

# International Journal of Sustainable Development & World Policy

2016 Vol. 5, No. 1, 1-11.

ISSN(e): 2305-705X

ISSN(p): 2306-9929

DOI: 10.18488/journal.26/2016.5.1/26.1.12.25

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## A REVIEW ON EU TRANSPORTATION PROJECTS WITHIN THE CASE OF TURKEY FOR EUROPEAN UNION REGIONAL DEVELOPMENT POLICY

Uğur Yıldırım<sup>1</sup> — Soner AKIN<sup>2†</sup> — Zehra Gül<sup>3</sup> — Yeter Çiçek<sup>4</sup>

<sup>1</sup>Professor, Public Administration Department, Kahramaras Sutcu Imam University

<sup>2</sup>Teaching Assistant Dr, Foreign Trade Department, Mustafa Kemal University

<sup>3</sup>Assistant Professor, Health Administration Department, Kahramaras Sutcu Imam University

<sup>4</sup>Research Assistant, Public Administration Department, Kahramaras Sutcu Imam University

### ABSTRACT

The transportation issue is one of the thematic priorities which give policy makers great inspiration and demand background. Today's transport networks are leading the way in sustainable, efficient and safe mobility, increasing access to all regions. Large scale projects, infrastructures, networks, EU Cohesion policy's nearly 22% fund support were mostly emphasized in this sense. This is also valid for candidate countries for Union. This paper discussed the case of Turkey, i.e. she is a candidate state for European Union, and benefiting from the financial instruments for funding regional development process as European Regional Development Fund, Cohesion Fund, European Social Fund, EU Solidarity Fund, IPA and Turkish Cypriot community, Turkey only benefits from the IPA program. This study was prepared in order to present a review upon the transportation projects within the regional development policy of EU. Today, the available member countries are part of a policy mechanism via being joined the mostly known transport projects as Baltic Sea, Interrag V-A sub projects, and Central Europe integration in transportation manners. Those projects were also analyzed in order to show the inspiration themes for the future and today's concepts and needs of Turkey to be fulfilled in the regional development politics on transportation issue. The number and budgets of transport themed projects and major projects and Turkish TEN-T and similar IPA supported projects were also evaluated in this study.

**Keywords:** Isaac Boro, Niger Delta question, Marginalization, Revolution, Democracy.

### Contribution/ Originality

This study contributes in the existing literature about case analysis on how regional development policies were affected by macro transportation projects.

## 1. INTRODUCTION

Today, European Union has a co-integrated phase of regional policy which is different from the early stages of Union's regional approaches. Indeed, a multi way of understanding was enriched within the regional policy of EU. Hence, we see as a regional policy which has a strong impact in many fields, covering the status of negotiated and members states. Union's upcoming investment policy helps to deliver many EU policy objectives, predictions and complements upon traditional and reviewed EU policies such as those dealing with education, employment, energy, the environment, the single market, research and innovation. In fact recent Regional Policy provides the necessary

† Corresponding author

investment framework to meet the goals of the Europe 2020 Strategy for smart, solidly sustainable and inclusive growth in the European Union by the predicted future of 2020 (EC.Europa [web],2015).

As is referred, one of the official guidelines as *European Regional Policy, an inspiration for Countries outside the EU?* signs the transportation issue is one of the thematic priorities which gives policy makers great inspiration and demand background. In this respect the predictive future of European was internalized in the modernization needs and specifically the transportation topics. In this guideline, according to Dirk Ahner who is Director General for Regional Policy in European Commission for the year which the guideline was prepared on behalf of Office of The Official Publications of The European Union, the transport issue is among some of the key achievements of regional development in part of Europe’s modernization. Officially presented topics define the indirectly transport related statements as challenging the unemployment by sustaining the level of employment by the aim on 75%of the 20-64 year-olds to be employed. Following this lowering the greenhouse gas emissions to 20% (or even 30%, if the conditions are right) and the increase of energy efficiency for all sectors (EC Cohesiondata, 12.01.2016, www.cohesiondata.ec.europa.eu).

As to this today’s transport networks are leading the way in sustainable, efficient and safe mobility platform which are increasing the access facilities to all regions (Jensen and Richardson, 2004). Large scale projects, infrastructures, networks, Cohesion policy’s nearly 22% fund support were mostly emphasized in this sense. Again, the provision of efficient transport networks is one of the clearest examples of a policy area where a supranational vision is essential going beyond national borders. As is known, Turkey is a candidate state, then among the financial instruments for funding regional development process as European Regional Development Fund, Cohesion Fund, European Social Fund, EU Solidarity Fund, IPA and Turkish Cypriot community, Turkey only benefits from the IPA program. Today IPA (instrument for pre-accession period) is designed for second phase as IPA II, and lasts between 2014 and 2020 in a motto “country action programs”, along with financial aids via projects. In the scope of IPA II, a commission implementing decision was published on 11th December 2014 recently, and in those mottos as Sustainable and Safe Transport, Technical assistance for promoting inter-modality, modal shift and rail reform, Efficient Transport, Technical Assistance for Implementation of the National Strategy for Intelligent Transportation Systems, Accessible and Inclusive Transport, Technical Assistance for Sustainable and Accessible Urban Transport in cities. The place of importance within 28 member countries can be viewed by the table-1 below (EC Cohesiondata, 12.01.2016, www.cohesiondata.ec.europa.eu)

Table-1. EU Funds for Regional policy on development (Cohesiondata[web],2025)

<b>TOTAL EU ALLOCATIONS-EU28 (2014-2020) pie chart</b>		
<b>Based on Total EU Allocations Per MS-Transposed (2014-2020)</b>		
<b>Member State</b>	<b>Fund</b>	<b>Amount (€)</b>
EU 28	Less Developed Regions	182171800000
EU 28	Cohesion Fund	63399700000
EU 28	More Developed Regions	54350500000
EU 28	Transition Regions	35381100000
EU 28	European Territorial Cooperation: Cross-Border Cooperation	7548400000
EU 28	Youth Employment Initiative (additional allocation)	3211200000
EU 28	European Territorial Cooperation: Transnational Cooperation	2075000000
EU 28	Outermost and northern sparsely populated regions	1555400000

Resource: (EC Cohesiondata, 12.01.2016, www.cohesiondata.ec.europa.eu)

As is seen in the above table, the fund extracted for the less developed countries is at the number one shares. Then the transition regions which are mostly referred in the eastern part of Union were ordered at the fourth order. The pie chart of those shares could be seen in the chart below as well. And IPA fund budget is not among them (EC Cohesiondata, 12.01.2016, www.cohesiondata.ec.europa.eu).

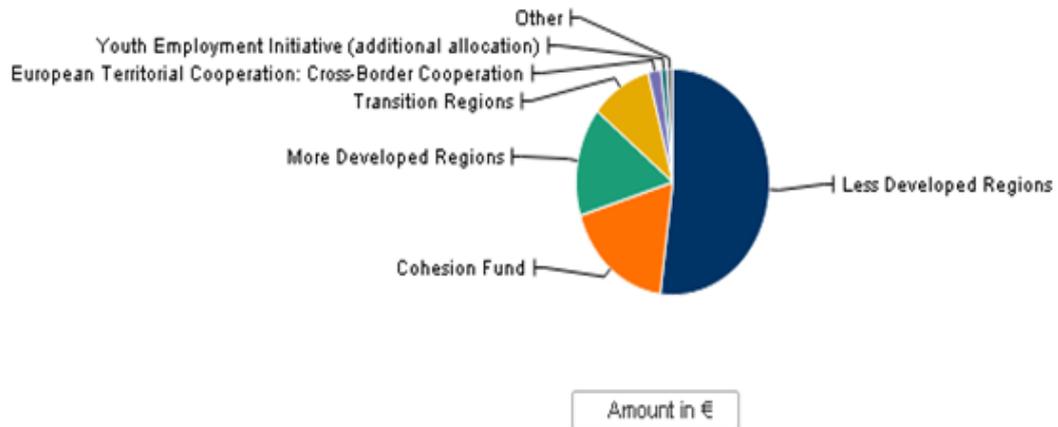


Figure-1. Proportions for EU Funds for Regional policy on development

Resource: (EC Cohesiondata, 12.01.2016, www.cohesiondata.ec.europa.eu)

Acquis Alignment and EU integration within the steps for Turkey which is a negotiated candidate state were also defined. Following the yearly application reports with differently published sectorial annual practice reports for the years as 2010, 2011 and 2012 under the titles for IPA and IPA I titles, we will have information about the Turkish performance on regional development case within the context of transportation. The available member states mostly known transport projects as Baltic Sea, Interrag V-A sub projects, and Central Europe were analyzed in order to show the inspiration themes for the future and today’s concepts and needs of Turkey to be fulfilled in the regional development politics on transportation issue. The number and budgets of transport themed projects and major projects and Turkish TEN-T and similar IPA supported projects will be evaluated in this study (EC Cohesiondata, 12.01.2016, www.cohesiondata.ec.europa.eu)

## 2. IPA AND TURKEY’S POSITION IN EU’ REGIONAL DEVELOPMENT POLICY FOR TRANSPORTATION CASE

Turkey’s way of regional policy integration with European Union was supported by the IPA programs. First IPA performance and prediction report was published in 2010. We can look at the Table -2 below in order to see the sublines of the aids and the place of transportation then.

Table-2. The multi annual indicative financial framework for Turkey

Multi Annual Indicative Financial Framework (MIFF) for Turkey								
COMPONENT	2007	2008	2009	2010	2011	2012	2013	TOTAL
I-Transition Assistance and Institution Building	257	256	240	211	229	234	238	1665
II-Cross-border Cooperation	2,1	2,9	3	9,6	9,8	10	10	48
III-Regional Development	168	174	183	238	293	368	378	1802
IV-Human Resources Development	50	53	56	63	78	90	96	486
V-Rural Development	21	53	86	131	173	198	213	874
TOTAL	497	539	566	654	782	900	936	4873

(Figures are in current prices, million €)

Resource: (TCABB, 12.01.2016, www.ab.gov.tr).

As is seen in the table from the report, regional development headline numbered 3 is the secondly strong fund among the other headlines. Under this headline, a department bound to Prime Ministry as CFCU-central financing and contracting unit (*Merkezi Finans ve İhale Birimi* in Turkish) was appointed for the related subjects for this issue of fund management. This headline covers the topics as Regional Competitiveness, Transport and Human Resources Development Operational Programmes. Conferral of management decision for Ministry of Environment and Forestry as well. Looking at the reports of the Sectoral Monitoring Committees (SMC), Joint Monitoring Committees (Component II) and IPA Monitoring Committee, we see that two SMC meetings were conducted on 21th April 2010 and 15th October 2010 for the topic as transportation. In other words, we witnessed the very first step of regional development phased transport policy in this respect for European Union. Again, before these traditional meeting steps, we have already caught the point on applying the project contest within IPA since the year 2007. In the specific year for 2007, we see 78 project crated in the National Programme years. Indeed, 2007 Programme consists of 35 projects with 78 tenders which amounts to € 229.6 million euros at total EU assistance contributing to the areas of political criteria, civil society development, customs union, education, environment, energy, fisheries, financial control, internal market, JFS, public administration, social policy-employment, statistics, taxation and and of course; *transport*. You can find the brief information below as the table -3 (TCABB, 12.01.2016, www.ab.gov.tr).

**Table-3.** Projects of Turkey within IPA period in the year 2007 (MinistryofEU.gov.tr[web],2015)

<b>State Play of The Contracts of Projects under 2007 NP</b>			
<b>General Information (2007)</b>			
<b>Stages</b>	<b>Status</b>	<b># of Projects</b>	<b>%</b>
Preparation	Processing at the Beneficiary /FWC	0	0
	Preparation of Dossier by the CFCU	0	0
	Processing at the EUD	4	5.13
Tendering	PN/CFP Published	1	1.28
	Under Shortlisting	0	0
	Shortlist Notice Published	0	0
	Under Evaluation	1	1.28
	Evaluation Report sent to EUD	4	5.13
Contracting	Under Contract Preparation	1	1.18
	Awarded Contracts	62	79.49
	Faille Projects	5	6.41
<b>TOTAL</b>		<b>78</b>	<b>100</b>

Resource: (TCABB, 12.01.2016, www.ab.gov.tr).

Similarly, the IPA 2008 Component I Programme includes 31 projects composing of 59 tenders with total EU assistance of € 224.5 MEUR. The selection stage of the Programme was conducted together with the relevant Turkish authorities and in consultation with the EC in line with the priority areas set out in Multi-annual Indicative Planning Document -MIPD 2008-2010 and priorities identified in the Accession Partnership, the screening process and subsequent negotiations in the different chapters of the acquis. A gap analysis study has been made by NIPAC (National IPA Coordinator) services to determine the gap for which assistance should be delivered. Hence, this Programme covers the areas of political criteria, civil society development, agriculture, customs union, education, environment, energy, fisheries, financial control, financial services, internal market, health, JFS, public administration, science and research, food safety and statistics.

As is seen, the transportation issue was not taken under the scope of those National Programme. 2009 programme period was not seen with continued projects for the report year of 2010. Yet 24 projects was firstly applied in this year (TCABB, 12.01.2016, [www.ab.gov.tr](http://www.ab.gov.tr)).

**Table-4.** The statement by the IPA 2010 report on the projects status for cumulative management through years

2009 National Programme	2010
	EU
Number of tenders launched* (service, supply, works)	0
Number of calls for proposals launched* (twinning, grants)	0
Number of direct grants without call for proposals	0
Contracting Rate (%)	0%

Resource: (TCABB, 12.01.2016, [www.ab.gov.tr](http://www.ab.gov.tr)).

The application submitted projects for this period can be seen below table again until 2010 report.

**Table-5.** The statement as submitted projects for this period can be seen below table again until 2010 report.

No	Name of Project	Submission Date of IPA Application	Submission Date of Revised IPA Application	Priority	Budget (Total Cost)
1.	Balıkesir	7 April 2008	26 February 2010	2	€12,948,661
2.	Ordu	17 September 2008	12 November 2008	1	€25,635,000
3.	Konya	12 January 2009	23 November 2009	2	€22,242,465
4.	Çorum	22 January 2009	11 February 2010	2	€22,360,000
5.	Erdemli	27 March 2009	11 September 2009	1	€13,077,577
6.	Amasya	16 April 2009	14 October 2009	1	€29,896,382
7.	Lüleburgaz	13 April 2009	5 May 2010	1	€14,310,219
8.	Erzincan	4 June 2009	22 October 2010	1	€35,389,562
9.	Ceyhan	15 June 2009	30 March 2010	1	€22,354,349
10.	Doğubeyazıt	15 June 2009	27 April 2010	1	€33,029,795
11.	Manavgat	18 June 2009	26 May 2010	1	€20,946,213
12.	Akşehir	26 May 2009	-	1	€23,750,922
13.	Seydişehir	16 July 2009	-	1	€8,599,113
14.	Merzifon	1 September 2009	-	1	€8,571,977
15.	Erciş	7 July 2009	-	1	€28,254,233
16.	Adıyaman	28 August 2009	-	1	€19,936,086
17.	Erzurum	27 July 2009	20 July 2010	1	€31,431,494
18.	Diyarbakır	27 July 2009	8 October 2010	1	€78,695,282
19.	Siverek	1 September 2009	-	1	€39,246,693
20.	Polatlı	9 September 2009	-	1	€23,478,593
21.	Soma	25 September 2009	-	1	€9,762,055
22.	Nizip	25 September 2009	-	1	€30,437,849
23.	Bulancak	16 October 2009	-	1	€21,784,623
24.	Bartın	18 November 2009	-	1	€14,422,014
25.	Aksaray	19 November 2009	-	1	€23,813,984
26.	Silvan	24 December 2009	-	1	€12,086,688
27.	Akçaabat	28 April 2010	-	1	€23,715,066
28.	Sorgun	17 May 2010	July 2010	1	€3,948,000
29.	Çarşamba	26 May 2010	-	1	€10,250,209
30.	Batman	3 June 2010	-	2	€20,206,027
31.	Ereğli	12 August 2010	-	2	€13,077,577
32.	Van	18 August 2010	-	2	€26,189,658
33.	Kars	18 August 2010	-	1	€19,589,541
34.	Suluova	1 December 2010	-	1	€8,790,565
<b>Total</b>					€753,835,836

Resource: (TCABB, 12.01.2016, [www.ab.gov.tr](http://www.ab.gov.tr)).

As early stated under the third headline as regional development, the Transport Operational Programme finances the projects for improving the transportation infrastructure considering safety and inter-modality on future TEN-T Network, while maintaining an efficient and balanced transportation system. Today the importance of TEN-T which is on the rail way connections are getting more important. After January 2014, a new transportation project for EU was revealed for East and West, North and South (EC, 12.01.2016, [www.ec.europa.eu](http://www.ec.europa.eu)). This step wanted to destroy the obstacles in transportation and travelling between Member States' relevant roads. It is thought that it would bring contribution internal market and specific standard and norms for train or railways. Besides, it would also be an easy way of connected transportation for passenger and freight within new R&D facilities (TCABB, 12.01.2016, [www.ab.gov.tr](http://www.ab.gov.tr)). This programme brought €26 billion through the year of aims as 2020 by presenting experienced staff for transport, financing and in European politics which are practiced on the issues for corridors, i.e. TEN-T (EC, 12.01.2016, [www.ec.europa.eu](http://www.ec.europa.eu)).

Today from the beginning of IPA, creating a synergy with Transport, Environment, Human Resources Development (HRD) and the Rural Development (RD) operation programmes is particularly essential in order to increase the effectiveness of the interventions within regional development. Transportation based operation programme is based on two main sub-sectors of transport, railway infrastructure and port infrastructure. Indeed, the technical assistance activities for capacity building of IPA Coordination and Implementation Unit to ensure smooth implementation of transportation operation programme as well as enhancing the project pipeline is also an indispensable part of Transportation operation programme as its third priority (TCABB, 12.01.2016, [www.ab.gov.tr](http://www.ab.gov.tr))

New project list after the revision studies of Transportation operation programme for the years as 2007-2011; firstly the *Rehabilitation and Re-Construction of Köseköy-Gebze section of Ankara-Istanbul High Speed Railway Line*, secondly *Rehabilitation and Signalization of Irmak-Karabük-Zonguldak Railway Line Project*, thirdly *Construction of a New Port in Filyos* and fourthly *New Construction of Mersin Container Port* were signed. The funds allocated to the Transport OP for the period of 2007-2011 with national contribution approximately 399 million € will be absorbed through a few big-budget projects. Because of the complexity of projects under the OP, tendering process proceeds gradually in this period. By the end of 2010, no contract has been signed (TCABB, 12.01.2016, [www.ab.gov.tr](http://www.ab.gov.tr)). 2011's reporting year, the monitoring and new evaluation system was subjected to a change resulting from the new sector approach that was introduced by the new Multiannual Indicative Planning Document (MIPD) for the period 2011-2013. Again, the projects had been organized in 10 sectors. These sectors were always rephrased as political criteria, justice freedom and security, NGOs within communication and development, internal market, customs union, energy, public finance, statistics and accession process support, cross border cooperation, environment, regional development and transport, human resources development, rural development (TCABB, 12.01.2016, [www.ab.gov.tr](http://www.ab.gov.tr)). As is seen above, after the period of 2010, the sector of transportation was chosen for the regional development section within the calls for projects and operations as seen in the headline 8. Following this, on the second half of 2011, the sectoral classification of projects was changed in the light of the new Multiannual Indicative Planning Document (MIPD) which will be the follower motto and stage of IPA. According to the new classification, the projects are classified under 7 main sectors. And the transportation topic gained the seventh headline as seen below:

1. Justice, Home Affairs and Fundamental Rights
2. Private Sector Development
3. Environment and Climate Change
4. Transport
5. Energy
6. Social Development

## 7. Agriculture and Rural Development

Ministry of Transport in Turkey, Maritime Affairs and Communications (Formerly Ministry of Transport) is the Operating Structure responsible for the management of IPA funds in transport sector and it executed this task through implementing the Transport Operational Program in Turkey (TCABB, 12.01.2016, www.ab.gov.tr). The Ministry has undergone an accreditation process in 2009 and eventually the management of the Transport Operational Program (TOP) is conferred on the Republic of Turkey with the decision of the European Commission of 23 July 2009. With respect to the management of funds allocated to the Transport OP, as a replacement for the "IPA Unit" which was officially established within the Department for EU Affairs of the Ministry of Transport by the Ministerial Decision (May 15<sup>th</sup> 2007 within the law No as 518). Hence, a separated IPA Coordination and Implementation Unit were established by a new Ministerial Decision dated 2 June 2011 and the organizational structure was redesigned. On the other hand, a Decree Law numbered 655 and dated 1 November 2011, has been published in the Official Gazette, by which, the Ministry of Transport has been restructured as Ministry of Transport, Maritime and Communications. TOP is based on two main sub-sectors of transport, railway infrastructure and port infrastructure. Technical assistance activities for capacity building of OS to ensure smooth implementation of TOP as well as project pipeline enhancement is also an indispensable part of TOP as its third priority. Throughout 2011, 7 contracts were signed for 5 projects, 2 of which are large infrastructure investment project. Only 1 project was started and finished within 2011. Implementation of remaining 4 projects is going on. Within the allocation of 2011, only 7.4 Million Euros were recommitted (TCABB, 12.01.2016, www.ab.gov.tr). Following those 2 reports as annual IPA reports as 2010 and 2011, we can look at the 2012's declaration. According to this, transport operation programme or TOP has been revised in October 2012 considering the decision of Commission to extend the implementation period of TOP to cover 2007-2013. Being commensurate with priorities and measures of Transport OP (2007-2013) 8 projects were chosen for realization.

New project list after the revision studies of TOP (2007-2013) can be seen in an order as *1. Rehabilitation and Re-Construction of Köseköy-Gebze section of Ankara-Istanbul High Speed Railway Line 2. Rehabilitation and Signalization of Irmak-Karabük-Zonguldak Railway Line Project 3. Construction of a New Port in Filyos 4. New Construction of Mersin Container Port 5. Modernization of Samsun-Kalın Railway Line Project 6. Modernization of Malatya-Narlı Railway Line Project 7. Modernization of Alayunt-Afyon-Konya Railway Line Project 8. New Construction of Halkalı-Kapıkule Railway Line Project*. (TCABB, 12.01.2016, www.ab.gov.tr). Following those reports again, the Multi-annual Indicative Planning Document for the end of the year as 2013 was declared after those 3 reports. This report stated the most important priorities of Turkey. The following priorities for IPA support over the period covered by this MIPD have been identified: The first priority for Turkey is to make progress in the critical areas of rule of law in order to tackle key reforms of the judiciary and fundamental rights. A second priority is to adopt the *acquis* in areas where there is complex legislation or costly requirements to adopt EU standards in areas such as transport, agriculture, food safety, environment, climate change and energy. A third priority is to support Turkey in its economic and social development and to enhance competitiveness. Horizontal priorities that will be supported as cross-cutting themes are participation of civil society, participation in EU program, a high degree of protection of the environment, mainstreaming of climate change considerations, equal opportunities for men and women, support to disadvantaged and vulnerable groups as well as the development of good neighborly relations (TCBABGS, 31.11.2015, www.abgs.gov.tr). To achieve the priorities selected for support in the programming period 2011-2013, the Commission will focus its assistance primarily on the following sectors as, law incrimination and equity for justice, social affairs and fundamental rights, private sector development, problems for environment and climate change, transportation, healthy energy, urban and social development, country sides, cities and rural development (TCABB, 12.01.2016,

www.ab.gov.tr). Again the fourth priority was stated as transport issue by Multi-annual Indicative Planning Document (MIPD) According to this report new allocation was referred as below table 6.

Table-6. Indicative Financial Allocation per Sector (€ million)

Indicative Financial Allocation per Sector (€ million)			
2011-2013	Period 2007-2010	Period 2011-2013	
Justice, Home Affairs and Fundamental Rights	373.46	439.77	17 %
Private Sector Development	250.22	311.74	12 %
Environment and Climate Change	346.34	465.64	18 %
Transport	270.69	336.29	13 %
Energy	3.85	129.35	5 %
Social Development	546.61	310.42	12 %
Agriculture and rural development	405.63	593.69	23 %
Total	2196.80	2586.9	100 %

Resource: TCABB, 12.01.2016, www.ab.gov.tr

As seen above, the transportation issue gained more importance and reached the increase for funds via 13% for the period till the end of 2013. The first objective is the transposition of the EU's transport legislation thereby aiming at improving the functioning of the market by promoting safe, efficient, environment sound and user friendly transport services in the area of land transport, aviation and railways and maritime, focusing in particular on achieving proximity with EU neighbors. A second objective is the establishment of new efficient and environmentally friendly transport links with the European Union; relief of national bottlenecks and repair of deficiencies. This objective is shared by the other donors such as the International Financial Institutions or IFIs, including the World Bank which supports the renewal of conventional railway lines and rolling stocks in order to increase line and rolling-stock capacity especially through the provision of loans (EC, 12.01.2016, www.ec.europa.eu).

Types of indicators to measure developments towards these objectives include, inter alia:

*“Professional competence and policy training completed for institutions and universities in the field of road, maritime, aviation transport and railways.*

*Provided support to transport safety and environmental sustainability by focusing on road charging, reduction of greenhouse emissions from transport, use of transport information systems, utilization of intermodal transport and transport of dangerous and hazardous goods, on safety management systems, network planning and optimization, reduction of greenhouse gas emissions, passenger rights, airports and aviation safety, an integrated approach and measures to ensure cleaner sea and coastal areas, emergency response and accident prevention and investigation.*

*Improving accessibility of transport and mobility in line with the EU acquis, including the realm of disability.*

*Institution building carried out to strengthen implementation of the EU acquis focusing on market regulation (establishment of regulatory body, infrastructure manager, accident investigation body and safety authority).*

*Efficiency, sustainability, creation of new jobs and facilitation of external and internal trade through improved transport infrastructure.*

*Increase in user friendly and safer transportation through trans border and national interconnection projects, deriving from the Transport Infrastructure Needs Assessment or TINA process, and concerning in particular (a) rail connection in the West with EU Member States, (b) interoperability and (c) multi-*

*modality; motorways of the Sea (port facilities where there is a link to economic development) and intelligent transport systems (ITS) as well as studies and support services.”* (TCABB, 12.01.2016, www.ab.gov.tr)

As is early mentioned, for the period 2007-2013 IPA had a budget of some € 11.5 billion; its successor, IPA II, will build on the results already achieved by dedicating € 11.7 billion for the period 2014-2020 (EC, 12.01.2016, www.ec.europa.eu).

### 3. INTERREG PROJECTS

Interreg projects can be seen successive samples and member state sphere cases. Differently from IPA alike projects, those TEN-T and related projects have great budgets and strategic backgrounds which make them vital items of regional development policies in EU. European Territorial Cooperation projects were started in 1990s. Today they are known as the projects as Interreg which is a part in cohesion policy and call national, regional and local actors from different European Union Member States. The motto was economic, social and territorial development of the Union as a whole. Indeed, Interreg is built around three strands of cooperation: cross-border known as *Interreg A* type, transnational as *Interreg B* type and interregional as *Interreg type C*. Another category can be built on the time for the projects which are coded as INTERREG I project for the years as 1990-1993, INTERREG II for the years as 1994-1999, INTERREG III for the years as 2000-2006, INTERREG IV for the years as 2007-2013 and INTERREG V for the years as 2014-2020 (EC, 12.01.2016, www.ec.europa.eu).

In a brief outlook we can look at the fifth or recent step of INTERREG which covers today's period. As is known, 25 years ago this year, Interreg was developed as a Community Initiative in with a budget of just EUR 1 billion covering exclusively cross-border cooperation (Odgaard *et al.*, 2006). Across the borders within transnational and interregional cooperation, those procts were benefited. Indeed, for 2014-2020 the transportation issue became the third pillar of regional development in Europe among the employment and investment. In other words, Interreg was the bridge in this sense for all pillars in cooperation between partners or actors across borders (EC, 12.01.2016, www.ec.europa.eu). The aim is again to tackle common challenges together and find shared solutions whether in the field of health, research and education, transport or sustainable energy. Indeed, Interreg program are mostly funded by the European Regional Development Fund cross-border, transnational and interregional platforms up to 2014-2020. Key elements of the 2014-2020 reform are mainly for concentration, simplification, results orientation (EC, 12.01.2016, www.ec.europa.eu):

The fifth period of Interreg is based on 11 investment priorities laid down in the ERDF Regulation contributing to the delivery of the Europe 2020 strategy for smart, sustainable and inclusive growth (EC, 12.01.2016, www.ec.europa.eu). The fifth Interreg was supported by EUR 10.1 via 100 cooperation program. Indeed, this budget covers all ERDF allocation for Member States through EU external border cooperation programs led also by other instruments (Instrument for Pre-Accession and European Neighborhood Instrument). Today, we see 60 subprojects as Cross-border – Interreg V-A, along the lines for 38 internal EU borders. The ERDF contribution for this is EUR 6.6 billion. Secondly, 12 projects within IPA Cross-border: Instrument for Pre-Accession and European Neighborhood Instrument were executed. Following this 16 new ENI Cross-border steps were supported under the policy as International Cooperation and Development. And finally, 15 Transnational – Interreg V-B, covering larger areas of co-operation was revealed. Indeed, those are the Baltic Sea, Alpine and Mediterranean regions under scope. Hence, ERDF contribution for the latest step was EUR 2.1 billion (EC, 12.01.2016, www.ec.europa.eu). The interregional co-operation program, INTERREG Europe, and 3 networking program which are Urbact III, Interact III and ESPON cover all all Member States of the European Union (EC, 12.01.2016, www.ec.europa.eu).

#### 4. BALTIC SEA PROJECTS

Today's Baltic Sea transportation policy is also another step or regional development policy, and could be seen an integration project with TENT-T again. It built those corridors for the eleven line as Helsinki -Tallinn -Riga, Ventspils to Riga, Riga to Kaunas, Klaipeda - Kaunas - Vilnius, Kaunas to Warszawa, BY border - Warszawa - Poznań - Frankfurt/Oder - Berlin - Hamburg, Berlin - Magdeburg - Braunschweig - Hannover, Hannover - Bremen - Bremerhaven/Wilhelmshaven, Hannover - Osnabrück - Hengelo - Almelo - Deventer - Utrecht, Utrecht to Amsterdam, Utrecht - Rotterdam - Antwerpen and Hannover - Köln - Antwerpen (EC, 12.01.2016, www.ec.europa.eu).

Again, the North Sea-Baltic Corridor connects the ports of the Eastern shore of the Baltic Sea with the ports of the North Sea. Indeed, the corridor will also connect Finland with Estonia by ferry, provide modern road and rail transport links between the three Baltic States on the one hand and Poland, Germany, the Netherlands and Belgium on the other. Between the Odra River and German, Dutch and Flemish ports, it also includes inland waterways, such as the "Mittelland-Kanal". Among them, the most important project is "Rail Baltic", a European standard gauge railway between Tallinn, Riga, Kaunas and North-Eastern Poland. This way as corridor in 3200 km was for bringing together the sides as Eastern shore of the Baltic Sea and the ports of the North Sea It will also bring a modernization for Gulf of Finland of Helsinki (Vuosaari) and Tallinn (Muuga) via passing south through the three Baltic States and North Eastern Poland until the latest destination as Warsaw. The very old or traditional East-West corridor to Lodz, Poznan and Berlin, continuing to the ports on the North Sea coast was also used in project. The corridor has three different way of branches to Ventspils in Latvia and to Klaipeda and Vilnius in Lithuania (EC, 12.01.2016, www.ec.europa.eu).

To sum up, the corridor will provide modern transport links between Finland and the three Baltic States on the one hand and Poland, Germany and the Netherlands and Belgium on the other. It follows the previous Priority Project 27 and Rail Freight Corridor 8 (Rotterdam - Kaunas) (EC, 12.01.2016, www.ec.europa.eu).

Previous five years' projects for Warsaw and major track upgrading on the existing 1520 mm alignment in Estonia were still within scope. Indeed, the on the work projects In Latvia, the available construction is ongoing on upgrading the transportation for 1520 mm line as Rail Baltica which is at both south and north of Riga (EC, 12.01.2016, www.ec.europa.eu).

The economic crisis affected the projects in Latvia, then the politicians decided to install a dual gauge 1435/1520mm track between the Polish border and Kaunas instead of building a new 1435 mm direct line for those destinations. In Poland, work started on a new direct 1435 mm line from Elk to the LT border and widening and renewing the road line from Bialystok to Elk (EC, 12.01.2016, www.ec.europa.eu).

#### 5. CENTRAL EUROPE CORRIDOR PROJECT: RHINE-DANUBE CORE NETWORK CORRIDOR

Central Europe transport projects are more than one. Among them Rhine-Danube Core Project is the most known and biggest one for financial terms and geographical terms. Indeed, the Rhine-Danube Corridor, with the Main and Danube waterway as its backbone, connects the central regions around Strasbourg and Frankfurt via Southern Germany to Vienna, Bratislava, Budapest and finally the Black Sea, with an important branch from Munich to Prague, Zilina, Kosice and the Ukrainian border. The lines within this project are in 5 different lines as *i) Strasbourg - Stuttgart - München - Wels/Linz, ii) Strasbourg - Mannheim - Frankfurt - Würzburg - Nürnberg - Regensburg - Passau - Wels/Linz, iii) München/Nürnberg - Praha - Ostrava/Přerov - Žilina - Košice - UA border, iv) Wels/Linz - Wien - Bratislava - Budapest - Vukovar, v) Wien/Bratislava - Budapest - Arad - Braşov/Craiova - Bucureşti - Constanţa - Sulina* (TCABB, 12.01.2016, www.ab.gov.tr).

Therein, this corridor will sustain the main east–west link between continental European countries, connecting France and Germany, Austria, the Czech Republic, Slovakia, Hungary, Romania and Bulgaria all along the Main and Danube rivers to the Black Sea by improving (high speed) rail and inland waterway interconnections. It includes sections of Priority Projects known as the codes as 7<sup>th</sup> , 17<sup>th</sup> , 18<sup>th</sup> and 22<sup>nd</sup> . In other words, the parts in the Czech Republic and Slovakia are also covered by Rail Freight Corridor 9. There still exist empty zones for the lines through Germany and its neighbors, France, Austria and the Czech Republic for a cross-border network. Indeed Austria and Slovakia, in Slovakia, Hungary, Romania and Bulgaria will be networks without obstacles in this sense.. While the navigation on the Rhine River as well on the connection Rhine-Main-Danube Canal is not hampered by the presence of major bottlenecks for a thorough inland waterway transport, the navigability of the Danube River must be improved in order to offer a real modal choice for freight transport (TCABB, 12.01.2016, [www.ab.gov.tr](http://www.ab.gov.tr)). In addition to this, the Western Balkans section of the Danube plays an important part in the functioning of this corridor.

Austria and French policy brought new modernization projects in this sense. Forexample in France, the TGV-Est service started in 2007. This project was made in order to connect Paris and Strasbourg. This would also bring the facility on 100 minutes of travelling time between Paris and Strasbourg. Secondly, The Kehl Bridge crossing the Rhine was opened in 2010. Thirdly, the rail connection Vienna to Budapest was modernized to 140 km/h in Austria and even it will catch the speed up to 160 km/h of Hungarian zones. Following this the railway line Budapest to Lököshaza was renewed. Finally, the Bucuresti to Constanta section was renewed (EC, 12.01.2016, [www.ec.europa.eu](http://www.ec.europa.eu)).

Having a close look, the main inland connection between Rhine, Main and the Danube represents the backbone of the inland navigation between north-western European basins and the south-eastern Black Sea. Indeed the region as Danube, through Vienna to Slovakia is being handled with for the natural protected area Indeed, the old bridge in Bratislava is again being lifted up in order to allow the transit of vessels at category as VI. In Hungary a recent study has been supported to handle the necessary intervention in thirty-one different sites, but the relevant works have not yet started as the study is still been kept on hold for environmental reasons within protection. Studies have also been performed in the section that forms the border between Bulgaria and Romania. For the sense of administration, an inter-ministerial committee has been set up in order to coordinate the efforts and to develop a strategy for a territorial development of the region along the Danube. In Romania, at Calarasi-Braila a pilot project was funded ICPDR and 22 new projects are under thought and development or modernization for the future as seen also below Table-7 (EC, 12.01.2016, [www.ec.europa.eu](http://www.ec.europa.eu)).

## 6. OTHER TEN-T PROJECTS AND REGIONAL DEVELOPMENT

After 2014, the European Union has begun for a new transport infrastructure policy for binding the continent between East and West, North and South. This policy aims to close the gaps between Member States' transport networks, remove bottlenecks that still hamper the smooth functioning of the internal market and overcome technical barriers such as incompatible standards for railway traffic. This increases and strengthens direct transport chains for passenger and freight via keeping up with scientific and modern trends, thus this policy is vital for Europe to re-boost its economy and to generate new jobs, and then €26 billion until 2020 would be appointed in combination with funds from other EU sources. EIB would significantly incline the investments and sustain a successful implementation of the new infrastructure policy. We can see the other TEN-T projects within 7 other headlines (TCABB, 12.01.2016, [www.ab.gov.tr](http://www.ab.gov.tr)).

**Table-7.** Projects which are under development within Rhine-Danube Core Network Corridor (EC.Europa [web],2015).

<b>Projects Which Are Under Development</b>		
<b>Name</b>	<b>Type</b>	<b>Stage</b>
Rail connection Strasbourg > Kehl Appenweier	Rail	Works for the interconnection Appenweier
Karlsruhe > Stuttgart > München	Rail	studies and works within design are still ongoing
Ostrava/Prerov > Žilina > Košice > UA border	Rail	upgrading, multimodal platforms
Zlín > Žilina	Road	Cross-border road section is under thought
München > Praha	Rail	studies and works are still going on
Nürnberg > Praha	Rail	studies and works are mostly designed
München > Mühldorf > Freilassing > Salzburg	Rail	studies and works are at ongoing step
Salzburg > Wels	Rail	Studies are made
Nürnberg > Regensburg > Passau > Wels	Rail	Studies and works are in a pilot stage
Rail connection Wels > Wien	Rail	completion expected by 2017 for the execution
Wien > Bratislava / Wien > Budapest / Bratislava > Budapest	Rail	Studies are done for high speed rail (covering the revealing of the connections across the three cities)
Budapest > Arad	Rail	studies for high speed type of network between Budapest and Arad cities
Komárom > Komárno	IWW : Inner Water Way	Studies and works were made for cross-border bridge
Arad > Braşov > Bucureşti > Constanta	Rail	upgrading of specific sections in modernization; studies are done for high speed transportation
Main > Main>Donau>Canal	IWW	studies and works on several sections and obstacles; inland waterway ports: shifted to multimodal interconnections with railways
Slavonski Brod	Port	Studies and works were done
Giurgiu, Galaţi	Port	The development of multimodal platforms and connections with the hinterland: studies and works were done
Danube (Kehlheim > Constanţa/Midia/Sulina)	IWW	studies and works on several sections and bottlenecks; inland waterway ports:a multimodal interconnections were done
Sava	IWW	Studies and works were done on several sections and obstacles (including cross-border bridge)
Bucharest > Danube Canal	IWW	Studies and works were done
Constanta	Port, MoS	Modernization, port interconnections, MoS by including icebreaking services were thought
Craiova > Bucharest	Rail	Studies and works were done

Firstly, The Scandinavian-Mediterranean Corridor is a vital chain in north-south axis for the European economy and mobility. In this respect, crossing the Baltic Sea from Finland to Sweden and passing through Germany, the Alps and Italy, this would bring the major urban centres together and ports of Scandinavia and Northern Germany to follow or continue to the industrialized zones in Southern Germany, Austria and Northern Italy, even further to the Italian ports and Valletta by the projects as Fehmarnbelt crossing and Brenner base tunnel, and the one from Southern Italy and Sicily to Malta (Dall'erba and Hewings, 2003). Secondly, The North Sea-Mediterranean Corridor project which was built from Ireland and the north of United Kingdom through the Netherlands, Belgium and Luxembourg to the Mediterranean Sea in the south of France was a huge one for river basins. Thirdly the Baltic-Adriatic Corridor is a railway project for the Baltic to Southern Poland, Vienna and

Bratislava, the Eastern Alpine region and Northern Italy being cooperated with other projects as such as Semmering base tunnel and Koralm railway in Austria and even with the cross-border sections between PL, CZ and SK (TCABB, 12.01.2016, [www.ab.gov.tr](http://www.ab.gov.tr)). Thirdly the Orient/East-Med Corridor brings a sad alternative for Turkey's regional policy future and a maritime connection alternative without Turkey, within the available borders of the North, Baltic, Black and Mediterranean Seas, presenting the use of the ports concerned and the related Motorways of the Sea. Including Elbe as inland waterway, it will improve the multimodal connections between Northern Germany, the Czech Republic, the Pannonian region and Southeast Europe. It extends, across the sea, from Greece to Cyprus. In fourth case, the Rhine-Alpine Corridor can be recalled as one of the busiest freight routes of Europe, via connecting the North Sea ports of Rotterdam and Antwerp to the Mediterranean Sea through Genoa, and also via Switzerland to Rhein-Ruhr, the Rhein-Main-Neckar, regions and the agglomeration of Milan in Northern Italy. Indeed, this line/ corridor includes the Rhine in Switzerland and their way of direction in Germany and Italy (TCABB, 12.01.2016, [www.ab.gov.tr](http://www.ab.gov.tr)). Finally, the Atlantic Corridor links the Western part of the Iberian Peninsula and the ports of Le Havre and Rouen to Paris and further to Mannheim/Strasbourg, with high speed rail lines and parallel conventional ones, including also the Seine as inland waterway. Seaside transportation and related facilities had a key importance in this line (Puga, 2002) All in all, an extra project as the Mediterranean Corridor links the Iberian Peninsula with the Hungarian-Ukrainian border can be important for the candidate countries' future themes within those way of thought in regional policy. In this case, the Mediterranean coastlines of Spain and France, crosses the Alps towards the east through Northern Italy, leaving the Adriatic coast in Slovenia and Croatia towards Hungary, and this explains the horizontal facility of transportation aims, even for the future. For example, the Po River and some other canals in Northern Italy are combined into those projects with railways or highways. And future's Lyon to Turin and the section sub projects Venice to Ljubljana could be small beginner steps in those corridors (EC, 12.01.2016, [www.ec.europa.eu](http://www.ec.europa.eu)).

## 7. CONCLUSION

As is seen, the transport policy is directly connected with spatial organization as well as the regional development and policy of an area. Hence, the transport infrastructures affect the development potential of a Turkey as a whole and of each region separately. In this framework, we have tried to explore the new dynamics and the developmental potentials in EU that have been emerged due to the impact of the implementation of the Community Transport Policy, especially through the Pan-European Corridors and Trans-European Transport Networks. These potentials refer to the domestic spatial dynamics as well as the spatial dynamics of the wider area of the Europe. We can clearly see that being a member of Union refers to billion euros of aid upon the transport and regional development policies. Turkey's EU based support was only around 300 million euros as is seen in latest MIPD (EC, 12.01.2016, [www.ec.europa.eu](http://www.ec.europa.eu)). Again the well-structured policies with different destination were added up the available concerns of Europe on projects. For calling systematic for projects through neighbor countries, we see only the applicability of the projects via management and control issues. We can easily conclude that the neighbor countries of Europe need a more strategic approach on transportation issue within the regional development perspectives. The overall objective of the "Transport" programme is to improve the competitiveness, safety and quality of the transport infrastructure sector in Turkey. This covers interconnection, interoperability and intermodality of national networks, as well as connections with the trans-European networks. The programme aims to rebalance freight transportation in favour of rail. The Trans European Network for Transport study (TINA) is the key background study for the identification of investment priorities in the transport sector (Cohesiondata, 31.01. 2016, [www.cohesiondata.ec.europa.eu](http://www.cohesiondata.ec.europa.eu)) Turkey's authorities still need to modernize and renew the railway infrastructure of Turkey to meet the increasing demand in both passenger and freight transport. She has to sustain

and ensure safe and free transportation, better services and integration with TEN-T network of European Union. As a candidate country for full membership, Turkey has to promote international and transit movement of all passengers and freight in Turkey by providing effective connections within steadily modernizing the EU corridors. A candidate country already has a mission complete the missing links of Turkish rail, maritime and highway transport network connecting to TEN-T network (Gutiérrez *et al.*, 2011) The solid outcomes of only applied IPA history for Turkey was seen in two projects as previously mentioned as Ankara-Istanbul High Speed Line Project / Köseköy-Gebze section and Rehabilitation and Signalisation of Irmak - Karabük - Zonguldak Railway Line. Their EU supported base was around 308 million euros and behind the number of EU member countries projects and their budgets (EC, 12.01.2016, [www.ec.europa.eu](http://www.ec.europa.eu)).

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