

Maritime Working Group – 27 October 2004

Marine Policy, Ports & Short Sea Shipping

Speech of Turkey

Dear Chairman – Ladies and Gentlemen first of all salute from Turkey,

Turkey, with its geopolitical location is a bridge between rapidly growing markets lying on the east. The producers and exporters of oil and related to this, they are good markets for Mediterranean partners. Especially preparing the location for container transportation in addition with a combined transportation systems, will provide very important facilities for all partners.

Exports from Turkey have increased significantly where as imports also have increased which means the size of Turkish market has been increasing rapidly. Its geopolitical location creates a very productive chance for all Mediterranean partners in their exports and imports to and from each other and eastern countries that lie on the east of Turkey.

Turkey, with a coast line of 8333 kilometers, has been merchant fleet with a deadweight capacity of about 8 million tonnes. The maritime sector ever increasing role in the economy due to Turkey's geographical position, owing to its unique location having frontiers to the Black Sea, the Aegean and Mediterranean.

Including ports, fisher harbors, docks and yacht harbors, Turkey has about 300 shore facilities. Total length of these facilities is more than 33.000 meters. The average handling capacity of all ports is 160.000.000 tonnes. In 2002, the percentage of export is 25.1, the percentage of import is 57.2 and the percentage of transit cargo is 17.7 for international maritime trade.

Maritime sector is governed by international norms rather than national ones, due to its importance and characteristic in the world. It is accepted that maritime sector is one of the real and leader sector for our country in trading and transportation.

Last and this year a lot of revisions and studies have been made by Turkish Government Undersecretariat for Maritime Affairs. For example ;

- Port tariffs (pilotage – tug fees – berthing tariffs – passenger port taxes – anchorage fee – garbage acceptance services – mooring and unmooring services) which had been revised at 01 and 06 August by our undersecretariat. With these new tariffs, prices lowered around 30 % - 40 % from previous tariffs. Prices lowered especially 40 % - 50 % on container vessels, transit cargo vessels, roro vessels, car carriers and passenger vessels. Still some progresses are going on for vessels which has Azipoid Stern thruster, fees on Sundays.
- Our government lowered % 30 of light dues except transit passages from Turkish Straits (Istanbul and Canakkale Straits)
- Number of tug boat necessity for berthing and departure manevrourings have been reduced without ignoring safety which vessels have bow and bow thrusters and some more extra's which vessels have bow & stern thrusters.
- 160 Ship Inspection Expert cadre was allocated by an act approved by the Parliament in September 2004. 80 Ship Inspection experts have already been recruited for Flag State and Port State implementations distributed to main ports and remaining 80 shall be recruited in 2005. We start to see results of these new officers ;

"Presurvey " or "Readiness survey" implemented at 17 Turkish major ports after 24 May 2004. This means that before giving permission for sailing for Paris Mou Countries our these new officers were checking vessels and if everything is okay for the eye of these officers we give permission other case they were waiting.

Here are just some examples ;

Number of Turkish Vessels Detained According to Paris Mou between 2001 and 2004 (30 September 2004)

Year 2001 211 Turkish Flag Vessels Detained , 2002 160 Vessels,
2003 151 Vessels and in the first nine months of 2004 just 55 Turkish Flag Vessels Detained.

- Since 1936 when Montreux Convention was signed, the number of ships transitting through Turkish Straits (Bosphorus and Canakkale Straits) increased 10 times more. Daily number of people travelling between two sides of İstanbul Strait is over 2.5 millions. Everyday more than 20 tankers carrying oil and hazardous cargoes pass through Turkish Straits.
Turkey voicing the situation threading the region at the international platforms since a long time, has completed construction of Turkish Straits Vessel Traffic Service (VTS). Operational tests commenced on 1 st July 2003. On 30 December 2003 phase two was implemented. Phase two TSVTS actively took over traffic organisation. In the year of 2005 phase three is targeted where the TSVTS will be fully operational including Marmara Sea .
- Our undersecretary prepared an e-mail link which is showing ports – piers – terminals – quays which is suitable for vessels over 500 GT. There are 145 terminals such like this. Completely Turkish link is ready but stil there are some progresses going on for the English one. With this link terminals will show exact locations, contact addresses, maximum drafts, statistic of last five year figures(for loading & discharging operations) , photos – plans of the terminals. We also know that this is not perfect but we believe that this is just the beginning.
- We want to lower custom formalities to minimum necessities especially on container and ro-ro transportation. The operation speed will be faster if we can do this but we also have to say that it is not easy countries such like us.
- There was a workshop about short sea shipping in Izmir on 23 – 24 th March 2004 by the helping of TAIEX. This workshop was very useful form y country.
- For ISPS Current Status of Turkish Vessels & Ports according to 15 November 2004 ;

Number of Ships Subject to ISPS Code : 575

All of these 575 Turkish Flag Vessels certified under ISPS Code.

Number of Port Facilities Subject to ISPS Code : 154

161 Security Assessments Submitted (because 7 new terminals want to open for international trade)

148 Port Facility Security Plans Submitted

123 Port Facility Security Plans Approved

- For Automatic Identification System Project ; Everything is going on very well for vessels and shore stations. Most of Turkish vessels bought necessary equipments for AIS.
- The situation of 7 major and very important ports which plays very important role for Turkish economy and operated by Turkish Railway Association (Government) will be clear in a few months. Our Ministry of Transportation will explain that ; Will they be privatisated , independence or become an otonomy in a very short time. Izmir Alsancak port is playing very important role for container transportation and these 7 ports have very effected hinterland connections. Some new mobile cranes & gentry cranes for container operations will be in service in a few months in some of these Turkish Railways Ports.
- We do not know when but as we believe that one day Turkey will be a member of EU. For implementation of EU laws to our laws we were together with Spain which we called as

Twining Project. This Project started on January 2004 and will finish at the end of September 2005. We had 36 Tasks for to do. Till to the end of September 2004 ; 9 Tasks completed, 13 Tasks are currently underway and others will start than finish on time. With this Project till to now 10 FSI surveyors have been trained in Jovellanos "Spanish Maritime Training Center" , a lot of education programs done and day by day this Project is becoming beter and beter.

Thanks for your listening.