

The Black Sea: A New Transport Focus for East-West Trade

Karadeniz : Dođu- Batı Ticaretinde Yeni Ulaşım Odađı

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Abstract

The Black Sea is an inland sea between south-eastern Europe and Asia Minor. It is connected to the Oceans by way of the Mediterranean Sea via the Bosphorus, the Sea of Marmara, the Dardanelles, the Aegean Sea, the Gibraltar Strait and the Suez Canal.

The Black Sea served as a transport node for many centuries. The Silk Road is one of the World's oldest and historically most important trade routes and is the longest land bridge of the time between Asia and Europe for more than 1000 years. It lost its importance in times when the security of transit no longer existed. Most of the east-west trade hence shifted to shipping transport through the Suez Canal and Malacca Straits.

With the collapse of the USSR in 1991 revitalisation of the Silk Road was taken up and gained momentum. TRACECA (**TR**Ansport **C**orridor **E**urope-Caucasus-**A**sia) is such a project to connect Europe to Central Asia. It is planned a continuous railway to run from the Yellow Sea to Western Europe via the Black Sea. Black Sea is to be transited back and forth by means of several ferry connections reaching seaport terminals at Northern Anatolia, Georgia, Bulgaria and Romania.

TRACECA is designed to provide combined transport services. Combined transport, at the European level, is an individual mode of transport which makes maximum use of the advantages of the various modes of transport, namely railways and shipping and land transport where necessary. Combined transport thus implies the organisation of intermodal door-to-door transport by transferring the goods from one mode of transport to another without changing the loading unit.

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Ports in the Black Sea rim will gain importance when the TRACECA corridor is fully operational. Ports in the region however lagged behind changes and developments faced mostly with the advent of containerisation; and on the contrary, developments in the transportation modes in the area and nearby have necessitated the port industry be re-shaped for rational service(s) to shipping.

The Black Sea has a vast - though not well organised and co-ordinated - hinterland; linking several continents and seas in all directions. In order to attract the shipping traffic by way of direct or feeder type connections, a common but co-ordinated port policy with a well-defined, long term action plan set forth by the surrounding states' administrations is needed.

Key words: Black Sea, Silk Road, TRACECA, transport corridor, combined transport, port.

Introduction

I. The Black Sea: A Strategic Transport Focus

The Black Sea is an inland as well as the world's most isolated sea between south-eastern Europe and Asia Minor. It is connected to the Oceans by way of the Mediterranean Sea via the Bosphorus, the Sea of Marmara, the Dardanelles, the Aegean Sea, the Gibraltar Strait and the Suez Canal. It has an area of 422.000 square km with a maximum depth of 2210 m. It is surrounded by 6 countries namely Turkey, Bulgaria, Romania, Ukraine, Russia, and Georgia.



Since the medieval era the Black Sea area has been the cradle of different civilizations, as well as the junction point for the renowned cross routes so-named as the Silk Road between Asia and Europe, trades and cultures.

Silk Road is one of the World's oldest and historically most important trade routes and is the longest land bridge of the time. Its influences on the culture of China, Central Asia and the West were prominent for many centuries.

The continental Silk Road diverged into south and north routes extending from the commercial centres of North China and reaching to various places in the Black Sea, Mediterranean Sea and to Mesopotamia. The south route linked China to Mesopotamia and Anatolia through Turkistan and Iran, ultimately reaching to the Mediterranean coast of Anatolia, Syria or Egypt; the north route however linked China to the Black Sea and Balkans, leading to Venice via the Black Sea and Sea of Marmara.

The Silk Road (or, route) was actually a network of several transport links, having more than 15.000 km in length, connecting China to the West via several distribution centres and crossing Central Asia by way of land bridge. It was not a single straight thoroughfare, and was actually several caravan routes - Kashgar being the most important point of convergence of this very long transport corridor.

The caravan routes followed many integrated itineraries and consisted of many sections, branches, and alternates. Several land/sea bridges as well linked the routes to their final destinations – Anatolia being the primary junction /crossroad of these reciprocal or opposite routes, and the land bridge joining the connections to Europe via the Thrace region. Several Anatolian cities, inter alia, Trabzon, Gumushane, Erzurum, Sivas, Tokat, Amasya, Kastamonu, Izmit, Istanbul and Edirne in the north; and Mardin, Diyarbakır, Adıyaman, Malatya, Kayseri, Kahramanmaraş, Nevşehir, Konya, Isparta, Antalya and Denizli in the south formed the connections of the land bridge.

Apart from these land connections, the old Silk Road also used sea routes linking Europe to Asia Minor, through the adjacent seas the Black Sea, the Aegean Sea and the East Mediterranean. In the Black Sea, the road from the north passed over Batumi to Trabzon and/or Sinop, Istanbul, Bursa, Gallipoli and reached Venice; and in the Mediterranean, it extended from Syria to Antakya, Antalya, (East Mediterranean) Izmir, Foça (Aegean Sea) and from there to Europe.

The heyday of the silk route corresponds to that of the Byzantine era. It facilitated commercial and cultural flow and exchange of technology of the time between the East and West. It also acted as a path for communication between different parts of the Road.

Although the Road got its name from traded silk, neither silk was the major commodity, nor did single commodity use the Route. Silk was only a minor article of trade carried on the route. The traders heading east to China mostly carried gold, silver and precious stones to pay for silk and porcelain. Many countless goods were also transported back and forth all the way along the Route. Carved ivory, local textile and glassware were traded east; porcelain ware, tea leaves, leather, furs, jade, ceramics, gun powder, exotic plants, animals- mostly horses- and spice went west. Pepper, which gave its name to a well-known route, came in from India and joined the Silk Road in Afghanistan. Many of these commodities were bartered for others along the way, and objects often changed hands on several occasions.

The Silk Road acted as Central Asia's main trade artery for many centuries. Over the years, profitable and safer shipping routes rather than overland also flourished connecting China to the Middle East; hence trade via shipping routes expanded to such an extent that eventually the land bridge died down.

The Silk Road served as the main transport link between the two Continents for more than 1000 years and lost its importance in times when the security of transit no longer existed. Most of the east-west trade hence shifted to shipping transport through the Suez Canal and Malacca Straits. (Akten and Gönençgil, 2004)

Safer transport of goods and service reliability also prompted this move towards shipping. It remained however an important and fascinating cultural resource for many centuries and yet it still bears its marks.

With the collapse of the USSR in 1991, after the Turkic Republics in Central Asia acquired their independence in particular, the idea both to revive the traditional Silk Road both as a contemporary trade route and as a cultural and historical heirloom gained momentum.

TRACECA (TRANsport Corridor Europe-Caucasus-Asia) is such a project to connect Europe to Central Asia.

“TRACECA-Restoration of the historic Silk Route” Conference which was held on September 8, 1998 in Baku (Azerbaijan) was the most striking programme milestone as the work on the “Basic Multilateral Agreement on International Transport for the Development of the Transport Corridor Europe-Caucasus-Asia with its complementary Technical Annexes was concluded and signed.

The objective of the Basic Agreement and its Technical Annexes can be outlined as in the following:

- Assisting in the development of economic relations, trade and transport communication in Europe, Black Sea region, Caucasus, Caspian Sea region and Asia,
- Ensuring traffic security, cargo safety and environment protection,
- Ensuring access to the world market of road , rail transport and commercial navigation,
- Harmonisation of transport policy and legal structure in the field of transport,
- Creation of equal conditions of competition for transport operations.

With the advent of new contemporary transport corridor rail transport is largely to replace caravans, and no customs barrier will exist all the way through. Smooth and fast combined transport services will avail itself of every chance to foster the trade and other possible relations between Asia and Europe. It is planned a continuous railway to run from the Yellow Sea to Western Europe via the Black Sea. Black Sea is to be transited back and forth by means of several ferry connections reaching seaport terminals at Northern Anatolia, Georgia, Bulgaria and Romania. (Akten and Gönençgil, 2004)

The EU looks upon this network as an additional route that would complement other European routes and retains the following objectives:¹

¹ European Commission, 2003: What is TRACECA?,1-2.

- To support the political and economic independence of the republics by enhancing their capacity to access European and world markets through alternative transport routes,
- To encourage further regional co-operation among the partner states,
- To increasingly use TRACECA as a catalyst to attract the support of international financial institutions (IFIs) and private investors,
- To link the TRACECA route with the Trans-European Networks (TENs).

TRACECA when the network is fully operational will provide combined transport services.

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Combined transport, at the European level, is an individual mode of transport which makes maximum use of the advantages of the various modes of land transport and short sea shipping. Combined transport thus implies the organisation of intermodal door-to-door transport by transferring the goods from one mode of transport to another without changing the loading unit.

TRACECA network will eventually link the Pacific Ocean to the Atlantic. The 10.900 km rail link will affect more than one-third of the world population – figure wise, 2.2 billion people.² The TRACECA will be an alternative to both the Trans-Siberian route and to shipping. (Akten and Gönençgil, 2004)

UN/ ECE (United Nations Economic Commission for Europe) defines combined transport as: “combination of means of transport where one

² Project when fully operational will have a fierce competition from the existing Trans-Siberian railway as the main land competitor.

(passive) transport means is carried by another (active) means which provides traction and consumes energy”.³ UN/ECE used the term combined transport as being identical to the definition for intermodal transport which is “movement of goods (in one and the same loading unit or a vehicle⁴) by successive modes of transport without handling of the goods themselves when changing modes.” For transport policy purposes the ECMT restricts the term combined transport to cover: ”intermodal transport where major part of the European journey is by rail, inland waterways or sea and any initial and/or final leg carried out by road are as short as possible”.

TRACECA route is planned to be a seamless railway line stretching from Western Europe to China with its shipping connections in the Black Sea and Caspian Sea. The TRACECA line will also have connections with certain TENs such as the Trans-European North-South Motorway (TEM), and North-South Railway corridor (TER) between the Baltic and Black Sea countries.

The success of the TRACECA corridor will heavily depend on the joint transport policy of the TRACECA member states to provide a seamless and speedy flow of cargo. Therefore, certain problems such as definition of the route, conformity of basic track parameters to internationally accepted standards, improvements of measures to increase competitiveness of rail transport, upgrade railway transport speed for quicker despatch, lessened customs procedures to speed up transit movement of cargo, regular and reliable rail schedules etc. have to be settled, sorted out and harmonised.

Transport infrastructure and paperwork will likely be the determining factors of the network’s transit time. Presently, containerised cargo from China to Rotterdam by rail takes more than 30 days .Although the distance by sea is more or less twice as long (19.900 km), bigger sizes of ships coupled with speed increase and technology improvement has so far cut the sailing time to 25 days.⁵

³ Eurostat, 1997: Intermodal transport, 2.

⁴ Vehicle can be a road or rail vehicle or a vessel.

⁵ Shu,X (1997): *ibid*, 32.

Almost half of the world's cargo traffic is transported from Europe to Asia or vice versa. Operations on these routes bring over USD 1 billion to transport companies and transit countries annually.⁶

TRACECA Project which was initiated by EU is actually the restoration of previous Silk Road with the exception that caravans will be replaced by unit and passenger trains. Combined rail/road transport will form the principal freight carriage. Network as a whole will not only foster trade and tourism, but also develop exchange of cultures and social activities between the two continents.

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The new 10.900 km rail and shipping link is to form a combined transport network and will tie 40 nations⁷ together by way of "transport string". Several factors will of course affect the quality of combined transport services, such as;

- Reliability of transport,
- Safety of transport,
- Transit time,
- Door-to-door operations,
- Service flexibility. (Akten and Gönençgil, 2004)

The Black Sea Rim is well known for its developed trade relations and contacts. Attempts were undertaken to build bridges of rapprochement. Only in the last decade of the twentieth century however, when the atmosphere of the cold war, suspicion and mistrust has receded, have the countries of the Black Sea area been able to undertake bold steps in that direction. They could come together and

⁶ Silk road (2004): Transport strategy for the third Millennium

⁷ Shu,X (1997): The new Asia-Europe land bridge – Current situation and future prospects, Japan Railway and Transport Review,December,30-33.

decide how, in the age of the globalization of economies, valuable assets in their possession, such as geographical proximity, common history, cultural bonds and the interdependence of their national economies could be efficiently employed for mutual benefit and prosperity.

The real breakthrough occurred in June 25, 1992 when the Heads of State and Government of eleven countries: Albania, Armenia, Azerbaijan, Bulgaria, Georgia, Greece, Moldova, Romania, Russia, Turkey and Ukraine met upon the invitation of the Government of Turkey in Istanbul. This Summit was successfully crowned with the signing of the "Summit Declaration on Black Sea Economic Cooperation (BSEC)."

The Black Sea Economic Cooperation is based on the principles laid down in the Helsinki Final Act, the follow-up Conference on Security and Cooperation in Europe (CSCE) documents and, particularly, in the Paris Charter for a New Europe and on shared values such as democracy, human rights and fundamental freedoms, prosperity through economic liberty and social justice and equal security for all the Participating States. The goals and principles embodied in the Summit Declaration of the Black Sea Economic Cooperation are in full conformity with the provisions of the United Nations Charter. As a unique and promising model aimed at fostering interaction and harmony among the Participating States, the BSEC will undoubtedly contribute to the creation of a future Europe-wide economic zone and promote mutual understanding, peace and security in the region. One of the basic objectives of the BSEC, proclaimed in the "Summit Declaration", is to ensure that the Black Sea becomes a sea of peace, stability and prosperity, encouraging friendly and good-neighbourly relation. (MFA, 1999)

The Black Sea constitutes a unique link between Asia and Europe and has a very important role in world trade as BSEC Countries generate 1/5th of the world trade. The Black Sea area is also strategic importance to the West, and to Europe in particular, is bound to increase substantially in the years to come. Given the region's geostrategic position as a natural link between Europe and Asia, and between Central Asia and the Middle East, it constitutes a vital trade link as well as an important area of transit. Consequently, instability and potential for conflict in the Black Sea area, its energy resources

and its economic prospects matter to the international community. (Valinakis, 1999):

European Union has carried out several projects having a direct effect and influence on the maritime transport in the Black Sea rim. Some of them are closely linked with the Pan-European Transport Corridors whereas the others are related to renovation of the ancient Silk Road. The related transport corridors are:

- Corridor IV,
- Corridor VII, the Danube corridor,
- Corridor VIII, a link between the Black Sea and the Adriatic,
- Corridor IX, a link from Finland down to Bulgaria and Greece with a branch to Odessa,
- TRACECA corridor. (Güler, 2005)

Transport services exist to serve and foster the trade, be it domestic or international, and without the inclusion of the said services the trade cannot be implemented properly. Shipping at this stage is the dominant means of transport for the World trade as the Earth is almost covered by the sea.

Shipping as the source of cheap transport has opened up wider markets to specialisation and since the mid-1960s two main developments in shipping - unitisation and bulking - have played a major role on increasing the productivity in sea transport.

Seaports as the ends of the shipping transport are purpose-built and commercial establishments where services for ships, cargoes or cargo groups, passengers and – in more general terms port users - are rendered. (Birgün-Barla and Akten, 2001). They are geographical areas, acting as link in the transport chain and at the same time play important functions as distribution centres for national as well as regional economies by way of hinterland networks.

A Seaport may be defined as “a commercial establishment, where physical means such as berths, storage facilities, and handling equipment are available and services for port-users are generated” (Akten, 1999).

The demand for port services arises from the existence of shipping trade; services for ships, cargoes or cargo groups, passengers and – in

more general terms – port users are rendered at such purpose-built commercial establishments (Akten, 2001).

The primary objective of a port is to maintain an efficient and speedy flow of both goods and ships. It forms a vital link between the national economy and the world markets. It connects producers, manufacturers, distributors, retailers and consumers who are often separated by thousands of miles (Gray and Kim, 2001).

II. Port Industry In The Black Sea Rim

Ports are indispensable link in the transport chain. As the transport system develops, prudent ports take proper measures in due time and in line with such developments - by either improving (sometimes upgrading, too) or enlarging their seaports and seaport terminals.

Container has been the key instrument accepted World-wide for international general cargo trade as compared with other similar means of carriage like unit load, roll-on / roll-off or barge-on / barge-off systems, though the others could have certain advantages on certain points and for certain areas.

In today's competitive and global environment seaports are vital not only for the countries concerned; but also for regional economies / states unions for the sake an efficient and cost-effective transport service (and port system).

Ports are seen as important centres of regional, economic and social developments - acting as essential interface between sea-borne and land-based modes of transport, were often used as instruments of regional planning. (European Commission, 1998)

EU ports (i.e. south and west coasts of Europe) handle roughly 3 billion tons of cargo a year. In terms of container handling, the corresponding figure is more or less 31.1 million TEUs (1996). Thus, EU ports handle about 1/5th of the World total container throughput. World total container handling was almost 135 million TEU. (UNCTAD, 1997)

Similar figure for the Black Sea countries (i.e. East side of the Continent) however is quite low as compared with the EU. Black Sea countries handle about 1.7 million TEU in their seaport terminals

(1996). In other words, container throughput of the East Coast comprises about 5 p.c. of the West and South, and 0.012 p.c of the World total.

Table - 1 : Container Throughput In The Black Sea

ÜLKE	Container throughput by year (Unit: Thousand TEUs)								
	1985	1990	1991	1992	1993	1994	1995	1996	1997
Turkey	114,5	355,9	369,4	456,6	577,2	602,6	745,2	969,7	1202
Bulgaria	35	28,3	32,7	19,5	15	39,9	45,6	51,1	51,5
Romania	37,5	28,5	46,3	50,2	33	41,3	68,6	86,3	95
Russian Fed (Black Sea)	84,1	141,8	0	0	0	0	0	0	0
Ukraine	0	0	102,6	74,1	69,5	41	39,4	61,1	61

Source: JICA/DLH (2000):ULIMAP Main Report, Vol .I, Table 5.1.8.

Table - 2 : Container Traffic In Europe

Port/Terminal	Container Traffic by Years			
	(Unit : thousand TEUs)			
South European Ports	1996	1997	1998	1999
Algeciras	1307	1538	1826	1833
La Spezia	871	616	732	843
Genoa	826	1180	1266	1234
Barcelona	767	972	1095	1235
Valencia	705	832	1005	1170
Marsaxlokk	590	663	1072	1200
Piraeus	575	684	933	906
Gioia Tauro	572	1448	2126	2203
Marseille-Fos	548	620	660	664
Livorno	417	501	535	458
Sub-total:	7178	9054	11250	11746
Percent in sub-total	34,3	37,2	40,2	39,4
North European Ports				
Rotterdam	4971	5495	6012	6343
Hamburg	3054	3315	3547	3738
Antwerp	2654	2969	3266	3614

Bremen/Bremerhaven	1548	1703	1811	2181
Le Havre	1020	1185	1320	1378
Zeebrugge	553	648	776	850
Sub-total:	13800	15315	16732	18104
Percent in sub-total	65,7	62,8	59,8	60,6
OVERALL TOTAL	20978	24369	27982	29850

Source : Port Autonome de Marseille, Med in Marseille Statistics 1999, p.14

Table - 3: Container Throughput In The East Med (1997)

Port/Terminal	Container Throughput (000 TEUs)	
	Yearly Total	Daily Total
Haifa	684	1873
Damietta	604	1654
Ashdod	427	1169
Port Said	420	1150
Alexandria	389	1065
İzmir	388	1063
Haydarpaşa	330	904
Beirut	278	761
Mersin	268	715
Limassol	237	649
Larnaca	165	452
Thessaloniki	156	427
Kumport	150	410

Source : Containerisation International Yearbook 1999

Table - 4 : Selected container terminals in the Black Sea rim

Terminal	Length of Berth	Water Depth	Storage Area	Handling Equipment	Rate of Handling
	(m)	(m)	(sq.m)	(gantry crane)(Ton)	(TEUs/day)
Odessa	308 (2) (a)	13	74.150	2 x 30.5	200 (b)
					100 (c)
Ilichevsk	155 (1) (a)	13	724.600	2 x 45.0	250 (b)
				2 x 30.5	100 (c)
Constantza	232 (2) (a)	10,2	114.000	2 x 40.7	480
Haydarpaşa	650 (4) (a)	12	100.000	4 x 35.0	900
İzmir	1050 (7) (a)	12-13	152.000	3 x 35.0	1050
Mersin	910 (6) (a)	10-12	151.300	3 x 35.0	700

(a) Number of ships accommodated at a time.

(b) Full container ships.

(c) Break-bulk ships.

Ports in the Black Sea rim lagged behind rapid changes and developments affecting the shipping industry in general; and on the contrary, developments took place quite slowly due to port administration style, though transport modes as well as cargo movements in the area and nearby have in general developed more rapidly. Therefore, it is hard to say that the ports in the Black Sea rim are modern ones.

Modern ports secure a rapid transit of cargoes. Cargo in the storage at the port would mean as a rule a dead capital for the owners of the goods even if this covers its expenses.

Port development in many countries of the Black Sea rim has not kept pace with the developments of ships. As is known, the long sojourns which ships face in a number of ports cost the shipping companies and eventually the consumer's immense sum of moneys.

Containerisation has affected the Rim and its vicinity, due to ever-increasing containerised movement of goods in the Med Sea region, and accordingly container traffic spread all over the area, forcing the ports to change or to track the changing pattern of cargo movement.

So far, investments made to meet the challenges have been considerably small and tracking the changes in cargo movement is quite little. Investments mostly made to-date however have been in the direction just to add - so to say - classical type of container terminal to the existing break-bulk ports - a quite obsolete UNCTAD philosophy / proposal set specifically for developing countries.

III. Re-Shaping Of Ports And Setting Common Goals For The Industry

Emergence of the global economy together with growing consumerism has led transport companies and ports to become more responsive than ever to the special needs of their trading partners. Customers (e.g. charterers) on the other hand have tended to become more demanding for service quality, competitive pricing, timely and reliable delivery of goods - ultimately pushing ports and shipping companies to restructure themselves with larger, costlier and technologically more advanced investments.

Multimodal system is the current outcome of such ongoing - enabling door-to-door delivery of goods; eliminating the frontiers as well.

The Black Sea has a vast - though not well organised and co-ordinated - hinterland; linking several Continents and seas in all directions - namely the North Sea from the west; the Japan, China and Turkic Republics from the east; White Sea and the Baltic Sea from the north; east / west Mediterranean from the south. In order to focus the multimodal transport traffic in the BSEC seaport terminals by way of either direct or feeder type links, a common but co-ordinated seaport policy, with a well defined, long-term action plan set forth by the surrounding States' relevant administrations is inevitably needed.

It is not an easy task to achieve; and at this stage one shouldn't forget the efforts and challenges made and struggles faced by the maritime powers of Europe, to divert the shipping traffic from the Med Sea ports to the North Sea region, with their immensely supported and very well advocated "mare liberum" philosophy, took their not less than three centuries.

East side of the European Continent has got favourable as well as many ostensible potentials to be linked with the West and South, and with the East of Med Sea regions. With the presence of the BSEC as sleeping beauty it wouldn't be wrong to say that many things should be done as steps forward to flourish the transport potentials of the Rim region. (Akten, 2001)

Figures provided in the Annex of this paper clearly reveal the significant difference between the Rim region and the rest of the Continent. The said difference likely comes from one or some of the reasons being;

- a. The port facilities are not properly designed or insufficient,
- b. No effective or poor management / administration style exists,
- c. Traffic is considerably low, and no organised / collective effort is made to attract further traffic in line with the developments,
- d. Feeder links are poor or rather limited,
- e. Bureaucratic obstacles exist,
- f. Geographic advantages to push transit cargo flow to and fro the West is not properly utilised.

Therefore, it looks viable to combine the cargo potentials of the BSEC members to channel those in a brand new and tailor-made hub port, commonly invested and its location being compatible with the already settled routes.

In the era of multimodal transport, BSEC region has got a chance and potentials to sustain the transport services. In order to activate the sleeping / hidden transport potentials, certain steps forward, which we believe to be encouraged by the BSEC Secretariat even, need to be taken, inter alias;

- a. Feeder traffic to and fro the Region should jointly be organised.
- b. A joint feeder shipping fleet be set up.
- c. At a later stage, building up of main container fleet be elaborated.
- d. A joint institute for research and planning solely for seaports / seaport terminals and maritime infrastructures be formed. Its field of activity should also cover preparation of various projects in different topics of the port industry.
- e. An investment for main hub port / terminal which would specifically serve to handle, to channel and to distribute the regional traffic to and fro, as well as to attract further transit multimodal traffic via region is needed, in order to integrate the region with rest of the World.
- f. A common “free port status” to serve for regional needs be taken up.
- g. A regional “port consortium” philosophy, which to be the very first application in the World, with regard to give a better shape for management style of the existing ports and ultimately to run those under one umbrella be considered and its framework should also cover, inter alias, as to what extent and to which ports the said philosophy are applicable. Also, how or whether to utilise the existing facilities to be the task of the Consortium.
- h. Customs procedures in ports have been subject to further consideration and need for facilitation in the light of multimodal transport environment, and accordingly uniform customs procedures, backed up by free port status be built up.
- i. A regional but uniform port management policy, based on fair competition, to match with the Western rivals is formed.

- j. Joint measures such as standardisation of loading units, dimensions of pallets inclusive, integration of telematics, uniform documentation, uniform port tariff etc. be taken into consideration.
- k. A long-term common action plan to accelerate the build-up need to be prepared.
- l. A common fund payable by the member States for research, planning, training, future tasks, and so on be formed.

IV. Conclusion

Ports were looked upon as strategic facilities prior to the 2nd World War ended. Then after, however, several shipping nations of the Western world noticed the port being an infrastructure for commercial shipping and accordingly turned it into a typical trading house.

Not only the water-depth, increase in mechanisation ratio with the advent of containerisation but also management style have changed since then, and ports in most countries have become autonomous bodies.

Ports in the Black Sea rim however lagged behind such changes and developments faced mostly with the advent of containerisation; and on the contrary, developments in the transportation modes in the area and nearby have necessitated the port industry be re-shaped for rational service(s) to shipping.

Containerisation has affected the Rim and its geographical vicinity due to ever-increasing containerised movement of cargoes in the Med Sea region.

So far, investments made to meet challenges have been considerably small and been in the direction just to add - so to say - classical type of container terminal to the existing break-bulk ports, a quite obsolete UNCTAD recipe set specifically for developing economies.

The Black Sea has a vast - though not well organised and co-ordinated - hinterland; linking several continents and seas in all directions. In order to attract the shipping traffic by way of direct or feeder type connections, a common but co-ordinated port policy with a well-defined, long term action plan set forth by the surrounding states' administrations is needed.

Black Sea rim states, under the auspices of the Black Sea Economic Co-operation secretariat, should elaborate pros and cons of the transport and logistics potentials of the Region, set their goals by well-defining the elements of their common policy; inter alia, type of proper management for ports, how and to what extent existing ports be re-shaped for better utilisation, possibility of new joint but new investments, whether and how common tariff and regional strategy be applicable, ultimately to lead them to make up their common consistent port policy at the regional level.

Özet

Karadeniz Asya ile Avrupa arasında yer alan bir iç denizdir. Türk Boğazları, Ege, Akdeniz, Cebelitarık Boğazı ve Süveyş Kanalı ile Okyanuslara bağlanmaktadır.

Karadeniz eski İpek Yolunun devrede olduğu dönemlerde Avrupa ile Asya ticaretinin uğrak odağıydı. Ne var ki, Yolun güvenliğini giderek yitirmesi ve coğrafi keşiflerin sonrasında taşımacılığın denize kayması yüzünden İpek Yolu kullanılmaz oldu.

Rusya'nın dağılmasıyla birlikte eski İpek yolu'nu canlandırma çabaları başladı. Konteynerin taşımalarına girmiş olması dünya ticaretinin yarısının yapılmakta olduğu Doğu Asya ile Avrupa arasında demiryolu-denizyolu bağlantılı kombine taşımacılığını denizyolu taşımacılığına seçenek olarak ulaşım gündemine taşıdı.

TRACECA Koridoru, Asya'yı Avrupa'ya bağlayacak ve demiryolu taşımacılığının ağırlıklı olarak kullanılacağı yeni İpek yolu olacaktır. Bu çağdaş koridor, kapıdan-kapıya ulaşım hizmetinin verileceği kombine taşımacılığı kullanacaktır. Demiryolundan Karadeniz'e getirilecek konteynerler denizden demiryolu ferileriyle Karadeniz'in batısındaki limanlara aktarılacak; oradan da yine demiryoluyla alıcısına ulaştırılacaktır.

Ancak, Karadeniz havzasındaki limanlar konteyner taşımacılığındaki baş döndürücü gelişmeler karşısında yavaş gelişme göstermektedir. Kombine taşıma hizmeti zamanlı hizmet gerektirir. Burada tarife esastır. Bu bakımdan kombine taşımacılığın darboğazlarından biri sayılan limanların TRACECA koridoru felsefesine uyum gösterecek ve taşımaları yavaşlatmayacak yatırımlara ve organizasyonlara yönelmesi çok önem arz etmektedir.

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