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STUDY OF THE SITUATION OF RAILWAYS IN MEMBER COUNTRIES

Transmitted by the Governments of Finland and Turkey

Please note that the distribution of documentation for the Working Party on Rail Transport (SC.2) is no longer "restricted". Accordingly, the secretariat has adopted a new numbering system whereby all working documents other than Reports and Agendas will be numbered as follows: TRANS/SC.2/year/serial number. Reports, Agendas, resolutions and major publications will retain their previous numbering system (i.e. TRANS/SC.2/189).

## FINLAND

(a)

Rail goods traffic

Tons of commercial traffic in 1994-1998, Tons (1000)

	1994	1995	1996	1997	1998
Domestic traffi	21943	21903	21565	23603	23613
Eastern traffic	8654	11786	11602	11935	12986
Transit traffic	6216	4105	3205	3368	2948
Western traffic	1602	1592	1345	1416	1193
Total	38414	39387	37717	40321	40739

Ton-kilometres of commercial traffic in 1994-1998, Ton-kilometres (millions)

	1994	1995	1996	1997	1998
Domestic traffic	6003	5936	5699	6258	6313
Eastern traffic	1308	1859	2018	2441	2571
Transit traffic	1483	911	612	652	578
Western traffic	619	588	478	506	423
Total	9413	9293	8806	9856	9885

Rail passenger traffic

	1994	1995	1996	1997	1998
Journeys (1000)	43989	44420	47000	49980	51370
Passenger kilometres in millions	3037	3184	3254	3376	3377

(b) After reorganization of the Finnish railway industry (i.e. transformation of the State-owned railway company VR into the joint-stock company VR-Group Ltd) in 1995, there has been no reorganisation or setting-up of new railway companies in Finland.

(c) (i) Investments in rail infrastructure:

In 1998 FIM 304 million in development and FIM 1.161 million in re-investments.

(ii) Investments in railway rolling stock:

In 1998 the total amount of investments was FIM 574 million, of which FIM 240 million were spent on passenger stock, FIM 104 million on freight wagons and FIM 115 million on tractive stock.

TURKEY

Because of its geographical position between Europe and Asia, Turkey has an important place in the traffic connection of the two continents and for 142 years, TCDD has undertaken the responsibility of developing and modernizing railway transportation in Turkey, in order to provide its services in the best possible way.

Furthermore, the handling of containers coming to Turkey by maritime lines are done in Haydarpasa, Mersin, Iskenderun, Derince, Izmir, Samsun and Bandirma Ports, belonging to TCDD. A land terminal in Haydarpasa is also added to these 7 ports.

TCDD ports, being included in the European Agreement on Important International Combined Transport Lines and Related Installations (AGTC) of the United Nations Economic Commission for Europe, are the import, export and transit gates of Turkey to the rest of the world and they play a key role in its transport systems and foreign trade. These ports have a perfect location in combined transport as they are connected to the railway network as well as to the main roads and international airports. Therefore, the transportation of goods from Europe to Black Sea Countries and surrounding regions and vice versa is made possible.

Furthermore, an Agreement was signed in 1982 between the Governments of Romania and the Mersin and Izmir ports of Turkey. Through these lines reciprocal freight transportation will be provided between Europe and Turkey as well as between Europe and the Near East and Middle East countries.

Presently, in the context of railway-sea-road combined transportation, scheduled Ro-Ro services are operated between Samsun-Socki, Samsun-Novorissisyk, Samsun-Odessa, Samsun-Iljchevsk, Haydarpasa-Constantza, Derince-Trieste.

Therefore, modernization of TCDD ports providing access to the sea in railway-sea-road combined transportation is given impetus and studies have been started to rehabilitate the infrastructure, to computerize the management system and to procure high performance equipment of handling of containers.

Parallel to the developments in our ports, studies are going on to rehabilitate the existing railway lines. Being located on the shortest route

between Europe and Caucasia, Central Asia and the Far East, Turkey will provide the possibility of fast, economic and uninterrupted railway transportation between these regions by the construction of the Kars-Tbilisi railway connection over Georgia.

In this context, information regarding TCDD's present situation, the activities in 1998 and projected investments are given below:

The number of passengers transported in 1998 is 109.8 million out of which 25.3 million are main line passengers. The service provided is 6.2 billion passenger/km. For 1999, the programmed transportation is 126 million passengers, 26 million of which are main line passengers.

Freight transport in 1998 has reached 15.9 million tonnes and 8.4 billion net ton-km. In 1999, TCDD plans to carry 18 million tonnes and reach 10.1 billion net ton-km.

In 1998, 35.1 million tons have transited through the ports operated by TCDD (loading and unloading) and for 1999, 36.5 million tons of handling (loading and unloading) is planned.

(c)

- In order to improve the standards of the existing lines, 254 km of track renewal, consolidation of 32 km of tracks, 176 switch renewals and 11,158 rail weldings have been completed.
- 40,000 tonnes of rail needed for track renewals have been purchased.
- The tender for the electrification and signalling of the 73 km double line Aliaga-Izmir section has been closed and the contract has been signed.
- 25 sleeper wagons (TVS 2000 type) in TÜVASAS and from the total 498 container wagons - 358 of which in TÜLOMSAS and 140 of which in TÜDEMSAS - have been manufactured.
- The tender to procure 250 oiling devices to avoid wearing out in the wheel rims of diesel and electric locomotives has been closed and the contract is signed. Therefore, the shipping of those is expected to be realized in 2-6 months.
- The tender to procure 2700 semi-automatic coupling devices for the locomotives and wagons operating on the ore line has been closed and it is on the contract phase.

- The tender for the manufacturing and procurement of 60 main line electric locomotives has been closed and evaluation of the bids is going on.
- Fence construction on the Ankara and Istanbul suburban lines has been carried out and a turnstile fare collecting system on these lines has been mounted.

Important projects in 1999 can be summarized as follows:

- 350 km of track renewal, construction of 21 km new line, consolidation of 22 km of existing track, 18,000 rail weldings and 250 switch renewals;
- Procurement of 80,000 tonnes of rails;
- Beginning of construction of the projects regarding the rehabilitation of the existing line between Ankara-Istanbul as well as the Kars-Tblisi railway connection;
- Starting signalling installations of the 33 km Eskisehir-Inönü line and signalling and electrification installations of the 73 km (double line) Aliaga-Menemen-Basmane-Izmir line;
- Establishment of OMIS (Operational Management Information System);
- Procurement and manufacturing of 32 electrical suburban train sets, 71 diesel-electric main line locomotives and 5 sets high speed trains;
- Manufacturing of 6 diesel shunting locomotives, 35 passenger coaches and 450 freight wagons;

Furthermore, regarding important projects for the five-year period between 1999-2003, the realization of a total 1,010.8 trillion TL investment is envisaged, the breakdown of which as follows:

- Renewal of 2,273 km track, construction of 243 km new lines, consolidation of 129 km existing tracks, manufacturing of 1,250 railway switches, carrying out 90,000 rail weldings, installing signalling facilities for 2.467 km and electrification for 3,161 km;
- Moreover, we plan to manufacture or procure 16 diesel shunting locomotives, 60 electrical main line locomotives, 32 sets of electrical suburban trains, 190 passenger coaches, 3000 freight wagons, 5 sets of high-speed trains and 71 diesel-electric main line locomotives as well as the rehabilitation of the existing line between Ankara-Istanbul.

Important Infrastructure Projects:

- Kars-Tblisi Railway Project (124 km)

This line, which is also registered in the TER (Trans European Railway) Project, will provide services to Turkey and Europe reaching to the Central Asian Republics and the Russian Federation via a shorter and efficient way. It has been planned to construct a 124 km electrified and signalled single line, 92 km in Turkey and 32 km in Georgia with 25 tonne axle load. The project duration is envisaged to be 4 years. The project will be carried out by the Ministry of Transport, General Directorate of the Construction of the Railways, Ports and Airports.

- Kars-Divrigi Electrification and Signalling Project

In order to meet the increasing demand in both passenger and freight traffic after the completion of the Kars-Tblisi Railway Project, this project is aimed at increasing the line capacity with 50% by electrification and signalization of the Kars-Divrigi line. The project duration is envisaged to be 4 years. Following the project studies, construction works are planned to be initiated by 1999 in case the necessary international finance is provided.

- New Railway Construction Between Ankara-(Balisih-Yildizeli)-Sivas

The 488 km existing route will be shortened to 306 km by constructing a short cut line between Balisih-Yildizeli. So the existing travelling time of 5.5 hours for passenger trains will be reduced to 3 hours which will have a great effect especially on transit and combined transport both on the AGTC and TRANS-ASIA routes. The project duration is envisaged to be 4 years. It is being carried out by the Ministry of Transport, General Directorate of the Construction of the Railways, Ports and Airports.

- Rehabilitation of the Existing Line Between Ankara-Istanbul (567 km)

It is anticipated that the travelling time between Ankara and Istanbul will decrease from 7 hours 30 minutes to 5 hours at the first phase and to 4 hours at the second phase. So the market share of the railways on this line will increase. The project duration is envisaged to be 4 years. Technical studies and preparation of Terms of Reference have been completed. Official approval is awaited for the invitation for bids with 100% credit.

- New High Speed Railway Construction Between Ankara-Istanbul

It is envisaged to build a new railway line which will be a part of the UIC High Speed Rail Network, between the two cities where the population and

the economic activity are most the dense. This railway line will have the standards of international high speed lines and the travelling time between Ankara and Istanbul will be reduced to 2.5 hours. So TCDD will be able to compete with airlines both in respect of safety, comfort and speed.

- Bosphorus Railway Tunnel Project (76 km)

When completed it will not only provide an uninterrupted connection for rail transport between Europe and Asia but also join the Pan-European Corridor No. IV ending in Istanbul to BSEC, ECO and ESCAP networks. The project duration is envisaged to be 4 years. The project is being carried out by the Ministry of Transport, General Directorate of the Construction of the Railways, Ports and Airports. It is at the stage of calling for International bids.

- Modernization of Ports Project

This project provides full container equipment for the ports of Haydarpasa, Izmir and Mersin. 36 million ECU from the European Investment Bank and 39 million ECU from firms have been provided for this project.

This loan will enable the procurement of 37 unit empty container forklifts, 43 unit 5. Tug masters, 86 unit trailers, 22 unit short masted electrical forklifts, 24 unit spreaders, 35 unit reach stackers, 32 unit short masted diesel forklifts, 26 unit transtainers and 1 gantry-cranes. The project duration is envisaged to be 4 years.

- Establishment of Land Container Terminals (Dry Ports)

In the context of rail-cum-road combined transport, in order to realize door-to-door transportation, TCDD envisages the construction of land terminals in Ankara, Konya, Gaziantep, Kahramanmaras, Denizli, Balikesir and Kayseri. With these investments, it is aimed to relieve the burden of our ports, seen in parallel to the recent increase in international container traffic. Therefore, the handling services will be shifted to production centres and the demand in the newly developing foreign trade and industrial areas will be better met.

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