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APPLICATION FORM FOR JAPAN'S TECHNICAL COOPERATION

1. **Date of Entry:** Day _____ Month 08 Year 2009
2. **Applicant:** The Government of Republic of Turkey
3. **Project Title:** Project on Promotion of Traffic Demand Management of Heavy Traffic Area (Historical Area) in Istanbul
4. **Contact Point (Implementing Agency):** Istanbul Metropolitan Municipality, Transportation Department Transportation Department
Address: M. Nasuhi Ozmen Mah. Kasim Sokak 34010, Merter, Gungoren, ISTANBUL
Contact Person: _____
Tel. No.: _____ Fax No. _____
E-Mail: _____

5. Background of the Project

(Current conditions of the sector, Government's development policy for the sector, Issues and problems to be solved, Existing development activities in the sector, the Project's priority in the National Development Plan / Public Investment Program, etc.)

(1) Istanbul, the population of which is estimated about 12.5 million as of 2007, is the largest city in Turkey, and is increasing 3% annually, it is expected to attain 16 million in 2023.

(2) In line with this growth, demands for basic services are explosively growing and IMM is continuously challenged to maintain and improve the living conditions of the city's habitants.

(3) Overpopulation and motorization affect terrible traffic congestion. Alleviation of traffic congestion is most important issue and urgent need of IMM. At present there are 30 heavy traffic areas in Istanbul, which should be alleviated soon according to the Master Plan Study implemented in 2008.

6. Outline of the Project

- (1) Overall Goal
(Long-term objective)

The overall goal of the Project is to accelerate economic growth and to preserve its balance among differ internal regions through solving heavy traffic alleviation.

- (2) Project Purpose

(Objective expected to be achieved by the end of the project period. Elaborate with quantitative indicators if possible)

To alleviate the traffic congestion in 30 heavy traffic areas by Traffic Demand Management

(3) Outputs

(Objectives to be realized by the "Project Activities" in order to achieve the "Project Purpose")

- Traffic problem and improvement strategy in 30 areas is reviewed.
- Inventory survey in historical area (pilot area) is implemented.
- Detailed traffic survey and analysis (time, purpose, volume etc.) is implemented.
- Improvement strategy (traffic cell, parking, regulation etc.) is planned.
- Strategy through opinion survey (residence, merchant, tourist, etc.) is monitored and evaluated.
- Traffic alleviation strategy in historical area is announced and implemented.

(4) Area to be covered by the Project

(In case the proposed project assumes a particular area, please enter the name of the target area for the project and attach a rough map to the documents submitted. The attached map should be at a scale that clearly shows the project site.)

(5) Project Activities

(Specific actions (including study items if project contains study activities) intended to produce each "Output" of the project by effective use of the "Input".)

- Review of traffic problem and improvement strategy in 30 areas
- Inventory survey in historical area (pilot area)
- Detailed traffic survey and analysis (time, purpose, volume etc.)
- Planning of improvement strategy (traffic cell, parking, regulation etc.)
- Monitoring and evaluation of strategy through opinion survey (residence, merchant, tourist, etc.)
- Announcement and implementation of traffic alleviation strategy in historical area

(6) Input from the Recipient Government

(Counterpart personnel (identify the name and position of the Project manager), support staff, office space, running expenses, vehicles, equipment, etc.)

- Turkish counter-parts
- Suitable space with necessary office equipment and furniture
- Available data and information

(7) Input from the Japanese Government

(Number and qualification of Japanese experts/consultants, contents of training (in Japan and in-country) courses, seminars and workshops, equipment, etc.)

- Expert (consultant): Chief Advisor/Traffic Management, Traffic Demand/Analysis, Parking arrangement, Traffic cell etc.
- Training in Japan, Observation study in reference country

7. Implementation Schedule

Month _____ Year 2010 ~ Month _____ Year 2013

8. Description of Implementing Agency

(Budget allocated to the Agency, Number of Staff of the Agency, Department/division in charge of the project, etc.)

Istanbul Metropolitan Municipality, Transportation Department

9. Related Information

(1) Prospects of further plans and actions/ Expected funding resources for the Project:

(If implementing agency plans to take some (future) actions in connection with this proposed project, please describe the concrete plans/action and enter the funding sources for the plans and actions.)

(2) Projects by other donor agencies, if any:

(Please pay particular attention to the following items:

- Whether you have requested the same project to other donors or not.*
- Whether any other donor has already started a similar project in the target area or not.*
- Presence/absence of cooperation results or plans by third-countries or*

international agencies for similar projects.

–In the case that a project was conducted in the same field in the past, describe the grounds for requesting this project/study, the present status of the previous project, and the situation regarding the technology transfer.

–Whether there are existing projects/studies regarding this requested project/study or not. (Enter the time/period, content and concerned agencies of the existing studies.)

(3) Other relevant Projects (Activities in the sector by the recipient government and NGOs), if any:

(4) Other relevant information(Available data, information, documents, maps, etc. related to the Project)

Istanbul Metrolopolitan Municipality has implemented “The Study on Integrated Urban Master Planfor Istanbul Metropolitan Area in the Republic of Turkey” between 2006-2008 with JICA.

10. Global Issues (Gender, Poverty, Climate change, etc.)

(Any relevant information of the project from global issues (gender, poverty, climate change, etc.) perspective.)

11. Environmental and Social Considerations

(Please fill in the attached screening format.)

12. Beneficiaries

(Population for which positive changes are intended directly and indirectly by implementing the project and gender disaggregated data, if available)

13. Security Conditions

Both workshop site area and field trip areas are secure.

14. Others

Signed: _____

Title: _____

On behalf of the Government of _____

Date: _____

Screening Format (Environmental and Social Considerations)

Question 1 Address of a project site

Question 2 Outline of the project

2-1 Does the project come under following sectors?

Yes No

If yes, please mark corresponding items.

- Mining development
- Industrial development
- Thermal power (including geothermal power)
- Hydropower, dams and reservoirs
- River/erosion control
- Power transmission and distribution lines
- Roads, railways and bridges
- Airports
- Ports and harbors
- Water supply, sewage and waste treatment
- Waste management and disposal
- Agriculture involving large-scale land-clearing or irrigation
- Forestry
- Fishery
- Tourism

2-2 Does the project include the following items?

Yes No

If yes, please mark following items.

- Involuntary resettlement (scale: households, persons)
- Groundwater pumping (scale: m³/year)
- Land reclamation, land development and land-clearing (scale: hectares)
- Logging (scale: hectares)

2-3 Did the proponent consider alternatives before request?

Yes: Please describe outline of the alternatives

()

No

2-4 Did the proponent have meetings with related stakeholders before request?

Yes No

If yes, please mark the corresponding stakeholders.

Administrative body

Local residents

NGO

Others ()

Question 3

Is the project a new one or an on-going one? In case of an on-going one, have you received strong complaints etc. from local residents?

New On-going (there are complaints) On-going (there are no complaints)

Others { }

Question 4 Name of laws or guidelines:

Is Environmental Impact Assessment (EIA) including Initial Environmental Examination (IEE) required for the project according to laws or guidelines in the host country?

Yes No

If yes, please mark corresponding items.

Required only IEE (Implemented, on going, planning)

Required both IEE and EIA (Implemented, on going, planning)

Required only EIA (Implemented, on going, planning)

Others: { }

Question 5

In case of that EIA was taken steps, was EIA approved by relevant laws in the host country?

If yes, please mark date of approval and the competent authority.

<input type="checkbox"/> Approved: without a supplementary condition	<input type="checkbox"/> Approved: with a supplementary condition	<input type="checkbox"/> Under appraisal
--	---	--

(Date of approval: Competent authority:)

Not yet started an appraisal process

Others:()

Question 6

If a certificate regarding the environment and society other than EIA, is required, please indicate the title of certificate.

Already certified Required a certificate but not yet done

Title of the certificate :()

Not required

Others ()

Question 7

Are following areas located inside or around the project site?

Yes No Not identified

If yes, please mark the corresponding items.

National parks, protected areas designated by the government (coast line, wetlands, reserved area for ethnic or indigenous people, cultural heritage) and areas being considered for national parks or protected areas

Virgin forests, tropical forests

Ecological important habitat areas (coral reef, mangrove wetland, tidal flats)

Habitat of valuable species protected by domestic laws or international treaties

Likely salts cumulus or soil erosion areas on a massive scale

Remarkable desertification trend areas

Archaeological, historical or cultural valuable areas

Living areas of ethnic, indigenous people or nomads who have a traditional lifestyle, or special socially valuable area

Question 8

Does the project have adverse impacts on the environment and local communities?

Yes No Not identified

Reason: ()

Question 9

Please mark related environmental and social impacts, and describe their outlines.

- | | |
|---|---|
| <input checked="" type="checkbox"/> Air pollution | <input type="checkbox"/> Social institutions such as social infrastructure and local decision-making institutions |
| <input checked="" type="checkbox"/> Water pollution | <input type="checkbox"/> Existing social infrastructures and services |
| <input type="checkbox"/> Soil pollution | <input type="checkbox"/> The poor, indigenous of ethnic people |
| <input type="checkbox"/> Waste | <input type="checkbox"/> Maldistribution of benefit and damage |
| <input checked="" type="checkbox"/> Noise and vibration | <input type="checkbox"/> Local conflict of interests |
| <input type="checkbox"/> Ground subsidence | <input type="checkbox"/> Gender |
| <input type="checkbox"/> Offensive odors | <input type="checkbox"/> Children's rights |
| <input type="checkbox"/> Geographical features | <input type="checkbox"/> Cultural heritage |
| <input type="checkbox"/> Bottom sediment | <input type="checkbox"/> Infectious diseases such as HIV/AIDS etc. |
| <input type="checkbox"/> Biota and ecosystem | <input checked="" type="checkbox"/> Others () |
| <input type="checkbox"/> Water usage | |
| <input checked="" type="checkbox"/> Accidents | |
| <input type="checkbox"/> Global warming | |
| <input type="checkbox"/> Involuntary resettlement | |
| <input type="checkbox"/> Local economy such as employment and livelihood etc. | |
| <input checked="" type="checkbox"/> Land use and utilization of local resources | |

Outline of related impacts:

[]

Question 10

Information disclosure and meetings with stakeholders

10-1 If the environmental and social considerations are required, does the proponent agree on information disclosure and meetings with stakeholders in accordance with JICA Guidelines for Environmental and Social Considerations?

Yes

No

10-2 If no, please describe reasons below.

[]

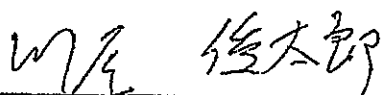
**MINUTES OF MEETING BETWEEN
JAPAN INTERNATIONAL COOPERATION AGENCY
AND
ISTANBUL METROPOLITAN MUNICIPALITY
ON
THE PROJECT ON
TRAFFIC DEMAND MANAGEMENT OF HISTORICAL AREA IN ISTANBUL**

In response to the request from the Government of the Republic of Turkey (hereinafter referred to as "GoT"), the Japan International Cooperation Agency (herein after referred to as "JICA") dispatched the Detailed Planning Survey Team (hereinafter referred to as "the JICA Team"), headed by Mr. Shuntaro Kawahara, from October 14, 2010 to November 2, 2010, for the purpose of formulating a technical cooperation project, Project on Traffic Demand Management of Historical Area in Istanbul (hereinafter referred to as "the Project").

During its stay in the Republic of Turkey, the JICA Team exchanged views and opinions with the authorities concerned of the Istanbul Metropolitan Municipality (hereinafter referred to as "the IMM Team").

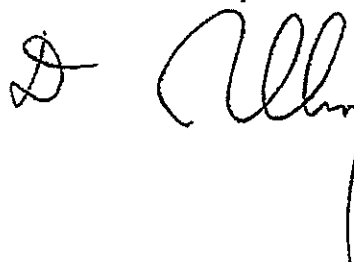
As a result of the discussions, the JICA Team and the IMM Team agreed to summarize the matters referred to in the document attached hereto.

Istanbul, November 5, 2010



Mr. Shuntaro KAWAHARA
Leader
JICA Detailed Planning Survey Team
Japan International Cooperation
Agency

Mr. Muzaffer HACIMUSTFAOĞLU
Deputy Secretary General
Istanbul Metropolitan Municipality



ATTACHMENT

1. Background

(1) Istanbul is the largest city in Turkey, whose population is estimated about 12.5 million as of 2007, increasing 3% annually, and expected to attain 16 million in 2023.

(2) In line with this growth, demands for basic services are explosively growing and the Istanbul Metropolitan Municipality (hereinafter referred to as "IMM") is continuously challenging to maintain and improve the living conditions of the city's habitants.

(3) Overpopulation and motorization affect terrible traffic congestion, thus alleviation of traffic congestion has become the most important issue and urgent need of Istanbul Traffic Management.

(4) Therefore, based on the request from IMM, JICA implemented "the Study on Integrated Urban Transportation Master Plan for Istanbul Metropolitan Area in the Republic of Turkey" (2007-2009) and formulated the Master Plan for Istanbul Metropolitan Area.

(5) In the Master Plan, a series of TDM measures for the historical area in Istanbul including the world heritage was proposed to reduce congestion as an urgent task in terms of historical and cultural heritage preservation.

2. Name of the Project

The IMM Team and the JICA Team agreed to use the Project name "Project on Traffic Demand Management of the Historical Area in Istanbul" as the name of the Project.

3. Implementing Agency

Transportation Department of IMM is the Implementing Agency of the Project.

4. The Project Area

The Project Area is Fatih district in Istanbul which is shown in ANNEX1 although target sites for the Social Experiments will be selected according to result of traffic and social surveys after the commencement of the Project.

5. Implementation for TDM Social Experiments

Both sides agreed to implement Social Experiments for analyzing the feasibility for TDM measures. In principle, candidates of TDM measures will be selected according to the result of traffic and social surveys.

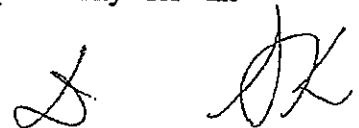
6. Duration of the Project

The duration of the Project will be 30 months from the commencement of the Project.

7. Administration Structure of the Project

(1) Responsible Organization

Deputy Secretary General of IMM will bear the overall responsibility for the



basic idea of project organizational chart are shown in Annex 2-1 and Annex 2-2 respectively.

(2) Joint Coordinating Committee

The Joint Coordinating Committee (hereinafter referred to as "JCC"), chaired by Deputy Secretary General of IMM, will be established to review overall progress of the Project activities as well as the achievement of the annual plan of the Project. JCC meeting will be held at least once a year or whenever necessity arises. Members of JCC, which are to be stipulated in the Record of Discussion (hereinafter referred to as "R/D"), will be informed JICA Turkey Office by IMM.

(3) Steering Committee

The Steering Committee will be established to discuss and make implementation plan for Social Experiments. Steering Committee, chaired by the Project Director, consists of the members of JCC excluding Deputy Secretary General of IMM and the Chief Representative of JICA Turkey Office.

8. Project Design Matrix (PDM)

The JICA Team explained and the IMM Team understood the outline of PDM and both sides agreed on the PDM shown in ANNEX 3.

9. Plan of Operation

The schedule of the Project is on the Plan of Operation (PO) shown in ANNEX 4.

10. Other relevant Issues

(1) Roles and Responsibilities of Each Side

In principle, IMM will conduct and allocate necessary budget for project activities such as (a) to plan and conduct traffic surveys and analyze survey results, (b) if necessary, to obtain approval and/or consents from relevant entities and local stakeholders, (c) to implement Social Experiments and evaluate their effects.

JICA will dispatch experts and receive counterpart trainees in Japan in order to (a) assist and advice IMM in effectively performing the project activities and (b) strengthen capacities of staff from relevant departments of IMM for learning TDM measures.

Both IMM and JICA will inform each other of preparation for aforementioned activities before the commencement of the Project.

(2) Time Framework of the Project Activities and Urgent TDM Measures

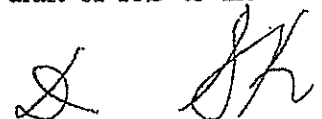
The conceptual time framework of the Project Activity is shown in Annex 5.

The both sides agreed that experiments of some TDM measures can be implemented before completion of the traffic survey to cope with urgent transport issues.

(3) IMM's procedure for the commencement of the Project

The IMM Team explained that Minutes of Meeting (hereinafter referred to as "M/M") including draft of R/D need to be approved by Istanbul Municipal Assembly and the Mayor of IMM after signing the document(s), and that aforementioned approval is needed prior to the signing of the R/D.

The JICA Team requested that IMM would explain M/M and the draft of R/D to the



The JICA Team requested that IMM would explain M/M and the draft of R/D to the Istanbul Municipal Assembly only after receiving the final draft of R/D from JICA.

The JICA Team also requested that if any necessity for revision arises in the course of above mentioned procedure, IMM should promptly consult with JICA.

(4) Members of Counterpart Personnel

List of counterpart personnel (position, expertise, and role in the Project) need to be determined and submitted to JICA Turkey Office by IMM before the signing of R/D.

(5) PR Activities Regarding the Project within Turkey

The IMM Team and the JICA Team confirm that IMM will conduct PR activities of the Project in Turkey, and JICA will confirm the contents with IMM in the event of conducting relevant activities in Turkey for effective and proper public relations.

(6) Necessary facilitation with Authorities Concerned by IMM

The IMM Team and the JICA Team confirmed that IMM would facilitate authorities concerned of the Government of the Republic of Turkey to ensure measures to be taken referred to in the draft of R/D attached hereto.

11. Tentative Schedule of the Project

The IMM Team and the JICA Team discussed tentative schedule for starting the Project and agreed as follows.

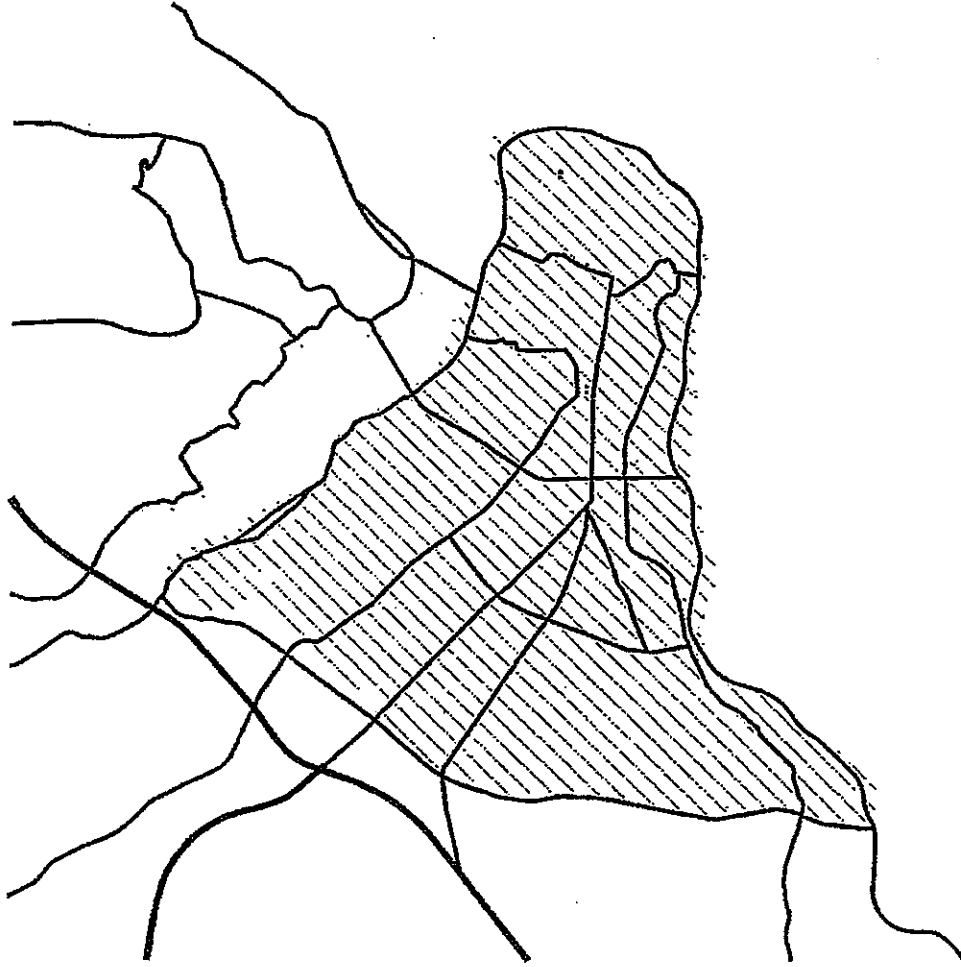
- (1) JICA will deliver the final draft of the R/D in the fourth quarter of 2010.
- (2) After the final draft of the R/D is accepted by the IMM, IMM and JICA will sign the R/D in the first quarter of 2011.
- (3) After signing the R/D, JICA will start selection of JICA's expert team, which will be selected in the second quarter of 2011.
- (4) JICA will start dispatching JICA's expert team in the second quarter of 2011.

END

- Annex1: Map of the Project Area
- Annex2-1: Organization Chart of IMM
- Annex2-2: Organization Chart for the Project Implementation
- Annex3: PDM
- Annex4: Plan of Operation
- Annex5: Time Framework
- Annex6: Draft of the Record of the Discussions (R/D)



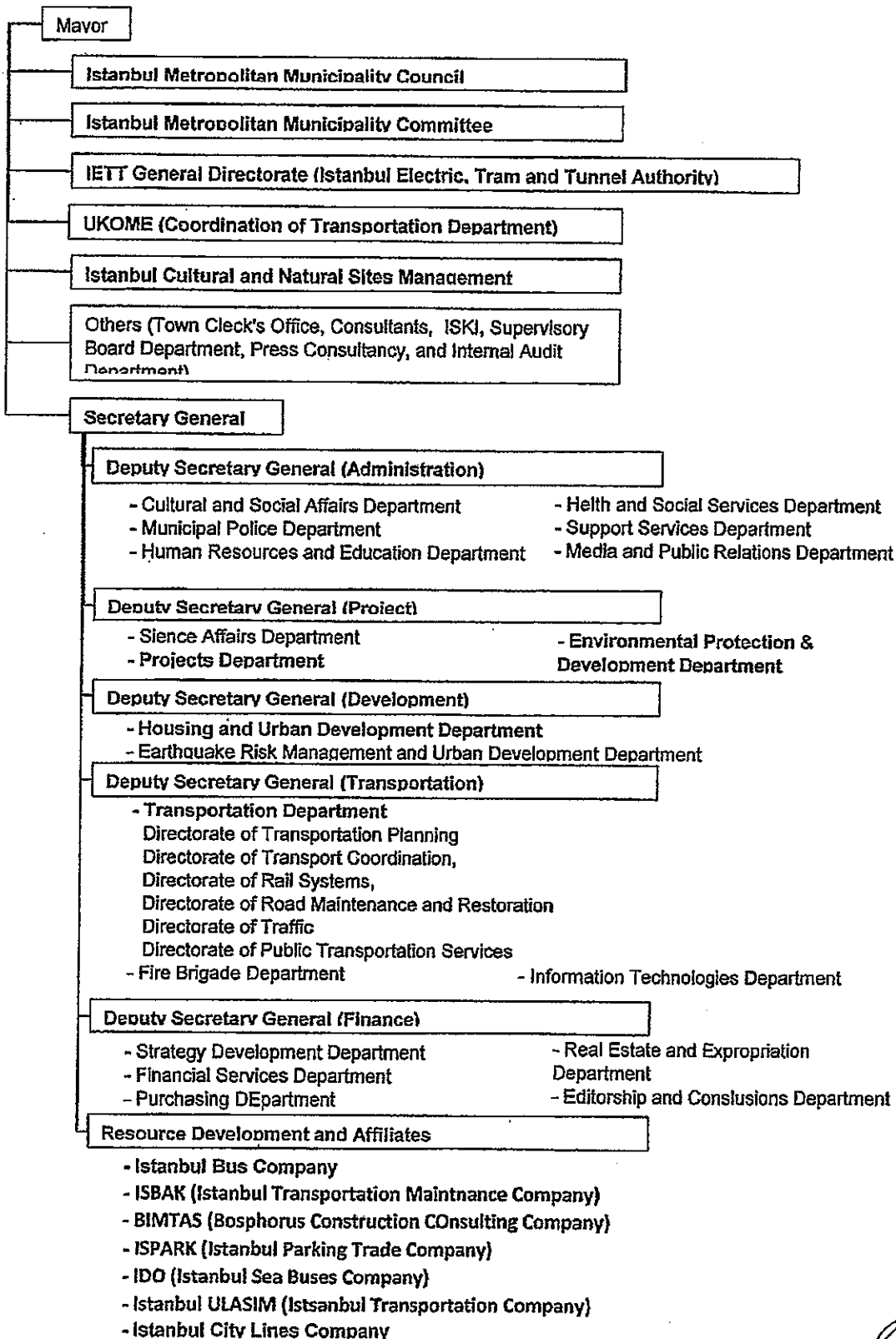
Annex - 1: Map of the Project Area



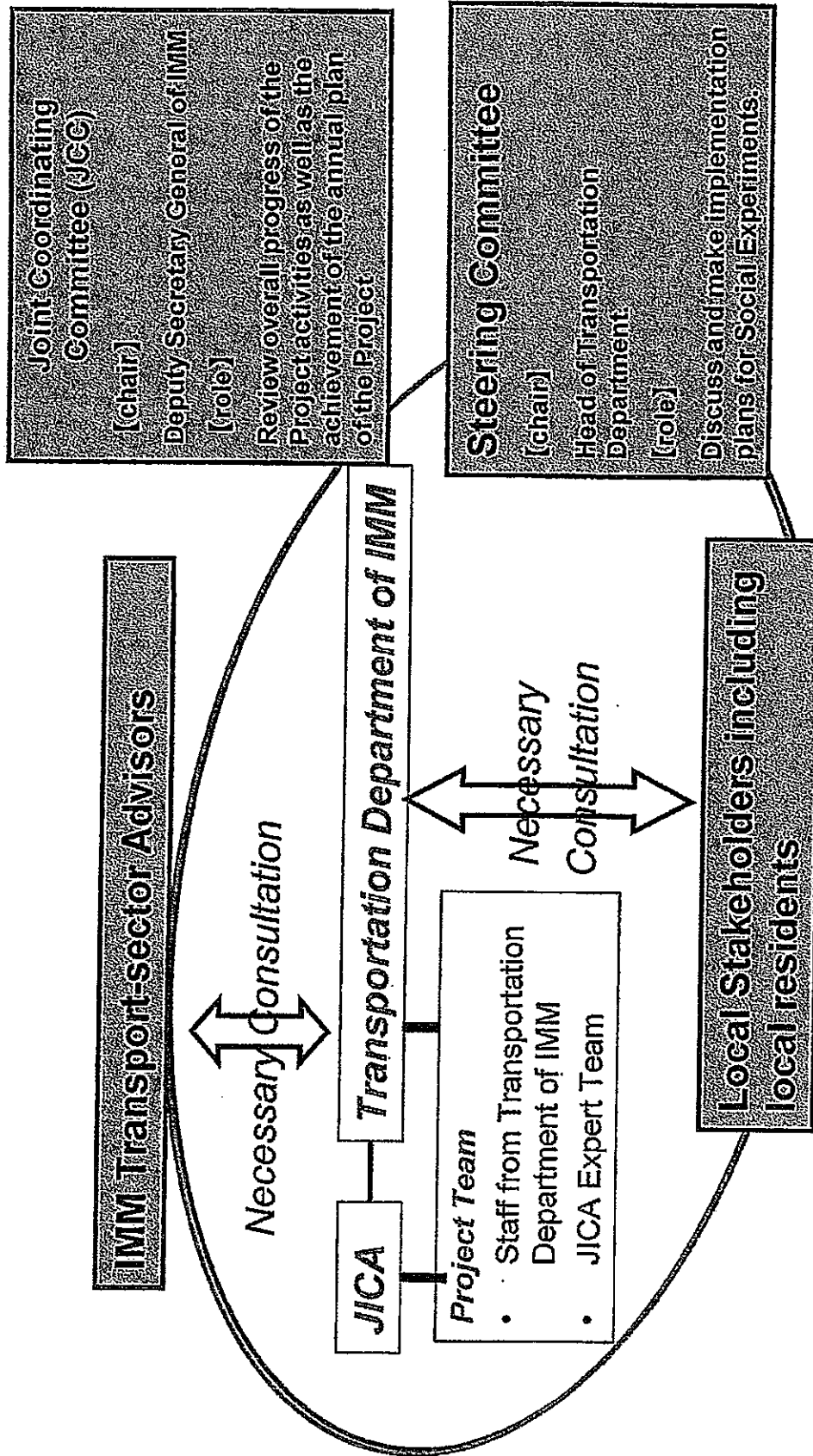
Fatih District in Istanbul

SK

Annex 2-1 Organization Chart of IMM



Annex-2-2 Organization Chart for the Project Implementation



Handwritten initials/signature

Annex-3 PDM₀

Project Title: The Project on Traffic Demand Management (TDM) for Historical Area in Istanbul in the Republic of Turkey
Target Group : Transportation Department of Istanbul Metropolitan Municipality (IMM)

Project Period: 30 months
Version No. 0-4

Date: October 27, 2010

Narrative Summary	Objectively Verifiable Indicators	Means of Verification	Important Assumptions
<p>Overall Goal Appropriate traffic demand management (TDM) measures will be implemented in the Istanbul historical area to create comfortable city environment.</p> <p>Project Purpose Transportation Department's implementation capacities of TDM measures for the Istanbul historical area are strengthened.</p>	<p>1. More than *** TDM measures are implemented in the Istanbul historical area.</p> <p>More than *** % of staff from the transportation department evaluate that implementation capacities of TDM measures are strengthened.</p>	<p>1. Interview survey with the transportation department of IMM.</p> <p>1. Questionnaire survey with the transportation department's staff</p>	<p>Transportation policies of IMM for the Istanbul historical area are not drastically changed.</p>
<p>Outputs</p> <p>Output 1 Traffic characteristics of the Istanbul historical area are clarified and concerns on transportation planning are identified.</p> <p>Output 2 Transportation Department's capacities are strengthened through planning, implementing, evaluating, and analyzing social experiments of TDM measures.</p> <p>Output 3 Experience of the social experiments is summarized as guidelines and shared among relevant departments of IMM.</p>	<p>1.1 Survey report are developed describing traffic characteristics and concerns on transportation planning.</p> <p>2.1 *** officers are trained in training courses and seminars.</p> <p>2.2 More than *** TDM social experiments are implemented.</p> <p>2.3 Implementation reports are developed including analysis results.</p> <p>3.1 Guidelines are prepared.</p> <p>3.2 Disseminate the guidelines to the relevant departments of IMM.</p>	<p>Survey report.</p> <p>Project reports.</p> <p>Project reports.</p> <p>Implementation reports of TDM social experiments</p> <p>Guidelines</p> <p>Project reports</p>	<p>Cooperation from relevant entities and organizations is secured.</p>

***; The actual figure will be determined upon mutual agreement between IMM and the JICA's expert team within 6 months after the commencement of the Project and will be authorized by the JCC.

Activities	Inputs	IMM	1. IMM project members continue to perform project activities. 2. No natural/human disasters cause considerable damage in the Istanbul historical area.
1-1 Review outline of relevant entities, organizations and stakeholders that are involved in transportation planning in the Istanbul historical area.	JICA 1. Experts - Chief Advisor - Transportation Planning - Traffic Management - Social Experiment Management - Public Involvement/ Coordinator - Experts in specific areas	IMM 1. Project members - Project director - Project manager - Technical staff members	
1-2 Confirm implementation status of activities proposed in the JICA master plan study as well as relevant laws and regulations that have relations with traffic management plans, public transportation development plans, urban conservation plans, and transportation plans.	2. Project staff - Project assistant	2. Vehicle and driver 3. Project office and equipment - Project office - Desks, chairs, cabinet, etc. - Copier, printer, scanner, etc.	
1-3 Conduct a traffic survey, traffic facilities survey, questionnaire survey, etc.	3. Counterpart training in Japan	4. Project costs - Survey cost - Social experiment cost - Meeting cost - Seminar and training cost to carried out in Turkey - Administrative cost	
1-4 Analyze the survey results.	4. Equipment provision - Transport related software etc. - Traffic detecting devices	5. Project costs	
2-1 Introduce information sharing tool among relevant agencies of IMM in order to review the progress of measures related to the Project.	5. Project costs		
2-2 Review and implement already planned TDM measures to be done urgently in the Istanbul historical area.			
2-3 Organize seminars and training courses on TDM measures for staff from the relevant departments of IMM.			
2-4 Formulate an implementation plan of the TDM social experiments.			
2-5 Perform required permission and authorization procedure to implement the TDM social experiments			
2-6 Implement the TDM social experiments in the Istanbul historical area.			
2-7 Monitor and evaluate the TDM social experiments.			
3-1 Review results and clarify lessons learned from the social experiments for implementing TDM measures.			
3-2 Prepare the guidelines describing implementation procedures and activities of the TDM measures.			
3-3 Share the guidelines among entities and organizations of the relevant departments of IMM.			

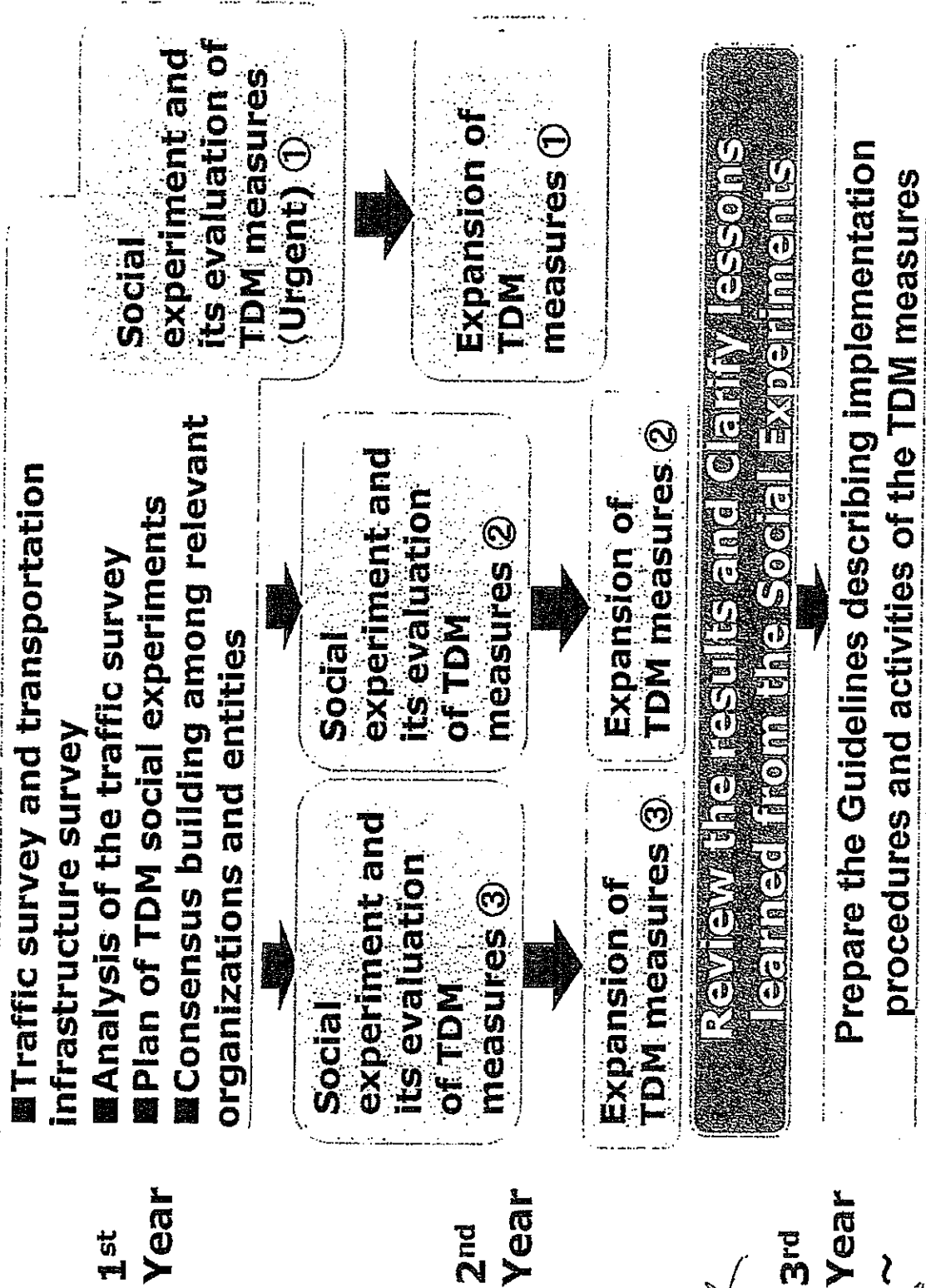
Annex4: Plan of Operation
The Project on Traffic Demand Management (TDM) for Historical Area in Istanbul

Year	Month												Terminal Evaluation	Entity/Department in charge ※			
	1	2	3	4	5	6	7	8	9	10	11	12					
Output 1 Traffic characteristics of the Istanbul historical area are clarified and concerns on transportation planning are identified.																	
1-1 Clarify outline of relevant entities and organizations that are involved in transportation planning in the Istanbul historical area.																	To be determined by IMM
1-2 Confirm implementation status of activities proposed in the JICA master plan study as well as relevant laws and regulations that have relations with traffic management plans, public transportation development plans, urban conservation plans, and transportation plans.																	To be determined by IMM
1-3 Conduct a traffic survey, traffic facilities survey, questionnaire survey, etc.																	To be determined by IMM
1-4 Analyze the survey results.																	To be determined by IMM
Output 2 Transportation department's capacities are strengthened through planning, implementing, evaluating, and analyzing social experiments of TDM measures.																	
2-1 Introduce information sharing tool among relevant agencies of IMM in order to review the progress of measures related to the Project.																	To be determined by IMM
2-2 Review and implement already planned TDM measures to be done urgently in the Istanbul historical area.																	To be determined by IMM
2-3 Organize seminars and training courses on TDM measures for staff from the relevant departments of IMM.																	To be determined by IMM
2-4 Formulate an implementation plan of the TDM social experiments.																	To be determined by IMM
2-5 Perform required permission and authorization procedure to implement the TDM social experiments																	To be determined by IMM
2-6 Implement the TDM social experiments in the Istanbul historical area.																	To be determined by IMM
2-7 Monitor and evaluate the TDM social experiments.																	To be determined by IMM
Output 3 Experiences of the social experiments is summarized as guidelines and shared among relevant departments of IMM.																	
3-1 Review results and clarify lessons learned from the social experiments for implementing TDM measures.																	To be determined by IMM
3-2 Prepare the guidelines describing implementation procedures and activities of the TDM measures.																	To be determined by IMM
3-3 Share the guidelines among entities and organizations of the relevant departments of IMM.																	To be determined by IMM

※In principle, IMM will conduct and allocate necessary budget for project activities such as (a) to plan and conduct traffic surveys and analyze survey results, (b) if necessary, to obtain approval and/or consents from relevant entities and local stakeholders, (c) to implement Social Experiments and evaluate their effects. JICA will dispatch experts and receive counterpart trainees in Japan in order to (a) assist and advice IMM in effectively performing the project activities and (b) strengthen capacities of staff from relevant departments of IMM for learning TDM measures.

Capacity development through project

Annex5: Time Framework of the Project



(DRAFT)
RECORD OF DISCUSSIONS
BETWEEN
JAPAN INTERNATIONAL COOPERATION AGENCY
AND
ISTANBUL METROPOLITAN MUNICIPALITY
FOR
THE PROJECT ON
TRAFFIC DEMAND MANAGEMENT
OF HISTORICAL AREA IN ISTANBUL

The Japan International Cooperation Agency (herein after referred to as "JICA") had a series of discussions through the Chief Representative of JICA in Turkey with the authorities concerned of the Istanbul Metropolitan Municipality (hereinafter referred to as "IMM") on the details of the technical cooperation project concerning "Project on Traffic Demand Management of Historical Area in Istanbul".

As a result of the discussions, JICA and the IMM agreed on the matters referred to in the document attached hereto.

Istanbul, XX, 2011

Mr. Kazuhide Nagasawa
Chief Representative
JICA Turkey Office,
Japan International Cooperation Agency,



THE ATTACHED DOCUMENT

I. COOPERATION BETWEEN JICA AND IMM

1. IMM will implement the "Project on Traffic Demand Management of Historical Area in Istanbul" (hereinafter referred to as "the Project") in cooperation with JICA.
2. The Project will be implemented in accordance with the Master Plan which is given in Annex I.

II. MEASURES TO BE TAKEN BY JICA

In accordance with the laws and regulations in force in Japan, JICA will take, at its own expense, the following measures according to the normal procedures under the Technical Cooperation Scheme of Japan.

1. DISPATCH OF JAPANESE EXPERTS

JICA will provide the services of the Japanese experts as listed in Annex II.

2. PROVISION OF MACHINERY AND EQUIPMENT

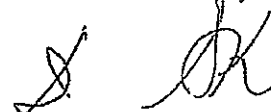
JICA will provide such machinery, equipment and other materials (hereinafter referred to as "the Equipment") necessary for the implementation of the Project as listed in Annex III. The Equipment will become the property of IMM upon being delivered C.I.F. (cost, insurance and freight) to the Turkish authorities concerned at the ports and/or airports of disembarkation.

3. TRAINING OF TURKISH PERSONNEL IN JAPAN

JICA will implement counterpart training in Japan and/or third countries. Approximately 20 members of the counterparts will join the training during the Project period.

III. MEASURES TO BE TAKEN BY IMM

1. IMM will take necessary measures to ensure that the self-reliant operation of the Project will be sustained during and after the period of Japanese technical cooperation, through full and active involvement in the Project by all related authorities,



beneficiary groups and institutions.

2. IMM will ensure that the technologies and knowledge acquired by the Turkish nationals as a result of Japanese technical cooperation will contribute to the economic and social development of the Republic of Turkey.
3. In accordance with the laws and regulations in force in the Republic of Turkey, IMM will facilitate granting of privileges, exemptions and benefits as listed in Annex IV no less favorable than those granted to experts of third countries or international organizations performing similar missions to the Japanese experts referred to in II-1 above.
4. IMM will ensure that the Equipment referred to in II-2 above will be utilized effectively for the implementation of the Project in consultation with the Japanese experts referred to in Annex II.
5. IMM will take necessary measures to ensure that the knowledge and experience acquired by the Turkish personnel from technical training in Japan will be utilized effectively in the implementation of the Project.
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 - (1) Services of the Turkish counterpart personnel and administrative personnel as listed in Annex V ;
 - (2) Land, buildings and facilities as listed in Annex VI;
 - (3) Supply or replacement of machinery, equipment, instruments, vehicles, tools, spare parts and any other materials necessary for the implementation.
7. In accordance with the laws and regulations in force in the Republic of Turkey, the IMM will take necessary measures to meet:
 - (1) Expenses necessary for transportation within the Government of the Republic of

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Annex-6

Turkey of the Equipment referred to in II-2 above as well as for the installation, operation and maintenance thereof ;

- (2) Customs duties, internal taxes and any other charges, imposed in the Government of the Republic of Turkey on the Equipment referred to in II-2 above ; and
- (3) Running expenses necessary for the implementation of the Project.

IV. ADMINISTRATION OF THE PROJECT

1. Head of Transportation Department of IMM, as the Project Director, will bear overall responsibility for the administration and implementation of the Project.
2. Director of Transportation Planning Directorate of Transportation Department of IMM, as the Project Manager, will be responsible for the managerial and technical matters of the Project.
3. Chief advisor of the Japanese expert team will provide necessary recommendations and advice to the Project Director and the Project Manager on any matters pertaining to the implementation of the Project.
4. The Japanese experts will give necessary technical guidance and advice to the Turkish counterpart personnel on technical matters pertaining to the implementation of the Project.
5. For the effective and successful implementation of technical cooperation for the Project, a Joint Coordinating Committee will be established whose functions and composition are described in Annex VII.

V. JOINT EVALUATION

Evaluation of the Project will be conducted jointly by JICA and IMM, at the middle and during the last six months of the cooperation term in order to examine the level of achievement.



VI. CLAIMS AGAINST JAPANESE EXPERTS

IMM undertakes to bear claims, if any arises, against the Japanese experts engaged in technical cooperation for the Project resulting from, occurring in the course of, or otherwise connected with the discharge of their official functions in the Republic of Turkey except for those arising from the willful misconduct or gross negligence of the Japanese experts.

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There will be mutual consultation between JICA and IMM on any major issues arising from, or in connection with this Attached Document.

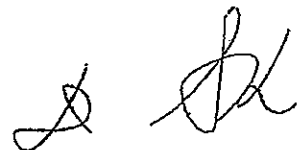
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For the purpose of promoting support for the Project among local people, IMM will take appropriate measures to make the Project widely known to the local people.

IX. TERM OF COOPERATION

The duration of the technical cooperation for the Project under this Attached Document will be 30 months from the arrival date of the first JICA experts for the Project, which is expected to be the second quarter of 2011.

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ANNEX V	LIST OF TURKISH COUNTERPART AND ADMINISTRATIVE PERSONNEL
ANNEX VI	LIST OF LAND, BUILDINGS AND FACILITIES
ANNEX VII	JOINT COORDINATING COMMITTEE



ANNEX I MASTER PLAN

1. Title of the Project

The Project on Traffic Demand Management (TDM) of Historical Area in Istanbul

2. Overall Goal

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3. Project Purpose

Transportation Department's implementation capacities of TDM measures for the Istanbul historical area are strengthened.

4. Outputs of the Project

Output 1 Traffic characteristics of the Istanbul historical area are clarified and concerns on transportation planning are identified.

Output 2 Transportation department's capacities are strengthened through planning, implementing, evaluating, and analyzing social experiments of TDM measures.

Output 3 Experience of the social experiments is summarized as guidelines and shared among relevant departments of IMM.

5. Project Activities

1-1 Review outline of relevant entities, organizations and stakeholders that are involved in transportation planning in the Istanbul historical area.

1-2 Confirm implementation status of activities proposed in the JICA master plan study as well as relevant laws and regulations that have relations with traffic management plans, public transportation development plans, urban conservation plans, and transportation plans.

1-3 Conduct a traffic survey, traffic facilities survey, questionnaire survey, etc.

1-4 Analyze the survey results.

2-1 Introduce information sharing tool among relevant agencies of IMM in order to review the progress of measures related to the Project.

2-2 Review and implement already planned TDM measures to be done urgently in the Istanbul historical area.

2-3 Organize seminars and training courses on TDM measures for staff from the relevant departments of IMM.

2-4 Formulate an implementation plan of the TDM social experiments.

2-5 Perform required permission and authorization procedure to implement the TDM social experiments

2-6 Implement the TDM social experiments in the Istanbul historical area.

2-7 Monitor and evaluate the TDM social experiments.

3-1 Review results and clarify lessons learned from the social experiments for implementing TDM measures.

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3-2 Prepare the guidelines describing implementation procedures and activities of the TDM measures.

3-3 Share the guidelines among entities and organizations of the relevant departments of IMM.

Two handwritten signatures in black ink, one to the left and one to the right, appearing to be initials or names.

ANNEX II LIST OF JAPANESE EXPERTS

Japanese Experts in the following fields will be dispatched. Experts in other related fields will be also dispatched as necessary for the effective implementation of the Project.

1. Chief advisor
2. Transportation planning
3. Transportation management
4. Social experiment management
5. Public Involvement/ Coordinator
6. Experts in specific areas

Two handwritten signatures in black ink, one to the left and one to the right, appearing to be initials or names.

ANNEX III LIST OF MACHINERY AND EQUIPMENT

Machinery, equipment, facilities and other materials necessary for the effective implementation of the Project will be provided by IMM within budgetary limitations.

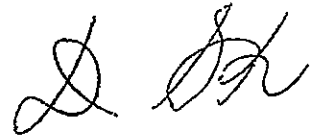
Some of consumable supplies, traffic related software(s) and traffic detecting devices for the effective implementation of the Project will be provided by JICA within budgetary limitations.

A handwritten signature in black ink, consisting of a stylized initial 'J' followed by a more complex, cursive signature.

ANNEX IV PRIVILEGES EXEMPTIONS AND BENEFITS FOR
JAPANESE EXPERTS

In accordance with the laws and regulations in force in the Republic of Turkey, IMM and JICA agreed to the following:

1. Exempt the Japanese experts from income tax and other charges of any kind of imposed on or in connection with the living allowances remitted from abroad.
2. Use all available means to facilitate medical and other necessary assistance to the Japanese Experts and their families.
3. Exempt Japanese Experts from custom duties on import and export of machinery and equipment into or out of the Republic of Turkey by the Japanese Experts in connection with the Project activities.

A handwritten signature in black ink, consisting of a large, stylized initial 'S' followed by a series of loops and a final flourish.

ANNEX V LIST OF TURKISH COUNTERPART AND
ADMINISTRATIVE PERSONNEL

1. Project director
Head of Transportation Department of IMM
2. Project manager
Director of Transportation Planning Directorate of Transportation Department of IMM
3. Technical staff members (position, expertise, and role in the Project)

A handwritten signature in black ink, consisting of a stylized 'S' followed by a more complex, cursive-like signature.

ANNEX VI LIST OF LAND, BUILDING AND FACILITIES

1. Land, buildings and facilities necessary for the Project.
2. Rooms and space necessary for installation and storage of the machinery and equipment.
3. Office space and facilities necessary for the Japanese Experts including telephone and Internet.
4. Other facilities mutually agreed upon as necessary.

A handwritten signature in black ink, consisting of a stylized 'D' followed by 'S' and 'R'.

JOINT COORDINATING COMMITTEE

1. Functions

The Joint Coordinating Committee (hereinafter referred to as "JCC") will meet at least once a year or whenever the necessity arises in order to fulfill the following functions:

- (1) Formulate the annual work plan of the Project;
- (2) Review the progress of the annual work plan;
- (3) Review and exchange opinions on major issues that may arise during the implementation of the Project; and
- (4) Discuss any other issue(s) pertinent to the smooth implementation of the Project.

2. Composition

(1) Chairperson:

Deputy Secretary General of IMM

(2) Members of the Turkish side:

(3) Members of the Japanese side:

Chief Representative of the JICA Turkey Office
JICA Experts

3. Other related personnel/organization concerned on the Project

The following personnel/organizations can be invited to the JCC as an observer when the Chairperson calls.



**RECORD OF DISCUSSIONS
BETWEEN
JAPAN INTERNATIONAL COOPERATION AGENCY
AND
ISTANBUL METROPOLITAN MUNICIPALITY
FOR
THE PROJECT ON
TRAFFIC DEMAND MANAGEMENT
OF HISTORICAL AREA IN ISTANBUL**

The Japan International Cooperation Agency (herein after referred to as "JICA") had a series of discussions through the Chief Representative of JICA in Turkey with the authorities concerned of the Istanbul Metropolitan Municipality (hereinafter referred to as "IMM") on the details of the technical cooperation project concerning "Project on Traffic Demand Management of Historical Area in Istanbul".

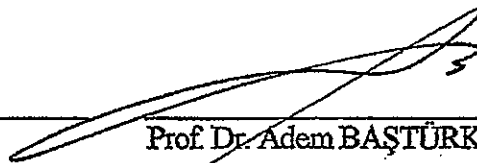
As a result of the discussions, JICA and the IMM agreed on the matters referred to in the document attached hereto.

Istanbul, April 20th 2011



Mr. Akio SAITO

Chief Representative
JICA Turkey Office,
Japan International Cooperation Agency



Prof. Dr. Adem BAŞTÜRK

Secretary General
Istanbul Metropolitan Municipality

THE ATTACHED DOCUMENT

I. COOPERATION BETWEEN JICA AND IMM

1. IMM will implement the "Project on Traffic Demand Management of Historical Area in Istanbul" (hereinafter referred to as "the Project") in cooperation with JICA.
2. The Project will be implemented in accordance with the Master Plan which is given in Annex I.

II. MEASURES TO BE TAKEN BY JICA

In accordance with the laws and regulations in force in Japan, JICA will take, at its own expense, the following measures according to the normal procedures under the Technical Cooperation Scheme of Japan.

1. DISPATCH OF JAPANESE EXPERTS

JICA will provide the services of the Japanese experts as listed in Annex II.

2. PROVISION OF MACHINERY AND EQUIPMENT

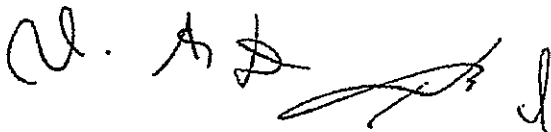
JICA will provide such machinery, equipment and other materials (hereinafter referred to as "the Equipment") necessary for the implementation of the Project as listed in Annex III. The Equipment will become the property of IMM upon being delivered C.I.F. (cost, insurance and freight) to the Turkish authorities concerned at the ports and/or airports of disembarkation.

3. TRAINING OF TURKISH PERSONNEL IN JAPAN

JICA will implement counterpart training in Japan and/or third countries. Approximately 20 members of the counterparts will join the training during the Project period.

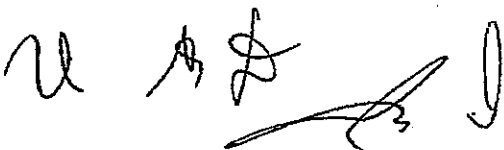
III. MEASURES TO BE TAKEN BY IMM

1. IMM will take necessary measures to ensure that the self-reliant operation of the Project will be sustained during and after the period of Japanese technical cooperation,



through full and active involvement in the Project by all related authorities, beneficiary groups and institutions.

2. IMM will ensure that the technologies and knowledge acquired by the Turkish nationals as a result of Japanese technical cooperation will contribute to the economic and social development of the Republic of Turkey.
3. In accordance with the laws and regulations in force in the Republic of Turkey, IMM will facilitate granting of privileges, exemptions and benefits as listed in Annex IV no less favorable than those granted to experts of third countries or international organizations performing similar missions to the Japanese experts referred to in II-1 above.
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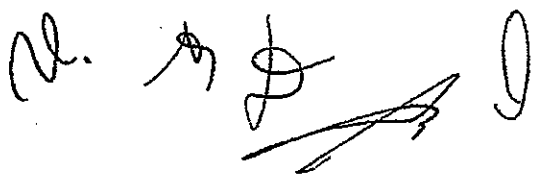
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1-3 Conduct a traffic survey, traffic facilities survey, questionnaire survey, etc.

1-4 Analyze the survey results.

2-1 Introduce information sharing tool among relevant agencies of IMM in order to review the progress of measures related to the Project.

2-2 Review and implement already planned TDM measures to be done urgently in the Istanbul historical area.

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2-4 Formulate an implementation plan of the TDM social experiments.

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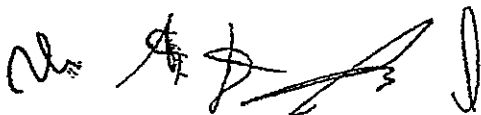
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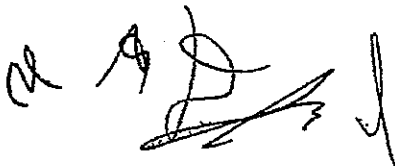
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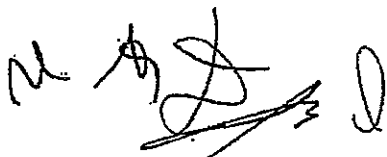
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ANNEX V LIST OF TURKISH COUNTERPART

1. Project director
Head of Transportation Department of IMM
2. Project manager
Director of Transportation Planning Directorate of Transportation Department of IMM
3. Technical staff members (position, expertise, and role in the Project)
 - (1) 7 Officers from Transport Planning Directorate
 - (2) 1 Officer Transport Coordination Directorate
 - (3) 1 Officer Traffic Directorate
 - (4) 1 Officer Mass Transport Services Directorate
 - (5) 1 Officer Road Maintenance and Repair Directorate
 - (6) 1 Officer Fatih Municipality

Handwritten signature and initials in black ink, consisting of a large stylized 'N' followed by a signature and a vertical line.

ANNEX VI LIST OF LAND, BUILDING AND FACILITIES

1. Land, buildings and facilities necessary for the Project.
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ANNEX VII. JOINT COORDINATING COMMITTEE

1. Functions

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- (1) Formulate the annual work plan of the Project:
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- (4) Discuss any other issue(s) pertinent to the smooth implementation of the Project.

2. Composition

(1) Chairperson:

Deputy Secretary General of IMM

(2) Members of the Turkish side:

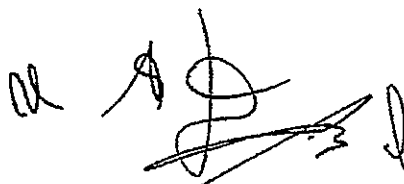
- Officer from Istanbul Security General Directorate
- Officer from Ministry of National Defense First Army Command
- Officer from Istanbul Province Gendarmerie Command
- Officer from Coast Guard Marmara and The Straits Regional Command
- Officer from General Directorate of State Railways
- Officer from Ministry Transportation Istanbul Regional Directorate
- Officer from Under secretariat of Maritime, General Directorate of Maritime Transportation
- Officer from General Directorate of Highways, 17th Regional Directorate
- Officer from General Directorate of Railways, Harbors and Airports Construction (DLH)
- Officer from General Directorate of State Airports Authority, Ataturk Airport Directorate
- Officer from First Legal Affairs
- Officer from Technical Works Department
- Officer from Istanbul Electric Tramway and Tunnel Authority (IETT)
- Officer from Istanbul Sea Buses Company (IDO)
- Officer from Istanbul Transportation Company
- Officer from Transportation Coordination Directorate
- Officer from Mass Transport Services Directorate
- Officer from Istanbul Union of Chamber of Merchants and Craftsman
- Officer from Istanbul Chamber of Trade

(3) Members of the Japanese side:

Chief Representative of the JICA Turkey Office
JICA Experts

3. Other related personnel/organization concerned on the Project

The following personnel/organizations can be invited to the JCC as an observer when the Chairperson calls.



The Project on Traffic Demand Management for Historical Area in Istanbul in the Republic of Turkey

**JICA
Detailed Planning Survey Team**

Topics

- 1. New Project's Concept**
- 2. TDM from Master Plan (M/P)
to New Project**
- 3. Challenges and Resources in Istanbul**
- 4. New Project's Approach**



1-1 Purpose of Detailed Planning Survey

Detailed Planning Survey aims to confirm or make consensus on the following issues with the Turkish Side:

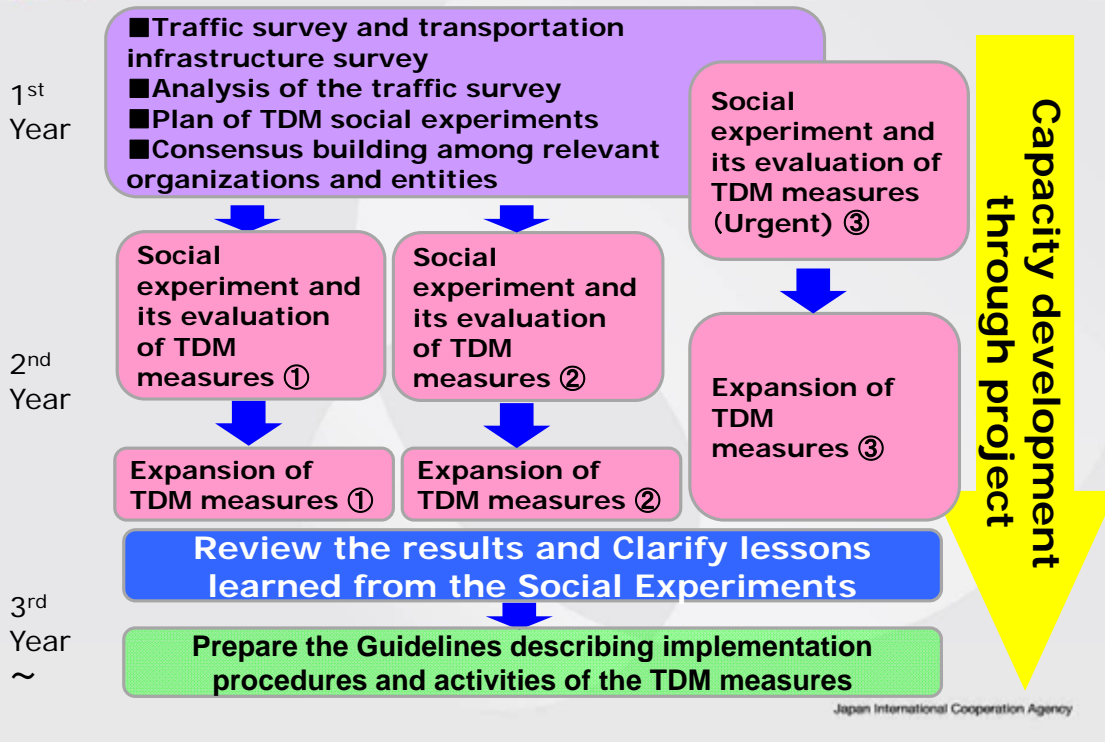
- a. Purpose**
- b. Target Area**
- c. Basic structure of the Project (duration, contents etc.)**
- d. Implementing structure (concerning agencies and stakeholders)**
- e. Back ground and relating information (policy and organizational issues of relating agencies, social and traffic condition)**



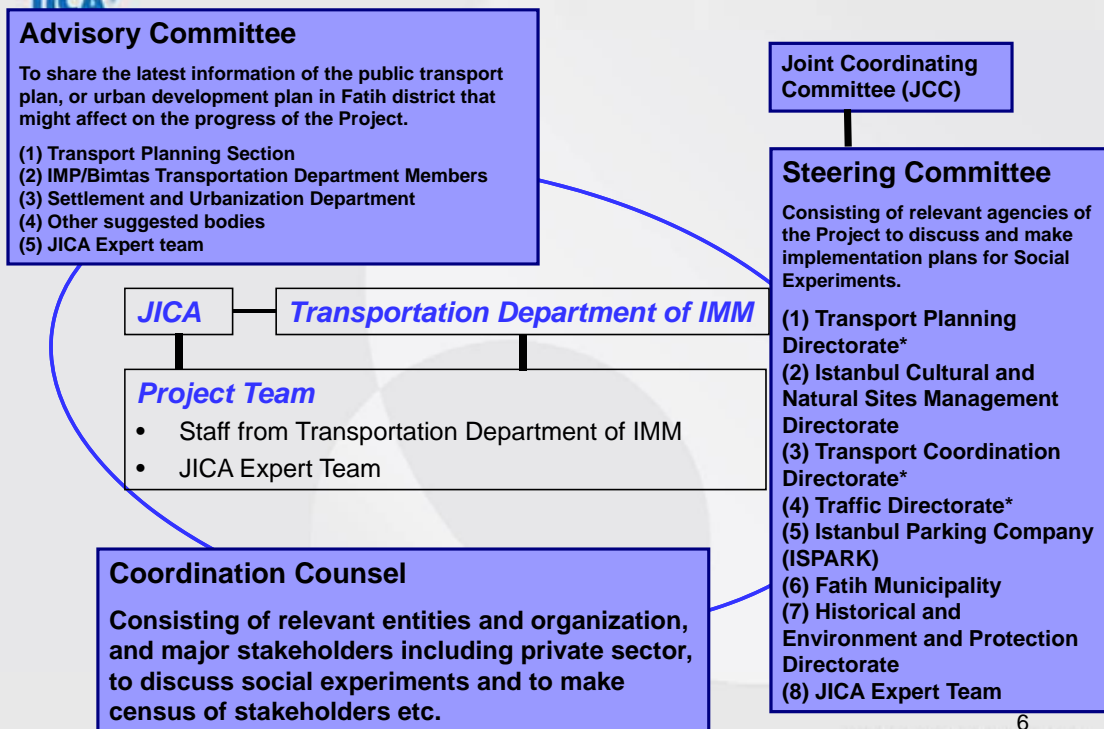
1-2 Ownership of Technical Cooperation Project

- a. Owner of a project is a implementing agency of recipient country.**
- b. JICA supports self-help effort of the agency by dispatching Japanese Expert and receiving trainees.**
- c. Most of technical cooperation projects involve not only officials of implementing agencies but also relevant agencies and local stakeholders.**
- d. JICA aims technical transfer enabling the recipient country to continue the project by itself after completion of Japanese cooperation.**

1-3 Basic timeframe of the Project (Image)



1-4 Basic Implementing Structure (image)





1-5 Schedule to Commence the Project

**Oct–Nov. 2010 Detailed Planning Study
Signing M/M including draft R/D
(Consent by the Municipal Assembly)**

**2011 1st Quarter Signing of R/D
(Consent by the Municipal Assembly)**

**2011 2nd Quarter Selection of Japanese Experts
(Selection of Local Consultant)**

Mid 2011 Commencement of the Project

Agency

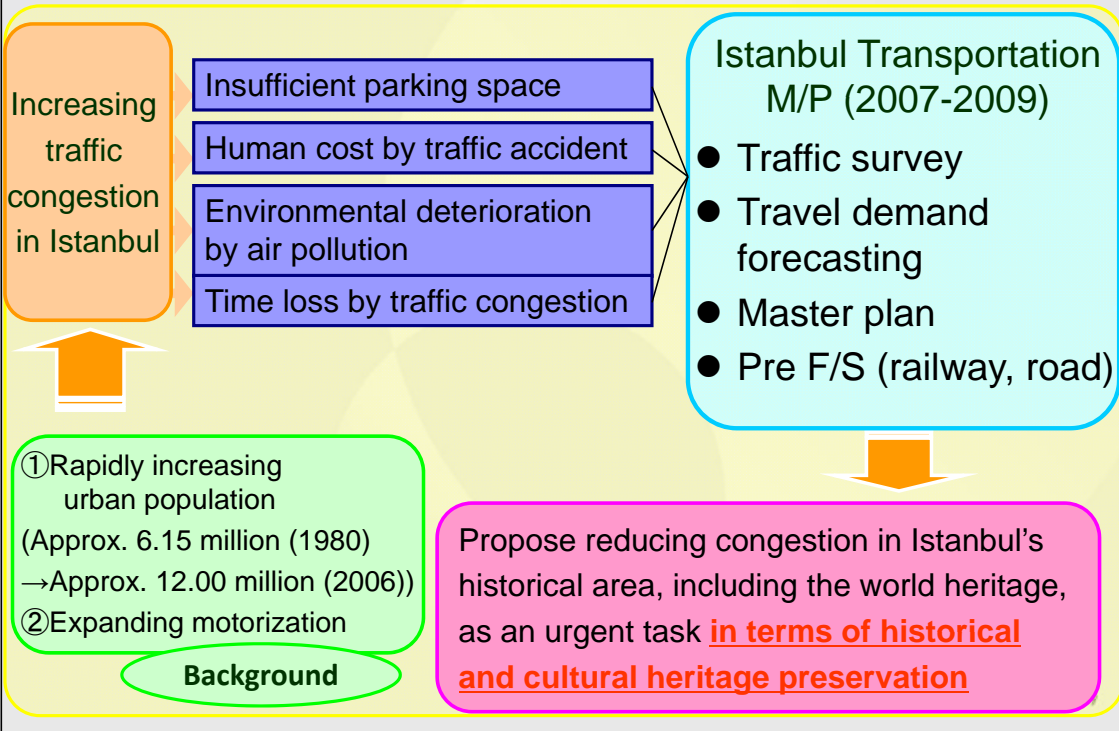


2-1 TDM from M/P to New Project

- ✓ This is our starting point.

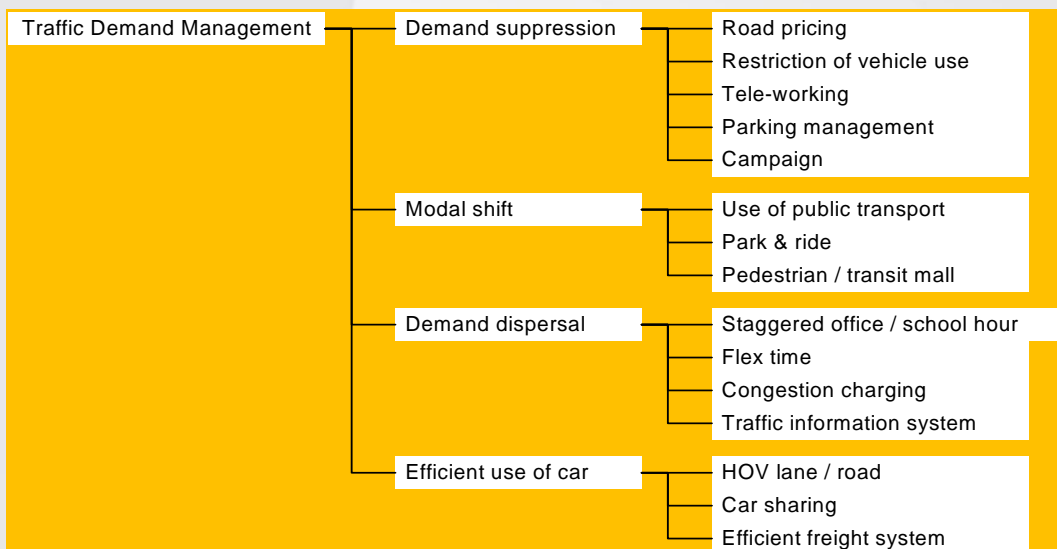


2-1 Background



2-2. What is TDM ?

Traffic Demand Management (TDM) refers to the measures that control use of private vehicles with the objectives of easing traffic congestion and lessening the environmental impacts.



2-3. TDM Measures in the M/P

4 suggestions as TDM Methods:

- ① Congestion charges from highway users
- ② Park & ride
- ③ Inducement by parking controls
- ④ Traffic cells in the Historical Peninsula

→ The 4th was designed particularly for the Historical Peninsula among all the suggestions.

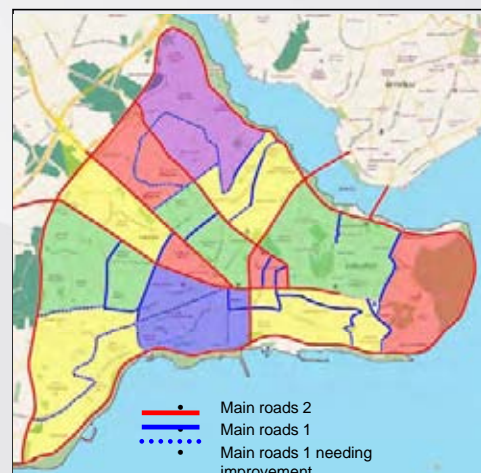
IMM has recently added 2 more:

1. Area entry charges
2. Exclusive bicycle lanes

2-4. Concept of Traffic Cells in the Historical Peninsula

- Within a cell, access control will be done by vehicle type and road category:

Mode		Mall/Road							
		Private Vehicles	Commercial Vehicles	Vehicles of Local Residents	Public Transport Vehicles	Taxis	Delivery Vehicles	Government Vehicles	Pedestrians
Full	Pedestrian								○
Malls									
Transit					○			○	○
Malls									
Access Roads 1				○	○			○	○
Access Roads 2		○	○	○	○	○		○	○
Main Roads 1		○	○	○	○	○	○	○	○
Main Roads 2		○	○	○	○	○	○	○	○



Additionally, Various parking controls and park & ride services will be considered.

2-5. Applicable Tools to Operate a Traffic Cell

- Some policy tools will be implemented in an integrated manner:
 - ① Parking space for local residents in the area
 - ② Promotion of **fringe parking** outside the congested area of metropolis
 - ③ More frequent and area-intensive **mini-bus** services
 - ④ Provision of spaces for fringe parking serving the automobile traffic on two arterial highways
 - ⑤ Promotion of roadside parking in the area
 - ⑥ Early development of **transit mall** in the neighborhoods with especially important historic monuments.

10/17

2-6. TDM Example – Traffic Cell

Traffic cell of Zenko Temple (Nagano, Japan)



One cell was designed, encompassing religious facilities and shopping arcades. 14

2-7.TDM Example – Fringe Parking and Minibus Shuttle



Tenjin, Fukuoka, Japan



CBD-type Transfer Center at Hakata

2-8. TDM Example – Fringe Parking and Park& Ride



Fringe parking at the suburb of Phoenix, USA

Park (multi-storied building) and Ride (accumulated buses on expressway) of Washington DC, USA



2-9. TDM Example – Parking Control

- ✓ Expansion of parking capacity (more sites, conversion to multi-storied building)
- ✓ Reduction in on-street parking with stringent enforcement



- ✓ Obligation of securing a car parking slot when purchasing a car in the case of **Japan**



- ✓ Obligation of securing a car quota when purchasing a car in the case of **Singapore**

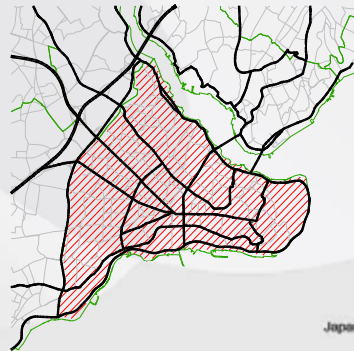
3. Challenges and Resources in Istanbul

- ✓ Cursory observation at this time
- ✓ Hopefully obtaining many more views from this meeting



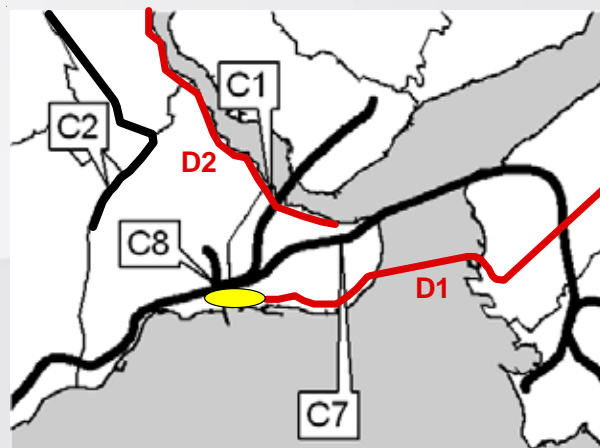
3-1. The Fact – Existing Historical Peninsula

Area: 1,593 ha
 Population: 455,000 in 2008(3.6% of Istanbul)
 Employment: 287,000 in 2005
 Daily trips: **1.3 million** person trips attracted in 2006
 Foreign visitors arrival: Unknown, 5.3 million at Ataturk Airport in 2006



3-2. Transport Infrastructure Projects in Fatih District

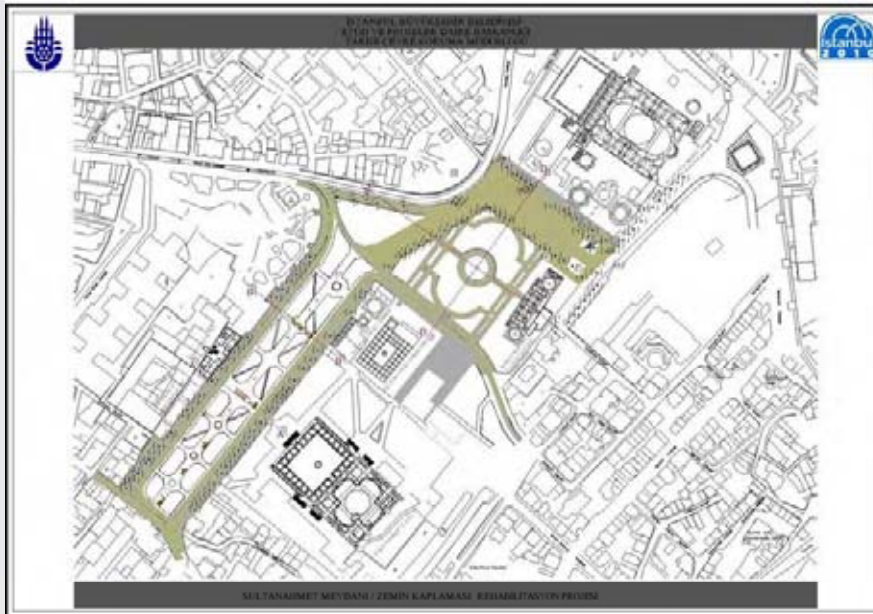
- C1: Metro Extension to Yenikapi
- C2: Tram Extension (Topkapi – Edirnekapi, completed)
- C7: Marmaray Rail
- C8: Airport Light Metro Extension (Aksaray – Yenikapi)
- Yenikapi Transfer Center



- Some more proposed..
- D1: Bosphorus Road Tunnel Crossing from Yenikapi
- D2: Halic Surround Tramway Metro Extension to Silivrikapi ..

✓ **Year 2013** must be a remarkable year when Yenikapi becomes operational.

3-3 SULTANAHMET Pedestrian Zone



21

3-4. Recent Efforts to Improve Urban Environments

Local Regulation on Pavement Materials for Historical Preservation



Pedestrian Walk in Urban Redevelopment



Open Space in Urban Redevelopment



Conversion of Vehicle Lane to Pedestrian Walk



Street Beautification



22

3-5. Many Current Efforts and Opportunities

- ✓ “Istanbul Card” enables integrated fare structure for different public transport modes.
- ✓ Tram Line 1 will improve services through additional trains and platforms, exclusive operation for cruise ship passengers
- ✓ Popular “Metrobus” will add and extend routes.
- ✓ Traffic Control Center will provide more accurate and local information by means of floating vehicle fleet (taxi as probe cars)
- ✓ EDS (electronic detection system) may be a potent tool to regulate on-street parking.

(continued)

- ✓ ISBAK will provide advanced and integrated solutions to area-wide traffic solutions.
- ✓ ISPARK will increase parking capacity and introduce advanced car park management
- ✓ Electric minibuses will provide frequent shuttle services at Sultanahmet Area and others.
- ✓ Modal shift will be facilitated in logistics by ferry.
- ✓ Connection of seabuses/boats with land public transport will become more convenient.
- ✓ Area-wide logistics management will improve urban environments.

4. The Project Approach

- ✓ Currently designing and discussing it between JICA and IMM
- ✓ Outlining the project approach so far agreed upon



4-1. Project Summary ①

① Project Area

Historical area in Istanbul (Fatih District)

※Target Sites for Social Experiments will be identified after the commencement of the Project.

②Counterpart (C/P) Authority

Transportation department of Istanbul Metropolitan Municipality

※ Same as the Istanbul Transportation Master Plan (M/P) Study

③Overall Goal

Appropriate traffic demand management (TDM) measures will be implemented in the Istanbul historical area to create comfortable city environment.

④Project Purpose

Transportation Department' s implementation capacities of TDM measures for the Istanbul historical area are strengthened.

4-2. Project Summary ②

Output 1: Traffic characteristics of the Istanbul historical area are clarified and concerns on transportation planning are identified.

Output 2: Necessary coordination bodies for implementing TDM measures are established to deal with the concerns on transportation planning and responsibility of each entity and organization is clarified.

Output 3: Transportation department' s capacities are strengthened through planning, implementing, evaluating, and analyzing social experiments of TDM measures.

Output 4: Experience of the social experiments is summarized as guidelines and shared among relevant departments of IMM.

4-3. Social Experiments of TDM Measures

① Objective:

- To analyze and evaluate each TDM measure to be applied and to prepare TDM Guideline for full operation

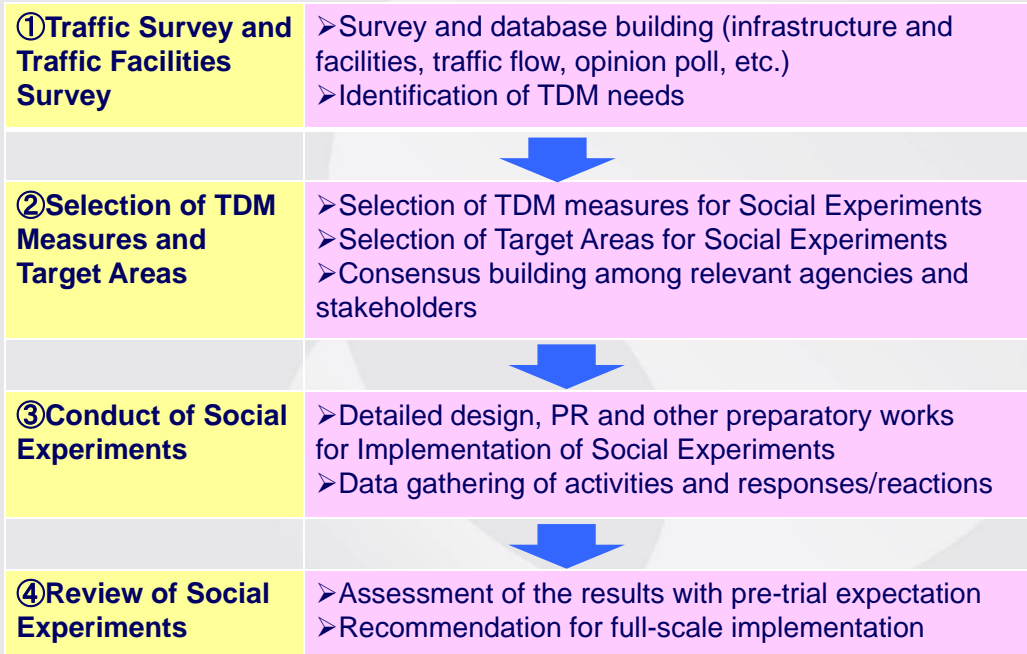
② Method:

- Short-term trial run by IMM with relevant stakeholders' involvement

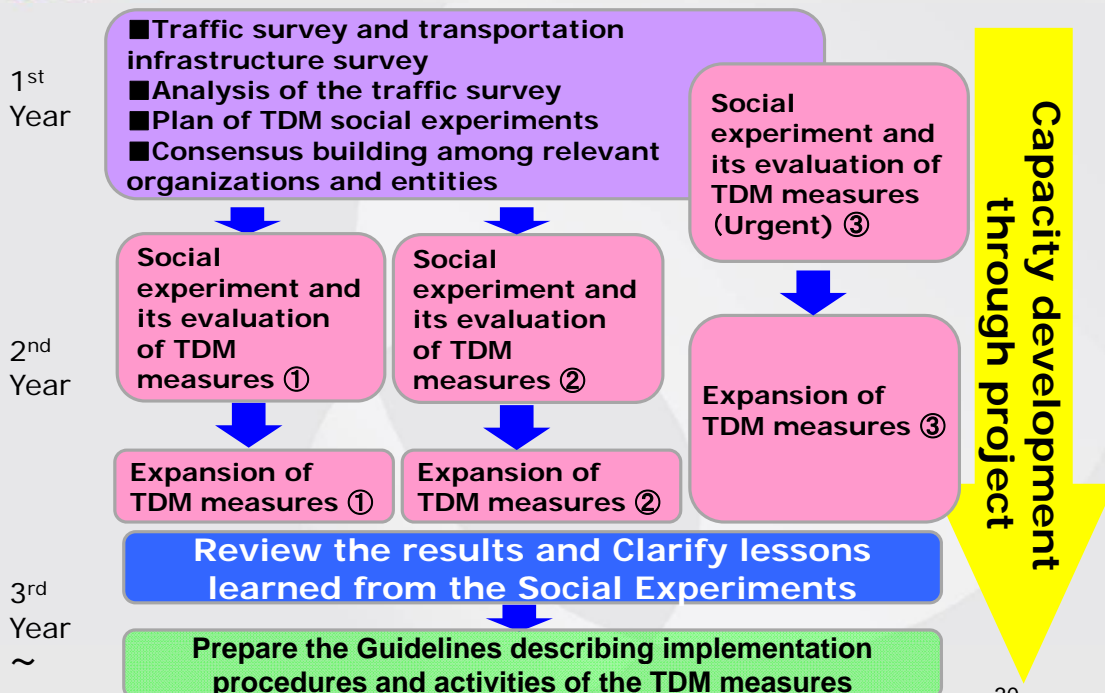
③ Undertakings to be born by Turkish Side:

- Budget allocation and personnel assignment by IMM Transport Department
- Permits and other necessary procedures to enable social experiment projects in the Historical Peninsula
- Understanding and cooperation among local residents towards TDM

4-4. Flow of TDM Social Experiments (Tentative)



4-5. Time Framework of TDM Social Experiments (Image)



4-6 Success Factor to Implement TDM – 3E

EDUCATION

- The Project will
- Involve various stakeholders
 - Provide workshops and training opportunities
 - Conduct TDM social experiments

EMPOWERMENT

- The Project will recommend necessary institutional and organizational arrangements based on TDM social experiments.

ENFORCEMENT

- The Project will prepare guidelines and manuals to support full TDM implementation.

Thank you for your attention!



5. 事業事前評価表

事業事前評価表（技術協力プロジェクト）

作成日：平成 23 年 1 月 26 日

担当部・課：経済基盤開発部

都市・地域開発第一課

<p>1. 案件名</p> <p>国名：トルコ共和国</p> <p>案件名：(和) イスタンブール市歴史地区交通需要管理プロジェクト (英) The Project for Traffic Demand Management of Historical Area in Istanbul</p>
<p>2. 協力概要</p> <p>(1) プロジェクト目標とアウトプットを中心とした概要の記述</p> <p>トルコ共和国（以下、トルコと記す）イスタンブール市歴史地区において、同地区の交通計画上の課題抽出や、交通需要管理（Traffic Demand Management：TDM）¹ 施策の社会実験²に係る計画立案、実施、評価・分析を通じて、イスタンブール市交通局職員の能力強化並びに TDM 施策のガイドライン等の取りまとめを行うことにより、歴史地区における交通局の TDM 施策実施能力強化を目的とする。</p> <p>(2) 協力期間：2011 年 6 月～2013 年 12 月（30 カ月）</p> <p>(3) 協力総額（日本側）：約 2 億 5,000 万円</p> <p>(4) 協力相手先機関：イスタンブール市交通局</p> <p>(5) 国内協力機関：国土交通省等を想定</p> <p>(6) 裨益対象者及び規模：イスタンブール市交通局職員約 20 名及び他の関係部局職員</p>
<p>3. 協力の必要性・位置づけ</p> <p>(1) 現状及び問題点</p> <p>トルコは国土面積 78 万 3,562km²、人口約 7,370 万人、1 人当たり GDP が 8,590 米ドル（2009 年時点）であり、欧州と中東の間に位置し、アンカラを首都とする共和制国家である。イスタンブール（5,343km²）は、ボスポラス海峡を挟んで欧州大陸とアジア大陸に跨っており、トルコの全 GDP の 22%を生み出すトルコ経済の中心であると同時に、世界遺産に登録された歴史地区を有する文化・観光都市でもある。</p> <p>近年、イスタンブールでは、人口が急速に増加しており、1980 年の 615 万人から 2009 年には約 1,250 万人（トルコ総人口の 17%）に倍増している。人口増大と経済成長に伴い、乗用車台数は 7.5 倍に増加し、200 万台に近づいている。この急速なモータリゼーションの進展に交通施設整備は追いつかず、慢性的な渋滞、交通事故の多発、排気ガス排気量の増加などの都市問題が年を追うごとに深刻化している。さらに、イスタンブール首都圏への一極集中により、2023 年には人口が 1,600 万人を超えると予測されている。</p> <p>このような状況のもと、めざすべき将来交通ネットワークを策定し、イスタンブール市の都市交通問題の改善を図るため、トルコ政府の要請の下、JICA は 2007～2009 年に「イス</p>

¹ TDM とは、交通需要の時間的、空間的な集中を緩和するために、交通需要の頻度、時刻、目的地、交通手段、経路、乗車効率、積載効率を変更する手法。

² 社会実験とは、新たな制度や技術などの施策を導入する際、場所と期間を限定して試行することで、その施策の有効性を検証したり問題を把握し、その施策の本格導入を判断するための材料とするもの。

「イスタンブール市都市交通 M/P 調査」を実施した。同調査で策定された M/P は、①公共交通インフラの整備、②民間資金導入のための基金（イスタンブール西部地区都市開発公団、軌道系開発促進基金）の設立、③適切な交通管理の実施、の 3 つのコンポーネントから構成される。このうち③について、歴史文化財と調和した都市環境保全の観点から、イスタンブール歴史地区（人口約 45 万人、面積約 17km²）の交通現況の改善が緊急課題として提言された。イスタンブール歴史地区は UNESCO 世界遺産に指定され、歴史的建造物が数多く存在しているが、都市部に位置するために深刻な交通渋滞とそれに伴う大気汚染などにより貴重な歴史的建造物が損傷されつつある。M/P では、歴史地区における交通政策は乗り入れ規制だけではなくさまざまな交通政策を複合的に実施する必要があることが指摘されており、それを担うイスタンブール市交通局職員の TDM 施策実施能力の強化が緊急に必要とされている。

同提言に基づき要請された本プロジェクトでは、M/P 調査と同様にイスタンブール市交通局をカウンターパート(C/P)機関として、歴史地区における混雑緩和のための TDM 施策導入のため、社会実験の実施プロセス（課題特定→計画立案→実施→評価・分析）を通じた C/P 機関の TDM 施策実施能力強化を目的とする。

（2）相手国政府国家政策上の位置づけ

- ① 本プロジェクトは、「イスタンブール市都市交通 M/P 調査」にて提案された緊急の課題に対応する事業であり、同調査により策定された M/P はイスタンブール市議会で承認される予定であるため、相手国政府の政策に合致している。
- ② 現在、イスタンブール市が策定中の「イスタンブール市歴史地区管理計画」（2011 年 1 月にユネスコに提出予定）にて、文化・自然保全計画等と共に歴史地区の交通管理計画が提言される予定であり、本プロジェクトの対象となる歴史地区における TDM 施策と高い関連性を有する。

（3）わが国援助政策との関連、事業展開計画上の位置づけ（プログラムにおける位置づけ）

対トルコ事業展開計画では、環境改善、防災、人材育成、格差是正、南南協力の 5 分野を対トルコ援助重点分野と位置づけており、本プロジェクトはその中の「環境改善」分野における「都市環境改善プログラム」に位置づけられる。

4. 協力の枠組み³

〔主な項目〕

（1）協力の目標（アウトカム）

- ① 協力終了時の達成目標（プロジェクト目標）と指標・目標値

【目標】イスタンブール市交通局のイスタンブール市歴史地区における TDM 施策実施能力が強化される。

³ 指標の基準値・目標値の設定は、プロジェクト開始後 6 カ月以内をめどに行い、合同調整委員会(JCC)で確認する。

【指標 1】社会実験の結果を取りまとめたガイドライン・研修教材等にかかる理解度確認テストにおいて、交通局職員の一定以上が合格点を取得する。

【指標 2】実施計画に基づき、TDM 施策の社会実験が一定件数以上引き続き適切に実施される。

②協力終了後に達成が期待される目標（上位目標）と指標・目標値

【目標】快適な都市環境を実現するため、イスタンブール市歴史地区において適切な交通需要管理（TDM）施策が実施される。

【指標】イスタンブール市歴史地区にて、一定件数以上の TDM 施策が実施される。

（2）成果（アウトプット）と活動

①成果 1

【イスタンブール市歴史地区の交通特性が特定され、交通計画上の課題が抽出される。】

活動 1-1 イスタンブール市歴史地区の交通計画に関係する機関の概要を確認する。

活動 1-2 イスタンブール市歴史地区における交通管理計画、公共交通整備計画、都市環境保全計画、交通計画等に関する法制度・規制、及び「イスタンブール市都市交通 M/P 調査」で提案された事業の現況を確認する。

活動 1-3 交通量調査、交通施設調査、アンケート調査等を実施する。

活動 1-4 各種調査の結果を分析して、歴史地区における交通計画上の課題を抽出する。

指標 1-1 イスタンブール市歴史地区の交通特性及び交通計画上の課題を記載した調査報告書が取りまとめられる。

②成果 2

【TDM 施策の社会実験における計画立案から実施、評価・分析に至る一連のプロセスが、イスタンブール市交通局職員により試行される。】

活動 2-1 本プロジェクトの進捗を関係者間で共有するため、イスタンブール市関係部局間にて情報共有の仕組みが導入される。

活動 2-2 イスタンブール市歴史地区にて早急に対応が必要な TDM 施策の計画を確認・実施する。

活動 2-3 イスタンブール市関係部局職員を対象とした TDM 施策のセミナー・研修コース等を実施する。

活動 2-4 TDM 施策の社会実験に関する実施計画を策定する。

活動 2-5 TDM 施策の社会実験に必要な許認可等の手続きを行う。

活動 2-6 イスタンブール市歴史地区にて TDM 施策の社会実験を実施する。

活動 2-7 社会実験のモニタリング・評価を行う。

指標 2-1 研修コース及びセミナーに参加にした、イスタンブール市関係部局の職員の人数。

指標 2-2 社会実験実施の結果（分析結果を含む）を取りまとめた報告書及び TDM 施策の社会実験に係る実施計画（最終版）が作成される。

③成果 3

【社会実験の経験がガイドライン・研修教材等として取りまとめられて、イスタンブール市関係部局に共有される。】

活動 3-1 TDM 施策の実施に向けて社会実験の結果及び教訓を整理する。

活動 3-2 TDM 施策の実施手順、実施内容、教訓を取りまとめたガイドライン・研修教材等を整備する。

活動 3-3 協議体（Steering Committee）の構成機関にガイドライン・研修教材等を周知する。

指標 3-1 イスタンブール市関係部局に配布されたガイドライン・研修教材等の部数。

指標 3-2 イスタンブール市関係部局の職員による、ガイドライン・研修教材等の認知度。

（3）投入（インプット）

① 日本側（総額約 2 億 5,000 万円）

ア) 専門家派遣

総括／総合交通計画、交通計画、交通管理計画、社会実験管理、住民合意形成/業務調整、社会実験アドバイザー

イ) 在外事業強化費

ウ) 研修員受入

エ) 機材供与

② トルコ側

C/P 人件費、交通量調査実施に係る経費、社会実験の計画立案・実施・評価に係る経費、プロジェクト事務所スペースの提供、治安状況に関する情報提供

（4）外部要因（満たされるべき外部条件）

①前提条件

プロジェクトの C/P とプロジェクト実施に必要な予算がイスタンブール市により確保される。

②成果（アウトプット）達成のための外部条件

イスタンブール市関係部局及び関係組織から必要な協力が得られる。

③プロジェクト目標達成のための外部条件

イスタンブール市の交通政策が大幅に変更されず、TDM 施策の社会実験に必要な予算が配賦される。

④上位目標達成のための外部条件

・ TDM 施策実施に必要な予算が配賦される。

5. 評価5項目による評価結果

(1) 妥当性

以下の視点から評価した結果、本プロジェクトの実施は適切と判断される。

- ① 上記3.(3)に記載したとおり、本プロジェクトは、トルコに対する JICA の援助重点分野の1つである「環境改善」に位置づけられているため、JICA の支援方針と合致しているといえる。
- ② 本プロジェクトは、「イスタンブール市都市交通 M/P 調査」により、緊急の課題として提案された歴史地区の交通環境の改善に資するための協力である。また、これまでの支援内容から一貫した活動の展開が可能であり、今後、イスタンブール市にて承認される M/P の実施状況フォローという点からも実施の意義は深いといえる。
- ③ 上記3.(2)のとおり、現在策定中の歴史地区保全計画に交通管理計画が含まれる予定であり、本プロジェクトにて取り組む TDM 施策と高い関連性を有する。また、イスタンブールは世界でも有数の歴史的建造物に恵まれた観光都市であり、これら歴史遺産と調和した都市環境保全の視点からも交通混雑緩和を図る TDM 施策への期待は大きい。

(2) 有効性

本プロジェクトは、以下①の理由から有効性が高いと見込まれる。また、より効果的な案件実施のために、以下②に留意する必要がある。

- ① 本プロジェクトでは、TDM 施策の実施に必要な業務サイクル（課題特定→計画立案→実施→評価・分析）が包括的に含まれた活動を計画しており、また本邦研修・セミナー・社会実験アドバイザー派遣等により、C/P がこれらの活動を自立的に行うために不足している能力の特定及びその強化が実現できる。このため、プロジェクト目標達成のために適切な成果・活動が設定されているといえる。
- ② プロジェクト目標達成に係る外部要因については、イスタンブール市交通関係機関が定期的に情報交換と施策を協議する仕組みが既に存在しているため、イスタンブール市は社会実験実施に際して、関係機関との調整は可能と見込まれる。ただし、右枠組みが適切に活用されるよう、今後、イスタンブール市交通局と関係機関との調整について継続的にフォローする予定である。

(3) 効率性

本プロジェクトは、以下の理由から効率性が高いと見込まれる。

- ① 本プロジェクトで配置される C/P の一部は「イスタンブール市都市交通 M/P 調査」の C/P でもあり、本プロジェクトでは同調査にて能力強化された人材が主体となって交通計画の計画・実施を行うため、既存案件の成果を生かした効率的な協力が可能である。
- ② 成果達成に係る外部要因については、既にイスタンブール市にて TDM 施策に係る取り組み（交通量調査、緊急度の高い TDM 施策の実施等）を実施中もしくは実施予定であ

り、これらの予算は確保済みである。また、今後プロジェクト活動に必要となる社会実験の実施及び実験効果モニタリング・評価に係る予算についても、先方が負担予定であり、先方実施機関の高い意欲が確認されていることから、適切に確保される見込みが大きい。

- ③ 上記(3)①・②の理由により、人的資源や予算などイスタンブール市側の強いコミットが期待できるため、日本側の負担は専門家派遣・国別研修の実施等、必要最低限に抑え効率的に実施される見込みである。

(4) インパクト

本プロジェクトの実施により上位目標に対する正のインパクトが見込まれる。また、本プロジェクトの成果に影響を与える可能性がある事業は以下のとおり。

- ① 上位目標達成の外部要因として、各種施策実施のために必要な予算をイスタンブール市が確保する必要があるが、プロジェクト実施中もフォローする予定である。また、イスタンブール市における、強制力を伴う交通規制について、法的根拠と実施体制の不備があるとの認識が一部の関係機関から示されている。このため、TDM 施策の実施にあたっては、トルコ及びイスタンブール市における交通規制、取り締まりの強制力や法的根拠の確認が重要であり、プロジェクト実施中もフォローする予定である。
- ② 2013 年末に完了予定のマルマライ・プロジェクトでは、イスタンブール市の欧州側とアジア側を結ぶ総延長約 76km の鉄道網整備が計画されており、YENICAPI 駅（円借款により整備中）が交通の結節点⁴として機能する予定。これにより、将来的には YENICAPI 駅周辺の交通流に大きな変化が生じる可能性が高いため、本プロジェクトでも YENICAPI 駅開通後の状況を想定した TDM 施策の検討が必要と考えられる。このため、社会実験の選定においては、YENICAPI 駅周辺の地域が対象となるよう留意する。

(5) 持続性

以下の理由により、本プロジェクトでは高い持続性が見込まれる。

- ① 政策面・財政面：本プロジェクトの対象地域であるイスタンブール市歴史地区は、UNESCO の世界文化遺産を有しており、観光が主要産業の 1 つであるトルコにとって経済的に重要な地区である。このため、同地区の交通混雑緩和と快適な都市環境実現へのニーズはプロジェクト終了後も高いと考えられるので、イスタンブール市の歴史地区に対する交通政策・予算配賦に大きな変化が生じる可能性は少ないと見込まれる。
- ② 組織・体制面：イスタンブール市交通局は今後も継続して歴史地区の交通政策を担う組織であり、本プロジェクトでは、日本からの支援をプロジェクト目標達成のため先方

⁴ イスタンブール市は多様な公共交通が混在しており、おのおのプロジェクト間の整合性に欠けるため、モード間の乗り継ぎを始めとする連携条件が極めて貧弱であった。2006 年に実施された「イスタンブール市都市交通 M/P 事前調査」でも、公共交通結節点（駅など）を中心とした Transit Oriented Development (TOD) の推進をイスタンブール市の交通計画における重要課題と位置づけている。YENICAPI 駅は将来的に鉄道、トラム、海上交通の結節点となる予定。

が真に必要とするものに留め、先方の主体的なオーナーシップ発揮に最大限努める予定であることから組織面での持続性は十分見込まれる。ただし、5（4）において指摘のとおり、トルコ及びイスタンブール市における交通規制、取り締まりの強制力や法的根拠の確認が重要であり、プロジェクト実施中にもフォローする予定である。

- ③ 技術面：イスタンブール市交通局は2007～2009年に実施された「イスタンブール市都市交通 M/P 調査」の C/P でもあり、交通施策全般について十分な知見・技術を有することが確認されている。本プロジェクトにより TDM の実施能力が強化されることで、より適切な施策実施が可能となる見込みである。

6. 貧困・ジェンダー・環境等への配慮

本プロジェクトは先方の能力向上のために技術移転を行うものであり、また都市環境の改善を目的としているため、現段階で環境への負の影響は想定されない。しかしながら、社会実験にて取り組む TDM 施策が選定されるのはプロジェクト開始後であるため、万が一、建造物の建設を伴うような施策を実施する場合は、環境社会配慮を検討する必要がある。

7. 過去の類似案件からの教訓の活用

「イスタンブール市都市交通 M/P 調査」（2006～2008年）では、緊急で取り組むべき課題として歴史地区における TDM 施策の実施が提言されており、具体的な施策の候補（パーク&ライド、トラフィック・セル等）が含まれている。本プロジェクトでは、関係機関との協議を通じて、M/P 調査で提案された施策の実現可能性を検証する予定。

また、「カンボジア国プノンペン市都市交通改善プロジェクト」（2007～2009年）では、関係機関による定期的なワーキンググループの実施や、関係機関合同での交通キャンペーン実施など、横断的な取り組みへの支援を通じて組織間でのコミュニケーションが醸成できたと報告されている。本プロジェクトでも、上記プロジェクトの教訓を生かして、社会実験の各プロセスで関係機関の巻き込みを図る予定。

8. 今後の評価計画

- （1）2013年6月ころ 終了時評価
- （2）2016年 事後評価（予定）

Outline of Traffic and Social Surveys

This section shows the outline of traffic and social surveys to be implemented at the beginning of the Traffic Demand Management Project of Historical Area in Istanbul. They are (i) cordon line survey, (ii) traffic count survey at major intersections, (iii) bus transport survey, (iv) travel speed survey, (v) car park survey, and (vi) social survey.

1 Cordon Line Survey

1) Objectives

The Cordon Survey is conducted to obtain incoming and outgoing traffic volume of the Historical Peninsula and understand traffic characteristics such as origin and destination, and purpose.

2) Survey Items

- Trip information interview (origin and destination, purpose, freight information, access mode, perception on existing transport service, etc.)
- Traffic count (vehicles at roads and passengers at stations)

3) Survey Method

Trip information is recorded by interview survey for sampled vehicle driver/passengers. Trip purpose has several categories such as to/from work, to/from school, on business, shopping and leisure, and others. Sample rates depend on the traffic volume; 5% as a target rate of passing vehicles and passengers as long as interview survey does not interrupt smooth traffic flow.

Vehicle traffic is counted by vehicle type by direction and by 30 minutes period. Traffic direction within the Historical Peninsula must be recorded. Vehicle type includes car, truck, route bus, tourism coach, motorbike and other service vehicles. For accurate boundary traffic counting, bicycles and pedestrians must be included.

Passenger traffic is counted at the gates of rail and sea transport stations.

4) Survey Sites

The road cordon is set on the boundary of the Historical Peninsula at 11 locations, 2 bridges across the Golden Horn and 9 sites along the City Walls.

The station cordon is set at 22 rail stations and 6 seabus and ferry piers as follows:

- Tram Line 1: Eminonu, Sirkeci, Gulhane, Sultanahmet, Cemberitas, Beyazit, Laleli, Aksaray, Yusuf Pasa, Haseki, Findikzade, Capa Sehremeni, Pazartekke;
- Airport Light Metro Line: Aksaray, Emniyet, Ulubatli;
- State Line: Yedikule, Koca Mustafa Pasa, Yenikapi, Kumkapi, Cankurtaran, Sirkeci; and
- Sea Piers: Sarayburnu, Eminonu, Halic, Fener, Balat, Yenikapi.

Figure A1 Survey Points of Road Cordon Line



5) Survey Period

The road cordon line survey will be conducted for 2 days 24 hours in weekdays and 2 days 24 hours in weekend and holidays.

The station cordon line survey will be conducted for 2 days during operating hours in weekdays and 2 days during operating hours in weekend and holidays.

6) Survey Output

The survey output should include the following:

- Accomplished survey forms and coding sheets;
- Survey reports including major activities, maps and survey photos;
- Organized data in excel form; and
- Simple analysis of interview survey results

2 Traffic Count Survey at Major Intersections

1) Objective

The traffic count survey is conducted at major interchanges in the Historical Peninsula for further analyzing vehicular traffic movement in addition to the road cordon line survey.

2) Survey Method

The traffic count survey is conducted to get the traffic volume by vehicle type, by direction and by 30 minutes period.

Surveyed vehicles are classified into car, truck, route bus, tourism coach, motorbike and other service vehicles.

3) Survey Sites

5 sites are selected for the traffic count survey. They are Sirkeci, Unikapı, Sarachane, Aksaray and Yenikapı.

Since intersection design is complicated due to underpass and irregular shape, a survey team must be carefully organized to record all directions.

4) Survey Period

The intersection traffic count survey will be conducted for 2 days 24 hours in weekdays and 2 days 24 hours in weekend and holidays.

Figure A2 Survey Intersections of Road Traffic Count



5) Survey Output

The survey output should include the following:

- Accomplished survey forms and coding sheets;
- Survey reports including major activities, maps and survey photos; and
- Organized data in excel form.

3 Bus Transport Survey

1) Objective

The bus transport survey is conducted at bus, dolmus and minibus terminals in the Historical Peninsula to collect bus service data and perceptions of present bus passengers on existing services.

2) Survey Method

The survey has 3 activities, i.e., (i) operation data collection, (ii) bus passenger count at terminals and (iii) bus passenger interview at terminals.

- (i) Operation data collection: route, fleet, frequency, average occupancy from bus / dolmus / minibus operators serving in the Historical Peninsula
- (ii) Bus passenger count: The number of riding/aligning passengers by fleet type, by terminal and by 30 minutes period
- (iii) Bus passenger interview: origin and destination, trip purpose, access to/from bus terminal, perceptions on the existing bus services

3) Survey Sites

All the bus / dolmus/ minibus terminals in the Historical Peninsula are identified on the condition that these terminals have over 10 vehicle slots such as Eminonu, Beyazit and Edirnekapi.

4) Survey Period

The bus transport survey (passenger counting and interviewing) will be conducted for 2 days during operating hours in weekdays and 2 days during operating hours in weekend and holidays.

5) Survey Output

The survey output should include the following:

- Operation reports of bus transport companies;

- Accomplished survey forms and coding sheets;
- Survey reports including major activities, maps and survey photos;
- Organized data in excel form; and
- Simple analysis of bus passenger interview results

4 Travel Speed Survey

1) Objective

The travel speed survey provides estimates of the average speed of road traffic and of congestion levels under different time zones and days.

2) Survey Method

The survey is conducted by the floating car method which requires the survey vehicle to keep the same position and attitude in the traffic flow.

Data to be collected are time of departure and arrival (start and end point of a route), time of passing intersections, and time of stop and restart with stopping reason.

3) Survey Routes

Arterial roads and secondary roads in the Historical Peninsula are suitable for the survey. Other conditions are route length (more or less 5 km) and public transit corridor function where rail, tram and route bus provide public transport services on the corridor.

The following 10 routes are preliminarily selected prior to final survey preparation:

- Ayvansaray – Fener – Unikapi - Eminonu
- Eminonu – Yenikapi (through Kennedy Road)
- Yenikapi – Yedikule
- Unikapi – Aksaray - Yenikapi
- Buyuk Resitpasha – Sehzadebasi - Fevzipasha – Edirnekapi
- Aksaray – Ulubatli
- Beyazit - Aksaray – Topkapi
- Sirkeci – Sultanahmet - Beyazit
- Kizil Elma – Oguzhan - Emniyet Fatih – Yavuz Selim
- Yedikule – Silvrkapi – Topkapi – Edirnekapi – Ayvansaray

4) Survey Period

The travel speed survey will be conducted for 2 days in weekdays and 2 days in weekend and holidays. In each day 5 round trips will be recorded including morning and evening peak times.

Figure A3 Preliminarily Selected Routes of Travel Speed Survey



5) Survey Output

The survey output should include the following:

- Accomplished survey forms and coding sheets;
- Survey reports including major activities, maps and survey photos; and
- Organized data in excel form.

5 Car Park Survey

1) Objective

The car park survey generates multi-dimensional database of all car parks in the Historical Peninsula in order to form a basis for car park policy setting.

2) Survey Method

For analyzing all operational car parks in the Historical Peninsula, 3 survey activities are conducted, i.e., (i) inventory survey, (ii) entry/exit survey, and (iii) user interview survey.

- (i) Inventory survey: It encompasses operator's name, capacity, car park shape particularly entry/exit, tariff, other statistical data such as the number of users and revenue for a certain period. The inventory will be made by means of ocular survey and operator's interview will be conducted.
- (ii) Entry/exit survey: It surveys parking duration by vehicle type. For this purpose, all the parked vehicles are recorded in term of plate number and vehicle type by every hour. When small car parks are located nearby, one surveyor may survey them at once.
- (iii) User interview survey: It is done with a questionnaire which includes personal and vehicle profile, purpose and frequency of car park use, information of privately owned/maintained (if any), perception of the existing car park service, etc.

3) Survey Sites

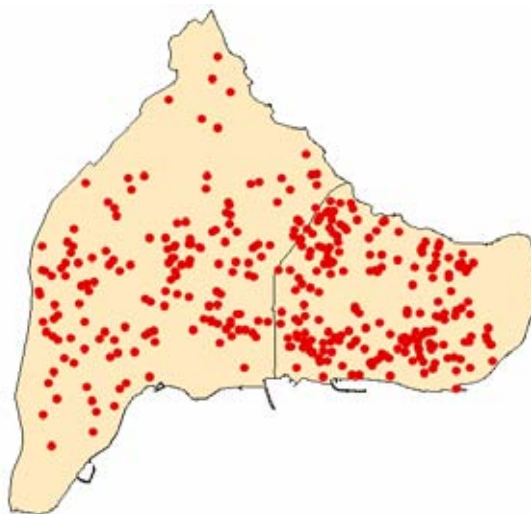
According to IMM, there are 364 car parks and over 27,000 slots. All the car parks in operation are subject to the inventory survey and the entry/exit survey.

As to the user interview survey, 50 car parks are selected taking the balance of location and car park type into account. Then, 40 questionnaires are collected per car park or 2,000 questionnaires in total.

4) Survey Period

The entry/exit survey will be conducted for 2 days during operating hours in weekdays and 2 days during operating hours in weekend and holidays. The user interview survey will be done simultaneously.

Figure A4 Car Parks in the Historical Peninsula



5) Survey Output

The survey output should include the following:

- Inventory report of operational car parks;
- Accomplished survey forms and coding sheets;
- Survey reports including major activities, maps and survey photos;
- Organized data in excel form; and
- Simple analysis of car park user interview results

6 Social Survey

1) Objective

The social survey is to understand existing traffic and transportation problems and needs and the perception and acceptability on TDM measures among various stakeholders of the Historical Peninsula. The collected data must be useful for the disaggregate demand model to predict individual modal choice under improved transport situations in the future.

2) Survey Method

The survey is conducted by direct interview with the following stakeholders:

- Residents within the Historical Peninsula (no. of samples – 500)
- Offices and shops within the Historical Peninsula (no. of samples – 300)
- Hotels and restaurants within the Historical Peninsula (no. of samples – 100)
- Travel agents in Istanbul (no. of samples – 100)

3) Survey Period

2 months including selection and preparation of lists of interviewees, conduct of direct interviews based on questionnaire, data coding and editing for simple analysis.

4) Survey Outputs

The survey output should include the following:

- Accomplished survey forms and coding sheets;
- Survey reports including major activities, maps and survey photos;
- Organized data in excel form; and
- Simple analysis of stakeholder interview results

7 Additional Surveys

Based on the results of the Survey 1~6, a couple of target areas for Social Experiments will be identified. Additional surveys will be conducted for the target areas as follows;

1) Traffic Count Survey

A detailed Traffic Count Survey should be conducted at subdivided or smaller areas when necessary for social experiment preparation and/or evaluation. For instance, there is a possibility to cover one traffic cell (40,000 residents on the average as the JICA Istanbul Transport Master Plan proposes).

2) Social Survey

The questionnaire will be designed by JICA experts in charge.

Furthermore, a detailed social survey should be conducted in the course of the Technical Cooperation Project at subdivided or smaller areas when necessary for social experiment preparation and/or evaluation. For instance, there is a possibility to cover one traffic cell (40,000 residents on the average as the JICA Istanbul Transport Master Plan proposes).

地域		プロジェクト ID	- - -	調査の種類	詳細計画策定調査	担当部課	経済基盤開発部
国名	トルコ国	プロジェクト名	イスタンブール市歴史地区交通需要管理 プロジェクト詳細計画策定調査	実施期間	2010年10月 ～2010年11月		
番号	資料の名称		形態	種類	発行機関	取扱 区分	図書館 記入欄
1	ISBAK (Istanbul Transportation Maintenance Company) (組織紹介 DVD)		DVD	収集資料	ISBAK		
2	Istanbul ULASIM (Istanbul Transportation Company) (組織紹介 DVD)		DVD	収集資料	Istanbul ULASIM		
3	Istanbul ULASIM (Istanbul Transportation Company) (組織紹介冊子)		冊子	収集資料	Istanbul ULASIM		
4	Istanbul City Lines Company 資料 (時刻表と利用客数)		電子ファ イル	収集資料	Istanbul City Lines Company		
5	ISPARK (Istanbul Parking Trade Company) (組織紹介冊子)		電子ファ イル	収集資料	ISPARK		
6	ISPARK (Istanbul Parking Trade Company) プレゼン テーション資料		電子ファ イル	収集資料	ISPARK		
7	ISPARK (Istanbul Parking Trade Company) (組織紹介冊子)		冊子	収集資料	ISPARK		
8	Strategic Plan of Fatih Municipality (2010-2014)		電子ファ イル	収集資料	Fatih Municipality		
9	Strategic Plan of Istanbul Metropolitan Municipality (2010-2014)		電子ファ イル	収集資料	Istanbul Metropolitan Municipality		
10	Fatih Today (Fatih Municipality 紹介冊子)		冊子	収集資料	Fatih Municipality		
11	Istanbul Cultural and Natural Sites Management Directorate プレゼンテーション資料		電子ファ イル	収集資料	Istanbul Cultural and Natural Sites Management Directorate		

