

Eurasia Transport Corridors

26 November 2020

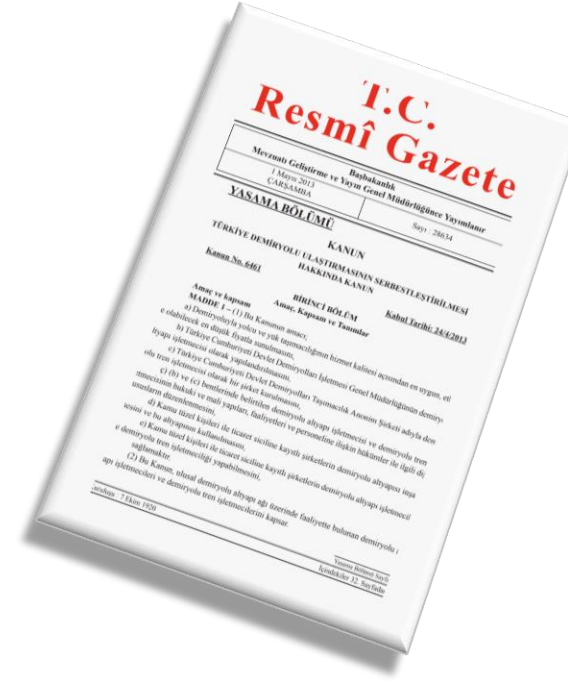


DIRECTORATE GENERAL OF TCDD TAŞIMACILIK A.Ş.



TCDD Taşımacılık A.Ş.:

- It was established as the Subsidiary Company of TCDD on **14 June 2016** pursuant to the provisions of the Law No. 6461 on the Liberalization of Railway Transport in Turkey dated **1 May 2013**.
- It operates as a Joint Stock Company subject to the Turkish Commercial Code.
- It started its activities with its own resources on **01 January 2017**.



Field of Activity and Topics

Field of Activity

1. Passenger Train Operation

- *YHT (High-Speed Train)*
- *Conventional Passenger*
- *Urban (Marmaray, Başkentray Suburban Trains)*

2. Logistics Services and Freight Train Operation

3. Freight and Passenger Transport by Ferry

4. Fleet Maintenance, Repair and Overhaul Services



Rolling Stock

TYPE OF TRACTIVE UNIT	PCS	TYPE OF HAULED VEHICLE	PCS
Shunting Locomotive	103	Passenger Coaches	653
Mainline Locomotive	556	Conference + Saloon Coaches	2
<i>Diesel Mainline Locomotive</i>	431	Baggage Cars	31
<i>Electric Mainline Locomotive</i>	125	Generator Cars	86
TOTAL NUMBER OF LOCOMOTIVES	659	TOTAL NUMBER OF PASSENGER COACHES	772
Diesel Train Sets (DMU)	105	Commercial Wagons	16.939
Electric Train Set (EMU)	87	Administrative wagons (<i>Baggage and various</i>)	144
High-Speed Train (YHT)	24	TOTAL NUMBER OF FREIGHT WAGONS	17.083
TOTAL NUMBER OF TRAIN SETS	216		

* Registered number of vehicles as of 30.09.2020.

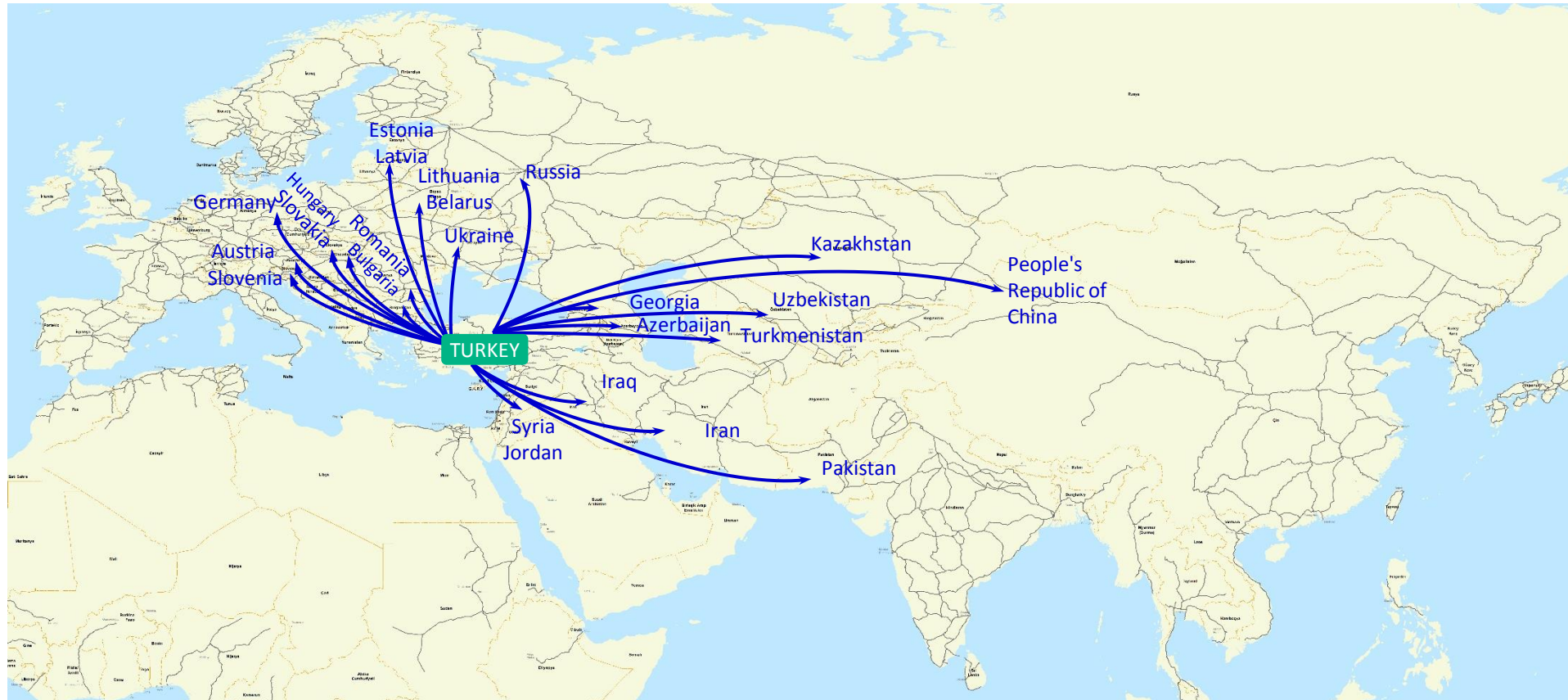


Passenger and Freight Projection (including the International Transports)

(million people)	2018	2019	2020 Expected	2021 Program	2022 Target	2023 Target
Total Number of Passengers	100,6	164,5	103,7	183,7	270,2	328,6
<i>Urban</i>	<i>76,3</i>	<i>138,5</i>	<i>97,1</i>	<i>163,5</i>	<i>237,3</i>	<i>295,5</i>
- <i>Marmaray</i>	<i>67,8</i>	<i>124,3</i>	<i>89,2</i>	<i>150,0</i>	<i>219,0</i>	<i>277,4</i>
- <i>Başkentray</i>	<i>8,5</i>	<i>14,2</i>	<i>7,9</i>	<i>13,5</i>	<i>18,3</i>	<i>18,1</i>
<i>YHT (High-Speed Train)</i>	<i>8,1</i>	<i>8,3</i>	<i>2,9</i>	<i>9,3</i>	<i>13,6</i>	<i>13,7</i>
<i>Conventional</i>	<i>16,2</i>	<i>17,7</i>	<i>3,7</i>	<i>10,9</i>	<i>19,3</i>	<i>19,4</i>
- <i>Mainline</i>	<i>3,0</i>	<i>3,9</i>	<i>0,9</i>	<i>2,4</i>	<i>4,0</i>	<i>4,1</i>
- <i>Regional</i>	<i>13,2</i>	<i>13,8</i>	<i>2,8</i>	<i>8,5</i>	<i>15,3</i>	<i>15,3</i>
Total Volume of Freight	2018	2019	2020 Expected	2021 Target	2022 Target	2023 Target
Netton (million)	28,73	29,29	29,30	29,40	29,60	30,00
Netton-km (billion)	12,77	12,30	12,20	12,35	12,43	12,45



The Geography of Our Freight Transports



European Direction			Asian Direction		
Turkey-Germany	Turkey-France	Turkey-Greece	Turkey-Iran	Turkey-Azerbaijan	Turkey-Georgia
Turkey-Austria	Turkey-Hungary	Turkey-Slovenia	Turkey-Kazakhstan	Turkey-Turkmenistan	Turkey-Uzbekistan
Turkey-Romania	Turkey-Czechia	Turkey-Poland	Turkey-Russia	Turkey-Tajikistan	Turkey-Kyrgyzstan
Turkey-Slovakia	Turkey-Bulgaria	Turkey-Bosnia and Herzegovina	Turkey-China	Turkey-Pakistan	
Turkey-Switzerland	Turkey-Croatia				

Baku-Tbilisi-Kars Railway Line



Baku-Tbilisi-Kars Railway Line became operational on **30 October 2017**, following the historical ceremony held at the Port of Alat in Azerbaijan with the participation of Recep Tayyip Erdoğan, President of the Republic of Turkey, İlham Aliyev, President of the Republic of Azerbaijan, Bakıtcın Sagintayev, former Prime Minister of Kazakhstan, Abdulla Aripov, Prime Minister of Uzbekistan, Giorgi Kvirikaşvili, former Prime Minister of Georgia, and Ahmet Arslan, former Turkish Minister of Transport and Infrastructure (formerly known as the Ministry of Transport, Maritime Affairs and Communications).



Baku-Tbilisi-Kars Railway Line

In its first commercial run, the train carried grain from Kokhshetau city of Kazakhstan to Mersin (Turkey). The first train completed the distance between Baku and Mersin in **75 hours** and the Turkish section in **30 hours**.

	Distance (km)
Kokhshetau - Mersin	4.700
Kostenai - Mersin	4.300
Aktobe - Mersin	4.000
Baku - Mersin	2.098



The transportation was firstly carried out between Kazakhstan (Kokhshetau) and Turkey (Mersin) with the distance of 4.700 km and now it continues with the Turkey, Georgia, Azerbaijan, Russia, Turkmenistan, Uzbekistan, Tajikistan, Kyrgyzstan, Kazakhstan, China and China-Europe destinations.

Until today, **13.740 containers and 685 thousand tons of freight have been transported with 11.044 wagons.**

While construction materials, iron ore, soda ash, food products, cleaning products, agricultural products, fresh vegetables and fruits are carried from Turkey to Kazakhstan, Azerbaijan, Georgia, Uzbekistan, Turkmenistan, Kyrgyzstan and Russia; grain, iron, zinc, fertilizer, chemical products, electronic appliances, fodder and vegetables are carried to Turkey.

It is planned to carry 3.2 million tons of freight in the medium-term and 6.5 million tons of freight in the long-term on the BTK Railway Line.

Baku-Tbilisi-Kars Railway Line



- Akhalkalaki (Georgia) is the transfer and exchange station on the BTK Railway Line.
- There is a bogie exchange area with lifting jacks in Akhalkalaki.
- The bogies of Russian and CIS wagons are exchanged in Akhalkalaki and they continue to Kars.
- Upon the completion of the bulk cargo facilities, it will also be possible to conduct bulk cargo handling in this station.

Baku-Tbilisi-Kars Railway Line

A New Corridor through the BTK Railway Line

A new **North-South Corridor** is created with the rail transports between Turkey and Russia (Turkey-Georgia-Azerbaijan-Russia) initiated on the Baku-Tbilisi-Kars Line and this corridor led to different destinations and enabled the transport of different range of products.

- Firstly, fruit was carried with the reefer containers from Mersin to Russia.
- Steel roll was carried from Russia to Hatay (Payas) and grain was carried to Kars after the bogies were exchanged in Akhalkalaki.
- The first train carrying fruit with reefer containers from Mersin to Russia completed its run in 6 days.
- Fresh vegetable and fruit transport from Turkey to Russia still continues and the aim is to conduct these transports on a regular basis.



Baku-Tbilisi-Kars Railway Line

A Cooperation MoU is signed on the BTK Line

The “Memorandum of Understanding on Cooperation on the Baku-Tbilisi-Kars (BTK) Railway Line” was signed by Turkey, Azerbaijan and Russia on 6 May 2019. With this MoU, it is aimed to carry 1 million tons of coal, grain, fresh vegetables and fruit, and metal in the short-term and 3 to 5 million tons in the middle term between Turkey and Russia by rail through the [Baku-Tbilisi-Kars](#) railway line.



The aim is to increase the share of the railway transportation between Turkey and Russia up to **10%**.



A tariff agreement in accordance with the market conditions is signed among Turkey, Azerbaijan and Georgia in order to increase the freight transportation by rail through the BTK Line between Turkey and Russia and make this line attractive.

Metal transportation was initiated between Russia (Magnitogorsk) and Turkey (İskenderun-Payas) and it still continues with the regular block trains.

While 9.312 tons of steel roll were carried with 146 wagons in 2019, 63.730 tons of steel roll and ingot were carried in 2020.

Baku-Tbilisi-Kars Railway Line

The «Belt and Road Initiative» is established on the China-Europe line and Turkey is the golden ring of this initiative. The first transit train in this initiative was sent off to Prague (Czechia) on 6 November 2019 with a ceremony.



“China Railway Express” block container freight train which was 850 meters long, comprised of 42 wagons loaded with high-cube containers and carrying electronic components, was dispatched from Xi'an, China and arrived in Prague, Czechia via Iron Silk Road through Kazakhstan, Azerbaijan, Georgia using the Marmaray tunnel.

The first freight train which arrived in Europe from China via the Iron Silk Road made history becoming the first ever train arriving in Europe through the Marmaray tunnel.

The train completed the China-Turkey section in 12 days, the Turkey section which is 2.285 km in 3 days and passed through the Marmaray tunnel in 25 minutes.

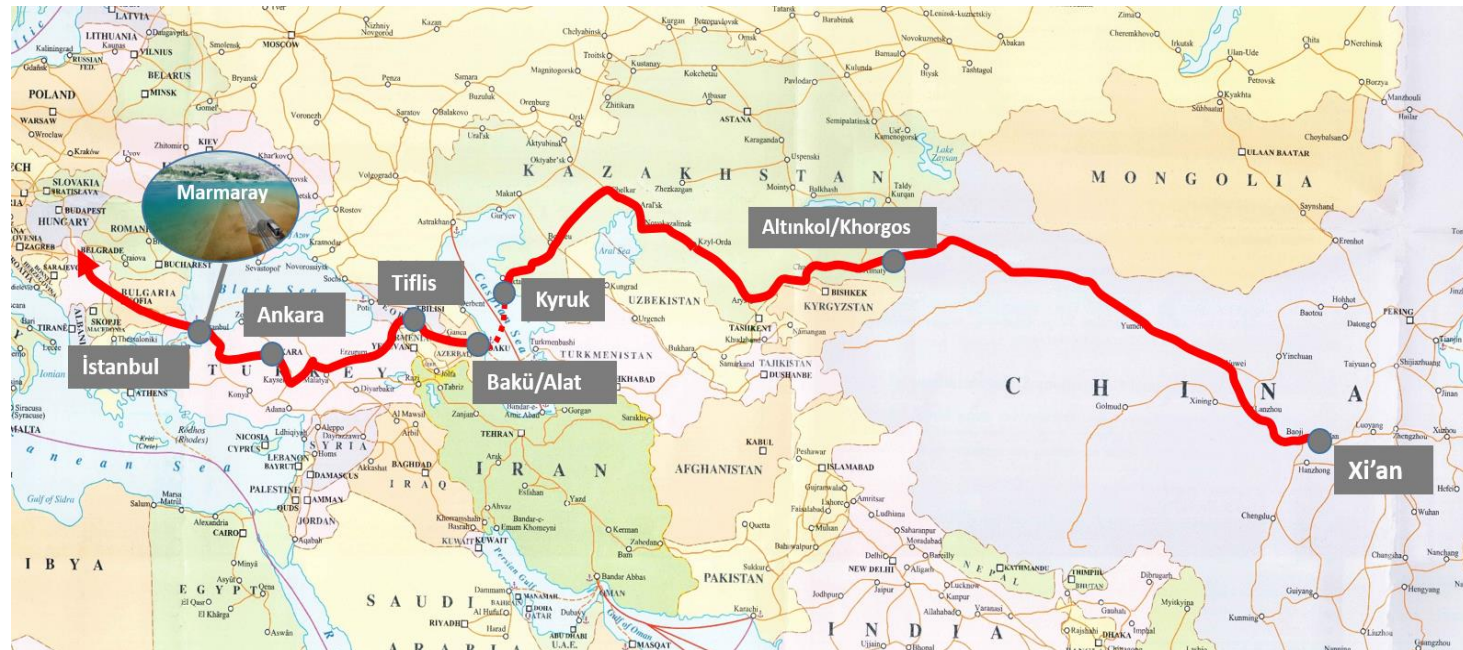
The total distance of 11.483 km from Xi'an, China to Prague, Czechia was completed in 18 days.

Baku-Tbilisi-Kars Railway Line

The ninth of the regular block container trains successfully completed its run on the China-Turkey-Europe route through the Middle Corridor and Baku-Tbilisi-Kars (BTK) Iron Silk Road. These train runs still continue today.

As of the beginning of 2020, freight trains between Asia and Europe pass through the Marmaray tunnel which connects the two continents uninterrupted (except for hazardous materials).

For the block container trains which run regularly on the China-Turkey-Europe route through the Middle Corridor and Baku-Tbilisi-Kars (BTK) Railway Line, it is aimed to operate **annually 100 block trains** (twice a week) in the short-term, **200 block trains** in the medium-term and **1.500 block trains** in the long-term, and to decrease the total running time between China and Turkey **from 12 days to 10 days**.



Thank you for your
attention.



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