



This programme is financed by the European Union and the Republic of Turkey



Transport Operational Programme
Newsletter | No 3 | 2017

IKZ Exclusive Introductory Issue

TOP

"The Railway Leading to Coal "



IRMAK-KARABÜK-ZONGULDAK RAILWAY LINE



228,300.000

The total budget of the project (Euro)



120

km/h
Operational Speed

**IPA I
IKZ**

Irmak
(Kırıkkale)



47,250 tons

new tracked line

415 km

Length of railway line



1,222

Number of workers working at the line



**33 stations
25 stops**



Renovation

116 Railway crossing

30 bridges

55 tunnels

232,225 traverse and 800,000 tons of ballast have been used.
2,599,245 metres of cable have been laid for signalization.
A traffic command centre has been built in Karabük.

“ 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 for Foreign Relations and European Union Affairs, 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.



Balıksık 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, 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.



Balıksık Location (Kaşobük)

“Renewed with a budget of approximately 228 million Euros, the IKZ line has contributed significantly to the people of the region and the national economy...”

The Irmak-Karabük-Zonguldak Railway Line was one of the first railway lines to be built by the Republic. Constructed with a special law issued in its name, the line is very closely linked to the Turkish economy, as it is used to transport Karabük and Erdemir's coal, iron and steel and the other raw materials needed for production.

Workers at factories in this region use this line to commute to work. University, college and high school students, as well as workers of all ages in Zonguldak and Karabük, use the line to attend the hospitals and public

institutions. Farmers who want to sell their agricultural products also use the line.

Originally put into operation in 1931, this line has been renewed, thanks to the cooperation between the Republic of Turkey and the European Union and a budget of approximately 228 million Euros, by means of a project realised by our Directorate called the Rehabilitation and Signalization of the Irmak-Karabük-Zonguldak Railway Line. When the budget was allocated for the project, it was the largest budget ever granted by the European Union at one time for a railway infrastructure investment. This record was subsequently claimed by the Modernization of Samsun-Kalın Railway Line Project...

The stations on the line have been made access-friendly for disabled people. The electronic information boards installed on the platforms have made the passengers' lives easier. Thanks to the renovated railway infrastructure, train shake and noise have been minimized. Adjustments made

to the rail crossings have increased safety. The Command Control Centre built in Karabük as part of the project has contributed to the centralization of navigation control, higher safety standards and time efficiency.

All these changes have been made possible thanks to the rigorous and dedicated efforts of our employees and stakeholders. For this reason, I would like to express my gratitude to my colleagues at the Department for European Union Investments, the Directorate General for Foreign Relations and EU Affairs, all our Ministry's administrators, and the European Union Delegation to Turkey for their constant support during our work. This team spirit has contributed enormously to the success of this high-budget project.

Thanks to this team spirit and the support we will receive from our Ministry, I believe that the work we will carry out during the term of IPA-II will be a great success.



Nedim YEŞİL
Head of Department for
European Union Investments

The Railway Leading to Coal Back on Track

Designed and built in the early years of the Republic, the Irmak-Karabük-Zonguldak Railway Line was renovated with financial support from the European Union. Passengers taking this rehabilitated 415-kilometre journey can now travel faster, safer and more comfortably... The transport of freight on the renovated line will also be more productive, while the natural environment will be protected, thanks to the reduced carbon footprint.



Year 1925... The calendar page shows the 13th of December. The Republic of Turkey, while trying to overcome the destructive effects of the war, takes an important step on that day towards strengthening the economic independence and transporting natural resources to the different regions of the country. The Law on the Ankara-Ereğli Railway Line gets approved by the Grand National Assembly of Turkey, under the name "The Railway Leading to Coal".

This important railway line, that the young Republic of Turkey wished to establish for standing up and making a move forward, was going to lie between the coal city Zonguldak and the Irmak station near the capital Ankara. The railway construction started on the 7th of February, 1927 and the railway of 102 kilometers between Irmak and Çankırı has been put into operation on the 23rd of April, 1931. The railway between Irmak-Filyos, which had a total length of 391 kilometers, had been put into operation



PROJECT DETAILS

Project Name	Rehabilitation and Signalization of Irmak-Karabük-Zonguldak Railway Line
Length of Railway Line	415 km
Number of Stations	33 (+25 stops)
End Recipient	TCDD
Works Contract	
Contractor Company	Yapı Merkezi İnşaat Sanayi A.Ş., MÖN İnşaat ve Ticaret Ltd. Şti. Joint Venture
Date of Contract	14.12.2011
Starting Date of Work	25.01.2012
Service Contract	
Consultant Company	Tecnica y Proyectos, S.A. (TYPSA), Safage
Date of Contract	04.01.2012
Starting Date of Work	10.01.2012
Date of Completion	2017
Financial Contribution of the EU	188,300,000 Million Euro (85%)

on the 14th of November, 1935 with a ceremony held in Filyos. It comprised of 27 stations, 1368 culverts and bridges and 37 tunnels having a total length of 8,800 meters.

“One hand span more railway!” This was the motto of the Republic between the years 1923 and 1938. However, after this date, the interest in constructing new railway lines and renewing them decreased over the years. About 70 years have passed since then. An important step has been taken in 2011 towards renewing this line which had become tired and worn out. The line started to get renewed by the Republic of Turkey, Ministry of Transport, Maritime Affairs and Communications, thanks to the financial assistance provided by the European Union under the Transport Operational Program and it has been restored in 2016.

The ground-breaking journey of the “iron road”

The line was renovated with the financing from the European Union - the highest for a single project. There were many ground breaking endeavours during the construction of the line, including:

Special rails were tracked along the 415 kilometres railway, and all the junctions were replaced with new ones. While these refurbishments were underway the trains kept running and the freight

transport continued without any interruption.

A comprehensive environmental impact assessment study was carried out before the renovation and ecosystems were also taken into account. Endemic plants and other environmental features of the region along the line were mapped.

Urban rail crossings along the route, which were occasionally the scene of accidents prior to the project, were made safer.

During the construction of this line, on which 19,000 people worked, a signalization and telecommunication system was designed and implemented, suitable for the speeds of 120 kilometres per hour. A command centre was built in Karabük. In addition, nine tunnel entrances were renovated.

Of course, the passengers were not forgotten during the renovation work. The 33 passenger platforms and 25 stations along the line were rebuilt to make them access friendly for people with mobility issues. Furthermore, a real-time electronic passenger information and announcement system is now being used on all platforms.

While the standards and safety level of the line have been improved, the travel time has also been reduced. The trains' passenger carriages have also been renewed and made more comfortable.

INTERVIEW **Aydın ÇEŞTEPE** / Karabük Station Manager

“More comfortable journeys”

Karabük is one of the provinces that uses the railway connecting Irmak and Zonguldak the most. Established during the first years of the Republic, the Kardemir factory, which is one of the most prominent entities in the province in terms of economic value, also uses this line intensively. While scrap iron delivered from Russia to Zonguldak Port is generally delivered by rail to Karabük, by the same token, final products produced in Karabük are also transported using the same line. Furthermore, the rails themselves are also one of the most important trade items produced by Kardemir. In other words, the raw materials transported on the rails are being re-processed and turned into rails...

We spoke with Aydın Çeştepe, Karabük Train Station Manager, about what changes there have been since the renewal of this line. We asked him what the passengers and freight transporters have to say about the renewed line, and listened to his answers.

What are the passengers' impressions since the IKZ line has been renovated?

At Karabük Train Station we carry around 350-400 passengers per day. When we talk about the whole line, of course, this number is much higher... With the renovation of the line, our wagons and passenger carriages have completely changed. In the past, these were attached to the locomotive

but now there are fully renewed with self-powered ones. In our older carriages there were problems with heating and cooling and the automated doors, as well as comfort and services. Now they have air conditioning, our doors are touch-sensitive and automatic. They are also access friendly for people with disabilities... On the old rails there was more noise and shaking; all this impacted the passengers' comfort. Since then, we are happy to see an increase in passenger satisfaction.

What is the passenger profile of the line?

At Karabük Train Station we carry around 350-400 passengers per day. When we talk about the whole line, of course, this number is much higher... Generally the passengers using the line are people who live in Karabük-Zonguldak, like students, workers, farmers and public attending various public institutions or hospitals.



In our older carriages there were problems with heating and cooling and the automated doors, as well as comfort and services. Now they have air conditioning, the doors are touch-sensitive and automatic, and they are also access friendly for people with disabilities...

With the renovated line, our passenger capacity has also increased. Our services have increased by around 20 percent. Kardemir can now transport around 4,5-5 million tons of raw materials. It may even reach 8-10 million tons in the future...

What's the situation of alternative lines of transport other than railway in the neighbourhood?

There are minibuses and shuttles for these places; however, there are geographical obstacles on our highways. There are also safety hazards due to the structure of the roads. As a result, the railway is preferable. There is also a pleasurable visual side of our business. Winding through the lush countryside, our trains pass through one of the most beautiful routes in Turkey.

The change will have also influenced freight transport. What kind of changes have there been in this context?

The load carrying capacity of our business has increased by around 40 percent, and continues to do so. Since we have also reduced time losses, we can now run more number of freight trains. We have three types of locomotives with a capacity of approximately 1,500 tons. Sometimes we can attach two locomotives and carry twice as much with just one control. From Zonguldak to Karabük, we can carry loads up to 3,500 tons at a time.



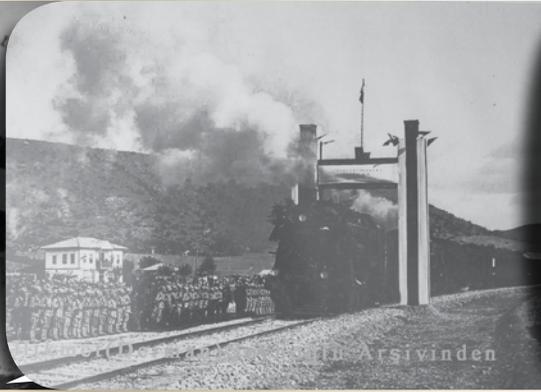
Here, we have a very large facility like Kardemir, and we transport all its raw materials. Kardemir procures heavy raw materials from elsewhere and there are not many transportation alternatives other than the railway. In order to increase Kardemir's production, the railway's transportation capacity also needs to increase. With the renovated line, our transport capacity has also increased. Our services have increased by around 20 percent. Kardemir currently transports around 4,5-5 million tons of raw materials. It may even reach 8-10 million tons in the future. In the future, when the port becomes operational, we will also increase our capacity by 44-45 percent.

There has also been a significant change in line and transport safety, hasn't there?

A large command centre has been established in Karabük. From this centre, we are now able to monitor and intervene in all kinds of incidents on the line. Fifteen years ago, we used to have an accident twice a week. In the past two years, we have rarely had an accident due to natural occurrences; for example, there is a rock fall that blocks the line, or there's a flood. In any case, with the new monitoring system, we can monitor these at the centre and take the necessary precautions.

Training for employees is also another factor that has increased safety, isn't it?

Yes. Here, we provide ongoing one-on-one and practical training. We also have online training. Our current workforce have received the training. We have even had foreign personnel here to train our colleagues in order to integrate them into the system. We do not do anything here without the necessary training...



From Past to Today

IRMAK-KARABÜK-ZONGULDAK RAILWAY LINE





ZONGULDAK CITIZENS

Showed Great Interest in TOP Projects



Promotional films and photos showing the Transport Operational Programme (TOP) and the works projects were exhibited at the Zonguldak Train Station.

Zonguldak Train Station hosted promotional activities relating to the Transport Operational Programme (TOP) and the works projects carried out under the Programme.

The TOP Photo Exhibition held at Zonguldak Train Station, which thousands of passengers use daily, continued for three days.

Thousands of Zonguldak residents visited the exhibition and learned about the infrastructure projects being carried out as part of the TOP.

During the exhibition, TOP promotional materials were distributed to the public, while there were music concerts and film screenings shown on the big LED screens.

During the exhibition, local journalists and stakeholders were given detailed information about the "Rehabilitation and Signalization of Irmak-Karabük-Zonguldak Railway Line Project."

Two news agencies covered the exhibition and it was also featured on the news of a TV channel, as well as being mentioned in 12 newspapers and 43 online platforms.





Promotional films and photos of the Transport Operational Programme (TOP) and the works projects were displayed at the Karabük Train Station.

The Karabük Train Station hosted the promotional activities relating to the Transport Operational Programme (TOP) and the works project carried out under the Programme.

The TOP Photo Exhibition held at Zonguldak Train Station, which thousands of passengers use daily, continued for three days.

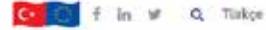
The citizens of Karabük and Safranbolu who use the IKZ line, visited the exhibition and learned about the infrastructure projects being carried out as part of TOP. TOP promotional materials were distributed to the public while film screenings on the big LED screens took place.

During the exhibition, local journalists and stakeholders were given detailed information about the "Rehabilitation and Signalization of Irmak-Karabük-Zonguldak Railway Line Project."

While the exhibition was covered by two news agencies, it was featured in one national newspaper (Dünya Gazetesi), three local newspapers and 17 online platforms, as well as on the news of a TV channel.



For detailed information on TOP: op.udhb.gov.tr



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Tracks are laid, history is reviving Samsun.

Samsun-Kalın Railway Line, while being renewed with the European Union financial support, dozens of historic bridges are being repaired within the scope of the project.

Announcements 31/01/2017

Technical Assistance for Information and Publicity Activities - II



SEARCH TENDER



Minister of Transport,
Maritime Affairs and
Communications
Ahmet ARSLAN



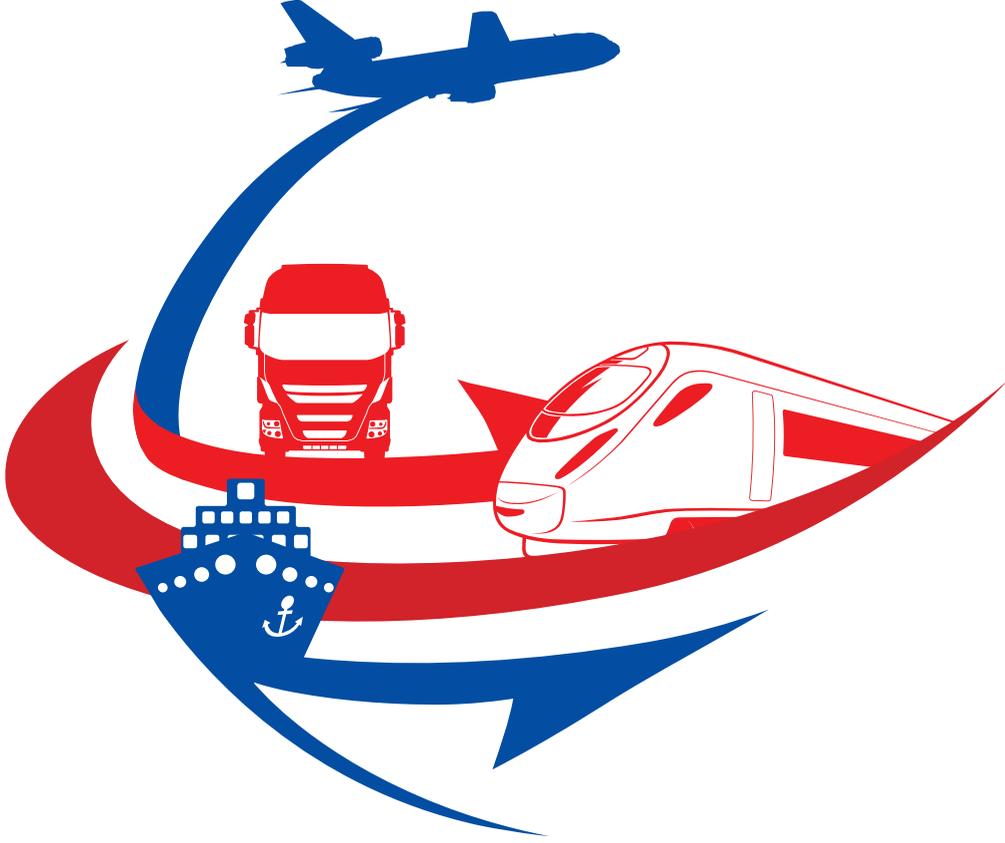
Director General for
Foreign Relations and EU Affairs
Head of Operating Directorate
Erdem DİREKLER

Irregularity
Notice



Appointment
Rules





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

Hakkı Turaylıç Caddesi, No:5
B Blok Kat: 10 Emek 06500 Ankara
Tel: +90 312 203 22 69

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