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National policy measures to promote intermodal transport

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Note by the secretariat

I. Mandate

1. In accordance with the decision of the UNECE Inland Transport Committee (ITC), the Working Party is continuing the work carried out by the former European Conference of Ministers of Transport (ECMT) in (a) monitoring and analysing national measures to promote intermodal transport and (b) monitoring enforcement and review of the ECMT Consolidated Resolution on Combined Transport (ECE/TRANS/192, para. 90).
2. As decided by the Working Party (ECE/TRANS/WP.24/129, para. 20), the secretariat has reproduced the following information updated by Romania, Serbia, Slovakia, Slovenia and Turkey.
3. Following the review of the 2012 information at the present session of the Working Party, the secretariat will upload this information onto the WP.24 web site: <http://apps.unece.org/NatPolWP249>.

II. Questionnaire on national policy measures to promote intermodal transport

A. Romania

<i>Objectives and issues¹</i>	<i>Explanations</i>
1 Importance of intermodal transport in national transport policy	<p>The Romanian Ministry of Transport considers combined transport to play an important role in the domestic and international transport markets as it is environmentally friendly and helps to safeguard road infrastructure. In this respect, of the following should be mentioned:</p> <ul style="list-style-type: none"> • In 1996, the Romanian national railways (SNCFR) drew up a “strategy for the development of combined transport by Romanian national railways” setting out its short, medium and long term strategic objectives; • Projects funded under the PHARE multi-country transport programme, including: <ul style="list-style-type: none"> • A feasibility study on the development of rail and combined transport on Corridor IV; • A feasibility study on the development of railways and combined transport links between the southern part of Corridor IX and Poland; • Need to set up a common pool of combined transport equipment. • In 2003, the Romanian Government adopted Government Urgency Ordinance No. 125/2003, approved by the Romanian Parliament under Law No. 128/2004, including provisions for intermodal logistics centres and non-discriminatory access to terminals and ports linked to rail activities according to European Union requirements. • In 2005, the Romanian Parliament adopted Law No. 155/2005, which transposed Directive 2004/51/EC from the second rail package. The law provides that track access to and supply of services in terminals and ports linked to rail activities serving or potentially serving more than one final customer shall be provided to all railway undertakings in a non-discriminatory and transparent manner. Requests by railway undertakings may be subject to restrictions only if viable alternatives exist.

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).

<i>Objectives and issues¹</i>	<i>Explanations</i>
2 National and international bodies	<p>In 2005, the Romanian Government adopted Government Decision No. 817/2005 for the approval of the plan for a long term strategy of the railway sector for re-establishing the financial balance of the infrastructure manager and for the modernization and renewal of the infrastructure. This includes provisions to create important freight transport operations on international routes that cross Romania. Also, the development of logistics centres shall be supported. The Ministry of Transport, Construction and Tourism, together with local authorities, shall support public-private partnership projects in order to set up freight logistics centres that shall be hubs for freight collection and distribution and that also support intermodal transport.</p> <p>The transport chapter of Resolution No. 31/2008 of the Romanian Parliament, approving the Government Programme 2009–2012, specifically specifies:</p> <ul style="list-style-type: none"> • Encourage transport of the rolling highway type (RO-LA); • Establish logistics centres in developing regions to foster combined road-rail transport.
2.1 Take measures to improve national policy coordination (environment, land use, transport)	The projects which are developed in the field of environment, land use and transport are in accordance with the requirements of the European Union and are coordinated by the relevant Ministries. For the common aspects of the projects, consultations on specific issues take place between Ministries.
2.2 Take measures to improve international policy coordination (environment, land use, transport)	Romania actively participates in international organizations to improve international policy coordination.
3 Costs and prices	
3.1 Establish fair competition between modes	No restrictions apply to tariffs in transport markets.
3.2 Develop cheaper and more efficient interfaces between modes of transport	Operators take steps for cheaper and more efficient interfaces between modes of transport.
4 Networks, terminals and logistics centres	
4.1 Implement international standards (e.g. AGTC Agreement and its Protocol on inland waterways)	<p>In 1991, Romania became a Contracting Party to the European Agreement on Important International Combined Transport Lines and Related Installations (AGTC), ratified by the Romanian Parliament under Law No. 8/1993.</p> <p>In 1999, Romania acceded to the Protocol on Combined Transport on Inland Waterways to the European Agreement on Important International Combined Transport Lines and Related Installations (AGTC).</p>
4.2 Integrate terminal planning into national, regional or cross-border transport and land-use planning	The Romanian Government adopted Government Urgency Ordinance No. 125/2003, approved by the Romanian Parliament under Law No. 128/2004, including provisions for intermodal logistics centres and non-discriminatory access to terminals and ports linked to rail activities, according to European Union requirements.

<i>Objectives and issues¹</i>	<i>Explanations</i>
4.3 Take administrative measures to improve terminal access	See item 4.2
4.4 Take administrative measures to improve terminal operations and facilities	See item 4.2
5 Interoperability	
5.1 Ensure compatibility of railway information and signalling systems	Romania has transposed all European Commission (EC) Directives on interoperability. All new railway projects of construction or modernization must be in line with the EU Technical Specifications on Interoperability (TSI).
5.2 Introduce electronic information systems	Electronic information systems have been permanently improved.
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>The construction of pan-European transport networks is an essential prerequisite for the future integration and enlargement to the East of the European Union.</p> <p>The alternative routes proposed by the Ministry of Transport for integration into the pan-European high-speed network are based on Transport Corridors IV and IX which cross the Romanian territory and are also part of the AGC and AGTC Agreements.</p> <p>According to Romanian law, investments and modernization of railway infrastructure are financed from State budget and national or international financial institutions.</p> <p>The first section of railway transport corridor IV in Romania (Bucharest-Câmpina: 91 km, double line, electrified) was modernized and put into service in December 2003 with the following AGTC parameters: Max. speed 160 km/h for passenger trains and 120 km/h for freight trains. Financing of this section was provided by the European Investment Bank and the Romanian Government (State budget).</p> <p>The European Union's ISPA Programme provides some financial assistance for work on the rail section Bucharest-Constanza (Corridor IV). This programme will be implemented between 2000 and 2007 (to be carried out in stages).</p> <p>Romanian railways have put forward the Bucharest-Baneasa-Fundulea-Fetesti section on the Bucharest-Constanza link for funding under the ISPA programme. The work contracts for the section Bucharest-Baneasa-Fundulea were signed in June and August 2005.</p> <p>Other sections on rail transport corridor IV (Curtici-Simeria, Câmpina-Predeal, Predeal-Braşov, Simeria-Braşov) are in different stages of preparation for modernization (feasibility studies, procedures for financing, etc.).</p>
6.2 Financial support for operations (specific, initial operations, etc.)	None.

<i>Objectives and issues¹</i>	<i>Explanations</i>
6.3 Fiscal support measures (vehicle tax, road user fee exemptions, etc.)	In response to EU Directive 92/106/EC establishing common rules for certain types of combined transport of goods between member States, the Romanian government, acting through the Ministry of Transport, issued Government Ordinance No. 88/1999 establishing rules for the combined transport of goods in Romania. In accordance with this Ordinance, economic agents involved in combined transport may be granted temporary exemptions from earnings tax in return for investment in infrastructure development and for the acquisition/modernisation of installations relating specifically to combined transport.
7 Regulatory support measures	
7.1 Exemption from restrictions and traffic bans	Nothing to report.
7.2 Liberalization of initial and terminal hauls	Initial and terminal hauls are liberalised.
7.3 Higher weight limits for road vehicles transporting intermodal loading units	Nothing to report.
7.4 Facilitation of documentary controls	Government Decision 323/2000 facilitates documentary controls in combined transport.
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	<p>In accordance with the agreements concluded between Romania and Hungary (Budapest, 12 March 1997) on international combined transport and rail traffic border crossings between both countries, the Contracting Parties must improve Customs legislation to speed up border crossings for combined transport operations and apply Customs formalities only in the case of final legs.</p> <p>Romania has aligned international Customs transit within the Romanian railway network on the basis of the EU Customs transit procedures (Decision by the Ministry of Finance, Directorate-General for Customs) in order to establish a common transit system for goods transported by rail on Romanian territory as of 27 November 2000 and officially recognise the international transport documents CIM and CIM-UIRR for intermodal transport units and for Rolling Highway transport (RO-LA) as well as the Intercontainer consignment note as declarations for international Customs transit.</p> <p>According to the provisions of the Government Urgency Ordinance No. 125/2003, approved by the Romanian Parliament under Law No. 128/2004, including provisions for intermodal logistics centers, a PHARE Project called “Assistance to Elaborate a Strategy on the Position of Freight Logistics Centers (Freight Villages) on the Romanian Railway Network” was implemented in 2005. The objective is to select sites suitable for future development for multimodal transport. These sites may be those with existing facilities, or may be green-field sites. Multimodal transport includes any interchange of transport units (containers, swap-bodies and trailers) between road, rail or maritime transport.</p>

<i>Objectives and issues¹</i>		<i>Explanations</i>
8	Transport operations	
8.1	Liberalize access to the rail networks	The Romanian Government adopted Government Urgency Ordinance No. 125/2003, approved by the Romanian Parliament under Law No. 128/2004, including provisions for intermodal logistic centres and non-discriminatory access in terminals and ports linked to rail activities, according to European Union requirements.
8.2	Liberalize access to inland water transport	Nothing to report.
9	Market monitoring	
9.1	Ensure availability of coherent and reliable data	Nothing to report.
9.2	Establish inventories of bottlenecks	Nothing to report.
9.3	Establish short sea shipping information offices	Nothing to report.
10	Foster innovations covering all components of the transport chain	Nothing to report.
11	Operators in intermodal transport chains	
11.1	Promote cooperation and partnership agreements	Transport operators can sign onto agreements with infrastructure managers to reduce costs and optimise routes.
11.2	Promote use of intermodal transport for the transport of dangerous goods	General measures for the transport of dangerous goods can be used in intermodal transport.
11.3	Promote use of international pools of rail wagons	Transport operators are free to sign onto any agreements on the use of international pools of rail wagons.
11.4	Promote operation of rail block trains between terminals	Block trains obtain a reduction in rail access charges.
11.5	Promote use of effective and compatible EDI systems (e.g. tracking and tracing, etc.)	Nothing to report.

B. Serbia

<i>Objectives and issues¹</i>		<i>Explanations</i>
1	Importance of intermodal transport in national transport policy	<p>Law on Spatial Planning 2010-2020 of the Republic of Serbia ("Official Gazette RS", No. 88/10): According to this law, there are 23 locations for the development of logistics centres in Serbia, both regional and national.</p> <p>In December 2007, the Government adopted a new strategy of rail, road, inland waterway, air and intermodal transport development in the Republic of Serbia from 2008 through 2015. The strategy emphasizes the development of intermodal transport, particularly:</p> <ul style="list-style-type: none"> • Intermodal transport – a vision for 2015; • Role of the State in intermodal transport development; • Organizational measures for the promotion of intermodal transport;

<i>Objectives and issues</i>	<i>Explanations</i>
<p>2 National and international bodies</p> <p>2.1 Take measures to improve national policy coordination (environment, land use, transport)</p>	<ul style="list-style-type: none"> • Guidelines for intermodal transport development; • Short- to mid-term specific objectives for the development of intermodal transport. <p>The General Master Plan for Transport (GMPT) adopted in 2009 in Serbia provides a list of priorities, a comprehensive plan for future investments through 2027 and serves as a basis for planning investments in transport infrastructure financed by national and international funds. This Plan includes all modes of transport intermodal transport is also a significant part of it.</p>
<p>2.2 Take measures to improve international policy coordination (environment, land use, transport)</p>	<p>The Serbian State authorities (Ministry of Transport, Ministry of Finance, Customs and Inspection authorities, Ministry for Environmental Protection and Spatial Planning, etc.) as well as public and private companies have a limited awareness of the economic potential of intermodal transport. As a result, there is a lack of related legislation and secondary legislation that could support intermodal transport and facilitate funding by foreign investors. Therefore, through e.g. the Facilitation Intermodal Transport in Serbia Project (started in September 2010), financed by the IPA Programme (Instrument for Pre-accession Assistance), it is aimed to improve national policy coordination between related stakeholders in intermodal transport, as well as project documentation for the construction of a new terminal in the Belgrade area.</p> <p>Serbia is participating, among others, in the UNECE Working Party on Intermodal Transport and Logistics (WP.24) and in the South East Europe Transport Observatory (SEETO) Working Party for Railway and Intermodal Transport.</p>
<p>3 Costs and prices</p> <p>3.1 Establish fair competition between modes</p>	<p>The Ministry of Transport has launched a number of new and important projects (system for the analysis of track conditions, technical assistance to the Serbian railways in restructuring of selected fields, rail rehabilitation in Serbia, technical assistance for railway infrastructure) for the revitalization of railways to increase rail quality services, intensify the use of rail transport and reduce differences between modes of transport. The realization of the above-mentioned projects should lead to an intensive use of intermodal transport.</p>
<p>3.2 Develop cheaper and more efficient interfaces between modes of transport</p>	<p>Nothing to report.</p>
<p>4 Networks, terminals and logistics centres</p> <p>4.1 Implement international standards (e.g. AGTC Agreement and its Protocol on inland waterways)</p>	<p>Reconstruction of railway infrastructure (widening of tunnels and bridges according to the UIC C gauge in line with Annex III and IV of the AGTC Agreement).</p> <p>Maintenance of the Danube waterway for the required level of safe navigation.</p>

<i>Objectives and issues</i>	<i>Explanations</i>
4.2 Integrate terminal planning into national, regional or cross-border transport and land-use planning	There is an interaction between land use and transport policy, but only in terms of spatial plans, which allocate land for transport development. According to the Spatial Plan of the Republic of Serbia (2010–2020), there are 23 locations for the development of logistics centres in Serbia, both regional and national type. The project “Facilitating Intermodal Transport in Serbia”, financed by the IPA 2008 programme, completed the project documentation for construction of intermodal terminals in Belgrade-Batajnica (preliminary design, feasibility study, assessment of environmental impact, cost-benefit analysis, tender documents for works and equipment). Construction is planned to start in 2013/2014.
4.3 Take administrative measures to improve terminal access	The location of most the terminals is not adequate (e.g., in the city centre). The reconstruction of main roads (motorways) and the construction of by-passes will only gradually contribute to better access to terminals. The above mentioned intermodal terminal in Belgrade will have a direct connection to Corridor X, i.e. it will be connected with the railway station in Batajnica, a service road through the loop Batajnica (whose construction is now completed). As part of the project an access track railway with a length of 600 m and access road with a length of 700 m is planned.
4.4 Take administrative measures to improve terminal operations and facilities	Nothing to report.
5 Interoperability	
5.1 Ensure compatibility of railway information and signalling systems	Nothing to report.
5.2 Introduce electronic information systems	The CIM electronic consignment note is being developed by the national railways and Customs authorities. Serbia has started the River Information Services (RIS) project.
5.3 Other measures	
6 Financial and fiscal support measures	
6.1 Financial support for investments (installations, rolling stock, systems, etc.)	Through a Government programme, 130 new container wagons (80 in 2009 and 50 in 2010) have been produced and delivered to the Serbian Railways (JTC).
6.2 Financial support for operations (specific, initial operations, etc.)	In line with railway law, in 2009 the Government adopted the Methodology on the Public Service Obligation (PSO). In 2010, the Ministry of Infrastructure issued two related regulations: “Regulation on the contents of the contract on the PSO in railway transport” and “Regulation on the conditions and procedure for realization of compensation for the performance of PSO in railway transport”. Intermodal transport is defined as one of the other types of railway for the implementation of the PSO.

<i>Objectives and issues</i>	<i>Explanations</i>
6.3 Fiscal support measures (vehicle tax, road user fee exemptions, etc.)	A measure for exemptions from road user fees exists once bilateral agreements on combined transport are signed where specific road vehicles are registered. This measure has not yet been implemented.
7 Regulatory support measures	
7.1 Exemption from restrictions and traffic bans	See item 6.3
7.2 Liberalization of initial and terminal hauls	Nothing to report.
7.3 Higher weight limits for road vehicles transporting intermodal loading units	A Ministry's measure exists that allows the use of road vehicle of up to 44 gross tonnes if operated in intermodal transport to and from terminals.
7.4 Facilitation of documentary controls	A regulation on Customs-approved treatment of goods was adopted ("RS Official Gazette" No 93/10). On this basis, a procedure for the temporary importation of containers is possible.
7.5 Bonus systems for using intermodal transport	Bonus permits for transport by road are issued whenever Serbian road transporters use the Rolling Highway (RO-LA) train through Hungary (in accordance with a bilateral agreement between Serbia and Hungary).
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	In 2010, in line with the railway law, the Government adopted a methodology on track access charges because railway law envisages the opening up of the railway market with competition among different operators. However, practical steps have not yet been taken.
8.2 Liberalize access to inland water transport	Nothing to report.
9 Market monitoring	
9.1 Ensure availability of coherent and reliable data	Nothing to report.
9.2 Establish inventories of bottlenecks	Establishment of the electronic inventory of standards and parameters of the AGC and AGTC Agreements administered by UNECE.
9.3 Establish short sea shipping information offices	Nothing to report.
10 Foster innovations covering all components of the transport chain	Nothing to report.
11 Operators in intermodal transport chains	
11.1 Promote cooperation and partnership agreements	In December 2007, the Government took a decision on funding of the combined transport operator "Srbijakombi", fully owned by the PE "Serbian Railways". The Ministry of Infrastructure is working on an institutional strengthening of Srbijakombi together with road and rail transport operators, terminal operators and freight forwarders, in an effort to establish intermodal platforms.

<i>Objectives and issues¹</i>	<i>Explanations</i>
	<p>Similarly, through the Dutch program “Government to Government” (G2G), an intermodal transport project was completed in Serbia in 2010 and 2011, led by NEA-Movares. The project focused on the institutional strengthening of all actors in the intermodal transport chain, especially “Srbijakobi”.</p> <p>Serbia ratified Agreements on combined transport with Croatia, Bulgaria and Hungary. Serbia also signed a MoU on intermodal transport with Austria. The main objectives are to support combined transport between these countries.</p>
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	Serbian Railways (JSC) (Department for combined transport) and Srbijakombi are managing block trains services between the ports of Rijeka, Koper (Croatia) and Bar (Montenegro) to the Belgrade terminal “ZIT”, as well as an increasing number of block trains in transit.
11.5 Promote use of effective and compatible EDI systems (e.g. tracking and tracing, etc.)	Nothing to report.

C. Slovakia

<i>Objectives and issues²</i>	<i>Explanations</i>
1 Importance of intermodal transport in national transport policy	<p>Through the “Transport Policy of the Slovak Republic until 2015” approved by the Government of the Slovak Republic (Act No. 445 of 8 June 2005), Slovakia has endorsed the importance of combined transport. The global objective of transport policy is securing sustainable mobility via the following specific objectives:</p> <ol style="list-style-type: none"> 1. Establish transparent and harmonized conditions for economic competition in the transport market; 2. Secure modernisation and development of transport infrastructure; 3. Secure adequate financing in the transport sector; 4. Lower the negative impact of transport on the environment; 5. Improve the quality, development and services in transport; 6. Support research and development in transport; 7. Manage the impact of transport globalisation. <p>According to the transport development strategy through 2020, approved by the Government of the Slovak Republic (Act No. 158 of 8. June 2010), Slovakia has endorsed inter alia the vision of ecologic and energetic efficiency in transport with the aim of building new intermodal terminals for faster development of intermodal transport and to better cope with the expected future transport volumes between</p>

<i>Objectives and issues²</i>	<i>Explanations</i>
2 National and international bodies	<p>Europe and Asia. Modern intermodal terminals will be built as a part of logistics centres. The main priorities for intermodal transport are as follows:</p> <ul style="list-style-type: none"> • support the operation of intermodal transport; • support for intermodal transport equipment; • consistently control exemptions for road vehicles using intermodal transport; • ensure coordinated and non-discriminatory operation of newly built intermodal terminals.
2.1 Take measures to improve <i>national</i> policy coordination (environment, land use, transport)	<p>A reduction of the negative impact of transport on the environment should be ensured by an optimal modal split and a shift to more environmentally friendly modes of transport (railways, inland water and intermodal transport).</p>
2.2 Take measures to improve <i>international</i> policy coordination (environment, land use, transport)	<p>An expert group for combined transport among the V4 countries (Czech Republic, Hungary, Poland and Slovakia) has been established to exchange information and coordinate Government policies. The focus is mainly on infrastructure development, charges for use of railways and other measures to support intermodal transport in the V4 countries.</p>
3 Costs and prices	<p>The transport policy of the Slovak Republic through 2015 contains the following priorities for transparent and harmonised conditions and for competition on transport markets:</p>
3.1 Establish fair competition between modes	<ol style="list-style-type: none"> 1. Transport market liberalisation, namely transparent issuance and assignment of licenses, establishment of a regulatory framework and a regulatory office (already completed), liberalisation of national and international railway transport on the entire railway network (completed as of 1 January 2008). 2. Harmonisation of the conditions on transport markets and introduction of user fees, namely aligning transport infrastructure charges for all modes of transport, provide for an efficient charging system in rail transport and ensure that external costs for all types of transport are included in infrastructure charges to be fully covered by the originator. 3. Transport infrastructure access, namely definition of legislative conditions for access to rail infrastructure in accordance with EU legislation; ensure non-discriminatory access to public ports and to services provided by intermodal transport terminals. <p>As of 1 January 2010, a toll system for road traffic on main motorways and roads in the Slovak Republic was put in place. Similarly, as of 1 January 2011, a new railway law may come in force that provides for fees for use of rail infrastructure that will be lower than today.</p>
3.2 Develop cheaper and more efficient interfaces between modes of transport	<p>Nothing to report.</p>

<i>Objectives and issues²</i>	<i>Explanations</i>
4 Networks, terminals and logistics centres	
4.1 Implement international standards (e.g. AGTC Agreement and its Protocol on inland waterways)	<p>Slovakia signed the AGTC Agreement in 1994 and is increasingly implementing all AGTC standards in the reconstruction of railway lines. However, progress in the reconstruction of railway lines contained in the AGTC Agreement is very slow due to insufficient construction capacity. Only about 150 km out of 1,033 km of AGTC railway lines were reconstructed by the end of 2011 and about 120 km is now under rehabilitation. The newly built intermodal terminals will fulfil all AGTC standards and performance parameters. The Protocol on Combined Transport on Inland Waterways to the AGTC Agreement has not yet been ratified.</p> <p>Note: The reconstruction of AGC and AGTC railways lines will be undertaken under Priority No. 1 of the Transport Operation Programme for 2007–2013, as mentioned below.</p> <p>At present, a terminal in Žilina is under construction and the contract is prepared for the construction of an intermodal terminal at Košice (in accordance with the International Federation of Consulting Engineers – yellow FIDIC). Other projects that are underway are at Leopoldov and Bratislava (terminals at the port).</p> <p>In 2011, a private intermodal transport company operating in Slovakia, holding 56 per cent of the total intermodal transport market in Slovakia, filed a complaint with EC because the Slovak Republic discontinued support for the construction of the new above-mentioned public terminals in Slovakia. The matter is not yet resolved.</p> <p>At present, a Steering Committee for the preparation of a Transport Operation Programme for the period 2014–2020 is being established.</p>
4.2 Integrate terminal planning into national, regional or cross-border transport and land-use planning	<p>In 2006 and 2007, the Ministry of Transport prepared a Transport Operation Programme for the period 2007–2013. According to Priority No. 3, it is planned to build four public intermodal terminals close to Bratislava, Leopoldov, Žilina and Košice. They will be part of neighbouring logistics centres. This plan will fulfil the objectives of the combined transport concept mentioned under item 2 above.</p>
4.3 Take administrative measures to improve terminal access	<p>All newly built terminals will be public terminals with non-discriminatory access to their services according to relevant EU legislation. The railway regulatory office will control non-discriminatory access.</p>
4.4 Take administrative measures to improve terminal operations and facilities	<p>All newly built intermodal terminals will only offer terminal services and will exclude transport services according to EC Directive 1991/440/EC.</p>
5 Interoperability	
5.1 Ensure compatibility of railway information and signalling systems	<p>Slovakia has taken measures to ensure compatibility with the existing Technical Specifications for Interoperability (TSI). ETCS L1 is built on corridor V.a (Bratislava-Nové Mesto and Váhom) and ETCS L2 will continue from Nové Mesto and Váhom as of 2009. According to the European Deployment</p>

<i>Objectives and issues²</i>	<i>Explanations</i>
5.2 Introduce electronic information systems	Plan, the requirements for the telematics applications for freight service (TAF TSI) will be implemented by 2012.
5.3 Other measures	According to the European Deployment Plan, the requirements of TAF TSI will be implemented by 2012. Slovakia has implemented River Information Services (RIS) according to EC Directive 2005/44/EC.
6 Financial and fiscal support measures	Nothing to report.
6.1 Financial support for investments (installations, rolling stock, systems, etc.)	On the basis of Government decree No. 304 of 14 May 2008, the Ministry of Transport will prepare a regulation on the support for technical equipment in intermodal transport for the period 2010–2013. The objective of this regulation is to promote the purchase of technical equipment for intermodal transport by up to 15 per cent. This support is necessary as a result of the construction and operation of new public intermodal terminals in Slovakia through 2013.
6.2 Financial support for operations (specific, initial operations, etc.)	In accordance with Act No. 491/M-2006 of the Ministry of Transport, to grant subsidies for combined transport the Ministry of Transport may provide support for newly started combined transport services for up to three years and up to 30 per cent of eligible operation costs or the available budget. This support aims at enterprises established on the Slovak territory with an annual budget of 20 Million SK (0.66 Million €). The Ministry of Transport has requested the Ministry of Economy to increase this sum to 1.66 Million € per year for the period 2009–2013. However, the request was not accepted.
6.3 Fiscal support measures (vehicle tax, road user fee exemptions, etc.)	According to Act No. 582/2004, national road vehicles (i.e. motor vehicles and their trailers) are exempt from vehicle tax if they are used for combined rail/road transport. If the vehicle made more than 60 combined transport journey, tax offices may reimburse 50 per cent of the annual vehicle tax. This Act partially implements EC Directive 1992/96/EC. The Ministry of Transport intends to extend this exemption.
7 Regulatory support measures	
7.1 Exemption from restrictions and traffic bans	Slovakia grants exemptions from certain restrictions and traffic bans for initial and terminal haulage in combined transport. Road tractor units and motor vehicles and trailers exceeding 7.5 tonnes are not allowed to travel on Saturdays from 7 a.m. to 20 p.m. between 1 July and 31 August and on public holidays from 00 hours a.m. to 22 hours p.m. Journeys carried out in the context of combined transport are exempted from that ban.
7.2 Liberalization of initial and terminal hauls	For combined transport operations, the initial and final road leg is liberalized for motor vehicles registered within the European Union or the European Economic Area and holding a Community licence, in accordance European Union legislation (in particular Regulation (EC) 881/92).

<i>Objectives and issues²</i>	<i>Explanations</i>
7.3 Higher weight limits for road vehicles transporting intermodal loading units	Road vehicles carrying out distribution in the liberalised zone of intermodal terminals are allowed to have a maximum weight of 44 tonnes for transport of 40 foot ISO containers (according of Government administrative order No. 415 from 17 August 2005 on maximum permitted dimensions and weights of some road vehicles).
7.4 Facilitation of documentary controls	Road vehicles used in combined transport in Slovakia have privileges. Therefore, adequate documents must be provided as proof that combined transport operations are carried out.
7.5 Bonus systems for using intermodal transport	On the base of bilateral agreements for goods transport by road or agreements on international combined transport with non EU Members States, it is possible to promote intermodal transport, e. g. to provide supplementary permits for goods transport by road if the rolling road technique (RoLa) in, to and from Slovakia is used.
7.6 Strict enforcement of road haulage regulations	Breaking the law in road haulage is punished (e. g. in accordance with Act No. 725 on road traffic conditions on roads).
7.7 Other regulatory support measures	Nothing to report.
8 Transport operations	
8.1 Liberalize access to the rail networks	As of 1 January 2008, there is free access to the rail network in Slovakia.
8.2 Liberalize access to inland water transport	Slovakia has liberalised access to inland water transport according to the Belgrade Convention.
9 Market monitoring	
9.1 Ensure availability of coherent and reliable data	Nothing to report.
9.2 Establish inventories of bottlenecks	Slovakia has not yet undertaken an inventory of bottlenecks.
9.3 Establish short sea shipping information offices	Slovakia is a land locked country, but is interested in the development of the “motorways of the sea” concept as a “real competitive alternative to land transport”. Slovakia actively supports the idea of continuing maritime-based logistics chains into Europe from ports to the hinterland. These logistics chains could provide more sustainable (also commercially more efficient) transport solutions than pure road transport services. Slovakia has no short sea promotion centre, but is preparing to establish an intermodal promotion centre for all parties in the intermodal logistics chain.
10 Foster innovations covering all components of the transport chain	Nothing to report.
11 Operators in intermodal transport chains	
11.1 Promote cooperation and partnership agreements	Nothing to report.
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.

<i>Objectives and issues²</i>	<i>Explanations</i>
11.4 Promote operation of rail block trains between terminals	According to new rules for railway infrastructure fees which are valid as of 1 January 2011, discounts for block trains between terminals are no longer possible. The new rules provide the same principles for the use of railway infrastructures for all types of trains. At present, there no discounts exist for intermodal transport trains. In comparison to the old system, the new fees are a little higher.
11.5 Promote use of effective and compatible EDI systems (e.g. tracking and tracing, etc.)	<p>In 2009, the Slovak Ministry of Transport, Posts and Telecommunications created an intermodal promotion centre (IPC), now part of the Ministry of Transport. IPC was created on the basis of EC (COM(2006)380 final. The main aim of IPC is as follows:</p> <ul style="list-style-type: none"> • creation of a web site (www.intermodal.sk) with databases and materials; • organization of conferences, seminars, etc.; • consultations, counselling and exchange of contacts; • publication of brochures, bulletins and manuals. <p>The IPC should inform Slovak users of intermodal transport and other interested groups (students and person concerned). At present, IPC is financed by the Ministry of Transport, but it is planned to have IPC managed by a professional or other organization independent from the Ministry of Transport.</p>

D. Slovenia

<i>Objectives and issues²</i>	<i>Explanations</i>
1 Importance of intermodal transport in national transport policy	The Republic of Slovenia has acceded to the AGC and AGTC Agreements. Within the Resolution on Transport Policy (adopted by Parliament on May 2006), combined and multimodal transport are considered very important tasks. According to the Law on Railways, a special Governmental Decree on combined transport was adopted in January 2001. It includes the measures listed hereunder.
2 National and international bodies	
2.1 Take measures to improve <i>national</i> policy coordination (environment, land use, transport)	Experts on combined transport cooperate within common working groups in the field of transport, environment and trade that include planning measures related to environment, land use planning and transport.
2.2 Take measures to improve <i>international</i> policy coordination (environment, land use, transport)	Experts mentioned under item 2.1 cooperate within international bodies and working groups established according to international agreements and bilateral or multilateral initiatives.
3 Costs and prices	
3.1 Establish fair competition between modes	Nothing to report.
3.2 Develop cheaper and more efficient interfaces between modes of transport	Nothing to report.

<i>Objectives and issues²</i>	<i>Explanations</i>
4 Networks, terminals and logistics centres	
4.1 Implement international standards (e.g. AGTC Agreement and its Protocol on inland waterways)	Slovenia has generally implemented the international standards of the AGTC Agreement with a few exemptions, which will be eliminated during reconstruction and development of the public railway infrastructure. Slovenia has no navigable inland waterways. Thus, the Protocol on inland waterways has not been ratified.
4.2 Integrate terminal planning into national, regional or cross-border transport and land-use planning	The planning of the combined transport terminals and logistics enters is a matter of common state planning and as such is included in the Spatial Development Strategy of Slovenia (OJ of the Republic of Slovenia No. 76/2004).
4.3 Take administrative measures to improve terminal access	Relevant regulatory measures are listed under items 7.1 and 7.2.
4.4 Take administrative measures to improve terminal operations and facilities	No special measures are taken. Terminals are generally operated by railway or combined transport companies that establish opening hours and also finance transshipment equipment in line with the needs of clients.
5 Interoperability	
5.1 Ensure compatibility of railway information and signalling systems	The compatibility of information and signaling systems is part of interoperability of the railway infrastructure within national and European Community railway networks.
5.2 Introduce electronic information systems	Electronic information systems are introduced by railways and combined transport companies.
5.3 Other measures	Nothing to report.
6 Financial and fiscal support measures	
6.1 Financial support for investments (installations, rolling stock, systems, etc.)	The Government of Slovenia does not financially support any investments in the field of combined transport.
6.2 Financial support for operations (specific, initial operations, etc.)	The Government of Slovenia does not financially support combined transport operations or services.
6.3 Fiscal support measures (vehicle tax, road user fee exemptions, etc.)	Exemption of payment of road use fees: Foreign vehicles using Slovenian roads and: <ol style="list-style-type: none"> 1. use the port of Koper as the port of entry and exit shall not be required to pay road user fees; 2. use piggy-back transport in Slovenia shall not be required to pay road user fees for the initial carriage and during transport if: <ol style="list-style-type: none"> (a) its axle weight is less than 10 tonnes; (b) its axle weight is greater than 10 tonnes, up to a distance of 30 km from the terminal. Payment of motorway and tunnel fees is not part of such exemptions.

<i>Objectives and issues²</i>	<i>Explanations</i>
7 Regulatory support measures	
7.1 Exemption from restrictions and traffic bans	Exemptions from traffic bans: The Decree on the Reduction of Traffic on Roads in the Republic of Slovenia stipulates that trucks travelling at the end of the week and during national holidays are exempted from this provision, if they carry out international removals and are involved in the combined transport by rail or by ship.
7.2 Liberalization of initial and terminal hauls	See item 6.3.
7.3 Higher weight limits for road vehicles transporting intermodal loading units	<p>Weight exemptions: According to the Decree on Combined Transport, the increase of a total mass up to 44 tonnes is allowed for:</p> <ol style="list-style-type: none"> 1. vehicles carrying ISO containers of 40 feet length; 2. trailers reinforced for loads in unaccompanied transport; and 3. coupled combinations of vehicles with five or more axles travelling in combined transport (road-rail) arriving at or departing from terminals, provided that the combination is suitable for the transport of swap bodies.
7.4 Facilitation of documentary controls	Nothing to report.
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	<p>The following bilateral agreements on combined transport have been signed:</p> <ul style="list-style-type: none"> • Agreement between the Government of the Republic of Slovenia and the Government of the Republic of Hungary on International Rail, Road and Waterway Combined Transport (signed in 1996); • Agreement between the Government of the Republic of Slovenia and the Government of the Republic of Croatia on the International Combined Transport (signed 1997); • Agreement between the Government of the Republic of Slovenia and the Government of the Slovak Republic on cooperation on Combined Transport (signed 1999); • Agreement between the Government of the Republic of Slovenia and the Government of the Republic of Bulgaria on cooperation in combined transport (signed 2001); • Agreement between the Government of the Republic of Slovenia and the Government of the Czech Republic on cooperation in combined transport (signed 2003). <p>Special permits and ECO points exist to support combined transport: For two return piggy-back transport services, users get one universal permit for road transport as a reward. Since ECO points have been introduced for the transit through the Republic of Austria, the users of piggy-back transport services obtain a reward number of ECO points.</p>
8 Transport operations	

<i>Objectives and issues²</i>		<i>Explanations</i>
8.1	Liberalize access to the rail networks	Access to the rail network in Slovenia is free.
8.2	Liberalize access to inland water transport	Slovenia has no navigable inland waterways.
9	Market monitoring	
9.1	Ensure availability of coherent and reliable data	Main data on combined transport collected and published by the Statistical Office of the Republic of Slovenia. (www.stat.si/eng/index.asp).
9.2	Establish inventories of bottlenecks	Each transport sectors has an inventory of bottlenecks. The elimination of rail bottlenecks is included in the draft national plan for the development of public railway infrastructure. In the field of maritime transport, the only bottleneck represents the hinterland railway connection Koper–Sežana.
9.3	Establish short sea shipping information offices	A feasibility study on the establishment of a Short Sea Shipping promotion centre is in progress.
10	Foster innovations covering all components of the transport chain	Nothing to report.
11	Operators in intermodal transport chains	
11.1	Promote cooperation and partnership agreements	Operation is not promoted by the Government of Slovenia.
11.2	Promote use of intermodal transport for the transport of dangerous goods	Operation is not promoted by the Government of Slovenia.
11.3	Promote use of international pools of rail wagons	Operation is not promoted by the Government of Slovenia.
11.4	Promote operation of rail block trains between terminals	Operation of rail block trains is not promoted by the Government of Slovenia.
11.5	Promote use of effective and compatible EDI systems (e.g. tracking and tracing, etc.)	Operation is not promoted by the Government of Slovenia.

E. Turkey

<i>Objectives and issues²</i>		<i>Explanations</i>
1	Importance of intermodal transport in national transport policy	<p>As specified in the Strategic Plan for Transport for 2009–2013 of the Ministry of Transport, one of the strategic aims of the Ministry of Transport is that Turkey should have a reliable, high-quality transport infrastructure with a balanced transport system. In Turkey, freight (89 per cent) and passenger (91 per cent) transport are mainly carried by road. Therefore, a clear-cut transport policy is required to modify this imbalance through the development of intermodal transport in Turkey.</p> <p>In view of the trends and the future perspectives in transport, Turkey, being located between three continents, attaches great importance to the develop intermodal transport which is not only one of the important objectives of transport policy in Turkey, but also an integral part of sustainable transport. The promotion of intermodal transport is of vital importance to create more environmentally friendly modes, to ease</p>

<i>Objectives and issues²</i>	<i>Explanations</i>
<p>2 National and international bodies</p> <p>2.1 Take measures to improve national policy coordination (environment, land use, transport)</p> <p>2.2 Take measures to improve international policy coordination (environment, land use, transport)</p>	<p>congestion on transport corridors and, more importantly, to reduce the increasing share of road transport in the modal split. Turkey's future transport investments are based on these reflections. A national master plan has been prepared to define priorities and future goals in each sector by fostering intermodal transport. Moreover, a transport infrastructure needs assessment study (TINA), 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 intermodal transport. Although there is a lack of regulatory mechanisms to govern national and international intermodal activities, some elements are available in Turkey which form the basis for further developing intermodal transport. In April 2009, a "National Peer Review on Intermodal Transport" was published by OECD/ITF which provided a clear picture of Turkey's opportunities and challenges in intermodal transport. In early 2011, a twinning project "Strengthening Intermodal Transport in Turkey" which will bring about the drafting of a regulation on intermodal transport started. Within the Project, an intermodal transport strategy with clear technical and legal recommendations was formulated for Turkish authorities and other stakeholders.</p> <p>In parallel with the decisions taken at the Second Pan-European Transport Conference and the measures regarding Customs Union with the EU, the Turkish Government has formulated transport policies to develop and promote combined transport.</p> <p>It is envisaged that domestic, international and transit traffic will be undertaken with the lowest costs by fostering an economically optimum modal split that is determined not only by competitive advantages, but also through cooperation between modes in the form of combined transport.</p> <p>Recently, the Ministry of Transport, Maritime Affairs and Communications has been restructured and a new Directorate General for Transport was established in order to coordinate and improve national and international policy objectives on intermodality.</p> <p>The formulation of transport policy is the main task of the Ministry of Transport, Maritime Affairs and Communications. The Ministry actively participates in international organizations on intermodal transport. Turkey will transpose "Council Directive 92/106/EEC of 7 December 1992 on the establishment of common rules for certain types of combined transport of goods between Member States into its legislation. Moreover, on 4 September 1996 Turkey ratified the European Agreement on Important International Combined Transport Lines and Related Installations (AGTC), 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 subscribed to the designation of a network of important international combined rail transport lines, terminals, border crossing points and ferry links/ports.</p>

<i>Objectives and issues²</i>	<i>Explanations</i>
3 Costs and prices	Moreover, bilateral negotiations with certain countries to conclude bilateral agreements on the development of intermodal transport activities and transport corridors are under way.
3.1 Establish fair competition between modes	The Ministry of Transport, Maritime Affairs and Communications has launched new and important infrastructure investments for the revival of railways to increase its share and to remedy the existing imbalance favouring road transport in domestic and international transport. Furthermore, the idea of integration instead of competition between modes of transport is supported by the Turkish State Railways (TCDD). It has been announced that in the near future, rail infrastructure and operations will be split in accordance with relevant EU railway regulation. The market for freight and passenger operations will be opened for private railway undertakings. The draft national railway regulation has been finalised with assistance from an EU technical assistance project which is being implemented within TCDD. There, the railway sector will become more competitive and attract more freight and passenger volume vis-à-vis road transport. For this reason, 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 prices acceptable by the market.
3.2 Develop cheaper and more efficient interfaces between modes of transport	This is one of the objectives of the prepared Strategy of support for logistics from public funds. A logistics council which comprises members from relevant public institutions involved in logistic activities was established. This council is in charge of coordinating and improving logistics solutions in transport.
4 Networks, terminals and logistics centres	<p>One of the major aims of Turkey is to become an important logistics centre between three continents, taking advantage of its strategic position in Europe, Asia and the Middle East. To this end, some freight villages are to become industrialized cities.</p> <p>In the first stage, it is planned to establish freight villages (logistic centers) at 16 different locations. These locations are İstanbul (Halkalı/Ispartakule), İzmit (Köseköy), Samsun (Gelemen), Eskişehir (Hasanbey), Kayseri (Boğazköprü), Balıkesir (Gökköy), Mersin (Yenice), Uşak, Erzurum (Palandöken), Konya (Kayacık), Denizli (Kaklık), Bilecik (Bozüyük), Kahramanmaraş (Türkoğlu), Mardin, Kars and Sivas.</p> <p>The first phase of construction works of those freight villages at Samsun, Denizli, İzmit, Eskişehir and Kayseri has been completed. The second phase of construction works at Eskişehir and Kayseri freight villages and construction works at Balıkesir and Erzurum freight village will start soon. Tender for the construction of Bozüyük freight village was finished in June 2012 and the village will be established within a year and a half. Studies for other freight villages</p>

<i>Objectives and issues²</i>	<i>Explanations</i>
4.1 Implement international standards (e.g. AGTC Agreement and its Protocol on inland waterways)	<p>continue.</p> <p>Furthermore, the Mersin container port (hub) on the 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 logistics centre.</p> <p>Turkey is party to the AGTC Agreement and implements its requirements. Railway lines for international combined transport, mentioned in Annex I of the AGTC Agreement, are upgraded through electrification and signalization works. In line with AGTC Annex IV, Turkey is constructing new high-speed train lines.</p>
4.2 Integrate terminal planning into national, regional or cross-border transport and land-use planning	<p>Logistics villages are primarily constructed in regions where there is great potential for freight transport connected with organized industrial regions. They include container loading, unloading and storage areas; Customs paid areas, agencies, Customs consultancy agencies and other kind of Customs services; loading, unloading and storage areas for dangerous and special goods; and unloading areas for bulky goods.</p> <p>In order to realize more effective and productive operations of logistics services and to meet customer demands, construction of logistics villages are underway 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 (Kayacık); • Kaklık (Denizli); • Bozüyük (Bilecik); • Kahramanmaraş (Türkoğlu); • Mardin; • Kars; • Sivas. <p>The following transport links have been evaluated by the TINA study (refer to item 1) whereby all infrastructure needs have been assessed to establish 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;

<i>Objectives and issues²</i>	<i>Explanations</i>
4.3 Take administrative measures to improve terminal access	3. The Mediterranean – Mersin container port, Mersin port, Iskenderun port – railway – Middle East countries;
4.4 Take administrative measures to improve terminal operations and facilities	4. Aegean Sea – İzmir port and North Aegean (Çandarlı) port – railway – Caucasian, Central Asian markets; Corridor IV – İstanbul Strait Tube Tunnel Project (Marmaray) – railway – Kars-Tbilisi railway project – Caucasian Asian markets.
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 motorway sections. 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>In view of the importance for efficient operations in existing ports, the Turkish Government has taken several measures and investments to modernize and rehabilitate the infrastructure of ports. During the past five years, 450 million USD was spent to overcome shortcomings in equipment, the availability of mechanical installations and the speed of operation. A loan of 36 million EUR was obtained from the European Investment Bank (EIB) to support capacity expansion of TCDD's container ports. Nine per cent of these investments were financed by a World Bank loan. Inland container terminals were installed in Gaziantep and investments continue in the installation of ICT at other locations.</p> <p>For a developing country, formulation of the most efficient financial model is one of the major tools for the implementation of important infrastructure projects. The necessity of developing alternative finance models is also increasing, as has been the case in other parts of the world. Within this context, new approaches to determine the contribution of private sector resources together with risk sharing are widely discussed. 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. The assessment of optimum proportions and the definition of the role of each party are the backbone of the PPP model. In Turkey, the so-called Build, Operate and Transfer (BOT) model is widely applied. New legislation for PPP is under way.</p>

<i>Objectives and issues²</i>	<i>Explanations</i>
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 tolls. National and foreign vehicles pay the same toll rate. There is no exemption relating to the origin of the vehicle.</p> <p>Investment incentives are provided for domestic and foreign investors. Incentive tools are exemptions from Customs duties and fund levies, investment allowances and value added tax (VAT) exemptions for imported and locally purchased machinery and equipment</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 public harbours has been completed. Privatization of other public harbours is pursued.
7.3 Higher weight limits for road vehicles transporting intermodal loading units	44 tonnes.
7.4 Facilitation of documentary controls	Operation and studies to be part of the Facilitation (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 in 2013, has been redrafted to liberalize access to the Turkish rail network.
8.2 Liberalize access to inland water transport	Without prejudice to the provisions mentioned in the 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 the Undersecretariat of Maritime Transport.
9.2 Establish inventories of bottlenecks	Nothing to report.
9.3 Establish short sea shipping information offices	A “Turkish Short Sea Promotion Centre” has been established by the Union of Chambers and Commodity Exchanges of Turkey in accordance with article 56 of Law No. 5174 and decision No. 196 dated 15 January 2005. The Short Sea Promotion Centre consists of a delegation and an executive board (www.shortsea.org.tr).
10 Foster innovations covering all components of the transport chain	New worldwide technological developments are analysed and necessary adjustments are made for its application.

<i>Objectives and issues²</i>	<i>Explanations</i>
11 Operators in intermodal transport chains	
11.1 Promote cooperation and partnership agreements	TCDD makes block train agreements with customers for the smooth operation of international block trains. Furthermore, to increase freight traffic capacity between Europe and Turkey and to extend this traffic through Turkey to Middle East and Asia, TCDD has become an active partner of the so-called CREAM Project supported by the EU. Private stakeholders initiated a new project called BALO under the auspices of the Union of Chambers and Commodity Exchanges of Turkey (TOBB). 90 per cent of the BALO transport model is carried out by railways, which is environmentally friendly since greenhouse gas emissions are low. Shipments of 45 ft high-cube containers taken from domestic loading centers are sent to consolidation centers in Anatolia and Europe by scheduled block trains. The cargo originated or destined from/to Europe is being hauled by making use of railways and sea alternatives. This way, a considerable volume of cargo is shifted from road to rail and sea and a bypassing Istanbul conglomeration by utilising Marmara sea crossings and railway alternatives.
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	<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>TCDD also operates one block train per week to Turkmenistan and Kazakhstan from Haydarpaşa (İstanbul). In order to increase block train operations, 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.)	There is a project within TCDD to track and trace block trains. Under the CREAM project, TCDD intends to buy GPS devices in order to track and trace block trains.