



THE RAILWAY TRANSPORTATION AND BULGARIA COOPERATION

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Abstract: Turkey and Bulgaria are geographically in a point where continents intersect and so in a position of natural bridges. It is convenient for a considerable amount of physical product flow belonging to trade between European and Asian countries to pass over these countries and develop. However, only a geographic advantage is not sufficient. Exporting is so important in the development of Turkey. Realization of exportation rapidly and economically depends on the extension of 'transportation and logistics' understanding and applications professionally in all sectors. In this study, having been given the position of Turkish railways, as a result of a common effort with Bulgaria both on OSB and railways on the way to EU, the importance of Bulgaria has been researched.

Keywords: Turkey, Bulgaria, railways

1.INTRODUCTION

Logistics sector is one of the limited sectors in the world that is in a rapid stride. In the world economy, the share of expenditures of countries on logistical activities in GNP is around 1,5-2%. Outsourcing in the logistics sector, depending on the development level of the countries, changes between 10% and 30%. Logistics market has an annual rate of growth 7-10% in Europe, 15% in Northern America, and 20% in Asia and Turkey. The share of logistics sector in GNP of USA 12%. At present, about 30% of logistic service in Turkey is provided by the companies offering logistic service, and 70% of it is maintained by the departments of the companies themselves.

The fact that the railways depend on rails and they are less affected by the climatic conditions (snow, frost, fog, rain etc.) in

contrast to highway increases safety, comfort and convenience. According to a research done in Europe, in transportation systems death risk 1 billion per passenger-km is 17 in railways, and 140 in highways; injury risk is 41 in railways and 8.500-10.000 in highways[1].

The first six months of world railway passenger traffic in 2008 evaluated in the light of data obtained from International Railway Transporters(IRT) members, in comparison to the same period in 2007, coincides with a 3% increase in the passenger traffic per km in Europe. Nowadays the fuel costs have risen and so, while the change in question is considered to be significant since it reflects the preference changes of the travellers, inspite of the increase in railway travelling, 2% decrease in freight traffic in Europe is thought to be connected to the economic recession in global economies. [2]

2. THE POSITION OF TURKISH RAILWAYS

Turkey is a part of the agreement concerning “International Railway Transportation” (COTIF) and the protocol dated 1999, “The combined provisions related to the agreement International Passenger and Luggage Transportation by Railway (CIV)”, “The combined provisions related to the agreement International Luggage Transportation by Railway (CIM)” and its extended regulations. [3]

These are the international railway networks passing over Turkey:

- E-Railway- Project (AGC - European Agreement on Main International Railway Lines)

- United Nations Asian-Pacific Economic and Social Commission (UNESCAP), Trans-Asian Railway Network (Trans-Asian Railway) and Trans-Asian Railway Network (TAR) were started between Singapore and İstanbul in 1960s to create a non-stop 14.000 km railway.

- United Nations European Commission of Economics (UNECE) Trans-European Railway Project (Trans-European Railway) is a regional cooperation formation established under the protection of United Nations European Economics Commission and by the governments of Middle and East Europe countries. [4]

It is possible to do direct international freight shipment from Turkey by railways through the following boarder crossings;

- From the border Kapıkule, to Bulgaria and other European countries over Bulgaria,
- To Greece and countries beyond Greece over Uzunköprü ,
- From the border Kapıköy , to Iran and Middle East countries beyond Iran,
- From the border İslahiye to Syria and Iraq over Syria,
- From the border Nusaybin, to Syria again and Iraq over Syria

2.1. The Substructure of Railway Transportation in Turkey

The railway network available in Turkey does not pass through 37 of the city centres out of 81.[3]

It is seen that about 28% of the total population does not benefit from railway transportation. Not having a railway connection especially to Trabzon, Antalya and Tekirdağ ports leaves no alternatives other than highways during freightage to these ports. [5]

The vehicle park available that is used in railway transportation in Turkey is comprised of 586 diesel locomotives, 68 electric locomotives, 93 electric series, 57 diesel series and 16,989 baggage cars with the capacity of 1,046 passengers and 650,000 tons. (www.tcdd.gov.tr) Inactive status of the mentioned vehicles is over the international standards. The most important reason of this is the difficulties about the foreign-dependent provision of the spare parts including the wheel sets. Moreover, because of financial limitations, technological revisions of towing-towed vehicles cannot be made.

Railway transportation is in a position of economical transportation system for raw material and finished product transportation especially in industry and energy sectors rather than passenger transportation. Railway services in Turkey are given totally in seven regions.[2]

Turkey cannot use its geographical advantages on its way to being a logistical site. According to 2006 year-end data of General Directorate of Turkish State Railways (TCDD) the total length of Turkish railways network is 10.984 km. Only 27% of the railway lines has electrification. In 95% of 8.697 km-long main line, single line management is run. 35% of the available network has not been renewed at least for 20 years. 32% of the railways is on concrete traverses and others are on steel and wooden traverses. Trains steer under speed both because available ways are old and battered and there are deformations in the substructure, and due to geographical conditions and geometrical structure of the lines. Therefore, renewal of at least 4,500 km part of the railways indicates urgency. [5]

2.2.Railway Freight Transportation

The increase of TCDD(TSR) in freight transportation was actualized as %37,6 in comparison to 2002. According to 11-month data of TCDD(TSR) in 2007, 19 million 235 thousand tons of freight was carried. This number was actualized as 19 million 745 thousand tons in 2006. 85% of this is domestic

transportation and 15% is international transportation. About half of the international transportation is exportation and the other half is importation transportation. Transit transportation amounts of TSR has a share of only two per thousand in total transportation. 11 month ton-km value in 2007 was actualized as 8.953.532.016. According to interim numbers of TSR, total year-end freight amount in 2007 is 20,550,000 tons. According to TSR, total year-end domestic freight amount in 2007 is 17,450,000 tons.

According to TSR, total year-end domestic freight amount in 2007 is 3 million tons.

**Table.1 International Freight Traffic
(Tone)**

		2003	2004	2005	2006	2007
	Ex port	298	389	580	586	665
	Im port	926	1170	1619	1486	1413
	Tra nsit	2	4	7	2	2
	Ex port	394	534	579	811	883
	Im port	80	133	80	91	99
	Tra nsit	15	70	41	27	38
	Ex port	692	923	1159	1577	1512
	Im port	1006	1303	1699	1577	1512
	Tra nsit	17	74	48	29	40

Source: TCDD (TSR)Statistics Almanac

Is is seen that while the freight transportation Turkey does with the member countries of Europe-Asia tariff is importation weighted, the freight transportation it does with the member countries of Middle East railway conference is importation weighted. When we look at the total amount, an importation weighted structure is observed.

3. THE IMPORTANCE of BULGARIA IN TERMS OF THRACE

Due to the agreement signed with Bulgarian Railways, the railway cars belonging to Ukranian railways were provided to reach Edirne railway station over Varna ferry line, Bulgaria.

Because Ukranian railway cars used in the transportations from Free States Community countries to Turkey or to B.D.T countries from Turkey are big in size in terms of their structural qualities, these railway cars can come to Edirne. In the transportation that is going to be done beyond Edirne Railway Station, the goods need to be transferred to TSR train cars at Edirne Railway Station.

There is freight transportation to Bulgaria through Kapıkule border and other European countries over Bulgaria. Therefore, as the transportation with European countries gets easier, lots of logistical villages have been built in Bulgaria. There should be a tendency for combined transportation in Turkey and if only 1% of the present transportation is turned into combined transportation, this means one reciprocal train travel daily.

Map.1



Source: TSR

The countries that built a railway network in freight transportation are developed. Thrace has been developing both in terms of logistics and railways as well. By taking this into consideration, we can improve freight transportation over this route to Edirne and to Bulgaria from there via railway connection. Edirne has an important place in freight transportation. Shipping of a lot of products has been done with Bulgaria. Due to the connection of Bulgaria with other European countries trade will be provided.

In the progress reports prepared by the EU, doing some modernization studies for the reinforcement of the railway management and making the railway transportation more competitive and cost-effective is a significant subject to be considered.

The target of the 'Twinning' projects that are important tools in the framework of membership strategies to the EU is to fortify the

Turkish public management through sending long-term experts and twinning advisors from the EU member countries. The target of “Twinning” projects is to provide support for the commitment of the EU laws and legislations by the member countries.

Twinning Projects have four main components:

1. Making the legal structure of railway sector up-to-date.

2. The investigation of regulations and procedures to give the licenses of train cars and railway management and security documents.

3. The definition of substructure expenditures and frame of the allocations.

4. The revision of the general framework and conditions of the consumer rights.

Through the revision of necessary legislation framework for the adaptation of the railway system in Turkey to EU standards, the construction of a railway system with higher passenger security and service quality standards will be supplied within the EU Common Transportation Policy.

4. CONCLUSION

While the facts that the railways in Turkey are not integrated into combined transportation, we cannot benefit from the usage of the railways effectively, the numbers of train cars and locomotives are not enough and legal problems and deficiencies in legislations, the system that is not suitable for carrying different kinds of load, scarcity of the convenient stations

for combined load transportation, inequality between increase in industrial momentum and railway transportation, lack of technology and electric lines, absence of railway connections between Organized Industrial Sites, lowness in the rates of railway feeding of important ports, undeveloped railway sub-industry, ineffective line maintenance, imbalances in the levels of inter-zone development and industrialization are the main drawbacks, the imbalances between the transportation modes of Turkey, not having sufficient knowledge and experience in logistics, lack of effective standardization, certification, and accreditation systems and deficiencies of confidence, cooperation and coordination between institutions are among the other reasons.

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ЖЕЛЕЗОПЪТНИТЕ ПРЕВОЗИ И СЪТРУДНИЧЕСТВОТО С БЪЛГАРИЯ

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ТУРЦИЯ

Ключови думи: Турция, България, железници

Анотация: Турция и България са разположени географски в пресечната точка на континентите и представляват, следователно, естествени мостове. Удобно е осъществяването на търговски поток от значителни количества стоки между европейските и азиатските страни. Географското положение не е обаче достатъчно. Износът на стоки зависи и от разбирането за транспорта и логистиката и професионалното им приложение във всички сфери.