



**Economic and Social  
Council**

Distr.  
RESTRICTED

Informal document No. 5 (2007)  
6 March 2007

ENGLISH ONLY

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**ECONOMIC COMMISSION FOR EUROPE**

**INLAND TRANSPORT COMMITTEE**

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

Forty-seventh session  
Geneva, 5 – 6 March 2007  
Item 3 of the provisional agenda

**NEW DEVELOPMENTS IN INTERMODAL TRANSPORT AND LOGISTICS**

Transmitted by the Government of Turkey

**INFORMATION NOTE  
ON INTERMODAL TRANSPORT IN TURKEY**

**(47. Session of the UNECE Working Party on Intermodal Transport and Logistics)**

**March 2007**

Turkey is at the heart of Eurasian trade thanks to being at the center of the goods transport of 600 billion \$ between East and West thanks to wide road and railway networks, seas surrounding from three sides, airports and distribution centers. Having a great potential of being one of the most important logistics bases of this geography, Turkey gives importance to develop its intermodal transport opportunities.

Some recent information on intermodal transport in Turkey and some projects in this context are summarized in this document.

### **Logistic Villages**

The establishment of Logistic Villages has become a necessity so as to build freight centres at certain points in which all freight transport services are performed to an optimum level; all regulatory, technical, social needs of the costumers are met and the costumer satisfaction is achieved by increasing the number and quality of transport services. At the first stage, the transformation of six places [Halkalı, Köseköy, Boğazköprü (Kayseri), Gelemen (Samsun), Eskişehir, Balıkesir] into logistic villages has been included in the priorities of Turkish State Railways (TCDD). In Samsun, the construction works have almost been finalized. Project works for Köseköy, Boğazköprü (Kayseri), Eskişehir and Balıkesir have been concluded, while the construction works in Halkalı are underway. Additionally, establishment of logistic villages has been included in “the TCDD Investment Programme for 2007”.

### **Block Train Transportation**

In order to manage existing capacity in the most efficient way for faster and more effective transportation, operation of block trains has been conducting since the beginning of 2004. Block train is a transportation mode in which freight is transported uninterruptedly, from the loading to the unloading station, without changing locomotive and wagons, without maneuvers in the intermediate and the main stations and without interval freight loading and unloading. In this context, 170 block trains per day, both domestic and international, are being operated.

Presently, within the framework of agreements signed with different countries, many block freight trains have been operated towards the European Countries, the Central Asian Countries and the Middle Eastern Countries. Today, block freight trains are being reciprocally operated towards Europe (Germany, Hungary, the Netherlands and Slovenia), East (Iran, Syria and Iraq) and Central Asia (Turkmenistan and Kazakhstan).

Via this operation, an increase in freight transportation, more efficient use of existing locomotives and wagons, a decrease in the number of necessary personnel, in duration of locomotive and wagon rotations, in customers' stocking costs and in maneuver costs, an increase of quality in freight transportation and in customer satisfaction have been provided.

Thanks to block freight train transportation, an increase of 35% in freight transportation quantity and an increase of 109% in freight transportation income have been achieved in 2006 in comparison to the figures of 2002.

### **SIDINGS**

Within the framework of increasing freight transport by railways, to link the Freight Centres, Factories and Industrial Zones having carriage potential to the national railway network, setting up of sidings has been encouraged and necessary arrangements have been accomplished in legislation and tariffs in order to offer more rapid service for the customers and to provide carriage for the raw and finished goods.

TCDD's own lines and in sidings both which are important for freight transport, the establishment of convenient facilities for the automatic loading and unloading of wagons with clearance system has been supported. Today, there are 308 sidings in our railway network and the studies are being carried on for the establishment of new siding lines.

### **Automobile Transportation by Railway**

In order to increase the share of the combined transport and railway freight transport, to ensure the optimum usage of the resources and to provide safe transport, a series of meetings was held with the automobile companies of Toyota, Hyundai, Ford located in İzmit and Tofaş, Renault located in Bursa. In this framework, in cooperation with the company of VEVA LOGISTICS that have automobile wagons, automobile transportation was being started between Köseköy-Yenice (Adana), Köseköy-Biçerova (İzmir) ve Köseköy-Bucharest (Romania) in 2006.

Domestic demonstration runs of the automobile transportation were realized and international demonstration runs are continuing between Köseköy-Bucharest (Romania) on regular basis.

In this regard, certain problems caused by transportation of the automobiles by road vehicles, such as the depreciation of vehicles, deterioration of the roads and motorways because of heavy axle loads, increase of maintenance costs, traffic density, environmental and noise pollution and traffic accidents would be decreased.

Approximately 200 automobiles are being carried by a single train between Köseköy-Bucharest Romania.

### **Ro-La Transportation**

As a result of the efforts in collaboration with on-route railway administrations and customers during the last 3 years, TCDD has launched Ro-La transportation between Halkalı and Wels on 21 September 2006.

Aforementioned line is the first Ro-La line in the World which gives service in such a long distance. Train runs that will be operated in this line give service reciprocally over the route of Turkey-Bulgaria-Serbia-Croatia-Slovenia-Austria, on a track of 1,979 km. Maximum weight of the Ro-La train is 1,100 tons and the maximum length is 520 meters. The train has a capacity of 20 TIRs and presently operated once in a week. Furthermore, it is planning to be operated 3 times a week, and even twice a day according to demands. Total time of transport by the train is approximately 70 hours which is almost same with transportation by road. Transport of TIR drivers is provided by airplane.

### **Ro-Ro Transportation**

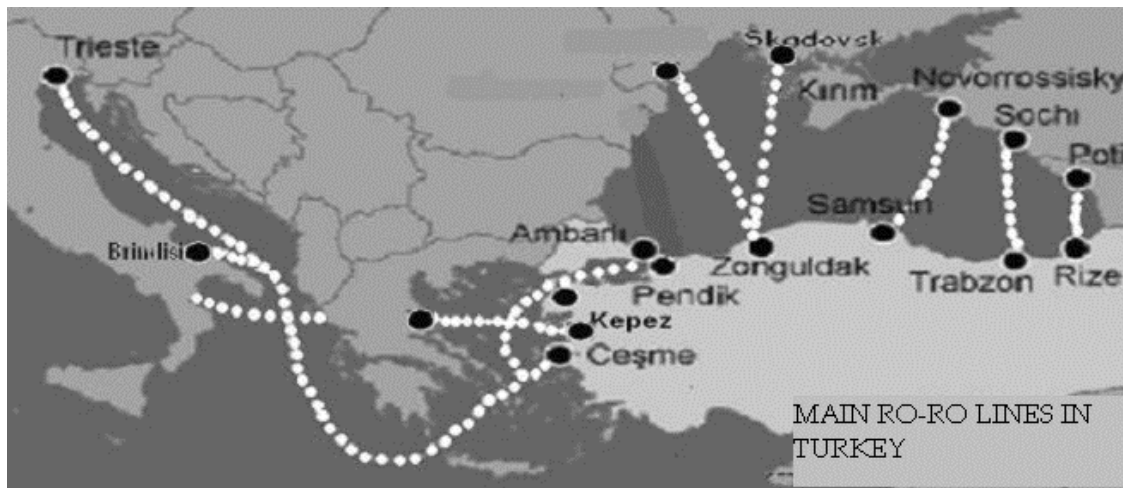
Turkey strongly supports development of intermodal transport that efficiently conducted especially by Ro-Ro transport which brings the maritime, railway, road modes of transport together (Haydarpaşa-Trieste, Ambarlı-Trieste, Çeşme-Trieste, Zonguldak-Odessa, Samsun-Novorossisky, Zonguldak-Skadovsk, Trabzon-Sochi, Rize-Poti).

A project study, prepared by RODER (RO-RO Vessel Operators and Combined Transport Association - Turkey) and U.N. Ro-Ro Operators Association – Turkey, had been submitted in October 2005 to EIA (European Intermodal Association) and was awarded as the best transportation project in Europe ([www.eia-ngo.com](http://www.eia-ngo.com)).

Below there are some figures on Ro-Ro Transportation in Turkey:

<b>THE REPUBLIC OF TURKEY</b>					
<b>RO-RO TRANSPORTATION (Loaded / Discharged (Export-Import-Transit) )</b>					
<b>* Number of carried vehicles</b>					
<b>LINES</b>	<b>2006</b>	<b>2005</b>	<b>2004</b>	<b>2003</b>	<b>2002</b>
PENDİK/HAYDARPAŞA-TRIESTE	119.088	107.640	112.602	107.135	92.297
ÇEŞME - TRIESTE	30.889	29.591	28.280	27.559	20.073
AMBARLI - TRIESTE	38.954	33.333	37.888	32.591	31.751
SAMSUN-NOVOROSSISKY	27.120	26.781	21.090	14.582	13.008
ZONGULDAK-UKRAINE	19.147	15.629	9.153	8.739	8.977
RİZE-POTİ	742	3.648	5.032	5.372	1.780
TRABZON-SOCHI	6.574	3.403	3.512	1.609	3.641
<b>GRAND TOTAL</b>	<b>242.514</b>	<b>220.025</b>	<b>217.557</b>	<b>197.587</b>	<b>171.527</b>

**MAIN RO-RO LINES IN TURKEY**



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