



Department for
Business & Trade

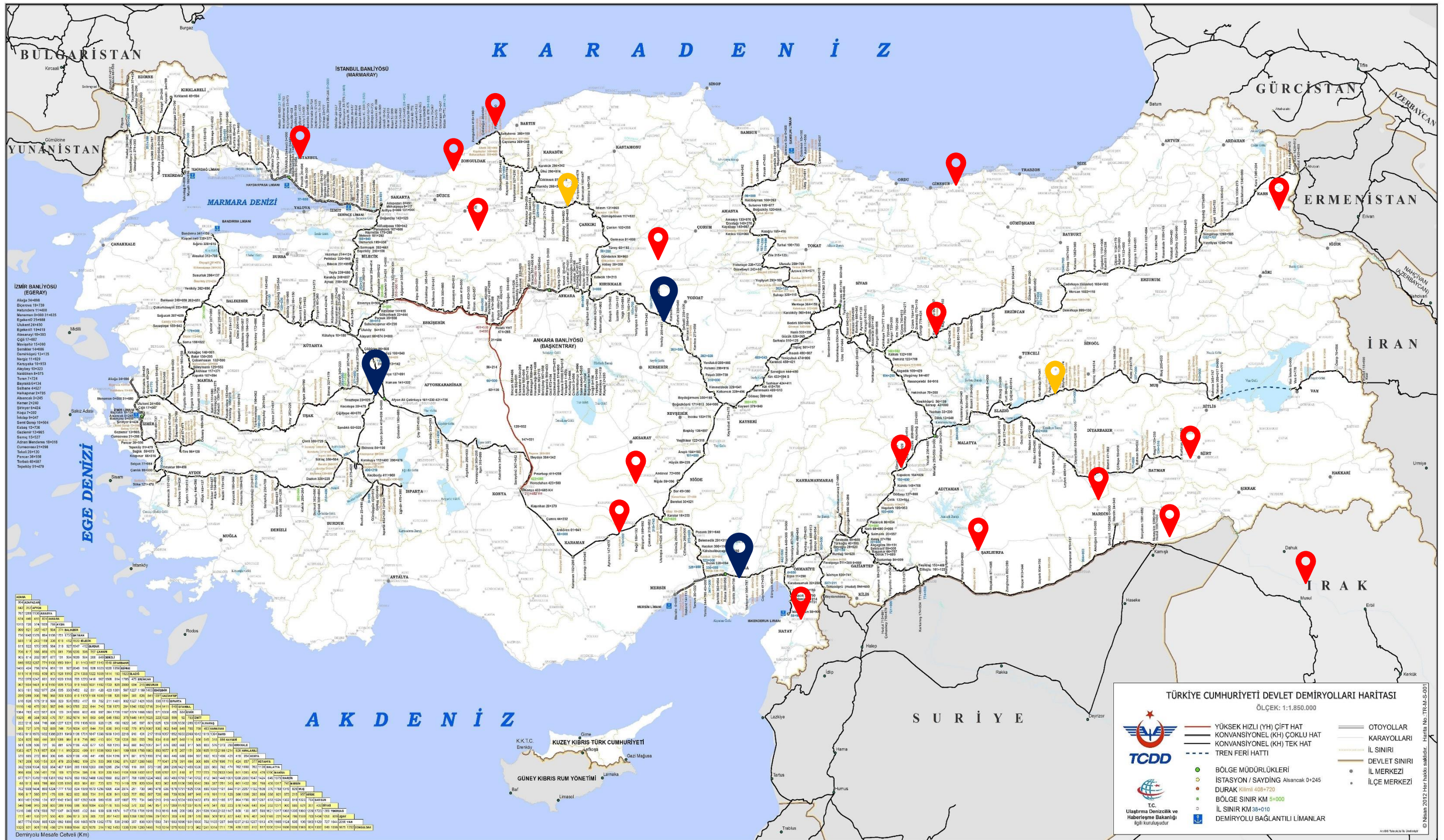
DBT Turkey

Turkey Rail Sector – Information Pack

Infrastructure and Rolling Stock

- [Upcoming Infrastructure Projects](#)
- [Rolling Stock Assets of TCDD Transport](#)

Yigit Gumusok
1-28-2025



Ankara-İzmir High Speed Railway (Under Construction)

Contractor: ERG International

Project Owner: AYGM (Ministry of Transport)

Value: EUR 2,1 billion (UKEF guarantee)

Project Webpage: www.aniyht.com

Details:

- **Project Length:** 503,3 km of double track high speed rail / design speed: 250 km/h
- **Tunnelling:** 49 tunnels with a total length of 41 km
- **Viaducts:** 67 viaducts with a total length of 26,4 km
- Estimated number of annual passenger: 13,3 million / estimated freight: 90 mn tonnes per year

Updates

- A contract has been signed with ERG International UK- SSB Sauerweinschaefer (Switzerland) partnership in November 2020. UKEF is the sole lender of the project. Construction has started in September 2022.
- Green financing was guaranteed by UK Export Finance (UKEF), the UK's largest ever sustainable civil infrastructure deal. Other European ECAs involved in the deal include SACE, SERV and OeKB.
- The project is owned by the Directorate General of Infrastructure Investments (AYGM) of the Republic of Turkey Ministry of Transportation and Infrastructure (MoTI) and will be operated by the Turkish Railways (TCDD), upon commissioning.
- The 503.2km-long HSR route will start from Ankara and end at Izmir. The entire route is divided into four sections. The 151.2km-long first section will run from Polatlı (Ankara) to Afyonkarahisar.
- The second section between Afyonkarahisar and Banaz will be 90.3km long. It will have two subsections, namely the 78.8km Afyonkarahisar-Hatıpler Passage (section 2a), and the 11.5km Hatıpler-Banaz subsection (also known as section 2b).
- The 159.9km-long third section will be between Banaz and Salihli. It will comprise the 85.6km Banaz-Esme (section 3a), and 74.3km Esme-Salihli (section 3b) subsections.
- The final section of the new railway line will be 101.8km long and will be built between Salihli and Menemen (Izmir). It will consist of four subsections. The 17.5km-long section 4a and the 44.5km-long section 4b will be run between Salihli and Manisa. The remaining subsections of the fourth section will be the 14km-long Manisa North Passage (section 4c), and the 25.8km-long Manisa-Menemen subsection (section 4d).
- The HSR project will connect the Ankara-Izmir HSR to other HSRs, or conventional railways. The railway line will pass through the provinces of Ankara, Eskişehir, Afyonkarahisar, Kütahya, Uşak, Manisa, and Izmir.



Mersin-Adana-Gaziantep High Speed Railway (Under Construction)

Contractor: Rönesans Holding

Project Owner: AYGM (Ministry of Transport)

Value: EUR 818 million (UKEF is the main ECA; SACE & OeKB are the re-insurers)

Project Webpage: www.mersingaziantepyht.com

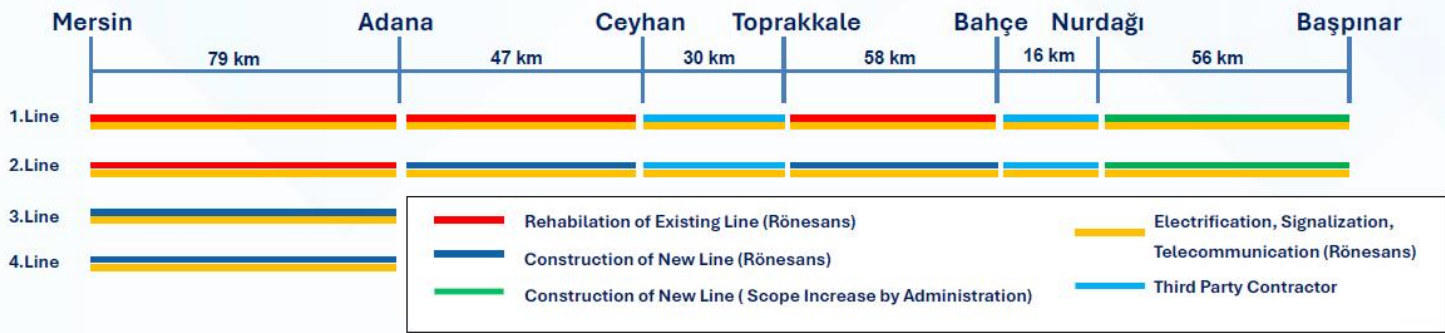
Details

Project Length: 285,5 km double line / 160-200 km/hour speed

Estimated number of passengers: 13,6 million per year (by 2050)

Estimated Freight volume: 88 million tonnes per year (by 2050)

- The Project has been divided into 5 lots with different scopes.
- The Project starting from Mersin Province passes through Tarsus district, Adana (city center), Ceyhan district, Osmaniye (city center), Düziçi district, Bahçe district, Nurdağı district and ends at Gaziantep City.
- The Project will strategically establish the connection for the airports, ports and industrial zones in the hinterland including several major cities such as Mersin, Adana, and Gaziantep and for the larger cities of the southeast Anatolia such as Hatay, Diyarbakır and Şanlıurfa and central Anatolia such as Ankara, Kayseri, Konya, Kahramanmaraş.
- In this context, 2 new railways will be built in addition to the existing railway between Mersin and Adana. In the continuation of the line, the existing line will be extended with a high standard railway line. With the High Speed Train Project, it is aimed to shorten the Mersin-Gaziantep travel time and increase passenger comfort. In addition to shortening the travel time, it will be a great investment for Gaziantep, which has a population of approximately 2 million, and Mersin, which has an international port. Other stations on the Mersin-Gaziantep route and passing through certain provinces/districts will provide passenger comfort and economic benefits.



Kayseri-Yerköy High-Speed Railway Line (Under construction)

Contractor: Doğuş Construction; Çelikler Holding; Özkar Construction

Project Owner: AYGM (Ministry of Transport)

Value: EUR 1,2 Billion

Project Webpage: www.yerkoykayseriyht.com

Details

- The project will be connected to Ankara-Sivas high speed line from Yerköy (Yozgat). 139,6 km long double line, electric and signaled high speed railway line will be constructed. Speed of project to 200 km/h. 36 months realization + 12 months maintenance. There will be 3 stations, total 18,959 m long tunnels, total 2,395 m long bridges, Project is to be realized under EPC+F scheme.
- The financing package comprises a €1.027 billion loan guaranteed by ECAs and a separate €220 million commercial loan facility supported in part by the Islamic Corporation for the Insurance of Investment and Export Credit (ICIEC). MUFG was appointed the sole mandated lead arranger, coordinator, structurer and agent bank by the Turkish Ministry of Treasury and Finance.
- UKEF guaranteed the ECA facility, with Italian (SACE), Polish (KUKE) and Austrian (OeKB) counterparts. ICIEC provided insurance to several of the commercial lenders.



Dört Yol-Hassa (Amanos Tüneli) Motorway and Railway Tunnel Project

Contractor: The Doğuş-Metgün Partnership

Project Owner: AYGM (Ministry of Transport)

Value: EUR 1,5 Billion

Project Webpage: www.dortyolhasa.com.tr

Details:

- The Dört Yol-Hassa Railway and Highway Tunnels Project is a strategic project aimed at facilitating transportation by directly connecting the İskenderun Gulf to the Southeastern Anatolia Region.
- 1x1 (single line) 18.9 km railway tunnel
- Agreement date: 23/02/2024

2025/01 Update

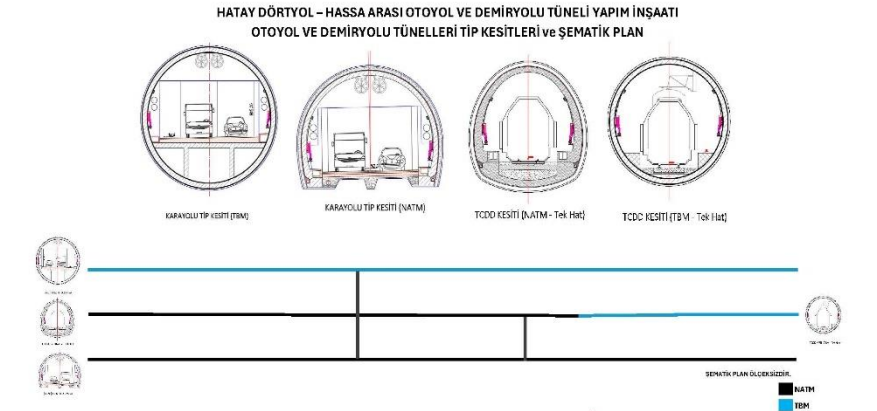
- The Environmental Impact Assessment (EIA) process has been initiated for the Connection Road and Railway Connection Project.

2024/12 Update

- The General Directorate of Infrastructure Investments (AYGM) received pre-qualification applications for the Hatay Dört Yol-Hassa Highway and Railway Tunnel Construction Supervision, Consultancy and Engineering Services tender (2024/1594779) on December 16, 2024. 13 bidders applied for pre-qualification for the tender. The bidders who applied for pre-qualification for the tender are as follows: 1. Altınok Consultancy 2. Yüksel Project 3. Teknosistem + Altaş Infrastructure 4. Mega Engineering + Koba Engineering 5. TCDD Teknik 6. UBM Engineering 7. Getinsa + Liv Engineering 8. Su-Yapı Engineering + Proyapı Engineering + KMG Project 9. Tekfen Project 10. Emay Engineering 11. Yüksel Domaniç + Özbek Engineering + ZTM Engineering + Epro 12. Apco Technical + NKY Engineering 13. Tümaş Türk Engineering

2024/12 Update

- Geodesy and design works are ongoing
- Negotiations with insurance companies for the credit guarantee are ongoing, and once they are finalized, the loan proposal will be submitted to the Ministry of Treasury and Finance, and the loan agreement will be signed by the end of the year.
- Partnership negotiations with credit guarantee insurance companies for the signing of the loan agreements are ongoing, and that once this is completed, the loan proposal will be submitted to the Ministry of Treasury and Finance.
- negotiations were also held with German and Swedish financiers
- The cost of the Project in the 2024 Investment Program had reached 50.8 billion TL, and it was expected that an allocation would be requested for the Project, for which a trailing allocation was given



Adapazarı- Karasu - Bartın Railway Project

Contractor:

Project Owner: AYGM (Ministry of Transport)

Value:

Project Webpage:

Details

Project Length: 200 km (approximately)

2024/12 Update

- The pre-qualification application deadline for the Karasu-Akçakoca-Zonguldak Railway Survey, Project and Engineering Services Consultancy tender is December 4, 2024.
- The General Directorate of Infrastructure Investments (AYGM) announced the pre-qualification for the Karasu-Akçakoca-Zonguldak Railway Survey, Project and Engineering Services Consultancy service tender with the tender registration number 2024/1517020 in the Public Procurement Bulletin dated November 20, 2024.
- The scope of the work includes the construction of approximately 200 km of Railway Survey, Project and Engineering Services in the provinces of Sakarya, Düzce, Bartın, Zonguldak, and the duration of the work will be 720 calendar days from the start date.
- The bidders who applied for pre-qualification for the tender are as follows: 1. Yüksel Project 2. Altınok Consultancy 3. Teknosistem Engineering + Altaş Infrastructure 4. Yüksel Domaniç 5. Erregi 6. TCDD Technical 7. Tümaş Türk Consultancy 8. Emay Engineering 9. Pini Group 10. SWS Engineering 11. Promota Engineering



Kars-Iğdır-Aralık-Dilucu High-Standard Railway Project

Contractor: Cengiz & Kalyon Consortium

Project Owner: AYGM (Ministry of Transport)

Value: EUR 2,29 Billion

Project Webpage: www.kiadyht.com

Details

Project Length: 223.9 km

- 5 tunnels, 3 viaducts, 10 bridges, 144 underground passes
- This project constitutes an important part of the Silk Road Economic Belt on the east-west axis.
- The Kars-Iğdır-Aralık-Dilucu Railway will depart from approximately the 12th km of the Kars-Tbilisi railway line and end at the Dilucu Border Gate.
- Includes a total of 6 stations, namely Subatan, Digor, Tuzluca, Iğdır, Aralık and Dilucu.
- This project will serve as an important bridge in reaching trade from Central Asia to Europe and will make significant contributions to the logistics sector. The railway, especially being signalled, electrified and double-tracked, offers great advantages in terms of increasing the carrying capacity and shortening the transportation time. In addition, transportation will be approximately half as fast as sea transportation.
- The project will enable faster and safer trade by providing uninterrupted railway access between Europe and Central Asia via Turkey.
- One of the prominent features of the project is that it provides a direct railway connection between Kars and Nakhchivan. This will end Nakhchivan's economic isolation and provide stronger transportation connections to Azerbaijan. Projects such as the Zangezur Corridor and the Nakhchivan-Aras Railway will modernize the transportation and trade infrastructure in the region, enabling a more efficient logistics flow between Azerbaijan, Armenia and Turkey.



2025/01 Update

- To complete the line in accordance with the work program and the committed timeframes and to avoid any disruption in obtaining external credit, an urgent expropriation decision was made. The credit financing agreement is targeted to be signed in the first quarter of the year.

2024/12 Update

- AIIB approved a \$250 million loan for the Project. The tender documents are awaiting World Bank approval and an international tender announcement.

2024/12 Update

- Supervision Consultancy, Engineering and Advisory Services Work (2024/1496625) tenders for were received on 3 December 2024.



Diyarbakır-Mardin Railway Project

Contractor: Cengiz Construction

Value: TRY 850 million (2021 valuation)

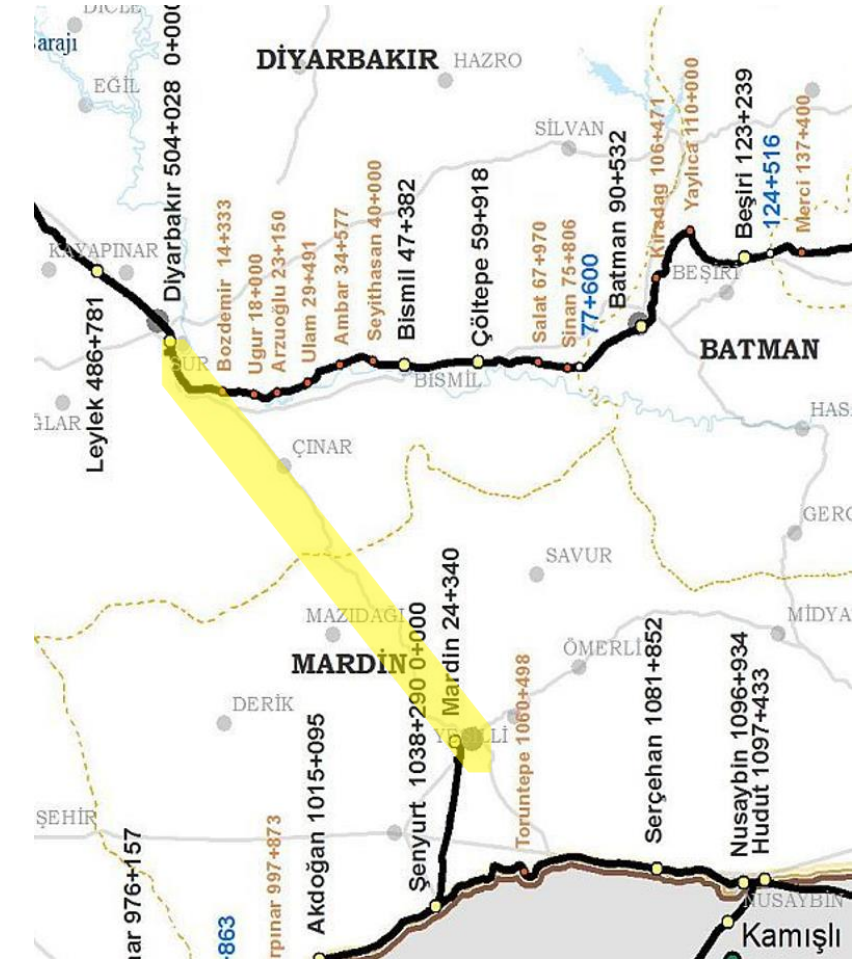
Project Webpage: NA

2024.07 Update

- Diyarbakır-Mardin Railway (Infrastructure, Superstructure) The bidders deemed qualified in the survey tender will submit their technical and financial offers by August 12, 2024. Contracts were signed in the Mardin-Nusaybin Railway (Infrastructure, Superstructure) and the bargaining-based Yolçatı Station Vehicle Maintenance Depot Directorate Building Ground Survey Research tenders.
- Project Engineering and Consultancy Service Procurement Tender the contract worth 55,610,740.00 TL was signed and entered into force on July 9, 2024 with the **Su-Yapı Engineering + KMG Engineering** Business Partnership, which won the tender. –
- In the negotiation-based Yolçatı Station Vehicle Maintenance Warehouse Directorate Building Ground Survey Research (Including Beylerderesi Bridge Foundation Drillings) Engineering Service Procurement Work tender (2024/691707), a contract of 5,768,000.00 TL was signed and put into effect with Promota Engineering company, which won the tender. The work, which has an approximate cost of 5,899,261.00 TL, is aimed to be completed on 23.04.2025.

2023.10 Update

- TCDD will announce a study project tender for infrastructure and superstructure works for the Line. It is aimed to offer the Project to the Investment Program with the completion of the studies.
- the contract worth 489 million 637 thousand TL with Cengiz İnşaat for the infrastructure and superstructure works of the Diyarbakır-Mazıdağı (Mardin) Railway Branch Line was signed on November 9, 2018, and the duration of the work was targeted to be 1,080 calendar days. The Presidential approval was received regarding the increase in the cost of the Project, which was included in the 2021 Investment Program of TCDD with an investment cost of 585 million TL, to 850 million TL



Istanbul Northern Marmara Railway Ring / Gebze - Sabiha Gökçen Airport - YSS Bridge - İstanbul Airport

Contractor: TBA

Project Owner: AYGM (Ministry of Transport)

Value: EUR 5,46 billion

Project Webpage: NA

Details

- Project Length: 122 km / double track
- Design Speed: 160 km/h
- 4 stations; 32 tunnels (46,4 km in total), Viaducts (13,9 km in total)
- 33 million passengers per year
- 30 million tons of freight per year
- The line can be tendered in 4 phases according to availability of foreign loans in 2025

2024.12 Update

- Financing negotiations are being held with the World Bank, IDB and AIIB for the project as a continuation of the credit package provided within the scope of the Divriği-Kars Railway Modernization Project.
- Due to the project's expected cost of 200 billion TL, it is expected that other banks will also participate in the financing, and the line is might be tendered as segmented instead of full line

2024.10 Update

- Minister Uraloğlu said "As a result of our long-standing talks with the World Bank, they said they would support a package worth **3 billion Euros or Dollars**. We have now come to the end of that. We will probably finalize it and tender it together with the World Bank loan."

2024.01 Update

- The investment cost for the Adapazarı-Gebze-3rd Bosphorus Bridge-Istanbul Airport-Halkalı Railway Line reached 148.7 billion TL in the 2024 Investment Program. It was aimed to provide 122.6 billion TL of the project cost with foreign loans

2023.10 Update

- Minister Uraloğlu recently said, "The double-track railway project design passing through the Yavuz Sultan Selim Bridge has been completed. It is a 122-kilometer line starting from Gebze and going to the Yavuz Sultan Selim Bridge and Çatalca. We also spoke with the Minister of the United Arab Emirates. We are planning to hold the tender this year."

2021.11 Update

Transportation and Infrastructure Minister Karaismailoğlu said, "We plan to launch tender this year for additional railway to Yavuz Sultan Selim Bridge and complete within four years"

2021.01 Update

- Cost increase has been made by AYGM, the biggest of these projects, as to reach TL33 billion this Project is taken in 2021 Investment Program with total TL 36.1 billion cost
- Chinese and South Korean companies are known to get interested in the project. South Korean delegation, having contacts with the Ministry before the pandemic, if the project is made on BOT model, South Korean companies would assume the project by bringing credit

2020.09 Update

- The project was entered in 2020 Investment Program with an investment amount of TL 11.3 billion; the cost has been increased to TL 33,000,000,000 of which TL 27,342,000,000 will be covered by foreign loans.



2020.08 Update

- An intergovernmental agreement is expected to be debated at the Parliament in October for a bilateral cooperation between Turkey and China for the Project which a preliminary confirmation was given last year for a loan package of \$ 4 billion from China

2019.12 Update

- Transportation Minister Turhan noting that they have undersigned a preliminary loan agreement with the People's Republic of China and banks regarding the turnkey construction works of the project also signing a letter of intent worth \$ 4 billion said that they will announce an international tender soon and accept bids accordingly – Bids are expected to be demanded from short-listed companies including Turkish and Chinese contractors.



Malatya-Narlı Railway Project

Contractor: TBA

Project Owner: AYGM (Ministry of Transport)

Value: NA

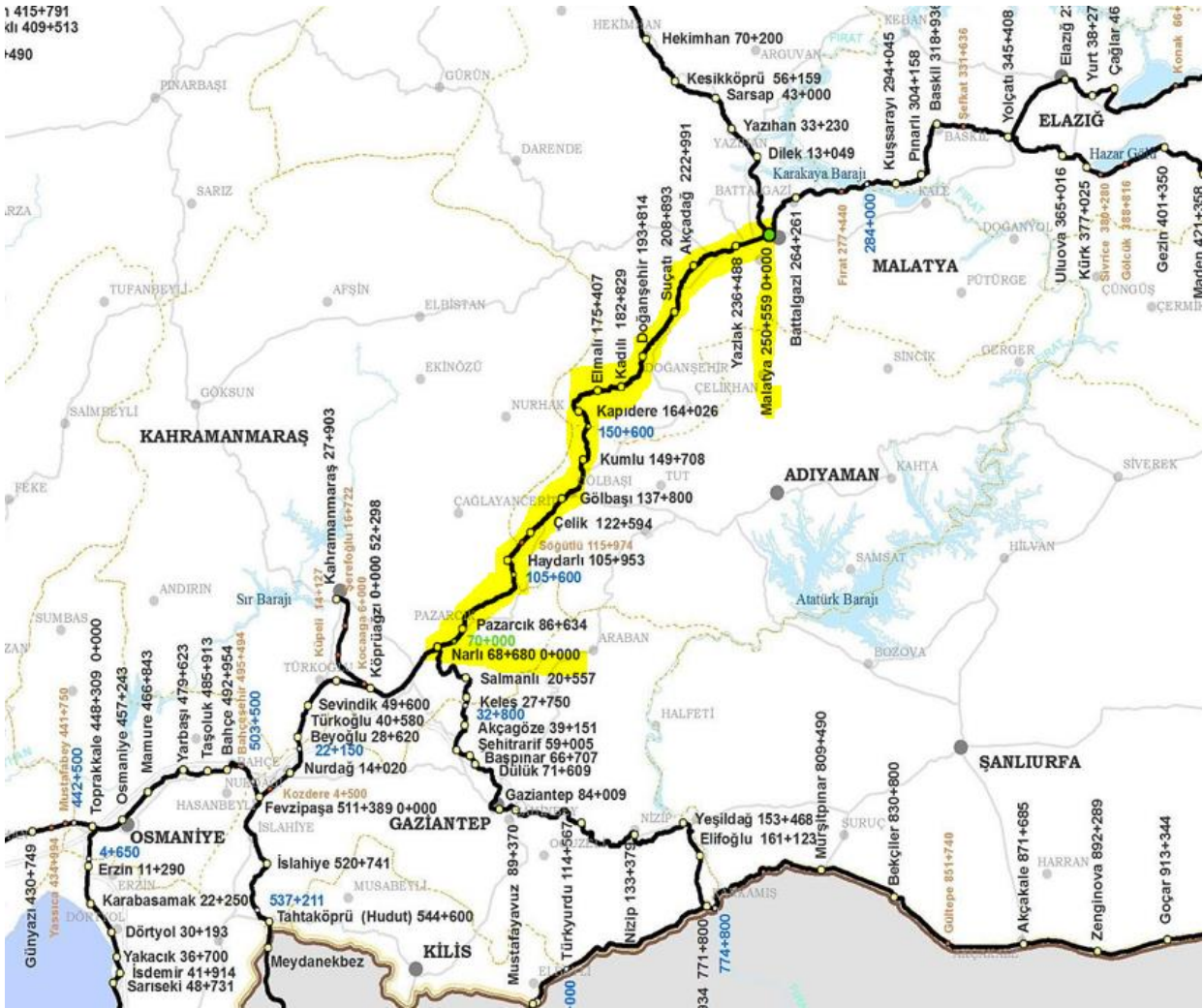
Project Webpage: NA

Details

Project Length: 160 km

2025.01 Update

- The General Directorate of Infrastructure Investments (AYGM) has proposed the approximately 160 km Malatya-Narlı High-Speed Railway Project to the 2025 Investment Program.
- AYGM's proposal has been reviewed by the Strategy and Budget Presidency (SBB) and if the Project is deemed appropriate, it is expected to be included in the Investment Program Draft. If approved by the President, the Project is aimed to be included in the Investment Program and AYGM will reach the tender stage for the Project within 2025.
- Turkish State Railways (TCDD) had completed the feasibility studies carried out for the Project. The Project was expected to be proposed to AYGM's Investment Program.
- It was designed as a double-track high-speed railway via Malatya-Narlı, aims to reach İskenderun with the high-speed train. A contract was signed for the Inspection, Research and Engineering Project Preparation Work of the TCDD Malatya-Narlı Railway Line T7 Tunnel and Surrounding Railway Line.



Filyos Port Railway Connection

Contractor: TBA

Project Owner: AYGM (Ministry of Transport)

Value: EUR 314 million

Project Webpage: NA

Details

- Project Length: 13 km (6,7 km double line) with a design speed of 50 km/h
- The rail type of the line will be 60 E2 (UIC 60), Concrete Sleeper Type B70, and the axle load will be 22.5 tons.
- There will be two bridges in the project
- The Ministry of Transport and Infrastructure has received financing from the World Bank toward the cost of the Rail Logistics Improvement Project and intends to apply part of the proceeds toward payments under the contract for Construction Works for Branching Railway Lines and Highway to the industrial facilities at the Filyos Port. Bidding process will be governed by the World Bank's Procurement Regulations.
- The construction period of the facility is 730 days. Defect Notification Period is 365 days.
- Technical specifications can be found [here](#)

2025.01 Update

- The last bid submission date of January 8, 2025 has been postponed to January 30, 2025 at 15:00. Tender bids will be opened at 15:15 in the AYGM Conference Hall. Bids will be valid until July 30, 2025. The exchange rates to be considered in the tender will be the Central Bank rate dated January 16, 2025.

2024.12 Update

- The pre-tender meeting of the tender for the Construction of the Railway and Highway Connection to the Industrial Facilities of Filyos Port (AYGM-YAP-2023-WB 03) was held on December 11, 2024.

2024.12 Update

- The tender deadline for the construction works is 8 January 2025
- The tender process will be conducted in accordance with the World Bank's Procurement Regulations, and the tender will be conducted through International Competitive Bidding, Single Stage Two Envelopes (Request for Proposals - RFB), incorporating the scoring criteria set out in the World Bank's "Procurement Regulation for IPF Borrowers – Financing of Investment Projects (July 2016 and August 2018 revisions)" and will be open to all qualified bidders as defined in the Procurement Regulation.



Irmak-Karabük-Zonguldak Rehabilitation Project

Contractor: TBA

Project Owner: TCDD

Value: EUR 330 million

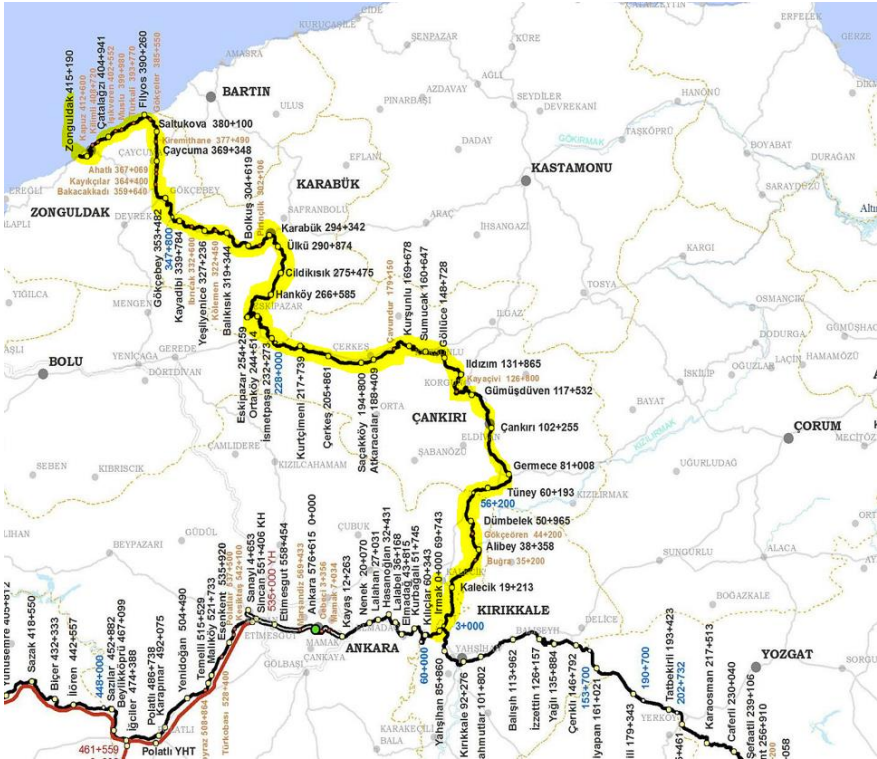
Project Webpage: NA

Details

Project Length: 415 km

2025.01 Update

The cost of the Irmak-Karabük-Zonguldak Railway Line rehabilitation project, which is targeted to be put out to tender, has reached 12.4 billion TL, and the Filyos Stream Railway Bridge Project was added to the scope of the project in 2025. 420 million TL was allocated for the project.



Kırıkkale (Delice)-Çorum - Merzifon - Samsun High Standard Railway Project

Contractor: Yapı Merkezi-YSE Construction Partnership

Project Owner: TCDD

Value: EUR 2,044 billion (tendered in TRY)

Project Webpage: NA

Details

Project Length: 120 km

The project, planned in 3 sections, consists of a total of 292 km

- first section being approximately 120 km between Kırıkkale (Delice) and Çorum: 3 sidings, 1 station, 153 box culverts, 65 underpasses, 10 overpasses, 4 bridges, 18 bridges and 8 tunnels
- the second section being approximately 91 km between Çorum and Amasya (Merzifon): 80 hydraulic culverts, 25 underpasses, 10 agricultural crossings, 16 overpasses, 4 bridges, 5 viaducts, 12 tunnels, 2 cut-and-cover tunnels, 1 siding and 3 stations
- the third section being approximately 101 km between Merzifon and Samsun: 20 bridges, 4 viaducts, 9 cut-and-cover tunnels, 21 tunnels, 13 escape tunnels, 2 agricultural underpasses, 47 culverts and 3 stations

2025.01 Update

- The contract will be approved and put into effect soon. It was decided that the Project, which was initially planned to be carried out with foreign loans, would be built with equity.

2025.01 Update

- TCDD completed the evaluation work in the tender. Yapı Merkezi-YSE Yapı Ortaklığı won the tender with 75.2 billion TL and the objection process has been initiated.

2024.12 Update

- In the second session of the tender opened by TCDD with the bargaining method, the cheapest offer came from Yapı Merkezi-YSE Construction Partnership with 75.2 billion TL
- 2 bidders submitted offers for the tender, and the lowest offer in the second session came from Yapı Merkezi-YSE Construction Partnership with 75.2 billion TL. The approximate cost of the tender is 85,142,058,646.87 TL, and the offer of REC International-Cengiz Construction Partnership, which submitted the second offer, was 84.5 billion TL.

2024.12 Update

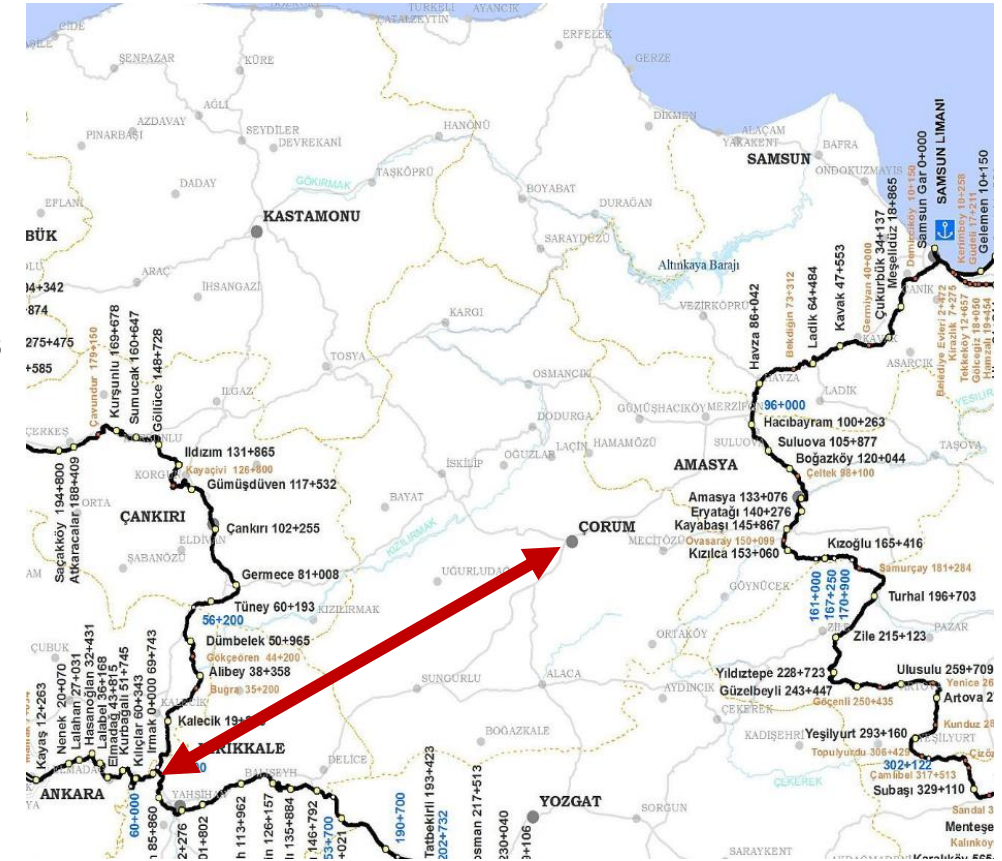
- The first session of the foreign credit tender, for which TCDD requested bids through the bargaining method, is aimed to be held on December 31, 2024.
- TC State Railways (TCDD) invited bids through the bargaining method for the Kırıkkale (Delice)-Çorum High Standard Railway Project (120 km).

2024.11 Update

The tender model for the Project with external credit will be determined by TCDD senior management, and TCDD is expected to hold its tender within the scope of the Public Procurement Law as soon as possible. At this stage, it will also be decided whether the tender will be carried out with the condition of bringing a loan or with the financing model of the Ministry of Treasury and Finance.

2024.10 Update

the tender was aimed to be held before the end of the year. TCDD has completed the project acceptance studies for the Çorum-Merzifon section of the Project, and project studies were continuing in the Merzifon-Samsun section.



2024.01 Update

In the 2024 Investment Program, the cost of the Kırıkkale (Delice)-Çorum High Standard Railway Project reached 46.4 billion TL, and it was aimed to finance 38.4 billion TL of this investment with external loans. The Project, which is expected to be completed in 2027, has been given a tracking allowance, and if it is put out to tender within the year, the Project could be given an allowance. Foreign borrowing permission was expected from the Ministry of Treasury and Finance for the opening of the tender for the Project.



Siirt-Kurtalan Railway Project

Contractor: NA

Project Owner: TCDD

Value:

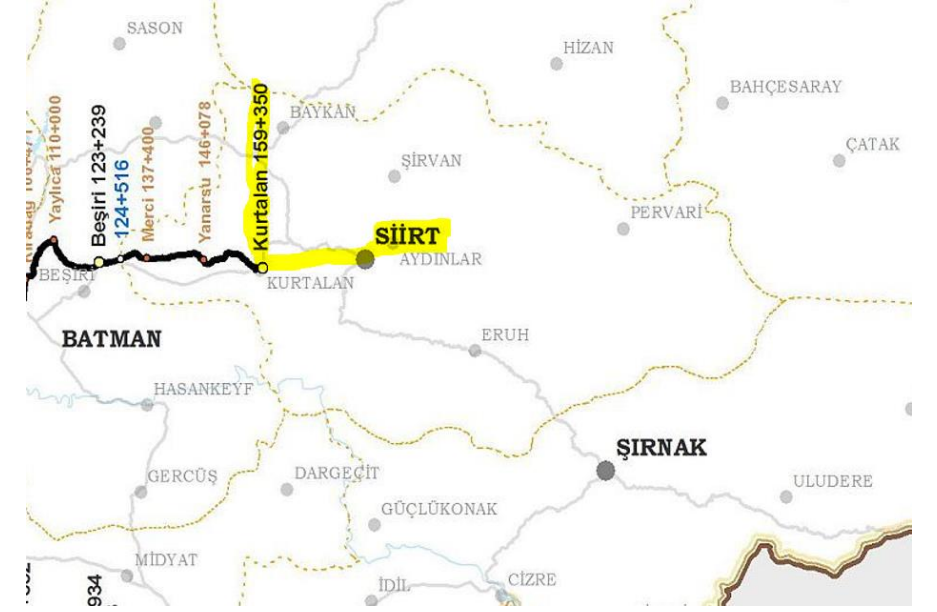
Project Webpage: NA

Project Details

Project Length: 34 km

2025.01

The investment cost of the Siirt - Kurtalan Railway (34 km) Project, which is among the important projects included in the 2025 Investment Program, is 29.4 billion TL and 50 million TL allocation was given for the Project. The project is targeted to be completed in 2028.



Sivas-Divriği-Kars Railway Rehabilitation Project

Contractor: TBC

Project Owner: AYGM (Ministry of Transport)

Value: USD 1,16 billion

Project Webpage:

Details

Project Length: 660 km

The project will rehabilitate, electrify, and modernize a 660km railway corridor in eastern Türkiye, linking Sivas Province (at Divriği) with the border with Georgia, via the city of Kars.

Component 1 - Rehabilitation of the Divriği – Erzincan – Erzurum – Kars – Georgia Border Railway Corridor (US\$1,080 million). This component will consist of design, construction, and construction supervision of 143km of new standard gauge railway line to replace the existing line;

Tentative technical works under this component are as follows:

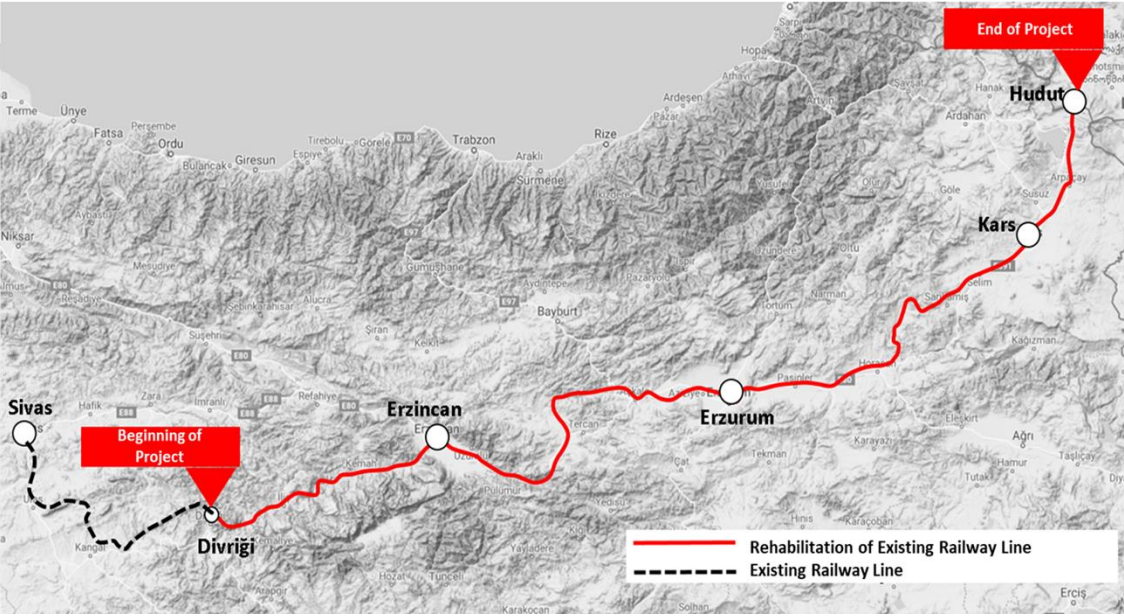
- Construction of 143km of new standard gauge railway line; The World Bank International Rail Logistics and Network Resilience Project (P179128) Apr 05, 2023
- Installation of ERTMS/ETCS Level 1 signalling, telecommunication, and electrification systems along the entire corridor;
- Construction of 10 new sidings and extension of 30 existing sidings at existing railway stations;
- Establishment of electric power installation systems with 16 substations, 16 neutral zones, and 154kV power transmission lines;
- A 350km 4-zone distributed acoustic detention system; • Tunnel clearance works for electrification;
- Construction of 120 controlled level crossings;
- Construction of 4 new bridges (144m),
- Renewal of 2 passenger platforms,
- Construction of retaining walls (1,050m),
- Renewal of 77 culverts,
- Construction of 7 new overpass and 10 km of snow barriers; and
- Construction of selected station buildings, facilities, and signalling, telecommunications, and electrification systems, including construction of 20.8km of signalling/telecommunication and 15.3 km of electrification systems at the Kars logistics centre.

Component 2 - Railway Information Systems for Resilience and Digital Maintenance (US\$19 million). Under this component, TCDD will deploy digital information systems connected to sensors network-wide at the national level. This set of integrated systems will help modernize TCDD’s asset management practices and build climate and disaster resilience across the network through real-time monitoring, including early warning of potentially hazardous conditions and their location. This component is expected to include three major sub-components: • Data collection systems (US\$14 million); • Smart sensor equipment (US\$3 million); and, • Deployment of a Railway Information System (RIS) (US\$2 million).

Component 3 – Institutional Capacity Development (US\$1 million). This component includes support for the Project Implementation Unit (PIU). This component may also include potential institutional capacity building activities for DGII or TCDD to enhance rail logistics and resilience in Türkiye, which may be proposed during project preparation

2025/01 Update

- A loan agreement was signed between the World Bank and the Ministry of Treasury and Finance on December 18, 2024 for the Rehabilitation Project including Electrification, Signalling and Telecommunication (EST) works of the Sivas-Divriği-Kars Railway Line Project within the scope of the Eastern Turkey Middle Corridor Railway Development Project of the General Directorate of Infrastructure Investments (AYGM).
- The loan agreement amount has been determined as 607.4 million Euros and the preliminary commission amount in the loan has been determined as 0.25 percent. 589.2 million Euros of the financing will be used for Goods, works, non-consulting services and consulting services (part 1), 14.6 million Euros for consulting services (part 2), and 3.6 million Euros for Goods, non-consulting services, consulting services and Operating Costs (part 3).
- The principal payment dates will be every March 15 and September 15, starting from March 15, 2031 until March 15, 2037, and the instalments will be 7.14 percent. The 7.18 percent payment will be made on September 15, 2027.



- The AIIB Joint Financing Agreement has also been signed, and it was noted that the Joint Financing Agreement with the IDB must be signed within 270 days. The \$250,000,000 loan to be provided by the AIIB will help finance Parts 1.1, 1.3 and 2.1 of the Project. An amount equivalent to \$250,700,000 to be provided by the IDB will help finance Part 1.2 of the Project.
- Within the scope of the project, Preparation of detailed engineering designs, construction of standard or double-track railway lines, infrastructure and superstructure works, installation of signaling and telecommunication systems, construction of new exterior claddings and expansion of exterior claddings of existing train stations, Full electrification of the line, electrical energy installation systems and energy transmission lines, Implementation of the road monitoring system and deployment of traffic control facility, Tunnel cleaning works for electrification, tunnel maintenance, repair and drainage works including improvements in the tunnel, Construction of controlled level crossings, Expansion of railway bridges, Renewal of passenger platforms, Construction of protective structures, renewal of culverts and reconstruction of overpasses, station buildings, facilities, signaling constructions, telecommunication and electrification systems, Provision of design and construction supervision consultancy, Electrification and signaling works on the Divriği-Kars and Kars-Georgia Line, Construction of Canbaz Station within the scope of the Kars-Georgia border section construction works will be carried out.

2024/12 Update

- The Strategy and Budget Presidency (SBB) gave its opinion on the revised feasibility studies presented by AYGM. Relevant sources noted that the World Bank and AYGM are working on the tender documents at this stage, and that the international tender stage will be reached with the approval of the documents submitted to the Bank in September.
- it is noted that approval is expected to be received and the loan agreement to be signed for the 250 million USD financing targeted to be provided by the Asian Infrastructure Investment Bank (AIIB) for the Project.

2024.12 Update

The World Bank Board approved \$660 million in financing to support Türkiye's efforts to expand electric rail transportation that will help improve the efficient movement of goods across the country, boost exports, create jobs and reduce greenhouse gas (GHG) emissions.

2024.11 Update

Treasury and Finance Minister Mehmet Şimşek met with Islamic Development Bank (IDB) President Muhammed Al Jasser in Turkey. 246.4 million Euro credit agreement was signed for the Divriği-Kars Railway Project.



Elazığ-Genç Railway Electrification Project

Contractor: TBC

Project Owner: TCDD

Value: EUR 40 million

Project Webpage: NA

Details

Project Length: 136 km single-line between Elazığ (Excluding) (Km: 23+926) – Genç (Including) (Km: 157+369)

duration of the work will be 1360 calendar days from the site delivery.

2025.01 Update

The General Directorate of Turkish State Railways (TCDD) received the bids for the Elazığ-Genç Electrification Systems Construction Work (2024/1674366) tender on January 24, 2025.

Company-Joint Partnership - Bid (TL)

- Efe Rail Systems 1,198,785,384.00
- Emre Ray + Kıymet Construction 1,329,455,262.00
- Öztaş Construction 1,373,008,025.00
- Kolin Construction + Armin Electric 1,449,555,000.00
- Dillingham Construction + Ermit Engineering 1,549,000,000.00
- Yapı Merkezi + Aykal Group 1,839,124,851.48

2024.12 Update

- The deadline for submitting bids for the tender, which was previously announced as January 14, 2025, has been postponed to January 24, 2025 at 10:00.

2024.12 Update

- The last bid submission date for the Electrification Systems Construction Work tender is January 14, 2025
- The tender document can be viewed free of charge on EKAP, but those who will bid for the tender will be required to download the tender document from EKAP using e-signature. The tender will be open to all domestic and foreign applicants.
- In the tender, D.VI Electric Transportation Vehicles Technology Works included in the Communiqué on Similar Works to be Evaluated in Work Experience in Construction Works will be evaluated as similar work. Bidders will submit documents showing work experience in the subject of the tender or similar works committed within the scope of a contract including a price within the last fifteen years and not less than 50% of the offered price.
- Bidders will provide a temporary guarantee in an amount determined by them, not less than 3% of the bid price. The validity period of the bids will be 90 calendar days from the date of the bid.



Ankara-İstanbul Very High-Speed Railway

Contractor: TBC

Project Owner: AYGM

Value: EUR 4,23 billion

Project Webpage: NA

Details

Project Length: 344 km

Design Speed: 350 km/h

Infrastructure: 19 viaducts (14 km in total), 51 tunnels (129,8 km in total)

Passenger: 38,9 million annually



2025/01 Update

In 2025, an allocation of 8.2 billion TL was provided, bringing the total cost of the Project to 182.6 billion TL. It was targeted that 90.3 billion TL of the Project cost would be covered by external loans, and the cumulative expenditure reached 158.5 billion TL.

2024/09 Update

Turkish Minister Uraloğlu had a meeting with South Korean delegation. Koreans showed a keen interest according to Anadolu Agency.

2023/12 Update

SBB's (Presidency of Strategy and Budget) review of the revised feasibility study submitted by AYGM has been completed. It is expected that the decision on whether the project can be carried out with the BOT model or through the Investment Program will be clarified after the high-level meetings to be held by the Strategy and Budget Presidency and the Ministry of Transport. The project is also among the alternative projects presented to the UAE delegation.

2023/11 Update

DBT Ankara (Seyfi and Yigit) visited Enver Mamur (Deputy General Manager of AYGM); he said they could convince Presidency Strategy and Budget department to add it into investment programme. They are planning to realise this project with a PPP funding mechanism. Presidency is reluctant to undertake PPP model considering previous investments and their guarantee burden on the central budget. However, he said if a partner can realise this project without a guarantee system or with a limited guarantee system, they can even sign an agreement by today.

2022/12 Update

An agreement worth TL 4,930,300.00 was signed on March 17, 2021 with **Emay Uluslararası Mühendislik** that won the contract in the tender realized with the bargaining method (2020/742205) for Preliminary Studies, Design Works and Engineering Services regarding Sincan - Beypazarı - Çayırhan (Ayaş Tunnel) Railway Line and Sincan - Çayırhan – İstanbul Speed Railway. The job was performed between March 18, 2021 and April 22, 2022.

2022.10

AYGM has applied to Presidency Strategy and Budget Department (SBB) for BOT model investment of the Project together with the revised feasibility survey.



Karaman-Ulukışla High Speed Railway

Contractor: TBC

Project Owner: AYGM

Value: EUR 756 million

Project Webpage: NA

Details

Project Length: 135 km

2024.07 Update

Minister Uraloğlu: “we will realise the tender for this project in this year”

2023.06 Update

Bidding deadline of Karaman - Ulukışla Electrification Facilities Installation tender postponed to 23 June 2023

2022.10 Update

In the bargaining method tender of Karaman - Ulukışla 2. Line infrastructure-superstructure works completion, signalization and telecommunication, contract has been signed with Demce Yapı - İntekar İnş. Partnership on TL 6.7 billion. Contract will take effect after authority approval taken.



Aksaray-Ulukışla- Yenice High-Speed Railway

Contractor: TBC

Project Owner: AYGM

Value: EUR 1,92 billion

Project Webpage: NA

Details

Project Length: 192 km

Design Speed: 250 km/h

Stations: 3

Passenger: 4,5 million annually

Freight: 28 M.ton annually



Samsun-Sarp Railway Project

Contractor: TBA

Project Owner: AYGM

Value: TBA

Project Webpage: NA

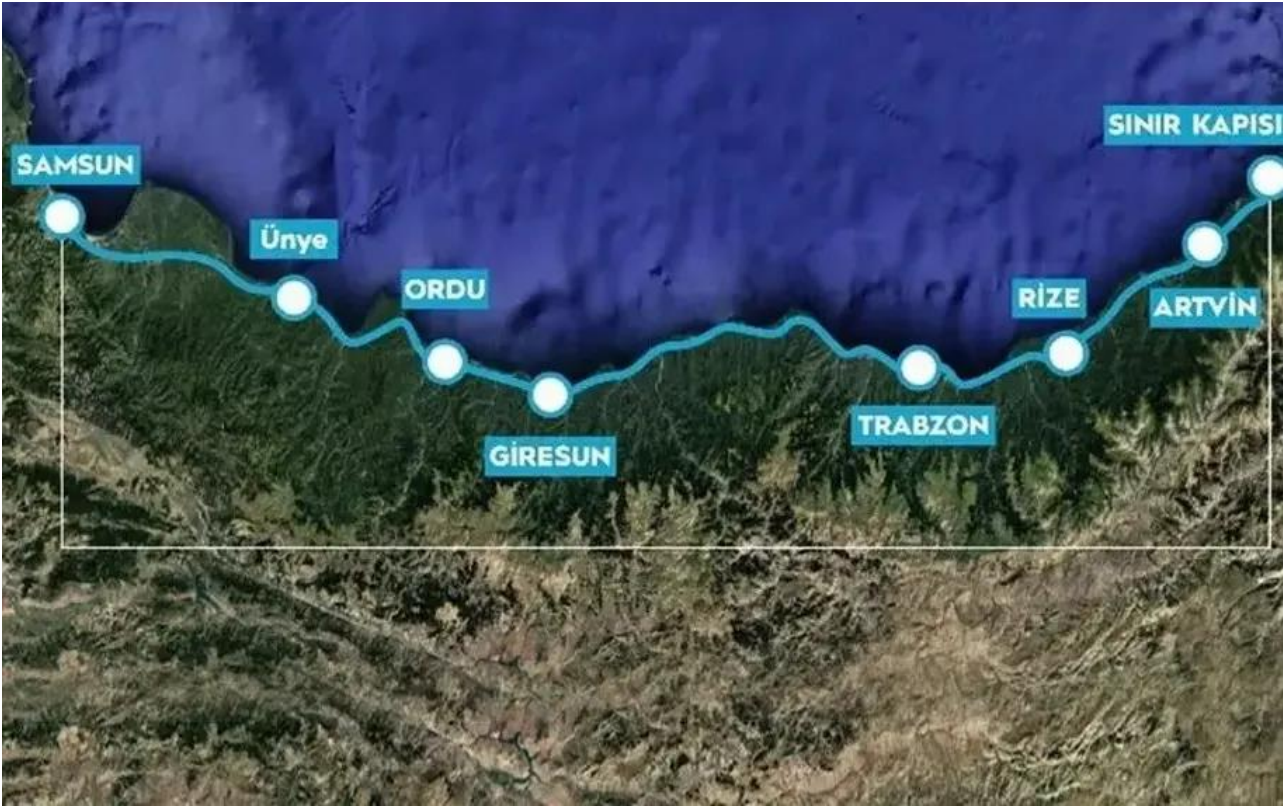
Details

Project Length: 509 km with 37 stations

Design Speed:

2024.12 Update

AYGM has proposed the study project works of approximately to the 2025 Investment Program



Basrah-Baghdad-Turkey Railway / The Development Road Project

Contractor: TBA

Project Owner: Turkey, Iraq, Qatar, and the United Arab Emirates

Value: USD 24 billion (in total)

Value for the line between Ovaköy (Turkey-Iraq border)-Gaziantep: USD 5 billion

Project Webpage: NA

Details

- **Length:** 1,200 kilometers connecting Basrah, Iraq (Grand Faw Port) to Ovaköy, Türkiye (Iraq-Türkiye border), including 615 kilometers of new railway and 320 kilometers of new highway, which will complete the existing transport networks.
- **Grand Faw Port:** To be the largest port and the biggest infrastructure project in Iraqi history in the Middle East with 99 berths, handling 36 million tons of freight and 22 million tons of dry bulk by 2028.
- **Completion Timeline:** The project will be executed in three phases, with the first phase (Grand Faw Port) expected to be completed by 2028. The details of the other phases are still uncertain, they are expected to be the construction of railway and highway connections between two locations.
- The Development Road Project, initiated between Turkey and Iraq, aims to facilitate trade between the two countries and strengthen regional economic integration. This project will establish a railway and highway network connecting the FAV Port in southern Iraq’s Basra Gulf to Europe via Turkey. With a \$20 billion investment, the project provides an alternative route to the Suez Canal, significantly reducing transit times for goods between Asia and Europe.
- The project is a joint effort between Turkey, Iraq, Qatar, and the United Arab Emirates. For Turkey, it has the potential to position the country as a central hub in international trade, with the new route expected to shorten transportation time by up to 15 days. In the long term, this infrastructure is designed to support stability and economic growth in the region.



2025/01 Update

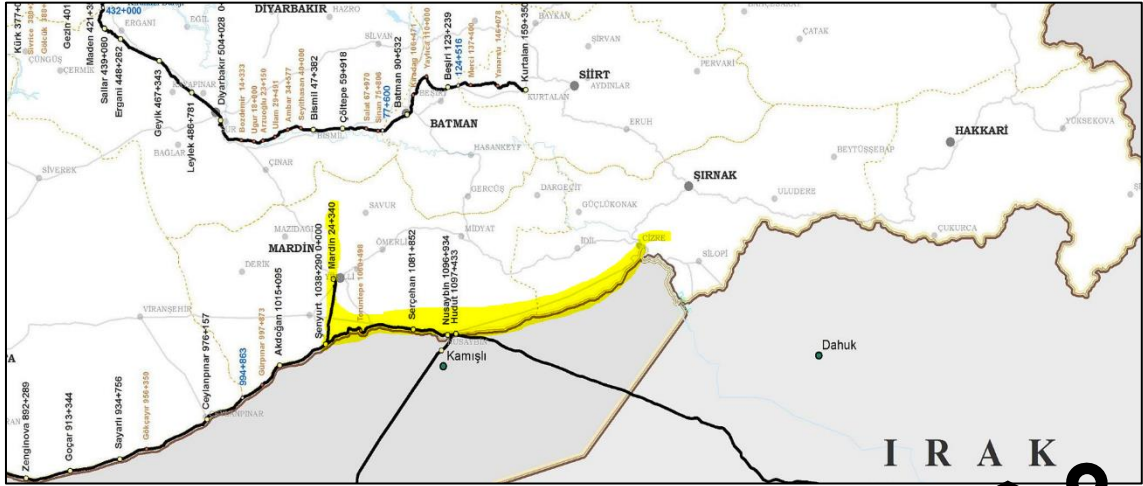
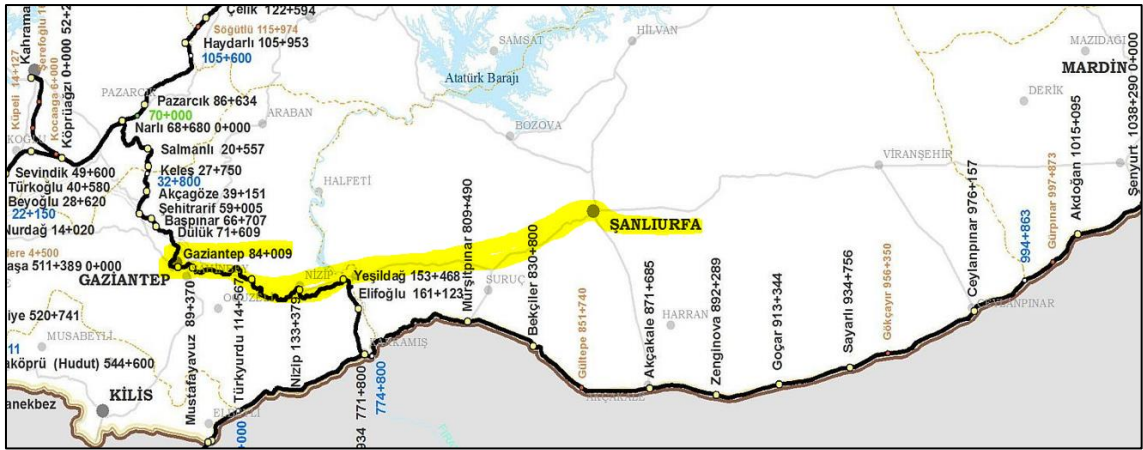
The railway projects targeted for construction within the scope of the Development Road are also grouped under the Development Road Project title

Mardin-Nusaybin Railway, which was previously included in the Presidency Investment Program and targeted to be tendered, costing 18.3 billion TL and granted a temporary grant, and the **Nusaybin-Cizre-Border Railway**, costing 76.5 billion TL and granted a temporary grant, were included in the Project scope.

Gaziantep-Şanlıurfa High-Speed Train, costing 61.7 billion TL and granted a temporary grant, and the **Şanlıurfa-Mardin High-Speed Train** Projects, costing 59.3 billion TL and granted a temporary grant, were added under the Development Road Project title on

Business Opportunities:

1. **Infrastructure Development:**
 - Construction contracts available for roads, railways, and port facilities.
 - Potential involvement in logistics hubs and industrial complexes.
2. **Logistics and Transportation (Railway):**
 - Significant railway opportunities for UK companies specialising in railway construction, engineering, and technology to engage in the design and implementation of rail infrastructure. Companies can also explore opportunities in signaling, safety systems, and rolling stock supply, as the project aims to accommodate larger volumes of freight traffic.
3. **Energy Sector Investments:**
 - Integration of oil and gas pipelines as part of the infrastructure build-out.
 - Potential partnerships with local and international firms to develop energy projects alongside the DRP.
4. **Technology and Services:**
 - Demand for advanced technology solutions for traffic management, port operations, and logistics tracking. This could be an important opportunity for high-tech UK railway companies to enter the market.





- Opportunities for IT companies to provide digital infrastructure and smart solutions.

5. **Regional Cooperation:**

- Potential to leverage existing relationships and investments to enhance project viability.





Rolling Stock Assets of TCDD






Name	Photo	Details	Quantity	Operation Speed	Manufacturer	Year	Signalisation
DE 33000 Diesel Mainline Locomotive		It is model GT26CW-2 designed by General Motors Electro-Motive Diesel and using the famous EMD 645 two stroke diesel engine and using the EMD Dash 2 electronic module. It has been revised to have EMD Dash 3 like microprocessor control in 2017. This batch has air starter. Its name refers to its maximum power output, 3,300 hp (2,500 kW). Wheel diameter: 1016/920 mm Curve radius: 72 m	88 units	120 km/h	TÜRASAS & General Motors	2003-2009	ATS
DE 36000 Diesel Mainline Locomotive		GE Powerhaul type PH37ACi, manufactured in TÜRASAS Eskişehir Factory. Exle: Co Co Power Output: 2600 kW (2500 hp) Wheel diameter: 1067/991 mm Curve radius: 150 m	20 units	120 km/h	TÜRASAS & GE	2014	ATS
DE 11000 Diesel-Electric Shunting Locomotive		The first 20 locomotives were built by Krauss-Maffei, the remaining 70 on licence by TÜRASAS. There are two series of the locomotive, the first 15 having direct current motors, the latter 70 having alternated current motors. Diesel engine type MTU 8V396TC13 Power output: 1065 hp / 785kW	58 units	80 km/h	TÜRASAS & KRAUSS MAFFEI	1985-1991	
DE 18100 Diesel Mainline Locomotive		Type of diesel-electric road switcher built for operations on Turkish State Railways by Matériel de Traction Electrique. Based on the same platform and order as the DE24000, it was a light-axle version of the locomotive, very similar to the DE18000, though with a different wheel arrangement. Power output: 1600 hp Wheel diameter: 1100 mm Axle: A1A-A1A	4 units	90 km/h	TÜRASAS & MTE	1970-1978	ATS

DE 22000 Diesel Mainline Locomotive		<p>The locomotives use GM's 16 cylinder, direct injection 16 645E engine, AR10/D18 AC alternator and a D77-DC traction motor. The locomotives main characteristic were that they were the first locomotive in Turkey to have multiple unit (MU) capabilities.</p> <p>Power output: 2000 hp Wheel diameter: 1016-920 mm Curve radius: 133 m</p>	86 units	120 km/h	TÜRASAŞ & General Motors	1985-1989	ATS
DE 24000 Diesel-Electric Mainline Locomotive		<p>218 units were built between 1970 and 1984 under license from Matériel de Traction Electrique (MTE) of France. It follows the hood unit road switcher design, like most Turkish mainline locomotives. It is the most commonly found locomotive class in Turkey.</p> <p>Axle: Co'Co' Wheel diameter: 1100 mm Power output: 1900 hp Diesel Engine: Pielstick 16PA4V185i Cer Engine: TC 107 4 DC</p>	232 units	120 km/h	TÜRASAŞ & MTE	1974-1985	ATS
DH 9500 diesel-hydraulic shunting locomotive		<p>This unit is an hydraulic version of the DE11000.</p> <p>Diesel engine type MTU 8V 396 TC 13, Hydraulic transmission. Axle: Bo'Bo' Power output: 700 KW / 950 HP Curve radius: 90 m</p>	26 units	80 km/h	TÜRASAŞ	1999-2003	
E 43000 Electric Mainline Locomotive		<p>It is a twin-cab six-axle Bo-Bo-Bo electric locomotive. The locomotives were designed by Toshiba and built by TÜRASAŞ at their Eskişehir facility. Design based on JNR Class EF63 electric locomotive in Japan, built by Toshiba. Today, the E43000s mostly operate heavy ore trains between Divriği and Iskenderun.</p> <p>Power output: 3,180 kW (4,260 hp) Curve radius: 200m / 90 m depot Wheel diameter: 1220 mm</p>	45 units	90-120 km/h	Toshiba & TÜRASAŞ	1987-1997	

<p>E 68000</p> <p>Electric Mainline Locomotive</p>		<p>AAR B-B UIC Bo'Bo' Gauge 1,435 mm Length 20 m Loco weight: 86 tonnes Electric system/s25 kV 50 Hz AC Pantograph, 1,600 millimetres (63 in) wide single-pole collector Power output: 5000 kW / 6,705 hp</p>	80	140 km/h	TÜRASAŞ & Hyundai ROTEM	2013-2016	ATS, ERTMS Level-1
<p>E 14000</p> <p>Electric multiple unit</p>		<p>EMU used by TCDD on their commuter rail services around Istanbul, Ankara and İzmir. The 75 units were delivered starting in 1979. These sets are not currently used in commuter lines in the cities after Marmaray and Başkentray projects.</p> <p>Max power: 1400 HP Wheel diameter: 1100 mm</p>	2 sets	119 km/h	ALSTOM - TÜRASAŞ	2018	
<p>MT 15000</p> <p>Diesel Multiple Unit</p>		<p>4 wagons: DT+M+T+DM Powe Outputr: 1500 HP Wheel diameter: 920-840 mm Passenger: 262 Curve radius: 200 m Transmission : 650kw (Voith T312bre)</p>	12 sets	140 km/h	Hyundai Rotem	2009-2010	ATS
<p>MT 15400</p> <p>Diesel Multiple Unit</p>		<p>The DMUs were built by EUROTREM in Adapazarı, Turkey. These DMUs operate on most diesel operated regional lines in Turkey.</p> <p>4 wagons: DT+M+T+DM Powe Outputr: 1500 HP Wheel diameter: 920-840 mm Passenger: 262 Curve radius: 200 m</p>	52 sets	140 km/h	TÜRASAŞ & Hyundai Eurotem	2019	ATS 101
<p>MT 5600</p> <p>Diesel Single Unit</p>		<p>Diesel motor railcars. These units are known under the brand name "Sakarya"</p> <p>Capacity: 64 sitting Power: 550 hp Wheel diameter: 920-860 mm Engine: Cummins KTA19R, 6cylinders, turbo charged, Transmission: Hydraulic: Voith 320RZ Brake: Hydrodynamic brake Voith KB260/11</p>	7 sets	140 km/h	TÜRASAŞ	1993-97	

<p>MT 5700</p> <p>Diesel Single Unit</p>		<p>They were produced by Fiat of Italy and are closely related to the slightly older MT5600 and Italian railcar ALn 668. This railcar has a three-speed hydrodynamic automatic transmission.</p> <p>Power output: 420 kW (560 hp) Transmission: Voith T211r Curve radius: 90 m Capacity: 68+12</p>	27 sets	120 km/h	Fiat	1993-1995	
<p>HT 80001</p> <p>Siemens Velaro TR</p> <p>High-Speed EMU</p>		<p>Each eight-car, 200 m (656 ft 2 in) set has 32 axles, of which 16 are driven.</p> <p>Bo'Bo'+2'2'+Bo'Bo'+2'2'+2'2'+Bo'Bo'+2'2'+Bo'Bo'</p> <p>25 kV, 50 Hz AC system vehicle</p> <p>Passenger capacity: 446</p>	19 sets	300 km/h	Siemens AG	2010	ETCS
<p>HT 65000</p> <p>High-Speed EMU</p>		<p>Built by CAF of Spain for the Turkish State Railways (TCDD). The design is based on is based on the RENFE Class 120 / 121 trains. The trains have 6 cars but are modular in design and can be reconstructed as 8-car units with two additional cars.</p> <p>Capacity: 411 Wheel diameter: 850/790 mm Power output: 4800 kW</p>	12 sets	250 km/h	CAF	2009	ETCS
<p>E 44000</p> <p>Electric multiple unit</p> <p>“National Electric Train”</p>		<p>The prototype units were manufactured with a goal of being 65% domestically produced, with the mass-produced units having a goal of being 75% domestically made. The traction motor, transformer, transmission, control and management system are all supplied by Aselsan.</p> <p>Capacity: 324 / 5 cars 25 kV 50 Hz AC Catenary Curve radius: 150 m</p>	3 sets	160 km/h	TÜRASAŞ	2023	

<div>E 23000</div> <div>Electric multiple unit</div> <div>(commuter)</div>		<p>The E23000s were built to replace the E8000 and E14000 EMUs. Each set has 3 permanently coupled cars.</p> <p>They are operated by the Turkish State Railways for commuter service in Ankara and leased by İZBAN A.Ş. (10 EMUs) for commuter service in Izmir.</p> <p>Capacity: 747 Power output: 1680 kW Wheel diameter: 860/780 mm</p>	2 sets	140 km/h	Hyundai Rotem	2009	
<div>E 32000</div> <div>Electric multiple unit</div> <div>(commuter)</div>		<p>They were ordered exclusively to operate along the Marmaray commuter rail network in Istanbul with delivery beginning in 2011. The EMUs consist of 5-car and 10-car sets respectively. The first EMUs went into service along Istanbul's two commuter rail lines from 2012 and 2013.</p> <p>Power output: 2400 kW Wheel diameter: 860/785 mm Curve radius: 300m / 90 m depot</p>	20 sets	80 km/h	Hyundai Rotem	2011	
<div>E 64000</div> <div>Electric multiple unit</div> <div>(commuter)</div>		<p>These sets are used in Marmaray commuter rail network in Istanbul. The EMUs consist of 5-car and 10-car sets respectively.</p> <p>MCT1+T3+M1+M2+T4+M3+T2+M1+T1+MCT2</p> <p>Capacity: 3058 Power output: 2400 kW Wheel diameter: 860/785 mm Curve radius: 300m / 90 m depot</p>	34 sets	80 km/h	Hyundai Rotem	2013	