Development of the maritime administration in Turkey

Gunay Kilic

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THE DEVELOPMENT OF THE MARITIME ADMINISTRATION IN TURKEY

WORLD MARITIME UNIVERSITY

MALMÖE

SWEDEN
THE DEVELOPMENT OF THE MARITIME ADMINISTRATION IN TURKEY

by

GUNAY KILIC

TURKEY

A paper submitted to the Faculty of the World Maritime University in partial satisfaction of the requirements for the award of a

MASTER OF SCIENCE DEGREE

in

GENERAL MARITIME ADMINISTRATION

The contents of this paper reflect my personal views and are not necessarily endorsed by the University.

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GUNAY KILIC
CHAPTER I

INTRODUCTION

1.1 TURKEY- A BRIEF OVERVIEW

The Republic of Turkey was founded by M.Kemal Ataturk in 1923 after the collapse of 600-year old Ottoman Empire. As a new republic, Turkey concentrated on modernizing and Westernizing. The social, political, linguistic and economic reforms and attitudes introduced by Ataturk, formed the ideological base of modern Turkey.

Turkey is a member of the United Nations, NATO, OECD, the Council of Europe, the Islamic Conference Organization, INTELSAT, and associate member of the European Community, etc.

Turkey, lying partly in south-eastern Europe and partly in western Asia, has an area of 779,452 sq km and covers an extensive coastline 8,833 km from the Black Sea in the north, the Aegean Sea in the west, to the Mediterranean Sea in the south. It has a population of about 50 million (in 1985). Most of Turkey lies in the vast Anatolian peninsula bordered to the east by the USSR and Iran, and to the south by Iraq and Syria. The smaller European part of the country is bordered to the west by Greece and Bulgaria.

The principal language is Turkish, spoken by 90% of the population, and Islam is the religion of 98% of the population, but no legal discrimination is
exercised against the small, non-Islamic minorities, which consist mainly of Greeks, Armenians and Jews. Turkish culture comprises modern and traditional, -Ottoman and folkloric- elements, and the state supports the arts and cultural activities extensively.

Education has made great advances in Turkey. In 1980 the literacy rate was about 80% of the population. Primary education is compulsory which lasts five years to be undertaken between the ages of 6 and 14. All state education up to university or higher institute levels is co-educational and free. Secondary education is 6 years divided into Middle School and Lycees period. Students who want to continue to a university or to a higher education institute must pass a state examination. There are 22 universities and academies in Turkey.

As a republic, the power is divided into three parts in Turkey, a. Legislative, b. Executive, and c. Judicial. The State is headed by the President and executive power is used by both the President and the Prime Minister. Legislative power is used by the Grand National Assembly which consists of 400 members who are chosen by the people. The judicial power is used by the Constitutional Court, the Court of Cassation, the Council of State and the High Council of Judges and Prosecutors.

Since the Second World War the Turkish economy has expanded rapidly. Between 1950 and 1979 Turkey’s gross national product (GNP) grew, in real terms, by an average of 6.1% per year, even with the rapid growth of population. This growth was reached with the
help of the five-year development plans, which were first introduced after the 1960s. In the 1970s, however, the rate of increase was reduced, and Turkey's GNP per head is still far below the average for industrialized countries. The average annual growth in overall gross domestic products, measured in constant prices, was 6.0% in 1960-70, and 5.1% in 1970-82.

Agriculture is the most important sector of the Turkish economy, employing 61% of the working population. It accounted for about 33% of exports and for 17% of the GNP. But the value of industrial exports overtook that of agricultural exports for the first time during 1981. This pattern continued, with industrial activities providing a record of 63.9% for exports and 22.6% for the GNP, however, employing only 10.7% of the working population. The Government investment policy concentrates on industry rather than agriculture, while industrial crops, such as cotton and tobacco have gained in importance, but wheat and rice had to be imported. Turkey's principal agricultural exports are cotton, hazelnuts, tobacco and fruit.

Turkey's production of chromium, copper and borax is internationally significant, and coal and bauxite are also mined, but minerals accounted for only about 3% of the total export earnings in 1983. Mining is dominated by state-owned companies. Textile and clothing is Turkey's biggest industrial sector, accounting for about one-third of the manufacturing employment and 20% of the manufacturing output. The chemical industry is another area of rapid expansion.
Turkey has a mixed economic structure, state-owned enterprises and the private sector are involved in economic activities. Turkey’s principal trading partners are F. Republic of Germany, Iran, the USA, Iraq, Italy, Libya, France, Japan, the United Kingdom, etc. While the main export goods are agricultural, animal, forestry, marine products, mining, industrial, petroleum products and textile, and principal import goods are machinery, iron and steel, liquid fuels, medicines and dyes, transport vehicles, textile synthetic plastic materials, rubber and commercial fertilizers.

The demands of Turkey’s economic development have resulted in a growing trade deficit. The Turkish government has been trying to reduce this deficit and to have a better-balanced trade in exports and imports. According to the Prime Ministry Treasure and Foreign Trade Deputy Secretariat’s record, Turkish exports were 10.190 million and imports were 14.163 million US Dollars, which meant that Turkey had a big trade deficit.

On the other hand, after the 1970s and particularly the 1980s Turkey has been involved in maritime transport and with a very quick expansion of the fleet. All Turkish ports are being invested in order to make them sufficient to meet the demands and to be competitive.

In the maritime sector, Turkey has already accepted number of international conventions and has some bilateral agreements with some countries related to maritime transport.
1.2 TURKEY AS A MARITIME NATION

Turkey is a country surrounded by sea from the north to the west and to the south, having a coastline of 8,833 km, it is a maritime nation. Having regard to that point Turkey is very much conscious of being a maritime nation, its necessary requirements, benefits and the responsibilities coming from the industry.

This study was aimed at giving an overview of Turkey, maritime activities in general, shipping, ports, administration, the way that the Turkish Maritime Administration carry out the tasks, how to solve the problems, the sources and causes of the problems, and if there are possible solutions available to apply to the problems and so on. After having looked at the present situations of maritime affairs in Turkey, and having understood the existing problems, this modest study hopes to evaluate the circumstances and suggest some points which may be useful for the maritime administration.

To reach these objectives, this study is divided into five parts devoted respectively to:
- Turkish Shipping Policy and Practice which will be discussed in Chapter 2,
- Maritime Legislation which will be dealt in Chapter 3,
- Maritime Administration which will be described and analysed in Chapter 4,
- Present Activities of the Maritime Administration which will be discussed in Chapter 5,
- Finally, Conclusion and Recommendations will be presented in Chapter 6.
2.1 INTERNATIONAL SHIPPING IN GENERAL

There is a strong interdependence between international trade and sea transport. It is stated that in international trade, about 90% of all goods are carried by ships. As a result, when there is no trade there will be no sea transport and when there is no sea transport there will be no trade.

The main characteristics of modern shipping are as follows:

a) Shipping is an international industry,
b) Shipping is the servant of the trade,
c) Shipping is a capital intensive industry,
d) Shipping is a complex of activities,
e) Shipping is a link in the chain of the transport of the goods from door to door,
f) Shipping is a highly competitive industry in an international environment (A.A. Monsef, Shipping Economics).

International shipping is influenced by policy decisions. There are two sets of maritime policies, namely those requiring close international consultation and those that are primarily national. There are also conflicting philosophies in shipping regarding to the policies. (A.D. Couper, Ships and Cargoes, Economics and Competition).
In recent years, the legislative trends have been towards more international regulations of shipping through multilateral conventions, bilateral government-to-government agreements and unilateral measures to favour and support national carriers.

International shipping is even more strongly influenced by economies. There have been changes in the demand and supply of shipping. The demand for shipping has continued to fall since 1974 in oil trade, iron ore and several sectors of the general cargo markets. The reasons for reduced demand are namely economic recession, energy conservation, reduced trading distances (in the oil and EEC markets especially), land bridges and diversions of cargoes from sea to land and air modes.

On the other hand, the supply of shipping has not considerably diminished over this period, this was because of excess shipbuilding capacity, financial inducements to build, investment grants, ease of bank credit, tax concessions, strategic and national prestige arguments with subsidies and guarantees of national cargo and the existence of new shipbuilding nations. At this period, sea transport duty has been made more efficient and requires fewer ships, the virtue of economies of scale, unitisation and improved port turn round.

The imbalance in demand and supply there have had some consequences such as low earnings, increased operational costs. As a result some maritime nations have lost their dominant position in shipping, many
shipping companies have gone bankrupt, this has also resulted in a shift of flags. The share of the OECD countries was reduced, but the FOC (Flag of Convenience) share increased, as well as the share of developing countries.

To all these changes the shipping enterprises responded in a limited way. They attempted to:

- Minimise cost by optimising factors of production,
- Maximise revenue by strategies aimed at obtaining greater shares of cargoes,
- Minimise risks to national flag by protectionism,
- Defend their positions against "unfair competition", including protectionism, by legislation and other measures. (A.D. Couper, IBID).

2.2 SHIPPING POLICY IN TURKEY

2.2.1 General Trends

An efficient, low-cost transport by ocean shipping is very important in world trade, especially to the efforts of developing countries to raise their production and consumption level. Therefore it is very important to know under what circumstances, in which developing countries can benefit from investment in international shipping.

The main potential benefits from investments in shipping can be summarized as follows:
a. Net foreign exchange savings on the country’s present or normal traffic,

b. Assistance to the country’s foreign trade and general economy through lower freight rates and new, better or more secure shipping service and better export returns on essential bulk commodities,

c. Linkages with the rest of the economy which lead to greater economic diversification and development, and

d. Net profits from shipping operations.

In recent years, starting from the 1960s, particular developing countries (such as S.Korea, Taiwan), as well as the Developing Countries as a group, have paid great attention to shipping policy and practices. They have also invested in ships, especially liner vessels in order to meet economic, political and strategic objectives. (H. Harald, The Developing Countries and International Shipping).

Once again, the capital intensive nature of shipping, its riskiness, the uncertainty surrounding its potential benefits and other available alternatives to the use of national flag vessel (i.e. chartering), very careful consideration of inter-sectoral investment priorities and a proper economic evaluation, feasibility studies should be done before any new investment is undertaken in the shipping industry. From the national point of view these key factors should be covered in careful considerations which are;
- Present and prospective trade volumes and patterns,
- The suitability of existing shipping services,
- The potential benefits from institutional improvements and the provisions of related possibilities (such as ports),
- The likely availability of the supporting institutional, operational and other facilities required for national flag shipping,
- The borrowing possibilities and other avenues available for ship procurement, as well as the potential benefits from alternative investment in other sectors.

In this connection, it should be kept in mind that shipping is an international, capital intensive, highly competitive industry, requiring an internationally-oriented framework. As a developing country, the Maritime Administration should carry on its developmental, regulatory and promotional role, in order to help the national carriers establish and preserve good reputation in the maritime field which is of a great importance to the national economy.

2.2.2 Trends in Turkey

In Turkey, shipping has been dealt with by both the government and the private sector up to the 1960s. At this time the concept of a planned-economy was introduced. The Government has been responsible for establishing the necessary regulations, providing all legislation regarding international conventions, agreements, national laws, regulations, rules, preparing a national plan related to maritime activities development.
Furthermore, the Government is responsible for the necessary framework of the policies, tax inducement and facilitation of investment of financial resources, granting foreign credit to the private sector, giving priorities to the shipbuilding industry and substantial industries etc.

The Government has to initiate development plans in order to achieve the goals stated in the development strategy, decide on the priorities and define the policy for each plan taking into account the achievement of the previous plan, the situation of the world economy and the sources available for defined priorities.

The first five-year development plan 1963-1967 focused on the development of the shipping industry as an accepted vital part of the economic development, therefore maritime sector was given special importance. At this period priority was given to national shipbuilding yards to build ships which were needed for the national economy. As a result of the policies carried out by the government, state shipbuilding yards had been improved in terms of capacity and technological sufficiency. Also private sector shipbuilding yards had been established during 1963-1967. Therefore, the credit mechanism for the shipbuilding had been made efficient and great amounts of credit were given to the builders.

The second five-year development plan 1968-1972 emphasized on the increase of domestic shipbuilding capacity and modernization of existing shipyards. At this period, principally the demand for new ships had
to be responded by the domestic production, but with the condition of not preventing national fleet expansion. The permission was given for the import of dry cargo ships, large tanker and special kinds of sea vessels.

The third five-year development plan 1973-1977 was aimed at having an adequate merchant fleet, at preventing the high freight payment to the foreign carriers, at having a competitive merchant fleet in international seaborne market, at carrying at least 50% of the foreign trade transported by sea by the national flag carriers. At this period, the capacity of the shipyards increased and they fulfilled the big amount of domestic demand. However, big ship, large tanker and specially designed or special-purpose ships were still imported from abroad. The problems of importing the ship spare parts and bureaucratic obstacles did not allow for the full capacity usage of the present shipyards.

The fourth five-year development plan 1978-1982 has paid great attention to establishing a new shipyard in the Tuzla region in Istanbul. After a series of measures had been taken by the government during 1981-1983 about 90 ships (1500-7500 DWT) were built in private sector's shipyards. Starting from 1983 the possibility of using credit resources became very hard or even not possible, so in recent years private sector shipyards have had problems in finding a firm offer and build a ship (All five-year development plans).
2.2.2.1 Turkish Merchant Fleet

As mentioned earlier, the expansion of the national fleet is one of the objectives set up in the development plans. There are political, strategic, economic, and social reasons for believing that an adequate fleet will contribute to the economic independence of the country, facilitate development, diversify the trade relations of the country, provide employment and contribute to the balance of payments by providing foreign exchange and finally to protect the national economy and commercial imperatives.

The Turkish Merchant Fleet has greatly grown both in number and the tonnage in the last decade. The fleet was about 2.1 million DWT and it reached over 6 million DWT in 1985. During 1980-1986 the growth rate of the Turkish Merchant Fleet was about 145%. This growth was very rapid during 1982-1984, but at the end of the 1985 the expansion stopped and even more, a recession was observed.

The Turkish fleet lost about 4% of its tonnage in 1985, at the end of the 1986 the tonnage loss was around 9.8%, but in 1987 (November) this recession stopped. (Graph. 1. Annex)

In November 1987 the Turkish Merchant Fleet consisted of 818 ships and about 5,234,904 DWT, according to the Bremen Institute of Shipping Economics. Turkey is in 24th line in the world order, but has not reached 1% of the World Tonnage (about 0.09). Table 1 (in the annex) shows the number and the tonnage distribution of the Turkish fleet in November 1987.
2.2.2.2 Fleet Structure

a. Types of Ships

The Turkish fleet mainly consists of dry cargo, bulk cargo and tankers, in total these three types of ships have 88% of the fleet. Dry bulk carriers have constantly grown since 1982 and in November 1987 the total number of dry cargo ships was 455.

Bulk ships have shown the same tendency and grew steadily up to 1986. This growth was at the peak point in 1983 (44%), the following years this rate was around 7.8%. In 1987 with the loss of the Topkapi (was sunk) the number of bulk ships was reduced to 54.

Up to 1984 the petrol tankers increased in terms of number and tonnage, but because of the losses in Basra Gulf (around 40%), the total number of the petrol tankers was 78 in November 1987.

On the other hand, there has been no change in OBO (ore, bulk, oil) ships, they consist of 5 ships with the tonnage of 519,798 DWT, 10% of the total Turkish fleet.

In 1987, there has been an important event realized with the purchase of 3,500 DWT container ship, which is expected to be followed by the others.

Chemical substances carriers (chemical tankers) were 6 with a tonnage of 51,805 DWT and three LPG tankers with a tonnage of 6,598 DWT in November 1987 (See Table 1 in the annex).
b. Ownership of the Fleet (government-private)

As mentioned before the Turkish Merchant Fleet is owned both by the government and the private sector.

Up to 1980 the majority of the ships belonged to the government (i.e., in 1975 56% of the fleet), but this situation has been changing since 1980. In November 1987 the government had 257 ships constituting a total of 1,200,054 DWT and the private sector had 561 ships totalling 4,034,850 DWT.

Regarding the ship types, the private sector has 78% of the dry cargo, 74% of the bulk tonnage and 72% of the petroleum tankers, while the government does not have any OBO ships, chemical tankers or LPG tankers. 77% of the government owned fleet and 83% of the privately owned fleet were imported from traditional maritime nations.

c. Domestic and Foreign Built Ship

According to the November 1987 figures, among the 818 existing ships, there were 297 ships imported constituting 4,273,414 DWT and this covered 81.6% of the total Turkish fleet. On the other hand, 521 ships were built in domestic shipyards with the tonnage of 961,490 DWT consisting of 18.4% of the total fleet.

There are no ships bigger than 20,000 DWT built in Turkey so far. This is because there was no possibility to build a ship bigger than a certain tonnage.
Shipbuilding capacities and the facilities in Turkey will be discussed later. The biggest petroleum tanker built in Turkey was 14,800 DWT and bulk ships were around 15,000–20,000 DWT.

d. Tonnage and the Age Groups of the Fleet

The Turkish Merchant Fleet mainly consists of small ships, i.e. among 818 ships, 622 of them under 4,000 DWT. On the other hand big tonnage ships in the Turkish fleet are very limited, there are only 12 ships above 80,000 DWT constituting 1,561,626 DWT.

Regarding the age groups, the biggest part consisted of 10–14 year old ships with the amount of 43% of the total. Under 10 years of age ships reach only 21% of the total fleet tonnage and above 20 years of age reach 15.5% of the total tonnage and 28% of the numbers of ships. A simple mathematic analysis shows that the average age of the Turkish fleet is 17.9 and weight average shows that it is about 14.

Compared with fleets in other countries, 21.6% of the Turkish fleet (tonnage) is under 10 years, whereas it is 40% of the OECD total tonnage and 35.8% of the world fleet (Table II).

All these figures show that the Turkish fleet is quite an old fleet according to the world average (standards).
2.2.3 D.B. Turkish Cargo Lines General Directorate

D.B. Turkish Cargo Lines General Directorate is a state-owned shipping company, which was established in 1955 and directly linked to the Ministry of Transport. This directorate has a budget of 60 billion TL (in 1987) and is an autonomous company in its operations.

This company has its head office in Istanbul, headed by a General Director. It has a management board, a legal, planning, electronic data processing department and a communication and information division. This company has four assistant general managers who are followingly technical, operational, administrative and financial. D.B. Turkish Cargo Lines has representatives in the USA (New York), North Europe (Hamburg), the Mediterranean (Trieste) and the Middle East. In addition to those, this company also has agents all over the world and agents in Turkey as well.

Since its establishment, this company has been dealing with primarily all kinds of cargoes and livestock and secondarily passengers. It is the largest shipping company in Turkey, with 66 ships including 29 dry cargo ships, 11 coasters, 4 ro-ro, 15 bulk carriers and 7 tankers. This company provides world-wide liner services and operates in bulk and tanker trades.

Liner Operations

USA Lines, 1 sailing every 25 days (Houston, New Orleans, Charleston, Baltimore, New York).
Continental Line, 5 sailings every month (Antwerp, Rotterdam, Bremen, Hamburg, Uddevalla).

United Kingdom Line, 2 sailings every month (Felixstowe, Heysham).

Mediterranean Line, 2 sailings every month (Genoa, Marseilles, Barcelona).

Adriatic Line, 2 sailings every month (Trieste, Venice, Rijeka).

Red Sea–Arabian Gulf–Bombay–Bengal Bay Line, 1 sailing every month (Jeddah, Kuwait, Dubai, Karachi, Bombay, Chalna, Chittagong).

Far-East Line, 1 sailing every month (Kobe, Yokohama, Busan, Hong Kong, Port Kelang, Penang, Singapore).

Tramp Operations

This company is specialized in chartering and bulk carriers operations ranging from handy-sizing to Panamax size consisting of 15 ships capable of handling dry bulk-bagged and general cargoes. The Tramp Department is in daily contact with brokers and business interests all over the world with respect to voyage charters, contract of affreightment, short-medium and long term time charters, as well as part cargo fixtures for liner vessels to minimize the ballast leg costs and increase the net voyage result.
Tanker Operations

The Tanker Department of the company deals with all public and private enterprises in transporting crude oil and oil products.

Ro-Ro Operations

This company has 4 ro-ro vessels and deal with regular ro-ro operations between Turkish and Italian and Romanian ports as shown below:

a. Mersin-Izmir-Trieste-Venice
   Wheeled vehicles, containers, general cargo, one sailing every 15 days from both directions.

b. Derince-Trieste-Derince
   Wheeled vehicles, containers, general cargo, one sailing every 5 days from both directions.

c. Haydarpasa-Constantza-Haydarpasa
   Wheeled vehicles, containers, general cargo, one sailing every day from both directions.

This company owns the special equipment, vehicles and tools required for such operations and is the only big firm in Turkey in the field of wheeled load, container and general cargo shipping. In addition, they organize sea and land legs of cargo combination which is destined to the Middle East.

Beside all these activities in the shipping field, D.B. Turkish Cargo Lines has its own training centre. This centre has been providing training since 1986.
issues certificates for seamen upon the completion of training programmes pursuant to STCW Convention, 1978. In these training programmes, ARPA Radar, Standard Radar, active and passive simulator, personnel computer, HF wireless receiver-sender are being used. Up to now, 126 seamen have been trained and given certificates in 10 different branches.

2.2.4 Fleet Activities

Turkey has not ratified the UNCTAD Convention on the Code of Conduct for Liner Conferences, but has bilateral agreements with some countries related to maritime transport and Turkish ships are involved in cross trade. In Turkey, no cargo reservation measures are taken or flag preferences are given. All cargoes are subject to free competition. As mentioned earlier, there are some bilateral agreements which sometimes give the equal rights for carrying cargo between the concerned (related) parties on a 50 to 50 basis.

There are two exceptions related to cargo carriage in Turkish waters; one is all cargoes has to be carried by the Turkish nationals, which is called cabotage, and cargo as well in this respect. The second exception is that all government cargoes is encouraged to be carried by national carriers.

Before dealing with the maritime transport done by the Turkish Merchant Fleet, the author would like to mention the protocol and agreements were made between Turkey and Yugoslavia, Romania and Italy related to cargo and passenger transport. Turkey has also made bilateral agreements with Fas, S.Arabistan and Albania.
On the other hand, Turkey is a member of the Islamic Conference Organization and there has been a great effort made between conference countries on promotion of the maritime field, and a committee "Shipping Experts Group" has been established between Turkey, Iran and Pakistan within the Economic Co-operation Organization.

When looking at the development achieved after 1980, the expansion of the foreign trade with the improvement of maritime transport can be found in parallel line. In the 1980-1986 period the carriage of foreign trade cargo has relatively increased. Foreign trade was 28.2 million tons in 1980, it reached to 48.9 million tons in 1986, accordingly sea transport increased from 22.8 million tons to 42.4 million tons. In 1980, 81% of the foreign trade was transported by sea and in 1986 this proportion had reached to 86.6% of the foreign trade.

At this period, while the foreign trade and the fleet have increased, the amount of the foreign trade carried by the Turkish fleet increased from 7.2 million to 17.6 million tons. The percentage of the Turkish fleet was 31 in 1980 and 41 in 1984, however there has been big fluctuations in the carriage of the proportion of the Turkish fleet (See Graph II).

On the other hand, in 1987 there were some indications showing that the Turkish fleet share in sea transport is rising again. In the 1986 Turkish fleet
share in carrying export-import goods was about 41.6 % and this amount was increased to 45.5 % in the first nine month of 1987. (Table III and IV).

2.3 SHIPBUILDING INDUSTRY

As could be seen earlier, maritime activities and particularly the shipbuilding industry have been given priorities and great importance starting from the 1960s with the introduction of a development plan in Turkey. All these years a great effort has been made and some particular targets have been accomplished. The Turkish shipbuilding industry has been dealing with steel, wood, fiberglass and aluminium. In the 1980s with the introduction of new technology and relatively qualified personnel employed in this industry, Turkish shipyards have reached to a capacity for building up a ship about 170,000 dwt and repair and drydock as well.

2.3.1 Present Situation of the Shipbuilding Industry

The shipbuilding industry is situated in the Black Sea, the Marmara Sea, the Aegean Sea and the Mediterranean regions, and particularly Istanbul and Izmir provinces. All shipyards are belong to both the government and the private sector. In this regard, the Turkish Naval Forces Command has 2, the Turkish Shipbuilding Industry Inc. has 5 and the private sector has as a whole 28 shipyards, altogether 35 shipyards are involved in the shipbuilding industry.
2.3.1.1 Turkish Naval Forces Command Shipyards

The Turkish Naval Forces has two shipyards, one is in Golcuk (Izmit), the other one is in Taskizak (Istanbul), and are primarily building ships for meeting the naval forces' needs and requirements. But they are also involved in shipbuilding and repair demands of government and private sector in using their extra capacity.

2.3.1.2 The Turkish Shipbuilding Industry Inc. (TGS)

As an Economic State Organisation with a legal identity, autonomous in its operations with a limited responsibility regarding its own capital which is TL. 50 billion entirely belongs to the state. Its headquarters is in Istanbul and under the auspices of the Ministry of Transport.

The objectives and areas of activities specified in the Articles of the Association are as follows:

a. To build, repair and dock ships and all kinds of marine craft, with or without engines.

b. To establish shipyards and improve and expand existing ones.

c. To manufacture ships, engines, machines, all kinds of equipment and tools; carry out their maintenance and repair; manufacture, repair and enlarge every type of crane, winch and the like which will be used in this field of activity; to engage in every type of steel construction.
d. In connection with all the aims and areas of activities mentioned in clauses a, b and c, above, to engage in export, leasing; to enter into local or foreign partnerships; to establish such partnerships; and to conclude all types of agreement.

The Turkish Shipbuilding Industry Inc. has five shipyards and one ship engine factory which are the following:

- Halic Shipyard Directorate (Istanbul).
- Camialti Shipyard Directorate (Istanbul).
- Istinye Shipyard Directorate (Istanbul).
- Alaybey Shipyard Directorate (Izmir).
- Pendik Shipyard and Heavy Industry Works Directorate (Istanbul).
- Engine Factory Directorate (Istanbul).

At these above mentioned shipyards, ships can be built up to 75,000 dwt (207 m in length), ships can be docked up to 35,000 dwt (200 m in length, and 27 m in width) and ships can be repaired up to 150,000 DWT (270 m in length).

Once the second phase of the Pendik Shipyard and Heavy Industry Works project, which also consists of a dry dock, is completed in 1988, it will be possible to construct and dock ships up to 170,000 dwt.

The Turkish Shipbuilding Industry Shipyards, with their infrastructure, stocks and dock (floating and dry) capacity, their experienced technical staff and workforce, are capable of building and equipping bulk
or dry cargo and container ships; coasters; LPG, acid and oil tankers; tugboats; RO-RO ships; passenger liners; ferryboats; naval ships; floating docks; floating winches and shipyard cranes; and to carry out the maintenance, repair and modification of ships; and to engage in all kinds of steel construction. Meanwhile, under Sulzer licence (Polish), Sulzer diesel engines up to 35,000 bhp will be manufactured at the Pendik Engine Factory starting this year.

2.3.1.3 Private Sector Shipyards

In Turkey, after 1980 the private sector has been dealing with shipbuilding and nowadays there are 28 shipyards owned by the private sector.

The imbalance of demand for and supply in the shipbuilding sector in recent years, has resulted in the fact that most of them are having difficulties in finding firm offers to build ships. These shipyards on the other hand, are not having high technological standards compared with the rest of the shipping world. These shipyards are capable of building ships up to 30,000 dwt.

The Turkish Naval Forces Command, the Turkish Shipbuilding Industry Inc. and the private sector shipyards, have a 366,060 dwt shipbuilding capacity annually and the biggest ship can be built 75,000 dwt. Table V shows the capacity of the above mentioned shipyards.

Finally, keeping in mind that, shipbuilding as a capital intensive industry requires high-skilled
workforce, engineering and technology and needs substantial industries nearby. The development of the shipbuilding industry depends on demand and incentives which are vital for the future of the industry.

2.3.2 Shiprepair and Scrapping

In recent years, ships can be docked and repaired in Turkey, because of the improvement of existing dry docks and repair yards and the availability of the technical staff working in this specific area.

2.3.2.1 Shiprepair Industry

It has been said that, Turkey has the shiprepair capacity and the technical staff, because mainly the Turkish Naval Forces and Turkish Shipbuilding Industry Inc. shipyards are dealing with maintenance and repair works for the fleet owned by the State. But they also deal with repair demands and dry dock work from private sectors.

Istinye Shipyards which belongs to the Turkish Shipbuilding Industry Inc., is the most important repair yard and maintenance place for the Turkish merchant fleet. It has the capacity to dock ships up to 35,000 dwt and 400 ships can be repaired annually.

These repair yards above mentioned altogether have the annual repair capacity of 800 ships among which the biggest is about 170,000 dwt and 270 m in length. In addition to that, the private sector repair yards deal with small repairs and maintenance work. But, still some of the big ships are repaired.
in foreign shipyards because of the special requirements are demanded for their repair.

2.3.2.2 Scrapping

Research carried out in 1986 has shown that scrapped tankers and dry cargo ships were about 715,815 dwt and it was equal to 255,648 light dwt. This makes Turkey one of the largest ship scrapping nations in the world.

As far as world ship scrapping industry is concerned; in 1986 Taiwan scrapped 13,8 million dwt, South Korea 4,6 million dwt, China 4,4 million dwt, India and Pakistan 1,1 million dwt and Turkey is coming after these five countries.

The scrapping industry is important, because it meets the needs of scrap for the shipbuilding industry. It also provides a little amount of aluminium, nickel and similar metals.

There has been a special scrapping area established in Aliaga near the Izmir province where all the ships can be scrapped according to the established orders of the area. No one is allowed to scrap ships beyond this zone. The Aliaga Ship Scrapping Zone provides 1/8 of the shipbuilding industry's demands, the rest is fulfilled by other domestic and foreign sources.
It is a fact that, there is a close relationship between the existence of ports and prospects for economic development. Firstly, ports are not only the determinant factor of economic development, but a decisive factor, and secondly, there is not a one-way casual relationship between the existence of ports and economic development. To make it clearer; ports influence economic development, but at the same time ports are influenced by economic development. This means that the structure and the speed of development of a national economy largely depends on the existence and especially on the quality of a transport system.

Transport has the function of a "formative power" of economic growth, in other words, if there are no transport facilities than there is no economic development and social progress. In this connection ports are recognized as very important to the national economy and social development. Ports have several important functions, namely:

- a trade function,
- a transport function,
- an employment function,
- an industrial function,
- a foreign currency function,
- a political function.

Having adequate port facilities influence trading activities of a country, because a port provides direct access to the world markets and regional trade diversification policy. Ports are connecting points
between sea transport and all forms of inland transport and an efficient port has to provide quick, safe and economic links to the inland transport. Ports not only provide employment to nationals but also cause industrial development in the vicinity of the ports, such as shipbuilding and repair industries. Ports provide foreign currency to the national economy through activities (loading & unloading of cargo, being a transit centre for the foreign cargo, dues, charges etc.) and political power in the case of having a land-locked neighbouring country. Due to their different functions, ports can be considered a principal force in economic development of an entire nation. To achieve this point, however, a certain qualitative standard of port operations is necessary. As far as developing countries are concerned, co-operation with traditional maritime nations would be an important element of their effort to reach that required standard in order to gain all possible benefits from port operations.

2.4.1 Administration of the Ports

Turkey has a 8,833 km seashore line and 69 ports including 21 main ports which handle export-import-transit cargo, 32 small ports and quays and 6 private ports and quays are run by the private companies themselves.

The 21 main ports are owned by the state and run by the two main maritime organizations namely the Turkish Maritime Corporation General Directorate (TDI) and the Turkish State Railways General Directorate (TCDD). The other relatively small ports and quays are run by the municipals or local authorities.
Fishing ports and quays, generally small in size, are run by the fishing cooperatives. With regard to the fishing ports, the Ministry of Agriculture, Forestry and Rural Affairs is responsible for giving licences, controlling, suspending and cancelling the licences when the need arises. This ministry is also responsible for announcement of fishing periods, putting limits and quotas and defining the fishing net sizes etc.

Turkish ports are handling a great amount of the foreign trade including export-import and transit cargoes. Generally speaking, Turkish ports have been established for serving conventional ships but in recent years they have had difficulties in competing with changes in the shipping scene, such as access to big ships, container ships, time spent in port, cargo handling facilities etc.

Starting in the late 1970s some efforts have been made for the improvement of the present ports and their facilities. In this connection, a Transport Master Plan (1983-1993) was made in cooperation with the related Ministries and the State Planning Organization, including priorities and policies regarding the improvement of present port facilities and focusing on future targets. The main objectives of the Master Plan's are to promote safety of life and security of cargo, to meet the rising demands of every kind of transport, to decrease transport costs, to expand the maritime, railway, road and pipeline transport capacity, to follow technological changes in the transport sector, to promote the foreign currency gained from international transport activities, to reach more efficient operational levels and so on.
In the last 15 years a much closer relationship has been reached between related organizations regarding the transport sector, its present problems and several alternative solution proposals. In this respect, as stated in the Transport Master Plan 1983-1993 Hopa, Trabzon, Samsun, Haydarpasa (Istanbul), Izmir, Mersin and Iskenderun were defined as "container ports", so a great effort has been made for achieving this goal. In doing so, an agreement was made between Turkey and the World Bank on 29 May 1985 which is called "Third Ports Rehabilitation Project" which has the value of US$ 134.5 million, the aforesaid credit was provided to Turkey for the development of the some port facilities, training programmes for port workers, especially container handling operations. This credit has been used for these purposes and some of the aimed targets have already been achieved. The author would like to give some examples:

In Izmir Port, a 1400 m quay and a 24,000 m² ro-ro ramp are being completed. In Trabzon Port, a 580 m long container quay and ro-ro ramp are under construction and will be completed by 1988. In Hopa Port, a 200 m container quay and ro-ro ramp are being completed. In addition to that, 4 container cranes, 2 light (35 tons each) container winches, 10 transtainers, 50 lifter and trailer and 18 forklifts will be provided and used. By 1989 Trabzon Port will be one of the important container terminal in the Black Sea region.

Another point which has to be mentioned here is that, all main Turkish ports have reception facilities and others are on the way to have them installed very
soon, however, Turkey is not a party to the MARPOL 1973/78 Convention and the Protocol related thereto.

2.4.1.1 Ports Operated by the State

As mentioned earlier, the 21 main ports are operated by the Turkish State Railways General Directorate and the Turkish Maritime Corporation General Directorate. These two authorities are given the following tasks in the ports which are run by them as a monopoly:

- To load, discharge, transfer and handle the cargo and to establish necessary infrastructure and run them,
- To provide water, bunker, discharge, transfer the cargo to and from ships and establish necessary organization,
- To establish antrepot, depot, silo, open storage areas near the sea or its vicinity and build passenger saloons and run them,
- To deal with storaging of all kinds of oil, discharging, loading, transferring and establishing necessary facilities and running them,
- To establish buoys etc. and maintain them,
- To deal with pilotage, towage and so on.

2.4.1.2 Ports operated by the Turkish State Railways General Directorate

Among the 21 state-owned ports, 6 of them are run by the Turkish State Railways General Directorate namely, Haydarpasa (İstanbul), Samsun, Mersin, Iskenderun, Derince and Bandırma ports.
Haydarpasa Port mainly deals with passenger traffic, export-import cargo handling and accommodation of heavy TIR traffic. Haydarpasa Port is the one end of the Istanbul—Kostence (Romania) ro-ro line.

Samsun Port is meeting the demand of export-import and transit cargo handling needs.

Mersin Port is one of the biggest ports in Turkey, which is capable of handling export-import and transit cargo, accommodating ro-ro ships, container ships and ferryboats. Mersin is a multi-purpose port and at the same time it was defined as a "free zone" in 1986.

Iskenderun Port is capable of handling a big amount of export-import cargo and accepting transit cargo in port areas from time to time.

Derince Port is specialized in handling general and bulk cargo.

Bandirma Port deals with general and dry bulk cargo handling. All these ports above mentioned have railway and road connection with the rest of the country.

In 1986, these ports were called by 5425 ships, 6,660,659 tons of cargo were loaded, 10,745,787 tons of cargo were discharged, 3,141,726 tons of transit cargo loaded-unloaded and altogether a total of 20,548,182 tons of cargo were handled. Haydarpasa, Mersin, Iskenderun and Samsun ports handled 20" and 40" of 88,888 containers full and empty. (Table VI).
2.4.1.3 Ports operated by the Turkish Maritime Corporation General Directorate

The Turkish Maritime Corporation General Directorate as a state-owned organization is operating 13 ports and quays namely Antalya, Salipazari (Istanbul), Izmir, Trabzon, Rize, Hopa, Giresun, Ordu, Kusadasi, Tekirdag, Gulluk, Dikili and Alanya.

Among these 13 ports and quays, Izmir, Antalya, Trabzon, Tekirdag, and Giresun are the most important ports regarding the capacity and cargo handled as far as the export-import and transit cargo is concerned. These ports are capable of handling general cargo, dry bulk cargo and container as well. Whereas Salipazari (Istanbul) Port is being specialized in passenger ships, Dikili, Gulluk ports are handling general cargo and iron ore and yacht tourism especially. Alanya and Kusadasi are small ports and deal with passenger ships and their special attention has been given to the yacht tourism in recent years. Finally the only port which is dealing with cabotage carriage is Ordu.

These 13 ports and quays have 18,688 million tons of cargo loading-discharging, 19,522 ship access and 14,496 million tons of storage capacity including close and open storage facilities. In 1986, in Hopa, Trabzon, Giresun, Istanbul, Izmir, Tekirdag and Antalya ports 1,578 million tons of cargo were loaded, 3,135 million tons of cargo were discharged altogether 4,713 million tons of cargo were handled. (Table VII).
2.4.1.4 Other Ports

As stated before, 32 small ports and quays and 6 ports are operated either by municipals, local authorities or industrial companies. These ports and quays are generally dealing with the cabotage carriage and handle general cargo, dry bulk and liquid bulk cargo. They have the average of 10 to 20 m. water depth and limited cargo handling facilities and storage areas. Among these ports BOTAS, Dortyol, Aliaga, and Tupras are specialized ports in liquid bulk cargo (such as crude oil and LPG) and the others are dealing with general cargo, dry bulk, mineral ore and they are busy with cabotage carriage.

In the last decade, great attention has been paid for improvement of the existing port facilities, such as berths, cargo handling equipment, storage areas, including refrigerated storage facilities, personnel training etc. In all the big ports, generally work has been done by three shifts each of them covering 8 working hours.

Before concluding this chapter, it should be mentioned that, in all important ports reception facilities are being installed and most of the work has been finished, according to the MARPOL 1973/78 Convention and the Protocol related thereto.

Ports are operated by the Turkish Maritime Corporation General Directorate and the Turkish State Railways General Directorate using the same tariffs and dues, and the other ports which are operated by municipals or the private sector are using the
tariffs and dues which are approved by the Ministry of Transport.

2.4.1.5 Comments

As a developing country, Turkey has been trying to get benefit from shipping and related maritime activities. Regarding its international character, capital intensity, high technology and well trained, highly qualified personnel requirements, something should be done in order to be able to compete with other maritime nations in very competitive manner. For doing so, first of all, the Turkish fleet has to be made younger than its present situation. Secondly, our fleet has to be managed in a manner to compete with others in free competitive areas. Thirdly, good, efficient and low cost shipping companies should be supported by the government by using tax exemptions, incentives and the like. Last, the Government should take all necessary actions to prevent bureaucratic and time constraints on the new project proposals and encourage the private sector initiatives.

Ports are another point which has to be reconsidered carefully. All Turkish ports including the ones which are operated by the State agencies have to be studied carefully. After having studied, the result, deficiencies, ineffectiveness, needs and causes should be analysed, then the solutions have to be decided by a competent joint commission where all the related authorities are represented. Then the priorities should be given and the work has to be followed by this commission.
CHAPTER 3

MARITIME LEGISLATION

3.1 INTERNATIONAL MARITIME LAW

Since ships and cargoes, by nature, travel between countries and spend time between ports on the high seas, where there is no high seas legal system as such, the law relating to shipping cannot be confined to one country but has to adopt something of international character. Otherwise, in practice wide variations might occur and different patterns of behaviour of different courts in different countries.

In the past, the need was recognised by the use of customary codes which were recognised in several countries such as the Rhodian Sea Law which was greatly used by the Mediterranean trading cities, the Laws of Visby and the Hanseatic cities used by the Northern trading cities.

In modern times, in addition, the rapid growth of world seaborne trade, the great technological developments of the shipping industry have created some new problems, such as those related to safety at sea, pollution or containerization which have called for measures (legal, administrative, technical) to be taken on a global scale and a great effort of concertation, harmonisation, and universality was needed. This effort is reflected, today, by the use of a more formal international convention and agreement system.
Maritime Law consists of rules designed to co-ordinate the smooth conduct of international maritime commerce, safety of navigation, protection of the marine environment and maritime infrastructure. These rules are namely international conventions, national laws and legislation, functional regulations which facilitate operation and decisions of tribunals, courts and arbitrators.

The enforcement of these rules which are agreed on internationally, generally takes place at a national level, which means that every state is responsible for the ships flying its flag.

Therefore, it is important first to recognize that maritime law is an international system of laws, and secondly to ensure that the national legislation is in conformity with international maritime laws, rules which are derived from four primary sources namely:

a) Committee Maritime International (CMI)

Established in 1896, as a private international organization, is devoted to the international unification of maritime law. It consists of various national maritime law associations and draws its membership from among shipowners, average adjusters, brokers, insurers, freight forwarders and maritime lawyers. This organization has produced almost all the international maritime conventions on the carriage of goods by sea, collisions, bills of lading, maritime liens and mortgages, salvage and assistance.
and liabilities. Meetings are held periodically to develop new draft conventions, often, now, in conjunction with the International Maritime Organization (IMO) and the United Nations Conference on Trade and Development (UNCTAD).

b) The International Maritime Organization (IMO)

The International Maritime Organization, a specialized agency of the United Nations founded in 1948 and effective since 1958, has been dealing with the specific functions related to maritime matters.

The objectives of IMO as stated in Article 1 of its convention, are, inter alia, "to provide machinery for cooperation among governments in the field of governmental regulations and practices relating to technical matters of all kinds affecting shipping (organizations) engaged in international trade, to encourage the general adoption of the highest practicable standards in matters concerning maritime safety and efficiency of navigation, and the prevention and control of marine pollution from ships, and to deal with legal matters related thereto".

The work related to maritime safety and the prevention and control of pollution normally culminates in the formulation of international conventions and similar multilateral instruments, codes of practices, recommendations to governments and other guidelines and manuals.

At present, there are 28 conventions and similar instruments developed by or under the auspices of IMO.
Like most intergovernmental organisations, IMO is above all a forum, an institution which facilitates and enables individual states to consult and to negotiate with each other on issues of common interest and concern.

c) The United Nations Conference on Trade and Development (UNCTAD)

The United Nations Conference on Trade and Development was established by the United Nations General Assembly in 1964. It was conceived in response to concerns of developing countries that their economic problems were not being considered or addressed by the United Nations financial institutions.

UNCTAD’s principal functions are the negotiation and adoption of multilateral legal instruments in the field of international trade and the revision of international shipping law through its Committee on Shipping.

In the field of shipping, since its establishment, UNCTAD carried out a certain number of studies where concentration on commercial considerations was of primary importance and developed some international instruments of which:

- The Convention on a Code of Conduct for Liner Conferences,

- The United Nations Convention on International Multimodal Transport for Goods,

**d) Other International Organizations**

There are other international organizations which are developing international instruments affecting the shipping industry. These are:

- The International Labour Organization (ILO), which developed series of international conventions related to maritime labour and safety,

- The World Health Organization (WHO) dealing with maritime health matters,

- The World Meteorological Organization (WMO) dealing with world weather matters,

- The International Telecommunications Union (ITU) dealing with maritime communications,

- The International Hydrographic Organization (IHO) dealing with hydrography, charts, etc.,

- The United Nations Environment Programme (UNEP) dealing with the environmental protection.

**3.2 THE NATIONAL MARITIME LEGISLATION**

Turkey as a member state in various international organizations, has accepted a certain number of international conventions related to the shipping
industry. The list of the international conventions to which Turkey is party will be mentioned after having explained the legislative system, the process of the national law and the process of implementation of international conventions.

3.2.1 The Legislative System

According to the 1982 Constitution, the power is divided into three parts which are:

- Legislative Power which is given to the Grand National Assembly,

- Executive Power which is held by the Government and,

- Judicial Power which is given to the courts.

The Grand National Assembly consists of 400 members, who are chosen by the people and they work for five years. Turkish Parliament members are responsible for the creation of the law, change and denunciation of the laws, control over the Government and approval of the international treaties and conventions.

The law initiative is shared between the Government and the Grand National Assembly members and also political parties which are represented in the Parliament. Under the provisions of the 1982 Constitution, a draft of the law or law project goes to a related commission into the Parliament. After the commission members have discussed a law project, it is sent to the Parliament. After elaboration and vote of
the Parliament, the project is sent to the President for approval. After having been approved by the President, the project is finally legislated. (Article 88, 89 of 1982 Cons.).

The application’s act of the laws are promulgated in the form of ordinances. The implementation of laws involves the ministries and their respective agencies for the application of laws, and the judicial system for the execution of laws.

The international treaties are ratified in conformity with the conditions defined by the Constitutions which are considered as law. (Article 90).

The President is the head of the State who represents the Republic of Turkey and takes care of the application of the constitution and the coordination and co-operation between state agencies and other related organizations. The President appoints the Prime Minister and the Ministers as well.

The Government which is headed by the Prime Minister, consists of 25 Ministers. The Government is given the executive power and responsible for carrying out the general policy of the government. The Prime Minister is responsible for assuring the co-operation between ministries and for taking regulatory precaution.

The judicial power is given to courts including the State Security Court which deals with offense against the integrity of the state, a Constitutional Court responsible for the judicial review of legis-
lation, a Supreme Court of Appeals, a Council of State serving as the high administration and appeal court, a Court of Accounts and Military Courts of Appeals. The judiciary is supervised by the High Council of Judges and Prosecutors, appointed by the President.

3.2.2 International Maritime Conventions

3.2.2.1 Implementation Process

Before giving the list of the international maritime conventions to which Turkey is party, the author would like to draw attention to the implementation process of international maritime instruments.

Generally, international conventions including the ones dealing with maritime affairs are divided into two groups which are:

—Agreements which are not valid more than one year between Turkey and foreign countries and international organizations regulating economic, trade and technical relations, which are not imposing—(putting) financial obligations on state finance, and not disturbing individuals’ situation and property rights of Turkish nationals in foreign countries can be entered into force simply by submitting them to be acknowledged by the Parliament.

—Agreements which are made between Turkey and foreign countries and international organizations which are changing the Turkish national legislation should be approved by the Grand National Assembly before entering into force.
As mentioned above, second type of International Conventions are implemented after approval of the G. National Assembly, by the promulgation of a decree referring to the title of the Convention which becomes itself an integrated part of the maritime legislation.

This method of implementation is used in many countries, but the author personally think that it presents some disadvantages from the administrative point of view, particularly when the implementation act is not preceded or followed right away by the appropriate measures, which should be taken by the Maritime Administration.

Because of the legal, technical, administrative and financial implications of a maritime convention, a certain number of measures have to be taken prior to its implementation in order to facilitate its enforcement.

If such measures are not taken at the right time, there will be a danger for improvisation when it comes to the enforcement of the convention.

In its present form, the law by which a Convention is implemented shows only that this Convention is a national law which has to be enforced by the responsible Ministries (Transport, Justice, Finance, etc). It does not show how the convention should be enforced.
By enforcement it should be understood: the definition of national requirements which may be higher than those of the Conventions, the methods of control, the authorities who will be in charge of the enforcement, the procedures for its enforcement, etc.

In this conjunction, the author think that the best process of implementation of any Maritime Convention is the one which has been recommended by Professor Vanchiswar of the World Maritime University in his "Establishment and Administration of Maritime Affairs in Developing Countries."

This process is indicated in the following table:

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<th>Phase 1</th>
<th>Phase 2</th>
<th>Phase 3</th>
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<td>C</td>
<td>Implementation of National legislation</td>
<td>Certification of ships and seafarers, and</td>
</tr>
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</table>
| a) Ratification or accession. |                                |通过国家法律的实施。| 登记，行使任一官员。
| b) Prepare na-    | through the exercising of appropriate functions by| to proceed to sea.                               |
| tional legis-     | legislation (primary and subsidiary).             |                                                  |
| lation            | c) Documentation                                  |                                                  |
| V                  | d) Prepare executive orders                        |                                                  |
| N                  | and instructions to officials                     |                                                  |
| E                  | and instructions to officials                     |                                                  |
| T                  | concerned.                                        |                                                  |
| I                  | Develop adequate Maritime Administration.          |                                                  |
| O                  | Infrastructure                                     |                                                  |
| N                  |                                                   |                                                  |
3.2.2.2 List of the International Conventions

At 1st of January 1987 Turkey was party to the following international conventions:


   - Entered into force 31st October, 1980.
   
   SOLAS 1974 - 1981 Amendments, and
   SOLAS 1974 - 1983 Amendments are not officially published.

   - Not in force yet.

   
   - Entered into force 1st of June, 1983.

   - Entered into force 5th November, 1968.

- Entered into force 16th May, 1980.


- Not in force.

Turkey is not a party to MARPOL 73/78 Convention and related Protocol yet. But the necessary legal procedures for the ratification of this Convention and related Protocol are being completed.

- Not in force.

Turkey is not a party to STCW 1978 Convention, but the necessary legal procedures for the ratification are being completed.

j) Convention Concerning Minimum Standards in Merchant Ships, 1979 (ILO Convention 147)

Turkey is not a party to ILO Convention 147, but the necessary legal procedures for the ratification are almost completed.

k) Convention for the Unification of Certain
Rules of Law relating to Assistance and Salvage at Sea, Brussels 1910.
- Implemented by a law in 16th September, 1955.

- Implemented by a law in 16th September, 1955.

- Implemented by a law in 1980.

- Implemented by a law in 1980.

- Implemented by a law in 1956.

- Implemented by law in 1956.

q) Convention 95 concerning the Protection of Wages, 1949.
- Implemented by a law in 1960.
CHAPTER 4

MARITIME ADMINISTRATION

4.1 MARITIME ADMINISTRATION IN GENERAL

There is a very close relation between social and economic development and the participation in world trade. This fact is much more important as far as developing countries are concerned. In order to participate in world trade and get benefit from it, a developing country must have maritime transport, adequate port facilities, trained and skilled human resources and above all a well-informed, guided and properly motivated administration for doing so.

A country may have an adequate infrastructure, transport capacity, even trained personnel, but if it does not have an administration capable of managing all the activities related to maritime transport, then that particular country will not manage its resources and cannot get the benefits from the international trade.

Under the provisions of the International Convention for the Safety of Life at Sea, 1974 (SOLAS), and the International Convention on Load Lines, 1966, "the Administration (the flag state) is responsible for promulgating laws and regulations and for taking all other steps which may be necessary to give these Conventions full and complete effect so as to ensure that, from the point of view of safety of life, a ship is fit for the service for which it is intended."
The administration, therefore, has a dual role and responsibility, first of all, in relation to its own national vessels, and secondly in relation to foreign ships visiting its ports or its territorial waters.

In order to do so, a Maritime Administration has to be developmental, regulatory and in conformity with the relevant International Laws or Conventions.

As Prof. Vanchiswar stated, "A Maritime Administration well informed, guided, and properly motivated is quite capable of improving itself to the level of its perceived needs."

4.2 THE TURKISH MARITIME ADMINISTRATION

4.2.1 Role and Activities

The Maritime Administration in Turkey is responsible for both national ships and foreign ships visiting Turkish ports or territorial waters.

In general, the objectives of the Turkish Maritime Administration are to provide the government with an efficient machinery in order to take charge of those functions which are embodied within the Maritime Code and to meet the nation's international maritime obligations.

The main functions of the Turkish Maritime Administration can be summarized as follows:

a) Formulation and implementation of the maritime policy and legislation related thereto.
- registration of ships and seamen,
- surveys, inspections and certification of ships,
- port state control and detention of unseaworthy ships,
- marine casualty investigation,
- prevention, control and combat of marine pollution,
- wrecks,
- search and rescue,
- pilotage, towage, port safety,
- training and certification of seafarers and pilots,
- in general all matters related to shipping as a whole.

b) Discharge the obligations of governments under the international conventions which may be applicable.

c) Promotion of maritime development including the conduction of studies pertaining to maritime trade and economics, and to management, operation, upkeep and maintenance of the national fleet and ports and the monitoring of freight rates, port tariffs and availability of shipping capacity and the definition of the master port development plan and carrying it out.
4.2.2 Organization

In Turkey all maritime administration functions are carried out primarily by the Ministry of Transport at a central level (Maritime Transport General Directorate) and at a local level by the Local Directorates of Ministry of Transport and abroad by Turkish Ambassadors or Consulates. However, there are other ministries and government agencies, dealing with maritime activities such as the Ministry of Foreign Affairs, the Ministry of Finance and Customs, the State Planning Organization etc.

4.2.2.1 Ministry of Transport

As mentioned before, this ministry is primarily responsible for sea-rail-road and air transport and all matters related thereto.

The Ministry of Transport is headed by a Minister. Below the Minister, a Deputy Under Secretary and two Assistant Deputy Secretaries are carrying out the responsibilities which are given to them by the Establishment Ordinance of the Ministry of Transport. The Research, Planning and Coordination and the Legal Department are directly linked to the Minister.

The Turkish Maritime Corporation General Directorate and the Turkish Shipbuilding Industry Inc. General Directorate and the D.B Turkish Cargo Lines General Directorate are also directly linked to the Minister. These directorates will be discussed later on. (Chart.1 in the annex).
Among all these, the Maritime Transport General Directorate is the most important one which deals with all the maritime affairs. On the other hand the Railways, Harbours and Airports Construction General Directorate is an important directorate, in charge of studies and establishment of railways, ports, airports in connection with the concerned structures, and within the framework of the national territory lay-out plan, preparing the master port development plan and taking care of the coordination of the national port activities. This directorate is also responsible for studies relating to port construction projects, elaboration of development plans and equipment programmes and establishment, and maintenance of port, railways, and airport infrastructures and equipment.

4.2.2.2 Maritime Transport General Directorate

The Maritime Transport General Directorate is the most important one among all directorates in the Ministry which deals with all the maritime activities, headed by a General Director and has two Assistant Directors. This Directorate is composed of 4 main divisions namely;

- International Maritime Affairs.
- Shipbuilding.
- Ports and Harbours.
- Maritime Transport.

The Maritime Transport General Directorate also has 5 local districts which are;
These five districts are directly linked to the Maritime Transport General Directorate. They administer and control 60 ports. These ports are administered by a Harbour Master and are called Port Authority.

The Maritime Transport General Directorate is competent to elaborate, propose and adopt the principles and rules of the national policy for transportation matters and marine navigation. In order to reach this aim the Directorate uses studies, research and participates together with the other authorities concerned in the execution of the plans.

The Directorate co-ordinates all legal, economic and political international matters related to maritime matters, and also takes initiative in the state maritime policy and co-ordinates all related organizations in Turkey. In this connection, the Directorate participates in the meetings of international organizations concerned, such as IMO, UNCTAD, and OECD etc.

The Directorate has to take necessary actions for development and expansion of the Turkish Fleet accor-
ding to the country's needs and it controls and motivates the shipyard activities in this respect.

The Directorate ensures maritime safety (buoyage pilotage, lighthouses, etc.), elaborates and puts into execution the contingency plan against marine pollution, regulates the organization of littoral and establishes the safety standards for ships and life at sea.

Regarding the safety standards for ships, the Directorate is responsible for inspection and control of Turkish ships, measurement of these ships and taking all necessary actions and precautions regarding safety of life at sea.

The Maritime Transport Directorate is competent to define seafaring notions, prepare the curriculums of the maritime schools (including the academy) and examination regulations and control them. In addition to that, this Directorate keeps a register book of the seafarers, and updates the register book. The Directorate is carrying out this task by the help of its district directorates, which will be discussed later. This directorate also keeps the statistics about maritime transport and port activities.

Finally, the Directorate deals with marine casualty investigations from a technical and legal point of view and tries to put necessary regulations in order to prevent these kind of accidents.
4.2.2.3 Transport District Directorates

There are five transport district directorates which are situated at Samsun, Istanbul, Canakkale, Izmir and Mersin provinces. These transport district directorates are under the control of the Maritime Transport General Directorate, and are responsible for safety of navigation, registration of ships and seafarers, marine pollution prevention, control and combat, to arrange examinations for amateur seamen, and pilots, the inspection and control of Turkish ships and as a Port State Authority the inspection of foreign ships, to administer ports which are under their authority by the Port Masters and control their activities, to keep statistics about maritime transport and cargo movements (import-export-transit).

Transport District Directorates, according to the work which has to be done by them, have District Directors, and Assistant Directors, Secretariat, Ship Survey and Inspection Commission, Maritime and Road Transport Division, Personnel Division, Seafarer Affairs Division, Account Division and Harbour Master’s Division. According to the region in which the district directorate is situated and the work which is to be done by that particular directorate, they have personnel and managers. Among these divisions Ships Survey and Inspection Division, Seafarer Affairs Division and Harbour Master’s Division are the most important ones, which will be described below:
Ship Survey and Inspection Commission

This division is composed of experienced master mariners, marine engineers, naval architectures, and radio officers. This division is competent to:

- examine and approve the drawings and documents (plans) of new ships over 500 grt,
- examine and approve the refounding plans of existing ships,
- examine, approve and homologate life saving appliances and other safety materials and equipment,
- carry out investigations of marine casualties and other events relating to ships over 500 grt.

After having examined the ship, this division issues the following certificates:

- Certificate of Seaworthiness.
- Cargo Ship Safety Construction Certificate.
- Cargo Ship Safety Equipment Certificate.
- International Load-Line Certificate.
- Cargo Ship Safety Radiotelephony Certificate.
- Cargo Ship Safety Radiotelegraphy Certificate.
- Passenger Ship Safety Certificate.
- Certificate of Exemption (according to SOLAS 1974 and MARPOL 73/78).

The Ship Survey and Inspection Commission is headed by the Director of Transport District and there
are representatives of all the parties concerned:

- National Service of Coast Guard,
- Ministry Of Health and Social Welfare (doctor of seamen), and
- The concerned shipowners.

Harbour Master’s Division

The Harbour Master’s Division is one of the most important one among all, which deals with maritime affairs related to safety of navigation and safety at sea.

This division is headed by an experienced master mariner and is responsible for elaboration and preparation of the necessary elements relating to the regulation, organizations and control of the use of the sea according to national and international legislation.

The Harbour Master is responsible for taking all necessary measures and precautions for preventing collisions in the harbour and its vicinity, putting traffic separation lines, providing security and smooth working conditions in port areas.

The Harbour Master’s Division is competent to inspect foreign ships calling at port and if necessary to prevent their voyage until any deficiencies are taken care of.

The Harbour Master’s Division carries out the marine casualties’ investigations, marine pollution
prevention and in case of accidents clean-up operations and controls the related ports and their administrative progress.

The Harbour Master’s Division keeps the register book of ships, follows the ownership movements and keep the statistical data related to national and foreign ship and cargo movements to and from the port.

Seafarer’s Affairs Division

This division deals with all matters related to seafarers. Registration of Seafarers, up dating of the book of seamen, their pension and retirement procedures, medical care, etc., are the main tasks of this division.

4.3 OTHER MARITIME DIRECTORATES

As mentioned earlier, there are three general directorates directly linked to the Ministry of Transport whose administration and operation are autonomous, namely:

- The Turkish Maritime Corporation General Directorate (TDI),
- The Turkish Shipbuilding Industry Inc. General Directorate (TGS),
- The D.B Turkish Cargo Lines General Directorate.

Above the administration and activities of the Turkish Shipbuilding Industry Inc. General Directorate
and D.B Turkish Cargo Lines General Directorate have been described. Now, the administrative structure and the activities of the Turkish Maritime Corporation General Directorate will be dealt with.

4.3.1 Turkish Maritime Corporation General Directorate

As can be seen in Chapter III, this general directorate is an Economic State Organization with a legal identity, autonomous in its operations. This organization has been dealing with several activities which are given to the directorate by its establishment decree. The main activities of the Turkish Maritime Corporation General Directorate's are the following:

a) Operation of Ports.
b) Maritime Lines Operations (national-international waters).
c) City lines Carriage (passanger and car).
d) Izmir Bay Carriage (city lines).
e) Van Lake Carriage (train ferry).
f) Ashore Safety Operations and Navigational Aids Operations.
g) Salvage Operations.
h) Hospital Oper. (medical care to its personnel).
i) Restaurant (catering for their personnel).

The Turkish Maritime Corporation General Directorate deals with all the above mentioned operations and tasks as a monopoly which is given by its decree of establishment.
Port Operations (Management)

As the activities of that corporation as port operators have been described in Shipping Chapter III, but the author would like to add something more about port operations.

The Turkish Maritime Corporation is operating 13 ports and quays, among these ports Antalya Port was defined as a "free zone" in 1986. According to the importance of the port and the traffic demands which have to be met, all ports have almost the same administrative structure with small differences related to the personnel employed.

Under the Port Director, there are Port Operation and Equipment Sub-Directorates.

The Port Operation Sub-Directorate is in charge of:

- elaboration of rules and regulations relating to port activities and safety inside the ports,
- study and preparation of adequate conditions for operation and management of ports,
- preparation of the elements of the tariff structure of port services and transit of goods,
- coordination of port activities at a national level and proposal of all measures for this coordination.

The Port Equipment Sub-Directorate is in charge of:

- elaboration and proposal of the headlines of development of the national port system,
- participation in the studies relating to port construction projects,
- participation with the concerned services in the elaboration of development plans and equipment programmes,
- definition of the conditions, establishment, operation and maintenance of port superstructures and equipment,
- establishment of the conditions of operation and maintenance of port infrastructures.

**Maritime Lines Operations**

The Turkish Maritime Corporation General Directorate operates ships both in national and international waters, and carries passenger and cargo to and from Turkish ports.

This directorate has 5 passenger and 9 ferry boats, altogether 14 ships, 11 scheduled lines in Turkish ports. It has a great deal of experience in the operation of passenger and car ferries, starting from the Black Sea, the Aegean Sea to the Mediterranean and the cruise line between Istanbul and Iskenderun.
This corporation runs ferryboats between Istanbul and Venice (Italy) and Mersin-Magosa (Cyprus) and Mersin-Lazkiye (Syria) and serves passenger and car as well.

City-Lines-Izmir Bay and Van Lake Operation

This corporation deals with passenger transport in Istanbul and Izmir provinces, serves car transport by ferryboats, and has altogether 86 ships in these two cities.

The Turkish Maritime Corporation is operating 4 train-ferries in Van-Lake between Van and Tatvan, covering a considerable need of transportation in that particular area.

The Turkish Maritime Corporation has been dealing with lighthouses, pilotage, towage and salvage operations which will be discussed in the following chapter.

Finally, this corporation has its own hospital and restaurants which are of a great help to its workers.

4.4 OTHER RELATED AUTHORITIES

In Turkey not only the Ministry of Transport deals with maritime activities, but there are also other authorities related to maritime activities, such as the Ministry of Finance and Customs, State Planning Organizations, etc.
The Ministry of Agriculture, Forestry and Rural Affairs

The Ministry takes charge of all matters related to shipping. The Ministry of Agriculture, Forestry and Rural Affairs is responsible for:

- the animation and promotion of activities related to the exploitation of fishing resources,
- the enforcement of the legislation and regulations related to the capture, processing and distribution of marine resources,
- the elaboration and ensuring of the applications related to fishing zones, methods and periods, and trade sizes of fishing, and
- all matters related to the fishing vessels and fishermen.

In order to perform its duty, the Ministry of Agriculture is represented in the maritime provinces by a local directorate.

The Ministry of Finance and Customs

This ministry deals with taxation and customs matters, and also approves the budget of the Ministry of Transport. The allocation of the financial resources and approval of the project in the maritime field such as financing a shipyard or purchasing a ship from abroad are under the competency of this ministry.
The Ministry of Education, Youth and Sports

This ministry is primarily responsible for medium and high level education of seafarers, preparation of curriculum of the maritime schools and certification.

The Ministry of Industry and Commerce

This ministry is responsible for promoting the trade share in the international trade and taking care of the development of the Turkish industry.

The Ministry of National Defense

This ministry has the duty of taking care of national borders, and safeguard of the country and its seas. This ministry takes part in search and rescue and clean-up operations.

The Ministry of Energy and Natural Resources

This ministry is responsible for providing enough energy, exploitation, promotion and administration of natural resources and their allocation.

The Ministry of Health and Social Welfare

This ministry deals with the question of health of the seafarers and their social and working conditions on board the ships, and medical examination of the seafarers.
The Ministry of Foreign Affairs

This ministry represents the Ministry of Transport abroad by Ambassadors and Consulates regarding maritime activities, such as inspection of ships and repatriation of the seafarers, etc. This ministry is also responsible for representing the Government of Turkey in international forums, such as IMO, OECD and UNCTAD meetings if the Ministry of Transport is not represented itself in the above mentioned meetings, and carrying out and finalizing the implementation of international conventions.

The Ministry of Culture and Tourism

This ministry deals with the question of amenity usage of the seas, yatch tourism, allocation of the areas to maritime industry, etc.

The Ministry of Labour and Social Security

This ministry deals with particularly working conditions, wages, holidays and the right of retirement of the seafarers.

The Ministry of Infrastructure and Public Works

This ministry is particularly responsible for infrastructure, development and maintenance of all the related structures according to the national plan.

The other ministries have some interest regarding maritime activities, but have lesser importance.
The State Planning Organization

This organization is directly linked to the Prime Ministry, responsible for studying the investment or development projects, giving priorities and incentives to projects chosen by them, carrying out further studies related to development plans and approving the projects with respect to the maritime industry such as building a new ships, a shipyard or likewise.

The Central Bank

This is a state-owned bank, which deals with all foreign currency transactions, foreign trade payment, control of the all banks, and other money matters related to financing big projects, etc.

In the shipping industry, this bank plays a very important role for allocating credit sources to shipyards and shipbuilders with a small interest rate. The Central Bank also supports unfinished projects by expanding the payback period of the loan given to the aforesaid projects.

The Maritime Bank

This bank used to be under the control of the Turkish Maritime Corporation General Directorate, but recently its statute was changed by a decree, so it is an independent bank now. This bank especially deals with financing the shipping industry, such as shipbuilding, diversification of existing ships and so on.
Classification Societies

Like many other developing countries, in Turkey there have not been sufficient resources and qualified surveyors available or distance or time constraints have prevented our national maritime administration representatives from making on-the-spot visits, related to inspection and surveys, so there is a great need to authorize classification societies to carry out surveys and issue certificates on behalf of the Turkish Maritime Authority.

The classification societies recognized by Turkey are:

- Lloyds Register of Shipping.
- Det Norske Veritas.
- American Bureau of Shipping.
- Bureau Veritas.
- Germanischer Lloyd.
- Nippon Kaiji Kyokai

5.6 COMMENTS

In Turkey, there are more than 10 ministries and agencies concerned in the maritime field. This situation sometimes makes the problem worse and often impossible to solve. There is a great need for cooperation, coordination and very good understanding between all organization in this field with respect to having an efficient and effective maritime organization as a whole within the country. This could be
achieved by using ad-hoc committees regarding specific matters or problems which have occurred, giving the people who work for the organization better training opportunities (i.e., on-the-job training, seminars, courses), having good communication systems with the other ministries and agencies, etc. The other point is that there should be a better statistic data system available which is necessary for the evaluation of the future demands and capacities of the country in this field.
CHAPTER 5

PRESENT ACTIVITIES OF THE MARITIME ADMINISTRATION

As mentioned earlier, the Maritime Administration as a whole is responsible for ships, inspections, surveys and certification of ships, port state control of foreign ships, issuance of seaworthiness certificate of ships and detention of unseaworthy ships, examination and issuance of certificate of competency to various categories of seafarers, manning of ships, conducting marine casualties investigations, dealing with prevention of marine pollution, wrecks, search and rescue, registration of seafares, certification and training of seafarers, adoption and implementation of International Maritime Conventions, etc.

5.1 REGISTRATION OF SHIPS

The Turkish Merchant Law defines the ships as "any vessel or floating body intended for maritime navigation". The ships must be individualized by her name, tonnage, port of registry and nationality. The choice of ship's name belongs to the owner, but the attribution and change of name must be approved by the Maritime Administrative Authority.

The measurement of ships is carried out by the competent Maritime Administrative Authority (Ministry of Transport - Directorate of District of Istanbul) according to the requirements of the International Conventions to which Turkey is a party and results in
the delivery of a tonnage certificate to the owner. An original copy of the tonnage certificate must be disposed at the registration office of the ships.

Each Turkish ship must have a distinctive call sign and fly under the Turkish flag.

The port of registry is any Turkish port located within the area of competency of a given local Directorate of Ministry of Transport, such as the Directorate of the District of Istanbul.

The right to fly under the Turkish flag for any ship is subordinated to the obtaining of Turkish nationality. To obtain Turkish nationality, the ship must be owned by fifty one percent (51%) at least, by physical or moral persons of Turkish Nationality and manned by Turkish crew.

This was established by the Maritime Administrative Authority of the port of registry. This act (Turkish Merchant Act) states the name, type, characteristics of the ship, the name of the owner, the port of registry and other information – such as liens, mortgages and other charges affecting the right of property and finally the cause and date of cancellation of registry in the case of cancellation – appearing on the registry of the vessel. This act must be renewed if there is any change of the above indications.

A provisional act of nationality, valid until the arrival of the ship to a Turkish port, is issued, under the same conditions, by the Consular Authority for ship acquired abroad. This period must not exceed one year.
By terms of Article '844' of the Merchant Act, "all ships 18 GRT or over have to be registered in the Turkish Book of Registration of Ships", which is under the responsibility of the competent Maritime Administrative Authority.

Any modification or change related to the above mentioned indications must be entered in the register book. Meanwhile a ship entered in a foreign register cannot be registered in the Turkish register before her registration is cancelled from the foreign register.

A Turkish ship cannot be registered in a foreign register before her registration on the Turkish register is cancelled.

The acquisition of a new built or a second hand vessel must be declared to the Maritime Administrative Authority of the port of registry which issues the preliminary authorization.

The transfer of property of Turkish ships or shares to a foreigner cannot be done without the preliminary authorization of the Maritime Administrative Authority.

5.2 SAFETY OF NAVIGATION

The Turkish Safety of Life at Sea and Protection of the Properties Law provides in article 2 "All ships which proceed to sea must be seaworthy, suitably manned and equipped, and fit for the service for which it is intended."
The ship cannot be used for maritime navigation if she has not complied with the stipulated conditions related to:

- her construction, instruments, on board installations, means of distress, life saving appliances and fire fighting equipment,

- her buoyancy, stability and load lines,

- machinery and steering gears,

- manning and professional competency of the crew and

- the other conditions of safety of navigation and safety of life at sea.

Turkish ships are built according to the requirements of the international conventions ratified by Turkey and to the rules of the appropriate classification society.

5.2.1 Inspection and Certification of Ships

All Turkish ships according to the related national laws and regulations with respect to the provisions of the international conventions for the safety of life at sea and the load lines, are subject to inspection and surveys.
5.2.1.1 Inspections and Survey

a. The Initial Survey

This survey is carried out before the ship is put into service under the Turkish Flag.

It is generally done in the port where she is built or once she is inside a Turkish port and is carried out by a Ship Survey Commission appointed by the Ministry of Transport. This survey shall include all parts of the ship (such as her structure, machinery, equipment, life saving appliances etc.) to ensure that she complies fully with the requirements of the international conventions (SOLAS and Load Lines) and the national regulations relating to the safety of navigation.

b. The Periodical Survey

This survey is done once every year or two years according to the period of the validity of the safety certificates in order to ensure that from the safety point of view, the ship is maintained in satisfactory conditions and fit for the service which she is intended and that she complies with the statutory safety requirements.

This inspection must include a visit of the outside of her bottom. This inspection is carried out by the Ship Survey Commission of the Directorate of District of Ministry of Transport (which are five; Istanbul, Samsun, Canakkale, Izmir and Mersin Districts) where the ship is registered.
In the case the ship is abroad and she cannot undergo this inspection at her port of registry, the Turkish Embassy or the Turkish Consulate is competent to prolong her certificates in order to enable her to continue her voyage, but in any case not more than five (5) months.

c. Additional Survey

Between the usual inspections, a ship can be subject to an accident or a defect which may affect her safety or the efficiency or completeness of her life saving appliances or other equipment, or whenever any important repairs or renewals are made, a supplementary survey shall be carried out.

The shipowner is obliged to report these facts in due time to the Maritime Administrative Authority or to the Turkish Embassy or Consulate when the ship is abroad.

This survey can be general or partial and is carried out by the district commission which has the power, according to the circumstances, either to maintain the safety certificates, or propose the delay of their validity until the repairs are made.

Before concluding this part, it should be mentioned that if ships are classed by the international classification societies, such as Lloyds Register, American Bureau of Shipping etc., with a given authorization by the Turkish Maritime Administration (namely the Ministry of Transport), then the Turkish Maritime Administrative Authority only carries out the safety
equipment survey and other surveys will be carried out by the related classification societies.

5.2.1.2 Certificates

A Turkish ship, according to her class, must carry on board the following safety documents:

- Cargo Ship Safety Construction Certificate of a validity of one year,

- Cargo Ship Safety Equipment Certificate of a validity of two years,

- Passenger Ship Safety Certificate of a validity of one year,

- Cargo Ship Safety Radiotelegraphy and Cargo Ship Safety Radiotelephony Certificate of a validity of one year,

- Certificate of Exemption with the validity not longer than the period of the certificates to which they refer,

- International Tonnage Certificate (Tonnage 1969),

- International Load Line Certificate (1966) with the validity of five years,

- Certificate of Seaworthiness with the validity of maximum one year (for ships which are operated in Cabotage Lines),
- Minimum Safe Manning Document (for ships which are operated in Cabotage Lines).

All certificates are issued in the Turkish and English languages.

In addition to that an inspection logbook is carried out on board each ship in which all decisions, observations and prescriptions of the safety surveys are recorded.

5.2.1.3 Prosecution

According to the Turkish Safety of Life at Sea and Protection of the Property Law and other related regulations, any shipowner who does not fulfill the requirements of the above mentioned law and related regulations regarding to the safety of navigation, then that particular ship will be detained, and the shipmaster will be warned to meet the requirements. Afore-said ship can not proceed to sea until the deficiencies are taken care of.

5.2.2 Buoys, Lighthouses, Pilotage, Towage

All navigational aids, such as buoys and lighthouses, pilotage and towage operations are under the control of the Turkish Maritime Corporation General Directorate. All ships including foreign flag vessels have to take a pilot on board when they are entering in Dardenellas, Bosphorus and ports. In other words, pilotage is compulsory; the only exception is that, the cabotage line carriers, such as city-lines do not have to take a pilot.
5.2.3 Hydrography

Hydrography is the responsibility of the Turkish Naval Forces Command. They prepare the navigational charts and they announce the warnings to mariners. There is also close relation with the State Meteorological Affairs General Directorate.

5.2.4 Wrecks

All maritime wrecks are under the responsibility of the Ministry of Transport. In other words, wherever an accident occurs and results a wreck, the local or regional maritime authority has to deal with wrecks and in the case of pollution to carry out clean-up operations with the help of pollution combat organizations.

5.2.5 Marine Casualty Investigations

Whenever a casualty occurs, the Harbour Master immediately investigates the event and sends the report to the Transport District Directorate. Then this directorate concerned will carry out further investigation if needed (in the case of loss of life or heavy injuries). If the result was found serious then the case will be brought to the related court. The court will judge the case and the result will be disclosed to the parties concerned.
5.2.6 Salvage

All salvage operations are dealt with by the Turkish Maritime Corporation General Directorate. This corporation is responsible for all salvage operations within the Turkish territorial waters and vicinity. According to its establishment decree, this company has monopolistic rights on this subject. If the accident or case is too complicated or very dangerous to deal with, then the company is allowed to invite salvage companies for assisting the case.

5.3 SEARCH AND RESCUE

Turkey ratified the International Convention on Maritime Search and Rescue, 1979 in 1986 and the necessary complementary legal procedures for implementation are almost completed.

The Turkish Safety of Life at Sea and Protection of Property Law provides a provision that every master of ship is obliged to assist another ship in distress. (Art.14). But the aforesaid law does not provide any provision relating to search and rescue.

Before ratification of the SAR, 1979 Convention, search and rescue operations had been dealt with by the Turkish Naval Forces, Coast Guard, Maritime District Authority, and Fire Brigade from case to case. They have worked in a way, where and when an event occurs they cooperate. But they did not have a plan and permanent working teams.
After having ratified SAR 1979 Convention, the Ministry of Transport has started to prepare necessary national rules and regulations in order to implement this convention. As mentioned earlier, the work is almost completed and the organization which deals with the search and rescue operations is being established. The Ministry of Transport is responsible for being the head agency related to search and rescue operations with the help of other Ministries and Government Agencies such as the Turkish Naval Forces, the Ministry of Foreign Affairs, the State Meteorological Affairs General Directorate and so on...

On the other hand, Turkey has put into operation the Navtex Maritime Communication system, which is a part of the FGMDSS (Future Global Maritime Distress Signal System) which covers her territorial waters and international waters beyond her territorial waters. Navtex stations are established in Izmir, Antalya, Istanbul and Samsun provinces and has started broadcasting.

In fact, within their capacities, the Port Authorities, maritime stations of the Coast Guard and the Navtex stations of the Ministry of Transport provide for regular coast watching by radio, patrols and other means in order to give some assistance to ships which may be in distress.
5.4 MARINE POLLUTION PREVENTION

5.4.1 Pollution Prevention

In recent years Turkey has been very much aware of the pollution related to the marine environment. As stated earlier, all necessary legal procedures for ratifying the International Convention for the Prevention of Pollution from Ships, 1973 and Protocol 1978 related thereto are being completed. The Black Sea and the Mediterranean Sea are defined "Special Areas" as far as pollution is concerned.

In Turkey, regarding pollution prevention there are a number of laws and regulations, such as the Law of the Ports and Harbours, the Environment Law, the Ordinance related to Environment Law and so on.

Generally speaking, in Turkey, Harbour Masters or Port Authorities are primarily responsible for the pollution prevention in Turkish territorial waters and beyond it.

Regional or District Maritime Directorates are responsible for carrying out the inspections and surveys in case of suspicions or clear grounds for believing that the ship does not substantially meet the requirements of a relevant instrument or in case of having been informed by other parties concerned, such as fishermen or other ships’ masters or crews. Then the inspection is carried out by the officers according to the laws and regulations.

After having been inspected by the Maritime
Authority Officers or Surveyors, a ship is found not having valid certificates or documents or having some deficiencies, then the ship master will be warned to meet the requirements. If there still are other indications of serious deficiencies related to giving damage to marine environment, then that particular ship can be detained until the requirements are met.

As a port state, all foreign vessels are subject to inspections by the competent authorities, which consist of a visit on board a ship in order to check the certificates and documents. In the absence of valid certificates or documents or if there are clear grounds for believing that the ship does not substantially meet the requirements of a relevant instrument, then a more detailed inspection will be carried out.

After having been inspected by the competent Turkish Maritime Authority Officers, that ship is found to have some deficiencies, then the authority will endeavour to secure the rectification of deficiencies detected or the authority may allow the ship to proceed to another port. It is important to mention that, the authorities make all possible efforts to avoid unduly detaining or delaying a ship. All inspections are carried out by the competent maritime authority officers according to the SOLAS 1974 and Load Line 1966 Conventions and national rules and regulations.
5.4.2 National Contingency Plan

Regarding pollution prevention Turkey has a National Contingency Plan which is aimed to cover all the possible cases and solutions and the structure of the organizations for doing so.

The Turkish National Contingency Plan is and will be operated by the Ministry of Transport at the highest level. At a regional level, the plan will be carried out by the Regional Maritime Transport Directorate and at the harbour level it will be the duty of the Harbour Master of the port.

In the contingency plan the Dardanelles, the Bosphorus and the Marmara Sea are defined as extremely critical areas, the Aegean Sea and the Eastern Mediterranean are defined as dangerous areas and the Black Sea and the western Mediterranean are defined as less dangerous areas.

The Ministry of National Defense, the Ministry of Interior, the Ministry of Energy and Natural Resources, the Ministry of Industry and Commerce, the Ministry of Health and Social Welfare, the Ministry of Culture and Tourism, the relevant general directorates, such as the General Directorate of Environment, the State Meteorological Affairs G. Directorate, Universities, the neighbouring countries' organizations concerning oil pollution and the Regional Oil Combating Centre in Malta, are other related organizations and agencies regarding pollution prevention.
It is worth mentioning here that Turkey is a member of the Regional Oil-Combating Centre and has ratified the Convention for the Protection of the Mediterranean Sea Against Pollution and its related Protocols. Turkish delegates attend ROCC meeting and Turkish officers are trained in ROCC training programmes.

Turkey is on the way to ratify the MARPOL 73/78 Convention and related Protocol as mentioned. While the necessary legal procedures are being completed, the Turkish Government and particularly the Ministry of Transport have made a great efforts in installment of the reception facilities on all the big ports, which are called by foreign vessels as well as national ships. In addition to those ports which are administered by the government agencies such as the Turkish Maritime Corporation (TDI) and the Turkish State Railways General Directorate (TCDD), other ports which are administered by private companies are having reception facilities installed.

On the other hand, all certificates and documents according to the MARPOL 73/78 are now being prepared and issued to ships which are called "ocean going" by the competent Maritime Authority in order to facilitate navigation to international waters.

Before finishing, the author would also like to mention that all Turkish ships are furnished in such a way in compliance with the MARPOL 73/78 Convention as regards IMO works related to the "safer navigation and cleaner oceans".
5.4.3 Prosecution

According to the Turkish maritime laws and regulations, such as "Rules and Regulations of the Port of Istanbul" Article 61, all foreign ships calling at Turkish ports shall notify the port authorities, shore health, custom and security authorities and coastal security administration 24 hours prior to their arrival. Ships carrying dangerous goods, nuclear ships and ships carrying radioactive materials are subjected to have special permission and their owners, masters or agents have to notify the amount of cargo and type to the Port Authority (article 31,32 aforesaid instrument).

No ships are allowed to discharge pollutant substances into the sea in Turkish territorial waters. If a ship is found guilty for polluting the marine environment, then the competent authority will give fines to that particular ship.

In the case of pollution from ships, tankers up to 1000 grt are obliged to pay 5 million Turkish liras, tankers up to 5000 grt are obliged to pay 10 million Turkish liras, and tankers bigger than 5000 grt are obliged to pay 50 million Turkish liras. All that money is collected from the ships as fines goes to a fund which is used for prevention for pollution of the marine and surrounding environment (The Law of Environment Article 21).

In this connection, the author would like to mention something about cleaning-up operations. When an accident or pollution happens then the Environment
Protection Coordination and Co-operation Committee, which is headed by the Governor of the province, takes control over the incident. If the pollution is spread in such a large area that this local committee alone cannot manage to stop the pollution and clean it up, then the other committees will be called for help.

Before concluding pollution matters, one should not forget the best way to combat pollution is to prevent the accident from occurring and to take necessary measures for the accomplishment of that goal. At this point, Turkey is a party to the Convention on the International Regulations for Preventing Collisions at Sea, 1972. A decree was prepared and implemented related to the aforesaid convention.

5.4.4 Marine Scientific Research

In Turkey there are several universities dealing with marine scientific research. For example, the Istanbul Technical University (ITU), "Marine Science and Technology Institute" attached to 9 Eylül University (Izmir), and "Erdemli Marine Science Institute" attached to the Middle East Technical University (Ankara).

Marine scientific research is generally done by these institutes with the co-operation of all when necessary. The usage of resources and management is principally done by the Ministry of Energy and Natural Resources and the Ministry of Agriculture, Forestry and Rural Affairs.
5.5 REGISTRATION OF SEAFARERS

The administration of seafarers is one of the responsibilities of the Ministry of Transport.

To be a seafarer requires some qualifications and aptitudes. The reviewing and improvement of these elements are the two important factors which the Administration shall undertake regularly to ensure that the ship is well operated and well manned. Regarding to manning the Administration should comply with the legislative and regulatory requirements which are namely training and certification of seafarers.

5.5.1 The Exercise of the Seafaring Profession

The Maritime Code which sets the conditions of this profession defines the seafarer as "any person in service on board a ship and registered on the Register Book of Seamen."

To join the seafaring profession all applicants must meet these conditions which are:

- to be of Turkish nationality,
- to be above 18 years old,
- to be physically fit and,
- to have the necessary qualifications.

When the candidate is found eligible to be a seafarer, then he must have in his possession a Seafarer’s Book, which constitutes the identity card of the holder where all the information required for such a card and those related to his qualifications and his future
functions on board are reported by the local Maritime Administrative Authority which keeps the aforesaid information up to date.

To have a job on board a foreign ship for Turkish nationals or to have a job on board a Turkish ship for foreigners need to be authorized by the Maritime Administration, namely the Ministry of Transport.

During the execution of his profession the seafarer and the shipowner have some reciprocal obligations. The seafarer must also observe a certain number of disciplinary rules which are defined in the Maritime Code.

If the seafarer, during exercise of his functions does not fulfill the previous conditions anymore, or does not observe all the disciplinary rules and the order on board ships, the Maritime Authority can, at any time withdraw his Seafarer’s Book and deprive him of the right to be a seafarer.

During their services of being a seafarer, they will take necessary examinations and when they are found satisfactory they will be promoted to a higher rank and this will be inserted in their identity card and recorded into the Seamen’s Book.

5.5.2 Administration of Seafarers

In Turkey, the Local Maritime Administration is called Directorate of District is responsible for:

- the registration of seamen,
- the issue of the Seafarer’s Book,
- the enrolment of the seafarer,
- the up-dating of the Seafarer’s Book,
- the withdrawal of the Seafarer’s Book,
- the inspection of the Ship’s Crew List.

The withdrawal of the Seafarer’s Book and the deprivation of the seafarer to exercise his functions are carried out according to the decisions taken by the local and national Commissions of Discipline.

On the other hand, the Ministry of Health and Social Welfare is responsible for maritime health service. In other words, this ministry deals with the examination of seafarers before they become seafarers, periodical medical examinations of seafarers (every year normally), health conditions on board ships and provisions for seafarers.

The social security and pension fund is responsible for the social security, family allowances and the retirement pension of the seafarers.

5.5.3 Employment of Seafarers

The employment of seafarers on board Turkish ships is ruled according to the provisions of the following:

-The Maritime Work Law
-The General Statute of Workers and all the regulations related thereto, applicable to the seafaring conditions.
As far as the employment conditions are concerned, the Ministry of Transport (Maritime Administration) and the Ministry of Labour and Social Security are the ministries responsible.

5.6 EDUCATION AND TRAINING OF SEAFARERS

In Turkey, primary school is compulsory for all Turkish nationals, which covers 5 years' education for students 6 years old. Then they either go to secondary school (which gives general basic education) or technical schools. After secondary school, again they can choose high school or technical high school or college. The last step in the educational system is universities and academies.

Generally speaking, in Turkey there are some technical high schools which give maritime education (nautical) and some faculties in the universities deal with maritime education, research etc. The Turkish Merchant Marine Academy especially deals with the education of marine officers and engineers.

On the other hand, the Turkish Naval Forces Academy deals with educating marine officers and engineers for military purposes (needs) and they also have high schools having the same targets.

In 1986, Turkey has founded a "Transport Training Centre" in Istanbul, which will give education in different branches of merchant shipping. This centre will use the experiences and the technical knowledge of the other countries who want to fulfill the demand in West Asia, and North Africa.
5.6.1 The Turkish Merchant Marine Academy

The Turkish Merchant Marine Academy is the only academy which deals with merchant marine officers and engineers education and training.

Studies at the academy last four years and students are chosen by a general university selection exam. After being found eligible, candidates are passed on to a medical exam and an interview.

In the first year, students are divided into two branches which are nautical and engineering. They study English, physics, chemistry, mathematics and basic literature related to their branches. After the initial theoretical education, students undergo a one-month training programme on board a school ship in their first summer holiday.

In the second year they continue the theoretical education followed by a three-month training on board ships as cadets.

In the third year, students participate in courses in ship design, navigation, meteorology, stability calculation, maritime law etc. They are trained in using simulators and radar equipment as well. They have six months of theoretical education and six months of practical training. In addition, third year students have a first aid course in a hospital.

In the fourth year, they study again maritime law, economics, business such as chartering, brokerage etc. They also have fire fighting and tanker certifi-
cate courses. After having passed the final examination, they are given certificates such as Deep Sea Deck Officer, and they are registered in the Seamen's Register Book. Once they have become a professional seafarers, they get job on board and promotion is followed according to the national legislation and the STCW Convention, 1978.

6.6.2 Comments

Before finishing this chapter, the author would like to point out that the training of marine officers is presently carried out according to the international training standards, such as standards set out in the STCW Convention, 1978. As mentioned before, the Turkish Merchant Marine Academy curriculum was adopted according to the STCW Convention requirements.

According to the Maritime Administration records, there are about 120,000 registered seafarers, among them about 100,000 are wipers, firemen, and oilers who are the lowest grade and unfortunately without any proper education. They were recruited according to the necessary requirements (health, age, etc.) and had their training on board ships. The middle range seamen, are about 16,000 according to the aforesaid record. They are able seamen and have technical education (intermediate level) and have had their training after recruitment.

The high level seafarers, in other words officers, are about 4,000 and they all have proper, adequate maritime education.
There is another obstacle which is that there is no link between sea and shore people education and training system. Generally speaking the education for the shore based activities are ignored or not paid enough attention. For example, there is a considerable need for the establishment of a faculty related to maritime operations and other businesses related to maritime activities, such as freight forwarding, brokerage ..etc. This matter could easily be solved by the co-ordination with universities.
CHAPTER 6

CONCLUSION AND RECOMMENDATIONS

As can be seen from the Turkish Maritime activities in general, such as shipping, administration, organization etc. Turkey, as a developing country has made a great effort in development. In this connection, shipping, since the introduction of a development plan in 1960, has grown until the mid 1980s. This has been in line with other developments in the economy.

In the shipping field, the Turkish fleet has shown great growth and has now reached to 818 ships, constituting about 5.5 million dwt. After 1980 maritime transport of foreign trade has expanded.

In the maritime transport field, two state-owned companies namely the D.B. Turkish Cargo Lines and the Turkish Maritime Corporation have been dealing with cargo and passenger transport. In this respect private sector companies are involved in maritime transport. However, the government and the private sector are having some difficulties in this field, for example rather old fleet, management, manning problems, working in a very competitive fora and so on.
The shipbuilding industry has grown after the 1960s and reached a position which has enabled Turkey to build ships up to 170,000 dwt. Dry dock and repair yard have also been developed. But again, problems lie with the recession of the world economy Turkish shipyards do not have enough demand and have the over capacity that the industry is getting as a whole. In Turkey there are 35 shipyards including, state-owned and private sector shipyards, which have invested huge capital and are waiting for firm building offers to keep themselves active.

While the developments have taking place in the shipping industry, the shiprepair and scrap industry were growing. In recent years, it has been possible to repair and maintain 800 ships annually up to 170,000 dwt. Nevertheless, this industry has the same problem in getting firm offers done.

Ports are very important places where all the maritime activities are taking place. Having 69 ports including small quays and industrialized ones, Turkey is on the way to invest in ports for further improvement regarding maritime service requirements. Still, there is great deal to be done, keeping in mind limited resources and duplication problems.

With regard to the maritime affairs, legislation, implementation and enactment of the laws and regulations are important aspects of the maritime administration in the country. Turkey has ratified some of the international conventions and has its own law, ordinance, rules and regulations with respect to the safety of life at sea, pollution prevention and combat,
but unfortunately most of the Turkish national legislation is too old, in other words out dated. Without having a contemporary legislation it is not possible to operate an efficient fleet, and to man and equip it properly. So, all the related maritime legislation needs to be studied carefully and up dated in order to have a well-organized and equipped maritime nation and meet the needs in this field. In addition to that, all of the required and appropriate documentation (certificates, forms, etc.) need to be prepared and be available to all the services concerned at the same time as the legislation enters into force.

As mentioned earlier, the Maritime Administration is one of the most important elements. It is the core of the whole industry. In order to perform the tasks which are given, a Maritime Administration should be promotional, developmental, regulatory and well-organized. In Turkey, there are more than 10 ministries and other government agencies and organizations dealing with maritime affairs. This has generally resulted in lack of cooperation, coordination, ineffectiveness. Furthermore, this costs money and causes a bad reputation in the maritime world. What should be done to make things better, less costly and as quickly as possible? What are the reasons causing these unwanted results?

The Ministry of Transport and particularly the Maritime Transport General Directorate being a central agent, must be re-organized or re-structured in a way corresponding to all the requirements, meeting all the needs arising from the activities and enable the administration to manage, control and cope with all
other parties concerned. For doing so, first of all, the management of a Maritime Administration requires the personnel having a maritime background with sufficient sea experience and specialization in various fields, such as survey, investigation, law, economy, administration etc. To dispose of such type of officials, the Turkish Maritime Administration should change its recruitment and training policy in order to attract such type of personnel.

With regard to surveyors and investigators, there is a need to upgrade salarywise the position of surveyors and investigators, and to provide them with substantial amounts to cover all the risks and other expenses involved in performing their job. This could be the only solution to attract experienced and professional sea-going personnel (masters, chief engineers) towards these jobs. Their training can be conducted in cooperation with classification societies or at specialized institutions, such as World Maritime University, IMO, UNCTAD (UNDP) and ILO Technical Assistance Programmes.

To improve the safe operation of the national fleet, it is necessary to establish a training system for the ratings, as this will help to reduce maintenance costs of ships and ensure better safety on board ships. With respect to training, the Turkish Merchant Marine Academy curriculum should be revised and changed so that it can meet the current requirements of the industry.

On the other hand, land based maritime personnel and their training need must not be neglected.
Because, in shipping the quality of service and the productivity, depend at the same time on the quality of the management of the fleet, the ships' operators and the maritime administrative personnel.

In order to protect the environment from every kind of pollution (including sea and land based) and to combat possible accidents or deliberate discharge, a Maritime Administration should have a well-organized contingency plan and organization and maritime legislation before the accident happens. The pollution prevention and combat organization is being established, the necessary legislation has been prepared, and a contingency plan has been made. The only thing left for the Turkish Maritime Administration is to operate these instruments properly and efficiently.

With respect to prevention, the Maritime Administration has to increase the frequency of surveys, inspections and certification of ships, particularly tankers, gas carriers and ships carrying dangerous goods.

After having ratified the SAR Convention, 1979, Turkey has been dealing with the establishment of the search and rescue organization and preparation of the necessary legal framework for doing so. However, there are still somethings which have to be completed namely, to have a good connection with all the parties concerned in Turkey and cooperation and coordination with the neighbouring countries' search and rescue organizations, to train all personnel who are going to perform the job in case of an accident or vessel in distress and to provide all the necessary equipment, tool
and devices such as helicopters, boats etc. With regard to search and rescue, not only national readiness is important but having regional and international agreements and understanding is also vital for the sake of all people who may be in distress.

A Maritime Administration cannot perform its tasks properly without having a good marine scientific research feedback. As mentioned earlier, this job is done by the several institutes of the universities. At this point, Turkey should establish a defined policy and legislation with respect to marine research in its territorial waters, exclusive economic zone and continental shelf. As a result of this legislation, Turkey should regulate, authorize and conduct marine research.

Legislation and appropriate policy must be implemented in the country so that the results of such research will be for the benefit of all parties concerned and will contribute to the development of the country.

Furthermore, adequate provisions should be taken in order to ensure the transfer of technology to Turkey and the acquisition by nationals of the necessary skills and know-how in this field.

Last, but not the least point is that Turkish Maritime Administration should use computer assisted systems in all the areas related to the maritime industry, such as ship handling, cargo storage planning, berth allocation etc.
2. Chrzanowski "Introduction to Shipping Economics".
4. Couper, A. D. "Ports, Functions and Development".
7. Five-Year Development Plans of Turkey, S. Planning Organization Publication, Turkey.
GRAPH I

MERCHANT FLEET DEVELOPMENT IN TURKEY
(1980-1987)

MILLION DWT

SOURCE: Istanbul Chamber of Shipping
<table>
<thead>
<tr>
<th>Type of Ships</th>
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<th>G R T</th>
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<td>Total</td>
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<tr>
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<td>OBO Carriers</td>
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<tr>
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<td>3</td>
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<td>1</td>
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<td>0</td>
</tr>
<tr>
<td>Fishing Boats</td>
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<td>4</td>
<td>11</td>
</tr>
<tr>
<td>Passenger &amp; Cargo</td>
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<td>1</td>
<td>4</td>
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<tr>
<td>Research Ships</td>
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<td>3</td>
<td>66</td>
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<tr>
<td>Harbour Ferries</td>
<td>33</td>
<td>33</td>
<td>66</td>
</tr>
<tr>
<td>H. Car Ferries</td>
<td>5</td>
<td>21</td>
<td>26</td>
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<tr>
<td>Tug &amp; Service S.</td>
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<td>46</td>
<td>62</td>
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<tr>
<td>TOTAL</td>
<td>297</td>
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<td>818</td>
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<thead>
<tr>
<th></th>
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<td>Age Groups</td>
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<td>-----</td>
<td>-------</td>
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</tr>
<tr>
<td>WORLD Fleet</td>
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<td>20.8</td>
<td>39.4</td>
<td>16.0</td>
<td>5.2</td>
<td>3.6</td>
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<td>OECD Fleet</td>
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<td>23.1</td>
<td>38.0</td>
<td>13.7</td>
<td>3.6</td>
<td>4.3</td>
</tr>
<tr>
<td>EEC Fleet</td>
<td>14.0</td>
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<td>43.1</td>
<td>15.3</td>
<td>4.3</td>
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<td>COMECON Fleet</td>
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<td>15.6</td>
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<td>43.6</td>
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SOURCE: Institute of Shipping Economics and Logistic, BREMEN.
GRAPH II
MARITIME TRANSPORT DEVELOPMENT IN TURKEY

MILLION TON

YEARS

Foreign Trade (Total)
Maritime Carriage
Turkish Fleet Carriage

SOURCE: Istanbul Chamber of Shipping

- 105 -
### TABLE III

FOREIGN TRADE AND MARITIME TRANSPORT DEVELOPMENT IN TURKEY (1980-1986)

<table>
<thead>
<tr>
<th>Years</th>
<th>Foreign Trade (ton)</th>
<th>Maritime Trade (ton)</th>
<th>Turkish Fleet Carriage</th>
<th>Turkish Fleet Share (%)</th>
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<tbody>
<tr>
<td>1980</td>
<td>28,161,915</td>
<td>22,824,411</td>
<td>7,160,565</td>
<td>31.4</td>
</tr>
<tr>
<td>1982</td>
<td>35,669,700</td>
<td>29,929,012</td>
<td>10,512,930</td>
<td>25.1</td>
</tr>
<tr>
<td>1983</td>
<td>38,154,321</td>
<td>33,322,851</td>
<td>16,592,207</td>
<td>49.8</td>
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<tr>
<td>1984</td>
<td>45,726,730</td>
<td>39,680,082</td>
<td>18,266,959</td>
<td>46.0</td>
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<td>1985</td>
<td>47,118,285</td>
<td>41,171,602</td>
<td>18,276,881</td>
<td>44.4</td>
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<td>1986</td>
<td>48,940,170</td>
<td>42,390,814</td>
<td>17,652,419</td>
<td>41.6</td>
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**SOURCE:** Ministry of Transport
Table IV

EXPORT+IMPORT GOODS HANDLED IN TURKISH PORTS
(September 1987)

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<thead>
<tr>
<th>Kind</th>
<th>Total</th>
<th>Turkish Flag</th>
<th>%</th>
<th>Foreign Flag</th>
<th>%</th>
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<tr>
<td>Cereals</td>
<td>575,542</td>
<td>321,743</td>
<td>55,9</td>
<td>253,799</td>
<td>44,1</td>
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<td>Min.Ore</td>
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<td>1,519,301</td>
<td>48,4</td>
<td>1,618,284</td>
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<td>Coal</td>
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<td>6,951,788</td>
<td>83,8</td>
<td>1,339,150</td>
<td>16,2</td>
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<td>Petr.Pro.</td>
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<td>Liq.Gas</td>
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<td>28,075</td>
<td>5,5</td>
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<td>37,2</td>
<td>5,014,156</td>
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<td>387,179</td>
<td>27,9</td>
<td>1,000,492</td>
<td>72,1</td>
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<tr>
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<td>4,098,361</td>
<td>985,836</td>
<td>24,1</td>
<td>3,112,525</td>
<td>75,9</td>
</tr>
<tr>
<td>Timber</td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>M2= 0,7</td>
<td>857,284</td>
<td>66,682</td>
<td>7,8</td>
<td>790,602</td>
<td>92,2</td>
</tr>
<tr>
<td>TOTAL</td>
<td>34,394,348</td>
<td>15,644,410</td>
<td>45,5</td>
<td>18,749,938</td>
<td>54,5</td>
</tr>
</tbody>
</table>

SOURCE: Ministry of Transport
<table>
<thead>
<tr>
<th>Groups</th>
<th>No:</th>
<th>Steel H. (ton/year)</th>
<th>% Shipbuilding (dwt/year)</th>
<th>%</th>
<th>Biggest Ship (dwt)</th>
</tr>
</thead>
<tbody>
<tr>
<td>T.Naval Forces</td>
<td>2</td>
<td>10,750</td>
<td>9.2</td>
<td>40,000</td>
<td>10.9</td>
</tr>
<tr>
<td>T.G.S.</td>
<td>5</td>
<td>38,130</td>
<td>32.5</td>
<td>120,560</td>
<td>32.9</td>
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<tr>
<td>Private Sector</td>
<td>28</td>
<td>68,500</td>
<td>58.3</td>
<td>205,500</td>
<td>56.2</td>
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<tr>
<td>TOTAL</td>
<td>35</td>
<td>117,380</td>
<td>100.0</td>
<td>366,060</td>
<td>100.0</td>
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</table>

SOURCE: Ministry of Transport
### SITUATIONS AND CAPACITIES OF THE TURKISH STATE RAILWAYS PORTS

<table>
<thead>
<tr>
<th>Name of Port</th>
<th>Berth length (m)</th>
<th>Depth (m)</th>
<th>Handling (000 ton/yr)</th>
<th>Ship Access (nr/year)</th>
<th>Storage (000 ton/year)</th>
</tr>
</thead>
<tbody>
<tr>
<td>MERSIN</td>
<td>3,431</td>
<td>6-14</td>
<td>7,078</td>
<td>4,550</td>
<td>15,962</td>
</tr>
<tr>
<td>ISKENDERUN</td>
<td>1,025</td>
<td>10-11</td>
<td>3,614</td>
<td>976</td>
<td>7,889</td>
</tr>
<tr>
<td>SAMSUN</td>
<td>1,756</td>
<td>7-12</td>
<td>3,185</td>
<td>861</td>
<td>3,708</td>
</tr>
<tr>
<td>HAYDARPASA</td>
<td>2,506</td>
<td>6-12</td>
<td>5,065</td>
<td>6,710</td>
<td>4,420</td>
</tr>
<tr>
<td>(ISTANBUL)</td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>DERINCE</td>
<td>919</td>
<td>4-10</td>
<td>2,615</td>
<td>861</td>
<td>4,480</td>
</tr>
<tr>
<td>BANDIRMA</td>
<td>2,667</td>
<td>8-12</td>
<td>3,813</td>
<td>2,434</td>
<td>3,609</td>
</tr>
</tbody>
</table>

**TOTAL**  
12,304  
25,370  
16,392  
40,068

**SOURCE:** Ministry of Transport
TABLE VII

SITUATIONS AND CAPACITIES OF THE TURKISH MARITIME CORPORATION PORTS

<table>
<thead>
<tr>
<th>Name of Port</th>
<th>Berth length (m)</th>
<th>Depth (m)</th>
<th>Handling (000 ton/year)</th>
<th>Ship Access (nr/year)</th>
<th>Storage (000 ton/year)</th>
</tr>
</thead>
<tbody>
<tr>
<td>ANATALYA</td>
<td>1,900</td>
<td>4-10</td>
<td>3,337</td>
<td>2,975</td>
<td>4,714</td>
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<td>-</td>
<td>240</td>
<td>-</td>
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<td>IZMIR</td>
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<td>4,900</td>
<td>4,081</td>
<td>3,483</td>
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<td>KUSADASI</td>
<td>347</td>
<td>-</td>
<td>-</td>
<td>1,741</td>
<td>-</td>
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<td>DIKILI</td>
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<td>6-8</td>
<td>193</td>
<td>-</td>
<td>-</td>
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<td>GULLUK</td>
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<td>-</td>
<td>336</td>
<td>170</td>
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<td>TEKIRDAG</td>
<td>1,216</td>
<td>4-9</td>
<td>2,901</td>
<td>1,050</td>
<td>361</td>
</tr>
<tr>
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<td>-</td>
<td>5,250</td>
<td>-</td>
</tr>
<tr>
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<td>8-10</td>
<td>1,394</td>
<td>1,575</td>
<td>1,375</td>
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<tr>
<td>ORDU</td>
<td>269</td>
<td>8-9</td>
<td>865</td>
<td>350</td>
<td>142</td>
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<td>TRABZON</td>
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<td>3,193</td>
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<tr>
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<td>2-5</td>
<td>529</td>
<td>140</td>
<td>-</td>
</tr>
<tr>
<td>HOPA</td>
<td>815</td>
<td>4-10</td>
<td>1,394</td>
<td>1,425</td>
<td>1,228</td>
</tr>
</tbody>
</table>

TOTAL 10,145 18,688 19,522 14,496

SOURCE: Ministry of Transport