İçindekiler

KISALTMALAR VE TANIMLAR .............................................................................................................................................. 5

1- MEVCUT DURUM ................................................................................................................................................................. 11

1.1. TÜRKİYE ULUSAL DEMİRYOLU ŞEBEKESİ ......................................................................................................................... 12
1.2. PERSONEL DURUMU (2022) ................................................................................................................................................ 13
1.3. ÇEKEN VE ÇEKİLEN ARAÇLAR .............................................................................................................................................. 14

1.3.1. ÇEKEN ARAÇLARIN FAALİYET DURUMLARI ................................................................................................................ 14
1.3.2. ÇEKEN ARAÇLARIN GÜCÜ VE YAŞLARINA GÖRE DAĞILIMI (2022) .............................................................................. 15
1.3.3. ÇEKEN ARAÇLARIN TOPLAM GÜÇLERİ (2022) ....................................................................................................... 16
1.3.4. YOLCU ARAÇ SAYILARI (Adet) .................................................................................................................................... 17
1.3.5. YOLCU ARAÇ KAPASİTELERİ (Yolcu) ................................................................................................................... 18
1.3.6. YOLCU VAGONLARININ YAŞLARINA GÖRE DAĞILIMI (2022) .................................................................................. 19
1.3.7. YÜK VAGONLARININ FAALİYET DURUMLARI VE KAPASİTELERİ ........................................................................... 20
1.3.8. YÜK VAGONLARININ YAŞLARINA GÖRE DAĞILIMI (2022) .................................................................................. 21
1.3.9. YÜK VAGONLARININ TONAJLARINA GÖRE KAPASİTELERİ (2022) .......................................................................... 21

2 - İŞLETME FAALİYETLERİ .................................................................................................................................................. 23

2.1. YOLCU TAŞIMACILIĞI ...................................................................................................................................................... 24

2.1.1. TREN TİPLERİNE GÖRE YOLCU SAYISI ................................................................................................................ 24
2.1.2. TREN TİPLERİNE GÖRE YOLCU KİLOMETRELER (Yolcu-km) ................................................................................ 24
2.1.3. YÜKSEK HIZLI TREN İŞLETMECİLİK ÖZETİ ............................................................................................................. 25

2.2. YÜK TAŞIMACILIĞI ...................................................................................................................................................... 26

2.2.1. NETTON ............................................................................................................................................................. 26
2.2.2. NETTON-KİLOMETRE ........................................................................................................................................ 26
2.2.3. ULUSLARARASI YÜK TAŞIMASI (NETTON) ....................................................................................................... 27
2.2.4. ULUSLARARASI YÜK TAŞIMASI (NETTON-KM) .................................................................................................. 27
2.2.5. MADDE CİNSLERİNE GÖRE YÜK TAŞIMALARI (NETTON) ............................................................................. 28
2.2.6. MADDE CİNSLERİNE GÖRE YÜK TAŞIMALARI (NETTON-KM) ........................................................................... 29
2.2.7. HAT KESİMLERİNE GÖRE NETTON-KİLOMETRE (2022) .................................................................................. 30

2.3. TREN KİLOMETRELER .................................................................................................................................................. 32

2.3.1. ÇEKEN ARAÇ VE TREN TİPLERİNE GÖRE TREN KİLOMETRELER (TREN-KM) ..................................................... 32
2.3.2. HAT KESİMLERİNE GÖRE TREN-KİLOMETRE (2022) .......................................................................................... 34

2.4. HAMTON-KİLOMETRELER ........................................................................................................................................ 36

2.4.1. ÇEKEN ARAÇ TİPLERİNE GÖRE HAMTON - KİLOMETRELER ................................................................................ 36
2.4.2. TREN TİPLERİNE GÖRE HAMTON - KİLOMETRELER ........................................................................................... 37
2.4.3. HAT KESİMLERİNE GÖRE HAMTON-KİLOMETRE (2022) .................................................................................. 38

2.5. KOLTUK KİLOMETRELER ........................................................................................................................................... 40

2.6. VAGON KİLOMETRELER ............................................................................................................................................ 40

2.7. DİNGİL KİLOMETRELER ............................................................................................................................................ 40

2.8. DEMİRYOLU İŞLETME KAZALARI ................................................................................................................................ 41
3 - MALİ DURUM

3.1. GELİRLER

3.2. GİDERLER

3.3. İŞ ALANI BAZINDA GENEL GİDER TABLOSU

3.4. ENERJİ TÜKETİM GİDERLERİ

3.5. İŞLETME FAALİYETLERİNDE GELİR-GİDER DENGESİ

3.6. KÂR ZARAR TABLOSU

4 - VERİMLİLİK KRİTERLERİ VE YAKIT TÜKETİMLERİ

4.1. VERİMLİLİK KRİTERLERİ

4.1.1. YOLCU TAŞIMA VERİMLİLİĞİ

4.1.2. YÜK TAŞIMA VERİMLİLİĞİ

4.1.3. TREN KİLOMETRE VERİMLİLİĞİ

4.1.4. PERSONEL VERİMLİLİĞİ

4.1.5. HAMTON KM’NİN ÇEKEN ARAÇ VE TREN TÜRLERINE GÖRE DAĞILIMI

4.1.6. BİRIM TAŞIMA GELİRLERİ

4.1.7. GENEL ORTALAMA MALİYETLER

4.1.8. MADDE CİNSLERİNE GÖRE ORTALAMA YÜK TAŞIMA MESAFELERİ

4.2. ENERJİ TÜKETİMLERİ

5 - ULAŞTIRMA TÜRLERİNE GÖRE TAŞIMALAR

5.1. ÜLKELERE VE ULAŞTIRMA SİSTEMLERİNE GÖRE YOLCU TAŞIMALARI (Yolcu - Km)

5.2. ÜLKELERE VE ULAŞTIRMA SİSTEMLERİNE GÖRE YÜK TAŞIMALARI (Ton - Km)

6 - ULUSLARARASI KARŞILAŞTIRMALAR

6.1. ULUSLARARASI DEMİRYOLU İSTATİSTİKLERİ

7 - İLLERE GÖRE TAŞIMALAR

7.1. İLLERE GÖRE ANAHAT YOLCU SAYILARI

7.2. İLLERE GÖRE YÜK TAŞIMALARI (NETTON)
Kısaltmalar ve Tanımlar
### Kısaltmalar

<table>
<thead>
<tr>
<th>Kişartma</th>
<th>Anlam</th>
</tr>
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<tr>
<td>A1A-A1A</td>
<td>Her biri tahrıklı-tahrıksız-tahrıklı sıralamasında 3 akslı 2 bojiden oluşan dingil tertibi</td>
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<tr>
<td>AC</td>
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<td>ADF</td>
<td>Ankara Demiryol Fabrikası Müdürlüğü</td>
</tr>
<tr>
<td>ATS</td>
<td>Otomatik Tren Durdurma (Automatic Train Stop)</td>
</tr>
<tr>
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<td>Beygir Gücü</td>
</tr>
<tr>
<td>BoBo</td>
<td>Her biri 2 tahrıklı akslı 2 bojiden oluşan dingil tertibi</td>
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<tr>
<td>BoBoBo</td>
<td>Her biri 2 tahrıklı akslı 3 bojiden oluşan dingil tertibi</td>
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<td>Bulgaristan</td>
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<tr>
<td>CoCoCo</td>
<td>Her biri 3 tahrıklı akslı 2 bojiden oluşan dingil tertibi</td>
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<td>CMO</td>
<td>Orta Doğu Demiryolları Konferansına üye ülkeler ile yapılan yük taşımaları</td>
</tr>
<tr>
<td>DC</td>
<td>Doğru akım</td>
</tr>
<tr>
<td>DE</td>
<td>Dizel Elektrikli</td>
</tr>
<tr>
<td>DH</td>
<td>Dizel Hidrolik</td>
</tr>
<tr>
<td>DM+ALT+R+CEM</td>
<td>Dizel Motor-Alternatör-Redresör-Cer Motorları</td>
</tr>
<tr>
<td>DMU</td>
<td>Dizel Çoklu Dizi (Diesel Multiple Unit)</td>
</tr>
<tr>
<td>ED</td>
<td>Elektro Dinamik</td>
</tr>
<tr>
<td>ETCS</td>
<td>Avrupa Tren Kontrol Sistemi (European Train Control System)</td>
</tr>
<tr>
<td>Elk</td>
<td>Elektrikli</td>
</tr>
<tr>
<td>EMU</td>
<td>Elektrikli Çoklu Dizi (Electrical Multiple Unit)</td>
</tr>
<tr>
<td>EP</td>
<td>Elektro Pnömatik</td>
</tr>
<tr>
<td>KHY</td>
<td>Kamu Hizmeti Yükümlülüğü</td>
</tr>
<tr>
<td>KN</td>
<td>Kilo Newton</td>
</tr>
<tr>
<td>kV</td>
<td>Kilovolt</td>
</tr>
<tr>
<td>kVA</td>
<td>Kilo Volt Amper</td>
</tr>
<tr>
<td>kW</td>
<td>Kilo Watt</td>
</tr>
<tr>
<td>MT</td>
<td>Motorlu Tren</td>
</tr>
<tr>
<td>Pnö</td>
<td>Pnömatik</td>
</tr>
<tr>
<td>TCDD</td>
<td>Türkiye Cumhuriyeti Devlet Demiryolları İşletmesi Genel Müdürlüğü</td>
</tr>
<tr>
<td>TEA</td>
<td>Avrupa-Asya tarifesine üye ülkeler ile yapılan yük taşımaları</td>
</tr>
<tr>
<td>YHT</td>
<td>Yüksek Hızlı Tren</td>
</tr>
<tr>
<td>YUN</td>
<td>Yunanistan</td>
</tr>
</tbody>
</table>
### Tanımlar

<table>
<thead>
<tr>
<th>Altyapı ve İşletmecilik İstatistikleri</th>
</tr>
</thead>
<tbody>
<tr>
<td><strong>Hamton-Km</strong></td>
</tr>
<tr>
<td><strong>İdare</strong></td>
</tr>
<tr>
<td><strong>İdari Taşıma</strong></td>
</tr>
<tr>
<td><strong>İltisak Hattı</strong></td>
</tr>
<tr>
<td><strong>İş Treni</strong></td>
</tr>
<tr>
<td><strong>Kent İçi</strong></td>
</tr>
<tr>
<td><strong>Netton-Km</strong></td>
</tr>
<tr>
<td><strong>Tren-Km</strong></td>
</tr>
<tr>
<td><strong>Yolcu-Km</strong></td>
</tr>
<tr>
<td><strong>Konvansiyonel Hat</strong></td>
</tr>
<tr>
<td><strong>Yüksek Hızlı Demiryolu Hattı</strong></td>
</tr>
<tr>
<td><strong>Yüksek Hızlı Tren</strong></td>
</tr>
<tr>
<td><strong>Yüksek Hızlı Tren İşletmeciliği</strong></td>
</tr>
<tr>
<td><strong>Hızlı Tren Demiryolu Hattı</strong></td>
</tr>
<tr>
<td><strong>Hızlı Tren</strong></td>
</tr>
<tr>
<td>KAZA İSTATİSTİKLERİ</td>
</tr>
<tr>
<td>-----------------------</td>
</tr>
<tr>
<td>Çarpışma</td>
</tr>
<tr>
<td>1) Trenin bir demiryolu araci ile çarpışması: Trenin bir bölümüyle başka bir trenin, demiryolu aracının bir bölümüne veya manevra aracının kafa kafaya, arkadan veya yandan çarpışmasıdır.</td>
</tr>
<tr>
<td>2) Gabaride bulunan bir engel ile çarpışma: Trenin bir bölümü ile hattın üzerinde veya yakınında bulunan sabit veya geçici olarak orada bulunan bir nesne arasındaki çarpışmasıdır.</td>
</tr>
</tbody>
</table>

<table>
<thead>
<tr>
<th>Derayman</th>
</tr>
</thead>
<tbody>
<tr>
<td>Trenin en azından bir tekerleğinin raydan ayrıldığı durumlardır.</td>
</tr>
</tbody>
</table>

<table>
<thead>
<tr>
<th>Diğer Kazalar</th>
</tr>
</thead>
<tbody>
<tr>
<td>Trenin bir demiryolu araci ile çarpışması, gabaride bulunan engel ile çarpışma, trenin raydan çıkması, hemzemin geçit kazası, hareket halindeki demiryolu araci sebebiyle kişilerin maruz kaldığı kazalar ve demiryolu aracındaki yangınların tamamlamalarına girmeyen tüm kazaları ifade eder.</td>
</tr>
<tr>
<td>• Bakım onarım amacıyla kapatılan hatlardaki kazalar da dahil olmak üzere, manevra araçlarının veya bakım onarım araci/makinelerinin çarpışmaları, derayları</td>
</tr>
<tr>
<td>• Acil durum prosedürleri gereği bilerek yapılan çarpışma ve deraylar.</td>
</tr>
<tr>
<td>• Taşımacılık esnasında tehlikeli malın açığa çıkması</td>
</tr>
<tr>
<td>• Tren geçişi sebebiyle fırlatılan objeler. Balast, buz gibi.</td>
</tr>
<tr>
<td>• Hareket halindeki demiryolu araci ile ilgili elektrik çarpımları.</td>
</tr>
</tbody>
</table>

<table>
<thead>
<tr>
<th>Hemzemin Geçit Kazası</th>
</tr>
</thead>
<tbody>
<tr>
<td>En az bir veya daha fazla demiryolu aracının ve bir veya daha fazla geçiş yapan aracın, yayaların, geçiş yapan arac ve yayaların kaybetmesi halinde yolun yakınında geçici olarak bulunan nesneleri karıştığı kazadır.</td>
</tr>
</tbody>
</table>

<table>
<thead>
<tr>
<th>Hareket Halindeki Demiryolu Aracı Sebebiyle Kişilerin Maruz Kaldığı Kazalar</th>
</tr>
</thead>
<tbody>
<tr>
<td>Bir ya da daha fazla kişiye bir demiryolu aracının, araca bağlı bir nesnenin veya aracdan düşen bir nesnenin çarpılması.</td>
</tr>
</tbody>
</table>

<table>
<thead>
<tr>
<th>Kaza</th>
</tr>
</thead>
<tbody>
<tr>
<td>Maddi hasar, ölüm, yaralanma gibi zararlı sonuçları olan, istenmeyen, beklenmedik, ani ve kasıtsız bir olay veya olaylar zinciridir. Hareket halinde (hızı sıfırdan farklı) bir demiryolu araci bulunmalıdır.</td>
</tr>
</tbody>
</table>

<table>
<thead>
<tr>
<th>Ölüm (ölen kişi)</th>
</tr>
</thead>
<tbody>
<tr>
<td>İntihar haricinde, bir kaza sebebiyle hemen veya kaza sonrası 30 gün içerisinde ölen kişi anlamına gelir.</td>
</tr>
</tbody>
</table>

<table>
<thead>
<tr>
<th>Önemli Kaza</th>
</tr>
</thead>
<tbody>
<tr>
<td>Hareket eden en az bir demiryolu aracının katıldığı, en az bir kişinin öldüğü veya ciddi şekilde yaralandığı veya aracта, hatta, yapılarla veya çevrerede önemli hasara ya da trafikte kapsamlı aksamalı olarak sebebiyet veren bir kazadır. Atölyelerdeki, depolardaki ve antrepolardaki kazalar hariçtir. Önemli zararın zararın 150,000 Avro ve üzeri maliyet doğuran kazalarıdır.</td>
</tr>
</tbody>
</table>

<table>
<thead>
<tr>
<th>Tren Katarları Yangınları</th>
</tr>
</thead>
<tbody>
<tr>
<td>Kalkış istasyonu ve varış noktasında arasında veya yeniden teşkil işlemleri (kalkış istasyonu ile varış noktası arasında yapılan işlemler) sırasında, ara duraklarda veya varış noktasında durması da dahil olmak üzere, demiryolu aracında (yüklerde dahil olmak üzere) ortaya çıkan yangınları ve patlamalarıdır.</td>
</tr>
</tbody>
</table>

<table>
<thead>
<tr>
<th>Yaralanma (ağır yaralanan kişi)</th>
</tr>
</thead>
<tbody>
<tr>
<td>İntihar girişimleri haricinde, bir kaza sebebiyle 24 saatte fazla hastanede kalan kişileri ifade eder.</td>
</tr>
</tbody>
</table>
## MALİ İSTATİSTİKLER

<table>
<thead>
<tr>
<th>Enerji Tüketim Giderleri</th>
<th>Demiryolu işletmeciliğin faaliyetlerini yerine getirilirken kullanılan (motorin, doğalgaz, elektrik vb.) enerji tüketim giderleridir.</th>
</tr>
</thead>
<tbody>
<tr>
<td>Faaliyet Dışı Gelirler</td>
<td>Şirketin ana faaliyetleri dışındaki diğer faaliyetler dolayısıyla elde edilen gelirler</td>
</tr>
<tr>
<td>Faaliyet Dışı Giderler</td>
<td>Demiryolu taşımacılığı hizmetleri dışındaki giderlerdir (faiz, kamboyo, kıdem tazmini vb.)</td>
</tr>
<tr>
<td>Gelirler</td>
<td>Şirketin, vermiş olduğu yolcu ve yük taşımacılığı faaliyetleri ile verilen lojistik hizmetler karşılığında elde ettiği gelirler.</td>
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<tr>
<td>Gelirin Gideri Karşılama Oranı</td>
<td>(Gelir / Gider) İşletmenin karlılığının göstergesidir.</td>
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<tr>
<td>Giderler</td>
<td>Şirketin vermiş olduğu yolcu ve yük taşımacılığı faaliyetleri ile verilen lojistik hizmetler sonucunda karşılaşılan giderlerdir. (Memur, sözleşmeli, işçi giderleri, altyapı erişim ücreti giderleri, malzeme, yakıt vb. giderlerden oluşur.</td>
</tr>
<tr>
<td>Kâr</td>
<td>(Gelir - Gider) Dönem sonunda gelirlerin giderlerden büyük olması durumudur.</td>
</tr>
<tr>
<td>Kamu Hizmeti Yükümlülüğü (KHY)</td>
<td>Belirli bir hat üzerinde herhangi bir demiryolu tren işletmecisinin ticari şartlarda veremediği demiryolu yolcu taşımacılığı hizmetinin verilmesini sağlamak amacıyla ve sözleşmeye dayalı olarak Bakanlığın görevlendirmesi üzerine yerine getirilen demiryolu yolcu taşımacılığı hizmet yükümlülüğündür.</td>
</tr>
<tr>
<td>KHY Geliri</td>
<td>Kamu Hizmeti Yükümlülüğü karşılığında Bakanlık tarafından yapılan ödemelerdir.</td>
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<tr>
<td>Zarar</td>
<td>(Gelir - Gider) Dönem sonunda giderlerin gelirlerden büyük olması durumudur.</td>
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</table>
1 Mevcut Durum
### 1.1. TÜRKİYE ULUSAL DEMİRYOLUMU ŞEBEKESİ

<table>
<thead>
<tr>
<th>ŞEBEKESI</th>
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<th>2022</th>
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<td>2. Anahat</td>
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<td>706</td>
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<tr>
<td>İstasyon Yolları</td>
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<td>44</td>
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<tr>
<td><strong>KONVANSİYONEL DEMİRYOLUMU HATLARI</strong></td>
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<td>2. 3. 4. Anahatlar</td>
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<td>756</td>
<td>833</td>
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<tr>
<td>İltisak + İstasyon Yolları</td>
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<td>Elektrikli</td>
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<td>Elektrikli Oranı (%)</td>
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<td>Sinyalli</td>
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<td>Sinyalli Oranı (%)</td>
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<td>54.5</td>
<td>55.1</td>
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**Şekil 1: Türkiye Ulusal Demiryolu Şebekesi**
1.2. PERSONEL DURUMU (2022)

<table>
<thead>
<tr>
<th>PERSONEL SAYISI</th>
<th>MEMUR</th>
<th>SÖZLEŞMELİ</th>
<th>DAİİMİ İŞÇİ</th>
<th>GEÇİCİ İŞÇİ (*)</th>
<th>TOPLAM</th>
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*DE 11000 tipi lokomotifler manevra lokomotifi olarak değerlendirilmiştir.
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*DE 11000 tipi lokomotifler manevra lokomotifi olarak değerlendirilmiştir.
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### 1.3.4. YOLCU ARAÇ SAYILARI (Adet)

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### 1.3.5 YOLCU ARAÇ KAPASİTELERİ (Yolcu)

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1.3.6. YOLCU VAGONLARININ YAŞLARINA GÖRE DAĞILIMI (2022)

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<th>BANLİYÖ TİPİ</th>
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<th>KOMPARTİM</th>
<th>KUŞETLİ</th>
<th>YATAKLı</th>
<th>YEMEKLI</th>
<th>GENEL TOPLAM</th>
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<td>ADET</td>
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1.3.7. YÜK VAGONLARININ FAALİYET DURUMLARI VE KAPASİТЕLERİ

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<td>2,940</td>
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<td>Kapasite (Ton)</td>
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<td>Kapasite (Ton)</td>
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<td>5,625</td>
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<td>644</td>
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<td>Kapasite (Ton)</td>
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<td>50,881</td>
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<td>Kapasite (Ton)</td>
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<td>879,799</td>
<td>878,392</td>
<td>858,885</td>
<td>870,688</td>
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<td>3,768</td>
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<td>3,732</td>
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<td>239,062</td>
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1.3.8. YÜK VAGONLARININ YAŞLARINA GÖRE DAĞILIMI (2022)

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<th>TOPLAM KAPASİTE (Ton)</th>
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<td>PLATFORM</td>
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<td>1.504</td>
<td>1.841</td>
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<td>1.702</td>
<td>703</td>
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<td>149</td>
<td>1.554</td>
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<td>30 - 39</td>
<td>449</td>
<td>1.210</td>
<td>1.468</td>
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<tr>
<td>40 - 49</td>
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<td>667</td>
<td>621</td>
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<td>50 ≤</td>
<td>-</td>
<td>301</td>
<td>9</td>
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| TOPLAM VAGON (Adet) | 2.713 | 5.939 | 7.158 | 719 | 16.529 | - |
| TOPLAM KAPASİTE (Ton) | 121.573 | 312.589 | 390.895 | 45.631 | - | 870.688 |

1.3.9. YÜK VAGONLARININ TONAjlARINA GÖRE KAPASİTELERİ (2022)

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<th>TOPLAM İÇİNDEKİ %</th>
<th>TOPLAM TAŞIMA TONAJI</th>
<th>TOPLAM İÇİNDEKİ %</th>
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<td>127.204</td>
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<td>31 - 50</td>
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<td>470</td>
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<tr>
<td>50 &lt;</td>
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<tr>
<td>TOPLAM</td>
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<td>100</td>
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2 İşletme Faaliyetleri
2.1. YOLCU TAŞIMACILIĞI

2.1.1. TREN TİPLERİNE GÖRE YOLCU SAYISI

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<td>209.717</td>
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<td>67.799</td>
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2.1.2. TREN TİPLERİNE GÖRE YOLCU KİLOMETRELER (Yolcu-km)

<table>
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<td>10.926</td>
<td>6.009</td>
<td>8.521</td>
<td>16.183</td>
</tr>
</tbody>
</table>

* 2019 yılından itibaren Konvansiyonel Tren Tipi Anahat, Bölgesel ve Uluslararası olarak sınıflandırılmıştır.

** Önceki yıllarda uluslararası yolcu sayısı ve yolcu-km verilerinde Interrail kapsamında satışa yapılan yolcu bilet gelirlerine karşılık gelen yolcu sayısı ve yolcu-km verilerinde işlenmiş olup, satışa çıkan verilerin hepsinin de uluslararası trenlerimizde fiili olarak taşınan yolcu sayıları vermesi ve bu kapsamda 2018-2021 yılı verileri güncellenmiştir.

*** Gerek Ortadoğu, gerek Avrupa ülkeleri ile ortak kullanılan bir bilet satış sistemi olmadığı için yolcuların tüm yolculuk hareketleri net olarak tespit edilemediğinden yolcu-km verileri sağlıklı şekilde hesaplanamamaktadır.
### 2.1.3. YÜKSEK HIZLI TREN İŞLETMECİLİK ÖZETİ

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<thead>
<tr>
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<th>2022</th>
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<td>1.213</td>
<td>1.213</td>
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<td>26</td>
<td>31</td>
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<td>8.250</td>
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<td>14.072</td>
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<td>3.094</td>
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<td>1.937</td>
<td>3.852</td>
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<td>3.244</td>
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2.2. YÜK TAŞIMACILIĞI

2.2.1. NETTON

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<tbody>
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<td>3.442</td>
<td>4.275</td>
<td>4.422</td>
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<td>10.714</td>
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<td>10.836</td>
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</table>

*Sahibine ait vagon yurtiçi taşımalarıdır. Sahibine ait vagon taşımalari genel toplama dahildir.*

**2018-2021 yıllarına ait sahibine ait vagon verilerinde güncelleme yapılmıştır.

2.2.2. NETTON-KİLOMETRE

<table>
<thead>
<tr>
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<th>2022</th>
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<tr>
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<td>5.378</td>
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<td>4.659</td>
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</table>

*Sahibine ait vagon yurtiçi taşımalardır. Sahibine ait vagon taşımalari genel toplama dahildir.*

**2018-2021 yıllarına ait sahibine ait vagon verilerinde güncelleme yapılmıştır.
2.2.3. ULUSLARARASI YÜK TAŞIMASI (NETTON)

<table>
<thead>
<tr>
<th>NETTON</th>
<th>2018</th>
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<th>2020</th>
<th>2021</th>
<th>2022</th>
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<tr>
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<tr>
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<td>1.227</td>
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<td>1.459</td>
</tr>
<tr>
<td><strong>CMO</strong> (Asya Yönü)</td>
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</tr>
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<td>700</td>
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2.2.4. ULUSLARARASI YÜK TAŞIMASI (NETTON-KM)

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<tr>
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## 2.2.5. MADDE CİNSLERİNE GÖRE YÜK TAŞIMALARI (NETTON)

(1,000)

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<td>2,308</td>
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<td>1,894</td>
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<td>5   Klinker</td>
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<td>6   Kum</td>
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<td>7   Makine</td>
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<td>8   Akaryakıt, Zift, Katran</td>
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<td>1,666</td>
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<td>13</td>
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</tr>
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<td>512</td>
<td>653</td>
<td>963</td>
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Not: Dolu Konteyner ile yapılan taşımalar 2013 yılından itibaren madde cinslerine göre dağıtılmıştır.
### 2.2.6. MADDE CİNSLERİNE GÖRE YÜK TAŞIMALARI (NETTON-KM)

<table>
<thead>
<tr>
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<th>2019</th>
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<th>2021</th>
<th>2022</th>
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**TOPLAM** | **12.773** | **12.304** | **12.799** | **13.485** | **13.305**

**Not:** Dolu Konteyner ile yapılan taşımalar 2013 yılından itibaren madde cinslerine göre dağıtılmıştır.
## 2.2.7. HAT KESİMLERİNE GÖRE NETTON-KİLOMETRE (2022)

(1.000)

<table>
<thead>
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<th>HAT KESİMLERİ VE KODLAR</th>
<th>YÜK</th>
<th>HİZMET TRENİ</th>
<th>TOPLAM</th>
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<tbody>
<tr>
<td><strong>1. Bölge (İstanbul)</strong></td>
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<td>101-Sirkeci - Demirköprü Hattı</td>
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**NOT**: Bu tablodaki bölge sınıflaması TCDD'ye ait bölgelerin sınırlarını ifade etmektedir.
### 2.3. TREN KİLOMETRELERİ

#### 2.3.1. ÇEKEN ARAÇ VE TREN TİPLERİNE GÖRE TREN KİLOMETRELERİ (TREN-KM)

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NOT: 2019 yılından itibaren Konvansiyonel Tren Tipi Anahat, Bölgesel ve Uluslararası olarak sınıflandırılmıştır.
# 2.3.2. HAT KESİMLERİNE GÖRE TREN-KİLOMETRE (2022)

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<td>13.248</td>
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### 5. Bölge (Malatya)

<table>
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<tr>
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<th>KENT İÇİ</th>
<th>ANAHAT YOLCU</th>
<th>TOPLAM YOLCU</th>
<th>YÜK</th>
<th>HİZMET TRENİ</th>
<th>TOPLAM</th>
</tr>
</thead>
<tbody>
<tr>
<td>118-Malatya - Çetinkaya Hattı</td>
<td>-</td>
<td>203.078</td>
<td>203.078</td>
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<td>119-Malatya - Diyarbakır Hattı</td>
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<td>222.464</td>
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<td>212.326</td>
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<td>427</td>
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<td>-</td>
<td>197.161</td>
<td>197.161</td>
<td>679.604</td>
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<td>906.052</td>
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<td>122-Van - Kapiköy Hattı</td>
<td>-</td>
<td>-</td>
<td>-</td>
<td>99.609</td>
<td>957</td>
<td>100.566</td>
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<td>131.768</td>
<td>1.420.575</td>
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<th>TOPLAM YOLCU</th>
<th>YÜK</th>
<th>HİZMET TRENİ</th>
<th>TOPLAM</th>
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<tr>
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<td>10.976</td>
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<td>-</td>
<td>-</td>
<td>2.632</td>
<td>196</td>
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<tr>
<td>128-Yenice - Tahtakopru Hattı</td>
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<td>953.536</td>
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<tr>
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<tr>
<td>161-Akçagöz Başpinar Varyant Hattı</td>
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<td>2.826.211</td>
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### 7. Bölge (Afyonkarahisar)

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<th>ANAHAT YOLCU</th>
<th>TOPLAM YOLCU</th>
<th>YÜK</th>
<th>HİZMET TRENİ</th>
<th>TOPLAM</th>
</tr>
</thead>
<tbody>
<tr>
<td>133-Enveriy - Konya Hattı</td>
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<td>675.138</td>
<td>675.138</td>
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<td>42.619</td>
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<tr>
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<td>17.516</td>
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<tr>
<td>136-Tavşanlı - Tungbilek Hattı</td>
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<td>130</td>
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</tr>
<tr>
<td>139-Manisa - Afyon Hattı</td>
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<td>47.450</td>
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<td>145-Goncali - Eğirdir Hattı</td>
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<td>192.733</td>
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<td>540</td>
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<tr>
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<td>360</td>
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<td>149-Afyon Şehir - Karakuyu Hattı</td>
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### 8. Bölge (YHT - Ankara)

<table>
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<th>ANAHAT YOLCU</th>
<th>TOPLAM YOLCU</th>
<th>YÜK</th>
<th>HİZMET TRENİ</th>
<th>TOPLAM</th>
</tr>
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<tbody>
<tr>
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<td>1.665.001</td>
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<td>1.669.826</td>
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<tr>
<td>203-Haydarpaşa - Eskişehir HT</td>
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<td>1.601.525</td>
<td>1.772</td>
<td>8.193</td>
<td>1.611.490</td>
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<td>205-Kayas YHT - Sivas YHT</td>
<td>547368</td>
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<td>573.480</td>
<td>27.624</td>
<td>240</td>
<td>601.344</td>
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<tr>
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<td>45.044</td>
<td>6.909.918</td>
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<td>22.949.328</td>
<td>30.717.662</td>
<td>22.651.838</td>
<td>1.788.733</td>
<td>55.158.233</td>
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**NOT:** Bu tablodaki bölge sınıflaması TCDD'ye ait bölgelerin sınırlarını ifade etmektedir.
## 2.4. HAMTON-KILOMETRELER

### 2.4.1. Çeken Araç Tİplerine GÖre Hamton - Kilometreler

<table>
<thead>
<tr>
<th>Hamton-Km</th>
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<th>2019</th>
<th>2020</th>
<th>2021</th>
<th>2022</th>
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<td></td>
<td>Kent İçi</td>
<td>Anaht</td>
<td>Toplam</td>
<td>Yolcu</td>
<td>Yük</td>
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<tr>
<td></td>
<td></td>
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<td>18.841.709</td>
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<tr>
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<tr>
<td>Elektrik Loko</td>
<td>392.087 4.568.177 5.252.213</td>
<td>6.044.198 4.835</td>
<td>6.049.050</td>
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<tr>
<td>Elektrik Dizi</td>
<td>794.898 3.008.583 3.008.583</td>
<td>133.193 3.141.776</td>
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</tr>
<tr>
<td>YHT</td>
<td>2.833.869 2.833.869 2.833.869</td>
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<tr>
<td>Elektrik Toplam</td>
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<td>Dizelli Loko</td>
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<tr>
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<td>4.835 6.049.050</td>
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<tr>
<td>Elektrik Dizi</td>
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<td>133.193 3.141.776</td>
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<tr>
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<td>2.764.506</td>
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<tr>
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<td>3.854.614 1.587.344 5.441.958</td>
<td>5.993.496 11.435.454 999</td>
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<tr>
<td>Dizelli Dizi</td>
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<tr>
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<tr>
<td>Elektrik Dizi</td>
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<td>11 5.242.522</td>
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### 2.4.2. TREN TİPLERİNE GÖRE HAMTON - KİLOMETRELER

(1,000)

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<th>2018</th>
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<th>2021</th>
<th>2022</th>
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<td>Ekspres</td>
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<td>22,950,032</td>
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<tr>
<td><strong>YÜK TOPLAMI</strong></td>
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<td>21,317,027</td>
<td>21,909,058</td>
<td>23,195,333</td>
<td>22,950,032</td>
</tr>
<tr>
<td><strong>YOLCU VE YÜK TOPLAMI</strong></td>
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<td>35,473,127</td>
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* 2019 yılından itibaren Konvansiyonel Tren Tipi Anahat, Bölgesel ve Uluslararası olarak sınıflandırılmıştır.
### 2.4.3. HAT KESİMLERİNE GÖRE HAMTON-KİLOMETRE (2022)

(1.000)

<table>
<thead>
<tr>
<th>HAT KESİMLERİ VE KODLAR</th>
<th>KENT İÇİ</th>
<th>ANAHAT YOLCU</th>
<th>TOPLAM YOLCU</th>
<th>YÜK</th>
<th>HİZMET TRENİ</th>
<th>TOPLAM</th>
</tr>
</thead>
<tbody>
<tr>
<td><strong>1. Bölge (İstanbul)</strong></td>
<td></td>
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<td></td>
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<tr>
<td>101-Sirkeci - Demirköprü Hattı</td>
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<td>25.127</td>
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<td>1.016.392</td>
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**NOT:** Bu tablodaki bölge sınıflaması TCDD’ye ait bölgelerin sınırlarını ifade etmektedir.
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#### *2019 yılından itibaren Konvansiyonel Tren Tipi Anahat, Bölgesel ve Uluslararası olarak sınıflandırılmıştır.*

### 2.6. VAGON KİLOMETRELER

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### 2.7. DİNGİL KİLOMETRELER

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* HDA: Hareketli demiryolu aracı sebebiyle kişilerin maruz kaldığı kaza türünü ifade etmektedir.
Mali Durum
### 3.1. GELİRLER

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<td>e) Diğer</td>
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<td>Gelirin Gideri Karşılama Oranı (%)</td>
<td>75</td>
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<table>
<thead>
<tr>
<th>YÜK TAŞIMACILIĞI</th>
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<tbody>
<tr>
<td>Gelirler</td>
<td>3.022.333.149</td>
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<tr>
<td>Giderler</td>
<td>5.301.672.819</td>
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<tr>
<td>Kâr/Zarar</td>
<td>-2.279.339.670</td>
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<tr>
<td>Gelirin Gideri Karşılama Oranı (%)</td>
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<table>
<thead>
<tr>
<th>GENEL TOPLAM</th>
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<tr>
<td>Gelirler</td>
<td>6.895.453.300</td>
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<tr>
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<tr>
<td>Kâr/Zarar</td>
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</tr>
<tr>
<td>Gelirin Gideri Karşılama Oranı (%)</td>
<td>72</td>
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3.6. KÂR ZARAR TABLOSU

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<thead>
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<th>KÂR ZARAR</th>
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<tr>
<td>I - GİDERLER</td>
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<tr>
<td>İşletme Giderleri</td>
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<tr>
<td>Genel İdare Giderleri</td>
<td>604.715.495</td>
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<tr>
<td>Amortismanlar</td>
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<td>Faaliyet Disi Giderler</td>
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<td><strong>GİDERLER TOPLAMI</strong></td>
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<thead>
<tr>
<th>II- GELİRLER</th>
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<tbody>
<tr>
<td>1- İşletme Gelirleri</td>
<td>5.405.195.370</td>
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<tr>
<td>2- Yolcu Taşımacılığı</td>
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<tr>
<td>a) YHT</td>
<td>2.382.862.221</td>
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<tr>
<td>b) Kent İçi</td>
<td>863.755.785</td>
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<tr>
<td>c) Konvansiyonel</td>
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<tr>
<td>3- Yük Taşımacılığı ve Lojistik</td>
<td>3.022.333.149</td>
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<td>4- Kamu Hizmeti Yükümlülüğü</td>
<td>1.490.257.930</td>
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<td>5- Faaliyetdisi Gelirler</td>
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<td><strong>GELİRLER TOPLAMI</strong></td>
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<td><strong>KÂR/ZARAR</strong></td>
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Verimlilik Kriterleri ve Yakıt Tüketimleri
### 4.1. VERİMLİLİK KRİTERLERİ

#### 4.1.1. YOLCU TAŞIMA VERİMLİLİĞİ

<table>
<thead>
<tr>
<th>VERİMLİLİK KRİTERLERİ</th>
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<th>2020</th>
<th>2021</th>
<th>2022</th>
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<tbody>
<tr>
<td>Trafikte Yolcu-km %'si (1)</td>
<td>30</td>
<td>47</td>
<td>32</td>
<td>39</td>
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<tr>
<td>Kent İçi</td>
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<td>139</td>
<td>157</td>
<td>143</td>
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<tr>
<td>Anahat</td>
<td>67</td>
<td>70</td>
<td>68</td>
<td>58</td>
<td>74</td>
</tr>
<tr>
<td>Koltuk Ütilazasyonu (%)</td>
<td>37</td>
<td>51</td>
<td>30</td>
<td>37</td>
<td>49</td>
</tr>
<tr>
<td>a) Kent İçi</td>
<td>202</td>
<td>139</td>
<td>157</td>
<td>143</td>
<td>290</td>
</tr>
<tr>
<td>b) Anahat</td>
<td>67</td>
<td>70</td>
<td>68</td>
<td>58</td>
<td>74</td>
</tr>
<tr>
<td><strong>Yolcu Vagonu Ütilizasyonu (%) (2)</strong></td>
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<td></td>
<td></td>
</tr>
<tr>
<td>Kent İçi</td>
<td>37</td>
<td>51</td>
<td>30</td>
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<td>49</td>
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<tr>
<td>Anahat</td>
<td>65</td>
<td>73</td>
<td>63</td>
<td>63</td>
<td>82</td>
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<tr>
<td><strong>Yolcu Vagonu Başına Düşen Yolcu Sayısı</strong></td>
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<tr>
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<td>88</td>
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<td>33</td>
<td>33</td>
<td>43</td>
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<tr>
<td><strong>Yolcu Vagonu Başına Düşen Vagon-km (1.000)</strong></td>
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<tr>
<td>Kent İçi</td>
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<td>80</td>
<td>99</td>
<td>110</td>
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<td>Anahat</td>
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<td>174</td>
<td>71</td>
<td>108</td>
<td>222</td>
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<tr>
<td><strong>Yolcu Treni Başına Düşen Yolcu Sayısı</strong></td>
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<tr>
<td>Kent İçi</td>
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<td>1.122</td>
<td>767</td>
<td>987</td>
<td>1.345</td>
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<tr>
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<td>219</td>
<td>236</td>
<td>201</td>
<td>185</td>
<td>258</td>
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<tr>
<td><strong>Kent İçi</strong></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Ortalama Taşıma Mesafesi (km)</td>
<td>16</td>
<td>44</td>
<td>49</td>
<td>50</td>
<td>50</td>
</tr>
<tr>
<td>Birim Yolcu Geliri (TL)</td>
<td>1.36</td>
<td>2.00</td>
<td>2.57</td>
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<td>4.69</td>
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<tr>
<td><strong>Hızlı Tren+Bölgesel+Anahat</strong></td>
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<td></td>
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<tr>
<td>Ortalama Taşıma Mesafesi (km)</td>
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<td>189</td>
<td>226</td>
<td>223</td>
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</tr>
<tr>
<td>Birim Yolcu Geliri (TL)</td>
<td>14,61</td>
<td>16,62</td>
<td>26,29</td>
<td>30,85</td>
<td>51,76</td>
</tr>
<tr>
<td><strong>Ortalama Taşıma Mesafesi (Km) (4)</strong></td>
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<td>Anahat</td>
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<td>343</td>
<td>352</td>
<td>334</td>
</tr>
<tr>
<td>Bolgesel</td>
<td>-</td>
<td>77</td>
<td>76</td>
<td>78</td>
<td>82</td>
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<tr>
<td>YHT</td>
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<td>332</td>
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<td>346</td>
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<td>Uluslararası</td>
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<td>297</td>
<td>305</td>
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<tr>
<td>Mavi Tren</td>
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<td>-</td>
<td>-</td>
<td>-</td>
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<tr>
<td>Ekspres (3)</td>
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<td>-</td>
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<tr>
<td>Normal Yolcu</td>
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<td>-</td>
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<tr>
<td>Yatakli</td>
<td>1.047</td>
<td>-</td>
<td>-</td>
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<td>-</td>
</tr>
</tbody>
</table>

(1) Trafik = Yolcu-km + Ton-km
(2) Yemekli vagonlar hariçtir.
(3) Bölgesel ekspresler dahildir.
(4) 2019 yılından itibaren Tren Tipi Anahat, Bölgesel ve Uluslararası olarak sınıflandırılmıştır.
### 4.1.2. YÜK TAŞIMA VERİMLİLİĞİ

<table>
<thead>
<tr>
<th>VERİMLİLİK KRİTERLERİ</th>
<th>2018</th>
<th>2019</th>
<th>2020</th>
<th>2021</th>
<th>2022</th>
</tr>
</thead>
<tbody>
<tr>
<td><strong>Trafikte Yük km %’si (1)</strong></td>
<td>70</td>
<td>53</td>
<td>68</td>
<td>61</td>
<td>45</td>
</tr>
<tr>
<td><strong>Yük Vagon Utilizasyonu (%)</strong></td>
<td>51</td>
<td>54</td>
<td>54</td>
<td>54</td>
<td>52</td>
</tr>
<tr>
<td><strong>Yük Vagonu Başına Düşen Ton</strong></td>
<td>28</td>
<td>29</td>
<td>29</td>
<td>29</td>
<td>29</td>
</tr>
<tr>
<td><strong>Dolan Vagon Başına Düşen Ton</strong></td>
<td>41</td>
<td>41</td>
<td>41</td>
<td>41</td>
<td>40</td>
</tr>
<tr>
<td><strong>Yük Vagonu Başına Düşen Dolan Vagon Adedi</strong></td>
<td>39</td>
<td>39</td>
<td>39</td>
<td>44</td>
<td>42</td>
</tr>
<tr>
<td><strong>Dolan Vagon Başına Düşen Yük Vagon-km</strong></td>
<td>387</td>
<td>365</td>
<td>388</td>
<td>373</td>
<td>387</td>
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<tr>
<td><strong>Yük Vagonu Başına Düşen Netton-km (1.000)</strong></td>
<td>613</td>
<td>589</td>
<td>616</td>
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<td>653</td>
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<tr>
<td><strong>Ortalama Bir Vagon Darası (Ton)</strong></td>
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<td>21</td>
<td>20</td>
<td>21</td>
<td>21</td>
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<tr>
<td><strong>Ortalama Bir Vagon Kapasitesi (Ton)</strong></td>
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<td>53</td>
<td>53</td>
<td>54</td>
<td>55</td>
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<tr>
<td><strong>Toplam Vagon İçinde Faal Vagon Yuzdesi (2)</strong></td>
<td>93</td>
<td>78</td>
<td>77</td>
<td>74</td>
<td>77</td>
</tr>
<tr>
<td><strong>Toplam Yük Vagon-km’de Dolu Yük Vagon-km (%)</strong></td>
<td>68</td>
<td>70</td>
<td>71</td>
<td>71</td>
<td>72</td>
</tr>
<tr>
<td><strong>Bir Dingile Düşen Hamton</strong></td>
<td>13</td>
<td>13</td>
<td>13</td>
<td>13</td>
<td>13</td>
</tr>
<tr>
<td><strong>Faal Yük Vagonu Başına Düşen Vagon-km (1.000)</strong></td>
<td>24</td>
<td>26</td>
<td>28</td>
<td>31</td>
<td>30</td>
</tr>
<tr>
<td><strong>Ortalama Yük Taşma Mesafesi (Km)</strong></td>
<td>445</td>
<td>420</td>
<td>428</td>
<td>406</td>
<td>413</td>
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</tbody>
</table>

(1) Trafik = Yolcu -km + Ton-km

(2) İdari vagonlar hariçtir.

### 4.1.3. TREN KİLOMETRE VERİMLİLİĞİ

<table>
<thead>
<tr>
<th>VERİMLİLİK KRİTERLERİ</th>
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<th>2019</th>
<th>2020</th>
<th>2021</th>
<th>2022</th>
</tr>
</thead>
<tbody>
<tr>
<td><strong>I. Toplam Tren-Kilometre’de (%)</strong></td>
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<td></td>
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<tr>
<td>- Dizelli Loko</td>
<td>51</td>
<td>44</td>
<td>48</td>
<td>44</td>
<td>38</td>
</tr>
<tr>
<td>- Dizelli Dizi</td>
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<td>12</td>
<td>5</td>
<td>9</td>
<td>13</td>
</tr>
<tr>
<td>- Elektrikli Loko</td>
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<td>18</td>
<td>20</td>
<td>20</td>
<td>18</td>
</tr>
<tr>
<td>- Elektrikli Dizi</td>
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<td>12</td>
<td>17</td>
<td>16</td>
<td>15</td>
</tr>
<tr>
<td>- YHT</td>
<td>16</td>
<td>14</td>
<td>10</td>
<td>11</td>
<td>15</td>
</tr>
<tr>
<td>- Toplam Yolcu</td>
<td>50</td>
<td>54</td>
<td>36</td>
<td>42</td>
<td>56</td>
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<td>- Toplam Yük</td>
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<td>44</td>
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<td>54</td>
<td>41</td>
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<td>- İş Treni</td>
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<td>4</td>
<td>4</td>
<td>3</td>
</tr>
<tr>
<td><strong>II. Ortalama Yolcu Tren Ağırlığı (Ton)</strong></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>- Dizelli Loko</td>
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<td>351</td>
<td>380</td>
<td>324</td>
<td>360</td>
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<td>- Dizelli Dizi</td>
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<td>187</td>
<td>197</td>
<td>196</td>
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<tr>
<td>- Elektrikli Loko</td>
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<td>265</td>
<td>259</td>
<td>252</td>
<td>305</td>
</tr>
<tr>
<td>- Elektrikli Dizi</td>
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<td>526</td>
<td>608</td>
<td>617</td>
<td>615</td>
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<tr>
<td><strong>III. Ortalama Yük Tren Ağırlığı (Ton)</strong></td>
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<td>- Dizelli Loko</td>
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<td>962</td>
<td>953</td>
<td>911</td>
<td>960</td>
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<tr>
<td>- Elektrikli Loko</td>
<td>939</td>
<td>933</td>
<td>954</td>
<td>956</td>
<td>968</td>
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<tr>
<td><strong>IV. Yük Trenine Düşen Ortalama Netton</strong></td>
<td>579</td>
<td>572</td>
<td>579</td>
<td>561</td>
<td>587</td>
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### 4.1.4. Personel Verimliliği

<table>
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<tr>
<th>Personel Başına Düşen</th>
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<th>2019</th>
<th>2020</th>
<th>2021</th>
<th>2022</th>
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</thead>
<tbody>
<tr>
<td>Hamton-km</td>
<td>3.072.725</td>
<td>3.158.676</td>
<td>2.895.203</td>
<td>3.225.171</td>
<td>3.617.861</td>
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<tr>
<td>Loko-km</td>
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<td>5.890</td>
<td>4.727</td>
<td>5.521</td>
<td>6.606</td>
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<tr>
<td>Tren-km</td>
<td>4.897</td>
<td>5.040</td>
<td>3.795</td>
<td>4.580</td>
<td>5.625</td>
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<tr>
<td>Trafik (Yolcu-km + Ton-km)</td>
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<td>2.391.286</td>
<td>1.940.565</td>
<td>2.283.719</td>
<td>3.026.676</td>
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### 4.1.5. Hamton Km’Nin Çeken Araç ve Tren Türlerine Göre Dağılımı

<table>
<thead>
<tr>
<th>Toplam Hamton-km’Nin Dağılımı</th>
<th>2018</th>
<th>2019</th>
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<th>2021</th>
<th>2022</th>
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</thead>
<tbody>
<tr>
<td>I. Araç Türlerine Göre Dağılımı (%)</td>
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<td>53</td>
<td>50</td>
</tr>
<tr>
<td>Dizelli Dizi</td>
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<td>4</td>
</tr>
<tr>
<td>Elektrikli Loko</td>
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<td>20</td>
<td>22</td>
<td>25</td>
<td>22</td>
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<tr>
<td>Elektrikli Dizi</td>
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<td>14</td>
<td>15</td>
</tr>
<tr>
<td>YHT</td>
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<td>5</td>
<td>6</td>
<td>9</td>
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<tr>
<td>II. Tren Türlerine Göre Dağılımı (%)</td>
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</tr>
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<tr>
<td>Yük</td>
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<td>78</td>
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### 4.1.6. Birim Taşıma Gelirleri

<table>
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<tbody>
<tr>
<td>I. Birim Yolcu-Km Geliri (Kr)</td>
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<tr>
<td>Kent içi yolcu</td>
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<td>4.5</td>
<td>5.2</td>
<td>6.2</td>
<td>9.4</td>
</tr>
<tr>
<td>Anahat yolcu</td>
<td>8.0</td>
<td>8.8</td>
<td>11.6</td>
<td>13.9</td>
<td>23.6</td>
</tr>
<tr>
<td>Toplam yolcu</td>
<td>8.2</td>
<td>6.4</td>
<td>6.8</td>
<td>8.2</td>
<td>14.6</td>
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<tr>
<td>II. Birim Yük Taşıma Geliri</td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Netton Başına Gelir (TL/Netton)</td>
<td>31.1</td>
<td>31.6</td>
<td>39.2</td>
<td>42.1</td>
<td>93.7</td>
</tr>
<tr>
<td>Ton-km Başına Gelir (Kr/Ton-km)</td>
<td>7.0</td>
<td>7.5</td>
<td>9.1</td>
<td>10.4</td>
<td>22.7</td>
</tr>
<tr>
<td>III. Yolcu-km Geliri / Ton-km Geliri (%)</td>
<td>117</td>
<td>86</td>
<td>74</td>
<td>79</td>
<td>64</td>
</tr>
<tr>
<td>IV. Birim Hamton-km Geliri (Kr)</td>
<td></td>
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<td></td>
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<tr>
<td>Kent içi yolcu</td>
<td>13.1</td>
<td>9.3</td>
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<td>9.2</td>
<td>19.0</td>
</tr>
<tr>
<td>Anahat yolcu</td>
<td>5.6</td>
<td>6.7</td>
<td>7.3</td>
<td>8.5</td>
<td>19.1</td>
</tr>
<tr>
<td>Toplam yolcu</td>
<td>6.5</td>
<td>7.5</td>
<td>6.6</td>
<td>8.9</td>
<td>19.0</td>
</tr>
<tr>
<td>Yük</td>
<td>4.1</td>
<td>4.3</td>
<td>5.3</td>
<td>6.0</td>
<td>13.2</td>
</tr>
<tr>
<td>Ortalama Hamton-km</td>
<td>4.7</td>
<td>5.3</td>
<td>5.6</td>
<td>6.8</td>
<td>15.2</td>
</tr>
<tr>
<td>V. Birim Tren-km Geliri (TL)</td>
<td></td>
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</tr>
<tr>
<td>Anahat yolcu</td>
<td>17.5</td>
<td>20.7</td>
<td>23.4</td>
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<td>61.0</td>
</tr>
<tr>
<td>Yük</td>
<td>40.6</td>
<td>43.0</td>
<td>53.0</td>
<td>58.1</td>
<td>133.4</td>
</tr>
<tr>
<td>Ortalama Tren-km</td>
<td>30.2</td>
<td>34.2</td>
<td>44.6</td>
<td>49.4</td>
<td>101.3</td>
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Not: Yük verilerine idari taşımalara dahil edilmemiştir.
4.1.7. GENEL ORTALAMA MALİYETLER

<table>
<thead>
<tr>
<th>ORTALAMA MALİYETLER</th>
<th>2018</th>
<th>2019</th>
<th>2020</th>
<th>2021</th>
<th>2022</th>
</tr>
</thead>
<tbody>
<tr>
<td>Bir YHT Tren-Km Maliyeti</td>
<td>45,55</td>
<td>56,11</td>
<td>84,09</td>
<td>131,18</td>
<td>128,88</td>
</tr>
<tr>
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<td>0,13</td>
<td>0,15</td>
<td>0,33</td>
<td>0,43</td>
<td>0,33</td>
</tr>
<tr>
<td>Bir Hamton-Km Maliyeti</td>
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<td>0,12</td>
<td>0,12</td>
<td>0,15</td>
<td>0,27</td>
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<td>0,18</td>
<td>0,18</td>
<td>0,20</td>
<td>0,40</td>
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<td>0,13</td>
<td>0,18</td>
<td>0,21</td>
<td>0,27</td>
</tr>
<tr>
<td>Bir Tren-Km Maliyeti</td>
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<td>74,96</td>
<td>93,87</td>
<td>103,15</td>
<td>173,07</td>
</tr>
<tr>
<td>Bir Lokomotif-Km Maliyeti</td>
<td>55,59</td>
<td>64,14</td>
<td>75,36</td>
<td>85,58</td>
<td>147,38</td>
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<tr>
<td>Bir Vagon-Km Maliyeti</td>
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<td>6,15</td>
<td>6,39</td>
<td>7,65</td>
<td>14,16</td>
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<td>0,13</td>
<td>0,22</td>
<td>0,22</td>
<td>0,43</td>
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<td>1,69</td>
<td>1,79</td>
<td>2,13</td>
<td>3,99</td>
</tr>
</tbody>
</table>

1000 Hamton-Km’ye Düşen Yakıt Gideri

| Dizelli Loko (Motorin) | 29,47    | 32,70    | 29,61    | 30,01    | 95,39    |
| Dizelli Dizi (Motorin) | 37,88    | 45,98    | 21,13    | 109,73   | 95,42    |
| Elektrikli Loko ve Dizi | 14,19    | 20,21    | 24,58    | 30,74    | 90,19    |

Bir Loko-Km’ye Düşen Yakıt Gideri

| Dizelli Loko (Motorin) | 19,01    | 21,68    | 20,32    | 19,93    | 62,38    |
| Dizelli Dizi (Motorin) | 6,36     | 7,33     | 3,65     | 21,87    | 18,58    |
| Elektrikli Loko ve Dizi | 7,04     | 10,10    | 13,91    | 17,26    | 48,22    |
### 4.1.8. MADDE CİNSLERİNE GÖRE ORTALAMA YÜK TAŞIMA MESAFELERİ (Km)

<table>
<thead>
<tr>
<th>MADDE CİNSLERİ</th>
<th>2018</th>
<th>2019</th>
<th>2020</th>
<th>2021</th>
<th>2022</th>
</tr>
</thead>
<tbody>
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<td>502</td>
<td>505</td>
<td>481</td>
<td>491</td>
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<td>2 Komur</td>
<td>469</td>
<td>363</td>
<td>413</td>
<td>379</td>
<td>361</td>
</tr>
<tr>
<td>3 Boş Konteyner</td>
<td>355</td>
<td>358</td>
<td>372</td>
<td>373</td>
<td>379</td>
</tr>
<tr>
<td>4 Kireç, Alç, Alçı Taşı</td>
<td>171</td>
<td>179</td>
<td>175</td>
<td>196</td>
<td>232</td>
</tr>
<tr>
<td>5 Klinker</td>
<td>268</td>
<td>320</td>
<td>366</td>
<td>371</td>
<td>366</td>
</tr>
<tr>
<td>6 Kum</td>
<td>184</td>
<td>354</td>
<td>318</td>
<td>197</td>
<td>184</td>
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<tr>
<td>7 Makina</td>
<td>208</td>
<td>178</td>
<td>186</td>
<td>211</td>
<td>215</td>
</tr>
<tr>
<td>8 Akaryakıt, Zift, Katran</td>
<td>1.003</td>
<td>871</td>
<td>739</td>
<td>598</td>
<td>550</td>
</tr>
<tr>
<td>9 Diğer Madeni Ürünler</td>
<td>472</td>
<td>781</td>
<td>892</td>
<td>766</td>
<td>772</td>
</tr>
<tr>
<td>10 Borasit</td>
<td>373</td>
<td>377</td>
<td>380</td>
<td>376</td>
<td>369</td>
</tr>
<tr>
<td>11 Sahibine Ait Boş Vagon</td>
<td>759</td>
<td>674</td>
<td>574</td>
<td>455</td>
<td>439</td>
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<td>12 Demir-Çelik Ürünleri</td>
<td>501</td>
<td>525</td>
<td>643</td>
<td>582</td>
<td>581</td>
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<tr>
<td>13 Cimento</td>
<td>383</td>
<td>301</td>
<td>182</td>
<td>152</td>
<td>153</td>
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<tr>
<td>14 Keresteler ve Ağaç Ürünleri</td>
<td>327</td>
<td>335</td>
<td>387</td>
<td>307</td>
<td>385</td>
</tr>
<tr>
<td>15 Kimyasal Ürünler</td>
<td>375</td>
<td>374</td>
<td>424</td>
<td>352</td>
<td>342</td>
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<tr>
<td>16 İnşaat Malzemeleri</td>
<td>181</td>
<td>193</td>
<td>266</td>
<td>374</td>
<td>454</td>
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<td>17 Gıda Maddeleri</td>
<td>282</td>
<td>282</td>
<td>275</td>
<td>312</td>
<td>347</td>
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<tr>
<td>18 Mermer</td>
<td>85</td>
<td>105</td>
<td>132</td>
<td>119</td>
<td>161</td>
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<tr>
<td>19 Krom</td>
<td>513</td>
<td>511</td>
<td>521</td>
<td>527</td>
<td>525</td>
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<tr>
<td>20 Tekstil Hammaddesi</td>
<td>319</td>
<td>304</td>
<td>393</td>
<td>540</td>
<td>446</td>
</tr>
<tr>
<td>21 Kuars, Kuarsit Maden</td>
<td>155</td>
<td>163</td>
<td>164</td>
<td>163</td>
<td>170</td>
</tr>
<tr>
<td>22 Hayvansal ve Bitkisel Ürünler</td>
<td>443</td>
<td>289</td>
<td>428</td>
<td>313</td>
<td>519</td>
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<tr>
<td>23 Hububat</td>
<td>297</td>
<td>231</td>
<td>264</td>
<td>497</td>
<td>447</td>
</tr>
<tr>
<td>24 Demiryolu Araçları</td>
<td>251</td>
<td>235</td>
<td>302</td>
<td>338</td>
<td>309</td>
</tr>
<tr>
<td>25 Çinko Cevheri</td>
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<td>424</td>
<td>609</td>
<td>314</td>
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<td>26 Curuf</td>
<td>368</td>
<td>467</td>
<td>585</td>
<td>541</td>
<td>550</td>
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<td>27 Seramik</td>
<td>815</td>
<td>728</td>
<td>855</td>
<td>684</td>
<td>683</td>
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<tr>
<td>28 Manyezit</td>
<td>289</td>
<td>432</td>
<td>418</td>
<td>379</td>
<td>335</td>
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<tr>
<td>29 Gübre</td>
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<td>257</td>
<td>423</td>
<td>579</td>
<td>858</td>
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<tr>
<td>30 Borular</td>
<td>669</td>
<td>341</td>
<td>591</td>
<td>660</td>
<td>527</td>
</tr>
<tr>
<td>31 Askeri</td>
<td>928</td>
<td>819</td>
<td>842</td>
<td>743</td>
<td>776</td>
</tr>
<tr>
<td>32 Tarım Aracı</td>
<td>513</td>
<td>754</td>
<td>708</td>
<td>586</td>
<td>724</td>
</tr>
<tr>
<td>33 Patlayıcı Parlayıcı Maddeler</td>
<td>773</td>
<td>586</td>
<td>586</td>
<td>559</td>
<td>617</td>
</tr>
<tr>
<td>34 Diğer Eşyalar</td>
<td>266</td>
<td>277</td>
<td>284</td>
<td>263</td>
<td>255</td>
</tr>
<tr>
<td>35 İdari Taşıma</td>
<td>540</td>
<td>508</td>
<td>465</td>
<td>483</td>
<td>473</td>
</tr>
</tbody>
</table>

**ORTALAMA TAŞIMA MESAFESİ**

| 445  | 420  | 428  | 406  | 413  |

*Not: Uluslararası taşımalar dahildir.*
### 4.2. ENERJİ TÜKETİMLERİ

<table>
<thead>
<tr>
<th>ENERJİ TÜKETİMLERİ</th>
<th>2018</th>
<th>2019</th>
<th>2020</th>
<th>2021</th>
<th>2022</th>
</tr>
</thead>
<tbody>
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<td>MOTORİN (Bin Lt)</td>
<td></td>
<td></td>
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<td></td>
<td></td>
</tr>
<tr>
<td>Tren Lokomotiflerinde</td>
<td>135.199</td>
<td>123.609</td>
<td>27.065</td>
<td>121.472</td>
<td>141.933</td>
</tr>
<tr>
<td>Manevrada</td>
<td>839</td>
<td>989</td>
<td>758</td>
<td>972</td>
<td>1.028</td>
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<tr>
<td>Toplam</td>
<td>136.038</td>
<td>124.597</td>
<td>27.823</td>
<td>122.444</td>
<td>142.961</td>
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<tr>
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<td>127.089</td>
<td>28.379</td>
<td>124.893</td>
<td>145.820</td>
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<tr>
<td>MOTOR YAĞI (Ton)</td>
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</tr>
<tr>
<td>Tren Lokomotiflerinde</td>
<td>841</td>
<td>853</td>
<td>955</td>
<td>1.057</td>
<td>874</td>
</tr>
<tr>
<td>Manevrada</td>
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<td>2</td>
<td>2</td>
<td>13</td>
<td>13</td>
</tr>
<tr>
<td>Toplam</td>
<td>849</td>
<td>855</td>
<td>957</td>
<td>1.069</td>
<td>887</td>
</tr>
<tr>
<td>ELEKTRİK (1.000 kWh)</td>
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<td></td>
</tr>
<tr>
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<td>298.883</td>
<td>285.889</td>
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<tr>
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<td>25.704</td>
<td>24.587</td>
<td>40.666</td>
<td>46.691</td>
</tr>
<tr>
<td>TOPLAM (TEP)</td>
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<td>152.793</td>
<td>52.966</td>
<td>165.559</td>
<td>192.511</td>
</tr>
</tbody>
</table>

1 TEP, 1 Ton ham petrolden elde edilebilecek enerji miktar.

**NOT:** Uluslararası taşımalar dahildir.
Ulaştırma Türlerine Göre Taşımalar
### 5.1. ÜLKELERE VE ULAŞTIRMA SİSTEMLERİNE GÖRE YOLCU TAŞIMALARI (Yolcu - Km)

(2020)

(Milyar)

<table>
<thead>
<tr>
<th>ÜLKE ve KODU</th>
<th>DEMİRYOLU</th>
<th>%</th>
<th>OTOMOBİL</th>
<th>%</th>
<th>OTOBÜS</th>
<th>%</th>
<th>TOPLAM</th>
</tr>
</thead>
<tbody>
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<td>215.3</td>
<td>72.5</td>
<td>73.7</td>
<td>24.8</td>
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<tr>
<td>YUNANİSTAN</td>
<td>GR(EL)</td>
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<td>0.6</td>
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<td>86.9</td>
<td>13.3</td>
<td>12.5</td>
</tr>
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<td>809.2</td>
<td>89.8</td>
<td>34.0</td>
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<tr>
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<td>85.9</td>
<td>57.8</td>
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<td>ES</td>
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<td>3.6</td>
<td>298.2</td>
<td>90.0</td>
<td>21.0</td>
<td>6.3</td>
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<td>FR</td>
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<td>629.8</td>
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<td>AT</td>
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<td>RO</td>
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<td>3.0</td>
<td>100.9</td>
<td>81.8</td>
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<td>92.8</td>
<td>515.3</td>
<td>6.9</td>
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</tbody>
</table>

Avrupa Ülkeleri tarafından, Toplam Havayolu ve Denizyolu Yolcu-km istatistikleri yayımlanmadığından tablodaki veriler Havayolu-Denizyolu hariç verilir.

Kaynak: TCDD İşletmesi Genel Müdürlüğü 2018-2022 İstatistik Yılığı
Avrupa Birliği Ulaştırma İstatistikleri Kitabı 2022 kitabında İngiltere verisi bulunmamaktadır.
### 5.2. ÜLKELERE VE ULAŞTIRMA SİSTEMLERİNE GÖRE YÜK TAŞIMALARI (Ton - Km)

<table>
<thead>
<tr>
<th>ÜLKE ve KODU</th>
<th>DEMİRYOLU</th>
<th>%</th>
<th>KARAYOLU</th>
<th>%</th>
<th>İç SU YOLU</th>
<th>%</th>
<th>PETROL BORUHATTI</th>
<th>%</th>
<th>TOPLAM</th>
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Avrupa Ülkeleri tarafından, Toplam Havayolu ve Denizyolu Yolcu-km istatistikleri yayımlanmadığından tablodaki veriler Havayolu-Denizyolu hariç verilerdir. 
Kaynak: TCDD İşletmesi Genel Müdürlüğü 2018-2022 İstatistik Yıllığı
*Çin, Amerika ve Rusya : Kıyı ve su yolу taşımacılığı.
Uluslararası Karşılaştırmalar
6.1. **ULUSLARARASI DEMİRYOLU İSTATİSTİKLERİ**

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<th>ÜLKE ve KODU</th>
<th>YOLCU SAYISI (x1.000.000)</th>
<th>YOLCU - KM (x1.000.000)</th>
<th>TON (x1.000)</th>
<th>TON - KM (x1.000.000)</th>
<th>TRAFİK (*)</th>
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<td>* 428.381 *</td>
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<td>YÜK</td>
<td>TOPLAM</td>
<td>HAT BASINA DÜŞEN TRAFİK (x1.000)</td>
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(*) Trafik = Yolcu-km + Ton-km
k: Tablöde listedenmiş EU28 (Türkiye Haric) ülkelerinin en son verileri üzerinden hesaplanmıştır.
Kaynak : TCDD İşletmesi Genel Muduruğu 2018-2022 İstatistik Yılığı
7 İllere Göre Taşımalar
<table>
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