



Since 1856

Ministry of Transport
The Republic of TURKEY

DEVELOPMENT of EURO-ASIAN TRANSPORT LINKS

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RAILWAY PROJECTS

High Speed Lines



ANKARA-İSTANBUL	533 KM	(3 h.)
ANKARA-KONYA	212 KM	(1 h. 15 mln.)
ANKARA-SİVAS	466 KM	(3 h.)
ANKARA-İZMİR	623 KM	(3 h. 30 min.)
BURSA-OSMANELİ	106 KM	(30 mln.)
İSTANBUL- EDİRNE	230 KM	(1 h. 20 min.)
(BORDER with BULGARIA)		

■ : UNDER CONSTRUCTION

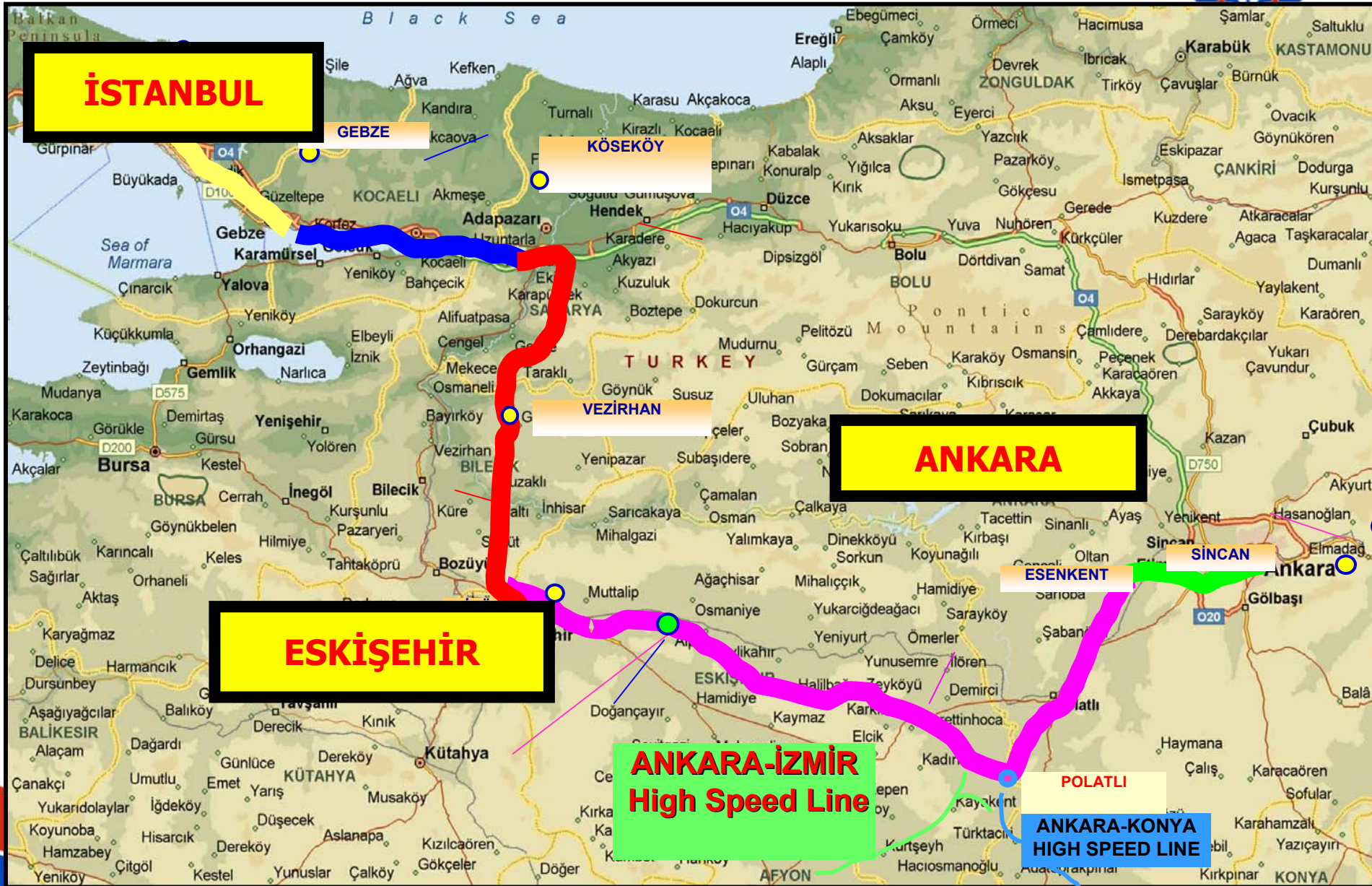
■ : FINAL DRAWINGS COMPLETED

ANKARA – ISTANBUL HIGH SPEED LINE (1/4)

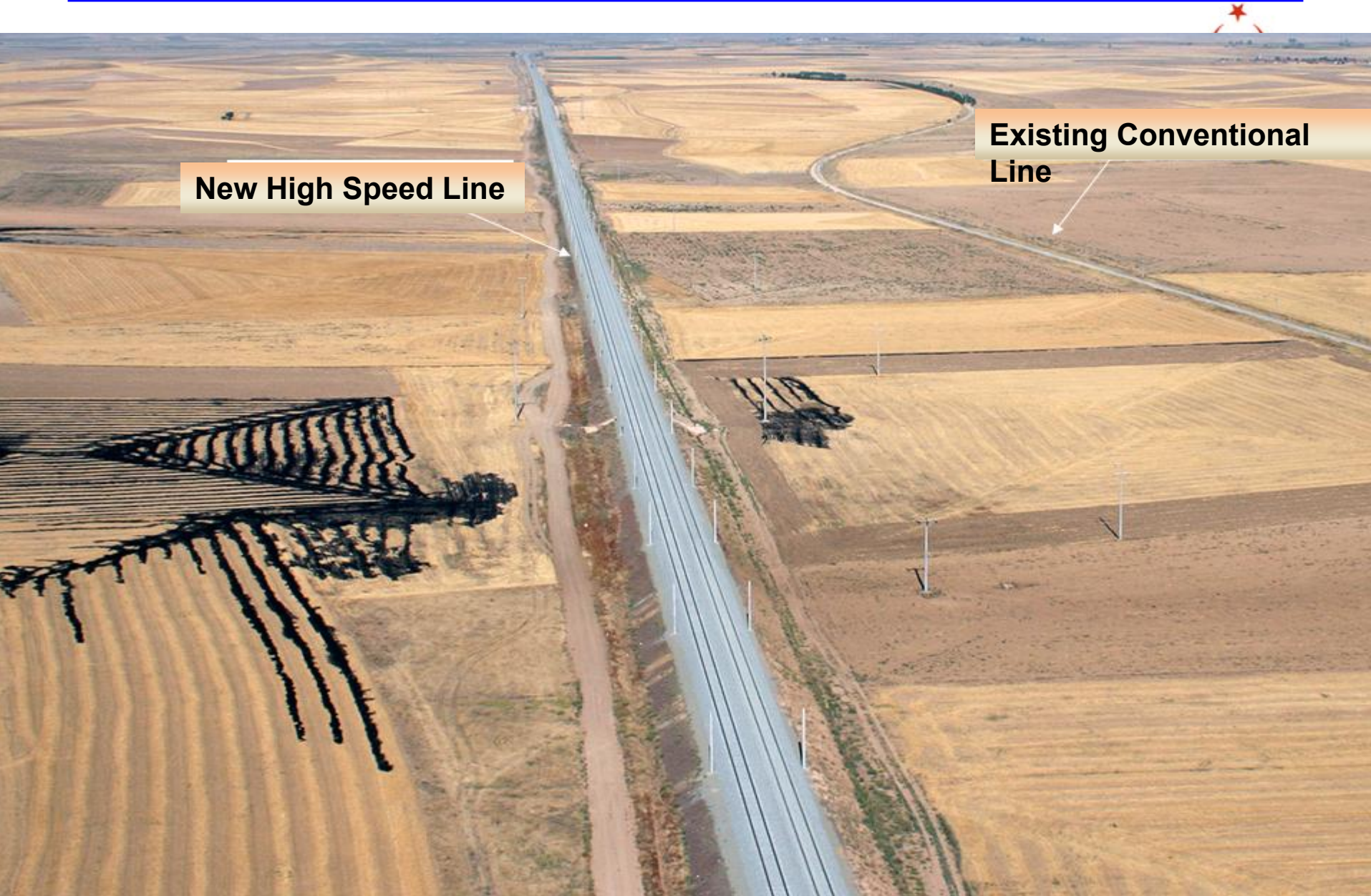
Line Section	Length (km)	Cost (Million US \$)	Start - Finish	Explanations
Sincan – Esenkent	15	49,4	2006-2007	New Construction: %73 physical realization in infrastructure. Construction of super&infrastructure will be completed in 2007
Esenkent – Eskişehir	206	835,4	2003-2007	New Construction: %92 physical realization in super&infrastructure. Construction of super&infrastructure will be completed in 2007
Eskişehir – İnönü	30	46,1	2006-2007	New Construction: %22 physical realization in infrastructure. Construction of super&infrastructure will be completed in 2007
İnönü – Vezirhan	54	610	2006-2008	Contract for Construction was signed. Credit talks are ongoing by Treasury
Vezirhan – Köseköy	104	660	2006-2008	Contract for Construction was signed. Credit talks are ongoing by Treasury
Köseköy – Gebze	56	135,6	2006-2008	Final Drawings completed. Tendering to be done in 2007
Eskişehir Station Passage	-	81	2006-2008	Final Drawings completed. Tendering to be done in 2007
New Ankara Station	-	10	2006-2008	Final Drawings to be completed soon. Tendering to be made in 2007
Gebze – Haydarpaşa	44			Within Marmaray Project
Ankara – Sincan	24			
Total	465 km	2.427,5 Million \$	Ankara – İstanbul: 3 hours	
Operational Speed	250 kph		Ankara – Eskişehir : 1 hours	



ANKARA – ISTANBUL HIGH SPEED LINE (2/4)



ANKARA – ISTANBUL HIGH SPEED LINE (3/4)



New High Speed Line

Existing Conventional Line

ANKARA – ISTANBUL HIGH SPEED LINE (4/4)



New High Speed Line

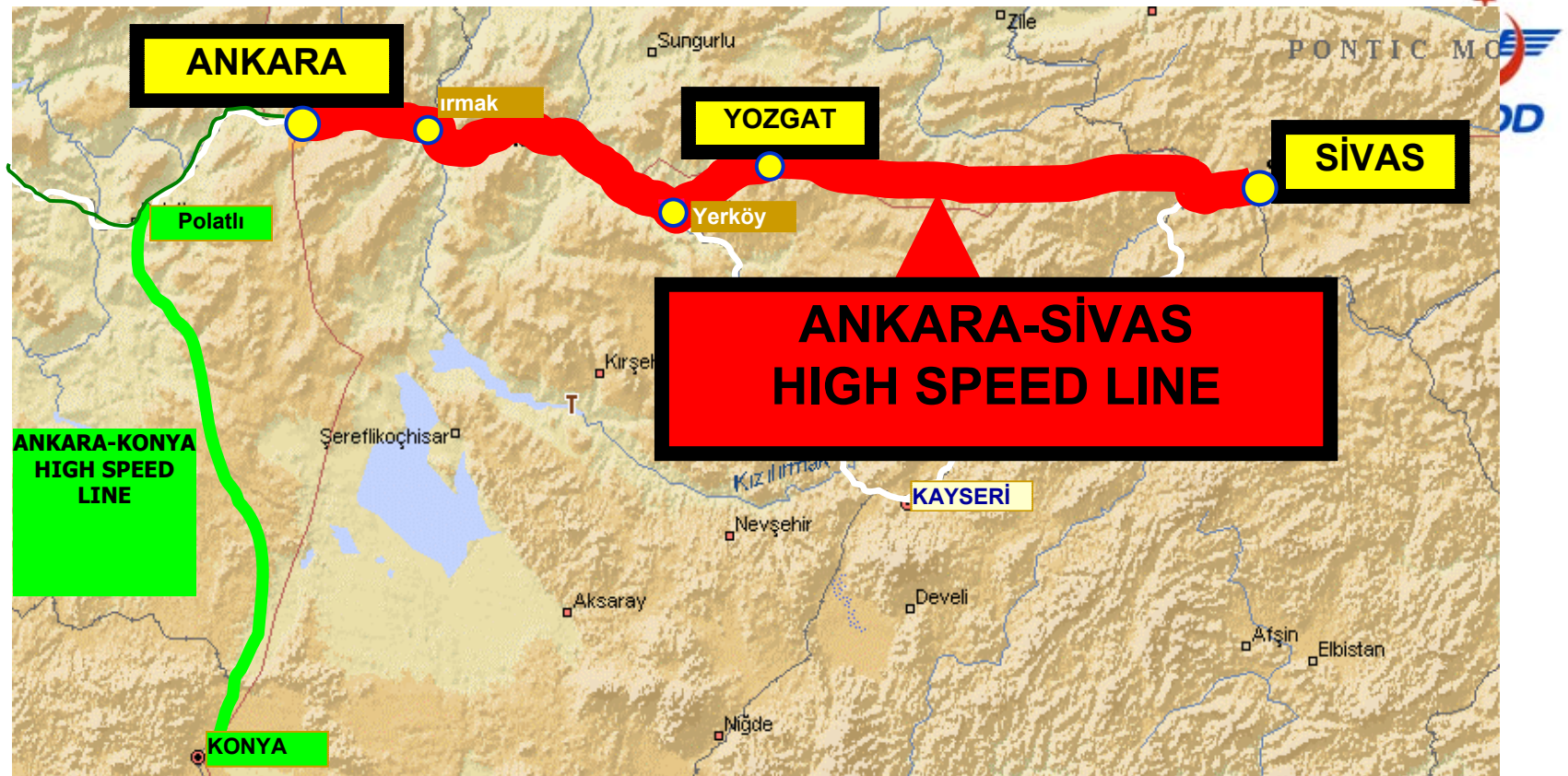
Existing Conventional Line

ANKARA – KONYA HIGH SPEED LINE



Line Section	Length (km)	Cost (Million US \$)	Start – Finish	Explanations
1.Phase Infrastructure (Polatlı – Örnekköy)	100	95	2005-2007	New Construction: %14 physical realization in infrastructure Construction of super&infra structure will be completed in 2008
2.Phase Infrastructure (Örnekköy – Konya)	112		2005-2007	New Construction: %72 physical realization in infrastructure Construction of super&infra structure will be completed in 2008
Superstructure	212	280	2007-2008	Tendered on 01 August 2007 and be completed in 2008
Total	212 km	375 Million \$		Ankara – Konya: 1 h. 15 m.
Operational Speed	250 kph			Konya – İstanbul: 3 h 45 m.

ANKARA – SIVAS HIGH SPEED LINE



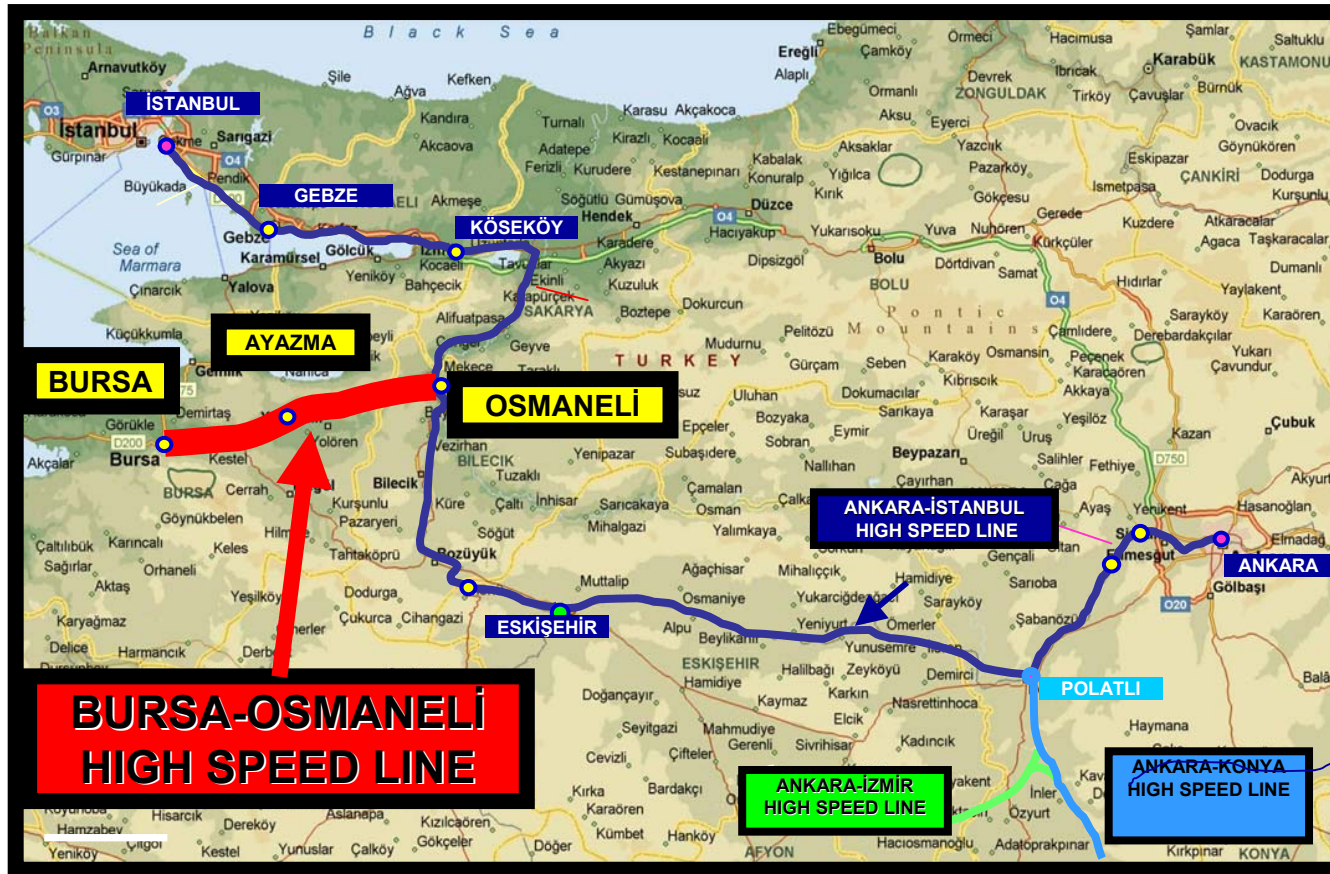
Total	471 Km	Start - Finish	2007 - 2011
Ankara-Sivas	2 Hours	Sivas - İstanbul	5 Hours
Cost	1.300 Million \$	Operational Speed	250 kph

ANKARA – İZMİR HIGH SPEED LINE



Total	606 Km	Start	2007
Ankara-Izmir	3 hours 20 m.	Finish	2011
Cost	1.850 Million \$	Operational Speed	250 kph

BURSA - OSMANELI HIGH SPEED LINE



**BURSA-OSMANELI
HIGH SPEED LINE**

**ANKARA-İSTANBUL
HIGH SPEED LINE**

**ANKARA-İZMİR
HIGH SPEED LINE**

**ANKARA-KONYA
HIGH SPEED LINE**

Expropriations to be completed by DLH and then Project be merged into TCDD Investment Program

Total	105,5 Km	Ankara - Bursa	2 hours 15 m.
Start - Finish	2006 - 2008	Bursa - Istanbul	1 hours 30 m.
Cost	250 Million \$	Operational Speed	250 kph

KARS - TBILISI – BAKU PROJECT



- Europe is to be connected to Caucasasia and Middle-Asia through Turkiye
- Main Railway Corridor in east-west direction to be established
- Expropriation decision by Board of Ministers on 26.02.2007
- Cost : 420 Million \$
- Length: 76 km (Turkiye) – 29 km (Georgia)
- Number of Lines: Infrastructure (Double) – Superstructure (Single Line– Electrified - Signaled)
- New construction between Kars and Ahilkelek along with upgrading of Ahilkelek-Tbilisi existing line section.



İSTANBUL (HALKALI) – EDİRNE (KAPIKULE) HIGH SPEED LINE PROJECT



- Continuation of Ankara – Istanbul High Speed Line
- Operational Speed: 250 kph
- Double Line with signaling and electrification
- Final Drawings to be completed soon
- Cost: 545 Million \$ - Length: 230 km



TEKİRDAĞ – MURATLI PROJECT



- Total Length: 31 km
- (Double Line with signaling and electrification)
- To shift freight transportation from Istanbul Strait to Bandırma via ferry due to Closure of existing line section around Istanbul for Marmaray Project
- Bandırma – Tekirdağ Ferry Transport will shorten transport length of goods produced in Aegean Region with a length of 600 km.



SİVAS – ERZİNCAN – KARS HIGH SPEED LINE PROJECT



- In order to contribute to the railway transport between Europe and Caucasia-Middle Asia through Türkiye
- 3 Phases consisting of Sivas- Erzincan, Erzincan-Erzurum and Erzurum-Kars
- Double Line with signaling and electrification
- Operational Speed: 250 kph



PHYSICAL IMPEDIMENTS to SMOOTH FLOW of TRAFFIC (2/3)



MARMARAY PROJECT

European Part:
19.6 km

Total Length: 76.7 km

Asian Part:
43.4 km



Immersed Tube
Tunnel
1.4 km

Bored Tunnel
12.2 km



ESTABLISHMENT of LOGISTIC VILLAGES



Planned to be established at highly demanded locations by customers, close to Organized Industrial Regions along with developed road connections

-In order to

- meet freight logistic needs with high freight potential
- develop combined transport in **Turkiye**



Logistic Villages under construction	
Halkalı (İstanbul)	Köseköy (İzmit)
Gelemen (Samsun)	Hasanbey (Eskişehir)
Boğazköprü (Kayseri)	Gökköy (Balıkesir)
Logistic Villages Final Drawings Completed	
Palandoken (Erzurum)	Usak
Yenice (Mersin)	



PROCUREMENT of 2 NEW FERRIES



To be operated between Tatvan – Van;

2 Ferries with a capacity of 50 wagons along with repairing of landing piers and construction of warehouse for ferries

Project/Design Works were completed in May 2007.

To be tendered in the following days,
Total Estimated Cost: 77 Million\$ (%100 Credit)



MAINTENANCE & RENEWAL WORKS

Permanent Way Renewals



TCDD

Totally; 500 km-Track Renewal

- Boğazköprü-Ulukışla-Yenice : 15 km
- Narlı-Karkamış-Nusaybin : 120 km
- Ankara-Kayseri : 60 km
- Kayseri-Sivas : 50 km
- Halkalı-Border : 60 km
- Cumaovası-Aydın-Denizli : 80 km
- Yolçatı-Tatvan : 38 km
- Eskişehir-Balıkesir : 77 km

Totally; 54 km- Takviye Pozu

- Karkamış-Çobanbey : 30 km
- Çatal-Tire : 11 km
- Bozanönü-Isparta : 13 km

Totally; 16.000 Rail Weldings

Totally; 200 Switch Renewals

Planned for 2007



Rolling Stocks (1/3)



CEVHER VAGONU



TVS 2000 PULMAN VAGON



TANK VAGON



COMMUTER SET



DIESEL ELECTRIC MAINLINE LOCOMOTIVE



Rolling Stocks Ages Distribution as "%"

Age Groups	Locomotives			Wagons	
	Diesel Electric (481)	Electric Locos (68)	Commuter Sets (84)	Passenger Coaches (993)	Freight Wagons (16.320)
0-9	9	0	0	23	17
10-19.	14	65	0	31	29
>=20	77	35	100	46	54

Rolling Stocks (2/3)



NEW 89 DIESEL ELECTRIC LOCOS

Cost	323.114.000 YTL
Procurement Date	2003 : 6 Locos 2004 : 12 Locos 2005 : 24 Locos 2006 : 24 Prp.for Locos 2007 : 47 Locos
Manufacturer	EMD-GM/TÜLOMSAŞ
Max. Speed/Power	120 kph/3300 HP at 904 rpm



NEW 80 ELECTRIC LOCOS

Cost	395.000.000 YTL
Tendered on 18 April 2007	Tender Proposals under Evaluation
Technical Characteristics	
Power:	Min. 5000 KW
Max. Speed:	Max. 140 kph



Double Bogey, IGBT controlled
3 Phase asynchronous Traction, AC/AC Traction
25 KV AC/50 Hz, Computer Controlled



Rolling Stocks (3/3)



1.338 FREIGHT WAGONS and 127 PASSENGER COACHES manufactured at TULOMSAS, TUDEMSAS, TUVASAS since 2003



LEVEL CROSSINGS are equipped with AUTOMATIC CONTROLLED BARRIERS



THANK YOU
FOR YOUR
ATTENTION



TCDD

