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Istanbul SUMP Stage II - Implementation Plan

TR14SR306 - NEAR/ANK/2022/EA-RP/0082

İstanbul SUMP Maritime Transportation Workshop Report

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REPORT INFORMATION SHEET

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TABLE OF CONTENT

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LIST OF FIGURES

LIST OF TABLE

1. BACKROUND AND SCOPE

In line with İstanbul SUMP Stage I, İstanbul SUMP Stage II aims to analyse the current mobility and transport situation, develop an activity-based transport model, detail the policies and actions to be implemented, and prepare a project pipeline for the SUMP, mainly related to transport systems, taking into account the following principles

- Increased accessibility through sustainable transport modes with a sustainable mobility approach;
- Benefit from multimodal transport solutions with the integration of all transport modes; promote non-motorised transport (walking and cycling);
- Ensure co-operation between institutional units and provide capacity building where necessary;
- Involving citizens, stakeholders and underrepresented groups;
- Defining a long-term vision and clear SUMP implementation plan through core projects;
- Develop monitoring and evaluation processes that ensure effective implementation and secure project implementation.

The First Maritime Transportation Workshop was organized within the scope of Istanbul Sustainable Urban Mobility Plan (SUMP) Stage II - Implementation Plan Project to inform stakeholders and receive their feedback on the implementation. The project aims to improve maritime transportation and increase the accessibility of piers.

During the workshop, the current situation of maritime transportation was assessed, problems encountered were discussed and strategies to strengthen accessibility and integration were discussed.

2. İSTANBUL SUMP MARITIME TRANSPORT WORKSHOP PROGRAM

The Maritime Transportation Workshop was held on January 07, 2025 at Dedeman Gayrettepe Hotel. Following the registration process that started at 10:00 am, the meeting was opened at 10:30 am by Miray Özkan, Stakeholder and Engagement Specialist. The first opening speech was made by Melda Horoz, IMM Transportation Planning Branch Manager.

At 10:45 am, a presentation titled “Maritime Transportation” was made by Prof. Dr. Stratos Papadimitriou, Maritime Transportation Expert. Following the presentation, the first session of the workshop was held at 11:00 am, facilitated by Miray Özkan. Following the workshop, a lunch break was held between 12:30-13:30 pm. After lunch; at 13:30 pm, the participants held the second session of the workshop in a round table format. In the closing part of the workshop, Ms. Miray Özkan, Engagement Specialist, informed the participants about the upcoming process.

Event	**Time**
Registration	10:00 - 10:30
Opening Speech	10:30 - 10:45
Maritime Transportation Presentation	10:45 – 11:00
Workshop - First Session	11:00 - 12:30
Lunch Break	12:30 - 13:30
Workshop - Second Session	13.30 – 15.00
Evaluation and Closing Session	15:00 - 15:30

Table 1: Istanbul SUMP Stage II Maritime Transport Workshop Program

A total of 89 people participated in the Maritime Transportation Workshop. In addition to the project team and relevant departments of IMM, participants included professional organizations, NGOs, maritime institutions, city councils, district municipalities, mukhtars and academics from relevant departments of universities. A detailed list of participants is provided in the annex of the report.

3. EVENT SESSIONS

3.1 Opening Speech

Figure 1: Opening speech by Ms. Melda Horoz, Director of IMM Transportation Planning Department

The opening speech was delivered by Ms. Melda Horoz, IMM Transportation Planning Branch Manager. Starting her speech by thanking the participants for their contributions, Ms. Horoz emphasized the importance of sustainable transportation and highlighted the need to strengthen the integration between public transport systems and increase the share of maritime transportation in the city. Referring to the current studies carried out in this direction, she emphasized the importance of the use of clean and renewable energy sources, especially in maritime transportation. Within the framework of the maritime transportation pilot project developed within the scope of Istanbul Sustainable Urban Mobility Plan (SUMP) Stage II - Implementation Plan, she pointed out the importance of increasing passenger capacity with the pilot piers determined and directing passengers to these points.

3.2 Maritime Transportation Presentation

Figure 2: Presentation by Prof. Dr. Stratos Papadimitriou, Maritime Transportation Expert

In the presentation (Annex 1) made by Prof. Dr. Stratos Papadimitriou, Maritime Transport Expert, pilot projects and ongoing efforts to increase the share of maritime transport in İstanbul were presented. The current state of the urban maritime transportation system, accessibility gaps and sustainable solutions were comprehensively evaluated.

Mr. Papadimitriou described the components of the process, detailing the stages of the pilot projects in the scope of maritime transport carried out within the scope of Istanbul SUMP Stage II. He emphasized that in the first phase, international best practices were reviewed, a comprehensive situation analysis of Istanbul's existing maritime transport infrastructure was carried out and accessibility issues were identified. As a result of this analysis, ten pilot piers were identified and strategies were developed to improve the accessibility of these piers. Following the identification of the pilot areas, it was stated that technical documents for transportation solutions will be prepared and feasibility studies for new sea lines will be carried out. In the presentation, the existing maritime transportation infrastructure and passenger mobility data in Istanbul were analyzed, the number of passengers carried by City Lines over the years was compared with Marmaray, and it was stated that the share of maritime transportation in public transportation tends to decrease. Reducing traffic density, implementing sustainable solutions and developing maritime transportation as an alternative network are among the main objectives of the project. In this context, strategies such as effective use of the capacity of maritime transportation vehicles, increasing the number of trips and transition to zero emission vehicles were mentioned.

Pilot piers were identified by analyzing passenger flow dynamics, strategic location assessment, accessibility and capacity for improvement. In the process of selecting the pilot projects, the principle of ensuring that the methods to be applied are replicable in future projects was adopted. It was suggested that the piers should be equally distributed on the Anatolian and European sides and that areas that could serve as models at different scales should be selected. In order to improve the accessibility of

these piers, strategies for inclusive access, inter-modal integration and connection to the bicycle network were described. In order to realize these strategies, design insights for interventions such as widening and functionalizing sidewalks, creating pedestrian areas and improving bicycle infrastructure are presented. In addition, the integration of maritime transport with other modes of transportation and the completion of financial and environmental feasibility studies of new maritime routes were identified as priority steps of the project.

3.3 Workshop – First Session

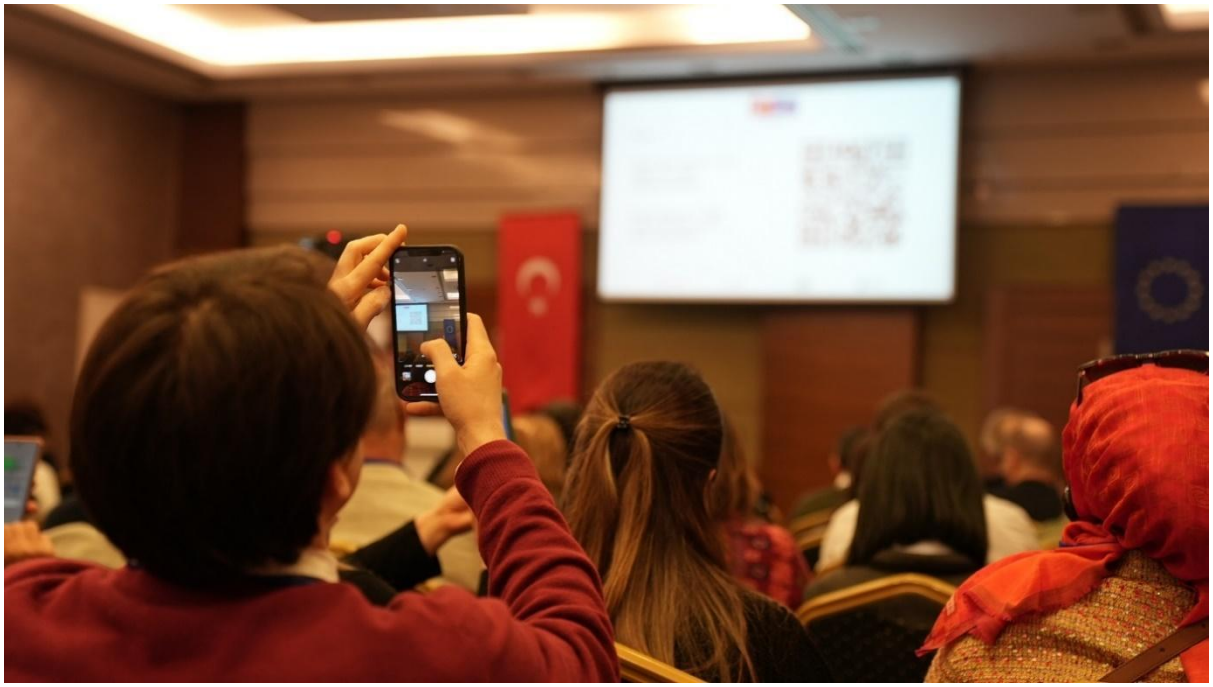

Figure 3: A photo taken during the workshop

In the first session of the workshop, Ms. Miray Özkan, Engagement Specialist, invited Mr. Haluk Camcıgil, GIZ Key Expert - 2 to the stage. Mr. Camcıgil interacted with the participants and stakeholders to ensure that more passengers prefer maritime transportation and asked them to share their views on the frequency of services by asking the question “How can more passengers be directed to maritime transportation?” through Mentimeter. A total of 85 responses from participants were opened for discussion. Ms. Miray Özkan summarized the responses received through Mentimeter:

Participants suggested that pricing policies should be revised to make maritime transportation more attractive, faster watercraft should be introduced, integration with different modes of public transportation should be ensured and transfer processes should be accelerated. It was suggested that shuttle or ring lines should be established to facilitate access to the piers, irregular parking should be prevented and pedestrian connections should be strengthened. It was emphasized that the frequency of services should be harmonized with the rail systems, arrangements should be made in line with working hours and night services should be increased. In addition, facilitating access for people with disabilities, making sea taxis more accessible, improving orientation and promotional activities, increasing services during peak hours, restarting old services at idle piers, and providing fast, direct services on lines such as Kadıköy-Sarıyer were among the most prominent answers. (Annex - 5)

In the first session of the workshop, in addition to the questions received through MentiMeter, various important opinions were collected by giving the opportunity to the participants under the moderation of Ms. Miray Özkan, Participation Specialist. One participant stated that problems such as the occupation of the coastal bands and the reduction of services should be reopened and pier integration should be ensured. In addition, shuttle services for disabled vehicles and users with baby strollers were suggested to facilitate transportation.

Some of the participants stated that maritime transportation should become more competitive, while another group emphasized the importance of prioritizing public benefit. Night services should be organized with increased security measures and the park-and-ride system should be integrated into maritime transportation. It was also stated that timetables should be made more understandable and billboards should be used regularly to promote maritime transportation. Ideas such as the need to strengthen the use of public transportation and bicycles were also brought to the agenda, and all these opinions are the feedback received from the participants to make maritime transportation more accessible, sustainable and efficient.

3.4 Workshop – Second Session

After lunch, the second session of the workshop was organized under the moderation of Ms. Miray Özkan. During the second session of the workshop, Professor Dr. Stratos Papadimitriou, Maritime Transport Expert, made a presentation (Annex 2) on the Üsküdar pilot project area. In his presentation, he drew attention to the complex nature of Üsküdar Pier and emphasized that passenger safety is a priority issue. He stated that signalized crossings are insufficient to access the pier, and that pedestrians cross at different points despite the existing single signalized crossing point, which poses serious safety risks. He also stated that the road leading to the pier is busy, making pedestrian mobility difficult. Pointing to the insufficiency of parking areas for bicycle users, he stated that it is critical to locate parking areas closer to the piers for integrated transportation. He emphasized that the high speed of motor vehicles on the pier route threatens passenger safety and stated that traffic calming measures should be considered in this context. He also discussed the distance of bus stops from the piers and emphasized the importance of making arrangements to increase ease of access. Finally, he stated that shared bicycle applications can be expanded around the pier and waiting times should be minimized by calculating the estimated arrival times between modes.

Figure 4: Pilot Project Presentation within the scope of Üsküdar Pier by Prof. Dr. Stratos Papadimitriou, Maritime Transportation Expert

Figure 5: General information presentation by Mr. Haluk Camcıgil, GIZ Key Expert

Following the presentation, Mr. Haluk Camcıgil, GIZ Key Expert, gave an informative presentation (Annex - 3) and drew attention to the challenges of using the bus from Beşiktaş Pier. He stated that due to the presence of three piers in Beşiktaş, passengers experience confusion when switching between transportation modes. In this context, he gave an example of a successful implementation in Australia and stated that electronic information screens are an effective method to overcome such problems. Stating that the applicability of a similar system in Beşiktaş should be evaluated, he concluded his presentation by emphasizing that such digital solutions will provide important contributions to improve passenger orientation.

Figure 6: A photo taken during the Second Session of the Workshop

In the second session of the workshop, participants were placed at tables according to the districts in which they had expertise. Two tables were formed for Beyoğlu and one table each for the piers in Üsküdar, Beykoz, Kadıköy and Beşiktaş districts. Participants were asked to evaluate two main issues. Firstly, they were asked to identify pedestrian, disabled and cyclist access problems to the piers and develop solutions for inclusive access, and secondly, they were asked to identify problems related to integration between transportation modes and generate ideas to strengthen integration. (Annex - 4) The opinions from each table are presented below.

Table 1: Üsküdar

Üsküdar and Çengelköy piers were evaluated at the Üsküdar table. It was stated that different modes of transportation coexist in Üsküdar, but integration should be facilitated and pedestrian mobility should be better regulated with guidance. In general, it was stated that pedestrian circulation and crossings are disorganized, pedestrian access should be redesigned, and should be supported with guidance and signaling. It was stated that the piers should be redesigned with disabled access in mind, as disabled people have difficulty in entering and exiting the motorboats. It was stated that the bus stops are far away from the pier and scattered and that the platforms can be re-planned and a ring can be created from the pier exits to the bus stops. It was also mentioned that irregular parking problems around the pier prevent pedestrian circulation and traffic, and that parking lot regulations and inspections should be made. It was emphasized that bicycle lanes are not effective and it is important to ensure their continuity. It was stated that bicycle lanes can be marked with physical separators.

In order to overcome the lack of information, it was stated that it may be appropriate to create a shared schedule with private operators and provide information through a common application with large electric panels.

For Çengelköy Pier, it was stated that the pier should be renovated and its awareness should be increased, and it was suggested that it would be beneficial to increase the frequency of services and to

organize trial services with low-capacity watercraft. It was also stated that the design and visibility of the pier should be improved.

Table 2: Beyoğlu - 1

Participants at the first table of Beyoğlu evaluated the piers in Karaköy, Kabataş and Sütlüce. It was stated that an elevator should be built at the Kabataş pier from Setüstü İnebolu Street to the bus stops on Meclis-i Mebusan Street to facilitate disabled access. It was stated that the Kabataş pier is large in scale, which makes it difficult to access and see the coast and lengthens the distance between the turnstiles and the ferry boarding area. It was also stated that there should be uninterrupted pedestrian access along the coast between Karaköy pier and Dolmabahçe, and that the coastal areas of businesses that block access to the coast should be opened to the public. It was stated that parking lots should not be built near the piers in these areas, and public transportation should be encouraged instead. In order to facilitate transfer in Sütlüce, bus lines to Alibeyköy and Gaziosmanpaşa should be supported. Participants suggested that the use of boats and bicycles along the Haliç could be expanded.

At this table, 3 main strategies were proposed to ensure that maritime transportation is preferred. The first of these was defined as “maritimeization”. In this context, it was suggested that ferries such as Fenerbahçe and Paşabahçe be used instead of new ferries and that new ferries to be built should have similar features. It was also recommended that ferry services be increased and express lines be added to places far from the center such as Avcılar and Florya. A combined ticket option for Hop-on & Hop-off ferry lines was mentioned. As a second strategy, it was suggested to increase information dissemination. In this context, it was stated that digital applications such as billboards in front of the pier and digital applications on mobile phones could be made widespread, and more inclusion of maritime transportation in route suggestions could be ensured. It was stated that using a single visual language in information and communication activities related to transportation would increase awareness and recognition. It was stated that the determined corporate identity would facilitate communication regarding the number, timing and routes. Thirdly, it was suggested to develop strategies for safety. In particular, it was stated that it is not safe to get on and off the motors and that they are not suitable for disabled people, and that physical applications should be made in this regard. It was also stated that the lighting of the piers could be increased for safe transportation at night and charging stations could be placed on the piers for charging phones. It was stated that occupation and parking lots should be removed around the piers. Another issue is that the excessive wind in Kabataş makes it difficult to walk from the toll booth to the ferry.

Table 3: Beyoğlu - 2

In addition to the Beyoğlu - 1 table, participants at the second Beyoğlu table made the following additions for the 3 piers. In the Kabataş area; disabled and cycling access difficulties, difficulties caused by the current situation of the bus stops being intertwined with both vehicle and pedestrian traffic flow, security problems due to construction, the pier preventing pedestrian continuity along the shore, the irregularity of the surrounding uses such as kiosks, etc. were expressed and it was stated that these problems should be solved. In Karaköy, it was stated that disabled access is difficult, integration with public transportation in the immediate vicinity and directional signage should be increased, access between the two piers is challenging and the parking lot next to the motor pier makes pedestrian access difficult. It was emphasized that it would be beneficial to create an alternative transportation line running parallel to the tram line in the Sütlüce area. In addition, it was suggested that sea transportation could be diversified by increasing the use of small capacity sea minibuses.

Table 4: Kadıköy

In this table, Bostancı pier and its surroundings, located at the intersection of Kadıköy and Maltepe districts, were evaluated. It was stated that traffic congestion around the pier in Bostancı is a serious problem. In addition, the high speed limit on the coastal road was mentioned and it was stated that crossing the road is not safe. Shared lanes for public transportation were suggested on the coastal road. It was stated that pedestrian access to the pier from the neighborhoods, minibus road and Marmaray is difficult, and it was stated that it would be useful to organize ring services with electric vehicles in the neighborhoods. It was stated that designing an underpass on Turgut Özal Street that will provide access to the shore from Altıntepe Neighborhood is important in terms of accessibility.

It was stated that the connections between the pier, metro, Marmaray, high speed train and buses are too complicated and irregular for pedestrians and that integration between modes should be increased. It was stated that there is a lack of guidance and information. It was stated that there is not enough space for pedestrians to wait, there are long waiting times at pedestrian crossings, the parking lot and prefabricated buildings on the beach both make it difficult to perceive the area and prevent access to the sea. It was stated that the tables and chairs of cafes and restaurants narrow the pedestrian path and that the pedestrian paths are not continuous in some areas. It was suggested to provide a pedestrian connection to Marmaray station and it was emphasized that the accessibility of private sea lines for passengers should be increased. It was stated that the infrastructure for disabled access is not sufficient. It was stated that pedestrian continuity on the beach was interrupted in the section with fishermen. It was stated that localized accessibility applications and integrated digital boards can be used for information and passengers should be guided through electronic systems.

The existence of cycling lanes is positive, but they are interrupted in front of the pier and there are insufficient bicycle parking areas. It was emphasized that speed limits on Çetin Emeç Coast should be adapted to the construction of bicycle lanes.

In terms of integration, it was also stated that it would be beneficial to regularize bus schedules and a park-and-ride system for private vehicles could be developed. It was also added that sea transportation routes and lines are insufficient. It was mentioned that the Kabataş ferry has long sailing hours as it stops at Moda. It was also stated that the fast sea lines from Bostancı to the European side should be re-functionalized.

It was also suggested that the Maltepe pier between Maltepe and Bostancı could be opened for active use and that Bakırköy and Beşiktaş services could be organized from there. It was stated that the establishment of a ferry line that stops at all stops along the coastline along the Anatolian Side would make a significant contribution. It was also stated that the reactivation of intermediate piers such as Kalamış, Suadiye and Bostancı up to Tuzla could benefit the transportation network.

Table 5: Beşiktaş

In this table, evaluations were made about Beşiktaş pier. Regarding the issue of inclusive accessibility, it was stated that pedestrian flow circulation does not work effectively, guidance and signalization are not used effectively, pedestrian traffic is intense between bus stops and piers, between two piers and along the coast, there are fatal pedestrian accidents at crossings, and there are significant problems in disabled transportation. It was stated that the metro exit to the north of the piers (on Barbaros Boulevard) creates confusion for passengers due to lack of directional guidance. It was also stated that the construction process increased access difficulties. Sidewalks are not comfortable for walking and heavy traffic makes pedestrian mobility difficult. It was emphasized that traffic calming measures would be beneficial. Difficulties in boarding and disembarking ferries, especially motor ferries, were noted. It was stated that the accumulation of passengers around the pier negatively affects pedestrian mobility and it was emphasized that certain waiting areas should be created. It was suggested that the occupation of the area by peddlers creates disorder and therefore more appropriate settlement plans should be made. It was stated that the new metro exit should be located closer to the pier. It was suggested to increase the number of lines and services, and a parallel line to the Arnavutköy direction was suggested. It was also suggested that information could be provided through smart systems.

In summary, it was emphasized that the entire area should be designed as a transit center. During the design process, it was suggested to go to the field and conduct passenger and pedestrian counts.

Table 6: Beykoz

At this table, evaluations were made about Küçüksu and Çubuklu piers. Regarding inclusive accessibility, participants stated that pedestrian access from residential areas to Küçüksu Pier is difficult due to the sloping topography. It was also stated that bicycle paths could be improved in the region, on-street parking is dense; therefore, disabled access is difficult. It was emphasized that these suggestions should be taken into consideration to ensure uninterrupted access to Küçüksu pier. It was stated that applications such as traffic calming and shared roads could be used. It was noted that it is difficult to use the car ferry, and it was pointed out that the visibility of the Çubuklu - İstinye ferry can be increased and traffic can be relieved by providing an alternative to bridge crossings.

It was stated that there are two piers in the Çubuklu area, but the integration is not sufficient. Regarding the integration between transportation modes, it was pointed out that parking areas for micromobility vehicles and bicycles are not sufficient, and it was emphasized that bus stops should be closer to the piers. It was stated that a bus stop in front of Çubuklu Pier would strengthen the transportation integration in the region. This integration can be supported by new bus lines. It was emphasized that organizing direct services between Beykoz and Üsküdar that would stop at certain points instead of stopping at every stop would shorten the travel time. It was also stated that the price policy of sea transportation could be re-evaluated and the number of services could be increased.

Figure 7: A photo of the Beşiktaş Desk during the Second Session of the Workshop

3.5 Evaluation and Closing Session

The Maritime Transportation Workshop ended with the closing speech of Ms. Melda Horoz, IMM Transportation Planning Branch Manager. Ms. Horoz emphasized that the results obtained from the tables will be evaluated and that the participatory approach and cooperation perspective will continue throughout the process. After she concluded her speech by expressing her thanks, the final session of the workshop was closed by Ms. Miray Özkan, Engagement Specialist.

Figure 8: Closing remarks by Ms. Melda Horoz, Manager of IMM Transportation Planning Branch Directorate

4. ANNEX

4.1 Participant List

The list of participants attending the Maritime Transportation Workshop is presented below.

	Name - Surname	Title	Institution
1	Yalçın Kaya	Manager	Şehir Hatları
2	Abdullah Yığcı	Manager	Şehir Hatları
3	Burcu Baydemir	Urban Planner	IMM - Public Transportation Services Branch Directorate
4	İlyas Dedetaş	Administrator	DENTUR Avrasya
5	İsmail Dere	Ship Operations Officer	Şehir Hatları
6	Emine Çelik	District Officer	Department of Mukhtar Affairs
7	Panos Zacharioudakis	MD	GIZ
8	Firdevs Koroğlu	President	Conscious and Organized Consumer Association
9	Melda Horoz	Director	IMM - Transportation Planning Branch Directorate
10	Yasemin Şalvarlıoğlu	Public Relations Officer	IMM - European Side Mukhtars Branch Directorate
11	Haluk Gerçek	Prof. Dr.	IMM - Transportation Planning Directorate
12	Ayşen Bingöl	Mukhtar	Ömer Avni Neighborhood Mukhtar's Office
13	Ziya Ünker		
14	Stratos Papadimitriou	Consultant	GIZ
15	Hüseyin Korkmaz	Urban Planner	IMM - Transportation Planning Directorate
16	Berna Çalışkan	Engineer	Ministry of Transportation 1st Regional Directorate
17	Ali Pusat	Deputy General Manager	Galataport
18	Burak Biricik	Transportation Engineer	IMM - Transportation Planning Directorate
19	Seda Özdemir	Deputy Director	IMM - Transportation Planning Directorate
20	Nilgün Tezcan	Chief	IMM - Transportation Planning Directorate
21	Eraycan Demirer	Transportation Engineer	ARUP

22	Ceren Özgündüz Ünalan	Civil Engineer	IMM - Urban Design Branch Directorate
23	İlknur Yücel	Deputy Director	IMM - Transportation Planning Directorate
24	Nazende Tok	Member	Üsküdar City Council
25	Cemal Demir	Assistant General Manager	İDO
26	Bülent Aşan	Member	Maltepe City Council
27	Levent Karataş	Captain	Istanbul City Council Maritime
28	Ali Emre Soner	Urban Policy Expert	Marmara Municipalities Union
29	Bengül Ergül	Urban Planner	IMM - Public Transportation Services Branch Directorate
30	Mustafa Kapucuoğlu	Civil Engineer	IMM - Public Transportation Services Branch Directorate
31	Halet Ataş	Mukhtar	Altıntepe Neighborhood Mukhtar's Office
32	Ezgi Kundakcı	Urban Planner	İPA
33	Sümeyye Yasintimur	Engineer	IMM - Smart City Branch Directorate
34	Resul Çelenk	Civil Engineer	Üsküdar Municipality
35	Alper Çelebiler	Mukhtar	Yıldız Neighborhood Mukhtar's Office
36	Serap Bostan	Transportation Engineer	Üsküdar Municipality
37	Gülşen Ergün	Mukhtar	Cihannüma Neighborhood Mukhtar's Office
38	Gamze Yılmaz	Working Group Head	İstanbul City Council
39	Birsen Çınar	Member	Arapcamii Neighborhood Mukhtar's Office
40	Bahadır Şahin	Urban Planner	IMM - Transportation Planning Directorate
41	Serra Okçu	Jr. Consultant	GIZ
42	Ahmet Taner Avlamaz	Urban Planner	IMM - Transportation Planning Directorate
43	Selim Ergün İskent	Mukhtar	Sinanpaşa Neighborhood Mukhtar's Office
44	Eray Efe	Public Relations Officer	IMM – Department of Mukhtar Affairs
45	Yasemin Mevlioğlu	Associate Doctor	Istanbul City Council Maritime Working Group
46	Serhat Ersin Mutlu	Deputy Manager	IMM – Department of Projects

47	Tülin Keyik	Project Manager	AFD - French Development Agency
48	İpek Şahin	Dr. Architect	IMM - Transportation Planning Directorate
49	Özge İrem Altunay	Urban Planner	İPA
50	Sedanur Gezer	Urban Planner	TMMOB Chamber of Urban Planners
51	Tutku Şimşek Yozoğlu	Urban Planner	İPA
52	Melisa Güngör	Urban Planner	IMM - Transportation Planning Directorate
53	Dilara Öztaşkın	Urban Planner	IMM - Transportation Planning Directorate
54	Kevser Üstündağ	Urban Planner	Mimar Sinan Fine Arts University
55	İzzet Mutlu	Urban Planner	IMM - Transportation Planning Directorate
56	Filiz Deveci	Urban Planner / Deputy Manager	Üsküdar Municipality
57	Büşra Taşkın	Urban Planner	IMM - Transportation Planning Directorate
58	Aycan Gökbudak	Statistician	IMM - Transportation Planning Directorate
59	Sinan Kestioğlu	General Manager	DENTUR Avrasya
60	Fatma Türüt	Project Manager	IMM
61	Emre Sak	Civil Engineer	IMM - Transportation Planning Directorate
62	Seda Şan	Urban Planner	IMM - Transportation Planning Directorate
63	Hatice Baş	Deputy Manager	IMM - Urban Design Branch Directorate
64	Ulaş Sunar	Branch Manager	IMM - Infrastructure Projects Branch Directorate
65	İpek Yargıç	Urban Planner	Matt Macdonald
66	Gül Bağdatlı	Mukhtar	Göksu Neighborhood Mukhtar's Office
67	Sinan Yıldırım	Translator	
68	Şeyma Kaçar Aktaş	Urban Planner	IMM - Transportation Planning Directorate
69	Gülüzar Türkmayalı	Urban Planner	IMM - Transportation Planning Directorate
70	Ari Ziyillioğlu	Civil Engineer	ZİNCONS
71	Berhan Akkaya	Urban Planner	Urban Koop.
72	Hande Nur İpek	Engagement Specialist	IMM - Transportation Planning Directorate
73	Haluk Camcıgil	Key Expert– 2	GIZ

74	Ayşenur Amcaoğlu	Instructor	Kadıköy City Council
75	Şebnem Girginer	Translator	
76	Aynur Savaş Uluğtuğ	Architect	Chamber of Architects
77	Nesrin Özdemir	Urban Planner	IMM
78	Melisa Coşkun	Urban Planner	İETT
79	İsmail Acar	Civil Engineer	
80	Görkem Akyol	Civil Engineer	GIZ
81	Murat Ölmez	PIM	GIZ
82	Mahmut Tanyol	President	Kadıköy City Council
83	Miray Özkan	Engagement Specialist	GIZ
84	Figen Atasever	Civil Engineer	IMM - Transportation Planning Directorate
85	Toprak Erduvan	Architect	Kadıköy City Council
86	Güneş Ece Albayrak	Urban Planner	IMM - Transportation Planning Directorate
87	Melis Koyuncu	Urban Planner	Design Foundation of Turkey
88	Melikşah Çakaloğlu	Transportation Engineer	İstanbul Ticaret University
89	Figen Açıkel	Volunteer	Kadıköy City Council

Table 2: Participant List

4.2 Presentations

ANNEX 1

ANNEX 2

ANNEX 3

ANNEX 4

4.3 MentiMeter Results

ANNEX 5

Co-funded by
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COMPONENT 5 – Pilot projects for Istanbul SUMP Stage II
ACTIVITY 5.2 – Project for increasing the share of maritime transport - Proposal of 5 pilot areas based on the current situation analysis' findings

Istanbul, 7th January 2025

Prof. Stratos Papadimitriou

REPUBLIC OF TÜRKİYE
MINISTRY OF TRANSPORT
AND INFRASTRUCTURE

SECTORAL
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Contents

- Project's Main Objectives
- Project's Deliverables
- Project's Workshops
- Istanbul – Urban Maritime Transportation System - Passenger Flows
- Urban Maritime Networks' Best Practices
- Pre-processing of the Pilot Areas
- Taxonomy of the proposed 10 piers suitable for accessibility interventions
- Proposed Accessibility Interventions for Istanbul's Piers
- Project's Next Steps

SUMP - Main Objectives

Inclusive Accessibility and Multimodal Integration Plan for increasing the share of maritime transport in Istanbul

- Global Best Practices on Urban Waterborne Transport
- Identified Problems & Deficiencies on Accessibility of Piers based on Current Situation Analysis
- Sustainable, Innovative and Inclusive Transportation Suggestions for Inclusive Accessibility
- Improving Mobility and Accessibility of Piers – Selection of 5 Pilot Areas
- Expanding the City's Sea Transport Network through Proposal of New Routes & Piers Planning
- Implementation Plans & Projects for Accessibility Interventions
- Feasibility Studies for the Financial Assessment of the New Maritime Routes

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Pilot projects for Istanbul SUMP Stage II - Deliverables

Deliverable 1	• Global best Practices on urban waterborne transportation	Completed
Deliverable 2	• Current Situation Analysis on the existing urban maritime transportation infrastructure and piers • Analysis of sustainable transport modes • Examination of all relevant legislation, UTK and UKOME decisions • Identification of problems and deficiencies on accessibility of piers	Completed
Deliverable 3	• Proposal of 5 pilot areas based on the current situation analysis' findings • Development of sustainable, innovative and inclusive transportation suggestions to ensure inclusive accessibility	In Progress
Deliverable 4	• Preparation of implementation plans & projects & technical specifications documents	Next Step
Deliverable 5	• Identification & reporting of problems & deficiencies regarding maritime lines and piers • Development for new maritime lines & piers and planning for maritime transportation	Next Step
Deliverable 6	• Feasibility studies for the financial assessment of 3 maritime routes	Next Step

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Pilot projects for Istanbul SUMP Stage II - Workshops

1st Workshop

Content: Identifying the accessibility of piers in coastal districts & the 5 pilot areas

2nd Workshop

Content: Identification of new maritime lines and piers to be developed

3rd Workshop

Content: Presentation of pilot outcomes, including feasibility studies

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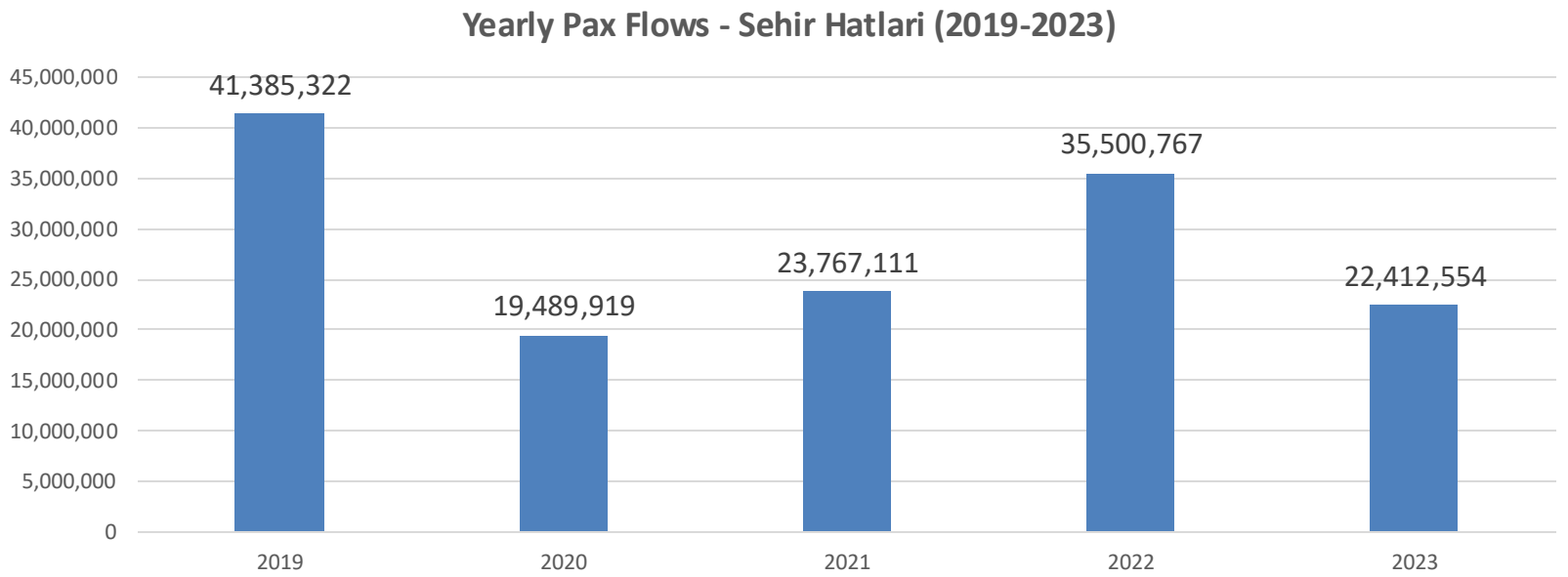
Istanbul – Urban Maritime Transportation System - Passenger Flows



For comparison, Marmaray carried 219,000,000 passengers in 2024

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Urban Maritime Networks' Best Practices

Guiding Principles for increasing passenger ridership and proposed new routes

- **Ease Traffic Congestion:**

Adapt to changing travel patterns, inter-peak commuter travel needs.

- **Improve Accessibility:**

Promote active travel and enhance sea transport resilience.

- **Encourage Public Transport Use:**

Increase access to under-served areas through modal choice and preserve existing services.

- **Environmental Sustainability:**

Reduction of emissions through modal shift, alternative fuelled vehicles and associated infrastructure

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Urban Maritime Networks' Best Practices

Key Characteristics of Best Practice Ferry Operations

- **Maximize Ferry Capacity:**

Efficient use of ferry resources is crucial due to their higher cost compared to other transport modes.

- **Ferries Enhance Network Resilience:**

Ferries provide alternatives to congested routes, offering faster, direct options when needed.

- **All-day and Weekend Services:**

Successful networks offer services beyond peak hours, accommodating diverse commuter and recreational needs.

- **Balancing Commuter & Leisure Travel:**

Ferries support both commuter and recreational travel.

- **Sustainability & Environmental Impact:**

Transition to zero-emission vessels and consider infrastructure needs to improve environmental outcomes while promoting placemaking.

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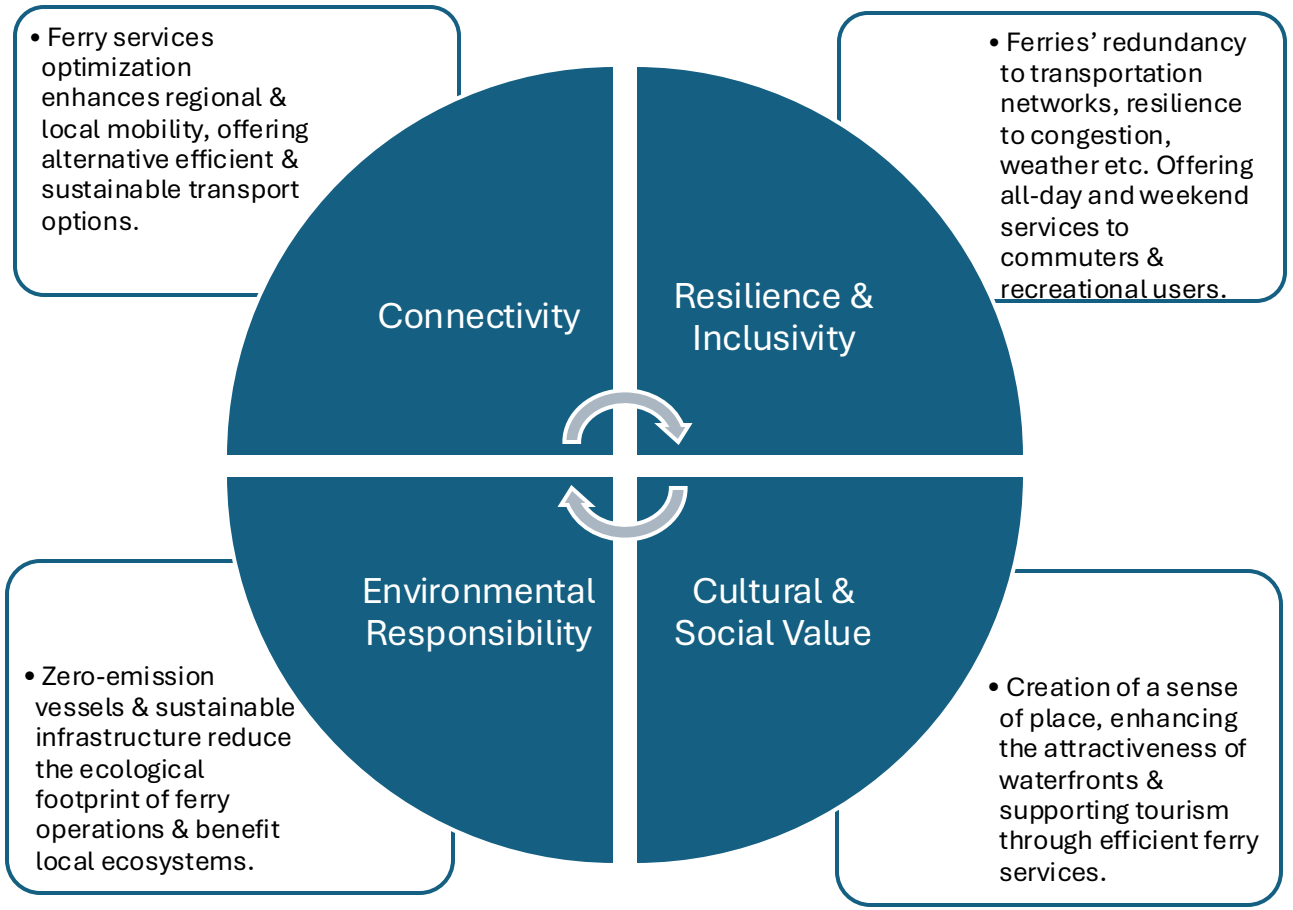
Urban Maritime Networks' Best Practices - Placemaking Impact



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Pre-processing of the Pilot Areas

1 Passenger Flow Dynamics

- Passenger Flow Data at piers on annual, monthly, daily basis
- Categorization of major & small piers

2 Strategic Location Assessment

- Geographical balance (European & Asian side)
- Existence of rail connectivity (cannot be altered)
- Improvement of bus access (establishment of Transfer Centers at smaller piers)

3 Accessibility Enhancements

- Pedestrian-friendly designs
- Bicycle-friendly designs

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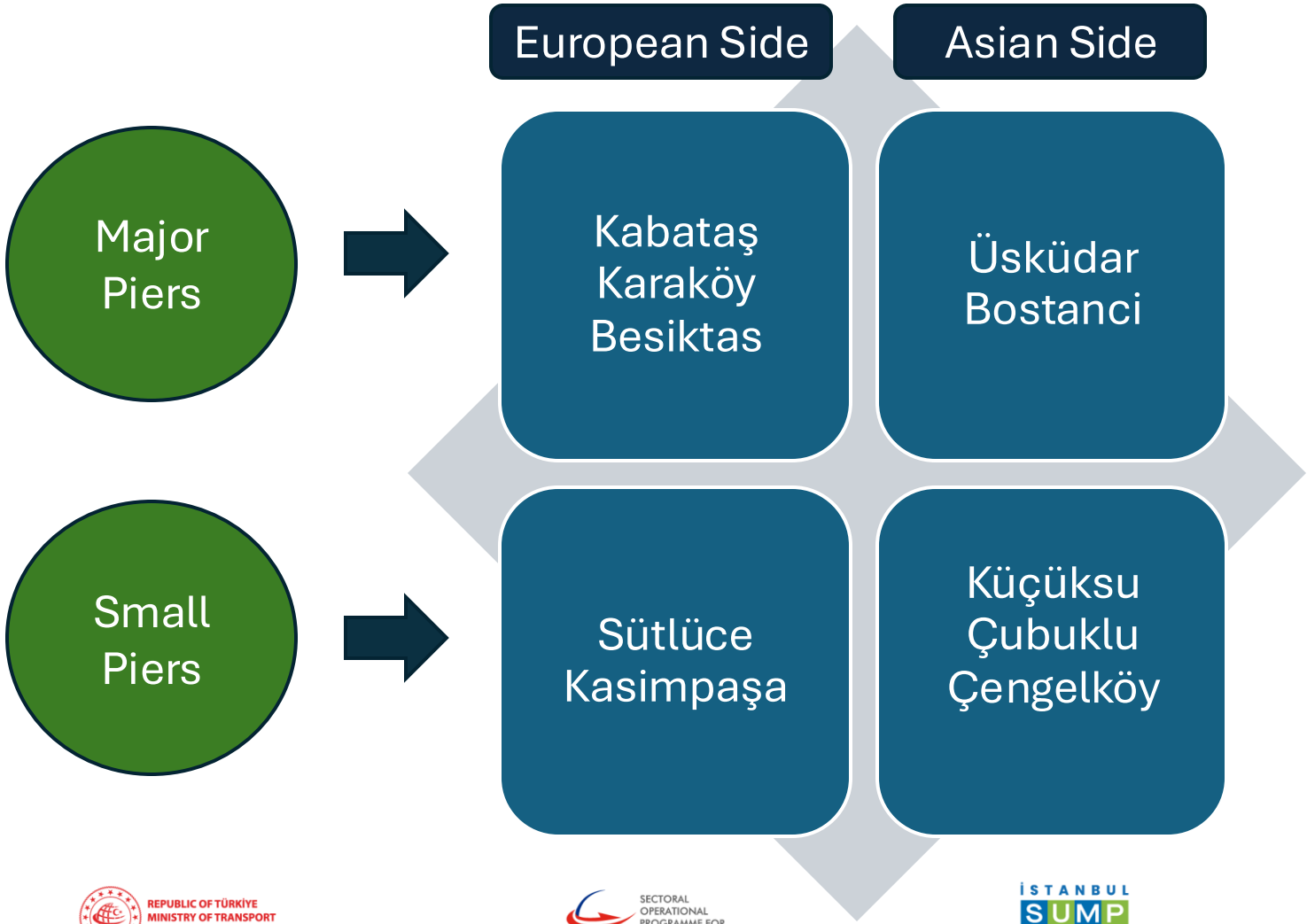
Taxonomy of the proposed 10 piers suitable for accessibility interventions



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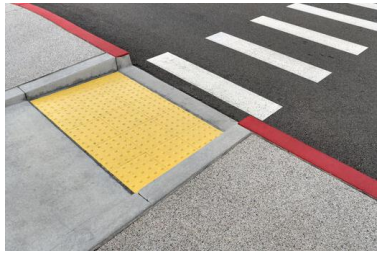
Proposed Accessibility Interventions for Istanbul's Piers



Install/Expand tactile paving, ramps & audible signals & ensure parking lots for people with disabilities

More well-lit & protected pathways

Implement more traffic-calming measures like signage, speed bumps, raised crosswalks

Inclusive Accessibility

Add signage to aid pedestrian directional orientation

Widen and develop/expand obstacle-free sidewalks

Creation/Expansion of pedestrian zones

Install/Expand signalized pedestrian crossings (incl. overpasses, zebra crossings)

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Proposed Accessibility Interventions for Istanbul's Piers

Install/Expand bike parking near ferry terminals, metro stations & commercial areas

Build/Expand segregated bike lanes connecting pier to major transit hubs

Bicycle Network

Provide/Expand bike-sharing programs near ferry terminals, metro stations

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Proposed Accessibility Interventions for Istanbul's Piers

Multimodal Integration

Install/expand multilingual info digital displays provide the real-time information about ferry & other public transport means' schedules, delays, walking time & weather conditions

Develop multimodal hubs combining ferries, buses, railway, and bike-sharing facilities

Exclusive lanes for buses and other public transport modes (minibus, taxi) when approaching the pier for dropping-off/picking passengers

Re-arrange bus lines and bus stops in order to drop off passengers right outside the pier

Provide more sheltered bus stops

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SUMP Pilot Project – Next Steps

Development of new maritime routes & piers

- Integration of other transport modes
- Sustainable solutions for piers to increase modal share of maritime transport
- Planning the capacities & design models
- Infrastructure investments to meet energy requirements of vessels in line with IMM'S climate change policies
- Testing the proposed routes & piers with activity-based model developed & evaluation of integration

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SUMP Pilot Project – Next Steps

Detailed feasibility studies for 3 maritime routes with the approval of beneficiary

- Transportation demand forecast model
- In line with the planned new maritime transportation network
- Financial assessment incl. all expense items & all income items
- External costs & environmental emission values, key indicators such as B/C ratio, NPV, FRR
- Pier design & project studies performed for the proposed routes & identify necessary technical specification

thank you!

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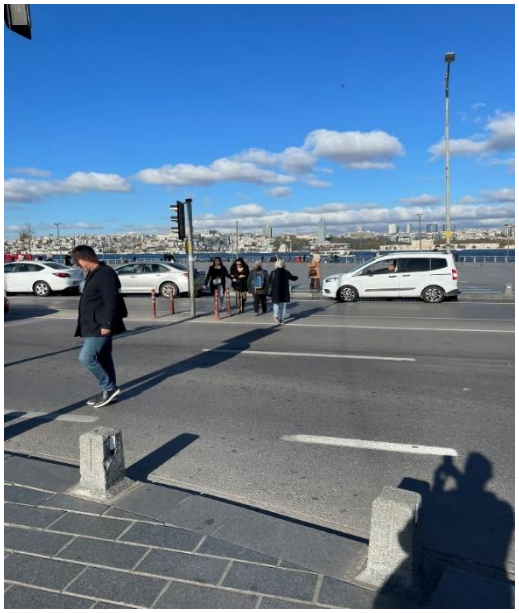
Üsküdar Pilot Area – Deficiencies & Potential Interventions

Deficiency: No safe pedestrian crossings on Üsküdar Sahil Yolu at the intersection with Hakimiyeti Milliye Cd. (at the intersection's western leg).



Potential Intervention: Increase the number of signalized pedestrian crossings and install more proper crossings (e.g. raised zebra or at-grade pedestrian crossings) for safer and more efficient access at the intersections and crosswalks near the ferry pier entrance. Introduce smart traffic lights that adjust to pedestrian flow in the same points. Audible signals at the pedestrian crossings near the entrance to the pier. Ensure proper lighting at crossings and intersections especially at night.

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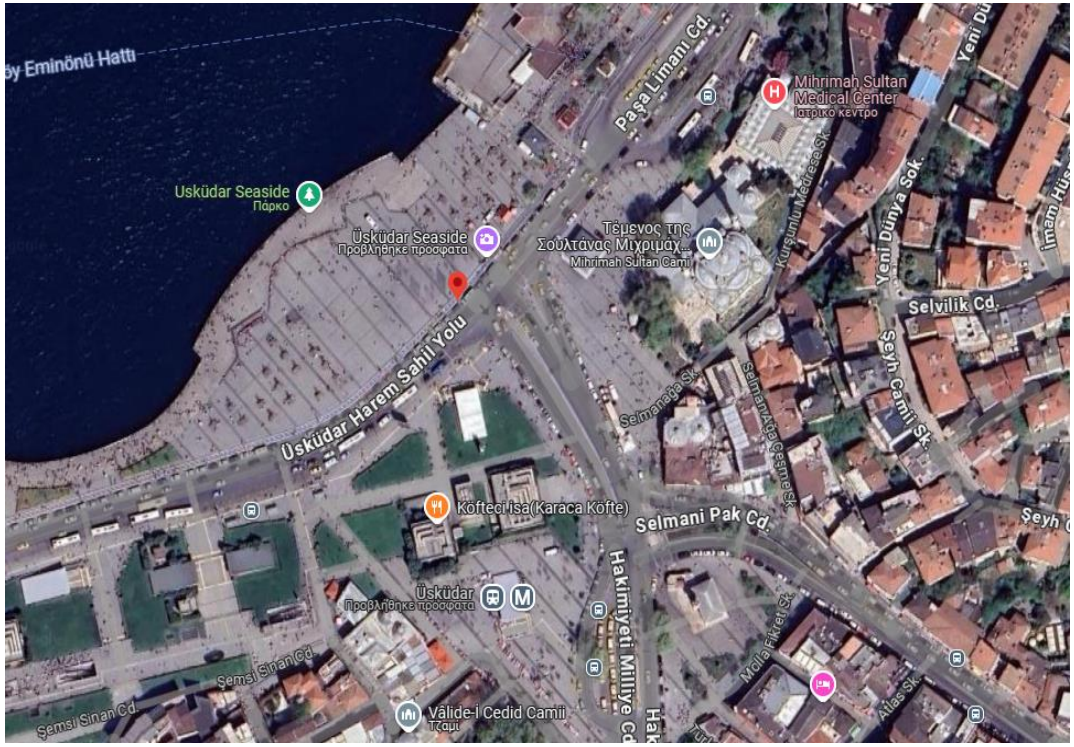
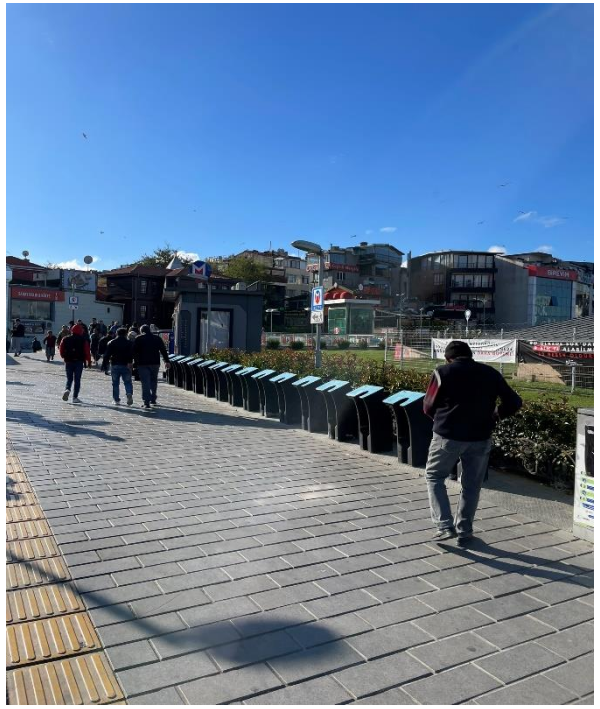
Deficiency: Segregated bicycle lanes have been marked on a busy footpath near Üsküdar pier and are ineffective. Limited and ineffective dedicated bicycle lanes and unsafety of cyclists without lane markings and signs on busy footpaths.



Potential Intervention: Creation of segregated bike lane along the Pasa Limani Cd. starting from the entrance of Üsküdar pier towards the Üsküdar Metro Station or extension of a segregated bike lane from Üsküdar pier down to Kadıköy to improve connectivity to another important transit hub for ferries, buses, and metro.

Deficiency: The lack of adequate bike parking facilities, such as dedicated bike racks near the entrance of the Üsküdar ferry terminal and nearby bus stops, could be improved. These areas could be developed similarly to the bike parking facilities at the metro station**.**

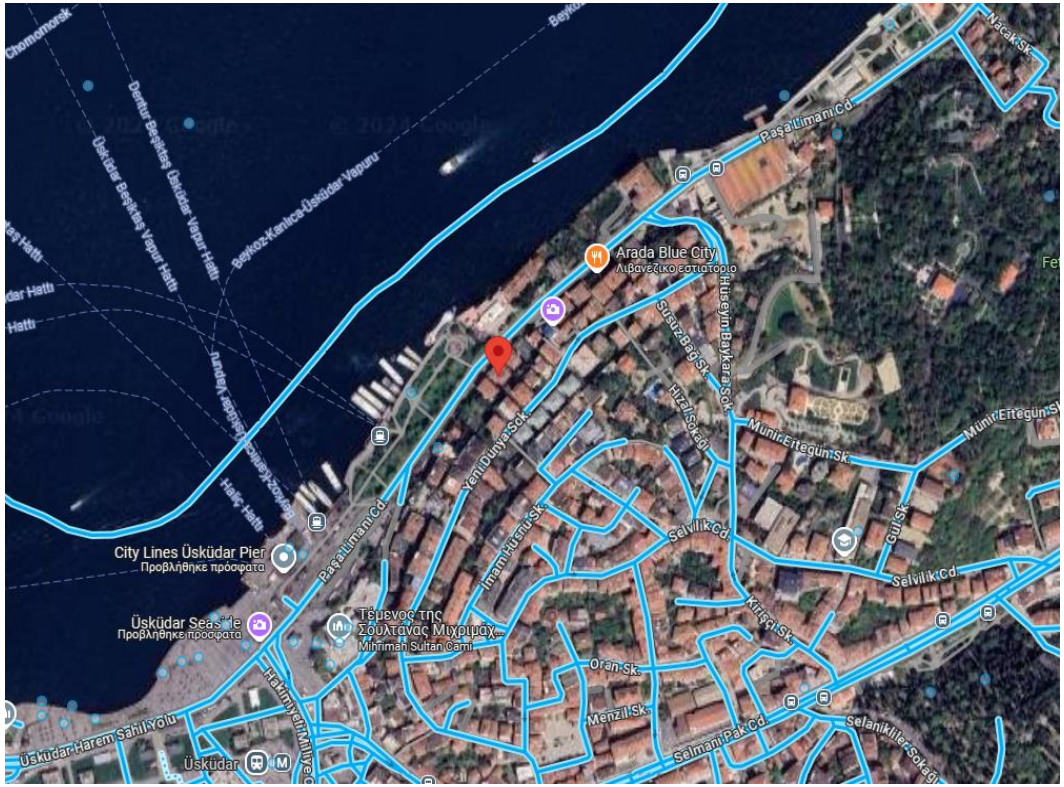


Potential Intervention: Install more bike parking facilities such as dedicated bike racks or bike parking stations near the entrance to the Üsküdar ferry terminal similarly to the bike parking facilities at the metro station. Install docking stations for bike-share programs near the pedestrian entrance and by the bus stops and integrate with the local bike lanes.

Deficiency: Narrow sidewalks along the coastline and Pasa Limani Cd near the ferry pier entrance make access to the pier difficult and may cause delays for pedestrians due to potential bike traffic.

Potential Intervention: Widen sidewalks along the Pasa Limani Cd near the entrance to the ferry pier (including also stretch meeting waterfront area) and near the bus stations if required.

Deficiency: Inadequate and limited crossing facilities, busy roads without clear signals leading to increased speed of vehicles at the Pasa Limani Cd near the ferry pier entrance.



Potential Intervention: Enhance or install more gentle and well-marked ramps and tactile paving along Pasa Limani Cd near the ferry pier entrance for enhancing the wheelchair and visually impaired access. Traffic-calming measures (speed bumps) and clear signage for the speed limit along the same road.

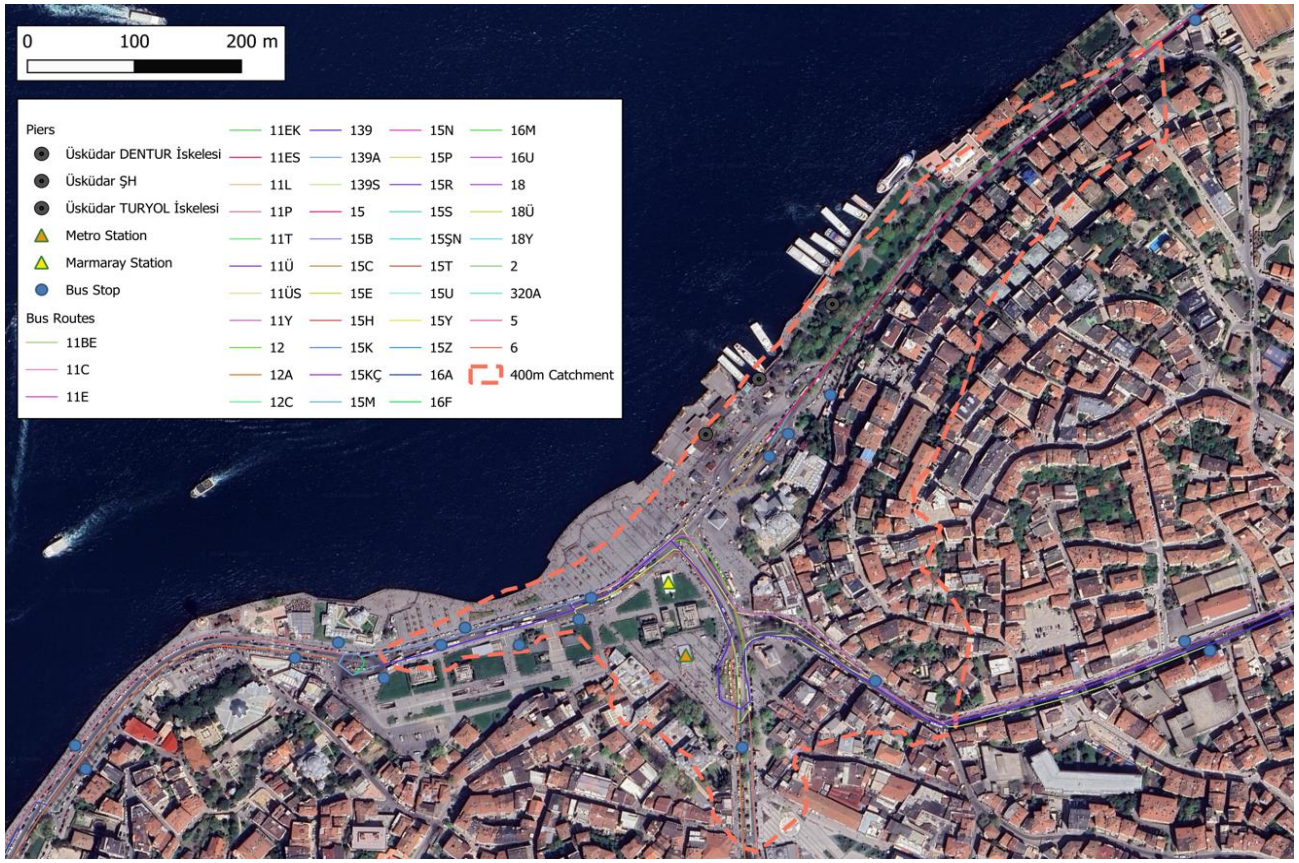
Deficiency: Inadequate or absence of dedicated pick-up and drop-off spaces for people with disabilities near the entrance to the Üsküdar ferry terminal.

Potential Intervention: Ensure accessible wide and designated pick-up and drop-off spaces for people with disabilities near the entrance to Üsküdar pier to provide easy access to sea transportation.

Deficiency: Walking distances exceeding 300 meters from bus stations to the ferry pier entrance are inconvenient for passengers. Bus routes and remote stops should be reorganized, particularly those near the Metro Station.

Potential Intervention: Bus lines passing through Üsküdar should have dedicated drop-off and pick-up points just outside the ferry terminal or they could be restructured or expanded for more buses to directly feed passengers into the ferry terminal, avoiding delays.

Deficiency: Bus routes passing through Hakimiyeti Milliye Cd. drop passengers at bus stations on Üsküdar Harem Sahil Yolu, several meters away from the ferry pier entrance.



Potential Intervention: Bus lines passing through Hakimiyeti Milliye Cd. towards Üsküdar Harem Sahil Yolu could be restructured (with intermediate stops outside the pier) to drop passengers directly at the pier entrance.

Deficiency: Absence of exclusive lanes designated for buses, minibuses, and taxis near pier for direct access to pier entrance.

Potential Intervention: Exclusive bus lanes could be created from the junction near Üsküdar Square or along Üsküdar Harem Sahil Yolu to avoid traffic congestion and can directly approach the ferry terminal. Dedicated lanes for taxis and minibuses could be implemented along the same routes for quick pick-up and drop-off of passengers near the ferry and their easy access.

Deficiency: Insufficient information and facilities to passengers for trip delays, walking time, weather conditions.

Potential Intervention: Install multilingual info digital displays (at Üsküdar pier and near bus stops & metro station) that provide the real-time information about ferry and other public transport means' schedules in all stops, walking time until relevant station, delays and weather conditions**.**

Deficiency: Congested and unsafe areas near the ferry pier, with vehicles parked on the road, make it difficult for pedestrians to access the pier.

Potential Intervention: Reevaluating parking arrangements near the pier to reduce the number of cars along Hakimiyeti Milliye Cd. and Üsküdar Harem Sahil Yolu will improve accessibility to the ferry pier entrances. Traffic enforcement measures for pedestrian & vehicle behaviour could be applied.

Accessibility Interventions' Matrix

Criterion	Potential Accessibility Interventions	Selected & Finetuned Interventions per Pier	Comments
Inclusive Accessibility	Widen sidewalks, create obstacle-free sidewalks (parking arrangements)		
	Create pedestrian zone		
	Install signalized pedestrian crossings (enough crossings, adequate time, easy access to crossing, signal give priority to pedestrians, automatic recall for pedestrians, leading pedestrian interval, raised zebra crossings). Installation of overpasses should be considered when prevailing conditions are not in favour of pedestrian level crossings.		
	Include accessibility for people with reduced mobility (Install tactile paving, ramps, and audible signals for accessibility, ensure parking lots for people with disabilities)		
	Ensure pathways are well-lit and protected		
	Reduce speed limit as per conditions (Implement traffic-calming measures like signage, speed bumps and raised crosswalks)		
	Add signage to aid pedestrian directional orientation		
	Traffic enforcement measures for pedestrian & vehicle behaviour		
Bicycle Network Accessibility	Build/expand segregated bike lanes connecting pier to major transit hubs		
	Install bike parking near ferry terminals, metro stations, and commercial areas		
	Offer bike-sharing programs near ferry terminals, metro stations, and commercial areas		

Criterion	Potential Accessibility Interventions	Selected & Finetuned Interventions per Pier	Comments
Potential for Multimodal Integration	Install multilingual info digital displays (at piers, bus stops, railway stations) that provide the real-time information about ferry and other public transport means' schedules, walking time until relevant station, delays and weather conditions.		
	Ensure bus stops are sheltered		
	Develop multimodal hubs combining ferries, buses, railway, and bike-sharing facilities		
	Re-arrange bus lines and bus stops in order to drop off passengers right outside the pier		
	Exclusive lanes for buses and other public transport modes (minibus, taxi) while moving to/from the pier and specifically when approaching the pier for dropping-off/picking passengers		

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Bilgilendirmenin Önemi

Haluk Camcıgil

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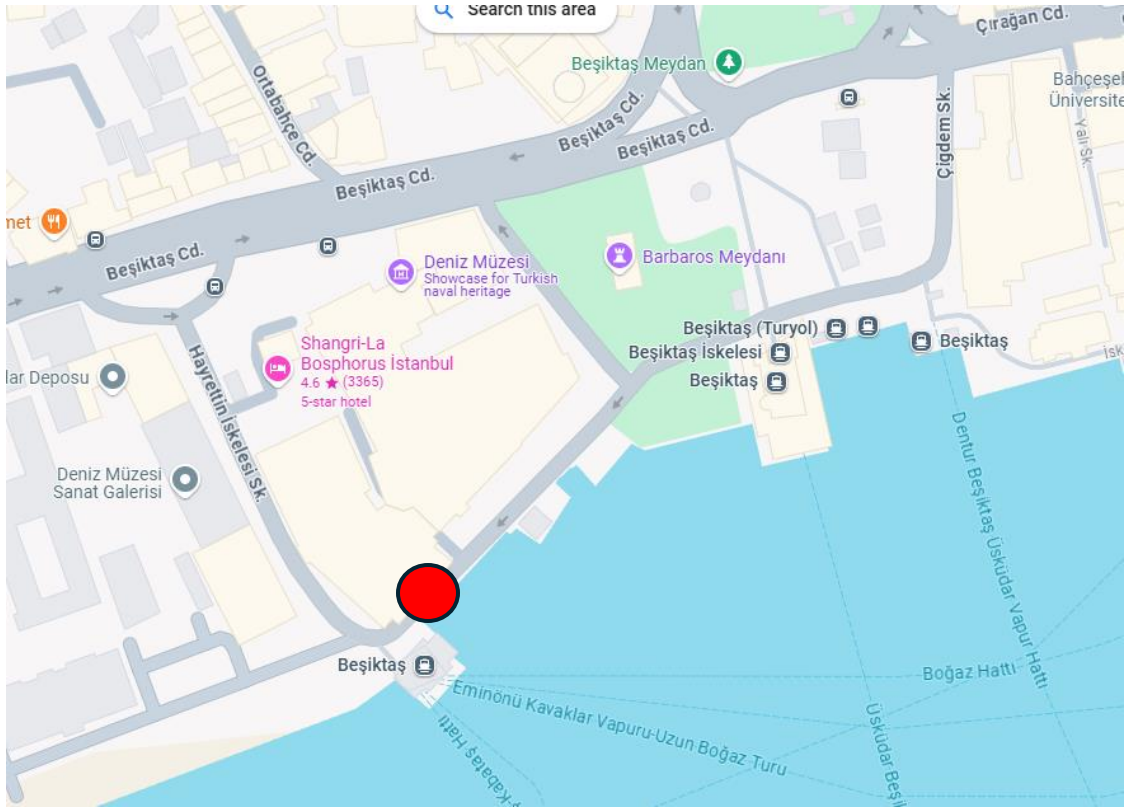

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Avrupa Birliği tarafından
eş finanse edilmektedir

İstanbul Sürdürülebilir Kentsel Ulaşım Planı (SKUp) Aşama II Uygulama Planı

Deniz Ulaşımı Çalıştayı

Atölye Çalışması

T.C. ULAŞTIRMA VE ALTYAPI BAKANLIĞI

ULAŞTIRMA SEKTÖREL OPERASYONEL PROGRAMI

İSTANBUL SKUP

İSTANBUL BÜYÜKŞEHİR BELEDİYESİ

Avrupa Birliği tarafından
eş finanse edilmektedir

Sizce…

Daha fazla yolcuyu deniz ulaşımına nasıl yönlendirebiliriz?

Deniz ulaşımının toplu ulaşım içindek payını nasıl artırabiliriz?

T.C. ULAŞTIRMA VE ALTYAPI BAKANLIĞI

ULAŞTIRMA SEKTÖREL OPERASYONEL PROGRAMI

İSTANBUL SKUP

İSTANBUL BÜYÜKŞEHİR BELEDİYESİ

Avrupa Birliği tarafından
eş finanse edilmektedir

Öğleden sonra hangi masada oturmak istersiniz?

1 adet Üsküdar: Üsküdar ve Çengelköy İskeleleri

2 adet Beyoğlu: Karaköy, Kabataş ve Sütlüce İskeleleri

1 adet Kadıköy-Maltepe: Bostancı İskelesi

1 adet Beykoz: Küçüksu ve Çubuklu İskeleleri

1 adet Beşiktaş: Beşiktaş İskelesi

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Atölyenin amacı

- İskelelerin erişilebilirliğini ve işlevselliğini nasıl artırabiliriz?

Atölye yöntemi

Masalar

Her masada;

katılımcıları geldikleri kurumlara göre eşit dağıtmaya çalıştık.

1 adet Üsküdar: Üsküdar ve Çengelköy İskeleleri

2 adet Beyoğlu: Karaköy, Kabataş ve Sütlüce İskeleleri

1 adet Kadıköy-Maltepe: Bostancı İskelesi

1 adet Beykoz: Küçüksu ve Çubuklu İskeleleri

1 adet Beşiktaş: Beşiktaş İskelesi

Atölye soruları

İskeleler için

1. Erişebilirliği herkes için daha kolay hale getirmek için neler yapabiliriz? Bisikletle erişimi nasıl kolaylaştırabiliriz?

2. Farklı ulaşım türlerinin entegrasyonu için neler yapabiliriz?

3. Başka önerileriniz var mı?

Kurallar

- Herkesin fikri değerlidir, aktif katılım gösterin ve düşüncelerinizi paylaşın.
- Belirlenen süreye sadık kalın ve tartışmaları zamanında tamamlayın.
- Herkes aynı fikirde olmayabilir, farklı görüşlere saygı gösterin ve birbirinizi dinleyin.
- Yeni fikirler üretmekten çekinmeyin.
- Yönlendirmeleri dinleyin ve uyum sağlayın.

.....

Tanışma (5 dk)

Masanızdan bir gönüllü belirler misiniz?

İsim- soyisim

Katıldığınız kurum/ göreviniz

En sık kullandığınız vapur hattı?

Kapsayıcı erişebilirlik 30 dk

5 dakika:

Post-it'lere yazar mısınız?

Haritalarda işaretleyebilir misiniz?

1 renk: İskelelere yaya, engelli ve bisikletli erişim sorunları / zorlukları nelerdir?

1 renk: Zorlukları çözmek için ne yapılabilir?

20 dakika:

Herkes sırayla kendi post-itlerini anlatabilir mi?

5 dakika:

Birlikte değerlendirerek en önemli 5 müdahale konusunu belirler misiniz?

Entegrasyon 30 dk

5 dakika:

Post-it'lere yazar mısınız?

Haritalarda işaretleyebilir misiniz?

1 renk: Diğer ulaşım türleri ile entegrasyonu zorlaştıran konular neler?

1 renk: Zorlukları çözmek için ne yapılabilir?

20 dakika:

Herkes sırayla kendi post-itlerini anlatabilir mi?

5 dakika:

Birlikte değerlendirerek en önemli 5 çözüm önerisini belirler misiniz?

Yeni öneriler
15 dk

İskelelerin daha etkin kullanımı için sizce başka neler yapılabilir?

Hasat

Masa gönüllüsü sonuçları aktarabilir mi?

- Kapsayıcı erişebilirlik ve bisikletli erişim için öneriler
- Türler arası entegrasyon için öneriler
- Yeni fikirler

Birlikte Değerlendirme

Görüşlerinizi ve değerlendirmelerinizi alabilir miyiz?

Teşekkürler

Sizce daha fazla yolcuyu deniz ulaşımına yönlendirebilmek için neler yapılmalı?

Ücretsiz

Daha sık seferler

Deniz ulaşımı ücret tarifesi teşvik edici açıdan özelleşmeli

Daha hızlı seferler

Avantajlı biletlendirme politikalarıyla

Daha hızlı araçlarla cazip hale getirilebilir

Daha uygun ücretlendirme

Dusuk ucret uygulamasi gibi tesvikler yapilmali. Daha once sehir hatlari 1 tl uygulamasi yaptigi zaman deniz ulasimi kullanimi cok yukselmisti. Ekonomik erisilebilirlik bu konuda onemli.

Sizce daha fazla yolcuyu deniz ulaşımına yönlendirebilmek için neler yapılmalı?

Daha hızlı araçla Vapurların zaman konusunda raylı sistemlerle yarışır hale gelmesi şart

Bekleme sureleri dusurulmeli

Ulaşım modları arasındaki fiziksel entegrasyon ve zaman entegrasyonunun sağlanması

İskelelere bekleme alanları daha konforlu hale getirilebilir

İskelelere ulaştıracak küçük shuttle araçları ring hattı olarak çalıştırılarak kullanıcıların erişimini kolaylaştırmak

Farklı modlar ile hızlı erişim

Aktarma ücretlerinde fırsatlar sunarak

Deniz ulasimi yolculuk suresi dusurulmeli

Sizce daha fazla yolcuyu deniz ulaşımına yönlendirebilmek için neler yapılmalı?

İskeleler ile aktarma noktaları arasında daha tanımlı geçişler yaratmak

Otobüs ve raylı sistem ile aktarma kolaylığı

Otobüs ve metro ile yürüme mesafesi kısa ve konforlu olmalı

Diğer ulaşım sistemleri ile entegre edilmeli

Uygun fiyat ve hızlı entegrasyon

İskelelere toplu ulaşımla veya bisiklet gibi taşıtlarla ulaşımın artırılması ve kolaylaştırılması ile

Deniz ulaşımı kullanıldıktan sonra kullanılan aktarma toplu ulaşımlar ücretsiz olabilir . Aktarma ücreti bilet ücreti gibi indirimler

Karaköy-Kadikoy veya Üsküdar seferlerini 10 dakikada bir uygulamak

Sizce daha fazla yolcuyu deniz ulaşımına yönlendirebilmek için neler yapılmalı?

İskele önündeki sokaklarda otomobilin azaltılması Bisiklet erişimi, Yaya konforunun

Deniz araçlarının kapasitesi düşürülerek hız kazandırılması

Vapur iskelelerine ring(shuttle) olabilir. Toplumun çoğu karasal kısımda yaşadığı için iskelelere yakın ispark işletmelerinin koyulması. Bakırköy-Kadıköy vapur seferi eklenmesi.

Diğer modlar ile entegre edilerek. Yürüme yollarının bağlantılarının güvenliği ve konforu önemli. İstanbul da boğaz geçişleri değil paralel hatların oluşturulması çok daha önemli

Deniz ulaşımı hat sıklıklarını arttırmak

İskele alanlarının çevresinde sürekliliği olan yaya alanları oluşturulmalı, rota gösteren mobil ve web uygulamalarında deniz ulaşımı doğru sefer bilgileri ile rotalara entegre şekilde önerilmeli

Erişim kolaylığının artırılması, iskele ve sefer sayılarının artırılması

Ücret tarifesi ile deniz ulaşımını teşvik etmek

Sizce daha fazla yolcuyu deniz ulaşımına yönlendirebilmek için neler yapılmalı?

İstanbul Boğazında kuzey-güney istikametli hatlar arttırılabilir

Anadolu kavağı gibi uzak iskelelere merkezi iskelelerden daha kolay ve sık ulaşım

Araç kullanımı azaltarak belli mahallelere dışatdan araç girişi maliyetini yukselterek zone lar ilan ederek. Yeni işyeri kafe ruhsatı vermeyerek, istanbul'a Üniversite ve buyuk iş yeri açılmasını enf

Kışında denizulaşımının kullanılabileceğine dair bilgilendirme ve teşvik yapılabilir

Toplu taşıtlardan alt geçitlerle geliş gidişi sağlamak yürüyüş ve emniyet güvenliği ile gidişteki sürenin kısaltılması

Bir süreliğine de olsa vapur ücretlerinde indirim yapılabilir.

Deniz araçlarının konfor ve kapasitesini arttırmak

Kıyıya paralel ulaşımı sağlayan deniz hatlarının kuzeyden güneye gelişleri işe yetişmeye uygun saatlerde başlarken güneyden kuzeye gidişler geç başlıyor.

Sizce daha fazla yolcuyu deniz ulaşımına yönlendirebilmek için neler yapılmalı?

Marmara denizi boyunca yeni seferler düzenleyerek

Yolcuların sefer sıklığı konusunda rahat olması lazım. İskeleye ulaştıktan sonra yarım saat beklemesi gerekmemeli. İskeleye diğer toplu ulaşım yöntemleri ile kolay ulaşılabilmeli.

Deniz kültürünü aşımalıyız

Hızlı deniz araçları İskelere doğru yayalar için güvenli ve yeşil koridorlar oluşrurulması Deniz araçları içinde toplu taşıma hatları ve kalkış saatlerine dair bilgilendirme duyuruları yapılması

İskeleye toplu taşımla kolay erişim olmalı. Deniz ulaşımında zaman azaltılmalı.Ayrıca Fiyat avantajı olursa kullanımı etkiler.

Iskelelere erisim icin yaya yollari duzenlemesi yapilmali. Ozellikle Barbaros Bulvari'ndan Besiktas Iskelesine dogru erisim bu konuda cok basarisiz bir ornek. Guvensiz ve cazibesiz yaya yollari.

Sanirim yolculuk suresinin diger alternatiflerine gore daha kisa surmesi gerekiyor..

iş giriş-çıkış saatlerine dikkat ederek sefer planlaması yaparak

Sizce daha fazla yolcuyu deniz ulaşımına yönlendirebilmek için neler yapılmalı?

Birden fazla ulaşım aracı ile ulaşılması durumunda toplam yolculuk ücreti çok yükselmemeli, entegre ücret lendirme yapılmalı

Toplu ulaşım merkezleri ile entegrasyon yapılıp yeni iskele alanları belirlenmeli

İnsanların yoğun olduğu bölgelerde ve diğer toplu taşıma araçlarında deniz ulaşımına yönlendirme yapılması

İskelelerin çevresinde yer alan atm, seyyar satıcı, büfe vb. kullanımların yaya akışlarına göre düzenlenmesi İskelelerin yakınındaki ulaşım modları arasında entegrasyonun güçlendirilmesi

Toplu ulaşım merkezleri ile entegrasyon yapılıp iskele yerleri belirlenmesi

Deniz ulaşımına kolay erişim ve indikten sonra raylı sisteme erişim sağlanmalı

Raylı sistem istasyonlarında da en yakın sefer saati hakkında bilgilendirme yaparak

Sabahları işe giden kesim genelde kahvaltı yapamıyor. Eğer ulaşımda bedava kahve/ çay ve 1 poğaça verilirse, insanların alışkanlıkları değişebilir ve hayatları kolaylaşabilir. Havuç vermeden zor

Sizce daha fazla yolcuyu deniz ulaşımına yönlendirebilmek için neler yapılmalı?

İskelerin yakınına ücretsiz araç parkları yapılırsa, araçları park edip deniz yolu kullanılır. Maltepe iskelesinden bakırköy, beşiktaş iskelelerine düzenli seferler konulanilir.

İstanbul Anadolu Yakasında Tüm Sahil Bandını Kapsayacak Bir Şekilde Deniz Ulaşımına Hizmet Verecek İskeleler İnşa Edilip Deniz Ulaşımına Açılmalıdır. Mevcut İskeleleri (Maltepe) aktifleştirmek

Konuttan işe / okula erişimde deniz yolunu kullanabileceği yakın bir iskeleye sahip olunması önemli. Deniz yolunu tercihi hem yolculuk süresini kısaltmalı hem de diğer seçeneklere göre konforlu olmalı

Beşiktaş gibi daha merkezi iskelelerde kış dönemi seferleri gece de devam etmeli.

1- Deniz ulaşımını daha etkin kulkanmak için Eminönü-Bostancı vapur seferleri yeniden komulmal İskeleler yanında otoparklar olmalı, Denize kıyısı olan ilçelere vapur seferleri konulmalı. Halet ATAŞ

İskelelerin yakın çevresi yaşayan mekanlar haline gelmeli. Yolcular iskele çevresinde de ihtiyaçlarını karşılayacağı mekanlara erişip deniz yolunu kullanarak gideceği yere ulaşabilmeli.

İskelelere erişimin sağlanması.

Özellikle pil saatlerde daha küçük ve hızlı araçlar ile sık seferler (deniz dolmuşları sayısı artırılabilir) Güneydeki iskelelerden kuzeydeki semtlere denizyolu ile entegre mekik hatlar

Sizce daha fazla yolcuyu deniz ulaşımına yönlendirebilmek için neler yapılmalı?

Tren, metrobüs ve otobüs aktarmalarının bir arada olduğu merkezlerden kıyı erişimi olan çeper konut bölgelerine seferler arttırılmalı.

İskele alanlarına kültür sanat alanları eklenmeli.

Özellikle pik saatlerde Avrasya tüneline alternatif hızlı feribot rotası

Deniz ulaşımının tanıtımı daha etkin yapılmalı.

Bisiklet ulaşımı ile entegrasyonu güçlendirilmeli

Deniz taksi pahalı. Ekonomik olarak erişilebilir değil.

Bisiklet için vapurlarda konfor sağlanmalı

Bilgilendirmenin arttırılması - yonlendirmeler-tanitim Metro-deniz ulasimi entegrasyonunun arttırilmasi Sefer sayilarinin farklilasmasi ve kampanyalar

Sizce daha fazla yolcuyu deniz ulaşımına yönlendirebilmek için neler yapılmalı?

Evcil hayvanlarimizla seyahat kurallarının esnetilmesi

Gece seferlerinde gemi içinde güvenlik tedbirlerinin arttırılması (özellikle adalar gece seferlerinde) Engelli ulaşımı açısından daha elverişli olabilir. Kabataş iskengelli aracı tam çıkışa götürmüyo

İskele alanları ile aktif ulaşım modları entegrasyonu güçlendirilmeli

Yolcu motorlarına tekerlekli sandalye ile binmek için ulaşım kolaylığı

Daha ucuz

Daha hızlı örn önceden olduğu gibi İDO

Karaköy Kadıköy hattını hızlandırmak (Eminönü durağını kaldırarak direkt bir hat)

Eminönü iskelesinde inince otobüs duraklarına ulaşım zor. Kadıköy'den Sarıyer'e sabah motorla tek sefer var.

Sizce daha fazla yolcuyu deniz ulaşımına yönlendirebilmek için neler yapılmalı?

Lodos nedeniyle sefer iptallerini anlıyorum. Ancak 20 sene önce bile Büyükçekmece'den Kadıköy'e deniz otobüsü ile gidilebiliyordu. Büyükçekmece Kadıköy arası deniz otobüsü seferleri yapılmalı

Metro gibi vapurun 24 saat çalışması

Araç sahiplerini vapurlara yönlendirmek için çalışma yapılması gerekli. Park et devam et noktaları çok kısıtlı. Bu noktaların iskelelere yakın yerlerde olmalı ve ücretlendirme teşvikleri sağlanmalı

Vapur tarifelerinin PDF olarak yayınlanmaya devam etmesi çok teknolojiden uzak bir yaklaşım. Sefer tarifelerinin mobil uygulamayla vatandaşa sunulması gerekiyor.

Alışma aşamasında fiyatlar daha makul olmalı, daha küçük teknelerle daha sık seferler olmalı. Deniz ulaşımı kullananlara bazı promosyonlar sağlanmalı.