

ÇE-KA in NUMBERS

SPEED 200
km/hr

STATION 6

CULVERT 190

FREIGHT
CAPACITY 3.6
Million
Tons

TOTAL
LINE* 152.906
km

CUT-COVER
TUNNEL &
TOP
DOWN 6

WILDLIFE
UNDER-
PASS 1

OVERPASS 63

RAILWAY
BRIDGE
and
VIADUCT 27

PASSENGER
CAPACITY 10
Million

UNDERPASS 54

WILDLIFE
OVER-
PASS 3

EMPLOYMENT 2815
People

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SECTORAL OPERATIONAL PROGRAMME FOR TRANSPORT (USOP)

CONSTRUCTION OF ÇERKEZKÖY -
KAPIKULE SECTION OF HALKALI -
KAPIKULE RAILWAY LINE PROJECT
(ÇE-KA)

This project is financed by the European Union
and the Republic of Turkey.

*142 546 km double-track line, 10 360 km triple-track line

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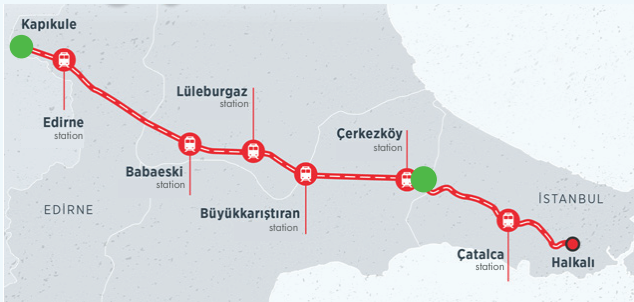
CONSTRUCTION OF ÇERKEZKÖY - KAPIKULE SECTION OF HALKALI - KAPIKULE RAILWAY LINE PROJECT (ÇE-KA)

ÇE-KA Project, which is under construction in Thrace region, is the fourth railway project co-funded by the EU in Turkey. Implemented under the Sectoral Operational Programme for Transport (**USOP**) by the **Ministry of Transport and Infrastructure** (MoTI), this project will provide a high-standard railway connection with the European countries while enhancing the transport infrastructure of Turkey. The project with the record-breaking budget, which is co-financed by the Republic of Turkey and the European Union, is to be completed in 2023.



"Eco-Friendly Tracks Connecting Asia with Europe"

ÇE-KA project constitutes the first section of the railway line starting in Halkalı - Istanbul and reaching all the way to Kapıkule. The second section between Halkalı and Çerkezköy, forming the 76 km-long part of Halkalı-Kapıkule, will be built using national funds of Turkey. Construction of the **153 km-long Çerkezköy-Kapıkule (ÇE-KA)** section is **co-funded** by the Republic of Turkey and the European Union. Once **ÇE-KA** has been completed and linked with the Halkalı-Kapıkule line, it will **link Asia with Turkey, and Turkey with Europe**, through a route reaching all the way to Bulgaria.



What Will Halkalı-Kapıkule Project Bring to the Table?

- Once the project has been completed, a 200 km/hr high-speed, double-track rail line for passenger and freight transportation will become operational in our country on a 229 km-long route between Halkalı and Kapıkule.
- When the project is finalised, travel time by train between Halkalı and Kapıkule will be reduced from 4 hours to **1 hour and 36 minutes** while freight transportation time will be down to **3 hours and 6 minutes** from 6.5 hours.
- This would mean a fivefold increase in freight and passenger transportation capacity.
- Road transport intensity in the region being reduced, the number of traffic accidents will go down along with carbon emissions.
- An increased commercial activity in the region will pave the way for new investments.
- Various job opportunities arising out of the nearly 4-year-long project works will further support job growth.
- Completion of the line will make up an important portion of the Iron Silk Road stretching from London to Beijing.

ÇE-KA in a NUTSHELL



The Biggest Investment Project under the EU - Turkey Cooperation

ÇE-KA project, which is intended to provide a safe, high-quality, and effective railway transport infrastructure, has a total budget of 553 million euros. The EU funds provided for ÇE-KA, the biggest infrastructure project undertaken as part of the financial cooperation between Turkey and the European Union, amount to 275 million euros.



Internationally Recognised Project

Having been awarded the Inspiration Project of the Year in "Finance and Funding" category in 2019 by the Eurasia Strategic Infrastructure Leadership Forum, Halkalı-Kapıkule Railway Line Project was also nominated by International Federation of Consulting Engineers (FIDIC) for the "Project of the Year" award under 2020 Contract Awards.



Environmentally Friendly Project

ÇE-KA respects and operates in a way to avoid harming the wildlife in construction zones. As part of these efforts, frequent and regular measurements are made to prevent air, noise, and water pollution. Field staff are trained on environmental issues. Organic/topsoil is preserved throughout the line, maintaining the fertility of the soil. Access routes are built for wild animals. Once the project is finalised, trains on the line will be powered by electricity, reducing the carbon emission in the region.