

ARLOD HOLDS 3rd ANNUAL GENERAL ASSEMBLY

Adnan Ağaçlı – The President Again

► Vehicle Logisticians Association of Turkey (ARLOD) held its 3rd Annual General Assembly in February 2008. Adnan Ağaçlı was elected again as the president at the assembly where an account of the events carried out by the organization was presented. The general meeting has also underlined the importance of the change in the by-laws of the organization made in order to bring together all the companies that carry vehicles and provide logistics services in road, air, sea, rail or combined transport.



At the 3rd Annual General Assembly of ARLOD held in February, Adnan Ağaçlı was elected president again. After the Assembly, Adnan Ağaçlı gave a briefing about their projects in the new period.

At the press conference held after the meeting, Adnan Ağaçlı drew attention to the training of the drivers and said "Drivers has the biggest responsibility in vehicle logistics sector. Being aware of this situation and the social responsibility ARLOD has about this issue, a contract was signed with Autodrum. With the decision of our Board, each driver will be trained by Autodrum and certified by us."

Automotive Manufacturers Association (OSD). The sector is estimated to grow by 8-10 percent in 2008. ARLOD has been working for the benefit of the sector and searching solutions for the problems since its establishment in 2005. Having around 4.000 vehicles owned and with its 2.350.000 vehicle loading capacity per year, ARLOD has 22 members from 11 major vehicle logistics companies. ■

www.arlod.org

ARLOD Member List

- AĞAÇLI Petrol Tic. Ltd. Şti.
- AK-SOY Otomotiv Tic. San. Ltd. Şti.
- İLÇE Taşımacılık A.Ş.
- ME-PAR Nakliyat ve Tic. A.Ş.
- MER-TUR Otomotiv ve Taşımacılık Ltd. Şti.
- MOBİTAŞ Uluslararası Taşımacılık ve Tic. Ltd. Şti.
- OMSAN Lojistik A.Ş.
- SELAMOĞLU Uluslararası Nakliyat ve Tic. A.Ş.
- TERRA Transport Ulusal Taşıma İşl. Org. ve Tic. Ltd. Şti.
- VEGA Lojistik A.Ş.

Automotive sector on the rise

Turkish automotive sector has achieved an enormous progress in the last 5 years and the forthcoming years are expected to be much more productive. The number of the manufactured vehicles in 2007 was 1.1 million and this amount is foreseen to be 2 million in 2015 according to



THE EVALUATION OF TURKISH RAILWAY SECTOR

Railway Freight Transport Increase by 4 Percent

Intending to increase the volume and achieve the share of 20 percent of railway in freight transport, TCDD makes profitable investments to railway freight networks infrastructure, railway liberalisation and terminals, in order to carry 100 million tons of goods in 2023.

► The total railway freight transport in 2006 in Turkey amounted to 19.745 million tons, while rose to 20.550 million tons in 2007. Listing in ton/km, the total railway freight transport received an increase of 4 percent, when compared with the 9.676 ton/km in 2006. The domestic freight transport in 2006 amounted to 16.742 tons and reached 17.450 million tons in 2007. Measuring in ton/km, the domestic freight transport constituted the amount of 9.554 billion ton/km in 2006, while in 2007 received a 4 percent increase and increased to 9.558 billion ton/km. However, the international transport volume amounted to 1.353 million tons in 2000, 3.003 million tons in 2006 and followed by 3 million tons in 2007. This outcome particularly results from development and investments made in railways.

More investments to the freight transport networks

The railway line in Turkey is 8.500 km long; however the average speed in the lines is low. The cost of transport by rail is high. In spite of that the transport volume is low. Implementing the policy to restructure the railways, DHL invested the amount of 1.824 million YTL and TCDD followed with 870 million YTL in 2007, which are important in the 50-year long history of the railways. 1.262 million YTL of the 1.824 million YTL investment of DHL has been made to Marmaray Project and the 85 percent of it including 324 million YTL investment made to Ankara-Istanbul Fast Railway line has been done to passenger transport and fast train and this investment is still continuing. 425 million YTL of the budget of TCDD in 2007 which amounts to 870 million YTL has been spent on fast train and 137 million of this to pull and pulling vehicles. Additional important developments were the decisions to support Kapikule-Halkali line of the corridor IV and the port of

Year	Transport Share Among Other Sectors (%)	Railways Share among Transport Modes (%)	Allocation to Railway Sector (Million YTL)		
			TCDD	DLH	TCDD+DLH
2000	18	6	75	13	88
2001	17	9	110	24	134
2002	17	10	190	40	230
2003	23	16	205	239	444
2004	27	28	675	238	913
2005	31	25	820	460	1.280
2006	32	27	1.129	500	1.629
2007	25	39	1.351	350	1.701

Çandarlı under the TINA Turkey Program of EU.

The Railway Framework Law as well as the communication and professional cooperation between public and private sector will be really useful in the works of reconstruction of railway and liberalisation. If the works under construction are finished the railway transport will increase in 2008.

The increases in railway freight transport are not enough to reach the aim of the Ministry of Transport and TCDD to increase the market share of railway transport to 20 percent in 2023. In order to reach this aim, the new structure of railways started by the Ministry of Transport (MoT) and TCDD and restructuring of infrastructure should be completed, Railway Framework Law should be prepared and liberalisation should take place.

www.tcdd.gov.tr

Turkish Railway Transport Situation 2007
United Nation Economic Commission for Europe (UNECE), Transport Division department published report which fully informs about transport situation in Turkey in 2007.



"Considering the importance of having efficient transport network, Turkish government has taken several measures and undertaken investments to modernize and rehabilitate the railway infrastructure. The Turkish Government has a policy, within the scope of Strategy for Transport Main Plan, to establish a balance between transport modes by considering all modes a part of combined transport and giving priority particularly to railway and maritime transports. Moreover, MoT Strategic Plan for 2009- 2013 is being prepared. MoT Main Plan Strategy contains macro target and policies for the future Transport Sector, was prepared in 2005 and being applied by MoT. Establishing balance between transport modes, developing modes as complementary to each other, strengthening combined transport system in compliance with



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international legislations are major priorities set in Transport Main Plan Strategy of Turkey.

Block and high speed train services become more efficient

Block train operations were started at national and international freight transportation simultaneously and within this context, the block freight trains between Turkey- Europe, Turkey-Middle East and Turkey-Central Asia have been running reciprocally. Furthermore, Ro-La transportation has been launched between Turkey-Austria in 2006 with the cooperation of private sector, after the agreements were approved among the countries on the route. "Produktverbund" a block train between Germany and Turkey has been started to run on regular basis on 9 May, 2004. The train follows Bulgaria-Romania-Hungary- Austria

route between Köseköy (Turkey) and Cologne (Germany) and operates once a week. 5 journeys a week is planned for near future. "Istanbul-Almaty Block Container Train" runs once a week since 22 June 2002. The second stage for this train is to extend it from Hamburg to Lianyungang (China). The Final Drawings of Ankara – Sivas, Ankara – İzmir, Bursa – Osmaneli and Istanbul – Kapıkule high speed train lines, which have 250 kph operational speed with signaling and electrification systems, have been

completed, in order to improve the existing situation of the railway against the other modes of transport. Moreover incomes to be obtained from privatization of ports, namely Bandırma, İzmir, Samsun, Derince, Mersin and İskenderun Ports will be transferred to TCDD for procurement of rolling stocks, and maintenance, repair and construction of infrastructure after the decision of Board of Ministers dated on 29 July 2007." ■

www.unece.org

The planned and ongoing Projects of TCDD:

- Constructing 467 km - high speed line between İstanbul – Ankara
- Constructing 212 km – high speed line between Ankara – Konya
- Upgrading existing line between Basmane – Bandırma 341 km in length
- Marmaray Project connecting Europe and Asia via railway (13, 6 km tube Tunnel out of 76, 7 km total)
- Line works between Adana-Mersin and sleeper maintenance between Adana-Ceyhan
- Upgrading existing lines of 2934 km in length by installing signaling systems
- To increase line capacity
- Upgrading existing lines of 2431 km in length by installing electrification Systems
- Furthermore according to Investment Plan of TCDD, within 2008 – 2010 period:
 - 1777 km track renewal will be realized;
 - 111 km line will be renewed with used materials;
 - 600 switches are to be renewed;
 - 117.600 rail welding will be done