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DEVELOPMENT OF EURO-ASIAN TRANSPORT LINKS

Organization of demonstration trains

Submitted by the Government of Turkey

Addendum

International block container trains operations in Turkey

I. INTRODUCTION

1. International block container trains are operated through Pan-European Corridors of Corridor IV (Turkey-Bulgaria-Romania-Hungary-Austria-Germany) and Corridor X (Turkey-Bulgaria-Serbia-Croatia-Slovenia-Austria-Germany) and there is no significant problem in the operation of these trains in Turkish territory.

2. Block trains are operated between Turkey and Netherlands, Germany, Austria, Hungary in the west and Turkmenistan, Kazakhstan, Iran, Iraq, Syria in the East.

* The UNECE Transport Division has submitted the present document after the official document deadline due to resource constraints.

A. Compatibility of Train Assembly

3. The assembly of the train, number and type of the wagons and number of the containers located on the wagon are determined by the relevant railway undertakings on the route. In the composition of a block train there are maximum approx. 20-22 wagons.

B. Number of the Wagons-Length of the Train

4. In general the gross weight of a block train of maximum 1,200 tons and the length of maximum 550 m (including locomotive) is determined and accepted by the relevant railway undertakings on the route of that train. The block container trains operated by TCDD are generally in length of 550 m (including locomotive) and in gross weight of 1100-1200t.

C. Wagon capacity

5. In the composition of the block container trains, generally, there are private wagons with 4 axles type Sg. The loading capacity of these wagons is 55 tons. On each wagon 1 piece of 40-45' container or two pieces of 20' containers can be loaded.

D. Maximum Gross Weight of the Trains

6. The maximum gross weight of the block container trains operated by TCDD is 1200 tons.

$$(20 \text{ (with 4 axles)} \times 2 \times 18 + (20 \times 22)) = 1160$$

20: number of the wagons with 4 axles

2: number of TEU loaded on a wagon

18: maximum gross weight of a 20 f container.

22: Tare weight of 2 TEU container wagons

7. Maximum gross weight of the train is the weight which is accepted by the railway undertakings on the route. Therefore, there occurs no problem or difficulty among the railway undertakings on the route relating to the length and weight of the train.

E. Break of Gauge

8. Since the gauge of track of TCDD is the standard gauge of 1435 mm., there is no problem with the block container trains operated to Europe. The class of axle load of these tracks is D2 and 22,5 tons. As for our block container trains operated to Middle East and Middle Asia, there is a difference in the track gauge beyond Iran so bogies are changed in Iran Sarakhs station.

F. Composition of the Container Block Trains

9. The maximum speed of the container block trains operated by TCDD is 65 km/h. Each country on the route uses its own locomotive and driver.

G. Train Schedule

10. The schedules of international block freight container trains are determined and accepted by the relevant railway undertakings on the route of that train during FTE Conferences held every year. The fastest transit times and the optimal schedules for the customers are preferred.

H. Border Crossings and Customs Formalities

11. As for the block container trains going to Europe from Turkey and vice versa there are two border crossings one is Kapıkule-Svilengrad between Turkey and Bulgaria and the other one is Uzunköprü-Pityon between Turkey and Greece.

12. After technical, operational and commercial controls of the wagons by the customs and railway authorities, the train is delivered/accepted. These procedures last approximately 60 minutes.

13. The formalities and procedures are carried out based on the bilateral agreements between two countries.

14. Since the customs personnel does not work on a 24 hour basis although they should work according to the laws and regulations, there occur some delays at border crossing points. Therefore, customs personnel should work 24 hours in order not to cause any delay for these trains.

I. Working Groups on Operationalization and Monitoring of the Trains

15. In order to remove all problems and obstacles in international block freight train operation, Middle and South East European Cargo Traffic Railway Undertakings BDZ EAD, CD, CFR Marfa, Railion, GYSEV, HZ, JZ, MAV, SZ, ZSSK and ZTP decided to work jointly at the beginning of 2004 by taking this decision their aim was to increase and improve the quality of the freight services on the Pan European Transport Corridors IV and X. so they developed Project "ZEUS" which is a cooperation project between European Cargo Railway Undertakings. TCDD joined to this project in the end of 2004.

16. Increasing of the freight transport volume, improving of the transport quality, developing of the products to be operated and developing of the information flow between the railway undertakings on the Pan-European Transport Corridors IV and X are among the aims of this project.

17. In order to implement the Project, a Steering Committee consisting of the General Directors of the relevant railways and a team consisting of the Project Leaders are assigned. The teams of project leaders are responsible for the:

- (a) Quality management
- (b) Resource efficiency
- (c) Production process and development.

18. During the meetings held within the scope of Zeus Project, it was determined that most of the problems experienced in the block container operation are due to lack of locomotive and personnel, long waiting at border crossings and customs procedures. The railway undertakings on the route discussed all of these problems and tried to find solutions.

19. Furthermore, our Administration also participated into "Cream Project" started as of 01/01/2007 within the Scope of the 6th Research and Technological Development Frame Programme (FP 6) of European Union (EU) one of which aims is to develop block container train operation between Europe and Asia passing through Turkey and as TCDD we carry out the researches and activities in collaboration the member railways.

II. CONCLUSIONS

20. There is a transport volume of approx. 5 million tons between Turkey and Germany. The share of railways within this volume is only 4%. By block container train operation it is aimed at increasing the share of railways.

21. In this regard, by the block trains to Europe, Middle East and Middle Asia, while our international transport volume was 1.7 million tons in 2003, it increased to 3.02 million tons in 2007 with the increase rate of 78%. In 2006 total 2,072,371 tons of export and import transport is made between Europe.

22. In order to increase the railway share in the international transport volume and enable it to compete with road, beside an efficient marketing activity, safety, punctuality and security should be the key elements in the operation of block container trains with the prices compatible with road.

23. Furthermore, good cooperation and information flow between the railway undertakings on the route are also very important factors for a successful block container train operation.
