Session 2: “Business perspectives on the Middle Corridor - the agile transformation of the logistics industry”

Moderator: Ms. Alona Zhdanova, Board Director, DB Cargo Transasia

Mr. Gao Chunming, General Manager, Sinotrans Limited

Mr. Ekin Tirman, Country Manager, HOYER Group

Mr. Murat Seitnepesov, Chairman of the Board, Caspian Container Company

Mr. Oktay Aydinoglu, Deputy Head of Freight Department, TCDD Tasimacilik A.S.

Mr. Jan Bach, CEO, CFL cargo Deutschland GmbH

Mr. Erol Erkan, General Manager, Pasifik Eurasia Lojistik
DB Cargo Eurasia
DB Cargo Transasia
We connect Europe and Asia by rail

November 2023, Istanbul
DB Cargo Eurasia on Eurasian Corridor

**Experience**
More than 10 years DB Cargo Eurasia operates on the eurasian corridor and is now market leader between China and Europe.

**Coordination**
DB Cargo coordinates all railways on the eurasian corridor.

**Largest network**
DB Cargo has the most extensive rail network in Europe (18 countries).

**Multilingual and dedicated team in 6 locations** along the entire corridor (Berlin, Malaszewicze, Moscow, Almaty, Xi’an and Shanghai).

**Neutrality** of DB Cargo Eurasia on the market.
The Middle Corridor Logositics Solutions: Strategy and Operations, comparing with shipping

Sinotrans Limited

Nov. 20th, Istanbul
Why Middle Corridor is an option?

To provide clients resilient logistics solutions, Middle Corridor is a new and necessary option between China and the Caucasus, Turkey, and Eastern Europe.

Calls for Supply Chain Resilience

- **Sea Transportation**
  - Port congestion
  - Strikes
  - Demurrage charge

- **Air Transportation**
  - Geopolitical issues
  - Covid-19
  - High cost, less capacity

- **Rail Transportation**
  - Geopolitical issues
  - Drop in freight and amount
  - Limited capacity
### The Relative timeliness and cost advantage analysis of MC

**Line 1: From China to Azerbaijan through MC VS ocean shipment**

- **√ √ √ Timeliness advantage:** the transport time through MC can save at least 60% of ocean shipping time (due to the supply of ferry between Aktau and Baku increasing from 2 to 4 vessels, the leadtime stability is improved)
- **√ Cost advantage:** the transport through MC can save at least 10% of ocean shipping costs. For POL located in North at least 20% cost can be saved, even coastal areas; For Western areas, over 40% costs can be saved.
- **Risk:** bad weather in winter may disturb or interrupt the ferry schedule.

<table>
<thead>
<tr>
<th>POL</th>
<th>POD</th>
<th>by Middle Corridor (Horgos-Altynkol-Aktau-Baku sea port)</th>
<th>by ocean shipping (transit Istanbul-Poti)</th>
</tr>
</thead>
<tbody>
<tr>
<td></td>
<td></td>
<td>Transport Time (days) Block train/Single container</td>
<td>Transit time (days)</td>
</tr>
<tr>
<td></td>
<td></td>
<td>Saving Transport Time (average ratio)</td>
<td></td>
</tr>
<tr>
<td></td>
<td></td>
<td>Saving costs (per 40'SOC)</td>
<td></td>
</tr>
<tr>
<td>Shanghai</td>
<td>Port Baku</td>
<td>13-19</td>
<td>53</td>
</tr>
<tr>
<td>Shenzhen</td>
<td></td>
<td>13-19</td>
<td>49</td>
</tr>
<tr>
<td>Chengdu</td>
<td></td>
<td>12-18</td>
<td>57</td>
</tr>
<tr>
<td>Xi'an</td>
<td></td>
<td>11-17</td>
<td>66</td>
</tr>
<tr>
<td>Qingdao</td>
<td></td>
<td>13-19</td>
<td>62</td>
</tr>
<tr>
<td>Tianjin</td>
<td></td>
<td>13-19</td>
<td>64</td>
</tr>
<tr>
<td>Urumuqi</td>
<td></td>
<td>9-15</td>
<td>68</td>
</tr>
</tbody>
</table>
The Relative timeliness and cost advantage analysis of MC

Line 2: From China to Georgia through MC VS ocean shipment

Timeliness advantage: the transport time through MC can save at least 50% of ocean shipping time.

Cost advantage: differs depending on POL locations. For POL located in Northwest (e.g. Xi’an/Urumuqi) 20% cost can be saved; for POL from Southwest no big differences in costs; for cargo origins in coastal areas, costs are higher than by ocean shipping.

<table>
<thead>
<tr>
<th>POL</th>
<th>POD</th>
<th>by Middle Corridor (Horgos-Altynkol-Aktau-Baku–Poti/Tbilisi)</th>
<th>by ocean shipping (transit Istanbul)</th>
</tr>
</thead>
<tbody>
<tr>
<td></td>
<td></td>
<td>Transport Time (days) Block train/Single container</td>
<td>Saving Transport Time (average ratio)</td>
</tr>
<tr>
<td>Shanghai</td>
<td>Poti</td>
<td>15-21</td>
<td>58.14%</td>
</tr>
<tr>
<td>Shenzhen</td>
<td>Poti</td>
<td>15-21</td>
<td>53.85%</td>
</tr>
<tr>
<td>Chengdu</td>
<td>Poti</td>
<td>14-20</td>
<td>63.83%</td>
</tr>
<tr>
<td>Xi’an</td>
<td>Poti</td>
<td>13-19</td>
<td>71.43%</td>
</tr>
<tr>
<td>Qingdao</td>
<td>Poti</td>
<td>15-21</td>
<td>65.38%</td>
</tr>
<tr>
<td>Tianjin</td>
<td>Poti</td>
<td>15-21</td>
<td>66.67%</td>
</tr>
<tr>
<td>Urumuqi</td>
<td>Poti</td>
<td>11-17</td>
<td>75.86%</td>
</tr>
</tbody>
</table>
The Relative timeliness and cost advantage analysis of MC

Line 3: From China to Turkey and South EU through MC VS ocean shipment

- Timeliness advantage: For POL located in **North and West**, the transport time can be save at least **30%**; for **Eastern** coastal POL, near **20%** time can be saved, while for south POL, no big difference in timeliness.
- Cost advantage: the cost through MC to Turkey and Greece is **MUCH HIGHER** than ocean shipping for most POLs from China (it costs 800USD per 40' for the blacksea barge, while the barge lines are also limited); only for places nearby Horgos the cost is relatively lower than ocean shipping.

<table>
<thead>
<tr>
<th>POL</th>
<th>POD</th>
<th>by Middle Corridor (Horgos-Altynkol-Aktau-Baku-Poti-Istanbul/Piraeus)</th>
<th>by ocean shipping</th>
</tr>
</thead>
<tbody>
<tr>
<td></td>
<td></td>
<td>Transport Time (days) Block train/Single container</td>
<td>Saving Transport Time avarage ratio</td>
</tr>
<tr>
<td>Shanghai</td>
<td></td>
<td>25-32</td>
<td>19.44%</td>
</tr>
<tr>
<td>Shenzhen</td>
<td></td>
<td>25-32</td>
<td>6.45%</td>
</tr>
<tr>
<td>Chengdu</td>
<td></td>
<td>24-31</td>
<td>30.00%</td>
</tr>
<tr>
<td>Xi’an</td>
<td></td>
<td>23-30</td>
<td>40.00%</td>
</tr>
<tr>
<td>Qingdao</td>
<td></td>
<td>25-32</td>
<td>29.27%</td>
</tr>
<tr>
<td>Tianjin</td>
<td></td>
<td>25-32</td>
<td>32.56%</td>
</tr>
<tr>
<td>Urumuqi</td>
<td></td>
<td>21-28</td>
<td>46.81%</td>
</tr>
</tbody>
</table>
Practice of Sinotrans in MC

Case: From Urumuqi to South/Central Europe

- Cargo: Tomato source in 20' (COC)
- Timeliness: to Piraeus about 35-50 days; to Naples about 45-60 days ---not stable (including waiting time in Aktau/Poti)
Thank You!
The Greater Caspian Region (GCR) is one of the most important and attractive regions in the World.

It is rich in oil, gas and minerals. It also has vast renewable resources, such as wind, solar and hydro power. GDP of the region for today is more than 8 trillion USD (PPP) and there is a huge potential for growth.

The GCR is very important for the World, in terms of energy and food security, human resources, logistics, and as a market for various products, technology, and innovations. The GCR was a home to some of the eldest civilizations of the World.

It includes 18 countries surrounding the Caspian Sea, the Black Sea, South Caucasus, and Central Asia up to Afghanistan and Pakistan.
FIATA Market Place Seminar
Shaping the Future of Multimodal Logistics
Connecting the Regions
November 20, 2023
Istanbul, Turkiye
Southern Corridor (via Afghanistan)
International North-South Transport Corridor (from Central Asia)
<table>
<thead>
<tr>
<th>Corridor</th>
<th>Route</th>
<th>FCL capacity (TEU/annum)</th>
<th>Bulk capacity (mt/annum)</th>
<th>Main Bottleneck</th>
</tr>
</thead>
<tbody>
<tr>
<td>Trans-Caspian Corridors (including Middle Corridor)</td>
<td>1) Turkmenbashi – Baku – Poti</td>
<td>14,400</td>
<td>1,200,000</td>
<td>1) Trans-Caspian sea transportation</td>
</tr>
<tr>
<td></td>
<td>2) Turkmenbashi – Baku – Mersin</td>
<td></td>
<td></td>
<td>2) Lack of railway platforms (flat wagons)</td>
</tr>
<tr>
<td></td>
<td>3) Aktau – Baku – Poti</td>
<td>100,000</td>
<td>16,200,000</td>
<td></td>
</tr>
<tr>
<td></td>
<td>4) Aktau – Baku – Mersin</td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td></td>
<td>5) Constanta – Poti – Baku – Turkmenbashi</td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td></td>
<td>6) Poti – Baku – Turkmenbashi</td>
<td>14,400</td>
<td>1,200,000</td>
<td></td>
</tr>
<tr>
<td></td>
<td>7) Mersin – Baku – Turkmenbashi</td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td></td>
<td>8) Constanta – Poti – Baku – Aktau</td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td></td>
<td>9) Poti – Baku – Aktau</td>
<td>100,000</td>
<td>16,200,000</td>
<td></td>
</tr>
<tr>
<td></td>
<td>10) Mersin – Baku – Aktau</td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td></td>
<td>11) Pan-Central Asia – Altyntol – Khorgos</td>
<td>540,000</td>
<td>Only containers allowed on rail</td>
<td>1) Khorgos port transshipment</td>
</tr>
<tr>
<td>Southern Corridor (via Afghanistan)</td>
<td>1) Bukhara – Hairatan – Peshawar – Karachi</td>
<td></td>
<td></td>
<td>1) Afghanistan – Pakistan transborder trucking capacity</td>
</tr>
<tr>
<td></td>
<td>2) Ashgabat – Turgundy – Herat – Chaman – Karachi</td>
<td></td>
<td></td>
<td>2) Afghanistan situation</td>
</tr>
<tr>
<td>International North-South Transport Corridor (from Central Asia)</td>
<td>1) Bukhara – Turkmenabat – Gorgon – Tehran – Yazd – Bandar Abbas</td>
<td>NA</td>
<td>5,500,000</td>
<td>1) Sanctions</td>
</tr>
<tr>
<td></td>
<td>2) Aktau/Turkmenbashi – Bandar Anzali – Tehran – Yazd – Bandar Abbas</td>
<td></td>
<td></td>
<td>2) Turkmenistan – Iran rail gauge change</td>
</tr>
</tbody>
</table>
Current Multi Modal Solution: From Central Asia to Black and Mediterranean Seas via Caspian Sea
Transcaspian corridors via KZ and TM

KZ/TM – AZ – GE (Trans-Caspian) – TR

Utilization is 25,200 TEU, only 12.6% of capacity 200,000 TEU.

CHALLENGES AND BOTTLENECKS

1. AZ/GE Railway infrastructure
2. AZ/GE/TM/KZ Ports infrastructure
3. AZ/GE/TM/KZ Roads infrastructure
4. No Holistic - Falcon (Eyebird) Vision for the Region
WHY IS THIS PROJECT GOOD?

1. Falcon (bird's-eye) vision.
2. Single one window logistics and trading digital platform for doing business, especially effective for SMEs.
3. Transparency of deals, no useless intermediaries.
4. Tracking and tracing containers (smart containers) in remote areas.
5. Smart logistics under single system.
6. Unlock locked transport corridors such as Southern route via Afghanistan.
7. Increase GCR logistics and trade volumes additionally to 1.000.000 TEUs per year during the next 5 years from current.
8. Drive regional economic growth, strengthen the GCR’s connectivity with the rest of the World, and deliver commodities crucial to global food and energy security in line with the UN SDGs.
9. WIN-WIN strategy for GCR countries: each country will have benefits from each corridors.
SEAMLESS CONNECTIVITY, BOUNDLESS PROSPERITY:
UNIFYING REGION THROUGH INTEGRATED LOGISTICS AND DIGITAL TRADE PLATFORM

Instead of current approaches where:

- Each country works on its logistic projects
- Each corridor authority works for that corridor’s interest,

we propose to join the Greater Caspian Association efforts to converge regional logistic corridors and work the countries together to get more benefits from each corridor for each country.
Business perspectives on the Middle Corridor - the agile transformation of the logistics industry
Experiences of the EU TEN-T Network for the Middle Corridor
From the perspective of an European rail operator

Jan Bach
CEO of CFL cargo Germany, 2011 -2019 – GIZ-expert in Kazakhstan (transport policy, TVET)

CFL Multimodal + CFL cargo S.A: = 11 companies in 5 European countries

In Luxembourg, the activities of CFL multimodal are organised around the intermodal terminal Bettembourg-Dudelange in the Eurohub South

Located on the Rail Freight Corridor 2 (North Sea-Mediterranean) and at the crossroads of the North-South and East-West transport routes, the terminal is ideally positioned as an international hub for the consolidation of multimodal transport flows across Europe and beyond.
Lessons learnt from the EU „Motorway of the Sea“-concept

Integration of maritime transport in the logistics chain

A prerequisite for this integration is the physical infrastructure in the ports, including terminals and their connections with the hinterland network.

terminals: must provide enough capacity to assure the loading operations between seagoing vessels and the different hinterland modes in line with demand

rail, road, inland waterway and pipeline connections: must assure the smooth transfer of volumes between the ports and the hinterland transport network.

hinterland network: must provide the necessary capacity for transport between the ports and importers or exporters
Streamlining and digitalising procedures

Besides the physical infrastructure, smart administrative procedures are important for the competitiveness of maritime logistics chains.

A disadvantage of short sea shipping vis-à-vis land transport is the requirement to do customs declarations. The number of players involved in the transport – each with specific data needs – is also much higher.

Maritime transport involves at least one shipping company, two terminals and two hinterland transports.

Maritime Single Windows could be first step to simplify the procedures for maritime transport, but other players should be connected to these systems in order to avoid unnecessary duplication of data.

The European Maritime Single Window environment (EMSWe) as one stop for all transport-related data (uploaded from existing information from electronic transport documents and related data) should be ready and implemented by 2025 the latest.
„Motorway of the Sea“ in EU

Example Baltic Sea basin
Economic importance of ports based on their impact on employment

Sum of the regional economic effects in the port regions is significant smaller than the overall economic effect of the ports

Employment effect (in Germany):

1 : 4 : 37
Chances and challenges for Middle Corridor

**Chances:**

- Diversification of transport routes by forwarding parties
- Not touched by political situation in RU/UA (sanctions, border closures, etc.)
- Shorter distance (2000 km less than Northern Corridor)
- Entry into the European market in South – with diversitiy of transport modes (Short sea, rail, road), Chinese investments in infrastructures

**Challenges:**

- Harmonization and simplification of custom-procedures
- Use of modern handling technology
- Cooperation between the transit countries (CAREC, OTS)
- Modern training in port and terminal logistics
INTERNATIONAL FREIGHT OPERATIONS BY RAIL
## International Freight Operations by Rail

### Export Operations

<table>
<thead>
<tr>
<th>Direction</th>
<th>2019</th>
<th>2020</th>
<th>2021</th>
<th>2022</th>
<th>2023*</th>
</tr>
</thead>
<tbody>
<tr>
<td>Iran and beyond</td>
<td>202,883</td>
<td>358,570</td>
<td>327,147</td>
<td>339,821</td>
<td>217,095</td>
</tr>
<tr>
<td>Europe</td>
<td>783,268</td>
<td>1,098,979</td>
<td>1,509,423</td>
<td>1,749,005</td>
<td>1,389,618</td>
</tr>
<tr>
<td>BTK</td>
<td>81,053</td>
<td>84,287</td>
<td>106,784</td>
<td>93,471</td>
<td>25,603</td>
</tr>
<tr>
<td><strong>TOTAL</strong></td>
<td><strong>1,067,204</strong></td>
<td><strong>1,541,836</strong></td>
<td><strong>1,943,354</strong></td>
<td><strong>2,182,298</strong></td>
<td><strong>1,632,316</strong></td>
</tr>
</tbody>
</table>

### Import Operations

<table>
<thead>
<tr>
<th>Direction</th>
<th>2019</th>
<th>2020</th>
<th>2021</th>
<th>2022</th>
<th>2023*</th>
</tr>
</thead>
<tbody>
<tr>
<td>Iran and beyond</td>
<td>135,596</td>
<td>185,624</td>
<td>328,204</td>
<td>384,998</td>
<td>133,899</td>
</tr>
<tr>
<td>Europe</td>
<td>1,230,497</td>
<td>1,410,775</td>
<td>1,571,097</td>
<td>1,459,203</td>
<td>1,055,064</td>
</tr>
<tr>
<td>BTK</td>
<td>48,293</td>
<td>182,400</td>
<td>373,114</td>
<td>314,527</td>
<td>56,422</td>
</tr>
<tr>
<td><strong>TOTAL</strong></td>
<td><strong>1,414,386</strong></td>
<td><strong>1,778,799</strong></td>
<td><strong>2,272,415</strong></td>
<td><strong>2,158,729</strong></td>
<td><strong>1,245,385</strong></td>
</tr>
</tbody>
</table>

### Transit Operations

<table>
<thead>
<tr>
<th>Direction</th>
<th>2019</th>
<th>2020</th>
<th>2021</th>
<th>2022</th>
<th>2023*</th>
</tr>
</thead>
<tbody>
<tr>
<td>Iran and beyond</td>
<td>54,079</td>
<td>107,944</td>
<td>43,464</td>
<td>55,944</td>
<td>27,798</td>
</tr>
<tr>
<td>Europe</td>
<td>10,201</td>
<td>13,605</td>
<td>15,747</td>
<td>24,871</td>
<td>0</td>
</tr>
<tr>
<td>BTK</td>
<td>0</td>
<td>0</td>
<td>0</td>
<td>0</td>
<td>2,475</td>
</tr>
<tr>
<td><strong>TOTAL</strong></td>
<td><strong>64,280</strong></td>
<td><strong>121,549</strong></td>
<td><strong>59,211</strong></td>
<td><strong>80,815</strong></td>
<td><strong>30,273</strong></td>
</tr>
</tbody>
</table>

### INTERNATIONAL OPERATIONS IN TOTAL

<table>
<thead>
<tr>
<th>Direction</th>
<th>2019</th>
<th>2020</th>
<th>2021</th>
<th>2022</th>
<th>2023*</th>
</tr>
</thead>
<tbody>
<tr>
<td>Iran and beyond</td>
<td>392,559</td>
<td>652,138</td>
<td>698,815</td>
<td>780,763</td>
<td>1,632,316</td>
</tr>
<tr>
<td>Europe</td>
<td>2,023,966</td>
<td>2,523,359</td>
<td>3,096,267</td>
<td>3,214,134</td>
<td>1,245,385</td>
</tr>
<tr>
<td>BTK</td>
<td>129,346</td>
<td>266,687</td>
<td>479,898</td>
<td>426,945</td>
<td>30,273</td>
</tr>
<tr>
<td><strong>TOTAL</strong></td>
<td><strong>2,545,871</strong></td>
<td><strong>3,442,184</strong></td>
<td><strong>4,274,980</strong></td>
<td><strong>4,421,842</strong></td>
<td><strong>2,907,974</strong></td>
</tr>
</tbody>
</table>

* 13.11.2023
To Europe:
• The Kapıkule Border Station is used in almost all of the freight transport operations towards Europe, which are provided through the Kapıkule and Uzunköprü-Python connection.
• In European countries with multiple RUs, transport operations are carried out based on the line capacities and the contracts concluded with RUs for these capacities.
• It is necessary to determine the authorised RU responsible for the relevant freight transport operation in each country from departure to arrival.

Through BTK (Baku-Tbilisi-Kars) Line:
• Inaugurated in 2017, BTK Line necessitates a different structure in railway transport on this route due to different railway gauges and railway legislations (OSJD) starting from Kars Border Station.

To Iran:
• There is an alternative of transportation to China with the connection to other Asian countries via Iran, and a potential to carry out transportation with the Basra Gulf connection from/to our country and into Europe, however, the hauled vehicles belonging to Iran and other connection countries cannot be operated in European countries due to mandatory standards.
• Problems and penalties may be experienced at the border crossing and final destination station of the goods due to information errors and deficiencies based on the minimum standards determined by the World Trade and Customs Organisation regarding the goods coming from Iran and beyond.
• In addition, although the railway infrastructure of Iran has the same standards as Türkiye, the standards of the countries beyond Iran are the same as the connection standards of en-route countries of BTK railway line, excluding Türkiye, which results in having the same compatibility issues experienced in BTK operations.
Our international freight transport operations with weekly **64 train runs** include many destinations in Europe such as Bulgaria, Hungary, Germany, Austria, Poland, Romania, Czechia, Bosnia-Herzegovina, Slovakia, Serbia and France in the west; Iran, Afghanistan and Pakistan in the east; Russia in the north; Georgia, Azerbaijan as well as Uzbekistan, Kyrgyzstan, Turkmenistan, Kazakhstan, Turkmenistan in the Central Asia and China.

We have 142 workplaces available for international operations in Türkiye. 76% of the transportations (August 17, 2023) are carried out from the Thrace region.

In terms of freight transportation volume, our workplaces are ranked as follows (as of 17.08.2023): Halkali (Istanbul), Luleburgaz (Kirklareli), Van, Çatalca (Istanbul), Edirne, Kapıkule (Edirne), Abalar (Edirne), Çerkezköy (Tekirdağ), Seyitler (Kırklareli), Köseköy (Kocaeli), Çorlu (Tekirdağ), Alpullu (Kırklareli), Tırmıl (Mersin), Kircasalih (Edirne), Tekirdağ, Muratlı (Tekirdağ), Biçerova (İzmir), Yakağınar (Adana), Sarıseki (Hatay), Marşandiz (Ankara), Payas (Hatay), Mersin Port, Muradiye (Manisa), Amasya, Derince (Kocaeli), Tekirdağ Port, Arifiye (Sakarya) and Hasanbey (Eskişehir).
Türkiye and the Middle Corridor

EKİN TIRMAN
Country Manager, HOYER Group
Former UTİKAD Board Member
UTIKAD

- UTIKAD (Association of International Forwarding and Logistics Service Providers) is founded in 1986.
- Road, Air, Sea, Rail and Combined Transportation
- Logistics Services
- 710 Members
Türkiye is strategically located between east and west; it serves as a natural bridge.

All transportation modes are actively used in Türkiye.

Increased demand for middle-corridor after Russia-Ukraine War.
A project connecting Türkiye and Azerbaijan through rail and road

The corridor offers a route that will save time and increase cargo transport to Europe and Central Asian countries
TÜRKİYE’S CONNECTIVITY INFRASTRUCTURE

- Baku – Tbilisi – Kars Railway
- Van Lake Ferry Crossing
- Marmaray (Bosphorus Tunnel) Crossing for Freight Trains
- Railway Crossing over the Bosphorus (Future Project)
- Istanbul Airport
LEGISLATIVE CHANGE TO FACILITATE MIDDLE CORRIDOR FREIGHT FLOW

- Pile-up of transit cargo in Türkiye ports
- Need to allow freight forwarders to place cargo in general warehouses through submission of warehouse declaration
- Goods from many countries consolidated and transported to their destination.
- Thus, especially during the Russia-Ukraine war, the pile-up in the port was prevented.
- This practice is important for Turkey to naturally become a transit trade hub.
REQUIREMENTS FOR THE FUTURE OF MIDDLE CORRIDOR

- Rail connections of the ports
- Regulatory and infrastructure compliance of countries on the middle corridor
- Harmonization of countries' customs systems and creation of a digital data exchange corridor between the countries on the middle corridor
- Increasing the capacity of Marmaray (Bosphorus Tunnel) for freight crossings
- Providing railway passage from over the Bosphorus
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