



INTEGRATION OF TURKEY INTO THE TRANS-EUROPEAN TRANSPORT NETWORK

A Gateway Between the Continents



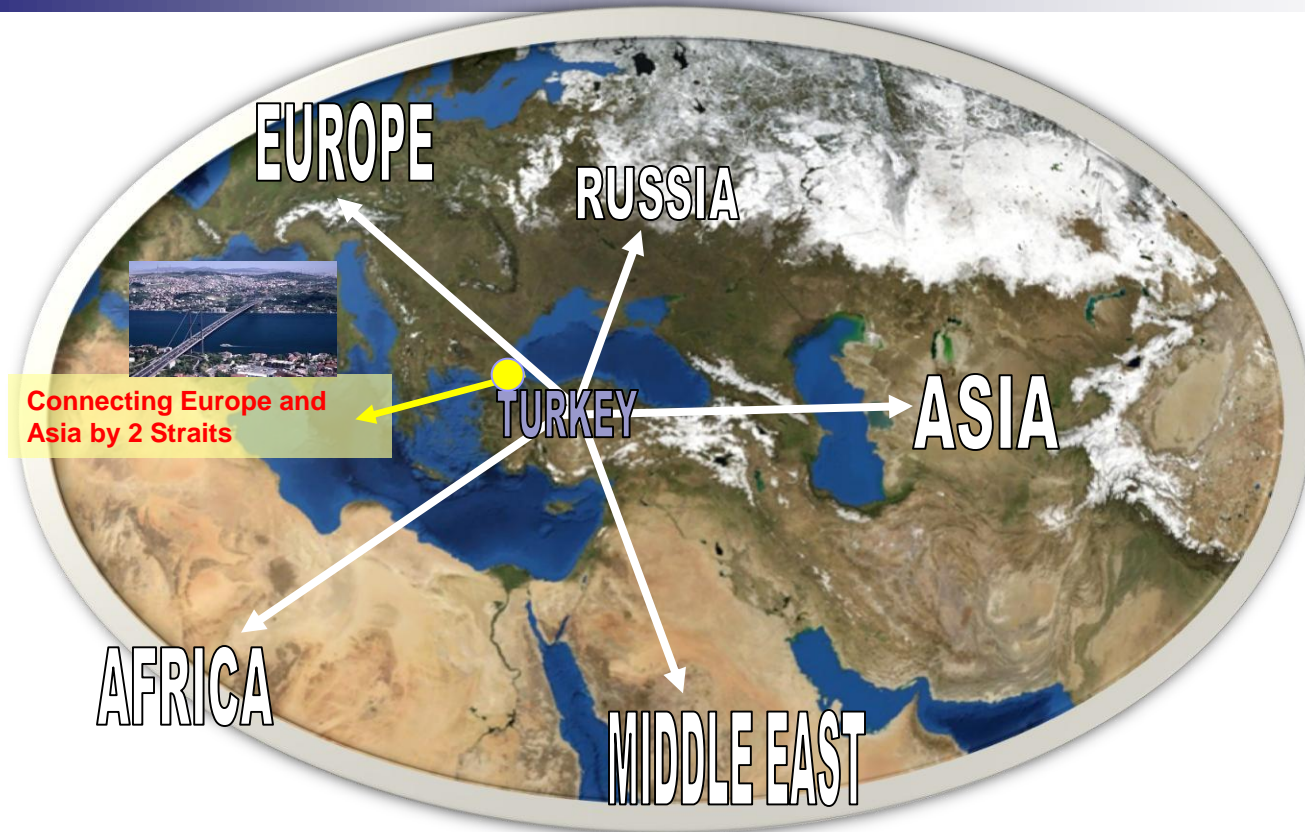
By İzzet IŞIK



Ministry Of Transport, Maritime And Communications of
Turkey



Brussels, 28 February 2012



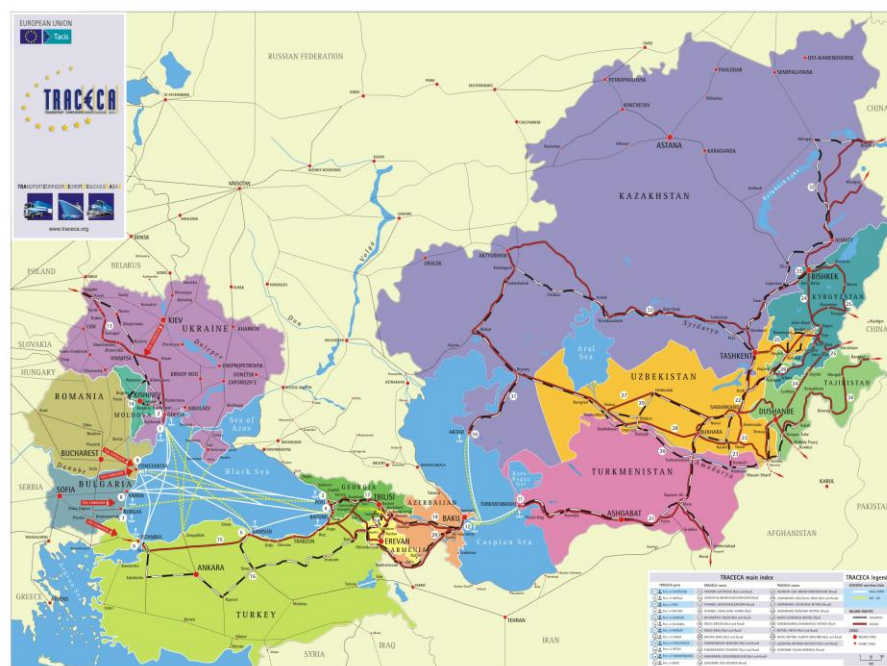
- LOCATED IN THE MAIN ARTERY OF TRADE BETWEEN EUROPE, ASIA, AFRICA, MIDDLE EAST COUNTRIES AND RUSSIA,
- PROVIDING SUITABLE JUNCTION COMBINATIONS BETWEEN POTENTIAL REGIONS,
- CONNECTING TWO CONTINENTS BY TWO STRAITS,
- COASTLINES IN FOUR DIFFERENT SEA BOUNDARIES (BLACK SEA, MARMARA, AEGEAN, MEDITERRANEAN)



- ✓ **An uninterrupted and efficient** transport network between Europe and Asia is **essential**.
- ✓ On a **continental scale**, establishing only the **internal European links** will **not suffice** for the smooth **operation of the global trade routes**.
- ✓ European transport network would be **more efficient** when reached **the newly emerging markets** of Middle East and Asia.
- ✓ **Turkey** plays a **central role** in providing opportunities to Europe for its **access to Middle East, Caucasus and Asia**.



TRACECA Corridor



- ✓ Following **Turkey's participation in TRACECA**, transport modes and routes have become more diversified in the **Europe-Asia connections**.
- ✓ Part of the **TRACECA Corridor in Turkey** used intensively for the **goods traffic between Europe and Asia**.
- ✓ Pan-European Corridors (IV)
- ✓ UNECE TER/TEM, AGC, AGTC
- ✓ UNESCAP, Trans-Asia Central and South Corridor
- ✓ BSEC Transport Ring Corridor



Development of Transport Network

- ✓ Detailed analyses and needs assessment for the infrastructure on main corridors was done in the framework of Turkey Transport Master Plan Study(in 2005).
- ✓ Following this, Turkish Transport and Communications Strategy-Target for 2023, was issued on 15 February 2011
- ✓ Additionally, a cooperation process between Turkey and the EU started for a Transport Infrastructure Needs Assessment (TINA) study(2006-2008).
- ✓ Outcomes of these studies provided specific findings for TEN connections of Turkey.



TINA STUDY FOR TURKEY(2006-2008)

■ The objective is;

- To develop a multi-modal transport network within Turkey and
- Extend the EU TEN-T to Turkey

■ At the end of the Study;

- A multimodal network (core network) was defined
- Potential network improvement projects were defined and prioritized (Multi-Criteria Analysis)
- A traffic forecasting model and projection of traffic for 2020 was developed

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TINA STUDY FOR TURKEY

■ Projects;

➤ 32 Priority projects were defined

- 5 Port projects
- 13 Railways
- 15 Roads

✓ Priority given to complete **the missing links**, to ensure **efficient use of existing infrastructure**, and to remove **bottlenecks**.

✓ Future TEN-T Network was defined by the TINA-Turkey Study to **support the geographical position** and provide **a basis for the future extension** of the Trans-European Transport Network in Turkey



The future TEN-T network



Negotiations on TEN Chapter (21. Chapter)

- TINA-Turkey Study constituted the basis for the negotiations between Turkey and European Union concerning the definition of the future TEN-T in Turkey.
- the negotiations on Trans European Network (TEN) Chapter (21. Chapter) were launched on December 19, 2007, which has technical closing benchmarks.
- TEN-T Document was prepared and submitted to the Commission by our Ministry.
- After the technical meetings, The closing meeting regarding the technical benchmarks of the Chapter was held on 13 December 2010.
- The European Commission officially confirmed the quality of the document ...
- Turkey and the European Commission have agreed on the future TEN-T network and on priority projects of the European interest in the framework of this TEN-T network.



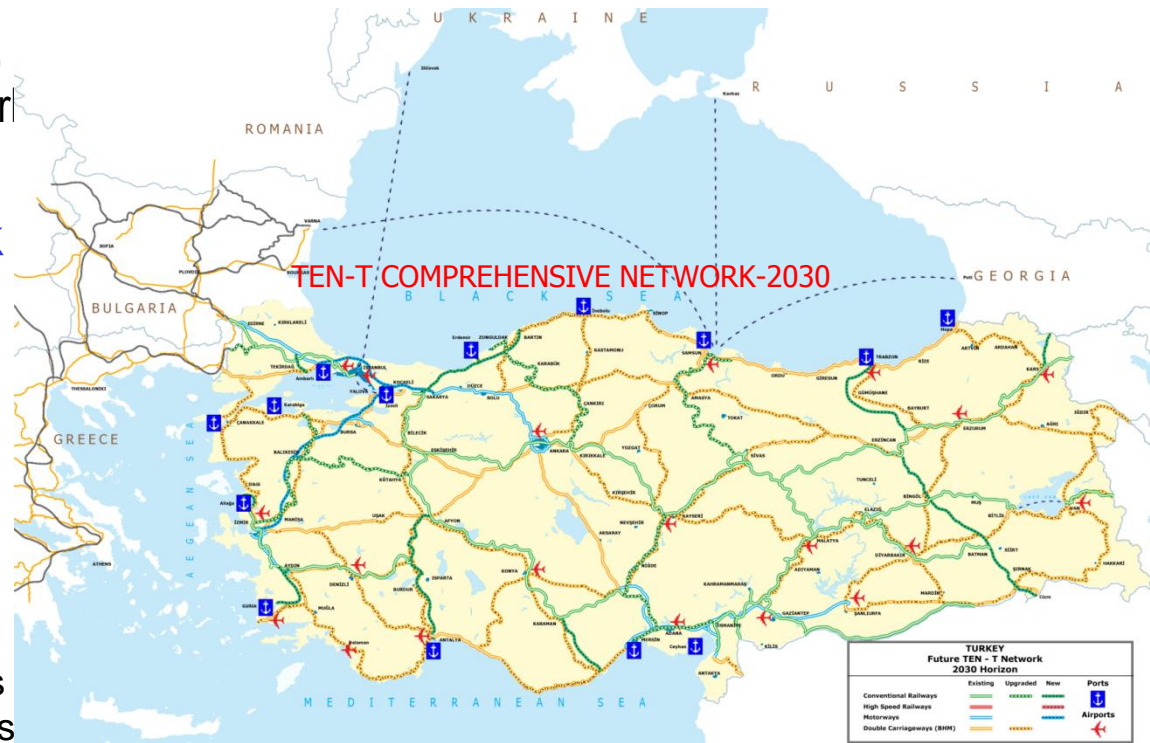
The future TEN-T network

New TEN-T Guidelines(21. Chapter)

According to the new TEN-T Guidelines, the latest Comprehensive TEN-T Network for Turkey consists of;

- 15,200 km of road network
- 7.610 km of railways
- 14 Ports
- 20 Airports

Due to the latest developments of 21st Chapter, new TEN-T Guidelines , Turkey is also responsible to fulfill the new guidelines to its current network. In this context, studies regarding the implementation of new TEN-T Guidelines to Turkish network are going on.





Some Future TEN-T Network Priority Projects of International Interest



Halkalı-Kapıkule (Bulgaria border) Railway Line Project (HKRLP)

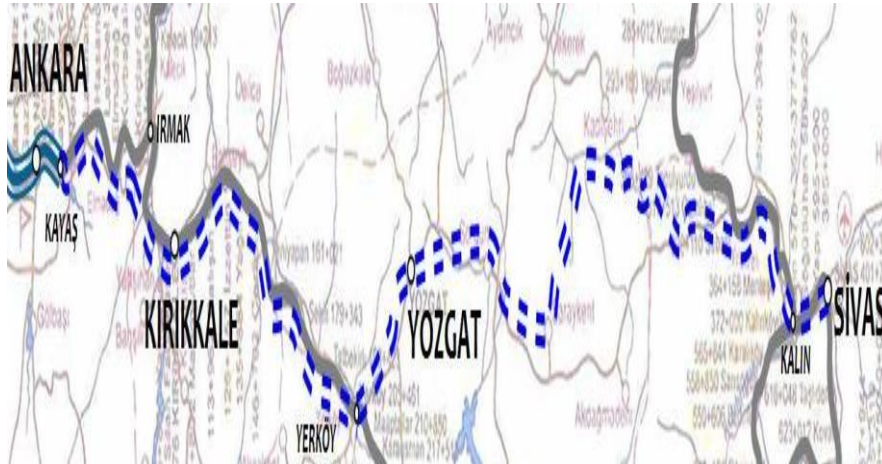


Ankara-İstanbul High Speed Railway Line Project

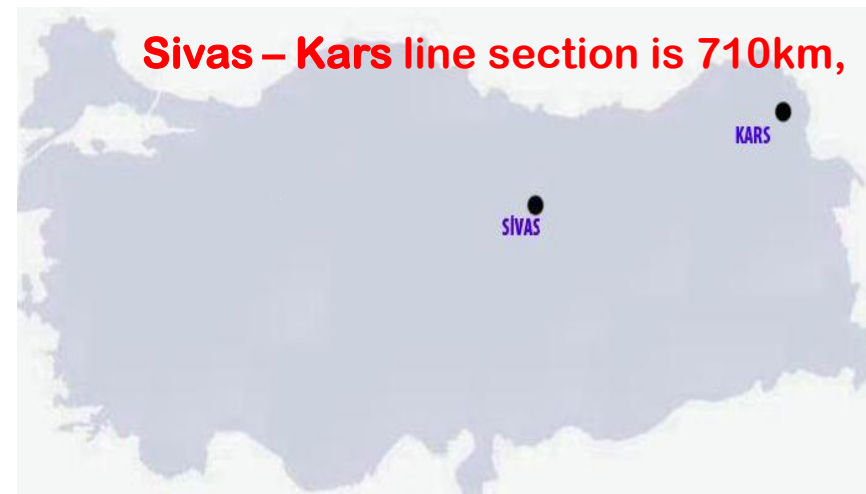
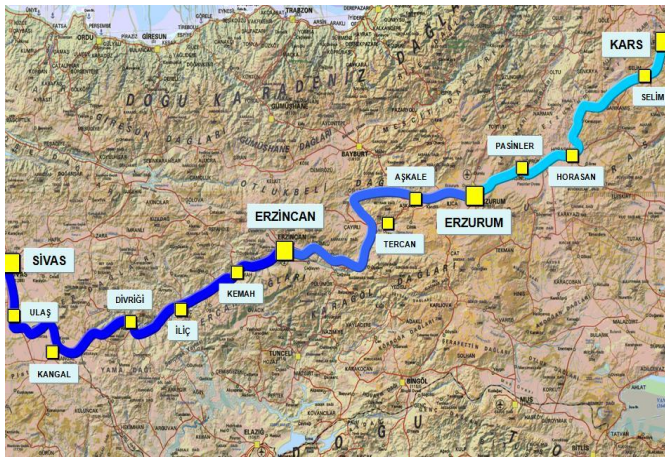




Ankara-Sivas High Speed Railway Line Project



Sivas-Kars High Speed Railway Line Project



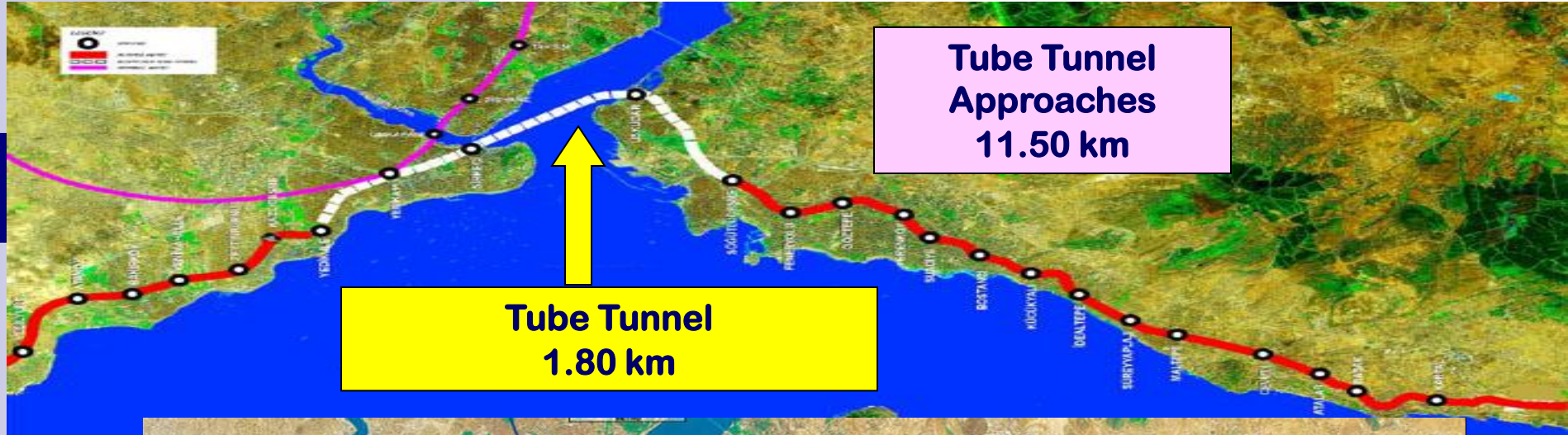


Istanbul Strait Tube Tunnel Project (MarmaraRay Project)

European Side: 19.6
km

Total Length : 76.3 km

Asian Side:
43.4 km

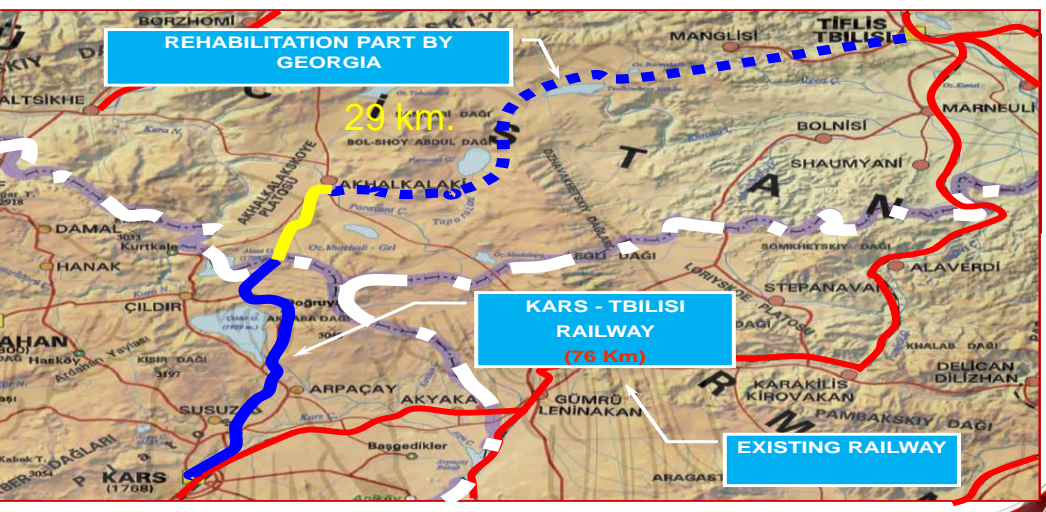




Kars-Tblisi-Baku Railway Line Project



BAKU – TBILISI - KARS (BTK) RAILWAY PROJECT ROUTE





INTERNATIONAL IRON SILK RAILWAY PROJECT

Kapıkule(BG border)-Kars (Georgia Border) Railway Line Project and its Connections



When Marmaray and Baku-Tblisi-Kars Railway completed, an uninterrapted Railway line will be provided from London to Chine...



The future TEN-T network

- TEN-T Turkey is the main project pipeline for IPA (Instrument for Pre-Accession Assistance) projects.
- The projects in the TEN-T Comprehensive Network for Turkey are also the basis for Transport Operational Programme.



The Instrument for Pre-Accession Assistance IPA (2007-2013)

- I. Assistance for transition and institution building;
- II. Cross-border cooperation (with EU Member States and other countries eligible for IPA);
- III. Regional development (transport, environment and economic development);**
- IV. Human resources (strengthening human capital and combating exclusion);
- V. Rural development.

Transport Operational Programme (2007-2013)

Priority 1: Improvement of railway infrastructure

Priority 2: Improvement of port infrastructure

Priority 3: Technical Assistance to support these priorities

Measure 1.1: New construction and/or rehabilitation of railway lines that will be on future TEN-T railway network or connecting the existing TEN-T

Measure 2.1: New construction of ports on future TEN-T with necessary multimodal hinterland connections

Measure 3.1: Support for enhancing the project pipeline

- *The main aim of the Transport Operational Program is "to improve the transportation infrastructure considering safety and intermodality on future TEN-T Network, while maintaining an efficient and a balanced transportation system."*



Transport OP (2007-2013)



Infrastructure Projects selected for IPA Funds

1. **Rehabilitation and Re-Construction of Köseköy-Gebze Section of Ankara-Istanbul High Speed Railway Line**
2. **Rehabilitation and Signalization of Irmak-Karabük-Zonguldak Railway Line**
3. **Construction of a New Port in Filyos – Phase I Infrastructure Works**

Future Project Pipeline

1. **Modernization of Samsun-Kalın Railway Line Project**
Expected date of contract is October 2012
2. **Modernization of Malatya-Narlı Railway Lin**
Expected date of contract is December 2012
3. **Modernization of Alayunt-Afyon-Konya Railway Line**
Expected date of contract is December 2012

- *For 2007-2013, 592 million Euros is allocated to transport infrastructure investments within the form of grant.*
- *Ps. These projects are also open for BOT and other IFIs funds.*

Transport OP (2007-2013)



Rehabilitation and Re-construction of Köseköy-Gebze Section of Ankara-İstanbul High Speed Railway Line

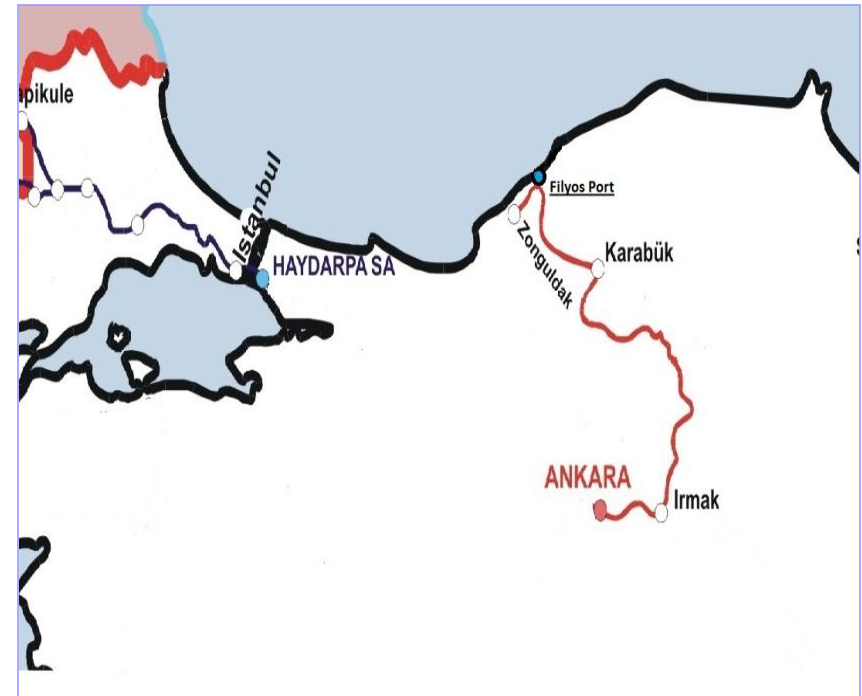
- The first priority project of TOP
- Köseköy-Gebze is a 56 km of double-track section of the Ankara-İstanbul high speed railway line.
- There are two contracts; "Works" and "Supervision"
- Contract Amount is ap 153 m€
- IPA co-financing rate is 85%
- Commencement Date November 2011
- The construction period of the project is 30 months.





Rehabilitation and Signalization of Irmak-Karabük-Zonguldak Railway Line

- There will be two contracts; “Works” and “Supervision” .
- 415,424 km of single track line.
- The rehabilitation, signalization and telecommunication of the line shall be done within the scope of the Project.
- Date of Contract Agreement is December 2011
- Contract Amount is apr 227 m€
- IPA co-financing rate is 85%





Transport OP (2007-2013) - Improvement of Port Infrastructure



CONSTRUCTION OF A NEW PORT IN FILYOS PHASE I – INFRASTRUCTURE WORKS

• Technical Assistance Project for the preparation of Feasibility Study, EIA and Tender Dossier of Filyos Port has been finalized.

• Forecasted Contract Budget
346.700.000€

• Forecasted Max.IPA Contribution
241.825.000€

• Forecasted Contract Date November 2013 .



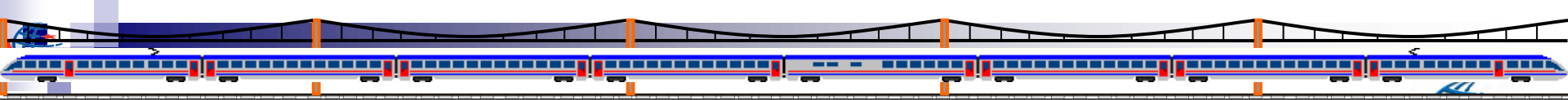


TRANSPORT Network Development

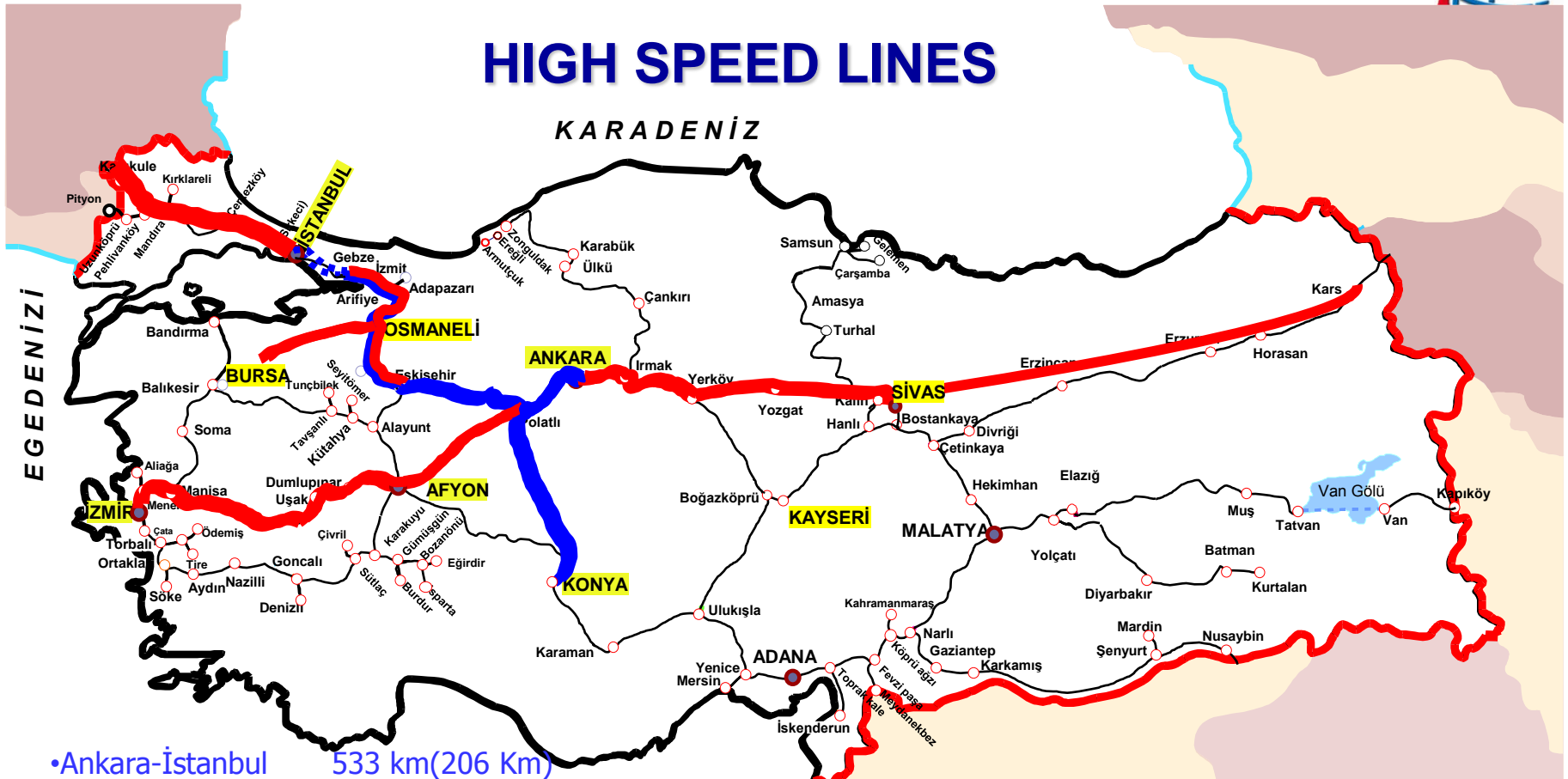


Some other AMBIGUOUS PROJECTS of TÜRKİYE

On PPP/BOT model, National Funds



HIGH SPEED LINES



- Ankara-İstanbul 533 km(206 Km)
- Ankara- Konya 212 km
- Ankara-Sivas 466 km
- Sivas- Kars 710 km
- Ankara-İzmir 623 km
- Bursa-Osmaneli 106 km
- İstanbul-Edirne 230 km

■ : CONSTRUCTION COMPLETED
■ : UNDER CONSTRUCTION



The Istanbul Strait Highway Tube Tunnel



- The Project developed through a BOT contract, for a period of 25 years
- Contract for design and construction has been signed on 25th of February 2011
- mobilization works has started
- A design company has been appointed for basic and detailed design stage. Construction of the Project is planned to be started in half of 2012.





The BOT model is successfully implemented in Turkey at the passenger terminals of airports.

- İstanbul Atatürk Airport
- Antalya Airport
- Zonguldak-Çaycuma Airport
- Ankara Esenboğa Airport
- İzmir Adnan Menderes Airport
- Dalaman Airport
- Milas-Bodrum Airport
- Çukurova Airport (under Constr)
- Giresun/Ordu Airport (Under Constr)





CONSTRUCTION OF A NEW PORT in ÇANDARLI-İZMİR

- Breakwater work is by National public funds
- Infrastructure/ superstructure and terminals by BOT model, and alternative financing sources
- The tender for breakwater works done on 24 April 2011, and contract signed on 2 May 2011
- The cost of the works for break water is 160 m€
- Estimated cost of The BOT part is 750 m€
- Capacity 4 million TEU/year

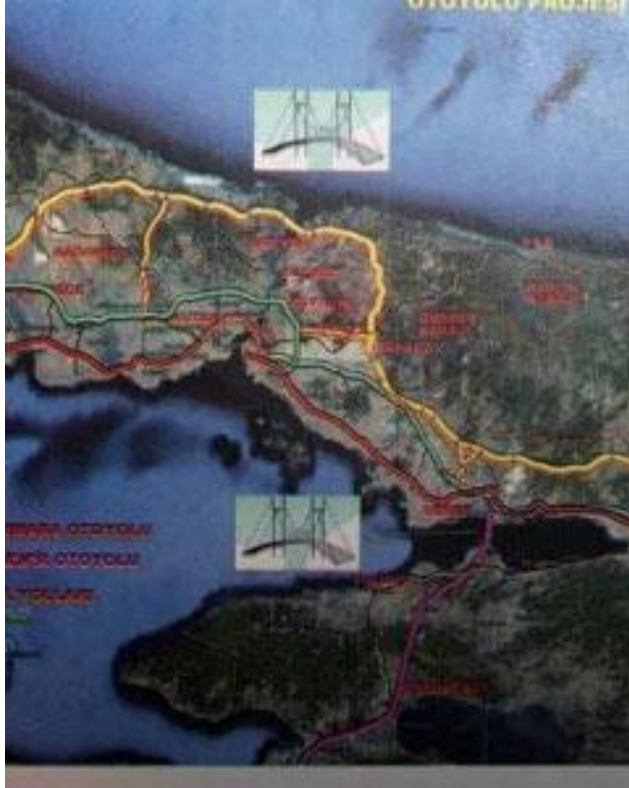




➤ On the way of Silk Road



A Third bridge on Istanbul Strait – (is under tender process, Estimated cost 5.2 billion \$ (BOT and National Fund))





7 Border Gates modernized by PPP financing:

- Sarp on Turkish-Georgian border,
- Gürbulak (Turkish-Iranian Border)
- Habur (Turkish-Iraqi Border)
- İpsala (Turkish-Greek Border)
- Hamzabeyli (Turkish-Bulgarian Border)
- Cilvegözü (Turkish-Syrian Border)



- Kapıkule on Turkish-Bulgarian border



- ✓ All these projects provide contribution towards **developing an inter-modal transport network** in our region.
- ✓ In the last 9 years, the total public investment used for Transport and communications infrastructure **amounts to 48.7 billion €**
- ✓ Among the total public investment, **the share of Transport sector** is 34 % (8.4 billion €, % 17.9 increase in 2012, 2012 Investment Program of Turkey)
- ✓ **The construction** of economical, environmentally-friendly, uninterrupted and sustainable **transport chain** should be **our main common objective**.

- ✓ **Financing** of the infrastructure is still a **general** and **common** problem in this region of the world.
- ✓ The **EU**, the **European Investment Bank** and other **IFI's** are expected to continue supporting the development of transport in the region.
- ✓ Apply **Built-Operate-Transfer (BOT)** model in transport projects
- ✓

Which Route ?



Keep in mind that providing good infrastructure not always enough for competitiveness of a corridor...

Transporters look for the best corridor/route in terms of..

- Time
- Cost
- Security
- Border crossing facilities
- Social and Technical /Physical conditions



THANK YOU