

## **New Challenges in the transition of industrial areas within the Vision of Istanbul Metropolitan Plan for 2023**

*A. Erdem Erbas, Tansel Erbil*

(Asst.Prof.Dr. A. Erdem ERBAS, Mimar Sinan Fine Arts University, City and Regional Planning Department, Meclis-i Mebusan Cad. 34427 Findikli-Istanbul erdem@msgsu.edu.tr)

(Asst.Prof.Dr. Tansel ERBIL, Mimar Sinan Fine Arts University, City and Regional Planning Department, Meclis-i Mebusan Cad. 34427 Findikli-Istanbul erbiltan@gmail.com)

### **1 ABSTRACT**

Istanbul has always been the core of different civilizations in history. As the capital city of the Ottoman Empire, Istanbul's modern place within the world economy began in the late eighteenth century with the disintegration of the Ottoman Empire and the growth of modern European capitalism. Throughout its history, Istanbul has played a primary role in its region. In the 19th century and into the 1920s, the city was a center for transportation, bonded warehouses, trade and stock exchange.

Between 1923-1950, the city of Istanbul loses its administrative and economical power due to the new status of Ankara as -the new capital of Turkey- and new economical decisions.

After the 1960s, Istanbul has become a Metropolitan City, which is the window opening of Turkey into the global market and carrying the burden of national economy. Istanbul is in the Marmara Region which is the most developed & modern part of the country. Istanbul is the city where the largest industrial companies of Turkey are accommodated.

International capital sees Istanbul as likely to be the command and control center for the Balkans, the Middle East, the Black Sea Region, and some of the Central Asian Republics of the former Soviet Union. From this point of view, it has a strategic geographical location which promotes competitive economy at EU level.

In this paper we study the relationships between industrial decentralization process and the vision of Istanbul Metropolitan Plan for 2023.

The focus of the research case is the relocation of the shipbuilding industrial site in Istanbul Metropolitan Area.

These kinds of industrial regeneration projects in Istanbul should be seen as a means not only to convert the areas into more attractive spaces but also to regenerate the economy of both the city and the local region. However, creating new functions and land uses will re-image the city and have effects on the local labor market, and also cause challenges to communities in the new location.

Keywords: Industrial regeneration, vision of the Istanbul Metropolitan plan, public-private partnerships, shipbuilding industries.

### **2 URBAN DEVELOPMENT AND INDUSTRIALIZATION**

Urbanization is the most prominent of the contemporary economic and social phenomena. Since the first settlements appeared, the most complex organism created by humankind has been city. The urban population quadrupled since 1950. Therefore, it is possible to call this age as the age of “urban revolution” [UN, 1987].

Before the Industrial Revolution in the 19th Century, cities had been places in which agriculture and trade were prevalent. Humankind - especially after the Industrial Revolution- started to change the nature of its relationship with the nature which had existed from ancient cities until medieval trade cities in favor of himself.

Industrialization, which is an “activity that creates city” [E.Tümertekin, 1994], had two kinds of influences on settlements. The first one was that old cities having traditional textures have expanded with the effect of industrialization. The second influence was the emergence of new cities. Settlements that used to contain a few houses have transformed into industrial cities. The city of Istanbul can be given as an example of the cities that expanded with the effect of industrialization. Istanbul has become a “monstrous industrial city” [M.Güvenç, 1993] with the effect of industrialization especially after 1950.

Since industrial operation requires large numbers of labor force, industrialization, at first, emerged as a process of large concentration of population. Along with the increase in population, specialization of labor and the emergence of the division of labor is one of the effects of industrialization. In addition, rapid

industrialization and population growth, mechanization of agriculture, concentration of production and consumption in big cities have created several problems for the social and physical environment.

The geographical position of the city plays an essential role not only in the location of industrial operations but also in covering inhabitants' needs. In this respect, along with the geographical conditions of the city, the conditions related to the social, economic and transportation order that emerge within the city and its hinterland are of importance. Within this web of relations, the city put a planned growth on the agenda in that period. The aim of physical planning which enables the best allocation of economic investments in space is to determine the best relations between all functional elements of the newly developed or transformed urban space. In other words, its aim is providing the best site selection for new investments, allocating new transportation networks, new housing areas and new industrial operations in the correct way, and organizing the growth of cities and regions.

Though the view of physical planning in its narrow sense on the city is explained in this way, in the recent two decades, the idea that the city based only on economic growth is not sustainable and the ecological and social developments should also be taken into consideration has become prominent.

Along with the developments in the essential logistical activities such as raw material supply, product distribution and food transportation, the presence of social and ecological problems brought about by industrialization and urbanization rendered the notion of sustainable development prominent. Assessing the reactions given firstly by the nature itself and then by social groups to the environmental problems created by the growth based only on industry has become important issues.

Urban development is generally observed before the emergence of a healthy and diverse economical base which would provide housing areas, infrastructure and employment. In many places, problems are related to the inconsistencies between agricultural and urban development strategies which do not conform to industrial development.

The network composed of the city and its countryside encompasses the all aspects of the environment of social life. At the international level, prominent cities of the world form a network in terms of the site selection of investments and the production and selling of many products and services. These centers become the first ones to join this network through airports, railroad terminals and ports, and their communication facilities. New technologies come to these areas first. Cities, only when they are strongly attached to this network, can attract investments intended for global markets and production goods.

As a result of the competition created by the possibility to access to global markets, economies rapidly cease being industry-based and start to concentrate on services sector.

Places where the production will be performed during the process and the roles that the actors of the process should undertake are defined within these relations. Especially firms' site selection decisions have started to have implications beyond national urbanization/settlement policies.

Within the framework of the relations between global powers and local dynamics, spatial policies intended for urban territories have brought about the process of organizational restructuring. [P.Healey, 2004]

“Globalization is often seen as a process of homogenization. While this idea can be admitted in the cultural sense, it is difficult to argue the same in the economic sense. The primary reason of the emergence of global markets which enable free movement of capital and other production factors between countries is different characteristics of different geographies. Globalization of economic activities becomes possible since employee wages, specializations, production infrastructures, political and economic risks in different geographies become available to the whole world.” [M.Godinez, 1999]

The desire of capital groups for opening to other countries –search for new markets- has brought about new production relations.

International capital's desire for creating new markets has created a new structuring. International capital establishes connections with firms in several countries. It creates a main power in the center and small components connected to that center. Within this formation, international financial centers –with their several historical characteristics- direct world markets. [S. Sassen, 1999]

Globalization ignores the nation state and attaches importance to cities and regions. Therefore, national and international economies are turning into regional metropolitan-based economies. [L.Berg, E.Braun, J. Meer, 1996]

In conclusion, cities in this new competitive atmosphere try to take decisions for their futures under;

- Economic globalization
- Transition to the information society
- Metropolitan competition
- Regional integrations
- Serious environmental problems.

There are some strong indications of radical changes in urban employment patterns as well. In many “mega-city regions” around the world, deindustrialization and disappearance of basic industrial sectors and rise of professional services have placed serious challenges of the politicians’ agendas in closing the skill gap between old-fashioned and new job areas (Hall, 2009). The major reflection of this transition in spatial arena is mostly the relocation of old industrial facilities and low value added services to the periphery of the metropolitan areas.

According to Healey (Healey, 2008) as well, city-regions are now becoming “critical institutional arena” in the allocation of growth-promoting development investment of the governments’. In such a policy shift, the main objective is not “leveling up” the regions but instead, creating a competitive environment within the regions to enhance the ‘economic dividend’ to maximize the public welfare.

It is not possible to consider the Istanbul Metropolitan Area separate from these developments. It will be accurate to examine the vision of the 1/100,000 scaled Istanbul Metropolitan Plan, which was approved in 2009, related to industrial areas and -in particular- to shipbuilding regions within the framework of urban/regional competition. Main discussion topics could be; spatial size, site selection, hinterland, technological innovation, environmental conditions, technical and social infrastructure, institutional capacity, political atmosphere, legislation, economic development, its relations with the city and region in which its located.

## 2.1 The Shipbuilding Sector in the EU Negotiation Process

The European Union is an important social, economic and political area in which Turkey has desired to join since the Ankara Agreement signed in 1963. Although the process has provided Turkey with the membership status, there is a controversy on the date Turkey will become the full member of the EU. Especially in recent days, it is being noticed as the chapters of the accession process come up that the membership process is a very difficult path.

However, Turkey is recently making increasing efforts to reach the norms and standards of the EU in terms of development dynamics. One of the negotiation chapters in Turkey’s accession process is on “Enterprises and Industrial Policies”. [URL-1] Despite a competitive industrial sector is targeted, the Turkish shipbuilding sector’s share in the world is below 1% [URL-2].

The shipbuilding sector is one of the important and strategic branches of industry for EU member and candidate countries. More than 300 shipbuilding zones exist throughout the EU. Around 40 of these shipbuilding play an active role in the global market for large sea-going vessels. The shipbuilding sector in the Europe creates 140.000 direct and 400.000 indirect jobs.

Around 80% of the world shipbuilding sector is concentrated in Japan, South Korea, China and EU countries. [URL-3] This situation causes the development of a strategy directed especially towards the Asia-Pacific countries in the EU. In general, the EU has already defined the strategy to form “the most competitive economy of the world” with the Lisbon Declaration.

The EU’s target for shipbuilding zones is as follows; “The EU is seeking to rationalize the shipbuilding industry by means of a controlled cut-back in capacity (a quantitative adjustment). While the workers made redundant should be retrained, the EU should obviously maintain some reserve capacity for strategic, social, economic and industrial reasons. Assistance for existing shipbuilding should concentrate on modernizing and

diversifying production machinery and on improving productivity and competitiveness (a qualitative adjustment).” [URL-4]

Therefore, what needs to be understood is that, in order to improve competitiveness, objectives that are in accordance with the EU and aimed at ensuring the modernization, efficiency and rationality of shipbuilding zones should be set.

## 2.2 Development Plan IX (2007–2013) and the Shipbuilding Sector

When settlements are planned in countries who principally adopted the development plan and making legal regulations accordingly, the area is assessed by considering employment possibilities in that area and the natural and cultural characteristics of the environment. The area is generally assessed with its characteristics, its importance and potential in the country, its functions, and the quality and potential of the future labor. Decisions related to the development of a specific region in plans depend on the region’s natural characteristics, social structure, and economic activities located in it.

Turkey has already included the principle of planned development in its legal regulations and prepared development plans accordingly, the first of which was prepared by the State Planning Institute (SPI). Today, the Development Plan IX which covers the period of 2007–2013 is in effect.

The legal and institutional structure of a plan hierarchy starting from macro plan principles that define the order of the country and direct investment decisions has already been established in order for Turkey to develop through regional-level studies and decisions in line with Turkey’s general settlement objectives.

High level plan principle decisions are determined through five-year development plans and during these plans are prepared; Special Expert Commission Reports give advices to the state sector and investors about the priorities and characteristics of the main principles in plans and special investments

In this respect, the shipbuilding activities located in the Istanbul Metropolitan Area and the shipbuilding and shipping sectors in the city of Yalova were analyzed and assessed in terms of high-level country plan decisions.

The SPI Development Plan IX (2007–2013) Shipbuilding Industry Special Expert Commission Report examines the current situation of Turkish Shipbuilding.

When the SPI Development Plan IX (2007–2013) Shipbuilding Industry Special Expert Commission Report (2006) is analyzed, it is stated that previous decisions are prevailing and new decisions will follow the same direction.

In the period of the Five-Year Development Plan VIII (2000–2005), it is stated that, based on the rapid increase in shipbuilding in the world and Turkey which started in 2002–2003, the capacity of shipbuilding has rapidly increased in the years of 2003–2004 (Fig. 1). Therefore, the Development Plan IX recommends several visional improvements towards increasing the global competitiveness of this intense activity in the sector.

The target “Establishment of higher capacity shipbuilding in order to increase shipbuilding competitiveness” was included in the Shipbuilding Industry Special Expert Commission Report.

	2003				2004			
	Delivery	%	New-Order	%	Delivery	%	New-Order	%
Turkey	155.440	0.29	400.000	0.38	293.000	0.51	650.000	0.70
World	53.100.00	100	104.700.000	100	57.400.000	100	93.100.000	100

Fig. 1: Values –in DWT- of delivered ships and new orders taken in the years of 2003–2004 in the world and in Turkey (Source: SPI, 2006)

As the above figure suggests, amounts of new orders and deliveries have increased both in numbers and proportion in recent years. It is inevitable for this increase to bring about capacity increase. Similarly, the projection that belongs to the period of the Development Plan IX suggests a linear increase in production until 2013 (Fig.2)

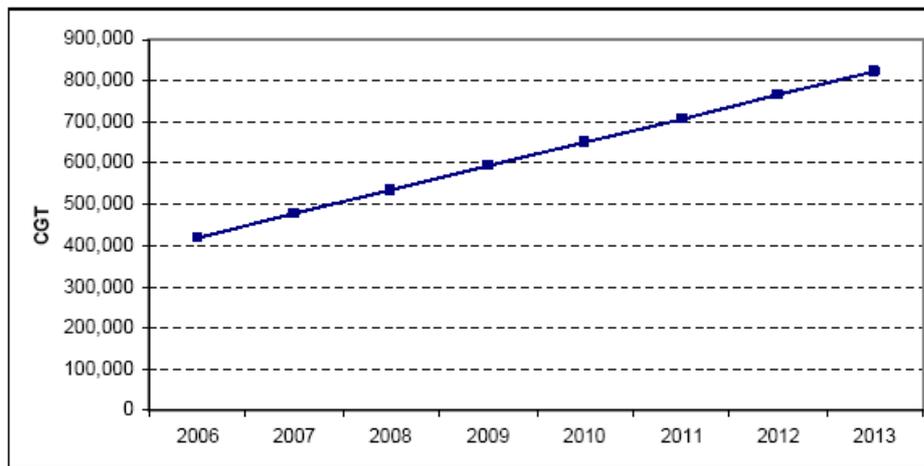


Fig. 2: The projection of ships that will be constructed in Turkish shipbuilding between the years of 2006–2013 in CGT. (Source: SPI, 2006)

Shipbuilding in Turkey operating in shipbuilding sector can be grouped under three headings: private sector shipbuilding, public sector shipbuilding and military shipbuilding. The most prominent one of the areas around which private sector shipbuilding clustered is the Tuzla District in the Marmara Region.

The Tuzla Private Sector Shipbuilding Zone was formed after; Tuzla-Aydınlı Cove was assigned as the “Shipbuilding and Subsidiary Industry Zone” by the decision of Council of Ministers Nr. 6/12421, dated September 22, 1969, sites were allocated to the entrepreneurs who would invest in the Tuzla Shipbuilding Industry Zone and the easement right were granted by the Ministry of Finance for 49 years.

Currently operating in the zone are 31 shipbuilding oriented firms, 13 wet docks, 1 dry dock, and 7 wood-fiberglass-steel vessel factory. In this zone, it is possible to construct ships up to 80,000 DWT and to dry-dock ships up to 300,000.

Due to increasing shipbuilding demands, firms who could not increase their capacities in Tuzla started to search for new shipbuilding areas. In order to meet the national and international demands in the coming period, creating these new investment areas is very important in terms of not only the added-value but also the employment opportunities it will create. The Shipbuilding Industry Special Expert Commission Report indicates that the cost of labor within the Main Entry Costs for 10000 DWT Chemical Tank Ship is around 20% of the total costs. Creating and developing new shipbuilding zones for the added value and employment opportunities it creates is included in development plans and reports (Fig.3).

Therefore, in the SPI Development Plan IX (2007–2013) Shipbuilding Industry Special Expert Commission Report (2006), “New Shipbuilding Areas and Places Demanded by Entrepreneurs” are specified. Among them, the demands analyzed and approved for Yalova are as follows;

“Shipbuilding Demands in Yalova:

- 1. Sefine Shipbuilding Co. Inc.; It is targeted to employ 750 workers and construct maximum 6,000 DWT ships.
- 2. Yalova Altınova Shipbuilding Entrepreneurs Corporation; It is targeted to employ around 4,000 workers in the shipbuilding to be established in the region by the firm composed of 40 persons/firms.
- 3. Gemak Shipbuilding Industry and Trading S.A.; It is planned within the scope of the project to employ 1000 workers and the yard to have maximum capacity to build 75,000 DWT.
- 4. Bayrak Shipbuilding Co. Inc.; It is planned within the scope of the project to employ 100 workers and the yard to have maximum capacity to build 15,000 DWT.
- 5. Boğaziçi Shipbuilding Co. Inc.; It is planned within the scope of the project to employ 1500 workers and the yard to have maximum capacity to build 50,000 DWT, the annual capacity to be 250.000 DWT/year, maintenance capacity to be 80,000 DWT, annual maintenance capacity to be 2.500.000 DWT/year.
- 6. Kaptan Marine Construction; Shipbuilding between 5,000- 100,000 DWT is targeted.”

These demands imply an investment which is of capacity to employ around 8000 workers.



Fig.4: Illustration of new shipbuilding zones in Turkey. (Source: SPI, 2006)

### 2.2.1 Istanbul Metropolitan Plan and Shipbuilding Zones

The 1/100,000 scaled Istanbul Metropolitan Plan was approved on 15.06.2009. It is necessary to consider the developments with the metropolitan plan and changed legal regulations. After several regulations such as the 5216 Metropolitan Municipalities Law, 5393 Municipality Law and 5302 Special Provincial Administrations Law, Istanbul’s city boundaries and Istanbul municipal boundaries are overlapped. Although this situation offers opportunities to the Istanbul Municipal Administration to control urban development dynamics, the possibilities to evaluate the city within its region are still limited. The lack of regional development and regional planning and the administrative approach which handles all investments at the city level are the main factors behind this situation.

Shipbuilding areas appear under the heading of industrial areas in the Istanbul Metropolitan Plan Report.

The item 7.4.5 of the report is about shipbuilding areas. The report states the following about Istanbul shipbuilding areas;

“Shipbuilding in Istanbul are composed of three main groups; private sector shipbuilding (The Shipbuilding Zone in Tuzla-Aydınlı Cove), public sector shipbuilding (Haliç and Camialtı Shipbuilding) and military shipbuilding (in Pendik). In the shipbuilding area in Tuzla which does not have the possibility to expand, does not have adequate infrastructure and causes environmental pollution; construction, modification and maintenance of transport and passenger ships, and yachts will be performed. Shipbuilding activities within this area will be rendered healthier and the volume will be reduced in the short and medium term, and these activities will be restructured in the long term by partially altering the function of the area. In the shipbuilding development area in Pendik-Güzelyalı located in the western side of the Tuzla Shipbuilding Zone and illustrated with the symbol “TG” in the plan, the production of only yachts will be performed and social and cultural facilities will exist. The Haliç (Golden Horn) Shipbuilding Zone (Taşkızak, Aynalıkavak, Camialtı and Haliç Shipbuilding) which has historical and architectural value will partially maintain its shipbuilding function through the maintenance and modernization of city line ferries and IDO (Istanbul Seabuses and Fast Ferries Inc) ferries; in addition, it will serve the function of a touristic museum in which shipbuilding techniques from past to present are taught and exhibited.” [İBB, 2009]

It is understood from the plan that Tuzla, which is the only private sector shipbuilding area in Istanbul, will be rehabilitated, its volume will be reduced in the short and medium term, and its function will be altered in the long term. The Metropolitan Plan implies that the Pendik area, which once specified as the shipbuilding development area, will be used only for the construction of yachts. However, ship orders that Turkey receive are concentrated on ships that transport burden and chemicals.

The Istanbul Metropolitan Plan covers a total area of 545.300 ha, and a part of only 190 ha of this total area is designated for shipbuilding. These numbers are the indicator of the fact that the shipbuilding areas in Istanbul operate in inadequate spatial conditions.

When considered in this respect, the decision of the Istanbul Metropolitan Plan on shipbuilding areas is as follows;

- Creating areas for reinforcement services and cultural facilities in Haliç, Taşkızak and Camialtı shipbuilding.
- Rehabilitating the shipbuilding area in Tuzla.
- Forming the recommended shipbuilding development area in the Pendik-Güzelyalı District.

After these decisions, private firms operating in shipbuilding sector started to search for new shipbuilding areas in neighboring cities which have strong interactions with the Istanbul Metropolitan Area. Shores of Yalova, which is a city located in the southern part of Istanbul and was once a district of Istanbul, started to become the new investment sites for shipbuilding firms. This situation has created a dispute between residents of shores of Yalova and investors who are in search for a second shipbuilding area within Istanbul's area of influence.

### 2.2.2 Yalova Master Plan and Shipbuilding Zones

In line with the directive principles set by the Undersecretariat for Shipbuilding Sector and Maritime Affairs and in line with the investment principles set by the Five-Year Development Plan IX; establishment of shipbuilding investments in Yalova is projected in the settlement decisions of the 1/25.000 scaled Yalova Master Plan.

In the 1/25.000 scaled Master Plan; in line with the shipbuilding activities projected in the Five-Year Development Plan IX (2007–2013), approximately 4500 meters of shoreline within the boundaries of the city of Yalova is designated for shipbuilding sector. In addition to shipbuilding zone the plan also offered a special landfill zone on the seashore to create sufficient place for shipbuilding related services.

It is seen that the area between the sea and the Karamürsel – Yalova Highway is designated for the function of “Shipbuilding Area”, and the two sides of the highway are designated for “KSA-Urban Service Area”.

When the plan is considered as a whole, it is observed that the eastern part of the plan (the east of Yalova city centre) is designated mostly for industry, urban service area, development housing area, shipbuilding, airport, dock; and the western part of the plan (the west of Yalova city centre) is designated mostly for tourism and tourism + housing. It was observed that the assessments done within this context were documented by the Environmental Impact Assessment Positive Report.

Land reclamation works for shipbuilding activities have been approved by the Ministry of Public Works and Settlement. The 1/25.000 scaled Master Plan has been approved by the City Council Decision after assessments through the relevant investor and ministry opinions.

This region is an attractive region for investors due to the facts that the government grants investment allowances and tax exemptions for shipbuilding works in this region, that the Marmara Region has skilled labor power and specializations on ship construction, and that several special expert groups exist in the region.

The Shipbuilding Industry Special Expert Commission Report particularly indicated that, in terms of safe and efficient working conditions Tuzla Ship Construction Areas located in the Istanbul Metropolitan Area is seriously inadequate.

The demand for the sector's output mainly comes from abroad. It is observed that, due to the region's skilled labor potential based on expertise and the suitability of the sea shore, the shipbuilding investment decisions which will provide employment to the region are in conformity with macro plan decisions.

The Tavşanlı Municipal Council's decision Nr. 2005/22 and dated 01.07.2005 reads as follows for the 4500-m coastline; “our municipality has decided by the majority of votes that the area in which the properties numbered ... are located shall be rendered a non-housing area and the municipal plan shall be changed as a yacht and shipbuilding area ...”. With this decision, investments for around 36 shipbuilding started in the region. As can be seen in the decision of the municipality, the coastal area which was once designated for

housing was rendered as a shipbuilding area. This amendment was taken to court by the local people and non governmental organizations. Arguments of those who object to the amendment are centered on several points;

- High number of workers will come to the region after the establishment of shipbuilding areas and the local social structure will change accordingly,
- The coastal part which is used for second-houses will no longer be used for this purpose,
- The local people's relationship with the sea will end,
- Shipbuilding firms will spread into other areas,
- Other industrial activities will settle in the region which will be an inconvenient case for Yalova which is located in a first-degree seismic zone.

### **3 LEGAL REGULATIONS IN TURKEY RELATED TO COAST USE AND THE SHIPBUILDING SECTOR**

Within the framework of decisions on the definition and use of shores in Turkey, the following comments can be made about the Yalova Shipbuilding Zone.

Different courts understood coast in different ways. While the 7th High Court made the decision that "Coast is a public good of social-character", the 4th High Court decided that "Coast is an economic resource".

While determining how the society uses (mode of use) and realizes (mode of realization) this resource, the factors that should be taken into consideration are the connection of the coast with the built-up area, its position, the character of the infrastructure needed to realize it, its accessibility, its geometry, and the ecological character of the environment. This assessment should be based on the contemporary planning approach and be done through Ecological, Social and Economic parameters in line with the Sustainable Planning approach.

In the Coast Law Nr. 3621 and dated 4.4.1990, The "Aim" part in the first article is as follows:

Aim:

Article 1 - The purpose of this regulation is to set the procedures for the settlement of shoreline in seas, natural and artificial lakes, and streams, for the use and protection of the shores and to set planning and implementation procedures for lands acquired by filling and saving, and for the coast-lines that are the extensions of the seas and the streams.

The scope defined in the second article is as follows;

Scope

Article 2 - This regulation covers the seas, natural and artificial lakes, and streams and shorelines, opportunities and provisions of using these facilities for public-interest, the procedures for planning and construction in the coasts and shores, acquisition and use of land by filling and reclamation, the procedures which define the establishment, powers and duties, working principles of the Shoreline Adjustment Commission and the explanatory notes for enforcement of Law.

As is seen, the coast law includes terms of protection and use for the public interest in the areas defined as coast.

In addition, the law states that structures and facilities that can not be constructed elsewhere due to the characteristics of the activity such as shipbuilding, workshop for separating ship apart, water products production and raring facilities, yacht port, shelter fishermen and yacht docks can be constructed.

It becomes evident after assessing the situation about the shipbuilding areas in Yalova with respect to the regulations about the definition and use of coast that important issues are;

- 1. The shipbuilding area is supposed to satisfy the demands related not only to ship construction but also to ship maintenance and repair,
- 2. Shipbuilding do not create an intense traffic burden for the environment it is located in as Container Harbors do, and therefore, the function of a shipbuilding should not be confused with the function of an harbor,

- 3. When selecting location for shipbuilding, it is needed to prefer locations where ship traffic is intense and skilled labor exists by considering the possibility of need for repair,
- 4. Moreover, due to the location of the new shipbuilding area, it requires security organizations such as marine fire department, and therefore, it should be linked with the shipbuilding in Tuzla and Gölcük,

In this respect, designating the sea side of the shipbuilding zone as shipbuilding reclamation area conforms to city planning principles when considered according to macro plan principles and the characteristics of the region. There exist several main approaches and principles used in development of urban areas.

The idea that growth and development of a city is dependent on several principles is discussed in the planning literature. Some of these principles which are included in the public development planning law require plans to be consistent with and linked to each other. This can be briefly explained with the principle; 'Integrity should be established between the micro and macro plans for the area that is planned to be developed and the structure of long-term plans' (principle of consistency between plans).

It is observed that the shipbuilding area seen in the 1/25.000 scaled Yalova Master Plan has been developed as part of the Five-Year Development Plan IX and the Shipbuilding Industry Special Expert Report prepared by macro scale SPI and ratified by Turkish Grand National Assembly.

In order for the shipbuilding sector to maintain its functions such as training, maintenance, repair and construction; by considering the measures related to the shipbuilding sector taken in the 1969 Program, the area was designated as the "Private Sector Ship Industry Area" by the decision of Council of Ministers Nr. 6/12421 and dated 22.9.1969; with the determination of the Aydınlı Harbor near Tuzla Istanbul as the shipbuilding industry area for the private sector. Since that year, the Pendik District has been concentrated on shipbuilding sector and its supplier industry.

However, since the designated area is not adequate in terms of changed demands and conditions; demands for the maintenance and repair of the coast for shipbuilding and naval vessels, or in other words, demands for the economic use of the coast have increased.

It is known that plots have been classified as shipbuilding area, boat yard and mounting area in the construction plan prepared for Tuzla. In the Pendik District, areas for vessels' maintenance, installation and repair facilities are limited. New areas are highly needed additional to the current shipbuilding areas operating with excess capacity due to increased demand.

For the rapidly developing maritime sector, in order for the private sector which is rapidly advancing and increasing capacity to satisfy the production demand coming from abroad and to realize increasing maritime investments in rational environments, shipbuilding activities are not included but only an area for the Istanbul Harbor is designated in the Five-Year Development Plan, the Shipbuilding Industry Special Expert Commission Report and the 1/100 000 scaled Istanbul Metropolitan Plan

Planning works related to ship construction, on the other hand, are observed mostly in macro scale 1/25.000 scaled plans for Sakarya, Zonguldak (Ereğli-Alaplı) and Yalova.

Geographical closeness of technical infrastructure, railways and highways necessary for the maritime sector, easy accessibility to energy, appropriateness of the sea in terms of its harbor and berthing, developed industry and supplier industry related to the maritime sector, and the district's status as the center of maritime education of the country indicate the fact that the region strongly supports this sector.

Since the investments planned in the city of Yalova are in conformity with the maritime sector and since this potential and labor force is very close to the skilled labor in the metropolitan area which is at one-hour distance, this proposed area is open to easy development.

When assessed through the macro plan principles, presence of qualified labor in the region and the current industrial positioning, it is concluded that the area designated for shipbuilding function by the 1/25.000 scaled Yalova Master Plan based on the SPI decisions is a very suitable area for large-scale shipbuilding, maintenance and repair.

## 4 CONCLUSION

- In the vision of the Istanbul 1/100.000 scaled Metropolitan Plan for 2023, while a transition to an economy established upon trade and services based on science and technology is projected, no assessment exists on industrial infrastructure.
- Functional changes are projected for the near future about Istanbul shipbuilding areas.
- However, there is no decision on how and under what conditions this transformation will be actualized.
- Private sector operating in the shipbuilding industry started to search for new areas in conformity with the national decisions in the region along with the Tuzla Shipbuilding Area which fails to meet the demand.
- Within this context, the coastal part of the city of Yalova was selected for shipbuilding investments.
- In the Yalova 1/25.000 scaled Master Plan, 4.5 km sea front was designated as shipbuilding area. New discussions arose after the designation of these areas as shipbuilding areas which were once designated for housing.
- Controversies between local administrations, investors and NGOs were taken to court.
- The decisions that court will make will be highly determining in terms of increasing the country's competitiveness and utilizing the added-value to be created for national and regional economic development.
- However, in the planning process in which community involvement and negotiation processes are inadequately functioning; it is apparent that these discussions will not yield desired results and there exists a need for a sustainable metropolitan strategy and an innovative planning approach in order to increase the country's competitive capacity.

## 5 REFERENCES

- BERG, Leo, BRAUN, Erik, MEER, Jan (1996) Organising and Implementing Major Metropolitan Projects, European Regional Science Association, 36th European Congress, ETH Zurich.
- BUNKER, Raymond, SEARLE, Glen (2009) Theory and Practice in Metropolitan Strategy: Situating Recent Australian Planning, Urban Policy and Research, Vol. 27, No. 2, pp. 101–116.
- ÇUBUK, Mehmet (1993) Istanbul, A Metropolization Process, Urbanistica, Dicembre, N.6, Università di Rome.
- DPT (2006) IX. Kalkınma Planı 2007–2013: Gemi İnşa Sanayi Özel İhtisas Komisyonu Raporu.
- GODINEZ, Migel A.J. (1999) Küreselleşme Yeni Bir Olgu mu? SDD, Vol.12, p.59, İstanbul
- GÜVENÇ, Murat (1993) Metropol Değil Azman Sanayi Kenti, İstanbul, vol.5, pp.75-81.
- HALL, Peter (2009) Looking Backward Looking Forward: The City Region of the Mid-21st Century, Regional Studies, Vol. 43.6 pp. 803-817.
- HEALEY, Patsy (2009) City Regions and Place Development, Regional Studies, Vol. 43.6. pp. 831-843.
- HEALEY, Patsy (2004) The Treatment of Space and Place in the New Strategic Spatial Planning in Europe, International Journal of Urban and Regional Research, Vol.28.1, pp.45-67.
- SASSEN, Saskia (1999) Global Financial Centers, Foreign Affairs, p.75, Jan/Feb.
- TODD Daniel (1983) Industrial Inertia Versus Relocation: a Shipbuilding Illustration, Professional Geographer, 35(3), pp 286-298
- TODD Daniel (1984) Strategies of growth, diversification and rationalization in the evolution of concentration in British shipbuilding, Regional Studies, Vol. 18.1 pp. 55-67
- TÜMERTEKİN, Erol (1994) Ekonomik Coğrafya, İstanbul Üniversitesi Edebiyat Fakültesi Yayınları No:2926.
- UNITED NATIONS (1987) World Commission on Environment and Development, Our Common Future (Brundtland Report).
- UNITED NATIONS (1996) World Resources, Oxford University Press, Oxford.

URL -1: [http://www.abgs.gov.tr/tarama/tarama\\_files/20/SC20DET\\_INDUSTRY%20POLICY.pdf](http://www.abgs.gov.tr/tarama/tarama_files/20/SC20DET_INDUSTRY%20POLICY.pdf)

URL -2: [http://www.abgs.gov.tr/tarama/tarama\\_files/20/SC20DET\\_MARITIME.pdf](http://www.abgs.gov.tr/tarama/tarama_files/20/SC20DET_MARITIME.pdf)

URL -3: <http://ec.europa.eu/trade/creating-opportunities/economic-sectors/industrial-goods/shipbuilding/>

URL -4: [http://www.europarl.europa.eu/factsheets/4\\_7\\_3\\_en.htm](http://www.europarl.europa.eu/factsheets/4_7_3_en.htm)