



**BAKU-TBILISI-KARS RAILROAD
AND
TURKEY'S VISION FOR REGIONAL
INTEGRATED TRANSPORT
CORRIDORS**



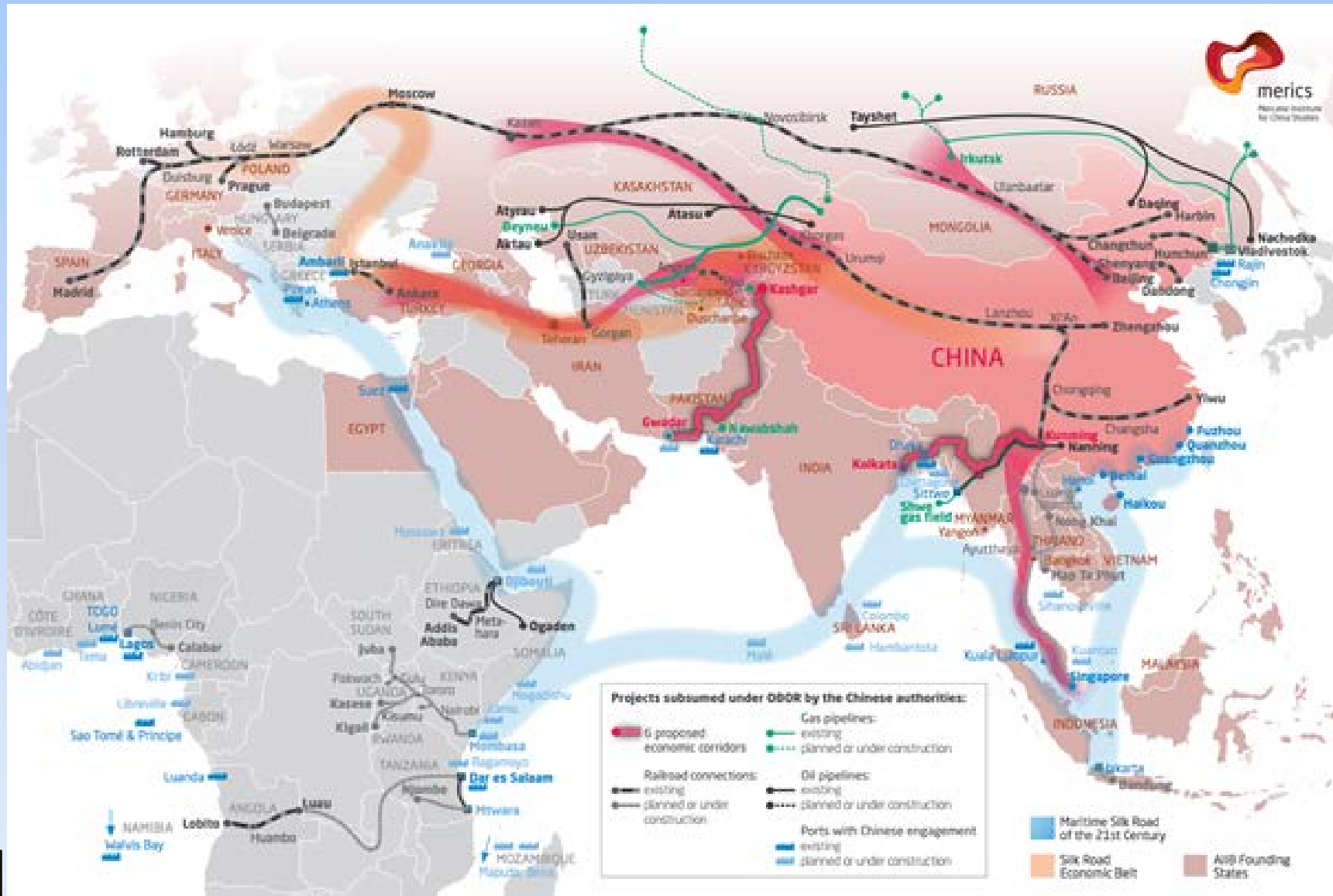
Turkeys Vision for Regional Integrated Transport Corridors

- The shift of economic gravity towards emerging economies in Asia generates a continuous growth in the transport of goods between Asia and Europe.
- For 2016, the total trade in goods between the EU and China reached to 514.5 billion Euros. This figure is forecasted to reach 680 billion Euros by 2025.
- Urgent need to develop safe, secure and efficient land connectivity as well as new intermodal transport opportunities for connecting two continents.

Turkeys Vision for Regional Integrated Transport Corridors

- Physical connectivity created by transport corridors often facilitates economic, social, financial, and human-to-human connectivity as well.
- Development of transport corridors is more beneficial to a national economy than development of mere transport infrastructure.
- Transport corridors encourage improvement of transport and logistics services and facilitation of trade.

Turkey: A Logistic Hub for the Modern Silk Road



Modern Silk Road – One Belt-One Road

- The idea of reviving the ancient Silk Road in the form of China's One Belt-One Road Initiative:
 - Maritime Silk Road
 - New Eurasian Land Bridge
 - China-Mongolia-Russia Economic Corridor
 - China-Indochina Peninsular Economic Corridor
 - China-Pakistan Economic Corridor
 - China-India-Bangladesh-Myanmar Economic Corridor
 - **China-Central Asia-West Asia Economic Corridor**

Turkey: A Logistic Hub for the Modern Silk Road

- Turkey aims to function as a logistics hub for the freight carried in Eurasia.
- As a bridge between two continents, it has a unique geographical location which provides access to Central Asia, Russia, the Middle East, and North Africa.
- Within a four-hour flight radius, Turkey has access to:
 - multiple markets with a combined population of **1.6 billion people**,
 - a combined **GDP of 35.7 trillion USD**,
 - **6.8 trillion USD** of foreign trade (~ half of the total global trade)

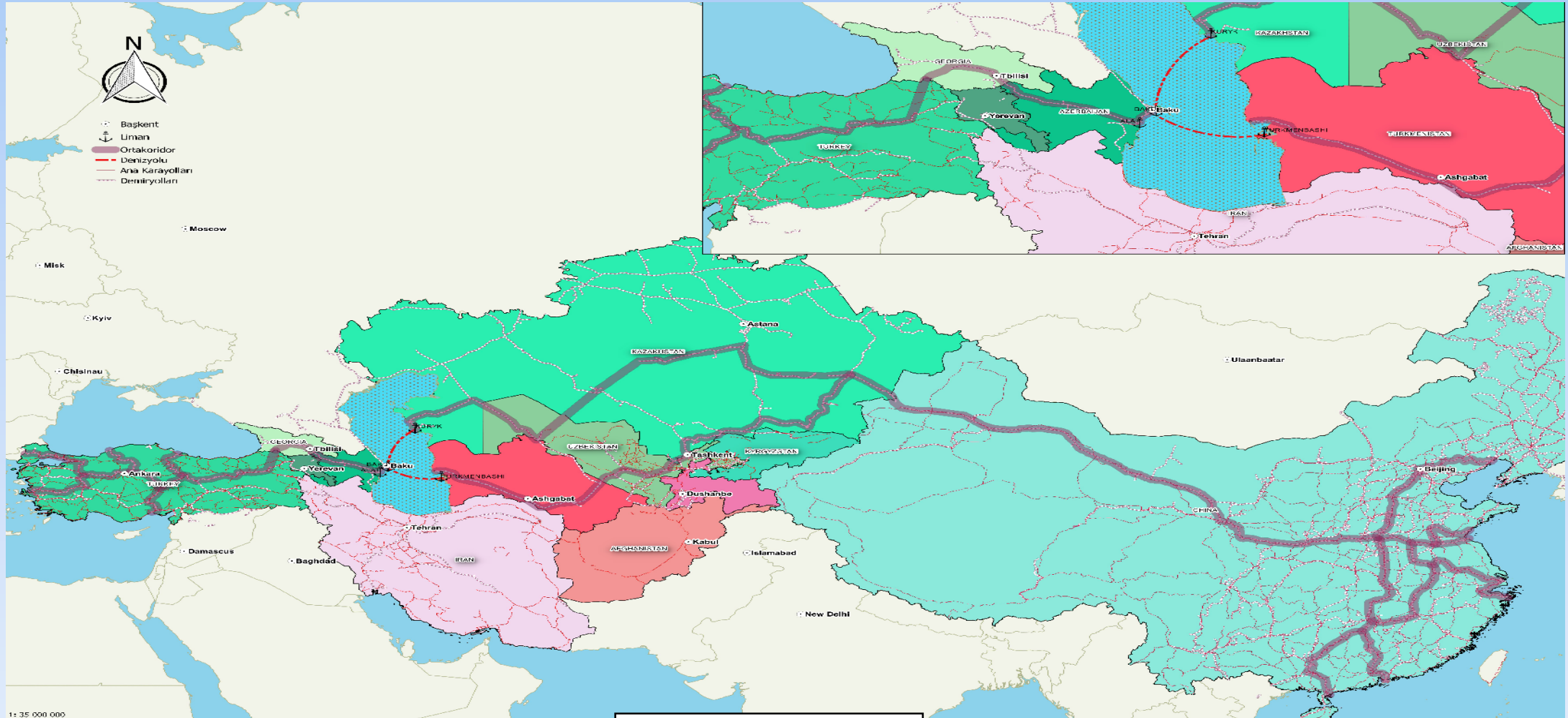
Turkey: A Logistic Hub for the Modern Silk Road

- Three main corridors in the Euro-Asia region in the east-west direction, namely South, Central and North Corridors.
- Thus we endeavor to align our national transport and energy infrastructure development strategy with international initiatives.



Indicative Map, Not Official

- Turkey is located in the Central Corridor which extends from the western part of China to Central Asia, Caspian Region and Europe.



Indicative Map, Not Official

Turkeys Vision for Regional Integrated Transport Corridors

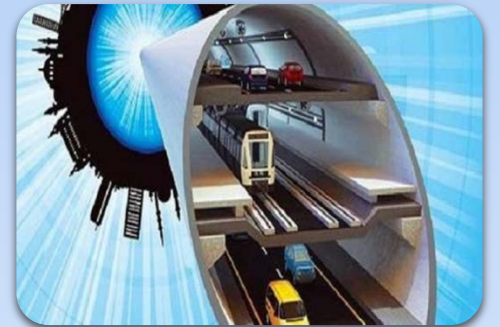
- For development of the Central Corridor, Turkey prioritizes;
 - completing missing links on the main axes by large-scale infrastructure projects,
 - removing bottlenecks especially on border crossings,
 - promoting intermodal transport opportunities particularly on Trans-Caspian East-West Middle Corridor,
 - enhancing logistics and corridor management capacities.

Turkeys Vision for Regional Integrated Transport Corridors

- Furthermore, Turkey embraces a “Regional Integrated Transport Corridors” perspective which aims to develop a comprehensive and complementary approach towards all corridors in the region. This approach is based on;
 - making bilateral and multilateral transport agreements with enroute countries,
 - developing coordination mechanisms for finding practical solutions to problems of the corridor,
 - supporting the identification of logistics and transport infrastructure needs of corridor countries,
 - promoting Turkish private sector to improve their operations in the region,
 - developing multimodal transport and sustainable logistics capacity.

Turkey: A Logistic Hub for the Modern Silk Road

- “Marmaray” undersea rail project,
- Third Bosphorus Bridge (Yavuz Sultan Selim),
- Eurasia Tunnel Project (Istanbul)
- Three-Level Tube Tunnel Project (İstanbul),
- Osmangazi Bridge connecting the İzmit Bay,
- Çanakkale Strait Bridge project,
- Edirne-Kars High Speed Rail project,
- Gebze-Orhangazi-İzmir Motorway,
- Northern Marmara Motorway project,
- the third İstanbul Airport project
- Filyos, Çandarlı and Mersin ports



Operationalization of the Trans-Caspian East-West Middle Corridor



Operationalization of the Trans-Caspian East-West Middle Corridor

- This corridor consists of two sections connecting Europe to China.
- The first section extends from the **western part of China** to **Kazakhstan**, reaches up to **Azerbaijan** by crossing the Caspian Sea and **Georgia** through the Caucasus, and then reaches **Turkey** and **Europe**.
- The second section is linked to **China** through **Uzbekistan** and **Kyrgyzstan**, then reaches up to **Turkmenistan's** Turkmenbashi Port, again uses Caspian crossing to reach **Azerbaijan, Georgia** and **Turkey** to extend Europe.

Operationalization of the Trans-Caspian East-West Middle Corridor

Opportunities presented by the Middle Corridor:

- Brings a **complementary route** to the Northern and Southern Corridor,
- Great potential for the development of rail and multi-modal transport in Euro-Asia, providing connection between the North-South Corridor and East-West Corridor,
- Big market potential with a sizeable population,
- **1.500 km shorter** than the Northern Corridor, with favourable climatic conditions during winters,
- Presents faster and shorter connection to the West and Northern Europe through Aktau/Turkmenbashi-Baku/Alat-**Baku-Tbilisi-Kars**-Marmaray link
- Maritime transport between China and Europe reduced **from 45-62 days to 12-15 days.**

Operationalization of the Trans-Caspian East-West Middle Corridor

- Based on several multilateral and bilateral cooperation mechanisms among Afghanistan, Azerbaijan, China, Georgia, Kazakhstan, Kyrgyzstan, Turkey and Turkmenistan:
 - **Baku-Tbilisi-Kars Joint Railway Project** of Azerbaijan, Turkey and Georgia,
 - Turkic Council Joint Protocol on Development of Transport, (Turkey, Azerbaijan, Kazakhstan, Kyrgyzstan)
 - Memorandum of Understanding on Sister Seaport Among the Ports of Baku, Aktau and Samsun,
 - Memorandum of Understanding signed between China and Turkey in November 2015 on “**Aligning the Belt and Road Initiative and the Middle Corridor Initiative**”,
 - Memorandum of Understanding on the prospects for development of the Trans-Caspian International Transport Route (TITR),
 - Tri-partite Cooperation Committee among Azerbaijan, Turkey and Turkmenistan,
 - Lapis Lazuli project (Afghanistan, Turkmenistan, Azerbaijan, Georgia, Turkey)

Importance of the Baku-Tbilisi-Kars (BTK) Railway



Total length: around 840km

TURKEY SECTION	GEORGIA SECTION:	AZERBAIJAN SECTION:
79 km	259 km	503 km
<ul style="list-style-type: none"> 4 stations 3 bridges tunnels with total length of 22.6km Construction of 4.45km mountainous tunnel on Turkish-Georgian border 2.07km in Georgia and 2.38km in Turkey 	<ul style="list-style-type: none"> 9 stations 32 bridges tunnels with total length of 4.6km Construction of 26.3km new railway line in Akhalkalaki-Kartsakhi section construction of bogie exchange station in Akhalkalaki construction will be completed by mid-2015 153.1km rehabilitation and reconstruction of existing railroad in Marabda-Akhalkalaki section 	<ul style="list-style-type: none"> Reconstruction and design of automatics and signalization system Renovation of the rolling stock USD775 million spent on renovation and modernization of railways

Importance of the BTK Railway

- Crucial link not only for the Middle Corridor but also for the interconnectivity between Europe and Asia.
- First tabled during the Azerbaijan-Georgia-Turkey Joint Transportation Commission meeting in Tbilisi on 29 December **2004**,
- Framework Agreement signed 7 February **2007**.
- Construction works began on 24 July **2008**
- The official inauguration ceremony held in Baku on 30 October **2017**



Importance of the Baku-Tbilisi-Kars (BTK) Railway

- Total track length of the BTK railway is **840 km**; 79 km in Turkey, 259 km in Georgia and 503 km in Azerbaijan.
- Has an initial capacity of 1 million passengers and 6,5 million tons of cargo per year, to be increased to 3 million passengers and 17 million tons of cargo per year by 2034.
- Joining the Turkish national rail network in Kars, BTK has direct and uninterrupted access to the European rail network through the “Marmaray” undersea subterranean tunnel in Istanbul.
- To the East, BTK has access, over the Caspian Sea, Central Asia and China beyond.



THANK YOU FOR YOUR ATTENTION