2010

THE MINISTRY OF TRANSPORTATION

BUILT-OPERATE-TRANSFER (BOT) PROJECTS

DIRECTORATE OF STRATEGIC DEVELOPMENT
APRIL-2010

HIGHWAY SECTOR

- Gebze-Orhangazi-İzmir Otoyolu Awarded!
- Kuzey Marmara Motorway
- Tekirdağ-Çanakkale-Balıkesir Motorway
- Ankara - İzmir Motorway
- Afyon – Antalya – Alanya Motorway
- Sivrihisar - Bursa Motorway
- Ankara - Samsun Motorway
- Aydın - Denizli – Burdur Motorway
- Şanlıurfa - Habur Motorway ve Diyarbakır Connection
- Ankara - Niğde Motorway
- Gerede – Gürbulak Motorway

BHM Paving Works of Div ded Roads

- ✓ Balıkesir - Havran
- ✓ Çanakkale - Ezine-Ayvacık
- ✓ Bozöyük - Kütahya- Afyon
- ✓ Afyon - Konya - Ereğli
- ✓ Havza - Uzunköprü - Keşan
- ✓ Incomplete works in Northern Tetek
- ✓ Elazığ - Malatya
- ✓ Denizli – Antalya

RAIWAY SECTOR

- Bursa-Osmaneli high-speed train projects
- Burdur-Antalya railway project
- Ankara high-speed railway station
- Eskişehir high-speed railway station
- İstanbul high –speed railway station
- İzmir high-speed railway station
- Konya hight-speed railway station
- İstanbul logistic village(Ispartakule)
- Kocaeli logistic village(Köseköy)
- Başkentray project (suburban train)
- Aydın-Çine-Güllük railway
- Kemalpaşa Org. Industrial Zone logistic village

MARINE SECTOR

- Çandarlı Port
- Mersin Container Port
- Filyos Port

- ✓ İzmir Karaburun yacht port
- ✓ İzmir Yenifoça yacht port
- ✓ Trabzon yacht port
- ✓ Silivri yacht port
- ✓ Balıkesir Avşa Adası Türkeli yacht port
- ✓ İzmir Seferihisar Ürkmez yacht port
- ✓ İzmir Çeşme Şifne yacht port
- ✓ Tekirdağ yacht port
- ✓ Balıkesir Burhaniye yacht port

AVIATION SECTOR

- ✓ Zafer (Afyon-Uşak-Kütahya) airport
- ✓ ATATÜRK AIRPORT CARGO FACILITIES
- ✓ Kocaeli Cengiz Topel airfield
- ✓ Nevşehir/Kapadokya airport
- ✓ Samsun/Çarşamba airport
- ✓ Sinop airport
- ✓ Tokat airport
- ✓ Çukurova Region airport

HIGHWAY SECTOR

POTENTIAL BUILT-OPERATE-TRANSFER (BOT) PROJECTS

- ✓ Gebze - Orhangazi - İzmir Otoyolu **AWARDEDİ!!!**
- Kuzey Marmara Motorway
- Tekirdağ - Çanakkale - Balıkesir Motorway
- Ankara - İzmir Motorway
- Afyon – Antalya - Alanya Motorway
- Sivrihisar - Bursa Motorway
- Ankara - Samsun Motorway
- Aydın - Denizli - Burdur Motorway
- Şanlıurfa - Habur Otoyolu ve Diyarbakır Connection
- Ankara-Niğde Motorway
- Gerede - Gürbulak Motorway

TOLL-BASED HIGHWAY CONTRACTS
Bitumous Hot Pavement (BHP) Works

- ✓ Balıkesir - Havran
- ✓ Çanakkale - Ezine-Ayvacık
- ✓ Bozöyük - Kütahya- Afyon
- ✓ Afyon - Konya - Ereğli
- ✓ Havza - Uzunköprü - Keşan
- ✓ Incomplete works in Northern Tetek
- ✓ Elazığ - Malatya
- ✓ Denizli - Antalya

Map-1. Targeted Motorway Projects BUILT-OPERATE-TRANSFER PROJECTS(MOTORWAYS)

The approx.cost of 12 projects , 5 278 m in length, to be realized until 2023 is USD 51,3 Million. (in expropriation)

HIGHWAYS COMPLETED	2 130 km
HIGHWAYS UNDER CONSTRUCTION	102 km
HIGHWAYS PROJECTED	5 278 km

1-	Gebze - Orhangazi - İzmir	421	(Has been tendered)
2-	Kuzey Marmara	361	
3-	Tekirdağ - Çanakkale -Balıkesir	433	
4-	Ankara - İzmir	549	
5-	Ankara - Samsun	421	
6-	Afyon - Antalya -Alanya	490	
7-	Sivrihisar - Bursa	202	
8-	Aydın - Denizli - Burdur	365	
9-	Ankara - Niğde	326	
10-	Şanlıurfa - Habur Otoyolu ve Diyarbakır Bağlantısı	445	
11-	Gerede - Gürbulak	1 265	
	TOPLAM:	**5 278 km**	

PLANNED BUILT-OPERATE-TRANSFER PROJECTS

	TITLE OF THE PROJECT	LENGHT	LENGHT OF SUSPENSION BRIDGES			CONSTRUCTIO N COST ($)	EXPROPRIATION ($)	TOTAL COST ($)
		MOTORWAY	CENTRAL SPAN	SIDE SPAN	TOTAL			
		(KM)	(KM)	(KM)	(KM)	X 1.000	X 1.000	X 1.000
1	NORTHERN MARMARA MOTORWAY (INCL.BOSPHORUS CROSSING))	361	1,320	530	1,85	3.922.000	1.250.000	5.172.000
2	TEKİRDAĞ-ÇANAKKALE-İZMİR MOTORWAY (INCL.ÇANAKKALE STRAIT CROSSING)	433	1,440	756	2,196	3.535.000	506.000	4.041.000
3	ANKARA-İZMİR MOTORWAY	549				3.850.000	390.000	4.240.000
4	AFYON-ANTALYA-ALANYA MOTORWAY	490				4.415.000	575.000	4.990.000
5	SİVRİHİSAR - BURSA MOTORWAY	202				1.410.000	152.000	1.562.000
6	ANKARA - SAMSUN MOTORWAY	421				3.801.000	491.000	4.292.000
7	GEBZE- ORHANGAZİ -İZMİR MOTORWAY	421	1,700	1,300	3,000	6.061.000	464.000	6.525.000
8	AYDIN-DENİZLİ-BURDUR MOTORWAY	365				2.832.000	420.000	3.252.000
9	ŞANLIURFA - HABUR MOTORWAY AND DİYARBAKIR CONNECTION	445				3.300.000	414.000	3.714.000
10	ANKARA-NİĞDE MOTORWAY	326				1.672.000	160.000	1.832.000
11	GEREDE-GÜRBULAK MOTORWAY	1.265				10.788.000	922.000	11.710.000
	GRAND TOTAL	5.278	4,460	2,586	7,046	45.586.000	5.744.000	51.330.000

1- Gebze–İzmir MOTORWAY (421 km) AWARDED !!!

General Directorate of Highways is delegated to provide realization of Gebze-Orhangazi-İzmir (İzmit Gulf Crossing, including Connection Roads) Motor project by adopting Built-Operate-Transfer Model within te scope of The Law No 3996 on "Reliazation of Certain Investments and Services under Built-Operate-Transfer Model" and to conclude a contract with the company assigned to undertake the said investment services.

The bids for the tender are received on 09.04.2009. The bid submitted by Joint Venture comprising NUROL-ÖZALTIN-MAKYOL-ASTALDI-YÜKSEL-GÖKÇAY companies is deemed most favourable offer. The decision for awarding of the contract is approved on 02.07.2009 and the draft contract for the work is presented to the approval of Supreme Planning Board on 16.07.2009.

2- Northers Marmara Motorway (361 km)

Although the projects for Nothern Marmara (Incl.3. Bosphurus Crossing) Motorway are not prepared yet, corridor route is already designated. Pre-feasibility studies based on this corridor route are completed.

Application is filed to the Undersecretarit of State Planning Organization to obtain the decison of the Supreme Planning Board relating to granting of authorization to the General Directorate of Highways for realization of Northern Marmara Motorway(Incl.3.Bosphorus Crossing) under Built-Operate- Transfer Model in compliance with the procedures and principles set out in the Law No 3996. Announcement of the assignment decision in the near future is expected.

3- Ankara –Samsun Motorway (421 km)

The contract for the project and engineering services of Ankara-Kırıkkale-Delice Motorway beltline is awarded in 2008 , also to cover feasibility studies; presently, the studies are in progress.

It is planned to apply to the Undersecrateriat of State Planning Organization in 2010 for realization of Ankara-Delice Section of the said project under Built-Operate-Transfer Model. As for Delice-Samsun Section of the project, most likely, , the tender for feasibility studies, corridor route surveys and pre-projecting services will take place during 2010.

4- Ankara – İzmir Motorway (549 km)

5- Tekirdağ-Çanakkale-Balıkesir Motorway (433 km)

The tender for feasibility studies, corridor route surveys and pre-projecting services of Ankara-İzmir Motorway and Tekirdağ-Çanakkale-Balikesir Moptorway Projects is finalized on 27-28.08.2009, and upon awarding of the contract on 27-28.08.2009, start is given to the works on 25 January 2010.

Following the completion of feasibility studies of Tekirdağ-Çanakkale-Balikesir Motorway , which is given priority among other projects, it is planned to apply to the Undersecreteriat of State Planning Organization in 2010 to provide realization of this project under Built-Operate-Trasnfer Model.

6- Afyon–Antalya – Alanya Motorway (490 km)

7- Şanlıurfa - Habur Motorway ve Diyarbakır Connection (445 km)

It is planned to realize the tender for feasibility studies, corridor route survey and pre-projecting services of Afyon-Antalya-Alanya Motorway ile Şanlıurfa-Habur Motorway ve Diyarbakır Extension projects in 2010.

8- Aydın - Denizli - Burdur Motorway (365 km)

The application projects of Aydın – Denizli Motor are already prepared; the tender for feasibilty studies, corridor rout survey and pre-projection services of Denizli Burdur Motorway project is expected to take place in 2010.

It is planned to apply to the Undersecretariate of State Planning Organization to provide realization of these projects in 2010 under Built-Operate-Transfer Model..

9- Ankara-Niğde Motorway (326 km)

Prepartion of application projects of Ankara – Niğde Motorway is completed.

It is planned to apply to the Undersecretariate of State Planning Organization to provide realization of the project in 2010 under Built-Operate-Transfer Model.

10- Sivrihisar - Bursa Motorway (202 km)

It is planned to realize the tender for feasibility studies, corridor route survey and pre-projecting services of Sivrihisar-Bursa Motorway Section of the project in 2010.

11- Gerede - Gürbulak Motgorway (1.265 km)

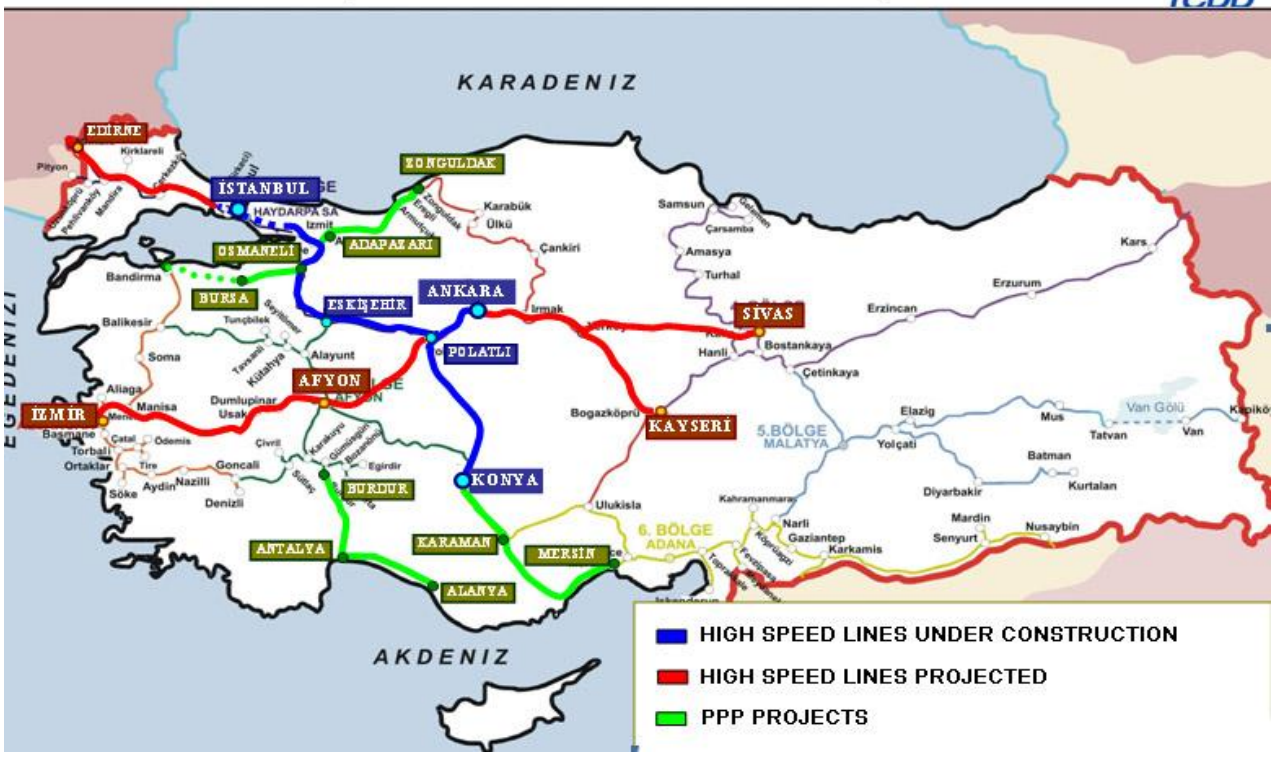
It is planned to realize the tender for feasibility studies, corridor route survey and pre-projecting services of Gerede-Merzifon Motorway Section of the project in 2010.

RAILWAY SECTOR

POTENTIAL BUILT-OPERATE-TRANSFER (BOT) PROJECTS

- BURSA-OSMANELİ HIGH-SPEED TRAIN PROJECT
- BURDUR-ANTALYA RAILWAY PROJECT
- ANKARA HIGH-SPEED RAIWALY STATION
- ESKİŞEHİR HIGH-SPEED RAILWAY STATION
- İSTANBUL HIGHT-SPEED RAILWAY STATION
- KONYA HIGH-SPEED RAILWAY STATION
- İSTANBUL LOGISTIC VILLAGE(ISPARTAKULE)
- KOCAELİ LOGISTIC VILLAGE(KÖSEKÖY)
- BAŞKENTRAY PROJECT (SUBURBAN TRAIN)
- AYDIN-ÇİNE-GÜLLÜK RAILWAY
- KEMALPAŞA ORG. INDUSTRIAL ZONE LOGISTIC VILLAGE

PPP PROJECTS
(STATIONS AND HIGH SPEED LINES)



PROJECTED STATIONS (PPP)

T.C. Devlet Demiryolları İşletmesi Genel Müdürlüğü (TCDD)

ANKARA HIGHSPEED RAILWAY STATION

PROJECT HIGHLIGHTS

PROJECT CONTENT

The Central Railway Station Building in our Capital City is not adequate to meet the requirements of renovated railway transportation technologies in terms of spatial capacity and size. Therefore, it is required to improve the site of Ankara Station , which will constitute the base of High-Speed Railway Operations to be conducted, as an initial step, between Eskişehir-Ankara arasında, and within a short-mid-period between Ankara- İstanbul, Ankara- Konya, Ankara- Sivas ve Ankara- İzmir.

In this context; The faciltites around Ankara Railway Station Building are taken under protection with a plan sensetive to historical values and the station site, currently reflecting a uıtilization rate much lower than the potential rate, is restructured as an attraction center by accomplihing a functional planning.

The New Station for High-Speed Train is planned by considering national and international standards and structural design, exploitation /operation forms of the stations used for eurocity trains in other countries .

This project is designed to symbolize, besides contemporary technology and current arcitectural trend, speed and dynamism and to reclect TSR's vision aimed to convert Ankara Station and surroundings to an attraction center for the residents of Ankara.

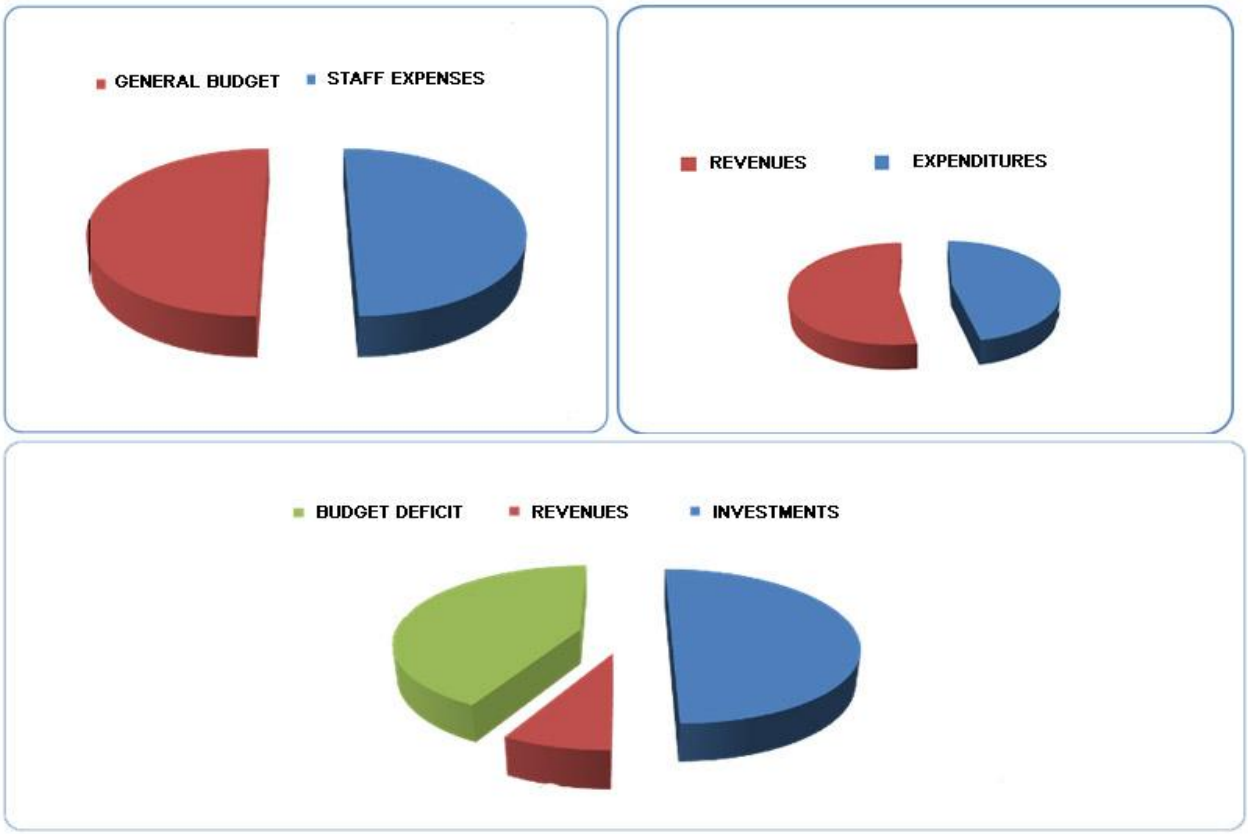
The New High-Speeed Railway Station is not designed only for transportation purpoes, but also to offer miscelleneous services to the residents of Ankara and other visitors; it will become a cultural and community center through the stores, offices, movies and multi-functional halls, fast-food shops and cafees attracting masses of people.

CORPORATION'S BACKGROUND AND ANALYSIS

CORPORATION'S FIELD OF ACTIVITY

TSR is a state corporation linked to the Ministry of Transportation. İts main funtion is to render railway transportation services and to carry passangers and cargo. Today, TSR operates totally 11.415 km rail network for transportation of passangers and cargo.

PREVOUS PERFORMANCE OF THE CORPORATION



ORGANIZATIONAL STRUCTURE AND PARTNERS OF THE CORPORATION

The Corportion functions through 7 regional directorates with principal offices in Istanbul(Haydarpaşa), Ankara, İzmir, Sivas, Malatya, Adana and Afyon.

The corporation has three subsidiaries, namely TÜLOMAŞ in Eskişehir, TÜVAŞ in Adapazarı and TÜDEMSAŞ in Sivas, of which the capital is almot fully invested by the Corporation, to undertake manufacturing and maintenance of tagged or untagged vehicles such as locomotives, passanger wagons, cargo wagons , electrically-driven suburban rail vehicles, rail buses etc. Also, it owns a

switch factory in Çankırı, concrete travers plants in Afyon and Sivas, TSR Ankara Railway Factory in Ankara.

POWERFUL SIDES OF THE CORPORATION:

- ✓ Initiation of structural and institutional transformation process and investment promotion activities and governance policies by TSR within the framework of efforts towards compliance with EU in order to provide supply of effective service ;.
- ✓ Progress in construction of uninterrupted railway connection between Europe and Asia , known as MARMARAY project, and in other projects aimed to mitigate urban transportation issues in Istanbul;
- ✓ Unit's ability to show high performance leading to increase of production capacity;
- ✓ Its stand as an environmentally friendly corporatation;
- ✓ Its ability to attract the support of public opinion;
- ✓ The offered advantages such as speed, comfort and safety;
- ✓ Connection of railway with seven most important ports in the Country;
- ✓ Low cost of infrastructure in respect of exploitation of occupied areas;
- ✓ Comprehensive network structure covering majority of centers of economic activity in the Country
- ✓ Its statute as a powerful corporation with a long-standing history of 154 years;
- ✓ Widely use of local production and industry in railway sector;
- ✓ Established memberships with international Corporations engaged in Railway Operations.
- ✓

INVESTMENT A NALYSIS AND FEASIBILITY STUDY FOR THE PROJECT

INFORMATION ON THE INVESTMENT FOR WHICH THE PROJECT IS COMPLETED

With a daily passanger capacity of 50,000, indicating a capacity of 18 million per year.

- ➢ Total construction area is 175.056 square meters.
- ➢ Building dimensions 360 * 60 meters.

- The highest elevation level of the 6-storey building , including platform(perone), from the rails is 46 meters. There is a station lobby with glass roof, 80x60m in dimension, 35m in height, which enables flow of natural sunlight into the lobby.
- 6-new rail lines and 3 new passanger lobbies, 420 m in leght, 11m in width, shall be constructed for addmittance and dsipatch of High-Speed Trains..
- The New High-Speed Railway Station is conncted to the existing Ankara Railway Station Builing, Ankaray Maltepe Subway Station, Celal Bayar Bulvard, convensional rail and suburb lines.
- There exists 3 indoor auto-parks with total capacity of 1656 cars.
- The approximate cost is USD 175.000.000. At the in itial stage, it will serve for 20.000 passengers, in future, for 50.000 passangers.
- The dimensions of the lobby floor is 400x60 m. 1.Floor is laid on an area of 13200 sq meters, wheras 2.Floor on 18200 sq meters. It has an entrance hall, 80x60m in dimension, and 35 m in height , with a glass roof which enables flow of natural sunblight into the lobby.

FINANCIAL PLAN

- Annual Income from Auropark: 1.085.970 $
- Total Income in the year 2014: 28.000.000 $
- Internal Rate of Return: 14,74
- According to pre-feasibility studies, the investment assumably will pay for it self within 9 years.
- Benefit-Cost Ratio:: 2.9

RISK ASSESMENT

- Confrontation with legal problems(It is likely to eliminate potential problems by reviewing legal adaptations)
- Contractor's failure to provide required fund(The investment can be made more attractive by accompolishing an extensive, sound feasibility study)
- Rise of construction cost more than expected(The railway station can be made more attractive by initiating advertisemment and promotion activities after the completion of the railway station)

- Establishment of businees places arounding neighboring areas which will negatively affect its market share(The railway station can be made more attractive by initiating advertisemment and promotion activities after the completion of the railway station)
- Analysis of the risks(price risk,market risk,product risk, management risk) and development of strategies for challenging with the risks.

DIRECT AND INDIRECET EMPLOYMENT

Within the framework of the project, it is planned to employ;

- Directly 1800 persons
- Indirectly 2700 persons

TAX REVENUE

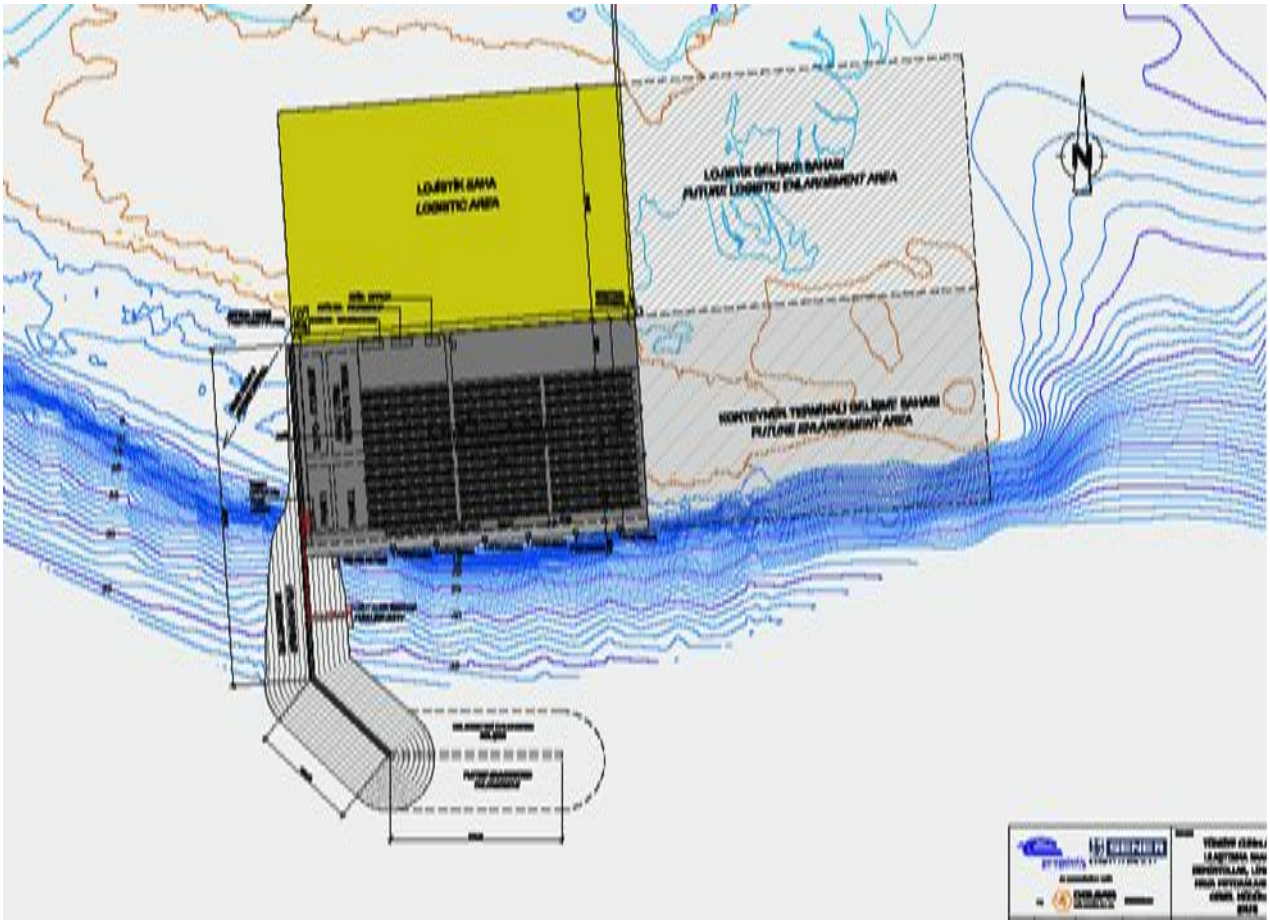
- Approx. TL 46 Millon per year.

MARINE SECTOR

BUILT-OPERATE-TRANSFER (BOT) PROJECTS

- ÇANDARLI PORT
- MERSİN CONTAINER PORT
- FİLYOS PORT
  - ✓ İZMİR KARABURUN YACHT PORT
  - ✓ İZMİR YENİFOÇA YACHT PORT
  - ✓ TRABZON YACHT PORT
  - ✓ SİLİVRİ YACHT PORT
  - ✓ BALIKESİR AVŞA ISLAND TÜRKELİ YACHT PORT
  - ✓ İZMİR SEFERİHİSAR ÜRKMEZ YACHT PORT
  - ✓ İZMİR ÇEŞME ŞİFNE YACHT PORT
  - ✓ TEKİRDAĞ YACHT PORT
  - ✓ BALIKESİR BURHANİYE YACHT PORT

ÇANDARLI PORT



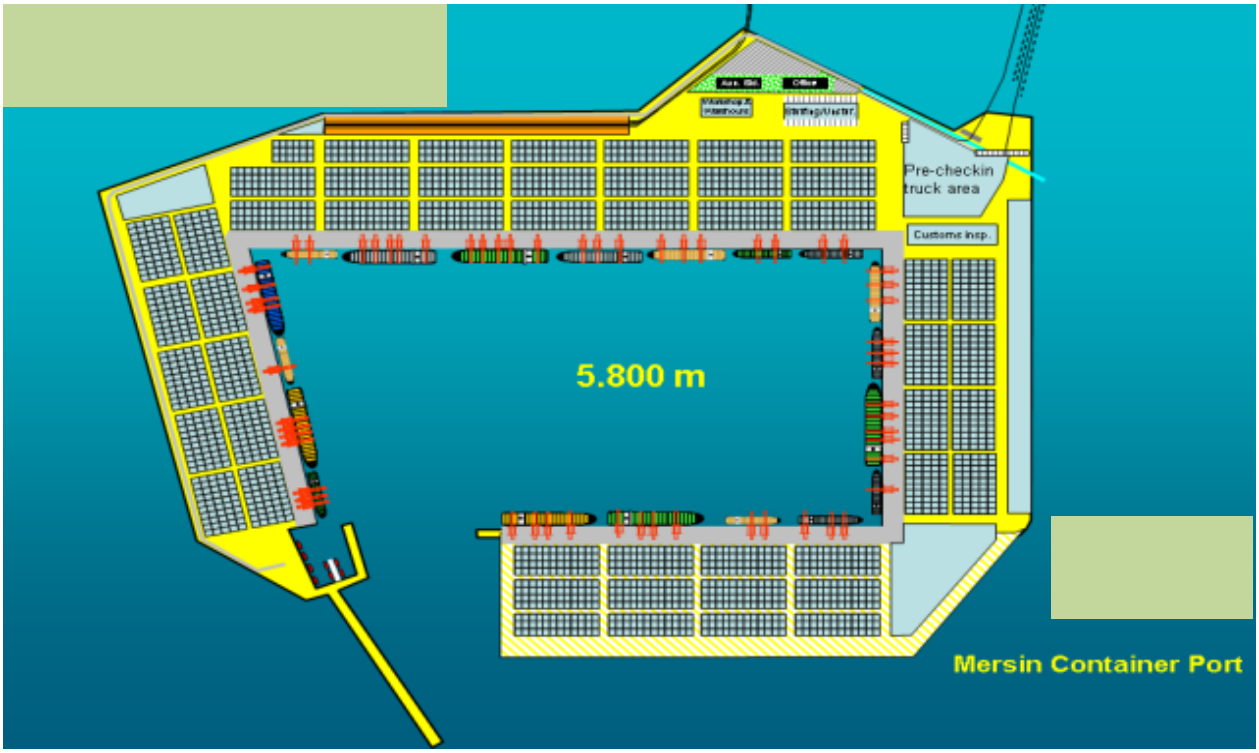
Çandarlı port, which will serve to container transportation as Hubport, is in a more advantageous position according to Piraeous Port from the aspect of Medditerranean-Asia connection. The capacity will be gradually increased by revisions to be accomplished in various phases. As follows;

- Phase I : 2.000.000 TEU/Year
- Phase II : 2.000.000 TEU/Year
- Total : 4.000.000 TEU/Year

The preparations for tendering of construction works of breakwater in the port with a projected capacity 12 Milyon TEU/Year is in progress; construction of other sections will be realized by adopting Built-Operate-Transfer Model.

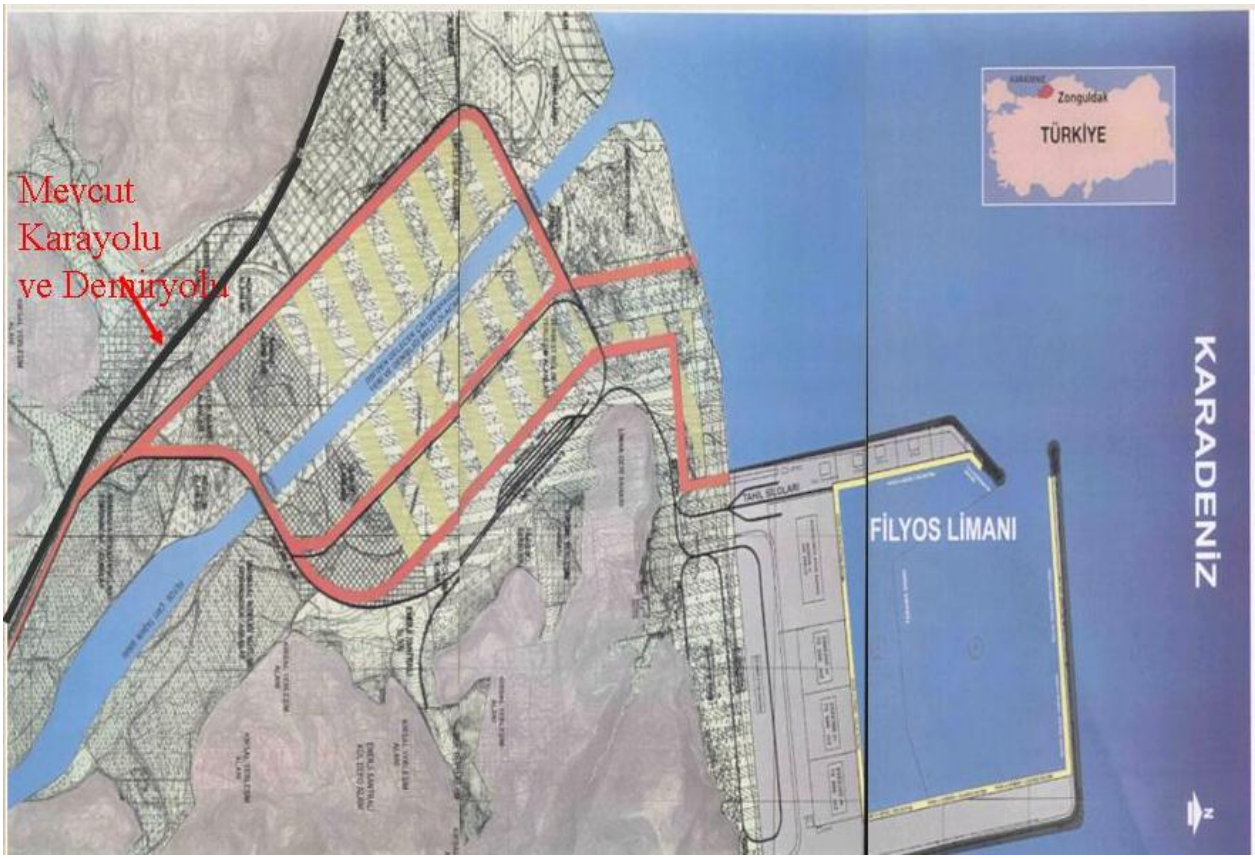
MERSİN CONTAINER PORT

In Mersin Container Port, which will serve as Container Transport Center-Hubport to meet the future demand for transportation between Middle East-Mid-Asia, it is planned to constuct a main breakwater (900 meters in leght) and an addiitonal breakwater (1200 m in leght) , in two packs, under BOT Model.(First Pack: Phases 1, 2 and 3) (Second Pack: Phases 4 and 5).



- Phase 1 : 1,7 million TEU/Year (BOT)
- Phase 2 : 3,4 million TEU/Year (BOT)
- Phase 3 : 5,7 million TEU/Year (BOT)
- Phase 4 : 8 million TEU/Year (BOT)
- Phase 5 : 12 million TEU/Year (BOT)

FILYOS PORT



Filyos port, with a capacity of 25 million ton/year, is evaluated as a regional development project, which will ease the traffic congestion in the Territorial Straits , minimize the risks, and serve for transportation of various types of cargo such as ore, container, fuel etc. After completion, it will serve to;

- 3 unitst 50.000 DWT Container Shipi
- 4 units 30.000 – 100.000 DWT Ore Ship
- 2 units 90.000 DWT Liquid Bulk Cargo Ship
- 4 units 30.000 DWT Dry Bulk Cargo Ship.

The construction of the port, with the capacity given above, will be realized under Built-Operate-Transfer Model.

Trabzon Yacht Port

- 750 m main breakwater
- 125 m addiitoınal breakwater
- 650 m -4,0 -5,0 m dock
- Traver lift dock
- Slant slipway
- 6 adet 1005 m yacht pier
- Background fillers: 101.000 m^2
- Protected Water Area : 70.000 m^2
- In frastructure works are completed in 2002.
- Yacht admittance capacity: 175 yachts

This project was offered 3 times for bid in the past years , but the tender was cancelled due to lack of participation. It is planned to renew the tender during 2010.

Tekirdağ Yacht Port

Yacht Admittance Capacity : 175 yacht
Scheduled Total Contract Period: : 30 years
Scheduled Construction Period : 1 year 6 months
Scheduled Operation Period : 28 years 6 months

Infrastructural works are already completed, and a tender will be invited during 2010 on BOT basis after completion of development plan studies..

Silivri Yacht Port

- Yacht Admittance Capacity : 450 yacht
- Main breakwater : 840 m
- Additional breakwater : 190 m
- Dock Lenght : 1000 m
- Background fillers: : 56.350 m^2
- Protected Water Area : 78.000 m^2

This project was offered 2 times for bid in the past years , but the tender was cancelled due to lack of participation. Preparations for renewal of tender are in progress.

Balıkesir Avşa Island Türkeli Yacht Port

Yacht Admittance Capacity : 200 yachts

Infrastructural works are already completed, and a tender will be invited during 2010 on BOT basis after approval of the development plan.

İzmir Yenifoça Yacht Port

Yacht Admittance Capacity : 300 yachts in various sizes

Scheduled total contract period : 35 years
Scheduled Construction Period : 2 yıears 6 years
Scheduled Operation Periodi : 32 years 6 months

- Breakwater construction,
- Dock construction
- Pier Construction
- Elektricity and Water System
- Superstructure facilities

This project was offered for bid in the past years , but the tender was cancelled due to lack of participation. It is planned to renew the tender during 2010.

Karaburun Yacht Port

- Main Breakwater : 355 m
- Additional Breakwater : 118 m
- Dock : 500 m
- Protected Water Area : 70.000 m^2
- Capacity : 280 yachts

A tender will be invited during 2010 ; the preparations ate are in progress.

Çeşme Şifne Yacht Port

- Main Breakwater : 700 m
- Additional Breakwater : 100 m
- Dock : 750 m
- Protected Water Area : 80.000 m^2
- Capacity : 700 yacht

The developmen plan studies and preparations for invitation of a tender during 2010 on BOT basis are in progress.

Seferihisar Ürkmez Yacht Port

Yacht Admittance Capacity: 475 yachts

This project was offered for bid in the past years , but the tender was cancelled due to lack of participation. It is planned to renew the tender during 2010.

AVIATION SECTOR

POTENTIAL BUILT-OPERATE-TRANSFER (BOT) PROJECTS

- ZAFER (AFYON-UŞAK-KÜTAHYA) AIRPORT
- ATATÜRK AIRPORT CARGO FACILITIES
- KOCAELİ CENGİZ TOPEL AIRFIELD
- NEVŞEHİR/KAPADOKYA AIRPORT
- SAMSUN/ÇARŞAMBA AIRPORT
- SİNOP AIRPORT
- TOKAT AIRPORT
- ÇUKUROVA REGIONAL AIRPORT

ZAFER (KÜTAHYA-AFYON-UŞAK) REGIONAL AIRPORT PROJECT

Upon elimination of the project for "Zafer Regional Airport Construction Works" , which is included in 2009 Investments Programme of General Directorate of DHL(Railways, Ports and Airports) under Project No 2006E030200, from the Investment Programme, it is decided to transfer the project to General Directorate DHMI(State Airport Authority of Turkey) in order to invite an international tender under the Law No 3996 and Ministers Council's Decree No 94/5907; in this context General Directorate of DHMI is authorized under the decision dated 04.09.2009 and No.2009/T of the Supreme Planning Board of DHMI General Directorate for realization of Zafer(Kütahya-Afyon-Uşak) Regional Airport Project on the basis of Built –Operate-Transfer Model.

Upon completion of the preparations for tendering of Zafer(Kütahya-Afyon-Uşak) Regional Airport Project pursuant to the decision of the Supreme Planning Board, an annoucement was made on 20.01.2010 for invitation to tender.

Although submission of the bids on 01.04.2010, at 09.30 hrs was required as stated in tender announcement, none of the companies purchasing Tender Specifications has participated in the teder, and consequently, the bidding process is cancelled.

In order to provide tendering of the project, the Board of Directors of DHMI General Directorate agreed to re-evaluation of available tender documents following a revision.

ATATÜRK AIRPORT CARGO FACILITIES

Due to inadaquacy of cargo facilities in Atatürk Airport, and inability to conform with international standards which contributed to loss of competitive adgantage;DHMI General Directorate has initiated a feasibility study within the framework of activities carried out for improvement of cargo transportation; upon completion of the feasibility study , it is understood that despite the high service potential of the Airport, only limited portion of the area is exploited due to incompleteness of infrastructure and delivery of high quality service became difficult, consequently , it was not possible to expand the existing market share in cargo transportation.

In this context; within the framework of the feasibility studies carried out by DHMI Ganeral Directorate for cargo facilities improvement project which will enable us to hold a signifact market share in internatioınal arena; it is planned to invite a tender for this project aimed to

improvement of cargo facilities in Atatürk Airport, by consedering the requirement for advance technology and extensive financial source in this project.

In order to enable DHMI General Directorate to call for an intrenational tender within the framework of the Law No 3996 and Ministers Council's Decree No 94/5907, an authorization is granted to DHMI General Directorate pursuant to the Decison dated 23.03.2010 and No 2010/T-11 of the Supreme Planning Board of DHMI General Directorate for realization of Atatürk Cargo Faciltiies Project under Built-Operate-Transfer Model according to the provisons of Article 3996/4.

Upon Decision of Supreme Planning Board, DHMI Genereal Directorate has initiated the preparations for tendering of the project under BOT Model.

KOCAELİ/CENGİZ TOPEL AIRFIELD

The civil facilties in Kocaeli/Cengiz TOPEL Airfield included in the inventory of Marine Forces Command are constructed by the General Directorate of DLH Civil Works and transferred to DHMI General Directorate.

The studies undertaken jointly by DHMI General Directorate and Marine Forces Command for lease of the said Airfield within the framework of the Law No 5335 are completed, presently, DHMI General Directorate is engaged in preparations to invite a tender.

SAMSUN/ÇARŞAMBA, SİNOP VE TOKAT AIRPORTS

Within the framework of Article 33 of the Law No. 5335, necessary preparations are started to invite a tender for lease and/or transfer of operation right of Samsun/Çarşamba, Sinop and Tokat Airport, as a whole or in part.

NEVŞEHİR/KAPADOKYA AIRPORT

Within the framework of Article 33 of the Law No. 5335, necessary preparations are started to invite a tender for lease and/or transfer of operation right of Nevşehir/Kapadokya Airport.

ÇUKUROVA REGIONAL AIRPORT

This project covers construction of an Airport which will have two runways, each 3500x60 m in dimension, parallel to one another and center lines spaced by 1275 m, and suitable for independent approaches. At this stage, construction of infra/superstructure facilities of 1 runway, 3500x60 m in dimension, and a parallel emergency runway(Taxi Route) 3500x45m dimensions is planned. For the said airport, feasibilty study, a map to constitute a base for expropriation , and general site plan is already completed. Also, the contract for preparation of EIA report is awarded. Presently, the process is in progress.

Additionally, as-built-drawings of the infrastructure are completed. A Report containing operational feasibility of the project, Air Traffic Study and Assesment Results is prepared by the relevant authoritis.

Necessary activities for tendering of Çukurova Regional Airport under BOT Model are continued.