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MODERNIZATION OF BORDER GATES

SİNEM ŞENKAYA
FOREIGN AFFAIRS EXPERT

MAY 2011



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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



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“Build-Operate-Transfer”



No burden for public treasury!!!

COMPLETED PROJECTS

HAMZABEYLİ

SARP

KAPIKULE

HABUR

CİLVEGÖZÜ





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Investment Made So Far

\$200.000.000

Tax Paid to Government

\$60.000.000



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DRAMATIC CHANGE

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



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DRAMATIC CHANGE

- Business opportunity for:
 - more than **500** companies

- Job opportunity for:
 - more than **1500** employees

RECENT PROJECTS

DEREKÖY

TÜRKGÖZÜ

DİLUCU

KAPIKÖY

ESENDERE

NUSAYBİN

AKÇAKALE

KARKAMIŞ

ÖNCÜPINAR

YAYLADAĞI

These projects are in the approval process



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



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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



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AREAS OF PROGRESS

- Modernization of border gates
 - GTI'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



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WHAT IS JBCM

Information from one countries' official



both countries' system.



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WHAT IS JBCM

Declaration to exiting country



Control by the entrance country.

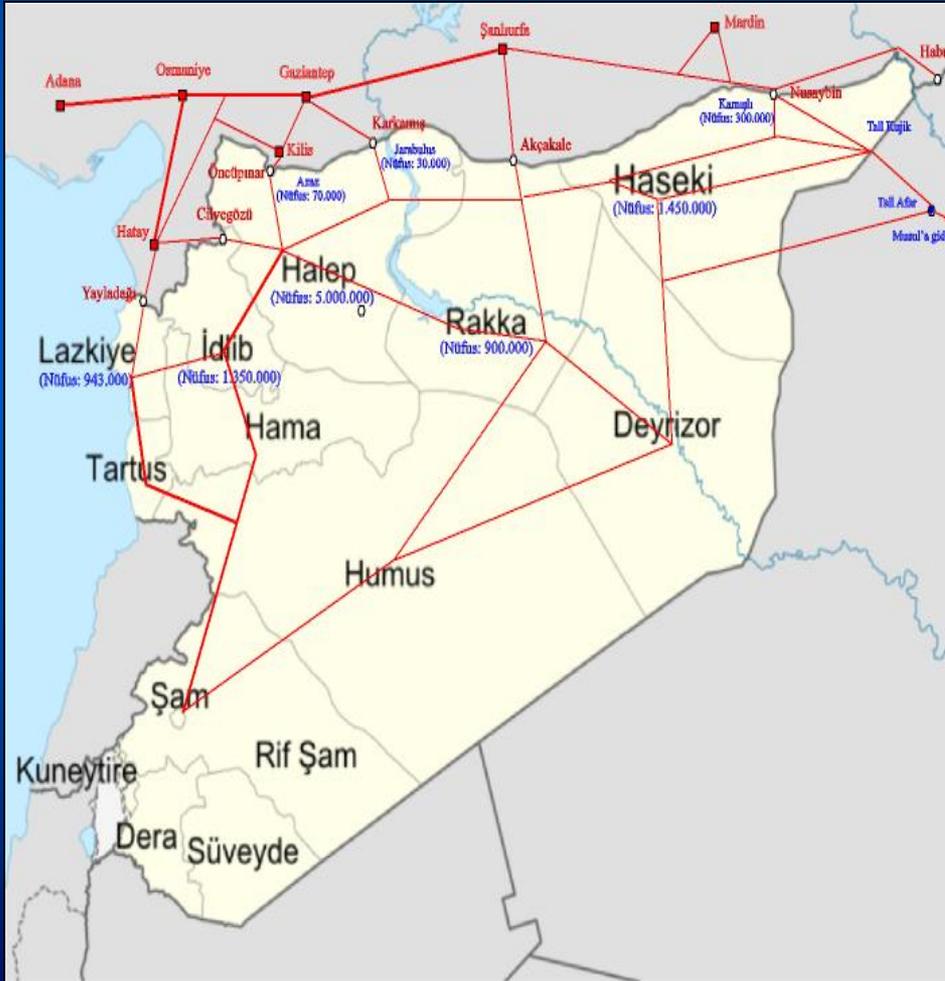


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WHY JBCM?

- 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



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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



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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



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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



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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



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HAMZABEYLİ BORDER GATE

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

HAMZABEYLİ BORDER GATE (Before Modernization)



HAMZABEYLİ BORDER GATE (After Modernization)



HAMZABEYLİ BORDER GATE (After Modernization)



HAMZABEYLİ BORDER GATE (After Modernization)



HAMZABEYLİ BORDER GATE (After Modernization)





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