

## **TRANSPORT SITUATION IN TURKEY IN 2004**

### **1. Traffic trends**

Highway transportation has the predominant share of transportation modes in Turkey. About 92 percent freight and 95 percent passenger traffic are carried by roads. It is not expected to have bigger change in this ratio at forthcoming future.

Traffic volume of State Roads in 2004 has not been completely evaluated yet, but initial studies show that traffic volume is likely to increase approximately 10 percent compared to 2003 traffic volume.

### **2. Obstacles to the development of transport**

- a) The high percentage of heavy vehicle traffic coupled with adverse climatic conditions and notorious practices of over loading put severe strain on our highway and create immense maintenance problem.
- b) Turkey encounters border crossing problems mainly in two border crossing points:
  - Kapıkule border crossing point (at Turkey – Bulgaria border): Long truck queues occur at the Turkish side especially on weekends due to the problems related with infrastructure at Kapıkule – Kapitan Andreevo border crossing point (at both sides).
  - Habur border crossing point (at Turkey – Iraq border): Queues encountered at Habur border crossing point occur mainly because of the truck carrying fuel and other logistics to Iraq. Special conditions in Iraq (politics, war conditions etc.) increase the negative effects on current problems.

### **3. Best practices in transport and infrastructure regulation**

- In order to eradicate congestion on inner city routes, especially metropolitan municipalities have taken important steps to improve infrastructure in recent years. For example: on east-west axis ANKARAY, on north-south axis the CITY UNDERGROUND was constructed and puts into service by Ankara Metropolitan Municipality. In the last two years, to eradicate congestion on main routes to/from neighboring provinces of Ankara, totally 16 intersections with bridges were constructed. Furthermore, its pleasing to see that other metropolitan municipalities have started similar efforts. On the other hand, in order to remove old cars that are in the parking lot at present from traffic and also to remove negative effects of such cars to the environment, financial convenience to have new cars to the owners of old cars were brought by the law of 4962, dated 30 July, 2003.
- Road Transport Regulation, which is a very important secondary legislation, has come into force in 2004. It aims to increase efficiency and safety of transport sector; while increasing its environmental performance and disciplining it. Rules related to transport activities which had not been regulated before, has been arranged in compliance with EU norms with this

legislation. Furthermore, various Regulations and Notices have been released in 2004, all of which are directly related with the improvement of transport sector.

- Works of improving geometric standards have been started on the present sections of state roads, which are 2X1 and have capacity problems or will have in the future.

General Directorate of Highways started implementation of a program in 2003, involving the extension of dual carriageway length to 15.000 km to be realized within the framework of Urgent Action Plan, which has been included in the Program of 59. Government.

The main goal in the construction of dual carriageway is reduction of the number of traffic accidents on the highways in our country and improvement of the level of service affected by inadequate capacity.

In this framework construction of 3.000 km double carriageway was realized in 2004.

The investment for the 2004 given to General Directorate of Highways according to the sectors is shown below:

Transportation Sector	: 682.697 Billion TL
Motorways Sector	: 412.658 Billion TL
Tourism Sector	: 11.084 Billion TL
Energy Sector	: 4.617 Billion TL
<b>TOTAL</b>	<b>:1.111.056 Billion TL</b>

E Road sections which are in the 2004 Investment Program are given in the table attached.

Republic of Azerbaijan proposed to extend the E 002 to Sadarak and further to the Turkish border.

Turkey agreed to the proposal of Republic of Azerbaijan and in connection with this, Turkish authorities would like to propose Dilucu-Iğdır-Doğubeyazıt (134 km) as E road, which is extension of E 002 from the border to ensure a better connection to E 80, one of the main E roads in Turkey.

In this connection, Turkey proposed the following road sections as E Roads,

- Doğubeyazıt-Erciş-Bitlis-Diyarbakır-Siverek-Şanlıurfa (665 km) state road will provide a connection from Asian Countries to Mediterranean Sea and İskenderun Harbor via E 80 and E 90.
- Türkgözü-Posof-Kars-Horasan (276 km) state highway, connects Caucasian countries to Central Asian States in the north-south axis, to E 80.

Türkgözü-Posof-Kars-Horasan and Dilucu-Iğdır-Doğubeyazıt sections will link Caucasian and Central Asia to Mediterranean in the north-south direction in a shorter connection.

Doğubeyazıt-Erciş-Bitlis-Diyarbakır-Siverek-Şanlıurfa and Dilucu-Iğdır-Doğubeyazıt sections were accepted as E Roads in the meeting of Economic Commission for Europe, Inland Transport Committee held between 28 - 30 October 2003.

Türkgözü-Posof-Kars-Horasan road, which is the continuation of E Road passing from Vale was also accepted as E Road by the approval of Georgia.

Moreover, Turkey proposed the following road sections as E Roads in the year 2004,

- Ankara-Yozgat-Sivas-Refahiye (589 km) state road links Central Anatolia and Ankara to E 89, E 80 and E 90.
- İzmir-Uşak-Afyon-Sivrihisar (433 km) state road will provide the linkage to E 90 running from İpsala to Habur with İzmir Harbor. Also, Central Asian and Caucasian countries will be linked to Aegean and Mediterranean Sea through E 70 and E 80.
- Trabzon-Gümüşhane-Aşkale (249 km) state road will link Trabzon Harbor and E 70, running from Varna to Sarp, to E 80, which begins from Lisboa and reaches to Asia at Gürbulak. Moreover, this section will also link Caucasian and Central Asia to Mediterranean in the north-south direction with an alternative connection.
- İzmit-Bursa-Balıkesir-Manisa-İzmir-Çeşme (563 km) state road, connects Marmara industrial region to Aegean and Mediterranean touristic regions in the north-south direction.

## **ENVIRONMENTAL IMPACT ASSESSMENT APPLICATIONS FOR HIGHWAYS PROJECTS**

In Turkey, Environment Law numbered 2872 was put into application in 1983. According to that Law, Environmental Impact Assessment (EIA) Regulation was put into application by the Ministry of Environment in 7<sup>th</sup> of February 1993. It was lastly revised at 16 December 2003.

### **According to EIA Regulation (now in the agenda):**

1. for motorways expressways, national roads and rehabilitation projects for constructing the existing road as divided one and material quarry areas;
  - a) if area of material extraction is about 25 hectare or more than that and
  - b) if amount of material processing is about 100.00 m<sup>3</sup>/year or more than that

Environmental Impact Assessment (EIA) Report are prepared.

2. for provincial roads, material quarry areas;
  - a) if area of material extraction is less than 25 hectare and
  - b) if amount of material processing is about 25.000 m<sup>3</sup>/year or more than that

Pre-EIA reports are prepared.

**Main items cited in an EIA Format which has been prepared by the Ministry of Environment:**

- Part I : Purpose and identification of the project  
 Part II : Location of the project area  
 Part III : Existing state of environmental properties of project location and impact area  
 Part IV : Environmental impacts of the project and mitigation measures to be taken  
 Part V : Public participation  
 Part VI : Summary/conclusion

**Main items cited in a Pre-EIA Format**

1. Non-technical summary of the report
2. Properties of the project
3. Location of the project
4. Possible impacts on the existing situation of the Environment
5. Alternatives of the Project
6. Results

In environmental impact assessment (EIA) studies, existing situation of water quality air and noise levels are calculated/measured. If these values are higher than the limits stated in the Water Quality Control Regulation, Air Quality Control Regulation and Noise Control Regulation then necessary preventive measures are identified in the report.

**E Road Sections that are in the 2004 Investment Program**

<b>E Road Number</b>	<b>Project Name</b>	<b>Standard</b>	<b>Km.</b>	<b>2004 Investment (Billion TL)</b>	<b>Motorway Revenue (Billion TL)</b>
<b>E-70</b>	East Black Sea Coastal Road	Dual carriageway	560,5	291938	
<b>E-80:</b>					
	Istanbul Peripheral Roads maintenance and rehabilitation of bridges and viaducts	Motorway		15159	5000
	Kinalı-Edirne	Motorway	46	6960	10745

	Kınalı-Sakarya Motorway	Motorway	410	32713	50550
	Sakarya-Kazancı-Bolu-Ankara	Motorway	402	68974	44511
	Gümüşova-Gerede (Bolu Mountain Passage is included)	Dual carriageway	18,8		
	Zana-Bridge-Erbaa	1A (*)	60	1353	
	Erbaa-Reşadiye	1A	73	1603	
	Erzincan Peripheral Road	Dual carriageway	20	512	
	(Erzincan-Pülümür) District-12.Region Border	1A	49	762	
	Trabzon-Aşkale (Maden-Aşkale Section)	1A	52	2558	
	Aşkale-Erzurum	Dual carriageway	65	4058	
	Erzurum-Ağrı	1A	172	(**)	
	Ağrı-Taşlıçay-Diyadin Junction	1A	48	(**)	
	Diyadin Junction-Doğubeyazıt	1A	50	2558	
	Erzurum-Pasinler-Horasan	Dual carriageway	23	426	
	Ağrı-Eleşkirt	Dual carriageway	36	426	
	Airport Junc.-Üzümlü Junc. (Erzincan)	Dual carriageway	11	426	
	<b>E-90:</b>				
	Çanakkale-Lapseki-Biga	1A	89	(**)	
	Bandırma-Karacabey Exit	Dual carriageway	11	43	
	Bandırma-Susurluk Junction-Karacabey	Dual carriageway	30	(**)	
	Bursa-Karacabey	Dual carriageway	66	4263	
	Bursa-İnegöl-Bozüyük	Dual carriageway	61	3660	
	Ankara-Polatlı	Dual carriageway	52	43	

	Ankara exits	Motorway	74	2918	
	Tarsus Junction-Pozantı	Motorway	59	(**)	
	Gaziantep-Şanlıurfa	Motorway	213	115560	3893
	Birecik-Şanlıurfa-Viranşehir	1A, Dual carriageway	174	(**)	
	Kemerhisar-Pozantı Motorway	Motorway	113	77298	5553
	Sivrihisar-Eskişehir-Bozüyük	Dual carriageway	96	1705	
	Kulu Junc.-Şereflikoçhisar-Aksaray	Dual carriageway	128	43	
	Aksaray-Ulukışla-Pozantı	1A	142	9	
<b>E-84:</b>					
	Kınalı Junction-Tekirdağ	Dual carriageway	56	11116	
	Tekirdağ-Malkara	Dual carriageway	10	1279	
	İpsala-Border Gate	Dual carriageway	6	810	
<b>E-87:</b>					
	Trakya Motorway-Kırklareli-Dereköy-Aziziye-Bulgaria Border	1A, Dual carriageway	68	3705	
	Çanakkale-Ezine-Ayvacık-Küçükkuyu	Dual carriageway	6	1023	
	Havran-Edremit-Ayvacık	1A, Dual carriageway	77	5058	
	Aliğa-Ayvalık	1A	98	(**)	
	İzmir-Aydın	Motorway	165	72252	7323
	Horsunlu-Denizli	1A, Dual carriageway	64	42	
	Aydın-Nazilli-Horsunlu	Dual carriageway	65	42	
<b>E-88:</b>					
	Ankara-Kırıkkale	Dual carriageway	78	1543	
	Kırıkkale City Passage	Dual carriageway	13	853	
	Kırıkkale-Delice Junction	Dual carriageway	35	1	

	Yerköy Junction-Yozgat-Sorgun	1A	61	56	
	Sorgun-Akdağmadeni-Yıldızeli	1A	153	3626	
	Yıldızeli-Sivas-Zara, Sivas-Ulaş	1A	174	13131	
<b>E-89:</b>					
	Gerede-Ankara	Motorway	241	(**)	
<b>E-91:</b>					
	AntakyaPeripheral Road	Dual carriageway	17	1853	
	Antakya-Yayladağı-Syria Border	1A, Dual carriageway	50,5	4558	
<b>E-95:</b>					
	Samsun-Kavak	Dual carriageway	48	3660	
<b>E-97:</b>					
	Trabzon-Erzurum	1A	168	(**)	
	Gümüşhane City Passage	1A	8	194	
<b>E-98:</b>					
	Topboğazı-Kırıkhan	Dual carriageway	9	85	
	Başpınar Junc.-Motorway Junc.	Dual carriageway	6	938	
<b>E-99:</b>					
	Erciş-Muradiye-Çaldıran (Erciş City Passage is included)	2A	72	2905	
	District-Bitlis-9 <sup>th</sup> Region Border (Bitlis City Passage is included)	1A	57	6963	
	Tatvan-Bitlis Junc.-Ahlat State Road	Dual carriageway	24	2899	
	Diyarbakır-Silvan	1A	75	(**)	

	Silvan-Malabadi-Haydar Bridge-11. Division Border	1A	98	1853	
	Diyarbakır-Siverek-Şanlıurfa (Akziyaret Airport-Hilvan Junction is included)	1A, Dual carriageway	187	2512	

(\*) 1A : 12 meter platform width

(\*) 2 A: 10 meter platform width

(\*\*) : The Project which does not take place in 2002 Investment Program

( ) : Investment which are in the brackets are supplied from earthquake investments.