Request for Participation in Early Market Engagement for Procurement of:

Eastern Türkiye Middle Corridor Railway Development Project (ETMIC)
and
Istanbul North Rail Crossing Project (INRAIL)

Employer: The Ministry of Transport and Infrastructure – General Directorate of Infrastructure Investments (AYGM)
Country: Republic of Türkiye
IDs and names of Projects:
P179128 ETMIC: Eastern Türkiye Middle Corridor Railway Development Project
P509952 INRAIL: Istanbul North Rail Crossing Project

1. Introduction

The Government of the Republic of Türkiye intends to receive financing from the World Bank and other International Financial Institutions toward the cost of the Eastern Türkiye Middle Corridor Railway Development Project (ETMIC) and the Istanbul North Rail Crossing Project (INRAIL), and intends to apply part of the proceeds toward payments under the forthcoming contract(s) to be concluded through RFB process to be conducted after EME. The procurements will be conducted under the World Bank's Procurement Regulations. The estimated project cost of ETMIC is US$ 1,615.21 million (inclusive of VAT), while the estimated project cost of INRAIL is US$ 8,100 million, inclusive of VAT, contingencies, construction supervision, and project management.

2. Project Background

2.1. Eastern Türkiye Middle Corridor Railway Development Project (ETMIC)

The Government of the Republic of Türkiye intends to modernize the Eastern Türkiye Mainline through a comprehensive program of infrastructure rehabilitation, electrification, and systems upgrading along the Divriği–Kars–Georgia border corridor. The Project covers the rehabilitation of 587 km of railway infrastructure and superstructure between Divriği and Kars, as well as the full electrification of the 667 km-long Divriği–Georgia border line.

In addition to track works, the program includes extensive civil works—bridges, tunnels, culverts, retaining walls, and station extensions—together with enhanced operational safety through controlled level crossings and improved social facilities. Systems modernization encompasses the installation of substations and 154 kV power transmission lines, state-of-the-art signaling and telecommunications, a

Central Traffic Control (CTC) system, and a 320 km-long Distributed Acoustic Sensing (DAS) system for monitoring and safety.

The upgraded corridor will form a strategic section of the Middle Corridor (MC) within Türkiye, connecting the country directly to Georgia and beyond to the Caspian and Central Asian networks, while also providing essential east–west connectivity between Türkiye's provinces. The line is being designed as an electrified freight-dominant corridor, with capacity enhancements and systems improvements that will enable faster, more reliable, and more sustainable rail services. In this way, the ETMIC Project will deliver critical regional integration, strengthen Türkiye's role along the Middle Corridor, and provide significant environmental benefits through electrified rail freight operations.

2.2. Istanbul North Rail Crossing Project (INRAIL) Project Background

The Government of the Republic of Türkiye intends to build the proposed alternate crossing as an approximately 125 km greenfield railway bypass of the Istanbul metropolitan area: The proposed railway bypass would start at or near the Çayırova station on the Asian side and end at the Çatalca station on the European side, crossing the Bosphorus Strait using the existing track space allocated on the Yavuz Sultan Selim (YSS) Bridge at the Bosphorus' northern end.

The bypass is proposed as an electrified, fully signalized, mixed-use line designed to carry both passengers and freight. It will be connected to the Turkish national high-speed rail network, with an intended capacity for passenger trains to operate at a top design speed of 160 km/h, while freight trains will run at speeds of 80–120 km/h. The line will connect Istanbul Airport on the European side to the urban and inter-city railway network, as well as Sabiha Gökçen Airport on the Asian side. In this way, the INRAIL project will facilitate both domestic and international passenger connectivity between air and rail modes while simultaneously enhancing urban mobility within the Istanbul metropolitan area. The two airports will be the bypass line's only stations, each with capacity to mobilize significant passenger flows and to support multimodal logistics, including rail-to-air freight transfers.

3. Early Market Engagement (EME) Invitation

The Ministry of Transport and Infrastructure now invites interested firms operating in the construction sector to participate in Early Market Engagement (EME) for the projects. The ultimate goal of EME is to:

- Communicate needs or requirements of Projects to interested firms;
- Openly and transparently discuss possible solutions;
- Collect feedback on rated criteria and determination of any other criteria including bidder qualification criteria,
- Determine strategy on packaging of procurements

- Explain the bidding and contracting processes, including the World Bank Standard Procurement Document proposed to be
- Consider cost/value impacts, benefits and possible risks, and
- Understand market capacity, capability and trends, and contractors' qualification.

4. Early Market Engagement (EME) Participation Instructions

On **07 October 2025 from 15:00 to 17:00 hrs (Istanbul time)**, the Project Implementation Unit will arrange a virtual EME webinar event. Before joining the virtual meeting, interested firms are required to complete the registration by October 06, 2025, at 17:00 hrs (Istanbul time) for the Early Market Engagement webinar event.

The link for registration is:
https://docs.google.com/forms/d/e/1FAIpQLSdXbJYH4FAKs1Fe0uc5kaSlMYHaya5tapNZTui0ujA3kVp5bw/viewform

The connection information/link to the EME webinar event will be sent to the e-mail address included in the registration form.

The interested firms are required to fill out the attached questionnaires. The filled-out questionnaires are to be submitted by email to (irfan.kurnaz@uab.gov.tr) no later than **14 October 2025, 18.00 hrs Istanbul time**.

All responses received will be reviewed carefully, and the feedback will be analyzed collectively to determine whether any adjustments are needed to the tender documentation before finalization.

5. Specific Project Details

5.1. Eastern Türkiye Middle Corridor Railway Development Project (ETMIC)

The Eastern Türkiye Middle Corridor Railway Development Project (ETMIC) aims to modernize and enhance the capacity, safety, and efficiency of the Divriği–Kars–Georgia Border railway corridor, which forms a critical segment of the Middle Corridor route linking Türkiye with the South Caucasus and beyond. The Project has been structured into two main components to ensure effective implementation: 5.1.1. Rehabilitation and Electrification Works, and 5.1.2. Signalization and Telecommunication.

5.1.1. Rehabilitation Works for Divriği – Kars Section and Electrification Works for Divriği – Kars – Georgia border Section of the Divriği – Kars – Georgia Border Railway Line

The works will include rehabilitation of infrastructure and superstructure of the line from Divriği to Kars (587 km) and Electrification of the whole line from Divriği to Georgia Border (667 km). This component is expected to cover the following key works:

- Construction of 10 additional sidings and extension of 30 stations (67 km infrastructure + superstructure, 76.4 km superstructure only)
- Construction and renewal of civil works including 4 new bridges (144 m), 2 passenger platforms, 1,050 m retaining wall, 77 culverts, 7 overpasses, and 10 km snow barrier
- Tunnel clearance works for electrification in 86 tunnels (18.7 km total) using ceiling excavation and ballast tamping methods
- Establishment of 16 substations, 16 neutral zones, and 154 kV power transmission lines
- Construction of 236 technical buildings (7,916 m²), Canbaz Station (4,500 m²), and a social facility (1,600 m²)

5.1.2. Signalization and Telecommunication of Divriği-Kars-Georgia Border Railway Line

The works will include signalization and telecommunication of the whole line from Divriği to the Georgia border (667 km). This component is expected to cover the following key pieces:

- Installation of signaling systems including 15 interlockings, point machines for 225 existing and 71 new turnouts, and 120 controlled level crossings
- Deployment of a Centralized Traffic Control (CTC) facility (~700 m²) integrated with interoperable ERTMS/ETCS Level 1 signaling
- Installation of signaling, telecommunication, and electrification systems in Kars Logistics Center (20.8 km signaling & telecom, 15.3 km electrification)
- Implementation of a 320 km Distributed Acoustic Detection (DAS) System for real-time monitoring

5.2. Istanbul North Rail Crossing Project (INRAIL)

The project consists of a 125-kilometer greenfield railway line and involves the construction of multiple tunnels and viaducts; 61 kilometers—representing 50% of the total project length. The key components of the project are expected to include the following major works:

- 5 twin-tube boring machine (TBM) tunnels (~58.44 km in total),
- 20 double-track New Austrian Tunneling (NATM) tunnels (~21.34 km in total),
- 15 cut-and-cover tunnels (~2.995 km in total),
- 2 viaducts and 40 bridges (~22.105 km in total) along its alignment, in order to minimize environmental and social impacts,
- 9 underpasses and 11 Overpasses with different lengths,

- 38 culverts with different cross sections,
- To feed electrification facilities, 154/25 kV transformer centers (3 units) are to be built.
- For signaling, ERTMS/ETCS /ATP/Level 1-2 automatic train protection and control systems will be installed.

6. Proposed Procurement Strategy

Procurements for the packages will be conducted in accordance with the World Bank's Procurement Regulations and applicable Standard Procurement Documents. The table below summarizes the key elements of the proposed contracting strategy (to be decided and confirmed after receiving EME feedback and reflected in Project Procurement Strategy and Development / PPSD) for both projects. The EME process will provide valuable feedback on the market's response to the proposed technical weighting, and rated criteria, and guide the bidding packaging, determination of the technical specifications, qualification criteria, terms and conditions of contract, etc. which will be used to finalize the bidding documents.

	ETMIC ***Rehabilitation Works***	**ETMIC** ***Signalization and Telecommunication***	**INRAIL** ***Multiple packages comprising design, civil works and infrastructure, track and alignment, and railway systems.*** ***EME seeks to obtain feedback regarding the optimal size and composition of the above-mentioned packages***
Category			
Method	International Competitive Procurement Single Stage, Two-Envelope (RFB with Rated Criteria)	International Competitive Procurement Standard Procurement Document (SPD) Request For Bids - Plant (Design, Supply and installation) (Single Stage, Two-Envelope with Rated Criteria),	International Competitive Procurement Single Stage, Two-Envelope (RFB with Rated Criteria),

Contract Type	Works, FIDIC conditions of contract (Design and Build - Yellow Book)	World Bank Standard Procurement Document - Conditions of Contract for Design, Supply and installation	Design and Build; FIDIC conditions of contract (Yellow Book)
Evaluation	Most Advantageous Bid based on combined technical (50% – 80%) and financial scoring (20% – 50%)	Most Advantageous Bid based on combined technical (50% – 80%) and financial scoring (20% – 50%)	Most Advantageous Bid based on combined technical (50% – 80%) and financial scoring (20% – 50%)
Expected dates for the publication of procurement notices	30.10.2025	30.10.2025	30.12.2025
Closing Date of the ETMIC and INRAIL Projects	31.12.2030	31.12.2030	31.12.2032 (Expected)

Projects will also follow the World Bank's Environmental and Social Framework (ESF) which sets out the overarching environmental and social requirements. The contractors will be required to finalize and implement all necessary instruments, including:

- Implementation of the Environmental and Social Management Plan (ESMP), covering mitigation of construction impacts, noise and vibration control, and pollution prevention.
- Land acquisition and resettlement measures in line with international safeguard policies, ensuring fair compensation and livelihood restoration.
- Strict compliance with occupational health and safety (OHS) standards during construction and operation.
- Dedicated biodiversity protection and ecological offset programs to preserve sensitive habitats along the alignment.
- Development of maintenance depots, access roads, and ancillary facilities necessary for long-term.

7. Disclaimer

Participation in EME does not constitute pre-qualification. Feedback provided will be considered internally by the Employer and the World Bank and will not be disclosed publicly or to other competitors.

EME Questionnaires

Please note that responses to the questions will be shared only internally with the project implementation team and will not be made public or available to your competitor companies.

We kindly request you complete the questionnaire based on your specific experience in the following areas: (I) construction and rehabilitation of rail systems (railway, metro, tram, or funicular), and/or (II) signalization and telecommunication of rail systems. Please provide details in accordance with your relevant experience.

EME Questionnaire (I)

Construction and/or rehabilitation of rail systems (railway, metro, tram, or funicular)

Question	Answer
General information	
What is your company's official name?	
What is your company's official address?	
In which countries do your company operate and/or has branches?	
What is the profile of your company and how many years is your company been in this profile business?	
Please share / percentage (%) of female employee in your company out of total permanent staff.	
Financial capability and turnover requirements	
What is the cash-flow freely available to your company from financial resources such as liquid assets, unencumbered real assets, lines of credit, and other financial means, other than any contractual advance payments received from any contracts? While indicating the concrete amount your company has access to, or availability of cash, please also indicate whether this is your	

company's own cash or lines of credit from banks / financial institutions.	
What was the overall annual construction turnover of your company per year for the last 5 years?	2020: XXXXX (USD / EUR / any other currency) 2021: XXXXX (USD / EUR / any other currency) 2022: XXXXX (USD / EUR / any other currency) 2023: XXXXX (USD / EUR / any other currency) 2024: XXXXX (USD / EUR / any other currency)
General and specific experience	
Please specify the years of operation for your company by providing the contract signature date for the oldest contract reference of your company.	
Please list- all the similar contracts with brief contract description, date of contract signing, date of contract completion, and the contract price for each, and also indicate in which country the contract was implemented. In case your company was in Joint Venture (JV), or subcontracted by another company, in addition to the contracts price, please also indicate in % what was the share of your company from the contract price. Please specifically mention if your company has experience in construction and/or rehabilitation of rail systems (railway, metro, tram or funicular systems)	List of similar contracts (For example): Contractor as Single Entity with contract price of XXXX [currency]; the contract included implementation of following main components in [country]: ….. Contractor in JV with [please list other JV members] as [Lead or Member] with contract price of XXXX [currency]; with XX% share for our company; our part included implementation of following main components in [country]: ….. Sub-contractor of [please indicate the name of Single Entity or all JV members (as applicable)] for a contract with contract price of XXXX [currency]; with XX% share for our company; our part included implementation of following main components in [country]:

Please provide two lists of contracts related to ESMP implementation, supported by the employer's letter confirming satisfactory completion: – List A: Contracts where an ESMP has been successfully implemented in general; – List B: Contracts where an ESMP has been implemented in accordance with World Bank (WB) or other International Financial Institution (IFI) standards.	
Please indicate your company's design experience in construction and rehabilitation of rail systems (railway, metro, tram, or funicular). Specify whether this capacity is available in-house or would be subcontracted.	
Please describe your company's tunneling, bridge and viaduct construction experience, as well as electrification and signalization including total kilometers and type (TBM, NATM, cut-and-cover).	
National licenses and certifications – rail systems (railway, metro, tram, or funicular systems)	
If available, please provide details of any valid licenses, certifications, or accreditations held by your company that are directly relevant to the scope of this Project. This may include, but not limited to: construction permits, railway works licenses, tunneling and safety certifications, ISO/EN standards, or other internationally and/or nationally recognized technical qualifications.	
Risks	
What supply chain risks, key risks or potential constraints does your company see in implementation of these works design and build contracts, and what would be your mitigation measures for such risks / constraints?	The following are the supply chain risks, key risks or potential constraints that we see in implementation of: We would propose the following measures:
Rated Criteria (technical evaluation)	

The potential Rated Criteria/technical factors to be used may include: -Method statement for construction activities; commissioning, performance tests etc.; - Site Organization; -Work Program including procurement plan of equipment and Mobilization Schedule; - Environmental and Social (ES) Management Strategies and Implementation Plans (ES - MSIPs) to manage the ES risks; and -Other measurable performance criteria. -A Gender Action Plan detailing measures to recruit, train, and retain local women in mid- and high-skilled technical and managerial roles. The plan shall include clear, time-bound quantitative targets for women's participation in these positions.	
Please provide your feedback on the combined technical (50% – 80%) and financial (20% – 50%) weightings, and potential Rated Criteria technical factors, and propose any other that you think would be good fit from your perspective.	
What would be the optimum advance payment percentage in contracts?	
Additional feedback	
If your company is interested in participating in bidding for the contracts included in this EME, please indicate under which package you are interested to bid? a) Rehabilitation works of ETMIC b) INRAIL	We are interested in bidding:
Please list any other thoughts, concerns, barriers or risks you see; or that may influence or prevent you to participate in the bidding	
Please provide any feedback on packaging (e.g. the consolidation or division of the packages for the construction/works, signaling, electrification, etc., based on the scope, nature, and/or value of the activities, as applicable)	

EME Questionnaire (II)

Signalization and telecommunication of rail systems (railway, metro, tram, or funicular)

Question	Answer
General information	
What is your company's official name?	
What is your company's official address?	
In which countries do your company operate and/or has branches?	
What is the profile of your company and how many years is your company in this profile business?	
Please share / percentage (%) of female employee in your company out of total permanent staff.	
Financial capability and turnover requirements	
What is the cash-flow freely available to your company from financial resources such as liquid assets, unencumbered real assets, lines of credit, and other financial means, other than any contractual advance payments received from any contracts? While indicating the concrete amount your company has access to, or availability of cash, please also indicate whether this is your company's own cash or lines of credit from banks / financial institutions.	
What was the overall annual turnover of your company per year for the last 5 years?	2020: XXXXX (USD / EUR / any other currency) 2021: XXXXX (USD / EUR / any other currency) 2022: XXXXX (USD / EUR / any other currency) 2023: XXXXX (USD / EUR / any other currency) 2024: XXXXX (USD / EUR / any other currency)
General and specific experience	

Please specify the years of operation for your company by providing the contract signature date for the oldest contract reference of your company.	
Pease list the all the similar signalization/telecommunication contracts with brief contract description (including type of signaling system such as ERTMS/ETCS, CBTC, interlocking, track length covered, etc.), the date of contract signing and contract completion date and the contract price for each, and also indicate in which country the contract was implemented. In case your company was in Joint Venture (JV), or subcontracted by another company, in addition to the contracts price, please also indicate in % what was the share of your company from the contract price. Please also specifically mention if your company has experience in: 1. ERTMS/ETCS Baseline 3 or 4 signaling projects 2. CBTC signaling systems 3. Independent Safety Assessment (ISA) certified SIL4 systems 4. Integration of signaling with Traffic Control Centers and telecom systems.	List of similar contracts (For example): Contractor as Single Entity with contract price of XXXX [currency]; the contract included implementation of following main components in [country]: ….. Contractor in JV with [please list other JV members] as [Lead or Member] with contract price of XXXX [currency]; with XX% share for our company; our part included implementation of following main components in [country]: ….. Sub-contractor of [please indicate the name of Single Entity or all JV members (as applicable)] for a contract with contract price of XXXX [currency]; with XX% share for our company; our part included implementation of following main components in [country]:
Please provide two lists of contracts related to ESMP implementation, supported by the employer's letter confirming satisfactory completion: – List A: Contracts where an ESMP has been successfully implemented in general; – List B: Contracts where an ESMP has been implemented in accordance with World Bank (WB) or other International Financial Institution (IFI) standards.	
National licenses and certifications – signalization and telecommunication of rail systems (railway, metro, tram, or funicular systems)	

If available, please provide details of any valid licenses, certifications, or accreditations held by your company that are directly relevant to the signalization and telecommunication scope of this Project. This may include, but not limited to: signaling system installation licenses, telecommunication works permits, safety and interoperability certifications, ISO/EN standards or other internationally and/or nationally recognized technical qualifications.	
Risks	
What supply chain risks, key risks or potential constraints does your company see in implementation of these supply and installation contracts, and what would be your mitigation measures for such risks / constraints?	Following are the supply chain risks, key risks or potential constraints that we see in implementation of: We would propose the following mitigation measures:
Rated Criteria (technical evaluation)	
The potential Rated Criteria/technical factors to be used may include: - Method Statement for signaling works, commissioning, and system performance tests; - Site Organization; - Work Program including procurement plan of equipment and Mobilization Schedule; - Environmental and Social (ES) Management Strategies and Implementation Plans (ES - MSIPs) to manage the ES risks. - Other measurable performance criteria.	
Please provide your feedback on the combined technical (50% – 80%) and financial (20% – 50%) weightings, and potential Rated Criteria technical factors, and propose any other that you think would be good fit from your perspective.	
What would be the optimum advance payment amount (percentage) in contracts?	
Additional feedback	

Please list any other thoughts, concerns, barriers or risks you see; or that may influence or prevent you to participate in the bidding	
Please provide any feedback on packaging (e.g. the consolidation or division of the packages for the construction/works, signaling, electrification, etc., based on the scope, nature, and/or value of the activities, as applicable)	