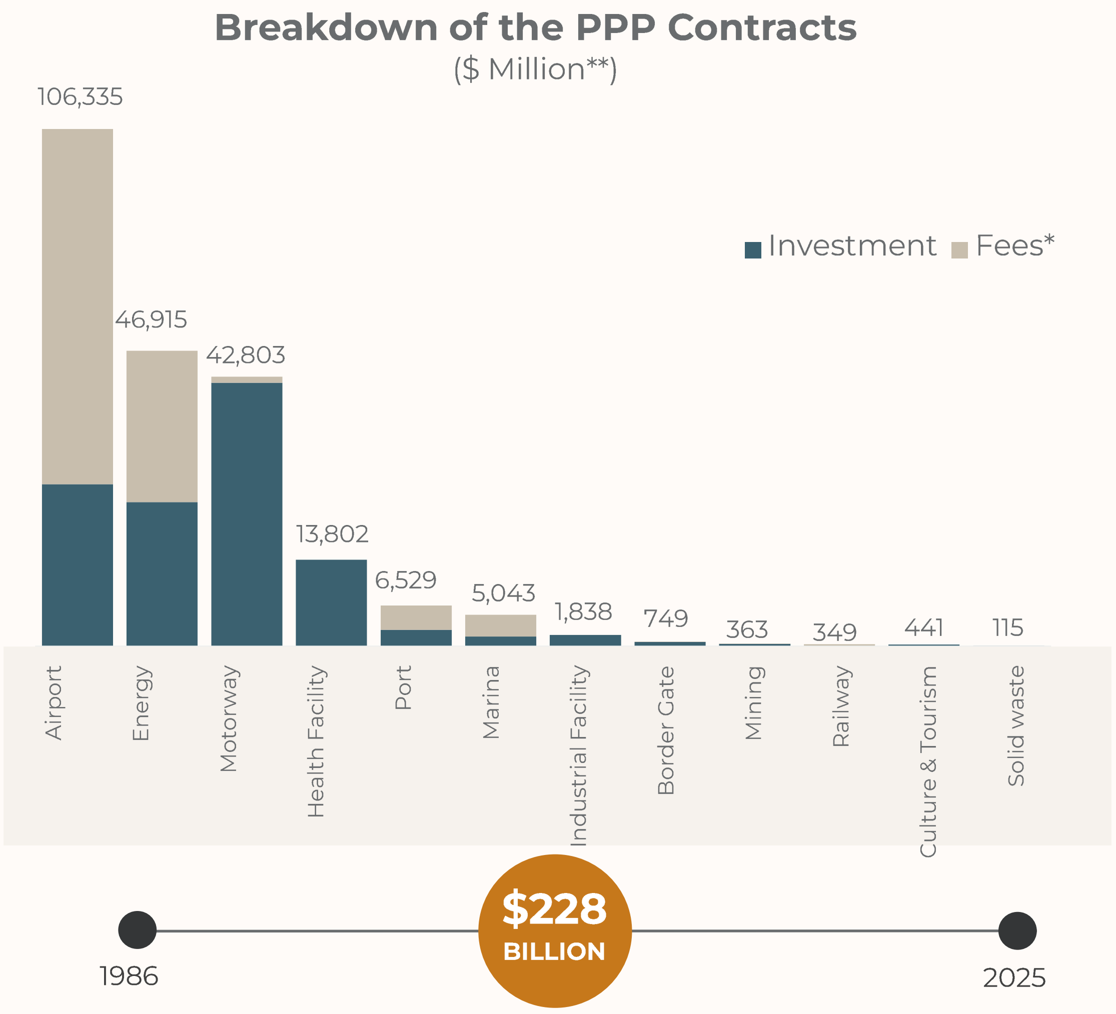
PRESIDENCY OF
THE REPUBLIC OF TÜRKİYE
INVESTMENT &
FINANCE OFFICE

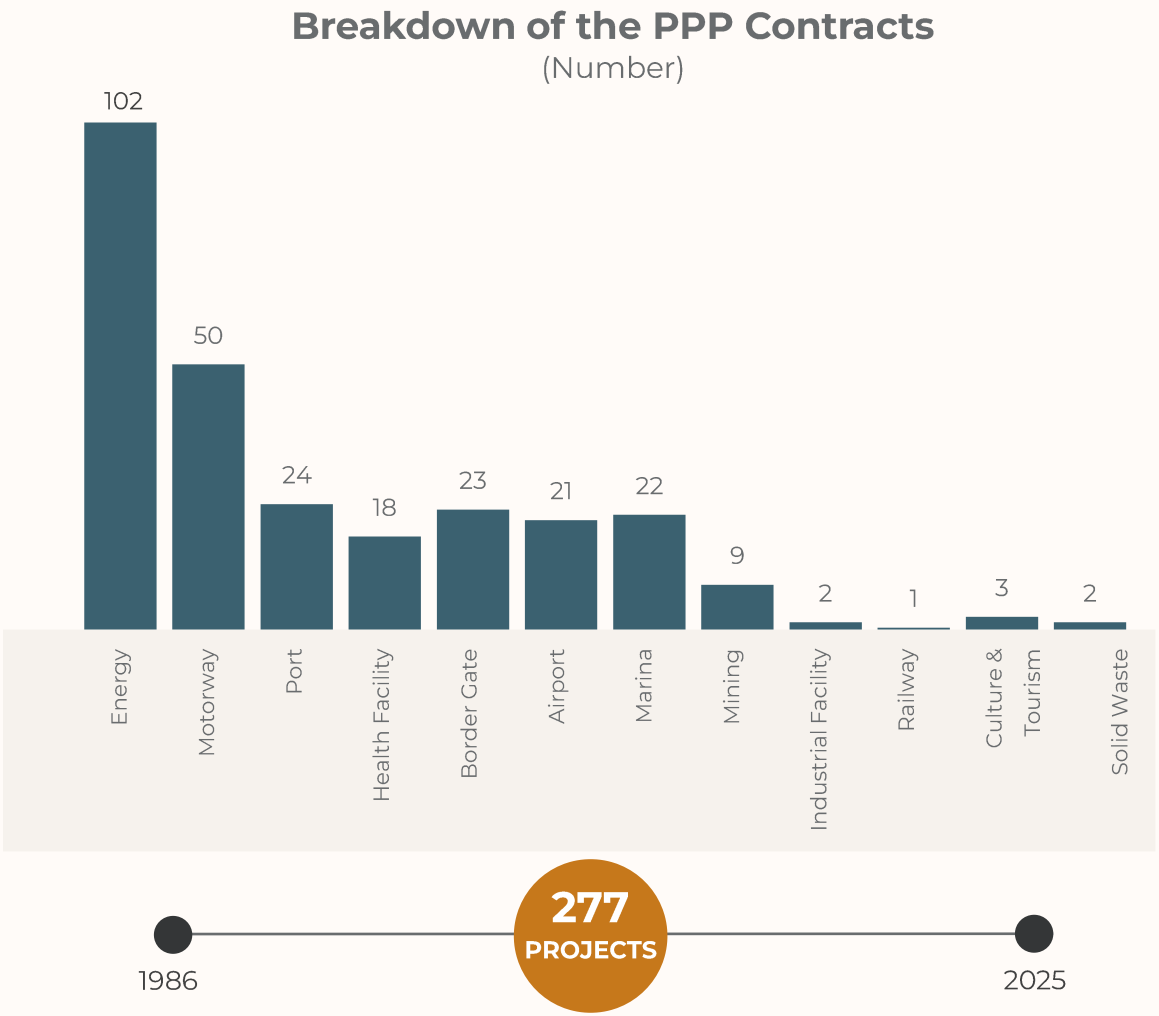
INFRASTRUCTURE ASSETS & PROJECTS PORTFOLIO IN TÜRKİYE

INVEST.GOV.TR

Turkish PPP Market

TRANSPORTATION AND ENERGY INFRASTRUCTURE PROJECTS DOMINATE THE PPP MARKET IN TÜRKİYE





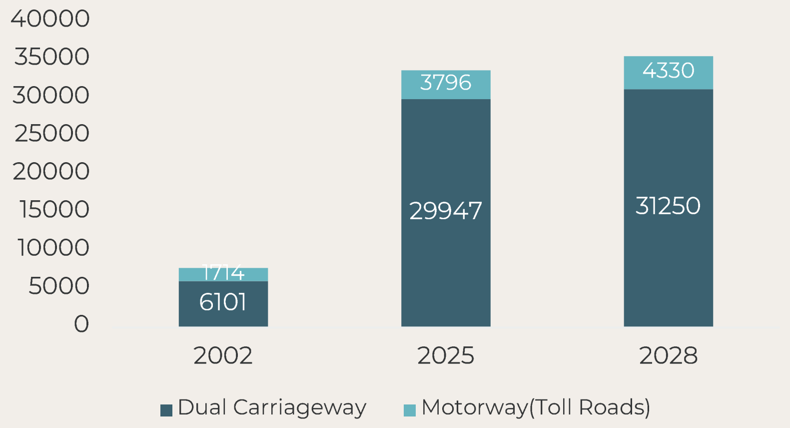
Source: Presidency of Strategy and Budget *Fees to the government for the transfer of operating rights **2025 September' prices

Ambitious Targets in Transportation Infrastructure

TÜRKİYE HAS DONE A LOT FOR THE PAST 20 YEARS TO UPGRADE ITS TRANSPORTATION INFRASTRUCTURE

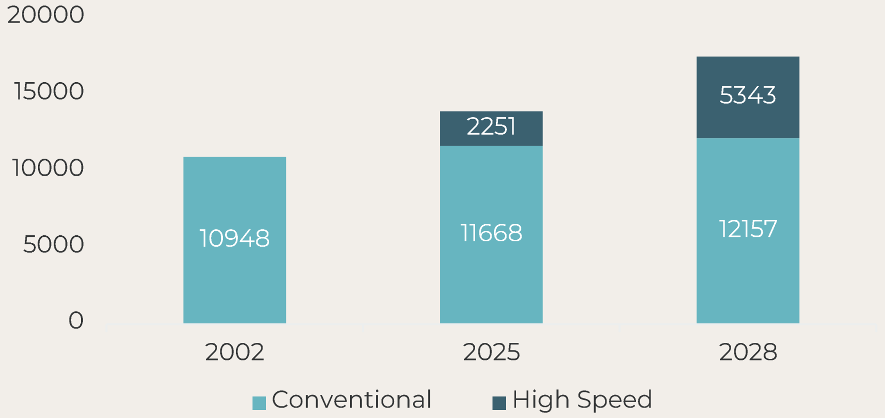
Motorway Sector

(KM)



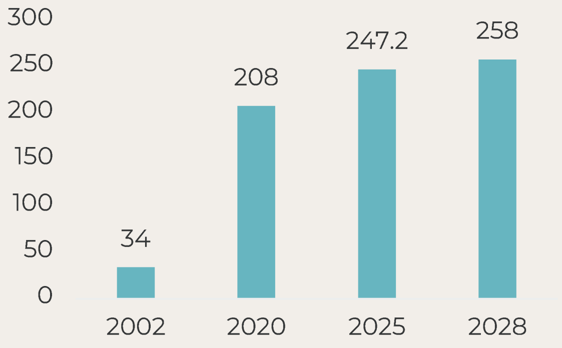
Railway Sector

(KM)

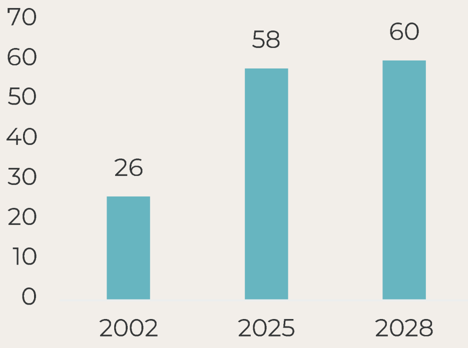


Airway Sector

Number of Passengers(million)

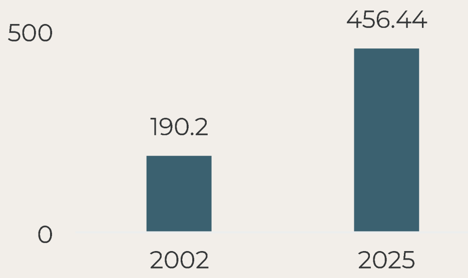


Number of Airports

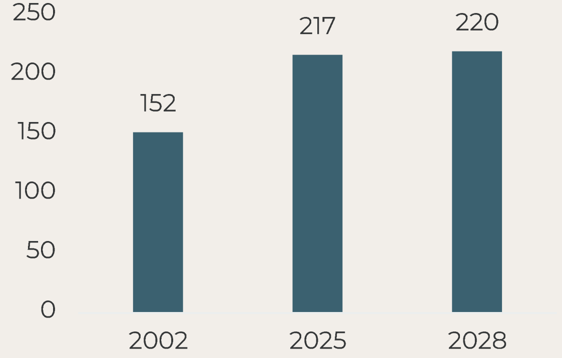


Maritime Sector

Freight Handling (million ton/year)



Number of International Ports



Source: Ministry of Transport and Infrastructure

AMBITIOUS TARGET TO BECOME A NET ZERO ECONOMY

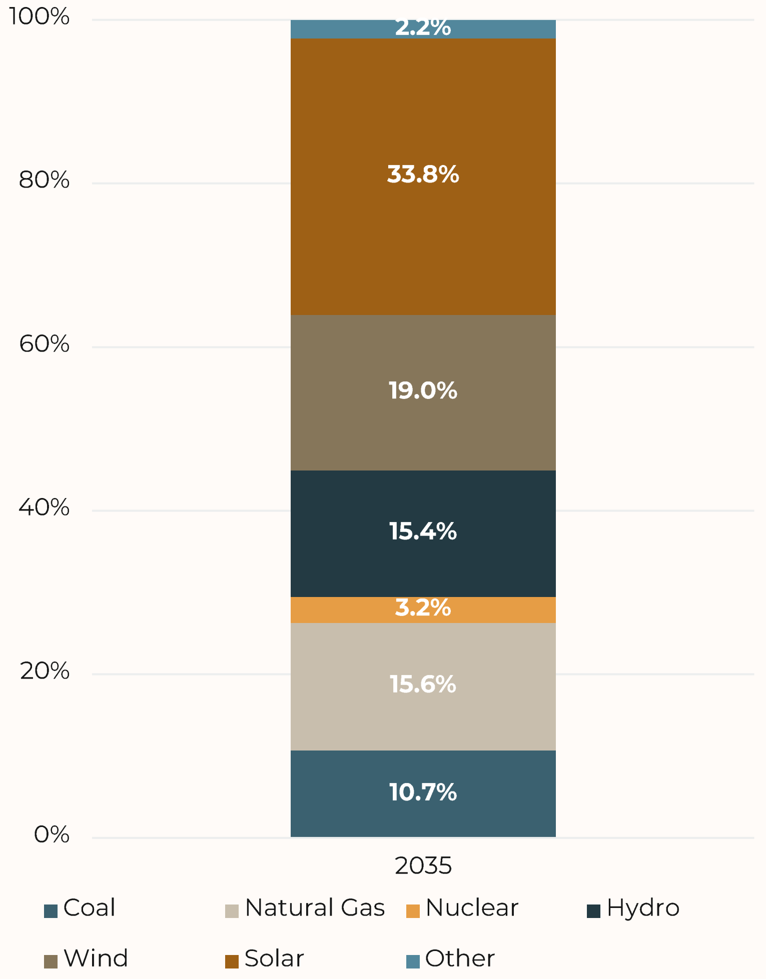
Main Energy Policies

Security of Energy Supply

Net Zero Emissions 2053

Energy Independence

Capacity Shares by Source (2035)



2035 Targets

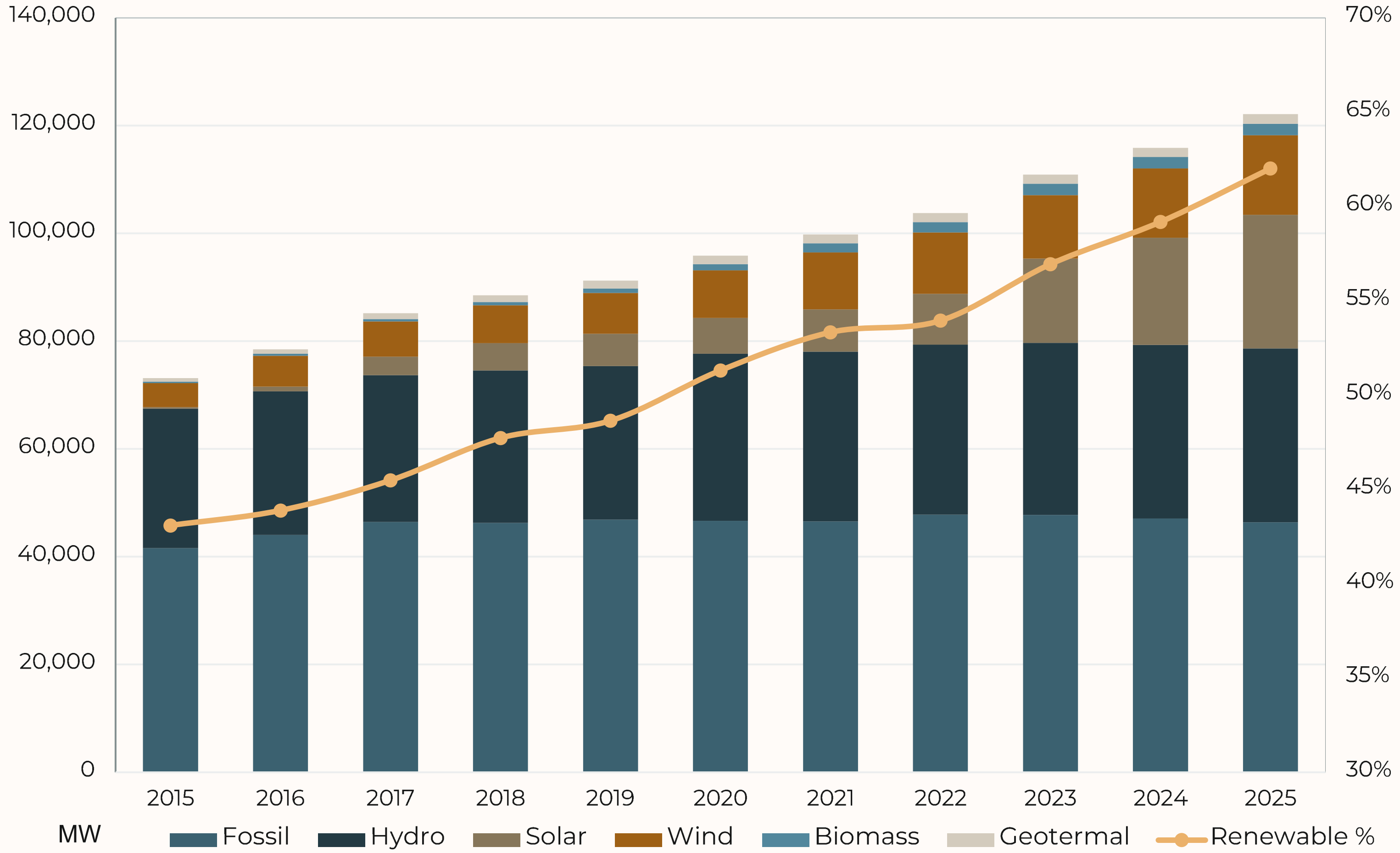
- 120 GW Wind + Solar Capacity
- Renewable Generation Share 55%
- USD 28 Billion transmission line investment

Source: MENR 2035 Renewable Energy Roadmap

Installed Capacity

SHARE OF RENEWABLES HAS REACHED 62%

Installed Capacity by Source (MW)



Non-hydro renewable capacity in Türkiye has increased significantly following the introduction of Renewable Energy Support Mechanism (YEKDEM)

Installed Capacities by Source (2025)

Geothermal Capacity : 1,758 MW
Wind Capacity : 14,780 MW
Solar Capacity : 25,580 MW
Hydro Capacity : 32,294 MW

Coal Capacity : 21,932 MW
Natural Gas Capacity : 23,977 MW

Source: TEİAŞ

PRESIDENCY OF
THE REPUBLIC OF TÜRKİYE
INVESTMENT &
FINANCE OFFICE

ASSETS
PORTFOLIO
IN TÜRKİYE

INVEST.GOV.TR

MOTORWAY SECTOR

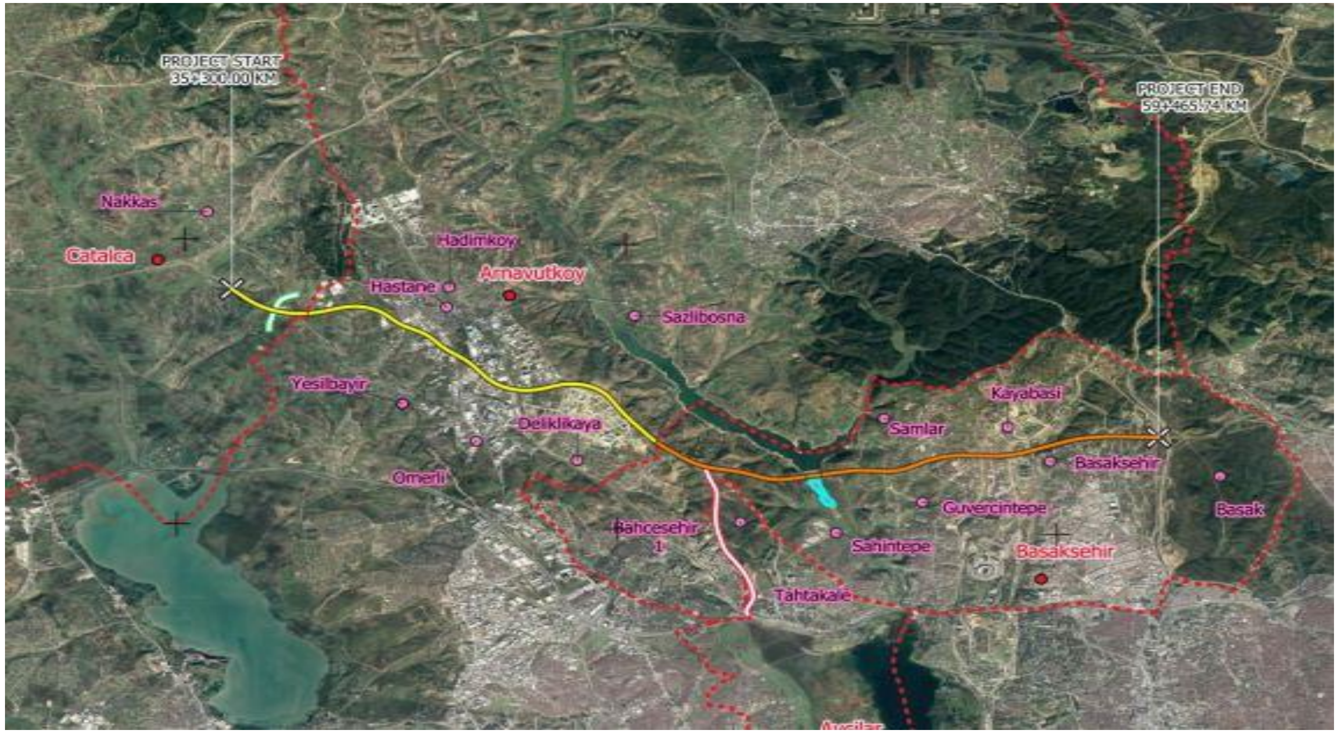
SUMMARY OF MOTORWAY PORTFOLIO

Asset No	Highway	Length (km)	Contract Type	Investment Cost	Contract Duration	Location
1	Nakkaş-Başakşehir Highway(Under construction)	29	BOT	1.3 Billion €	2025-2039	İstanbul
2	İstanbul-Bursa-İzmir Highway	408	BOT	7.2 Billion $	2019-2035	İstanbul-Bursa-Izmir
3	Ankara-Niğde Highway	330	BOT	3.2 Billion €	2018-2035	Ankara-Niğde
4	Avrasya Tunnel	14.6	BOT	1.2 Billion $	2016-2042	İstanbul
5	1915 Çanakkale Bridge	101	BOT	3.1 Billion €	2022-2034	Çanakkale
6	Antalya-Alanya Motorway(Under construction)	122	BOT	970 million €	18 years	Antalya
7	Ankara-Kırıkkale-Delice Motorway(Under construction)	120	BOT	605 million €	20 years	Ankara-Kırıkkale

Source: Ministry of Transport and Infrastructure, Ministry of Treasury and Finance.

ASSET 1: NAKKAŞ-BAŞAKŞEHİR HIGHWAY

Project Snapshot	
Contract Type	Built-Operate-Transfer
Tender Criteria	Minimum Toll Rate
Payment Mechanism	Toll fees
Governing Law	3996 Built Operate Transfer Law
Contracting Authority	State Highways Authority
Construction Period	2023-2025
Operation Period	2025-2039
Transfer Date to Government	09/03/2037
Investment Cost	1.3 billion euros
Equity Investors	Meridiam SAS Rönesans Construction
Project Stage	Under Construction
Project Length	24,2 km main road 860m cable stayed bridge 5 km connection roads



Government Support
Two-way minimum revenue guarantee
90.000 Car Equivalent AADT
Debt Assumption
VAT and Stamp Duty Exemption

Project Details	
Bridge:	860 m cable-stayed bridge
Platform Viaduct:	7
Overpass & Underpass Bridges:	36

Source: Ministry of Transport and Infrastructure

ASSET 2: İSTANBUL-BURSA-İZMİR HIGHWAY

Project Snapshot	
Contract Type	Built-Operate-Transfer
Tender Criteria	Minimum Toll Rate
Payment Mechanism	Toll fees
Governing Law	3996 Built Operate Transfer Law
Contracting Authority	State Highways Authority
Construction Period	7 years, 2 months, 14 days
Operation Period	16 years, 9 months, 14 days
Transfer Date to Government	09/03/2037
Investment Cost	7,2 billion dollars
Equity Investors	Nurol Construction Özaltın Construction Makyol Construction Astaldi S.p.A. Göçay Construction
Project Length	384 km long motorway 42 km long access road
Project Sections	4 sections

Government Support
Two-way minimum revenue guarantee
Section-1: 40.000 Car Equivalent AADT
Section-2: 35.000 Car Equivalent AADT
Section-3: 17.000 Car Equivalent AADT
Section-4: 23.000 Car Equivalent AADT
Debt Assumption
VAT and Stamp Duty Exemption

Project Details	
Bridge:	2600 m cable-stayed bridge
Platform Viaduct:	38
Tunnel:	3

Source: Ministry of Transport and Infrastructure

ASSET 3: ANKARA-NİĞDE HIGHWAY

Project Snapshot	
Contract Type	Built-Operate-Transfer
Tender Criteria	Minimum Toll Rate
Payment Mechanism	Toll fees
Governing Law	3996 Built Operate Transfer Law
Contracting Authority	State Highways Authority
Construction Period	3 years
Operation Period	12 years, 8 months, 13 days
Transfer Date to Government	02/02/2032
Investment Cost	3,2 billion euros
Equity Investors	ERG Construction SSB Sauerwein & Schaefer Bau AG
Project Length	275 km long motorway 55 km access road
Project Sections	3 sections

Government Support
Two-way minimum revenue guarantee
Section-1: 34.000 Car Equivalent AADT
Section-2: 23.000 Car Equivalent AADT
Section-3: 18.000 Car Equivalent AADT
Debt Assumption
VAT and Stamp Duty Exemption

Ankara – Niğde Motorway is the part of Trans European Motorway (“TEM”), which was earlier planned from Edirne, Northwest of Türkiye, to Şanlıurfa, Southeast of Türkiye

Source: Ministry of Transport and Infrastructure

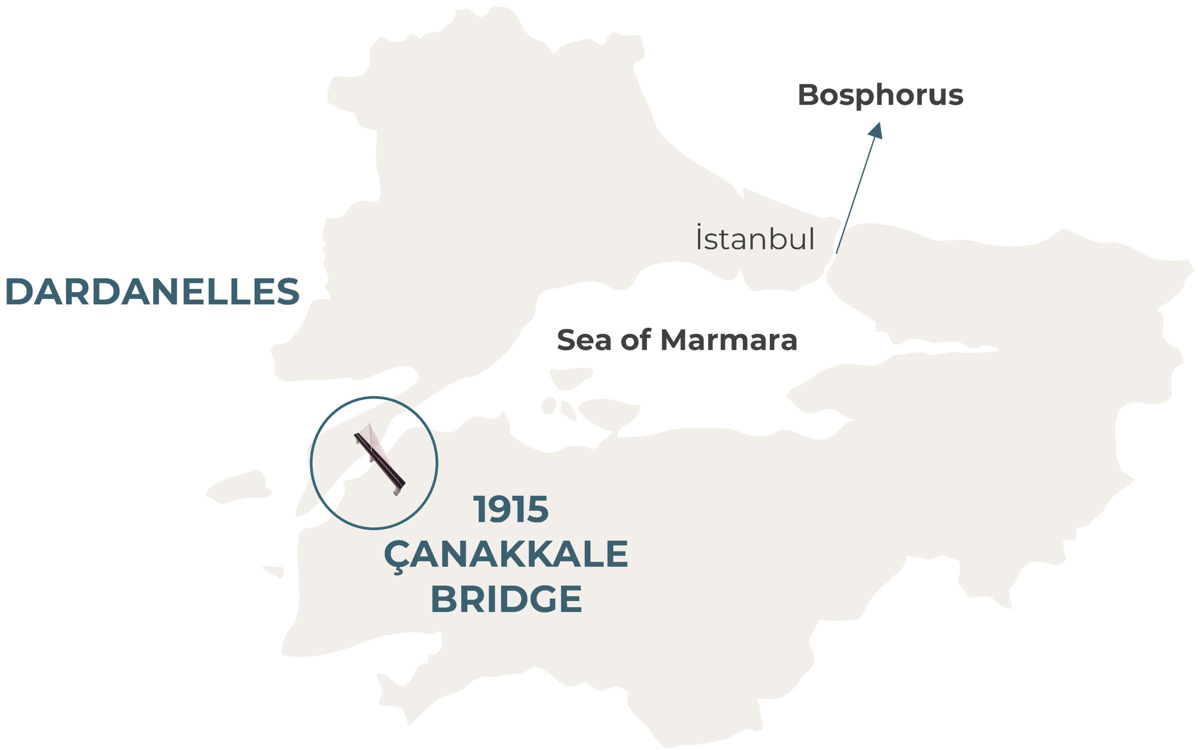
ASSET 4: EUROASIA TUNNEL

Project Snapshot	
Contract Type	Built-Operate-Transfer
Tender Criteria	Minimum Toll Rate
Payment Mechanism	Toll fees
Governing Law	3996 Built Operate Transfer Law
Contracting Authority	State Highways Authority
Construction Period	3 years 11 months 3 days
Operation Period	25 years, 28 days
Transfer Date to Government	30/01/2042
Investment Cost	1,2 billion dollars
Equity Investors	Yapı Merkezi Construction (50%) SK Engineering & Construction Co. Ltd (25.1%) QIA (24.9%)
Project Length	5,4 km long tunnel

Government Support
Two-way minimum revenue guarantee
Opening year 25,000,000 Car Equivalent AADT
Debt Assumption
VAT and Stamp Duty Exemption

Source: Ministry of Transport and Infrastructure

ASSET 5 : 1915 ÇANAKKALE BRIDGE



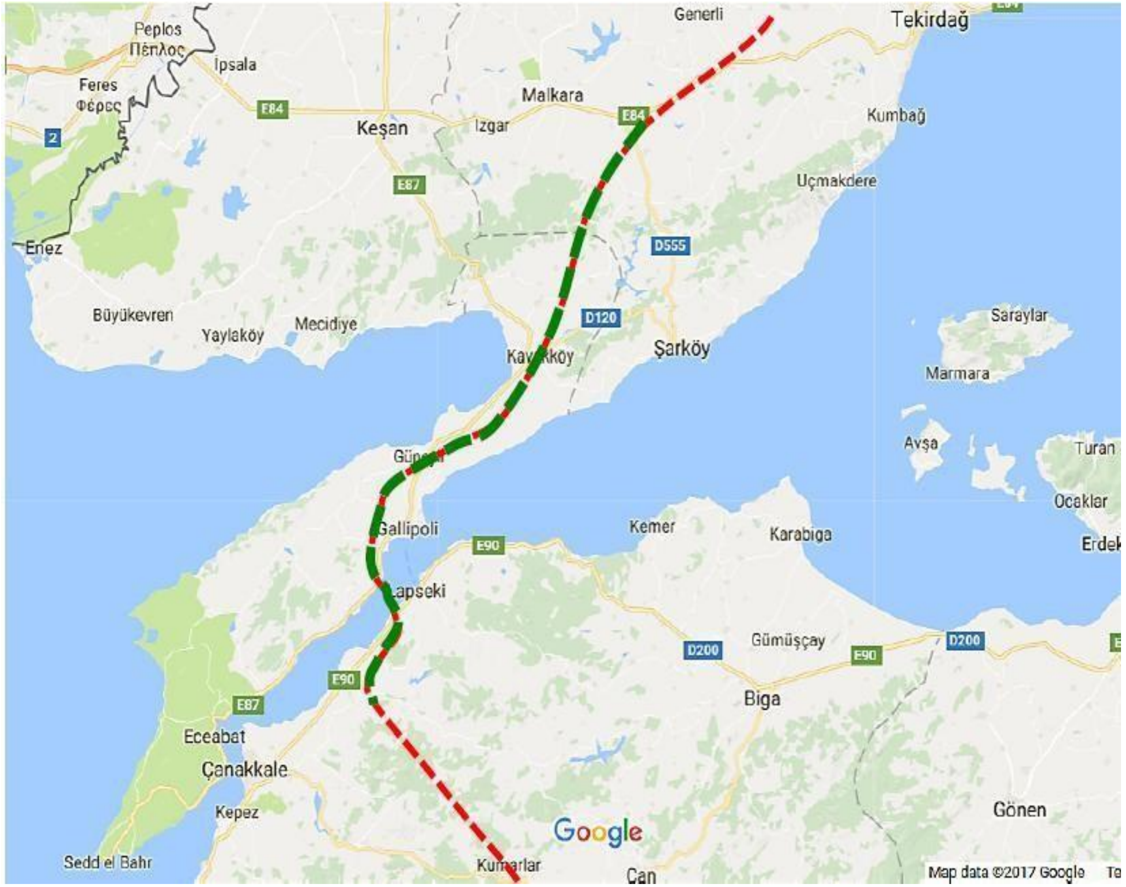
- Longest main span (2,023 m) of any suspension bridge in the world
- Bridge Length: 4,608 m
- 101 km motorway (including the Bridge)
- Construction started in March 2017
- Operation started in 2023
- Operation period: 16 years 2 months (including construction)
- Investment: €3.1 Billion with BOT

DAELIM Limak SK E&C yapı merkezi

Source: Ministry of Transport and Infrastructure

ASSET 5 : 1915 ÇANAKKALE BRIDGE

Project Route



*Green line indicates the current project.
*Red lines indicate the sections to be constructed in following period

Overview

- The Project is a part of Kınalı - Tekirdağ – Çanakkale - Savaştepe Motorway masterplan and consists of the following:
  - **1915 Çanakkale Bridge**, which is the longest suspension bridge in the world by the length of its main span (2,023m) and a total length of 3,623m)
  - **Canakkale - Malkara Motorway** with a tollable length of ~ 79 km
- The Project connects with Türkiye's major motorway network, making it a key aspect for the country and for Eurasia
- The Project Company is formed by Yapı Merkezi, SK, Limak and Daelim Groups
- CoD is achieved on 18th of March, 2022 and the project is operational.
- In this BOT structure, the Concessionaire undertakes the design, construction, finance and operation of the Tunnel and has been granted with **a FX-indexed toll structure and a minimum traffic revenue guarantee by the Administration**.
- Major Project components include:
  - Traffic guarantee: **45,000 car** equivalent per day
  - Total concession period: **16 years, 2 months (including construction)**
  - **5 years 6 months** of construction period

Key connectivity infrastructure for Türkiye, Europe, and Asia

Source: Ministry of Transport and Infrastructure

ASSET 6: ANTALYA-ALANYA MOTORWAY

Project Snapshot	
Contract Type	Built-Operate-Transfer
Tender Criteria	Minimum Toll Rate
Payment Mechanism	Toll fees
Governing Law	3996 Built Operate Transfer Law
Contracting Authority	Directorate General of Highways
Construction Period	3 years
Operation Period	15 years
Investment Cost	970 million euros
Equity Investors	Limak Group
Project Stage	Under Construction
Project Length	122 km

Government Support
62.500 (AADT) Minimum Revenue Guarantee
Debt Assumption
VAT and Stamp Duty Exemption

Source: Ministry of Transport and Infrastructure

ASSET 7: ANKARA-KIRIKKALE-DELICE MOTORWAY

Project Snapshot	
Contract Type	Built-Operate-Transfer
Tender Criteria	Minimum Toll Rate
Payment Mechanism	Toll fees
Governing Law	3996 Built Operate Transfer Law
Contracting Authority	Directorate General of Highways
Construction Period	3 years
Operation Period	17 years
Investment Cost	605 million euros
Equity Investors	Fernas Group
Project Stage	Under Construction

Government Support
Section 1:67.000/ Section 2: 38.000 (AADT) Minimum Revenue Guarantee
Debt Assumption
VAT and Stamp Duty Exemption

Source: Ministry of Transport and Infrastructure

MARITIME SECTOR

SUMMARY OF MARITIME PORTFOLIO

Project/Asset No	Port	Capacity	Dock Length (m)	Location	Owner
1	Borusan Port	450.000 teu/year	935	Bursa	Borusan Holding
2	Belde Port	550.000 teu/year	450	Kocaeli	Med Logistics
3	İskenderun Port	1.000.000 teu/year	1652	Hatay	Limak Holding
4	Adana Port	250.000 teu/year	1297	Adana	Sanko Holding

ASSET 1 - BORUSAN PORT

1 Highly captive gateway location with access to an affluent and well-connected hinterland

Main customers in the hinterland best served by the Gemlik Region

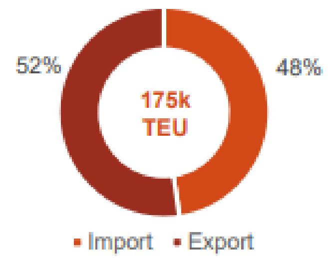
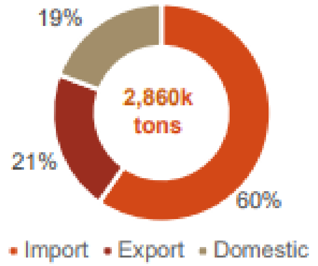
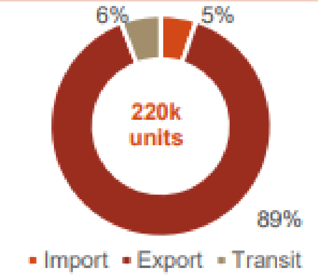
Prosperous hinterland with robust growth outlook

- Borusan Port is a **wholly owned subsidiary of Borusan Group**. The Port started its operations in 1984 and is located in **Gemlik within the dynamic Bursa region.**
- Borusan Port serves a large, fast growing and captive hinterland, Borusan Port has almost **100% origin and destination volumes**.
- The region is surrounded by beige and crystal marble quarries and various marble processors operate within the area, exporting their production through Gemlik Ports.

BORUSAN

Source: Borusan Port

2 Broad product offering and highly diversified business model

Segment	Export / import by volume[1]	Top export destinations	Imported products	Exported products
Container		• Global (mainly Far East & North Africa)	• Textiles • White goods • Automotive parts	• Mining goods • Marbles • Zinc • Textiles • White goods • Automotive Parts
General Cargo		• USA • Canada • Israel • Romania	• Hot Rolled Coil • Cold Rolled Coil • Plain Plate • Project Cargo • Aluminum	• Cold Rolled Coil • Pipe • Spiral Pipe • Plain Plate • Project Cargo
Vehicle Handling		• Slovenia • France • Spain • Morocco • Belgium • Italy	• Cars • Truck • Minibus • Trailer • Tractor • Bus • Loader	• Cars • Truck • Minibus • Trailer • Tractor • Bus • Loader

Source: Borusan Port

ASSET 2 - BELDE PORT

- MED Lojistik A.S. ("**the Company**") which is the Port Operator of Beldeport ("**the Port**") and has all licences to operate the Port. Belde Liman Isletmeleri A.S. ("**Belde A.Ş.**"or "**Belde**") is the owner of the Port. Belde A.Ş. is the subsidiary of MED Lojistik A.S.
- Beldeport is strategically located in the heart of Türkiye's industrial and economic hinterland, namely Marmara Region.
- Beldeport is in close proximity to leading industries and exporters of Türkiye, such as automotive, iron & steel, machinery, consumer electronics, construction materials, chemicals, textiles, etc. and offers significant cost-benefits for gateway (export/import) containers
- The Port handled 0.4 M ton of general cargo in its first operational year of 2018, 0.66 M ton in 2019, 1.01 M ton in 2020 and 1.3 M ton within the first 9 month of 2021. Beldeport is expected to handle 1.7 M ton cargo by the end of 2021, implying a growth rate of 60% CAGR between 2018-2021E.
- Beldeport's EIA (Environmental Impact Assessment) permit also includes a permission to build a liquid bulk terminal

Port Technical Features	
Contract Model:	Private Port
Handling Capacity:	550.000 TEU Container (TEU/Year) 1.500.000 Tons General Load (Tons/Year) 300.00 Ro-Ro (Vehicles/Year)
Total Port Area:	600.000 m²
Dock Pier Features:	Height: 450 m Depth: 16.5 m
Equipment – Crawler Crane:	1 x 30 tons
Equipment – Mobile Field Crane:	2 x 144 tons
Equipment – Mobile Harbor Crane:	1 x 12 tons
Equipment – Empty Container Stacking Machine:	10
Equipment – Forklift:	9 x 3-32 tons
Equipment – Mini Loader:	1 x 1 tons

Source: Belde Port

ASSET 3 - LİMAK PORT OF İSKENDERUN

Port Technical Features	
Port Area	1.000.000 m^2
Number of Berths	8
Container Berth Water Depth	15,5 meter
General Cargo Berths Length	732 meter
Container Berths Length	920 meter
Reefer Plugs	600
Container Capacity	1.000.000 TEU / Year
Dry Bulk Capacity	2.500.000 Ton / Year
General Cargo Capacity	600.000 Ton / Year
Ro-Ro Capacity	120.000 Vehicle / Year
Ro-Pax Capacity	30.000 Truck / Year
Investment Cost	$ 700 Million

Source: LİMAK Holding

ASSET 4 - ADANA PORT

Port Technical Features	
Port Area	1.300.000 m^2
Number of Berths	5
Container Berth Water Depth	18 meter
General Cargo Berths Length	732 meter
Type A Bonded Closed Warehouse	30.362 m2
Type A Bonded Open Storage Area	44.393 m2
Type A Bonded Warehouse for Bulk Cargo	34.000 m2
Reefer Plugs	40
Container Capacity	250.000 TEU / Year
General Cargo Capacity	8.000.000 Ton / Year
Silo Capacity	12.000 tons

Source: TBH Adana Port

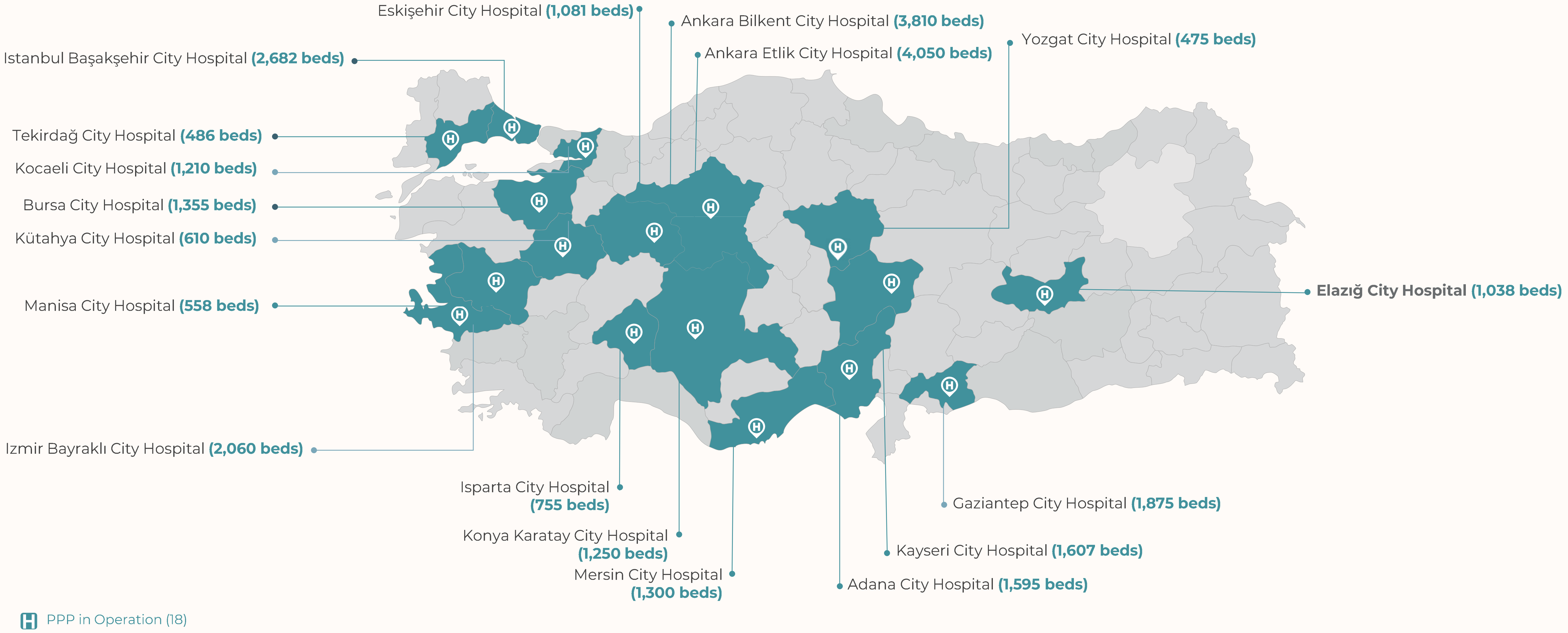
HEALTHCARE SECTOR

SUMMARY OF HEALTHCARE PORTFOLIO

NO	HOSPITALS	OWNER
Asset 1	İstanbul Başakşehir Çam Sakura City Hospital	Rönesans Holding
Asset 2	Elazığ Fethi Sekin City Hospital	Rönesans Holding
Asset 3	Adana City Hospital	Rönesans Holding
Asset 4	Bursa City Hospital	Rönesans Holding
Asset 5	Yozgat City Hospital	Rönesans Holding
Asset 6	Kütahya City Hospital	Güriş Holding
Asset 7	Gaziantep City Hospital	Rönesans Holding
Asset 8	Ankara Bilkent City Hospital	CCN Holding
Asset 9	Mersin City Hospital	CCN Holding
Asset 10	Isparta City Hospital	Akfen Construction
Asset 11	Eskişehir City Hospital	Akfen Construction
Asset 12	Tekirdağ City Hospital	Akfen Construction
Asset 13	İzmir Bayraklı City Hospital	Gama Holding-Türkerler Construction
Asset 14	Kocaeli City Hospital	Gama Holding-Türkerler Construction
Asset 15	Konya City Hospital	YDA Construction
Asset 16	Kayseri City Hospital	YDA Construction
Asset 17	Manisa City Hospital	YDA Construction
Asset 18	Ankara Etlik City Hospital	Türkerler Construction

HEALTHCARE PPP PROJECTS

TÜRKİYE HAS INTRODUCED INTEGRATED HEALTHCARE CAMPUSES ACROSS THE COUNTRY IN 2013



Source: Ministry of Health, 2026

CITY HOSPITALS – 1

	1 Istanbul Başakşehir	2 Elazığ	3 Adana	4 Bursa	5 Yozgat	6 Kütahya	7 Gaziantep	8 Ankara Bilkent	9 Mersin
Investment Cost (million USD)	1,613	404	710	413	190	250	964	1.333	398
Date of Transfer to Public:	2045	2043	2042	2044	2042	2047	2045	2043	2042
Current Situation:	Operational	Operational	Operational	Operational	Operational	Operational	Operational	Operational	Operational
Bed Capacity:	2,682	1,038	1,550	1,355	475	610	1,875	3,662	1,294
Project Companies:	69.98 % **Rönesans Sağlık Yatırım A.Ş.** 0.02 % Rönesans Holding A.Ş. 30 % Sojitz Hospital PPP Investment B.V.	21.04 % **Rönesans Sağlık Yatırım A.Ş.** 6 % Ş.A.M Yapı San. ve Tic. Ltd. Şti. 62,94 % **Meridiam** Eastern Europe S.A.R.L	39.98 % **Rönesans Sağlık Yatırım** A.Ş. 40 % Meridiam Eastern Europe S.A.R.L 10 % Ş.A.M Yapı San. ve Tic. Ltd. Şti. 6 % Sıla Danışmanlık Bilişim Sağlık İnş. Tic. A.Ş.	45% **Rönesans Saglik Yatirim A.S.** 45% Meridiam Eastern Europe S.A.R.L 10% S.A.M Yapı San. ve Tic. Ltd. Sti.	**Rönesans Sağlık Yatırım**, **Meridiam** Eastern Europe S.A.R.L AEC Proje Sıla Danışmanlık Ş.A.M Yapı, TTT Sağlık Hizmetleri	100% **Güriş Holding**	25.5 % **Rönesans Holding** 25.5 % Meridiam 24.5 % Samsung C&T 24.5 % Actus Portfoy Yonetimi A.S.	100 % **CCN Hastane Hizmetleri ve İşletme A.Ş.**	**İçtaş İnşaat** ve Sanayi Ticaret A.Ş (**CCN**) Techint Compagnia Tecnica Dia Holding Fzco, IC

Source: Ministry of Health

CITY HOSPITALS – 1

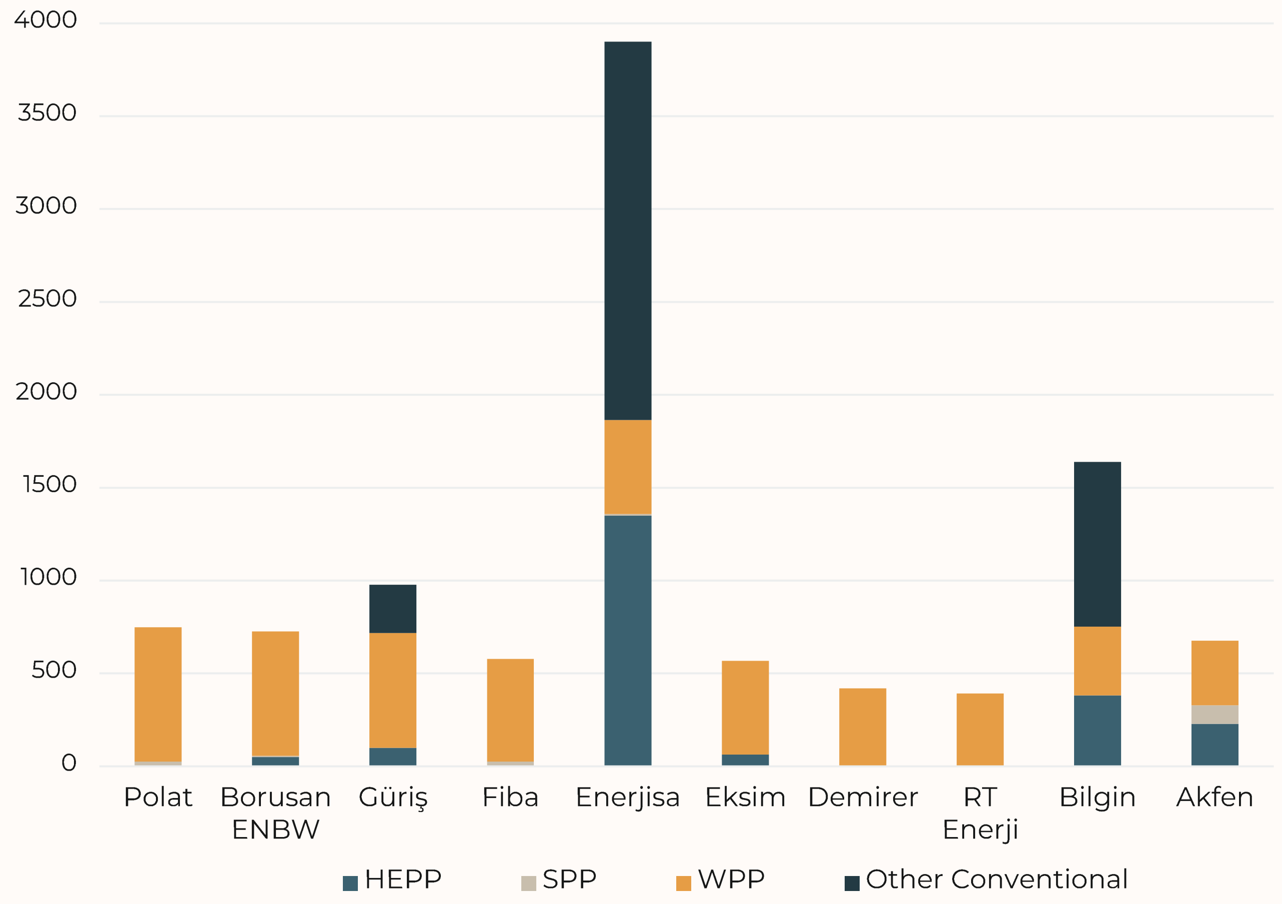
	10 Isparta	11 Eskisehir	12 Tekirdag	13 İzmir	14 Kocaeli	15 Konya	16 Kayseri	17 Manisa	18 Ankara Etlik
Investment Cost (million USD)	329	477	261	635	409	279	515	225	1,450
Date of Transfer to Public:	2042	2043	2045	2045	2045	2044	2043	2043	2043
Current Situation:	Operational	Operational	Operational	Operational	Operational	Operational	Operational	Operational	Operational
Bed Capacity:	755	1,081	480	2,060	1,180	838	1.607	558	4.050
Project Companies:	100 % **Akfen İns. Tur. Ve Tic. A.S.**	%100 **Akfen Insaat Turizm ve Ticaret A.S.**	% 100 **Akfen Insaat Turizm ve Ticaret A.S.**	100% **Türkerler Holding A.Ş.**	100% **Türkerler Holding A.Ş.**	100 % **YDA Ins. San. ve Tic. A.S.**	51 % **YDA İnşaat Sanayi ve Ticaret A.Ş.** 25 % Inso Sistemi Per Le Infrastrutture Sociali S.P.A. 24 % YDA Sağlık Yatırım ve İşletme Sanayi Ticaret A.Ş.	100 % **YDA İnşaat Sanayi ve Ticaret A.Ş**	100% **Türkerler Holding A.Ş**

Source: Ministry of Health

ENERGY SECTOR

ASSET 1 - IPP Portfolio

Installed Power of Companies (end of 2024)

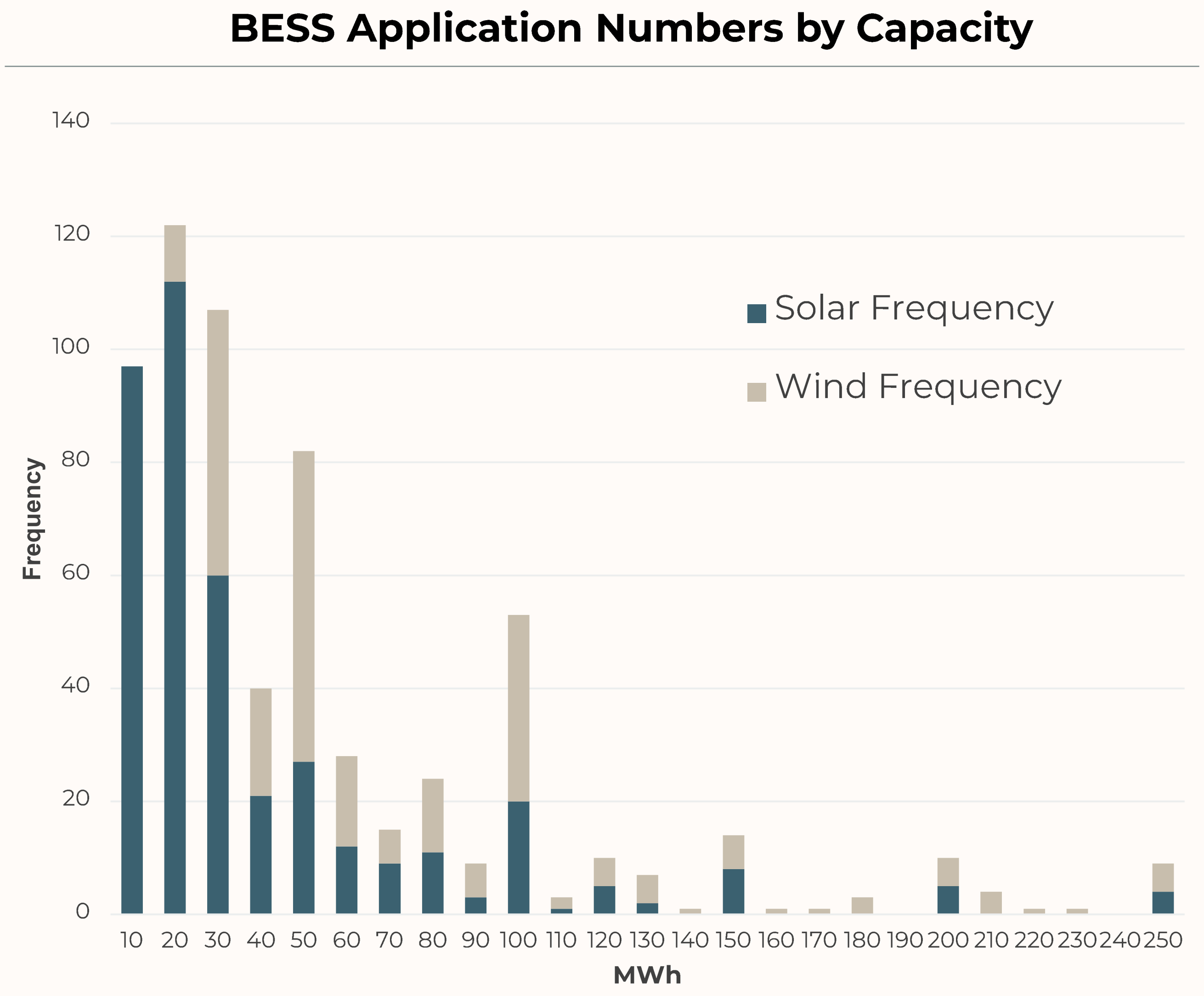


Company	HEPP	SPP	WPP	Other Conventional	Total (MW)
Polat Enerji	-	26	723	-	749
Borusan ENBW Enerji	49	8	670	-	727
Güriş Holding	99	-	619	260	979
Fiba Yenilenebilir Enerji Holding	-	25	553	-	578
Enerjisa Üretim	1350	9	505	2037	3901
Eksim Enerji	63	-	505	-	569
Demirer Holding	-	-	420	-	420
RT Enerji	-	-	393	-	393
Bilgin Enerji	382	-	370	887	1639
Akfen	228	100	349	-	667

Note: Individual power plant sales may not be on the table, but companies could be open to partial portfolio divestments

Source: MW 100

ASSET 2 - Solar/Wind + BESS Projects



Solar Projects

372 Pre-licensed - 14,300 MWh

276 licensed - 1,650 MWh

Wind Projects

252 Pre-licensed - 19,650 MWh

24 licensed - 1,000 MWh

Project Medians (MWh)

Solar: 20 - Wind: 50


AIRWAY
SECTOR

ASSET 1 - CUKUROVA AIRPORT

- Specifically designed to serve a massive hinterland covering Adana, Mersin, and Osmaniye, with a combined population of nearly 5 million.
- Strategically positioned 30 km from Adana city center, 45 km from Mersin city center, and 45 km from the vital Mersin Port.
- Features a passenger guarantee limited to the first 12 years of operation.
- Officially entered service and began serving domestic and international traffic on August 11, 2024.

Project Snapshot

Category	Details
Location	Mersin / Tarsus, Türkiye
Contract Type	Build-Operate-Transfer (BOT)
Annual Passenger Capacity	9,000,000 Passengers
Terminal Size	110,051 m2
Main Runway (1st Runway)	3500 x 60 m (CAT II Class)
Emergency Runway	3500 x 45 m
Commercial Apron (Apron 1)	48 Aircraft parking spots (8 with passenger bridges)
General Aviation (Apron 2)	21 Aircraft parking spots + 3 H2-Type Helipads
Passenger Facilities	56 Check-in Counters, 23 Passport Banks, and 7 Baggage Carousels
Terminal Logistics	8 Bus Gates and 3 Dedicated Lounges (2 Domestic, 1 Int'l)
Parking Capacity	1,477 car multi-story parking (52,280 m2) + 60 VIP spots
Contract Duration	25 Years


PRESIDENCY OF
THE REPUBLIC OF TÜRKİYE
INVESTMENT &
FINANCE OFFICE
PROJECTS
PORTFOLIO
IN TÜRKİYE
INVEST.GOV.TR

MOTORWAY SECTOR

SUMMARY OF MOTORWAY PORTFOLIO

Project No	Project	Length (km)	Average Annual Daily Traffic	Contract Type	Investment Cost (million USD)	Tender Criteria	Location
1	Izmir North-Eastern Ringroad Project	51.4	44,800	BOT	1,535	Minimum Toll Rate	Izmir
2	Bodrum Ringroad Project	20.4	33,500	BOT	415	Minimum Toll Rate	Bodrum/Muğla
3	(Ankara-İzmir) Junction - Bursa Highway, Eskisehir Section	59	44,900	BOT	840	Minimum Toll Rate	Eskişehir

Asset No	Highway	Length (km)	Contract Type	Tender Criteria	Location
4-12	Motorway (x8) and Bridge (x2)	2,119	Privatization (Transfer of Operating Rights)	Maximum Rent To Be Paid To The Government	Various

PROJECT-1

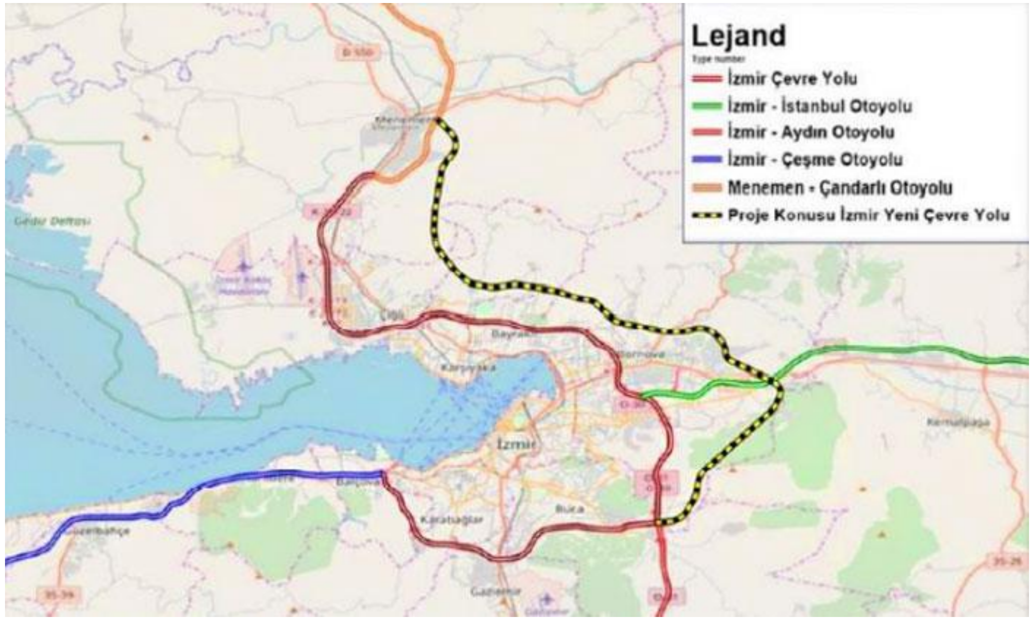
IZMIR NORTH-EASTERN RING MOTORWAY PROJECT (BOT)

Project Overview

Location İzmir

1.54
billion ($)

Bridge	13,655 meter
Viaduct	4,260 meter
Cut-Cover Tunnel	210 meter
Tunnel	2 X 17,324 meter
Crossroads	11



Project Snapshot

Contract Type	Built-Operate-Transfer
Tender Criteria	Minimum Yearly Rent to be Paid to Government
Governing Law	3996 BOT Law
Contracting Authority	Directorate General of Highways
Indicative Investment Amount	1,535 million USD (Expropriation & VAT excluded)
Construction Period	3 years
Operation Duration	8 years
Contract Duration	11 years
Expropriation Responsibility	Will be Shared with the Administration and the company in charge (SPV)
Expropriation Cost	675 million USD
Revenue Sharing with Government	30% (In case excess of the demand guarantee)

PROJECT-1

IZMIR NORTH-EASTERN RING MOTORWAY PROJECT (BOT)

Revenue Stream: Tolls

	Car	Medium	Bus	Truck	Trailer
Toll Coefficients	1.0	1.60	1.9	2.52	3.18
Toll Rate per KM (€)	0.08	0.128	0.152	0.202	0.254
Toll Rate (€)	4.41	7.05	8.37	11.10	14.01

Annual Average Daily Traffic Projections

Year	AADT	Year	AADT	Year	AADT
2028	**57.905**	2036	**71.032**	2044	**77.922**
2029	**56.936**	2037	**72.381**	2045	**78.542**
2030	**61.424**	2038	**73.758**	2046	**79.167**
2031	**63.268**	2039	**74.454**	2047	**79.797**
2032	**65.173**	2040	**75.157**	2048	**80.434**
2033	**67.139**	2041	**75.867**	2049	**80.720**
2034	**68.411**	2042	**76.584**	2050	**81.008**
2035	**69.709**	2043	**77.308**	2051	**81.297**

Project Rationale

An important facility for better connectivity for Izmir-the 3rd populous city in Türkiye

Crossroads of Tourism, Industry and Agriculture

A highway corridor for Izmir, which is becoming day by day a global industrial center

Faster and more comfortable travel

PROJECT-2

BODRUM RING MOTORWAY PROJECT (BOT)

Project Overview

Location **Bodrum / Muğla**

415
million ($)

Bridge	426 meter
Viaduct	2 X 129 meter
Cut-Cover Tunnel	210 meter
Tunnel	2 X 10,932 meter
Crossroads	4

Project Snapshot

Contract Type	Built-Operate-Transfer
Tender Criteria	Minimum Yearly Rent to be Paid to Government
Governing Law	3996 BOT Law
Contracting Authority	Directorate General of Highways
Indicative Investment Amount	415 million USD (Expropriation & VAT excluded)
Construction Period	3 years
Operation Duration	14 years
Contract Duration	17 years
Expropriation Responsibility	Will be Shared with the Administration and the company in charge (SPV)
Expropriation Cost	160 million USD
Revenue Sharing with Government	30% (In case excess of the demand guarantee)

PROJECT-2

BODRUM RING MOTORWAY PROJECT (BOT)

Revenue Stream: Tolls

	Car	Medium	Bus	Truck	Trailer
Toll Coefficients	1.0	1.60	1.9	2.52	3.18
Toll Rate per KM (€)	0.39	0.624	0.741	0.983	1.240
Toll Rate (€)	8.59	13.75	16.33	21.65	27.32

Annual Average Daily Traffic Projections

Year	AADT	Year	AADT	Year	AADT
2028		2036	**33.764**	2044	**39.743**
2029	**5.386**	2037	**34.676**	2045	**39.810**
2030	**10.122**	2038	**35.617**	2046	**40.151**
2031	**15.196**	2039	**36.230**	2047	**40.495**
2032	**20.631**	2040	**36.854**	2048	**40.843**
2033	**26.183**	2041	**37.491**	2049	**41.193**
2034	**32.016**	2041	**37.491**	2050	**41.547**
2035	**32.877**	2043	**38.800**	2051	**41.720**

Project Rationale

- One of Türkiye's top tourism destinations
- A key location in the Aegean, strengthening connections with surrounding provinces
- Summer influx strains current roads, increasing the need for a highway
- Faster access supports tourism, trade, and real estate, driving regional growth

PROJECT-3

(ANKARA-IZMIR) JUNCTION - BURSA HIGHWAY, ESKISEHIR SECTION PROJECT (BOT)

Project Overview

Location Eskişehir

840 million ($)

Viaduct	2 X 1.614 meter
Cut-Cover Tunnel	2 X 3,000 meter
Tunnel	2 X 1,048 meter
Crossroads	4

Project Snapshot

Contract Type	Built-Operate-Transfer
Tender Criteria	Minimum Yearly Rent to be Paid to Government
Governing Law	3996 BOT Law
Contracting Authority	Directorate General of Highways
Indicative Investment Amount	840 million USD (Expropriation & VAT excluded)
Construction Period	3 years
Operation Duration	11 years
Contract Duration	14 years
Expropriation Responsibility	Will be Shared with the Administration and the company in charge (SPV)
Expropriation Cost	347 million USD
Revenue Sharing with Government	30% (In case excess of the demand guarantee)

PROJECT-3

(ANKARA-IZMIR) JUNCTION - BURSA HIGHWAY, ESKISEHIR SECTION PROJECT (BOT))

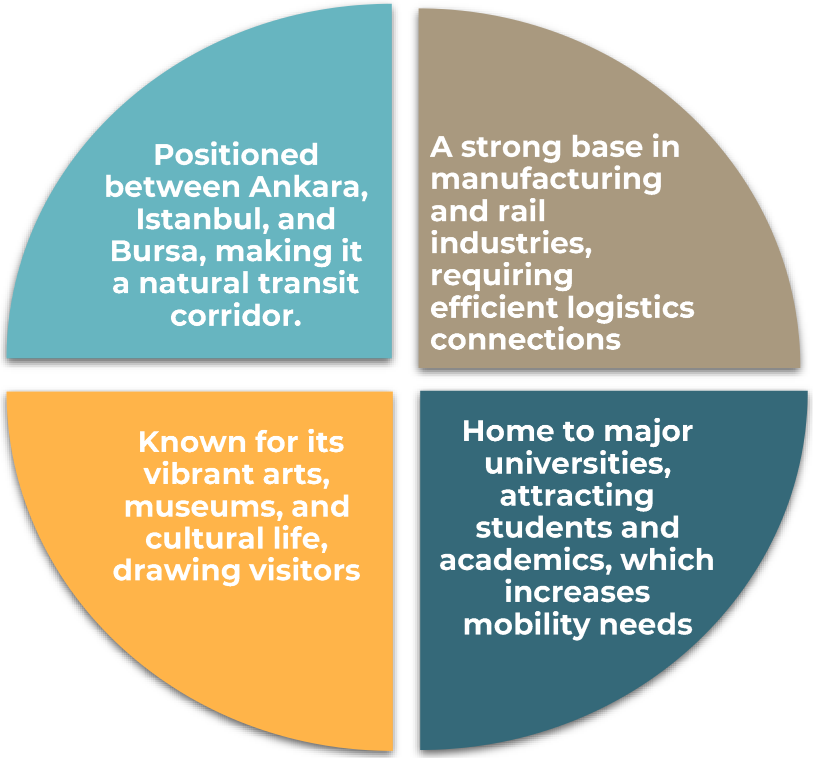
Revenue Stream: Tolls

	Car	Medium	Bus	Truck	Trailer
Toll Coefficients	1.0	1.60	1.9	2.52	3.18
Toll Rate per KM (€)	0.08	0.152	0.181	0.239	0.302
Toll Rate (€)	5.10	9.69	11.50	15.25	19.25

Annual Average Daily Traffic Projections

Year	AADT	Year	AADT	Year	AADT
2028	**30.850**	2036	**42.266**	2044	**49.979**
2029	**31.270**	2037	**40.923**	2045	**50.824**
2030	**32.647**	2038	**43.661**	2047	**52.576**
2031	**34.090**	2040	**45.755**	2048	**53.483**
2032	**35.603**	2039	**44.692**	2046	**51.690**
2033	**37.191**	2041	**46.853**	2049	**54.008**
2034	**38.388**	2042	**47.985**	2050	**54.542**
2035	**39.632**	2043	**49.153**	2051	**55.084**

Project Rationale



GENERAL OVERVIEW PRIVATIZATION

Motorways and Bridges within the Scope of Privatization

Transaction

- **Motorways and Bridges in question** have been placed on the privatization program as to the Privatization High Council decisions dated 19/04/2007 and numbered 2007/25.

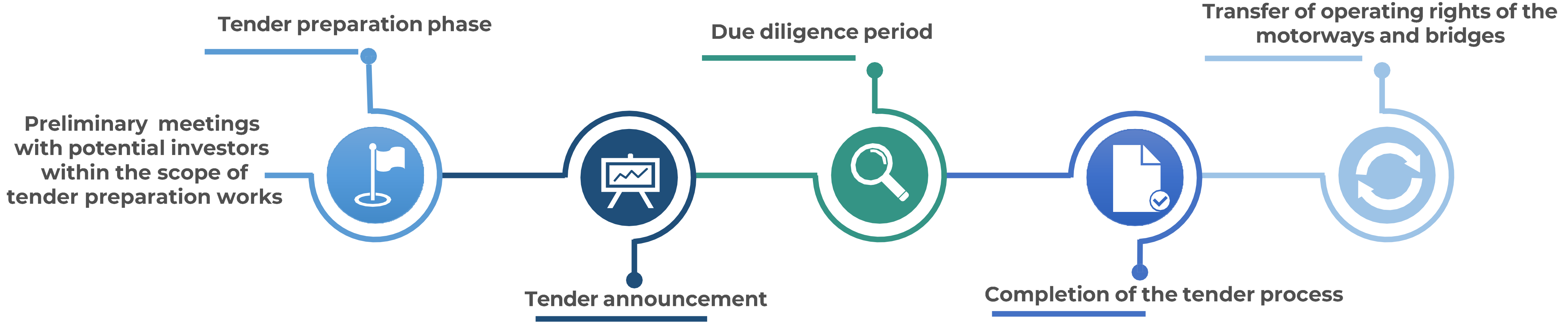
Portfolio/Scope of Presentation

- The privatization portfolio includes; maintenance and operation facilities, service facilities and other goods and service production units and assets on the motorway. Seven highways and two bridges included has a total length of 2,323 km.
- The maintenance and repair works of the Motorways and Bridges are currently carried out by KGM (DG Highways).

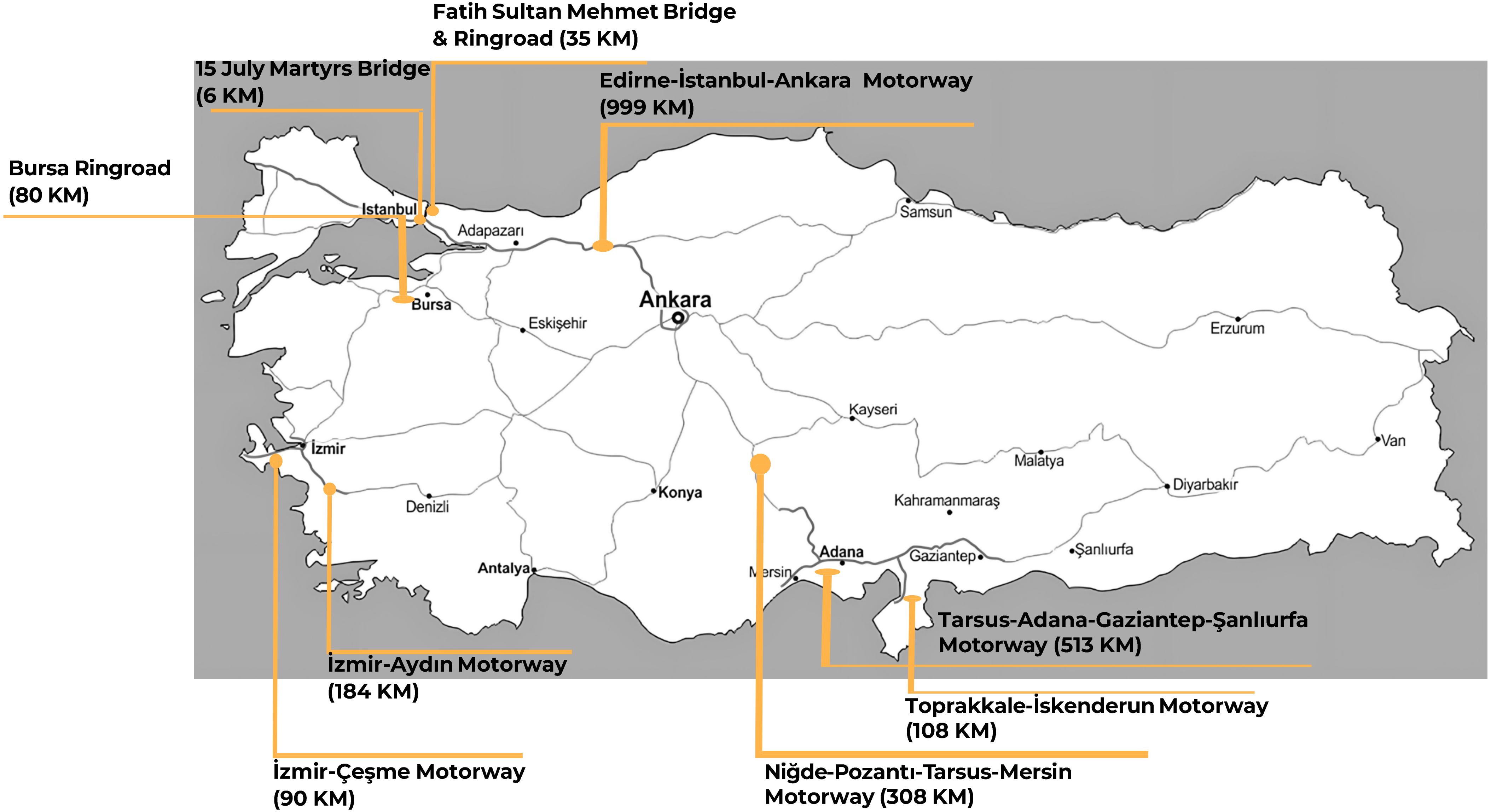
Tender Process

- Operating rights of highways and bridges are planned to be transferred for 25 years.

Contemplated Privatization Process



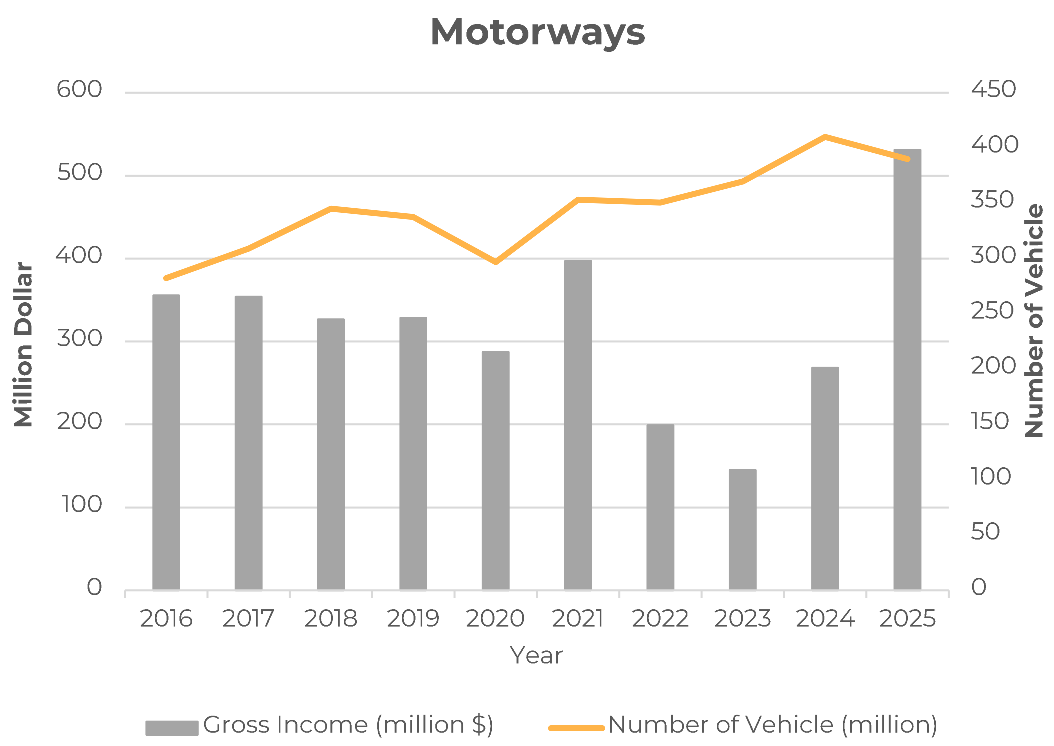
ASSET 4-12: PRIVATIZATION PORTFOLIO

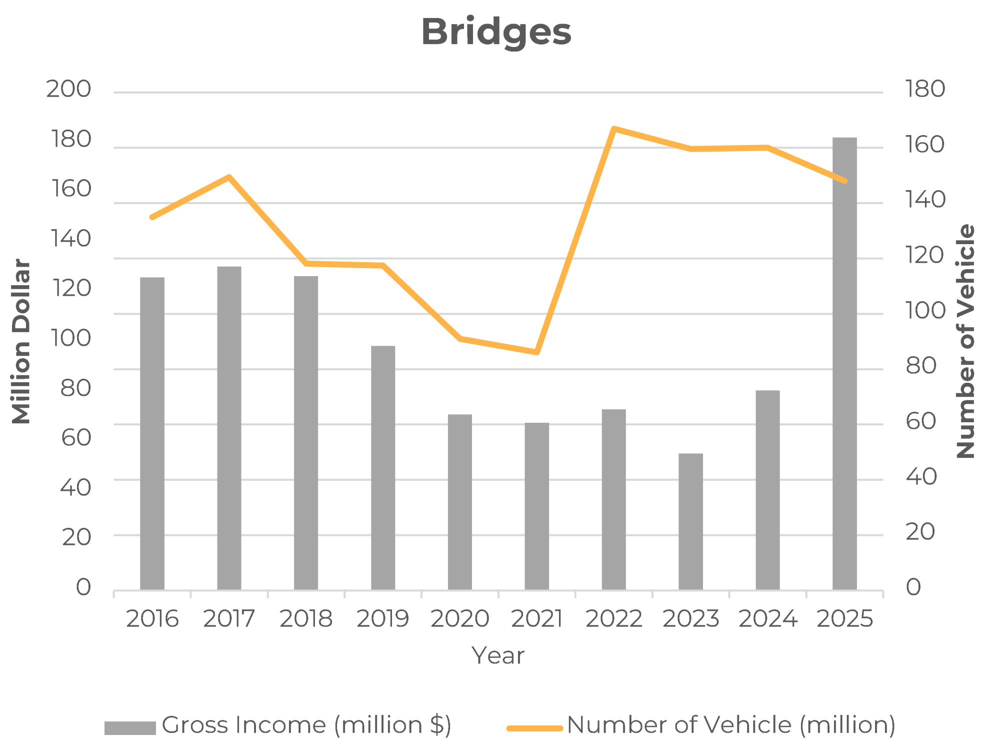


REVENUE & TRAFFIC PERFORMANCE OF THE PROJECTS UNDER THE PRIVATIZATION PORTFOLIO (2016-2025)

	2016	2017	2018	2019	2020	2021	2022	2023	2024	2025
TOTAL REVENUE of the Highways - million USD	355.8	354.2	326.8	328.7	287.2	397.1	198.9	145.0	268.3	531.0
Number of Vehicles Used all Highways (million)	282.3	308.9	345.2	337.6	296.8	353.2	350.7	369.8	410.0	390.0
TOTAL REVENUE of the Istanbul Bosphorus Bridges ((15 July Martyrs + Fatih Sultan Mehmet) - million USD	125.7	130.1	126.3	98.2	70.7	67.3	72.7	55.0	80.3	182.0
Number of Vehicles Used the Istanbul Bosphorus Bridges (million)	134.9	149.4	118.2	117.5	90.9	86.1	166.9	159.6	160.0	148.0

REVENUE & TRAFFIC PERFORMANCE OF THE PORTFOLIO

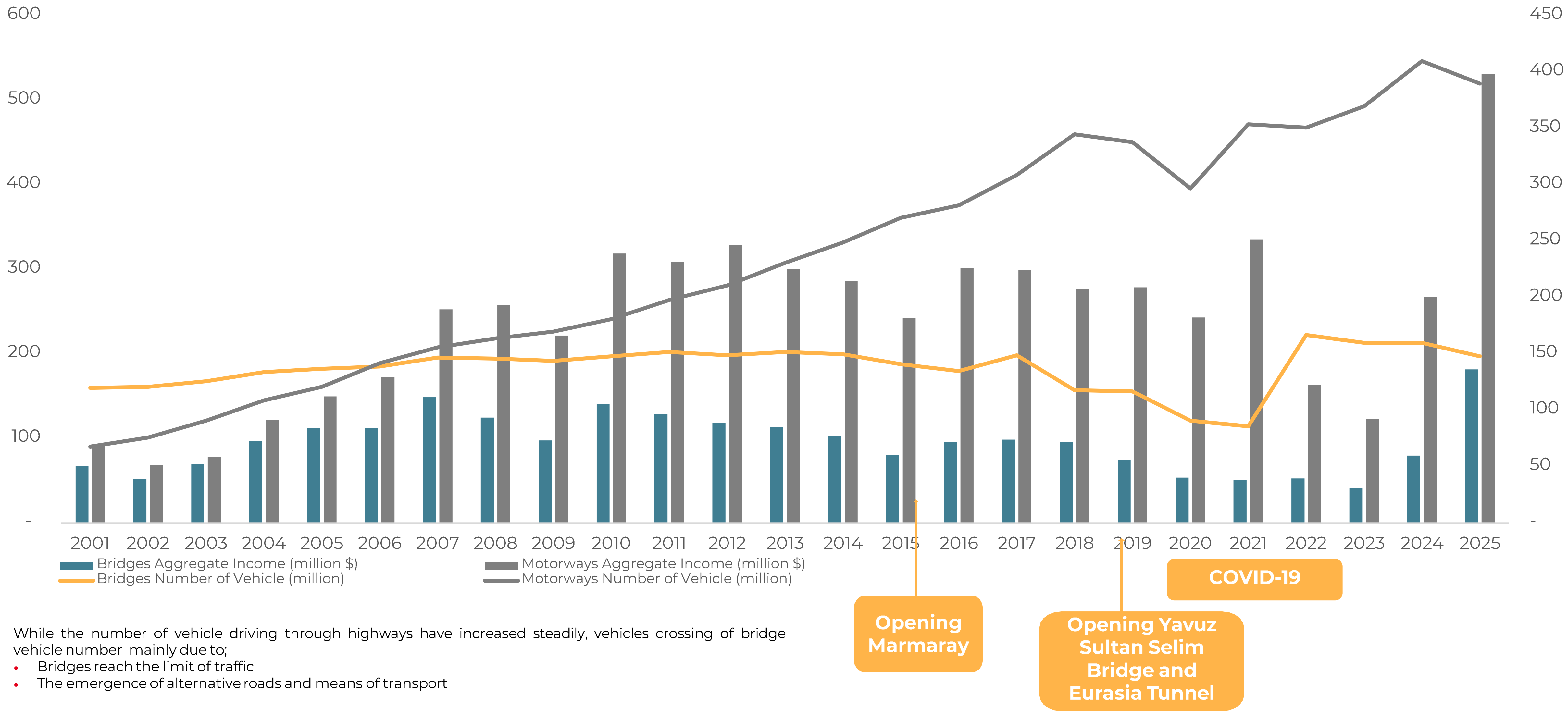




Gross income: 18% VAT (20% has been applied since July 2023) is applied for the motorways. 18% VAT (20% has been applied since July 2023) and 10% Municipality Share are included for the bridges. Number of vehicles passing over the bridges include vehicles passing on both directions.

REVENUE & TRAFFIC PERFORMANCE OF THE PORTFOLIO

Bridges and Motorways (2001-2025)



While the number of vehicle driving through highways have increased steadily, vehicles crossing of bridge vehicle number mainly due to;

- Bridges reach the limit of traffic
- The emergence of alternative roads and means of transport

MARITIME SECTOR

SUMMARY OF MARITIME PORTFOLIO

Project / Asset No	Port	Capacity	Dock (Berth) Length (m)	Location	Owner
1	Marmara Ereğlisi Çeşmeli Port	8,500,000 Ton/Year	750	Tekirdağ	Privatization (State)
2	Hopa Port	• 320,000 TEU/year • 4 mil tonnes	1,346	Artvin	Privatization (State)
3	Rize Port	• 10,000 TEU/year • 3 mil tonnes • 4,000 Ton/Year (RoRo)	557.5	Rize	Privatization (State)
4	Çandarlı Port	500,000 TEU/Year	500	İzmir	BOT (State)
5	Mersin Logistics Port	4,500,000 TEU/Year	1,000	Mersin	BOT (State)
6	İyidere Logistics Port	• 100,000 TEU/Year • 8 mil tonnes/Year • 100,000 vehicle (RoRo)	720	Rize	State (EPC)
7	Filyos Port	• 350,000 TEU/Year • 14 mil tonnes/Year	1,540	Zonguldak	BOT (State)

SUMMARY OF MARITIME PORTFOLIO

Project No	Canal	Excavation Volume (1000 m^3)	Length (km)	Location	Contract Type	Investment Cost (Billion Dollar)	Contract Duration (Years)	Tender Criteria
8	Canal İstanbul	1,065,453	45	İstanbul	BOT	21	18	-

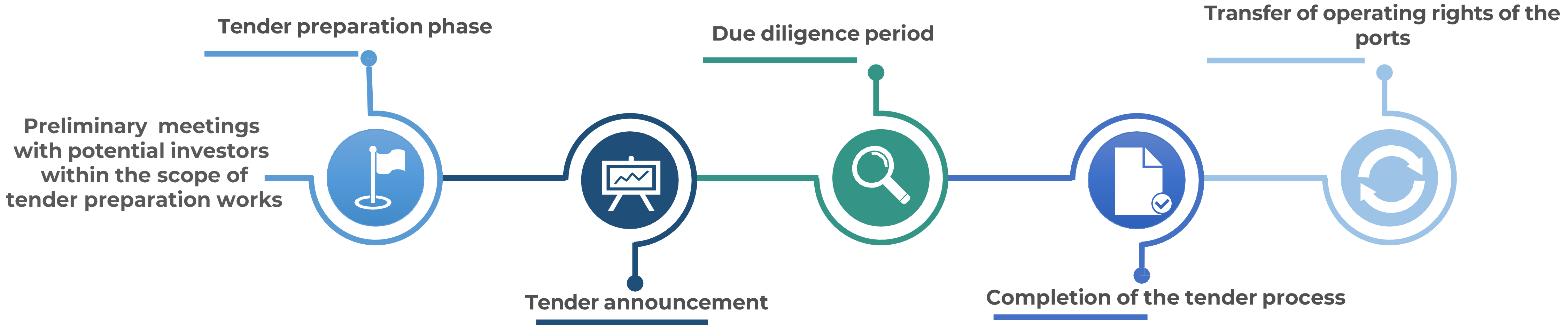
Project No	Marina	Yacht Capacity	Dock Length (m)	Location	Contract Type	Contract Duration (Years)	Tender Criteria Yacht Capacity
9	Şakran Marina	450	1,209	İzmir	BOT	22	Maximum Yearly Rent to be Paid to Goverment
10	Çeşmealtı Marina	350	547	İzmir	BOT	25	Maximum Yearly Rent to be Paid to Goverment
11	Aydıncık Marina	140	451	Mersin	BOT	15	Maximum Yearly Rent to be Paid to Goverment

GENERAL OVERVIEW PRIVATIZATION

Ports within the Scope of Privatization

Transaction	• Ports, business units and assets of Turkish Maritime Administration and certain port projects owned by Republic of Türkiye Ministry of Treasury and Finance have been placed on the privatization agenda of **the Privatization Administration of Türkiye** ("PA").
Portfolio/Scope of Presentation	• The privatization portfolio includes ***Marmaraereğlisi Çeşmeli Port Project***, ***Hopa (Artvin) Port*** and ***Rize Port***. • Each asset with its strategic location offers significant value creation opportunities to the investors willing to enter into Turkish market with a significant foothold.
Tender Process	• Privatization tender for the Marmaraereğlisi Çeşmeli Port Project has already been announced. Operating rights of this port will be transferred for 45 years. Operating rights of the Hopa and Rize port may be transferred for up to 49 years. Privatization tenders for the Hopa and Rize Port Project will be announced in 2026.

Contemplated Privatization Process

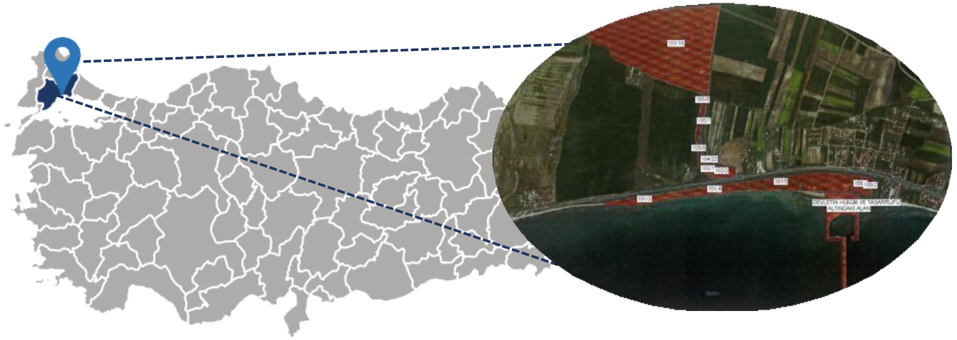


1) ASSET

MARMARAEREĞLİSİ ÇEŞMELİ PORT (PRIVATIZATION)

Asset Overview

Port Type	Capacity	Location
	8.5 mn tons	Tekirdağ
Total Project	**Operation Date**	**Operator**
1,465,895 m²	Construction Needed	--



Key Technical Data

Construction date: 2002

Completion status: %38

Dock length: 750 m

Liquid load capacity: 4.5 mil ton/year

Discharge capacity: 4.0 mil ton/year

Ro-Ro vehicle capacity: 100,000

Backfield area[1]: 576,114 m²

	Port Area	Sea Area	Parcel Area
Total	390,513 m²	873,055 m²	202,327 m²
Emax	0.15x	0.15x	0.15x
Hmax	No limit	No limit	No limit

Total Container Handling (mn TEU)	2020	2021	2022	2023
Mersin	1.9	2.1	2	1.9
Ambarlı	2.9	2.9	2.9	3.2
Tekirdağ	1.4	1.8	1.8	1.7
Aliağa	1.3	1.4	1.5	1.6
Kocaeli	1.8	2	2.1	2.2
TOTAL(Türkiye)	**11.6**	**12.6**	**12.4**	**12.6**

(1) *Including logistic area.*
(2) *Zoning plan preparation phase completed. Investor winning the privatization tender will develop the port.*

2) ASSET

HOPA PORT (PRIVATIZATION)

Asset Overview

Port Type	Capacity	Location
	4 mn tons	Artvin
Total Project	**Transfer to Public Date**	**Operator**
216,000 m²	June 2027	Park Denizcilik

Key Technical Data

Handling Capacity

Container (TEU/year):	320.000
Dry Bulk Cargo (Ton/yıl year:	2.500.000
General Cargo (Ton/ year):	600.000
Liquid Bulk (Ton/ year):	900.000

Total port area:	216.000 m²
Warehouse area (open):	102.462 m²
Closed warehouse:	18.220 m²
Customs warehouse:	5.000 m² + 22.000 m3
Grain Terminal:	10 x 1000 Ton
Cement Termnal:	7.700 Ton
Tank Terminal:	32.000 m3
LPG Terminal:	2 x 210 m3

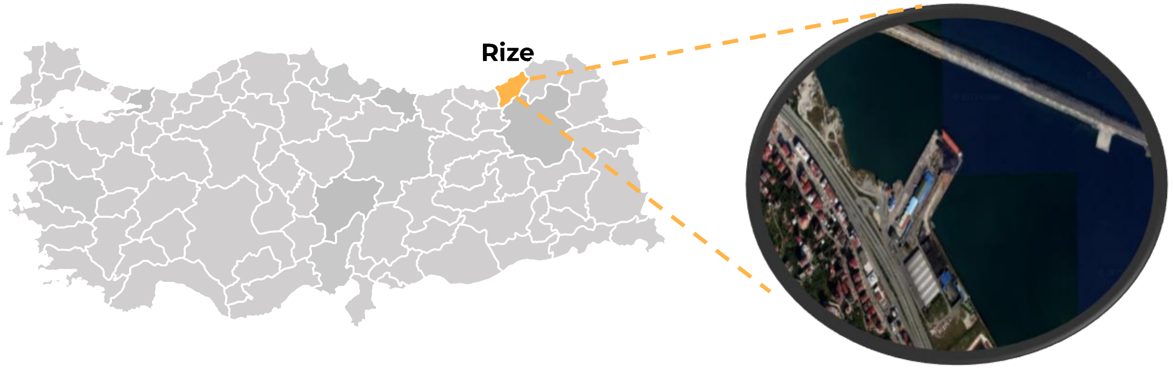
3) ASSET

RİZE PORT (PRIVATIZATION)

Asset Overview

Port Type	Capacity	Location
	4 mn tons	Rize

Total Project	Transfer to Public Date	Operator
181,335 m²	August 2027	RİPORT



Key Technical Data

Handling Capacity

Container (TEU/year):	10.000
Dry Bulk Cargo (Ton/year):	3.000.000
Ro-Ro (Ton/Year):	4.000

Total Port Area:	181.335,42 m²
Warehouse Area (open):	30.000 m²
Closed Storage Area:	14.348,62 m²
General Warehouse:	1.000 m²
Temporary Storage Area:	3.360,62 m²
Sem-enclosed Storage Area:	11.542 m²

4) PROJECT

ÇANDARLI PORT PROJECT DEVELOPMENT

Previous Studies Regarding the Çandarlı Port Project

- Within the scope of the tender held in 2011, the construction of the breakwater of Çandarlı Port has been started in 2014 with a contract value of 237 million TL, with its provisional acceptance.

- A tender was made in 2013 for the **2,000 m long and 1,000 m wide quay**, superstructure construction, dredging activities and field filling planned to be built with the build-operate-transfer model in the port, where the breakwater construction was completed, but no bids could be received.

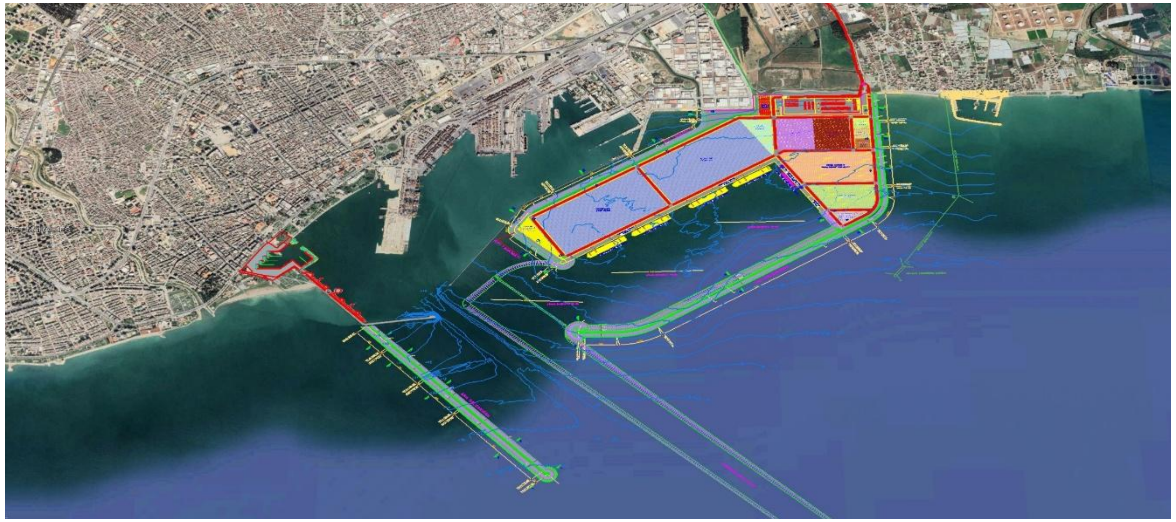
- Within the framework of the approved implementation and zoning plan of Çandarlı Port, which has a natural depth of 18 m; It is aimed to reach a total capacity of 500.000 TEU/year.

- The area where the port is located, along with the surrounding lands, is situated in a suitable region for industrial plant construction.

5) PROJECT

MERSIN LOGISTICS PORT CONSTRUCTION PROJECT

- Located in the eastern Mediterranean, Mersin lies at the crossroads of trade routes between Europe, the Middle East, and Asia.
- More than double the capacity of the current Mersin International Port.
- To be opened for tender in early 2027 by BOT modality.
- Expected cost: 1,5 billion USD.
- The port will serve for general cargo, bulk cargo, container cargo and Ro-Ro transport activities.
- 4,670 m main breakwater and a 2,290 m secondary breakwater,
- Terminal area:201 ha, Protected water area:227 ha
- Dry Cargo-General Cargo Quay Length: 500 m
  Container Quay Length:1000 m
- Draft:19 m



Project Capacity	
Type of Cargo	
Dry Bulk	5.2 million tonnes
Containers	4,500,000 TEU/year
Break Bulk	1.9 million tonnes (1st phase)

6) PROJECT

RIZE IYIDERE LOGISTICS PORT CONSTRUCTION PROJECT

- Owner and employer: Ministry of Transportation and Infrastructure
- The Port will be a hub for the combined transport chain that will generate potential traffic between the Caucasus and Middle Eastern countries.
- Port will be integrated into the Development Road via a highway connection on the Erzurum, Bingöl, Diyarbakır, and Mardin route.
- The port will serve for general cargo, bulk cargo, container cargo, and Ro-Ro transport activities.
- 2,950 m main breakwater and a 395 m secondary breakwater,
- Dry Cargo-General Cargo Berth (496.19 m)
  Container-General Cargo Dock (720.45 m)
  Ro-Ro Dock and Navy Dock (138.193 + 330.00 m and 347.12 m)
  Tugboat Dock (180.16 m)
- Necessary procedures (EIA, Zoning Plan, Construction permit etc.) done

Project Capacity	
Type of Cargo	
Dry Bulk	8 million tonnes
Containers	100,000 TEU/year
Break Bulk	3 million tonnes
Ro-Ro Capacity	100,000 vehicles/year

7) PROJECT

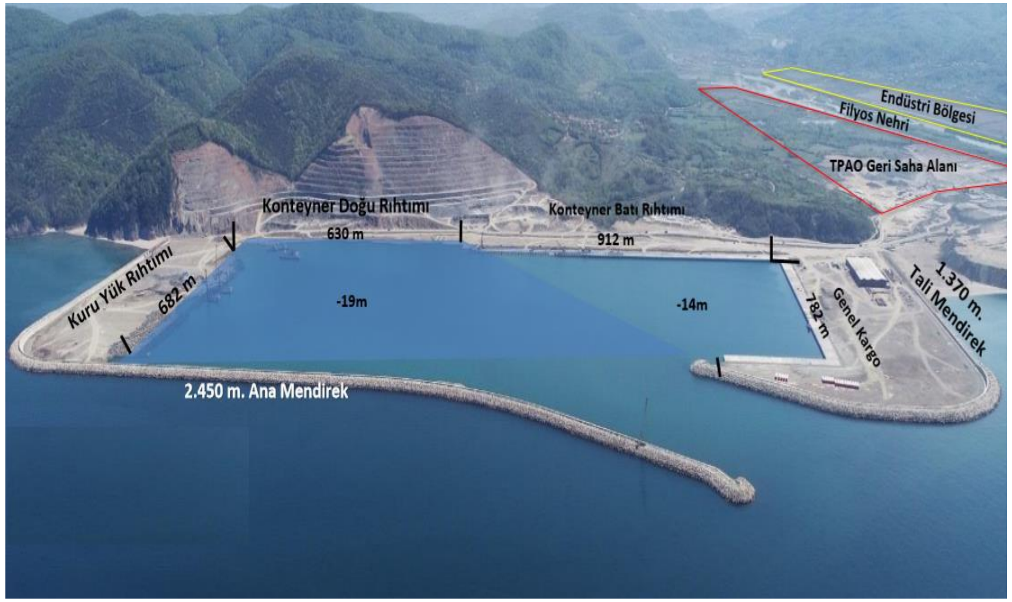
ZONGULDAK FILYOS PORT CONSTRUCTION PROJECT

- Owner and employer: Ministry of Transportation and Infrastructure
- The longest coastal strip on the Black Sea, belongs to Türkiye
- Port will be open Anatolian Market to Asian, Black Sea, and East European countries.
- The port will serve for general cargo, bulk cargo and container cargo.
- 2,450 m main breakwater and a 1,370 m secondary breakwater,
- Dry Bulk Cargo Quay (682 m)

  Container-General Cargo Quay (1,542 m)

  Break Bulk - General Cargo Quay (782 m)
- Necessary procedures (EIA, Zoning Plan, President Authorization permit etc.) done

Project Capacity	
Type of Cargo	
Dry Bulk	12.4 million tonnes
Containers	350,000 TEU/year
Break Bulk	1.5 million tonnes



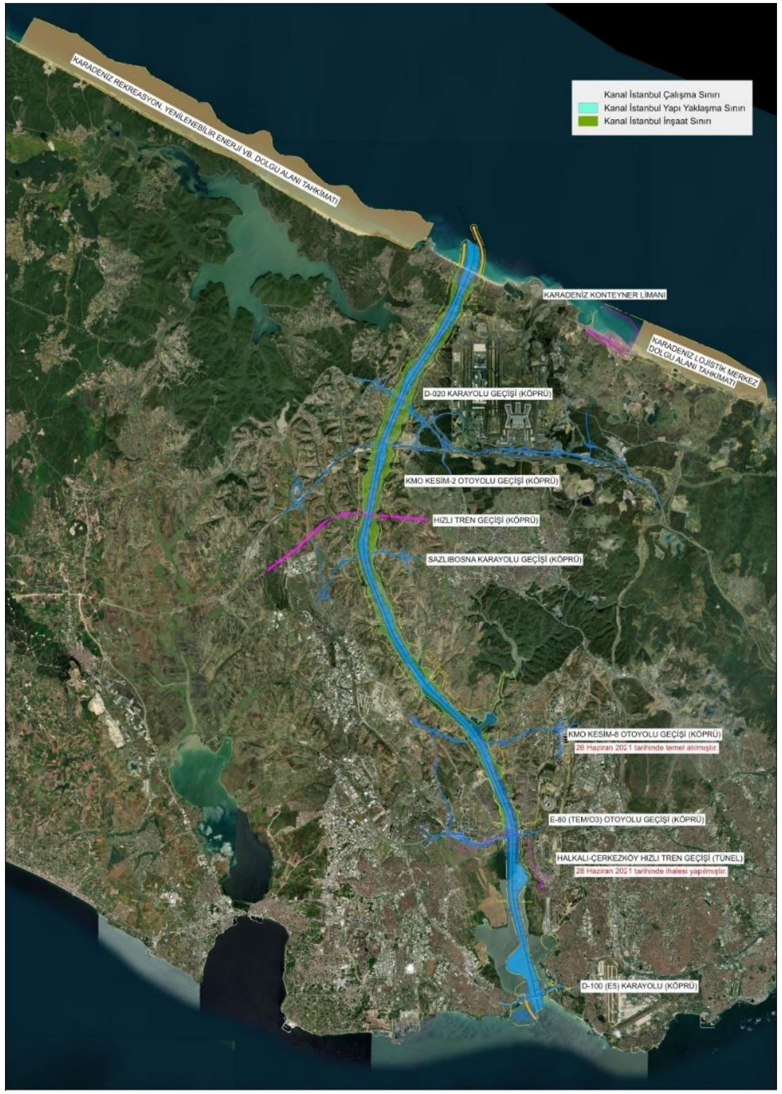
8) PROJECT

CANAL ISTANBUL (BOT)

Project Overview

Location	Istanbul
Length	45 KM
Minimum Width	275 M

21
Billion ($)



Project Snapshot

Contract Type:	Built-Operate-Transfer
Tender Criteria:	To be determined (duration, income, project etc.)
Payment Mechanism:	Fees
Governing Law:	3996 BOT Law
Contracting Authority:	Directorate General of Infrastructure Investments
Construction Period:	5 years
Expected Contract Duration:	18 years
Indicative Investment Amount:	21 Billion Dollar
Expropriation Cost:	1 Billion Dollar
Expropriation Responsibility:	Government or Shared (not defined yet)
Total Canal Length:	45 KM
Minimum Canal Width:	275 M
Minimum Canal Depth:	21 M
Revenue Sharing with Government:	To be determined (during the tender process)

8) PROJECT

CANAL ISTANBUL (BOT)

Project Details

VESSEL TYPE	LENGTH-WIDTH-DRAFT	DWT	FULLY LOADED TONNAGE
Oil Tanker	275-48-17 m	145000	176000
Container	350-49-16 m	120000	185700

EXCAVATION	AREA (1000 m2)	VOLUME (1000 m3)
Land Excavation	28,141	1,065,452
Lake Dredge	8,781	84,547
TOTAL	**36,922**	**1,150,000**

Project Rationale

- Safer navigation
- No sharp turns
- Minimized accident risk
- Far from strong currents
- Reduced waiting time
- New satellite cities

Project Explanation

Engineering studies have been approved.

1/100000 scale master plan and sub-scale spatial plan studies are carried out by the Ministry of Environment and Urbanization.

Environmental Impact Assessment Report has been approved

The required legislative work is carried out in coordination with the relevant institutions

9) PROJECT

ŞAKRAN (İZMİR ALİAĞA) MARINA (BOT)

Project Overview

Location İzmir

Yacht Capacity 450

27 Million ($)

Project Snapshot

Contract Type	Built-Operate-Transfer
Tender Criteria	Maximum Yearly Rent to be Paid to Government
Governing Law	3996 BOT Law
Contracting Authority	Directorate General of Infrastructure Investments
Indicative Investment Amount	27 million USD
Construction Period	2 years
Operation Duration	20 years
Contract Duration	22 years
Expropriation Responsibility	In case of a need for expropriation, its cost will be covered by the company in charge.
Yacht Capacity	400 (moored) + 50 (on land) = 450 (total)
Revenue Sharing with Government	Doesn't exist

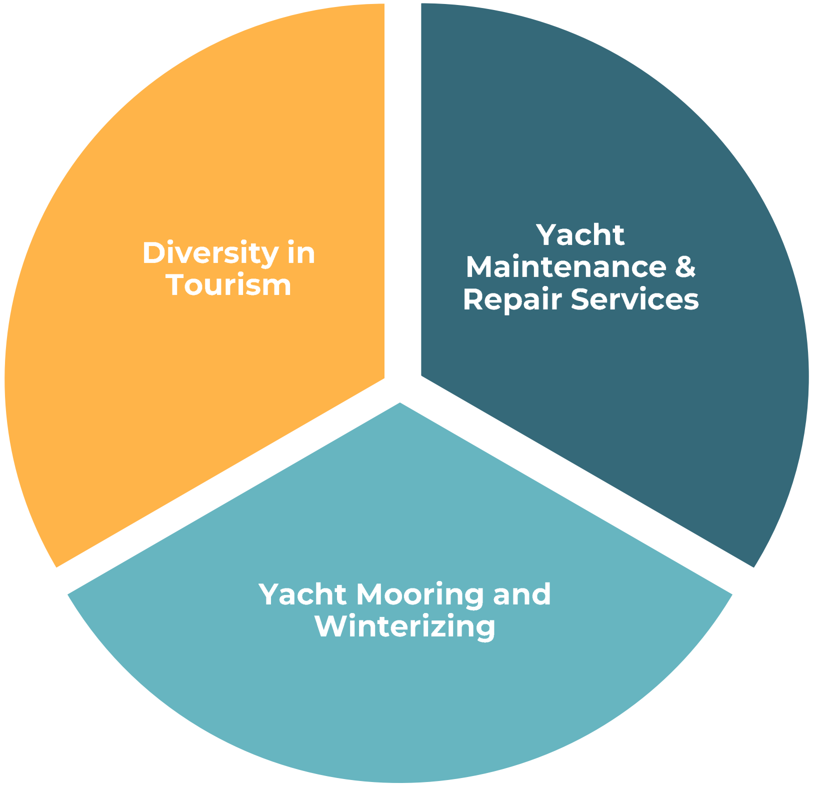
9) PROJECT

ŞAKRAN (İZMİR ALİAĞA) MARINA (BOT)

Project Details

PROJECT CHARACTERISTICS	LENGTH (M)
Main Breakwater	1065 m
Secondary Breakwater	320 m
Dock	1209 m (Dock: 296 m (-3 m) , 592 m (-4 m),321 m (-5 m) docks)
Floating Pier	871 m
Travel Lift	8*25 m

Project Rationale



10) PROJECT

ÇEŞMEALTI (İZMİR URLA) MARINA (BOT)

Project Overview

Location Mersin

Yacht Capacity 140

5 Million ($)

Project Snapshot

Contract Type	Built-Operate-Transfer
Tender Criteria	Maximum Yearly Rent to be Paid to Government
Governing Law	3996 BOT Law
Contracting Authority	Directorate General of Infrastructure Investments
Indicative Investment Amount	5 Million Dollars
Construction Period	2 years
Operation Duration	NA
Contract Duration	15 years
Expropriation Responsibility	-
Yacht Capacity	140
Revenue Sharing with Government	Doesn't exist

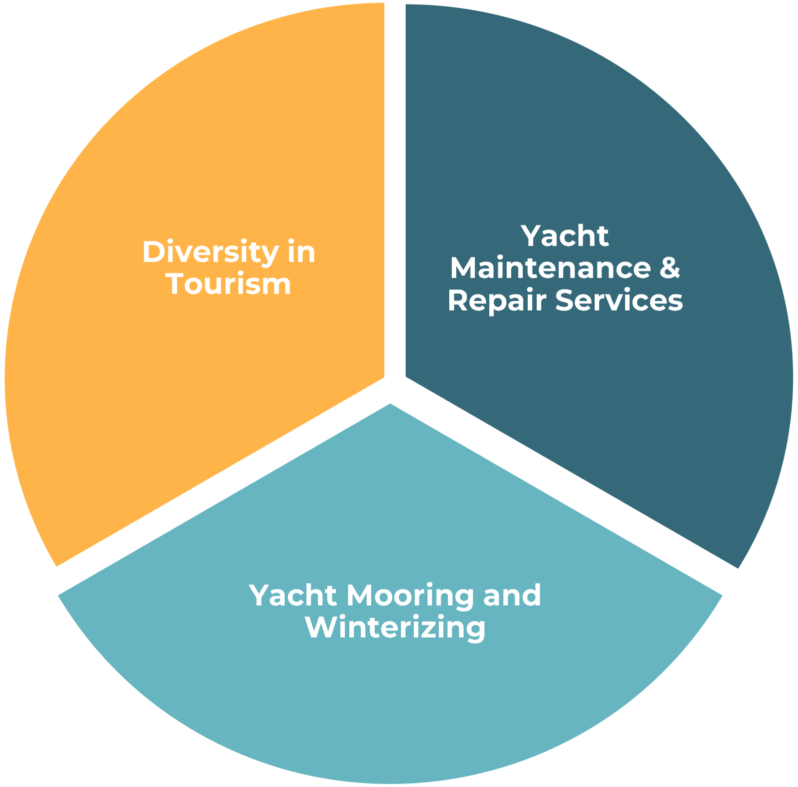
10) PROJECT

ÇEŞMEALTI (İZMİR URLA) MARINA (BOT)

Project Details

PROJECT CHARACTERISTICS	LENGTH (M)
Main Breakwater	280 m
Dock	547 m
Floating Pier	492 m
Travel Lift	8*25 m

Project Rationale



11) PROJECT

AYDINCIK MARINA (BOT)

Project Overview

Location Mersin

Yacht Capacity 150

4 Million ($)

Project Snapshot

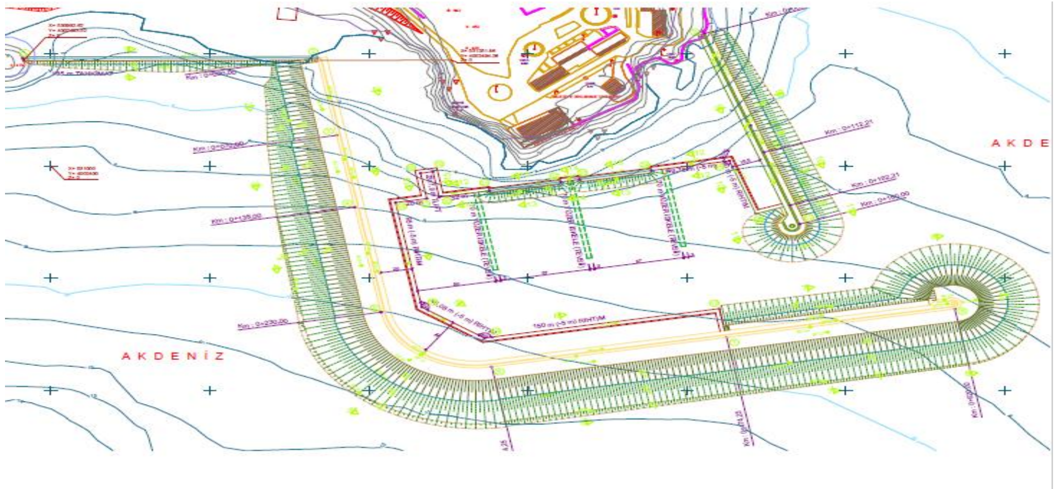
Contract Type	Built-Operate-Transfer
Tender Criteria	Maximum Yearly Rent to be Paid to Government
Governing Law	3996 BOT Law
Contracting Authority	Directorate General of Infrastructure Investments
Indicative Investment Amount	4 million USD
Construction Period	24 months
Operation Duration	23 years
Contract Duration	25 years
Expropriation Responsibility	In case of a need for expropriation, its cost will be covered by the company in charge.
Yacht Capacity	150 (moored)
Revenue Sharing with Government	Doesn't exist

11) PROJECT

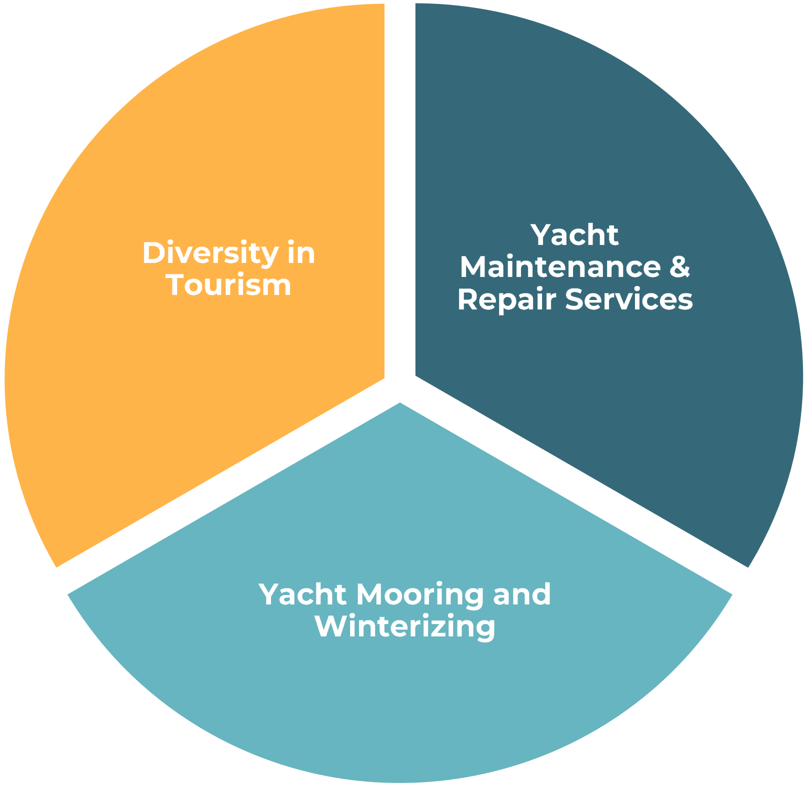
AYDINCIK MARINA (BOT)

Project Details

PROJECT CHARACTERISTICS	LENGTH (M)
Main Breakwater	620 m
Secondary Breakwater	175 m
Dock	452 m
Travel Lift	8*23 m



Project Rationale



RAILWAY SECTOR

SUMMARY OF RAILWAY PORTFOLIO

Project No	Project	Length (km)	Passenger Capacity (Million/year)	Freight Capacity (Million tons/year)	Contract Type	Investment Cost	Tender Criteria	Location
1	**Ankara-İstanbul Super High-Speed Railway**	344	- 18.2 (by 2032) - 39.4 (by 2051)	N/A	BOT / EPC+F	10 billion Euro	Minimum Operation Period	Ankara, İstanbul
2	**Gebze-Halkalı (North Ring) Railway**	213	33	30	EPC	6.75 billion USD	Minimum Bid Price	Kocaeli, İstanbul
3	**Malatya-Narlı Railway**	155	0.5	8.5	EPC+F	2.5 billion USD	Minimum Bid Price	Malatya, Kahramanmaraş

SUMMARY OF RAILWAY PORTFOLIO

Project No	Project	Length (km)	Capacity (Million/year)	Contract Type	Investment Cost	Tender Criteria	Location
4	**Gaziantep-Sanliurfa High Speed Railway**	136	• 2.7 (passenger) • 33.5 million tons (freight)	EPC+F	1.47 billion USD	Minimum Bid Price	Gaziantep, Sanliurfa
5	**Sanliurfa-Mardin High Speed Railway**	180	• 2.7 (passenger) • 33.5 million tons (freight)	EPC+F	1.41 billion USD	Minimum Bid Price	Sanliurfa, Mardin
6	**Sivas-Cetinkaya-Malatya High Speed Railway**	224	• 2.5 (passenger) • 46.8 million tons (freight)	EPC+F	7.3 billion USD	Minimum Bid Price	Sivas, Malatya
7	**Rehabilitation of Irmak-Karabuk-Zonguldak Railway**	415	• 1.6 (passenger) • 15.6 million tons (freight)	EPC+F	298 million USD	Minimum Bid Price	Karabük, Zonguldak, Kırıkkale
8	**Electrification of Samsun-Kalın&Hanli-Bostankaya Railways**	468	• 0.6 (passenger) • 20.9 million tons (freight)	EPC+F	129 million USD	Minimum Bid Price	Samsun, Amasya, Sivas

1. ANKARA-ISTANBUL HIGH SPEED RAILROAD (BOT or EPCF)

Project Overview

Location Ankara-Istanbul

Total Length 344 KM

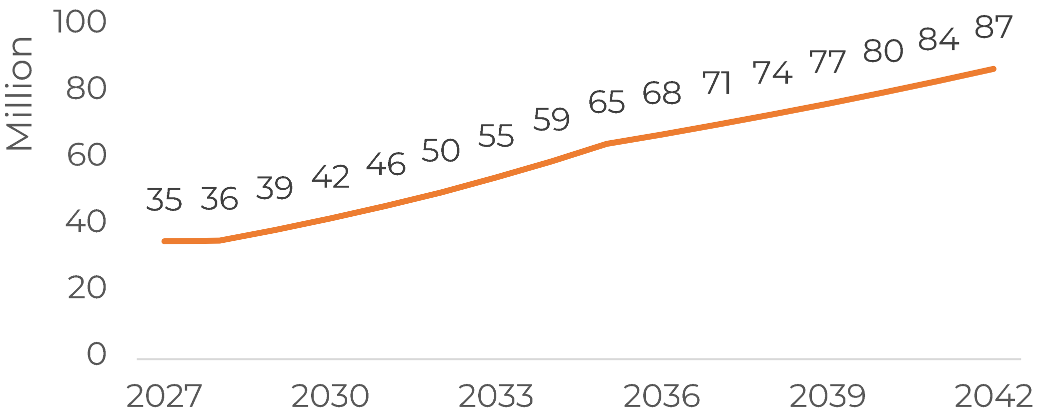
Passenger 11 Million / year

10
Billion (€)

Project Snapshot

Contract Type:	Built-Operate-Transfer or EPC+F
Tender Criteria:	Minimum Operation Period
Payment Mechanism:	Fees
Governing Law:	3996 BOT Law
Contracting Authority:	Directorate General of Infrastructure Investments
Construction Period:	5 years
Expected Contract Duration:	30 years
Indicative Investment Amount:	10 Billion Euro
Expropriation Responsibility:	Government
Total Passenger Capacity:	11.000.000 passenger/year
Total Length (km):	344
Design Speed (km/h):	350 km/h

Passenger Projection



1. ANKARA-ISTANBUL HIGH SPEED RAILROAD (BOT)

Project Rationale

- İstanbul and Ankara cities which have the biggest passenger and freight transport demand will be connected to each other
- Transferring transport density from road to railway
- Shortened travel time
- Faster and more comfortable travel

2. GEBZE-HALKALI (NORTH RING) RAILWAY

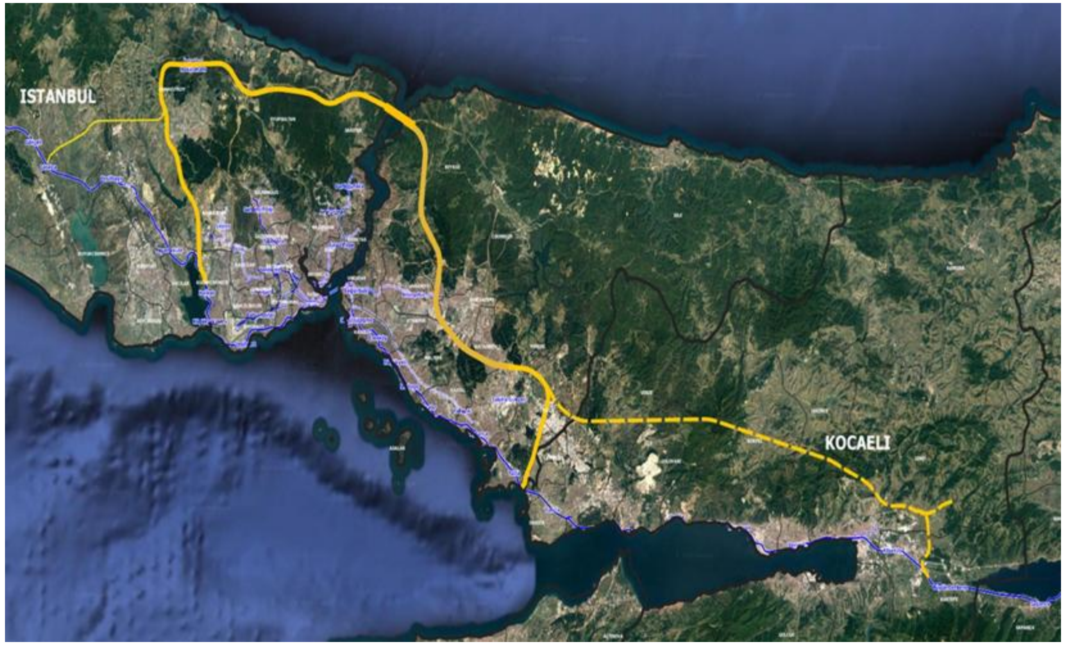
Project Overview

Location Kocaeli - İstanbul

Total Length 127 KM

Passenger 33 Million / year

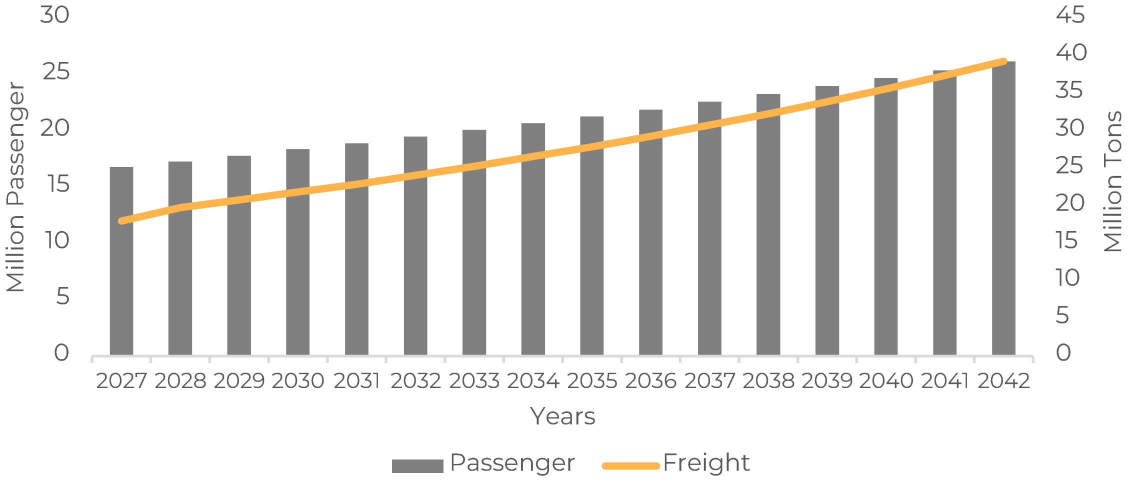
6.75 Billion ($)



Project Snapshot

Contract Type	EPC
Contracting Authority	Directorate General of Infrastructure Investments
Construction Period	5 years
Indicative Investment Amount	6.75 billion USD
Total Passenger Capacity	33 million passenger/year
Total Freight Capacity	30 million tons/year
Total Length (km)	127

Passenger and Freight Projection

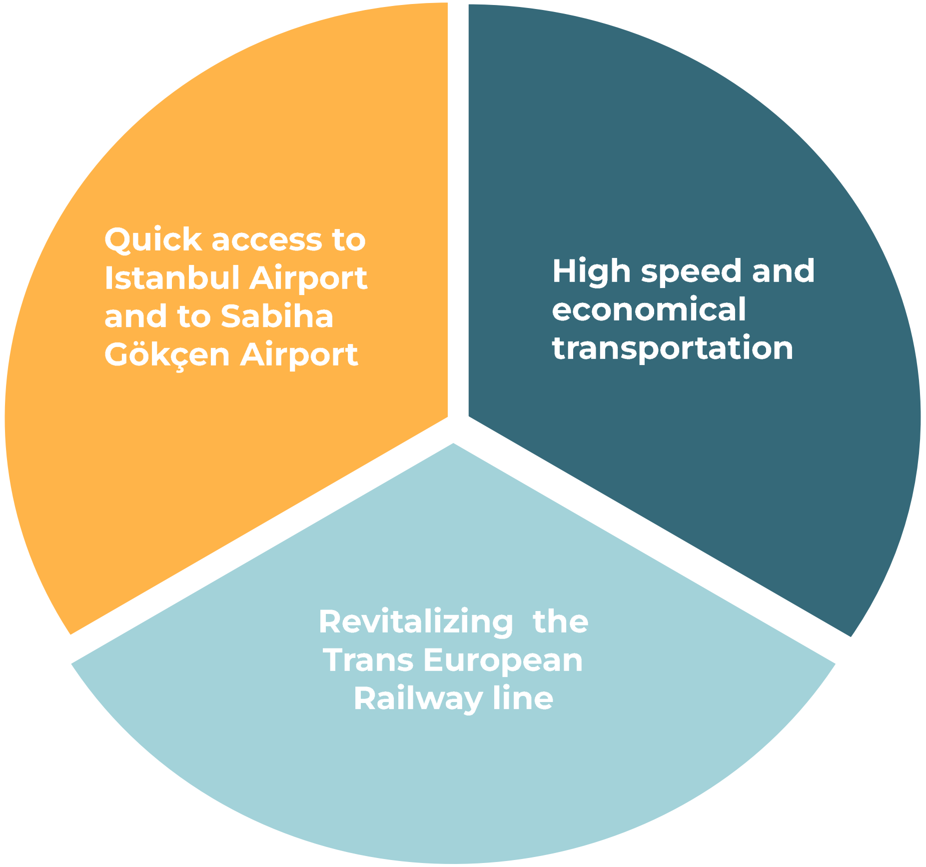


2. GEBZE-HALKALI (NORTH RING) RAILWAY

Project Details

PROJECT CHARACTERISTICS	NUMBER/LENGTH
Total length (km)	120
Design Speed (km/h)	160-200
Tunnel (Number/Length)	32/46,436 m
Viaduct (Number/Length)	29/13,961 m
Number of Stations	10
Number of Lines	2

Project Rationale



Source: Ministry of Transport and Infrastructure

3. MALATYA-NARLI RAILWAY

Project Overview

Location Malatya - Kahramanmaraş

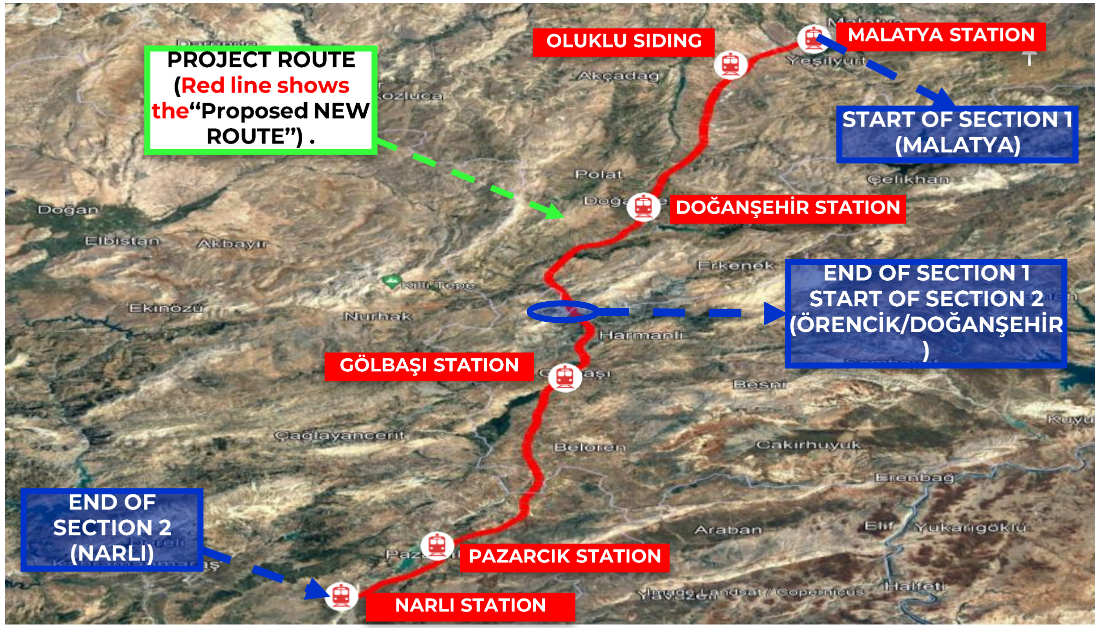
Total Length 155 KM

Passenger 520 Thousand / year

2.5 Billion USD

Project Snapshot

Contract Type	EPC+F
Contracting Authority	Directorate General of Infrastructure Investments
Construction Period	5 years
Indicative Investment Amount	2.5 billion USD
Total Passenger Capacity	520.000 passenger/year
Total Freight Capacity	8.360.000 tons/year
Total Length (km)	155



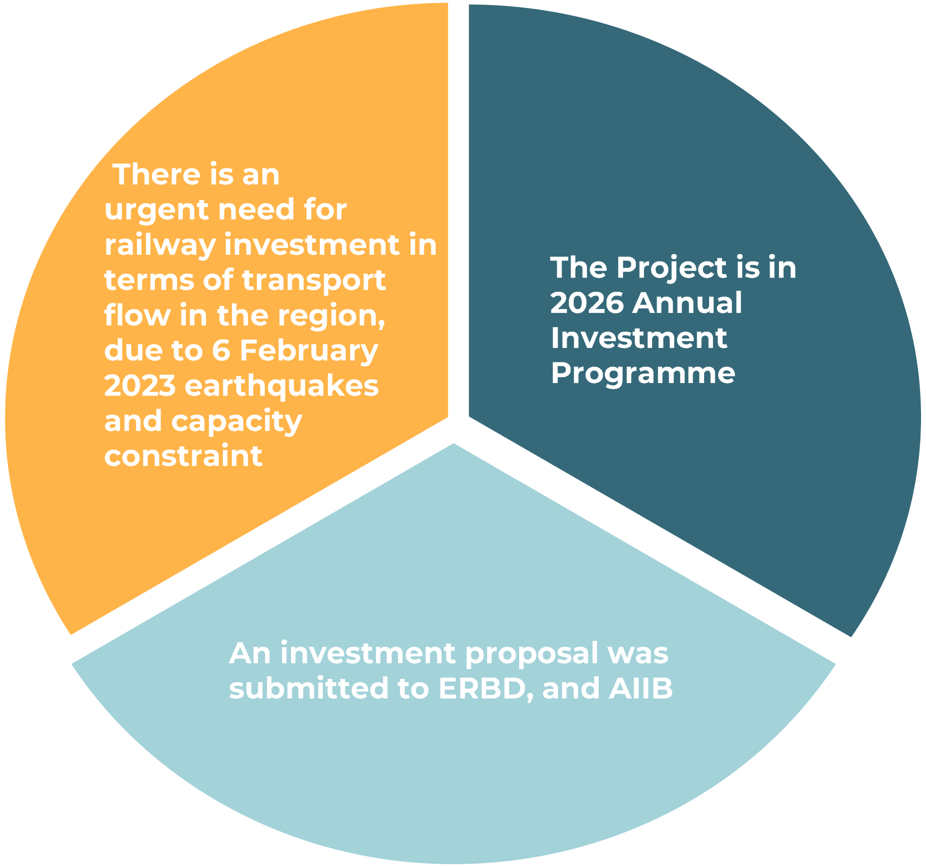
Source: Ministry of Transport and Infrastructure

3. MALATYA-NARLI RAILWAY

Project Details

PROJECT CHARACTERISTICS	NUMBER/LENGTH
Total length (km)	155 km
Design Speed (km/h)	160-200
Tunnel (Number/Length)	14/24.775 m
Viaduct (Number/Length)	17/5650 m
Number of Stations	6
Number of Lines	2

Project Rationale



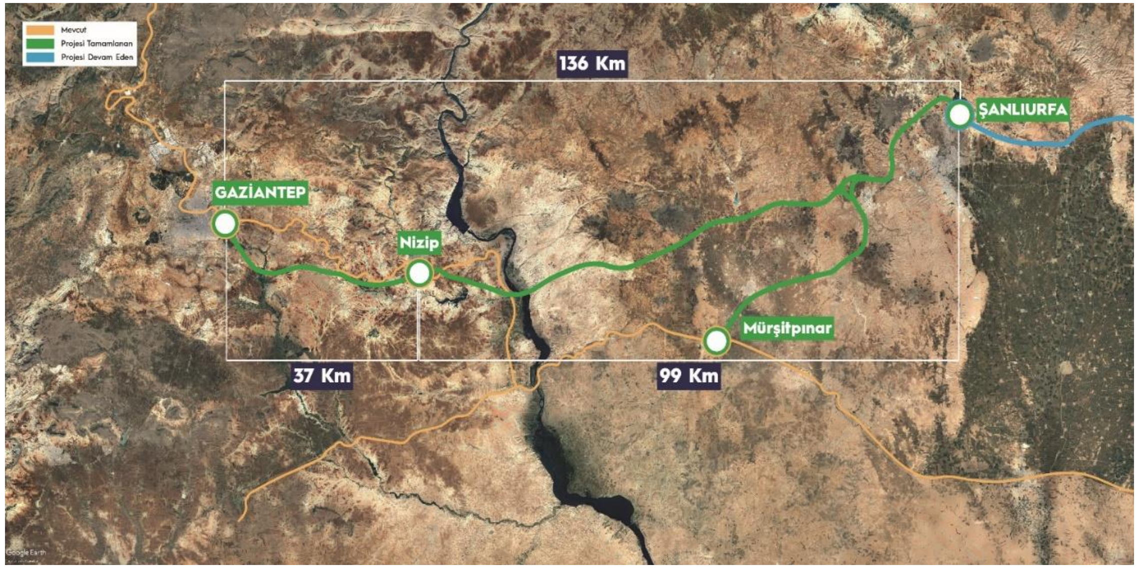
Source: Ministry of Transport and Infrastructure

4. GAZIANTEP-SANLIURFA HIGH SPEED RAILWAY

Project Overview

Location	Gaziantep-Sanliurfa
Total Length	136 KM-2 lines
Passenger	2.7 Million / year

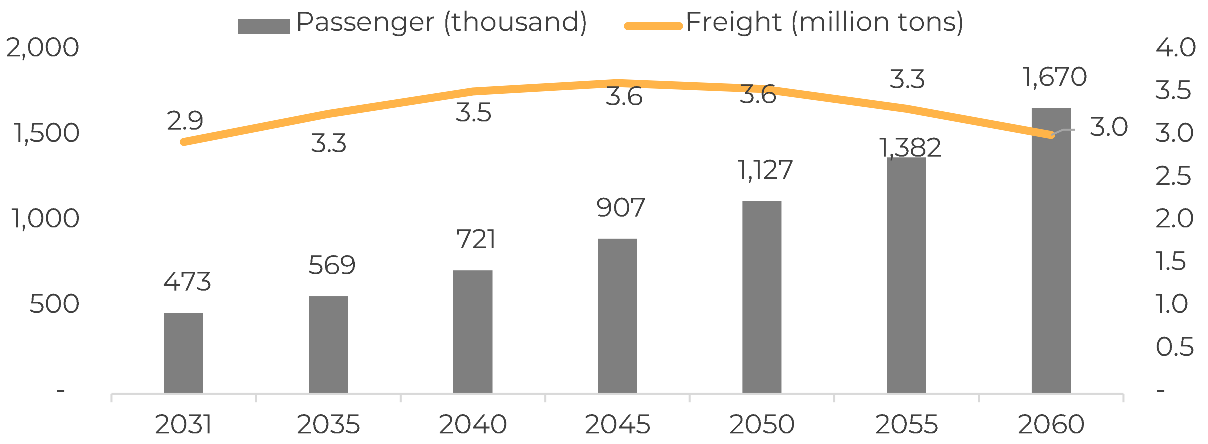
1.47 Billion ($)



Project Snapshot

Contract Type	EPC+F
Tender Criteria	Minimum Bid Price
Payment Mechanism	Progress Payment Report
Governing Law	4734 Public Procurement Law
Contracting Authority	Turkish State Railways
Construction Period	6 years
Indicative Investment Amount	1.47 Billion USD
Expropriation Responsibility	Government
Total Passenger Capacity	2.7 million passenger/year, 33.5 million tons of freight/year
Total Length (km)	272 (136 km each line)
Design Speed (km/h)	200 km/h

Passenger + Freight Projection

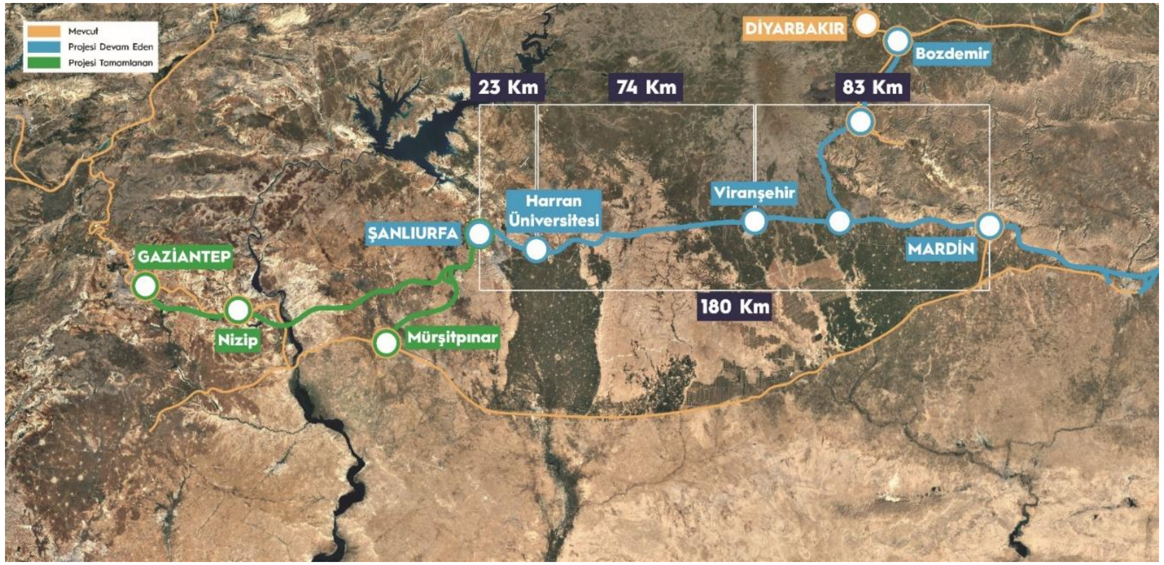


5. SANLIURFA-MARDIN HIGH SPEED RAILWAY

Project Overview

Location	Gaziantep-Sanliurfa
Total Length	180 KM – 2 lines
Passenger	2.7 Million / year

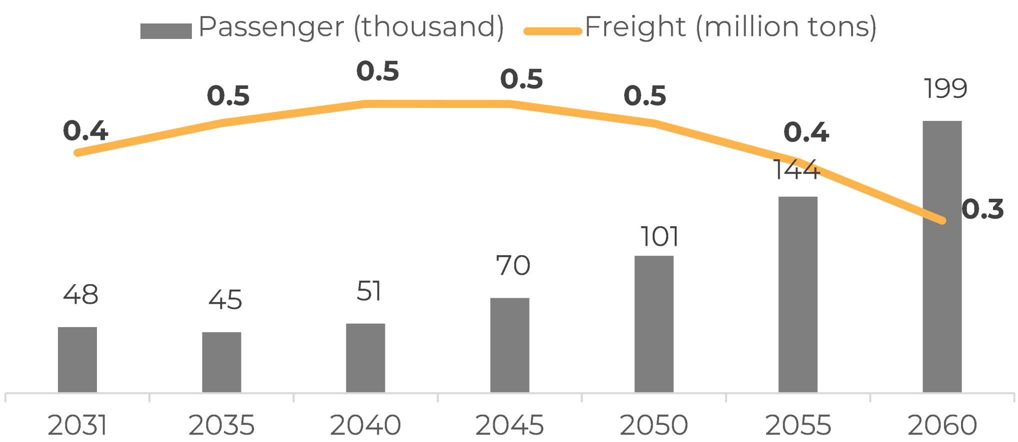
1.41 Billion ($)



Project Snapshot

Contract Type	EPC+F
Tender Criteria	Minimum Bid Price
Payment Mechanism	Progress Payment Report
Governing Law	4734 Public Procurement Law
Contracting Authority	Turkish State Railways
Construction Period	6 years
Indicative Investment Amount	1.41 Billion USD
Expropriation Responsibility	Government
Total Passenger Capacity	2.7 million passenger/year, 33.5 million tons of freight/year
Total Length (km)	360 (180 km each line)
Design Speed (km/h)	200 km/h

Passenger + Freight Projection



6. SİVAS-ÇETİNKAYA-MALATYA HIGH SPEED RAILWAY

Project Overview

Location Sivas-Malatya

Total Length 224 KM – 2 lines

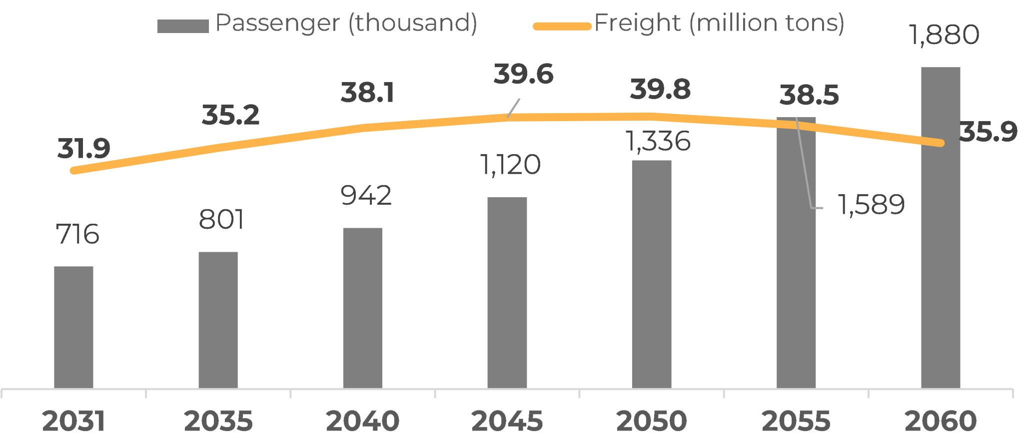
Passenger 2.5 Million / year

7.3 Billion ($)

Project Snapshot

Contract Type	EPC+F
Tender Criteria	Minimum Bid Price
Payment Mechanism	Progress Payment Report
Governing Law	4734 Public Procurement Law
Contracting Authority	Turkish State Railways
Construction Period	6 years
Indicative Investment Amount	7.3 Billion USD
Expropriation Responsibility	Government
Total Passenger Capacity	2.5 million passenger/year, 46.8 million tons of freight/year
Total Length (km)	448 (224 km each line)
Design Speed (km/h)	200 km/h

Passenger + Freight Projection



7. REHABILITATION OF IRMAK-KARABÜK-ZONGULDAK RAILWAY

Project Overview

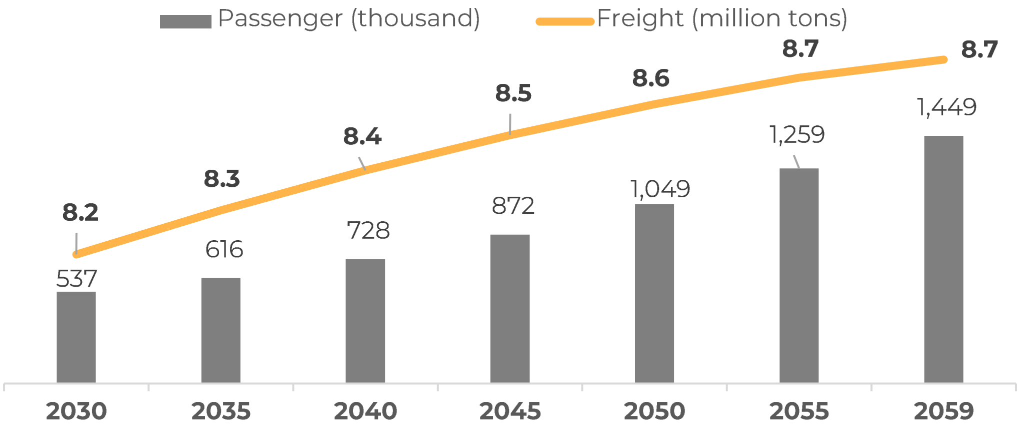
Location	Zonguldak-Irmak (Kırıkkale)
Total Length	415 KM – 2 lines
Passenger	1.6 Million / year

298
million ($)

Project Snapshot

Contract Type	EPC+F
Tender Criteria	Minimum Bid Price
Payment Mechanism	Progress Payment Report
Governing Law	4734 Public Procurement Law
Contracting Authority	Turkish State Railways
Construction Period	5 years
Indicative Investment Amount	298 million USD
Expropriation Responsibility	Government
Total Passenger Capacity	1.6 million passenger/year, 15.6 million tons of freight/year
Total Length (km)	830 (415 km each line)
Design Speed (km/h)	160 km/h

Passenger + Freight Projection



8. ELECTRIFICATION OF SAMSUN-KALIN&HANLI-BOSTANKAYA RAILWAYS

Project Overview

Location — Samsun-Kalın, Hanlı-Bostankaya

Total Length — 468 KM – 2 lines

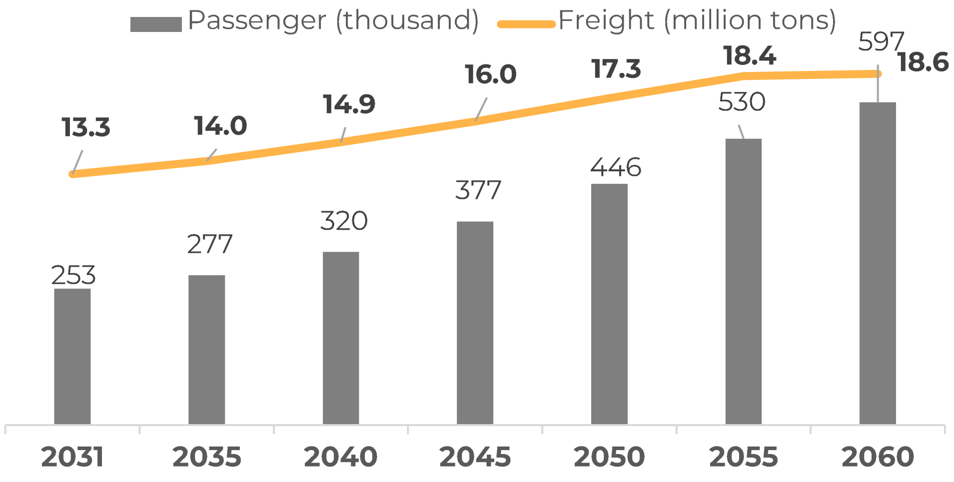
Passenger — 620 thousand / year

129 million ($)

Project Snapshot

Contract Type	EPC+F
Tender Criteria	Minimum Bid Price
Payment Mechanism	Progress Payment Report
Governing Law	4734 Public Procurement Law
Contracting Authority	Turkish State Railways
Construction Period	6 years
Indicative Investment Amount	129 million USD
Expropriation Responsibility	Government
Total Passenger Capacity	0.6 million passenger/year, 20.9 million tons of freight/year
Total Length (km)	934 (468 km each line)
Design Speed (km/h)	160 km/h

Passenger + Freight Projection



HEALTHCARE SECTOR

SUMMARY OF HEALTH PORTFOLIO

Project No	Project	Bed Capacity	Indoor Area (m2)	Contract Type	Investment Cost
1	Izmir Tınaztepe City Hospital	1,500	337,500	BLT	630 million USD
2	Diyarbakır Yenişehir City Hospital	1,000	225,000	EPCF	350.2 million USD
3	Istanbul Süreyyapaşa Healtcare Campus	1,765	413,662	EPCF	643.3 million USD
4	Istanbul Bakırköy High Security Forensic Psychiatry Hospital	800	200,000	EPCF	311.3 million USD

AIRWAY SECTOR

PROJECTS UNDER DEVELOPMENT

Under Construction Airport Projects (2)

YOZGAT AIRPORT
(EPC)
2 MIL. PASS/YEAR
2026

BAYBURT-GÜMÜŞHANE AIRPORT
(EPC)
2 MIL. PASS/YEAR
2026

Pipeline Projects (5)

1. Sabiha Gökçen new terminal construction
2. Trabzon Airport new runway construction
3. Samsun Airport new terminal construction
4. Karaman Airport construction
5. Sivas Airport new runway and terminal construction

Under Construction Projects (3)

1. Malatya Airport terminal construction
2. Kapadokya Airport terminal construction
3. Siirt Airport terminal construction

ENERGY SECTOR

SUMMARY OF ENERGY PORTFOLIO

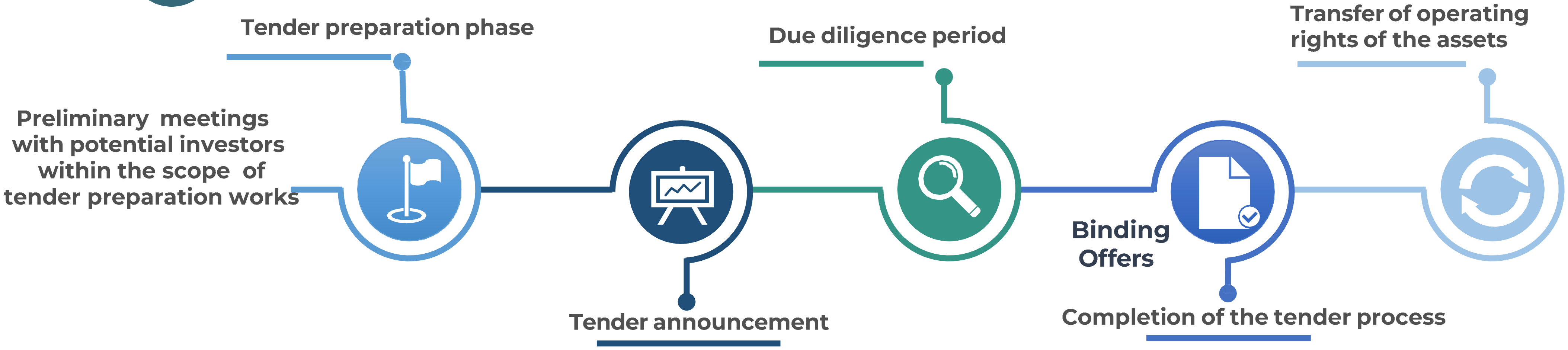
Asset No	Power Plants	Installed Capacity (MWe)	2022 Generation (GWh)	Location	Dam/Fuel Type
1	**Akköprü HEPP**	115	343	Muğla	Reservoir
2	**Dereiçi HEPP**	0.4	1.11	Kars	Reservoir
3	**Seyhan – Yüreğir HEPP**	• 7.50 MW (Seyhan 2) • 6.00 MW (Yüreğir)	33	Adana	Reservoir

GENERAL OVERVIEW PRIVATIZATION

Privatization Opportunities for Hydro Power Plants

Transaction	• **3 hydroelectric power plants** ("HEPP") in various regions of Türkiye have been placed on the privatization agenda as to respective decisions of the Privatization High Council or the President of the Republic of Türkiye.
Scope	• Total installed capacity of these 3 HEPPs is **128.9 Mwe.**
Advisor	• **Development Investment Bank of Türkiye** has been appointed as the exclusive financial advisor of **Privatization Administration of Türkiye** ("PA") to provide advisory services in respect of preparation and execution of the privatization tenders of certain power plants.
Tender Process	• This document provides preliminary technical and operational data pertaining to the associated power plants listed on the following page on the privatization agenda. Privatization tenders of selected power plants are planned to be announced in **2026**.

Contemplated Privatization Process



HYDROPOWER PLANTS – PRIVATIZATION (Transfer of Operating Rights)

Akköprü HEPP

Total Installed Capacity: 115 MW

Total Generation: Avrg 343 GWh/year

No feed-in tariff (pure merchant risk)

Dereiçi HEPP

Total Installed Capacity: 0.4 MW

2021 Total Generation 1.11 GWh

No feed-in tariff (pure merchant risk)

Seyhan-Yüreğir HEPP

Total Installed Capacity: 7.50 MW (Seyhan 2)
6MW (Yüreğir)

Capacity per Unit: 3 * 2.5 MW (Seyhan 2)
1 * 6 MW (Yüreğir)

Total Generation: Avrg 33 GWh/year (Seyhan 2)

No feed-in tariff (pure merchant risk)

Contact Details and Disclaimer

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