

Standard Summary Project Fiche – IPA decentralised National programmes

1. Basic information

1.1 CRIS Number: TR2009/0314.02

1.2 Title: Strengthening Intermodal Transport in Turkey

1.3 ELARG Statistical code: 14-Transport Policy

1.4 Location: Ankara, Turkey

Implementing arrangements:

1.5 Implementing Agency: *Mr. Muhsin ALTUN (PAO- CFCU Director)*

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1.6 Beneficiary (including details of SPO): Directorate-General for Land Transport
(Lead Beneficiary)

SPO: Hüseyin YILMAZ, Deputy Director General for
DGLT

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Co-Beneficiaries: Undersecretariat of Maritime Affairs,
Turkish State Railways, Undersecretariat of Customs,
DG for Highways, Directorate-General for Railways,
Ports and Airports Constructions (DLH)

Financing:

1.7 Overall cost (VAT excluded)¹: EUR1,000,000

1.8 EU contribution: EUR950,000

1.9 Final date for contracting: 2 years after the signature of financing agreement

1.10 Final date for execution of contracts: 2 years after the last day of the contracting
deadline

1.11 Final date for disbursements: 1 year after the end date for the execution of
contracts

¹ The total cost of the project should be net of VAT and/or other taxes. Should this not be the case, the amount of VAT and the reasons why it should be considered eligible should be clearly indicated (see Section 7.6)

2. Overall Objective and Project Purpose

2.1 Overall Objective : To promote a balanced, environment-friendly, safer and sustainable transport system in Turkey

2.2 Project purpose : Alignment with EU legislation (Council Directive 92/106) and strengthening capacity of Ministry of Transport for intermodal/combined transport

2.3 Link with AP/NPAA / EP/ SAA

AP: According to the last Accession Partnership document (Council Decision 2006/35/EC of 23 January 2006) one of the short-term priorities for transport is: "Continue the alignment with the transport acquis in all transport modes" and one of medium-term priorities is to "Ensure implementation and enforcement of transport legislation in road, maritime and air transport (particularly air safety and air traffic management). To this end, improve implementation and enforcement capacity of related institutions for all aspects of civil aviation, road transportation and railways."

NPAA: NPAA, 2008 foresee the transposition and implementation on Regulation on the Combined Transport of Goods, Directive No. 92/106/EEC by Ministry of Transport as of 2011.

2.4 Link with MIPD: Multi-Annual Indicative Planning Document 2008-2010 Turkey States that "within the transport OP, priority will be given to rail, links with TEN and multi-modal transport".

2.5 Link with National Development Plan (where applicable)

9th Development Plan 2007-2013 of State Planning Organization section "5.2.4. *Improving the Energy and Transportation Infrastructure*," states "...the freight and passenger transportation is concentrated more on the highway network in Turkey. This situation has resulted in the emergence of an imbalanced and inefficient transportation system."

2.6 Link with national/ sectoral investment plans (where applicable)

One of the strategic aims of Ministry of Transport according to Ministry's Strategic Plan 2009-2013 is having a balanced transport system to serve economically and technically efficient way. In Turkey freight and passenger transport is being carried out mostly by road transport mode. Constant increase in user amount, structural and management problems are leading to heavy traffic burden on road transport which is not sustainable. By developing combined transport, the share of road transport would be diminished, and by shifting heavy load from road to rail and sea transport could be safer, environment friendly and more economic. Transport strategic plan also aims at development of logistic villages by focusing on rail axes and providing all necessary freight transport services to be provided in these villages. This logistic village will enable sector to make best use of rail, road and port (sea) facilities in a combined and efficient way. Another Policy Paper relating to intermodal transport is the "National Peer Review: Turkey on Intermodal Transport" which was published in April 2009. The purpose of this Peer Review is to provide a general description and assessment of Turkey's intermodal transport operations. The Review also makes recommendations that are considered necessary to further promote and improve intermodality in Turkey.

It has been carried out by a review team supported by the International Transport Forum/ITF Secretariat (formerly ECMT).

3. Description of project

3.1 Background and justification:

There is a serious imbalance within the national transport system of Turkey heavily based on use of road transport. Share of road transport in passenger and freight transport is more than 90 percent. There is an urgent need of balanced policies. The transport system that is heavily dominated by road transport would be unsustainable due to congestion, negative impacts on environment and difficulty of providing road safety by constant increase in traffic volume.

During 90s Turkish road transport sector have witnessed a remarkable era of regulatory reforms based on EU Acquis Communautaire. Road transport services are completely in the hands of private sector and MoT is the regulatory body. Rail transport is being carried out by Turkish State Railways that is a public company enjoying a monopoly. Maritime sector is being run by the private sector and Undersecretariat of Maritime Affairs is the regulatory body in this sector. To summarize; in road transport, maritime transport, air transport and rail transport there are regulatory public bodies designing specific regulatory acts to increase efficiency and maintaining safety. On the other hand, intermodal transport which means combination of two or more transport modes such as Sea and Road (Ro-Ro) or Rail and Road (Ro-La) does not have any regulatory basis and lack of public body that would design policies, constitute and amend regulatory framework and induce the development of combined transport operations. Intermodal transport is often developing as a result of external factors such as wars and insufficient road transport permits forcing transport operators to combine road transport by sea and rail modes.

Current situation is being described by peer review study carried jointly by ITF/OECD and Turkish MoT “*Intermodal Transport a Sustainable Option*” as:

“In national transport, railways do not carry intermodal transport units, such as containers, swap bodies or semi-trailers. Partly because of the strong position of long-haul domestic road transport in Turkey, there does not seem to be a market for such intermodal services, even though distances between main economic centers within Turkey are often more than 500-600 km. At these distances, intermodal transport operations are considered to be viable in Western European countries. In terms of intermodal services, air transport does not have an important share in cargo transport volume. New strategies are being developed for the transport of high-value goods, express transport and the transport of perishable goods for export. Logistics services are developing in major airports to adapt to the expected high demand for specialized air market segments. Recent incentives in Turkey, such as those for conventional block train operations, imply that there are potential supply and demand factors in the market in favor of an intermodal system, provided that there are several options which can sufficiently meet the needs of stakeholders in terms of speed, reliability and flexibility. A 20 % increase in the use of rail ferries for national transport between 2005 and 2006 offers another example of the potential demand for intermodality in Turkey. At present, there is no specific national legal framework or provisions in Turkey to govern national and international intermodal transport or to facilitate a shift from long-haul road transport to rail and/or coastal shipping. Turkey also does not yet have financial or regulatory incentives in place to foster intermodal

transport operations, such as the tax exemptions and subsidy schemes in Western European countries that provide contributions to investments and initial operational costs for intermodal transport and terminal operations considered as “public services”. The only exception seems to be the exemptions from excise tax on fuel for RO-RO vessels plying the Marmara Sea.”

On the other hand, Turkey recognizes the need for establish a more balanced transport system and launched significant infrastructure investments and regulations to promote rail, maritime and air transport. In this respect there is an ongoing railway reform process to increase operational structure of sector. Railway infrastructure is also being modernized with electrification and signalization projects for existing rail lines and new high-speed lines being constructed and planned to increase share of this mode in overall transport system. Maritime sector is highly dynamic with private sector operators and there are efforts/projects to develop and promote Motorways of the Sea and short sea shipping concepts. Air transport sector witnessed a significant development with private sector companies being allowed to operate in domestic and international lines within the last decade. Successful implementation of built-operate-transfer scheme in construction and operation of airports is also contributing to development of air transport considerably. Major international ports in Istanbul, Ankara and Antalya are being operated by private sector. Ports which had been built and operated by state authorities in the past are being privatized and thus their technological and administrative structure is becoming more competitive and their capacity is increasing. Recent trends indicate a 20% annual increase in container traffic handled by Turkish ports. MoT plans to construct new container terminals in Mediterranean, Aegean and Black Sea coast to overcome congestion and meet increasing demand due to increase in international trade.

As it is explained above Turkey has introduced important regulatory reforms in road, air and maritime transport sectors and launched significant infrastructure investments to improve neglected rail system. On the other hand, these regulatory reforms and infrastructure investments often focus only for the specific single transport mode concerned. What is needed in this regard has been clearly indicated by EU Commission's White Paper 'European transport policy for 2010: time to decide' which says there is need for linking up the modes of transport that “Shifting the balance between modes involves looking beyond the rightful place of each particular mode and securing intermodality.”

Integrating different transport modes in a meaningful way and develop policies to induce and promote intermodality first of all requires the acknowledgment of the importance of this matter. Assuming that the necessary will and conscious in relevant Turkish transport authorities in this regard has been developed there is a need to create a synergy among them. This would certainly requires an intermodal strategy being developed through a close cooperation of relevant transport-mode authorities and provide a legal framework to promote intermodality as well as developing an overall strategy to encompass all relevant transport modes concerned. As there is no existing public structure for intermodal transport combining all transport modes there is an urgent need to increase institutional capacity of MoT which may serve as the main coordinating and planning body to develop intermodality in Turkey. Intermodal/combined transport regulation also requires an intense cooperation among

relevant stakeholders, MoT DGLT, Undersecretariat of Maritime Affairs, Turkish State Railways, Undersecretariat of Customs and DG Highways.

The necessary synergy and cooperation to develop intermodal transport and align Turkish legislation in this regard with EU Acquis could be best achieved by examining the best practices available in the EU member states through a Twinning Project. Through workshops, trainings and internships in the relevant institution/s of member states Turkish authorities could benefit from their experience for implementing 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 as well as analyzing the policies and applications to promote intermodality such as Marco Polo Programme and policies to promote short sea shipping, Ro-Ro and Ro-La transports. Twinning component will also provide institutional inputs to establish new Department on Intermodal Transport within DGLT. Accordingly, National Peer Review on Intermodal Transport prescribes series of policy options to improve intermodal competences of Turkey such as the creation of an intermodal transport and logistics department under the Ministry of Transport to fill the gap to oversee and co-ordinate the activities of all stakeholders, including both public organizations and private companies and the establishment of a clear policy and legal framework to ensure a level playing field for the private sector. Moreover, there are 17 policy recommendations contained in Peer Review to encourage the concept of intermodality in Turkey. These recommendations will also be reviewed during twinning activities in terms of applicability of the each policy prescriptions.

Initial stage of the project should be directed towards an assessment of current legislation and institutional capacity in Turkey. This would provide the TP (Twinning Partners) the essential inputs and ideas on in what ways and how to develop legal framework and institutional capacity of relevant transport authorities to promote intermodality. Basic reference points in this regard would be;

- 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,
- Regulation 1692/2006/EC of the European Parliament and of the Council establishing the second ‘Marco Polo’ programme and repealing Regulation 1382/2003/EC,
- United Nations Convention on International Multimodal Transport of Goods (Geneva, 24 May 1980).
- “Intermodal Transport, National Peer Review: Turkey” conducted by ITF/OECD experts (Published, April 2009)

On the other hand, these reference points are only to constitute basic legal framework regarding intermodality. Twinning Partner/s will also contribute to the institutional framework and capacity development of relevant beneficiaries by adding their own applications/experience in developing intermodality through their legislative experience and policies/programmes which have been set up to promote intermodality in the most efficient, economic, safer and environment-friendly ways.

Based on the need assessment by TP, beneficiary authorities are to be trained and informed on best practices available in EU member states possibly in TP's own country/ies. These training activities should focus both on legislative structures, policies/strategies being followed as well as application of intermodality on field in relevant transport modes and infrastructures.

Within the legislation-making process TP should be able to provide expertise to MoT enabling it to prepare not only Intermodal Transport Regulation but also focus on being a party to the UN Convention on International Multimodal Transport of Goods. Therefore, legislation making process will help take necessary steps towards being party to related International Convention.

Intermodal Strategy document should be based on all legal regulations regarding road, maritime, rail transport as well as customs, ports and any other field which may be found out necessary within the context of the project. This strategy document should have a content making concrete proposals for relevant institutions to promote intermodality. Based on the views of MoT and advises of experts provided by project, strategy document would consider a restructuring within the MoT containing establishment of a specific unit/department for combined/intermodal transport.

3.2 Assessment of project impact, catalytic effect, sustainability and cross border impact (where applicable)

Project Impact: Project will produce the following outputs:

- An intermodal transport strategy laying down the main guidelines to promote intermodality in Turkey considering all transport modes concerned.
- Intermodal/combined transport regulation based on Directive No. 92/106/EEC laying down the basics of intermodal transport system favoring safer, and environment friendly combined transport operations
- Institutional Capacity of MoT and other relevant stakeholders will be improved significantly regarding the EU member state practices and regulations for intermodality

Catalytic Effect: Project is expected lead to following catalytic effects in medium and long term;

- A more balanced transport system will increase transport safety by reducing the congestion and decreasing share of road transport in overall transport system
- With more balanced and efficient transport system negative impacts of transport operations on environment will be decreased
- Through the synergy among transport modes competitiveness of the transport sector will increase

Sustainability: Project outputs do not need the continuation of an external support. Since project includes an institutional capacity building dimension necessary for implementing the intermodal transport regulation, which is also to be prepared through project activities, MoT and other relevant institutions will be able to utilize their staff trained by this project. Project will also enable different public bodies responsible for

different transport modes to cooperate and contribute to the combined transport regulation based on their perspectives and future plans. Therefore, the main output of the project, which will be the combined transport regulation, is expected to have elements from all transport modes and reflect relevant institutions' visions that would make it realistic and thus enable it to be implemented effectively.

Cross Border Impact: Promoting Intermodality notion will eventually help take multitude of trucks off the road thus contributing to ease traffic congestion and environmental performance of the region. Consequently, the number of road vehicles heading towards abroad with export products will likely be reduced while the other modes of transport will be utilized efficiently for international goods transport. These developments positively affect the status of traffic congestion and environment of the neighboring countries. Moreover, positive prospects of the project progress will provide inputs for becoming logistical base in the region. Therefore, the connectivity and interoperability nature of the modes of transport in the region will be improved.

3.3 Results and measurable indicators:

- 1.** The Human resource capacity of relevant institutions has been strengthened through workshops, trainings, site visits and internships. These results will also be verified when Ministry of Transport other relevant institutions are able to produce and implement combined transport regulation.
- 2.** Harmonization of EU legislation on Combined Transport Regulation, that is, Council Directive 92/106 has been assured via draft Combined Transport legislation prepared through project activities. Combined Transport legislation has been published in the official gazette in 2011.
- 3.** A strategy indicating policies to promote Intermodal transport in Turkey considering the re-structuring administrative structure MoT has been outlined. This procedure was also evident when Intermodal/combined transport strategy has been developed. Through application of intermodal transport strategy and combined transport regulation share of road transport was to be decreased in medium term up to % 80.

3.4 Activities: All project activities are to be carried out through a Twinning Contract.

1.1 In order to strengthen the institutional capacity MoT DGLT and other relevant institutions 12 policymakers whom are to be determined by MoT DGLT will be trained in Twinning Partner (TP) country/ies. Content of trainings will be decided jointly by the TP and MoT but the focus will be on best practical intermodal applications such as logistic centers, ports, railways etc, inspecting and studying the policies and the legal frameworks of these applications. TP will arrange places to be visited, people to be visited and contents of training related to policymakers as well as handling all logistical aspects of trainings. MoT will coordinate all internal procedures and determination of participants to these trainings. In principle it is expected that the TP will assist in making necessary logistical arrangements for the trainees, Beneficiary institutions will provide return flights for participants and per diems based on standard EU rates for the country concerned will be provided for the trainees from the project budget for their stay abroad.

1.2 Experts of DGLT (at least 6) and other relevant institutions have been trained through internships in member states. TP will arrange a training of 6 experts from DGLT (at least 3) and other institutions for at least 2 weeks to take place TP own institutions regarding intermodal transport. The content of training will be based on TP's views but in principle the focus should be on legislation and practical applications of regulations for intermodal transport, as well as institutional structural study visits of intermodal transport of the TP's. In principle it is expected that the TP will assist in making necessary logistical arrangements for the trainees, Beneficiary institutions will provide return flights for participants and a per diem based on standard EU rates for the country concerned will be provided for the trainees from the project budget.

1.3 TP will provide the training of 100 personnel from MoT other relevant governmental institutions to be selected by the MoT. Trainees would preferably be divided into 4 groups to increase the quality of studies. TP will first of all make a need analysis for the training MoT staff (both central and regional) based on the RTA's judgments taking MoT views into consideration as well. Based on the need analysis TP will determine the content and length of trainings. Training will be held in Turkey. For trainings in Ankara, MoT will arrange the meeting room for training exercises in

case Ministry's premises are available. TP will arrange all experts to provide trainings. Considering the regional directorates of MoT and other institutions 3 of 4 training will be done in other cities selected by MoT, possible Istanbul, Antalya and Izmir.

2.1. TP will assess and analyze the current legislation (by RTA and short term experts to be assigned for this subject). MoT will provide the Turkish legislation and arrange necessary meeting with all stakeholders for TP experts to be informed regarding Turkey's current situation. Based on this assessment TP is expected to hold workshops first of all focused on EU regulations and then the policies being followed in member states. MoT will provide meeting rooms for workshops to be held in Ankara. At least 10-workshops/ seminars/ round table meetings or a site/study visits for drafting combined transport legislation participated by relevant public institutions, transport sector associations and NGOs. Some of these workshops may be held outside of Ankara to facilitate the participation of staff from regional directorates/branches of relevant institutions as well as sector associations. Logistical aspects for workshops outside Ankara will be covered by project budget including per diems determined for Turkey will be provided to participants for their stay outside of Ankara. MoT will be responsible for carrying out necessary coordination for participants to take part in workshops. Workshops content will be based on TP assessment and main aim will be contributing to the knowledge level of staff in Turkish institutions. At least one of the workshops will focus on needs of Turkey to develop Intermodal transport, one in EU legislation, one in TP legislation and Practises, one in UN convention on multimodal transport. TP is expected to make proposals to set up an integrated approach and structure to develop Intermodal transport in Turkey and inform participant in the relevant workshops/seminars. All relevant public institutions are expected express their concerns and ideas regarding intermodality in Turkey. Substantial part of these workshops/seminars/round tables (like last 5-6 activities) on relevant legislation to be drafted with the assistance provided by Twinning partner(s) and relevant stakeholders. It is expected that after a series of workshops regarding EU regulation, and best practises in member states and TP's legal framework as explained above TP will assist MoT to draft combined transport regulation.

3.1 At least 5 workshops among relevant stakeholders, sectoral associations, universities and NGOs to structure and lay down intermodal transport strategy. These workshops could be held in parallel to the studies in drafting combined transport regulation. Ideally workshops shall focus on Ro-Ro transport, Ro-La transport, port and custom regulations as well as management. In cooperation with relevant stakeholders Undersecretariat for Maritime Affairs, Turkish State Railways and DGLT TP will determine the details for the content of these workshops. Workshops will include the private sector associations such as UND and RODER as well as any other sectoral associations, which may be proposed by the beneficiary public institutions. These workshops will be held in Ankara, Istanbul and other cities of Turkey to be selected. Costs related to logistical aspects of the workshops, arrangement of workshop venue, equipment needed and accommodation for participant non-resident of workshop venue and per diems for the participants would be covered by project budget. MoT, or any other co-beneficiary may provide a conference hall or similar facility for workshops in case they are available and suitable for workshops to be held.

3.5 Conditionality and sequencing:

In terms of basic sequencing, the activities shall proceed in the below order while the study visits and training seminars will be implemented in parallel:

- Advisory Commission meeting prior to launching the project
- Identifying the trainers and training needs (Needs Assessment)
- Planning the training program
- Trainings of Policy makers
- Workshops with the co-beneficiaries
- Internship starts in parallel with the draft regulation studies in MoT
- Follow up workshops
- Training of MoT and other institutions' staff in Turkey
- Preparations of Draft Regulation
- Preparation of Draft Intermodal Transport Strategy
- Seminars with all stakeholders regarding combined transport regulation
- Seminars with all stakeholders regarding intermodal transport strategy

3.6 Linked activities

Due to the importance of matter, a peer review study related to intermodal transport in Turkey has been conducted by the OECD. This study was published in April, 2009. There are concrete proposals in this study to develop this theme in Turkey which has potential for the realization of this issue. This project will serve to the proposals foreseen in this study.

3.7 Lessons learned

Previous Twinning component of the project “Assistance to Turkish Road Transport Sector” proved that an effective coordination among relevant stakeholders is key to the success for the project outputs to be mature and affects the overall efficiency of project to a large extent.

4. Indicative Budget (amounts in EUR)

					SOURCES OF FUNDING								
			TOTAL EXP.RE	TOTAL PUBLIC EXP.RE	IPA COMMUNITY CONTRIBUTION		NATIONAL PUBLIC CONTRIBUTION					PRIVATE CONTRIBUTION	
ACTIVITIES	IB (1)	INV (1)	EUR (a)=(b)+(e)	EUR (b)=(c)+(d)	EUR (c)	% (2)	Total EUR (d)=(x)+(y)+(z)	% (2)	Central EUR (x)	Regional/ Local EUR (y)	IFIs EUR (z)	EUR (e)	% (3)
Activity 1													
Twinning Contract	x	—	1,000,000	1,000,000	950,000	95%	50,000	5%	50,000				—
TOTAL IB			1,000,000	1,000,000	950,000	95%	50,000	5%	50,000				
TOTAL INV													
TOTAL PROJECT			1,000,000	1,000,000	950,000	95%	50,000	5%	50,000				

NOTE: DO NOT MIX IB AND INV IN THE SAME ACTIVITY ROW. USE SEPARATE ROW

Amounts net of VAT

(1) In the Activity row use "X" to identify whether IB or INV

(2) Expressed in % of the **Public** Expenditure (column (b))

(3) Expressed in % of the **Total** Expenditure (column (a))

5. Indicative Implementation Schedule (periods broken down per quarter)

Contracts	Start of Tendering	Signature of contract	Project Completion
Twinning Contract	2010 4 th Quarter	2011 1 st Quarter	2012 3 rd Quarter

All projects should in principle be ready for tendering in the 1ST Quarter following the signature of the FA

6. Cross cutting issues (where applicable)

6.1 Equal Opportunity

Equal participation of women and men will be secured through appropriate information and publicity material, in the design of projects and access to the opportunities they offer. An appropriate men/women balance will be sought on all the managing bodies and activities of the programme and its projects.

6.2 Environment

One of the medium and long-term effects of the project will be the positive impact by decrease in traffic congestion through more balanced distribution among transport modes. This means that there will be a decrease in current share of road transport in medium and long term by using it in combination with sea and rail instead of alone which in turn will lead to less carbon emissions and less accidents.

6.3 Minorities

According to the Turkish Constitutional System, the word minorities encompass only groups of persons defined and recognized as such on the basis of multilateral or bilateral instruments to which Turkey is a party.

The project will in no way harm the rights of any individuals (including disabled people) or entities in their access to transport modes or any other rights thereof before the public institutions of Republic of Turkey.

6.4 Civil society

By the project it is also targeted to increase and strengthen the human capacity of the civil society institutions by their active participation in the training activities, study visits, workshops and seminars, and improving the collaboration between all of the stakeholders. Since the civil society participation is foreseen in the Advisory commission, the phases of preparation, implementation and the dissemination of the results of the project will be guided and steered especially by the contributions regarding the experiences, challenges, expectations and advices of the civil society institutions.

ANNEXES

- 1- Log frame in Standard Format
- 2- Amounts contracted and Disbursed per Quarter over the full duration of Programme
- 3- Description of Institutional Framework
- 4 - Reference to laws, regulations and strategic documents:
 - Reference list of relevant laws and regulations
 - Reference to AP /NPAA / EP / SAA
 - Reference to MIPD
 - Reference to National Development Plan
 - Reference to national / sector investment plans
- 5- Details per EU funded contract (*) where applicable:
 - For *TA contracts*: account of tasks expected from the contractor
 - For *twinning contracts*: account of tasks expected from the team leader, resident twinning advisor and short term experts
 - For *grants schemes*: account of components of the schemes
 - For *investment contracts*: reference list of feasibility study as well as technical specifications and cost price schedule + section to be filled in on investment criteria (**)
 - For *works contracts*: reference list of feasibility study for the *constructing works* part of the contract as well as a section on investment criteria (**); account of services to be carried out for the *service part* of the contract

(*) non standard aspects (in case of derogation to PRAG) also to be specified

(**) section on investment criteria (applicable to all infrastructure contracts and constructing works):

- Rate of return
- Co financing
- Compliance with state aids provisions
- Ownership of assets (current and after project completion)

ANNEX 1: Logical framework matrix in standard format

LOGFRAME PLANNING MATRIX FOR Project Fiche		Programme name and number	“Strengthening inter modal transport in Turkey”, NO: 83
		Contracting period expires FA + 2 years	Disbursement period expires 1 year after the end date for the execution of contracts
		Total budget : EUR1,000,000	IPA budget: EUR950,000
Overall objective	Objectively verifiable indicators	Sources of Verification	
To promote a balanced, environment-friendly, safer and sustainable transport system	Compared to 2008, in 2015, a more balanced transport system by increasing the share of other transport modes rather than road transport as well as their combination is to be achieved. (as combined/Intermodal transport)	Annual reports/statistics provided by Turkish Statistical Institute, Ministry of Transport, Undersecretariat of Maritime Affairs, Turkish State Railways, Undersecretariat of Customs and Undersecretariat of Foreign Trade as well as EU Commission’s progress reports and other international institutions’ reports mentioning developments achieved in this regard.	
Project purpose	Objectively verifiable indicators	Sources of Verification	Assumptions
Preparation of Combined Transport Regulation in parallel to strengthening the institutional capacity of Ministry of Transport, DGLT and relevant institutions responsible for implementing combined/intermodal transport related legislation	Positive assessment for the results of the project, in the Progress Report issued after the project. Preparing and publishing Combined transport legislation. MoT have staff knowledgeable on combined transport able to implement regulation.	The progress report issued by the European Commission after project ends. Combined transport legislation being published in the official gazette.	Relevant institutions; MoT, Undersecretariat of Maritime Affairs, Turkish State Railways, Undersecretariat of Customs, and DG Highways will act in an harmonized manner.

Results	Objectively verifiable indicators	Sources of Verification	Assumptions
<p>1.The Human resource capacity of relevant institutions has been strengthened through workshops, trainings, site visits and internships</p> <p>2. Combined Transport Regulation has been prepared in line with Council Directive 92/106.</p> <p>3. Development of a strategy indicating policies to promote Intermodal transport in Turkey considering the re-structuring administrative structure MoT as well.</p>	<p>1.1. Training of 12 policymaker level staff from all relevant institutions through site-visits indicating the best practises in the member state(s) (especially logistic villages/centres etc.)</p> <p>1.2 Internship of at least 3 persons from DGLT and 3 persons from relevant institutions in Twinning partner institutions.</p> <p>1.3 Training of 100 personnel from MoT other relevant governmental institutions regarding the EU legislation and best practises through workshops and seminars.</p> <p>1.4 Workshops/seminars/round table meetings for drafting combined transport legislation participated by public institutions, transport sector associations and NGOs.</p> <p>2.1. Relevant legislation being prepared and published in the official gazette.</p> <p>3.1 An Intermodal/combined transport strategy has been</p>	<p>1.1. 2014 activity report of Ministry of Transport</p> <p>1.2. Project final report</p> <p>2.1 Project Final Report</p> <p>2.2 Combined transport legislation being drafted and published in the official gazette.</p> <p>3.1 Project Final Report Annex: Intermodal Transport Strategy for MoT</p>	<ul style="list-style-type: none"> • Cooperation and coordination among relevant stakeholders. • The interest of High Level policymakers to adopt draft Intermodal/combined transport legislation as envisaged by the project.

	developed		
Activities	Means	Costs	Assumptions
<p>1.1. 12 policymakers from DGLT and other relevant institutions have been trained.</p> <p>1.2. Experts of DGLT (at least 6) and other relevant institutions have been trained through internships in member states.</p> <p>1.3. Training of 100 personnel from MoT other relevant governmental institutions</p> <p>2.1. At least 10 workshops/ seminars/ round table meetings for drafting combined transport legislation participated by relevant public institutions, transport sector associations and NGOs. As a result of these activities the relevant combined transport legislation should have been drafted with the assistance provided by Twinning partner(s) and relevant stakeholders.</p> <p>3.1 At least 5 workshops among relevant stakeholders, sectoral</p>	1 x Twinning Contract	1,000,000€	Necessary interest and attention from relevant governmental institutions, sectoral associations and NGO's will be shown.

associations, universities and NGOs to structure and lay down intermodal transport strategy.			
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Preconditions: NA