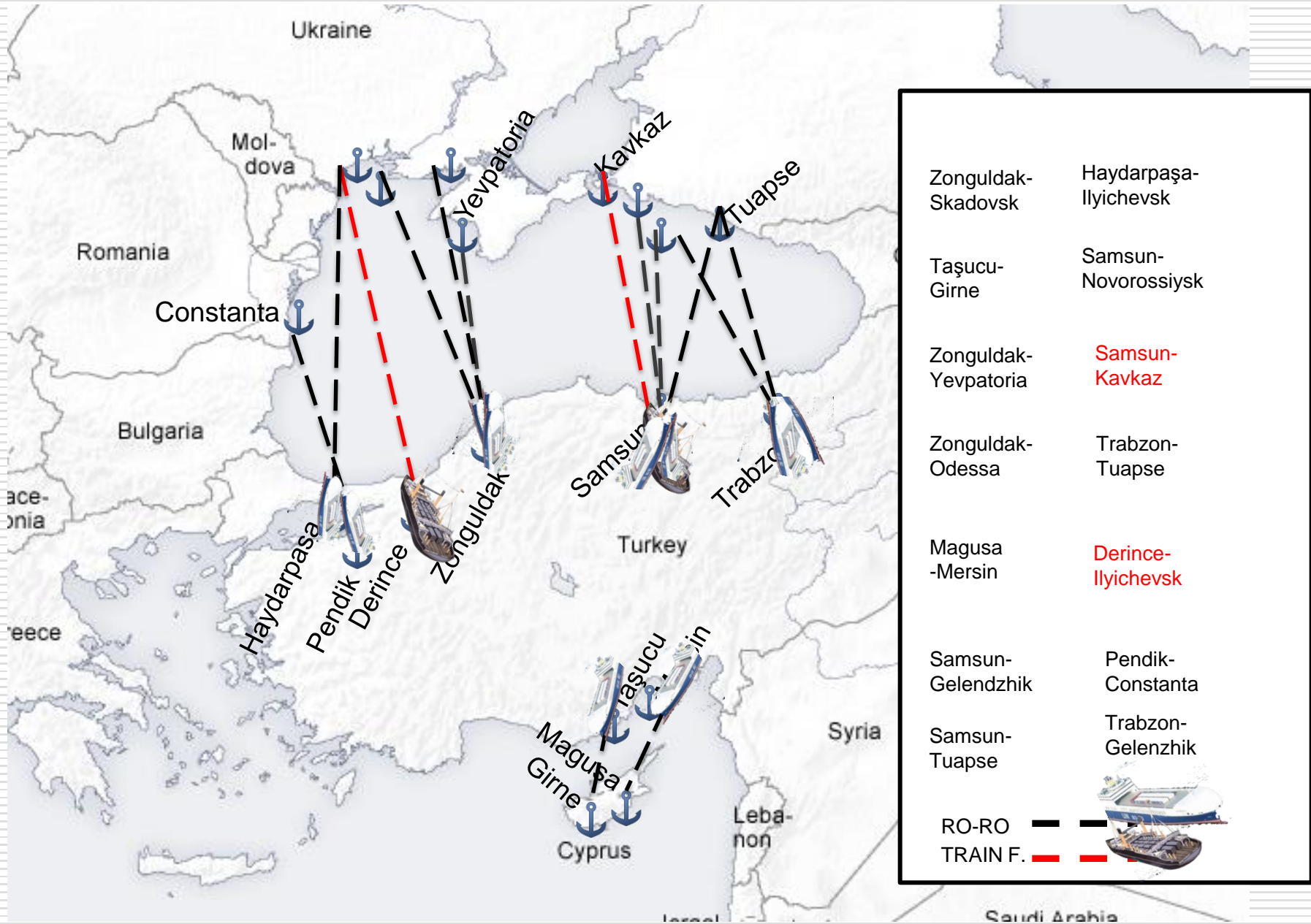






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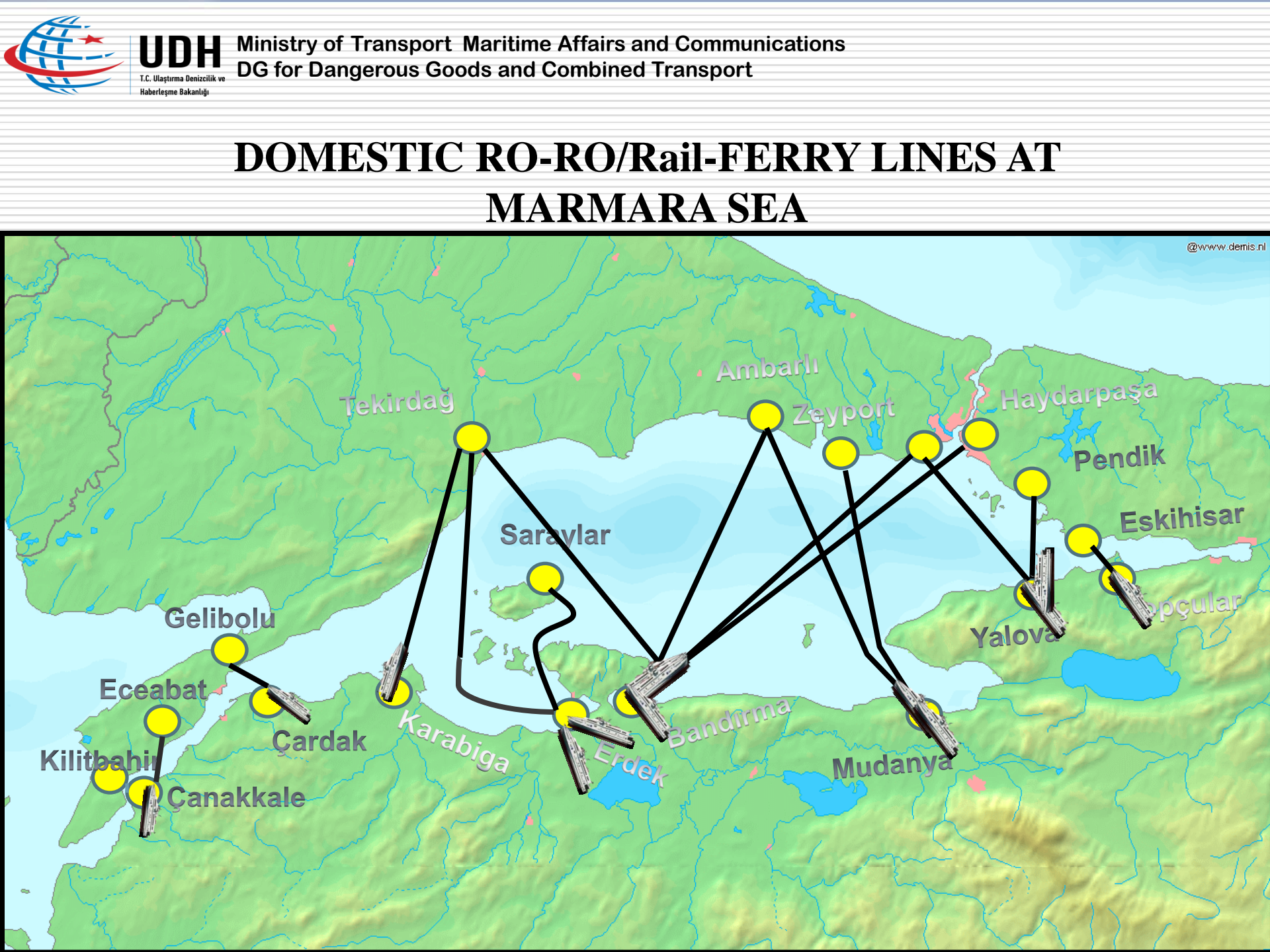


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## NEW RO-RO LINES ESTABLISHED IN MIDDLE EAST REGION





# 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



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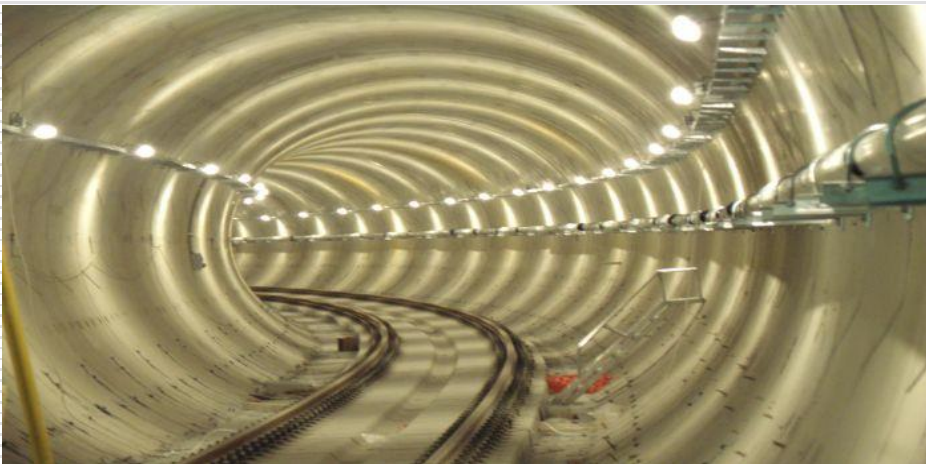
# Istanbul Strait Rail Tube Tunnel Project (Marmaray Project)



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.





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## BEST PRACTICES IN INTERNATIONAL COMBINED TRANSPORT

### KARS-TBILISI-BAKU RAILWAY PROJECT



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

6.5 million tonnes freight volume per year

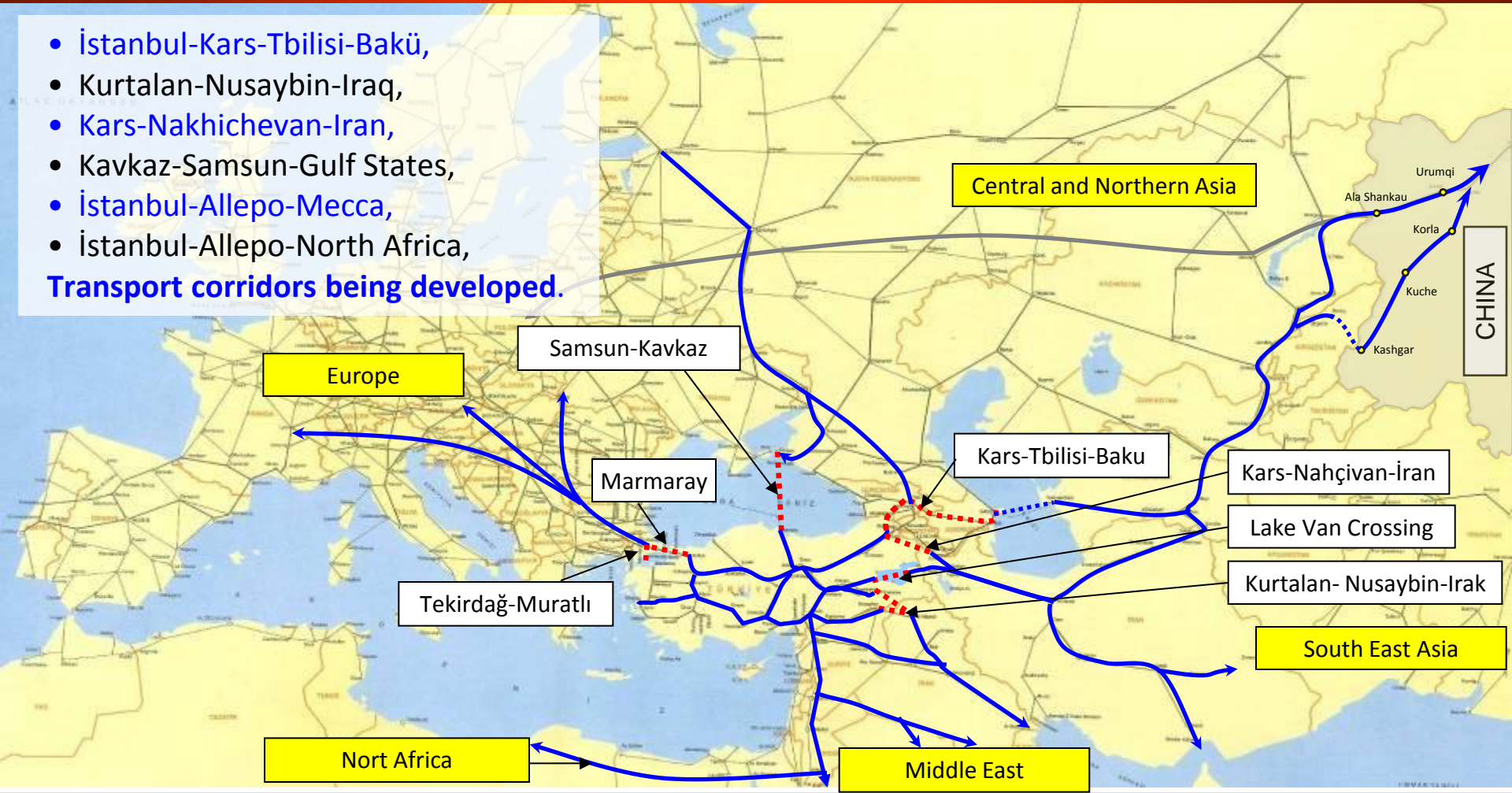
90% of the project completed.

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# 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..



## 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.



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# TRACECA SILK WIND CONTEYNER 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

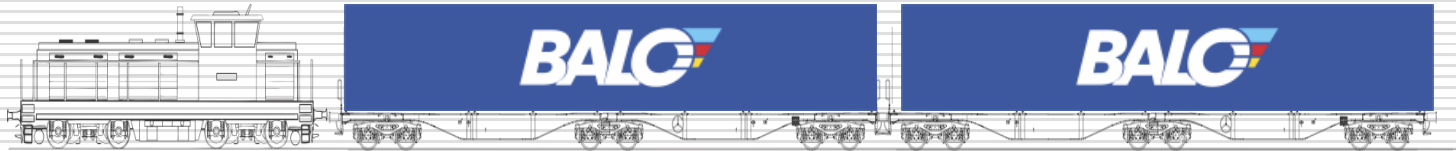
- The total length of the route is 4,192 km with the estimated transit time of 12 days.
- Project targets;
  - improving transit conditions
  - launching container block -trains from China to center of western Europe



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# 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 350 pieces 45' HC PW Container taken from domestic loading centers
- Crossing Marmara Sea by using rail ferries
- Two main destination points located in Germany
- Connected to Viking Train Line

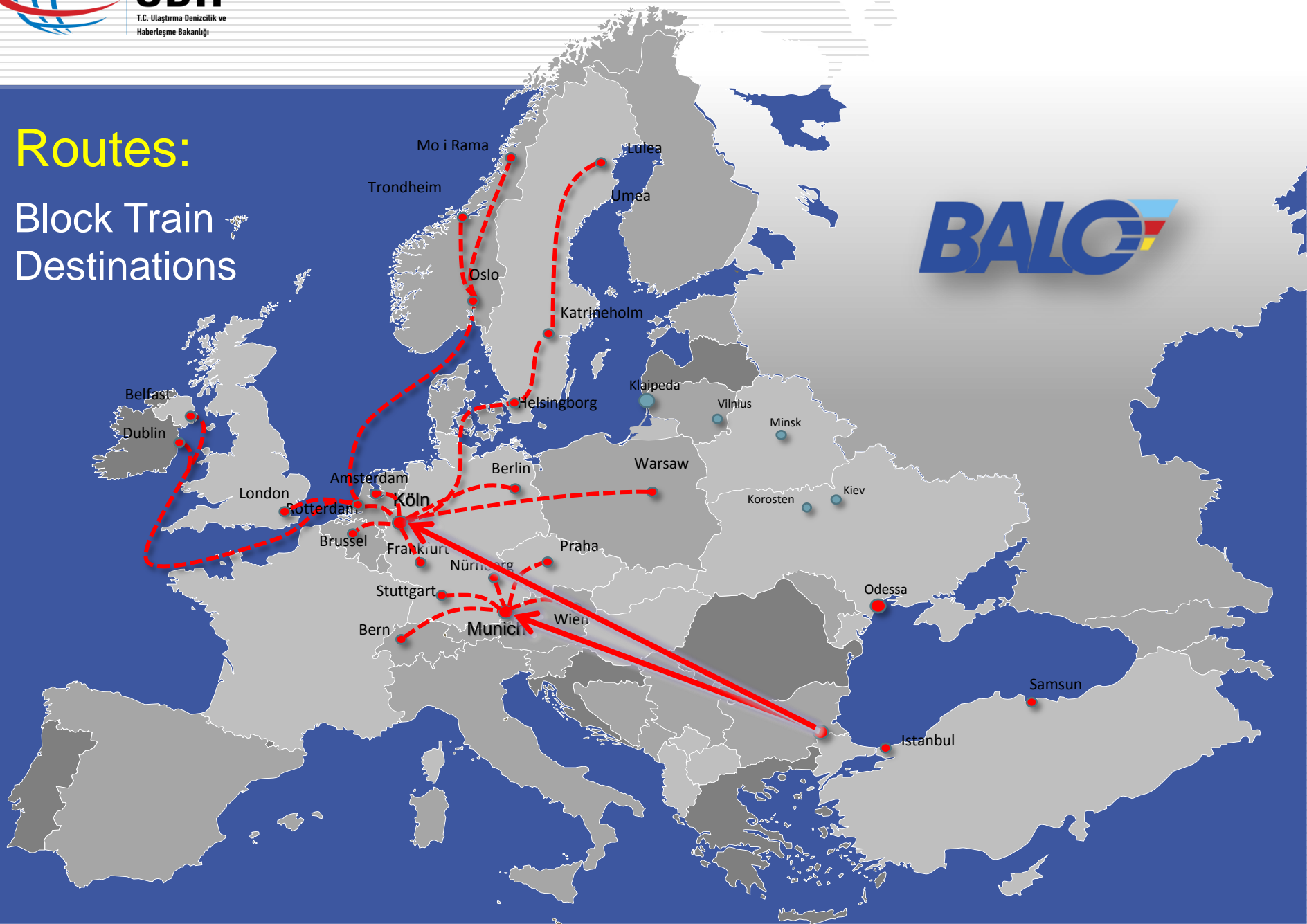


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## Routes:

### Block Train Destinations



# BEST PRACTICES IN INTERNATIONAL COMBINED TRANSPORT

## VIKING CONTAINER TRAIN PROJECT



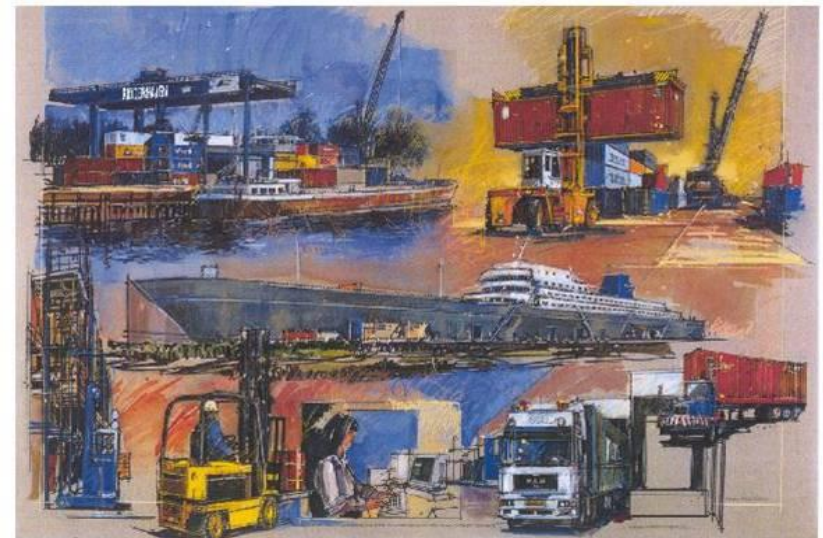
- Transport of 20, 40 and 45-feet universal and specialized containers, trailers, semitrailers and platforms.
- Baltic Ports and Black Sea Ports are linked through railway
- Route: –Samsun- Illichivsk (Odessa)- Kiev -Minsk-Klaipėda (Turkey-Ukraine-Belarus-Lithuania)
- Frequency – 2 times per day
- Eastern 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

Low Cargo and driver/crew security

Complex Customs Procedures/Lack of coordination at Border Gates

Permit requirement from the vehicles using Ro-Ro line

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**

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**Turkish Ministry of Transport, Maritime Affairs and**  
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