

TURKEY

Member of OECD, Turkey's economy is one of the first 20 in the world. The Turkish economy, although on the increase in the last years mainly due to investments, is still affected by a significant current account deficit and huge external debts. Future economic and legal reforms are expected. Next to the prospected EU accession, this will help Turkey attract important foreign investments.

The World Bank refers to Turkey as an Upper Middle Income country with a GDP of USD 11,900 per capita (2008). The country gets energy from hydroelectric power plants and steam power plants (due to the significant reserves of lignite and coal in North-Western Anatolia). However, 90% of Turkey's fuel necessary is ensured by exports.

Turkish Railways, TCDD, is a state-owned company and controls the entire Turkish railway system, infrastructure management and train operation. TCDD also holds companies specialized in different rail industry branches. TCDD has taken over the ports built by the companies that had also built the first railways and continued establishing other ports as well. Discussions on railway reforms began in 2001 with the World Bank which provided consultancy and financial support. TCDD restructuring includes two aspects: railway reforms and the separation and concession of ports.

Marmaray project will link the railway networks in Europe and Asia Minor. 76 km of rail line will connect Halkali on the European side of the city with Gebze in Asia. Today's deadline for operation is 2013. The project costs, estimated at EUR 2.3 Billion, have been covered by the state budget, EIB and JBIC.

Ankara-Istanbul high-speed line, the other major rail project underway in Turkey, requires the construction of a new line, separated from the existing railway. The line will be 533-km long and will cross cities such as Esenkent, Eskisehir, Vezirhan, Gebze. The first section, between Ankara and Eskisehir, was placed into service in March 2009. Another high-speed railway line part of the plans aimed to create a high-speed network in Turkey is Ankara-Konya. Construction works are underway.

Baku-Tbilisi-Kars line includes the construction of 68 km in Turkey, from Kars to the Georgian border. Costs of the Turkish section are estimated at USD 220 Million. Construction works were initiated in 2007.

Urban railway infrastructure also benefits from important foreign investments, such as the EIB loans for the tram lines in Antalya, Samsun and Bursa or the 2007 EUR 150 Million loan allocated for the rehabilitation of the suburban network in Izmir. Following an agreement in 2008, Istanbul Metro will also benefit from a EUR 700 Million loan.

Background figures in railways (2009):

8,686 km length of lines

1,919 km electrified lines

80,092 x 1 000 passengers carried

5,374 x 1 000 000 passenger-km

21,270 x 1 000 tonnes carried

10,163 x 1 000 000 tonne-kilometres

Economics	2008	2009
GDP (current billions US\$)	734.85	617.09
GDP growth (annual %)	1	-5
Exports of goods and services (% of GDP)	24	23
Imports of goods and services (% of GDP)	28	24
Industry, value added (% of GDP)	28	28

Ease of Doing Business Rank 2010

World	rank 73
Eastern Europe & Central Asia	rank 17

