



TRACECA Investment Forum

ID: TR01

TRACECA PROJECT FICHE

## Construction Of The Halkali-Kapikule Railway Line

### 1 BASIC INFORMATION

**TITLE:** Construction Of The Halkali-Kapikule Railway Line

**SECTOR:** Rail/Logistics Centre

**LOCATION:** Turkey



### 2 OBJECTIVES

#### 2.1 OVERALL OBJECTIVES

The HKRL corridor has historically been part of the “Silk Road”, now object of the “One Belt One Road (OBOR) infrastructure investment initiative” launched on 2013



## TRACECA Investment Forum

**ID: TR01**

by the Government of the Peoples' Republic of China with the aim of integrating EurAsia. The initiative builds on China's vision on wider neighbourhood and much relies on infrastructure development. Despite shipping goods by rail to Europe being more expensive than by sea, the proposed HKRL, as a stage of the Bosphorus railway connection, will be mutually beneficial for China and for the European Union and will allow for a strategically reinforced control of the EurAsian heart-land.

### **2.2 PROJECT PURPOSE**

The new line will represent an up-to-date railway link between the EU and the Turkish railway networks complying with all the relevant technical requirements.

### **2.3 CONTRIBUTION TO NATIONAL DEVELOPMENT PLAN**

Reduce the cost of servicing and with the help of electric locomotives, faster transportation along the related railway line and reduction of air pollution

### **2.4 CROSS BORDER IMPACT**

Increase the railroad transportation on the east and west borders of Turkey, Georgia and Bulgaria, which is an important connection from east world to Europe.

## **3 DESCRIPTION**

### **3.1 BACKGROUND AND JUSTIFICATION**

The existing railway line will continue to be a significant bottleneck to the seamless extension of the Orient/East-Med (OEM) Core Network Corridor from the Bulgarian border to the extension of TEN-T railway network on the Anatolian part of Turkey. This bottleneck will be exacerbated following construction of the connection between Halkalı station and the Asian railway network via the Third İstanbul Bridge.

### **3.2 LINKED ACTIVITIES**

Halkalı – Third Airport – Third Bridge – Railway West Access

Yavuz Sultan Selim Bridge – Third İstanbul Bridge

Adapazarı -Anadolu gar -Third İstanbul Bridge (Istanbul North Bypass) – Railway East Access.



## TRACECA Investment Forum

**ID: TR01**

### **3.3 LESSON LEARNT**

### **3.4 ACTIVITIES**

Surveying stage is completed.

Project planning is about to completed.

### **3.5 RESULTS/DELIVERABLES**

Increase the competence of TRACECA corridor

## **4 PROJECT ORGANISATION**

### **4.1 INSTITUTIONAL FRAMEWORK**

### **4.2 OWNERSHIP/IMPLEMENTING PARTY**

Ministry of Transport, Maritime Affairs and Communication

### **4.3 ORGANISATION STRUCTURE**

General Directorate of TCDD // Head of Railroad Modernization Department

## **5 DETAILED BUDGET (EUR/\$)**

[Add text here]

No.	Description	Investment	Financing	Co-Financing	Total
1.					662,8 M Euro
2.					
3.					
4.					
					Total: 662,8 M Euro

## **6 RISK ASSUMPTIONS AND CONSTRAINTS**



## TRACECA Investment Forum

**ID: TR01**

### **7 IMPLEMENTATION SCHEDULE**

#### **7.1 PHASE 1**

Surveying and project preparation

#### **7.2 PHASE 2**

Tender process

#### **7.3 PHASE N-TH**

Installation and provisional acceptance

### **8 ENVIRONMENT**

Environmental impact assessment report is completed.

### **9 RATES OF RETURN**

**9.1 FINANCIAL RATE OF RETURN (PERIOD OF ANALYSIS IN YEARS):**

**9.2 ECONOMIC INTERNAL RATE OF RETURN (PERIOD OF ANALYSIS IN YEARS):**

**9.3 HAVE THE FEASIBILITY STUDIES BEEN COMPLETED AND WHEN:**

**9.4 ECONOMIC ASSESSMENT:**

### **10 INVESTMENT CRITERIA**

**10.1 SOURCES OF FINANCING**

**10.2 CO-FINANCING**

**10.3 ADDITIONALITY**

**10.4 PROJECT READINESS AND SIZE**

228,8 km long of track with double line bridges and 200 km/hour maximum design speed.

**10.5 SUSTAINABILITY**

**10.6 CONDITIONALITY AND SEQUENCING**



## TRACECA Investment Forum

**ID: TR01**