



**Economic and Social
Council**

Distr.
GENERAL

ECE/TRANS/WP.24/2008/5/Add.5
26 September 2008

ENGLISH ONLY

ECONOMIC COMMISSION FOR EUROPE

INLAND TRANSPORT COMMITTEE

Working Party on Intermodal Transport and Logistics

Fiftieth session
Geneva, 6-7 October 2008
Item 8 of the provisional agenda

**MONITORING AND ANALYSIS OF NATIONAL POLICY MEASURES
TO PROMOTE INTERMODAL TRANSPORT**

Addendum

Transmitted by the Governments of Poland and Turkey

**RESULTS OF THE QUESTIONNAIRE ON NATIONAL POLICY MEASURES
TO PROMOTE INTERMODAL TRANSPORT**

POLAND

| | OBJECTIVES AND ISSUES¹ | EXPLANATIONS |
|---|----------------------------------------------------------------------------------------------------------|-----------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|
| 1 | Importance of intermodal transport in national transport policy | Development of combined transport is one of the main priorities in transport policy. Accordingly to accession negotiations the common rules for certain types of combined transport (Directive 106/92) were implemented. In such case, in Poland, legal conditions of combined transport's performance are comparable with the EU standards. New regulations create possibilities for using PPPs in financing of combined and intermodal infrastructure. |
| 2 | National and international bodies | |
| | 2.1 Take measures to improve <u>national</u> policy coordination (environment, land use, transport) | Processes of on improving national policy coordination are still in progress to ensure efficiency of process of building the transport infrastructure development. These, which is made due to, e.g. the Strategy of development for maritime ports till 2015, Operational Programme Infrastructure and Environment 2007-2013, Priority 7, Environment friendly transport, point 7.2. |
| | 2.2 Take measures to improve <u>international</u> policy coordination (environment, land use, transport) | Experts of the Polish Ministry of Infrastructure actively participate in working groups and intergovernmental cooperation in fields of environment, land use, transport, etc. |
| 3 | Costs and prices | |
| | 3.1 Establish fair competition between modes | Poland is still working on this problem. At present, works on economic analysis on internalization of external cost in transport is being prepared. |
| | 3.2 Develop cheaper and more efficient interfaces between modes of transport | Poland has started works for preparation of the Strategy for Development of Intelligent Transport System. The Strategy will take into account all modes of transport, and will include steps for building of ITS architecture. |
| 4 | Networks, terminals and logistics centres | |

¹ For a detailed description of the issues and objectives stipulated in the ECMT Consolidated Resolution refer to ECMT document CEMT/CM(2002)3/FINAL. The objectives and issues contained in the Resolution have been consolidated by the secretariat (for example, the issues of "fair competition" and "transparent and competitive pricing" is mentioned in several indents in the ECMT Resolution).

| | OBJECTIVES AND ISSUES¹ | EXPLANATIONS |
|---|---------------------------------------------------------------------------------------------------------|-------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|
| | 4.1 Implement international standards (e.g. AGTC Agreement and its Protocol on inland waterways) | Poland ratified the AGTC Agreement in 2002. Circa 4200 km lines are adapted to standards of AGTC. Poland considers possibility of signing the Protocol on inland waterways. |
| | 4.2 Integrate terminal planning into national, regional or cross-border transport and land-use planning | Integration of terminal planning is made in accordance with the spatial development planning and as defined in the Concept of National Spatial Development Plan. PKP Cargo S.A. developed „Concept of building of logistic centres and points for concentrations of reloading works and logistic operations until year 2010”. It is planned to build logistic centres in Poznań, Małaszewicze, Medyka – Żurawica, Wrocław, Gliwice/Zabrze and Warszawa. Moreover negotiations take place with local administration and logistic operators, on concept of joint initiatives in Konin, Kraków i Suwałki. In case of container terminal and point of reloading of containers the conceptual works are made for Ostaszewo Toruńskie, Dorohusk (container terminals) and Rzepin (point of containers reloading). |
| | 4.3 Take administrative measures to improve terminal access | All intermodal terminals co-financed with EU Funds (as mentioned in section 6.1) should offer open access for all interested companies. According to EU rules no restrictions in access to these terminals are allowed. |
| | 4.4 Take administrative measures to improve terminal operations and facilities | Regulation on state aid scheme for intermodal investments within Sectoral Operational Programme Transport for years 2004 – 2006 is the measure to improve terminal operations and facilities. |
| 5 | Interoperability | |
| | 5.1 Ensure compatibility of railway information and signalling systems | At this time Poland is starting carrying out the National Plan for Implementation of ERTMS. |
| | 5.2 Introduce electronic information systems | Poland has been starting the implementation of River Information Systems. |
| | 5.3 Other measures | Poland has started works for preparation of the Strategy for Intelligent Transport System. The Strategy will take into account all modes of transport. |
| 6 | Financial and fiscal support measures | |

| | OBJECTIVES AND ISSUES¹ | EXPLANATIONS |
|----------|---------------------------------------------------------------------------------|------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|
| 6.1 | Financial support for investments (installations, rolling stock, systems, etc.) | <p>1. Sectoral Operational Programme Transport for years 2004 – 2006 offered financial support for investments in intermodal transport in Measure 1.3. Development of intermodal systems (assistance of ERDF for two types of projects: development of logistics centers and construction of combined transport terminals located on the railway network). Objective of this measure is to achieve a basic system of intermodal connections for freight services, which could be further developed. Total allocation of EU funds in Measure 1.3 – 7 950 000 EUR. Similar amount of money from national budget is also provided. Financial support was given to 4 projects.</p> <p>SOPT was aimed also at selected infrastructure projects facilitating development in the future of container terminals and logistics centres located within the seaports (Measure 1.2. Improvement of infrastructure providing access to seaports)</p> <p>2. Currently there are two new projects of financial support under preparation:</p> <ul style="list-style-type: none"> - Project of state aid scheme for intermodal investments within Infrastructure & Environment Operational Programme. <p>Project of state aid scheme for ITS investments within Infrastructure & Environment Operational Programme.</p> |
| 6.2 | Financial support for operations (specific, initial operations, etc.) | Preparation for logistic orientated profession is included in Polish educational system. |
| 6.3 | Fiscal support measures (vehicle tax, road user fee exemptions, etc.) | Amended Act on taxes and local charges (of 1 st January 2002) introduce tax exemptions for combined transport operators. |
| 7 | Regulatory support measures | |
| 7.1 | Exemption from restrictions and traffic bans | Exemptions for vehicles used in combined transport: <ul style="list-style-type: none"> – of traffic bans on Sundays and National Holidays – of traffic bans during holiday period. |
| 7.2 | Liberalization of initial and terminal hauls | Terminal haulage facilities: there are possibilities of co-operation of regional and local authorities with private sector. |

| | OBJECTIVES AND ISSUES¹ | EXPLANATIONS |
|----|----------------------------------------------------------------------------------|-------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|
| | 7.3 Higher weight limits for road vehicles transporting intermodal loading units | Weight exemptions: maximum weight of vehicles in road transport and certain vehicle combinations in combined transport in Poland is 42 tons (8.5 t per axle). |
| | 7.4 Facilitation of documentary controls | Due to FAL Convention |
| | 7.5 Bonus systems for using intermodal transport | Charges for usage of railway infrastructure are preferential for intermodal transport operations. According to bilateral agreements on combined transport (Polish-Slovakia, Polish-Hungary) are extra permits for road transport carriers which using combined (intermodal) transport. |
| | 7.6 Strict enforcement of road haulage regulations | Nothing to report. |
| | 7.7 Other regulatory support measures | Premium permissions. Fuel excise which additionally burdens road transport. Co-financing of pocket-wagon purchasing in 2000. |
| 8 | Transport operations | |
| | 8.1 Liberalize access to the rail networks | Access to the rail networks, accordance with polish act on rail transport, is consistent with regulations of EU and assure liberalization. |
| | 8.2 Liberalize access to inland water transport | Without special restrictions. |
| 9 | Market monitoring | |
| | 9.1 Ensure availability of coherent and reliable data | Central Statistical Office collects the data for market monitoring. |
| | 9.2 Establish inventories of bottlenecks | Short Sea Shipping Promotion Centre identifies the bottlenecks and also officers of Polish Ministry of Infrastructure are still in contact with operators and work on mains identified bottlenecks in cooperation with European Commission. |
| | 9.3 Establish short sea shipping information offices | Short Sea Shipping Promotion Centre are the information offices. |
| 10 | Foster innovations covering all components of the transport chain | Nothing to report. |
| 11 | Operators in intermodal transport chains | |

| | OBJECTIVES AND ISSUES¹ | EXPLANATIONS |
|--|--------------------------------------------------------------------------------------------|----------------------------------------------------------------------------------------------------------------------------------------------------------------|
| | 11.1 Promote cooperation and partnership agreements | The obligation for open access in intermodal terminals co-financed with EU Funds (as mentioned in section 6.1) promote cooperation and partnership agreements. |
| | 11.2 Promote use of intermodal transport for the transport of dangerous goods | Nothing to report. |
| | 11.3 Promote use of international pools of rail wagons | Nothing to report. |
| | 11.4 Promote operation of rail block trains between terminals | Charges for using of railway infrastructure are promoting operations of rail block trains between terminals. |
| | 11.5 Promote use of effective and compatible EDI systems (e.g. tracking and tracing, etc.) | Poland ratified FAL Convention and has been realizing its decisions (e.g. Section 1 point C Electronic data-processing techniques). |

**RESULTS OF THE QUESTIONNAIRE ON NATIONAL POLICY MEASURES
TO PROMOTE INTERMODAL TRANSPORT**

TURKEY

| | OBJECTIVES AND ISSUES¹ | EXPLANATIONS |
|---|------------------------------------------------------------------------------------------------------------------------------------------------------------|--------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|
| 1 | Importance of intermodal transport in national transport policy | <p>Taking into account the tendency and the future perspectives in transport policies and being located between three continents, Turkey attaches great importance to develop intermodal transport. It is considered not only one of the important objectives of transport policy of Turkey, but also an integral part of sustainable transport policy. We consider that promoting this mode of transport is of vital importance to create more environmentally friendly modes, to ease congested corridors and more importantly to decrease the part of road transport between modes having a growing tendency. That's why, Turkey's future transport investments are formed in this context. To this end, a national master plan has been prepared to define priorities and future goals in each sector through fostering intermodal transport. Moreover, a transport infrastructure needs assessment study (TINA) which was financed by the EU was conducted in Turkey. In this study, the transport infrastructure needs and plans of Turkey are based on the development of the intermodal transport. In addition to this, a peer review study on intermodal transport in Turkey is being conducted by the ECMT, upon the request of Turkish Ministry of Transport, to illustrate the current situation as well as the future perspectives of intermodal transport in Turkey.</p> <p>In parallel with decisions taken at the Second Pan-European Transport Conference and the measures regarding Customs Union and EU Turkish Government set the transport policies to develop and promote combined transport.</p> <p>It is aimed to fulfill the domestic, international and transit traffic task at least coast by facilitating the achievement of the economically optimum modal shares determined not only through competitive advantage but also through joint cooperation between modes as a combined transport.</p> |
| 2 | <p>National and international bodies</p> <p>2.1 Take measures to improve <u>national</u> policy coordination (environment, land use, transport)</p> | <p>At present, there is no specific national legal framework or national bodies which are only responsible for intermodal transport. However, it is aimed to establish a new department in the near future in the MoT as suggested in ECMT Peer Review Study.</p> <p>Since any authority dealing with intermodal transport does not exist in Turkey, there are no specific measures that can be mentioned in this sense.</p> |

| | OBJECTIVES AND ISSUES¹ | EXPLANATIONS |
|---|----------------------------------------------------------------------------------------------------------|------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|
| | 2.2 Take measures to improve <u>international</u> policy coordination (environment, land use, transport) | <p>The formulation of transport policy is the main task of MoT.</p> <p>Furthermore, MoT tries to actively participate in international organizations on intermodal transport. Moreover, Turkey ratified the European Agreement on Important International Combined Transport Lines and Related Installations (AGTC) on September 4th, 1996, joining 30 other European countries that have agreed to make international combined and intermodal transport more efficient and attractive to customers in Europe. Through this Agreement, Turkey has subscribed to the designation of a network of important international combined rail transport lines, terminals, border crossing points and ferry links/ports.</p> |
| 3 | Costs and prices | |
| | 3.1 Establish fair competition between modes | <p>MoT has launched new and considerably serious infrastructure investments for the revival of railroad which aims at increasing its share and thus offering means to remedy the existing imbalance favoring road transport for domestic and international transport.</p> <p>Furthermore, the idea of integration instead of competition between modes of transport is supported by Turkish State Railways (TCDD). That's why our efforts are mainly focused on developing intermodal transport. However, in order to improve rail transport, TCDD has started to operate national and international block trains with the prices acceptable by the market.</p> |
| | 3.2 Develop cheaper and more efficient interfaces between modes of transport | It is one of aims of prepared Strategy for Support of logistics from public funds. |
| 4 | Networks, terminals and logistics centres | <p>One of the major aims of Turkey is to become an important logistic center between three continents by taking advantage of its strategic position in Europe, Asia and Middle East. To this end, some freight villages are to be established in industrialized cities.</p> <p>At the first stage, transformation of six places [Halkali (ISTANBUL), Kosekoy (IZMIT), Boğazkopru (KAYSERI), Gelemen (SAMSUN), Hasanbey (ESKISEHIR), Gökköy (BALIKESIR)] into freight villages have been included in the MOT's transport priorities. The objective is to ensure the enhancement of combined transport, an increase in the customer satisfaction and the share of freight transport, and prevention of pollution.</p> <p>Samsun, the first freight village of Turkey was partly put into service on July 6th, 2007 and the construction works have almost been finalized. Project works for Kosekoy, Bogazkopru, Hasanbey and Gokkoy have been concluded, while the construction of Halkali is underway.</p> <p>In addition to this, the Mersin Container Port (hub) on the</p> |

| | OBJECTIVES AND ISSUES ¹ | EXPLANATIONS |
|-----|-----------------------------------------------------------------------------------------------------|---------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|
| | | Mediterranean Sea, the North Aegean Port Çandarlı (hub) on the Aegean Sea, and the Zonguldak Filyos Port on the Black Sea, are new port projects that will enable Turkey to become a logistic center. |
| 4.1 | Implement international standards (e.g. AGTC Agreement and its Protocol on inland waterways) | Turkey is a party to AGTC Agreement and implementing its requirements. Regarding railway lines for international combined transport, mentioned in the Annex I of the above-mentioned agreement, upgrading operations for infrastructure through electrification and signalization works are being carried out. In line with the AGTC Annex IV, Turkey is constructing new high-speed train lines. |
| 4.2 | Integrate terminal planning into national, regional or cross-border transport and land-use planning | <p>Logistic villages are firstly constructed in regions where there is great potential of freight transport connected with organized industrial regions.</p> <p>There are;</p> <ul style="list-style-type: none"> • Container loading unloading and storage areas, • Customs paid areas; agencies, customs consultancy agencies, every kind of customs services, • Loading, unloading and storage areas for dangerous and special goods, • Unloading areas for bulk goods. <p>In order to realize more effective and productive operation in our logistic services and to meet the customer satisfaction, the construction works of logistic villages are being carried out in;</p> <ul style="list-style-type: none"> • Halkalı/Ispartakule (İstanbul), • Köseköy (İzmit), • Gelemen (Samsun), • Hasanbey (Eskişehir), • Boğazköprü (Kayseri), • Gökköy(Balıkesir), • Yenice (Mersin), • Uşak, • Palandöken (Erzurum), • Konya, • Kaklık (Denizli) <p>Furthermore, following links are evaluated under TINA Turkey Study which has been recently completed where all required infrastructural needs are assessed for the purpose of establishment of interconnectivity and interoperability between the EU and Turkey.</p> <ol style="list-style-type: none"> 1. The Mediterranean Shipping lines – Mersin Container Port - railway connection - Filyos Port (or Samsun port as declared by High Level Group Wider Europe Study) – the Black Sea 2. The Mediterranean – Mersin container Port - railway - Caucasian markets |

| | OBJECTIVES AND ISSUES¹ | EXPLANATIONS |
|----------|-------------------------------------------------------------------------------------|---------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|
| | | <p>3. The Mediterranean – Mersin Container Port, Mersin Port, Iskenderun Port – railway - Middle East Countries</p> <p>4. The Aegean Sea - İzmir Port and North Aegean (Çandarlı) Port - railway - Caucasian, Central Asian markets</p> <p>Corridor IV - İstanbul Strait Tube Tunnel Project (Marmaray) – railway – Kars-Tbilisi railway project - Caucasian Asian markets.</p> |
| | 4.3 Take administrative measures to improve terminal access | |
| | 4.4 Take administrative measures to improve terminal operations and facilities | |
| 5 | Interoperability | |
| | 5.1 Ensure compatibility of railway information and signalling systems | Nothing to report. |
| | 5.2 Introduce electronic information systems | General Directorate of Highways has installed Intelligent Transport Systems (ITS) on certain section of motorways. Tunnels longer than 500 m. have been equipped with special control systems to provide traffic safety. |
| | 5.3 Other measures | Nothing to report. |
| 6 | Financial and fiscal support measures | |
| | 6.1 Financial support for investments (installations, rolling stock, systems, etc.) | <p>Being aware of the importance of having efficient operation in the existing ports, Turkish government has been taken several measures and undertaken investment to modernize and rehabilitate the infrastructure of ports. For the last 5 years, 450 million USD was spent to overcome the shortcomings that the Turkish ports have been experienced regarding the equipment, the availability of mechanical installations and the speed of operation. A loan from European Investment Bank (EIB) with a total of 36 million EUR was obtained to support the capacity expansion of TCDD's container ports. 9 % of these investments were financed by the World Bank Loan. Inland container terminals were installed in Gaziantep and the investment project is going on for the installation of ICT in other locations.</p> <p>For a developing country, formulation of the most efficient</p> |

| | OBJECTIVES AND ISSUES¹ | EXPLANATIONS |
|---|----------------------------------------------------------------------------------|----------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|
| | | <p>financial model is one of the major tools for the implementation of important infrastructure projects. The necessity of developing alternative finance models is also arising as it has been the case in the world.</p> <p>Within this context, new approaches towards formulating the contribution of private sector sources and dynamism together with risk sharing are widely discussed.</p> <p>In general, the Public Private Partnership (PPP) is defined as allocation and share of responsibilities, costs and risks, revenues and benefits in optimum proportions between the private and public sector during creation of public service.</p> <p>The assessment of optimum proportions and definition of the role of each party comprise the backbone of the Public Private Partnership modeling. In Turkey BOT model is widely applicable. New legislation for PPP is on the way.</p> |
| | 6.2 Financial support for operations (specific, initial operations, etc.) | Nothing to report. |
| | 6.3 Fiscal support measures (vehicle tax, road user fee exemptions, etc.) | <p>Motorways are subject to toll, and national and foreign vehicles pay the same toll rate. There is no exemption from the origin of vehicle.</p> <p>Investment incentive is provided for domestic and foreign investors. The incentive tools are:</p> <ul style="list-style-type: none"> - Exemption from custom duties and fund levies - Investment allowance - Value Added Tax (VAT) exemption for imported and locally purchased machinery and equipment <p>Exemption from taxes, duties and fees.</p> |
| 7 | Regulatory support measures | |
| | 7.1 Exemption from restrictions and traffic bans | Nothing to report. |
| | 7.2 Liberalization of initial and terminal hauls | Privatization of some of the public harbors has been completed. Furthermore, privatization works for other public harbors are being pursued. |
| | 7.3 Higher weight limits for road vehicles transporting intermodal loading units | 44 tons. |

| | OBJECTIVES AND ISSUES¹ | EXPLANATIONS |
|----|--------------------------------------------------------------------------|-----------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|
| | 7.4 Facilitation of documentary controls | Operation and studies to be part of FAL convention is being pursued. |
| | 7.5 Bonus systems for using intermodal transport | Nothing to report. |
| | 7.6 Strict enforcement of road haulage regulations | Nothing to report. |
| | 7.7 Other regulatory support measures | Nothing to report. |
| 8 | Transport operations | |
| | 8.1 Liberalize access to the rail networks | The General Railway Law which is planned to enter into force by the end of 2008, has been drafted to liberalize access to Turkish Rail Network. |
| | 8.2 Liberalize access to inland water transport | Without prejudice to the provisions mentioned in Cabotage Law, inland waters are open to free competition. |
| 9 | Market monitoring | |
| | 9.1 Ensure availability of coherent and reliable data | Sea, load and passenger transport statistics are collected by Undersecretariat of Maritime. |
| | 9.2 Establish inventories of bottlenecks | Nothing to report. |
| | 9.3 Establish short sea shipping information offices | As short sea in shipping promotion centre, (the Union of Chamber and Commodity Exchanges of Turkey – TOBB) is commissioned. |
| 10 | Foster innovations covering all components of the transport chain | New worldwide technological developments are analyzed and necessary adjustments are made for application. |
| 11 | Operators in intermodal transport chains | |
| | 11.1 Promote cooperation and partnership agreements | TCDD makes block train agreements with the customers for the smooth operation of international block trains. Furthermore in order to increase freight traffic capacity between European countries and Turkey and to extend this traffic through Turkey to Middle East and Asia, TCDD is become an active partner of Cream Project supported by EU. |
| | 11.2 Promote use of | Nothing to report. |

| | OBJECTIVES AND ISSUES¹ | EXPLANATIONS |
|------|---------------------------------------------------------------------------------------|--------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|
| | intermodal transport for the transport of dangerous goods | |
| 11.3 | Promote use of international pools of rail wagons | Nothing to report. |
| 11.4 | Promote operation of rail block trains between terminals | <p>TCDD wishes to increase the number of nationally and internationally operated block trains. Currently the following block trains are operated by TCDD to European countries.</p> <ul style="list-style-type: none"> ▪ Halkalı-Sopron-Halkalı ▪ Halkalı-Wien (Austria) ▪ Cologne-Köseköy-Cologne (Germany) ▪ Cologne- Derince ▪ Köseköy – Bucharest (Romania) ▪ Halkalı-Budapest (Hungary) ▪ Çukurhisar-Wien ▪ Slovenia-Halkalı <p>Furthermore TCDD also operates one block train per week to Turkmenistan and Kazakhstan from Haydarpaşa (İstanbul).</p> <p>In order to increase the block train operation, negotiations with railway undertakings and customers are carried out by TCDD.</p> |
| 11.5 | Promote use of effective and compatible EDI systems (e.g. tracking and tracing, etc.) | <p>There is a project within TCDD to track and trace the block trains. By this project, block trains can be traced by computers by collecting the relevant data. Furthermore, under the Cream Project, TCDD intends to buy GPS devices in order to track and trace block trains.</p> |
