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Transport Operational Programme  
Newsletter | No 1 | 2017

Exclusive Introductory Edition

# TOP

## SHARED DREAMS MEET ON THE RAILS



# TRANSPORT OPERATIONAL PROGRAMME

**729,166,000**



Total TOP Budget\*



**2,572**



Number of workers on sites



**849**



The length of tracked railway line (km)



**107**



The total number of stations and stops



**229**



The total number of renovated bridges and tunnels



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\* Total Budget of Railway Construction and Consultancy Projects 704,812,000 Euros

\* Total Budget of Technical Support Projects 24,354,000 Euros

“ **Our march towards to achieve immense goals in transport is in progress** ”



**Ahmet ARSLAN**

*Minister of Transport, Maritime Affairs and Communications*

For the last 15 years, the Republic of Turkey has been taking giant steps for achieving a world class transport. We endeavor to rank Turkey at the top of world transport league with a versatile and planned approach including visionary predictions. We spread on effort to ensure Turkish people making use of a faster, safer and more comfortable transport. These efforts sure have an economic aspect, as well. Each investment in transport, maritime and communications which fall into our Ministry's area of responsibility, deeply influences the economy, commercial affairs, social and cultural life, education, health, daily life and all related practices. We will continue our march towards 2023 targets and beyond vigorously and decisively by improving the infrastructure of transport and logistics which are the vital elements

of economy; thus, increasing the competitiveness of our country. I have no doubt that our colleagues of more than a hundred thousand will keep their devoted and diligent work in order to continue the success of our Ministry. Significant projects are carried out with dedicated efforts of Ministry's Directorate General of Foreign Relations and European Union Affairs and Department for European Union Investments. These efforts have focused on the rehabilitation of railway infrastructure during IPA I period. Conducting together with EU, the integration of Turkish railway with Trans-European Transport Network (TEN-T) is one of our national transport goals. And we will continue to head towards this goal devotedly.



REHABILITATION AND SIGNALIZATION OF IRMAK-KARABÜK-ZONGULDAK RAILWAY LINE PROJECT  
Balkısık Location / Karabük

“ **We are working for a more balanced, safer and efficient transport system** ”



**Erdem DİREKLER**

*Director General for Foreign Relations and European Union Affairs  
Head of Operating Structure*

While facilitating the harmonization process of the Republic of Turkey with EU transport policies, Transport Operational Programme also plays a supportive role in the integration of Turkish railways with Trans-European Transport Network (TEN-T). We are working to provide a more balanced, safer, more comfortable and more efficient passenger and freight transport; and to continuously challenge ourselves and raise the bar higher. We have worked and will continue working in a rigorous manner with the same enthusiasm on every issue that falls into our Ministry's area of responsibility. In each step we take, we prioritize our people, commit ourselves for providing a sustainable and increasing welfare for our nation, and we truly embrace the responsibility of

the future we will leave to posterity. Financial fund of about 574 million Euros provided by the European Union as part of the Instrument for Pre-Accession Financial Assistance IPA I covering the period of 2007-2013, has aimed to support our works towards these goals. In transport, IPA I has focused primarily on supporting the railway infrastructure and technical assistance. I would like to thank all my colleagues who had added value to these projects for their hard and devoted work. We are determined to continue our works for a transport sector in which all transport alternatives are used in a balanced way and our services towards the integration of Turkey's renewed transport infrastructure with the EU transport network.

# TRANSPORT OPERATIONAL PROGRAMME

## in 6 QUESTIONS

### WHAT ?

The Transport Operational Programme (TOP) has been prepared by the Ministry of Transport, Maritime Affairs and Communications with the objective of managing the funds provided to the infrastructure investments in framework of the Instrument for Pre-Accession Financial Assistance (IPA I) Funds, under the Regional Development component. The European Commission approved the related Programme on 7th December 2007. The TOP assumes an important role during the accession period for a full membership of Turkey to the European Union in order to diversify the transport services in the country and to implement a more stable, safe, efficient and rational transport system.



### WHY ?

While targeting to integrate with the Trans-European Transport Network (TEN-T), the TOP aims to provide the following benefits to the Republic of Turkey with the projects and works carried out:

- Reduction of the negative consequences of road traffic, such as traffic accidents, traffic density and environmental pollution,
- Reduction of travel and freight transport times,
- Reduction of travel and freight transport costs,
- Enhancement of travel and freight transport safety,
- Enhancement of travel comfort.



### HOW ?

In the framework of the harmonization works to be realised by Turkey for becoming a full member of the European Union, the TOP projects, covering the period 2007-2013, are being implemented on two major areas. One of those areas comprises of infrastructure investments while the other one comprises technical assistance works. IPA I has given priority to the strengthening of the railway infrastructure, as well as to the technical assistance works. In the framework of these priorities, new construction and rehabilitation works in the existing and future TEN-T railway lines are envisaged.



# TRANSPORT OPERATIONAL PROGRAMME in 6 QUESTIONS

## WHERE ?

The Programme covers Turkey as a whole. The investment projects realised during the IPA I period have been concentrated on three infrastructure projects. These projects are the Rehabilitation and Signalization of Irmak-Karabük-Zonguldak Railway Line Project (415 km), Modernization of Samsun-Kalın Railway Line Project (378 km) and Rehabilitation and Reconstruction of Köseköy-Gebze Section of the Ankara-Istanbul High-Speed Train Project (56 km) between Ankara and İstanbul.



## WHEN ?

The Transport Operational Programme was approved on the 7th December 2007 and it has been decided that the Programme shall cover the years between 2007 and 2013. The programme would be accomplished by the end of the year 2017 and the IPA II funds would be ready to use for the TRANSPORT SECTORAL OPERATIONAL PROGRAMME, covering the years 2014-2020.



## WHO ?

The Ministry of Transport, Maritime Affairs and Communications has been designated as the Operating Structure in the framework of IPA. The Directorate General of Foreign Relations and EU Affairs has been established within the Ministry with the Statutory Decree dated 1 November 2011 and numbered 655. The "IPA Coordination and Implementation Unit" has taken the name "Department for European Union Investments" under the related Directorate General according to the Ministerial Approval dated 5th December 2011.



# IPAI



For a More Balanced Transport...



***The budget to be managed by the Department for European Union Investments in IPA I will exceed 600 million Euros. We have completed two of the three major construction projects, and the works regarding the last one continue at full speed. And technical support projects enhance the quality and capacity of Transport Operational Programme staff.***



**Nedim YEŞİL**  
Head of Department  
for European Union Investments

**I**n Transport Operational Programme, numerous major projects in terms of financial aspect have also been implemented during IPA I period covering the years 2007-2013 and closure of which is to take place in December 2017. These projects that we have focused on have also created success stories. Irmak - Karabük - Zonguldak line, one of the very first railway lines of the Republic of Turkey, was reconstructed without the freight transport being interrupted, which is something unprecedented in the world railway history.





All the stations on the line were modernized so as to provide easy mobility for handicapped people. Electronic display boards were installed on railway platforms. Trips have become more comfortable thanks to the reduction of noise and shaking caused by the railway infrastructure. All these have supported the passengers to choose rail travel alternative. Even the freight transport has been positively influenced by this change. Contribution has been provided to national economy thanks to the enhancement in transport safety, capacity and speed. In addition to all, perhaps the most significant development has been the increased safety of all level crossings along the 415 km line. The Control Centre we established in Karabük has provided the centralization of trip control as well as higher safety standards.

Modernization of Samsun-Kalın Railway Line Project

which is an ongoing project with “a contract value of 258 million Euros” is the biggest financial assistance that the European Union has ever provided for a single project. During the construction works of this line, numerous historical bridge is restored reviving the history in the area. Rehabilitation and Reconstruction of Köseköy-Gebze Section of the Ankara-İstanbul High Speed Train Project has been one of the most important works we have achieved during this period. A financial support of 136 million Euros was provided by the European Union for this line. As a line currently being preferred highly by the passengers and is operating at full capacity, High Speed Train creates a difference in fields such as road and environment safety. Besides these construction projects, EU’s financial assistance under IPA I has continued for technical assistance activities, as well. The assistance in this period has increased and continues to increase the quality and the capacity of our human resource as well as our institutional capacity.

## IPA I and Our Department

The main resource for our works is the Instrument for Pre-Accession Assistance, shortly IPA, which the European Union provides to candidate countries and potential candidates. EU’s financial assistance to our country had been provided under different names until 2006, and since 2007 it has been carried out under IPA which covers 7-year periods. Operating Structure is a structure established within the Ministries with the Ministerial Approval in order to use the funds allocated under IPA. In our Ministry, this structure is established within our Department as the Tendering and Contracting Authority which is responsible for preparing the programme and selection of the project, tendering in accordance with the EU procurement procedures (PRAG), managing the contracts according to FIDIC and EU rules, payments and accounting, reporting, monitoring and assessment. Transport Operational Programme is a strategy document. In brief, it defines how much of the funds should be used in where and for how long. Projects inconsistent with the programme cannot be implemented under IPA. IPA Implementation Unit is the responsible unit to conduct the programme on behalf of the Head of Operating Structure. Therefore, the Department for EU Investments is the IPA Implementation Unit for the funds provided for the transport sector. Accreditation, on the other hand, constitutes the key and the most important component of the system. Accreditation, which is the authority to use the funds, means that our Ministry meets the minimum criteria set by IPA legislation.

**REHABILITATION AND RECONSTRUCTION  
OF KÖSEKÖY-GEBZE SECTION OF  
THE ANKARA-İSTANBUL HIGH-SPEED  
TRAIN PROJECT**



## Ankara-İstanbul are closer now!



Rehabilitation and Reconstruction of Köseköy-Gebze Section of the Ankara-İstanbul High Speed Train Project”, implemented within TOP, has made an important contribution to the high speed train service which “brings Ankara and İstanbul closer.

### KGR IN NUMBERS

As part of the project which has been implemented with a total budget of 212 million Euros; infrastructure, superstructure, electrification, signalization and telecommunication works of the 56 km line have been completed. Furthermore, 9 bridges and tunnels were restored. According to 2016 data, 4,184 trips were operated on the line the maximum speed of which was 160 km.

**T**urkey met the high speed train in 2007... On the line which was designed to extend to İstanbul, trains initially started operating between Ankara-Eskişehir. The trip duration on this 245 km line was only 90 minutes. And the public showed great interest to the line. Then it was time to extend the line to İstanbul. When construction works regarding this extension started, the European Union expressed its will to contribute to the construction of the line through

IPA I financial funds. So, the “Rehabilitation and Reconstruction of Köseköy-Gebze Section of the Ankara-İstanbul High Speed Train Project” came out. The construction works on the line, undertaken by the Salini- Impregilo, Kolin and G.C.F. joint venture, started in 2011. “Rehabilitation and Reconstruction of Köseköy-Gebze Section of the Ankara-İstanbul High Speed Train Project” mainly involved “the dismantling and reconstruction of the existing double track railway, and installation of the electrification, signalization and telecommunication systems of the line”. The integration of the line with the adjacent railway lines, electrification, signalization and telecommunication systems as well as the pre-construction geotechnical works have also been carried out within this context.

REHABILITATION AND SIGNALIZATION  
OF IRMAK-KARABÜK-ZONGULDAK  
RAILWAY LINE PROJECT



## A Span Longer Chemin de Fer!



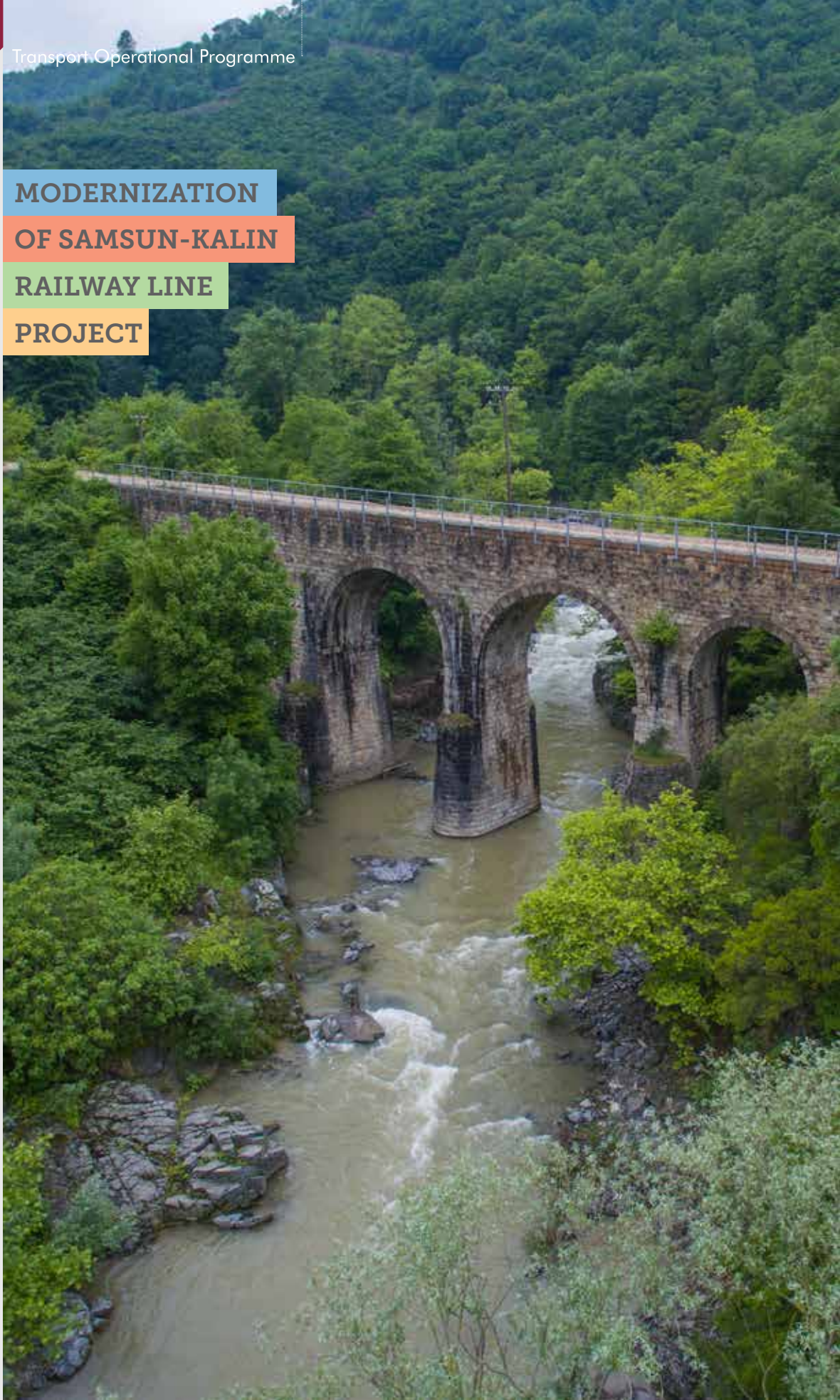
This phrase used to summarize the transport policy of the very first years of the young Republic of Turkey. Irmak-Karabük-Zonguldak Railway Line which started to operate during those years and greatly contributed to Turkish economy was modernized and put into operation in 2016 by the European Union and the Republic of Turkey.

### IKZ IN NUMBERS

As part of the project which has been implemented with a total budget of 228 million Euros, all tracks across the 415 km line have been dismantled and new tracks have been installed on reinforced soil. Railway platforms have been optimized to become accessible for the elderly and the people with physical illnesses and disabilities. A Traffic Command Centre equipped with the latest technology was built in Karabük. 31 renewed stations were equipped with electronic display boards and comfortable lounge areas. 1,222 workers worked in the construction of the line.

**Y**ear 1925... The calendar shows the date December 13th. On that day, the Republic of Turkey, struggling to recover from the devastating impacts of war in every aspect, takes an important step to strengthen its economic independence and to transport its natural resources to different parts of the country. Ankara-Ereğli Railway Line Act, named "Railway to Coal", is approved by the Turkish Grand National Assembly. This significant railway line which the young Republic of Turkey was willing to build in order to stand up and leap forward was to extend from the coal town Zonguldak to Irmak station near the capital, Ankara. The construction of the railway started on February 7th, 1927 and the 102 km railway was put into operation on April 23rd 1931 between Irmak and Çankırı. The 391 km railway between Irmak-Filyos; with 27 stations, 1,368 culverts and bridges and consisting of 37 tunnels with a total length of 8,800 meters was put into service through a ceremony held in Filyos on 14 November 1935. "A span longer chemin de fer!" This was the motto of the Republic during the years 1923-1938. However, the interest in building new railway lines and modernizing the existing ones had faded over years. It has been nearly 70 years since then. A significant step was taken in 2011 to modernize this worn out and exhausted line. Within the Transport Operational Programme and with the financial support of the European Union, the Ministry of Transport, Maritime Affairs and Communications started the modernization of the line and it was put into operation by our Prime Minister, Mr. Binali YILDIRIM in 2016.

**MODERNIZATION  
OF SAMSUN-KALIN  
RAILWAY LINE  
PROJECT**



## Tracks are Installed, History is Revived!



While the Samsun-Kalın Railway Line is being modernized with the financial assistance of the European Union, 41 historical bridges are also being repaired within the project... 1,350 people will be working for this biggest construction project in financial terms funded by the European Union outside its borders, with a budget of 264,800,000 Euros.

**S**amsun-Kalın Railway Line connecting the two iconic towns of Turkish War of Independence, Samsun and Sivas, had started operating in 1932. So, as the Irmak-Karabük-Zonguldak line, this line was also one of the biggest dreams of the young Republic of Turkey, realized in transport. As part of the Transport Operational Programme, this line, with a total length of 378 kilometers, has started to be modernized in 2015 with the financial assistance of the European Union. The project, undertaken by the Çelikler, Gülermak and AZD Joint Venture is still under construction.

### SAKA IN NUMBERS

As part of the project which has been implemented with a total budget of 264,800,000 Euros, infrastructure and superstructure of the 378 km-line is being modernized and modern signal systems are being integrated. Additionally, 47 tunnels and 8 avalanche galleries on the line are to be rehabilitated. All stations, stops and platforms along the line on which 1,350 workers are planned to be working will be optimized to become accessible for the elderly and for the people with physical illnesses and disabilities; and these renewed stations will be equipped with electronic display boards and comfortable lounges.

## Technical Assistance Project for Information and Publicity Activities



### What Has Been Done?

As part of the project following activities have been carried out;

- Groundbreaking ceremonies of Köseköy Gebze and IKZ projects (3000 visitors),
- TOP promotion days at EurasiaRail Exhibition in 2013, 2014, 2015 (8000 visitors),
- TOP promotion day at the 11th Transport Forum, 2013 (2000 visitors),
- 2014 TOP workshop, TOP promotion day (160 visitors),
- 2014 Europe Day- EU Projects Fair project promotion meeting (500 visitors),
- International GAIT 2015 seminar on “sustainable transport” (600 visitors).

As part of the capacity building component of the project, trainings on Communication Techniques (23 participants) and Time and Meeting Management (19 participants) have been provided for IPA Department. Additionally, Legislation for the Use of EU Funds and Project Management training (130 participants) was organized for the affiliate, related and associated institutions of the Ministry of Transport, Maritime Affairs and Communications in 2015.

<b>Beneficiary Institution</b>	Department for European Union Investments
	<b>Contractor Company</b>
DIADIKASIA Business Consultants S.A (GR), Mercury 360 Communications (RO), IMC (GR), Louis Berger (FR), NetvizyonMediaPark (TR), LST Yazılım Elektronik ve İletişim Teknolojileri Tic. Ltd. Şti. (TR) Consortium	<b>Project Information</b>
<b>Date of Contract</b>	
01.11.2011	
<b>Time of Completion</b>	48 months 15 days
<b>Date of Commencement</b>	15.11.2011
<b>Date of Completion</b>	30.11.2015
<b>Project Budget</b>	1,866,100 Euro

The scope of this project has been to provide assistance to the Ministry of Transport, Maritime Affairs and Communications regarding the promotion and information activities in line with EU’s information and promotion guidelines; and to support the Ministry in conveying the message that the Transport Operational Programme “is the common objective of Turkey and the European Union which aims to build and develop a transport infrastructure that will ensure safety and multi-modal transport on future Trans-European Rail Network (TEN-T) while maintaining an efficient and balanced transport system”.



## Technical Assistance for Strengthening the Capacities of MoT IPA Unit and End Recipients

Beneficiary Institution	Department for European Union Investments
Contractor Company	SWECO A.S, Sweco Mühendislik Müşavirlik ve Tasarım Ltd. Şti. GOPA Consultants, IRD Engineering Consortium
Date of Contract	20.10.2011
Time of Completion	58 months
Date of Commencement	15.11.2011
Date of Completion	15.09.2016
Project Budget	7,520,044 Euro

Project Information

The project has aimed to strengthen the institutional capacity in transport sector to monitor, assess and implement the priorities and measures of Transport Operational Programme harmonized with EU legislation, by using the financial assistance of the European Union. Therefore, the objective has been to build the required administrative, technical and human resources capacity of the Department for European Union Investments, within the body of the Department of Foreign Relations and EU Affairs which is responsible for conducting the Transport Operational Programme, as well as to eliminate its lack of experience regarding the management of EU funds.



### What Has Been Done?

As part of the Component 1 of the project which is "Trainings for the Capacity Building of the Operating Structure and the Final Beneficiaries", a 23-module general training (670 participants) and a 42-module special training (755 participants) were given. In addition; 10 different study visits were paid to EU countries within the context of Component 1 in order to observe the approaches regarding the use of EU funds, to exchange ideas and make consultations with the institutions which had accomplished successful investment projects. Following activities have been carried out as part of the Component 2 of the project "Providing Specific Technical Support to IPA Department":

- Preparing tender documents of the projects in IPA I project pool
- Providing technical support for the management of ongoing construction works projects
- Providing technical support for the payment procedures, financial reporting, tax procedures and accounting transactions
- Providing support to Quality Assurance and Control Department in issues such as monitoring and risk management

Additionally, as part of monitoring activity under Component 2, 9 Sectoral Monitoring Committee Meetings were held. Again under Component 2, 323 field visits were paid for construction works projects both ongoing and in the project pool.

## Technical Assistance for Strengthening Operational Capacity through Training and In-house Consultancy to Support Procurement and Implementation of TOP Projects



The project aims to increase the technical and administrative capacity regarding tender and contract management works within the Transport Operational Programme. As part of the project, consulting and training services were provided for three categories. These categories consisted of tender practices and finalization; management and monitoring of construction works and service procurement contracts; and providing training for the personnel of Department for EU Investments and internal audit unit as well as final beneficiaries.

### What Has Been Done?

A 35-day technical assistance of tender expertise was provided regarding the tendering processes of service procurement contracts. A 100-day technical assistance of contract management expertise was provided regarding the management processes of ongoing construction works and service procurement contracts. 'International Federation of Consulting Engineers' Basic and Advanced Training on Construction Works was given to the personnel of our Ministry and the Republic of Turkey General Directorate of State Railways Administration (TCDD).

<b>Beneficiary Institution</b>	Department for European Union Investments
<b>Contractor Company</b>	Consortium under the leadership of ARS Progetti S.p.A.
<b>Date of Contract</b>	09.09.2016
<b>Time of Completion</b>	7 months
<b>Date of Commencement</b>	28.09.2016
<b>Date of Completion</b>	28.04.2017
<b>Project Budget</b>	273,300 Euro

Project Information

## Technical Assistance for Strengthening the Capacity of MoTMC EUID and End Recipients-II



The project aims to increase the technical and administrative capacity regarding the works performed by the Department for European Union Investments during IPA I period, to support the monitoring activities related to project implementations, to provide necessary training and to carry out the closure works of IPA I period.

### What Has Been Done?

As part of the project, 6 trainings and two study visits have been organized so far.

<b>Beneficiary Institution</b>	Department for European Union Investments
<b>Contractor Company</b>	ECORYS Consulting and Engineering Ltd., Ecorys Nederland B.V., Louis Berger SAS. Consortium
<b>Date of Contract</b>	25.11.2016
<b>Time of Completion</b>	13 months
<b>Date of Commencement</b>	25.11.2016
<b>Date of Completion</b>	25.12.2017
<b>Project Budget</b>	1,227,000 Euro

Project Information

## Technical Assistance for the Operating Structure to Prepare and Strengthen Programming for the Period 2014-2020



### What Has Been Done?

As part of the first component of the mentioned project which is building the Institutional Capacity, 18 trainings with 559 participants were organized for the personnel of Department for European Union Investments and potential final beneficiaries of IPA II period. Besides, 3 different study visits were paid to EU countries. As part of the Component 2 of the project which is Project Identification and Formulation, the purpose is to create a project pipeline for IPA II period and to prepare the tender documents of these projects. Currently, activities for scope determination, preparing the project implementation plan, creating project identification tags and finally preparing tender documents are being carried out for nearly 40 project proposals which have been submitted.

The project aims to increase the technical and administrative capacity regarding the scheduling of IPA II period. The project consists of two phases. These phases consist of providing training to the beneficiaries and the preparation of tender documents of projects in the project pool of IPA II period.

Beneficiary Institution	Department for European Union Investments
Contractor Company	Ecorys Consulting and Engineering Ltd., Ecorys Netherland B.V., Louis Berger SAS, PwC Danışmanlık Hizmetleri A.Ş ve PwC EU Services EESV Consortium
Date of Contract	06.06.2016
Time of Completion	18 months
Date of Commencement	06.06.2016
Date of Completion	06.12.2017
Project Budget	2,766,500 Euro

Project Information

## National Transport Master Plan for the Republic of Turkey



Project Information	Beneficiary Institution	Strategy Development Department
	Contractor Company	EGIS International, Panteia, Atkins, WYG Türkiye, Armada and Systema Consortium
	Date of Contract	14.10.2015
	Time of Completion	25 months
	Date of Commencement	15.11.2015
	Date of Completion	15.11.2017
	Project Budget	7,490,000 Euro

**W**ith the project, it is aimed to prepare the Transport Master Plan which involves a current and anticipatory database and projects regarding the legal, administrative, technical, physical and human resources infrastructure required to establish a safe, fast, efficient transport system which is in harmony with the economical and social prospects as integrated with geo-strategical location, international transport corridors and meets the latest technological developments.

### What Has Been Done?

The project consists of 5 phases which are the Analysis of Current Transport Conditions, Collecting New Data, Modelling of National Multimodal Transport-Projections, Developing the National Transport Master Plan and Institutional Support. In the first phase of the project, current reports and documents, available data related to the project, findings obtained from field visits as well as meetings with the representatives of both private and public sector shareholders, and current situation of the transport sector have been analyzed. During Phase 2 of the project a total of 332,619 surveys including roadsides, bus terminals, train stations, harbours and airports have been conducted among light and heavy vehicle drivers and passengers in order to collect data on travel purpose and frequency, occupancy rate, load type and amount, speed etc. Upon the analyses based on the data obtained as of Phase 2 of the project; modelling works of passenger and freight transport so as to cover all modes of transport are currently being carried out under Phase 3 "Modelling of National Multimodal Transport-Projections".

## Project on the Establishment of a Transport Information Management System for the TEN-T Network in Turkey



Beneficiary Institution	Directorate General of Foreign Relations and EU Affairs (Department for European Union)
Contractor Company	IDOM Ingenieria Y Consultoria, S.A.U. Dornier Consulting International GMBH Consortium
Date of Contract	16.06.2016
Time of Completion	18 months
Date of Commencement	16.06.2016
Date of Completion	16.12.2017
Project Budget	2,092,430 Euro

Project Information

Following works will be carried out as part of the project which will be conducted for implementation on Turkey's transport lines and facilities included in TEN-T network:

- Installing a Geographic Information System-based system,
- In a sustainable manner and in harmony with the EU; collecting, analysis and reporting of transport statistics and data in all modes of transport,
- Building a Geographic Information System-based information management system consisting of all our transport lines included in TEN-T network as well as the technical information regarding these lines,
- Including all ongoing, completed or planned projects of our Ministry and related institutions in this system,
- Installing a system which enables the assessment and reporting of all data and provides suggestions to the decision makers.

### What Has Been Done?

The project consists of 5 phases which are Current Situation Analysis, Developing the Transport Information Management System, Definition of Transport Analysis (Creating an Infrastructure and Traffic Catalogue and Developing a Methodology for Investment Project Analysis by Project Prioritization), installing Transport Information Management System and institutional support. Currently 16,278 data has been collected and their transfer to the information management system has been started.

## Technical Assistance for Information and Publicity Activities - II



This communication-oriented project aims to raise public awareness on the Transport Operational Programme and the projects carried out under this programme. Works in this project include producing promotional videos, preparing publications, and informing the public and the media about TOP construction projects through various events.

### What Has Been Done?

In the context of communication works, a communication strategy was prepared first. Then the official website was redesigned as a mobile-friendly website to meet the current needs. 5 promotional videos and 4 brochures explaining the Transport Operational Programme and the construction projects were prepared. 4 different photograph exhibitions were organized in the cities benefiting from the construction works, citizens and other social stakeholders have been informed. The promotional materials were shared with 1282 citizens. Media representatives of each city were informed about the projects and their benefits. These 4 events were covered in the news for 196 times. Besides, three trainings were provided for the Department for EU Investments personnel. Events planned for the future include preparing different kinds of publications and organizing study visits.

<b>Beneficiary Institution</b>	Department for European Union Investments
<b>Contractor Company</b>	Norm Consulting Danışmanlık A.Ş., Particip GmbH ve European Service Network S.A. /N.V. Consortium
<b>Date of Contract</b>	09.12.2016
<b>Time of Completion</b>	12 months
<b>Date of Commencement</b>	09.12.2016
<b>Date of Completion</b>	09.12.2017
<b>Project Budget</b>	914,625 Euro

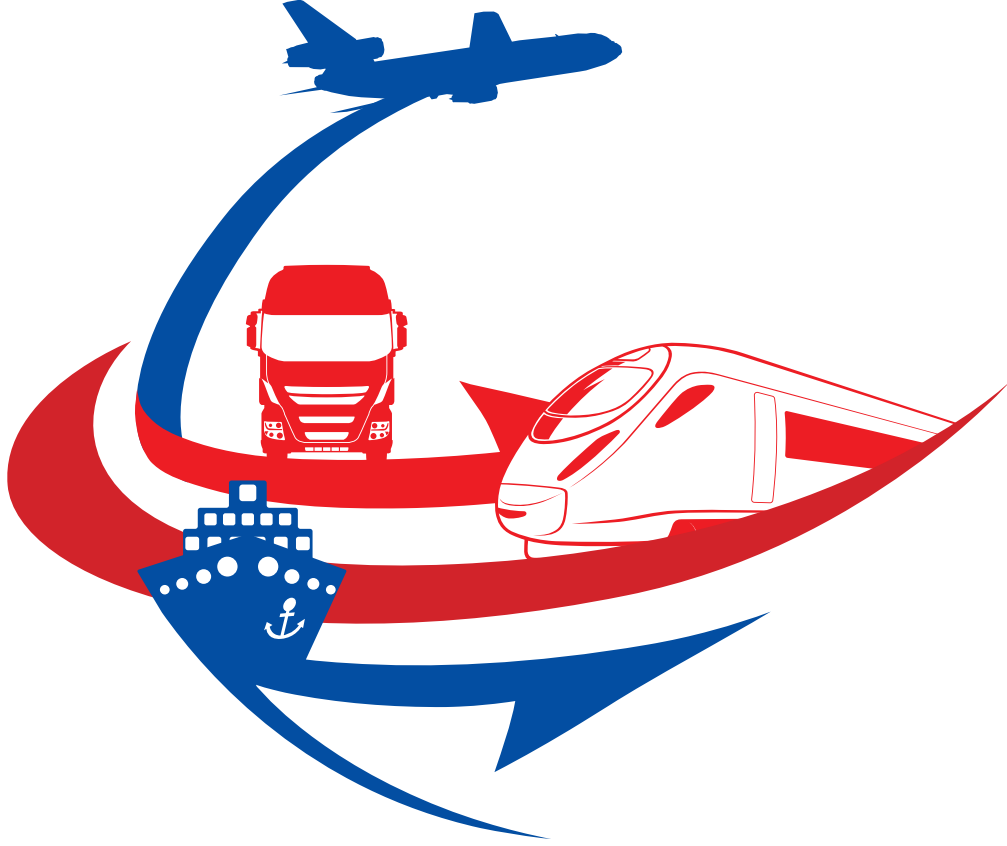
**Project Information**

<http://op.udhb.gov.tr>



## TOP web site is renewed

As part of the project Technical Assistance for Information and Promotion Activities - II, the website of the Transport Operational Programme was renewed and it became fully accessible. The website which was renewed to become a mobile and user friendly website could be visited at <http://op.udhb.gov.tr>. Developments and news regarding the projects carried out within the Operational Programme as well as calls for tenders could be followed through the website...



Ministry of Transport, Maritime Affairs and Communications  
Directorate General for Foreign Relations and European Union Affairs  
Department for European Union Investments

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