



Project Summary Information

Date of Document Preparation 09/12/25	
Project Name	Istanbul North Rail Crossing Project - Phase I
Project Number	P000998
AIIB member	Türkiye
Sector/Subsector	Transport/Rail transport
Alignment with AIIB's thematic priorities	Green infrastructure; Connectivity and Regional Cooperation; Technology-enabled Infrastructure
Status of Financing	Under Preparation
Objective	To improve the cross-Bosphorus railway connectivity of Türkiye's main national and intercontinental transport corridors.
Project Description	The Project will finance the construction of a 122 km double-tracked, electrified, and signalized greenfield railway line that bypasses the Istanbul Metropolitan Area and provides a high-capacity Bosphorus crossing connecting Çayirova (Asian side) to Çatalca (European side) via the Yavuz Sultan Selim (YSS) Bridge. The line will support passenger trains at 160 km/h and freight at 80–120 km/h, linking Istanbul Airport (IST) and Sabiha Gökçen Airport (SAW) to Türkiye's high-speed rail network.
Expected Results	<p>The Project is expected to significantly enhance rail transport performance along the Çayirova–Çatalca corridor by increasing annual freight carrying capacity, reducing freight travel time, and improving the predictability of freight operations. It is also expected to contribute to climate objectives by lowering greenhouse gas emissions per ton-kilometer transported and improve passenger services through reduced travel times between IST and SAW.</p> <p>Progress toward the Project's objectives is expected to be tracked using the following indicators:</p> <ul style="list-style-type: none"> • Rail freight carrying capacity between Çayirova and Çatalca. • Rail freight travel time between Çayirova and Çatalca. • Predictability of rail freight travel time between Çayirova and Çatalca. • GHG emissions per ton-km transported between Çayirova and Çatalca. • Rail passenger travel time between IST and SAW. • People benefiting from improved access to sustainable transport infrastructure and services.

Environmental and Social Category	A
Environmental and Social Information	<p>Applicable Policy and Categorization. The Project will be co-financed with the World Bank (WB) and other financiers. To support a harmonized approach to addressing Environmental and Social (ES) risks and impacts, and as permitted under AIIB's Environmental and Social Policy (ESP), the WB Environmental and Social Framework (ESF) and relevant Environmental and Social Standards (ESSs) will apply to the Project in lieu of AIIB's ESP. AIIB has reviewed the WB ESF and ESSs and is satisfied that they are consistent with the Bank's Articles of Agreement and materially aligned with AIIB's ESP, including the Environmental and Social Exclusion List (ESEL), and that appropriate monitoring procedures are in place. The WB has classified the Project as having Substantial ES risk, due to the nature, scale, and potential significance of the ES impacts. Accordingly, the Project is considered equivalent to Category A under AIIB's ESP. The categorization will be reconfirmed at Project appraisal.</p> <p>Environmental and Social Instruments. The Project will follow the Design and Build (D&B) procurement method. In line with this approach, draft designs for the entire length are currently under preparation and will be finalized by the selected D&B Contractor. Accordingly, the ES instruments will be prepared in two stages consistent with its D&B procurement method. In the ongoing preparation stage, draft ES instruments for the entire Project are being prepared in alignment with the Project's draft technical designs. These instruments include: (i) Environmental and Social Impact Assessment (ESIA) establishing baseline conditions, assessing alternatives, and analyzing potential direct, indirect, and cumulative impacts, including Environmental and Social Management Plan (ESMP); (ii) Stakeholder Engagement Plan (SEP); (iii) Labor Management Procedures (LMP); and (iv) Resettlement Framework (RF). The draft ES documents will be submitted for review and disclosed prior to Project appraisal. During implementation, the selected D&B Contractor will update the draft ES documents to reflect final designs and will implement required ES measures. ES requirements for the D&B Contractor, including pre-qualification and evaluation criteria, will be defined to ensure contractors have the capacity and experience to finalize the final ES documents, implement and manage ES risks and impacts effectively.</p> <p>Environmental and Social Aspects. The Project's alignment largely follows the existing highway's right-of-way (RoW). Potentially biodiversity-sensitive areas are located within the broader landscape of the corridor, including the Sariyer-Feneryolu Wildlife Development Area, the Ömerli Dam and other sensitive sites such as nature parks. Potential adverse impacts during construction may include land use changes, displacement and involuntary resettlement, soil disturbance, vegetation loss, waste management challenges, labor and working conditions, occupational health and safety risks, and community impacts such as traffic disruptions, noise, dust, and possible effects on cultural heritage. Operational phase risks may involve air pollution, noise, vibration, and the management of hazardous substances. Social risks primarily relate</p>

	<p>to land acquisition beyond the existing RoW, involuntary resettlement, and livelihood disruption. Other social considerations include community health and safety, labor influx, gender-based violence (GBV), and cultural heritage. No Indigenous Peoples have been identified within the Project area of influence, which encompasses 53 settlements in Istanbul and Kocaeli provinces. Mitigation measures will be implemented in accordance with the required ES instruments such as ESMP, LMP, RAP.</p> <p>Occupational Health and Safety, Labor, and Employment Conditions. Potentially significant occupational health and safety (OHS) risks are anticipated during construction activities, including tunneling, elevated viaducts, and railway corridor development. Labor-related risks include workforce influx, subcontractor management, working conditions, exposure to hazardous materials, excessive working hours, and Sexual Exploitation and Abuse (SEA) / Sexual Harassment-related (SH) concerns. The ESIA, LMP, and ESMPs will assess these risks and provide mitigation measures, while the D&B Contractor will be responsible for implementing OHS measures, maintaining records of accidents, and reporting major incidents to WB and AIIB.</p> <p>Stakeholder Engagement and Information Disclosure. A draft Stakeholder Engagement Plan (SEP) has been developed in alignment with WB ESS10 to ensure inclusive, transparent, and continuous engagement with all stakeholders, including vulnerable groups. Initial consultations with local authorities, institutions, and communities have informed stakeholder identification and engagement strategies. The SEP outlines mechanisms for participation, feedback, and the protection of sensitive information, and will be disclosed prior to appraisal, with updates incorporated as consultations progress. The draft ES documents will be prepared, submitted for review, and disclosed prior to appraisal of the Project.</p> <p>Project Grievance Redress Mechanism (GRM) and Monitoring Arrangement. A multi-tier GRM will be established, including GBV-sensitive and confidential procedures for handling SEA/SH complaints. Clear communication materials and online information will support stakeholders in accessing grievance channels. In addition, the Project Implementation Unit of Directorate-General of Infrastructure Investments (AYGM) will assume the primary responsibility for monitoring the Project progress and performance. This monitoring will be informed to the Bank through the submission of annual reports based on an agreed format. AIIB will conduct supervision and implementation support missions twice a year in coordination with the WB and other co-financiers. Further details on the GRM and monitoring arrangements will be provided at Appraisal stage.</p>
Cost and Financing Plan	<p>The Project is expected to be financed by AIIB alongside the WB as the Lead Financier, as well as the Asian Development Bank (ADB), the Islamic Development Bank (IsDB), the European Bank for Reconstruction and Development (EBRD), and the OPEC Fund for International Development (OFID). A Multi-Phased Financing approach is under consideration by AIIB.</p>

	<u>Indicative figures:</u> Project Total Cost: USD 8,119 million AIIB Loan: USD1,500 million (18.45%) World Bank Loan: USD2,000 million (24.63%) Asian Development Bank (ADB) Loan: USD1,500 million (18.45%) Islamic Development Bank (IsDB) Loan: USD750 million (9.24%) OPEC Fund for International Development (OFID) Loan: USD500 million (6.16%) European Bank for Reconstruction and Development (EBRD) Loan: USD500 million (6.16%) National Government Funds: USD1,369 million (16.86%)		
Borrower	Republic of Türkiye, represented by the Ministry of Treasury and Finance (MoTF).		
Guarantor	Republic of Türkiye.		
Implementing Entity/Sponsor	Ministry of Transport and Infrastructure of the Republic of Türkiye, Directorate-General of Infrastructure Investments (AYGM).		
Estimated date of loan closing (SBF)	June 2033		
Contact Points:	AIIB	Borrower	Implementation Organization/Sponsor
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Date of Concept Decision	4 September 2025		
Estimated Date of Appraisal Decision	Q1/2026		
Estimated Date of Financing Approval	Q2/2026		

Independent Accountability Mechanism	The Bank has agreed that the WB's ES policies and procedures will apply to this Project. Pursuant to the agreement with the WB, the WB's Grievance Redress Service (GRS) will review all requests regarding ES issues that may arise under the Project. Project affected communities and individuals may also submit their complaints to the WB's Independent Accountability Mechanism (IAM) (https://accountability.worldbank.org/en/home), Inspection Panel (https://www.inspectionpanel.org/), which will handle submissions relating to ES issues under the Project. Consequently,
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	in accordance with the AIIB's Policy on Project-affected People's Mechanism (PPM), submissions to the PPM under this Project will not be eligible for consideration by the PPM.
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