



GTİ

# MODERNIZATION OF BORDER GATES

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FOREIGN AFFAIRS EXPERT

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## WHO IS GTİ?

- Incorporated: 2005
- Associated by: **TOBB** & **137** Chambers
- Modernization of Border Gates:
  - Build – Operate –Transfer (BOT Model)
- Modernization with the model:
  - **First in the World**



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## BUILD

- The border gate facility is rebuild.
- **Financed by GTİ**

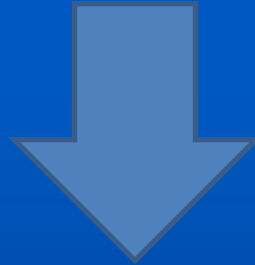
## OPERATE

- Operation of commercial facilities
- Operating activities

## TRANSFER

- Transfer of facilities to the public free of charge

**“Build-Operate-Transfer”**



**No burden for public treasury!!!**

# COMPLETED PROJECTS

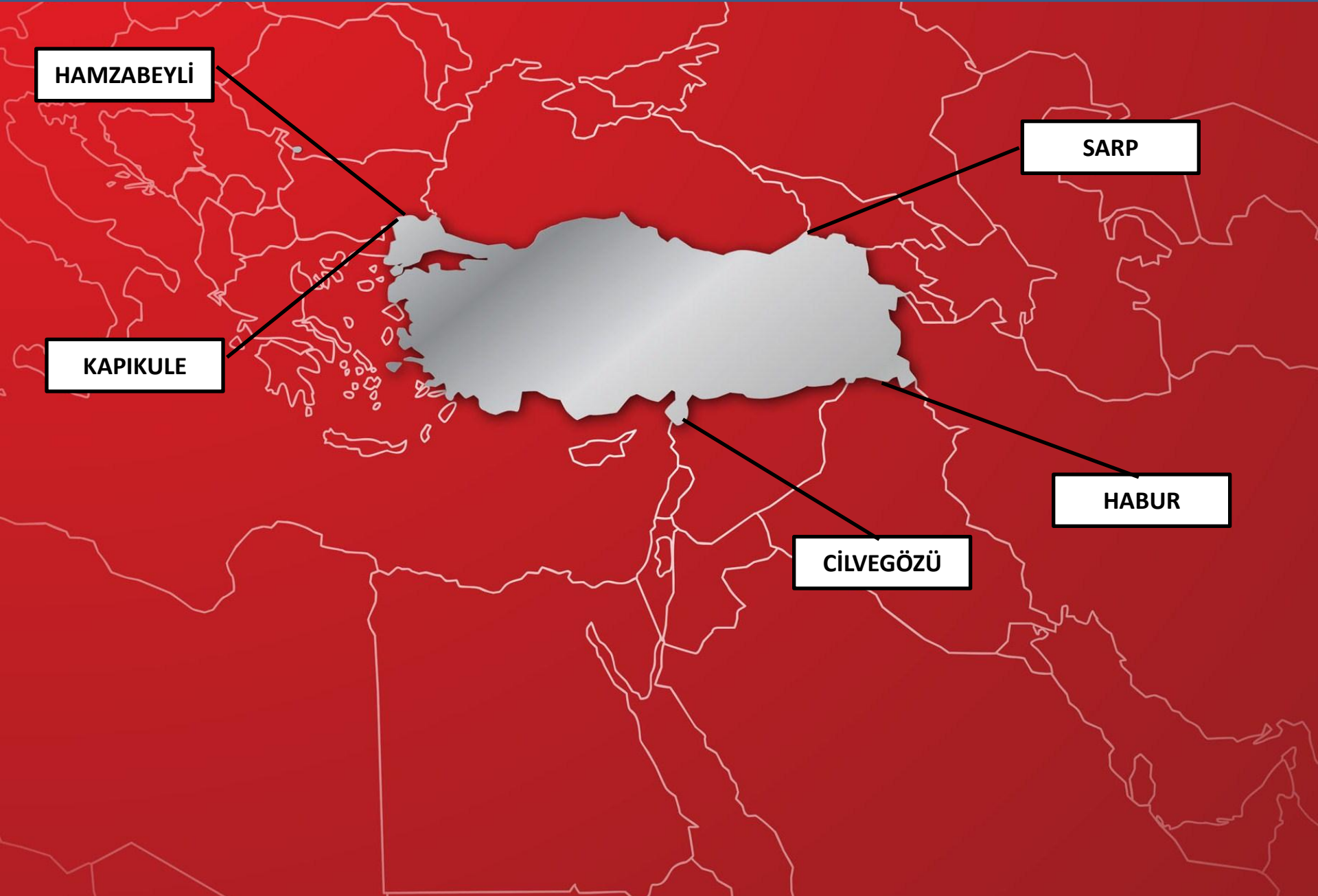
HAMZABEYLİ

SARP

KAPIKULE

HABUR

CİLVEGÖZÜ





Investment Made So Far

**\$200.000.000**

Tax Paid to Government

**\$60.000.000**

## DRAMATIC CHANGE

- **Border Waiting Time** decreased
  - Capacity increased
- Physical standards improved
- **24 hour** service

## DRAMATIC CHANGE

- Business opportunity for:
  - more than **500** companies
  
- Job opportunity for:
  - more than **1500** employees



# RECENT PROJECTS



These projects are in the approval process



**SECOND STEP:**  
**MODERN SILK ROAD – ECO COUNTRIES**  
**&**  
**JOINT BORDER CROSSING MODEL**



## WHY MODERN SILK ROAD?

- Silk Road and ECO countries stretches between the EU and China
- This route is not fully integrated to the global economy yet, but will be the most significant trade bridge in 21st century.

## SILK ROAD



## MAIN PROBLEMS OVER BORDER CROSSINGS

- Customs regulations
  - Long customs procedures, different formalities
  - Lack of an **integrated** information system
  - Lack of **cooperation** and **coordination** across customs of neighboring countries

## MAIN PROBLEMS OVER ROUTES

### ➤ Border crossings

- Time wasted waiting at border passes correspond to **1/3 of total time** of travel
- Two different customs procedure is carried out at borders.



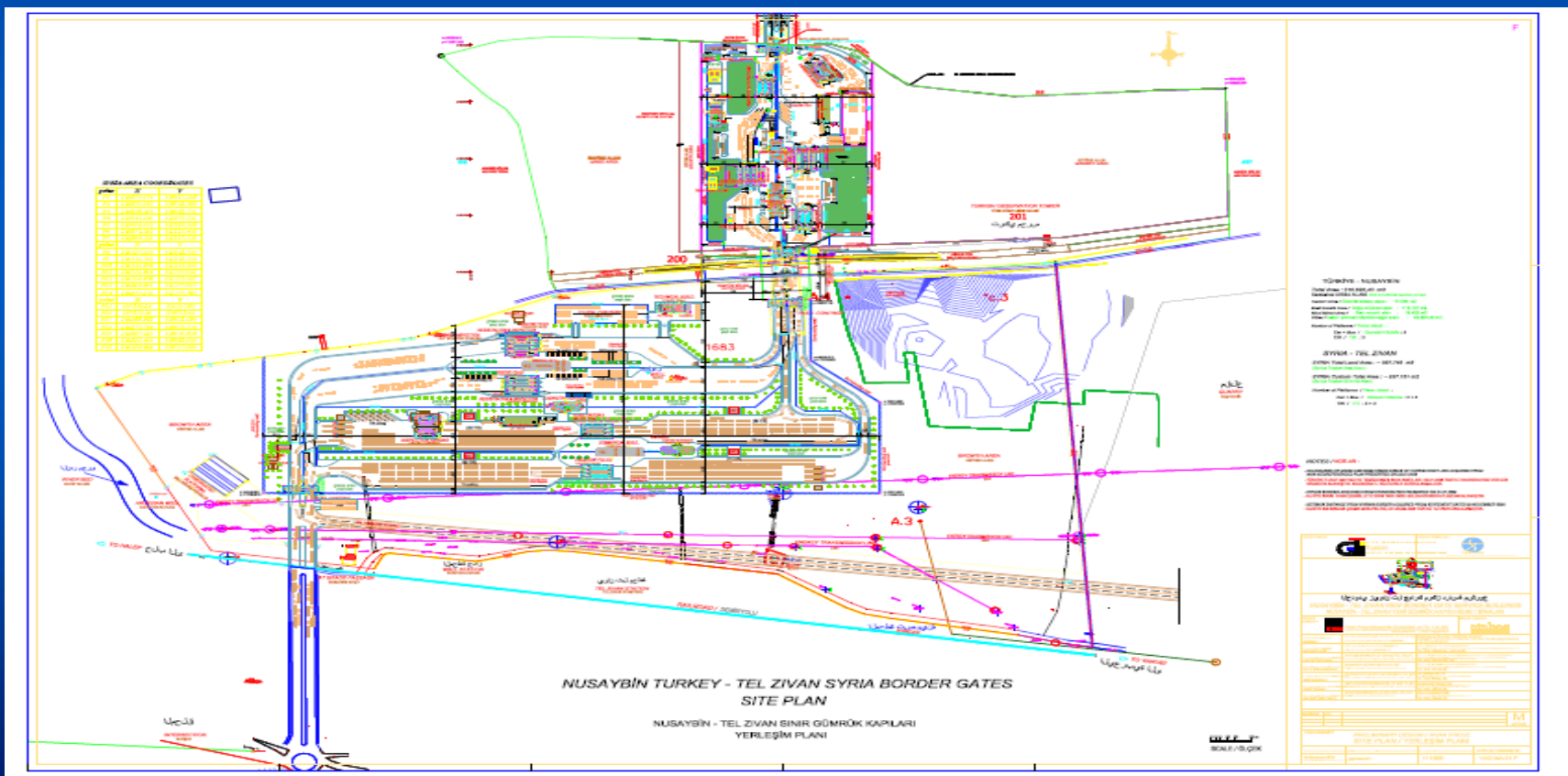
## AREAS OF PROGRESS

- Infrastructure improvements
  - Roads for secure and fast transportation
  - Truck parks
- Integrated information systems

## AREAS OF PROGRESS

- Modernization of border gates
  - GTİ's role of **standardization** en-route.
  - Joint border gate model





## WHAT IS JBCM

- One border gate area → both countries acting together
- Customs procedures undertaken jointly; just once instead of twice
- Objective is to eliminate redundancies



## WHAT IS JBCM

Information from one countries' official



both countries' system.

## WHAT IS JBCM

Declaration to exiting country

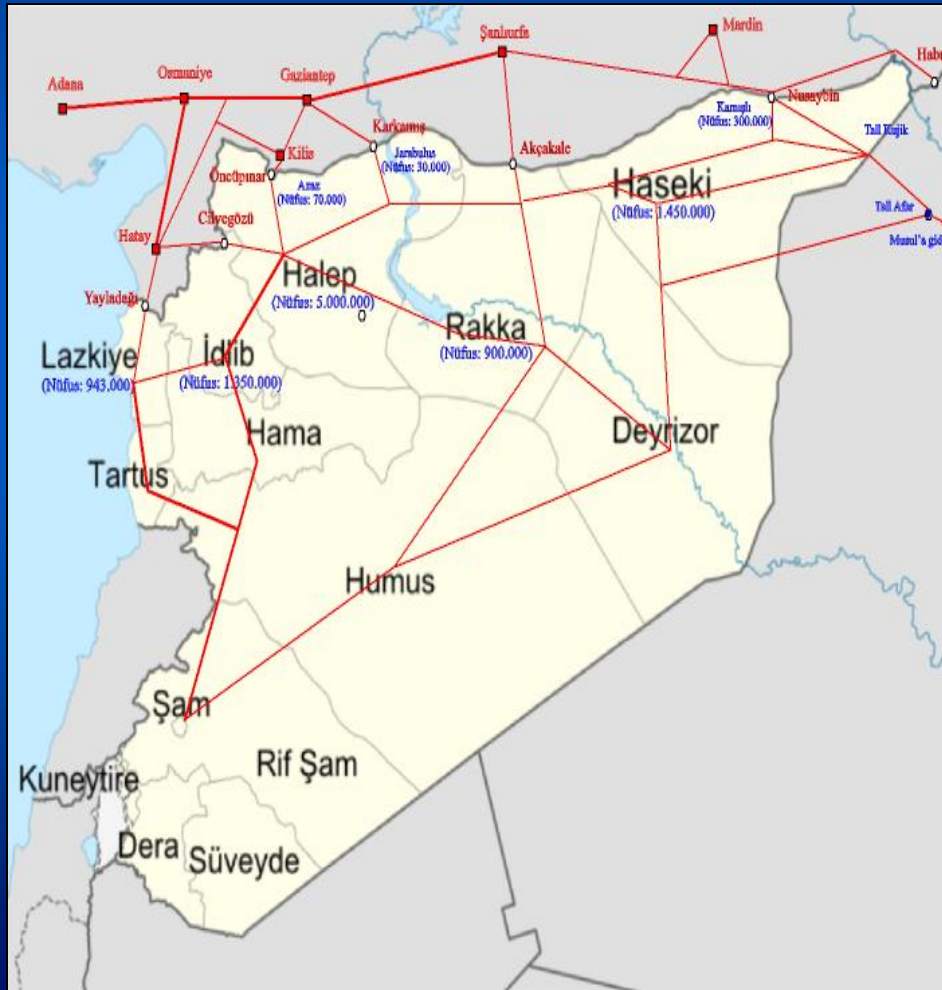


Control by the entrance country.

## WHY JBCM?

- 60-70 % of decrease in the BORDER WAITING TIME
- Threefold the capacity
- Investment and operational costs will get significantly lower.

## SYRIAN PROJECTS



- No visa procedure
- Joint border gate model for all crossings of Turkey – Syria
  - First: Nusaybin - Qamishli

## IRANIAN PROJECTS



- Joint border gate model for:
  - All crossings of Iran – Turkey
- Modernization of crossings:
  - All crossings of Iran with neighbours





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## GTI AS A CONCEPT

- Not just the border gates
  - Logistics Centers
  - Internal Customs
- Also the **concept designer**
  - Different Countries → Different Customs Procedures





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# **KAPIKULE BORDER GATE**

**Turkey – Bulgaria**



## KAPIKULE BORDER GATE

- Busiest border gate of Europe
- Second busiest border gate of World
- Yearly **5.000.000** passengers –  
**460.000** TIR; Totally: **1.250.000** vehicles

# KAPIKULE BORDER GATE (Before Modernization)



# KAPIKULE BORDER GATE (After Modernization)





# KAPIKULE BORDER GATE (After Modernization)





# KAPIKULE BORDER GATE (After Modernization)



# KAPIKULE BORDER GATE (After Modernization)







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# **HABUR BORDER GATE**

**Turkey - Iraq**





## HABUR BORDER GATE

- Only border gate with Iraq.
- Yearly **2.500.000** passengers –  
**1.100.000** TIR; **1.600.000** total vehicles

# HABUR BORDER GATE (Before Modernization)



# HABUR BORDER GATE (After Modernization)





# HABUR BORDER GATE (After Modernization)



# HABUR BORDER GATE (After Modernization)





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# **CİLVEGÖZÜ BORDER GATE**

**Turkey – Syria**



## CİLVEGÖZÜ BORDER GATE

- Busiest Border Gate with Syria.
- Yearly **2.000.000** passengers –  
**170.000** TIR - **550.000** total vehicles



# CİLVEGÖZÜ BORDER GATE (Before Modernization)





# CİLVEGÖZÜ BORDER GATE (After Modernization)



# CİLVEGÖZÜ BORDER GATE (After Modernization)





# CİLVEGÖZÜ BORDER GATE (After Modernization)



# CİLVEGÖZÜ BORDER GATE (After Modernization)





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# **SARP BORDER GATE**

## **Turkey - Georgia**



## SARP BORDER GATE

- Only border gate to Georgia and to Silk Road.
- Yearly **2.650.000** passengers  
**180.000** TIR; **620.000** total vehicles
- High volume of pedestrian



# SARP BORDER GATE (Before Modernization)





# SARP BORDER GATE (After Modernization)





# SARP BORDER GATE (After Modernization)





# SARP BORDER GATE (After Modernization)





# SARP BORDER GATE (After Modernization)





# SARP BORDER GATE (After Modernization)





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# **HAMZABEYLİ BORDER GATE**

**Turkey - Bulgaria**



## HAMZABEYLİ BORDER GATE

- Second border gate to Bulgaria.
- Yearly **800.000** passengers –  
**200.000** TIR; **330.000** total vehicles

# HAMZABEYLI BORDER GATE (Before Modernization)



# HAMZABEYLI BORDER GATE (After Modernization)





# HAMZABEYLİ BORDER GATE (After Modernization)



# HAMZABEYLİ BORDER GATE (After Modernization)





# HAMZABEYLİ BORDER GATE (After Modernization)





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