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## **Working Party on Intermodal Transport and Logistics**

### **Fifty-sixth session**

Geneva, 21–22 October 2013

Item 2 (c) of the provisional agenda

### **Pan-European developments in intermodal transport and transport policies**

## **Strengthening intermodal transport in Turkey**

### **Transmitted by the Government of Turkey**

Located on the most significant logistics hubs and transit countries in the region, Turkey should develop a framework for an optimal integration of different modes so as to enable an efficient and cost-effective use of the transport system through seamless, customer-oriented door-to-door services whilst favouring competition between transport operators.

There is an imbalance within the national transport system of Turkey heavily based on use of road transport. Share of domestic road transport freight transport is about 80 per cent. There are uneven levels of performance and service quality between modes, different levels of liability and a lack of information about intermodal services. There is an urgent need of a policy framework for balanced utilization of transport modes. Being aware of this fact, Turkish Ministry of Transport acted accordingly and established new Directorate General (DG) whose sole responsibility is to promote intermodality in Turkey. The new DG has been established in 2012, as the responsible body in Turkey for developing intermodal transport.

Intermodality has been increasing both in the world and Turkey due to the demand and supply side developments in transport industry. Turkey has great potential in terms of intermodal transport owing to its privileged geographical position amid European, Central Asia and Middle Eastern countries. The trend in development patterns in the Mediterranean, the Black Sea, The CIS countries and Central Asia implies new intermodal networks leading to rising demand for intermodal transport. Additionally, Turkey currently tries to adopt innovative solutions to expand intermodal capacities by combining road, sea, rail transport and developing new Ro-Ro and Ro-La lines within the country and between Turkey and different European/Caucasian and Middle Eastern locations. The development of economical, environmentally-friendly, uninterrupted and sustainable transport chain is our main objective. In the last 10 years, total public investment used for transport and communications infrastructure amounted to 74 billion Euros. Among the total public investment, the share of the transport sector is 35 per cent. All these investment projects provide contributions towards developing an inter-modal transport network in the west-east and north-south directions. Kars-Tbilisi-Baku Railway construction, Marmaray (Istanbul Strait) Tube Rail Tunnel crossing, Filyos (Western Black Sea) and Çandarlı (North Aegean

Sea) container ports and third bridge to be built on Istanbul strait are some of the ambitious projects that will enhance intermodal transport activities in and through Turkey.

In this connection, Turkish Ministry of Transport, Maritime Affairs and Communications initiated an EU funded project named “Strengthening Intermodal Transport in Turkey” in cooperation with the Ministry of Transport of Spain.

The project has three main objectives:

- (a) Drafting Turkish legislation to promote and facilitate domestic and international combined freight transport transport;
- (b) Definition of a Turkish Intermodal Transport Strategy Paper;
- (c) Training of personnel from public and private stakeholders on the different facets of intermodality in order to raise awareness towards the positive dimensions of intermodality.

After having passed over 23 months of the execution period of the project, all activities are almost completed. All training seminars have been successfully implemented and 341 personnel have received training, while the initial objective was to train 100 through seminars. 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.

Another ambitious target of the Project is to draft intermodal freight transport legislation which will regulate and promote intermodal transport activities in Turkey. Before drafting the legislation; several interviews, on-site visits and workshops have been performed in order to get acquainted with the Turkish system and some combined transport practices. Turkish legislation related to intermodal transport compiled and translated. The data collected and inputs of public and private stakeholders for draft legislation were analyzed by Spanish and Turkish experts. Some of the workshops in which the basic needs and challenges were identified for the decent legislative framework are listed below:

- Role of Ministry Transport, Maritime Affairs and Communications;
- Liabilities and Contracts regulating how to share responsibilities;
- Intermodal Logistics Centers;
- Fiscal and Financial Incentives;
- Customs Procedures, Single Window and IT applications;
- Short Sea Shipping and its Role in the Intermodal Chain;
- Railway Transport Strategy.

All the suggestions proposed during workshops are converted into Draft Combined Transport Regulation, covering administrative and commercial issues of intermodal transport. The key points foreseen in the draft regulation are as follows:

- Creation of Combined Transport Permanent Platform in which all relevant public and private agencies have a seat under the Ministry of Transport, Maritime Affairs and Communications;
- Definition and Licensing of Combined Transport Freight Terminal with its minimum requirements;
- Financial Support Measures to motivate transport sector to be engaged in intermodal transport;
- Combined Transport Operators' Requirements (Requirements for engagement in the occupation; Licensing);
- Combined Transport Contract.

The said legislation is distributed to relevant public and private stakeholders and also other significant actors of the sector in order to get their feedback and proceed accordingly. The useful remarks and appropriate suggestions are being received, which means that all actors of the sector in Turkey have taken seriously the significant output of the project and thanks to their valuable contributions, draft combined transport regulation is expected to be responsive to the needs of intermodal transport chain in Turkey and fruitful for the sector in terms of efficient operability.

Preparation of Intermodal Transport Strategy Paper is another target set out for the Project. SWOT analysis and stakeholders assessment have been already prepared for a reference for designation of a road map in intermodal sector. This analysis indicates advantages and disadvantages of Turkey and significant findings in each leg of the transport on developing efficient strategy for strengthening intermodal transport. Moreover, the key points touched upon in some workshops with a strategy development point of view are as follows:

- Ports and maritime transport as key for intermodal development;
- Customs procedures and information systems for the development of the intermodal transport service;
- Development of combined transport in the road and rail modes;
- Logistics centers as fundamental for the generation of competitive advantages for the Turkish economy;
- Predictive statistics and models of goods traffic.

By the time the strategy paper is drafted, Turkey would be delighted to share the document with the distinguished participants of the UNECE Working Party on Intermodal Transport and Logistics (WP.24).

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