1. Line Code:……………………………………………… 70KE
2. Origin/Destination Terminal:………………… KURTULUŞ / EMİNÖNÜ
3. Line Length (km):…………………………………… 9,1
4. Operator:………………………………………………IETT / PRIVATE
5. No. of Daily Operations:………………………… 42
6. a. No. of Daily Pax Before Marmaray:……. 2.449
   b. No. of Daily Pax After Marmaray:………. 3.018
   c.No. of Daily Pax After Taksim Ext.:…….. 2.899
7. Remarks:………………………………………………...

Route in the Historical Area
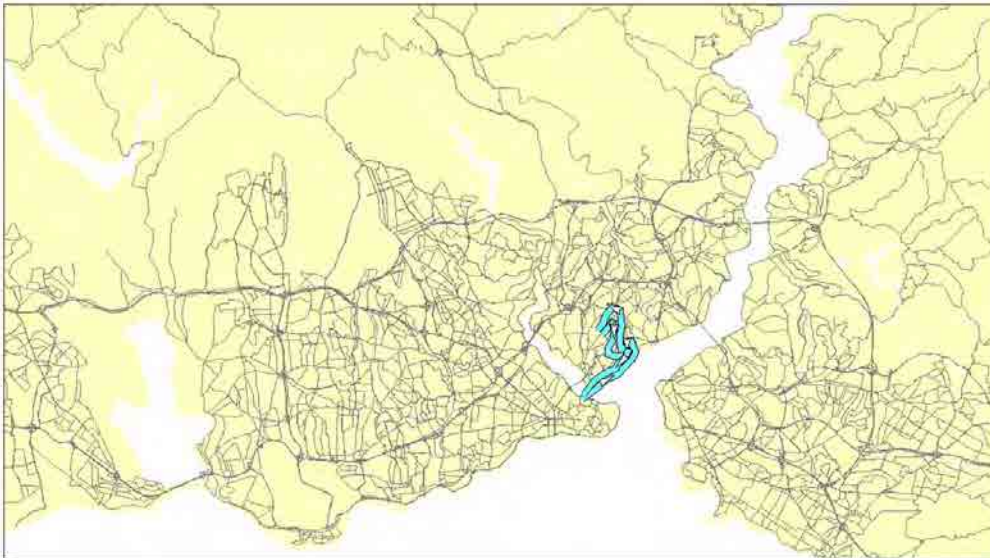
Route in Istanbul

1. Line Code:…………………………………………… 70KY
2. Origin/Destination Terminal:………………… KURTULUŞ / YENİKAPI
3. Line Length (km):……………………………………. 8,5
4. Operator:…………………………………………….IETT / PRIVATE
5. No. of Daily Operations:………………………… 77
6. a. No. of Daily Pax Before Marmaray:……. 8.015
   b. No. of Daily Pax After Marmaray:………. 8.761
   c.No. of Daily Pax After Taksim Ext.:…….. 8.613
7. Remarks:……………………………………………...

Route in the Historical Area
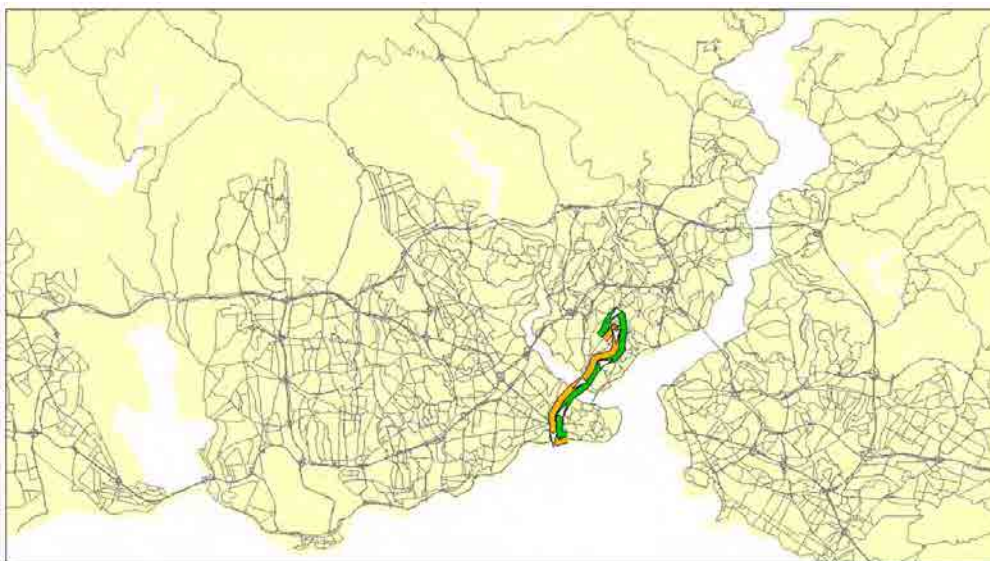
Route in Istanbul

90

1. Line Code:…………………………………………… 74A
2. Origin/Destination Terminal:………………… GAYRETTEPE / EMİNÖNÜ
3. Line Length (km):……………………………… 8,9
4. Operator:………………………………………… IETT / PRIVATE
5. No. of Daily Operations:………………………… 57
6. a. No. of Daily Pax Before Marmaray:……. 5.855
   b. No. of Daily Pax After Marmaray:………. 6.841
   c.No. of Daily Pax After Taksim Ext.:…….. 6.132
7. Remarks:………………………………………….....

Route in the Historical Area

Route in Istanbul

1. Line Code:……………………………………… 75M
2. Origin/Destination Terminal:………………… AKSARAY / MECİDİYEKÖY
3. Line Length (km):……………………………… 14,4
4. Operator:……………………………………. IETT
5. No. of Daily Operations:………………………… 10
6. a. No. of Daily Pax Before Marmaray:……. 460
   b. No. of Daily Pax After Marmaray:………. 402
   c.No. of Daily Pax After Taksim Ext.:…….. 415
7. Remarks:………………………………………...

Route in the Historical Area
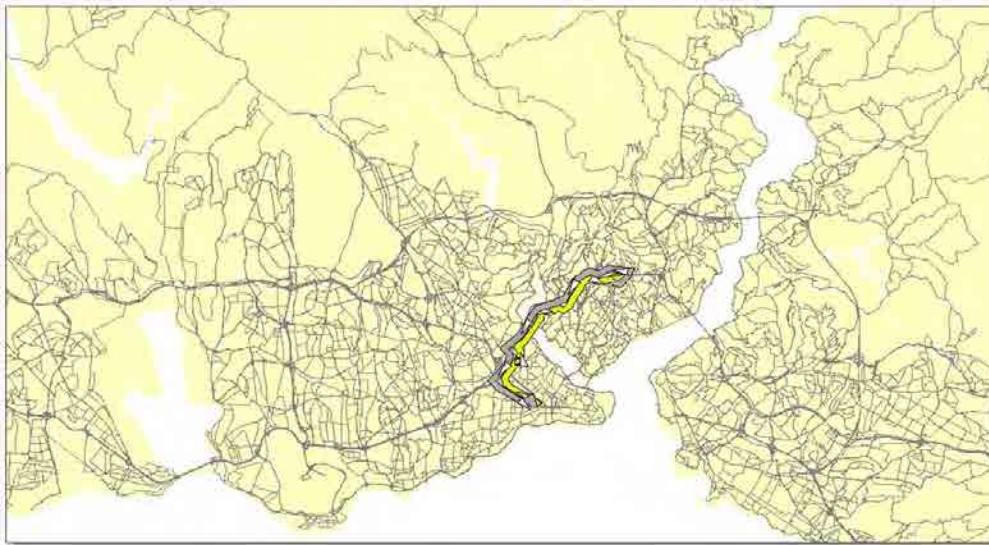
Route in Istanbul

92

1. Line Code:…………………………………………… 76A
2. Origin/Destination Terminal:………………… BİZİMEVLER / ISPARTAKULE / YENİKAPI
3. Line Length (km):……………………………………. 27,5
4. Operator:……………………………………………… IETT
5. No. of Daily Operations:………………………… 10
6. a. No. of Daily Pax Before Marmaray:……. -
   b. No. of Daily Pax After Marmaray:………. 560
   c.No. of Daily Pax After Taksim Ext.:…….. 1.004
7. Remarks:……………………………………….…... This line has started to operate on
   September 19, 2013.

Route in the Historical Area

Route in Istanbul

1. Line Code:……………………………………… 77A
2. Origin/Destination Terminal:………………… ŞİŞLİ / VEZNECİLER
3. Line Length (km):…………………………………… 13,4
4. Operator:…………………………………………… IETT / PRIVATE
5. No. of Daily Operations:………………………… 71
6. a. No. of Daily Pax Before Marmaray:……. 7.519
   b. No. of Daily Pax After Marmaray:………. 6.686
   c.No. of Daily Pax After Taksim Ext.:…….. 6.892
7. Remarks:………………………………………….....

Route in the Historical Area
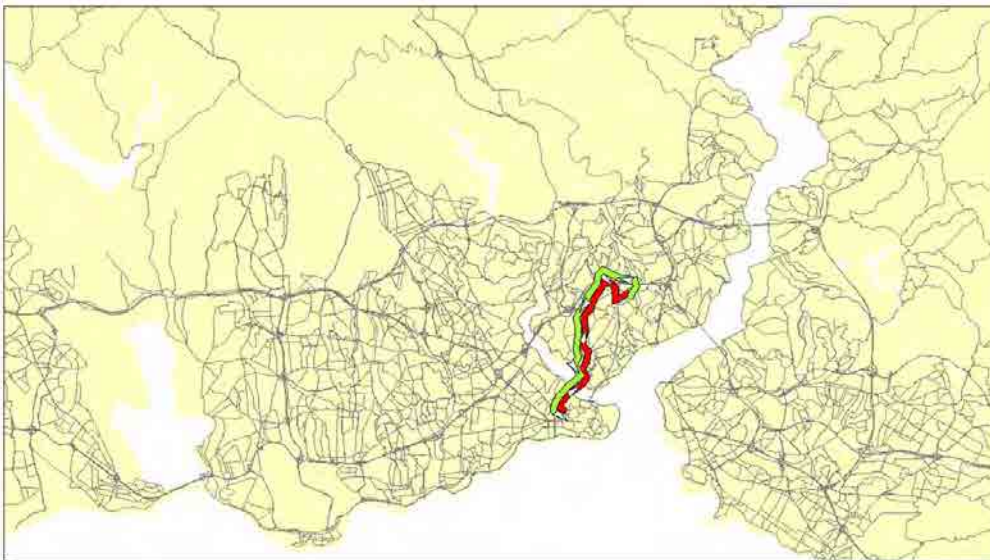
Route in Istanbul

94

1. Line Code:………………………………………… 77Ç
2. Origin/Destination Terminal:………………… ÇIKSALIN / EMİNÖNÜ
3. Line Length (km):……………………………… 7,1
4. Operator:…………………………………………… IETT
5. No. of Daily Operations:………………………… 43
6. a. No. of Daily Pax Before Marmaray:……. 1.874
   b. No. of Daily Pax After Marmaray:………. 2.158
   c.No. of Daily Pax After Taksim Ext.:…….. 2.208
7. Remarks:………………………………………….....

Route in the Historical Area
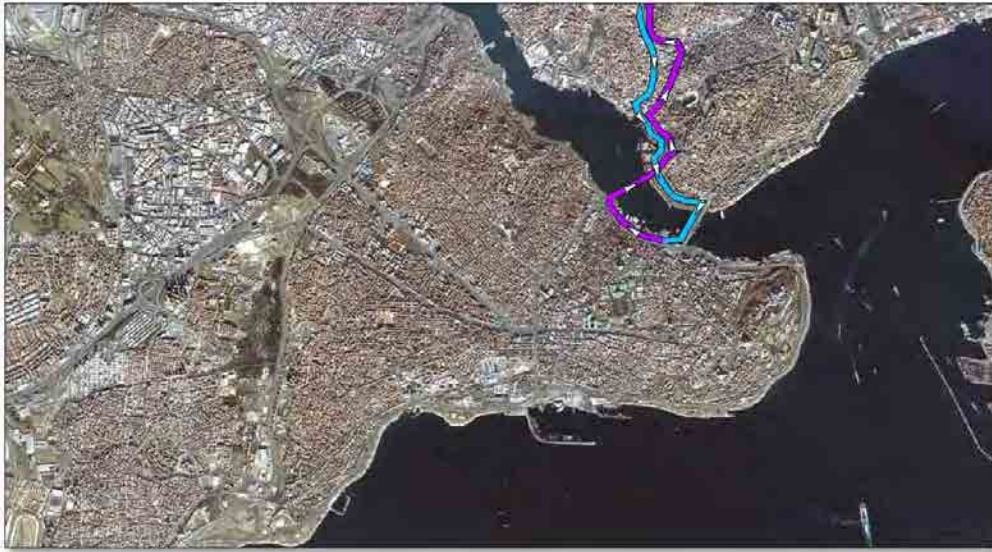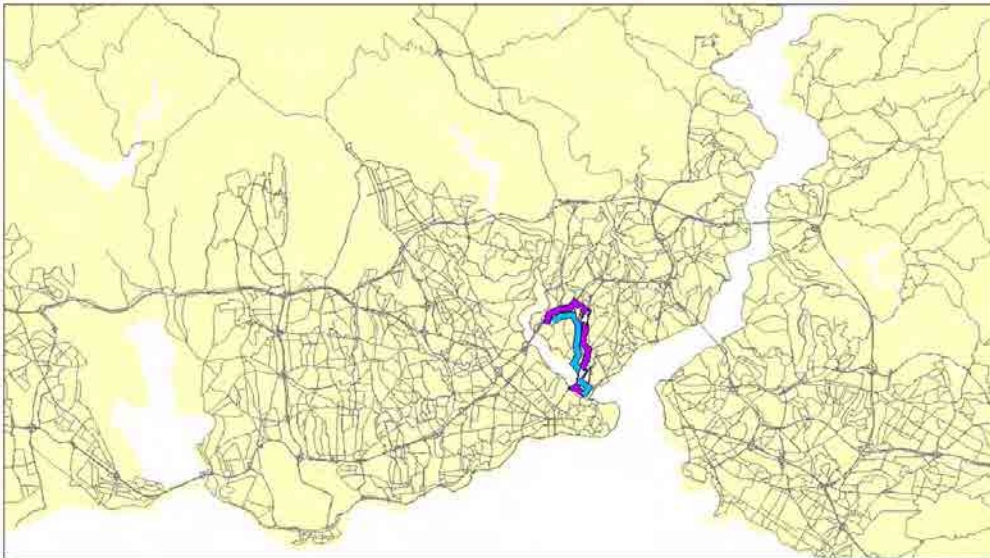
Route in Istanbul

1. Line Code:…………………………………………… 78A
2. Origin/Destination Terminal:………………… OYAKKENT / AKSARAY
3. Line Length (km):……………………………… 28,1
4. Operator:……………………………………… IETT
5. No. of Daily Operations:………………………… 26
6. a. No. of Daily Pax Before Marmaray:……. 551
   b. No. of Daily Pax After Marmaray:………. 213
   c. No. of Daily Pax After Taksim Ext.:……… 297
7. Remarks:………………………………………….... This line has started to operate in February 2012.

Route in the Historical Area
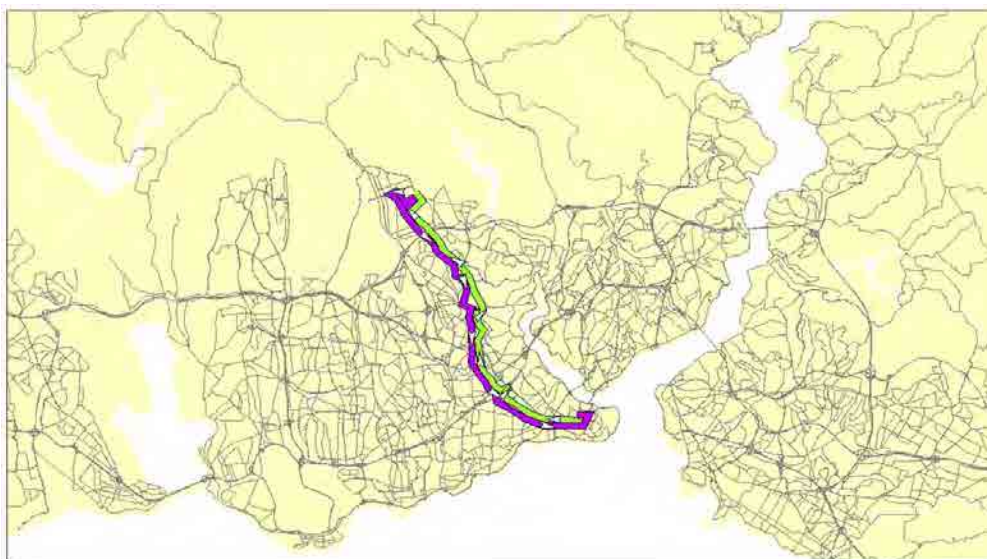
Route in Istanbul

96

1. Line Code:…………………………………………… 78H
2. Origin/Destination Terminal:………………… BAŞAKŞEHİR METROKENT / EMİNÖNÜ
3. Line Length (km):…………………………………… 27,6
4. Operator:……………………………………………… IETT
5. No. of Daily Operations:………………………… 6
6. a. No. of Daily Pax Before Marmaray:……. 580
   b. No. of Daily Pax After Marmaray:………. 413
   c.No. of Daily Pax After Taksim Ext.:…….. 526
7. Remarks:………………………………………….... This line has started to operate in September 2012.

Route in the Historical Area

Route in Istanbul

1. Line Code:……………………………………………… 79E
2. Origin/Destination Terminal:………………… KAYABAŞI / KAYAŞEHİR / EMİNÖNÜ
3. Line Length (km):…………………………………… 37,1
4. Operator:…………………………………………… IETT
5. No. of Daily Operations:………………………… 35
6. a. No. of Daily Pax Before Marmaray:……. 1.935
   b. No. of Daily Pax After Marmaray:………. 2.611
   c.No. of Daily Pax After Taksim Ext.:…….. 2.630
7. Remarks:………………………………………….....

Route in the Historical Area
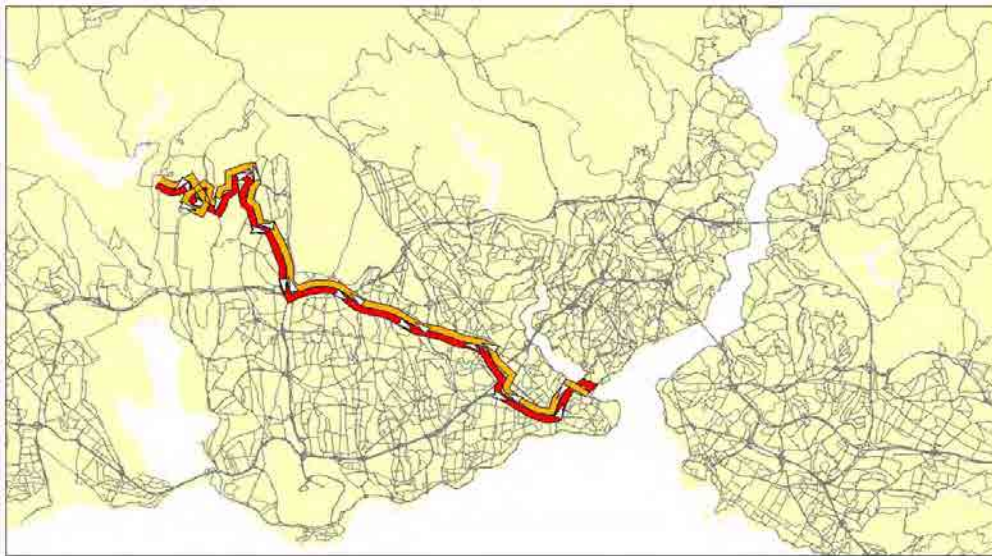
Route in Istanbul

1. Line Code:……………………………………… 79KT
2. Origin/Destination Terminal:………………… KAYAŞEHİR / GÜVERCİN / TOPKAPI
3. Line Length (km):……………………………… 32,3
4. Operator:………………………………………IETT
5. No. of Daily Operations:………………………… 3
6. a. No. of Daily Pax Before Marmaray:……. 224
   b. No. of Daily Pax After Marmaray:………. 144
   c.No. of Daily Pax After Taksim Ext.:…….. 176
7. Remarks:………………………………………….. This line has started to operate in October 2012.

Route in the Historical Area

Route in Istanbul
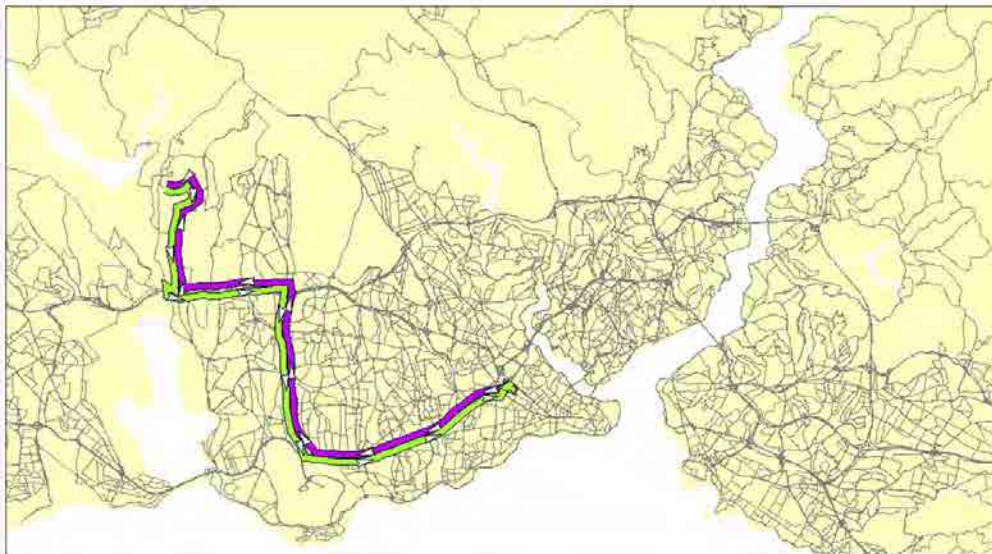
1. Line Code:……………………………………… 79Ş
2. Origin/Destination Terminal:………………… ŞAHİNTEPESİ / TOPKAPI
3. Line Length (km):……………………………… 28,3
4. Operator:……………………………………… IETT
5. No. of Daily Operations:………………………… 7
6. a. No. of Daily Pax Before Marmaray:……. 184
   b. No. of Daily Pax After Marmaray:………. 462
   c. No. of Daily Pax After Taksim Ext.:…….. 561
7. Remarks:……………………………………..... This line has started to operate in October 2012.
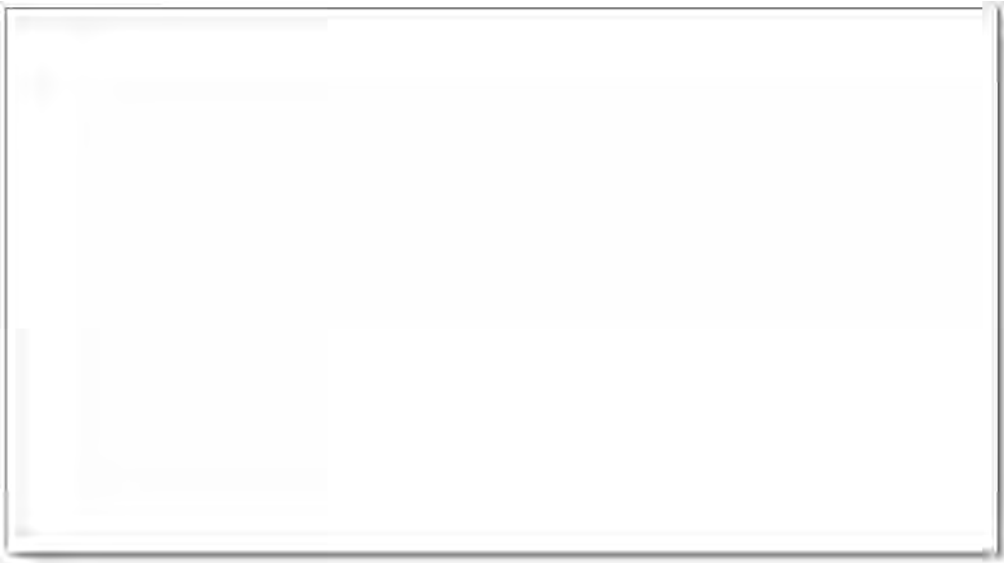
Route in the Historical Area

Route in Istanbul

100
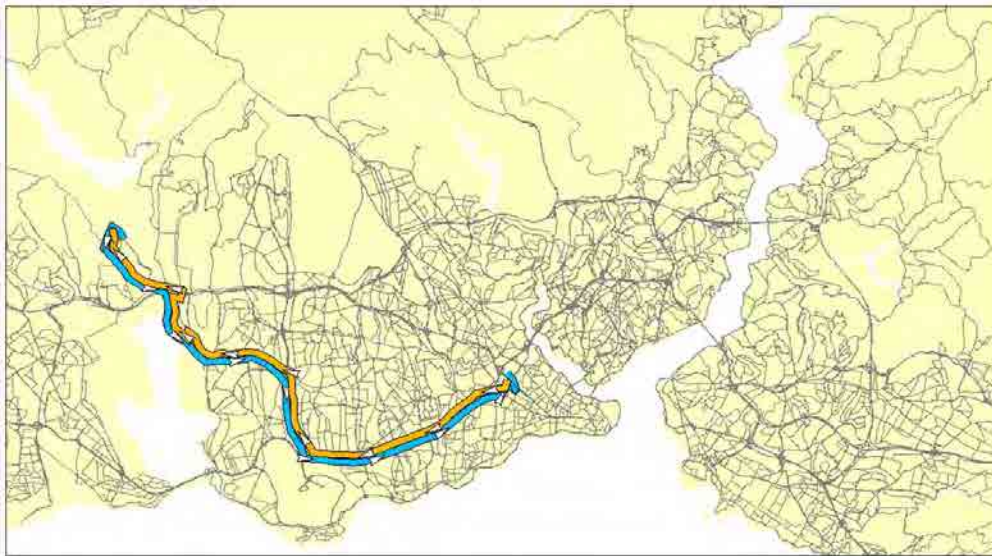
1. Line Code:……………………………………… 80B
2. Origin/Destination Terminal:……………….. YEDİKULE / BEYAZIT
3. Line Length (km):…………………………………
4. Operator:……………………………………….. IETT
5. No. of Daily Operations:………………………… 0
6. a. No. of Daily Pax Before Marmaray:……. -
    b. No. of Daily Pax After Marmaray:………. 1
    c.No. of Daily Pax After Taksim Ext.:…….. 20
7. Remarks:……………………………………….....

Route in the Historical Area

Route in Istanbul

1. Line Code:…………………………………………… 80T
2. Origin/Destination Terminal:………………… YEDİKULE / TAKSİM
3. Line Length (km):……………………………………. 8,7
4. Operator:……………………………………………. IETT
5. No. of Daily Operations:………………………… 63
6. a. No. of Daily Pax Before Marmaray:……. 1.996
   b. No. of Daily Pax After Marmaray:………. 3.068
   c. No. of Daily Pax After Taksim Ext.:…….. 3.019
7. Remarks:…………………………………………......

Route in the Historical Area
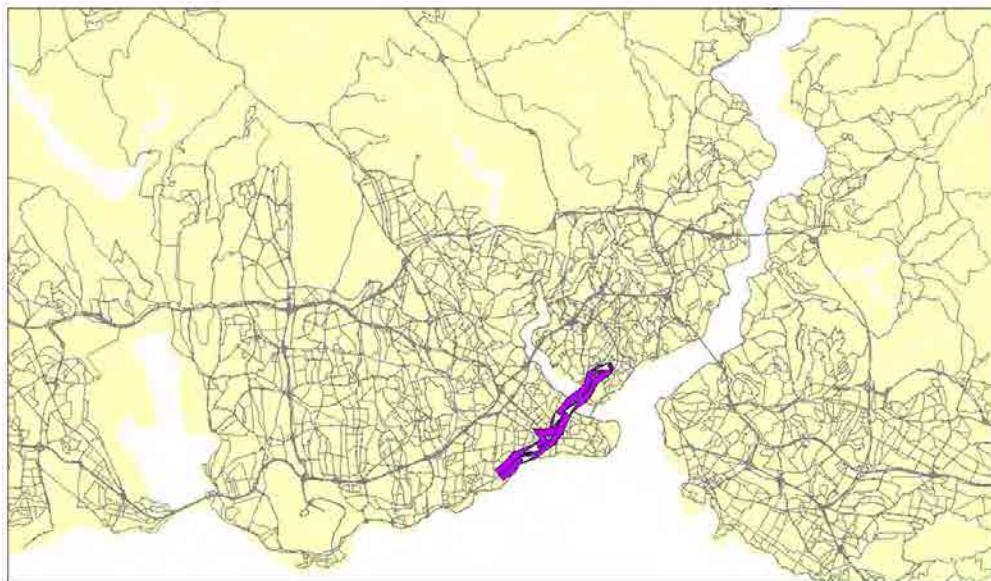
Route in Istanbul

1. Line Code:……………………………………… 82B
2. Origin/Destination Terminal:………………… YENİBOSNA METRO / BEYAZIT
3. Line Length (km):…………………………… 12,5
4. Operator:…………………………………… IETT / PRIVATE
5. No. of Daily Operations:………………………… 42
6. a. No. of Daily Pax Before Marmaray:……. 2.747
   b. No. of Daily Pax After Marmaray:………. 1.992
   c.No. of Daily Pax After Taksim Ext.:…….. 2.651
7. Remarks:………………………………………...

Route in the Historical Area

Route in Istanbul

1. Line Code:……………………………………… 86V
2. Origin/Destination Terminal:………………… EYÜPSULTAN / VEZNECİLER
3. Line Length (km):…………………………………… 5,7
4. Operator:……………………………………………… IETT / PRIVATE
5. No. of Daily Operations:………………………… 84
6. a. No. of Daily Pax Before Marmaray:……. 5.340
   b. No. of Daily Pax After Marmaray:………. 6.391
   c. No. of Daily Pax After Taksim Ext.:…….. 6.097
7. Remarks:…………………………………………………...

Route in the Historical Area
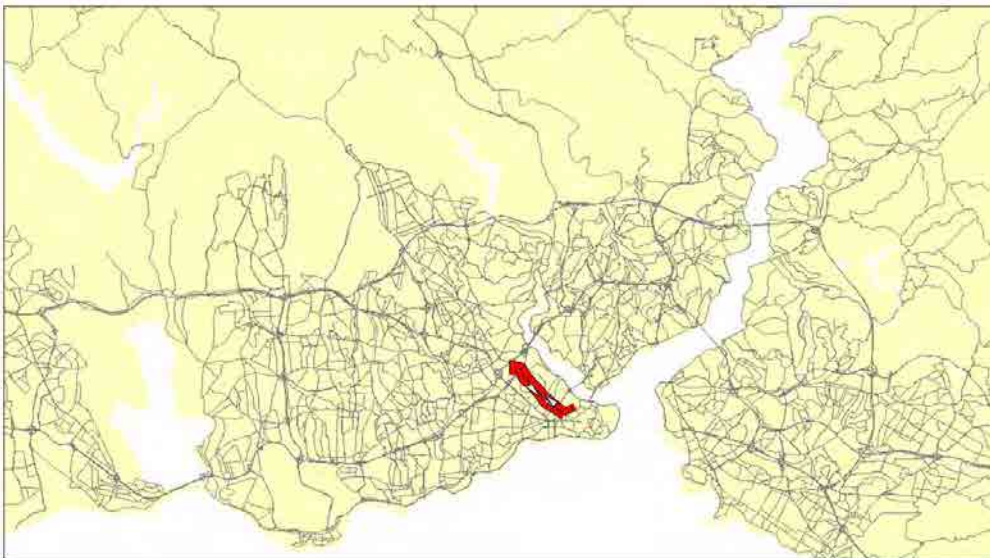
Route in Istanbul

104

1. Line Code:……………………………………… 88A
2. Origin/Destination Terminal:………………… YUNUS EMRE MAHALLESİ / YENİKAPI
3. Line Length (km):…………………………………. 15,2
4. Operator:………………………………………… IETT
5. No. of Daily Operations:………………………… 39
6. a. No. of Daily Pax Before Marmaray:……. 2.544
   b. No. of Daily Pax After Marmaray:………. 3.717
   c.No. of Daily Pax After Taksim Ext.:…….. 3.202
7. Remarks:…………………………………………...

Route in the Historical Area

Route in Istanbul

1. Line Code:………………………………………… 89B
2. Origin/Destination Terminal:………………… TEPEÜSTÜ / AKSARAY
3. Line Length (km):…………………………………… 17,7
4. Operator:……………………………………………… IETT / PRIVATE
5. No. of Daily Operations:………………………… 52
6. a. No. of Daily Pax Before Marmaray:……. 5.445
   b. No. of Daily Pax After Marmaray:………. 5.231
   c. No. of Daily Pax After Taksim Ext.:…….. 5.539
7. Remarks:………………………………………………...

Route in the Historical Area
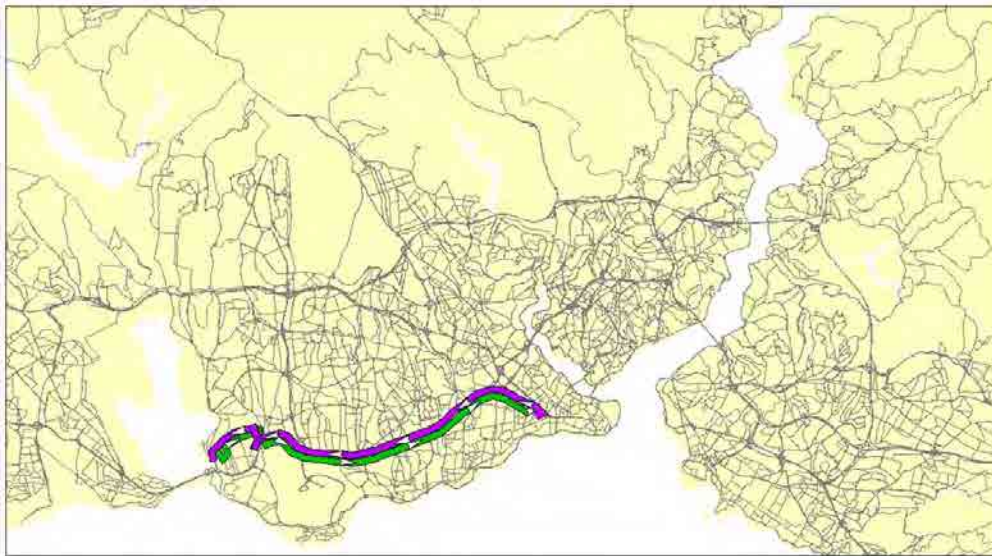
Route in Istanbul

106

1. Line Code:………………………………………… 89İ
2. Origin/Destination Terminal:………………… K.S.S. HASTANESİ / AKSARAY
3. Line Length (km):……………………………….. 26,8
4. Operator:………………………………………….. IETT / PRIVATE
5. No. of Daily Operations:………………………… 62
6. a. No. of Daily Pax Before Marmaray:……. 9.532
   b. No. of Daily Pax After Marmaray:………. 9.019
   c. No. of Daily Pax After Taksim Ext.:…….. 8.787
7. Remarks:…………………………………………...

Route in the Historical Area

Route in Istanbul

107

1. Line Code:……………………………………………… 90B
2. Origin/Destination Terminal:………………… DRAMAN / BEYAZIT
3. Line Length (km):…………………………………… 5,1
4. Operator:………………………………………………IETT
5. No. of Daily Operations:………………………… 25
6. a. No. of Daily Pax Before Marmaray:……. 1.252
   b. No. of Daily Pax After Marmaray:………. 1.155
   c. No. of Daily Pax After Taksim Ext.:…….. 1.253
7. Remarks:………………………………………………...

Route in the Historical Area
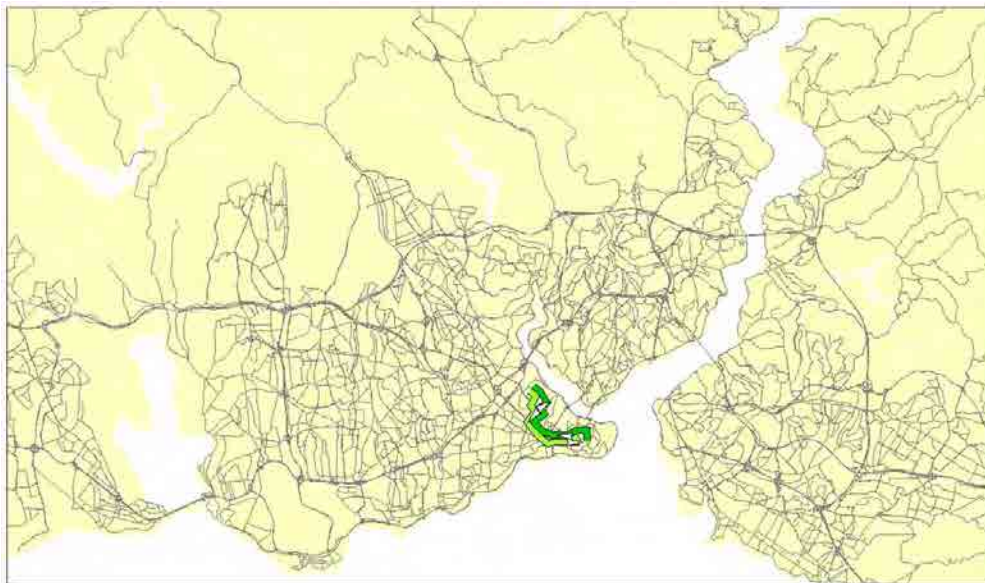
Route in Istanbul

1. Line Code:……………………………………………… 91E
2. Origin/Destination Terminal:………………… GÖZTEPE MAHALLESİ / BEYAZIT
3. Line Length (km):…………………………………… 16,0
4. Operator:……………………………………………… PRIVATE
5. No. of Daily Operations:………………………… 109
6. a. No. of Daily Pax Before Marmaray:……. 11.663
   b. No. of Daily Pax After Marmaray:………. 10.392
   c. No. of Daily Pax After Taksim Ext.:…….. 11.000
7. Remarks:…………………………………………....

Route in the Historical Area
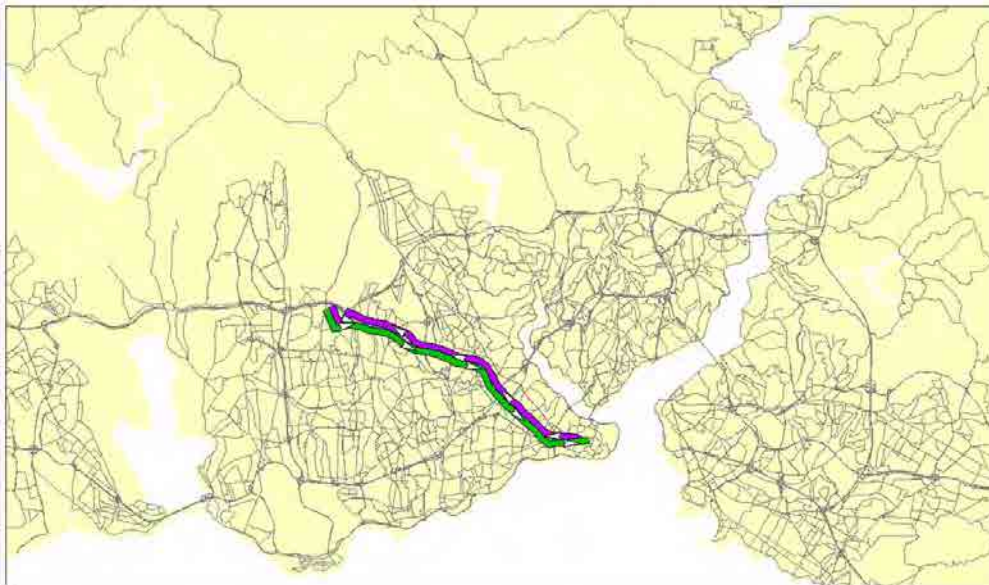
Route in Istanbul

1. Line Code:…………………………………………… 91O
2. Origin/Destination Terminal:………………… OTOGAR / EMİNÖNÜ
3. Line Length (km):…………………………………… 17,2
4. Operator:………………………………………….. IETT / PRIVATE
5. No. of Daily Operations:………………………… 8
6. a. No. of Daily Pax Before Marmaray:……. 1.318
   b. No. of Daily Pax After Marmaray:………. 870
   c. No. of Daily Pax After Taksim Ext.:…….. 420
7. Remarks:………………………………………….…...

Route in the Historical Area
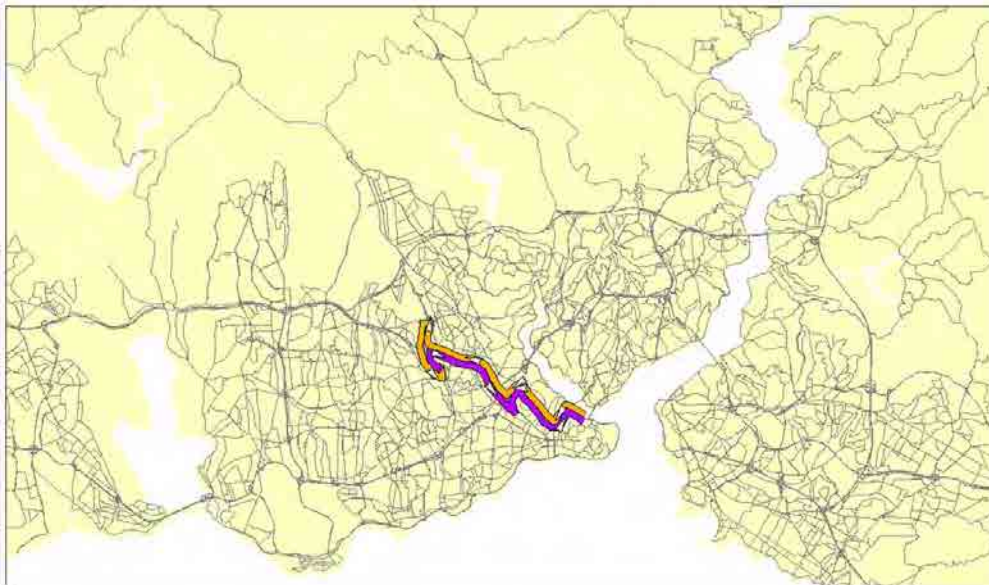
Route in Istanbul

1. Line Code:…………………………………………… 92A
2. Origin/Destination Terminal:………………… KİRAZLI METRO / EMİNÖNÜ
3. Line Length (km):……………………………………… 15,7
4. Operator:…………………………………………… IETT / PRIVATE
5. No. of Daily Operations:………………………… 5
6. a. No. of Daily Pax Before Marmaray:……. 368
   b. No. of Daily Pax After Marmaray:………. 216
   c. No. of Daily Pax After Taksim Ext.:…….. 324
7. Remarks:………………………………………………...

Route in the Historical Area

Route in Istanbul

1. Line Code:……………………………………………… 92B
2. Origin/Destination Terminal:………………… ATEŞTUĞLA / BEYAZIT
3. Line Length (km):…………………………………… 15,7
4. Operator:………………………………………………IETT / PRIVATE
5. No. of Daily Operations:………………………… 78
6. a. No. of Daily Pax Before Marmaray:……. 9.221
   b. No. of Daily Pax After Marmaray:………. 9.210
   c. No. of Daily Pax After Taksim Ext.:…….. 8.493
7. Remarks:…………………………………………...

Route in the Historical Area

Route in Istanbul

1. Line Code:…………………………………………… 92C
2. Origin/Destination Terminal:………………… HAZNEDAR / EMİNÖNÜ
3. Line Length (km):…………………………………… 15,0
4. Operator:………………………………………………… IETT
5. No. of Daily Operations:………………………… 39
6. a. No. of Daily Pax Before Marmaray:……. 4.271
   b. No. of Daily Pax After Marmaray:………. 3.615
   c. No. of Daily Pax After Taksim Ext.:…….. 3.770
7. Remarks:…………………………………………...

Route in the Historical Area
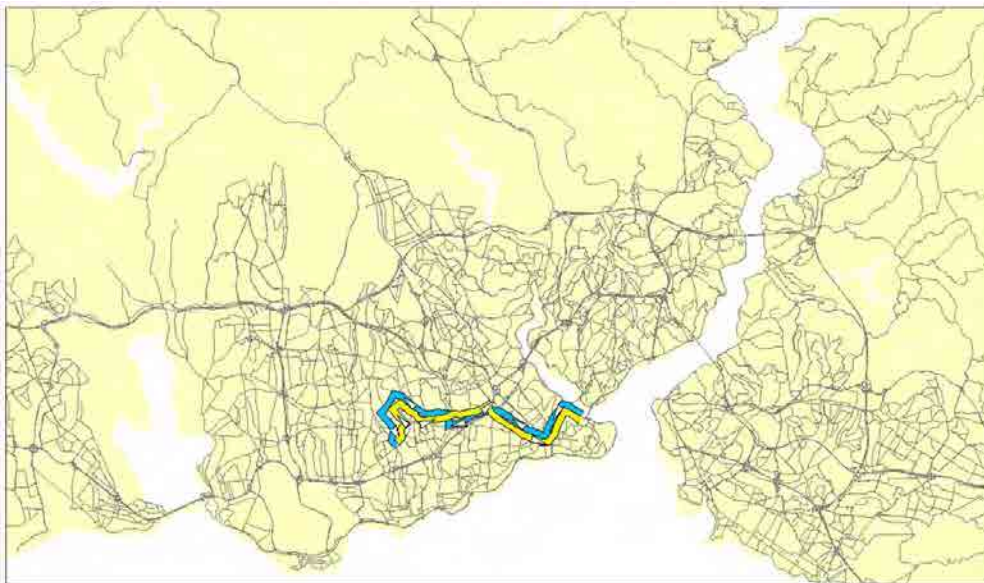
Route in Istanbul

1. Line Code:……………………………………… 92K
2. Origin/Destination Terminal:………………… ATEŞTUĞLA / KİRAZLI / BEYAZIT
3. Line Length (km):……………………………… 12,6
4. Operator:…………………………………… IETT / PRIVATE
5. No. of Daily Operations:………………………… 26
6. a. No. of Daily Pax Before Marmaray:……. 4.839
   b. No. of Daily Pax After Marmaray:………. 2.881
   c. No. of Daily Pax After Taksim Ext.:…….. 2.020
7. Remarks:………………………………………...

Route in the Historical Area

Route in Istanbul

114

116

1. Line Code:………………………………………… 93C
2. Origin/Destination Terminal:………………… ZEYTİNBURNU / BEYAZIT
3. Line Length (km):……………………………… 13,0
4. Operator:……………………………………… IETT / PRIVATE
5. No. of Daily Operations:………………………… 62
6. a. No. of Daily Pax Before Marmaray:……. 8.412
   b. No. of Daily Pax After Marmaray:………. 7.423
   c. No. of Daily Pax After Taksim Ext.:…….. 7.554
7. Remarks:……………………………………………...

Route in the Historical Area

Route in Istanbul

115

117

1. Line Code:………………………………………… 94A
2. Origin/Destination Terminal:………………… BAKIRKÖY / BEYAZIT
3. Line Length (km):…………………………………… 12,5
4. Operator:…………………………………………… PRIVATE
5. No. of Daily Operations:………………………… 84
6. a. No. of Daily Pax Before Marmaray:……. 7.979
   b. No. of Daily Pax After Marmaray:………. 6.979
   c. No. of Daily Pax After Taksim Ext.:…….. 7.992
7. Remarks:…………………………………………...

Route in the Historical Area
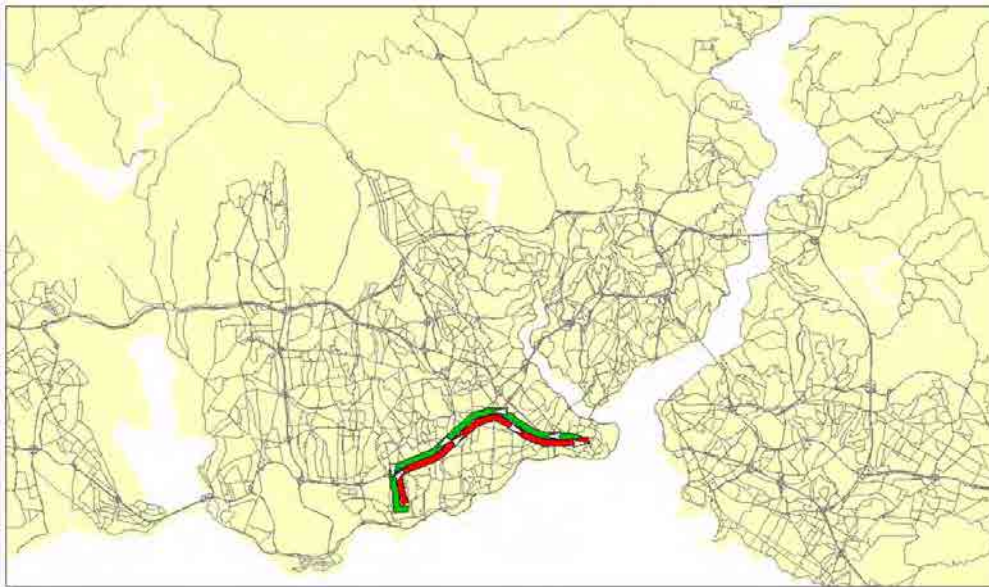
Route in Istanbul

116

1. Line Code:…………………………………………… 97A
2. Origin/Destination Terminal:………………… BASINSİTESİ / EMİNÖNÜ
3. Line Length (km):…………………………………… 13,8
4. Operator:……………………………………………… IETT / PRIVATE
5. No. of Daily Operations:………………………… 90
6. a. No. of Daily Pax Before Marmaray:……. 8.537
   b. No. of Daily Pax After Marmaray:………. 8.374
   c. No. of Daily Pax After Taksim Ext.:…….. 8.621
7. Remarks:………………………………………………...

Route in the Historical Area

Route in Istanbul

1. Line Code:…………………………………………… 97B
2. Origin/Destination Terminal:………………… BAHÇELİEVLER DEVLET HAST. / BEYAZIT
3. Line Length (km):…………………………………… 16,9
4. Operator:……………………………………………. IETT / PRIVATE
5. No. of Daily Operations:………………………… 59
6. a. No. of Daily Pax Before Marmaray:……. 6.305
   b. No. of Daily Pax After Marmaray:………. 5.885
   c. No. of Daily Pax After Taksim Ext.:…….. 5.980
7. Remarks:……………………………………………...

Route in the Historical Area
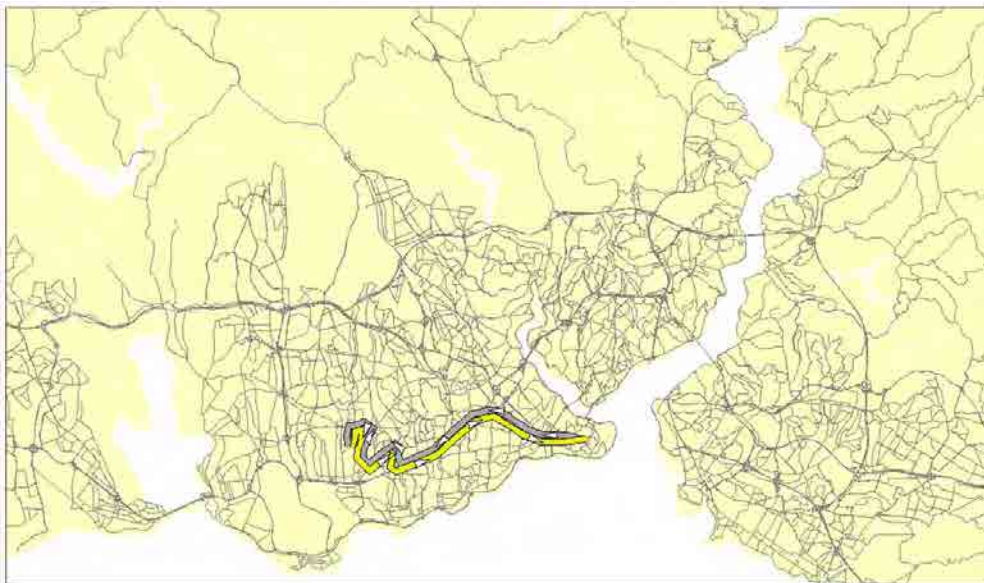
Route in Istanbul

118

1. Line Code:……………………………………………… 97G
2. Origin/Destination Terminal:………………… ATEŞTUĞLA DEMİRKAPI MH. / BEYAZIT
3. Line Length (km):……………………………………. 20,5
4. Operator:…………………………………………….… PRIVATE
5. No. of Daily Operations:………………………… 61
6. a. No. of Daily Pax Before Marmaray:……. 6.072
   b. No. of Daily Pax After Marmaray:………. 6.846
   c. No. of Daily Pax After Taksim Ext.:…….. 6.382
7. Remarks:………………………………………………...

Route in the Historical Area
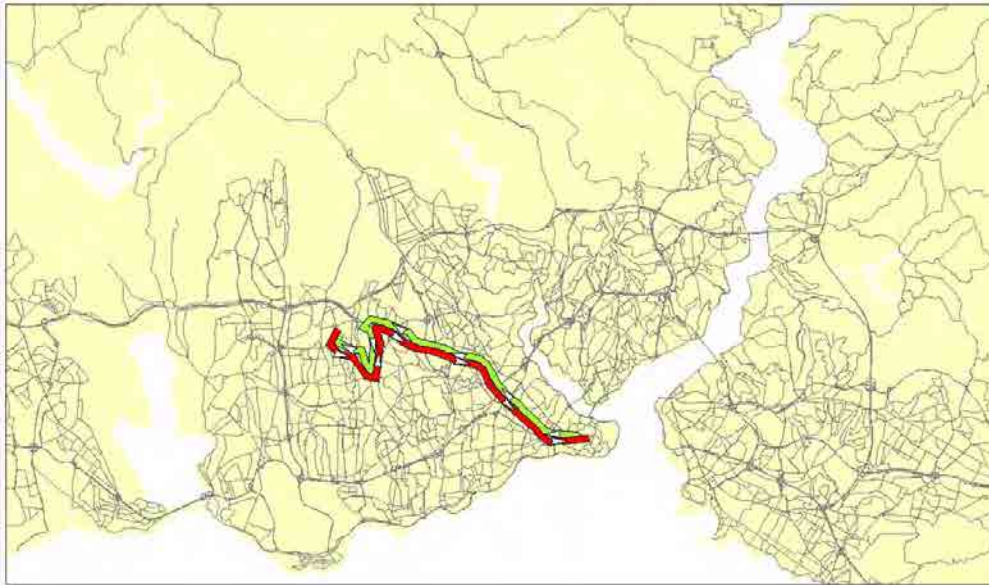
Route in Istanbul

119

1. Line Code:…………………………………… 97GE
2. Origin/Destination Terminal:………………… GÜNEŞLİ / EMİNÖNÜ
3. Line Length (km):……………………………… 20,5
4. Operator:………………………………………. PRIVATE
5. No. of Daily Operations:………………………… 55
6. a. No. of Daily Pax Before Marmaray:……. -
   b. No. of Daily Pax After Marmaray:………. 5.159
   c. No. of Daily Pax After Taksim Ext.:…….. 5.395
7. Remarks:……………………………………….... This line has started to operate in October 2013.

Route in the Historical Area

Route in Istanbul

1. Line Code:……………………………………………… 97H
2. Origin/Destination Terminal:………………… GÜNEŞLİ / AKSARAY
3. Line Length (km):…………………………………… 17,5
4. Operator:………………………………………………… IETT
5. No. of Daily Operations:………………………… 8
6. a. No. of Daily Pax Before Marmaray:……. 695
    b. No. of Daily Pax After Marmaray:………. 296
    c. No. of Daily Pax After Taksim Ext.:…….. 523
7. Remarks:…………………………………………………...

Route in the Historical Area
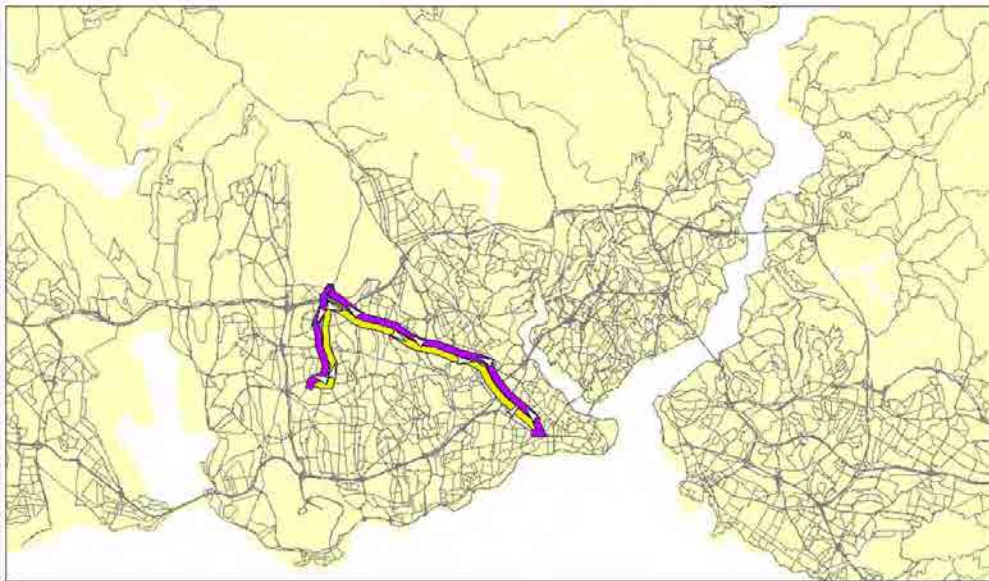
Route in Istanbul

1. Line Code:…………………………………………… 99A
2. Origin/Destination Terminal:………………… GAZİOSMANPAŞA / EMİNÖNÜ
3. Line Length (km):……………………………………… 8,5
4. Operator:……………………………………………. IETT / PRIVATE
5. No. of Daily Operations:………………………… 151
6. a. No. of Daily Pax Before Marmaray:……. 11.919
   b. No. of Daily Pax After Marmaray:………. 11.723
   c. No. of Daily Pax After Taksim Ext.:…….. 12.263
7. Remarks:……………………………………………...

Route in the Historical Area
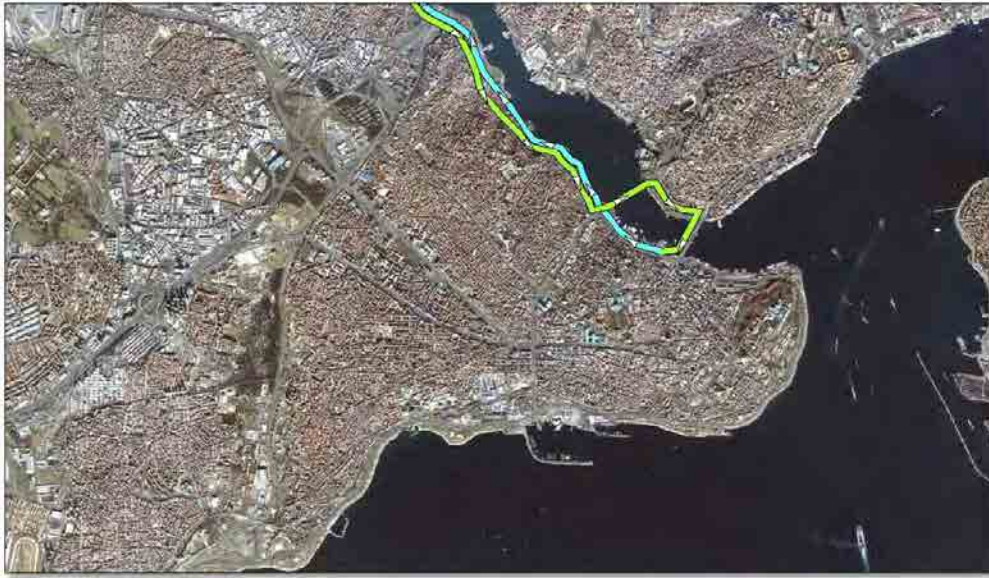
Route in Istanbul

1. Line Code:…………………………………………… BN1
2. Origin/Destination Terminal:………………… HALKALI / EMİNÖNÜ
3. Line Length (km):…………………………………… 30,0
4. Operator:…………………………………………… IETT / PRIVATE
5. No. of Daily Operations:………………………… 133
6. a. No. of Daily Pax Before Marmaray:……. 11.784
   b. No. of Daily Pax After Marmaray:………. 12.598
   c. No. of Daily Pax After Taksim Ext.:…….. 14.433
7. Remarks:……………………………………………...

Route in the Historical Area

Route in Istanbul

1. Line Code:…………………………………………… BN2
2. Origin/Destination Terminal:………………… KÜÇÜKÇEKMECE / EMİNÖNÜ
3. Line Length (km):……………………………………… 25,0
4. Operator:…………………………………………………… IETT / PRIVATE
5. No. of Daily Operations:………………………… 130
6. a. No. of Daily Pax Before Marmaray:……. 14.361
   b. No. of Daily Pax After Marmaray:………. 13.234
   c. No. of Daily Pax After Taksim Ext.:…….. 13.070
7. Remarks:………………………………………………...

Route in the Historical Area

Route in Istanbul

124

1. Line Code:………………………………………… BN3
2. Origin/Destination Terminal:………………… HALKALI / YENİKAPI
3. Line Length (km):……………………………… 25,0
4. Operator:………………………………………… IETT
5. No. of Daily Operations:………………………… 50
6. a. No. of Daily Pax Before Marmaray:……. -
   b. No. of Daily Pax After Marmaray:………. 3.953
   c. No. of Daily Pax After Taksim Ext.:…….. 3.922
7. Remarks:………………………………….......... This line has started to operate in November 2013.

Route in the Historical Area

Route in Istanbul

1. Line Code:…………………………………………… EM1
2. Origin/Destination Terminal:………………… EMİNÖNÜ / KULAKSIZ
3. Line Length (km):…………………………………… 6,8
4. Operator:……………………………………………. PRIVATE
5. No. of Daily Operations:………………………… 89
6. a. No. of Daily Pax Before Marmaray:……. 6.504
   b. No. of Daily Pax After Marmaray:………. 6.329
   c. No. of Daily Pax After Taksim Ext.:…….. 6.137
7. Remarks:………………………………………………...

Route in the Historical Area
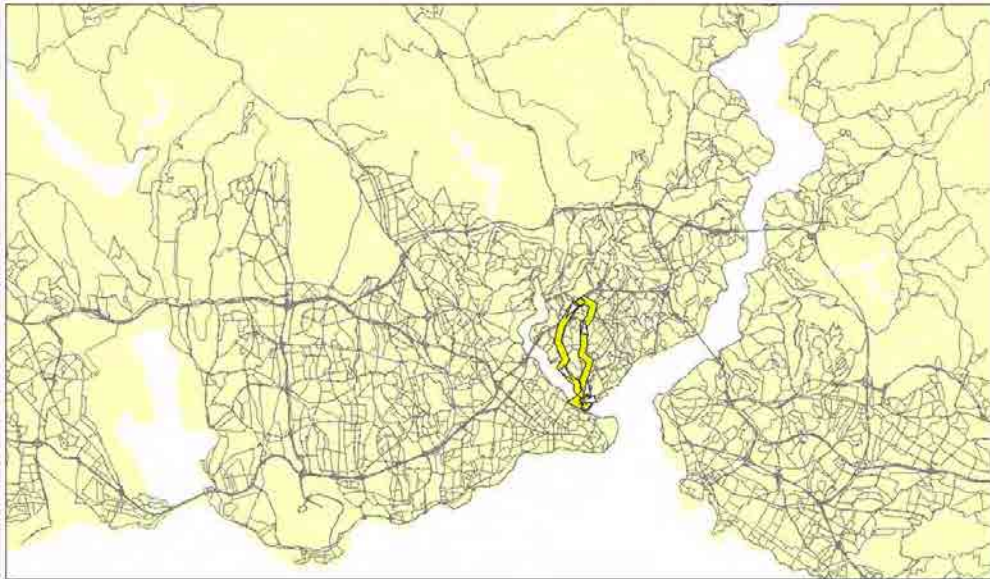
Route in Istanbul

126

128

1. Line Code:…………………………………………… EM2
2. Origin/Destination Terminal:………………… EMİNÖNÜ / KULAKSIZ
3. Line Length (km):……………………………… 6,5
4. Operator:……………………………………………. PRIVATE
5. No. of Daily Operations:………………………… 90
6. a. No. of Daily Pax Before Marmaray:……. 6.352
   b. No. of Daily Pax After Marmaray:………. 7.333
   c. No. of Daily Pax After Taksim Ext.:…….. 6.313
7. Remarks:…………………………………………....

Route in the Historical Area
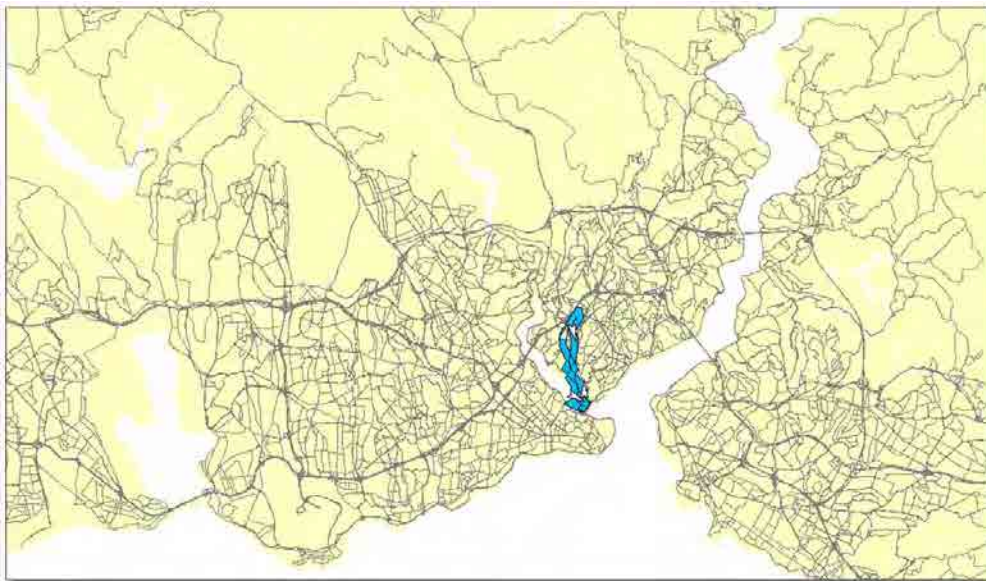
Route in Istanbul

127

1. Line Code:……………………………………… MR12
2. Origin/Destination Terminal:………………… KAZLIÇEŞME / VEZNECİLER
3. Line Length (km):……………………………… 9,6
4. Operator:………………………………………… IETT
5. No. of Daily Operations:………………………… 61
6. a. No. of Daily Pax Before Marmaray:……. -
   b. No. of Daily Pax After Marmaray:………. 920
   c. No. of Daily Pax After Taksim Ext.:…….. 1.230
7. Remarks:…………………………………………... This line has started to operate in December 2013.

Route in the Historical Area
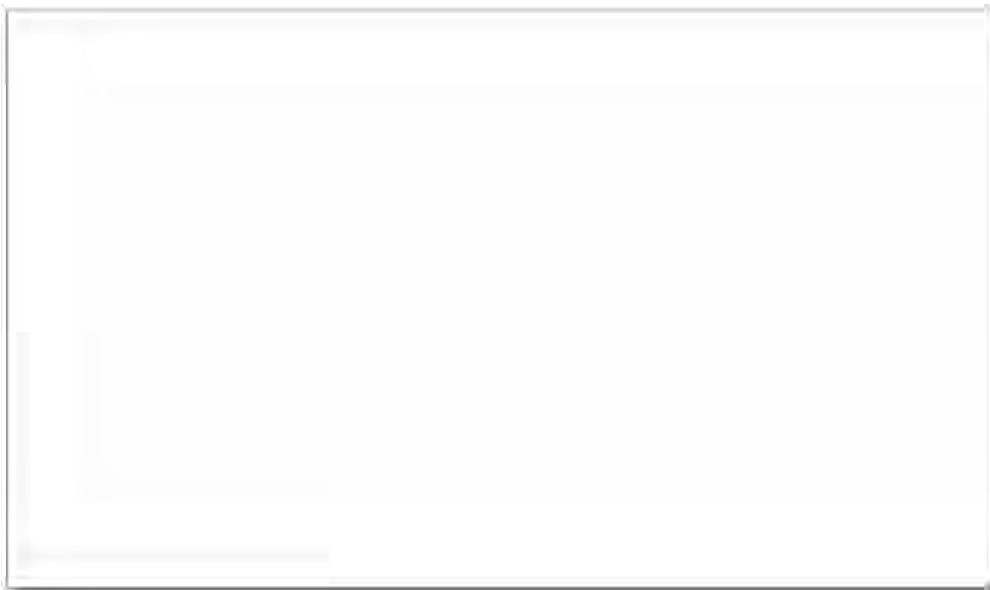
Route in Istanbul

1. Line Code:…………………………………………… MR13
2. Origin/Destination Terminal:………………… YENİKAPI / BEYAZIT
3. Line Length (km):…………………………………… 2,6
4. Operator:…………………………………………… IETT
5. No. of Daily Operations:………………………… 46
6. a. No. of Daily Pax Before Marmaray:……. no info
   b. No. of Daily Pax After Marmaray:………. 0
   c. No. of Daily Pax After Taksim Ext.:…….. 40
7. Remarks:………………………………………….... This line has started to operate on Feb24, 2014.

Route in the Historical Area
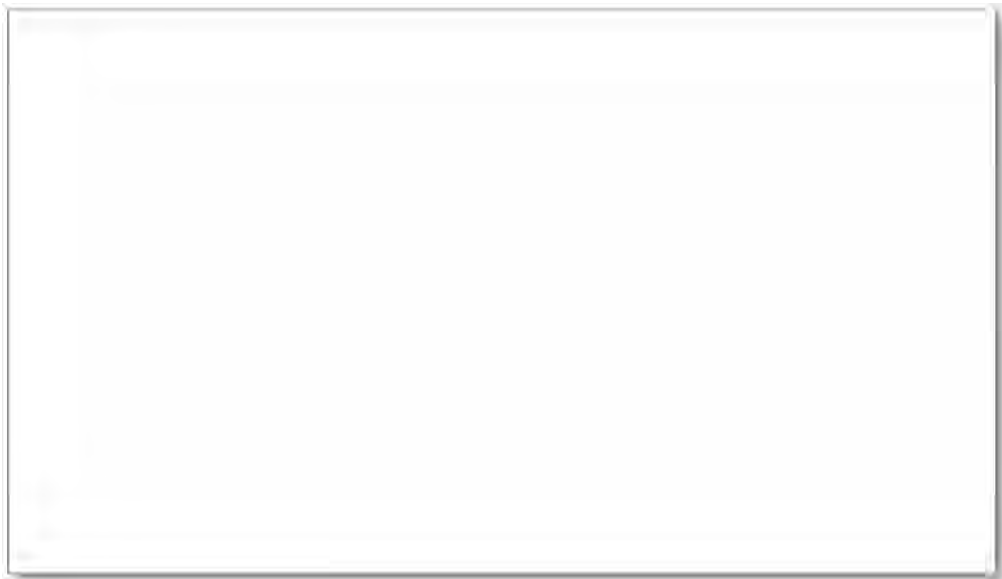
Route in Istanbul

1. Line Code:……………………………………… TB1
2. Origin/Destination Terminal:………………… SULTANAHMET / DOLMABAHÇE
3. Line Length (km):…………………………………… 15,0
4. Operator:……………………………………………… PRIVATE
5. No. of Daily Operations:………………………… 6
6. a. No. of Daily Pax Before Marmaray:……. no info
   b. No. of Daily Pax After Marmaray:………. no info
   c. No. of Daily Pax After Taksim Ext.:…….. no info
7. Remarks:……………………………………….…... This is a touristic line working only 6 times a day and may not operate if there are not enough passengers.

Route in the Historical Area

Route in Istanbul

130
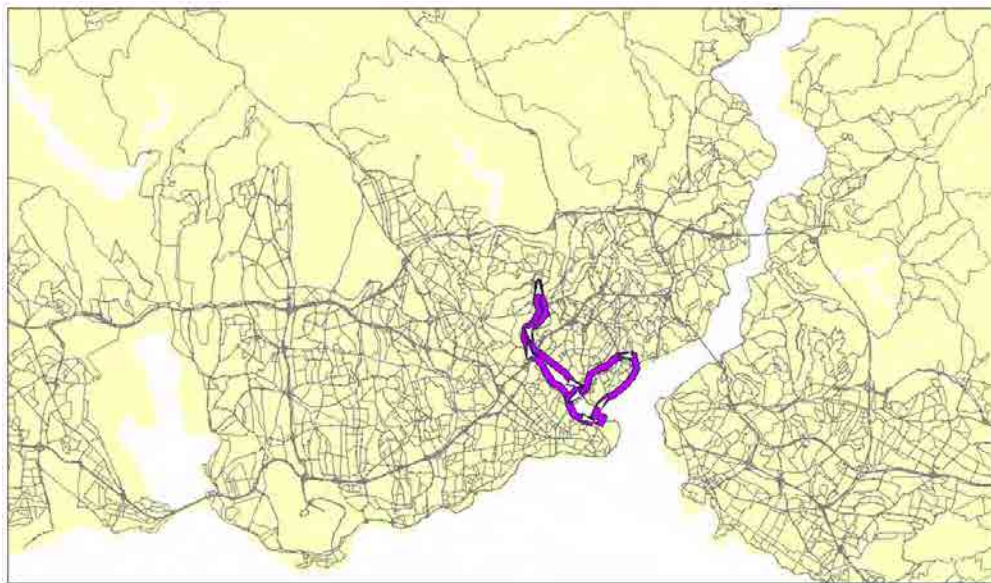
1. Line Code:……………………………………… TB2
2. Origin/Destination Terminal:………………… SULTANAHMET / ÇAMLICA
3. Line Length (km):…………………………… 17,5
4. Operator:…………………………………… PRIVATE
5. No. of Daily Operations:………………………… 13
6. a. No. of Daily Pax Before Marmaray:……. no info
   b. No. of Daily Pax After Marmaray:………. no info
   c. No. of Daily Pax After Taksim Ext.:…….. no info
7. Remarks:……………………………………........ This is a touristic line working only 6 times a day and may not operate if there are not enough passengers.

Route in the Historical Area

Route in Istanbul

131
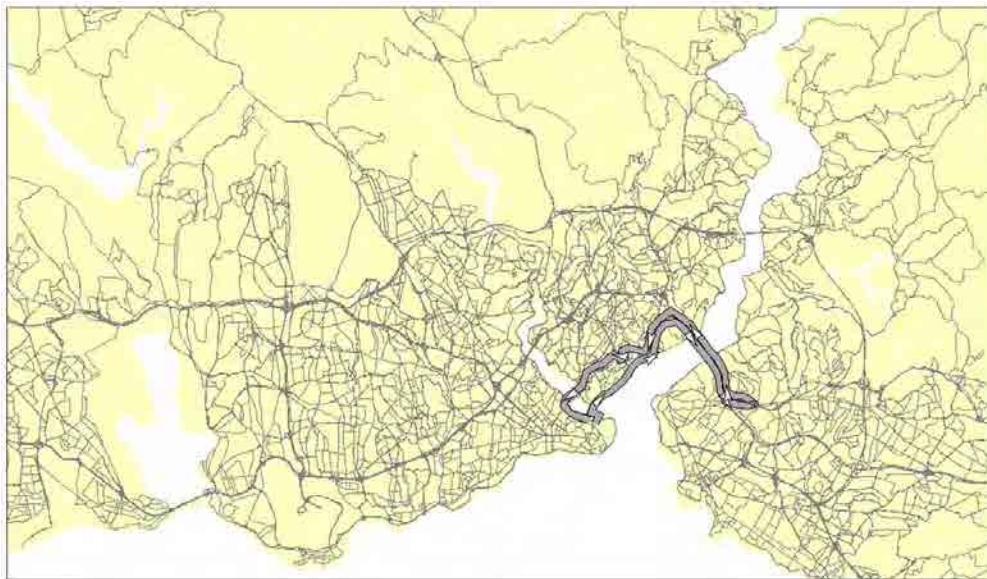
1. Line Code:………………………………………… Y1
2. Origin/Destination Terminal:………………… YENİKAPI / AKSARAY
3. Line Length (km):…………………………………… 1,4
4. Operator:………………………………………………… IETT
5. No. of Daily Operations:………………………… 64
6. a. No. of Daily Pax Before Marmaray:……. -
   b. No. of Daily Pax After Marmaray:………. 208
   c. No. of Daily Pax After Taksim Ext.:…….. 199
7. Remarks:……………………………………………..... This line has started to operate in January 2014.

Route in the Historical Area
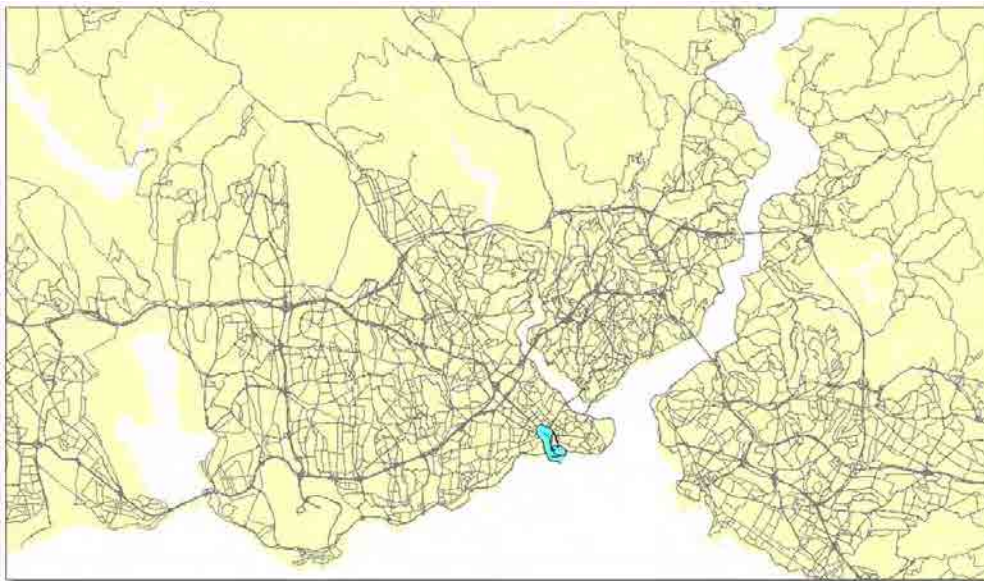
Route in Istanbul

1. Line Code:……………………………………… YH1
2. Origin/Destination Terminal:………………… YENİKAPI İDO / ATATÜRK AIRPORT
3. Line Length (km):…………………………………… 19,0
4. Operator:……………………………………………. PRIVATE
5. No. of Daily Operations:…………………………
6. a. No. of Daily Pax Before Marmaray:……. no info
   b. No. of Daily Pax After Marmaray:………. no info
   c. No. of Daily Pax After Taksim Ext.:…….. no info
7. Remarks:……………………………………….... This is an express line and has a single tariff of 5 TL.

Route in the Historical Area

Route in Istanbul
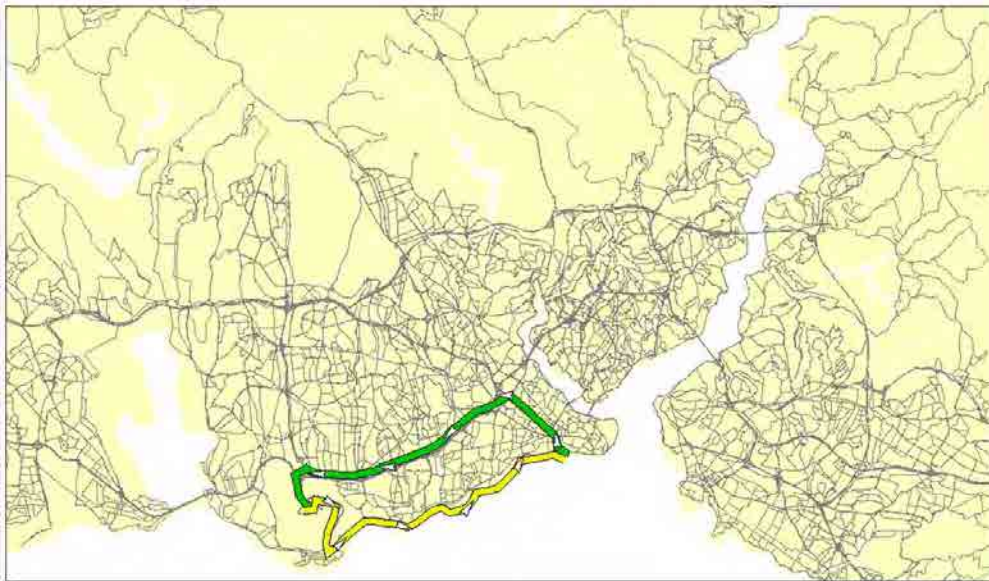
1. Line Code:…………………………………………… YT1
2. Origin/Destination Terminal:………………… YENİKAPI İDO / TAKSİM
3. Line Length (km):……………………………… 12,5
4. Operator:………………………………………………. PRIVATE
5. No. of Daily Operations:…………………………
6. a. No. of Daily Pax Before Marmaray:……. no info
   b. No. of Daily Pax After Marmaray:………. no info
   c. No. of Daily Pax After Taksim Ext.:…….. no info
7. Remarks:………………………………………........ This is an express line and has a single tariff of 5 TL.

Route in the Historical Area

Route in Istanbul

134
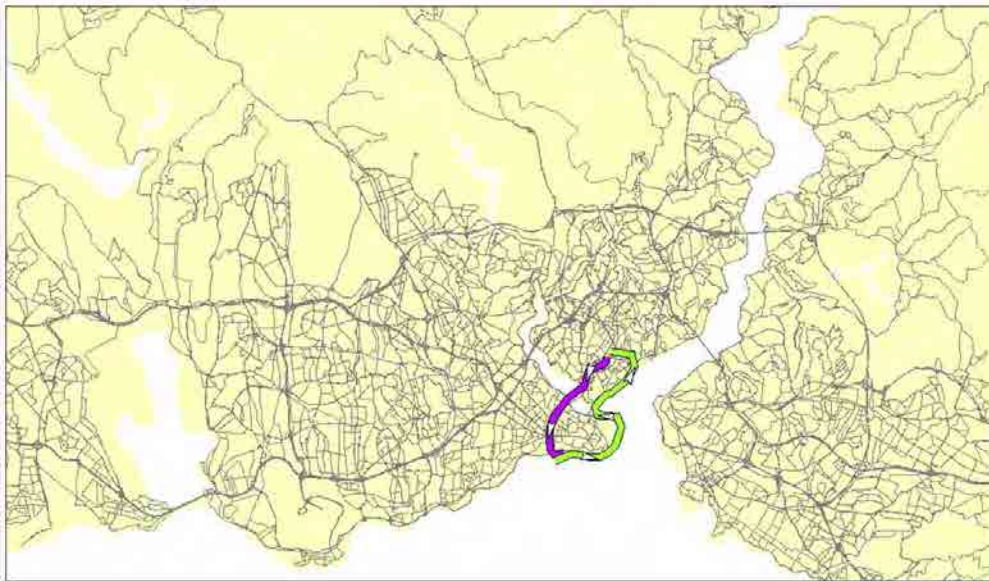
1. Line Code:…………………………………………… 73
2. Origin/Destination Terminal:………………… YENİBOSNA METRO- TAKSİM
3. Line Length (km):…………………………………… 0,0
4. Operator:………………………………………………… PRIVATE
5. No. of Daily Operations:………………………… 101
6. a. No. of Daily Pax Before Marmaray:……. 11.626
   b. No. of Daily Pax After Marmaray:………. 10.350
   c. No. of Daily Pax After Taksim Ext.:…….. 10.258
7. Remarks:……………………………………………...

Route in the Historical Area

Route in Istanbul

1. Line Code:…………………………………………… 145M
2. Origin/Destination Terminal:………………… YEŞİLKENT-BEYKENT-TAKSİM
3. Line Length (km):…………………………………… 0,0
4. Operator:………………………………………………. PRIVATE
5. No. of Daily Operations:………………………… 12
6. a. No. of Daily Pax Before Marmaray:……. 486
   b. No. of Daily Pax After Marmaray:………. 222
   c. No. of Daily Pax After Taksim Ext.:…….. 132
7. Remarks:……………………………………………...

Route in the Historical Area

Route in Istanbul

136

1. Line Code:………………………………………… 145T
2. Origin/Destination Terminal:………………… BEYLİKDÜZÜ-TAKSİM (ÇİFT KATLI)
3. Line Length (km):…………………………………… 0,0
4. Operator:……………………………………………… PRIVATE
5. No. of Daily Operations:………………………… 54
6. a. No. of Daily Pax Before Marmaray:……. 4.778
   b. No. of Daily Pax After Marmaray:………. 4.007
   c. No. of Daily Pax After Taksim Ext.:…….. 3.862
7. Remarks:…………………………………………….....

Route in the Historical Area

Route in Istanbul

137

1. Line Code:…………………………………………… 32T
2. Origin/Destination Terminal:………………… CEVATPAŞA-TAKSİM
3. Line Length (km):……………………………………… 0,0
4. Operator:………………………………………………… IETT / PRIVATE
5. No. of Daily Operations:………………………… 54
6. a. No. of Daily Pax Before Marmaray:……. 3.715
   b. No. of Daily Pax After Marmaray:………. 4.012
   c. No. of Daily Pax After Taksim Ext.:…….. 3.672
7. Remarks:………………………………………………...

Route in the Historical Area
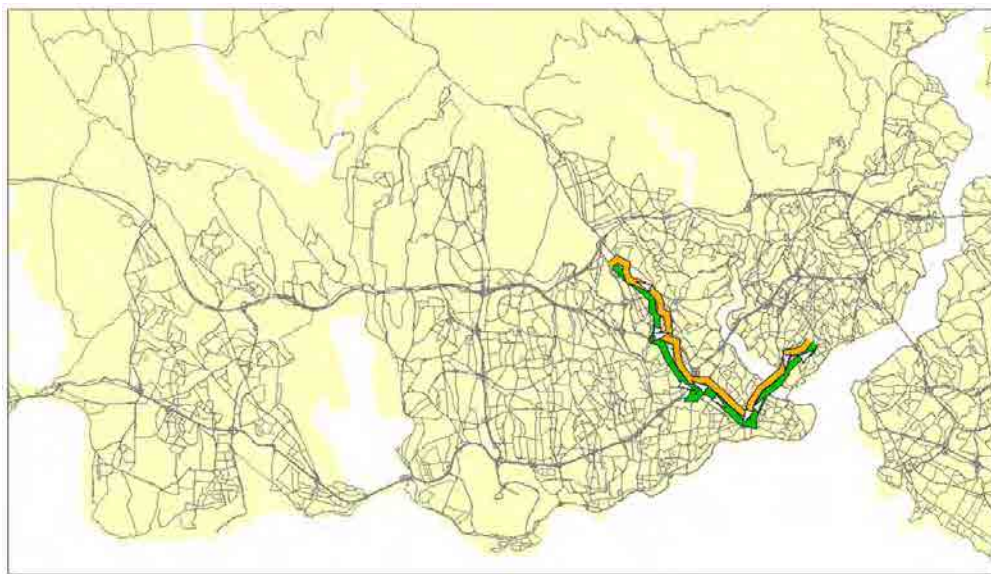
Route in Istanbul

138

1. Line Code:……………………………………… 71AT
2. Origin/Destination Terminal:……………… ATAKÖY-TAKSİM (SAHİLDEN)
3. Line Length (km):……………………………… 0,0
4. Operator:…………………………………………IETT
5. No. of Daily Operations:………………………… 5
6. a. No. of Daily Pax Before Marmaray:……. 267
   b. No. of Daily Pax After Marmaray:………. 249
   c. No. of Daily Pax After Taksim Ext.:…….. 318
7. Remarks:…………………………………………...

Route in the Historical Area

Route in Istanbul

1. Line Code:…………………………………………… 71T
2. Origin/Destination Terminal:………………… ATAKÖY-TAKSİM
3. Line Length (km):……………………………… 0,0
4. Operator:……………………………………………… PRIVATE
5. No. of Daily Operations:………………………… 2
6. a. No. of Daily Pax Before Marmaray:……. 6.763
   b. No. of Daily Pax After Marmaray:………. 6.178
   c. No. of Daily Pax After Taksim Ext.:…….. 6.329
7. Remarks:…………………………………………...

Route in the Historical Area

Route in Istanbul

1. Line Code:…………………………………………… 72T
2. Origin/Destination Terminal:………………… YEŞİLKÖY-TAKSİM
3. Line Length (km):……………………………………… 0,0
4. Operator:……………………………………………… PRIVATE
5. No. of Daily Operations:………………………… 74
6. a. No. of Daily Pax Before Marmaray:……. 9.392
   b. No. of Daily Pax After Marmaray:………. 9.071
   c. No. of Daily Pax After Taksim Ext.:…….. 9.987
7. Remarks:………………………………………………...

Route in the Historical Area

Route in Istanbul

1. Line Code:………………………………………… 72YT
2. Origin/Destination Terminal:………………… YEŞİLKÖY / TAKSİM
3. Line Length (km):…………………………………… 0,0
4. Operator:……………………………………………… IETT
5. No. of Daily Operations:………………………… 4
6. a. No. of Daily Pax Before Marmaray:……. 230
   b. No. of Daily Pax After Marmaray:………. 221
   c. No. of Daily Pax After Taksim Ext.:…….. 320
7. Remarks:………………………………………........ This line is an express line working only
   4 times a day on week days. BELBIM
   does not have data on this line.

Route in the Historical Area

Route in Istanbul

142
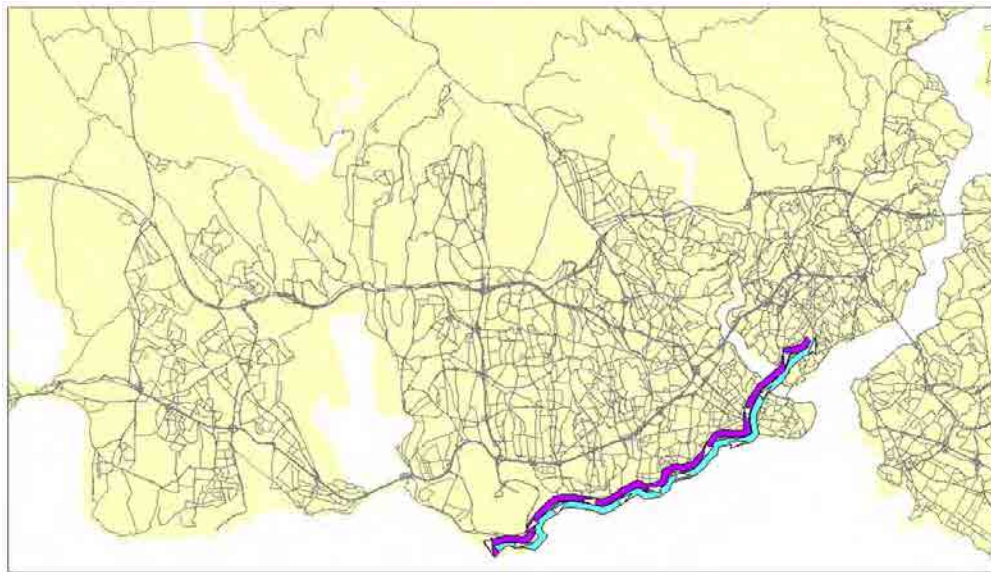
1. Line Code:…………………………………………… 73F
2. Origin/Destination Terminal:………………… FLORYA-TAKSİM
3. Line Length (km):……………………………….. 0,0
4. Operator:……………………………………………IETT
5. No. of Daily Operations:………………………… 3
6. a. No. of Daily Pax Before Marmaray:……. 260
   b. No. of Daily Pax After Marmaray:………. 231
   c. No. of Daily Pax After Taksim Ext.:…….. 309
7. Remarks:………………………………………….....

Route in the Historical Area

Route in Istanbul

1. Line Code:…………………………………………… 76D
2. Origin/Destination Terminal:………………… BAHÇEŞEHİR-TAKSİM (ÇİFT KATLI)
3. Line Length (km):…………………………………… 0,0
4. Operator:……………………………………………. PRIVATE
5. No. of Daily Operations:………………………… 83
6. a. No. of Daily Pax Before Marmaray:……. 8.689
   b. No. of Daily Pax After Marmaray:………. 9.526
   c. No. of Daily Pax After Taksim Ext.:…….. 9.742
7. Remarks:……………………………………………...

Route in the Historical Area

Route in Istanbul

144

146

1. Line Code:…………………………………………… 76E
2. Origin/Destination Terminal:………………… ESENKENT-BAHÇEŞEHİR-TAKSİM
3. Line Length (km):…………………………………… 0,0
4. Operator:………………………………………………. PRIVATE
5. No. of Daily Operations:………………………… 50
6. a. No. of Daily Pax Before Marmaray:……. 3.071
   b. No. of Daily Pax After Marmaray:………. 3.178
   c. No. of Daily Pax After Taksim Ext.:…….. 3.307
7. Remarks:………………………………………………...

Route in the Historical Area

Route in Istanbul

1. Line Code:……………………………………… 76T
2. Origin/Destination Terminal:………………… ISPARTAKULE / BİZİMEVLER / TAKSİM
3. Line Length (km):…………………………………… 0,0
4. Operator:…………………………………………… PRIVATE
5. No. of Daily Operations:………………………… 1
6. a. No. of Daily Pax Before Marmaray:……. 56
   b. No. of Daily Pax After Marmaray:………. 52
   c. No. of Daily Pax After Taksim Ext.:…….. 68
7. Remarks:………………………………………….... This line is working once a day at 7 AM on week days. BELBIM does not have data on this line.

Route in the Historical Area

Route in Istanbul

146

1. Line Code:…………………………………… 77MT
2. Origin/Destination Terminal:………………… MECİDİYEKÖY-EDİRNEKAPI-TAKSİM
3. Line Length (km):……………………………… 0,0
4. Operator:………………………………………… IETT
5. No. of Daily Operations:………………………… 20
6. a. No. of Daily Pax Before Marmaray:……. 1.891
   b. No. of Daily Pax After Marmaray:………. 1.396
   c. No. of Daily Pax After Taksim Ext.:…….. 1.424
7. Remarks:………………………………………...

Route in the Historical Area
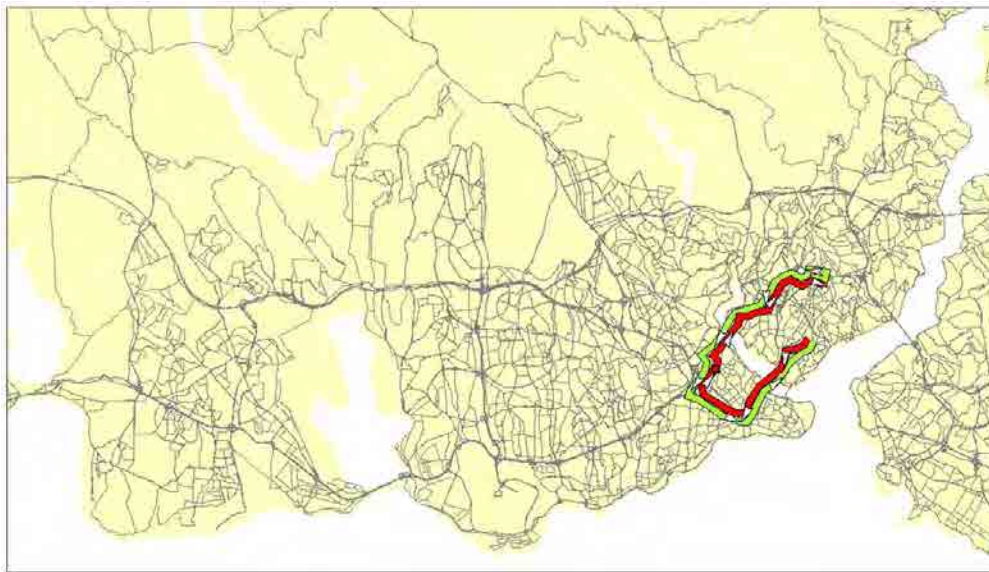
Route in Istanbul

1. Line Code:…………………………………………… 79T
2. Origin/Destination Terminal:………………… KAYAŞEHİR-TAKSİM
3. Line Length (km):…………………………………… 0,0
4. Operator:………………………………………………. PRIVATE
5. No. of Daily Operations:………………………… 36
6. a. No. of Daily Pax Before Marmaray:……. 3.969
   b. No. of Daily Pax After Marmaray:………. 2.616
   c. No. of Daily Pax After Taksim Ext.:…….. 2.591
7. Remarks:…………………………………………….....

Route in the Historical Area

Route in Istanbul

148

1. Line Code:…………………………………………… 83O
2. Origin/Destination Terminal:………………… OTOGAR-TAKSİM
3. Line Length (km):…………………………………… 0,0
4. Operator:……………………………………………… PRIVATE
5. No. of Daily Operations:………………………… 54
6. a. No. of Daily Pax Before Marmaray:……. 4.757
   b. No. of Daily Pax After Marmaray:………. 4.415
   c. No. of Daily Pax After Taksim Ext.:…….. 4.991
7. Remarks:………………………………………………...

Route in the Historical Area
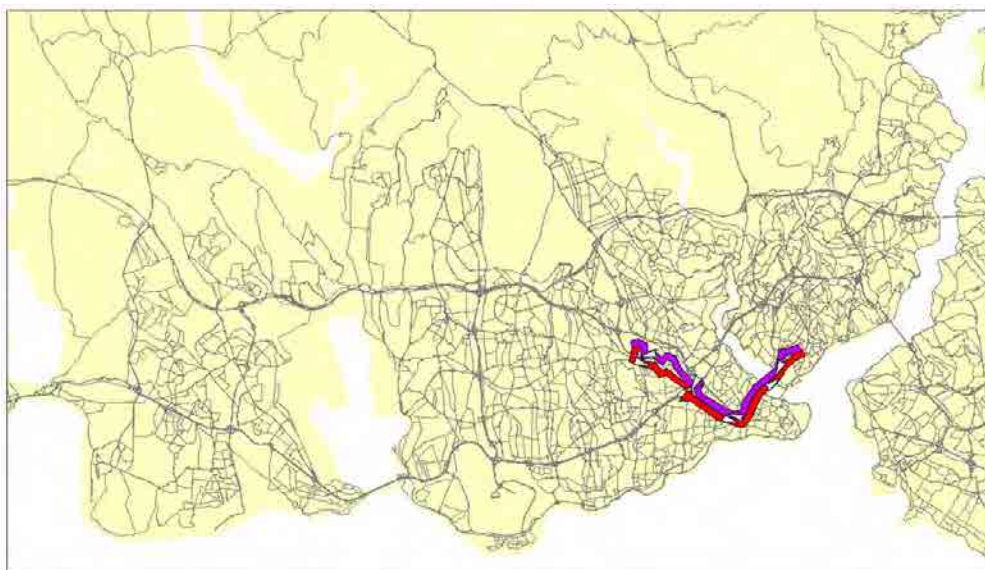
Route in Istanbul

149

1. Line Code:…………………………………………… 85T
2. Origin/Destination Terminal:………………… ESENLER METRO-TAKSİM
3. Line Length (km):…………………………………… 0,0
4. Operator:…………………………………………… IETT
5. No. of Daily Operations:………………………… 9
6. a. No. of Daily Pax Before Marmaray:……. 1.204
   b. No. of Daily Pax After Marmaray:………. 671
   c. No. of Daily Pax After Taksim Ext.:…….. 846
7. Remarks:……………………………………………...

Route in the Historical Area
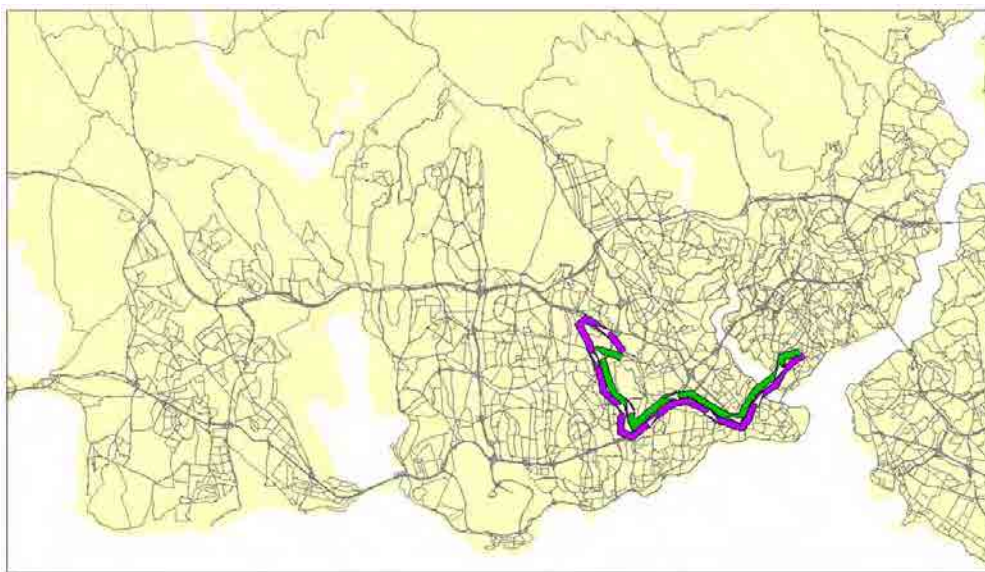
Route in Istanbul

1. Line Code:…………………………………………… 89C
2. Origin/Destination Terminal:………………… BAŞAKŞEHİR 4-1 ETAPLAR-TAKSİM
3. Line Length (km):…………………………………… 0,0
4. Operator:……………………………………………… PRIVATE
5. No. of Daily Operations:………………………… 77
6. a. No. of Daily Pax Before Marmaray:……. 10.863
   b. No. of Daily Pax After Marmaray:………. 9.911
   c. No. of Daily Pax After Taksim Ext.:…….. 11.091
7. Remarks:…………………………………………….....

Route in the Historical Area
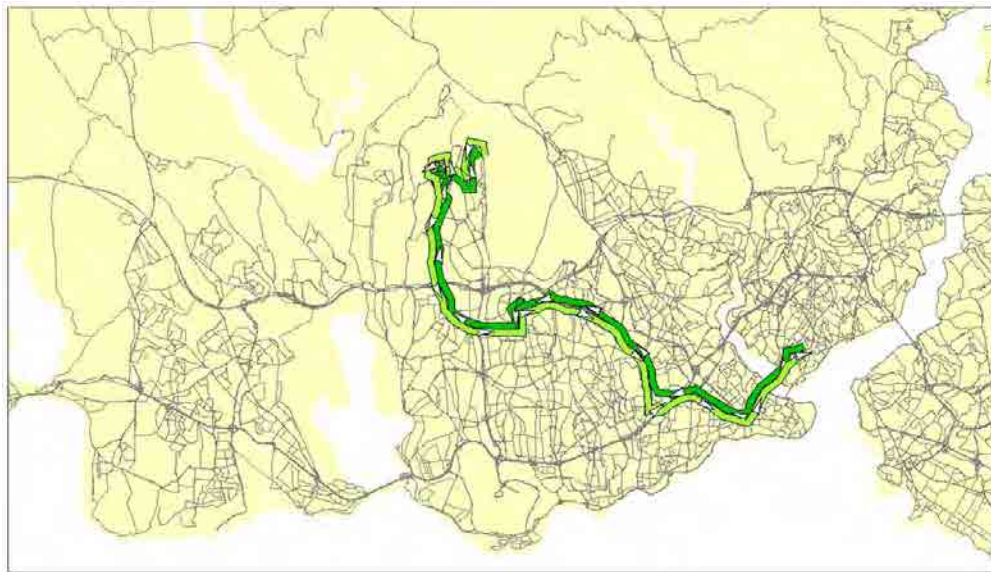
Route in Istanbul

1. Line Code:……………………………………… 89T
2. Origin/Destination Terminal:………………… ATAKENT MAHALLESİ-TAKSİM
3. Line Length (km):…………………………………… 0,0
4. Operator:……………………………………………… IETT / PRIVATE
5. No. of Daily Operations:………………………… 33
6. a. No. of Daily Pax Before Marmaray:……. 3.478
   b. No. of Daily Pax After Marmaray:………. 3.220
   c. No. of Daily Pax After Taksim Ext.:…….. 3.295
7. Remarks:………………………………………………...

Route in the Historical Area
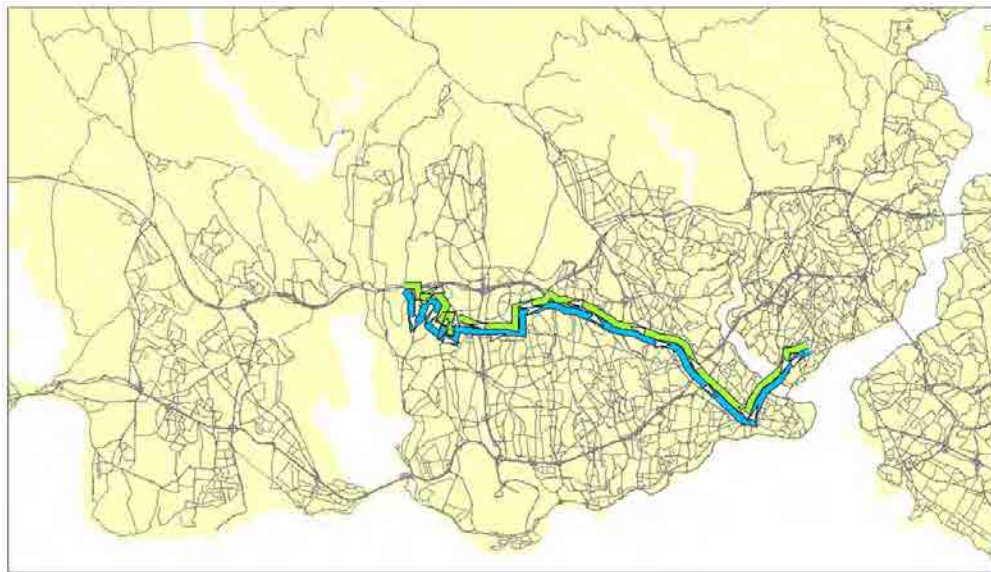
Route in Istanbul

1. Line Code:……………………………………………… 92T
2. Origin/Destination Terminal:………………… BAĞCILAR DEV. HASTANESİ-TAKSİM
3. Line Length (km):…………………………………… 0,0
4. Operator:……………………………………………… IETT / PRIVATE
5. No. of Daily Operations:………………………… 53
6. a. No. of Daily Pax Before Marmaray:……. 7.334
   b. No. of Daily Pax After Marmaray:………. 5.767
   c. No. of Daily Pax After Taksim Ext.:…….. 5.571
7. Remarks:…………………………………………….....

Route in the Historical Area
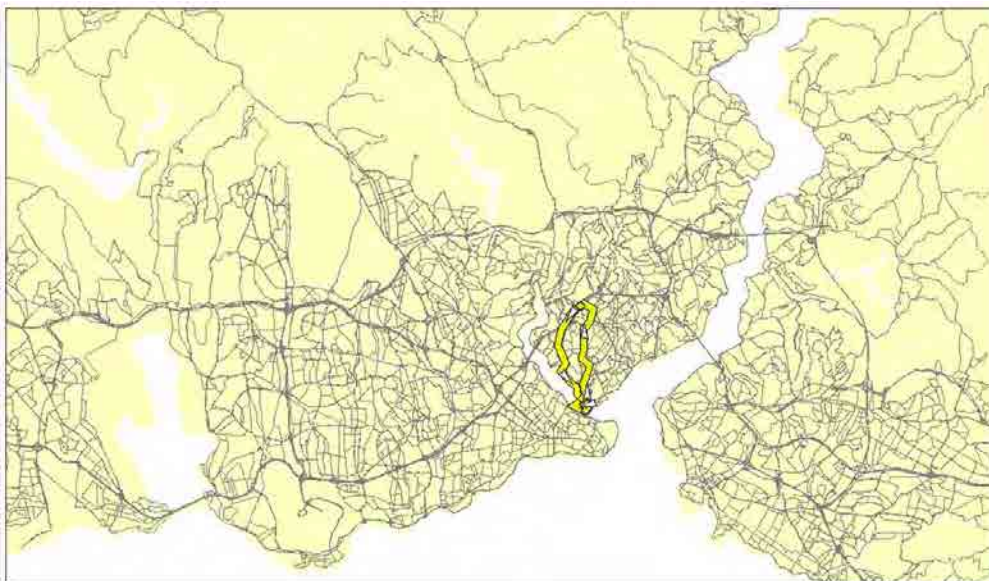
Route in Istanbul

153

1. Line Code:…………………………………………… 93T
2. Origin/Destination Terminal:………………… ZEYTİNBURNU-TAKSİM
3. Line Length (km):…………………………………… 0,0
4. Operator:………………………………………………. PRIVATE
5. No. of Daily Operations:………………………… 81
6. a. No. of Daily Pax Before Marmaray:……. 11.418
   b. No. of Daily Pax After Marmaray:………. 10.527
   c. No. of Daily Pax After Taksim Ext.:…….. 11.571
7. Remarks:………………………………………………...

Route in the Historical Area

Route in Istanbul

1. Line Code:……………………………………… 96T
2. Origin/Destination Terminal:………………… ATATÜRK HAVAALANI-TAKSİM
3. Line Length (km):……………………………… 0,0
4. Operator:………………………………………… IETT
5. No. of Daily Operations:………………………… 9
6. a. No. of Daily Pax Before Marmaray:……. 663
   b. No. of Daily Pax After Marmaray:………. 174
   c. No. of Daily Pax After Taksim Ext.:…….. 287
7. Remarks:………………………………………...

Route in the Historical Area

Route in Istanbul

1. Line Code:…………………………………………… 97T
2. Origin/Destination Terminal:………………… BASINSİTESİ-TAKSİM
3. Line Length (km):…………………………………… 0,0
4. Operator:…………………………………………… IETT / PRIVATE
5. No. of Daily Operations:………………………… 40
6. a. No. of Daily Pax Before Marmaray:……. 4.146
   b. No. of Daily Pax After Marmaray:………. 3.732
   c. No. of Daily Pax After Taksim Ext.:…….. 3.486
7. Remarks:………………………………………………...

Route in the Historical Area

Route in Istanbul

1. Line Code:…………………………………………… TH1
2. Origin/Destination Terminal:………………… TAKSİM / ATATÜRK AIRPORT
3. Line Length (km):…………………………………… 0,0
4. Operator:…………………………………………. PRIVATE
5. No. of Daily Operations:………………………… 0
6. a. No. of Daily Pax Before Marmaray:……. no info
   b. No. of Daily Pax After Marmaray:………. no info
   c. No. of Daily Pax After Taksim Ext.:…….. no info
7. Remarks:…………………………………………..... This is an express line and has a single tariff of 10 TL.

Route in the Historical Area

Route in Istanbul

157

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Appendix-2 マルマライ鉄道利用者インタビュー調査報告書

Marmaray Project Evaluation Form

-REPORT-

MARCH 2014

CONTENTS

Purpose of the Research

This research is made to collect user information to have a more useful operation of Marmaray line by evaluating the effects. This study consists of 2 sections. One of them is face to face interview survey study and other one is passenger counting.

History of the Research

Study is made in between the dates 4 February – 14 March 2014.

1. **Interview Survey Study**

Survey interview is made in between the dates 12-17 February 2014. 1 day interview is made for each station/port. Station/port details according to the dates are give below.

2. **Passenger Counting Study:**

Passenger counting study is conducted in 18.02.2014 in all sea ways and it is made on Marmaray line in 19.02.2014. Countings are made with 2 hour time zones as 07:00-09:00 in the morning, 12:00-14:00 in the afternoon and 17:00-19:00 in the evening. In Sirkeci and Yenikapı stations of Marmaray line counting study is made only in between 07:00-09:00 in the morning.

	1st Week	2nd Week	3rd Week	4th Week
1. Preparation (permission letter, pilot imlementation, interviewer trainings, press etc)	�			
1) Survey Field Study		▒bar		
2) Passenger Counting Study		▒bar		
2. Coding and Data entrance			▒bar	
3. Reporting				▒bar

Scope and Method of the Study

1. Survey Study

Survey study is conducted in Sirkeci, Yenikapı stations of Marmaray line and ships and small ferry ports that are operated from Anatolian side. Surveys are conducted to boarding passengers in stations and ports. Working hours are 07:00-09:00 in the morning, 12:00-14-00 in the afternoon and 17:00-19:00 in the evening. Totally 2.030 interviews are conducted. Distribution of surveys over the stations is as indicated below:

	STATION/PORT	NUMBER OF SURVEY	DATE OF INTERVIEW
Marmaray Line	Yenikapı	517	17.02.2014
	Sirkeci	507	14.02.2014
Seaway Lines	Eminönü-Kadıköy City lines port	251	12.02.2014
	Eminönü-Üsküdar City lines port	252	12.02.2014
	Eminönü-Kadıköy Small Ferry Port	253	12.02.2014
	Eminönü-Üsküdar Small Ferry Port	250	12.02.2014

2. Passenger Counting

Passengers alighting are counted in the stations and ports where survey study is made. Counting results are delivered in a different (in Excel Format) folder.

1ST SECTION: SEA WAY INTERVIEW FINDINGS

To examine the survey results together, interviews are grouped as the Kadıköy Üsküdar port interviews, and added to last column of the general total table. Each port includes City Line and Turyol ferry lines interviews. In this survey, comments are made through general totals and in crucial situations emphasis is made to the conditions in ports.

Q.1. Time of the Interview

According to the time of the interviews, 27,5 % is made in the morning, 41,1% is made in the afternoon and 31,4% is made in the evening hours. In field planning, the target is to complete each port in 1 day however time distribution was not interfered. According to the field examination reports density is low early in the morning. Especially number of interviews in between 07:00-08:00 is lower than the second time period in the morning. When morning population as millions is taken into consideration, it is possible to have more interviews in between 12:00-14:00 time period.

	Kadıköy Port		Üsküdar Port		Total	
	Frequency	Percentage	Frequency	Percentage	Frequency	Percentage
07:00 - 09:00	137	27,2	140	27,9	277	27,5
12:00 - 14:00	196	38,9	217	43,2	413	41,1
17:00 - 19:00	171	33,9	145	28,9	316	31,4
Total	**504**	**100,0**	**502**	**100,0**	**1006**	**100,0**

Q.2. Weather condition

Study is generally made in sunny weather. This situation extends the time period shared for the subjects and provide healthy environment for the study.

	Kadıköy Port		Üsküdar Port		Total	
	Frequency	Percentage	Frequency	Percentage	Percentage	Percentage
Sunny	399	79,2	393	78,3	792	78,7
Cloudy	105	20,8	109	21,7	214	21,3
Total	**504**	**100,0**	**502**	**100,0**	**1006**	**100,0**

Q.4. Gender of the Passenger

Gender of the passengers is 40% women , 59,9% men. No gender discrimination is made in interviews, percentages occurred randomly. Frequency numbers of each group is adequate for the gender based examinations. Women percentage become low in Kadikoy port as 38,8% however this number becomes 42% in Üsküdar port.

	Kadıköy Port		Üsküdar Port		Total	
	Frequency	Percentage	Frequency	Percentage	Frequency	Percentage
Woman	192	38,1	211	42,0	403	40,1
Man	312	61,9	291	58,0	603	59,9
Total	**504**	**100,0**	**502**	**100,0**	**1006**	**100,0**

Q.5. Age of the Passengers

This study is conducted with the passengers aged 15 years or older. According to the results, average age is 35,6, the youngest passenger is 16, the oldest passenger is 81. 31,4% of the passengers is in between 15-24 age group, 17,3% is 35-44 age group, 14,2% is over 55.   In Kadıkoy port the lowest and highest ages respectively are 18 and 80 and average age is 35,4. In Uskudar port the lowest and youngest ages respectively are 16 and 81 and average age is 36,7. Passengers in Kadıkoy port are relatively younger.

	Kadıköy Port		Üsküdar Port		Total	
	Frequency	Percentage	Frequency	Percentage	Frequency	Percentage
15 - 24 age group	168	33,3	148	29,7	316	31,5
25 - 34 age group	133	26,4	102	20,4	235	23,4
35 - 44 age group	76	15,1	98	19,6	174	17,3
45 - 54 age group	60	11,9	78	15,6	138	13,8
55 - 64 age group	39	7,7	51	10,2	90	9,0
65 and over	28	5,6	22	4,4	50	5,0
Total	**504**	**100,0**	**499**	**100,0**	**1003**	**100,0**

Q.6. Do you have a Private Car ?

29,2 % of the passengers determined that they have private car and 70,8% of the passenger determined not to have. These percentages are approximate percent in both ports. Although approximate 30% population has a daily private car however it is important to examine that they prefer sea way. Increase in this percentage can support to ease in traffic.

	Kadıköy Port		Üsküdar Port		Total	
	Frequency	Percentage	Frequency	Percentage	Frequency	Percentage
Yes	150	29,8	143	28,5	293	29,2
No	354	70,2	358	71,5	712	70,8
Total	**504**	**100,0**	**501**	**100,0**	**1005**	**100,0**

Q.7.1. CAN I LEARN YOUR ORIGIN/DESTINATION AND TRIP PURPOSE- ORIGIN –

36,1% of the responder's trip origin is home. Work based trips rank second with 20,5%, shopping based trips rank third with 13,8% and social, sport and entertainment based trips ranks fourth with %12,2. In total, rest of the trips make up 17,5%. Eminonu is functioning mainly as a business center rather than accommodation; so this affects the percentages. Purpose of the trips has different ratios at every port. To exemplify, 38,7% of the interviews in Kadıköy port is home based however this percentage is 33,5% in Üsküdar port. Business based trips in Kadıkoy port is 18.8% however in Üsküdar port it is 22,2%. Passenger coming from shopping in Eminönü and Kadıkoy port is 12,6%; however, this percentage is 15% in Üsküdar. This can be supported by the fact that Üsküdar has more woman and middle age population than Kadıkoy.
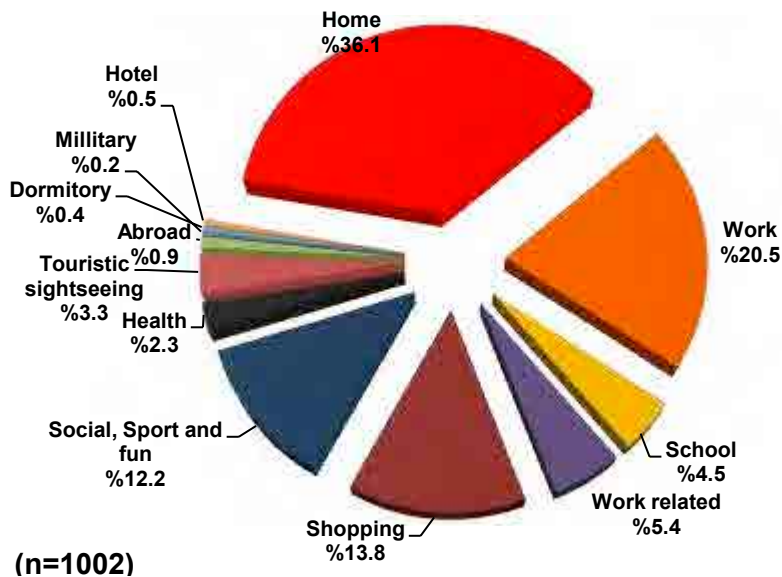
(n=1002)

	Kadıköy Port		Üsküdar Port		Total	
	Frequency	Percentage	Frequency	Percentage	Frequency	Percentage
Home	194	38,7	168	33,5	362	36,1
Work	94	18,8	111	22,2	205	20,5
School	26	5,2	19	3,8	45	4,5
Work Related	29	5,8	25	5,0	54	5,4
Shopping	63	12,6	75	15,0	138	13,8
Social, Sport, Entertainment	62	12,4	60	12,0	122	12,2
Health	10	2,0	13	2,6	23	2,3
Touristic Sightseeing	17	3,4	16	3,2	33	3,3
Abroad	2	,4	7	1,4	9	,9
Military	1	,2	1	,2	2	,2
Dormitory	2	,4	2	,4	4	,4
Hotel	1	,2	4	,8	5	,5
Total	**501**	**100,0**	**501**	**100,0**	**1002**	**100,0**

Q.7.2. Can I learn origin destination of this trip? –destination-

Destination point of 47,2% of the passengers is home. This is followed by 20,8% work based trips and thirdly 15,8% social, sport and entertainment based trips. Total of the other trips is 16,3%. Nearly half of the passengers' destination is home. As stated before, business center structure of Eminonu is supporting this situation. Destination purpose of these trips has changing percentages. To exemplify, 44,2% of Kadiköy port interviews give the answer of home and this percentage is 50.1% in Eminönü area. In work based trips in Kadıkoy percentage is 22.8%, the same percentage in Eminönü is 18.8%. Determined passengers as having social, sport and entertainment based trips in Kadıkoy is 14,1% and this percentage is 17,4% in Üsküdar. Since the responders in Kadıköy are mostly man and younger compared to Üsküdar, it supports the fact of travelling work based.
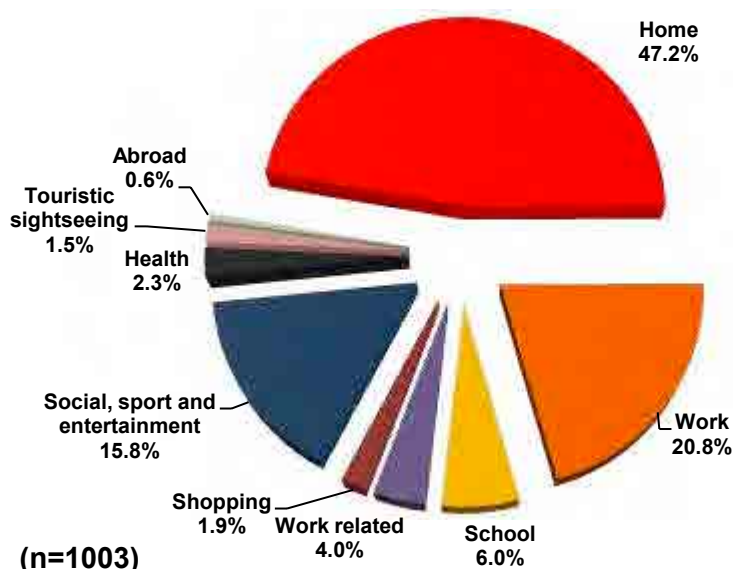
(n=1003)

	Kadıköy Port		Üsküdar Port		Total	
	Frequency	Percentage	Frequency	Percentage	Frequency	Percentage
Home	223	44,2	250	50,1	473	47,2
Work	115	22,8	94	18,8	209	20,8
School	38	7,5	22	4,4	60	6,0
Work Related	18	3,6	22	4,4	40	4,0
Shopping	11	2,2	8	1,6	19	1,9
Social, sport and entertainment	71	14,1	87	17,4	158	15,8
Health	17	3,4	6	1,2	23	2,3
Sightseeing	6	1,2	9	1,8	15	1,5
Out of Istanbul	5	1,0	1	,2	6	,6
Total	**504**	**100,0**	**499**	**100,0**	**1003**	**100,0**

7.CAN I LEARN YOUR ORIGIN/DESTINATION AND TRIP PURPOSE? (origin)
7.CAN I LEARN YOUR ORIGIN/DESTINATION AND TRIP PURPOSE? (destination)
(Percentage Table)

When the passengers destination purposes are examined, 42% of the home based passengers are going to work, 28,7% of these are going to social, sport and entertainment and 15,5% of these are going to school.   77,9% of work based passengers are going to home, %62,2 school based passengers are going to home, %87,7 of shopping based passengers are going to home and %74,6 of social, sport, entertainment based passengers are going to home. As indicated in the table, most of the trips except work related are towards home. (very small frequencies is not evaluated) Time of the interviews is really effected in these percentages. Especially in evening hours as -examined below- trips towards home are dense. Most of the trips towards home in the morning are generally passengers coming from night shifts.

| | 7. Can I learn your trip purpose? –destination- - | | | | | | | | | | |
	Home	Work	School	Work Related	Shopping	Social, Sport and entertainment	Health	Sightseeing	Out of City		Total
Home		%42,0	%15,5	%2,2	%4,7	%28,7	%5,2	%1,1	%,6		%100,0
Work	%77,9	%3,4	%1,0	%12,3		%4,9			%,5		%100,0
School	%62,2	%8,9		%2,2		%22,2	%2,2		%2,2		%100,0
Work related	%46,3	%50,0				%3,7					%100,0
Shopping	%87,7	%6,5		%2,2	%,7	%2,9					%100,0
Social, sport and entertainment	%74,6	%4,1	%,8			%18,0		%,8	%1,6		%100,0
Health	%91,3		%4,3			%4,3					%100,0
Sightseeing	%66,7	%3,0				%9,1		%21,2			%100,0
Out of City	%44,4	%22,2		%22,2			%11,1				%100,0
Military						%50,0	%50,0				%100,0
Dormitory		%25,0			%25,0			%50,0			%100,0
Hotel		%40,0		%20,0			%20,0	%20,0			%100,0
Total	**%47,1**	**%21,0**	**%6,0**	**%4,0**	**%1,9**	**%15,7**	**%2,3**	**%1,5**	**%,6**		**%100,0**

(Row label: Q.7. Can I learn your trip purpose -origin-)

Q.8. Can I learn ORIGIN district of this trip ?

Origin and destination districts are asked to the interviewed passenger. To have easy reporting only district answers are added in here. According to this, for both ports 61.8% of boarding passengers' origin is Fatih area. As it is known, Eminönü is in Fatih district borders. Beyoğlu covering Taksim and Karaköy ranks second place with 6,4% and Eyüp ranks third place with 5,7%. Gaziosmanpaşa and Sultangazi follow with 3,2% and 3,1%, respectively, There are passengers from 22 different districts and from out of İstanbul. This situation highlights the effect of Eminönü's central structure on transportation.

	Kadıköy Port		Üsküdar Port		Total	
	Frequency	Percentage	Frequency	Percentage	Frequency	Percentage
FATİH	310	61,5	312	62,2	622	61,8
BEYOĞLU	29	5,8	35	7,0	64	6,4
EYÜP	22	4,4	35	7,0	57	5,7
GAZİOSMANPAŞA	14	2,8	18	3,6	32	3,2
SULTANGAZİ	14	2,8	17	3,4	31	3,1
BAĞCILAR	12	2,4	14	2,8	26	2,6
BAHÇELİEVLER	10	2,0	11	2,2	21	2,1
ESENLER	10	2,0	9	1,8	19	1,9
BAŞAKŞEHİR	10	2,0	7	1,4	17	1,7
BAYRAMPAŞA	11	2,2	6	1,2	17	1,7
KÜÇÜKÇEKMECE	12	2,4	4	0,8	16	1,6
ŞİŞLİ	11	2,2	5	1,0	16	1,6
BAKIRKÖY	13	2,6	1	0,2	14	1,4
GÜNGÖREN	7	1,4	7	1,4	14	1,4
KAĞITHANE	6	1,2	5	1,0	11	1,1
ZEYTİNBURNU	4	0,8	3	0,6	7	0,7
SARIYER	1	0,2	4	0,8	5	0,5
ŞEHİR DIŞI	2	0,4	2	0,4	4	0,4
ARNAVUTKÖY	1	0,2	2	0,4	3	0,3
AVCILAR	1	0,2	2	0,4	3	0,3
ESENYURT	1	0,2	2	0,4	3	0,3
BEYLÜKDÜZÜ	1	0,2	1	0,2	2	0,2
BEŞİKTAŞ	1	0,2			1	0,1
BÜYÜKÇEKMECE	1	0,2			1	0,1

						Total	
Total		504	100,0	502	100,0	1.006	100,0

S.8. Can I learn the DESTINATION district of this trip?

When the destination districts are examined, according to the boarding ports %33,5 is from Üsküdar, 30% is from Kadıköy. %9,4 of the interviews are in Ümraniye, 6,2% Ataşehir, 4,8% direction. Besides passengers going out of city there are 13 different destination districts. There are passengers going to same district from different ports. For example, 80% of Ümraniye passengers (19/95) indicated in the table below are planning to go through Üsküdar but 20% is planning to go through Kadıköy(79/95). Undoubtedly, this situation can be affected by different issues like which part of Umraniye the passenger is going to, their preferred route and cost.

	Kadıköy Port		Üsküdar Port		Total	
	Frequency	Percentage	Frequency	Percentage	Frequency	Percentage
ÜSKÜDAR	25	5,0	312	62,2	337	33,5
KADIKÖY	290	57,5	12	2,4	302	30,0
ÜMRANİYE	19	3,8	76	15,1	95	9,4
ATAŞEHİR	51	10,1	11	2,2	62	6,2
BEYKOZ	4	0,8	44	8,8	48	4,8
MALTEPE	28	5,6	5	1,0	33	3,3
PENDİK	31	6,2	1	0,2	32	3,2
KARTAL	26	5,2	3	0,6	29	2,9
ÇEKMEKÖY	5	1,0	20	4,0	25	2,5
TUZLA	14	2,8			14	1,4
SULTANBEYLİ	5	1,0	7	1,4	12	1,2
SANCAKTEPE	3	0,6	7	1,4	10	1,0
ŞEHİR DIŞI	3	0,6	3	0,6	6	0,6
ŞİLE			1	0,2	1	0,1
Total	504	100,0	502	100,0	1.006	100,0

S.9. Do you do this trip regularly?

When the frequency of the trip is examined, it is examined that the answers with the highest percentage is 33,8% as always (5-7days a week). This percentage is followed by 22,6% rarely (once-twice a month), 15,9% often (1-2 days a week), 15,6% very rare. Passengers using almost every day of the week and passengers frequently coming are having generally work, work related or school aimed trips. There are passengers coming with the effect of shopping, sport and entertainment. There are also passenger coming with the effect of sightseeing health, social and entertainment related.
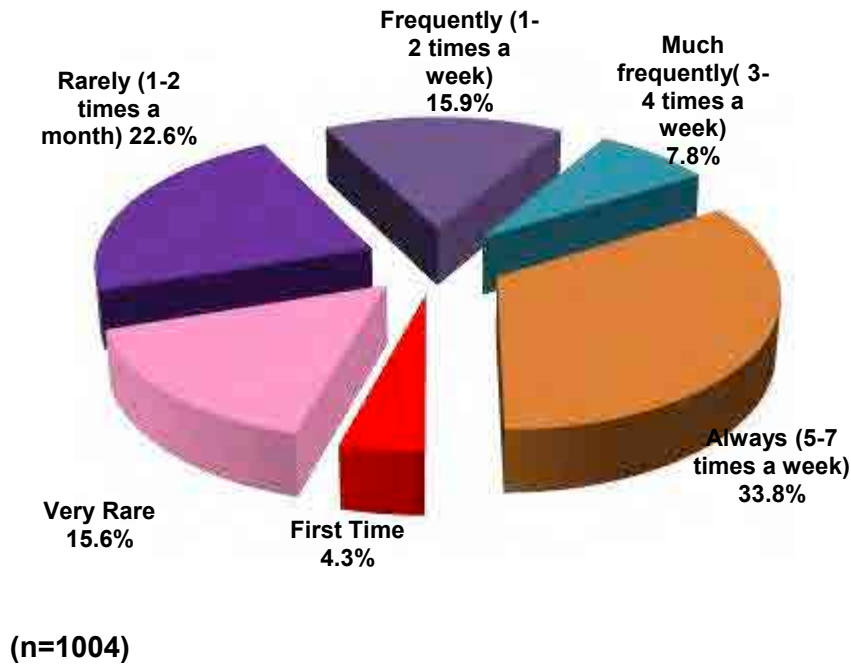
(n=1004)

	Kadıköy Port		Üsküdar Port		Total	
	Frequency	Percentage	Frequency	Percentage	Frequency	Percentage
First Time	27	5,4	16	3,2	43	4,3
Very Rare	78	15,5	79	15,8	157	15,6
Rarely (1-2 times a month)	97	19,3	130	25,9	227	22,6
Often (1-2 times a week)	76	15,1	84	16,8	160	15,9
Very often (3-4 times a week)	39	7,8	39	7,8	78	7,8
Always (5-7 days a week)	186	37,0	153	30,5	339	33,8
Total	**503**	**100,0**	**501**	**100,0**	**1004**	**100,0**

S.10. How do you pay your existing transportation cost ?

When trip cost payments are examined, 86,6% use regular Istanbul card/akbil, neither discounted nor monthly, 11,7% use montly subscribed card/akbil and 1,2% use both. 0,5% of responders have free pass. According to the examinations on field subsciption payment has more advantages for the students. Time of the survey period was holiday period for some universities (especially Istanbul University) so this might have affected these percentages.
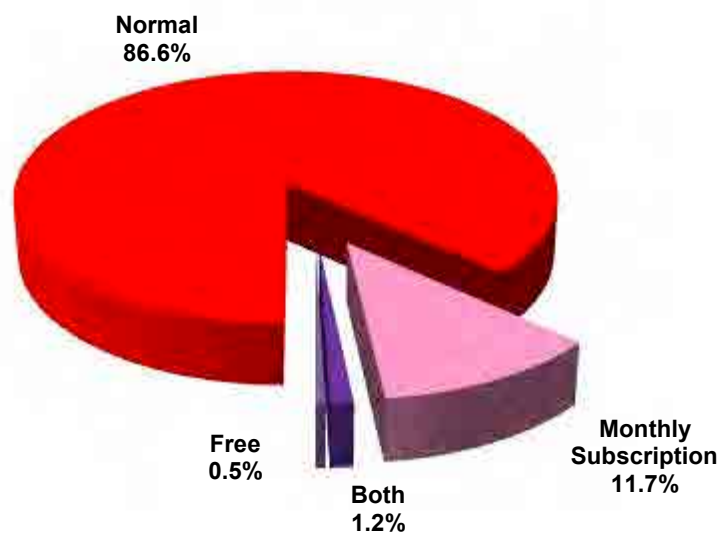
(n=1006)

	Kadıköy port		Üskudar port		Total	
	Frequency	Percentage	Frequency	Percentage	Frequency	Percentage
Normal	431	85,5	440	87,6	871	86,6
Subscription	67	13,3	51	10,2	118	11,7
Both	6	1,2	6	1,2	12	1,2
Free			5	1,0	5	,5
Total	**504**	**100,0**	**502**	**100,0**	**1006**	**100,0**

S.10.1. How much do you pay for your existing trip ?

The passengers doing payment by cash questions are open ended. This is grouped in for reporting to ease the examination. While examining it is important to remember the information that interviewed passenger –generally- round up the payment higher. In the question, it is requested to calculate the vehicles boarded before and after the port. In the field study, in spite of the warnings of the interviewer because of the scope of the question "rough" price was determined. Other note that can be added is; according to the examinations in this field study passenger does not actively calculate their cost, they are not aware of the payment and they calculate at the moment of the interview. It is determined that 15,7% of the passengers pay 1,40TL and under , 13,9% pay 1,41 – 2TL , 13,2% pay 2,01-3 TL, 25,1% apy 1,01-4TL, %12,4 apy 4,01-5TL and 19,7% apy 5,01 TL and over. The lowest price is 1TL and the highest price is 100 TL. Average price is 4,5 TL.
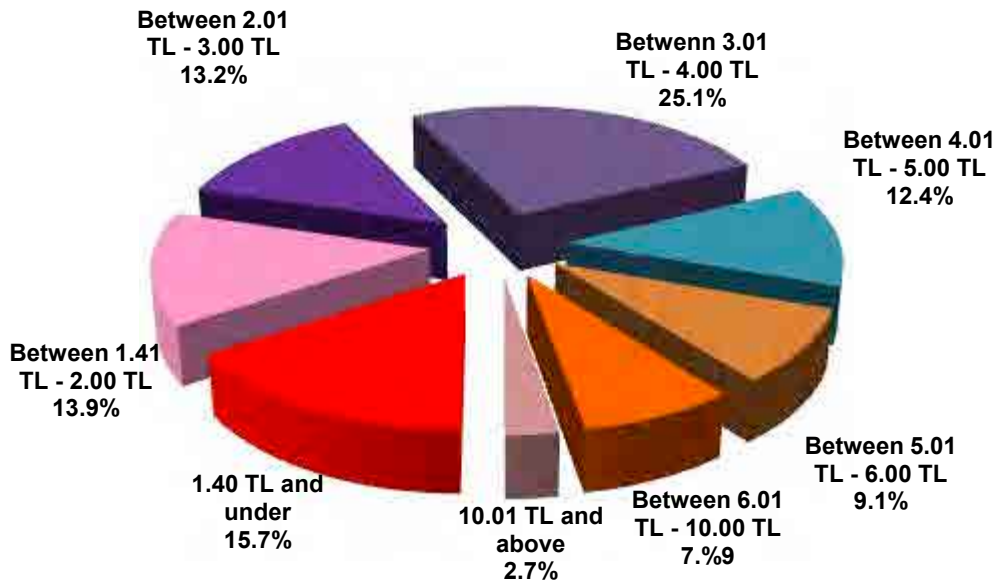
(n=886)

	Kadıköy Port		Üskudar Port		Total	
	Frequency	Percentage	Frequency	Percentage	Frequency	Percentage
1.40 TL and under	73	16,7	66	14,7	139	15,7
Between 1.41 TL - 2.00 TL	65	14,9	58	12,9	123	13,9
Between 2.01 TL - 3.00 TL	47	10,8	70	15,6	117	13,2
Between 3.01 TL - 4.00 TL	99	22,7	123	27,3	222	25,1
Between 4.01 TL - 5.00 TL	57	13,1	53	11,8	110	12,4
Between 5.01 TL - 6.00 TL	46	10,6	35	7,8	81	9,1
Between6.01 TL -10.00TL	37	8,5	33	7,3	70	7,9
10.01 TL and above	12	2,8	12	2,7	24	2,7
Total	**436**	**100,0**	**450**	**100,0**	**886**	**100,0**

S.10.2. How much do you pay for monthly abonnement?

49,6% of monthly subscriptions are student 70TL, 47,1% is regular (155TL) and 3,3% is other cards like teacher (90TL).

	Kadıkoy port		Uskudar Port		Total	
	Frequnecy	Percentage	Frequency	Percentage	Frequency	Percentage
70 TL	29	45,3	31	54,4	60	49,6
90 TL	4	6,3			4	3,3
155 TL	31	48,4	26	45,6	57	47,1
Total	**64**	**100,0**	**57**	**100,0**	**121**	**100,0**

S.11. How long is your trip ?

When it is asked to passengers how long their trip is their approach was not different from their approach to the cost of their trip. From the answers given it is seen that passengers calculate the total trip time generally, some of them does not consider the time before their trip and given rough time periods despite the warnings of the interviewer. Questions are asked open ended and reporting is group to ease the examination. Periods can show difference in origin and destination points according to the preferred transportation modes. 24,8% of passenger trips is 40-60 minutes long, %20,4 of the passenger trips take between 76-90 minutes, 16% of the passenger trips are 10-45 minutes and generally 55,7% passenger trip time is under 60 minutes. The lowest time is 10 minutes and the hightest time period is 240 minutes. Average time is 70,7 minutes. You can find the situation according to the ports below.
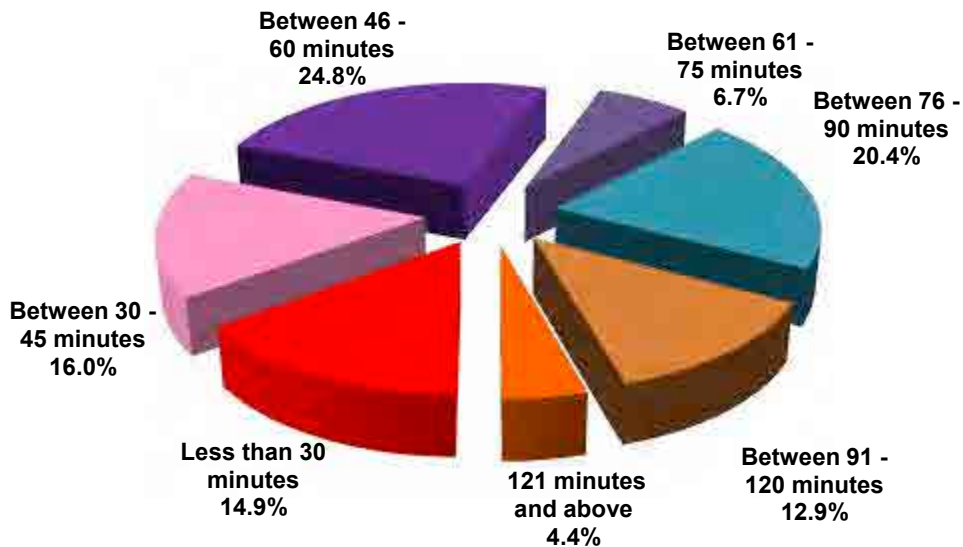
(n=1006)

	Kadıköy Port		Üsküdar Port		Total	
	Frequency	Percentage	Frequency	Percentage	Frequency	Percentage
Less than 30 minutes	74	14,7	76	15,1	150	14,9
Between 30 - 45 minutes	72	14,3	89	17,7	161	16,0
Between 46 - 60 minutes	119	23,6	130	25,9	249	24,8
Between 61 - 75 minutes	45	8,9	22	4,4	67	6,7
Between 76 - 90 minutes	94	18,7	111	22,1	205	20,4
Between 91 - 120 minutes	69	13,7	61	12,2	130	12,9
Between 121 minutes	31	6,2	13	2,6	44	4,4
Total	**504**	**100,0**	**502**	**100,0**	**1006**	**100,0**

	N	Minimum	Maximum	Mean	Std. Deviation
Kadıköy Port	501	10	240	72,81	36,966
Üsküdar Port	497	15	210	68,57	33,033
General Total	998	10	240	70,70	35,109

S.12. Which Transportation Mode would you prefer if you did not use sea way ?

46.5% of the passengers give the answer of Marmaray to the question that which transportation mode would you prefer if you did not use Marmaray. There are lots of answers to this question. Table is examined as response percent according to the answers. This percent is 21,7% in Metrobus and 18,9% in municipality bus. One of the answer to this question is influencing despite of the low ratio of it. 1,9% of passengers give the answer that they would not do this trip. When these passengers are questioned deeply, they determined that they trip to get sea air, sightseeing otherwise they would not do this can of transportation.

	Kadıköy Port		Üsküdar Port		Total	
	Frequency	Percentage*	Frequency	Percentage*	Frequency	Percentage*
Marmaray line	237	38,2	325	55,3	562	46,5
Metrobus	153	24,6	109	18,5	262	21,7
Bus	135	21,7	93	15,8	228	18,9
Private car	33	5,3	13	2,2	46	3,8
Railway system	24	3,9	7	1,2	31	2,6
Taxi	12	1,9	13	2,2	25	2,1
Would not do	2	,3	21	3,6	23	1,9
Dolmus	10	1,6	3	,5	13	1,1
Minibus	7	1,1	1	,2	8	,7
Service vehicle	4	,6	3	,5	7	,6
Motorcycle	2	,3			2	,2
Bike	1	,2			1	,1
According to traffic	1	,2			1	,1
Total	**621**	**100,0**	**588**	**100,0**	**1209**	**100,0**

* Multianswers are received.

S.13. Why did not you do this trip with Marmaray Line ?

Interviewed passengers give various answers to the question of why you did not do this trip with Marmaray Line. Most of the answers with 25,1% is; it does not correspond with my route. 23,5% of the passengers give the answer that Marmaray line is distant to thir location, 16,8% of passengers' answer is they like sea transportation in sunny weather. These answer is followed by 9,1% that they are not aware of Marmaray and 8,4% determined that they do not find Marmaray secure. In total these answers are approximately 83%, and alternative solutions can be found for the last two questions which in total 17,5% . Informative advertisement can increase the trust of passengers about Marmaray. In addition to that, even frequency is low, Marmaray is important to remove the negative impact in middle and long term. To exemplify, some of these are the crown in Marmaray, mistrust to departure times or having no transportation vehicle in station. Marmaray can change these negative answers into positive by making people accustom to Marmaray line, doing arrangements about the departure times, and informing people about transfers.

	Kadıköy Port		Üsküdar Port		Total	
	Frequency	Percentage	Frequency	Percentag	Frequency	Percentag
Trip does not corresponds with route	157	31,3	94	18,8	251	25,1
Marmaray station is distant to mey location	90	18,0	145	29,1	235	23,5
I like sea trip in sunny weather	61	12,2	107	21,4	168	16,8
Not informed about Marmaray Line	46	9,2	45	9,0	91	9,1
I do not find Marmaray Line safe	49	9,8	35	7,0	84	8,4
It takes so much time to get on to train in Marmaray station	13	2,6	26	5,2	39	3,9
I could not accustom to Marmaray	21	4,2	7	1,4	28	2,8
I did not try(use) Marmaray before	8	1,6	7	1,4	15	1,5
I am afraid to use Marmaray	7	1,4	6	1,2	13	1,3

Marmaray Line is too crowded	4	,8	7	1,4	11	1,1
Departure times of Marmaray line is not trustful (operation problem)	6	1,2	2	,4	8	,8
There is no transportation vehicle to access Marmaray station	8	1,6			8	,8
I walk too much when I use Marmaray	3	,6	4	,8	7	,7
Marmaray line is too expensive	2	,4	4	,8	6	,6
Other			5	1,0	5	,5
Too much transfer in Marmaray	4	,8	1	,2	5	,5
Marmaray is not beneficial (necessary)	5	1,0			5	,5
Marmaray does not have a Kadıköy central station	3	,6			3	,3
Not having a reason for not choosing Marmaray	3	,6			3	,3
Marmaray does not have a time advantage	2	,4			2	,2
Marmaray is difficult to use	2	,4			2	,2
Marmaray's stairs are too long	2	,4			2	,2
Bus schedule of mine does not fit Marmaray's schedule	1	,2	1	,2	2	,2
I am proposed not to use Marmaray	1	,2	1	,2	2	,2
Marmaray does not have frequent trip schedule (period) (	1	,2			1	,1
I like reading book in ship/ferry	1	,2			1	,1
I do not prefere Marmaray because I do not support government	1	,2			1	,1
They do not take my bike to Marmaray			1	,2	1	,1
I do not preferred Marmaray for my burden			1	,2	1	,1
Total	501	100,0	499	100,0	1000	100,0

S.14. How do you access to this port ?

More the one answer is received to this question. Table is examined in responses percent according to the answers. 42,2% of the interviewed passengers reach the ports on foot. It is really effective to have the origin point as Eminönü or Fatih district. In addition to that, when it is considered that it is multi answered it can be said that there are passengers walking with any transportation mode in some part of their trip. Other high percentage answers are 40,2% bus and 12,6% railway system. Passengers walking to Uskudar port and passengers using bus are more as a percentage that in Kadikoy port. It is opposite for railway transportation mode. Private car, taxi, metrobus, sea way can be seen as low various answer as indicated on table.

	Kadıköy Port		Üsküdar Port		Total	
	Frequency	Percentage	Frequency	Percentage	Frequency	Percentage
Pedestrian	198	37,8	247	46,6	445	42,2
Bus	208	39,7	216	40,8	424	40,2
Raailway system	82	15,6	51	9,6	133	12,6
Private car	14	2,7	2	,4	16	1,5
Taxi	6	1,1	6	1,1	12	1,1
Metrobus	3	,6	3	,6	6	,6
Service vehicle	4	,8	1	,2	5	,5
Sea way	4	,8			4	,4
Bike	3	,6	1	,2	4	,4
Dolmus	1	,2	2	,4	3	,3
Minibus	1	,2	1	,2	2	,2
Total	**524**	**100,0**	**530**	**100,0**	**1054**	**100,0**

* Multianswers are received.

Q.15. Which transportation modes will you use to access from your destination after you get off this ferry?

Multiple answers are received in this question. The table is analyzed according to the answers by percentages (responses percent). 43.4% of the interviewees use bus to access their destination point from the wharf. 30.9% of them access by walking. Because destination points for most of the interviewees are either Üsküdar or Kadıköy districts. In addition, it can be said that some interviewees use bus and also continue on foot for a distance considering the structure of the question which has multiple answers. Other answers are: 8.5% minibus, 6.3% railway system, 4.9% dolmus, 3.8% private car, taxi, service and bicycle. The number of passengers use bus and walk in Üsküdar wharf is more than Kadıköy wharf. It is the opposite for railway system.

	Kadıköy wharf		Üsküdar wharf		Total	
	Frequency	Percentage *	Frequency	Percentage *	Frequency	Percentage *
Bus	209	38.9	265	47.7	474	43.4
On foot	152	28.3	185	33.3	337	30.9
Minibus	42	7.8	51	9.2	93	8.5
Railway	65	12.1	4	.7	69	6.3
Dolmus	29	5.4	25	4.5	54	4.9
Private car	26	4.8	16	2.9	42	3.8
Taxi	6	1.1	6	1.1	12	1.1
Service	5	.9	2	.4	7	.6
Bicycle	3	.6	1	.2	4	.4
Total	**537**	**100.0**	**555**	**100.0**	**1092**	**100.0**

* Multiple answers were received.

CHAPTER 2. FINDINGS OF MARMARAY INTERVIEWS

The interviews are grouped as Sirkeci and Yenikapı interviews in order to analyze the results together and the total is added to the last column of the table. The comments are made in the context of total numbers and the data belong to the stations are emphasized in necessary situations.

Q.1. Survey time

In the context of survey time analysis, it can be seen that 29.9% of the interviews are conducted in morning hours, 38.7% are conducted in afternoon and 31.4% in evening hours. During the site planning, it is objected to finish each station in one day but there was no interfere to time distributions. The densities differ according to the stations. In morning hours that are time for going work, the passengers boarding in Yenikapı station is 39.5%. This rate indicates that Marmaray is effective for crossing from European side to Anatolian side. The density in Sirkeci in morning hours is relatively lower. Particularly the number of interviews conducted between 07:00-08:00 is lower than the interviews in second part of morning hours. Considering that Eminönü area becomes dense during the day, it is a normal result that the number of interviews increases between 12:00 -14:00 as 46%.

	Sirkeci station		Yenikapı station		Total	
	Frequency	Percentage	Frequency	Percentage	Frequency	Percentage
07:00 - 09:00	102	20,1	204	39,5	306	29,9
12:00 - 14:00	233	46,0	163	31,5	396	38,7
17:00 - 19:00	172	33,9	150	29,0	322	31,4
Total	**507**	**100,0**	**517**	**100,0**	**1024**	**100,0**

Q.2. Weather condition

The survey is conducted mostly in sunny days. This situation provided a convenient environment for the interviewees to spend more time for the survey.

	Sirkeci station		Yenikapı station		Total	
	Frequency	Percentage	Frequency	Percentage	Frequency	Percentage
Sunny	312	61.5	505	97.7	817	79.8
Cloudy	195	38.5	12	2.3	207	20.2
Total	**507**	**100.0**	**517**	**100.0**	**1024**	**100.0**

Q.4. Gender of the interviewee

The 20.1% of the interviewees are female while 79.9% are male. The gender discrimination is not applied, the rates are distributed randomly. The frequency numbers of each group is enough for gender-based research. The female interviewees have 20.3% in Sirkeci station and 19.9% in Yenikapı station. Here, the female ratio is approximately half of the ratio in seaway line surveys. These rates can be effected by several factors such as; Marmaray has not known yet, it has not been used frequently and the people prefer Marmaray mostly for work purposes.

	Sirkeci station		Yenikapı station		Total	
	Frequency	Percentage	Frequency	Percentage	Frequency	Percentage
Female	103	20.3	103	19.9	206	20.1
Male	404	79.7	414	80.1	818	79.9
Total	**507**	**100.0**	**517**	**100.0**	**1024**	**100.0**

Q.5. Age interval of interviewees

The survey is conducted to the people over 15 and an upper limit is not identified. The mean age of the interviewees is 36.33 while the highest one is 78 and the lowest age is 16. The age of 24.8% of the interviewees is between 15-24, 27.1% of them are in 25-34 age group, 19.4% are between 35-44 and 12% is over 55. The lowest age in Sirkeci station is 16 and the highest one is 78 while the mean age is 37.7. The lowest age in Yenikapı station is 16 and the highest one is 73 while the mean age is 35. The interviewees in Yenikapı station is younger.

	Sirkeci station		Yenikapı station		Total	
	Frequency	Percentage	Frequency	Percentage	Frequency	Percentage
Between 15 - 24	108	21.3	146	28.2	254	24.8
Between 25 - 34	135	26.6	142	27.5	277	27.1
Between 35 - 44	103	20.3	96	18.6	199	19.4
Between 45 - 54	95	18.7	76	14.7	171	16.7
Between 55 - 64	48	9.5	41	7.9	89	8.7
Over 65	18	3.6	16	3.1	34	3.3
Total	**507**	**100.0**	**517**	**100.0**	**1024**	**100.0**

Q.6. Do you have a private car (belong to the family or work)?

41.1% of the interviewees indicates that they have a private car and 58.9% say that they do not have. These are approximate results for both stations. It is 12% more than seaway line users. Almost 40% of the interviewees have a private car for daily use, but they prefer using Marmaray and if this ratio steadily increases this situation can support the reduction of traffic problems in Istanbul. The parking lots constructed close to Marmaray stations such as in Kazlıçeşme effects positively this rate with their convenient prices.

	Sirkeci station		Yenikapı station		Total	
	Frequency	Percentage	Frequency	Percentage	Frequency	Percentage
Yes	212	41.9	208	40.3	420	41.1
No	294	58.1	308	59.7	602	58.9
Total	**506**	**100.0**	**516**	**100.0**	**1022**	**100.0**

Q.7.1. Can I learn your origin/ destination and trip purpose? -Origin-

The origin of 35.5% of the interviewees is work. The second answer is social, sports and entertainment with 11.4% and the third one is shopping oriented trips with 5.9%. The total of other trips is 12.8%. Since Sirkeci has a business center function rather than accommodation, it affects this ratio. The purpose of destination for the trips varies according to the station.   For instance, 20% of the interviews are home-based in Sirkeci station while it is 48.6% in Yenikapı station. The trips with a work purpose have 37.2% in Sirkeci station and 33.9% in Yenikapı station. Since the accommodation rate in Yenikapı is higher than Sirkeci and more importantly Yenikapı is used as a transfer station, the home-based trips increase.
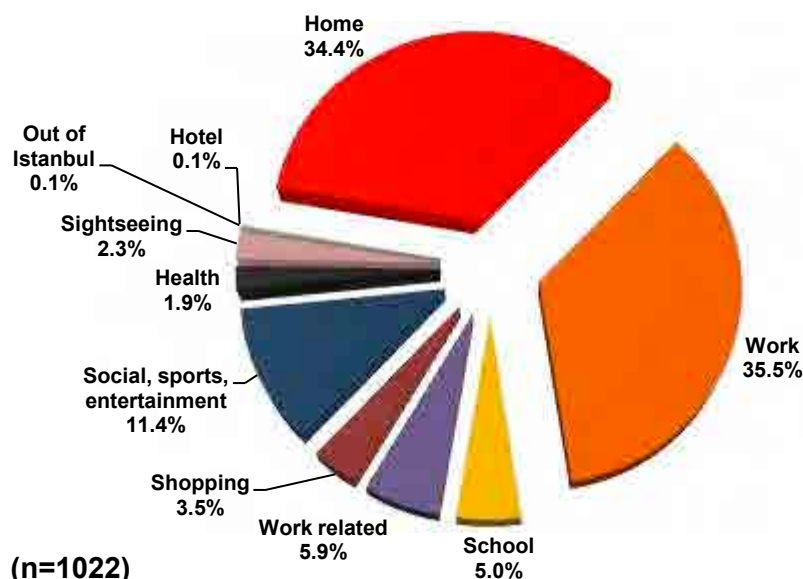
(n=1022)

	Sirkeci station		Yenikapı station		Total	
	Frequency	Percentage	Frequency	Percentage	Frequency	Percentage
Home	101	20.0	251	48.6	352	34.4
Work	188	37.2	175	33.9	363	35.5
School	24	4.7	27	5.2	51	5.0
Work related	45	8.9	15	2.9	60	5.9
Shopping	34	6.7	2	.4	36	3.5
Social, sports, entertainment	81	16.0	35	6.8	116	11.4
Health	12	2.4	7	1.4	19	1.9
Sightseeing	19	3.8	4	.8	23	2.3
Out of Istanbul	1	.2			1	.1
Hotel	1	.2			1	.1
Total	**506**	**100.0**	**516**	**100.0**	**1022**	**100.0**

Q.7.2. Can I learn your origin/ destination and trip purpose? -Destination-

The destination of 45.8% of the interviewees is home. The second answer is work with 24.2% and the third one is social, sports and entertainment with 13.2%. The total of other trips is 16.8%. The purpose of destination for the trips varies according to the stations. For instance, the trips with a school purpose have 6.5% while it is 10.1% in Yenikapı and 2.8% in Sirkeci. The destination point for almost half (55%) of the interviewees in Sirkeci is home. It is 36.9% in Yenikapı station. The trips with a work purpose have 17.1% in Sirkeci and 31.3% in Yenikapı station. 13.7% of the interviewees in Sirkeci and 12.6% of the interviewees in Yenikapı station indicated that their destination purpose is social, sports and entertainment. As it is indicated above, newly constructed transfer structure of Yenikapı has supported these results.
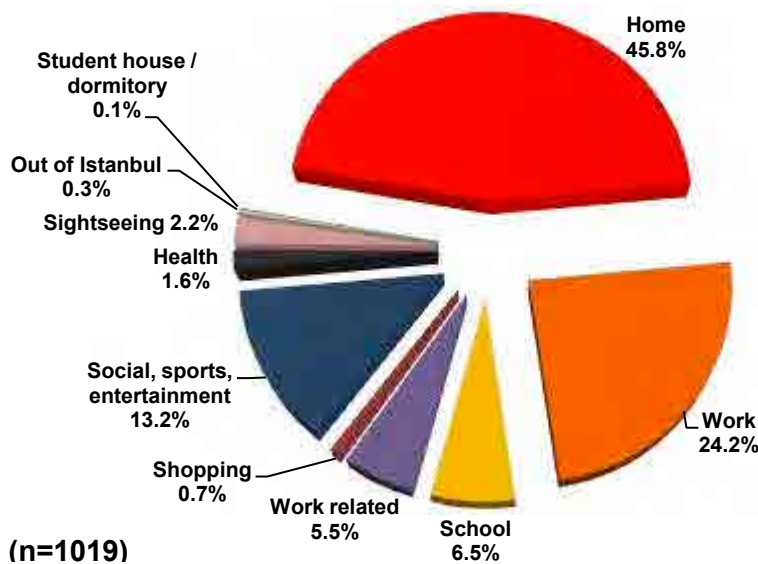
(n=1019)

	Sirkeci station		Yenikapı station		Total	
	Frequency	Percentage	Frequency	Percentage	Frequency	Percentage
Home	277	55.0	190	36.9	467	45.8
Work	86	17.1	161	31.3	247	24.2
School	14	2.8	52	10.1	66	6.5
Work related	32	6.3	24	4.7	56	5.5
Shopping	4	.8	3	.6	7	.7
Social, sports, entertainment	69	13.7	65	12.6	134	13.2
Health	10	2.0	6	1.2	16	1.6
Sightseeing	11	2.2	11	2.1	22	2.2
Out of Istanbul	1	.2	2	.4	3	.3
Student house / dormitory			1	.2	1	.1
Total	**504**	**100.0**	**515**	**100.0**	**1019**	**100.0**

Q.7. Can I learn your origin/ destination and trip purpose? -Origin-
X
Q.7. Can I learn your origin/ destination and trip purpose? -Destination-
(Table of Percentages)

In the context of the analyses about the destination purposes of interviewees according to their origin purposes, it can be seen that 48.9% of the people went out from their homes go to work, 22.2% of them go to social, sports and entertainment and 17% go to school. The destination point is home for 74% of the people whose origin was work, 86.3% of the people whose origin was school, 86.1% of the people whose origin was shopping and %62,6 of the people who come from social, sports and entertainment. As it can be seen in the table, most of the movements are towards home except from the work related trips (the frequencies that is very small are not evaluated). Survey hours have an important effect on these results. Especially, trips in the evening hours are mostly towards home -as it can be estimated-.

		S.7. Can I learn your origin/ destination and trip purpose? -Destination-										
		Home	Work	School	Work related	Shopping	Social, sports, entertainment	Health	Sightseeing	Out of Istanbul	Hotel	Total
S.7. Can I learn your origin/ destination and trip purpose? -Origin- X	Home		48.9	17.0	4.5	0.9	22.2	3.1	2.8	0.6		100
	Work	74.0	7.7	1.4	9.7		5.8	0.6	0.6	0.3		100
	School	86.3	2.0			2.0	7.8				2.0	100
	Work related	44.1	47.5		5.1			1.7	1.7			100
	Shopping	86.1	11.1		2.8							100
	Social, sports, entertainment	62.6	9.6	0.9	0.9	0.9	24.3	0.9				100
	Health	84.2	10.5					5.3				100
	Sightseeing	43.5				8.7	8.7		39.1			100
	Out of Istanbul		100.0									100
	Hotel						100.0					100
Total		**45.8**	**24.2**	**6.5**	**5.5**	**0.7**	**13.2**	**1.6**	**2.2**	**0.3**	**0.1**	**100**

Q.8. Can I learn your origin point?

The origin of neighbourhood, district and city are asked to the interviewees. Only the answers of districts are evaluated to ease the process during reporting. According to the results, the origin of 63.5% of the passengers boarding from each two station is Fatih. As is known, Eminönü is within the borders of Fatih district. In the second order, Beyoğlu district including Taksim and Karaköy has 5.5% ratio, Esenler has 4.5% ratio, Bağcılar has 4.4% and Şişli has 3.2% ratio. The passengers started their trip from 24 different districts and out of the city. The origin of 76.9% (almost ¾) of the passsengers boarding on Sirkeci station is Fatih. Similarly, the origin of 50% of the passengers boarding in Yenikapı station is Fatih. This situation indicates the importance of Eminönü district as a central area for transportation.

| | S.3. The station survey is made | | | | | |
| | Sirkeci station | | Yenikapı station | | Total | |
	Frequency	Percentage	Frequency	Percentage	Frequency	Percentage
FATİH	390	76,9	260	50,3	650	63,5
BEYOĞLU	21	4,1	35	6,8	56	5,5
ESENLER	5	1	41	7,9	46	4,5
BAĞCILAR	12	2,4	33	6,4	45	4,4
ŞİŞLİ	8	1,6	25	4,8	33	3,2
BAYRAMPAŞA	4	0,8	28	5,4	32	3,1
BAKIRKÖY	7	1,4	10	1,9	17	1,7
BAHÇELİEVLER	5	1	11	2,1	16	1,6
BAŞAKŞEHİR	3	0,6	13	2,5	16	1,6
EYÜP	9	1,8	5	1	14	1,4
SARIYER			14	2,7	14	1,4
KÜÇÜKÇEKMECE	4	0,8	9	1,7	13	1,3
GAZİOSMANPAŞA	8	1,6	4	0,8	12	1,2
SULTANGAZİ	8	1,6	4	0,8	12	1,2
BEŞİKTAŞ	5	1	5	1	10	1
KAĞITHANE	5	1	5	1	10	1
GÜNGÖREN	5	1	4	0,8	9	0,9
ZEYTİNBURNU	1	0,2	4	0,8	5	0,5
AVCILAR	2	0,4	2	0,4	4	0,4
ARNAVUTKÖY	1	0,2	1	0,2	2	0,2
BEYLÜKDÜZÜ	1	0,2	1	0,2	2	0,2
ESENYURT	1	0,2	1	0,2	2	0,2
SİLİVRİ	1	0,2	1	0,2	2	0,2
BÜYÜKÇEKMECE	1	0,2			1	0,1
ŞEHİR DIŞI			1	0,2	1	0,1
Total	507	100	517	100	1024	100

Q.8. Can I learn your DESTINATION point?

According to the destination districts of trips, 34.3% of the answers are given as Üsküdar, while 24.9% are Kadıköy. 7.3% of the interviewees are on Ümraniye direction, 6.8% of them on Maltepe direction and 6.5% are on Kartal direction. Besides the passengers travelling out of the city, 13 destination points are indicated as an answer to this question. The ratio of travelling from each two station to Üsküdar is almost the same. There are differences between the stations' ratio about going to Kadıköy. 21.3% of the passsangers boarding on Sirkeci station is going to Kadıköy, while 28.4% boarding on Yenikapı station going to Kadıköy.

| | S.3. The station survey is made | | | | | |
| | Sirkeci station | | Yenikapı station | | Total | |
	Frequency	Percentage	Frequency	Percentage	Frequency	Percentage
ÜSKÜDAR	177	34.9	174	33.7	351	34.3
KADIKÖY	108	21.3	147	28.4	255	24.9
ÜMRANİYE	43	8.5	32	6.2	75	7.3
MALTEPE	35	6.9	35	6.8	70	6.8
KARTAL	35	6.9	32	6.2	67	6.5
ATAŞEHİR	25	4.9	35	6.8	60	5.9
PENDİK	19	3.7	24	4.6	43	4.2
BEYKOZ	15	3	13	2.5	28	2.7
SULTANBEYLİ	15	3	4	0.8	19	1.9
TUZLA	11	2.2	7	1.4	18	1.8
SANCAKTEPE	10	2	7	1.4	17	1.7
ÇEKMEKÖY	9	1.8	3	0.6	12	1.2
ŞEHİR DIŞI	5	1	3	0.6	8	0.8
ADALAR			1	0.2	1	0.1
Total	507	100	517	100	1024	100

S.9. In which frequency do you do this trip?

In the context of given answers, it can be seen that the answer with 41.8% ratio as the highest value is 'Always (5-7 days)'. Secondly, the answer of 'rarely (1-2 times a month) has 13.9%. 'First time' has 13.4% and 'often (1-2 days a week) has 11.1%. The users coming to the station very often and almost everyday are the people who are travelling with the purposes of work, work related and/or school.The people coming to the region for touristic, health, shopping, social, sports and entertainment puposes are the ones who use as a first time, rarely or very rare.

(n=1021)
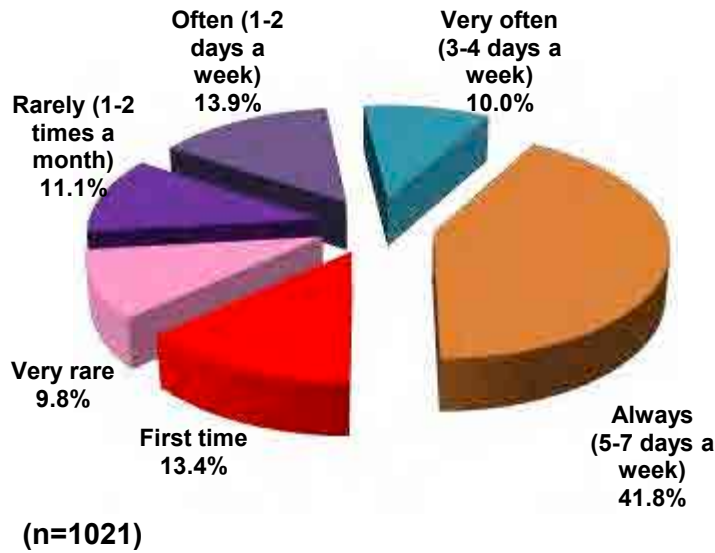
	Sirkeci istasyonu		Yenikapı istasyonu		Total	
	Frequency	Percentage	Frequency	Percentage	Frequency	Percentage
First time	83	16.6	53	10.3	136	13.4
Very rare	66	13.2	33	6.4	99	9.8
Rarely (1-2 times a month)	70	14.0	43	8.4	113	11.1
Often (1-2 days a week)	76	15.2	65	12.6	141	13.9
Very often (3-4 days a week)	45	9.0	57	11.1	102	10.0
Always (5-7 days a week)	161	32.1	263	51.2	424	41.8
Total	**501**	**100.0**	**514**	**100.0**	**1015**	**100.0**

Q.10. Why did you prefer Marmaray for this trip?

The interviewees gave different answers for this question. The answer that is mostly given by interviewees is 'There is a significant reduction in my trip time' with a rate of 74.5%. The second answer is: 'Out of curiosity, to give it a try' with 8.2%. Other answers are 'Marmaray station is close to my location' with a ratio of 5.7% and 'Marmaray line is comfortable' with 5.7% rate. These four answers which have the 94% of overall answers explain the most important reasons. Also there are different answers in the table with low frequencies such as the security of the line, advantageous of the line in terms of its price, being a large scale project and there is no car park problem.

	Sirkeci station		Yenikapı station		Total	
	Frequency	Percentage	Frequency	Percentage	Frequency	Percentage
There is a significant reduction in my trip	369	73.1	390	75.9	759	74.5
Out of curiosity, to give it a try	51	10.1	33	6.4	84	8.2
Marmaray station is close to my location	22	4.4	36	7.0	58	5.7
Marmaray line is comfortable	32	6.3	26	5.1	58	5.7
It is compatible with my route	18	3.6	20	3.9	38	3.7
Marmaray line is secure	6	1.2	1	.2	7	.7
Marmaray line has advantages in terms of the price			5	1.0	5	.5
It is technological large scale project	2	.4	2	.4	4	.4
The departure hours of Marmaray line is reliable (operation	2	.4	1	.2	3	.3
It is easy to access train in the station	2	.4			2	.2
Car park problem is not an issue	1	.2			1	.1
Total	**505**	**100.0**	**514**	**100.0**	**1019**	**100.0**

Q.11. Before the construction of this station which transportation mode were you using for this trip?

The 56.1% of the interviewees' answer this question is 'Seaway'. Multiple answers were received for this question. The table is analyzed acoring to the answers by percentages (responses percent). The second and third answers are 'Bus' with 14.3% ratio and 'Metrobus' with 13.4%. Other answers with considerable frequencies are private car (7%) and railway systems (5.3%). Even the ratio of the answer of 'First time trip' is low (1.4%) this answer is also remarkeable. During further investigations, it is seen that these people answered as they use Marmaray because of out of curiosity and give it a try. The ratio among the answers differ accorting to the station. For instance, the answer of 'Seaway' has 71.3% in Sirkeci station whilst it is 43.4% in Yenikapı station. According to the survey, it can be understood that the interviewees prefer intercity ferry lines rather than the sea buses running in Yenikapı station. On the other hand, the answers of 'bus' and 'metrobus' in Yenikapı station have a higher ratio, which is double

of the rate in Sirkeci station. The varity of origin districts that boarding passengers in Yenikapı are coming from is more than the ones in Sirkeci. This situation provides bus and metrobus options as preferable alternatives.

	Sirkeci station		Yenikapı station		Total	
	Frequency	Percentage *	Frequency	Percentage *	Frequency	Percentage *
Seaway	424	71.3	310	43.4	734	56.1
Bus	58	9.7	129	18.1	187	14.3
Metrobus	36	6.1	140	19.6	176	13.4
Private car	38	6.4	53	7.4	91	7.0
Railway	22	3.7	48	6.7	70	5.3
First time trip	7	1.2	11	1.5	18	1.4
Service	3	.5	12	1.7	15	1.1
Minibus	3	.5	4	.6	7	.5
Taxi	2	.3	4	.6	6	.5
Dolmus	2	.3	3	.4	5	.4
Total	**595**	**100.0**	**714**	**100.0**	**1309**	**100.0**

* Multiple answers were received.

Q.12. Which transportation mode would you prefer if you did not use Marmaray?

The 55.8% of the interviewees answered this question as 'Seaway'. Multiple answers were received for this question. The table is analyzed acoring to the answers by percentages (responses percent). The second and third answers are 'Metrobus' with 15.5% ratio and 'bus' with 13.7%. The private car ratio is 6.1% and railway 5.5%. As a similar situation in the previous question, 1% of the interviewees answered as 'I would not make the trip otherwise'.

	Sirkeci station		Yenikapı station		Total	
	Frequency	Percentage *	Frequency	Percentage *	Frequency	Percentage *
Seaway	431	72.6	305	42.1	736	55.8
Metrobus	44	7.4	160	22.1	204	15.5
Bus	55	9.3	126	17.4	181	13.7
Private car	30	5.1	50	6.9	80	6.1
Railway	21	3.5	51	7.0	72	5.5
Service	2	.3	11	1.5	13	1.0
I would not make the trip otherwise	4	.7	9	1.2	13	1.0
Dolmus	3	.5	4	.6	7	.5
Taxi	2	.3	4	.6	6	.5
Minibus	2	.3	4	.6	6	.5
Total	**594**	**100.0**	**724**	**100.0**	**1318**	**100.0**

* Multiple answers were received.

Q.13. How long is your trip?

According to the answers of the questions about travel time it can be seen that interviewees count the total travel period and do not consider about the travel time before starting their trip. As a result of interviewers' warning, they answered with approximate numbers of travel time. The question is asked in an open-ended way and grouped to ease the analysis during reporting. The questions can vary according to the origin and destination points of the trip together with the transportation mode. Travel time for the 32.6% of the interviewees is less than 30 minutes while 23.5% of interviewees answered as between 46-60 minutes, 17.4% of them replied as between 30-45 minutes and 11.7% answered as between 76-90 minutes. In general, the travel time of 73.5% of the interviewees is less than 60 minutes. This situation can differ among the stations. The travel time for the 78.3% of interviewees in Sirkeci is less than 60 minutes while it is 68.8% in Yenikapı. This difference between time periods affects the mean values also. The minimum time period is 3 minutes while the maximum one is 180 minutes. The average time is 52.7 minutes. The time period in Sirkeci is 48.5 minutes and 56.7 minutes in Yenikapı. This is caused by the people coming from far districts to Yenikapı to use it as a transfer center as it is indicated above. Together with the change of habits in short and medium term, the Marmaray will be widely used and the satisfaction citizens in Istanbul will increase.
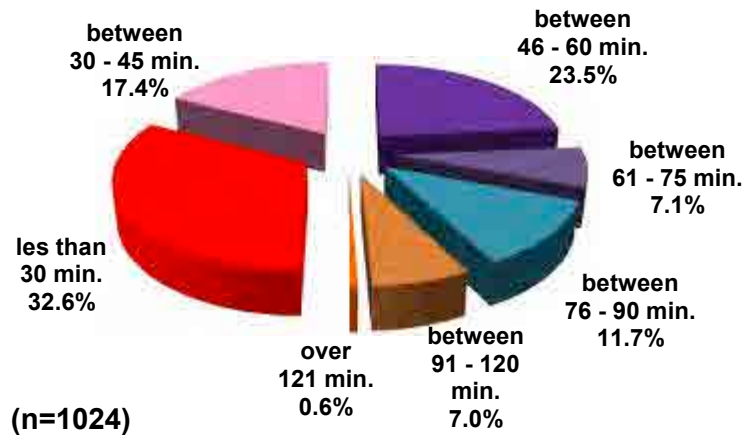
(n=1024)

	Sirkeci station		Yenikapı station		Total	
	Frequency	Percentage	Frequency	Percentage	Frequency	Percentage
Less than 30 min.	200	39.4	134	25.9	334	32.6
Between 30 - 45 min.	87	17.2	91	17.6	178	17.4
Between 46 - 60 min.	110	21.7	131	25.3	241	23.5
Between 61 - 75 min.	26	5.1	47	9.1	73	7.1
Between 76 - 90 min.	55	10.8	65	12.6	120	11.7
Between 91 - 120 min.	25	4.9	47	9.1	72	7.0
Over 121 min.	4	.8	2	.4	6	.6
Total	**507**	**100.0**	**517**	**100.0**	**1024**	**100.0**

	N	Minimum	Maximum	Mean	Std. Deviation
Sirkeci station	502	3	180	48.47	29.823
Yenikapı station	513	5	150	56.74	29.688
Total	1015	3	180	52.65	30.026

Q.14. How long was your trip before the construction of this station?

According to the answers of the questions about travel time it can be seen that interviewees count the total travel period and not aware of the exact duration. So, their answers are mostly approximate numbers about travel time. The question is asked in an open-ended way and grouped to ease the analysis during reporting. The time periods are quite longer than today. Travel time for the 24.4% of the interviewees is between 76-90 minutes while 22% of interviewees answered as 91-120 minutes and 17.8% of them replied 46-60 minutes. In general, the travel time of 36.4% of the interviewees is less than 60 minutes. This time period decreased half (73.5%). The minimum time period is 4 minutes while the maximum one is 210 minutes. The mean time is 86.4 minutes. The travel time in Sirkeci station is 81 minutes and 92 minutes in Yenikapı station. The situation according to stations is indicated below;
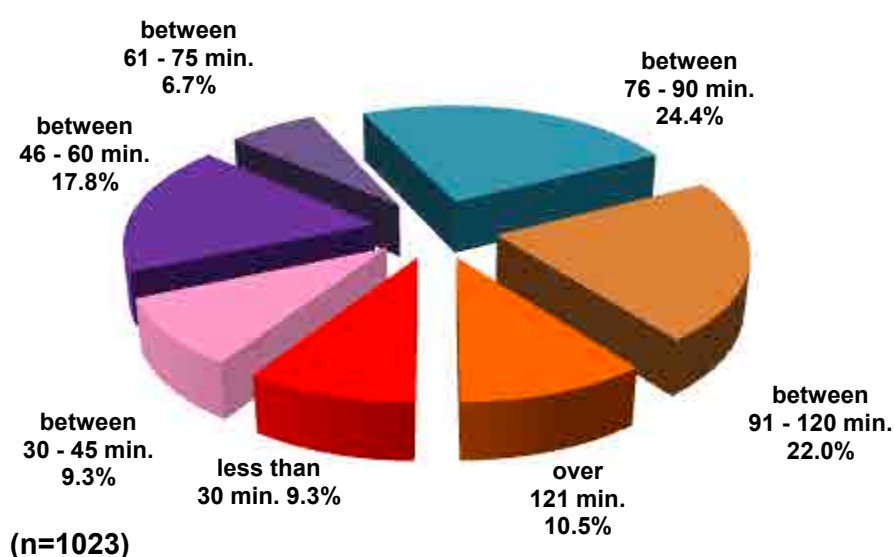
(n=1023)

	Sirkeci station		Yenikapı station		Total	
	Frequency	Percentage	Frequency	Percentage	Frequency	Percentage
Less than 30 min.	60	11.9	35	6.8	95	9.3
Between 30 - 45 min.	66	13.0	29	5.6	95	9.3
Between 46 - 60 min.	89	17.6	93	18.0	182	17.8
Between 61 - 75 min.	31	6.1	38	7.4	69	6.7
Between 76 - 90 min.	116	22.9	134	25.9	250	24.4
Between 91 - 120 min.	98	19.4	127	24.6	225	22.0
Over 121 min.	46	9.1	61	11.8	107	10.5
Total	**506**	**100.0**	**517**	**100.0**	**1023**	**100.0**

	N	Minimum	Maximum	Mean	Std. Deviation
Sirkeci station	504	4	210	80.97	39.446
Yenikapı station	505	15	180	91.79	36.438
Total	1009	4	210	86.38	38.336

Q.15. Before the construction of this station how did you pay your travel fees?

As a result of payment type analysis, it can been seen that 74.3% of interviewees pay in normal way -in other words by cash-, 22.7% pay by monthly subscription and 0.4% pay in both ways. The ratio of the passengers travel free of charge is 2.6%. The subscription payment type is higher than the users of sea lines. This situation may indicate a higher incidence of multi-passing. Besides, it had been seen during the site observations that the subscription payment type is more beneficial for students. Since some schools (such as Istanbul University) were in a holiday period during the field work, this situation has affected the results.

(n=1018)
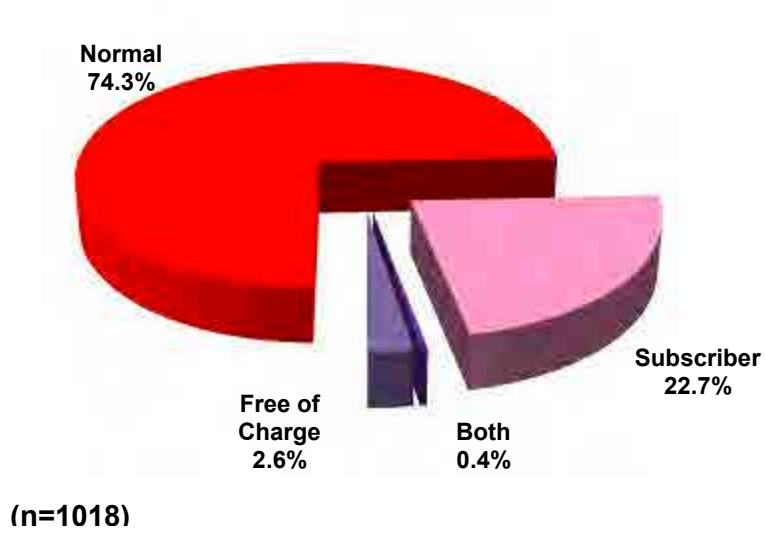
	Sirkeci station		Yenikapı station		Total	
	Frequency	Percentage	Frequency	Percentage	Frequency	Percentage
Normal	420	83.7	335	65.3	755	74.3
Subscriber	67	13.,3	163	31.8	230	22.7
Both	1	.2	3	.,6	4	.4
Free of Charge	14	2.8	12	2.3	26	2.6
Total	**502**	**100.0**	**513**	**100.0**	**1018**	**100.0**

Q.15.1. Before the construction of this station how much did you pay to complete your travel?

The fees are asked in an open-ended way to the passengers who pay cash, and then they are categorized to ease the analysis during reporting. According to the site observations, it is seen that most of the people are not aware of the fees as it was the same for the question about travel time. Consequently, they -mostly- round the price they paid. The given answers are the approximately calculated amounts during the survey. The 20.8% of the interviewees specified that they pay under 1,40 TL, 13.9% of them pay between 1,41-2 TL, 13.2% pay between 2,01-3 TL, 25.1% pay between 3,01-4 TL, 12.4% pay between 4,01-5TL and 19.7% pay over 5,01 TL. The lowest price is 1 TL, the highest price is 100 TL and the average price is 5, 43 TL. The answers of 100TL are given by the passengers mostly travel to long distance or use taxi or private car.
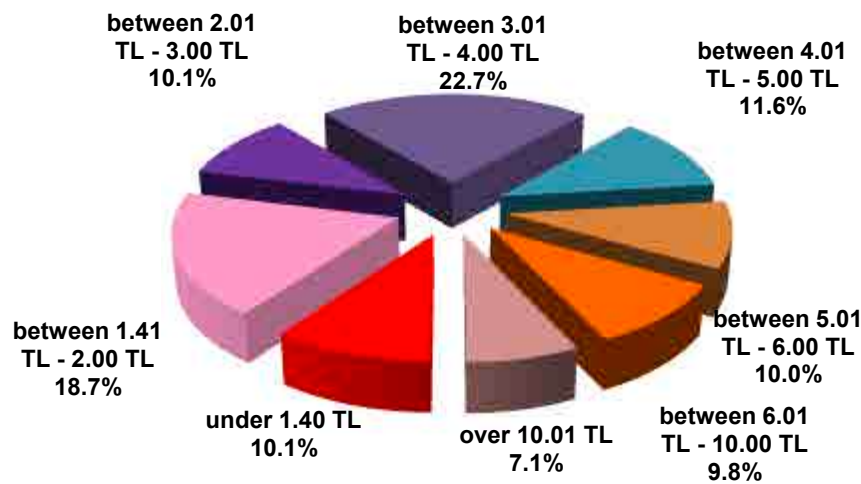
(n=793)

	Sirkeci station		Yenikapı station		Total	
	Frequency	Percentage	Frequency	Percentage	Frequency	Percentage
Under 1.40 TL	41	9.3	39	11.0	80	10.1
Between 1.41 tl - 2.00 tl	89	20.3	59	16.7	148	18.7
Between 2.01 tl - 3.00 tl	47	10.7	33	9.3	80	10.1
Between 3.01 tl - 4.00 tl	119	27.1	61	17.2	180	22.7
Between 4.01 tl - 5.00 tl	35	8.0	57	16.1	92	11.6
Between 5.01 tl - 6.00 tl	41	9.3	38	10.7	79	10.0
Between 6.01 tl -10.00 tl	44	10.0	34	9.6	78	9.8
Over 10.01 tl	23	5.2	33	9.3	56	7.1
Total	**439**	100	354	100	793	100

Q.15.2. How much did you pay for monthly subscription?

43% of monthly subscriptions are regular with a price of 155 TL, 50.3% are discount that is 70 TL and 6.7% includes the cards of teachers etc., which is 90TL.

	Sirkeci station		Yenikapı station		Total	
	Frequency	Percentage	Frequency	Percentage	Frequency	Percentage
70	19	43.2	56	53.3	75	50.3
90	3	6.8	7	6.7	10	6.7
155	22	50.0	42	40.0	64	43.0
Total	**44**	**100.0**	**105**	**100.0**	**149**	**100.0**

Q.16. How do you pay your travel fees now?

As a result of payment type analysis, it can been seen that 76.9% of interviewees pay in normal way -in other words by cash-, 20.5% pay by monthly subscription and 0.2% pay in both ways. The ratio of the passengers travel free of charge is 2.4%. It had been seen during the site observations that the subscription payment type is more beneficial for students. Since some schools (such as Istanbul University) were in a holiday period during the field work, this situation has affected the results. The ratio of cash payment is higher in Sirkeci among the interviewees (84.9) while it is 69.1% in Yenikapı.

Normal 76.9%

Subscriber 20.5%

Free of Charge 2.4%

Both 0.2%

(n=1015)

	Sirkeci station		Yenikapı station		Total	
	Frequency	Percentage	Frequency	Percentage	Frequency	Percentage
Normal	428	84.9	353	69.1	781	76.9
Subscriber	61	12.1	147	28.8	208	20.5
Both	1	.2	1	.2	2	.2
Free of Charge	14	2.8	10	2.0	24	2.4
Total	**Total**	**100.0**	**511**	**100.0**	**1015**	**100.0**

Q.16.1. How much do you pay now to complete your travel?

The fees are asked in an open-ended way to the passengers who pay cash, and then they are categorized to ease the analysis during reporting. During the analysis of this question, it should not be forgotten that the people -mostly- round the price up. The 10.4% of the interviewees specified that they pay under 1,40 TL, 23.8% of them pay between 1,41-2 TL, 11.3% pay between 2,01-3 TL, 27.3% pay between 3,01-4 TL, 12.3% pay between 4,01-5TL and 15% pay over 5,01 TL. The lowest price is 1 TL, the highest price is 72 TL and the average price is 3, 95 TL. The answers of high prices are given by the passengers mostly travel to long distance or use taxi or private car. There is 1,5TL decline between the previous average of the paid prices (5,43) and the price paid by Marmaray. Marmaray seems advantageous in terms of both time and cost.
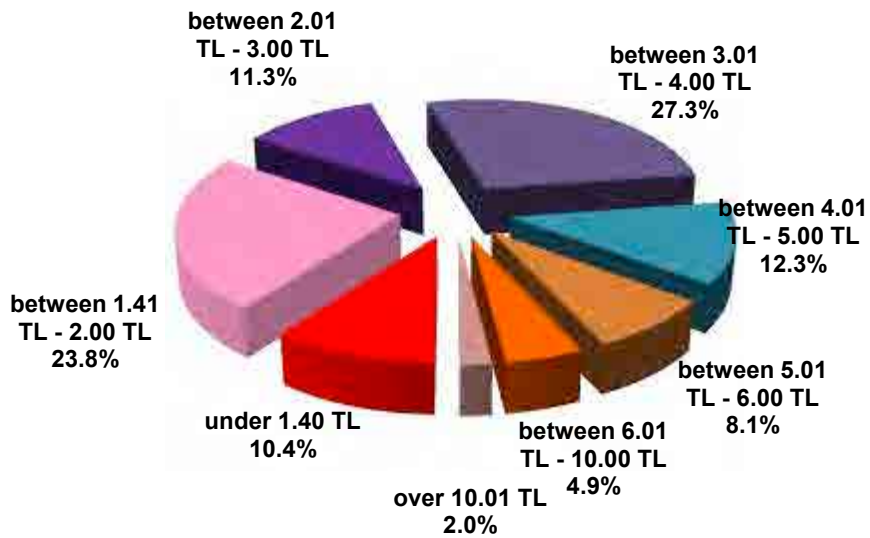
(n=793)

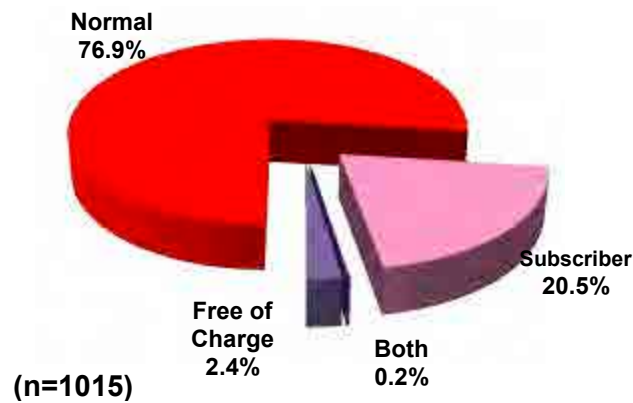|	Sirkeci station		Yenikapı station		Total	
	Frequency	Percentage	Frequency	Percentage	Frequency	Percentage
Under 1.40 tl	47	10.5	38	10.3	85	10.4
Between 1.41 tl - 2.00 tl	106	23.8	88	23.8	194	23.8
Between 2.01 tl - 3.00 tl	50	11.2	42	11.4	92	11.3
Between 3.01 tl - 4.00 tl	138	30.9	85	23.0	223	27.3
Between 4.01 tl - 5.00 tl	46	10.3	54	14.6	100	12.3
Between 5.01 tl - 6.00 tl	37	8.3	29	7.8	66	8.1
Between 6.01 tl - 10.00 tl	18	4.0	22	5.9	40	4.9
Over 10.01	4	.9	12	3.2	16	2.0
Total	**446**	**100.0**	**370**	**100.0**	**816**	**100.0**

Q.16.2. How much do you pay for monthly subscription?

44.1% of monthly subscriptions are regular with a price of 155 TL, 49.3% are discount that is 70 TL and 6.6% includes the cards of teachers etc., which is 90TL.

	Sirkeci station		Yenikapı station		Total	
	Frequency	Percentage	Frequency	Percentage	Frequency	Percentage
70	19	44.2	56	51.4	75	49.3
90	3	7.0	7	6.4	10	6.6
155	21	48.8	46	42.2	67	44.1
Total	**43**	**100.0**	**109**	**100.0**	**152**	**100.0**

Q.17. Which transportation mode do you use to access this station?

There are multiple answers given to this question. The table is analyzed by percentages (responses percent) according to the answers. 43.9% of interviewees reach to wharfs on walking. This ratio is 59.7% in Sirkeci station and 28.7% in Yenikapı station. Since the origin of interviewees in Sirkeci was Eminönü or Fatih district, this situation affected the ratio. Besides, considering the multi answers, it can be said that there are people walking in a part of their travel in addition to the public transport they used. Other answers with high ratio are 30.7% railway systems, 20.3% municipality buses. The number of passengers that use railway system and municipality buses are more than the passengers in Sirkeci. Also the answers of private car, taxi, metrobus, dolmuş etc. can be seen in the table with low frequencies.

	Sirkeci station		Yenikapı station		Total*	
	Frequency	Percentage *	Frequency	Percentage *	Frequency	Percentage *
On foot	316	59.7	159	28.7	475	43.9
Railway	121	22.9	211	38.1	332	30.7
Bus	75	14.2	145	26.2	220	20.3
Private car	9	1.7	18	3.2	27	2.5
Taxi	3	.6	10	1.8	13	1.2
Service			5	.9	5	.5
Dolmus	2	.4	2	.4	4	.4
Minibus	1	.2	3	.5	4	.4
Metrobus	2	.4	1	.2	3	.3
Total	**529**	**100.0**	**554**	**100.0**	**1083**	**100.0**

* Multiple answers were received.

Q.18. In which station of Marmaray will you get off?

52% of interviewees are boarding in Ayrılıkçeşme and 47.5% of them are boarding in Üsküdar stations of Marmaray.

(n=1024)

	Sirkeci station		Yenikapı station		Total	
	Frequency	Percentage	Frequency	Percentage	Frequency	Percentage
Ayrılıkçeşme	252	49.7	280	54.2	532	52.0
Üsküdar	252	49.7	234	45.3	486	47.5
Sirkeci			1	.2	1	.1
Yenikapı	2	.4	1	.2	3	.3
Kazlıçeşme	1	.2	1	.2	2	.2
Total	**507**	**100.0**	**517**	**100.0**	**1024**	**100.0**

Q.19. Which transportation mode will you use to access your destination point?

Multiple answers are received for this question. The table is analyzed by percentages (responses percent) according to the answers. 30.9% of the interviewees use bus to access their destination point, while 30.1% of them use railway and 26.7% on foot. Destination points that are mostly Üsküdar and Kadıköy districts affected this ratio. Other answers were 4.9% minibus, 4.1% private car and 1.9% dolmus. In addition, taxi, seaway and service are other answers given to this question. The number of passengers use railway in Sirkeci station is more than the passengers use railway in Yenikapı station. Kadıköy-Kartal metro line is the reason for it.

	Sirkeci station		Yenikapı station		Total*	
	Frequency	Percentage *	Frequency	Percentage *	Frequency	Percentage *
Bus	173	31.8	171	30.1	344	30.9
Railway	144	26.5	191	33.6	335	30.1
On foot	148	27.2	149	26.2	297	26.7
Minibus	28	5.1	27	4.8	55	4.9
Private car	31	5.7	15	2.6	46	4.1
Dolmus	13	2.4	8	1.4	21	1.9
Taxi	5	.9	4	.7	9	.8
Seaway			3	.5	3	.3
Service	2	.4			2	.2
Total	**544**	**100.0**	**568**	**100.0**	**1112**	**100.0**

* Multiple answers were received.

MARMARAY TRIP SURVEY
USER EVALUATION SURVEY OF SEA TRANSPORT LINES

1	WRITE THE DATE, HOUR AND MINUTE OF THE SURVEY		K.1
	DATE: …………/…….……/2014 HOUR/MINUTE ……………….:…….…….….…….		

2	WEATHER CONDITION		K.2
	SUNNY	1	
	CLOUDY	2	
	RAINY	3	

3	MARK THE PIER SURVEY IS MADE		K.3
	EMİNÖNÜ-KADIKÖY CITY LINE FERRY PIER	1	
	EMİNÖNÜ-ÜSKÜDAR CITY LINE FERRY PIER	2	
	EMİNÖNÜ-KADIKÖY MOTORBOAT PIER	3	
	EMİNÖNÜ- ÜSKÜDAR MOTORBOAT PIER	4	

4	GENDER OF THE PASSENGER		K.4
	FEMALE	1	
	MALE	2	

5	AGE OF THE PASSENGER		K.5
	MARK THE AGE GROUP		
	18–24	1	
	25–34	2	
	35-44	3	
	45-54	4	
	55+	5	

6	DO YOU HAVE A PRIVATE CAR?		K.6
	YES	1	
	NO	2	

7	CAN I LEARN YOUR ORIGIN/DESTINATION AND TRIP PURPOSE?					
	ORIGIN			DESTINATION		7
	HOME	1		HOME	1	
	JOB	2		JOB	2	
	SCHOOL	3		SCHOOL	3	
	JOB TRACKING	4		JOB TRACKING	4	
	SHOPPING	5		SHOPPING	5	
	SOCIAL, SPORT, ENTERTAINMENT	6		SOCIAL, SPORT, ENTERTAINMENT	6	
	HEALTH	7		HEALTH	7	
	SIGHTSEEING	8		SIGHTSEEING	8	
	THE COUNTRY	9		THE COUNTRY	9	
	OTHERS…………………….	10		OTHERS…………………….	10	

8	CAN I LEARN THE ORIGIN/ DESTINATION OF THIS TRIP?		K.8
		ORIGIN (from where you come)	DESTINATION (where you are going)	
	CITY			
	DISTRICT			
	QUARTER			

9	IS THIS THE FIRST TIME OF THIS TRIP ? DO YOU DO THIS TRIP REGULARY AS WEEKLY, DAILY?		K.9
	FIRST TIME	1	
	VERY RARE	2	
	RARELY (1-2 TIMES A MONTH)	3	
	OFTEN (1-2 DAYS A WEEK)	4	
	VERY OFTEN (3-4 DAYS A WEEK)	5	
	ALWAYS (5-7 DAYS A WEEK)	6	

10	WHY DID YOU NOT MAKE THIS TRIP WITH MARMARAY?		K.10
	MARMARAY IS FAR TO MY LOCATION	1	
	MARMARAY'S ROUTE DOES NOT CORRESPOND WITH MY TRIP	2	
	MARMARAY LINE IS TOO CROWDED	3	
	MARMARAY LINE IS NOT SECURE FOR ME	4	
	MARMARAY LINE IS EXPENSIVE	5	
	DEPARTING TIMES OF MARMARAY LINE IS NOT RELIABLE (OPERATION PROBLEM)	6	
	IT TAKES TO MUCH TIME TO BOARD INTO THE TRAIN IN MARMARAY STATION	7	
	THERE IS NO ACCESS MODE TO MARMARAY STATION	8	
	OTHERS…….	9	

11	WHICH TRANSPORTATION MODE WOULD YOU PREFER IF YOU DID NOT USE SEA TRANSPORT? (mark all the corresponding ones)		K.11
	MARMARAY RAIL	1	
	PRIVATE CAR	2	
	TAXI	3	
	SERVİCE	4	
	DOLMUS	5	
	MINIBUS	6	
	BUS	7	
	RAILWAY SYSTEM (Excluding Marmaray Rail)	8	
	OTHERS…………………………………………………	9	

12	WHICH TRANSPORTATION MODE DID YOU USE TO ACCESS THIS PIER? (mark all the corresponding ones)		K.12
	ON FOOT	1	
	PRIVATE CAR	2	
	TAXI	3	
	SERVİCE	4	
	DOLMUS	5	
	MINIBUS	6	
	BUS	7	
	RAILWAY SYSTEM	8	
	SEA TRANSPORTATION	9	
	OTHERS………….……………………………………………	10	

13	WHICH TRANSPORTATION MODE WILL YOU USE TO REACH YOUR DESTINATION AFTER YOU GET OFF THIS FERRY? (mark all the corresponding ones)		K.13
	ON FOOT	1	
	PRIVATE CAR	2	
	TAXI	3	
	SERVİCE	4	
	DOLMUS	5	
	MINIBUS	6	
	BUS	7	
	RAILWAY SYSTEM	8	
	SEA TRANSPORTATION	9	
	OTHERS………….……………………………………………	10	

14	BEFORE THE CONSTRUCTION OF THIS STATION HOW MUCH WERE YOU PAYING? (PAYMENT MADE FROM YOUR FIRST ORIGIN POINT TO YOUR LAST DESTINATION POINT)	K.14
	NORMAL ……….	
	MONTHLY	

15	HOW LONG WAS YOUR TRIP? (TIME IN BETWEEN YOUR ORIGIN TO YOUR DESTINATION POINT)?	K.15
	……	

SURVEYOR NAME:……………………………………………………………………………..

MARMARAY TRIP RESEARCH ON SIRKECI-YENIKAPI STATIONS
USER EVALUATION SURVEY

1	WRITE THE DATE, HOUR AND MINUTE OF THE SURVEY		K.1
	DATE: …………/…….……/2014 HOUR/MINUTE ………….……:…………….……..		

2	WEATHER CONDITION		K.2
	SUNNY	1	
	CLOUDY	2	
	RAINY	3	

3	THE STATION SURVEY IS MADE		K.3
	SİRKECİ	1	
	YENİKAPI	2	

4	GENDER OF THE PASSENGER		K.4
	FEMALE	1	
	MALE	2	

5	AGE OF THE PASSENGER		K.5
	MARK THE AGE GROUP		
	18–24	1	
	25–34	2	
	35-44	3	
	45-54	4	
	55+	5	

6	DO YOU HAVE A PRIVATE CAR?		K.6
	YES	1	
	NO	2	

7	CAN I LEARN YOUR ORIGIN/DESTINATION AND TRIP PURPOSE?					K.7	
	ORIGIN			**DESTINATION**			
	HOME	1		HOME	1		
	WORK	2		WORK	2		
	SCHOOL	3		SCHOOL	3		
	WORK RELATED	4		WORK RELATED	4		
	SHOPPING	5		SHOPPING	5		
	SOCIAL, SPORT, ENTERTAINMENT	6		SOCIAL, SPORT, ENTERTAINMENT	6		
	HEALTH	7		HEALTH	7		
	SIGHTSEEING	8		SIGHTSEEING	8		
	OUT OF ISTANBUL	9		OUT OF ISTANBUL	9		
	OTHERS ………………………	10		OTHERS ………………………	10		

8	CAN I LEARN THE ORIGIN-DESTINATION OF THIS TRIP?			K.8
		ORIGIN (from where you come)	DESTINATION (to where you go)	
	CITY			
	DISTRICT			
	QUARTER			

9	IS THIS THE FIRST TIME OF THIS TRIP? DO YOU DO THIS TRIP REGULARY AS WEEKLY, DAILY?		K.9
	FIRST TIME	1	
	VERY RARE	2	
	RARELY (1-2 TIMES A MONTH)	3	
	OFTEN (1-2 DAYS A WEEK)	4	
	VERY OFTEN (3-4 DAYS A WEEK))	5	
	ALWAYS (5-7 DAYS A WEEK)	6	

10	WHY DID YOU PREFER MARMARAY FOR THIS TRIP?		K.10
	MARMARAY STATION IS CLOSE TO MY LOCATION	1	
	IT IS COMPATIBLE WITH MY ROUTE	2	
	MARMARAY LINE IS CONFORTABLE	3	
	MARMARAY LINE IS SECURE	4	
	MARMARAY LINE HAS ADVANTAGES IN TERMS OF THE PRICE	5	
	THE DEPARTURE HOURS OF MARMARAY LINE IS RELIABLE (OPERATION)	6	
	IT IS EASY TO ACCCESS TRAIN IN THE STATION	7	
	THERE IS A SIGNIFICANT REDUCTION IN MY TRIP TIME	8	
	OTHER	9	

BEFORE THE CONSTRUCTION OF THIS STATION WHICH TRANSPORTATION MODE WERE YOU USING FOR THIS TRIP? (mark all the corresponding ones)		K.11
11	ON FOOT	1	
	PRIVATE CAR	2	
	TAXI	3	
	SERVICE	4	
	DOLMUS	5	
	MINIBUS	6	
	BUS	7	
	RAILWAY SYSTEM	8	
	SEA TRANSPORTATION	9	
	OTHERS...	10	

WHICH TRANSPORTATION MODE WOULD YOU PREFER IF YOU DID NOT USE MARMARAY? (mark all the corresponding ones)		K.12
12	ON FOOT	1	
	PRIVATE CAR	2	
	TAXI	3	
	SERVICE	4	
	DOLMUS	5	
	MINIBUS	6	
	BUS	7	
	RAILWAY SYSTEM	8	
	SEA TRANSPORTATION	9	
	OTHERS...	10	

HOW LONG WAS YOUR TRIP? (TIME IN BETWEEN YOUR ORIGIN POINT TO YOUR DESTINATION POINT)?	K.13
13	

HOW LONG WAS YOUR TRIP BEFORE THE CONSTRUCTION OF THIS STATION? (TIME IN BETWEEN YOUR ORIGIN POINT TO YOUR DESTINATION POINT)?	K.14
14	

HOW MUCH WERE YOU PAYING TO COMPLETE YOUR TRIP BEFORE THE CONSTRUCTION OF THIS STATION? (THE AMOUNT YOU PAID BETWEEN YOUR ORIGIN POINT AND YOUR DESTINATION POINT)?	K.15
15 NORMAL	
MONTHLY	

HOW MUCH YOU PAY NOW TO COMPLETE YOUR TRIP? (THE AMOUNT YOU PAY BETWEEN YOUR ORIGIN POINT AND YOUR DESTINATION POINT)?	K.16
16 NORMAL	
MONTHLY	

WHICH TRANSPORTATION MODE DID YOU USE TO ACCESS THIS STATION? (mark all the corresponding ones)		K.17
17	ON FOOT	1	
	PRIVATE CAR	2	
	TAXI	3	
	SERVICE	4	
	DOLMUS	5	
	MINIBUS	6	
	BUS	7	
	RAILWAY SYSTEM	8	
	SEA TRANSPORTATION	9	
	OTHERS...	10	

IN WHICH STATION OF MARMARAY WILL YOU GET OFF?		K.18
18	AYRILIKÇEŞME	1	
	ÜSKÜDAR	2	
	SİRKECİ	3	
	YENİKAPI	4	
	KAZLIÇEŞME	5	

WHICH TRANSPORTATION MODE WILL YOU USE TO EGRESS THIS STATION? (mark all the corresponding ones)		K.19
19	ON FOOT	1	
	PRIVATE CAR	2	
	TAXI	3	
	SERVICE	4	
	DOLMUS	5	
	MINIBUS	6	
	BUS	7	
	RAILWAY SYSTEM	8	
	SEA TRANSPORTATION	9	
	OTHERS...	10	

NAME OF THE SURVEYOR ;…………………………………………………………………..

Appendix-3 CG 集（Yenikapi 駅周辺の改善案）

1. Recommendations for Urgent Action Plan of Yenikapı Station Area

Layout Plan

Pedestrian Bridge Constructed by IMM before the opening of Marmaray

Perspective of the overpass constructed by IMM from Valide Cami Street

Station Exits, Transfer Area and Overpass

Old Suburban Rail Tracks Converted into a Pedestrian Axis

and behind that, Existing Pedestrian Overpass over Gazi Mustafa Kemal Pasa Avenue

Old Suburban Rail Tracks Converted into a Pedestrian Axis

2 Pedestrian Bridges Connecting Station Area, IDO and Bus Terminal

Skywall Connecting Station ad Coast Area

Inside of the Skywalk

Pedestrian Bridge Connecting Mahramacı Street and Coast Area
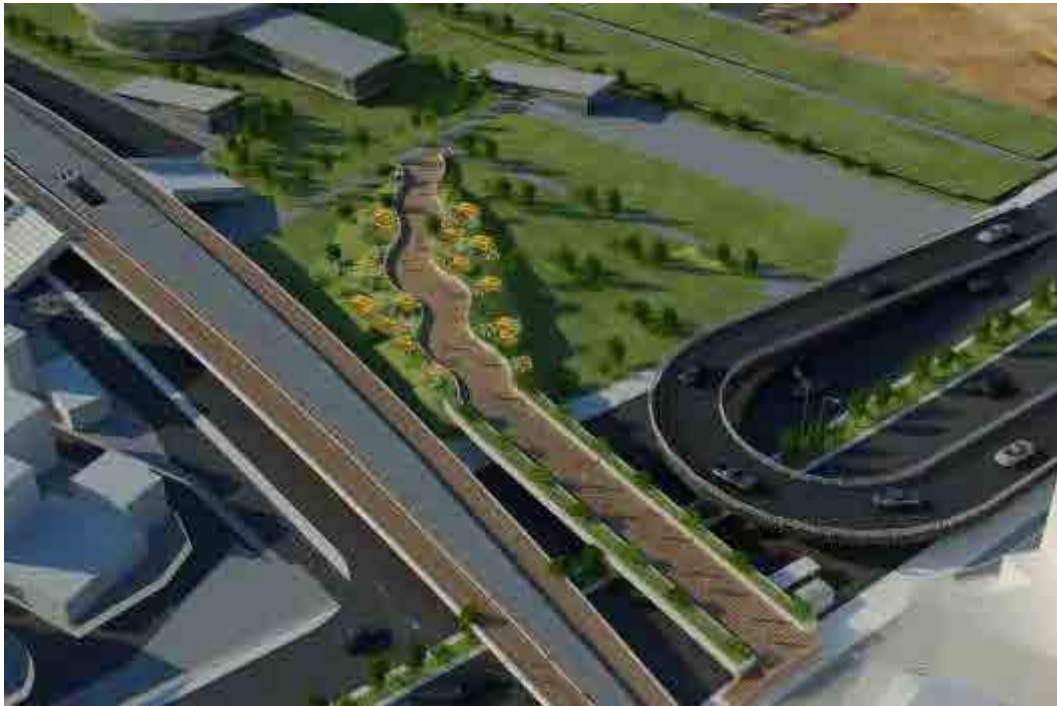

Overall View of Recommendations

2. Recommendations for Short Term Plan of Yenikapı Station Area
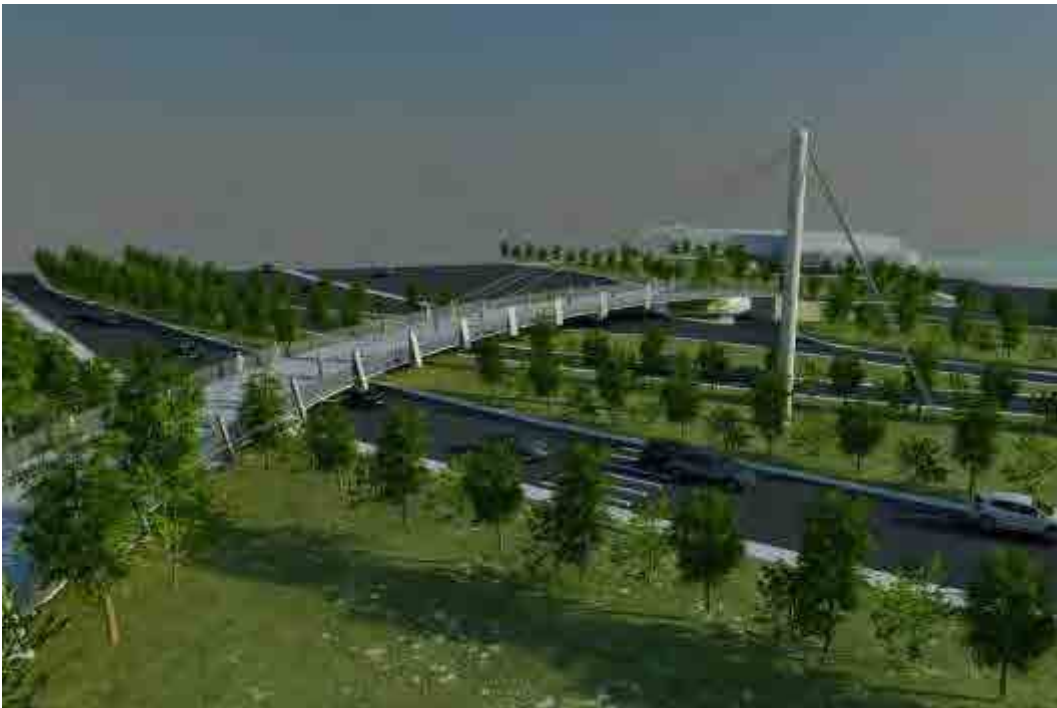

Layout Plan

Revision of the existing overpass into a larger, more esthetic and pedestrian-friendly walkway

Top View of the Recommended Overpass, Stairs from the Station Area into Mahramacı Street (here, the tracks will not be used as a pedestrian walkway towards East)

Coast End of 2nd Recommended Overpass Providing Connection to the Coast Area

Looking at the 2nd Overpass from East

Overall View of Recommendations