

# National and Regional Priority Transport Programs And Projects in Turkey

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# Outline

- Turkey's vision for International and Regional Transport Corridors
- Development of Transport Infrastructure: Priorities and Projects
  - Railways
  - Roads
  - Maritime and Logistics
- Final Remarks on the Operationalization of Trans-Caspian East-West Middle Corridor



# Turkey: A Logistics Hub for the Modern Silk Road

- Turkey aims to function as a logistics hub for the freight carried in Eurasia.
- As a bridge between two continents, it has a unique geographical location which provides access to Europe, Central Asia, Russia, the Middle East, and North Africa.
- Transport Sector amounts to approximately 75 billion Euro, represents 11.6% of Turkish GDP
- 30-35 % of the total government budget is dedicated to transport infrastructure
- Road sector has traditionally been dominant in Turkey, obtaining the lions share from transport investments. However priorities have been reversed: railway investments are high priority in Transport strategy.



# Turkey's Vision for «Regional Integrated Transport Corridors»

“Regional Integrated Transport Corridors’ perspective focuses on:

- Building a Modern Silk Road,
- Upgrading/development of transport infrastructure with a corridor-oriented perspective,
- Removing impediments to continental transport.





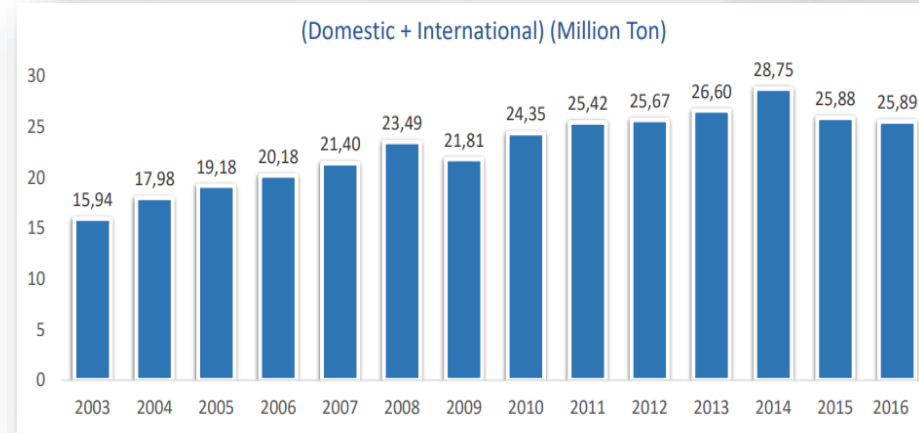
# Main Transport Corridors in Turkey with Port Connections: Trans-Caspian East-West Middle Corridor and Turkey-Iran-Pakistan Route



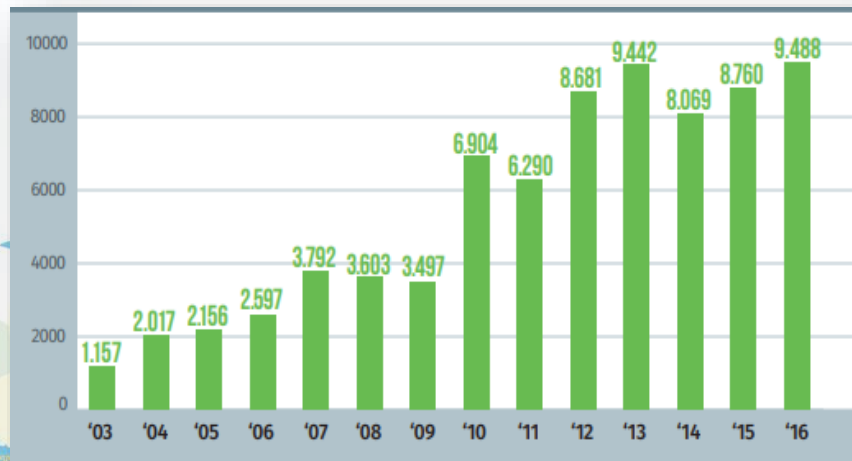
# Railways



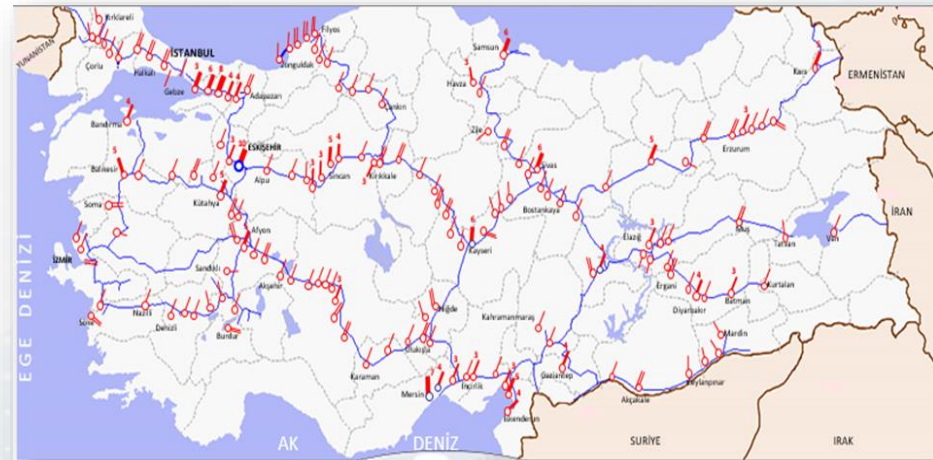
# Development of Rail Network



**Increases in Freight Transport in Railways**

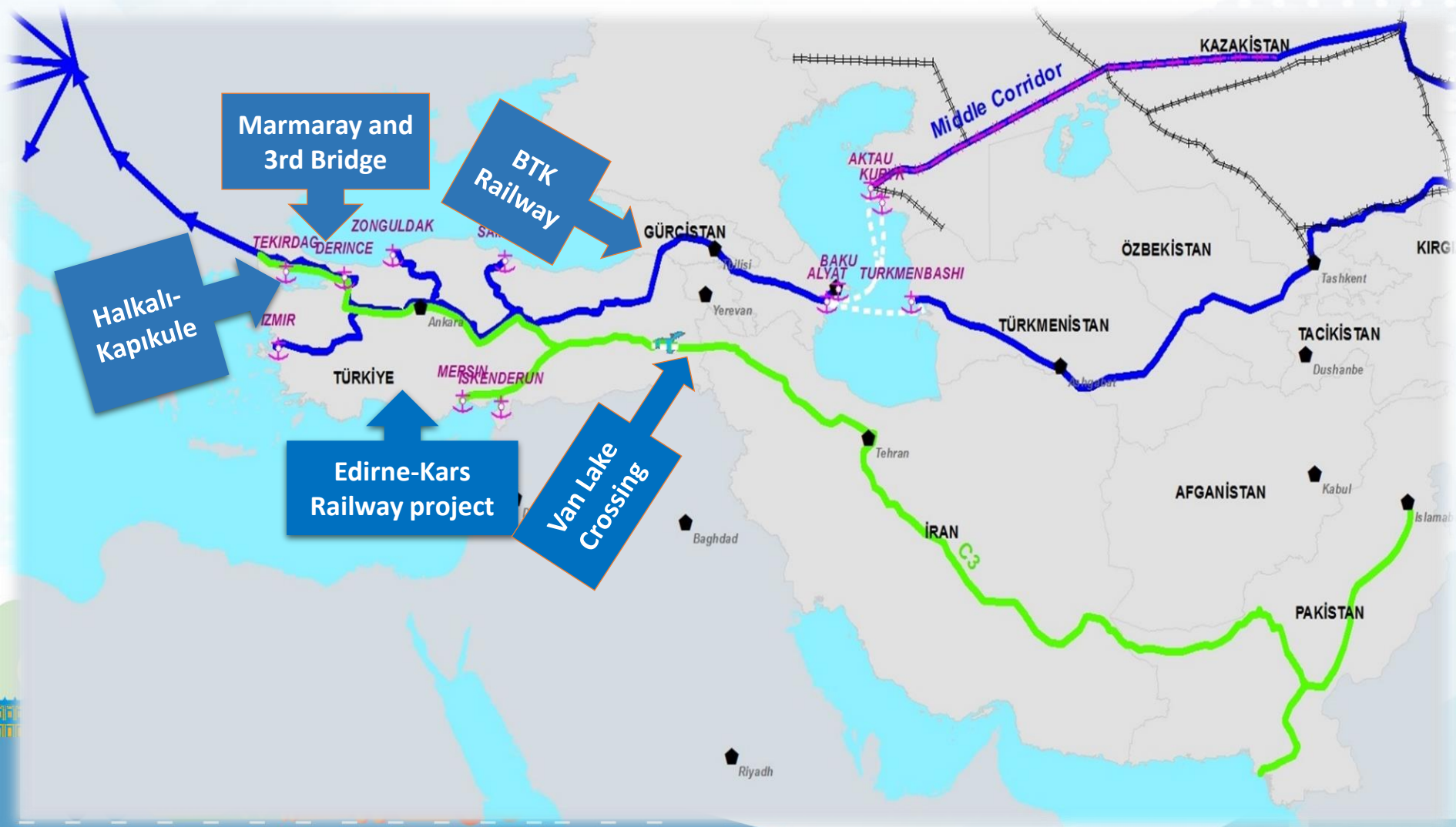


**Increases in Public Investments in Rail Sector in Turkish Lira**





# Major Railway Projects on the Main Corridors





# Railway Projects

## BAKU-TBILISI-KARS RAILWAY PROJECT



### TURKEY SECTION 79 km

- 4 stations  
3 bridges  
tunnels with total length of 22.6km
- Construction of 4.45km mountainous tunnel on Turkish-Georgian border  
2.07km in Georgia and 2.38km in Turkey

### GEORGIA SECTION: 259 km

- 9 stations  
32 bridges  
tunnels with total length of 4.6km
- Construction of 26.3km new railway line in Akhalkalaki-Kartsakhi section
- construction of bogie exchange station in Akhalkalaki
- construction will be completed by mid-2015
- 153.1km rehabilitation and reconstruction of existing railroad in Marabda-Akhalkalaki section

### AZERBAIJAN SECTION: 503 km

- Reconstruction and design of automatics and signalization system
- Renovation of the rolling stock
- USD775 million spent on renovation and modernization of railways

## BAKU-TBILISI-KARS RAILWAY PROJECT

- Joint Initiative of Turkey-Georgia-Azerbaijan,
- The BTK Railway is operational (for diesel operations) on a single line.
- 1 million passenger and 6.5 million ton freight are expected to be carried for the beginning.
- It is expected that passenger capacity will increase to 3 million and freight capacity will increase to 17 million ton by the end of 2034.

# Railway Projects

## Marmaray

- was inaugurated on 29 October 2013,
- provides uninterrupted railway connection between Asia and Europe.
- 13.6 km Istanbul Strait crossing and a 76 km high-capacity line between Gebze and Halkalı.
- Cargo transportation will be operational following the completion of integration works of Marmaray by 31.12.2018.





# Edirne-Kars High Speed Railway Project



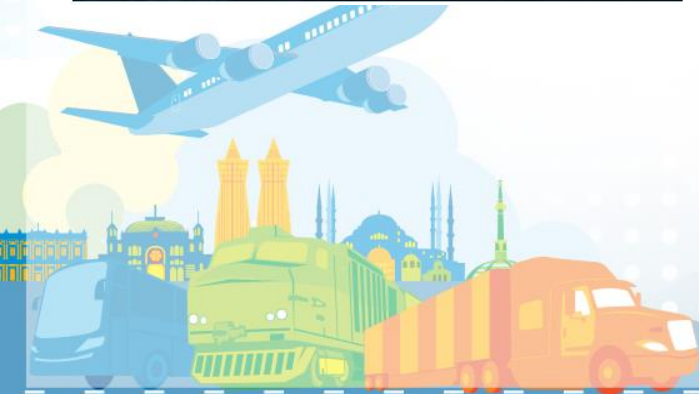
# Rail-ferry Operations: Van Lake Crossings



## Each Ferry

TOTAL LENGTH	: 136,73 M
DESIGN SPEED	: 14 KNOT
FREIGHT CAPACITY	: 4 000 TON
RAIL LENGTH	: 500 mt.
JOURNEY TIME	: 3,5 hours
(Between Tatvan and Van )	

- In order to rehabilitate Van Lake Crossing which plays a significant role in the trade between our country and Iran and Central Asia countries, two fast and high-capacity ferries were planned to be constructed. One of these ferries is now operational and the second ferry is expected to be operational by the mid-2018.





# Road Transport



# Development of Road Network



East-West Axes



North-South Axes

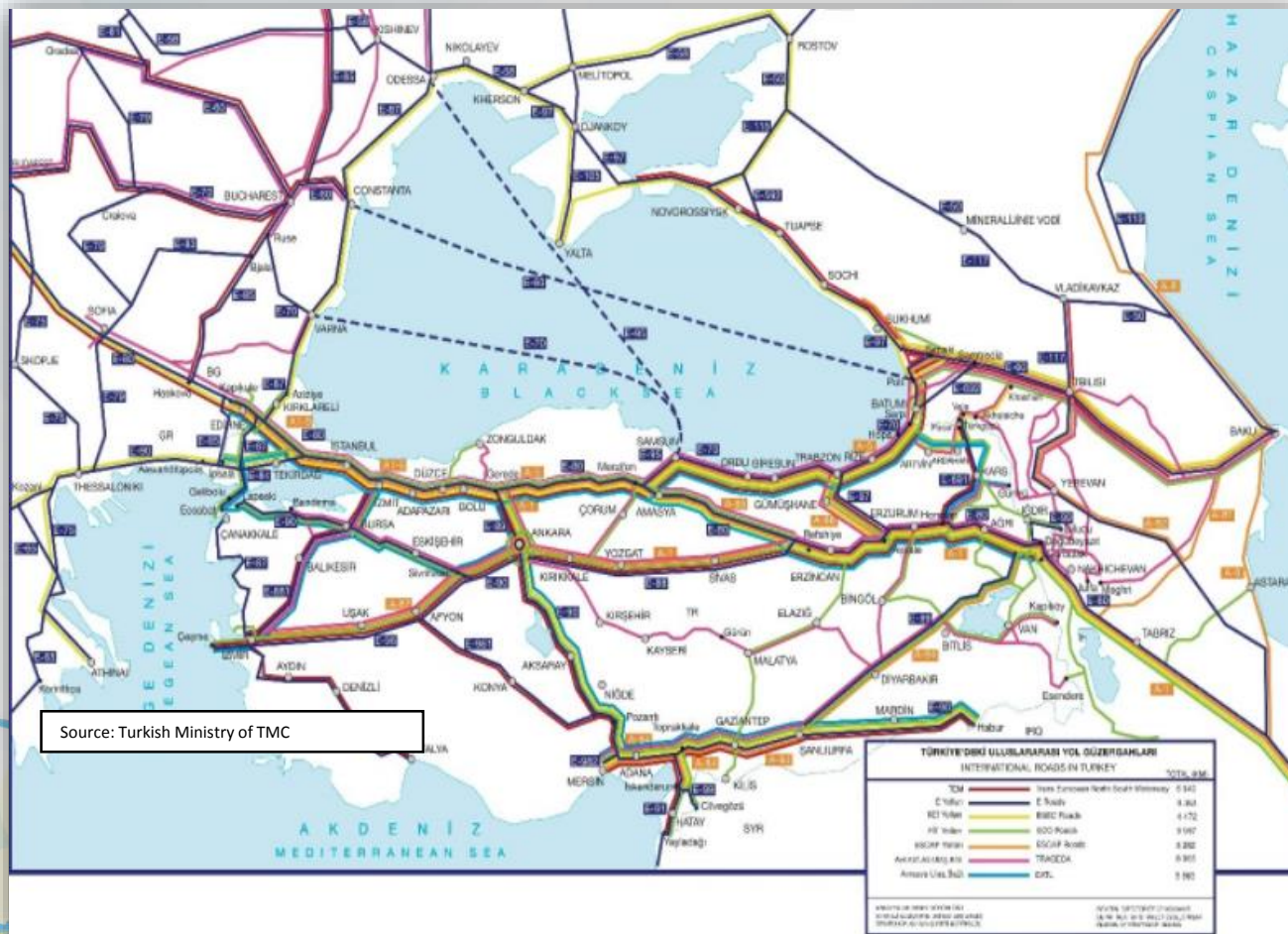


Motorway Projects



# Road Network

## International Road Corridors in Turkey



TEM	6940 km
AGR	9353 km
BSEC	4472 km
ECO	9987 km
UN-ESCAP	5262 km
TRACECA	8365 km
UN-ECE EATL	5663 km



# Large-scale Projects in Road Sector

## GEBZE-ORHANGAZI-İZMİR MOTORWAY AND NORTHERN MARMARA MOTORWAY PROJECTS



### GEBZE-ORHANGAZI-İZMİR MOTORWAY

- The largest ever infrastructure project in Turkey's history.
- Total length 433 km
- It will decrease the average journey time between Izmir and Istanbul from ten hours to approximately four hours.
- Osmangazi Bridge, which has been completed in June 2016, is the most important leg of this highway project.

Total Budget: 6.3 Billion USD



### NORTHERN MARMARA MOTORWAY PROJECT

The aim of the project is to decrease the traffic congestion at 2 suspension bridges on Istanbul Strait with an alternative suspension bridge that will locate on the north of Istanbul close to Black Sea region.

- ✓ Total Length is 405 km, composed of three segments, including Yavuz Sultan Selim Bridge.
- ✓ Odayeri-Kurtköy segment of the project (148 km) has been completed.
- ✓ Total Budget: 3.4 Billion USD



# Large-Scale Projects in Road Sector

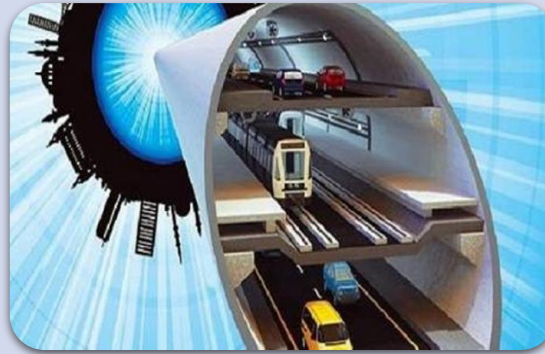
## ISTANBUL STRAIT CROSSING PROJECTS



### THE YAVUZ SULTAN SELIM BRIDGE

As an important segment of Northern Marmara Motorway Project, the bridge was inaugurated in August 2016.

It is the widest suspension bridge in the world and the longest spanning one that has a rail system on it.



### THREE-LEVEL TUBE TUNNEL PROJECT

Three-Level Big Istanbul Project will connect the two sides of Istanbul by a 3-storey subsea tunnel.

The mid-level will be used for the subway and the other two levels will be used by cars. It will be the first three-level tunnel in the world.



### EUASIAN TUNNEL

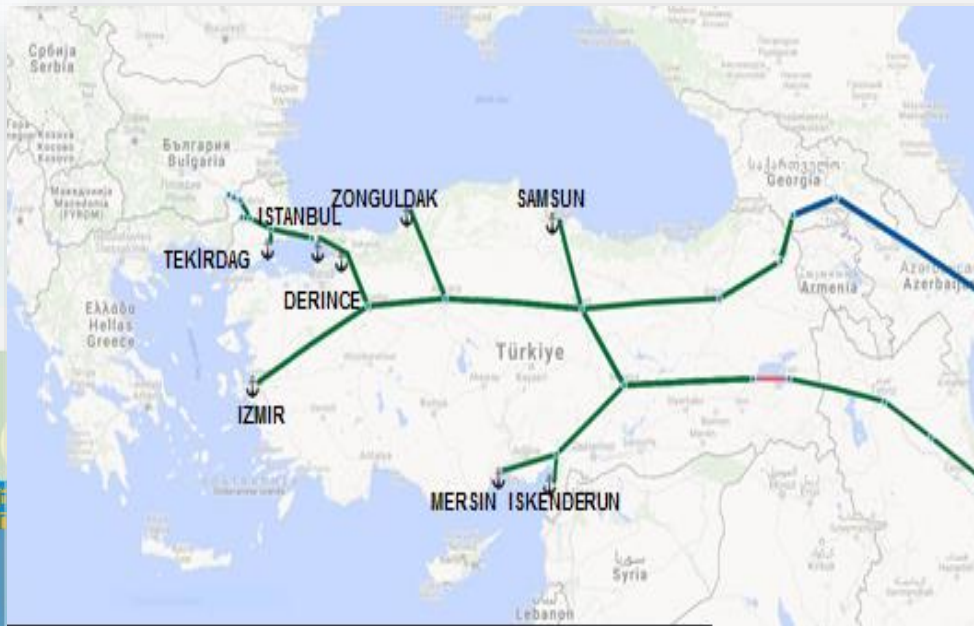
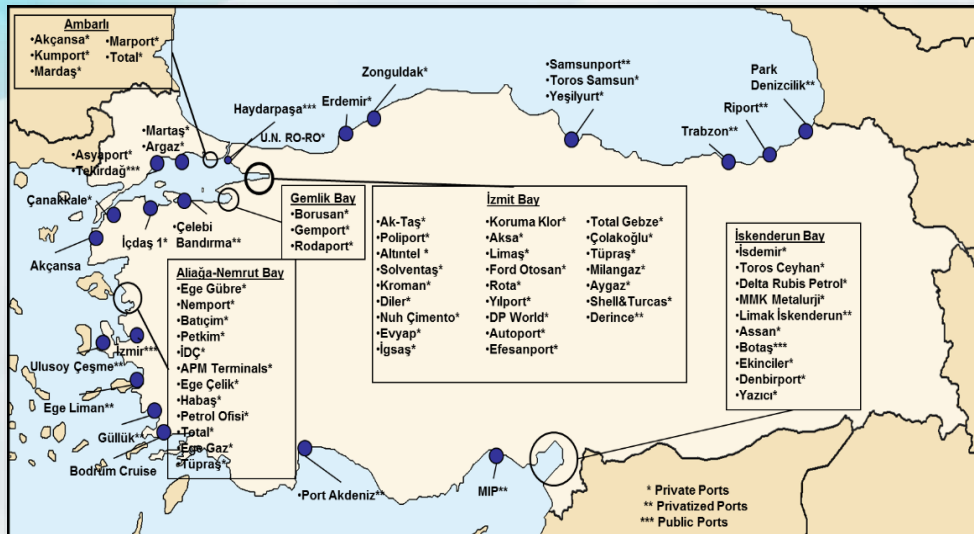
The Eurasian Tunnel which is a road tunnel crossing the Istanbul Strait under the sea was inaugurated in December 2016.

The Tunnel connects Asia to Europe beneath the seabed.

# Maritime and Logistics



# Development of Maritime Transport



- In terms of tonnage, more than 85% of Turkish Foreign trade is carried by maritime transport.
- The number of total ports in Turkey is 210, 172 of them are open to international ports.
- 80-85 % of container transport is operated by private and privatised ports.
- Ambarlı, Mersin, Derince and İzmir are the main ports in which the handling of containers is performed in high volumes.
- Public sector has port investment plans such as Çandarlı Port (4 Million TEU Capacity), Mersin Port Container Terminal (20 Mil. Tons/Year) and Filyos Port (25 Million Ton/Year) are ongoing.



# Improvement of Logistics Capacity

- 21 New Logistics Centers
- 8 logistics centers are now operational.
- Construction works of 7 logistics centers are ongoing.
- The studies for tender design and expropriation of 6 logistics centers are in progress

## Estimated Completion Dates of Logistic Centers

Erzurum (Completion Date: 2017)

Kahramanmaraş (Completion Date: 2017)

Kars (Completion Date: 2018)

Konya (Completion Date: 2018)

Bilecik (Completion Date: 2019)

Karaman (Completion Date: 2019)

Sivas (Completion Date: 2019)

Kayseri (Completion Date: 2019)

İstanbul (Completion Date: 2020)

Bitlis (Completion Date: 2023)

Mardin (Completion Date: 2023)

Şırnak (Habur) (Completion Date: 2023)

Kars Logistics Center

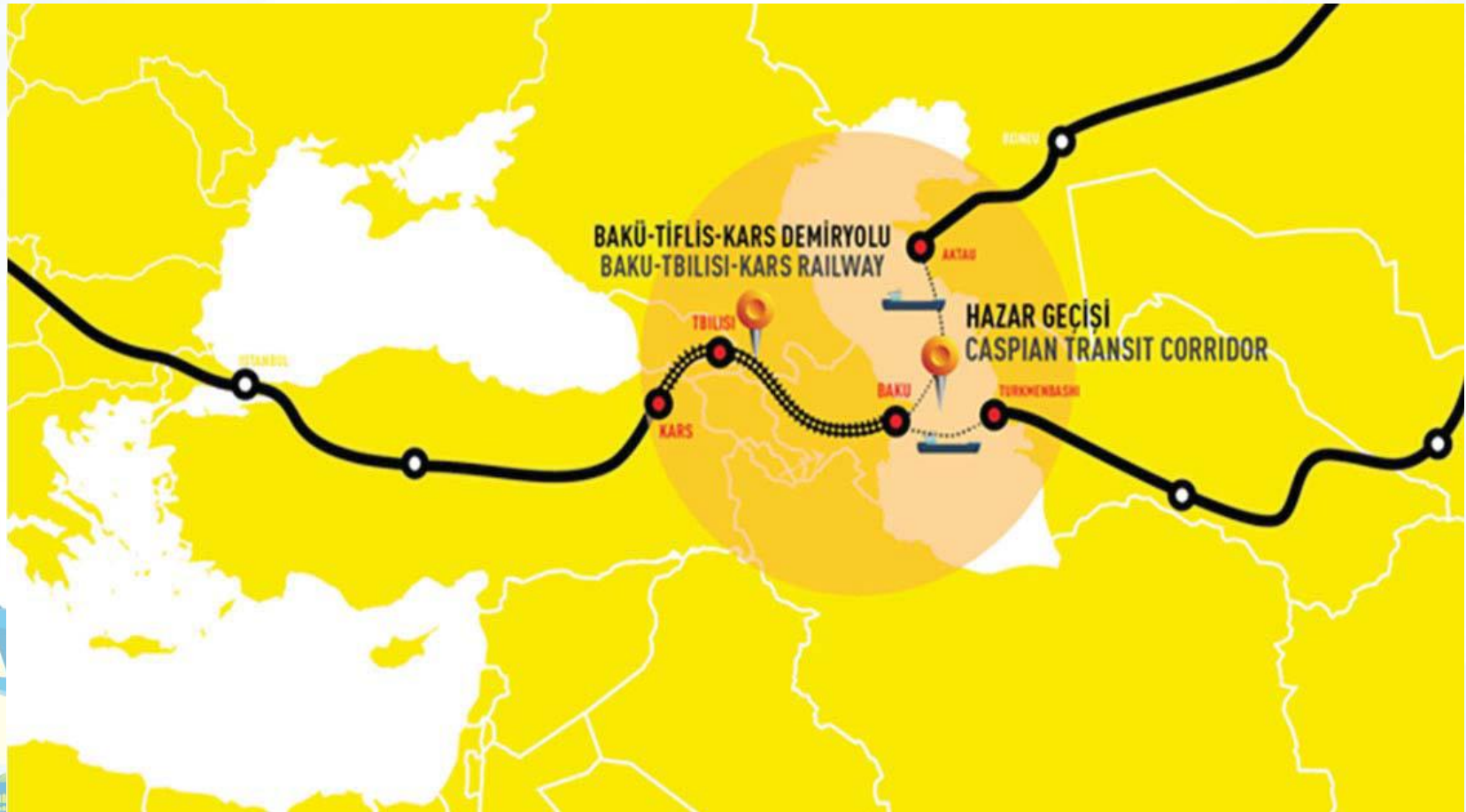


Köseköy Logistics Center





# Final Remarks: Operationalization of Trans-Caspian East-West Middle Corridor



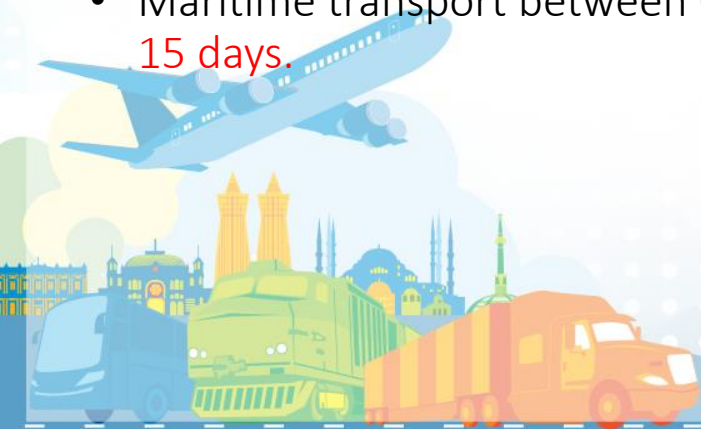
# Euro-Asian Transport Corridors



# Operationalization of the Trans-Caspian East-West Middle Corridor

## Opportunities presented by the Middle Corridor:

- Brings a **complementary route** to the Northern and Southern Corridor,
- Great potential for the development of rail and multi-modal transport in Euro-Asia, providing connection between the North-South Corridor and East-West Corridor,
- Big market potential with a sizeable population,
- **1.500 km shorter** than the Northern Corridor, with favourable climatic conditions during winters,
- Presents faster and shorter connection to the West and Northern Europe through Aktau/Turkmenbashi-Baku/Alat-**Baku-Tbilisi-Kars**-Marmaray link
- Maritime transport between China and Europe reduced **from 45-62 days to 12-15 days.**





# Operationalization of the Trans-Caspian East-West Middle Corridor

- Based on several multilateral and bilateral cooperation mechanisms among Afghanistan, Azerbaijan, China, Georgia, Kazakhstan, Kyrgyzstan, Uzbekistan, Turkey and Turkmenistan:
  - **Baku-Tbilisi-Kars Joint Railway Project** of Azerbaijan, Turkey and Georgia,
  - Turkic Council Joint Protocol on Development of Transport, (Turkey, Azerbaijan, Kazakhstan, Kyrgyzstan)
  - Memorandum of Understanding on Sister Seaport Among the Ports of Baku, Aktau and Samsun,
  - Memorandum of Understanding signed between China and Turkey in November 2015 on “**Aligning the Belt and Road Initiative and the Middle Corridor Initiative**”,
  - Memorandum of Understanding on the prospects for development of the Trans-Caspian International Transport Route (TITR),
  - Tri-partite Cooperation Committee among Azerbaijan, Turkey and Turkmenistan,
  - Lapis Lazuli project (Afghanistan, Turkmenistan, Azerbaijan, Georgia, Turkey)





- Thank you for your attention

