

ERCAN KORKMAZER

Ercan Korkmazer was born in Diyarbakır / Turkey and graduated from Cukurova University at Civil Engineering Department in 2009. His graduation project in Bachelor's Degree was about "two dimensional analysis of reinforced concrete frames with cracked beam and column elements, engineering structures". He completed a master degree on Railway Systems Engineering and Integration at Civil Engineering Department from University of Birmingham in England in 2012. His dissertation study is about "Cost Effectiveness of Duplex Tunnel".

He is currently working for Turkish State Railways (TCDD) as a Permanent Way Engineer at YHT (HST) Regional Directorate in Ankara. He is now in charge of improvements of tunnel and construction of snow fence around HST lines.

Summary of Presentation

“New High Speed Train Station in Ankara Tendered with PPP (Public Private Partnership)”



The increasing number of High Speed Train line networks in Turkey follows the increasing need of railway transportation. Moreover, it seems that the demand of railway transportation means will increase even more with the opening of significant lines such as the one of Istanbul and Izmir HST line. Ankara, the capital city of Turkey, seems to be the heart of the HST lines due to the Government's current HSL projects. However, the current train station in Ankara may not be able to reciprocate to the demands of opening new HST lines. Thus, the General Directorate of the Turkish State Railway has tendered the operation for the new High Speed Train Station of Ankara to a model of Build-Operate-Transferred, a type of PPP, in order to meet the upcoming demands. This bid was awarded by a joint venture group consisted by Limak Construction Industry and Trading Co., Ltd & Kolin Construction, Tourism Industry and Trading Co., Ltd & Cengiz Construction Industry and Trade Co.,Ltd.

The New High Speed Train Station located on a 70.000,00 m² land, will accommodate several facilities such as hotels, restaurants, offices, car parking areas, etc. This station will be an interchange terminal for all high speed trains in Turkey and has been designed as per 20,000 passengers per day in short term and 50,000 passengers per day in long term as a

modern design of high-speed train station. The Joint Venture Group awarded approximately by the investment amount of 235 Million US dollars for the new High Speed Train Station tendered with the model of Build-Operate-Transferred (BOT) will transmit the New HST station to TCDD after it completes an operation of 19 years and 7 months within the frame of contract provisions.

In this study, the author mentions the technical specifications of the station, the facilities within and the financing relations to the construction and operation of the High Speed Train Station.