

## **PORT REGENERATION and SUSTAINABLE URBAN DEVELOPMENT, the CASE of GALATA PORT and HAYDARPASA PORT PROJECTS in ISTANBUL after 2000<sup>i</sup>**

### **1. Introduction**

Urbanization is among the most important economic and social concepts of our ages. City appears as the most complex organism that is created by human after the emergence of the first human settlements. Only after the 1950s the population of the cities increased four times more. Therefore, it is possible to call our age as the age of “urban revolution”. The geographical location of the city plays a crucial role in shaping the industrial functions of the city as well as supplying human needs. From this perspective we can argue that physical geography as well as human, economic, and transportation conditions of the city and its hinterland are becoming important. Planned urban development becomes an important issue under this multi-dimensional condition in this period. Urban planning considers city as logistic center and an area of designation. The aim of physical planning that is concerned with development and establishment of the economic investments within a specific area, is to determine the relations between the functional elements of the urban area that is to be transformed and developed. To put it differently, physical urban planning is concerned with determining the best suitable place for the new investments, finding new transportation networks, placing the new residence areas and new industrial areas functionally and regulating and organizing the improvement of the cities and regions.

Humanity faced technological renovations that developed incredibly fast in less than hundred years after the Industrial Revolution of the 19<sup>th</sup> century. Far-reaching improvement of the communication technologies made knowledge circulation and knowledge share easier. Pace of immediate communication improved interaction among people. These technological developments affect every stage of human lives. And, all these developments lead us to an important conclusion that world is becoming a single market. This newly emerging economic order brings the re-structuralization of our lives. This transformation process changes the relations of production. Flexible production that is emerged within the by post-Fordist era, deeply affects logistic sector. Economy rapidly shifted from industrial sector to service sector. Now, the questions are where should the production be done and what are the roles of actors, who are active in this process. And, this should be answered according to these changing relations. Meaning of the decisions on the areas that firms choose as the production places began to go beyond the national urbanization policies. With the development of the communication possibilities, production relations changes and new market areas emerges. Production and consumption centers are at the same time turned into important logistic centers. Capital groups that seek for new markets in foreign countries contributed to the development of new production relations. These search of the capital is interpreted by some scholars in a way that globalization is not a new phenomenon but a new tool of imperialism. The desire of the international capital to create a new market leads to the emergence of new economic structures. International capital connects the firms in many different countries to itself. There emerges a main power at the center and some smaller structures that are connected with this main power. In this structure, international finance centers- with their particularities that come from the past- direct the world market. It is obvious that globalization puts the nation state aside and gives importance to the cities and regions. Therefore, national and international economies turn into regional economies that are based on metropolitan centers. At the same time, cities try to make decisions about their futures on the issues that are related to the economic globalization, shift to the information society, competition among the metropolitan regions, regional integrations, and environmental problems. These conditions lead to the important transformations within the cities and regions. Because, cities are in extensive competition with one another in order to

survive in the New World Order. Cities are trying to be getting prepared to be successful in competition. For this reason, the city administrators should make serious decisions in order to succeed in this structural transformation. The transformations that take places in port cities should especially be considered in this frame.

The rapid improvements in the transportation and communication relations, leads to the emergence of cities and regions as the focal points in this recent years that can be seen as the years of increasing competition. Need for raw materials and market conditions lead cities to establish strong relations with the cities that they are in.

While the important cities of the 10<sup>th</sup> century were the cities like Baghdad and Aleppo, now in the 21<sup>st</sup> century the prominent cities are cities like Hong Kong, Tokyo, New York, London, Paris and Rotterdam. The enumeration of the prominent cities of the future is the main topic of the researchers. The new networks that the cities and the regions will create according to the conditions of competition will be crucial in this process. Improvement of city center and mobilization of human and commodities will be possible according to the networks that are shaped by political relations and socio-economic structures. These networks connect many different metropolises to one another. In this frame, the relationality between the city and transportation is among the topics that contemporary geography is most powerful and influential at. Due to the enlargement to the residence area, necessity of transportation increases. There are many central cities that are developed as a result of presence of railways, seaways, airways, highways and pipelines within their borders. Transportation centers that serve to the industrial activities of the previous era gained new meanings with the improvement of logistics. Urban development of the past which was, for instance, based on only railways now left its place to a new model that consists of cities and regions that have transportation centers where multiple transportation modes are connected. For instance, although the concepts such as port cities are still being used, there are also transportation centers in which railways, seaways, airways and highways are being connected to one another. Cities and regions are emerged which are named as "logistic hub" or "hub-center". Though, there are new concepts emerged in the terminology, it takes place in the language according to how much it is experienced in the daily life. New York / New Jersey and Oakland in America, Rotterdam, Hamburg and Antwerp in Europe, Singapore, Sang Hay and Hong Kong in Asia Pacific are the examples of this newly developed cities and regions. Availability, technical and social infrastructure, area choosing, spatial largeness, hinterland, environmental conditions, technological innovations, political atmosphere, regulations, economic developments, the relations of the center with the city and region that it is in, distance to the center are among the factors that contributes to emergence of these centers.

Although planning activities about port areas basically affect the logistic sector, the issue is so important that it requires more investigation than one sided approaches of the sciences like engineering, economy and management. It is obvious that existence of geographical conditions should seriously be taken into account. On the contrary there is the risk of sticking in the traditional position that only aims to satisfy the demands. This traditional approach that does not take into account creating new demands, enlargement of the market and the development of the dynamics of city and region, will remain distant from strategic planning. If we consider that neoliberal approaches are becoming more and more influential and that nation state is moved away from its basic assumptions, hence cities and regions are becoming more important, the importance of this issue will be clearer.

Increasing necessity of ports due to the rapid industrialization and development of commerce by the 19<sup>th</sup> century, lead to construction of docks right in front of the cities parallel to coast. Increasing necessity of petroleum, Ro-Ro and container transportation came into agenda by the 20<sup>th</sup> century as a result of the industrial development. Transformations within sea sector, lead to development of the marine industry. These lead to emergence of the necessity for new spaces. Development of the big scale modern ports after the 1970s, increased the

demand for the bigger sea and shore areas and brought the enlargement of old port areas into agenda. And, during the 2000s that we are in, relation between port and city has been transformed and this relation gained new meanings with the influence of the globalization. Especially, the idea that advocates the necessity of emergence of new public transportation systems between the city and ports became significant. Establishment of strong connections between urban system and port functions shall drastically improve urban life quality. In this sense, port is not an area that functions independent from the city; it is rather a place that should be integrated into the city. The relation of port areas with city's other functions must be designated effectively. And, this can happen through providing important transportation connections.

In this sense, it is obvious that port areas must be developed within a strategic urban development plan. It is possible to give successful examples from Europe, which established successful city and port relations and which regulated relations between the container ports and city/region well and integrated old port areas to the city aptly. Some of these successful examples are: Project of Hamburg-HafenCity, Regulation of Geneva Shoreline, Reorganization of Marseille Port, Project of Barcelona-22@bcn, Venice Cruise Port and Antwerp Strategic Port Transformation.

## 2. Decisions on the Istanbul Port Areas

2005 container traffic of Istanbul city ports is 1.126.000 TEU and it has been expected that it will be at least 2.500.00 TEU and 4.000.000 at most in the 2015. However, since port infrastructure of Turkey in general and of Istanbul in particular is not sufficient enough, the portion of seaway transportation of Turkey is under the European average. Istanbul Master Plan aims to improve port capacities of Istanbul and make them function more efficiently.

It is possible to argue that the places that function and named as ports in Istanbul are indeed docks. They are docks which function as ports. In this sense, there are 4 docks in Istanbul. These are located in Zeytinburnu, Haydarpaşa, Galata and Ambarlı. In the docks of Haydarpaşa and Ambarlı container transportation is being done within a regular line. Moreover, there is Ro-Ro transportation in these docks.



Figure 1 . Location of the Galata ve Haydarpaşa Ports.

What basically lies behind the decisions, which are taken about port areas, is that flow of juggernauts and other kinds of trucks' cargos to ports requires additional investments. Moreover these flows, cause traffic in Istanbul and harm present infrastructure. This problem is anticipated to be solved through making cargo flows by railway or seaway transportation. The suggestions about the ports that take place in the Istanbul Metropolitan Plan are the following:

- The port functions which are dispersed should be taken in the port areas,
- To benefit from the Ambarli port most efficiently, though it has earthquake risk in intermediate term,
- To include the areas which are 5-10 kilometers away from Ambarli port to the port area and to solve the problem of absence of railroad that is connected to the port,
- To include the areas which are 500-600 meters away from the port as reserve areas in order to end the insufficiency of the port and to integrate the services that take place in these areas to the port,
- To make a connection of the Halkali- Edirne Railroad in Bahcesehir region and to create the possibility of carrying cargoes which come through the Marmara Sea through this railroad in order to minimize the traffic problem that Ambarli port causes,
- To extend the railroad line that is mentioned above, up to the logistic center which is planning to be opened in Hadimkoy and to connect this region with Ambarli Port,
- To improve the capacity of the other ports in the Ambarli area ,
- To make the port, which is planning to be opened in Gumusyaka, a place at the Istanbul's west border, serve Istanbul,
- To improve logistic infrastructures in Gumusyaka, that serves to the industry of Corlu and Cerkezkoy and which works with Corlu Airport that is expected to be specialized in cargo carriage,
- Organizing Ro- Ro Lines between Pendik, Ambarli and Gümüşyaka Ports and South Marmara Ports,
- To transform shipping into railed Ro- La system,
- To integrate the systems of Ro-Ro and Ro- La
- Investments about the logistic activities in Istanbul should have priority and activities that will serve to improvement of the sector should be augmented,
- Establishment of logistic centers in the two sides of Istanbul, to move the customs managerial offices to these regions, and to move logistic carriage to Ro- La System,
- To encourage commerce, accommodation, culture and recreation activities within the Haydarpasa Port Area, and to create an active sub-center in the Anatolian side of Istanbul, as it is anticipated for Kartal,
- To improve the functional capacity of waste reception systems of Haydarpasa port area which accepts 1000 m<sup>3</sup> petroleum derivative ship waste per a day and to move this to Tuzla in 2007.

As it is clearly seen, Istanbul Master plan is planning to make Ambarli port which is both geologically risky and which is established in a narrow area and does not have the possibility for enlargement, as the most important port of Istanbul in short term. The proposed port areas which are mentioned in the plan that is aimed to be finished by 2023 will be insufficient shortly. Moreover, among the four port areas that are mentioned in the plan only Galata Port and Haydarpasa Port will secure their port functions. In this sense, projects that will be prepared for these areas should be developed according to port functions.

### **2.a. Transformation of Haydarpasa Port Area**

Haydarpasa port is in Anatolian side of Istanbul and at the entrance of the Bosphorus. It serves to Marmara Region which is the most industrialized region of Turkey. It is the most important cargo container port of the Marmara Region that connects the region with world. Since the port is located in a strategic point which is an intersection point of seaways, railways, and highways, its importance increases.

Haydarpasa Port is a public port, managed by State Railways of the Turkish Republic (TCDD). Ship capacity of it per year is 2.651. And, it is among the most important trade ports of Turkey. Area of the port is 343.420 m<sup>2</sup> (21.043m<sup>2</sup> of it is closed storage space and 313.047m<sup>2</sup> of it is open storage space). In Goztepe there is a land container terminal (50.000m<sup>2</sup>) in which the containers that visit the port are stored. Averagely 800-1000

juggernauts arrive and depart the port each day. Juggernauts arrivals and departures are at the most busy hours of day, so that it affects the city traffic negatively.

Container handling, consignment and cargo handling and Ro-Ro transportation are among the services that are given in the port. Most of the port activities are consist of container carriage services. Handling capacity of Haydarpaşa Port is 5.427.000 tons per year.

| Name of the Port | 2003      | 2004      | Increase in percentage (%) |
|------------------|-----------|-----------|----------------------------|
| Haydarpaşa       | 244.467   | 316.982   | 29,66                      |
| İstanbul         | 1.052.231 | 1.395.422 | 31,92                      |
| Marmara          | 1.311.882 | 1.689.100 | 22,33                      |
| Turkey           | 2.496.390 | 3.081.351 | 23,43                      |

Tablo1: Comparison of Container Handling capacity of Haydarpaşa Port, Istanbul, Marmara Region and Turkey

Container handling capacity of Haydarpaşa Port increased to 316.982 TEU between 2003 and 2004, as a result of a percentage based increase of 29%. In terms of container handling, Marmara region's share in Turkey was 55% in 2004. Istanbul's share in Marmara Region was 83% and Haydarpaşa Port's share in Istanbul was 23% in the same year. According to these numbers, we can say that Marmara Region is the region in which more than the half of container handling of Turkey is done, and that the most active city in container handling is Istanbul and Haydarpaşa Port plays an important role in container traffic. In terms of export, Haydarpaşa is the second biggest port in international container handling of Turkey after Kumport Establishment of Ambarlı. There is also Ro- Ro transportation in Haydarpaşa Port. There is Haydarpaşa- Trieste Ro- Ro line for almost 12 years. Ro- Ro transportation of Haydarpaşa is more active than Ambarlı. One of the most important advantages of Haydarpaşa is its connection with railroad. There is a cargo exchange between Haydarpaşa Train Terminal and Haydarpaşa Port.

The reasons of choosing the area that includes Haydarpaşa Port and Haydarpaşa Train Terminal as urban transformation area,

- It has potential to serve the metropolitan region population which consists of 12 million people, it is located in a central geographical place in the Asian side and it has strong transportation connections,
- The location of the Haydarpaşa Port Area within the Bosphorus and existence of possibilities that will lead economic vitalization in the city,
- The attempt to develop an important commercial sub-center in the Anatolian/Asian side,
- The affect of the Marmaray Project<sup>ii</sup> in the transformation area,
- It is in a strategic point in terms of city and city's silhouette since it is located in Bosphorus,
- The existence of historical heritage in the area such as, Selimiye Barrack, Haydarpaşa High School, Marmara University, Girl Tower, Uskudar and Kadikoy Market,
- The existence of the Haydarpaşa Train Terminal which is a part of the historical heritage and which has an important role on cargo and passenger transportation,
- Haydarpaşa Port overworks and this leads to congestion within the port; moreover, it is impossible to enlarge storage and loading areas which is indeed necessary for port activities.

- Increasing traffic problem in the city due to the juggernaut and trucks that visit the port, and the necessity of continuous infrastructural investments in the city due to this traffic problem,

Transformation of Haydarpaşa Port area came into agenda due to the decisions about the port areas that took place in Istanbul Master Plan. So- called transformation project is not only limited with the borders of port areas. Historical Haydarpaşa Train Terminal is also a part of this project.<sup>iii</sup>

The following are the functions that were expected from the Port area when Haydarpaşa Train Terminal and Haydarpaşa Port transformation project first came into agenda:

- To build seven skyscrapers on 350 meters, which inspired by seven hills of Istanbul, that have the capacity to shelter 240.000 people,
- To fill the 340.000 m<sup>2</sup> of the sea,
- To build a cruise ship port,
- To build a yacht port in the Haydarpaşa Train Terminal area,
- To build five star hotels, congress centers, fairgrounds, commercial areas, shopping malls, office and residences,
- To transfer the functions of container port to Ambarlı,

The anticipated project was not approved by the Regional Committee for Protecting the Natural and Cultural Assets, Number 3. According to the plans prepared, the population that will be brought in and lack of sufficient infrastructure as well as the density of the buildings will cause traffic problem in the region. Therefore, since Haydarpaşa Project will put a pressure on the infrastructure and threat the silhouette of Istanbul and since it will transform Haydarpaşa Terminal into a yacht port, it attracted many public reactions. Moreover, it is still unclear that according to which urban planning the Haydarpaşa Project is prepared.

Later, Regional Committee for Protecting the Natural and Cultural Assets, Number 5 declared that Haydarpaşa Area is an urban and historical protected area due to its historical value. After this declaration, some content of the Haydarpaşa Project changed. The plan about building seven skyscrapers is renounced, both because of infrastructural problems and because of harm that it will do to the incomparable silhouette of Istanbul. When the project is being prepared, the basic principle was accepted as finding solutions in a way that will lead to the integration of Istanbul' s historical and cultural structure and urban identity and tissue. In this context, yacht port, yacht club, cruise ship port in particular and shopping malls, five star hotels, offices, residences, parks, landscapes, hospitals, care centers of elderly people, sport centers, museums, congress and fair centers, education areas, car parks, infrastructural and super structural institutions, and other public places in general are presumed to take part in the project.



Figure 2. Alternative projects that are developed for Haydarpaşa Port Area

However, among the criticisms that are directed toward the project, the leading one is that there is no local participation allowed to the project and thus project process was not open and transparent. The project, now, is the project of the central government which excludes local participation. Among the topics which are subjected to many criticisms, one of the most important one is that gardens and parks which are only to be constructed only if there remains a place after the dense structuring, will be in hands of the entrepreneurs. Hence,

coastal side which should belong to public will be closed to public. The idea of creating a public space does not have a priority in the project. The area of the project does not have the infrastructural capacity to carry the construction of high buildings and high buildings in the Bosphorus will threat the silhouette of Istanbul. Moreover, when the project first came into the agenda it has been argued that Haydarpasa Train Terminal will be abandoned and the area will transform into a yacht port. The Project's anticipation of constructing high proportion of buildings without considering the historical heritage is another point that is being criticized. However, explanations that come after the objections assert that high proportion of new constructions will not be allowed and that the terminal building will not be altered. In spite of everything, the sudden changes of law, the absence of a well established relation between the port area project and metropolitan region strategic project, the absence of democratic participation to the project, the ambiguities of the project show us that the threats that I mentioned above may still exist in the urban transformation area.

## **2.b. Transformation of Galata Port Area**

Galata Port Project (Salipazari- Karakoy Cruise Port Complex) which was introduced by Turkish Maritime Organization and which was on the agenda by 1998, is among the projects that will change the image of Istanbul.



Figure 3. General View of Galata Port Area

It is has been argued that Karakoy Port, which was closed to traffic of cargo ship and which has begun to serve only for the passenger ships by 1986, will become one of the best cruise ports of the world with the Galata Port Project. According to Turkish Maritime Organization, project aims to build a cruise port, five star hotels, shopping malls, restaurants, cafés, entertainments places like bars, cinema and theatre halls, underground car parks for the private cars and buses. Moreover the project, also, aims to find out historical works that belongs to the area. According to this project, Turkish Maritime Organization Building which was built on 1910 and the wall tile inn ( Cinili Han) that was built on 1912 and which is used as the Customary General Directorate office will be transformed into five star hotels. The project does not aim to touch the two service buildings which are right next to these two buildings and which were built in the 1950s. It also does not aim to touch to the warehouses in front of Sali Pazari, and number 1, 2, 3 warehouses which are among the four warehouses on the shore. And the rest will be restored and renovated and will be used for different aims in the context of the project. Number 4 warehouse of the seashore- Istanbul Modern Museum- and three buildings that are known as blue blocks and which are located nearby the road will be demolished. A six floor building will be constructed in the place of the blue blocks. A two floor underground car park will be built at the entrance of the Sali Market (Sali Pazari). It is, also, planned to build an underground car park for tourist buses between the back and the front warehouses. According to the plan, it has been anticipated that the place which is known as the American Market, in which there are hookah cafes, will be demolished. And the plan also wants to make the historical Tophane Square visible again.



Figure 4. The project developed for Galata Port Area

According to the information given in the web page of the Tabanlıoğlu Architecture Office which prepared the Galata Port Project, Galata Port, which a very important sea door of Istanbul for centuries, will gain new functions with this new project and will make Istanbul more valuable as a culture, tourism and commerce center. Present buildings will be renovated according to their original style and will gain new functions according to the Galata Port Project which includes an area of more than 1.2 kilometers. Project area is 100.000 m<sup>2</sup>, total structure area is 151.665 m<sup>2</sup>.

An urban project in this scale is naturally brought many discussions. However, project's bidding process was canceled due to the objections through law. A new bidding process is being processed now. The discussion about the Galata Port Project focuses on the points below:

- Loosing the historical assets within the area,
- Kemeralti and Galata Region will not be integrated into the project due to the fact that the project area includes only the port area,
- The project is far away from the concept of an “urban project” that is necessary to be prepared in order to integrate the areas that are expected to be integrated into the city, and the project is developed for a limited area that is defined according to the borders of property,
- If such a strategic region will be left at the hands of the person or company that wins the bid, it will be closed to public.
- Other social actors will be excluded from the process,
- The water connection of Kadikoy will be cut since the front side of it will be surrounded by high buildings and huge ships that anchorage,
- The necessity to build cruise ports in the areas where there is no traffic problem,

The principles that should take place in the Galata Port Project according to the URBAN II criteria are the following:

- Aiming mixed land use and an environment friendly urban development
  - ✓ *Encouragement of residence as well as the commercial functions*
  - ✓ *Comprehension of the street as a social place*
  - ✓ *To protect the historical buildings as the symbols of Europe's cultural and historical heritage,*
  - ✓ *Organizing the open public places,*
  - ✓ *To support architectural creativity and its important role in increasing the quality of urban image,*
- Support creativity with human labor,
  - ✓ *Gradually reducing the small industry and wholesale trade,*
  - ✓ *Improvement of bureau and high level service sector,*
- Integrate the other social actors into the project and provide a reasonable accessibility to the public services,
  - ✓ *Integrating the shore area to the Galata Area,*
  - ✓ *Designating the environment according to the disabled people,,*



- ✓ *Designating the place according to the needs of different social groups,*
- ✓ *Developing more environmentalist and integrated public transportation systems,*
- ✓ *Decreasing the use of private cars,*
- ✓ *Integration of the all of the transportation transfer center*
- Reduce wastes, prevent noise pollution, and support the uses of more productive energy,
- Improve the potentials that uses the technologies of information society within the social, economic and environmental sectors,
  - ✓ *Creating a web based information portal that belongs to Galata region,*
- Presentations about the applying the responsibilities on the issues of organizational transformation, participatory governance culture, the understanding that give/share authority, improvement of capacities,
  - ✓ *Encouraging participation of NGOs to the process of planning and designing*

### **3. Conclusion**

The ability of the cities to improve their competitive capacity within the global and local development dynamics is related to the methods they use and to their capability to fulfill the principles of sustainable urban development. One of the important consequences of globalization, today, is the phenomenon of “competitive cities”. Solidarity among the cities for economic development and for increasing the competition capacity is, also, another important subject. European Union demonstrates one of the most important examples of this condition. On the one hand, each city is in competition with other cities; on the other hand there is solidarity among them. Factors of competition and solidarity should be reinvestigated within the frame of transformation of the port areas and the networks created in the port cities. Cities should have a priority vision in the context of sustainable development. Economic, ecologic and social potentials should be evaluated according to this designated vision. Urban vision should be developed with discussion of all the fractions of the society and an urban perspective for the future should be introduced. The ability of the cities to provide an urban development which reached to world standards and that offer high life quality, is according to the strategic plan that they developed in the frame of that vision.

The prospective strategic plans should contain the urban dynamics that will mobilize urban development. Urban projects that are associated by public and private institutions should be applied in the action areas, which are mentioned in the strategic plan, in the subscale level. Application of an urban project in accordance with the strategic plan, will lead to materialization of the intended vision. The urban projects that are applied in Europe, mostly reflects the vision of the city and they are the prolongation of strategic plan which is a high scale plan. The designated urban vision includes the potentials that will increase the competition capacity of city.

When we compare the examples of urban projects from the world and from Istanbul, and especially if we compare the urban projects about the transformation of port areas, what we see is that though there are strong connections among the vision, plan and project in the examples from the world, in most of the Istanbul projects there are weak connections among vision and strategies. If we direct the high scale projects correctly, they have the potential to make serious contributions to the city and even to the country. However, these projects do operate under control in Istanbul and thus the developments remain speculative. And these developments lead to serious discussions since they create a cash flow. One of the main problems of the urban projects of Istanbul is limited participation. When we look at the examples from the world, we can say that most of the big urban transformation projects can be applied as a result of the negotiations among the different actors.

In order to generate an effective port transformation process in Istanbul, central government and local governments should be in collaboration. At the same time, collaboration of the

private sector and central and local governments that represent the public sector is inevitable. Central government should be the controller and instructor. Moreover, central governments should facilitate the project process by transferring resources and by doing the necessary law regulations. Local governments should be responsible from coordination, evaluating subscale projects, creating resources, and compromise among the actors during the project. The most important public actor that is able to create the participation platform during the project process is the local government. Participation of the people makes the application of a project easier. However, people's participation was not provided during the port areas transformation project of Istanbul. Law regulations were insufficient in this process and association between the public and private sectors remained disputable. Public's share from the acquired profit was neglected.

The following are the review of important points that should be considered in order to make the port area transformation projects of Istanbul function in harmony with the city, and in order to generate a sustainable urban development as well as developing Istanbul city's competitive capacity;

- Organized infrastructure and service areas which
- reflects the city's vision,
- is in accordance with the high scale strategic plan,
- integrates the fraction of lands that it deals with, into the city.
- Aims and targets are determined according to the need of the city,
- scope of the project is defined,
- central and local governments work in collaboration with one another.
- public and private sector association is created,
- project process that has participatory mechanisms,
- compromise among the actors,
- made according to stages,

If Istanbul city can support its presumptions about transformation of port areas with an urban vision that reflects the expectations of all social groups as well as supporting urban projects that are respectful to historical and local values and if it can create a sustainable, participatory and progressive strategic plan its competition capacity will increase drastically.

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## Notes

<sup>i</sup>This paper is written with the contribution of my two students, Ahmetcan Alpan and Melis Topuz, from MSGSU Department of City and Regional Planning. They are working with me on transformations of port areas and big urban transformation projects for their final projects for the last two years.

<sup>ii</sup> The Project of Marmaray is a project is to build a Fast Train between Marmaray Istanbul and Ankara and that goes under the Bosphorus in Istanbul. It is the most important railway investment that is done in Istanbul recently.

<sup>iii</sup> According to the law numbered 53355 and issued on 21.04.2005, immovable properties of Haydarpaşa Port and train terminal are left to State Railways without any charge. State Railways, has introduced "Haydarpaşa Terminal and Port Transformation Project" which is a huge project that costs a lot. The project will be put out to bid with a model of do-manage-give. The group that wins the bid will implement the Haydarpaşa transformation project and operate it for 49 years. Planned amount of investment for the project is about \$7 billion. The area that the project will take place is almost 1 million m<sup>2</sup>. And, the project became an important attraction center for both local and foreign investors.