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Item 2 (b) of the provisional agenda

MONITORING OF DEVELOPMENTS RELEVANT FOR THE PAN-EUROPEAN
TRANSPORT CORRIDORS AND AREAS

Infrastructure bottlenecks and missing links

Addendum

Transmitted by the Government of Turkey

Regulatory measures to alleviate bottlenecks

Inland Water: Due to the irregular river regime and land structure, Turkey could not benefit from its inland waters except Lake Van. In order to eliminate the bottleneck in Lake Van, studies for buying two ferryboats is ongoing.

Rail: In order to develop the capacity of freight and passenger transport in rail transport sector, improvements are under way on three Arteries. These are:

1st Artery: (Bulgarian Border – Istanbul – Ankara – Sivas – Erzincan – Erzurum – Kars – Georgian Border.)

(a) Bulgarian Border – Istanbul Studies for Implementation Project which was started in 2005, will be finished at the end of 2006.

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(b) Marmaray Project: This ongoing project provides an upgrading of the commuter rail system in Istanbul, connecting Halkali on the European side with Gebze on the Asian side with an uninterrupted, modern, high-capacity commuter rail system. Railway tracks in both sides of Istanbul Strait will be connected to each other through a railway tunnel under the Istanbul Strait. This Project is one of the major transportation infrastructure projects in the World at present. The entire upgraded railway line will be approximately 76 km long.

(c) Halkali – Sirkeci, Haydarpaşa – Gebze: The construction phase will be started in 2006.

(d) Ankara – Istanbul: Studies on Construction of High Standard Train are continuing.

(e) Ankara – Sivas: Studies for Implementation Project will be concluded in 2006.

(f) Sivas –Erzincan – Erzurum – Kars: Studies for Implementation Project will be finished in 2007.

(g) Kars – Georgian Border: Feasibility studies, started in 2005, will be completed in August 2006

2nd Artery: (Ankara- Polatlı – Afyon – Uşak – İzmir.)

(a) Ankara – Polatlı: Construction study is continuing.

(b) Polatlı – Afyon – Uşak – İzmir: Studies for implementation project will be completed in 2006.

3rd Artery: (İzmir – Bandırma – Tekirdağ – Muratlı – B. Karıştıran.) Implementation Projects have been prepared.

Maritime: In order to alleviate the burden on road transport and shift the traffic to maritime transport, a project called “Field Research Study on Cabotage Transport” will be concluded in September 2006.

This project aims to develop and promote the maritime transport at cabotage line, by gathering all information and documents necessary for freight transport, determining freight/passenger transport data, evaluation of alternative lines and carrying out their field studies, determining the state of infrastructure and deficiencies of profitable and feasible lines.

Country	Mode of transport	Route	Section	Traffic loading	Capacity	Extent of action		Operational by year
						Subject	Kind	
1	2	3	4	5	6	7	8	9
TURKEY	RAIL	Ankara-İstanbul (Sincan-İnönü [including Eskişehir]) (construction work is continuing)	Stage 1					2003-2006 Project Cost: 1.311,5 million YTR (New Turkish Liras)
		Ankara-İstanbul (İnönü-Vezirhan; Vezirhan-Köseköy; Köseköy-Gebze) (Tender process is continuing)	Stage 2					2003-2008 Project Cost: 1.402,2 million YTR
		Ankara-Konya (Tender process is continuing)						2006-2008 Project Cost: 762 million YTR
		Ankara-Sivas (Preparation process for Implementation Project is continuing)						2007-2010 Project Cost: 2.5 billion YTR
		Halkali-Kapıkule (Preparation process for Implementation Project is continuing)						2005-31.31.2006 Project Cost: 1.994 million YTR
		Tekirdağ-Muratlı (Preparation process for Implementation Project is continuing)						2005-2007 Project Cost: 41.3 million YTR
		Kars-Tiflis (Preparation process for Implementation Project is continuing)						2005-15.8.2006 Project Cost: 1.224 million YTR

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1	2	3	4	5	6	7	8	9	
TURKEY	RAIL	İskenderun-Divriği (rehabilitation works are continuing)						2001-2008 Project Cost: 314.260 YTR	
		Eskişehir-Kütahya (Alayunt)-Balıkesir (rehabilitation works are continuing)						2001-2008 Project Cost: 10.000 YTR	
		Other Rehabilitation Works (Boğazköprü-Ulukışla-Yenice) (Narlı-Karkamış-Nusaybin) (Ankara-Kayseri-Sivas-Hudut) (Irmak-Zonguldak) (Cumaovası-Aydın-Denizli) (Yolçatı-Tatvan)							2001-2007 Total cost: 589.092 YTR
		Boğazköprü-Ulukışla-Yenice, (Mersin-Yenice-Adana-Toprakkale) construction of Signalling and telecommunication facilities (Credit agreement was concluded with World Bank and improving of infrastructure							2005-2007 213.409 YTR
		Irmak-Karabük-Zonguldak: Construction of Signalling and telecommunication facilities and improving of infrastructure (Preparation process for Implementation Project is continuing)							2005-2007 156.689 YTR
	INLAND WATER	LAKE VAN CORRIDOR (In order to eliminate the bottleneck in this sector, studies for buying 2 ferryboats is continuing)							2006-2008 Project Cost: 70.920 YTR

Currency Exchange rate: 1 YTL = 1.5 USD; 1 YTL = 1.9 EURO

Country	Mode of transport	Route	Section	Traffic loading	Capacity	Extent of action		Operational by year	
						Subject	Kind		
1	2	3	4	5	6	7	8	9	
TURKEY	ROAD	E 80	AVCILAR-MAHMUTBEY	100,702	55,633	(1)	11,4 km		
		E 80	FSM BRIDGE	192,344	85,150	(1)	1,5 km		
		E 80	ÇAMLICA-SAMANDIRA	81,270	80,250	(1)	3,6 km		
		E 80	GEREDE-ÇERKEŞ	8,063	17,833	(2)	25 km		
		E 80	GEREDE-ÇERKEŞ	5,493	17,833	(2)	14 km		
		E 80	OSMANCIK-MERZİFON	6,196	23,792	(2)	55 km		
		E 87	ÇANAKKALE-LAPSEKİ	5,808	23,978	(2)	35 km		
		E 87	BURHANİYE-GÖMEÇ	6,065	24,095	(2)	59 km		
		E 87	ALIAĞA-MENEMEN	31,683	47,795		81 km		
		E 87	DENİZLİ-ACIPAYAM	7,396	24,025	(2)	44 km		
		E 87	KORKUTELİ-ANTALYA	6,012	24,170	(2)	51 km		
		E 90	KEŞAN-GELİBOLU	5,224	24,072	(2)	24 km		
		E 90	BİGA-BANDIRMA	6,116	23,918	(2)	62 km		
		E 90	AKSARAY-ULUKIŞLA	6,460	23,560	(2)	14 km		
		E 90	ULUKIŞLA-POZANTI	11,046	23,560		Motorway Construction	52 km	
		E 90	POZANTI-GÜLEK	11,952	24,050		Motorway Construction	6 km	
		E 90	GAZİANTEP-NİZİP	11,543	23,665		Motorway Construction	48 km	
		E 90	BİRECİK-SURUÇ	10,434	23,560		Motorway Construction	45 km	
		E 90	SURUÇ-ŞANLIURFA	11,136	23,665		Motorway Construction	37 km	
		E 90	ŞANLIURFA-VİRANŞEHİR	6,061	23,380	(2)		69 km	
		E 90	VİRANŞEHİR-KOCATEPE	5,450	23,260	(2)		45 km	
		E 90	KOCATEPE-KIZILTEPE	4,866	23,145	(2)		52 km	
		E 90	KIZILTEPE-NUSAYBİN	4,435	23,260	(2)		43 km	
		E 90	NUSAYBİN-OYALI	4,685	23,232	(2)		56 km	
		E 90	OYALI-CİZRE	4,642	23,320	(2)		56 km	

Country	Mode of transport	Route	Section	Traffic loading	Capacity	Extent of action		Operational by year
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1	2	3	4	5	6	7	8	9
TURKEY	ROAD	E 90	CİZRE-SİLOPİ	7,334	23,590	(2)	46 km	
		E 91	DÖRTYOL-İSKENDERUN	10,070	24,000	(2)	29 km	
		E 95	HAVZA-KAVAK	7,994	23,810	(2)	26 km	
		E 95	OSMANCIK-MERZİFON	9,295	23,792	(2)	55 km	
		E 96	KULA-GÜRE	6,653	23,810	(2)	64 km	
		E 96	GÜRE-UŞAK	6,901	23,665	(2)	54 km	
		E 96	UŞAK-DUMLUPINAR	6,976	23,810	(2)	62 km	
		E 96	AFYON-EMİRDAĞ	5,504	23,858	(2)	68 km	
		E 96	EMİRDAĞ-SİVRİHİSAR	5,075	23,918	(2)	18 km	
		E 99	ŞANLIURFA-AKÇAKALE	8,317	24,256	(2)	14 km	
		E 99	SİVEREK-DİYARBAKIR	4,019	23,792	(2)	79 km	
		E 881	BİGA-ÇAN	13,247	23,792	(2)	47 km	
		E 881	ÇAN-BALYA	9,367	23,792	(2)	35 km	
		E 881	BALYA-İVRİNDİ	9,665	23,792	(2)	7 km	
		E 881	MANİSA-İZMİR	22,106	34,150		18 km	
E 881	MANİSA-İZMİR	22,040	34,150		13 km			

(1) These motorway sections, which are parts of E 80 route and passing through Istanbul, have been heavily affected by the local city traffic. In this route, multimodal transport projects in cooperation with local municipalities are planned to be implemented.

(2) These state road sections with single carriageway will be converted into dual carriageway with regard to road development plan.