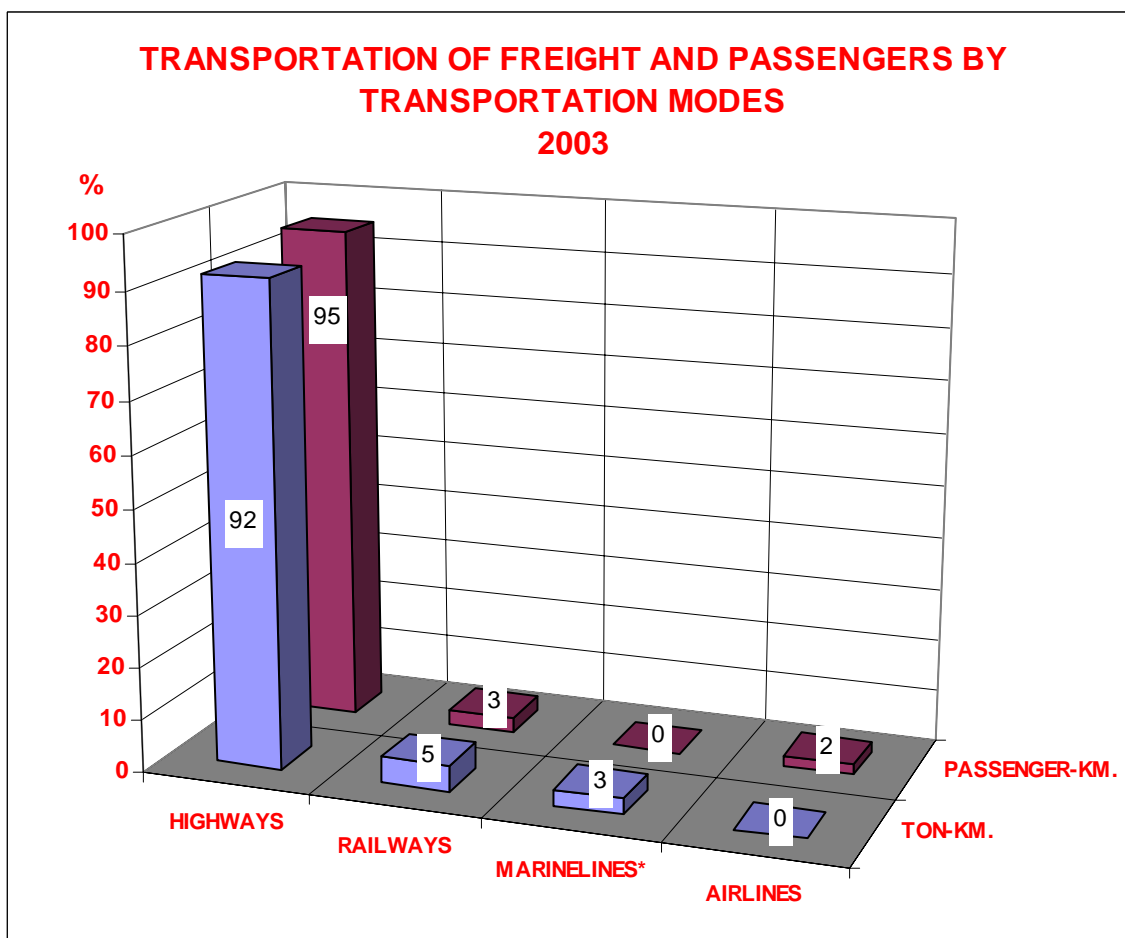


## TRANSPORT SITUATION IN TURKEY IN 2006

### TRAFFIC TRENDS

**Road Transport:** Road transport plays a major role in both passenger and freight transportation in Turkey. Highway Transport shoulders 95 percent of passenger and 92 percent of freight traffic. (Graph 1) It is not expected to have bigger change in this ratio at near future. The most significant characteristic of highway traffic in Turkey is the high percentage of heavy vehicles. On the average 30~40 percent of the motor vehicles travelling on Turkish highways are trucks and articulated trucks.

Traffic Volume of State Roads in 2006 has not been completely evaluated yet, but initial studies show that traffic volume is likely to increase approximately 6 percent compared to 2005.



(\*) : Marine lines figures were calculated by SPO and contains all forecasted freight transport

SOURCE : State Institute of Statistics

### Railways

According to the 2005 figures in Turkey, the share of railways in freight transportation was approximately 5%, while the share of railways in passenger transportation was 2%.

To give priority to the railways and maritime lines, relevant investments were speeded up. Within this framework, the Transport Master Plan Strategy has been elaborated and the

opinion was reached that the railway portion at the freight transportation would be 20% and the railway portion at the passenger transportation would be 10 % in the years of 2020.

## **OBSTACLES TO THE DEVELOPMENT OF TRANSPORT**

### **Road Transport**

- Lack of Permits: Lack of permits can be deemed as quantitative restrictions while transporting goods to abroad. Shortage of bilateral, multilateral (ECMT Licenses), transit and 3<sup>rd</sup> Country permits hinder the smooth flow of trade.
- Traffic Congestion: bottlenecks that exist on main traffic arteries cause time as well as monetary loss since the vehicle consumes extra fuel.
- High Passage Fees: Expensive charges for using transport infrastructure in the 3<sup>rd</sup> countries.
- Border crossing problems: Outdated technology used in customs transactions, different transit regimes of countries, complexity of customs legislation, long period of waiting, lack of coordination among customs authorities.
- Difficulty in obtaining Professional Driver Visa: Numerous number of documents required, requirement for applicants to present an invitation letter, high application fees, limited length of stay for all types of visas delivered to professional drivers, long period of waiting in obtaining visa.
- During high seasons and week-ends, waiting time of TIR trucks and passengers dramatically increase in border crossing points. In such cases, difficulties may also arise because of the lack of infrastructure and in neighbouring customs offices, in spite of supplementary measures taken.

### **Railways**

The following conditions at our existing lines are the obstructive factors for the development of railway transportation:

- at 95% section single line operation
- at 37% section (3.254 km.) the rails are older than 20 years
- at 34% section (2.942 km.) having steel and wooden sleepers
- at 30% section (2.602 km.) having non-standard curves
- at 10% section the gradient is over 10‰
- approximately 68,4% (5.900 km) of 8.671 km long main lines are without signal
- 98% of non-signaled track section is single line
- insufficient number of staff
- the axle load is 20 tons, except Kapıkule-Ankara line section

## **BEST PRACTICES IN TRANSPORT AND INFRASTRUCTURE REGULATION**

### **Road Transport**

- 3 qualitative criteria in accessing road transport market;
  - Good Repute: Not to violate the rules on weights and dimensions, driving and resting time, working and wage conditions.
  - Financial Standing: Having the sufficient financial resources for the establishment, good management and operation of transport undertaking.

-Professional Competence: Owning the training, knowledge, skills and equipment related with the execution of the profession

- Plate Limitation: New program defined in order to put vehicles aging 22 and older out of use in domestic transport market.
- Membership of ECMT: Multilateral Quota System that provides incentives by using co-efficient and bonuses in order to encourage the haulers to invest in safer and environmental-friendly vehicles.
- To maximize the service quality of our border crosses, restoration works are ongoing. In addition, cooperation and consultation with the neighbouring customs authorities are realized.

#### E Road Sections included in the 2006 Investment Program

E Road Number	Project Name	Standart	Km.	2006 Investment (1000 YTL.)	Foreign Credit (1000 YTL.)
E-70	East Black Sea Coastal Road	Dual carriageway	560,5	547669	
E-80	İstanbul Peripheral Roads maintenance and rehabilitation of bridges and viaducts	Motorway		31800	21000
	Kınalı-Edirne	Motorway	46	16000	
	Kınalı-Sakarya Motorway	Motorway	410	44000	
	Sakarya-Kazancı-Bolu-Ankara	Motorway	25	400000	332119
	Gümüşova-Gerede (Bolu Mountain Passage is included)	Dual carriageway	25		
	Gerede-Çerkeş-15. Region Border	Dual carriageway	36	5191	
	Zana Bridge-Erbaa	1A (*), Dual carriageway	60	3400	
	Erbaa-Reşadiye	1A, Dual carriageway	73	1500	
	Erzincan Peripheral Road	Dual carriageway	20	1700	
	(Erzincan-Pülümür)District-12. Region Border	1A	50	3000	
	Aşkale-Erzurum	1A Dual carriageway	30 41	5500	
	Taşlıçay-Diyadin Junction	Dual carriageway	21	100	
	Ağrı-Taşlıçay	Dual carriageway	31	2	
	Diyadin Junction-Doğubeyazıt	1A Dual carriageway	25 25	3000	
	Erzurum-Pasinler-Horasan	Dual carriageway	80	1650	

E Road Number	Project Name	Standard	Km.	2006 Investment (1000 YTL.)	Foreign Credit (1000 YTL.)
	Ađrı-Eleřkirt	Dual carriageway	36	1150	
<b>E-90</b>	Çanakkale-Lapseki	Dual carriageway	30	2	
	Lapseki-Biga Junction	Dual carriageway	61	2	
	Bandırma-Karacabey Exit	Dual carriageway	11	400	
	Bursa-Karacabey	Dual carriageway	66	2300	
	Bursa-İnegöl-Bozüyük	Dual carriageway	100	13000	
	Sivrihisar-Eskişehir-Bozüyük	Dual carriageway	96	3300	
	Ankara-Polatlı	Dual carriageway	56	1800	
	Bala Junc.-Aksaray-Eređli Junction	Dual carriageway	285	5645	
	Aksaray-Ulukıřla-Pozantı	1A	142	500	
	Kemerhisar-Pozantı Motorway	Motorway	113	83000	15000
	(Tarsus-Pozantı)Junction-Adana-Gaziantep Motorway	Motorway	66	8500	
	Gaziantep-Şanlıurfa	Motorway	213	157300	133300
	Şanlıurfa-Viranşehir	Dual carriageway	91	8200	
	Viranşehir-Kızıltepe	Dual carriageway	72	3315	
	Kızıltepe-Nusaybin	Dual carriageway	56	4200	
	Nusaybin Junction-Oyalı Junction	Dual carriageway	45	3900	
	Oyalı Junction-Cizre	Dual carriageway	55	3400	
	Cizre-Silopi	Dual carriageway	32	3154	
<b>E-84</b>	Kınalı Junction-Tekirdađ	Dual carriageway	56	19900	
	Tekirdađ Peripheral Road	Dual carriageway	15	1500	
	Tekirdađ-Malkara	Dual carriageway	55	2800	
	Malkara Junction-İpsala	Dual carriageway	46	1600	
	İpsala-Border Gate	Dual carriageway	6	50	
<b>E-87</b>	Trakya Motorway-Kırklareli-Dereköy-Aziziye-Bulgaria Border	1A, Dual carriageway	63	4250	
	Çanakkale-Ezine-Ayvacık	1A, Dual carriageway	70	1900	
	Havran-Edremit-Ayvacık	Dual carria.	77	4700	

E Road Number	Project Name	Standard	Km.	2006 Investment (1000 YTL.)	Foreign Credit (1000 YTL.)
	Aliğa-Ayvalık-14. Region Border	Dual carriageway	132	5000	
	İzmir-Aydın	Motorway	165	190000	157102
	Aydın-Nazilli-Horsunlu	Dual carriageway	65	2500	
	Horsunlu-Denizli	Dual carriageway	64	3400	
	Denizli-Acıpayam-13. Region Border	1A, Dual carriageway	82	790	
<b>E-88</b>	Ankara-Kırıkkale	Dual carriageway	78	4300	
	Kırıkkale City Passage	Dual carriageway	13	2000	
	Kırıkkale-Delice Junction	Dual carriageway	35	11150	9475
	Yerköy Junction-Yozgat-Sorgun	1A, Dual carriageway	61	1200	
	Sorgun-Akdağmadeni-Yıldızeli	1A, Dual carriageway	157	15000	
	Yıldızeli-Sivas-Zara,Sivas-Ulaş	1A, Dual carriageway	174	23000	
<b>E-89</b>	Ankara Exits	Dual carriageway	74	2600	
	Aktaş Landslide Project	Dual carriageway	1	140	
<b>E-91</b>	Antakya Peripheral Road	Dual carriageway	18	5750	
	Antakya-Yayladağı-Syria Border	1A, Dual carriageway	51	3500	
<b>E-95</b>	Samsun City Passage	Dual carriageway	12	4700	
	Samsun-Kavak	Dual carriageway	48	10500	
	Kavak-Merzifon	Dual carriageway	58	21961	17627
<b>E-96</b>	Bornova-Turgutlu-Salihli	Dual carriageway	73	7000	
	Kula-Salihli	Dual carriageway	44	1500	
	Uşak-Kula	Dual carriageway	60	2100	
	Uşak-Afyon	Dual carriageway	97	7300	
	Afyon City Passage	Dual carriageway	19	5000	
	Emirdağ Junction-Afyon	Dual carriageway	71	4162	
	Sivrihisar-Emirdağ Junction	Dual carriageway	49	1500	
<b>E-97</b>	Trabzon-Aşkale	1A, Dual carriageway	220	4700	
	Gümüşhane City Passage	1A	8	280	
<b>E-98</b>	Belen-Topboğazı	Dual carriageway	17	2000	
<b>E-99</b>	Erciş-Muradiye-Çaldıran (Erciş City Passage is included)	1A, Dual carriageway	72	1760	
	Ahlat-Adilcevaz	Dual carriageway	23	1672	
	(Tatvan-Bitlis) Junc.- Ahlat	1A, Dual carriageway	40	200	
	Tatvan Junction-Bitlis-9 th Region Border (Bitlis City Passage is included)	1A, Dual carriageway	66	17730	

E Road Number	Project Name	Standard	Km.	2006 Investment (1000 YTL.)	Foreign Credit (1000 YTL.)
	Silvan-Malabadi-Haydar Bridge-11. Region Border	1A, Dual carriageway	98	2800	
	Diyarbakır-Siverek-Şanlıurfa (Akziyaret Airport-Hilvan Junction is included)	Dual carriageway	187	8282	
<b>E-691</b>	Kars-Selim-Horasan	Dual carriageway	116	3000	
<b>E-881</b>	Gölcük City Passage	Dual carriageway	2	2090	
	Gölcük-Altınova	Dual carriageway	28	11665	
	Yalova -Topçular -Altınova	Dual carriageway	23	6800	
	Bursa Peripheral Road	Motorway	69	99000	83900
	Bursa -Yalova	Dual carriageway	76	8750	
	Balıkesir-Susurluk-Karacabey	Dual carriageway	86	10000	
	Balıkesir Peripheral Road	Dual carriageway	3,5	30	
	Manisa-Akhisar-Balıkesir	Dual carriageway	89	5875	
	İzmir-Manisa	Dual carriageway	24	6600	
	İzmir-Urla-Çeşme Motorway	Motorway	189	9600	7000

(\* ) 1A: 12 meter platform width

### **Railways**

Development of standards of the existing lines, and increase speed and comfort of the operations are determined as preferred target, and

- Track renewal and maintenance of 800 km line between Istanbul-Ankara, and 341 km line between Basmane-Bandırma were realized. Line works between Adana-Mersin and sleeper maintenance between Adana-Ceyhan were completed.
- Within the scope of modernization investments to raise line capacity with a ratio of 25-30%; construction of signaling facilities between Boğazköprü-K.Gedigi(Ulukışla)-Yenice, Mersin-Yenice-Adana-Toprakkale and Irmak-Zonguldak lines have been planned, and the application projects of them were completed.

Block train operations were started at national and international freight transportation simultaneously and within this context, the block freight trains between Turkey-Europe, Turkey-Middle East and Turkey-Central Asia have been running reciprocally. Furthermore, Ro-La transportation has been launched between Turkey-Austria in 2006 with the cooperation of private sector, after the agreements were approved among the countries on the route.

The construction works of Ankara-Istanbul and Ankara-Konya high speed train lines have been commenced, as well as the project studies of Ankara-Sivas, Ankara-Izmir, Bursa-Osmaneli high speed train lines having 250 km/hrs are still going on, in order to improve the existing situation of the railway against the other modes of transportation in passenger transportation.