1. Basic Information

1.1 Title: Assistance to the Turkish Road Transport Sector

1.2 Sector: Transport

1.3 Location: Turkey, Ankara

1.4 Duration: Two years

2. Objectives

2.1 Overall Objectives

The overall objective is the development of the Turkish road transport sector in line with the EU Acquis.

2.2 Project Purpose

The project purpose is to further develop the legislative and institutional framework of the Turkish road transport sector in accordance with the EU Acquis.

2.3 Accession Partnership and NPAA Priority

According the Accession Partnership priorities in the field of road transport are the following:

Short term

- Start aligning legislation on road transport: improve implementation and enforcement of, in particular road transport standards
- Adopt a programme for the adaptation of the Turkish road transport fleet to EU standards

Medium term

- Complete alignment on road transport legislation (market access, road safety as well as social, fiscal and technical rules)
- Ensure effective implementation and enforcement of transport legislation, particularly as regards road transport
- Implement a programme of adaptation of the Turkish transport fleet, particularly road transport to Community technical norms
The Adoption of a programme for transposition and implementation of the transport acquis is a short-term priority of the Accession Partnership Document. The main elements were determined in line with the medium-term priority of the Accession Partnership, which envisages complete alignment with road transport legislation in terms of market access, road safety, and social, fiscal, and technical rules.

The European Union has created a liberal and competitive market in road transport. The functioning of this market is based both on technical and on social and institutional rules.

Within this framework, a harmonization programme for realizing the alignment of legislation in order to integrate the Turkish road transport market with the EU transportation market is adopted, the aim of which is to remove loopholes in the national legislation and at eliminate differences in order to satisfy the requirements of the EU market.

Besides adaptations in the legal framework, priorities in the NPAA (chapter 9) in the field of road transport are:

- Recruitment of staff to strengthen the administrative capacity of the General Directorate of Road Transport
- Training for the strengthening of administrative capacity
- Strengthening of administrative capacity to meet the requirements for the minimum level of training for road transport drivers, and implementation of professional competency conditions.
- Training of personnel so as to implement related EU acquis.
- Strengthening of structures for the implementation of legislation.

2.4 Contribution to National Development Plan

Turkey has not yet completed the preparation of the first National Development Plan. However, Preliminary National Development Plan which has been prepared by the State Planning Organization, includes development axis. The third development axis of Preliminary National Development Plan is the improvement of infrastructural services. Also, improvement of infrastructural services is a part of medium term strategy of this Plan.

2.5 Cross Border Impact

Not applicable

3. Description

3.1 Background and justification:

Introduction
Road transport is by far the most important inland transport mode, both for passengers and goods. Also in international goods transport, road transport plays a vital role for the Turkish economy. The approximation process, aligning road transport legislation is well underway. Here, the Ministry of Transport plays a key role.

In order to develop the Turkish road transport market it is crucial that the following key issues will be addressed in the upcoming approximation process;

- Ensuring co-ordinated actions in implementation of the Acquis among the competent authorities
- Implement a sound licensing system, especially for domestic road transport
- Increase technical knowledge and skills, especially in the field of dangerous goods
- Guarantee a level playing field, prepare to be ready for accession
- Ensure an effective enforcement and control
- Increase transparency of the market

Facts and figures
The road transport sector in Turkey is by far the most important inland transport mode with a market share of 96% in passenger transport and 92% in goods transport. In domestic goods transport rail has a market share of 4%, sea transport 3% and air transport 1%. In international goods transport, road transport has a market share of about 12% in tonnes, but when measured in value of the goods the share is almost 40%.

Around 600,000 registered vehicles with a loading capacity over 3.5 tonnes carry out domestic and international goods transport. These vehicles are used by transport companies for hire and reward, but also in transport for own account. Since the domestic transport market has not been regulated, there are no exact figures about the number of companies active in road transport, and especially in transport for hire and reward. However, domestic road transportation, especially goods transportation, is mainly carried out by small-scale enterprises having a small number of vehicles. Estimation received from road transport associations indicate there may be around 8000 companies active in domestic road goods transport for hire and reward, and 1005 companies active in international road goods transport for hire and reward. However, the figure on the number of companies in domestic transport seems rather low compared to the number of vehicles used.

The international transport fleet of Turkey consists of about 43,000 vehicles (tractors and lorries), mostly used in transport for hire and reward. Most of these vehicles possess the EURO-1, EURO-2 and EURO-3 norms that are obligatory standards established by the EU.

The average age of the vehicle fleet in domestic transport is estimated at 15 years, while the international fleet has an estimated average age of 5 years. (For comparison, the Dutch fleet used in domestic and international road goods transport has an average age of 3.5 years)

Transport legislation and the approximation process
The approximation process in the road transport sector is well embedded in the National Program for the Adoption of the Acquis. Recently progress has been made in the development of road transport legislation in line with the EU Acquis. In July
2003 the new Road Transport Law has been adopted followed by the Road Transport Regulation in February 2004. From this latter date, within 6 months a regulation on professional competence and within 12 months a law on the transport of dangerous goods is determined to be produced by the Ministry of Transport. Amendments of the Road Traffic Law, focused at complying with the EU Acquis, are currently with the parliament.

As in the EU, the law making process is an ongoing process of continuously adapting towards a changing environment. Especially in Accession Countries, growing experience with implementing EU standards demands constant evaluation and focusing of the Government. For the years to come the legal framework will be adapted permanently on the basis of new insights on optimizing the implementation, also regarding the impact on and need of the road transport sector. Hence, gradually also the investment climate and legal security may be enhanced.

The Ministry of Transport plays a key role for the road transport sector. Currently the most important responsibility is the licensing of the road transport industry (regime on access to the market and the profession). The basic requirements of reliability, financial standing and professional competence have been enacted.

**Scattered responsibilities**

However, responsibilities in relation to the implementation of the road transport and traffic legislation are scattered over more than 10 other Ministries and authorities having a role in the implementation of the road transport EU Acquis. Hence, summarizing the major gap, although the basic requirements are incorporated in legislation, effective implementation and enforcement of social, safety, technical and environmental standards are not ensured. This is especially the case regarding the domestic market on the transport of freight by road.

Although responsibilities towards the road transport sector are often well defined by law, it demands adequate co-ordination structures to ensure effective implementation of road transport regulations. Especially given the EU requirements regarding control and enforcement, effective co-operation is indispensable.

**The new licensing system**

A new licensing system for the road transport sector has been developed corresponding to EU requirements. As the responsible authority, the Ministry of Transport has already the necessary experience with licensing the sector (passenger transport and international goods transport). However, operators’ conditions of professional competence and financial standing are fairly new. Besides, with the new licensing system also the large domestic market of road transport of freight, including transport for own account will be covered. Also given current insufficient transparency of this market, introducing the licensing regime may be considered as an enormous challenge. Creating a sound management information base in this respect should get specific attention.

**Technical standards and dangerous goods**

Enacting technical standards should get special attention. Especially in relation to technical issues, such as the transport of dangerous goods, specialist knowledge is often not available with the administration allocated the responsibility on the enactment and implementation. Furthermore, the quite complex institutional
structure related to the transport of dangerous goods, like training for safety advisers, drivers, certification institutes, etc, is almost completely lacking.

**Level playing field**

In terms of the creation of a level playing field in the road transport sector all relevant Ministries and authorities have been aligning their standards with that of the EU Acquis. Regarding competition, State aids and fiscal matters some issues need to be further developed. Often, these will be resolved upon accession, on a reciprocal basis. But some issues, such as the need for a fleet renewal scheme for domestic transport in line with State aids rules, could be developed earlier in order to focus on bringing down the average age of the vehicle fleet, and to make sure such a fleet renewal scheme is in line with EU requirements.

Regarding **tolls and road user charges**, in the current situation all road users pay tolls for using highways, but foreign trucks need to pay road user charges when entering Turkey, based on the fact the many countries also charge sometimes excessive road user charges from Turkish hauliers for using their network. Often via bilateral negotiations it is agreed that hauliers are exempt from paying these charges. Given the fact that this subject is currently drawing a lot of attention in the EU (German “Maut System”), the EU is still developing its policy on the basis of the user pay principle, and the fact that it is likely that within the coming years the different systems used in the EU Member States will be harmonized in terms of level, but also in terms of technical implementation (connecting the different charging systems), the current system should be reviewed, and if possible be brought in line with the expected developments in the EU.

To ensure fair competition and the implementation of social, safety and environmental standards an effective **enforcement and control** of the road transport regulations should be established. Currently one may say that, depending the subject, enforcement is carried out insufficiently or ineffectively Reasons for this varies from a shortage of staff, knowledge and expertise, well defined tasks, lack of interest, or absence of adequate equipment.

The result of the above is that the sector is less committed in complying with the applicable rules and standards. Currently, the level of compliance varies very much from company to company. Some are very professional and comply with high standards, often because this is required for their international operations. Others, especially in the domestic freight transport market, try to run the business avoiding as many efforts and investments, as possible. As indicated by the sector itself, in some sub-markets, this results in a lack of a level playing field. For example, in terms of fair competition, frequently neglecting rules on maximum loading capacity or driving times, may give a company a considerable advantage in comparison with its colleagues complying with the rules.

**Market information**

Another main gap is the current lack of market information (especially on domestic transport) about the road transport sector in terms of number of companies, number and type of vehicles, production of the sector in terms of tonnes and tonkilometres, utilization rate of the fleet, profitability and cost structure etc. This hinders the development of an adequate transport policy, aimed at establishing an effective and efficient transport sector driving a sustainable economy. Therefore a monitoring
scheme is needed in order to assess to performance of the sector, and to make it possible to develop an adequate transport policy.

**Capacity development**
Over the last years the accession process has proven to require an enormous effort for the administration in those countries becoming a member of the EU. Both in terms of skills on enacting European legislation and standards and the expertise on implementing the Acquis, a huge investment in organizations and people is demanded. For the years to come, also in Turkey capacity development is an indispensable factor for the approximation process to become a success.

Overall the approximation process and the application of the EU Acquis requires highly qualified experts, able to both understand the market and its impact on the economy. In particular the Ministry of Transport should become more skilful in designing effective transport policies and in translating these into feasible, transparent and predictable rules and regulations. Besides, currently not enough Government staff master a foreign language to be able to get acquainted with the EU Acquis in the first place.

On top of that the Ministry of Transport and other responsible authorities should enhance knowledge in various technical and economic subjects related with transport, also developing competent experts for the future. Application and implementation of technical standards in fields as transport of dangerous goods, driving times and rest periods, weight and dimensions, is eminent, also given its impact on road traffic safety. Furthermore knowledge on transport economics, analysis and statistics has to be developed.

Regarding control and enforcement the Ministry of Interior and the Road Traffic Police is the implementing authority. In the framework of the accession process the Road Traffic Police is due to make a considerable investment, both in enhancing staff skills and knowledge and in control equipment.

Currently the Ministry of Interior (Road Traffic Police) intends to purchase mobile data terminals and mobile control offices for road side inspections.

In 1994, the Government of Turkey has launched a “Road Improvement and Traffic Safety Project” using World Bank funding and local funds. The main recipients of this fund were the General Directorate of Highways, the General Directorate of Security (DGS), the Ministry of National Education, Gazi University, and the Ministry of Health.

Within the framework of this Project, in June 2003, the DGS, with an investment of around 9.2 million US dollars, established the “Traffic Information System” (TIS), a reliable and consistent relational database supported by state-of-the-art infrastructure. The system renders on line and mobile services as well as storing all archival information relating to traffic and traffic safety in Turkey (motor vehicles, drivers, accidents and roads).

The main objective of this system is to improve the effectiveness of traffic law enforcement and to make planning of personnel and equipment more effective through online inquiries, collection and storing of all traffic related data centrally.
The TIS is comprised of three subsystems: Mobile Applications (MAS), Decision Support System and Internet. The MAS is designed to allow authorities to seize the driving license of a driver when the limit of penalty points are exceeded or on the grounds of violation of speed limits or drunk driving or of number of violations, and to record penalties on-line in the central database through making use of Tablet PC’s (mobile data terminals). In addition, officers in the field can make inquiries on drivers and motor vehicles leading to seize stolen vehicles and their drivers as well as wanted persons.

The DGS made all necessary investment for the system, however the allocated funds allowed to purchase only 234 Tablet PC’s and to distribute them to the traffic units deployed on the routes (a total length of 4500 km) where 80% of the accidents in Turkey occur. By the same token, with allocated funds only 204 control stations were connected to the TIS. The objective is to cover all routes (about 30,000 km), traffic enforcement agencies (about 800) and all traffic units (about 3500 units) throughout the country by increasing the number of Tablet PC’s and by making the necessary infrastructure investments.

The most critical component of the TIS is the proper functioning of the Tablet PC’s, which enable officers to perform online inquiries and enforce the laws accordingly. However, insufficient number of Tablet PC’s and the fact that many of the stations have not been connected to the system yet is causing the TIS to operate far below its actual capacity.

In addition to mobile data terminals, the Road Traffic Police wishes to enhance enforcing traffic law against speeding, and on other infringements, such as on driving times and rest periods. For this reason, the Road Traffic Police intends to purchase mobile control stations for roadside inspections. These mobile control offices are equipped with all necessary gear and tools to carry out road side inspections. These mobile offices are primarily going to be used at common control points for checks on transport of dangerous goods, driving times and rest periods, roadworthiness of commercial vehicles, and the use of speed limitation devices.

3.2 Sectoral rationale

By developing the legal and institutional framework further, creating a level playing field supported by enhanced enforcement and control, and by implementing training programmes, the Turkish transport sector will be able to develop according to the EU Acquis, taking into account also future developments in EU transport policy.

3.3 Results

The following results are expected from the project:

Transport legislation
  o Legal and institutional framework on road transport, with particular emphasis on transport of dangerous goods, is further developed in line with the EU Acquis
Level playing field
- A level playing field in the road transport sector facilitated by;
  - Development of a fleet renewal scheme in accordance with EU requirements
  - Scrutinizing best ways to set up road user charges in line with the EU acquis, and the Member States’ practices
  - Better compliance to regulations, which eliminates unfair competition as best as possible.

An implemented model on the basis of best practices in the EU in the field of control and enforcement, which ensures effective control, and enforcement of the transport regulations.
- Enhanced enforcement and control through more and more advanced inspection, testing and checking systems and equipment, including improved information technology.

Market information
- A monitoring scheme of the road transport market sector enabling collection of information to support transport policy development is in place.

Capacity development
Legal and institutional framework on transport of dangerous goods is enhanced; the necessary institutional framework in terms of examination and certification bodies and training facilities is established.

- Skills and knowledge of Government staff on enacting and implementation of road transport legislation are improved.

- Skills and knowledge, including training curricula, of trainers of training institutes and associations are improved.

3.4 Activities:

Component 1: Review and adaptation of road transport legislation

This component involves the review of road transport legislation in comparison with the EU requirement, updating, if required, the Gap Analysis and Action Plan report that has been produced in March 2003. Besides necessary adaptations of the applicable Turkish legislation will be prepared as amendments and enacted.

1.1 Review and adaptation of the whole EU acquis on road transport, including;
- Access to the profession and market, including the licensing system
- Competition, State aid and fiscal
- Social aspects
- Technology and safety
Component 2: Institutional strengthening in the road transport sector

This component involves the development of the regulatory and institutional framework of the road transport sector. It builds on the ongoing legislative reform of the Turkish government.

The main activities are;

A. Development of a level playing field in the road transport market

Assistance in the establishment of a level playing field in relation to competition, State aids and fiscal matters. This activity consists of the following consecutive sub-activities;

Regarding fleet renewal

- 2.1 Assess the current state of domestic and international fleet
- 2.2 Examine the currently used and approved renewal schemes in the EU, and the currently used scheme in Turkey
- 2.3 Specify the objectives in terms of fleet quality, time frame and available resources
- 2.4 Design and adoption of a programme (including, a new/modified legal framework as required) for the adaptation of the Turkish road transport fleet with EU standards.

Regarding road user charges and tolls

Preliminary studies for future implementation of the user pays principle with an adequate charging system (road user charges and/or tolls systems) shall be conducted. This activity will include the following subactivities:

- 2.5 Make up an inventory of the different systems being used in the EU
- 2.6 Assess the impact on industry and tax revenue of different possible systems
- 2.7 Draft a report containing conclusions and recommendations on the road user charging system most suitable for Turkey in light of the accession and the systems being used in other Member States (including technical compatibility).

The creation of a level playing field by enhancing control and enforcement of the regulations is presented in the following part.
B. Enhance the implementation of road transport regulations

This will involve supporting the related Ministries / administrations in the effective implementation of road transport regulations by increasing co-ordination and co-operation in policy development, the law making process, implementation, control and enforcement. This activity consists of the following consecutive sub-activities;

- 2.8 Analyse the current enforcement and control bodies, tasks and responsibilities, related legal framework and implementation practices in comparison with EC requirements and practices
- 2.9 Examine the most optimal implementation and enforcement model for Turkey, both in terms of efficiency and effectiveness.
- 2.10 Implement above model and develop Working Agreements between responsible Ministries and authorities on effective implementation and enforcement of road transport legislation

C. Enhance the institutional framework for the road transport of dangerous goods

This comprises of assisting the related Ministries / administrations in developing and implementing a regulatory framework for the road transport of dangerous goods in line with the EU Acquis.

Necessary support shall be provided to the related Ministries/administrations in setting up, review and/or modification, as appropriate, of necessary legislative and institutional framework for the road transport of dangerous goods, including the ADR membership.

The following activities are also envisaged:

- 2.11 Assess the institutional framework for the road transport of dangerous goods, both in terms of effectiveness and efficiency
- 2.12 Support, on the basis of examples of best practices in the EU, the independent examination body to recognize training institutes, which will deliver training courses for Safety Advisors and drivers, and the development, monitoring and evaluation of the exams.
- 2.13 Support, on the basis of examples of best practices in the EU, independent bodies for the testing and approving of tankcontainers, such as Class Bureaus / Certification Institutes.
- 2.14 Define additional provisions concerning the transport of dangerous goods in Turkey, such as compulsory routes, weather conditions and ferries, and support the legal implementation of these provisions.
- 2.15 Support, on the basis of examples of best practices in the EU, the organization of the distribution of danger labels, marking material, Personal Protective and vehicle equipment and Transport Emergency cards and Material Safety Data Sheets.
2.16 Monitor the human resource program in terms of training curricula development for drivers of dangerous goods, safety advisors, and other related staff.

D. Establish a Road Transport Information & Monitoring Scheme

This will involve assistance in the establishment of a Road Transport & Monitoring Scheme, being a scheme for the identification, collection, processing, analyses and dissemination of road transport data and information. This activity consists of the following consecutive sub-activities:

2.17 Define the information needs on basis of;
   - EU requirements, both in order to be able to comply with the Acquis or obligations pursuant to statistical needs
   - Additional needs of the Ministry of Transport, or other authorities
   - Additional needs of the road transport industry

2.18 Assess the available information sources, for example database companies on basis of new licensing system / database vehicles on basis of vehicle tax database, etc. Possibly the accessibility of databases with other authorities should be negotiated.

2.19 Define the Road Transport Information & Monitoring Scheme: collecting methodologies and sample rates, designing of questionnaires domestic and international road transport, designing processing methods and systems, developing market analyses methodology.

2.20 Define the institutional and legal requirements for the implementation of the scheme.

2.21 Carry out a pilot project for the analyses of a specific market segment/region (preferably the domestic road freight transport market).

E. Enhance the implementation of the licensing system

This will include assistance in enhancing the implementation of the licensing system through strengthening the training facilities and examination systems and procedures. This activity consists of the following consecutive sub-activities:

2.22 Assess the implementation of the licensing system, both in terms of effectiveness and efficiency

2.23 Draft recommendations on enhancing the licensing system, in particular the role of the Ministry of Transport with regard to its supervisory role of the transport and training sector, also through certification and examination systems

2.24 Arrange implementation of the above mentioned recommendations
Component 3: Capacity development in the road transport sector

3.1 Strengthening human resources in the road transport sector

This component involves the provision of training for Government authorities and a train-the-trainers program for training institutes and associations. The objective is to enhance the human resources in the government and industry, to ensure understanding, debate, adequate implementation and evaluation of the EU Acquis.

A Training Needs Assessment will precede this human resource program, which is a pre-condition for this activity. The aim of this Training Needs assessment is to:

- identify current skills and capabilities at the side of the Government in relation to enacting and implementation of road transport legislation
- assess the quality of road transport training facilities
- Develop the terms of reference for
  - a human resource program for the Government to enhance capabilities on enacting and implementing road transport legislation
  - a train-the-trainers program for training on:
    - the certificate of professional competence
    - professional driver training
    - safety advisor dangerous goods transport
  - the development of training curricula
  - the enhancement of examination skills and facilities
  - procurement of training equipment

3.2 Strengthening Enforcement and control

This component involves the procurement (tendering and contracting) of enforcement and control equipment for the road traffic police operations. It involves data terminals (and related infrastructure), which make it possible to (online) check information on drivers and vehicles during roadside checks by traffic police officials, and mobile control stations, both enabling better enforcement and control.

INPUTS

Twinning (duration is estimated at 18 months)

RTA-Resident Twinning Advisor on road transport legislation will provide advice and technical assistance to the Ministry of Transport on clarifying, defining and helping implement the regulatory requirements of the EU Acquis in the road sector. The RTA will ensure that best practice in road transport management and organisation is included in newly developed structure of the Turkish road transport sector.

The RTA will act as team leader and will be assisted by a pool of Short Term Experts (STE) who will be called upon on an ad-hoc basis when the need arises to provide more focussed advice. The RTA will co-ordinate the deployment of the STE’s.

- Resident Twinning Advisor: Total of 18 m/m
Long-term twinning expert: senior adviser to the Ministry of Transport

- Minimum of 10 years experience working in a road transport authority or advising transport authorities in one of the EU Member States at executive level.
- Substantial knowledge of regulatory and institutional issues involved in a competitive road market, including licensing, transport of dangerous goods, implementation, enforcement and control.
- Substantial knowledge and experience in road transport sector reform and regulating the road transport market as well as the corresponding EU acquis.
- Strong personality with excellent interpersonal and communication skills.
- Experience in project management.
- Advanced university degree in law, economics, business administration or related discipline.
- International advisory or consulting experience.
- Experience in project management and procurement rules.
- Good written and oral command of English.
- Experience in developing, co-ordinating and conducting training programmes.

Tasks of the RTA

- to coordinate the entire programme and to design a work plan for the implementation of the programme;
- to plan and coordinate outputs;
- to nominate and mobilize experts;
- to coordinate study visits, training activities, workshops and other public awareness activities;
- to ensure proper quality of outputs;
- to provide to the beneficiary and the European Commission a detailed report on the results of the programme.

- **Short Term to Medium Term Expert Facility**: International experts with a total of up to 24 m/m covering the following areas:
  
  - Road transport legislation and implementation
  - Transport economics
  - Transport policy development
  - Market analysis
  - Transport information and statistics
• Training and examination

• Transport of dangerous goods

The required profile of the STE’s is as follows:

• Minimum of 3 years professional experience in their respective fields working in a road transport authority.
• Advanced university degree in a relevant subject: law, economics, business administration or related discipline.
• Good written and oral command of English.

• Study Tours: A number of study tours (at least four) Ministry of Transport and other relevant ministries and road transport institutions of the Member and/or Candidate States are foreseen. These study tours will enable the relevant Ministries to see how things are organised in the EU, and how the different governmental bodies work together in this field.

• Internship: A selected number of Ministry of Transport and other relevant ministries staff will work for a month in the twinning organisation. The Ministry of Transport in consultation with the RTA will select the staff. This will enable the relevant Ministries to gain detailed knowledge of working procedures in the EU.

• Workshops/Information Events: A number of seminar, workshop or other information events to be held in Turkey are foreseen.

Service

Comprehensive Human Resource Programme, estimated at duration of 12 months, during which staff of relevant ministries and other organisations are trained. This programme will be carried on the condition that a training needs assessment is carried out in 2004 under the PPF programme, which specifies the training needs.

It is estimated that the programme includes 15 to 20 man months to develop and execute an estimated 10 to 15 different training programmes.

Supply

A total number of 1500 mobile data terminals, including related infrastructure consisting of supportive hardware, software and other equipment to make the communication system within the Traffic Information System fully operational and a total number of 10 mobile control offices for roadside checks.

3.5 Linked activities
• There has been a project on road improvement and traffic safety, carried out in relation with the Ministry of Interior, Ministry of National Education, Ministry of Public Works and Settlements, Ministry of Health, Gazi University and SWEROAD in December 2001.

• There is a Road Project of the World Bank with a traffic safety component including procurement of works and supply. Via this project the basis of a system, which enables checking of information on drivers and vehicles during roadside checks, is made. However, to fully benefit from this system more data terminals are needed in order to give more police officials’ access to the system during roadside checks.

3.6  Lessons learned

Recent experience from Associated Countries learns that;
  o Implementation of the road transport Acquis may only be achieved through a well-co-ordinated and concerted action of all relevant authorities
  o Successful implementation of road transport legislation may only be achieved if it is prepared together with implementing bodies and the transport industry. For the twinning to be sustainable and successful the Ministry of Transport needs to make available adequate staff that gets enough power and time allocated for the implementation of the various activities.

4.  Institutional Framework

The main recipient of the project is the Ministry of Transport, Directorate General for Land Transport (except for the supplies defined in component 3), in particular regarding the issues of access to the profession, the market and licensing of the industry, professional training of drivers and operators, transport of dangerous goods and road transport statistics. Component 1 and 2 are strongly inter-linked as transfer of skills and knowledge are indispensable for the sustainability of the advisory services rendered through the twinning component.

On specific issues the following Ministries may also be deemed to be recipients;

• Ministry of Interior, Road Traffic Police – driving license, driving times and rest periods, tachograph, weight and dimensions, safety belts, road side vehicle inspection

• Ministry of Public Works and Settlements – tolls, road user charges, roadworthiness tests, traffic statistics

• Ministry of Work and Social Security, Labour Inspection – driving times and rest periods, working time

• Ministry of Finance – fleet renewal schemes, annual vehicle taxation, VAT, excise duties, other taxes
• Ministry of Agriculture – living animals transport, veterinary inspection
• Ministry of Industry and Trade – tachograph, speedlimiters
• Ministry of Education – training and examination of drivers
• Ministry of Forest and Environment – waste transport, emission standards
• State Planning Organization – budgetary issues/allocation, State aids, fleet renewal scheme
• Under-secretariat of Treasury – State aids, fleet renewal scheme
• Under-secretariat of Customs – excise duties
• Competition Authority – competition
• State Statistical Institute – transport statistics

For component 2 also the training industry, being training institutes, universities, road transport associations, etc will be recipients of the project. The Ministry of Transport will invite the latter parties.

Background is that the MoT will be involved in setting up the organizational structure related to training, and especially the examination part, but the actual training will be carried out by the private sector. Therefore the MoT will make clear and transparent arrangements regarding the training programme and its beneficiaries.

For the purpose of component 1 and 2 a Steering Committee will be chaired by the Ministry of Transport, consisting of representatives from the Ministry of Interior, Ministry of Public Works and Settlements, Ministry of Work and Social Security, Ministry of Finance, the Representation of the European Commission to Turkey, the EUSG in Ankara, and other above authorities if the need arises.

The role of the Steering Committee will be to:
• Give advise and assist the RTA and its twinning team in networking
• Be intensively involved during all steps of the project
• Co-ordinate required activities by local authorities/public during implementation of the project
• Meet on a regular basis to give comments on the outputs
• Ensure consensus on results achieved during project implementation
• Stimulate a pro-active approach by the Turkish counterparts in participating in the project.

Given the variety of the themes under the activities and related scattered responsibilities among the Turkish governmental institutions concerted action is of utmost importance for a sustainable project progress. For this reason the following
Inter-Ministerial Working Groups are supposed to be established under the first three activities of component 1.

A. Development of a level playing field in the road transport market
Establishment of a Inter-Ministerial Working Group for fleet renewal and road user charges / tolls, consisting of representatives of the Ministry of Transport, the Ministry of Public Works and Settlements, Ministry of Finance, Treasury, State Planning Organization and other relevant Ministries and bodies. The industry itself should somehow be involved to determine impact, and sector “friendly” implementation.

B. Enhance the implementation of road transport regulations
Establishment of an Inter-Ministerial Working Group for the co-ordination of implementation and enforcement where various Ministries share competences. Major Ministries to be represented are Ministry of Transport, Ministry of Interior, Ministry of Work and Social Security, Ministry of Public Works and Settlements.

C. Enhance the regulatory framework for the road transport of dangerous goods
Establishment of an Inter-Ministerial Working Group with the objective of effectively implementing dangerous goods transport regulations. The Group will consist of at least the Ministry of Transport, the Ministry of Interior, the Ministry of Public Works and Highways, the Ministry of Industry and Trade, the Ministry of Defence and the Ministry of Forest and Environment.

D. Establish a Road Transport Information & Monitoring Scheme
Establishment of a Working Group, including the Ministry of Transport and the State Statistical Office, supported by the national and international associations

The recipient of the supply part of component 3 is the Ministry of Interior, Road Traffic Police. Above components 1 and 2 should prepare the relevant staff to effectively work with the supplies delivered through this component.
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<tr>
<td>TOTAL</td>
<td>2.8125</td>
<td>1.8</td>
<td>4.6125</td>
</tr>
</tbody>
</table>

5. Implementation Arrangements

5.1 Implementing Agencies:

The implementing agency for the project will be the Ministry of Transport. Contact details are as follows:

Ministry of Transport
Bosna Hersek cad. 90. sok. No: 5
Emek Ankara TURKEY
Contact Person:
Gulcan DEMIRCI
Head of EU Coordination Department
Phone: (90-312) 550 13 60; Fax: (90-312) 550 13 62;
E-mail: gdemirci@ubak.gov.tr

Erdem DIREKLER
Head of Department
Phone : (90-312) 550-1223; Fax : (90-312) 212-0849;
E-mail : erdem@ubak.gov.tr

Nurhan TUKEKCIIOGLU
EU Expert
Phone : (90-312) 550-1365; Fax : (90-312) 550 13 62;
**Twinning**

The project will be implemented in the form of one Twinning Covenant between Turkey and one (or more) Member State(s), a service contract and a supply contract.

The twinning partner will manage all aspects of execution in close cooperation with the Ministry of Transport. The twinning partner will provide a RTA and secure a pool of international and national experts for the purpose of advisory services and training according to the work plan that will be prepared for the covenant.

Member States may form a consortium, which will result in a wide range of qualified senior experts gathered from road transport authorities, different national administrations, universities, major specialised consulting firms or renowned independent experts from more than one Member State, provided that national approaches can be harmonised within the consortium.

The main beneficiary institution for the Twinning arrangement will be the Ministry of Transport, which will also assume responsibility for the administration related to the preparation, technical control and implementation.

The contact person for the Twinning covenant will be:

**Gulcan DEMIRCI**  
Ministry of Transport  
Head of EU Coordination Department  
Phone: (90-312) 212-4168; Fax: (90-312) 215-2168; E-mail: gdemirci@ubak.gov.tr

**Erdem DIREKLER**  
Ministry of Transport  
Head of Department  
Phone: (90-312) 550-1223; Fax: (90-312) 212-0849;  
E-mail: erdem@ubak.gov.tr

**Nurhan TUFKCIIOGLU**  
Ministry of Transport  
EU Expert
6.2 Contracts:
Twinning covenant (Component 1 and 2)
Service contract (Components 3.1)
Supply contract (Component 3.2)

6. Implementation Schedule

<table>
<thead>
<tr>
<th></th>
<th>Start of Tendering</th>
<th>Start of project activities</th>
<th>Project completion</th>
</tr>
</thead>
<tbody>
<tr>
<td>Twinning</td>
<td>III Quarter 2004</td>
<td>III Quarter 2005</td>
<td>IV Quarter 2006</td>
</tr>
<tr>
<td>Service</td>
<td>III Quarter 2004</td>
<td>I Quarter 2005</td>
<td>IV Quarter 2005</td>
</tr>
<tr>
<td>Supply</td>
<td>III Quarter 2004</td>
<td>III Quarter 2005</td>
<td>IV Quarter 2005</td>
</tr>
</tbody>
</table>

7. Equal Opportunity

Equal opportunity principles and practices in ensuring equitable gender participation in the project will be guaranteed. Male and female participation in the project will be based on the relevant standards of the EU and will be assured by official announcements published to recruit staff needed for the project. The main criteria for staff recruitment will be appropriate qualifications and experience in similar projects, not sex or age. Both men and women will have equal opportunities and salaries.

8. Environment

The project has no negative effect on the environment. Improving the overall performance of the transport sector will help to constrain levels of road traffic, reducing levels of congestion, atmospheric pollution and road accidents.

9. Rates of return

Not applicable

10. Investment criteria

Not applicable

11. Conditionality and sequencing
The EU financing for this project is conditional upon:

- The adoption of an Action Plan for restructuring of the road transport sector in accordance with the EU acquis by the Government prior to signing of any contract
- The adoption and entry into force of a regulation on the road transport of dangerous goods prior to signing of twinning covenant
- The establishment/assignment of necessary institutions concerning the road transport of dangerous goods in accordance with the acquis prior to signing of twinning covenant
- The finalisation of a comprehensive Training Needs Assessment study for the road transport sector prior to launching of the service tender;
- A fair and non-discriminatory selection invitation for participation of the training industry, being training institutes, universities, road transport associations, etc. for the train-the-trainers programme within the Human Resource Programme prior to signing of the service contract
- National co-financing for the equipment part to be confirmed prior to signing of Supply contract.

**ANNEXES TO PROJECT FICHE**

1. Logical framework matrix in standard format
2. Detailed implementation chart
3. Contracting and disbursement schedule by quarter for full duration of programme (including disbursement period)
4. Reference list of feasibility/pre-feasibility studies, in-depth ex ante evaluations or other forms of preparatory work
5. List of relevant Laws and Regulations
6. Reference list of relevant strategic plans and studies
<table>
<thead>
<tr>
<th>Annex No. 1 to Project Fiche</th>
<th>Programme name and number:</th>
<th>Date of drafting:</th>
</tr>
</thead>
<tbody>
<tr>
<td>LOGFRAME PLANNING MATRIX FOR</td>
<td>Contracting period expires:</td>
<td>Execution period expires:</td>
</tr>
<tr>
<td>“Assistance to the Turkish Road Transport Sector”</td>
<td></td>
<td></td>
</tr>
<tr>
<td><strong>Project Number</strong></td>
<td><strong>Total Budget:</strong></td>
<td><strong>EU:</strong></td>
</tr>
<tr>
<td><strong>Wider Objective(s)</strong></td>
<td><strong>Indicators of Achievement</strong></td>
<td><strong>Sources of Information</strong></td>
</tr>
</tbody>
</table>
| The overall objective is the development of the Turkish road transport sector in line with the EU Acquis. | Turkey will sufficiently meet with the requirements of the transport acquis by 2006 | o EC Regular Reports  
o Annual reports of the Ministry of Transport and other ministries |
| **Immediate Objective (Purpose)** | **Indicators of Achievement** | **Sources of Information** | **Assumptions and Risks** |
| The project purpose is to establish and develop the legislative and institutional framework of the Turkish road transport sector in accordance with the EU Acquis. | • Comprehensive system of primary and secondary road transport legislation by the last quarter of 2006  
• Qualified Government staff by the last quarter of 2005  
• Institutional framework in place by the third quarter of 2006 | o Turkish Official Gazette  
o EC Regular Reports  
o Twinning project reports | • Lack of Government priority  
• Lack of political agreement among competent authorities on the structure of road transport, especially in relation with enforcement and control  
• Sector and trade union resistance to new licensing system |
| **Results** | **Indicators of Achievement** | **Sources of Information** | **Assumptions and Risks** |
| o Legal and institutional framework in line with EU transport acquis | • Transparent and non-discriminatory road transport legislation and implementation by the last quarter of 2006 | • Primary and secondary legislation  
• Twinning reports  
• Turkish Official Gazette  
• Progress Reports | • Lack of political will and trade union and staff resistance  
• Lack of political consensus and will over structure of the road transport sector primary and secondary |
<table>
<thead>
<tr>
<th>Action</th>
<th>Details</th>
</tr>
</thead>
<tbody>
<tr>
<td>Approve fleet renewal scheme</td>
<td>In accordance with EU requirements</td>
</tr>
<tr>
<td>Scrutinizing best ways</td>
<td>Set up road user charges in line with the EU acquis and Member States’ practices</td>
</tr>
<tr>
<td>Better compliance</td>
<td>Regulations, which eliminates unfair competition as best as possible</td>
</tr>
<tr>
<td>Implemented model</td>
<td>for improved control and enforcement</td>
</tr>
<tr>
<td>Enhanced enforcement</td>
<td>and control through more and more advanced inspection, testing and checking</td>
</tr>
<tr>
<td>Fleet renewal scheme</td>
<td>Signed by all relevant parties by the second quarter of 2006</td>
</tr>
<tr>
<td>Report on best practices</td>
<td>Conclusions and recommendations for the Turkish situation by the second quarter of 2006</td>
</tr>
<tr>
<td>Administrative capacity</td>
<td>For enforcement and control is improved by the end of project</td>
</tr>
<tr>
<td>Transparent agreements</td>
<td>Between relevant bodies by the second quarter of 2006</td>
</tr>
<tr>
<td>20% increase in the</td>
<td>Number of controls by the end of the project</td>
</tr>
<tr>
<td>Twinning reports, report</td>
<td>On tolls and user charges, approval EC.</td>
</tr>
<tr>
<td>Police reports, statements</td>
<td>By the industry, traffic statistics</td>
</tr>
<tr>
<td>Traffic statistics published</td>
<td>Annually</td>
</tr>
<tr>
<td>Turkish Official Gazette,</td>
<td>Examination standards, new bodies been set up</td>
</tr>
<tr>
<td>Operational monitoring scheme</td>
<td>Producing reliable road transport information</td>
</tr>
<tr>
<td>Individual training assessments of</td>
<td>Trainees</td>
</tr>
<tr>
<td>Published training courses</td>
<td>For the road transport sector</td>
</tr>
<tr>
<td>Published training courses</td>
<td>For the road transport sector</td>
</tr>
<tr>
<td>Supply and delivery contracts</td>
<td></td>
</tr>
<tr>
<td>Turkish Official Gazette,</td>
<td>Examination standards, new bodies been set up</td>
</tr>
<tr>
<td>Operational monitoring scheme</td>
<td>Producing reliable road transport information</td>
</tr>
<tr>
<td>Individual training assessments of</td>
<td>Trainees</td>
</tr>
<tr>
<td>Published training courses</td>
<td>For the road transport sector</td>
</tr>
<tr>
<td>Published training courses</td>
<td>For the road transport sector</td>
</tr>
<tr>
<td>Supply and delivery contracts</td>
<td></td>
</tr>
<tr>
<td>Legislation</td>
<td></td>
</tr>
<tr>
<td>Systems and equipment, including improved information technology.</td>
<td></td>
</tr>
<tr>
<td>---------------------------------------------------------------</td>
<td></td>
</tr>
<tr>
<td>o Enhanced regulatory and institutional framework on transport of dangerous goods</td>
<td></td>
</tr>
<tr>
<td>• Regulations and institutional arrangements by the third quarter of 2006</td>
<td></td>
</tr>
<tr>
<td>o Monitoring scheme of the road transport market</td>
<td></td>
</tr>
<tr>
<td>• Road transport information and monitoring scheme is established and results of pilot project on statistics by the last quarter of 2006</td>
<td></td>
</tr>
<tr>
<td>• Published legal requirements by the end of the project</td>
<td></td>
</tr>
<tr>
<td>o Enhanced licensing system</td>
<td></td>
</tr>
<tr>
<td>• Recommendation report on licensing system is</td>
<td></td>
</tr>
<tr>
<td>Activities</td>
<td>Input</td>
</tr>
<tr>
<td>------------</td>
<td>-------</td>
</tr>
<tr>
<td>COMPONENT 1: REVIEW</td>
<td></td>
</tr>
<tr>
<td>o Skills and knowledge of Government staff on enacting and implementation of road transport legislation</td>
<td></td>
</tr>
<tr>
<td>o Skills and knowledge, including training curricula, of trainers of training institutes and associations</td>
<td></td>
</tr>
<tr>
<td>o Supply of 1500 mobile data terminals and related infrastructure</td>
<td></td>
</tr>
<tr>
<td>o 10 mobile control offices for roadside checks</td>
<td></td>
</tr>
<tr>
<td>produced and arrangements for the implementation of recommendations is in place by the last quarter of 2005</td>
<td></td>
</tr>
<tr>
<td>• Staff that passes exams and receive training certificates by the last quarter of 2005</td>
<td></td>
</tr>
<tr>
<td>• Published training courses, presentation sheets and training curricula</td>
<td></td>
</tr>
<tr>
<td>• Qualified trainers in the training institutes and associations by the last quarter of 2005</td>
<td></td>
</tr>
<tr>
<td>• Supply and delivery contracts by the last quarter of 2005</td>
<td></td>
</tr>
<tr>
<td>• Supply and delivery contracts by the last quarter of 2005</td>
<td></td>
</tr>
</tbody>
</table>
### AND ADAPTATION OF ROAD TRANSPORT LEGISLATION.

1.1 Review and adoption of legislation in the field of:
- Access to the profession and market, including the licensing system
- Competition, State aid and fiscal
- Social aspects
- Technology and safety
- Transport of dangerous goods, animals and waste
- Transit systems, border control and inspections
- Transport statistics

### COMPONENT 2: INSTITUTIONAL STRENGTHENING IN THE ROAD TRANSPORT SECTOR

Creating a level playing field by:

**Fleet renewal scheme:**

2.1 Assess the current state of domestic and international

<table>
<thead>
<tr>
<th>RTA – 18 MM</th>
<th>STE – 24 MM</th>
<th>Workshops</th>
<th>Study visits</th>
<th>Internships</th>
</tr>
</thead>
</table>

with the RTA and the team of experts MoT is able to develop and sustain its role as the leading partner in the project and in the relevant Steering Committee.

Staff of relevant ministries will be able to attend training courses, study tours etc.
| 2.2 | Examine the currently used and approved renewal schemes in the EU, and the currently used scheme in Turkey |
| 2.3 | Specify the objectives in terms of fleet quality, time frame and available resources |
| 2.4 | Design and adoption of fleet renewal scheme, including the legal framework, and arrange the adoption of the scheme by the relevant bodies. |
| **Tolls and road user charges** |  |
| 2.5 | Make up an inventory of the different systems being used in the EU |
| 2.6 | Assess the impact on industry and tax revenue of different possible systems |
| 2.7 | Draft a report containing conclusions and recommendations on the road user charging system most suitable for Turkey in light of the accession and the systems being used in **fleet and the existing Turkish renewal scheme** |
other Member States (including technical compatibility).

<table>
<thead>
<tr>
<th>Enhance the implementation of road transport regulations</th>
</tr>
</thead>
<tbody>
<tr>
<td>2.8 Analyse the current enforcement and control bodies, tasks and responsibilities, related legal framework and implementation practices in comparison with EC requirements and practices</td>
</tr>
<tr>
<td>2.9 Examine the most optimal implementation and enforcement model for Turkey, both in terms of efficiency and effectiveness.</td>
</tr>
<tr>
<td>2.10 Implement above model and development of Working Agreements between responsible Ministries and authorities on effective implementation and enforcement of road transport legislation</td>
</tr>
</tbody>
</table>

<table>
<thead>
<tr>
<th>Enhance the institutional regulatory framework for the road transport of dangerous goods</th>
</tr>
</thead>
<tbody>
<tr>
<td>Pre-condition The new regulation on transport of</td>
</tr>
<tr>
<td>2.11</td>
</tr>
<tr>
<td>2.12</td>
</tr>
<tr>
<td>2.13</td>
</tr>
<tr>
<td>2.14</td>
</tr>
<tr>
<td>2.15</td>
</tr>
</tbody>
</table>
2.16  Monitor the human resource program in terms of training curricula development for drivers of dangerous goods, safety advisors, and other staff

**Road Transport Information & Monitoring Scheme**

2.17  Define the information needs on basis of; EU requirements, both in order to be able to comply with the Acquis or obligations pursuant to statistical needs, additional needs of the Ministry of Transport, or other authorities, Additional needs of the road transport industry

2.18  Assess the available information sources, for example database companies on basis of new licensing system / database vehicles on basis of vehicle tax database, etc. Possibly
the accessibility of databases with other authorities should be negotiated.

2.19 Define the of Road Transport Information & Monitoring: collecting methodologies and sample rates, designing of questionnaires domestic and international road transport, designing processing methods and systems, developing market analyses methodology.

2.20 Define the institutional and legal requirements for the implementation of the scheme.

2.21 Carry out a pilot project for the analyses of a specific market segment/region (preferably the domestic road freight transport market).

**Enhance the implementation of the licensing system**

2.22 Assess the implementation of the licensing system, both in terms of effectiveness and efficiency
2.23 Draft recommendations on enhancing the licensing system, in particular the role of the Ministry of Transport with regard to its supervisory role of the transport and training sector, also through certification and examination systems

2.24 Arrange implementation of the above mentioned recommendations

COMPONENT 3: CAPACITY DEVELOPMENT IN THE ROAD TRANSPORT SECTOR

Strengthening human resources in the road transport sector:
3.1 Carry out a comprehensive training programme on the basis of a Training Needs Assessment (financed through PPF)

<table>
<thead>
<tr>
<th>Service</th>
<th>Supply</th>
</tr>
</thead>
<tbody>
<tr>
<td>Human Resource Program, duration 12 months</td>
<td>Mobile Data Terminals</td>
</tr>
</tbody>
</table>

Pre-condition
A Training Needs Assessment is carried out.

Pre-condition
Confirmed co-financing for the equipment prior to signing Supply contract
3.2 This subcomponent involves the procurement (tendering and contracting) of enforcement and control equipment for the road traffic police operations:

<table>
<thead>
<tr>
<th></th>
<th>(1500) + infrastructure, hardware, software</th>
</tr>
</thead>
<tbody>
<tr>
<td></td>
<td>Mobile Control Offices (10)</td>
</tr>
</tbody>
</table>
### Annex No.2
Detailed Implementation Schedule of Activities

<table>
<thead>
<tr>
<th>Description</th>
<th>2004</th>
<th>2005</th>
<th>2006</th>
<th>2007</th>
</tr>
</thead>
<tbody>
<tr>
<td></td>
<td>J ASO ND</td>
<td>J FMAJ</td>
<td>JASOND</td>
<td>J FMAJ</td>
</tr>
<tr>
<td><strong>Component 1 &amp; 2 Institutional Strengthening Twinning</strong></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Inception – work plan preparation</td>
<td></td>
<td>x x</td>
<td></td>
<td></td>
</tr>
<tr>
<td>Resident Twinning Advisor</td>
<td>x x x x x x x x x x x x x x x x x x x</td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Short-term experts</td>
<td>According to work plan</td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Review/adaptation road transport legislation</td>
<td>x x x x</td>
<td>x x x x x x x x x x x</td>
<td></td>
<td></td>
</tr>
<tr>
<td>Development level playing field</td>
<td></td>
<td>x x x x</td>
<td></td>
<td></td>
</tr>
<tr>
<td>Enhance implementation road transport regulation</td>
<td>x x x x</td>
<td></td>
<td>x x</td>
<td></td>
</tr>
<tr>
<td>Enhance institutional framework road transport dangerous goods</td>
<td>x x x x</td>
<td>x x x x x x x x x</td>
<td></td>
<td></td>
</tr>
<tr>
<td>Establish Information &amp; Monitoring Scheme</td>
<td></td>
<td>x x x x x x x x x x x x x x x x x x x x x x x x x x x x x x x x x x</td>
<td></td>
<td></td>
</tr>
<tr>
<td><strong>Component 3.1 - Service</strong></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Human Resource Program</td>
<td>x x x x x x x x x x x x x</td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td><strong>Component 3.2 - Supply</strong></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
</tbody>
</table>

= Tendering and contracting
= Implementation and payments
## Annex 3
Commitment and Disbursement Schedule (€m)

<table>
<thead>
<tr>
<th>Contracting schedule (MEuro)</th>
<th>2005</th>
<th>2006</th>
<th>Total</th>
</tr>
</thead>
<tbody>
<tr>
<td>Contracted</td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Twinning</td>
<td>1.0</td>
<td></td>
<td>1.0</td>
</tr>
<tr>
<td>Service</td>
<td>0.8</td>
<td></td>
<td>0.8</td>
</tr>
<tr>
<td>Supply (EU Support)</td>
<td></td>
<td>3.75</td>
<td>3.75</td>
</tr>
<tr>
<td>Sub-total</td>
<td>0.8</td>
<td>1.0</td>
<td>3.75</td>
</tr>
<tr>
<td>Cumulated</td>
<td>0.8</td>
<td>1.8</td>
<td>5.55</td>
</tr>
</tbody>
</table>

| Disbursed                    |      |      |       |
| Twinning                     | 0.3  | 0.3  | 0.3   | 0.1  | 1.0  |
| Service                      | 0.2  | 0.2  | 0.2   |      | 0.8  |
| Supply (EU Support)          |      | 1.75 | 2     |      | 3.75 |
| Sub-total                    | 0.2  | 0.2  | 2.25  | 2.2  | 0.3  | 0.3  | 0.1  | 5.55 |
| Cumulated                    | 0.2  | 0.4  | 2.65  | 4.85 | 5.15 | 5.45 | 5.55 | 5.55 |
Annex 4
Reference list of feasibility/pre-feasibility studies, indepth ex ante evaluations or other forms of preparatory work

None
Annex 5
List of Relevant Turkish Laws and Regulations

Road Transport Law
Regulation on Road Transport
Road Traffic Law
Annex 6

Reference list of relevant strategic plans and studies

None