



# **PROFILES OF TURKISH PUBLIC SECTOR PROJECTS FOR FOREIGN FUNDING IN 2002**

**General Directorate of  
Economic Sectors and Coordination**

**APRIL 2002**



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**General Directorate of Economic Sectors and Coordination  
Department of Project, Investment Evaluation and Analysis**

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“Projects Available for External Financing”

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## PREFACE

This publication presents the public sector investment projects of the year 2002, available for various forms of foreign financing such as foreign credits and Build-Operate-Transfer (BOT) schemes.

In Part I, Public Sector Investment Policies are first outlined. Next, recent developments and prospects by sectors are sketched. Part II elaborates on individual projects. A brief description of a specific project's scope, its executing public agency, location, duration and status is presented. Summary financial information is also included that displays the costs, accumulated expenses and annual allocation of each project. The number on each page above the project title corresponds to the project number in 2002 Public Investment Program. Projects without a number are BOT and other similar types of projects that are not typically included in the Program.

In the document, public sector projects available for foreign funding are classified by sectors. The nature of foreign financing may vary depending on the status of the project. While there are projects that require new foreign loans, some ongoing projects need additional foreign loans. There are also potential projects in the pipeline that require foreign loans. These projects are those that feasibility studies of which are being conducted within the scope of 2002 Public Investment Program and/or that are very likely to be included in the Programs and initiated in the near future due to their high priorities. The last category comprises projects for Build-Operate-Transfer (BOT) and other similar schemes.

Additional information pertaining to the content of this publication could always be obtained both from the Undersecretariat of State Planning Organisation and relevant public agencies responsible for the execution of the projects. The most up to date information about the projects presented in this book could also be accessed at the SPO web site at <http://www.dpt.gov.tr>. For further correspondence and questions, refer to key contact persons on page 88.



## **PART I:BACKGROUND**



## PUBLIC SECTOR INVESTMENT POLICIES

Since the beginning of the 1960s, Turkey has been trying to manage her economic and social development by means of development plans. The First Five-year Development Plan was put into action in 1963, and the last, the Eight Plan in 2001. This last Plan covers 2001-2005 period. Plans are put into action through annual programs and public investment programs.

Turkey is a fast-developing country with a relatively high annual population growth rate of approximately 1.5 per cent and with an urbanization rate of 4.7 per cent. In order to meet the development needs of this rapidly growing population, estimated to reach approximately 80 million by the end of the next two decades, Turkey devotes nearly 25 per cent of her GNP to the total investments every year. Persistence of high interest rates in recent years, arising from borrowing requirements caused by public deficits, affected investments adversely. The ratio of private sector investments to GNP has gradually been decreasing, in the last half of 90s it dwindled well below 20 per cent, while that of public sector is around 4 per cent.

Two consecutive financial crises hit Turkey in November 2000 and February 2001 while pursuing a three-year stabilization programme commenced in late 1999, which was replaced by a new one that was put into action in 2001. In the aftermath of the crises, real GNP growth was realized as a negative 9.4 per cent in 2001. The crises had much adverse effects on public investments especially with respect to financing. In light of more-than-ever need for more efficient and effective use of public resources for investment, a rationalization process has been carried out since late 2001. The rationalization study targeted, in the short run, to decrease the average time to completion of the existing portfolio. This target was achieved by downsizing the investment portfolio by eliminating some 1002 projects of relatively low priority out of more than 5000. Average completion time for overall project portfolio decreased from 12,5 years to 8,5 years. An action plan for attaining a more sustainable public investment program and improving the quality of investment programming and management is planned to put into action.

Turkey's public investment portfolio consists of 4,414 projects, amounting to USD 92,6 billion in 2002 Public Investment Program<sup>1</sup>. By end 2001, nearly USD 36,7 billion has already been expended. For 2002, total annual allowance for these projects is USD 5,5 billion, USD 736 million of which is scheduled to be financed through foreign loans.

In the distribution of public investment allocations the following sectors have had priority in fostering economic and social development while paying regard to the regional development strategies:

- Education
- Health
- Technological Infrastructure
- Energy
- Irrigation
- Urban Infrastructure

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<sup>1</sup> Based on programmed annual average exchange rate for 2002; USD 1 = TL 1,801,000

Regional priorities include:

- Projects in Priority Development Areas, especially in Southeast and East Anatolia Regions
- Projects in the scope of Southeastern Anatolia Project (GAP)
- Projects that support Eastern Anatolia Master Plan (DAP)
- Projects in the scope of Eastern Black Sea Regional Development Plan (DOKAP)
- Projects in the scope of Zonguldak-Bartın-Karabük Regional Development Reports (ZBK)

Furthermore, the following project categories are prominent for 2002 investment allocations, on the basis of sector priorities mentioned above:

- Projects programmed to be completed in 2002
- Projects for the mitigation of earthquake damages
- Projects already been realised to a considerable extent
- Projects financed through foreign loans
- Projects linked critically to, and implemented simultaneously with other projects

Since the beginning of the 1980s, the public investment strategy of Turkey has been geared towards the improvement of economic and social infrastructure by gradually decreasing the share of manufacturing industry in total public sector investments. Since then, the public sector has focused particularly on the development of energy, transport and communications and agricultural and urban infrastructure, health and education. Only priority regions are excluded from this approach so as to decrease regional disparities. This process continued and deepened in the last decade with a growing emphasis on the need to channel private sector financing even into some traditionally public sector dominated infrastructure investments via Build-Operate-Transfer model. Furthermore, in order to improve basic health conditions and to increase the number of well-educated and skilled people in a rapidly growing population, a special emphasis, particularly from 1990 onwards, has been placed on increasing the investments in the health and education sectors.

In VIII. Plan Period, the main consideration is to direct public and private sector resources into complementary investment areas. In line with this policy, public sector investments will be intensified mainly on economic and social infrastructure whereas the private sector shall be encouraged to carry its activities while increasingly investing in areas where public sector withdrawn. It is of great significance that the private sector give emphasis to investments towards attaining production power to create high value added, developing the competitiveness of economy, increasing employment, productivity and exports and producing and/or transferring appropriate technologies.

**TABLE 1- BREAKDOWN OF 2002 PUBLIC INVESTMENTS BY SECTORS**

SECTORS	2002 ALLOCATIONS (Billion TL.)	2002 FOREIGN LOANS (Billion TL.)	2002 FOREIGN LOANS (000 USD)
AGRICULTURE	823 710	12 571	6 980,0
Irrigations	560 000	389	216,0
Forestry	92 850	100	55,5
Others	170 860	12 082	6 708,5
MINING	192 800	2	1,1
MANUFACTURING	640 700	16 635	9 236,5
ENERGY	2 060 000	622 000	345 363,7
TRANSPORT&COMMUNICATIONS	2 380 700	551 441	306 186,0
Railways	230 000	100 713	55 920,6
Maritime	89 670	14 546	8 076,6
Airways	332 650	74 902	41 589,1
Highways&Motorways	1 120 000	205 176	113 923,4
Pipeline	560 180	156 104	86 676,3
Communications	48 200	0	0,0
TOURISM	67 000	10	5,6
HOUSING	20 000	0	0,0
EDUCATION	1 607 430	57 778	32 081,1
Primary & Secondary Education	843 300	52 200	28 983,9
Vocational & Technical Education	197 715	5 577	3 096,6
Higher Education	460 000	0	0,0
Culture	84 415	1	0,6
Physical Training & Sports	22 000	0	0,0
HEALTH	513 502	22 288	12 375,3
OTHER PUBLIC SERVICES (OPS)	1 529 158	42 452	23 571,3
OPS-ECONOMIC SECTORS	663 658	19 670	10 921,7
General Administration	342 158	19 670	10 921,7
Security Services	268 000	0	0,0
Mapping and Land Registry	24 000	0	0,0
Commercial Services	29 500	0	0,0
OPS-SOCIAL SECTORS	865 500	22 782	12 649,6
Potable Water	414 000	1 200	666,3
Sewerage	142 500	20 000	11 104,9
Rural Development	85 000	500	277,6
Municipal Services	38 000	0	0,0
Urbanization & Settlement	44 500	700	388,7
Environment	7 500	0	0,0
Tradesman, Artisans & Small Ind.	36 000	350	194,3
Technological Research	83 000	31	17,2
Social Services and Aid	15 000	1	0,6
ECONOMIC SECTORS	6 828 568	1 222 329	678 694,6
SOCIAL SECTORS	3 006 432	102 848	57 106,1
GRAND TOTAL	9 835 000	1 325 177	735 800,7

**TABLE 2- BREAKDOWN OF 2002 PUBLIC INVESTMENTS BY BUDGET TYPES**

BUDGET TYPES	2002 ALLOCATIONS (Billion TL.)	2002 FOREIGN LOANS (Billion TL.)	2002 FOREIGN LOANS (000 USD)
General and Annexed Budget	5 736 000	412 938	229 282,6
Revolving Funds	390 000	50	27,8
State Economic Enterprises	2 811 000	800 732	444 604,1
SEEs Under Privatization	489 000	91 456	50 780,7
Bank of Provinces	405 000	20 000	11 104,9
Extra Budgetary Funds	4 000	1	0,6
TOTAL	9 835 000	1 325 177	735 800,7

Note: 1 USD=1 801 000 TL. Exclusive of local administration investments



## **OVERVIEW BY SECTORS**



## AGRICULTURE

### Recent Developments

The share of agricultural production in GDP is 13.5 per cent while employment share of agriculture in the total civilian employment is 35.8 per cent. The agriculture sector is estimated to shrink by 5.8 per cent in 2001. Although the importance of agriculture is diminishing within the economy, an important part of the population still depends on agriculture as the means of subsistence.

Agricultural infrastructure needs better management and more efficient use of land and water resources. Irrigation schemes developed by the government have amounted to 3.8 million hectares by end 2001, and together with approximately 1 million hectares of farmer-developed schemes, more than half of 8.5 million hectares of irrigable land have been reached.

In addition to irrigation schemes, land consolidation and in-field development services would have been realized by end 2001 in a total of almost 1 million hectares of land, one-third of which attributing to that of the consolidated.

### Prospects

Participatory development of balanced, sustainable and environment-friendly agricultural infrastructure is the fundamental aim.

In 2002, with Lower Fırat (first stage) irrigation scheme in the scope of Southeastern Anatolia Project, 125 thousand hectares of land in Şanlıurfa-Harran Plain will be irrigated and irrigation investments will be realized in an additional seven thousand hectares.

It is programmed to provide 21, 6, 3.9, 24.4 and 78.3 thousand hectares of flood control, soil protection, drainage, in-field development and irrigation network, respectively.

On average, the Government is investing approximately 400 million dollars in irrigation and adding more than 60 thousand hectares to the irrigated land each year. Foreign funding provides a notable portion of this investment.

## MINING

### Recent Developments

In recent years, studies directed towards discovery of new resources, development of existing ones, and towards diversification in the utilization of mines have particularly been underscored.

In 1999, 2,9 thousand tons of raw petroleum was produced, this figure decreased to 2,7 thousand tons in 2000. There has been a yearly decline in domestic petroleum production due to the wear out in the existing reserves and no new discoveries of reservoirs. Natural gas production, on the other hand, was 253 million m<sup>3</sup> in 1997, doubled to 565 million m<sup>3</sup> in 1998, rose to 731 million m<sup>3</sup> in 1999 and went down to 639 million m<sup>3</sup> in 2000. In 2000, petroleum imports were realized as 21,4 thousand tons, which was less than that of former years because of the hindered processing caused by severe earthquake damage on Tüpraş İzmit Refinery. Natural gas imports were realized as 12,6 billion m<sup>3</sup> in 1999 and 14,9 billion m<sup>3</sup> in 2000, and expected to go up parallelly to the increase in domestic demand. Some 67 per cent of the natural gas supplies was used in electricity production, 19 per cent in households, and the remaining in industry.

### Prospects

The main target of the mining sector is to gain utmost value added from underground riches and to meet raw material and energy requirements safely and economically. In recent years diversification of supply resources has been given special emphasis on this ground and investment allocation priorities are defined accordingly.

In the context of keeping the share of domestic energy resources up with meeting the total demand, activities in coal mining will continue. It is crucial that State Economic Enterprises be privatized; in a way that will ensure their competitiveness in domestic and foreign markets.

The General Directorate of Mineral Research and Exploration will be restructured as a small but of high technical capacity institution to raise productivity and quality in carrying out basic geological survey and exploration works.

## MANUFACTURING INDUSTRY

### Recent Developments

The factors which lend competitive strength to Turkish manufacturing industry are the natural resources, its geographical proximity to the EU market, the progress made in the infrastructure and telecommunication systems, the existence of a large domestic market and the liberal economic policies in force.

In recent years, the manufacturing industry has been affected by increasing international competition, financial crises arose both in Turkey and in the world and the earthquakes happened in the Marmara region.

In 2000, with the lessening of the impacts of the earthquakes on the economy and the positive effects of macroeconomic program under implementation, the manufacturing industry production turned into an increasing trend. It increased by 6.5 per cent in 2000, after 0.1 per cent increase in 1998 and 4.2 per cent decrease in 1999. On the other hand, manufacturing industry value added increased by 5.9 per cent in 2000, after 1.2 per cent increase in 1998 and 5.7 per cent decrease in 1999. In 2000, the sectors whose production increased were clothing, machinery, electronics, motor vehicles, rubber and plastics and those whose production decreased considerably were petroleum products, metal goods and medical devices. Total capacity utilization rate, which decreased from 77 per cent in 1998 to 72 per cent in 1999, went up to 76 per cent in 2000.

Manufacturing industry exports increased by 3.2 per cent in 1998, decreased by 0.5 per cent in 1999 and again increased by 6.7 per cent in 2000 to USD 25.3 billion. Thus, the share of the manufacturing goods within total exports came out to be 91.2 per cent in 2000. The main sectors providing this increase were leather, chemistry, rubber, plastics, electrical machinery, electronics, medical devices and motor vehicles. Manufacturing industry imports increased by 29.8 per cent in 2000 to USD 45 billion, after 2.4 per cent decrease in 1998 and 13.1 per cent decrease in 1999. Thus, the share of the manufacturing industry imports within total imports was realized as 82.6 per cent in 2000. Foreign exchange policies, increases in fixed capital investment and domestic consumption were contributing factors in this increase.

### Prospects

It is of considerable importance, if a sustainable export performance is to be achieved, that the ability of Turkish industry to compete in international markets is increased by factors other than price. Closing the technology gap with the developed countries and increasing the quality of products, developing trademarks acceptable in international markets, producing environment-friendly goods and diversifying both products and markets are all therefore highly desirable.

It is targeted to develop information and technology intensive industries such as defense and aviation, machinery, chemicals, electronics and software, as well as to widen the utilization of technology in industries and to enhance the competitiveness of local industries. Investments in the areas of information and communication industries, R&D, protection of the environment, development of SMEs, creation of employment and reduction of disparities in regional development are continued to be supported.

## ENERGY

### Recent Developments

Significant developments have been recorded in primary energy and electricity consumption during the last 40 years. In this period, the former has increased by an average of 5.2 per cent and the latter by 11 per cent, annually. Despite these high growth rates, primary energy and electricity consumption levels are still quite below those in developed countries.

In 2000, the total and per capita primary energy consumption were 82,2 million tons and 1,259 kg of OE, respectively. In the same year, total primary energy production was about 28,7 million tons of OE that met nearly 35 per cent of total primary energy demand. In 2000, total installed and average production capacity of power plants increased to 27,264 MW and 146 billion kWh respectively. Net electricity imports, which were 3 billion kWh in 1998 and 2 billion in 1999, are estimated to realize around 3,4 billion kWh in 2000.

In 2001, the total primary energy consumption decreased to 80,2 million tons of OE and per capital consumption became 1,211 kg of OE. The production of primary energy was about 28,7 million tons of OE.

Total installed capacity of the power plants reached 28,318 MW, but because of the insufficient water supply in the dam reservoirs, and decreasing utilization capacity of hydro-electricity power plants, the actual production was 123 billion kWh, whereas the average production capacity of power plants increased to 151,4 billion kWh.

The level of investments in the sector was inadequate to meet the requirements of a growing population and a developing economy in the last period. Although the demand was doubled, investments realised after 1990 were reduced to the half that were realized in the period 1977-1987. Contribution expected from privatization and private sector participation could not be provided. Consequently, the possibility of electricity shortage for the near future has come to the agenda. Moreover, high rate of losses in distribution network is an important problem causing electricity shortage.

## Prospects

In 2002, the total primary energy consumption is estimated to increase to 83,5 million tons of OE and per capita consumption will reach 1,243 kg of OE. The production of primary energy is expected around 27,6 million tons of OE.

In 2002, total installed and production capacity of the power plants are going to reach 33,274 MW and 180,495 million kWh respectively. Studies of long-term electricity demand based on alternative economic growth scenarios indicate that demand will reach 190-200 billion kWh region in the year 2005 with an installed capacity of about 40,000 MW. It is anticipated that, in the year 2010, electricity demand will increase to 280-300 billion kWh while installed capacity will be about 60,000 MW.

In other words, in order to secure the supply of energy, an additional capacity of 4,000-40,000 MW should be installed until 2010. This necessitates the realisation of a heavy investment profile of approximately USD 3.5 billion per annum. Considering the additional cost of transmission and distribution investments, this figure goes up to USD 4.5 billion per annum until the year 2010.

It is necessary to materialize these investments in a planned manner to meet electricity demand efficiently and continuously. The substantial cost of these investments makes it impossible to lay the burden entirely on the public sector of the country.

In order to respond the requirements of the current situation of energy market, Turkish Parliament accepted Electricity Market Law that aims at providing the formation of a competitive environment. Together with the liberalization of the market, private companies are expected to make more investments, thus providing to reach a financially strong, stable and transparent market.

## TRANSPORT

### Recent Developments

Turkish transport system is predominantly based on highway transport. In 2001, an overwhelming 89.8 per cent of domestic freight transport was carried out on highways. Respective shares of railway, maritime and pipeline transport were 4.8, 3.4 and 1.9 per cent. Domestic passenger transport was even more drastically dependent on highways with 95.1 per cent of the total. Foreign passenger transport relies mainly on air transport whereas foreign freight transport is chiefly realized on maritime lines.

In 2001, 31 km. of motorways together with 46 km. of connection roads were put into service and the total motorway network added up to 1,826 km. Notable progress has been recorded in a number of highway projects. Northeastern Black Sea Coastal Highway construction has been accelerated thanks to over USD 300 million foreign credit provided in 2000. Antalya-Alanya Highway Section IV, the backbone of touristic destinations in the Mediterranean, was furnished an additional USD 10 million of foreign funding.

The basic drawbacks of the railway transportation sector persist to be the delays in the realization of the State Railways' restructuring, lack of private sector participation as well as financial shortcomings in traction stock investments.

Existing railway system could not meet transport demands of the developing economy sufficiently because of the poor condition of railway infrastructure as well as inefficiencies in public railway operations.

Engineering & consulting services of the Gebze-Halkalı Commuter Lines Upgrade & Bosphorus Railway Tube Tunnel Construction Project has been tendered by JBIC (Japan Bank for International Cooperation) finance. Construction works will start in 2003.

The tonnage of Turkish merchant fleet excluding leased ships is 9,6 thousand DWT. However, due to the existing composition of the fleet, the Turkish ships could not sufficiently participate in maritime transport of cargoes. The share of the Turkish fleet from foreign freight transport is approximately 34 per cent. Container traffic, which recorded a significant upturn in recent years, and total tonnage of loading and unloading activities at Turkish ports increased to 1,25 thousand TEU and 159 million tons, respectively.

Ports Master Plan Study that shall provide the data and information basis for sound decision-making regarding port developments was completed in 2001.

As of end 2001, the number of airports operated by the General Directorate of State Airports Administration (DHMI) has reached 39, 20 of which are international. Total passenger traffic, mainly intensified at Atatürk, Antalya, Esenboğa, A.Menderes and Dalaman Airports, arrived at 34,9 million, 26,7 million of which was international in 2001, corresponding to a respective 9 and 23.3 per cent increase from 2000. Newly constructed airports and terminal buildings such as Antalya Airport International Lines Terminal Building, Cappadocia and Bodrum/Milas Airports and others, maintenance and renewals as well as capacity enhancements contributed to the betterment of the services in the sector.

The Turkish Airlines (THY) modernized its fleet in recent years and has had one of the youngest fleets in the world. The number of aircrafts it owns is 71 with a seating capacity of 11,305.

There has been special emphasis on the more widely participation of private sector in civil aviation. In 2001, private sector airlines' market share in international passenger traffic was as high as 30 per cent.

The shutdown of Irak-Turkey Crude Oil Pipeline as a result of the Gulf Crisis in August 1990 has not only affected Turkey's pipeline transport adversely, but also hindered programs of other investments planned in the sector for the first half of the 1990s. Although Irak-Turkey Crude Oil Pipeline was partially put into operation for limited oil export for six months by the end of 1996, adverse effects of its shutdown over the economy still continue. For 2001, with partial operation, 28,845 million ton-kms transit crude oil transportation was realized. Domestic crude oil transportation by pipelines was 3.020 million ton-kms in 1995. In the year 2005, 3,073 million ton-kms of crude oil is expected to be transmitted by pipelines.

Initiatives continue for diversifying natural gas sources and increasing the supply volumes in order to meet increasing gas demand. Construction of main natural gas transmission lines, for the import of 10 billion m<sup>3</sup> gas within the scope of the natural gas agreement signed with Iran in 1996, was completed. Besides, through an agreement signed in 1997, 16 billion m<sup>3</sup> of natural gas, to be provided by Russia, shall reach Ankara by crossing the Black Sea. An agreement on the importation of natural gas from Turkmenistan and Azerbaijan has been signed. Bilateral negotiations on providing natural gas from other countries are continuing.

If per capita intra-urban motor vehicle trip generation coefficient is assumed as average of 0.7, it is estimated that approximately 30 million trips were made in 2001. Failure to integrate the urban development with the mass transportation systems leads to increased dependency to private vehicles.

The Eighth Plan underlines the need for for implementation of an effective, extended, continuous and intensive training program on security in urban transportation.

## Prospects

Safe and economic provision of transportation services that the social and economic development demands, attainment of balance among transport modes befitting the country's needs, minimization of environmental damages, safety, utilization of information and communication technologies are the goals. Among the objectives are increasing productivity in the sector, utilizing existing capacities, effectively providing infrastructure to shift domestic freight transports from highways to railways, maritime and pipeline transport and realising of relevant legal and institutional arrangements.

A dynamic Transport Sector Master Plan considering the transport sub-systems to be consistent with economic and social development of the country shall be prepared under the coordination of Ministry of Transportation.

To better take advantage of location of Turkey in the Middle East, Asia and Europe connections besides to furnish the highway infrastructure the social and economic development entails, highway network shall be enhanced with the completion of Black Sea and Mediterranean coastal highways and connection roads, development of dual carriage highway systems and bridge connections, transformation of roads crossing large urban centers to ring roads. Studies launched that aim at betterment of highway connections with Turcic Republics and neighboring countries shall be expedited. Fifteen km. of motorways, 6 km. of which are connection roads, are planned to be operational in 2002.

Motorways to be constructed shall conform to the Transport Master Plan and feasibility studies shall be taken as basis; priority shall be attached to BOT model for these investments.

Restructuring of the railway operator will proceed to establish independent business units for passenger, freight, workshops and infrastructure. Legal arrangements aiming at providing administrative and fiscal autonomy to the operator will be speeded up. Modern methods of railway management to meet the demands of the clients closely and to adapt to changing market conditions shall be implemented in order to take the necessary share from the upturn of demand in railway transport. The modernisation and upgrading of existing infrastructure and establishment of container terminals in appropriate centers to meet the increased demand due to containerization will be given priority.

The Eighth Plan aims at improving and modernising ports, converting them into passage corridors, regarding the third countries transit traffic by taking into account the results of the National Ports Master Plan. Domestic shipyards should be supported both technically & financially to increase Turkish maritime fleet tonnage & reconfigure it by profitable ship types such as containers, Ro-Ros, and product/chemical carriers. By the end of the plan period, the tonnage of the merchant fleet is expected to reach 13 million DWT, whereby 2,5 million DWT consists of renewals.

It is estimated that the total passenger traffic at Turkish airports will reach 41,8 million by end 2002. Towards the end of the Plan period, the number of passenger arrival/departure at airports is esitimated to reach 43,7 million in international lines and 69,0 million in total. Priority in investments shall be towards increasing both the capacity and the service standards of airports where traffic has been concentrated.

Special emphasis shall be laid on international crude oil and natural gas projects in general and projects that would deliver such resources in Caspian Basin to Turkey and the world markets in particular. Activities for the diversification of natural gas supply sources will continue and alternative projects will be executed to achieve this goal. According to agreements in effect, the natural gas supply is expected to reach 43,7 billion m<sup>3</sup> in the year 2005. In order to spread natural gas utilisation throughout the country, arrangements shall be made to facilitate the establishment of natural gas distribution network operating companies.

Privatization programs appropriate for the characteristics of transport systems and control mechanisms shall be developed and emphasis shall be laid on BOT model for the realisation of investments.

In order to ensure effective utilisation of existing motorways, harbours and airports, construction of the roads connecting these modes to main axes of highways and railways shall be given priority.

For cities of a certain size, transport and traffic plans shall be prepared. Rail transit projects shall be realised especially in cities with a population over a million in corridors where transport demand is very high.

Legal arrangements shall be made concerning the terms of reference and control of the management of private mass transit means and mass transit services of the institutions.

## **TOURISM**

### **Recent Developments**

The primary objectives of Turkish tourism sector are; developing a highly competitive and productive tourism industry, meeting the expectations of local people and tourists from tourism, enriching natural and cultural beauties and providing their sustainability.

Despite a good deal of positive developments achieved during the Seventh Plan period, deficiencies regarding the important matters like infrastructure (sewerage, potable water, garbage collection and disposal, and waste treatment) and organizational problems continue to exist. Mediterranean-Aegean Tourism Infrastructure and Coastal Management Project (ATAK) is slowly progressing relative to the planned due to limits in public contribution and bottlenecks in application of "user pays" principle.

In 2001, the number of tourists were 10,5 millions, tourism revenue was realized as USD 8.2 billion and the number of beds certified by the Ministry of Tourism and by the Municipalities reached 352,000 and 360,000 respectively.

### **Prospects**

In 2002, it is estimated that the number of tourists would rise to 11 millions while the tourism revenues would be around USD 8,2 billion.

At the end of the Eighth Plan period, it is anticipated that the annual tourism revenues would reach USD 11,6 billion, the number of tourists visiting Turkey and the number of citizens going abroad would go up by 13,6 millions and 5 millions, respectively. It is expected that bed capacity of hotels certified by the Ministry of Tourism would reach 800,000 with the completion of facilities that are under construction or projected. By the end of the Plan period total bed capacity should arrive at 1,3 millions together with the facilities certified by the Municipalities.

In the Eighth Plan period, it shall be the major principle to benefit from the existing superstructure more efficiently and to protect environment and natural beauties. Activities to develop culture, winter, thermal and eco-tourism as well as yachting, golf, cruising and convention tourism shall be continued in order to improve the seasonal and geographical distribution of tourism and to create new potential areas by taking changing consumer preferences of foreign markets into consideration.

Emphasis shall be placed on necessary arrangements and technical measures to integrate tourism superstructure with a sufficient infrastructure, and relevant arrangements shall be made for the acceleration of ATAK Project. In addition, dynamic and strategic Tourism Sector Master Plan (TUSAP) prepared by Ministry of Tourism will be put into action to achieve a sound development of tourism sector in the long run.

## HEALTH

### Recent Developments

Health sector is one of the top priority sectors in Turkey. Due to governments' continuous emphasis on it within the human resource development framework, a considerable improvement has been recorded at the general health level of the society in recent years. By end 2000, life expectancy at birth has risen to 69,4 years and infant mortality rate has dropped to 33,9 per thousand. Despite considerable improvement, these indicators are not considered adequate and a persistent effort is being devoted to their further improvement.

Although significant developments have been recorded with respect to the number of health personnel and infrastructure, problems of employment and balanced countrywide distribution persist. Shortage of specialists in some medical branches could not have been sorted out. Forty per cent of physicians have been clustered in the three biggest cities where 25.6 per cent of total population live. The number of population per physician has decreased to 797 as of 2001. Number of beds is estimated to reach nearly to 175,000 by end 2001; however, their countrywide distribution is imbalanced and 38 per cent of total beds is concentrated in three big cities. Utility rate of the existing beds remains at a rather low level of 60 per cent. This rate is even below 25 per cent in district hospitals having less than 50 beds, due to incorrect choice of location, deficiencies in manpower and machinery-equipment, and the habits of the society in using services. On another note, the rate of population covered by social health insurance was 86 per cent in 2000. Public sector has continued to have the major role in health services. It owns 93.2 per cent of the bed capacity and almost the entire preventive health service units.

In order to ensure cost-effective, fine quality, widespread, continuous and consumer oriented supply of health services, development of cooperation and referral system among the providers, studies continue on restructuring of the system with respect to finance, administration and organisation, manpower, provision of services, legislation and information under the coordination of Ministry of Health.

With a view to improve basic health services and raise the health standards of the people by ensuring accessibility to these services, enhancing effectiveness and efficiency in the provision of health services and administrative capacity of the Ministry of Health, First Health Project was put into practice in eight provinces in 1990. In 1994, Second Health Project was initiated in 23 development priority provinces.

## **Prospects**

The Eighth Plan underlines that health services shall be provided equally and equitably in accordance with the needs and expectations of the society. It further states that health services shall be of better quality, accessible, efficient, of a nature that diminishes disparities among regions and socio-economic groups, in harmony with the requirements of modern living and patients rights.

Social health insurance shall be widened to cover the entire population, and the supply and finance of health services shall be differentiated.

Hospitals shall be turned into administratively and financially autonomuos health enterprises.

Primary health care provision capacity shall be developed in urban areas through reorganizing neighborhood outpatient polyclinics and employing private sector facilities besides employing family physician system. In rural areas, on the other hand, infrastructure and manpower facilities shall be developed and mobile health services shall be made efficient.

Emergency health services would be developed.

Public health services such as reproductive, maternal and infantile, juvenile, dental, labor, nutritious and environmental health shall be given emphasis.

All levels of health service provision shall be improved regarding manpower, infrastructure, management and technology and a health information system shall be formed.

## **OTHER PUBLIC SERVICES**

### **Municipal Services, Water Supply, Sewerage**

#### **Recent Developments**

High rate of immigration from rural to urban areas causes rapid increases in the demand for further urban infrastructure. Municipalities call for external finance resources due to financial constraints, particularly in drinking water, sewerage and treatment as well as rail systems investments that require technology transfer and considerable amount of finance. In addition to the need for new urban infrastructure, there is a problem of inefficient use of existing facilities due to lack of skilled labour and other organisational problems.

Municipal water, sewerage and treatment facilities are the most important urban infrastructure investments that are largely financed by the central administration. There are two important sources of finance for such investments; the Municipalities Fund and investments of the State Hydraulic Works (DSI). The former is operated under the authority of the Bank of Provinces and provides grants for municipalities, while the latter cannot cover its costs in the provision of municipal water due to high inflation. These facts cause an inefficient resource allocation and limited amount of new funds for new investments.

Another important issue is neglected maintenance, repair and partial renewal works, causing water losses reaching over 30 percent countrywide. For this reason, rehabilitation of existing network is quite important. There is also a need for preparing maps that cause bottlenecks in the maintenance and repair of water and sewerage networks.

There are also deficiencies in the conservation, planning and management of underground and surface waters. Uncontrolled construction in the areas near drinking water basins, particularly in large cities, affects resources and the quality of drinking water adversely.

Although priority is given to the provision of drinking water according to the Law on Underground Waters No: 167, because of insufficient amount of allocations there are delays in the implementation of projects. There is an insufficient flow of information and cooperation among institutions responsible for providing municipal water that causes problems in determining investment priorities and harmonisation.

## **Prospects**

Meeting the drinking water needs of the settlement units without or insufficient drinking water supply shall be the primary objective. Sustainable use of water resources shall be attained through supporting treated water use in agriculture and industry as an alternative water resource.

Emphasis shall be placed upon activities in order to decrease water losses to reasonable levels.

Construction of municipal water, sewerage and treatment facilities shall be coordinated effectively with a special emphasis on the use of appropriate technology.

Alternative financial resources shall be developed to overcome financial deficits in urban infrastructure investments. Construction of municipal water, sewerage and treatment installations through BOT and BO model shall be encouraged.

Efforts shall be concentrated for water and waste water tariffs to be determined according to modern management principles to compensate the costs of operation, maintenance and repair and to generate funds for new investments.

Municipalities shall prepare infrastructure maps of utilities related to urban infrastructure and develop programs for preventing water losses.

**Table 3-Profiles of Turkish Public Sector Projects for Foreign Funding in 2002**

USD (In Millions)

<i>Sector</i>	<i>Project Cost</i>		<i>Expenses as of End 2001</i>		<i>2002 Allocation</i>		<i>Required Loan Amount</i>	<i>Number of Projects</i>
	<i>Foreign</i>	<i>Total</i>	<i>Foreign</i>	<i>Total</i>	<i>Foreign</i>	<i>Total</i>		
Agriculture - Irrigation	285,0	336,0	0,0	0,0	0,0	0,0	285,0	1
Air Transport	0,0	200,0	0,0	0,0	0,0	0,0	0,0	2
Energy	563,0	2165,2	0,0	799,0	0,1	156,8	563,0	11
Health	365,1	425,1	0,0	2,2	0,5	6,1	365,1	9
Highway Transport	145,0	175,0	0,0	0,0	0,0	0,0	145,0	2
Intra-urban Transport	727,6	1076,0	0,0	15,0	171,0	255,0	727,6	4
Manufacturing	254,4	312,0	1,5	4,1	9,3	9,6	248,4	2
Maritime Transport	681,5	681,5	0,0	0,0	0,0	0,0	27,5	3
Mining	25,0	26,7	0,0	0,0	0,5	0,5	25,0	1
Other Public Serv. - Municipal Services	89,2	107,8	0,0	0,0	84,5	99,8	89,2	12
Other Public Serv. - Security Services	408,6	486,2	0,0	12,0	0,0	5,7	408,6	3
Other Public Services - Sewerage	20,8	25,0	0,0	0,0	10,0	12,0	20,8	1
Other Public Services - Tech. Research	116,6	119,4	0,0	0,2	0,0	0,2	116,6	2
Other Public Services - Water Supply	23,0	58,9	0,0	21,0	0,0	4,0	23,0	1
Railway Transport	2448,0	2830,9	0,0	0,0	11,5	24,9	2436,5	5
Tourism	95,0	95,0	0,0	0,0	0,0	0,0	95,0	1
<b>Total</b>	<b>6247,8</b>	<b>9120,7</b>	<b>1,5</b>	<b>853,5</b>	<b>287,4</b>	<b>574,6</b>	<b>5576,3</b>	<b>60</b>

## **PART II: PROJECT FOCUS**



1995A010320

**AMIK-AFRIN (REYHANLI DAM & IRRIGATION)**

<b>Project Description</b>	-Storage of 460 hm <sup>3</sup> -Irrigation of 60.000 ha in Amik Plain -Flood control of 20.000 ha
<b>Executing Agency</b>	Gen. Dir. of State Hydraulic Works (DSI)
<b>Location</b>	Hatay
<b>Duration</b>	1995 - 2007
<b>Status</b>	Project has not been tendered yet. It is to be initiated bidding on the basis of full foreign funding.

	<i>(million US\$)</i>	
	<b>Foreign</b>	<b>TOTAL</b>
<b>Project Cost</b>	285,0	336,0
<b>Accumulated Expenses as of End 2001</b>	0,0	0,0
<b>2002 Allocation</b>	0,0	0,0
<b>Required Loan Amount</b>	285,0	

1997B400060

**OCEANOGRAPHIC RESEARCH VESSEL**

<b>Project Description</b>	Purchase of an oceanographic research vessel
<b>Executing Agency</b>	Gen. Dir. of Mineral Research and Exploration
<b>Location</b>	
<b>Duration</b>	1997 - 2004
<b>Status</b>	<p>The oceanographic research vessel will be used in geological and geophysical marine investigations. The project includes the construction of the oceanographic research vessel, and procurement of some of the machinery and equipments on turn-key basis. The remaining machinery and equipment will be transferred from the older vessel, MTA Sismik-1.</p> <p>The basic technical specifications of the oceanographic research vessel are as follows:</p> <ul style="list-style-type: none"> <li>- Length overall : 64,4 m</li> <li>- Length between perpendiculars : 57 m</li> <li>- Breadth : 15 m</li> <li>- Depth to main deck : 6,5 m</li> <li>- Service speed : 13 km</li> </ul>

	<i>(million US\$)</i>	
	<b>Foreign</b>	<b>TOTAL</b>
<b>Project Cost</b>	25,0	26,7
<b>Accumulated Expenses as of End 2001</b>	0,0	0,0
<b>2002 Allocation</b>	0,5	0,5
<b>Required Loan Amount</b>	25,0	

1995C020040

**ESKISEHIR SPRING WATER BOTTLING PLANT**

<b>Project Description</b>	Modernization of transmission line and bottling plant
<b>Executing Agency</b>	Gen. Dir. of Eskisehir Water and Sewerage Administration
<b>Location</b>	Eskisehir
<b>Duration</b>	1995 - 2003
<b>Status</b>	<p>Eskisehir Municipality is executing an integrated modernization project concerning the water system of Eskisehir. This project is a sub-project of the modernization project and related with the renewal of the Türkmendagi-Eskisehir transmission line and renewal of the bottling plant fed by this line.</p> <p>Plastic bottle filling machines for bottles of 1 lt., 2 lts. and 3 lts., together with polycarbonate bottle production and filling machines for bottles of 12 lts. and 19 lts. is added to the plant with the project. After implementing the project, the plant will have an additional production capacity of 1,275,000 lts. per day.</p> <p>The capacity of the transmission line which carries Kalabak spring water will be enlarged to 40 lts per second in order to meet the water needs.</p>

*(million US\$)*

	<b>Foreign</b>	<b>TOTAL</b>
<b>Project Cost</b>	15,0	15,0
<b>Accumulated Expenses as of End 2001</b>	0,0	0,0
<b>2002 Allocation</b>	9,0	9,0
<b>Required Loan Amount</b>	9,0	

1986C200020

**EXPANSION AND MODERNIZATION OF SEYDISEHIR ALUMINUM PLANT**

<b>Project Description</b>	Increasing the aluminum production capacity from 60,000 tons per year to 110,000 tpy.
<b>Executing Agency</b>	ETI Holding A.S.
<b>Location</b>	Konya-Seydisehir
<b>Duration</b>	1986 - 2006
<b>Status</b>	<p>The seydisehir aluminum complex is an integrated plant having 200,000 tons per year of alumina production capacity. Currently, 80,000 tons of this production is sold to domestic and export markets and the remaining 120,000 tons is processed to metal in the existing aluminum smelter producing 60,000 tons annually.</p> <p>The project aims at increasing the alumina production capacity to 230,000 tons per year and aluminum production capacity to 110,000 tons per year.</p> <p>In conjunction with the increase of capacity, the following objectives should also be achieved:</p> <ul style="list-style-type: none"> <li>*Improvement of the environmental conditions</li> <li>*Improvement of the working conditions</li> <li>*Decrease in the specific energy consumption</li> <li>*Decrease in the labor cost</li> <li>*Increase in the efficiency</li> </ul> <p>In 1999, a detailed feasibility study for the project was prepared by VAW Aluminum-Technologie GmbH.</p>

	<i>(million US\$)</i>	
	<b>Foreign</b>	<b>TOTAL</b>
<b>Project Cost</b>	239,4	297,0
<b>Accumulated Expenses as of End 2001</b>	1,5	4,1
<b>2002 Allocation</b>	0,3	0,6
<b>Required Loan Amount</b>	239,4	

1995D020080

**AKKÖPRÜ DAM AND HEPP**

<b>Project Description</b>	115 MW 343 GWh
<b>Executing Agency</b>	Gen. Dir. of State Hydraulic Works (DSI)
<b>Location</b>	Mugla
<b>Duration</b>	1995 - 2006
<b>Status</b>	The project is located on Dalaman River in the West Mediterranean Basin. The design of the project is finalized.

Civil works are still in progress. Foreign financing of the project is needed for the purchase of electro-mechanical equipment and relevant contract is to be awarded in 2002.

The project is expected to be commissioned in 2006.

	<i>(million US\$)</i>	
	<b>Foreign</b>	<b>TOTAL</b>
<b>Project Cost</b>	32,0	225,4
<b>Accumulated Expenses as of End 2001</b>	0,0	107,0
<b>2002 Allocation</b>	0,0	20,0
<b>Required Loan Amount</b>	32,0	

1994D020120

**ALANYA II.STAGE (DIM DAM AND HEPP)**

<b>Project Description</b>	36 MW 126GWh
<b>Executing Agency</b>	Gen. Dir. of State Hydraulic Works (DSI)
<b>Location</b>	Antalya
<b>Duration</b>	1994 - 2005
<b>Status</b>	Civil works are in progress. Foreign financing is required for the supply of electro-mechanical equipment. Relevant contract is to be awarded in 2003.

	<i>(million US\$)</i>	
	<b>Foreign</b>	<b>TOTAL</b>
<b>Project Cost</b>	14,0	135,6
<b>Accumulated Expenses as of End 2001</b>	0,0	48,0
<b>2002 Allocation</b>	0,0	12,0
<b>Required Loan Amount</b>	14,0	

1991D020070

**ALPASLAN DAM AND HEPP (I ,II)**

<b>Project Description</b>	160 MW (ALPASLAN I) 488 GWh  200 MW (ALPASLAN II) 714 GWh
<b>Executing Agency</b>	Gen. Dir. of State Hydraulic Works (DSI)
<b>Location</b>	Mus
<b>Duration</b>	1991 - 2007
<b>Status</b>	The project is located in Euphrates Basin. Under this project title, there are two HEPP projects: Alpaslan I, and Alpaslan II.

In Alpaslan I. civil works are still in progress. The electromechanical contract was awarded in 2001. The power plant is to be commissioned in 2004.

As for the Alpaslan II, the feasibility study of the project has been completed. Project is to be realized within the Turkish-American protocol context. Financing negotiations regarding the final design for Alpaslan II. were completed. Draft Contract shall be sent to Ministry of Finance for ratification.

	<i>(million US\$)</i>	
	<b>Foreign</b>	<b>TOTAL</b>
<b>Project Cost</b>	310,0	710,0
<b>Accumulated Expenses as of End 2001</b>	0,0	120,0
<b>2002 Allocation</b>	0,1	21,1
<b>Required Loan Amount</b>	310,0	

1998D020070

**CINDERE DAM AND HEPP YENICEKENT ADIGÜZEL II HEPP**

<b>Project Description</b>	74,1 MW 251Wh
<b>Executing Agency</b>	D.S.I.
<b>Location</b>	Denizli
<b>Duration</b>	1998 - 2006
<b>Status</b>	Civil works are in progress. The electromechanical contract shall be awarded in 2002. The plant is foreseen to commence operation in 2006. Figures pertain to Cindere Dam and HEPP out of Cindere, Yenicekent and Adigüzel II Group.

	<i>(million US\$)</i>	
	<b>Foreign</b>	<b>TOTAL</b>
<b>Project Cost</b>	15,0	90,0
<b>Accumulated Expenses as of End 2001</b>	0,0	5,0
<b>2002 Allocation</b>	0,0	16,0
<b>Required Loan Amount</b>	15,0	

1996D020060

**ÇİNE AND GÖKBEL DAM AND HEPP**

<b>Project Description</b>	45,1 MW 143GWh
<b>Executing Agency</b>	Gen. Dir. of State Hydraulic Works (DSI)
<b>Location</b>	Aydin
<b>Duration</b>	1996 - 2007
<b>Status</b>	Civil works are in progress. Derivation has been completed. Foreign financing is required for the supply of electro-mechanical equipment and relevant contract was awarded in 2000.

	<i>(million US\$)</i>	
	<b>Foreign</b>	<b>TOTAL</b>
<b>Project Cost</b>	16,0	207,2
<b>Accumulated Expenses as of End 2001</b>	0,0	86,0
<b>2002 Allocation</b>	0,0	20,1
<b>Required Loan Amount</b>	16,0	

1995D020070

**EMET-ORHANELI I.PHASE (ÇINARCIK DAM AND ULUABAT HEPP)**

<b>Project Description</b>	120 MW 548 GWh
<b>Executing Agency</b>	Gen. Dir. of State Hydraulic Works (D.S.I.)
<b>Location</b>	Bursa
<b>Duration</b>	1995 - 2007
<b>Status</b>	Civil works are in progress. Credit is required HEPP is in the scope of autoproducers.

	<i>(million US\$)</i>	
	<b>Foreign</b>	<b>TOTAL</b>
<b>Project Cost</b>	36,0	127,6
<b>Accumulated Expenses as of End 2001</b>	0,0	42,0
<b>2002 Allocation</b>	0,0	11,4
<b>Required Loan Amount</b>	36,0	

1996D020050

**MANYAS DAM AND HEPP**

<b>Project Description</b>	19,5 MW 66 GWh
<b>Executing Agency</b>	Gen. Dir. of State Hydraulic Works (DSI)
<b>Location</b>	Balikesir
<b>Duration</b>	1996 - 2005
<b>Status</b>	Civil works are in progress. The project is to be commissioned in 2006. Foreign financing is required for the supply of electro-mechanical equipment and relevant contract was awarded in 2002 via TEMSAN A.S..

	<i>(million US\$)</i>	
	<b>Foreign</b>	<b>TOTAL</b>
<b>Project Cost</b>	9,0	49,7
<b>Accumulated Expenses as of End 2001</b>	0,0	25,0
<b>2002 Allocation</b>	0,0	7,8
<b>Required Loan Amount</b>	9,0	

1994D020090

**OBRUK DAM AND HEPP**

<b>Project Description</b>	200 MW 473 GWh
<b>Executing Agency</b>	Gen. Dir. of State Hydraulic Works (DSI)
<b>Location</b>	Çorum
<b>Duration</b>	1994 - 2005
<b>Status</b>	The project is located on Kizilirmak River Basin. The final design of the project is ready.

Civil works are still in progress. The project is to be commissioned in 2005. Foreign financing is required for the supply of electro-mechanical equipment and relevant contract is to be awarded in 2002.

	<i>(million US\$)</i>	
	<b>Foreign</b>	<b>TOTAL</b>
<b>Project Cost</b>	60,0	252,5
<b>Accumulated Expenses as of End 2001</b>	0,0	175,0
<b>2002 Allocation</b>	0,0	13,9
<b>Required Loan Amount</b>	60,0	

1993D020090

**ORTA CEYHAN MENZELET II.STAGE (KLAVUZLU DAM AND HEPP)**

<b>Project Description</b>	54 MW 100 GWh
<b>Executing Agency</b>	Gen. Dir. of State Hydraulic Works (DSI)
<b>Location</b>	K.Maras
<b>Duration</b>	1993 - 2005
<b>Status</b>	Civil works are in progress. Foreign financing is required for the supply of electro-mechanical equipment and relevant contract was awarded in 2002 via TEMSAN A.S. The project is to be commissioned in 2005.

	<i>(million US\$)</i>	
	<b>Foreign</b>	<b>TOTAL</b>
<b>Project Cost</b>	22,0	78,5
<b>Accumulated Expenses as of End 2001</b>	0,0	40,0
<b>2002 Allocation</b>	0,0	9,5
<b>Required Loan Amount</b>	22,0	

1995D020060

**TOPÇAM DAM AND HEPP (INCLUDING DARICA - I HEPP)**

<b>Project Description</b>	60 MW (Topçam) 99 GWh  79MW (Darica I) 292 GWh
<b>Executing Agency</b>	Gen. Dir. of State Hydraulic Works (DSI)
<b>Location</b>	Ordu
<b>Duration</b>	1995 - 2005
<b>Status</b>	The project is located on Melet River in Yesilirmak Basin. The final design of the project is completed.

There are two hydro-power plants under this project title: Topçam and Darica I.

Regarding the Topçam HEPP, civil works are still in progress. The three units in the project are scheduled to be commissioned in 2005. Foreign funding is required for the purchase of electro-mechanical equipment and relevant contract is scheduled to be awarded in 2002 via TEMSAN A.S.

The civil works are in progress for Darica I HEPP.

The total project cost below includes both projects while the credit requirement is only for the Topçam project.

	<i>(million US\$)</i>	
	<b>Foreign</b>	<b>TOTAL</b>
<b>Project Cost</b>	24,0	121,2
<b>Accumulated Expenses as of End 2001</b>	0,0	28,0
<b>2002 Allocation</b>	0,0	9,4
<b>Required Loan Amount</b>	24,0	

1993D020080

**UZUNÇAYIR DAM AND HEPP**

<b>Project Description</b>	74,3 MW 317 GWh
<b>Executing Agency</b>	Gen. Dir. of State Hydraulic Works (DSI)
<b>Location</b>	Tunceli
<b>Duration</b>	1993 - 2004
<b>Status</b>	The project is located on Munzur River in the Euphrates Basin. The final design of the project is completed.

Civil works are still in progress. Units of the project are scheduled to be commissioned in 2005. Electro-mechanical equipment and relevant contract was awarded in 2001.

	<i>(million US\$)</i>	
	<b>Foreign</b>	<b>TOTAL</b>
<b>Project Cost</b>	25,0	167,5
<b>Accumulated Expenses as of End 2001</b>	0,0	123,0
<b>2002 Allocation</b>	0,0	15,6
<b>Required Loan Amount</b>	25,0	

1993E040240

**AFYON - SANDIKLI DIVIDED HIGHWAY**

<b>Project Description</b>	Construction of 45 km. of 2 x 2 lane divided highway
<b>Executing Agency</b>	General Directorate of Highways
<b>Location</b>	Afyon
<b>Duration</b>	2002 - 2004
<b>Status</b>	This project constitutes a missing link in the divided highway project which connects Afyon to Antalya, and is located on the main highway axis between Marmara and the Mediterranean Regions.

This section has an average daily traffic volume of 5,895 vehicles and has a high priority in the project pipeline.

Feasibility studies for the project are underway and the project is expected to be ready for tendering in 2002.

	<i>(million US\$)</i>	
	<b>Foreign</b>	<b>TOTAL</b>
<b>Project Cost</b>	58,0	70,0
<b>Accumulated Expenses as of End 2001</b>	0,0	0,0
<b>2002 Allocation</b>	0,0	0,0
<b>Required Loan Amount</b>	58,0	

1996E040160

**MEKECE - ADAPAZARI DIVIDED HIGHWAY**

<b>Project Description</b>	Construction of 48 km. of 2 x 2 lane divided highway
<b>Executing Agency</b>	General Directorate of Highways
<b>Location</b>	Sakarya
<b>Duration</b>	2002 - 2008
<b>Status</b>	<p>This project constitutes a missing link in the divided highway project which connects Istanbul to the industrial areas around Bozüyük and Eskisehir. Phase I of the project between Bozüyük and Mekece is expected to be realized through a Japanese OECF loan.</p> <p>This section has an average daily traffic volume of 9,210 to 14,896 vehicles and has a high priority in the project pipeline.</p> <p>Feasibility studies for the project have been completed and the project is ready for tendering.</p>

*(million US\$)*

	<b>Foreign</b>	<b>TOTAL</b>
<b>Project Cost</b>	87,0	105,0
<b>Accumulated Expenses as of End 2001</b>	0,0	0,0
<b>2002 Allocation</b>	0,0	0,0
<b>Required Loan Amount</b>	87,0	

## ADNAN MENDERES AIRPORT NEW TERMINAL BUILDING

<b>Project Description</b>	Construction of International Lines Terminal Building
<b>Executing Agency</b>	Gen.Dir.of State Airports Administration (DHMI)
<b>Location</b>	Izmir
<b>Duration</b>	-
<b>Status</b>	The capacity of terminal building is 5 million passenger per annum. Total area of terminal is 102,000 m2. The project consists of 2,200 car-capacity car-park area, 9 passenger bridges, 60 check-in counters, passport control counters and commercial volumes.

International tender by BOT model was opened on February 6, 1999, but the deadline for submission proposals has been postponed to a later date.

Financial information below reflects an estimate and foreign and total figures are subject to revision upon tender.

	<i>(million US\$)</i>	
	<b>Foreign</b>	<b>TOTAL</b>
<b>Project Cost</b>	0,0	100,0
<b>Accumulated Expenses as of End 2001</b>	0,0	0,0
<b>2002 Allocation</b>	0,0	0,0
<b>Required Loan Amount</b>	0,0	

## MILAS-BODRUM AIRPORT NEW TERMINAL BUILDING

<b>Project Description</b>	Construction of International Lines Terminal Building
<b>Executing Agency</b>	Gen. Dir. Of State Airports Administration (DHMI)
<b>Location</b>	Mugla-Milas
<b>Duration</b>	-
<b>Status</b>	A capacity of terminal building is 5 million passengers per annum. Total area of terminal is 74,000 m2. The project includes 750 car-capacity car-park area, 7 passenger bridges, 60 check-in counters, passport control counters and commercial volumes.

International tender by BOT model was opened on December 21, 1998, yet, deadline for proposal submission is deferred to a later date.

	<i>(million US\$)</i>	
	<b>Foreign</b>	<b>TOTAL</b>
<b>Project Cost</b>	0,0	100,0
<b>Accumulated Expenses as of End 2001</b>	0,0	0,0
<b>2002 Allocation</b>	0,0	0,0
<b>Required Loan Amount</b>	0,0	

2002E010040

**BANDIRMA-BURSA-AYAZMA-OSMANELI, AYAZMA-INEGÖL-BOZÜYÜK-INÖNÜ RAILWAY CONSTRUCTION**

<b>Project Description</b>	278 kms of single-line railway construction, electrification, signalization, communication and other electro-mechanic works and 21 stations
<b>Executing Agency</b>	Gen. Dir. Railway, Ports and Airports Construction (DLHI)
<b>Location</b>	Bandirma, Bursa, Bilecik, Eskisehir
<b>Duration</b>	2002 - 2005
<b>Status</b>	This project aims at connecting the city of Bursa, one of the main northwestern agricultural and industrial centers with automotive, textile and glassware factories of Turkey to the railway network. The single line starts from the port city of Bandirma in Marmara Sea, passes through Bursa and reaches the intersection in Ayazma, where the line divides into two lines. One of the lines goes upward to Osmaneli, the connection point for Istanbul-bound trains. The other line goes downward passing through medium level agricultural center of Inegöl and industrial center of Bozüyük and reaches İnönü, the connection point for Eskisehir and Ankara-bound trains. Bandirma is also the main coal import port of Turkey. Addition of a container terminal to Bandirma Port is on the planning stage. 1/2000 scale corridor plans, longitudinal section applications and geological studies and other application projects are complete. The project is ready for foreign financing including government or soft loans.

Total project cost is calculated by using 1,5 million US\$ per km unit cost for single, electrified and signalized railway line on plain and semi-mountains land. Therefore, it is an approximate number.

	<i>(million US\$)</i>	
	<b>Foreign</b>	<b>TOTAL</b>
<b>Project Cost</b>	417,0	417,0
<b>Accumulated Expenses as of End 2001</b>	0,0	0,0
<b>2002 Allocation</b>	0,0	0,0
<b>Required Loan Amount</b>	417,0	

1998E010050

## BOSPHORUS RAILWAY TUBE TUNNEL & UPGRADING GEBZE-HALKALI COMMUTER LINES

<b>Project Description</b>	Upgrading Gebze-Halkali commuter lines, upgrading of power and electrification, signalling, communication, fare collection and other electro-mechanical systems and Bosphorus Railway Tube Tunnel Construction.
<b>Executing Agency</b>	Gen. Dir. Railway, Ports and Airports Construction (DLHI)
<b>Location</b>	Istanbul
<b>Duration</b>	1998 - 2007
<b>Status</b>	<p>Upgrading Gebze-Halkali commuter lines (conversion of the existing 76 km long commuter double lines to heavy transit lines under operational conditions, and addition of a third track for intercity trains, construction of 37 stations, storage yard/maintenance workshops and overnight yards) and upgrading of power and electrification, signalling, communication, fare collection and other electro-mechanical systems.</p> <p>The characteristics of the system will be upgraded:</p> <ul style="list-style-type: none"> <li>- Transit capacity of line 75.000 passenger per hour-per direction</li> <li>- Max speed 100 km/hour</li> <li>- Headway 2 min-10 min.</li> </ul> <p>Engineering &amp; consulting services of the Project (Railway tunnel + upgrading of existing tracks) has been tendered by JBIC (Japan Bank for International Cooperation) finance. Constuction works will be tendered in 2003.</p>

	<i>(million US\$)</i>	
	<b>Foreign</b>	<b>TOTAL</b>
<b>Project Cost</b>	1360,0	1600,0
<b>Accumulated Expenses as of End 2001</b>	0,0	0,0
<b>2002 Allocation</b>	11,5	13,8
<b>Required Loan Amount</b>	1348,5	

1996E010160

## MANUFACTURING/PROCUREMENT OF DIESEL-ELECTRIC AND ELECTRICAL MAINLINE LOCOMOTIVES

<b>Project Description</b>	-Manufacturing/procurement of 65 units of diesel electrical locomotives -Manufacturing/procurement of 60 units of electrical mainline locomotives
<b>Executing Agency</b>	Gen. Dir. of Turkish State Railways (TCDD)
<b>Location</b>	Network
<b>Duration</b>	-
<b>Status</b>	<p>65 Units of Diesel Electrical Locomotives: Majority of the DE locomotives in TCDD fleet is 31 years old DE 18000 model locos. In order to reduce the maintenance and fuel costs of these locos, older locomotives will be replaced by high powered diesel locomotives through initial procurement of a limited number of locos and then manufacturing the remaining in TULOMSAS (Turkish Locomotives Manufacturing Works Company)</p> <p>Technical terms of reference have been prepared and project is ready for tendering.</p> <p>60 Units of Electrical Mainline Locomotives. Electrical Mainline Locomotives are needed for newly electrified lines as well as for reading maintenance &amp; energy costs. New locos will be procured so manufactured.</p>

	<i>(million US\$)</i>	
	<b>Foreign</b>	<b>TOTAL</b>
<b>Project Cost</b>	301,9	402,5
<b>Accumulated Expenses as of End 2001</b>	0,0	0,0
<b>2002 Allocation</b>	0,0	0,0
<b>Required Loan Amount</b>	301,9	

2001E010120

**PROCUREMENT OF TRACK RENEWAL MATERIAL**

<b>Project Description</b>	250,000 tons of rail is to be procured for track renewal program between 2001-2005.
<b>Executing Agency</b>	Gen. Dir. of Turkish State Railways (TCDD)
<b>Location</b>	Network
<b>Duration</b>	2001 - 2005
<b>Status</b>	Pending for approval by the Treasury for tender.

	<i>(million US\$)</i>	
	<b>Foreign</b>	<b>TOTAL</b>
<b>Project Cost</b>	137,5	137,5
<b>Accumulated Expenses as of End 2001</b>	0,0	0,0
<b>2002 Allocation</b>	0,0	11,1
<b>Required Loan Amount</b>	137,5	

1999E010020

**TURKEY-GEORGIA (KARS-TBILISI) RAILWAY CONSTRUCTION**

<b>Project Description</b>	92,5 kms of double line railway construction, electrification and telecommunication.
<b>Executing Agency</b>	Gen.Dir.of Railways, Ports and Airport Construction (DLHI)
<b>Location</b>	Kars
<b>Duration</b>	1999 - 2004
<b>Status</b>	The Project will provide a railway link between Turkey and Caucasian countries and land-locked Central Asian Republics. Thus, the line will open up these countries to the world trade through the shortest route to the West and via port facilities of Black Sea and Mediterranean.

Within the scope of the project 92 kms of new double line railway will be constructed in the Turkish territory. In conjunction with this project, 32 kms of new railway construction and truck renewal on Ahilkelek-Marabda-Tbilisi railway section will be realised in the Georgian territory.

The project cost estimated below pertains to the Turkish section only.

	<i>(million US\$)</i>	
	<b>Foreign</b>	<b>TOTAL</b>
<b>Project Cost</b>	231,6	273,9
<b>Accumulated Expenses as of End 2001</b>	0,0	0,0
<b>2002 Allocation</b>	0,0	0,0
<b>Required Loan Amount</b>	231,6	

## MARMARA REGION PORT

<b>Project Description</b>	Construction of a new port
<b>Executing Agency</b>	Gen. Dir. of Railways, Ports and Airports Constr.(DLHI)
<b>Location</b>	Tekirdag-M.Ereglisi
<b>Duration</b>	2002 - 2005
<b>Status</b>	<p>In order to meet the future demands of Turkey's foreign trade freight, a new multi-purpose port situated in the Marmara region as an alternative to the existing Haydarpasa port has become necessary. The feasibility study of the project was completed by Japan International Cooperation Agency (JICA) at the end of 1997. According to the feasibility study, the most suitable location for the new port is between Tekirdag and Marmara Ereglisi.</p> <p>Within a short-term development plan for the port, two container berths of 270,000 TEU capacity are scheduled to be constructed by the year 2005. Container and dry-bulk general cargo handling capacities will be expanded to 638,000 TEU and 5,880,000 ton/year respectively by the year 2015.</p> <p>The total project cost given below includes long- term development. Project will be realised through the BOT model.</p>

	<i>(million US\$)</i>	
	<b>Foreign</b>	<b>TOTAL</b>
<b>Project Cost</b>	274,0	274,0
<b>Accumulated Expenses as of End 2001</b>	0,0	0,0
<b>2002 Allocation</b>	0,0	0,0
<b>Required Loan Amount</b>	0,0	

2000E020140

**MODERNIZATION OF PORTS (IV)**

<b>Project Description</b>	Provision of full container equipment to the ports of Mersin, Izmir, Iskenderun, Samsun, Bandirma.
<b>Executing Agency</b>	Gen. Dir. of Turkish State Railways (TCDD)
<b>Location</b>	Various
<b>Duration</b>	2002 - 2004
<b>Status</b>	Provision of cranes to serve for solid bulk and general cargo for the ports of Mersin, Izmir, Iskenderun, Samsun and Bandirma. A total of 15 units of 15 ton-cranes, 6 units of 25 ton-cranes and 4 units of 35 ton-cranes are scheduled to be provided.  Feasibility study has been completed and is in evaluation process.

	<i>(million US\$)</i>	
	<b>Foreign</b>	<b>TOTAL</b>
<b>Project Cost</b>	27,5	27,5
<b>Accumulated Expenses as of End 2001</b>	0,0	0,0
<b>2002 Allocation</b>	0,0	0,0
<b>Required Loan Amount</b>	27,5	

## NORTHERN AEGEAN PORT

<b>Project Description</b>	Construction
<b>Executing Agency</b>	Gen. Dir. of Railways, Ports and Airports Contr.(DLHI)
<b>Location</b>	
<b>Duration</b>	-
<b>Status</b>	<p>A new multi-purpose port for the Northern Aegean region is considered necessary as an alternative to the Izmir Port. The activities of the new port shall cover domestic and foreign trade and transit needs of the region.</p> <p>The feasibility and the environmental impact study regarding the project will be completed at the end of 2002.</p> <p>The project is envisaged to be realized through BOT model and the financial information below is subject to revision.</p>

	<i>(million US\$)</i>	
	<b>Foreign</b>	<b>TOTAL</b>
<b>Project Cost</b>	380,0	380,0
<b>Accumulated Expenses as of End 2001</b>	0,0	0,0
<b>2002 Allocation</b>	0,0	0,0
<b>Required Loan Amount</b>	0,0	

1999E060240

**ISTANBUL OTOGAR - IKITELLI LIGHT RAIL TRANSIT SYSTEM**

<b>Project Description</b>	12,4 km. rail transit system between Otogar and Ikitelli
<b>Executing Agency</b>	Greater Municipality of Istanbul
<b>Location</b>	Istanbul
<b>Duration</b>	1999 - 2004
<b>Status</b>	Feasibility studies are completed. Construction projects are being prepared. Foreign credit is needed for procurement of electro-mechanical units.

	<i>(million US\$)</i>	
	<b>Foreign</b>	<b>TOTAL</b>
<b>Project Cost</b>	284,6	542,0
<b>Accumulated Expenses as of End 2001</b>	0,0	0,0
<b>2002 Allocation</b>	18,0	90,0
<b>Required Loan Amount</b>	284,6	

1997E060430

**ESKISEHIR STREETCAR PROJECT**

<b>Project Description</b>	Construction of urban rail transit system.
<b>Executing Agency</b>	Greater Municipality of Eskisehir
<b>Location</b>	Eskisehir
<b>Duration</b>	1997 - 2003
<b>Status</b>	All the required approvals have been provided. Construction will be started in 2002.

	<i>(million US\$)</i>	
	<b>Foreign</b>	<b>TOTAL</b>
<b>Project Cost</b>	120,0	120,0
<b>Accumulated Expenses as of End 2001</b>	0,0	0,0
<b>2002 Allocation</b>	43,0	43,0
<b>Required Loan Amount</b>	120,0	

1997E060210

**ISTANBUL RAIL TRANSIT PROJECT II. PHASE**

<b>Project Description</b>	5,5 km. rail transit system between Taksim and Yenikapi
<b>Executing Agency</b>	Greater Municipality of Istanbul
<b>Location</b>	Istanbul
<b>Duration</b>	1997 - 2004
<b>Status</b>	Construction and procurement of electro-mechanical units. Construction of Unkapani-Yenikapi section, which costs USD 75 million , will be totally financed by the Municipality. In addition to local part of USD 6 million, for construction of Taksim-Unkapani section and electro-mechanical works, a foreign loan of USD 250 million is required. When this phase is completed, rail transit network in European part of Istanbul will be connected to the Asian part, provided that the Bosphorus Rail Tunnel Crossing Project is realised.

	<i>(million US\$)</i>	
	<b>Foreign</b>	<b>TOTAL</b>
<b>Project Cost</b>	322,0	413,0
<b>Accumulated Expenses as of End 2001</b>	0,0	15,0
<b>2002 Allocation</b>	109,0	121,0
<b>Required Loan Amount</b>	322,0	

2001E060480

**PROCUREMENT OF VEHICLES**

<b>Project Description</b>	Procurement of 10 buses
<b>Executing Agency</b>	Municipality of Van
<b>Location</b>	Van
<b>Duration</b>	2002 - 2002
<b>Status</b>	Foreign credit is needed for purchasing buses.

	<i>(million US\$)</i>	
	<b>Foreign</b>	<b>TOTAL</b>
<b>Project Cost</b>	1,0	1,0
<b>Accumulated Expenses as of End 2001</b>	0,0	0,0
<b>2002 Allocation</b>	1,0	1,0
<b>Required Loan Amount</b>	1,0	

## KUSADASI-DAVUTLAR-GÜZELÇAMLI (KUS-ATAK) ENVIRONMENTAL PROTECTION PROJECT

<b>Project Description</b>	Project, Infrastructure Implementation
<b>Executing Agency</b>	Kusadasi Municipality
<b>Location</b>	Kusadasi
<b>Duration</b>	2002 - 2004
<b>Status</b>	<p>A wide scope project called "Mediterranean-Aegean Tourism Infrastructure and Coastal Zone Management Project" (ATAK), covers the completion of infrastructure such as water supply, sewerage, waste collection and disposal in the selected tourism centers on the Mediterranean and Aegean coastline from Ayvalik down to Alanya. This project is one of the sub-projects of "ATAK" to be implemented by the Municipality under the supervision of Ministry of Tourism.</p> <p>Project preparation stage has been completed. Foreign loan is needed for the implementation.</p>

	<i>(million US\$)</i>	
	<b>Foreign</b>	<b>TOTAL</b>
<b>Project Cost</b>	95,0	95,0
<b>Accumulated Expenses as of End 2001</b>	0,0	0,0
<b>2002 Allocation</b>	0,0	0,0
<b>Required Loan Amount</b>	95,0	

1999I000900

**AFYON KOCATEPE UNIVERSITY RESEARCH AND PRACTICE HOSPITAL**

<b>Project Description</b>	Equipment and construction (36,954m2, 400 beds)
<b>Executing Agency</b>	Afyon Kocatepe University
<b>Location</b>	Afyon
<b>Duration</b>	1999 - 2005
<b>Status</b>	Foreign credit is needed to construct the university hospital and to purchase medical equipment on the basis of turn-key contract. 2002 allocation is subject to revision upon the provision of the credit.

	<i>(million US\$)</i>	
	<b>Foreign</b>	<b>TOTAL</b>
<b>Project Cost</b>	40,0	55,0
<b>Accumulated Expenses as of End 2001</b>	0,0	0,3
<b>2002 Allocation</b>	0,0	0,6
<b>Required Loan Amount</b>	40,0	

1992I000030

## CENTER FOR INFANT INTENSIVE CARE AND DIAGNOSIS OF GENETIC DISEASES

<b>Project Description</b>	Equipment
<b>Executing Agency</b>	Ministry of Health
<b>Location</b>	Various
<b>Duration</b>	1992 - 2003
<b>Status</b>	The aim of the project is to purchase equipment for the centers for infant intensive care and diagnosis of genetic diseases.

	<i>(million US\$)</i>	
	<b>Foreign</b>	<b>TOTAL</b>
<b>Project Cost</b>	5,6	6,2
<b>Accumulated Expenses as of End 2001</b>	0,0	0,0
<b>2002 Allocation</b>	0,0	0,0
<b>Required Loan Amount</b>	5,6	

2000I000040

## CONSTRUCTION OF SEVEN STATE HOSPITALS IN MARMARA EARTHQUAKE REGION

<b>Project Description</b>	Construction and Equipment
<b>Executing Agency</b>	Ministry of Health
<b>Location</b>	Istanbul-Yalova-Bolu-Düzce-Sakarya-Kocaeli
<b>Duration</b>	2000 - 2003
<b>Status</b>	Foreign credit is needed to construct seven state hospitals on the basis of turn-key contract, including medical equipment and maintenance of health facilities in the region.

	<i>(million US\$)</i>	
	<b>Foreign</b>	<b>TOTAL</b>
<b>Project Cost</b>	114,5	142,8
<b>Accumulated Expenses as of End 2001</b>	0,0	0,0
<b>2002 Allocation</b>	0,5	1,5
<b>Required Loan Amount</b>	114,5	

1994I000060

**CONSTRUCTION OF TWO TURN-KEY HOSPITAL BUILDINGS**

<b>Project Description</b>	Project feasibility study, construction, equipment
<b>Executing Agency</b>	The Ministry of Health
<b>Location</b>	Istanbul (Bahçelievler-Küçükçekmece)
<b>Duration</b>	1994 - 2003
<b>Status</b>	<p>Within the scope of the project, two specialised hospitals will be constructed on the basis of turn-key contracts in Istanbul. The hospitals are specifically;</p> <p>1.Cardiovascular Surgery Hospital (200 Beds) 2.Rehabilitation and Trauma Hospital (150 Beds)</p> <p>Project cost and 2002 allocation is subject to revision upon the provision of the credit.</p>

*(million US\$)*

	<b>Foreign</b>	<b>TOTAL</b>
<b>Project Cost</b>	34,0	34,0
<b>Accumulated Expenses as of End 2001</b>	0,0	0,0
<b>2002 Allocation</b>	0,0	0,0
<b>Required Loan Amount</b>	34,0	

2001I000400

## EQUIPMENT PURCHASE FOR ABANT IZZET BAYSAL UNIVERSITY RESEARCH AND PRACTICE HOSPITAL

<b>Project Description</b>	Equipment
<b>Executing Agency</b>	Abant Izzet Baysal University
<b>Location</b>	Bolu
<b>Duration</b>	2001 - 2005
<b>Status</b>	Foreign credit is needed to purchase necessary equipment for the university hospital.

Project cost and 2002 allocation is subject to revision upon the provision of the credit.

	<i>(million US\$)</i>	
	<b>Foreign</b>	<b>TOTAL</b>
<b>Project Cost</b>	14,5	17,8
<b>Accumulated Expenses as of End 2001</b>	0,0	1,2
<b>2002 Allocation</b>	0,0	1,0
<b>Required Loan Amount</b>	14,5	

1992I000040

## EQUIPMENT PURCHASE FOR RADIOLOGY UNITS AND CONSTRUCTION

<b>Project Description</b>	Equipment and Construction.
<b>Executing Agency</b>	Ministry of Health
<b>Location</b>	Various
<b>Duration</b>	1992 - 2003
<b>Status</b>	The aim of the project is to purchase necessary equipment for the radiology centers.

Project cost and 2002 allocation is subject to revision upon the provision of the credit.

	<i>(million US\$)</i>	
	<b>Foreign</b>	<b>TOTAL</b>
<b>Project Cost</b>	46,5	47,2
<b>Accumulated Expenses as of End 2001</b>	0,0	0,0
<b>2002 Allocation</b>	0,0	0,0
<b>Required Loan Amount</b>	46,5	

2001I001160

## EQUIPMENT PURCHASE FOR SELÇUK UNIVERSITY RESEARCH AND PRACTICE HOSPITAL

<b>Project Description</b>	Equipment
<b>Executing Agency</b>	Selçuk University
<b>Location</b>	Konya
<b>Duration</b>	2001 - 2003
<b>Status</b>	Foreign credit is needed to purchase the necessary equipment for the university hospital. 2002 allocation is subject to revision upon the provision of the credit.

	<i>(million US\$)</i>	
	<b>Foreign</b>	<b>TOTAL</b>
<b>Project Cost</b>	30,0	33,3
<b>Accumulated Expenses as of End 2001</b>	0,0	0,5
<b>2002 Allocation</b>	0,0	2,8
<b>Required Loan Amount</b>	30,0	

1997I001020

**PAMUKKALE UNIVERSITY RESEARCH AND PRACTICE HOSPITAL**

<b>Project Description</b>	Project feasibility study, construction, equipment
<b>Executing Agency</b>	Pamukkale University
<b>Location</b>	Denizli
<b>Duration</b>	1997 - 2005
<b>Status</b>	Foreign credit is needed to construct the university hospital (400 beds) and to purchase medical equipment on the basis of turn-key contract. 2002 allocation is subject to revision upon the provision of the credit.

	<i>(million US\$)</i>	
	<b>Foreign</b>	<b>TOTAL</b>
<b>Project Cost</b>	40,0	45,5
<b>Accumulated Expenses as of End 2001</b>	0,0	0,1
<b>2002 Allocation</b>	0,0	0,1
<b>Required Loan Amount</b>	40,0	

1997I001180

**YÜZÜNCÜ YIL UNIVERSITY RESEARCH AND PRACTICE HOSPITAL**

<b>Project Description</b>	Feasibility study, construction, equipment
<b>Executing Agency</b>	Yüzüncü Yil University
<b>Location</b>	Van
<b>Duration</b>	1997 - 2005
<b>Status</b>	Foreign funding is needed to construct university hospital and to purchase the necessary medical equipment on the basis of turn-key contract.

*(million US\$)*

	<b>Foreign</b>	<b>TOTAL</b>
<b>Project Cost</b>	40,0	43,3
<b>Accumulated Expenses as of End 2001</b>	0,0	0,1
<b>2002 Allocation</b>	0,0	0,1
<b>Required Loan Amount</b>	40,0	

1996K020110

**PROJECT FOR AVIATION SERVICES**

<b>Project Description</b>	34 Helicopters + 2 Small Aircrafts
<b>Executing Agency</b>	Gen. Dir. of Security
<b>Location</b>	Ankara
<b>Duration</b>	1996 - 2003
<b>Status</b>	Within the scope of the project 4 large-frame, 20 medium-frame and 10 small-frame helicopters and 2 small aircrafts are to be procured by the General Directorate of Security. Training services, ground support equipment and spare parts will also be provided by the project. Helicopters will be utilised for conveying equipped security troops among cities, from cities to rural areas or to a specific hot point within a city. They will also be used for following, controlling and directing the traffic on highways, motorways and in-city roads, accomplishing rescue and/or aid operations, pursuing and stopping, if necessary, the mobile targets and carrying security equipment from one point to another. Aircrafts will be utilised for urgent administrative and security services.

(million US\$)

	<b>Foreign</b>	<b>TOTAL</b>
<b>Project Cost</b>	297,5	297,5
<b>Accumulated Expenses as of End 2001</b>	0,0	0,0
<b>2002 Allocation</b>	0,0	0,0
<b>Required Loan Amount</b>	297,5	

1996K020080

**PROJECT FOR POLICE INFORMATION SYSTEMS**

<b>Project Description</b>	Police Informaton-Communication Systems
<b>Executing Agency</b>	Gen. Dir. of Security
<b>Location</b>	Ankara
<b>Duration</b>	1996 - 2003
<b>Status</b>	<p>This first part of the project called PolNet &amp; TransPol which was launched in 1996 was completed at the beginning of 2001. Initially, whole project was planned to be completed in five years but could not be accomplished because of the insufficient annual budgets. The Police Computer Network and Information System is in service through all city centers and border gates (airports, harbours and land borders) of Turkey. In order to extend to project nationwide, in this Second Part of the project it is aimed to reach to all Police Departments in the countryside, border gates which will be opened, police offices and stations, patrol vehicles, and the other required organisations.</p> <p>Project will be revised when the foreign financing is provided.</p>

(million US\$)

	<b>Foreign</b>	<b>TOTAL</b>
<b>Project Cost</b>	11,1	28,7
<b>Accumulated Expenses as of End 2001</b>	0,0	12,0
<b>2002 Allocation</b>	0,0	5,6
<b>Required Loan Amount</b>	11,1	

1996K020150

**SEARCH AND RESCUE HELICOPTER PROJECT**

<b>Project Description</b>	16 Search and Rescue helicopters
<b>Executing Agency</b>	Undersecretariat of Defence Industry
<b>Location</b>	Ankara
<b>Duration</b>	1996 - 2005
<b>Status</b>	Procurement of 16 additional helicopters of a total 25, is planned by Turkish Coast Guard Command. Within the frame of the project, in order to perform the missions entrusted to this Command by Law 2692 and enhance its efficiency by broadening the area of responsibility. The above mentioned helicopters will be used in surveillance/patrol/tracking missions and search and rescue activities.  Project will be revised when foreign finance is provided.

	<i>(million US\$)</i>	
	<b>Foreign</b>	<b>TOTAL</b>
<b>Project Cost</b>	100,0	160,0
<b>Accumulated Expenses as of End 2001</b>	0,0	0,0
<b>2002 Allocation</b>	0,0	0,1
<b>Required Loan Amount</b>	100,0	

1991K050090

**AYVALI DRINKING WATER SUPPLY PROJECT**

<b>Project Description</b>	Main transmission lines, treatment plant, pumping stations, tanks & equipment
<b>Executing Agency</b>	Gen. Dir. of State Hydraulic Works (DSI)
<b>Location</b>	Kahramanmaras
<b>Duration</b>	1991 - 2005
<b>Status</b>	The project is aimed to supply the water demand of year 2025. The water will be stored at Ayvali Dam. In the scope of this project 27,1 km. of transmission line, a water treatment plant with the capacity of 210,000 m <sup>3</sup> /day, 16 tanks in various sizes and 17 km of main distribution network are to be constructed.

*(million US\$)*

	<b>Foreign</b>	<b>TOTAL</b>
<b>Project Cost</b>	23,0	58,9
<b>Accumulated Expenses as of End 2001</b>	0,0	21,0
<b>2002 Allocation</b>	0,0	4,0
<b>Required Loan Amount</b>	23,0	

1998K060070

**KIRIKKALE SEWERAGE PROJECT**

<b>Project Description</b>	Network, treatment plant
<b>Executing Agency</b>	Municipality of Kirikkale
<b>Location</b>	Kirikkale
<b>Duration</b>	1998 - 2003
<b>Status</b>	Kirikkale sewerage network and waste water treatment plant are in the scope of this project. The wastewater, which has been collected by the sewerage network of Kirikkale, will be treated in the treatment plant in order to prevent pollution in the receiving water body and to lower the health risks.

*(million US\$)*

	<b>Foreign</b>	<b>TOTAL</b>
<b>Project Cost</b>	20,8	25,0
<b>Accumulated Expenses as of End 2001</b>	0,0	0,0
<b>2002 Allocation</b>	10,0	12,0
<b>Required Loan Amount</b>	20,8	

1998K080020

**AFYON SOLID WASTE MANAGEMENT PROJECT**

<b>Project Description</b>	Construction of sanitary landfill
<b>Executing Agency</b>	Gen.Dir. of Bank of Provinces
<b>Location</b>	Afyon
<b>Duration</b>	1998 - 2004
<b>Status</b>	Feasibility studies are completed and the construction will be started.

	<i>(million US\$)</i>	
	<b>Foreign</b>	<b>TOTAL</b>
<b>Project Cost</b>	2,0	3,3
<b>Accumulated Expenses as of End 2001</b>	0,0	0,0
<b>2002 Allocation</b>	1,0	1,3
<b>Required Loan Amount</b>	2,0	

2001K080450

**CONSTRUCTION OF SOLID WASTE SANITARY LANDFILL AREA**

<b>Project Description</b>	Construction and feasibility studies.
<b>Executing Agency</b>	Greater Municipality of Mersin
<b>Location</b>	Içel - Mersin
<b>Duration</b>	2001 - 2003
<b>Status</b>	Construction projects are being prepared.

	<i>(million US\$)</i>	
	<b>Foreign</b>	<b>TOTAL</b>
<b>Project Cost</b>	5,0	6,0
<b>Accumulated Expenses as of End 2001</b>	0,0	0,0
<b>2002 Allocation</b>	2,0	3,0
<b>Required Loan Amount</b>	5,0	

2001K080470

**EQUIPMENT PURCHASE FOR DISASTER PREVENTION**

<b>Project Description</b>	Equipment
<b>Executing Agency</b>	Greater Municipality of Adapazari
<b>Location</b>	Adapazari
<b>Duration</b>	2001 - 2002
<b>Status</b>	Foreign credit is needed for procurement of equipment.

	<i>(million US\$)</i>	
	<b>Foreign</b>	<b>TOTAL</b>
<b>Project Cost</b>	5,0	6,9
<b>Accumulated Expenses as of End 2001</b>	0,0	0,0
<b>2002 Allocation</b>	5,0	6,9
<b>Required Loan Amount</b>	5,0	

2000K080270

**EQUIPMENT PURCHASE FOR DISASTER PREVENTION AND RESCUE**

<b>Project Description</b>	Equipment
<b>Executing Agency</b>	Greater Municipality of Istanbul
<b>Location</b>	Istanbul
<b>Duration</b>	2000 - 2002
<b>Status</b>	The number and properties of the necessary equipment have been determined. Project is at the bidding stage.

	<i>(million US\$)</i>	
	<b>Foreign</b>	<b>TOTAL</b>
<b>Project Cost</b>	31,6	37,3
<b>Accumulated Expenses as of End 2001</b>	0,0	0,0
<b>2002 Allocation</b>	31,6	37,3
<b>Required Loan Amount</b>	31,6	

2000K080260

**EQUIPMENT PURCHASE FOR FIREBRIGADES**

<b>Project Description</b>	Equipment
<b>Executing Agency</b>	Greater Municipality of Istanbul
<b>Location</b>	Istanbul
<b>Duration</b>	2001 - 2002
<b>Status</b>	The number and properties of the necessary equipment have been determined.

	<i>(million US\$)</i>	
	<b>Foreign</b>	<b>TOTAL</b>
<b>Project Cost</b>	25,7	30,3
<b>Accumulated Expenses as of End 2001</b>	0,0	0,0
<b>2002 Allocation</b>	25,7	30,3
<b>Required Loan Amount</b>	25,7	

2000K080740

**EQUIPMENT PURCHASE FOR FIREBRIGADES IN ERZURUM**

<b>Project Description</b>	Equipment
<b>Executing Agency</b>	Greater Municipality of Erzurum
<b>Location</b>	Erzurum
<b>Duration</b>	2000 - 2002
<b>Status</b>	The number and properties of the necessary equipment have been determined.

	<i>(million US\$)</i>	
	<b>Foreign</b>	<b>TOTAL</b>
<b>Project Cost</b>	1,0	1,0
<b>Accumulated Expenses as of End 2001</b>	0,0	0,0
<b>2002 Allocation</b>	1,0	1,0
<b>Required Loan Amount</b>	1,0	

2000K080500

**EQUIPMENT PURCHASE FOR FIREBRIGADES IN IZMIT**

<b>Project Description</b>	Equipment
<b>Executing Agency</b>	Greater Municipality of Izmit
<b>Location</b>	Izmit
<b>Duration</b>	2000 - 2002
<b>Status</b>	The number of the necessary equipment has yet to be determined.

	<i>(million US\$)</i>	
	<b>Foreign</b>	<b>TOTAL</b>
<b>Project Cost</b>	1,9	2,1
<b>Accumulated Expenses as of End 2001</b>	0,0	0,0
<b>2002 Allocation</b>	1,9	2,1
<b>Required Loan Amount</b>	1,9	

2000K080360

**EQUIPMENT PURCHASE FOR FIREBRIGADES IN MERSIN**

<b>Project Description</b>	Equipment
<b>Executing Agency</b>	Greater Municipality of Mersin
<b>Location</b>	Içel-Mersin
<b>Duration</b>	2000 - 2002
<b>Status</b>	The number and properties of the necessary equipment have been determined.

	<i>(million US\$)</i>	
	<b>Foreign</b>	<b>TOTAL</b>
<b>Project Cost</b>	4,5	5,3
<b>Accumulated Expenses as of End 2001</b>	0,0	0,0
<b>2002 Allocation</b>	4,5	5,3
<b>Required Loan Amount</b>	4,5	

2000K080560

**EQUIPMENT PURCHASE FOR FIREBRIGADES IN SAMSUN**

<b>Project Description</b>	Equipment
<b>Executing Agency</b>	Greater Municipality of Samsun
<b>Location</b>	Samsun
<b>Duration</b>	2000 - 2002
<b>Status</b>	The number and properties of the necessary equipment have been determined.

	<i>(million US\$)</i>	
	<b>Foreign</b>	<b>TOTAL</b>
<b>Project Cost</b>	1,4	1,7
<b>Accumulated Expenses as of End 2001</b>	0,0	0,0
<b>2002 Allocation</b>	1,4	0,0
<b>Required Loan Amount</b>	1,4	

2001K080540

**EQUIPMENT PURCHASE FOR FIREBRIGADES (RESCUE EQUIPMENT)**

<b>Project Description</b>	Equipment Purchase
<b>Executing Agency</b>	Greater Municipality of Diyarbakir
<b>Location</b>	Diyarbakir
<b>Duration</b>	2001 - 2002
<b>Status</b>	The number and properties of the necessary equipment have been determined.

	<i>(million US\$)</i>	
	<b>Foreign</b>	<b>TOTAL</b>
<b>Project Cost</b>	4,2	5,0
<b>Accumulated Expenses as of End 2001</b>	0,0	0,0
<b>2002 Allocation</b>	4,2	5,0
<b>Required Loan Amount</b>	4,2	

2000K080520

**MARINE POLLUTION CONTROL**

<b>Project Description</b>	Purchase of Boat and Helicopter
<b>Executing Agency</b>	Greater Municipality of Izmit
<b>Location</b>	Izmit-Kocaeli
<b>Duration</b>	2000 - 2002
<b>Status</b>	Procurement of boat & helicopter is to be completed in 2002. Foreign credit is needed to finance the procurement.

	<i>(million US\$)</i>	
	<b>Foreign</b>	<b>TOTAL</b>
<b>Project Cost</b>	5,4	6,4
<b>Accumulated Expenses as of End 2001</b>	0,0	0,0
<b>2002 Allocation</b>	5,4	6,4
<b>Required Loan Amount</b>	5,4	

1998K080030

**SINOP(MERKEZ)-GERZE-ERFELEK SOLID WASTE MANAGEMENT PROJECT**

<b>Project Description</b>	Construction of Sanitary Landfill
<b>Executing Agency</b>	Gen. Dir. of Bank of Provinces
<b>Location</b>	Sinop (merkez)-Gerze-Erfelek
<b>Duration</b>	1998 - 2004
<b>Status</b>	Feasibility studies are completed and the construction will be started.

	<i>(million US\$)</i>	
	<b>Foreign</b>	<b>TOTAL</b>
<b>Project Cost</b>	1,5	2,5
<b>Accumulated Expenses as of End 2001</b>	0,0	0,0
<b>2002 Allocation</b>	0,8	1,2
<b>Required Loan Amount</b>	1,5	

1999K120110

**ACCELERATOR**

<b>Project Description</b>	This project enables Turkish Atomic Agency to carry out researches in the field of basic and material sciences to serve the private industry as well as to impart training.
<b>Executing Agency</b>	Turkish Authority for Atomic Energy
<b>Location</b>	Ankara
<b>Duration</b>	1999 - 2003
<b>Status</b>	Foreign funding is needed in carrying out the project.

	<i>(million US\$)</i>	
	<b>Foreign</b>	<b>TOTAL</b>
<b>Project Cost</b>	15,0	15,3
<b>Accumulated Expenses as of End 2001</b>	0,0	0,2
<b>2002 Allocation</b>	0,0	0,1
<b>Required Loan Amount</b>	15,0	

1999K120100

**NUCLEAR TECHNOLOGY CENTER**

<b>Project Description</b>	Prospective nuclear power plants necessitate the nuclear technology transfer. Nuclear Technology Center will play a crucial role in carrying out the nuclear technology transfer. This center will also strengthen the research infrastructure of the country.
<b>Executing Agency</b>	Turkish Authority for Atomic Energy
<b>Location</b>	Ankara
<b>Duration</b>	1999 - 2005
<b>Status</b>	Foreign funding is needed in carrying out the project.

	<i>(million US\$)</i>	
	<b>Foreign</b>	<b>TOTAL</b>
<b>Project Cost</b>	101,6	104,1
<b>Accumulated Expenses as of End 2001</b>	0,0	0,0
<b>2002 Allocation</b>	0,0	0,1
<b>Required Loan Amount</b>	101,6	

<b>KEY CONTACT PERSON INFORMATION</b>			
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