

DEVELOPMENT OF A CONTEMPORARY MODEL
FOR PHYSICAL PLANNING:
ADANA, TURKEY

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A MASTER'S REPORT

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requirements for the degree

MASTER OF REGIONAL AND COMMUNITY PLANNING

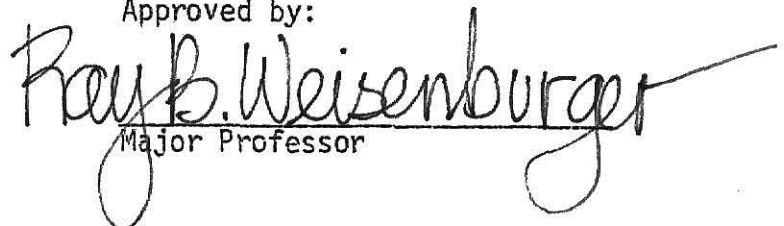
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Chapter 1

INTRODUCTION

Almost fifty-nine years ago, on October 29, 1923, the newly created Turkish Republic under Kemal Ataturk began to struggle with a problem that confronts many developing nations today. One major urban area, which was the city of Istanbul, held a virtual monopoly over modern commerce, industry, higher educational facilities, hospitals, and other institutions essential to the conduct of a twentieth century nation.

Istanbul had been ". . .the center of all Turkish affairs; economic, political and industrial as well as military. There was no other city in the country to replace it, no network of roads and railways which would have enabled the Army and the government to have rapidly regrouped in another place."¹ Most modernizing influences outside of Istanbul, moreover, were in turn confined to a second urban area:

. . .the agricultural export center of Izmir on the Aegean coast. [see Map 1] Beyond these two cities and their immediate hinterlands, Turkey was a nation mainly of primitive peasants, centuries behind the western world in attitudes and production processes. Many towns existed in the barren, rugged countryside; but they were for the most part small market [see Map 2] and military communities, isolated from both Istanbul and the surrounding peasant culture.²

¹Alan Moorehead, Gallipoli, Harper and Bros., New York, N.Y., 1956, p. 41.

²Malcolm D. Rivkin, Area Development for National Growth, Frederick A. Praeger Publishers, New York, N.Y., 1965, p. 1.

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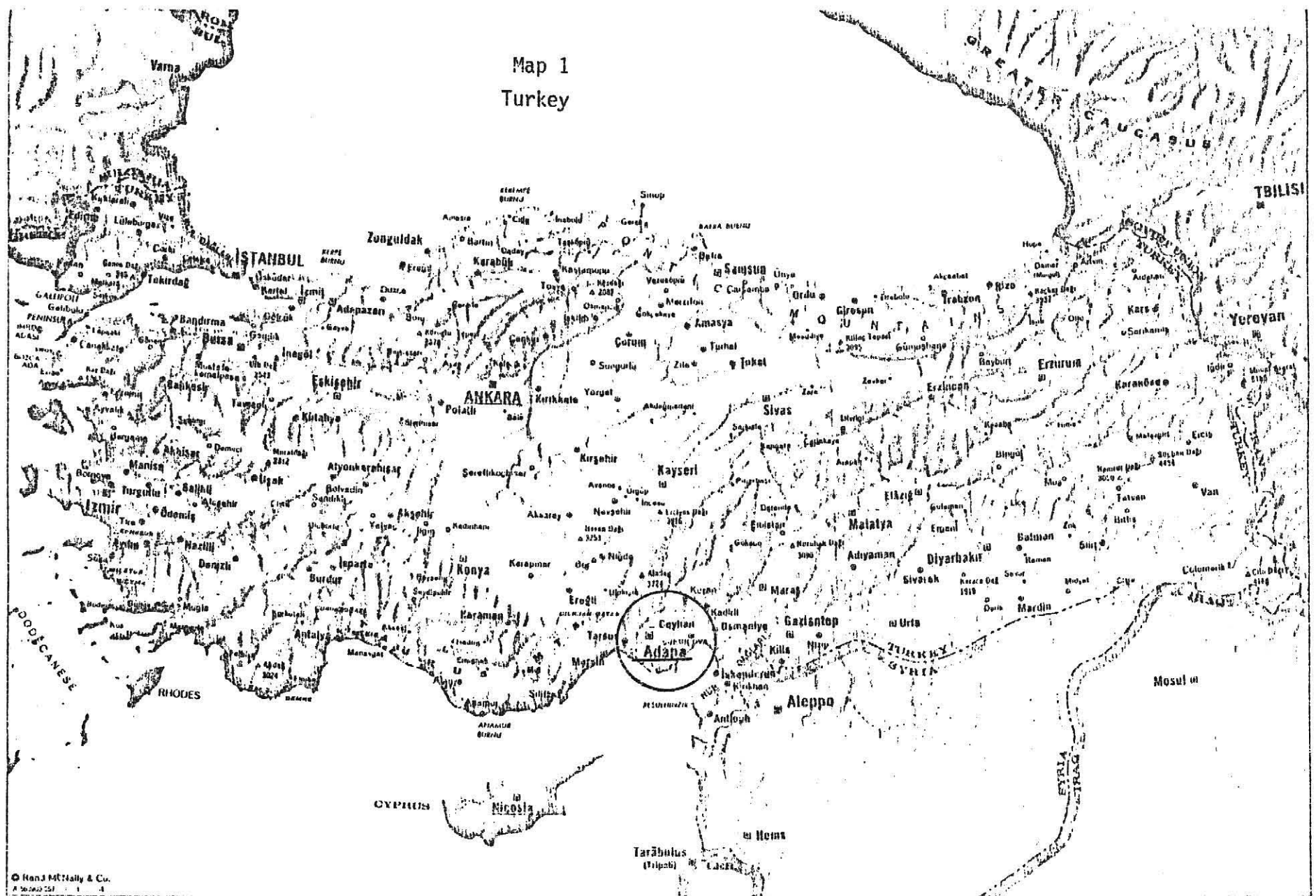
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Turkey

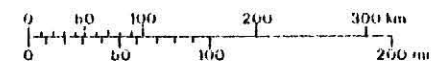


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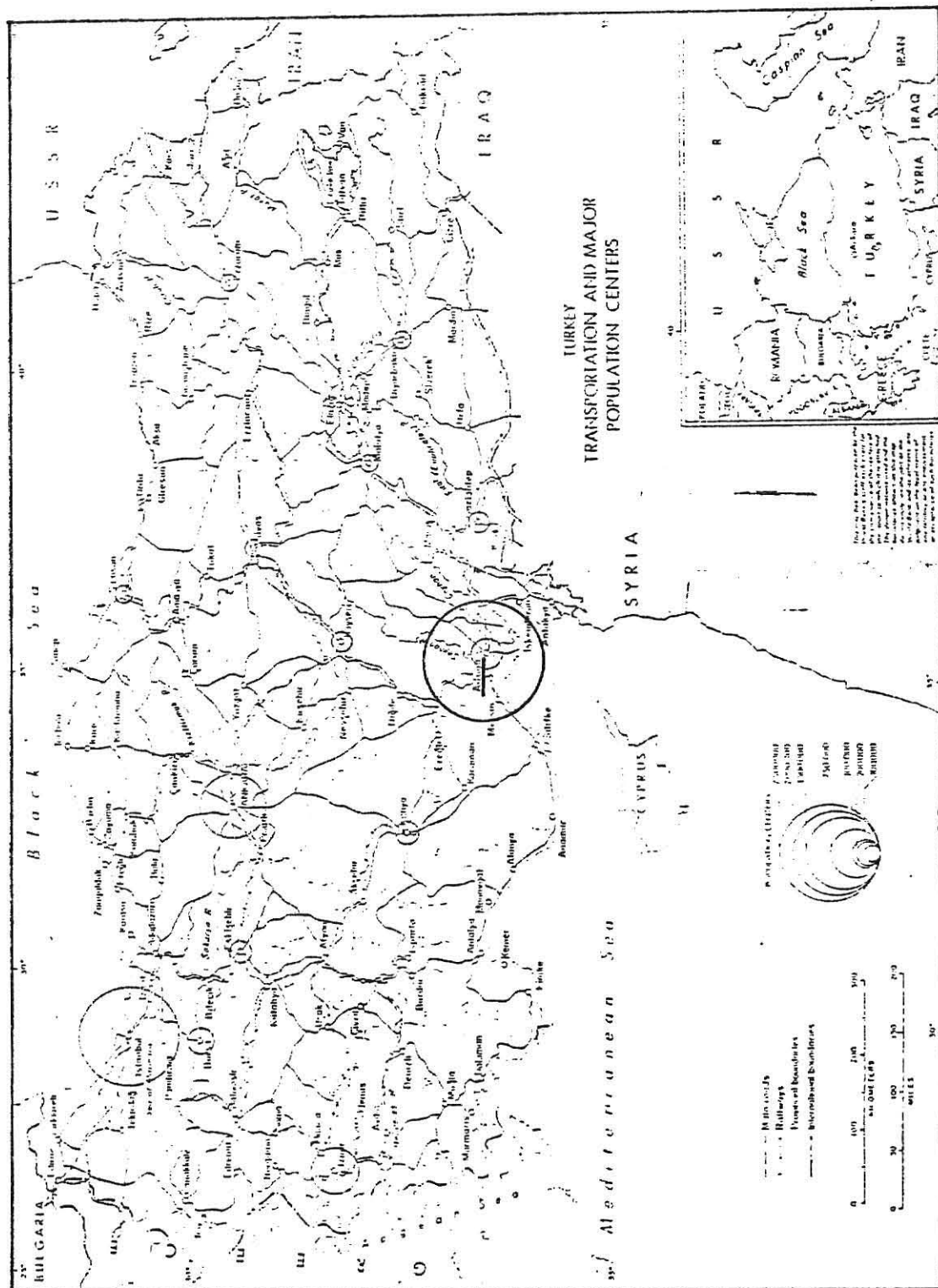
TURKEY

Size of symbol indicates relative size of town . . .

Elevations in metres



Map 2
Major Population Centers



Ataturk set out to change this pattern. After the 1919-23 revolution, the new government determined to extend both urbanization and socio-economic modernization deep into the Anatolian Peninsula, which covers the area surrounded by the Black Sea, the Marmara Sea and Straights, the Aegean Sea, and the Mediterranean Sea (see Map 3). Development of interior areas became an explicit public policy. During this era four specific programs were attempted:

1. Creation of a new administrative and cultural capital at Ankara, some 300 miles inland from Istanbul.
2. Transformation of many provincial towns into modern cities by making them governmental and cultural centers for their respective hinterlands and by initiating extensive municipal construction projects.
3. Extension of railroad lines to provincial towns, connecting them with Ankara and the western coast.
4. Establishment of large industries, owned and operated by the state in many interior communities.³

These programs were tried decades before Brazil conceived Brasilia or Pakistan, Islamabad to deal with similar problems of urban concentration. They were initiated and conducted long before Venezuela and India created public authorities to exploit rich interior regions whose resource base alone could not attract investors or managers from other cities.⁴

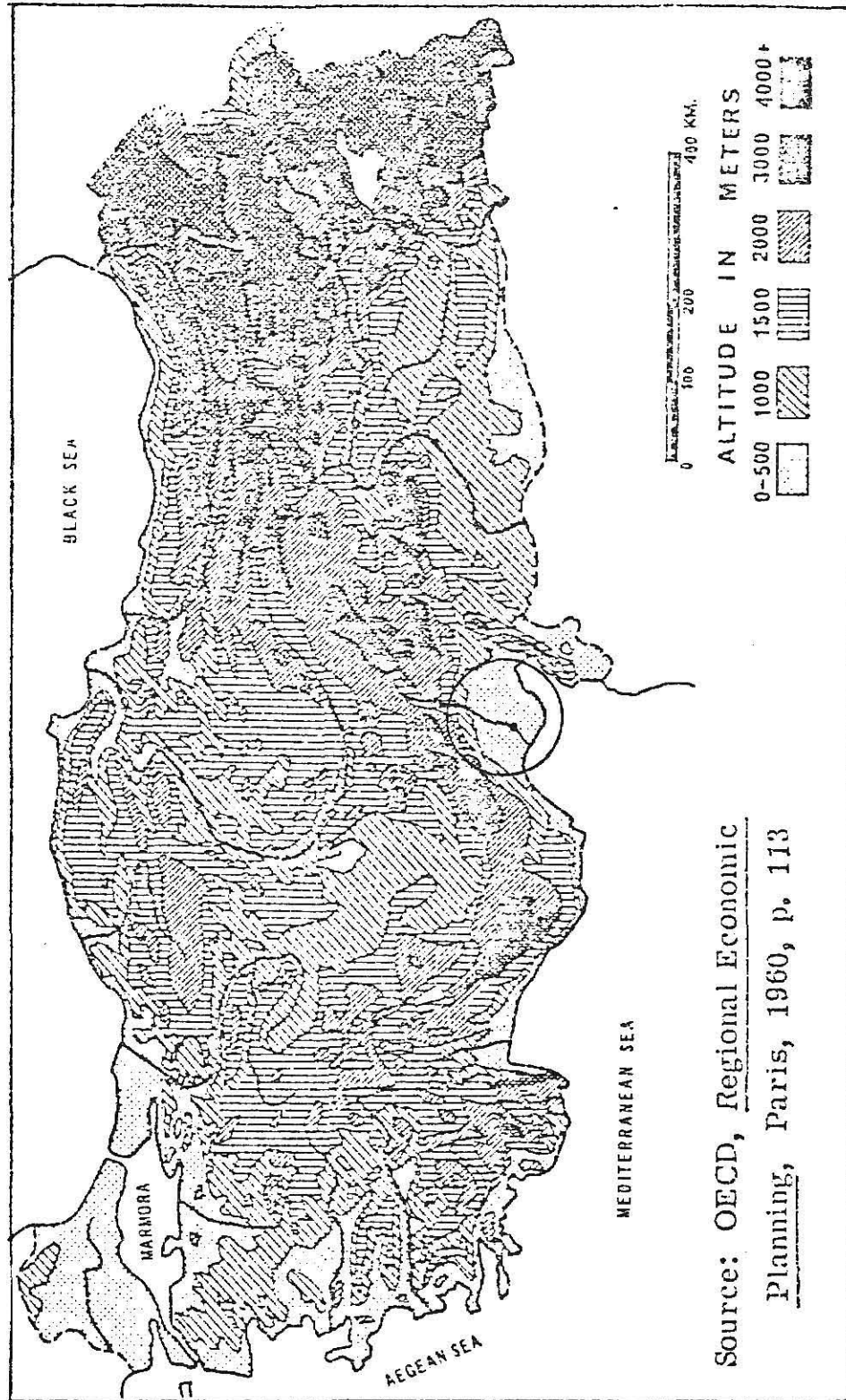
After Ataturk's death in 1938, Turkey continued to pursue area development efforts:

Although the programs' character changed and the degree to which they were emphasized by subsequent governments differed, there is enough evidence to conclude that decentralized growth has been a significant aspect of public policy from 1923 (when the Republic of Turkey was established) to the present day. Lessons from the

³Rivkin, 1965, p. 44.

⁴Rivkin, 1965, p. 2.

Map 3
RELIEF MAP OF TURKEY



Source: OECD, Regional Economic Planning, Paris, 1960, p. 113

past years of Turkish efforts at area development are thus of clear import to other nations possessed with concentrated patterns of urbanization and modern economic activity and now seeking ways to stimulate new growth areas elsewhere.⁵

Turkey's experience is particularly relevant to nations outside the Communist Bloc, since private enterprise has played an important role in the modern state. Much of the public pioneering in the interior was undertaken to open a way for private entrepreneurs to follow.

The remainder of this chapter presents an overview of Turkey as a country, the population, demography, economy and related statistics about the given criteria. Chapter 2 is a brief look at the Turkish central government, the local governments, and also public administration in Turkey. Chapter 3 introduces the city of Adana and municipal governments in Turkey. The researcher's goal is to outline the existing physical plan for the city. Chapter 4, the final chapter, presents a suggested model for improving downtown Adana and points out an alternative model of implementation to the existing situation. Appendices included with this report present statistics related to Turkey and Adana, the Turkish Constitution, the Law of Municipalities in brief, and the Law of State Planning Organization establishment.

OVERVIEW OF TURKEY

Turkey has long held the interest of the West. Once it was the focus of attention because of its romantic fascination: an exotic land with sultans (emperors of Ottoman), harems, eunuchs and dervishes; a fierce and fearsome people who had twice knocked on the very gates of Vienna; the great mosques and monuments of Constantinople; the amazing Ataturk, who devastated mighty Britain at Gallipoli and then set out to turn his entire country around with one dramatic revolution after another. Then after World

⁵Rivkin, 1965, p. 2.

War II came the spectacle, almost unparalleled in modern times, of a ruling single party which not only allowed a free election, but acquiesced in its own defeat and quietly left power to become the opposition.⁶

Today there are different reasons for the attention that observers focus on Turkey. It has completed a full half-century of a modernizing revolution, a record which was achieved by few other "developing" countries. Turkey's multiparty political system has been strong enough to survive two interventions by its armed forces and, as of now, Turkey is on the path of returning to regular democracy from the September 12, 1980, intervention which took place because of the guerrilla violence between right and left extremists. The unconstitutional Communist and Fascist urban and rural guerrillas are called left and right, respectively, in Turkey. Violence between these two groups had become so great that many leaders, political and military alike, agreed that "business as usual" was impossible.⁷

In general, Turkey has been and still is managing to do well in checking radical challenges, even while undergoing the strains of rapid population growth (1963-77 rate of growth was 2.5%, see Appendix D, page 172), the problems of rapid and massive urbanization (see Table 1), a vast increase in popular demands on both the political and economic systems, critical economic problems, and challenges from many directions in international affairs.

Weiker writes:

To the visitor from the West Turkey is a country of great paradoxes. One hears many complaints about the economy--rapid

⁶Walter F. Weiker, The Modernization of Turkey, Holmes and Meier Publishers, Inc., New York, N.Y., 1981, p. xiii.

⁷Weiker, 1981, p. xv.

Table 1

Urbanization, 1950-65

	<u>Urban Population^a</u>			<u>City Population^b</u>		
	Urban Residents (millions)	As % of Total Population	Annual Rate of Growth ^c (%)	City Residents (millions)	As % of Total Population	Annual Rate of Growth ^c (%)
1950	5.2	24.9	2.0	3.0	14.4	2.9
1955	6.9	28.6	5.8	4.4	18.3	8.0
1960	8.9	32.0	5.2	6.1	22.0	6.8
1965	10.8	34.4	4.0	7.9	25.2	5.3
Increase 1950-65 (%)	108	--	--	164	--	--

a. Defined as residents of administrative centers of provinces and districts.

b. Defined as residents of communities with populations of 20,000 and over.

c. Since previous quinquennial census.

Source: Statistical Yearbook of Turkey.

inflation, numerous shortages, aggravating inadequacies of public services--but at the same time most people seem to have a remarkable ability to adjust to their circumstances. To take but one small example, there is an amazing willingness to wait patiently for public transportation for what seems to a foreigner an extremely long time, and the orderliness of such queues is rarely disturbed. Stores are filled with goods and customers. Everyone has solutions to Turkey's problems, even if few have concrete ideas as to how those solutions are to be implemented.⁸

On the social scene, political problems of radical origin have effected people's daily lives. In 1979, urban guerrillas took well over a thousand lives. This political violence, for the most part, is not random but is directed at very specific targets. It is usually aimed at individuals rather than being a general anti-society phenomenon.

On the economic scene, there are critical shortages of foreign exchange, which will very likely get worse unless there are large new foreign credits. The negotiations for these credits can be expected to be very critical and difficult despite the apparent realization of Turkey's increased importance now that neighboring Iran has all but collapsed as an anchor of Western defense.⁹ Many of the decisions waiting to be made in this area are subject to troubling contradictory considerations: the price of gasoline in Turkey, for example, was among the lowest in Europe; and while many say that it is kept low in order not to offend the government's upper-middle class supporters,¹⁰ it must also be pointed out that the sharp increase which some experts advocate would likewise significantly increase the operating costs of industry and mechanized agriculture and, in turn, harm Turkey's already very difficult prospects of increasing exports.

⁸Weiker, 1981, p. xiv.

¹⁰Ibid.

⁹Ibid.

On still another front, there is now beginning to be public acknowledgment that there are indeed some ethnic minority problems. These are being aggravated, in part, because they also coincide with regional imbalances, as with the Kurds in the eastern provinces. Other such problems arise from more traditional communal feelings, as with the Alevi's who are spread throughout many parts of the country and who are now also particularly concentrated in certain gecekondus (literally, slum) areas of Turkey's rapidly growing large cities.

There is extremely high popular interest in politics in Turkey today,¹¹ and a sharply increased degree of polarization in the press and the parliament as compared to a few years ago. It is hard to impose this same degree of divisiveness on the general population, which is described by some observers as a good deal more moderate but also generally disillusioned with the performance of all the major political parties.¹²

. . . Yet there is also considerable attachment to democracy, even if this attachment is partly on the basis that the prospect of authoritarian government revives memories of the gendarmerie and repression. Democratic institutions are seen by many as a means of bargaining, through which, among other things, places Turkey in a different category than many other "developing" countries.

. . . I believe that if Turkey can overcome her short-term problems, the fundamental societal strengths which have been established augur well for her long-run stability and prosperity, and that the Republic's first half-century will indeed have prepared Turkey for its second one. . . . it is also the case that a great many Turks (nonelites as well as elites) are now agents of continuing modernization, not merely objects of it. In fact, nonelites now have a major role in defining many of the objectives and general policies of society. Virtually, all of the responsible political leaders of Turkey have decided that it is both wise and feasible to accept a relatively slow pace of cultural and social change, and have learned to be more comfortable with the survival of certain "tradition" while at the same time vigorously spurring modernization in some other spheres.¹³

¹¹Weiker, 1981, p. xvii. ¹³Weiker, 1981, p. xvi.

¹²Ibid.

LOCATION

Turkey has an area of 780,000 square kilometers, or 296,500 square miles. It adjoins six other countries (see Map 1): Greece, Bulgaria, Russia, Iran, Iraq, and Syria, and is bounded by three seas: the Mediterranean, Aegean, and Black Seas. Within its borders is the network of waterways (the Bosphorous, the Sea of Marmara, and the Dardenelles) which provides access to Russia's southern ports. Less than four percent of Turkish territory lies to the west of this water thoroughfare in continental Europe. The major part is in Anatolia and extends some 1,500 kilometers into Asia.

Boundaries of modern Turkey were mainly established under the Treaty of Lausanne, signed in 1923 by the victorious Allies of World War I and Mustafa Kemal's new Republican Government, and represents about fifteen percent of its early 19th century size and about half of what remained by the outbreak of world conflict in 1914.¹⁴

The land itself varies enormously in climate and topography. It ranges from lush, semi-tropical coastal littorals to high steppes and great mountain chains. Thrace (the European part of Turkey) is gentle, rolling country. Anatolia is quite in contrast: on three sides--north, west, and south--are coastal plains, narrowest at the Black Sea. Behind them rises tall peaks, in whose center lies a vast and barren plateau (see Map 3).

The main feature of the Anatolian peninsula is the high mountains surrounding it on all sides, which separates most of Anatolia from the sea and from the Asiatic mainland. The

¹⁴John K. Birge, A Guide to Turkish Area Study, American Council of Learned Societies, Washington, D.C., 1959, p. 17.

Anatolian peninsula has often been compared to a basin. . . .the bottom of the basin lies at altitudes ranging from 800 to 1000 meters above sea level, whereas the bordering mountains in the north scale heights of 1600 and 2000 meters. . . . Mountains approximately 3000 meters high form the (northeast) border of the plateau. The summits of Mt. Ararat, an exception, reach 5000 meters and above.¹⁵

Several large rivers flow from this rim of peaks (among them the Tigris and Euphrates, the Seyhan, Yesilirmak, Menderes, Kizilirmak, Sakarya and Gediz) to the coastal plains and inner Asia. Basic furnished export crops such as tobacco, fruit and cotton are common for the land.

CONTEMPORARY SOCIETY IN TURKEY

Turkey has a homogeneous population in two senses. In the first place, over ninety-nine percent of Turks are Muslims.¹⁶ Secondly, the only really large linguistic minority is that of the Kurds (about eight percent) who live mainly in the east. The next significant language spoken as a mother tongue is Arabic (just over one percent), and large numbers of both minorities can understand and speak some Turkish. The Muslim populace is actually divided. An estimated one-fifth are Shi'ite (Alevi in Turkish), the remaining four-fifths are Sunnite. This may well be a division that is declining in importance as a result of economic and social change, but it is possible for it to be exploited politically.¹⁷ The Kurkish minority can also provide more worries than its numbers warrant because there are Kurds outside Turkey's borders in

¹⁵FAO Mediterranean Development Project, Turkey, Country Report, FAO, Rome, Italy, 1959, p. II.

¹⁶C. H. Dodd, Democracy and Development in Turkey, The Esther Press, Great Britain, 1979, p. 15.

¹⁷Dodd, 1979, p. 17.

Iran and Iraq to help keep alive nationalist ambitions; however, the religious and linguistic differences do not coincide.

In 1935 Turkey was a thinly populated country with a population of slightly over 16 million, about one-fifth of whom were literate. By 1960, there were some 28 million and by 1965, about 31 million. Now Turkey has a population of over 43 million (1978 estimate) and an adult literacy ratio of better than sixty percent. By 1976, the primary school enrollment had increased by 104 percent (Appendix D, page 172).¹⁸

The rate of population increase is 2.5 percent which is more than that of most European countries but there's hope for the future since the birthrate is beginning to decline. It should do so for Turkey's development has been quite impressive. In 1973 the per capita Gross National Product at current prices was \$952 and rose to \$1117 in 1977.¹⁹

The single chief contributors to the Turkish gross domestic product are agriculture and industry, the former now contributing over one-fifth and the latter about one-quarter, miscellaneous services providing about one-half. The agricultural contribution can vary a great deal according to climatic fortunes, but the part played by industry, which is nearly all manufacturing, has increased steadily over the past twenty years. The overall rate of economic growth has in fact averaged some six to seven percent over the past decade.²⁰

Urban migration and urban growth are as predominant in Turkey as they are in many other Middle Eastern and third world countries. The result in the Middle East is that many towns are superficially a cross between Manchester and Mecca, but it is a superficial resemblance if

¹⁸World Bank Country Study, Turkey, World Bank Publications, Washington, D.C., 1980, p. xxi.

¹⁹Dodd, 1979, p. 16.

²⁰Dodd, 1979, p. 17.

only because just a few cities, like Istanbul, are really industrialized.²¹ The new population which has swarmed to the towns for the most part works in small scale crafts and in various service jobs. When they first arrive, these people are able to find urban accommodation, but with its increasing scarcity such accommodation becomes too expensive. Consequently, the newcomers then typically band together to move, often dramatically, as an organized body to occupy privately or publicly owned land, which overnight they crowd with shacks (gecekondus)²² to serve as living accommodations.

For the most part in Turkey the authorities have wrung their hands and done nothing to halt this process. One way or another the new immigrants acquire a title to the land they have occupied (they have votes to buy after all) with the result that Turkish towns are now surrounded by shanty towns, often much to the annoyance of the urban residents who resent the "peasantization" of their environment.²³

Certainly, Turkish towns have become much shabbier in recent years, partly as a result of this migration.

The population of these gecekondu is between 3.5 and 4.5 million, or some nine to twelve percent of the total Turkish population.²⁴ In the large towns from one-third to over half of the population lives in the new gecekondu suburbs. Their inhabitants are for the most part former peasants who have left the countryside because there are just too many people trying to get a living out of what is often poor quality

²¹Dodd, 1979, p. 23.

²²Gecekondu are shacks, or literally, "houses created overnight."

²³K. H. Karpel, The Gecekondu, Cambridge University Press, Cambridge, Mass., 1976, p. 78.

²⁴Karpel, 1976, p. 62.

land divided into uneconomically-sized plots,²⁵ or mechanization, which accelerated in the 1960's and has left them without work. Despite this experience they have not turned into rootless, resentful and alienated masses. For the most part, they moved to a nearby town after an opportunity to reconnoiter and experiment, and in the towns they tend to stick together in kinship and even regional groups. They continue to maintain contact with their home villages, where a few sometimes still have land, and family visits seem to occur quite frequently in both directions.

The gecekondü suburbs may be poor, but they are not slums, with all the misery, crime and resignation to poverty that the word implies. The gecekondüs are constantly being improved by the migrants, who nearly all manage to find some work, who are optimistic about the future and are very conscious of being better off than they were in the village. When they return to visit the village, perhaps to take a holiday there, or to work on their land, they are welcomed and esteemed. Indirectly they are a powerful force for modernization; to the villager their example is worth a hundred lessons from educated officials or teachers.²⁶

In the town the migrants take all sorts of jobs, including the unpleasant ones, but about a fifth of those who have migrated to Istanbul have set up small businesses of their own--the ideal for many migrants, while many others become skilled workers. Politically they are not discontent and certainly they are not enemies of the system. In fact, they use the multi-party system to obtain political benefits, like sanitation and electricity for their settlements and educational facilities for their children so that they may rise to become professional persons or higher officials. The gecekondüs are not the breeding places of revolution yet.²⁷

²⁵E. Özbudun, Social Change and Political Participation in Turkey, Princeton University Press, Princeton, 1976, p. 189.

²⁶Dodd, 1979, p. 24.

²⁷Dodd, 1979, p. 25.

These migrants from the countryside often feel inferior to townspeople, but their social aim is not to oblige townspeople to treat them equally. They do not wish to be a species of urban peasants, but instead to become like townspeople themselves. They want to become civilized, just as Ataturk wanted all the Turks to be, but civilization perhaps everywhere, and certainly in the Islamic tradition, is a thing of the town. Yet, the effect of the rural migration to the towns is beginning to make them and all classes of their inhabitants seem less obviously European or American, and this Turkofication is occurring despite the increasing numbers of cars, refrigerators, washing machines, and the like. It is as if material progress is enabling an enchained Turkish culture to break free and assert itself with a fuller confidence than before.²⁸

What then of the towns themselves, and particularly of the smaller ones which have not been so subject to the invasion from the countryside? Potently, towns are going to differ quite a deal by reference simply to their size. It can be said with some certainty that nearly all towns under 20,000 are likely to be market towns with minor commercial functions and some administrative ones, if they happen to be provincial or sub-provincial capitals. Sometimes these small towns have developed, or have had developed from them, industrial enterprises, but neither these nor indeed the larger towns always profit from such enterprises as much as might be expected. This is because industrial concerns in Turkey tend to be self-contained, in accordance with Turkish tradition in such matters. They often provide accommodation for their workers as well as shopping facilities and even schools. To some extent,

²⁸Dodd, 1979, p. 25.

and varying in each case, the town is thereby by-passed.²⁹ Yet this should not be exaggerated. Even the small towns, always held to be more conservative than the villages, are changing under the influence of education, commerce, easier transportation, the media, the return of workers from the larger towns and from Europe, and so on. Consequently, family patterns, as in the village, are becoming more nuclear, and the population does not appear to be passive or resigned to fate (they stress industriousness, determination, skill and education as the requirements for success, not divine favor).³⁰

This is not to say that religion and tradition have disappeared as effective determinants of behavior. Apprentices, if far fewer, still learn trades and are initiated into them with the traditional ceremonies and are said to still cherish the marks an irate master's hand left upon them, spots where roses are said to grow!³¹ Not all the graceful courtesies of Ottoman and Turkish civilized life are reduced to mere ceremony, and all the old values are not yet completely eroded and perhaps never will be. But more important than economic institutions, like apprenticeships, which will decline, most parents in towns as well as villages think it is important that their children should be brought up in the values enshrined in Islam. In Susurluk in Western Anatolia, they obviously still do not like some of the modern lycee (high school) teachers. They regard these individuals as "itinerate invaders with offensive ideologies

²⁹T. Akcura, "Urbanization in Turkey and Some Examples," in Benedict et. al., Perspectives, pp. 301-313.

³⁰Dodd, 1979, p. 26.

³¹P. J. Magnarella, Tradition and Change in a Turkish Town, Schenkman Publishing Company, distributed by Halstead Press, New York, N.Y., 1974, p. 167.

and compare them unfavourably with the teachers of the pre-Republican era, who participated fully in the social and religious life of the community."³²

Turkish society recognizes the need and inevitability of economic and social change and welcomes it, provided some of the traditionally hallowed norms of behavior are preserved.

Many Turks, not least the women, want and value more freedom from drudgery, boredom and tight social control. Individualism, and certainly libertarianism, are not much in evidence, however. The desire for a cohesive society governed firmly by a paternalistic but responsive government is very deep-seated. Within such a framework Turks want their children, including the girls now, to acquire an education adequate to enable them to try for places among the elite. In the Turkish tradition there are no barriers, save that of education, to progress to the top. Those whom they regard as at the top are professional people, high governmental officials, landowners, and even perhaps businessmen now. Those skilled in practical techniques come somewhat lower down the scale, as in many old societies. Such a status scale is in a way unfortunate because Turkey, like many other old societies in Europe and Asia, needs educated but very practical leadership exerted among, not over, the people.³³

³²Magnarella, p. 159.

³³Dodd, 1979, p. 27.

Chapter 2

TURKISH GOVERNMENT

CENTRAL GOVERNMENT AND PUBLIC ADMINISTRATION

Turkey is a unitary state. A degree of decentralization is admitted in the organization of the local government, but all powers are essentially concentrated at the center. Turkey received a new constitution after the 1961 Military Junta took over, and as of today the National Security Council has given power to a temporary Advocative Assembly which was established to rewrite the 1961 constitution. The Advocative Assembly is made of 900 members from all over Turkey and has representatives from all the various social and professional backgrounds. As of June, 1982, the Assembly had completed the preliminary sketch of a new constitution. The Assembly is still making progress toward the final preparation of this new constitution for the Republic of Turkey. This constitution must pass through a referendum process before it becomes official. (A brief outline of the existing constitution can be read in Appendix A, page 100 of this report.)

The principles that underlie the 1961 constitution are contained in the statement in Article 2 of the constitution that Turkey is a nationalist, democratic, secular and social (or welfare) state. This last principle was new. Secularism was not new. It was an Atatürkist principle that requires that religion should not be allowed to interfere in affairs of state or to influence education. Nationalism is also long

hallowed, but the democratic principle receives new emphasis. It is intended that no political party will be formed that does not conform to "the principles of a democratic and secular republic based on human rights and liberties. . ." (Article 37). This doctrine "is not compatible with such contemporary distortions of the democracy, guided democracy, or people's democracy."³⁴

The Turkish parliament, the Grand National Assembly, consists of the totally elected National Assembly, 450 members, and the Senate of Republic, which consists of 150 elected members, 15 members appointed by the president, and a small number of life members who are either former members of the National Unity Committee (the military junta of 1961) or former presidents. The National Assembly and the 150 elected senators are directly elected by universal suffrage. The National Assembly has a four-year term. One-third of the Senate's elected and appointed members retire every two years; by this means the Senate is maintained in perpetual existence. Nearly all Turkey's leading politicians are deputies, not senators. (For details of the Constitution, see Appendix A, page 100.)

The Turkish system of public administration owes much to the European, particularly French, models. Each ministry has a permanent secretary (mustesar) who overlooks a number of usually quite powerful general directorates. Many ministries have provincial organizations where work is coordinated by the provincial governor (vali). These provincial governors are officials of the Ministry of the Interior.

³⁴E. Ozbudun, "Constitutional Law," in Introduction to Turkish Law, ed. by T. Ansay and D. Wallace, Jr., 2nd ed., Ankara, Turkey, 1978, p. 32.

Other institutions performing public or quasi-public functions have varying degrees of autonomy. State Economic Enterprises are commercially autonomous and subject to private law, but are liable to considerable political and administrative control. Some institutions, notably the Turkish Radio and Television Authority and the universities, still enjoy a good measure of autonomy, even though restricted since 1971. Professional organizations are subject to considerable central control, though this has been eased in recent years.

Although there is a state personnel office, each administrative organization largely recruits its own officials independently. One consequence of this is that "generalist" administrators are not much in evidence in the upper reaches of the bureaucracy; specialists with qualifications relating to the work of the organization mainly occupy the highest positions. Moreover, the need to recruit technically qualified personnel in demand in the private sector has entailed ad hoc arrangements for paying higher than normal salaries. This has produced a rather chaotic personnel system which is difficult to reform without creating shortages of required talent.³⁵

LOCAL GOVERNMENT AND ADMINISTRATION

Turkish local government and administration displays all the institutional anomalies of local government in most nations, new and old. From an official view, the system of local government is well-defined and basically is an administrative arena of the state. The sixty-seven provinces (il) are organized much like French prefects, and indeed the Provincial Administration Law was modeled on the French system when it was adapted in 1913, ten years before the founding of the Republic. The province, as in France, constitutes both the basic unit of central administration at the local level and the main unit for local territorial

³⁵Dodd, 1979, p. 33.

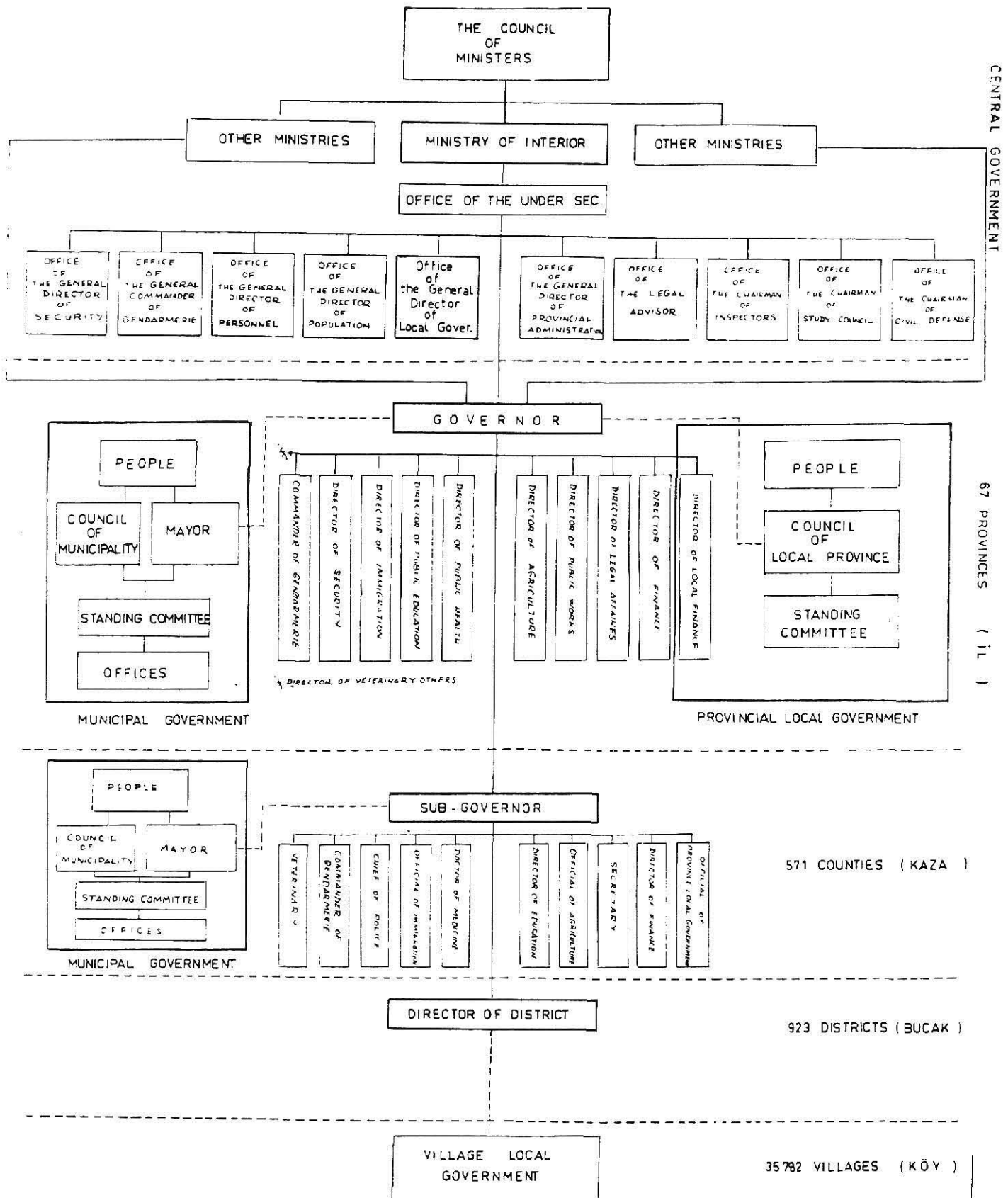
organization. But like most local government frameworks, the Turkish system has undergone immense adjustments as economic, social and political changes have occurred over the past decades. Essentially, what one may find operating in Turkey is the basic concept of an administrative state, indicative of the strong interpretive grip that such local government systems have on rural people wherever this concept is operationalized.

Like nearly every facet of government in Turkey, local government was redefined in the 1961 Constitution. It seems so far that the upcoming constitution will repeat the same phenomenon. Article 116 defines local administration as, "public corporate entities--created to meet the common local needs of the people in provinces, municipalities and villages, and their organs of general decision are elected by the people." The bureaucratic tone of this definition is, in fact, consistent with Turkish thinking about local governments. They have never been autonomous in the Anglo-Saxon tradition, though this distinction in the actual dynamics of day-to-day government and politics is less than constitutional lawyers often consider it to be. The new constitution did make one important legal provision toward further autonomy in that local authorities can now lose their status only by court action, an advance over the previous status of local units which permitted dissolution of local councils by the Council of Ministers or the Minister of the Interior (see Figure 1 for details).³⁷ This protection has been strengthened by two laws passed in 1963 giving the Council of State, the highest judicial body of system, the sole power of dissolving or dismissing elected local organs.³⁷

³⁶D. E. Ashford, Local Government & Agricultural Development in Turkey, Cornell University, Ithaca, N.Y., 1974, p. 46.

³⁷Mumtaz Savaş, Local Government in Turkey, Institute of Public Administration for Turkey and the Middle East, Ankara, 1967, p. 11.

Figure 1: Organization of Local Administration



Source: D. Ashford, Local Governments in Turkey, p. 32.

Important as these legal provisions are to prevent intentional abuse and manipulation of local government, the significant changes in the system have come about under the pressure of urbanization, regional growth, and developmental needs. Adjusting to these pressures has been the major task of the government framework over the past twenty years.

The physical characteristics of local government represent the spatial arrangement of people in a society. Whether one looks upon the centralized character of the Turkish system as an asset or a liability, the most noteworthy aspect of change affecting provinces, towns and villages has been the huge absolute increases in population organized in the system, and the spatial shifts, both in the country as a whole and among the various units of the system. The proportions of these changes are conveyed in Table 2.

Table 2
Provincial Authority Budgets and
National Expenditure

	Total Prov. Budget (Mil. TL)	Public Current Expend. (Bil. TL)	Public Investment Expend. (Bil. TL)
1962	232	-	-
1967	446	10.9	9.0
1968	581	11.9	9.9
1969	592	12.9	10.9
1970	622	13.9	12.2
1971	744	15.2	13.9
1972	927	16.4	14.7

Sources: Provincial budgets, Mahalli Idarelerimiz ile Ilgili Bazı Genel ve Sayısal Bilgiler (1972), (General and Political Statistics on Local Administration), Ankara, Ministry of the Interior, 1973, p. 17; National expenditure and investment, Second Plan, p. 85.

Tables 3 and 4 show the urbanization process during the time 1965-1970 along with labor force participation and ratios of urbanization by regions of Turkey. Additional information regarding these statistics can be found in Appendix D, page 119.

Table 3
Growth of Urban Areas and Urbanization Ratios

Region	Urban Growth Rate 1965-1970 (%)	Urbanization Ratio	
		1965	1970
Eastern Anatolia	9.1	19.0	26.0
Antalya	8.3	20.0	18.2
Eastern Black Sea	7.2	14.6	17.8
Middle Anatolia	6.6	28.8	34.9
Western Black Sea	5.6	13.3	18.7
Marmara	5.5	53.4	60.3
Cukurova	4.8	42.1	45.5
Aegean	4.1	31.4	33.3
Turkey	6.2	29.6	35.0

Source: ILO Labor Force, 1950-2000, Geneva, 1977.

Table 4
Labor Force Participation Rates:
Age Group 15-64 Years

				Ratio
	1950	1960	1970	1970/1950
Turkey	.839	.801	.716	.853
Egypt	.497	.471	.464	.934
Philippines	.725	.689	.649	.895
Colombia	.576	.556	.551	.956
Korea	.682	.651	.668	.979
Yugoslavia	.668	.671	.652	.976
Spain	.535	.544	.534	.998

Source: ILO, Labor Force, 1950-2000, Geneva, 1977.

Provincial Government and Administration

The basic structure of the provincial government has changed little since the Ordinance of 1913, although a Province Administration Act was passed in 1949 to clarify accumulated administrative confusion in the operations of provincial government. In fact, more and more functions have been transferred to central or regional authorities, though the work of these interstitial bodies is supposed to be coordinated with the governors. Thus, initial efforts to improve highways, water works and village development often escaped consideration by governors, even though they assumed responsibility for the maintenance and support of projects under these ministries.³⁸ As social services grew, they too were partially removed from direct provincial administration; since 1948 the construction of primary schools is regulated by the central government, and since 1950 provincial hospitals and clinics have come under more direct ministerial supervision. Though these changes do not compromise the principles on which Turkish local government is based, they have in fact meant that the developmental role of the provincial and other local governments has not expanded as rapidly as might be expected, and in some respects local authority is more confined to routine tasks while new activities tend to be controlled from their respective ministries.

Nevertheless, the governor (vali) remains a powerful figure at the provincial level. The governor represents not only the Ministry of the Interior in each province but also each ministry (see Figure 1, page 23). The governor coordinates the work of other ministries, reviews

³⁸Ashford, p. 48.

all budget requests from the province to the center, and prepares evaluations of government personnel attached to the provincial government. Through the sub-governors (kaymakam), the governor is responsible for maintaining order in the province, supervising the police, population movements and political relations in the province. The Provincial Council and Standing Committee seldom operate as an effective check to the governor's power.

Provincial expenditures are covered from three sources: their own revenues, their share of taxes collected by the central government, and grants-in-aid from the central government.

The intermediate level of administration for the provinces is the sub-governate, also called counties or ilce (formerly kaza). There are from five to twenty ilces per province, with high numbers located in Central Anatolia (Ankara has 27) and the Eastern Provinces (Erzurum has 22). There are 527 sub-governates each having a kaymakam who acts in much the same capacity as the governor. The kaymakam represents central authority through the Ministry of the Interior and the governor to whom s/he reports. Also, the 67 provincial centers are designated as "central ilces."

Beneath the ilce is the district or bucak of which there were 887 in 1965.³⁹ They are not corporate bodies and have no property, budget or state personnel. Their functions are limited to being a liaison with the kaymakam, registering births and deaths and helping settle local disputes.

³⁹Ashford, p. 55.

Villages are subordinate to the provincial administrative structure, organized under the Village Law of 1924, which defines a village as any settlement of less than 2000 persons. The Village Law makes the village council the basic unit of administration and includes the entire adult population. The council in practice is largely confined to male adults in most villages. The village elects the headman (muhtar), village priest (imam), and decides how obligatory and optional duties will be accomplished. Their decisions are reviewed by kaymakam, who can arbitrarily annul expenditures, and then are sent up the chain of provincial administration to be reviewed and approved by the governor and the Ministry of the Interior.

Municipal Administration

Municipal government in Turkey is based on the same principles as provincial and village administration, though the diversity of collectivities placed within this uniform framework is no less than that of villages or provinces. There were 1571 municipalities in 1972, of which 1090 had under 5000 residents.⁴⁰

Each municipality has a mayor, municipal council and municipal committee. The members of the council are elected for four years by direct vote and under proportional representation by party. The mayor is also elected for four years. Unlike the provincial council, ministerial approval is not needed for all decisions of the municipal council. Some decisions, such as budget and finance (municipalities can issue bonds), require provincial authorization; some go to the council of state (loans

⁴⁰Ashford, p. 61.

for over 25 years); some issues, such as boundary disputes, may be decided by the Council of Ministers.

The municipal council elects its own municipal committee, which also includes the appointed heads of municipal services. It oversees the daily workings of the mayor, and the possibility of deadlock is forestalled by giving the mayor the right to bring such issues before the highest local representative of the central government. In most cases this would be the governor.⁴¹

All municipalities have the same revenue sources as defined by law. These include: a share of national and provincial taxes, involving income, customs and excise taxes which are much larger than funds shared by provinces and villages; a share of direct taxes, including income from levies, licenses and fines; and a share of income from municipal utilities.⁴² Table 2, page 24, and Table 5 below show the amounts of municipal and provincial funds.

Table 5

Amounts and Percentages of Current, Development
and Transfer Funds for Provinces and
Municipalities in 1972 (million TL,
Turkish Lira)

	Total	Current	Development	Transfer
Provinces (%)	928	533 (57)	214 (23)	181 (20)
Municipalities (%)	3,600	2,410 (67)	1,144 (32)	46 (1)

Source: State Planning Organization, Yearbook, 1973

⁴¹Ashford, p. 64.

⁴²The National Security Council has accepted a new Municipality Law as of 2/2/81 which is valid since 5/2/81. Law No. 2380 is outlined in Appendix B, page 108.

Chapter 3

THE CITY: ADANA

LOCATION

Adana is one of Turkey's largest, most populous, and most rapidly developing provinces. It is situated in the large, flat, and fertile plain of the Cukurova, thrusting in the shape of a wedge from the Mediterranean Sea north-eastward toward the Taurus Mountains. This area has been a crossroad between Europe and the Orient since ancient times, situated as it is on one of the few routes that permit easy passage through the Taurus Mountains via the Cilician Gate to the Fertile Crescent.

Adana is blessed with a subtropical climate and rich soil, producing cotton, citrus and other fruits, vegetables, some grains, and considerable rice. Industrial development has made headway, chiefly in the textile field. Wealthy landowners, whose income is derived primarily from cotton, rice, or citrus products dominate Adana both economically and socially. Some of them have also invested in manufacturing and commercial enterprises. Significantly, however, land ownership is a symbol of prestige and status. Those who have acquired wealth or status by other means are thus apt to purchase, say, 1,000 donum (about 200 acres) of land as a sign that they have "arrived," while those who possess nonagrarian sources of income will retain ownership and management of their land. Some of these wealthy families have deep roots in

the region. Others have risen to wealth and prominence more recently, particularly since the phenomenal development of cotton as a commercial crop and the improvement of health conditions. It is the prominence of these families and their occasional feuding, as well as the unplanned growth of the city, that has led some to describe Adana as "an overgrown village."⁴³

POPULATION AND CONTEMPORARY SOCIETY

The present population as of the 1980 census is 1,620,000 for the province and 625,363 for the central ilce (within the municipal borders). The city has been rapidly increasing in both growth and population since 1940, and especially after the early 1960's when the irrigation projects of the central government were completed (see Map 4). At this time migration from the east and central Anatolian provinces had a rapid increase. As of today, Adana is ranked as one of the most highly developed provinces (see Appendix D, page 135). In the 1960's Adana began to industrialize: This caused a major shift from an agriculture-oriented labor force to an industrial labor force. As a result, the 1980 distribution of the labor force was:⁴⁴

Agriculture -----	6%
Industry & Craftsmanship -----	37%
Service & Merchantile -----	57%

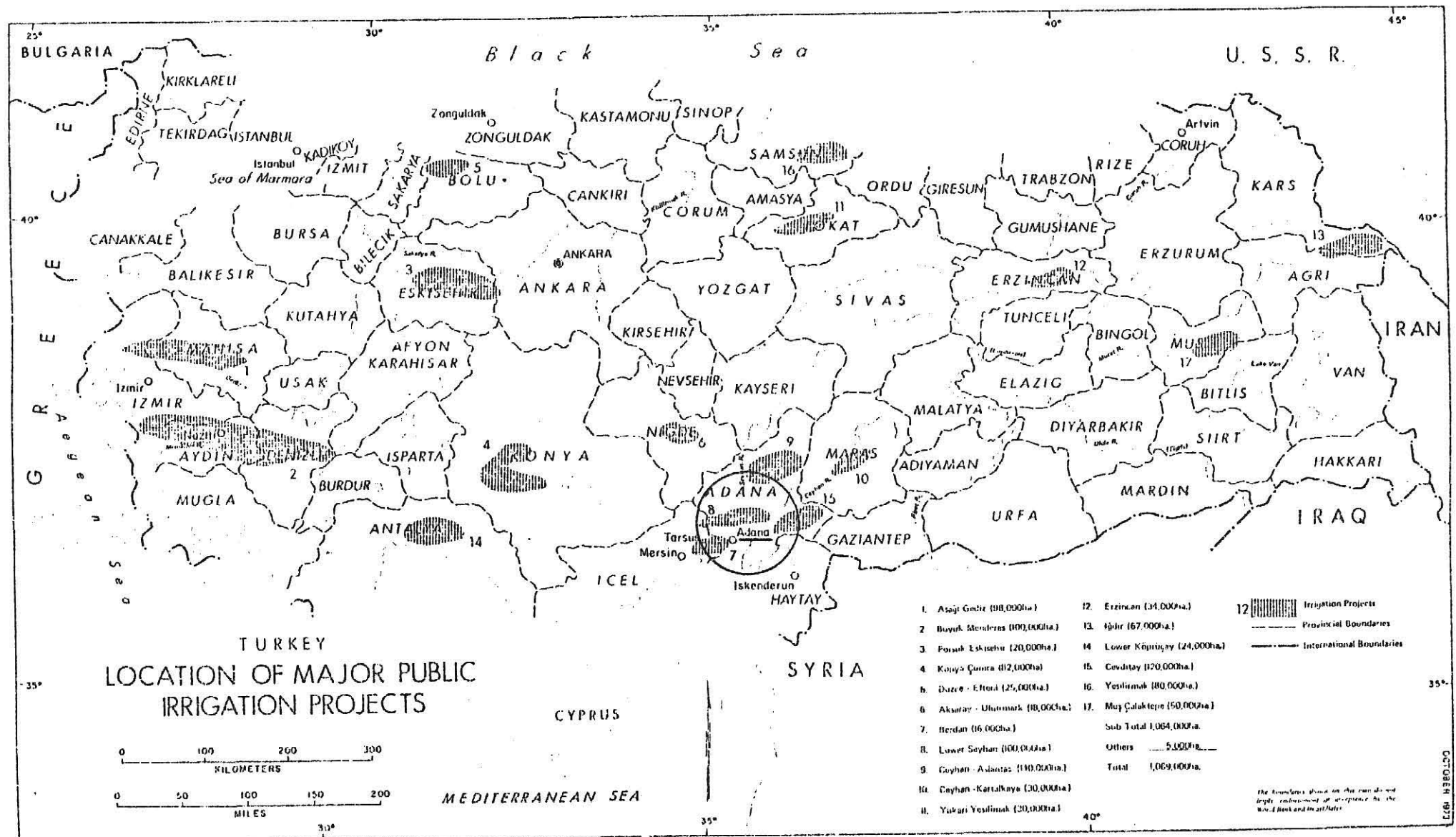
As shown in Table 6, the sectorial distribution of labor is in a major shift from agriculture to industry. According to the master plan economic report, this is to be considered as a major impact for a better

⁴³ Frank Tachau, Social Change and Politics in Turkey, ed. by Kemal H. Karpat, E. J. Brill, Leiden, 1973, p. 294.

⁴⁴ State Institute of Statistics, 1980 Report, p. 26.

Map 4

Location of Major Public Irrigation Projects



Source: World Bank, A Country Study: Turkey, World Bank Publications, Washington, D.C., March, 1980.

plan of the city growth. Ninety-seven percent of industry in Adana is controlled by the private sector; fifty-one percent of the labor force is in heavy industry and the remaining forty-nine percent is in small industry.

Table 6
Sectorial Distribution of Labor in Adana

Year	Agricultural (%)	Non-Agricultural (%)
1960	61.6	38.4
1965	57.1	42.9
1970	51.7	48.3
1975	44.2	55.8
1980	37.2	62.8
1985 (projected)	29.2	70.8

Source: State Institute of Statistics, 1980 Report.

The industrial production in Adana is given in Table 7, page 34. This table presents type of production by sector.

Statistical information regarding the population of the city of Adana is presented in Table 8, page 35. The city had an approximate increase of 14.81 percent during census counts, which is an annual growth of 2.96 percent. The annual increase for migration was 1.1 percent (see Table 9, page 36).

As shown in Tables 10 and 11, Adana has a very unequal income distribution. Adana, like Turkey as a whole, has a very small middle- or upper-middle class population. Only 6.6 percent of the income groups have a group income of more than 2,000 Turkish Lira/month, while 22.2 percent of the income groups have a monthly income of 500 TL. This is mainly due to unequal land distribution. A few landlords throughout the province

Table 7
Industrial Production in Adana

Industrial Group	Sector	Workplace Number	Average Workers
Production	state	408	287,263
	private	5578	473,103
	total	5986	752,429
<hr/>			
1. Food, Alcohol and Tobacco	state	4	3,391
	private	44	4,336
	total	48	7,727
<hr/>			
2. Textile	state	4	2,008
	private	50	19,437
	total	54	21,442
<hr/>			
3. Forestry and Plantology	state	1	6
	private	9	286
	total	10	292
<hr/>			
4. Paper & Press	state	1	138
	private	9	297
	total	10	435
<hr/>			
5. Chemicals	state	--	--
	private	14	3,670
	total	14	3,670
<hr/>			
6. Land Production (Stone & Ground Oriented)	state	1	92
	private	17	1,649
	total	18	1,741
<hr/>			
7. Metallic	state	--	--
	private	5	137
	total	5	137
<hr/>			
8. Machinery and Transportation	state	3	698
	private	30	958
	total	33	1,656

Source: State Institute of Statistics, 1980 Report.

Table 8
Adana Provincial Center Population Phenomenon

Year	Population	5-year Increase	Annual Increase	Percentage	Turkey General Percentage	Migration Percentage
1940	88,119	--	--	--	19.8	--
1945	100,780	12,661	2,532	14.36	10.7	3.66
1950	117,642	16,862	3,372	16.73	22.0	-5.27
1955	168,628	50,986	10,197	43.34	28.1	15.24
1960	231,548	62,920	12,548	37.31	29.3	8.00
1965	289,919	58,471	11,684	25.25	24.9	0.35
1970	347,454	57,535	11,501	19.84	25.2	-5.18
1975	475,384	127,930	25,586	36.82	24.3	12.62
1980	625,363	149,979	29,296	31.55	22.8	8.75

Source: State Institute of Statistics, 1980 Report.

own almost the entire crop land at scales of hectares, decares, or hundreds of acres of land.⁴⁵

Table 9

Population of Adana and Net Migration

Year	Population
1960	761,000
Increase	120,000
Net Migr.	39,000

1965	920,000
Increase	150,000
Net Migr.	40,000

1970	1,100,000
Increase	170,000
Net Migr.	60,000

1975	1,340,000
Increase	310,000
Net Migr.	70,000

1980	1,620,000
Increase	240,000
Net Migr.	90,000

1985 (projected)	1,950,000

Source: State Institute of Statistics,
1980 Report.

⁴⁵For a literature reference it may be useful to mention the Nobel Prize nominee author Yasar Kemal's two novels on the landlord-peasant controversy: Memed My Hawk and The Wind from the Plain. The author was born and raised in one of Adana's richest counties and he has a very simple and direct style of writing. The extremists in Turkey--from both sides--refer to these two novels with various comments; however, there is no doubt that they point to a deep social controversy of rural Turkey which still remains to be solved.

Table 10
Organized Industry Investigation: Adana and Selected Turkish Provinces

Province	Gross National Product per Capita (Turkish Lira)	Comparison Percentage over Turkey Organized Industry Investigation
Turkey	29,437	100.0
Adana	32,709	111.1
Adiyaman	12,972	44.1
Bitlis	13,579	46.1
Diyarbakir	19,103	64.9
Elazig	23,505	79.9
Erzincan	21,943	74.5
Erzurum	17,561	59.7
Hatay	20,510	69.7
Kars	14,441	49.1
Kayseri	23,745	80.7
Mardin	14,465	49.1
Siirt	18,407	62.5

Source: State Institute of Statistics, 1980 Report.

Table 11
Income Distribution in Cities in Turkey

Item	Income Groups (TL/month)				
	-500	501-1,000	1,001-1,500	1,501-2,000	2,000+
<u>1. Households in income group (Percent of total)</u>					
Istanbul	12.5	38.6	21.7	11.7	15.5
Ankara	13.2	33.0	19.4	10.1	24.3
Izmir	15.0	43.7	17.9	8.5	14.9
Adana	22.2	43.8	17.7	9.7	6.6
Diyarbakir	27.2	41.6	19.5	6.7	5.5
Erzurum	33.5	37.6	14.2	9.1	5.6
Ordu	22.8	38.6	16.7	10.1	11.8
Antalya	22.2	40.3	18.9	8.3	10.3
Samsun	22.6	44.5	21.0	4.5	7.2
Bursa	29.6	44.4	14.7	5.1	6.6
<u>2. Income earned by households in income group (Percent of total)</u>					
Istanbul	4.3	22.4	20.5	14.8	38.0
Ankara	3.8	17.5	15.5	11.9	51.8
Izmir	5.7	29.5	19.0	11.7	34.0
Adana	14.1	39.3	24.8	10.6	12.0
Diyarbakir	11.9	38.3	25.4	11.2	13.0
Erzurum	13.2	31.6	17.1	18.0	20.0
Ordu	9.6	29.5	18.6	17.0	25.9
Antalya	10.0	31.6	21.6	11.5	25.2
Samsun	9.2	34.4	24.8	7.6	24.0
Bursa	13.2	39.2	20.4	10.4	17.2

Table 11 (cont.)

	Income Groups (TL/month)				
	-500	501-1,000	1,001-1,500	1,501-2,000	2,000+
<u>3. Average household income in group (TL/month)</u>					
Istanbul	418	708	1,148	1,549	2,989
Ankara	393	723	1,089	1,604	2,917
Izmir	380	677	1,067	1,394	2,285
Adana	516	715	1,181	1,623	1,891
Diyarbakir	453	954	1,350	1,914	2,489
Erzurum	460	976	1,428	2,307	4,160
Ordu	511	842	1,235	1,963	2,554
Antalya	446	773	1,140	1,358	2,420
Samsun	371	711	1,083	1,307	3,064
Bursa	383	745	1,165	1,667	2,218
<u>4. Ratio of group's average income to average income of lowest group</u>					
Istanbul	1.0	1.7	2.7	3.7	7.2
Ankara	1.0	1.8	2.8	4.1	7.4
Izmir	1.0	1.8	2.8	3.7	6.0
Adana	1.0	1.4	2.3	3.1	3.7
Diyarbakir	1.0	2.1	3.0	4.2	5.5
Erzurum	1.0	2.1	3.1	5.0	9.0
Ordu	1.0	1.6	2.4	3.8	5.0
Antalya	1.0	1.7	2.6	3.0	5.4
Samsun	1.0	1.9	2.9	3.5	8.2
Bursa	1.0	1.9	3.0	4.4	5.8

Source: Consumer expenditure surveys by State Institute of Statistics during the period 1964-1970.

Despite the fact that Adana has a very suitable climate and very rich soil for growing fruits and vegetables, an unnecessary go-between merchantile phenomenon has resulted in a very high retail price index ratio for the city (Appendix D, page 170).

The city is 23 meters above sea level and is flat, excluding the north part where the dam lake for Seyhan Dam is located. Adana suffered frequent flood threats prior to the construction of this dam in 1957. The main crops for agricultural production are cotton, oranges, lemons, vegetables, wheat, olives, potatoes, and various fruits (watermelons, strawberries, canteloupe). The land is so rich that it is said Ataturk was afraid to leave his cane on the ground when he visited Adana in 1938, because he was afraid, "It might sprout and grow."

The city is ranked fourth in the nation with the given criteria of fifty-three variables (see appendix for Composite Index for Social and Economic Development by Province, 1970).

South of the city is occupied by Fellahian (farmer) residents who are a very hard-working and productive part of the city's population. They practice farming, especially vegetables. They are highly clustered within their community and speak a diverse dialect of Egyptian Arabic as their native language. They also control the farmers' market of Adana, which is the leading source for Turkey's big cities for a lot of different vegetables and fruits. This produce is exported from Adana to the central, eastern and northern Anatolian provinces.

The eastern and western parts of the city are generally occupied by migrants who came to the city to find jobs and settled to the east and west of the Seyhan River. These migrants are basically Kurdish people in the various east and southeast provinces. Kurdish people are

also very hard-working; they comprise most of the labor force both in agricultural and industrial labor. Since they are land-oriented, the Kurdish people have a tendency to buy land and build illegal gecekondu's, either within or very close to the municipal boundaries of the city. They hope that the municipal government will provide services such as water, sewer, and electricity; their hope is strengthened by their potential vote.

Another migrant group, although smaller in numbers, is that from Central Anatolia (namely from the Kayseri, Sivas, and Darende regions). People from this group are generally small businessmen, artisans, craftsmen, and merchants. Given their desire to do business, they prefer house rentals in the center of the city. This results in what small amount there is of a middle-class neighborhood in Adana.

Starting in the early 1970's, a huge apartment-building event occurred in Adana. Due to the lack of a land use ordinance, the city experienced an "apartment boom." The municipal government's control was limited only to issuing building permits to the lots and restricting the height of the buildings, such as three to four story houses on the arterial roads and nine to ten story buildings on the major boulevard lots. Unless two or more lots were combined, the restriction for land use required that three meters remain on three sides of the building and five meters remain in the rear. Unfortunately, this policy of planless growth turned the city into a concrete jungle within ten years. Today Adana has almost no green areas within the central city. What a shame for a city with a classical Mediterranean climate: hot in summers, warm in winters. (The average summer temperature is approximately 32° C, and in the winter it averages 18° C. The humidity is very high and in

the last forty years it has snowed only two times, each time lasting approximately five minutes.)

Native inhabitants of Adana generally are related to a village somewhere in the province. They occasionally go back to their villages to visit relatives or to take care of their land. Social life is the main reason for them to move into the city. Since summers are very hot, people move to Yaylas (high country). The yaylas are located in the higher elevations of the surrounding Taurus and Amanos Mountains, forty to sixty miles north and southeast of the city. During the last decade the seashore vacations have become more desirable via mocamps or tents for the middle class and motels and hotels for the upper class. The lower class people prefer daily trips to Adana's seashore counties, Karatas and Ayas, which are located only thirty miles from the city.

The desirable neighborhood concept is towards high density in the central city, which is about one-tenth of the whole city. Almost all of the middle, upper-middle, and upper class people live in apartments here. This district (approximately five kilometers south of Dam Lake and surrounded by wide boulevards) has a mixed use of housing, business and shopping. Housing starts on the second floors of nine to ten story apartment buildings. Neighborhood bazaars are operating on a weekly basis for food supplies. These are located at various plazas in the neighborhoods.

The social life is an imitation of western culture in the richer neighborhoods--sidewalk cafes, discotheques, billiard saloons, movie houses are all clustered in the surroundings. Also, boutiques have moved to these neighborhoods because business is better. Nevertheless, the remaining population continues to shop at the central business district

(CBD) stores mainly because the more affordable stores are still downtown and also, despite the insufficient public transportation, the CBD area is accessible. Night clubs and taverns are in the downtown district, as are the bars.⁴⁶

Transportation

The public relies on four main methods of transportation. First, a very large number of people use the bus services. Bus services operate on the municipal government's budget. They are cheap to the consumer on certain routes and run non-stop fourteen hours during the day with reduced services during the night. Second, there are private shuttle services or "dolmush." This concept is similar to the United States airports' limosine services. They have certain routes between neighborhoods, through major boulevards, avenues, or streets of the city. The vehicles used are either mini-buses or American-made cars (especially 1957-1967 Ford or Chevrolet station wagons remodeled inside to carry seven passengers). They start on a five-minute basis and operate 24-hours a day. They use the bus stops and/or some important landmarks for points at which to pick up and discharge passengers. Individuals can take the "dolmush" to the coffee shops, soccer fields, recreational areas or parks. Third, some people use private automobiles; however, since the city doesn't have efficient downtown parking, only limited parking is available along the streets or behind the stores, people generally use public transportation or else they carpool. Fourth, taxis are used by

⁴⁶ Bars in Turkey are male-oriented places. They are open daily from 11:00 p.m. to 5:00 a.m. There are actresses who accompany men for drinks. There are also musical programs of various levels during the night.

many people. The taxi system is similar to that in the United States, except that it is cheaper. Generally, this service is used for downtown shopping and by people without private transportation.

All factories have their own service system to and from work for the workers, administrators, and technicians. This system relies upon private buses owned or rented by the factory.

Overall shopping for the middle and low income classes is downtown. The downtown area serves as the main shopping center of the city. Almost all facilities are within walking distance.

Given this general data, the modern plan for the city depends on zoning ordinances which will lead to the rehabilitation of the downtown, with consideration given to the need for parking and the need to modernize neighborhoods to operate more efficiently. Today, it keeps operating because the upper class and middle class use taxi services to and from the downtown area or to the boutiques located within their district. Since the car owners are generally these upper and middle class people, there is not the traffic jam as might be in any other city.

Design Process

The design process operates by presenting the plan of any design to the city planning department of the municipal government and getting it approved by them according to the existing zoning and planning ordinances. Each municipality has its own control for the operation of business places such as discotheques, bars, and cafes. The architect has the right to protect his own design elements drafted on the facades of his project if wished.

Culture

As Rapoport puts it:

Adana has a culture, a sub-culture, and each of the sub-cultures has a life-style of its own. The action space is within the district for middle and upper classes. Their relationship with other districts is almost nil. They are even uninformed of activities in the other sub-cultures. Their district for them is subjectively defined as to be the "ideal neighborhood" compared with any other existing city neighborhood or district.⁴⁷

The analysis of the life-style in the city may be derived from:

1) Environmental cognition

- a) Psychological: The knowledge of understanding the environment is quite easy because everybody has similar value judgments and neighborhood relationships are highly practiced among the members of the society. A newcomer always receives welcome visits and help from the existing neighbors of the settlement.
- b) Anthropological: Every neighborhood has a mosque and the male members go to the same mosque every Friday, at least, which leads to interaction among the settlers. Every female uses the same neighborhood bazaar.

2) Noticeable differences

- a) Conscious: The same coffee shop is used by the same people. The age group is generally a dominant factor. In the case of a move or change in neighborhood, male members keep using the same coffee shop. So it is as stable as an office address to find somebody during leisure-time or holidays.
- b) Unconscious: The downtown shops are used unconsciously because they are family-operated. They are defined as desired places because of habitual shopping access throughout years and generations. Families have credit on family recognition and enjoy shopping from family friends' stores.

3) Environment

- a) Simple environment: All but the upper and upper-middle class districts are simple environment because

⁴⁷Amos Rapoport, Human Aspects of Urban Form, Pergamon Press, New York, N.Y., 1977, p. 78.

it serves basic needs through neighborhood facilities. Shopping is district-oriented and the general needs are purchased by the head of the family from the stores they frequent.

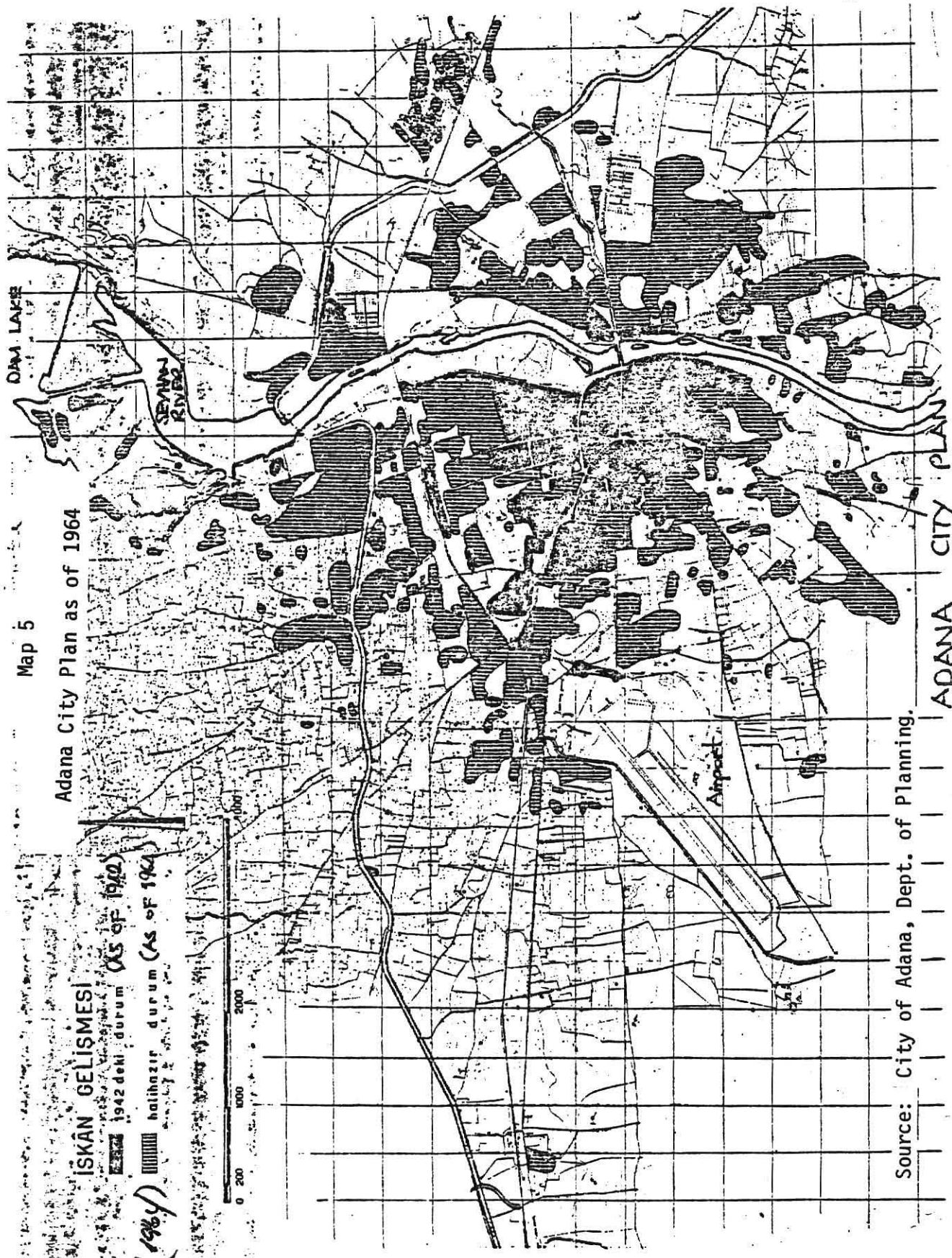
- b) Complex environment: The upper and upper-middle class district serving a high-class shopping area is a complex one. Diverse neighborhood members visit this district for luxury purchases, and their concept of the environment is complex compared to the inhabitants, and they feel alienated.

The orientation in the city is based on certain landmarks and directions are left, right, up, and down oriented rather than north, south, east, and west. It is very easy and common to face a direction based upon a major building; for example, a major bank, a big store, or a mosque. The other system is also different than it is here in the United States. In giving addresses, first the neighborhood is given following the name, second the avenue, boulevard, or street, then the apartment number or dwelling. If it is within the city limits, it has the name of the district or neighborhood and ends with the name of the city. If it is in a village, commune, or district, it has the name of the former and ends with the name of the city.

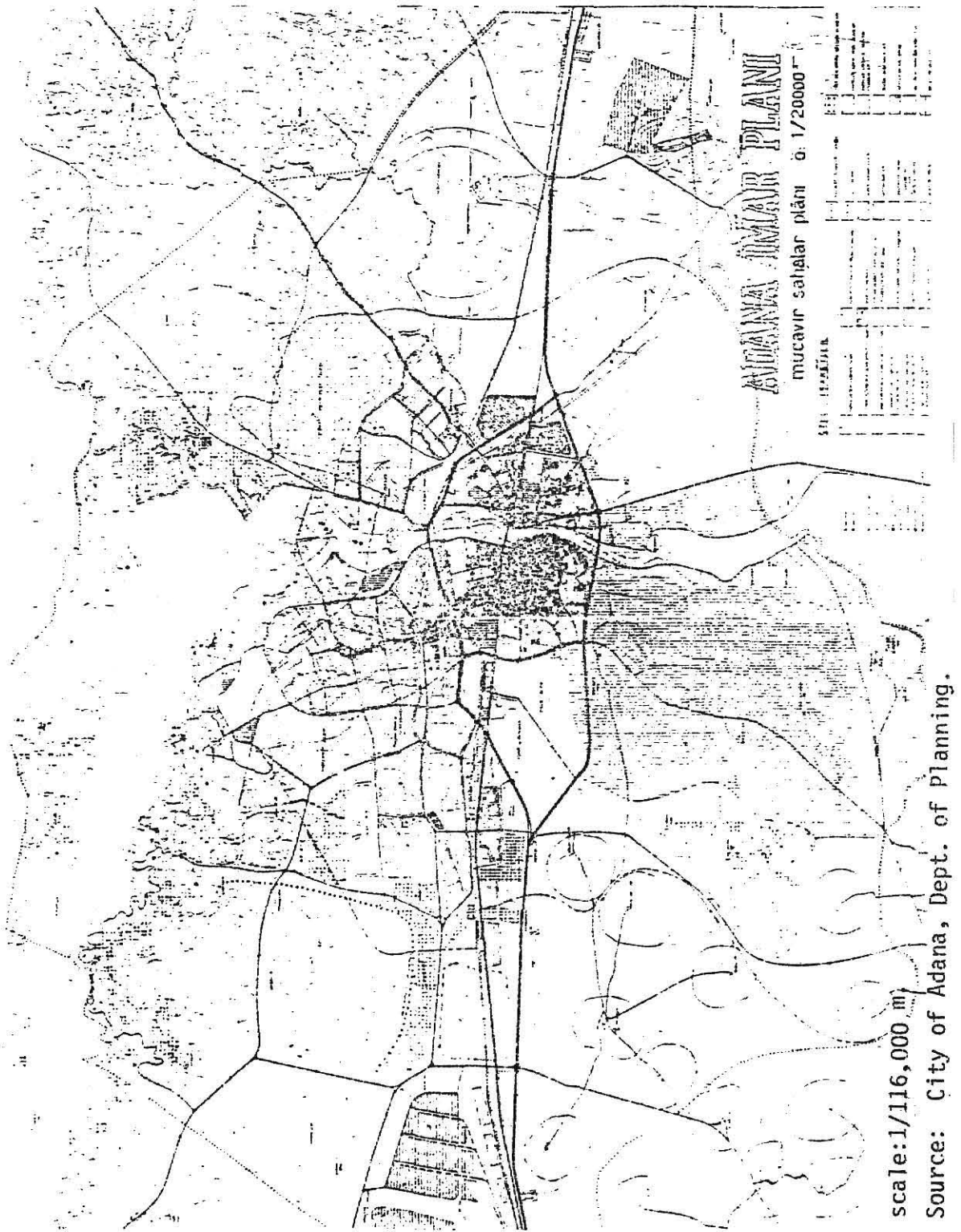
DOWNTOWN AND CITY PLAN OF ADANA

The existing plan for Adana (see Maps 5 through 7d) is just a physical plan and after the design of the plan there is a one paragraph note indicating that the downtown area should be left as it is (see Maps 8 through 9d), with one- to four-story buildings, shops, grocery stores, wholesale warehouses, business buildings and banks. Also, here and there are some governmental or provincial offices.

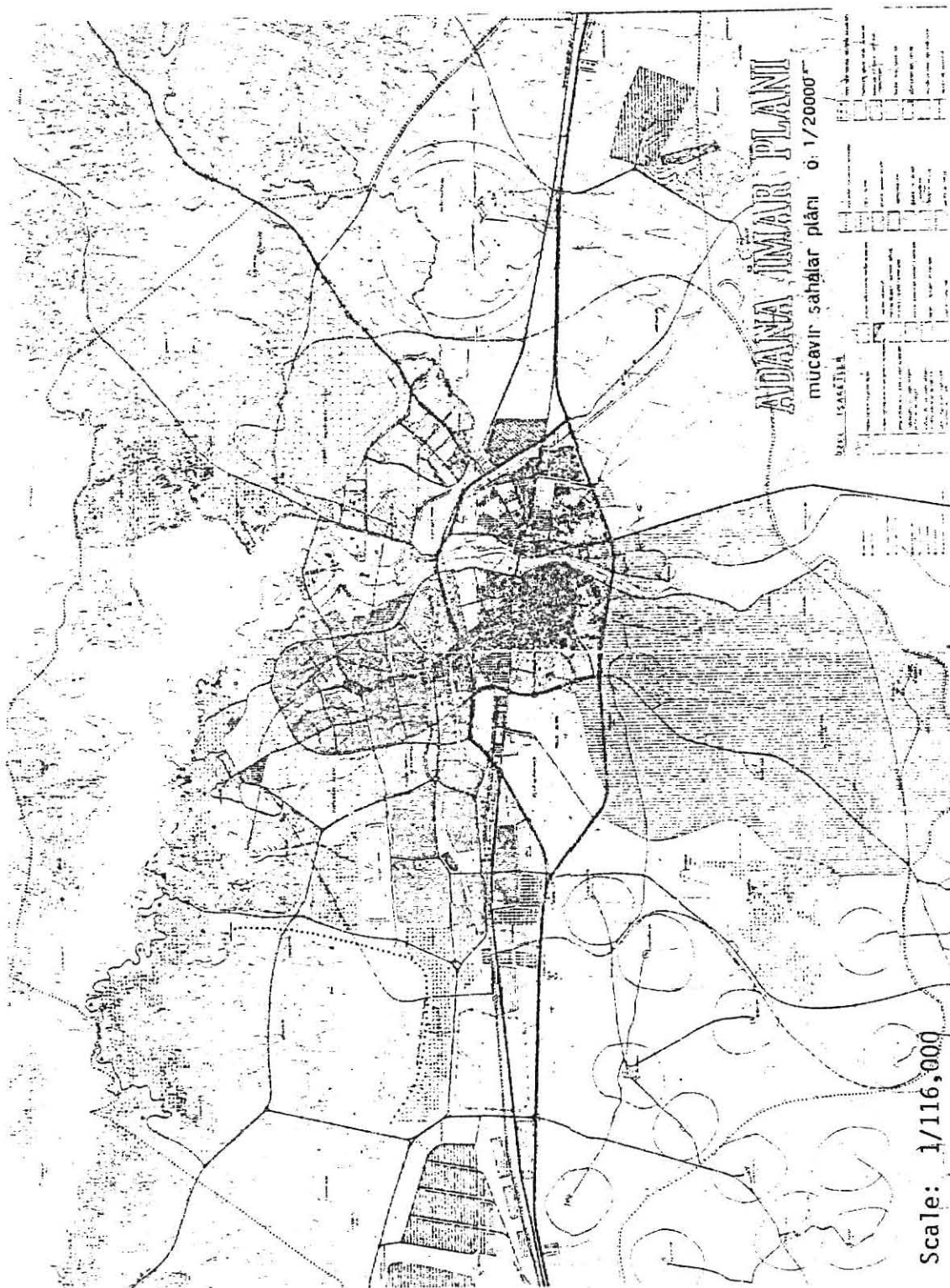
The central business district (CBD) area is immediately followed by a residential neighborhood and also one of the busiest market places



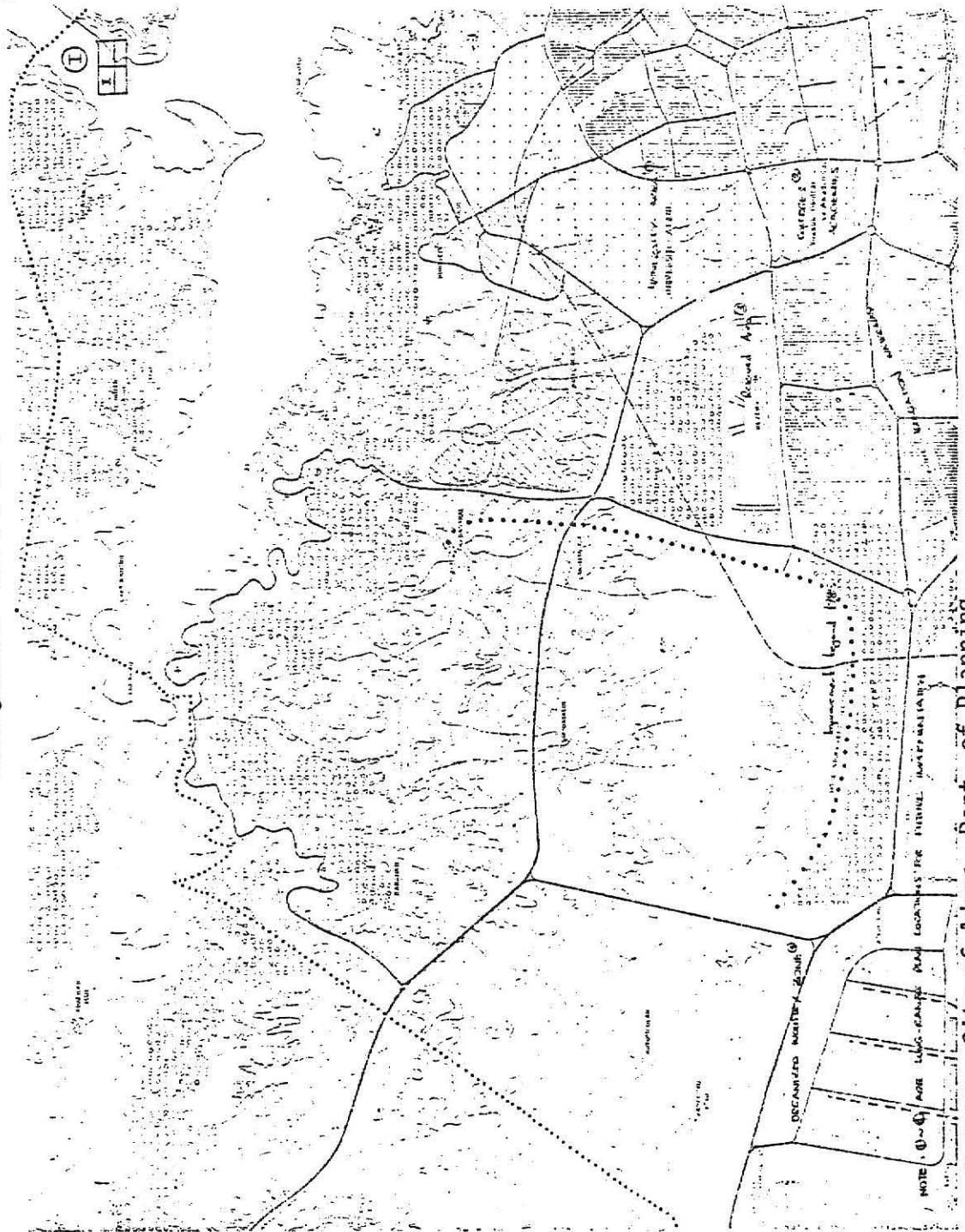
Map 6
Adana Master Plan as of 1980: View 1



Map 7
Adana Master Plan as of 1980: View 2

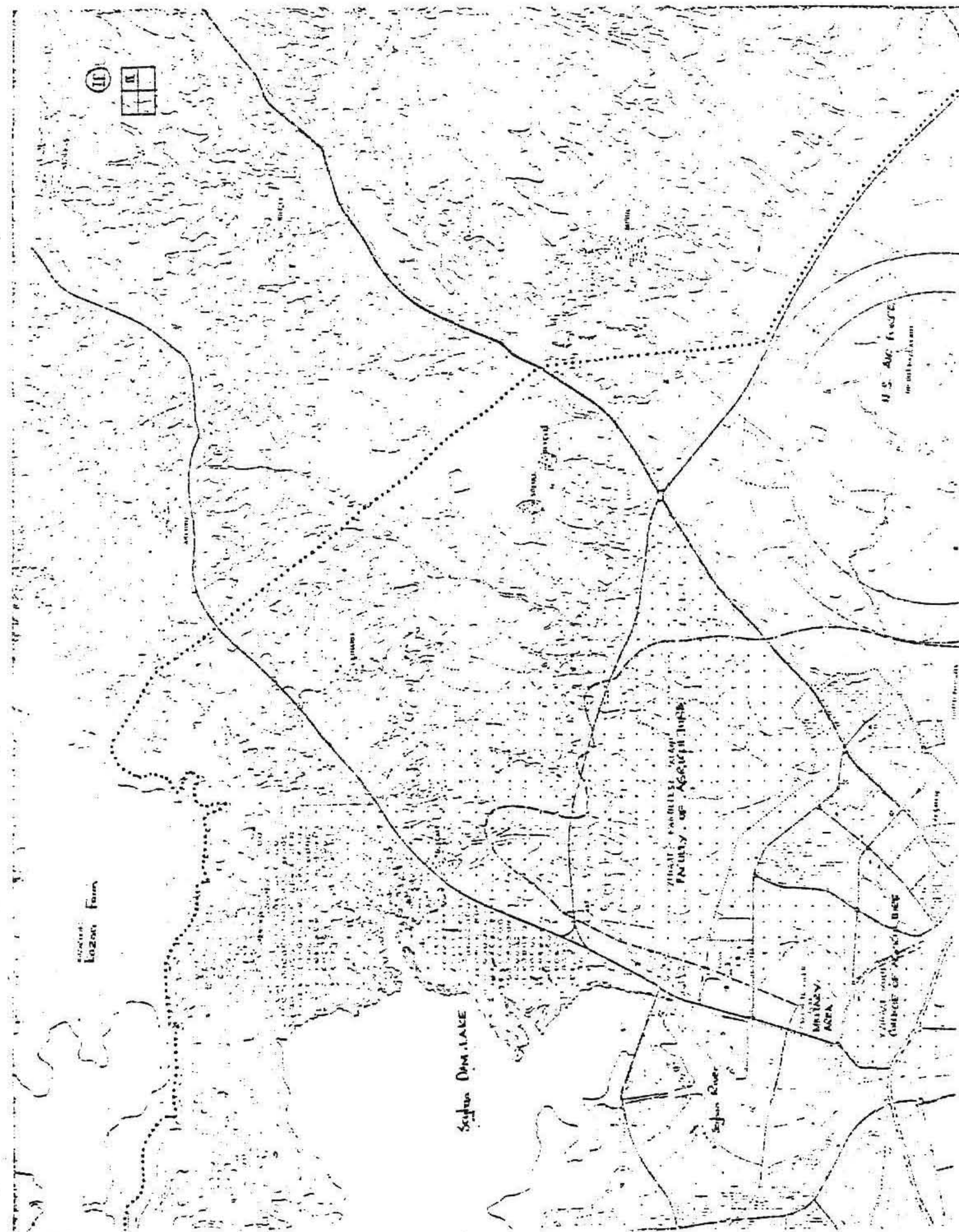


Map 7a
Adana Master Plan as of 1980
Enlargement: Part 1 of 4



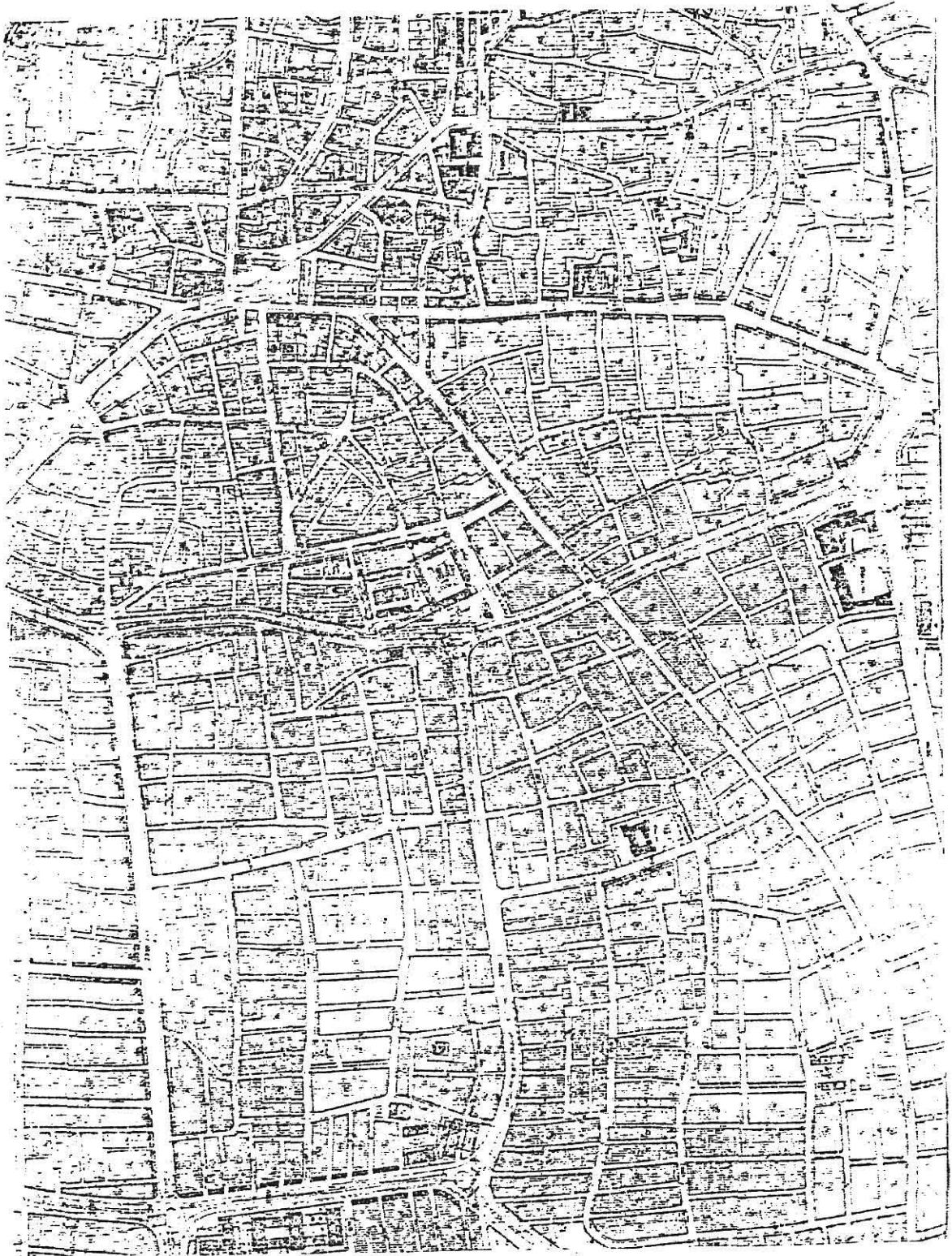
Source: City of Adana, Dept. of Planning.

Map 7b
Adana Master Plan as of 1980
Enlargement: Part 2 of 4



Source: City of Adana, Dept. of Planning.

Map 8
Downtown Adana: View 1



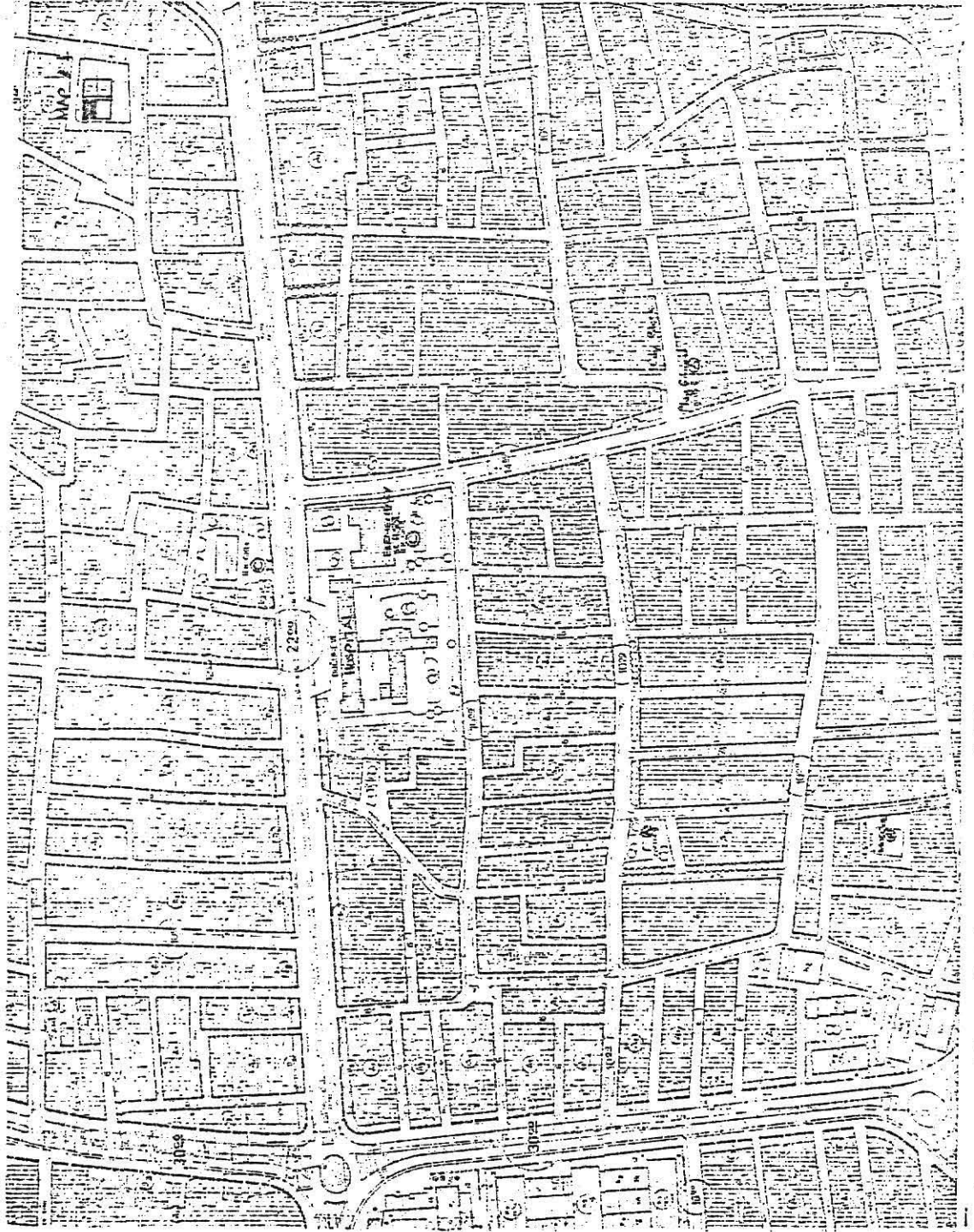
Source: City of Adana, Dept. of Planning.

Map 9
Downtown Adana: View 2



Source: City of Adana, Dept. of Planning.

Map 9a
Downtown Adana
Enlargement: View 1 of 4



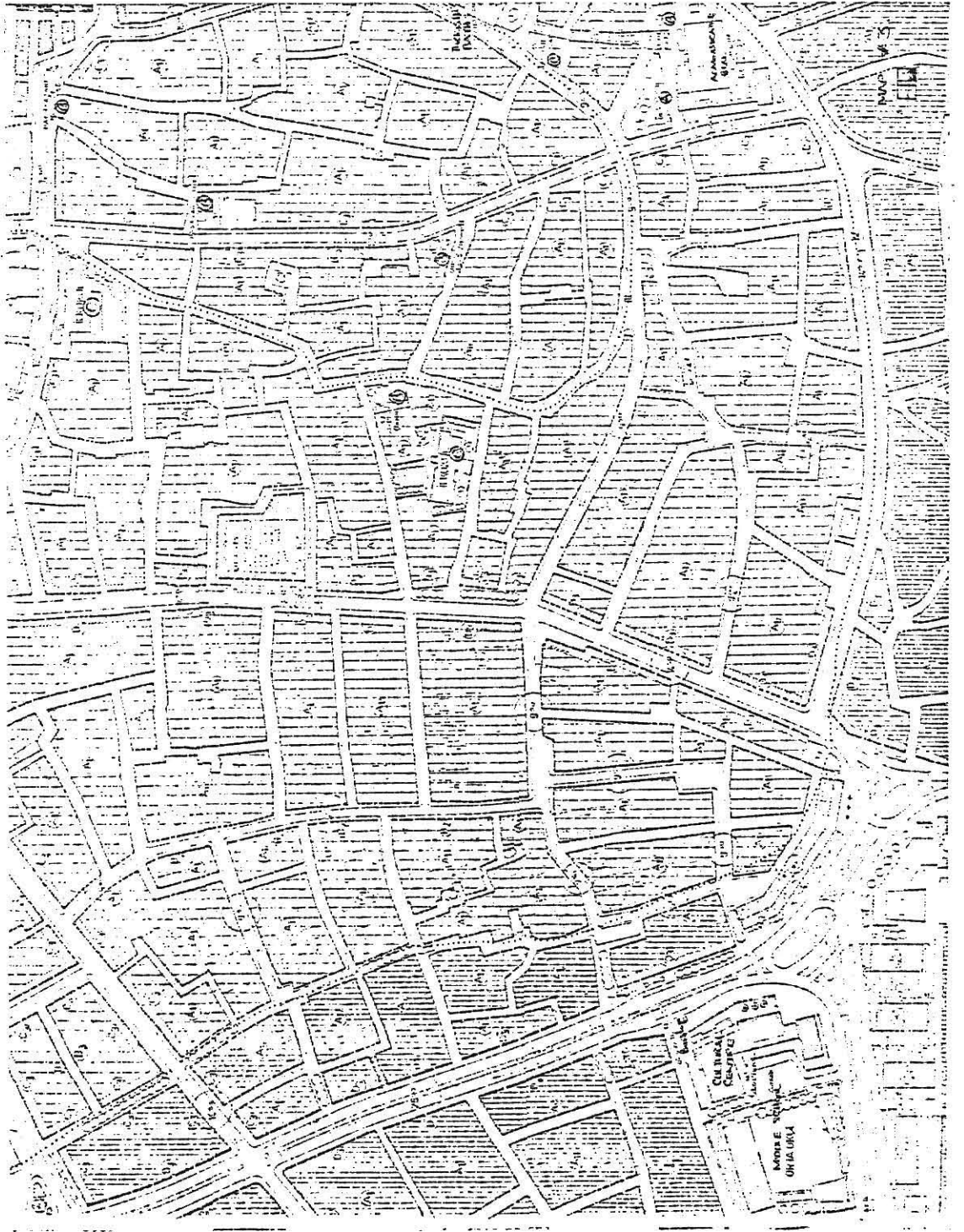
Source: City of Adana, Dept. of Planning.

Map 9b
Downtown Adana
Enlargement: View 2 of 4



Source: City of Adana, Dept. of Planning.

Map 9c
Downtown Adana
Enlargement: View 3 of 4



Source: City of Adana, Dept. of Planning.

Map 9d
Downtown Adana
Enlargement: View 4 of 4



Source: City of Adana, Dept. of Planning.

in Turkey--the vegetable and fruit bazaar (see Map 8). There are hundreds of trucks (each has 10 tons or 25,000 pounds) filled with fresh fruits and vegetables. This produce comes from all over Turkey. This bazaar area was established during the early 1950's and contains about sixty wholesale offices which are entirely controlled and occupied by the master farmers of the city--the Fellahians. On the other hand, the loading and unloading is controlled by the Kurdish people who take care of the porter business. (This is a so-called Turkish mafia which dominates the process of loading and unloading because of the lack of parking space and priority of entrance and departure of trucks and goods.) Also important are the thousands of hand-carriages (el arabalari) or, as they are called in Turkey, the sebzeci's (vegetable sellers). This is an amazing phenomenon. Thousands of mainly Kurdish and Fellahian citizens buy various goods early in the morning and depart from the main bazaar, heading either for a neighborhood bazaar or a neighborhood in which they will stop by the designated apartments and sell produce to their daily customers. It is very common to see and hear these vegetable sellers shouting early in the morning and then the housewives yell at them from multi-story apartments, ordering goods to be put into the baskets they send down from their balconies.

Between the main bazaar and the downtown at the east and west route, there are hundreds of wholesale shops that add hundreds of trucks to the already crowded neighborhood. These wholesale trading businesses are owned mainly by inhabitants and/or central Anatolian migrants.

Downtown Adana has almost twenty bank offices. The banks in Turkey are all provincial center offices of national banks. Depending on their size, they have numerous branches throughout the municipality,

but all of their main branches are without exception located in the heart of downtown. Bank buildings vary from one to five stories. Sometimes they rent the upper floors to the commercial companies, offices, or clothing stores. Most of them are located between downtown and the west extension of it.

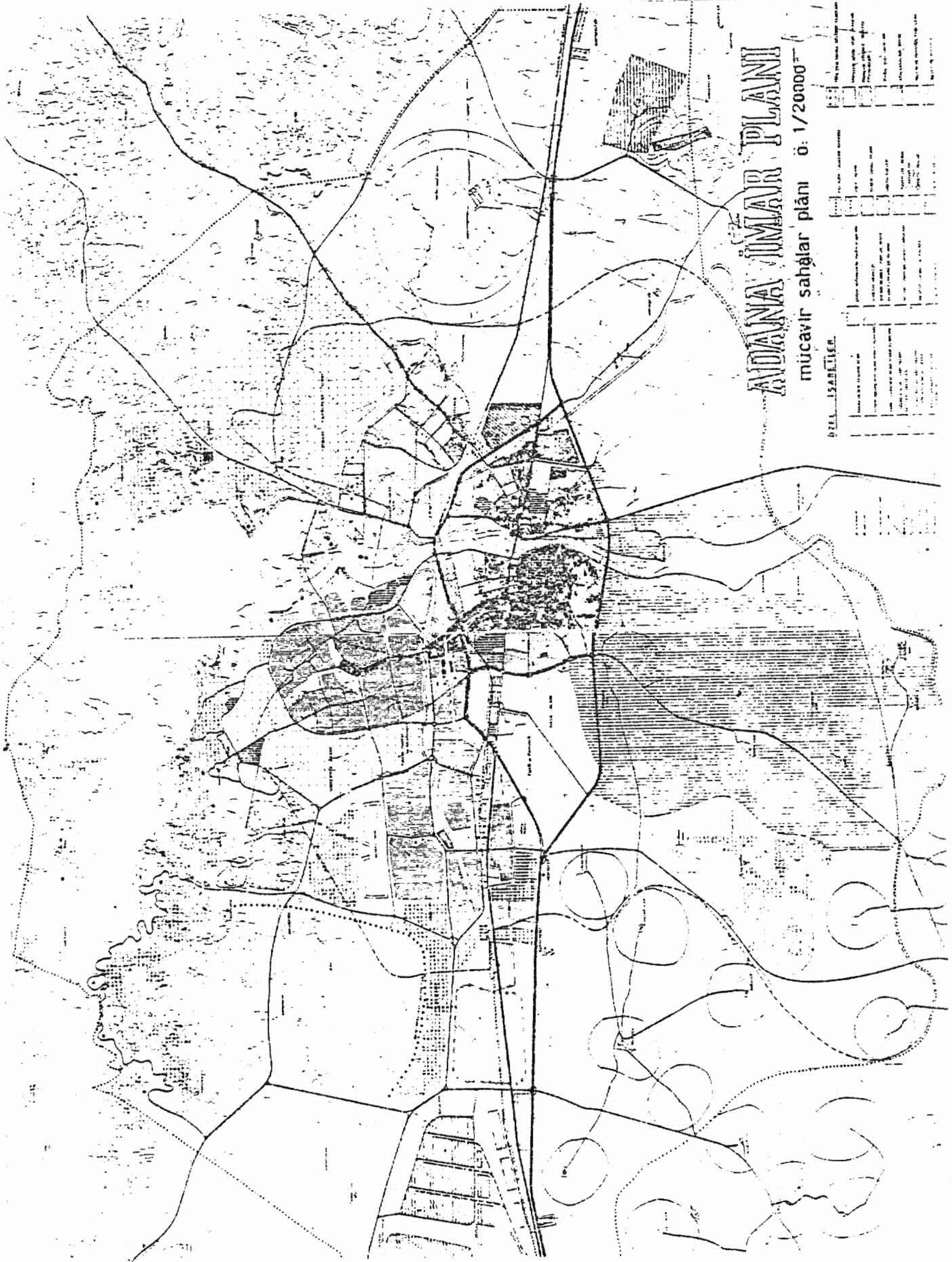
Buildings surrounding the two squares (they follow one another) are mostly one and two story shops which sell jewelry, clothing, and various other goods. These buildings are vakif (literally, cognizant) buildings which are devoted property to a pious foundation. This is a very old traditional concept which is directly connected to Vakıflar Genel Mudurluğu (General Management of Cognizants) of Ankara and is a sub-department of the Ministry of Health and Social Security. Because of the bureaucratic barriers, they have been poorly maintained and are in desperate condition. The tenants take care of their stores as long as the business keeps in good shape (See Map 10 and Legends 1 and 2).

The city plan is basically a physical (urban design) project for the city. The existing criteria is just fulfilling the parks and recreational area that the city population requires. As can be observed from the parts of the city plan, the north of the city is devoted mostly to recreational purposes, such as open spaces, playgrounds, and parks.

In the east of the city a university area is reserved along with the relocation of the bus station, main bazaar (market place), farmers' market, and an industrial park. This may be originating from the desire of establishing a buffer zone between the recently built gecekondu and the city's upper class district (see the sketch map for the locations).

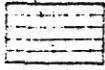

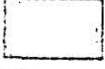
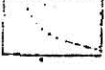

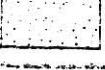
The north of the city is planned to serve the upper and upper-middle class district and the suggested criteria is again playgrounds, elementary schools and parks.

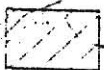
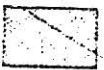


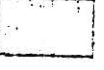
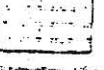
Map 10
Adana Master Plan and Land Use Legend



Source: city of Adana, Dept. of Planning.

ADANA CITY MAP LEGEND

	HISTORICAL AREA
	LOW DENSITY
	MIDDLE DENSITY
	VARIOUS DENSED AREAS
	AREAS WHERE THE DENSITY WILL REMAIN AS IT WAS
	GREEN PLACES, PARKS & RECREATIONAL AREAS

	LOW DENSITY SETTLEMENTS
	ADMINISTRATIVE AREAS
	MERCHANTILE - MIXED REGION - TRADE - WHOLESALE
	ARTISAN - CRAFTMANSHIP - INDUSTRIAL PARKS
	EXISTING INDUSTRIAL SITES
	LIGHT INDUSTRY

AOANA CITY MAP LEGEND , continued :

	DEVELOPMENT AREA BOUNDARY LINE
	STATE RAILROADS AREA
	SUGAR INDUSTRY AREA
	HOSPITALS
	UNIVERSITY AREA
	TOURISTIC AREA
	VEGETATIONAL AREA

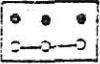

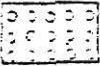

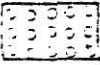

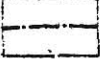
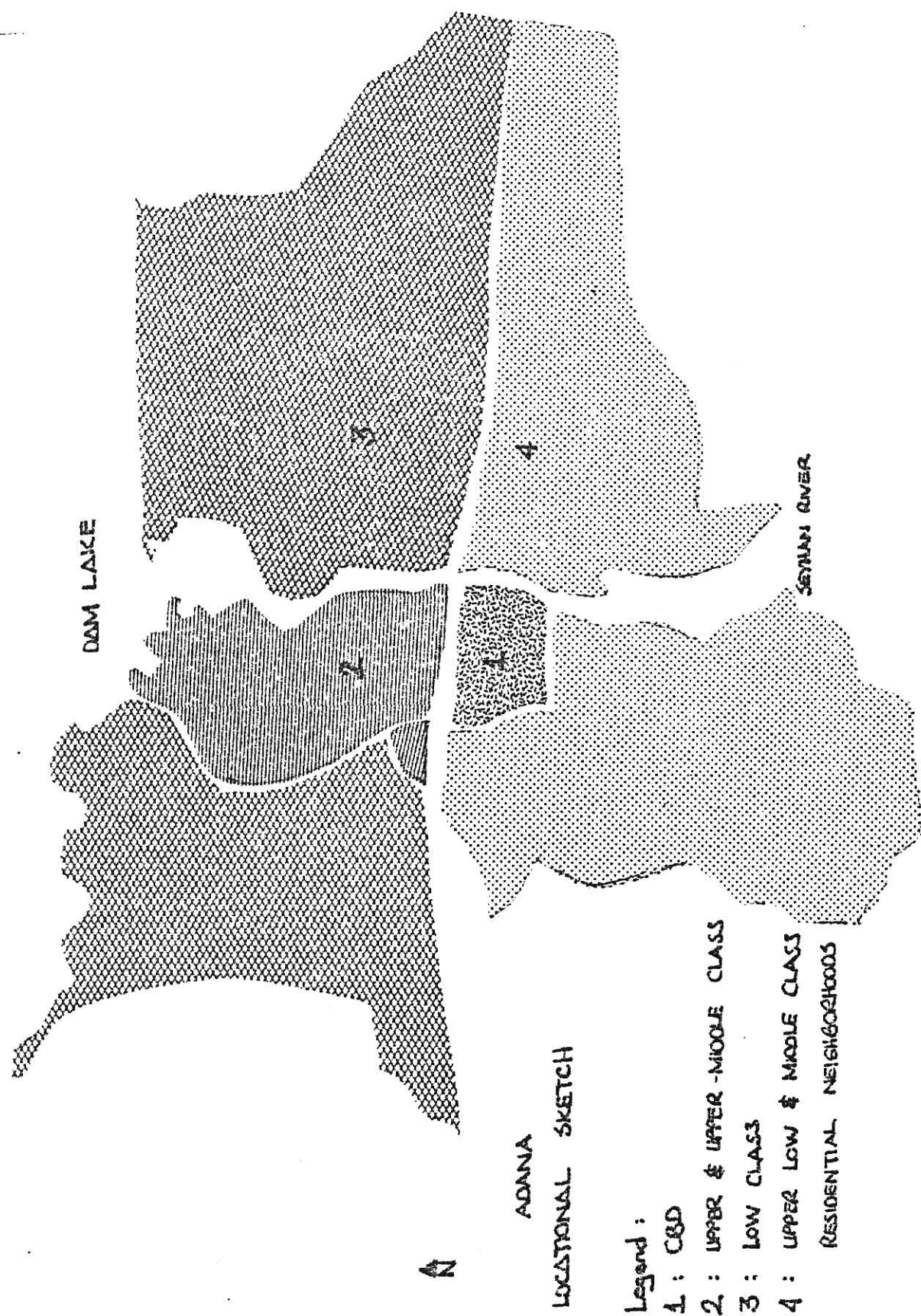
	AREAS OF IMPROVEMENT BEYOND 1985
	GREEN ZONE BETWEEN UNITS
	GARDENING & PARKS
	AREAS OUT OF DEVELOPMENT ZONE
	AREAS TO HAVE PLANTATION
	LARGE ORGANIZED INDUSTRY
	MUNICIPAL BOUNDARY

Figure 2
Adana Locational Sketch



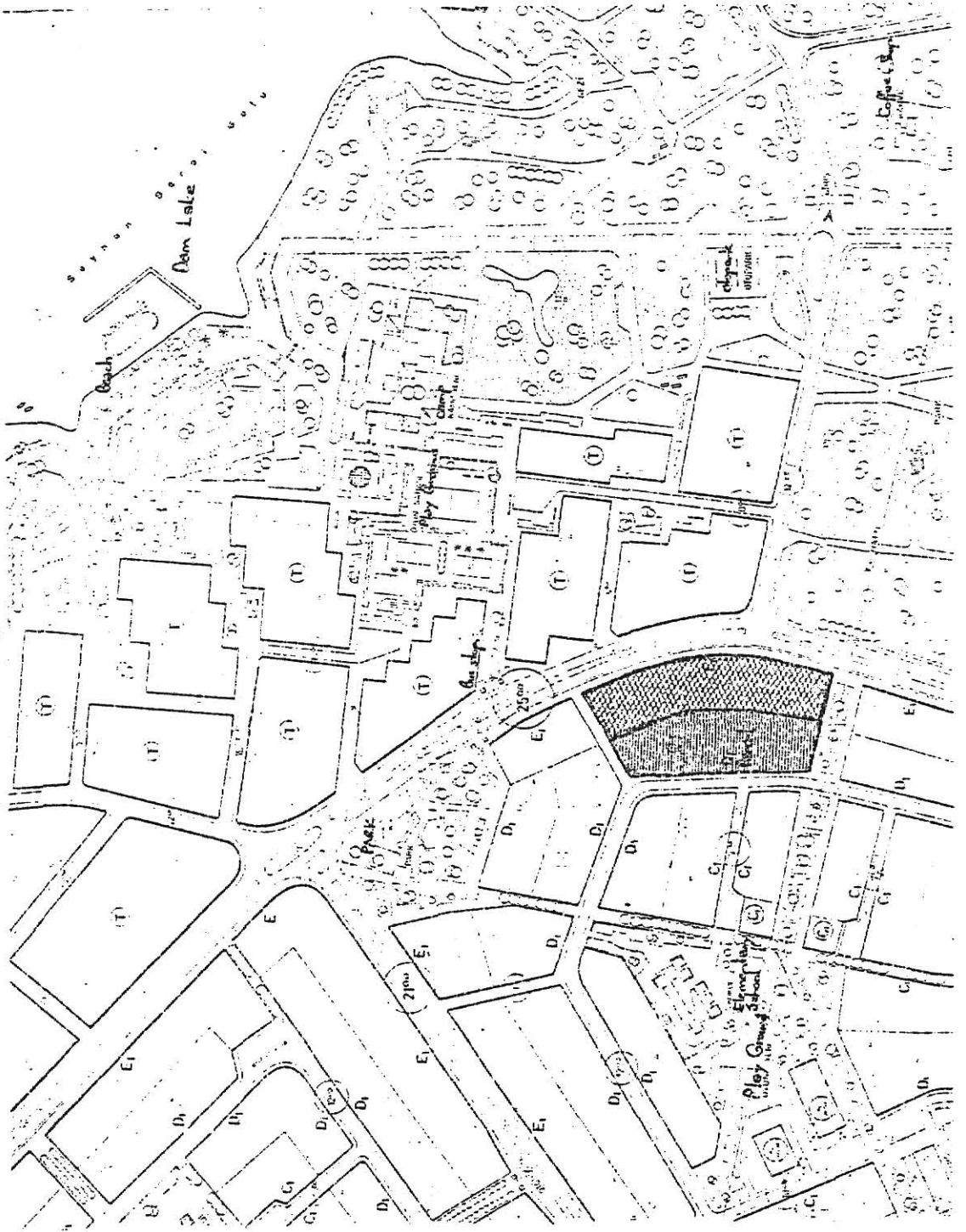
The west of the city is untouched. Only the same basic greenery and plantation is suggested to be implemented for public use. This is true for the south of the city as well.

The municipal government has neither a land use plan nor concrete ordinances. The basic procedure for construction is to get a copy of the topographic and border line map of the lot, parcel or ground and meet the city height and width requirements within the design during the construction. (Design requirements are presented in Appendix B, page 108).

In brief the city has solid barriers in all directions. The north is surrounded by the Dam Lake (approximately six miles from the central business district), the east meets the U.S. Air Force base zone after five miles, the south meets the vegetable gardens and Fellahian residences six miles from the central business district. and the slums of the west part start immediately after the airport. Within an approximate distance of five miles east and west of the central business district, the textile factories are located as a strip of development along with other various sister factories (among them are synthetic fibers, rubber, cotton-gin, and machine parts plants). Also, the manufacturing and industrial workshops are located at the immediate district of downtown-east, which is right across the river from the central business district (three miles east of the CBD). (See Maps 11 through 15 for examples of existing Master Plan.)

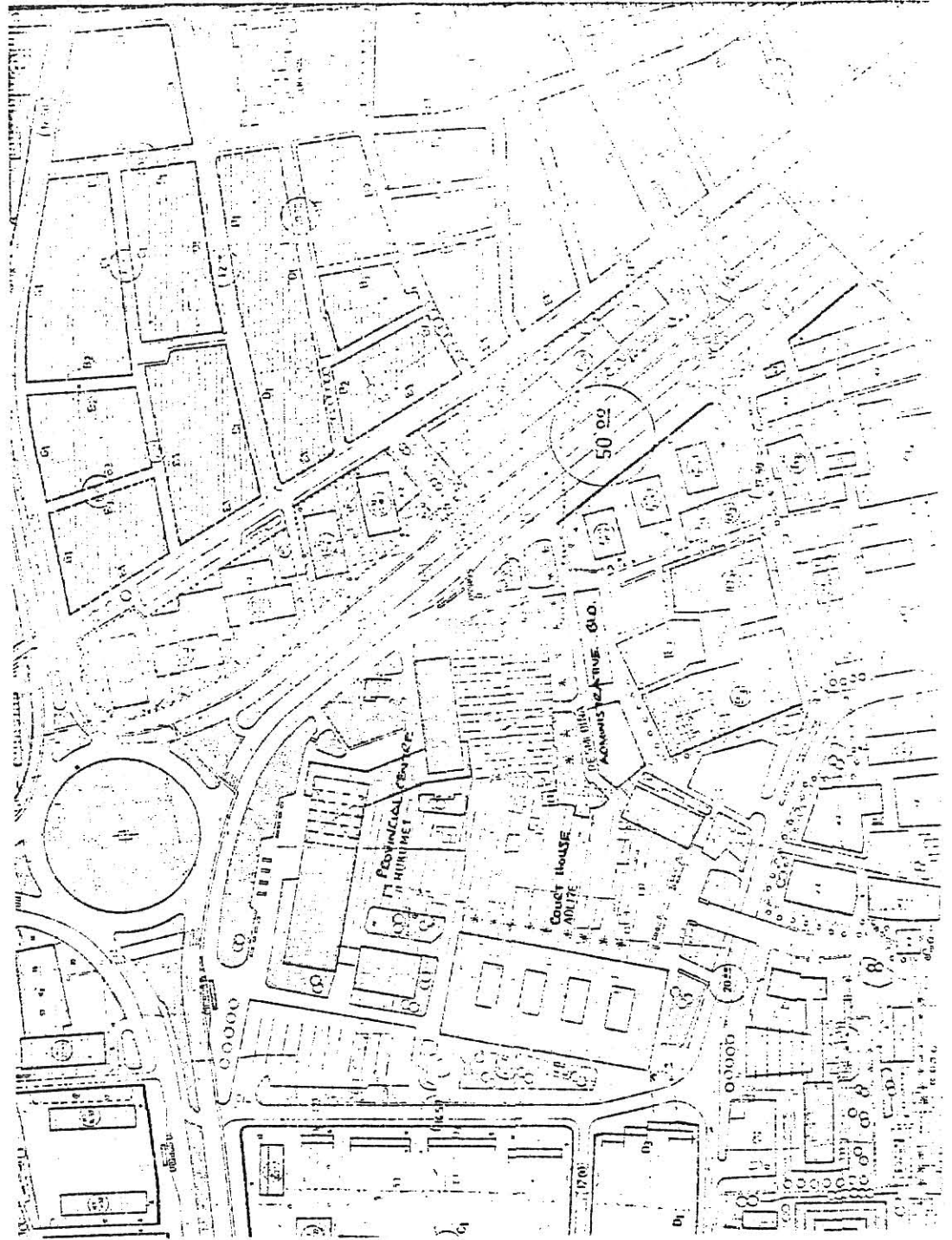
Map 11

Examples of the Existing Master Plan of Adana: View 1
(translated by Mehmet Keskin)



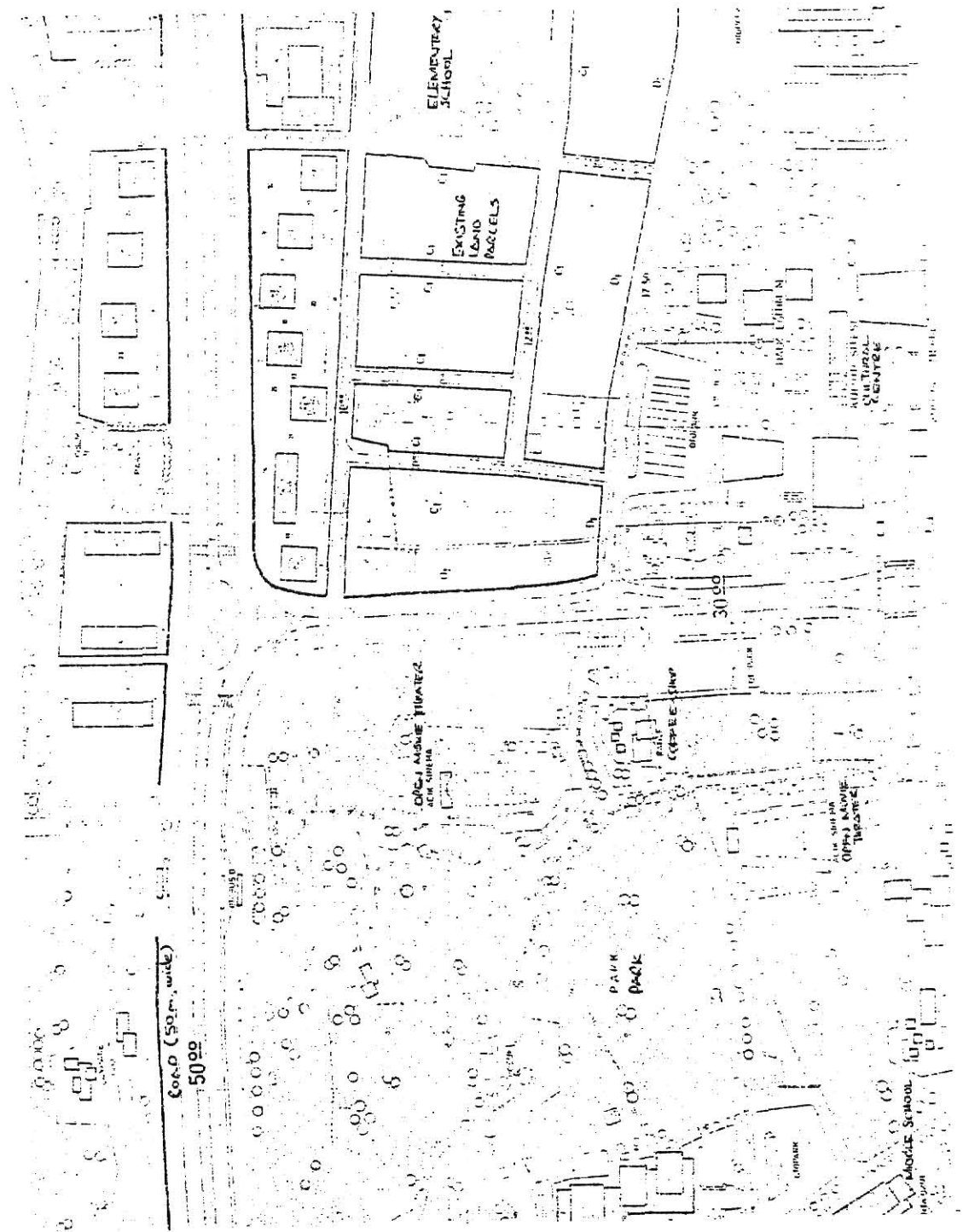
Map 12

Examples of the Existing Master Plan of Adana: View 2



Map 14

Examples of the Existing Master Plan of Adana: View 4



Map 15

Examples of the Existing Master Plan of Adana: View 5



Chapter 4

CONTEMPORARY MODEL FOR DOWNTOWN ADANA

INTRODUCTION

The downtown concept is almost 5000 years old. From the time that human life began until the twentieth century, human beings have lived either in the city or in the rural areas. Cities, in time, have the role of being social, cultural, artistic, political and marketing centers of mankind. The downtown or the CBD (central business district) concept may be a very young concept or perception by means of language, but it is still from the very beginning of the city life. Downtown is the heart of the city. Mankind does not exist without the heart and the city will not exist without its downtown.

For the last two decades of the twentieth century our downtowns have been in chaos. They are in need of "sneezing." As the heart is in need of sneezing in order to keep on pumping fresh blood,⁴⁹ the downtown concept seeks the same opportunity. We need to change or revive downtowns by means of the best technological possibilities in the historical continuum. Cities served us and are still and will go on serving. Our task is to perform the duty of mankind towards the creatures that we created: CITIES.

⁴⁹Robert D. Euclund, M.D., interviewed about: "How Sneezing Effects the Heart," Lafene Student Health Center, April 21, 1981.

If we like the social, cultural and entertainment opportunities that cities serve, then we must rehabilitate, revitalize and redevelop the cities and their heart. "Cities are basically the same everywhere. They are pieces of land cut out from the surrounding country."⁵⁰ Throughout the history, either surrounded by walls or not, cities have consisted of buildings and the spaces between them. They served the needs of mankind: living, trading, sheltering, protecting, entertaining. . . . They may be roadside cities, hilltop settlements, forest towns, residence cities and many similar categories. Cities are living and ever-changing organisms, and one function or one characteristic that was possibly important at one time may have lost its meaning at another time. Their functions may be commercial, cathedral or administrative.

Downtowns are the main parts of the cities by means of their function. Since the old Greek city concept of centralization, mankind created a centrum for the cities. In the early settlements of America the mainstreets of cities served as the same concept for the frontiers. Many of the cities' qualities that we can summarize as "urbanity"⁵¹ are now being weakened and used up. Cities' quality of urbanity is deteriorating dangerously. It is clearly understandable that "mankind is winning the same Pyrrhic victories in the areas of the urban environment as in the battle with the natural environment."⁵² We must view the cities as organic structures of a living organism. A city consists of people primarily and exists for people.

⁵⁰E. A. Gutkind, Urban Development in Central Europe, The Free Press of Glencoe, New York, N.Y., 1964, p. 42.

⁵¹Victor Green, Centers for the Urban Environment, Van Nostrand Reinhold, New York, N.Y., 1973, p. 8.

⁵²Green, p. 9.

The SOS alarms might be heard in both the new and the old world cities, in every continent. We may hear the slogans such as: "Save our cities," "Save our downtown," "Revitalize the city core," almost everywhere.⁵³ Some have slum clearance, urban redevelopment, restoration or pedestrian precinct programs. As Herbert R. Lottman argues:

Is a sky-scraper better than a suburb? I suggest that it may sometimes be better, without repudiating the demands for limits on height, or on new construction generally in certain old neighborhoods and city centers. What has been happening to the worlds' energy resources in the present decade makes this drive for more compact cities, as Jean Gottman suggests, a means to avoid the waste of matter as well as of space that we have accepted until now.⁵⁴

He continues:

National survival everywhere may depend on keeping people closer together. The question is then, What kind of life can we provide for the new urbanites? It will be important to remind professionals as well as laymen that high density does not have to be an evil; downtown living can be the best kind.⁵⁵

The downtown concept, as being the heart, is in need of "sneezing." As if smelling the black pepper, we must let the downtowns sneeze.

THE MODEL FOR DOWNTOWN AND CONCLUDING REMARKS

The first barrier is the downtown revitalization being accepted as a goal, since it should be considered the best way out. One of the major reasons for this is that there is no other way for minorities, lower class members, or middle class members to be able to afford shopping anywhere but in the central business district shops. Also, the downtown is considerably easier as far as accessibility is concerned.

⁵³Herbert R. Lottman, How Cities are Saved, Universe Books, New York, N.Y., 1976, p. 247.

⁵⁴Ibid.

⁵⁵Ibid.

The existing plan leaves the CBD as it is, but foresees that the market place (main bazaar) is moved out of the CBD neighborhood. The forgotten point is that there can never be a major or departmental official who will dare to move the market place out of its existing location, simply because of the enormous political potential of the voting power of the two populations involved--the Fellahians and the Kurds, the merchants and porters, respectively. The Fellahians and Kurds, via their voting power, can create a political pressure on the decision-making body against the relocation of the bazaar. Also, the consensus of the Adanians will be parallel to this demand, simply because of the accessibility of the existing location of the bazaar.

Stores, shops and banks are and will be surviving in the CBD because of the district's convenient location. A most important point is that all the hotels of the city are within the immediate walking distance to the banks, bazaar and CBD.

Actual decision-making responsibility over land development is vested in elected officials and such technical staff as they have available. By and large, neither the mayors nor the land building departments have the skill or will to deal with the issues of growth. Growth has a very positive image at the local level. This will be the key to approach the master plan for Adana, because it means social well-being for the elderly, minorities, and the poor. It will have enormous publicity if the communication gaps mentioned above are fulfilled.

"Often growth is welcomed regardless of the consequences," says Rivkin, and he continues with these observations:

- 1) Local government often fails to understand or appreciate the physical plans during the process of their preparation and when they are ready for implementation.

- 2) There is often a paralysis in the face of the plan's requirements when compared with financial resources that are available. Feeling that it may be impossible to acquire public open space or widen a road network, municipal authorities often approve building projects that are in direct violation of the plan--further compounding the difficulties.
- 3) Corruption on the part of some officials and considerable political pressure from local entrepreneurs result in "overlooking" a plan.
- 4) Local government often does not know how to request or lobby for financial and technical assistance that can be made available through Iller Bank and other government agencies.
- 5) Local government often does not know how to establish its own revenue-raising projects, which can aid in land acquisition and facilities development.⁵⁶

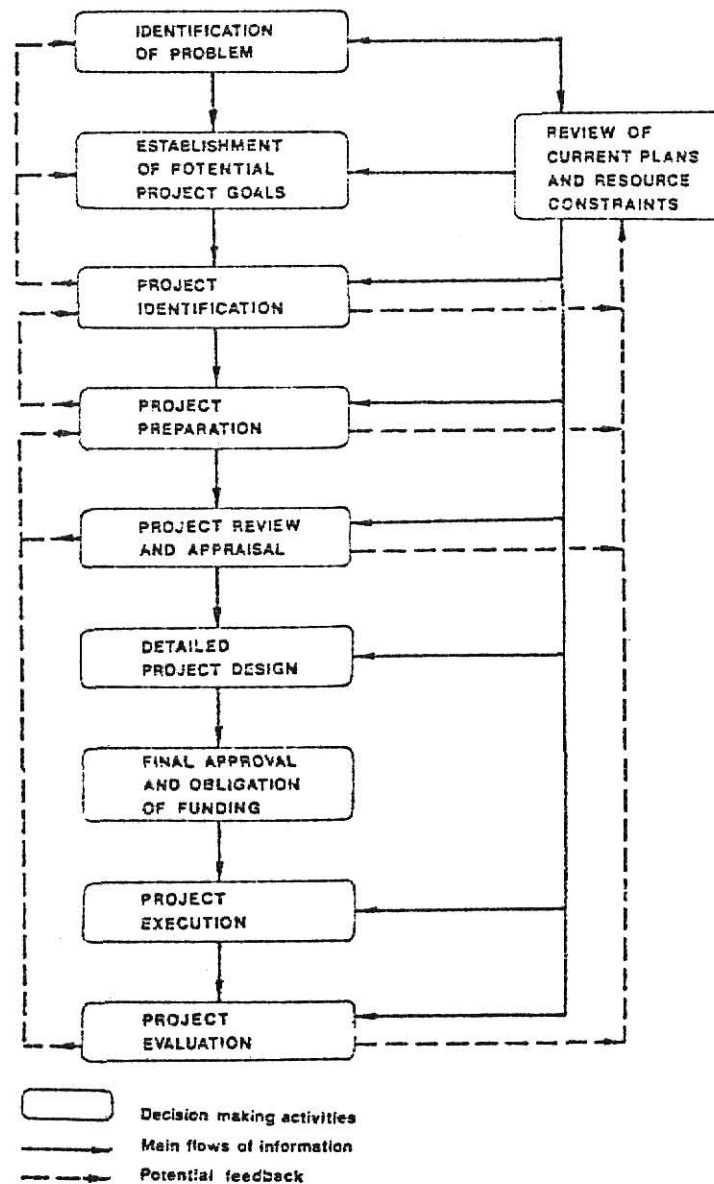
Given the discussion above, the critical step is to start a planning process with a comprehensive plan. As shown in Figure 3, the project should be identified, potential goals are to be established and data/policy and criteria are to be collected. This should be the initial step which would originate from the municipality's planning department. Following is a Social Research Work program (Figure 4). When the reports and working papers for the first step are completed, there must be an administrative committee established which would include:

- 1) the governor;
- 2) the mayor;
- 3) businessmen;
- 4) merchants;
- 5) bankers and economists;
- 6) State Planning Organization planner;
- 7) City Planning Department head;
- 8) headmen from all the city districts;
- 9) well-known citizens who are influential within neighborhoods;
- 10) volunteers (preferably teachers) who will work to campaign for the program.

⁵⁶M. D. Rivkin, Land Use and the Intermediate-Size City in Developing Countries, Praeger Publishers, New York, N.Y., 1976, p. 62.

Figure 3

SYNOPSIS OF A TYPICAL PROJECT CYCLE



Source: John D. Herbert, Urban Development in the Third World.

This committee should review the financial, social, physical and administrative aspects of the proposal, and then decide on the typical project cycle. A team should be selected and studies started (see Figures 4 and 5).

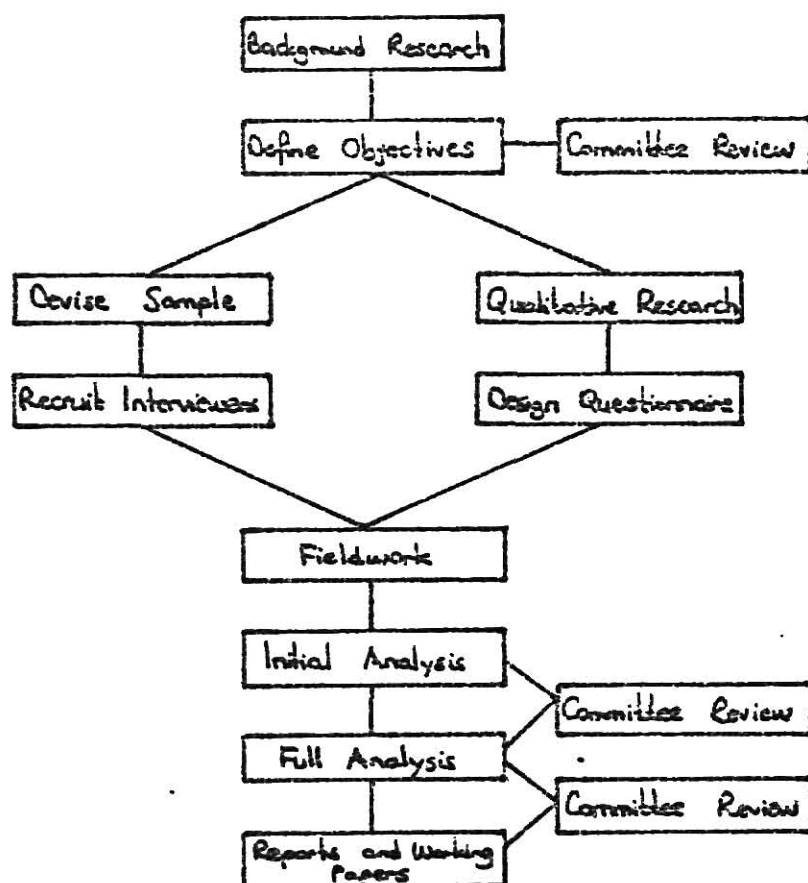
The detailed project design should be based on a mixed-use downtown CBD concept because this will allow for both day and night use of the district. By using super block designs it will be possible to provide large landscaping, parking, green areas and pedestrian accessibility. As is described in Mixed-Use Development, super blocks for the downtown CBD should contain:

- 1) intense land use;
- 2) super block concept;
- 3) vertical integration of uses;
- 4) verticle separation of pedestrian and vehicular traffic;
- 5) structured parking;
- 6) transportation access-transit;
- 7) urban open spaces;
- 8) urban vitality;
- 9) air rights/coordinated multiple ownership; subsurface rights;
- 10) urban renewal.⁵⁷

These criteria seem to be non-fitting or inconvenient for the given circumstances of a developing country. But there is a very important fact to remember: Turkey has been a relatively stable republic and has accomplished revolutions such as changing the system from a 615-year old empire (Ottoman Empire) to a republic, shifting from Arabic script to the Latin alphabet, demolishing the caliphate and establishing a secular state in a very critical region of the world. Turkey also accomplished other small but important social changes. The existing consequences prove that the Turkish people are able to adjust to the new aspects of modern

⁵⁷ Robert E. Witherspoon, Mixed-Use Development, ULI, Washington, D.C., 1976, p. 41.

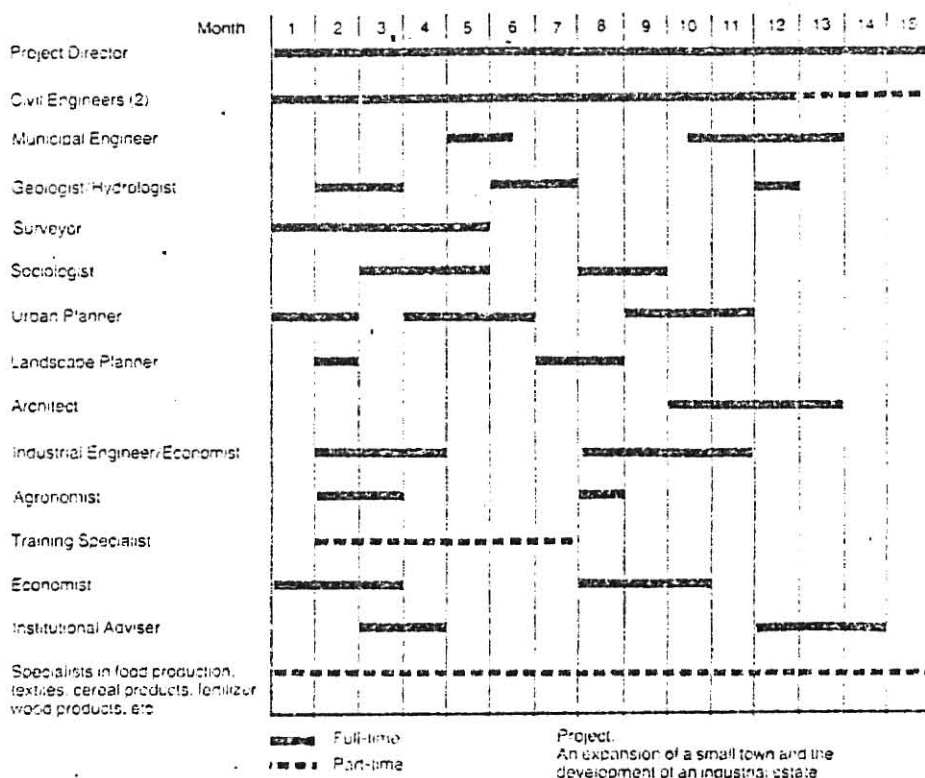
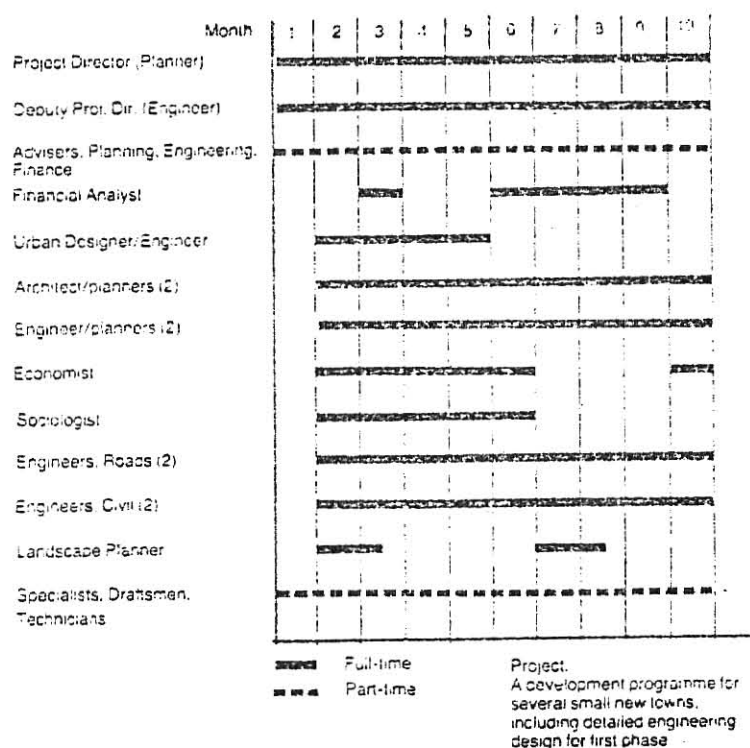
Figure 4
Social Research



Source: Alan Turner, Cities of the Poor.

Figure 5

Team Elements of the Project

Source: Alan Turner, Cities of the Poor.

life and that gives an initiative confidence to the researcher to be hopeful about the proposed design alternative.

What should the design be like? The answer is to rely upon social, traditional and professional criteria, policies and finance. First of all, the community should be told, campaigned and convinced that the downtown, given the location, land use, affordability and manageability of the proposal, is going to better serve the public and will be more comfortable than ever.

Mixed-land use, as it is now, is a traditional land use for the downtown. (Map 16 shows the existing land use for downtown Adana; Figure 6 analyzes the present locational cycle.) The buildings should be reconstructed for the multi-usage, such as working, sleeping, living, shopping, parking, recreation. All these activities are desired activities of the community and are met by the mixed-land use. A 24-Hour Design Cycle (see Figure 7) should be accomplished via giving extension and protected access to the living and working conditions (Figure 7). As shown in Figures 8 through 11, the redesign of the downtown out of high story blocks should be injected to the proposed land use and streets and the traffic must be reorganized.

Maps 17 through 19 are design alternatives for the downtown area.

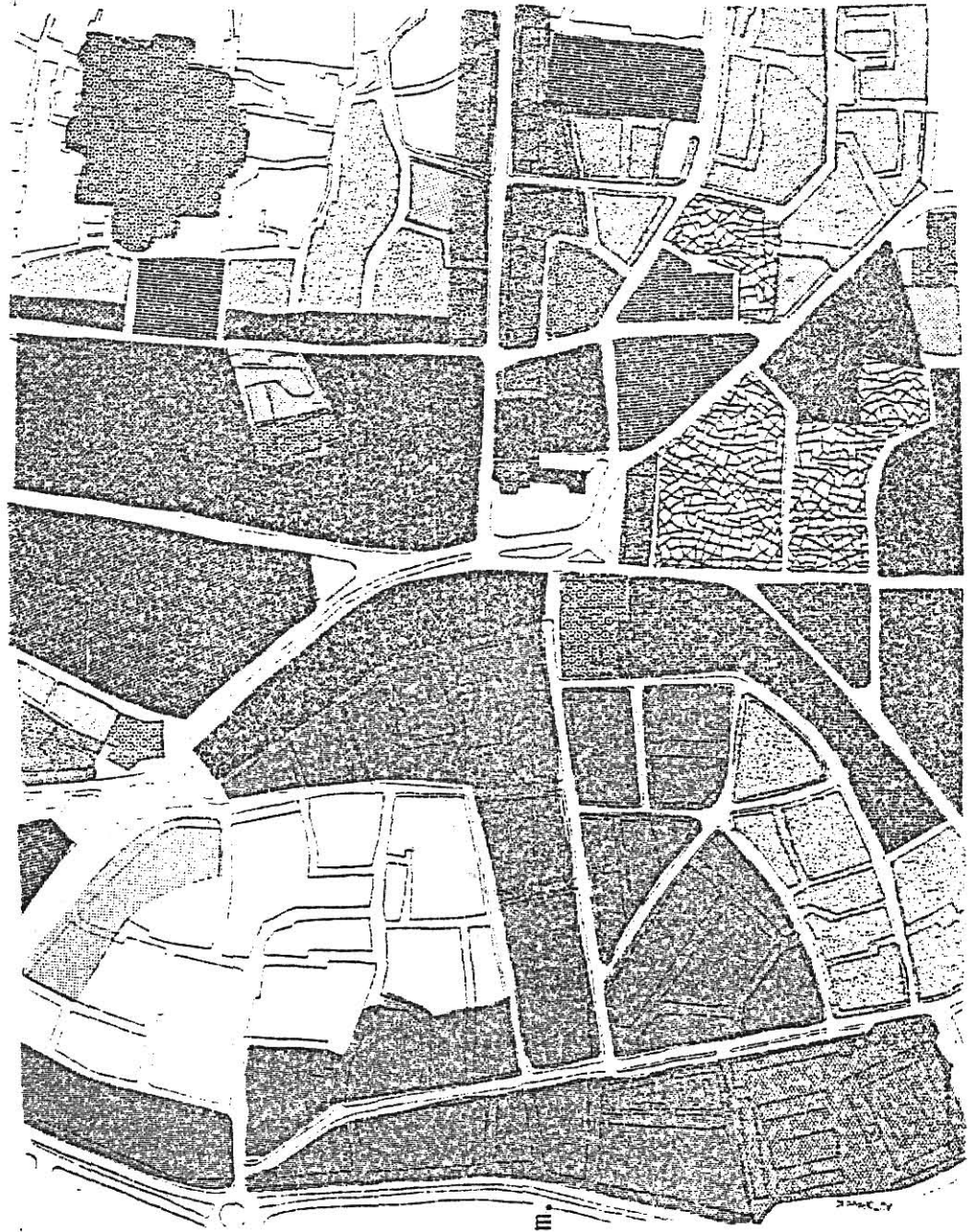
Criteria are:

- 1) super blocks (for the city's size it is suggested not exceeding 20 stories per block);
- 2) pedestrian usage;
- 3) one-way streets;
- 4) underground parking;
- 5) street development and sign usage.

(See Appendix E, page 173 for some downtown improvement design criteria.)

The revitalization proposals suggest that the downtown area should be torn down and a whole new downtown constructed within the boundaries

Map 16
Existing Land Use for Downtown Adana



Scale: 1/250 m.

Legend for Map 16



= retail stores or clothing stores



= administrative buildings and schools



= mixed-use



= landmarks or historic buildings



= banks



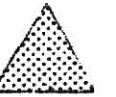
= bazaar (vegetable market)



= wholesale stores



= closed bazaars



= hotels and recreation

Figure 6
Locational Cycle for Downtown Adana

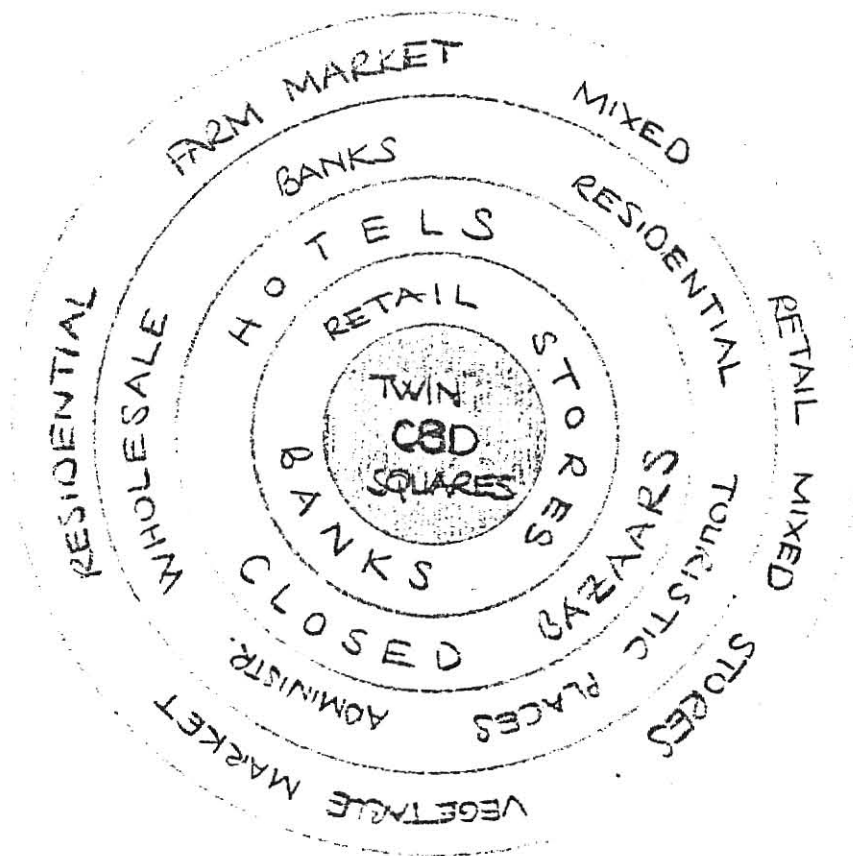
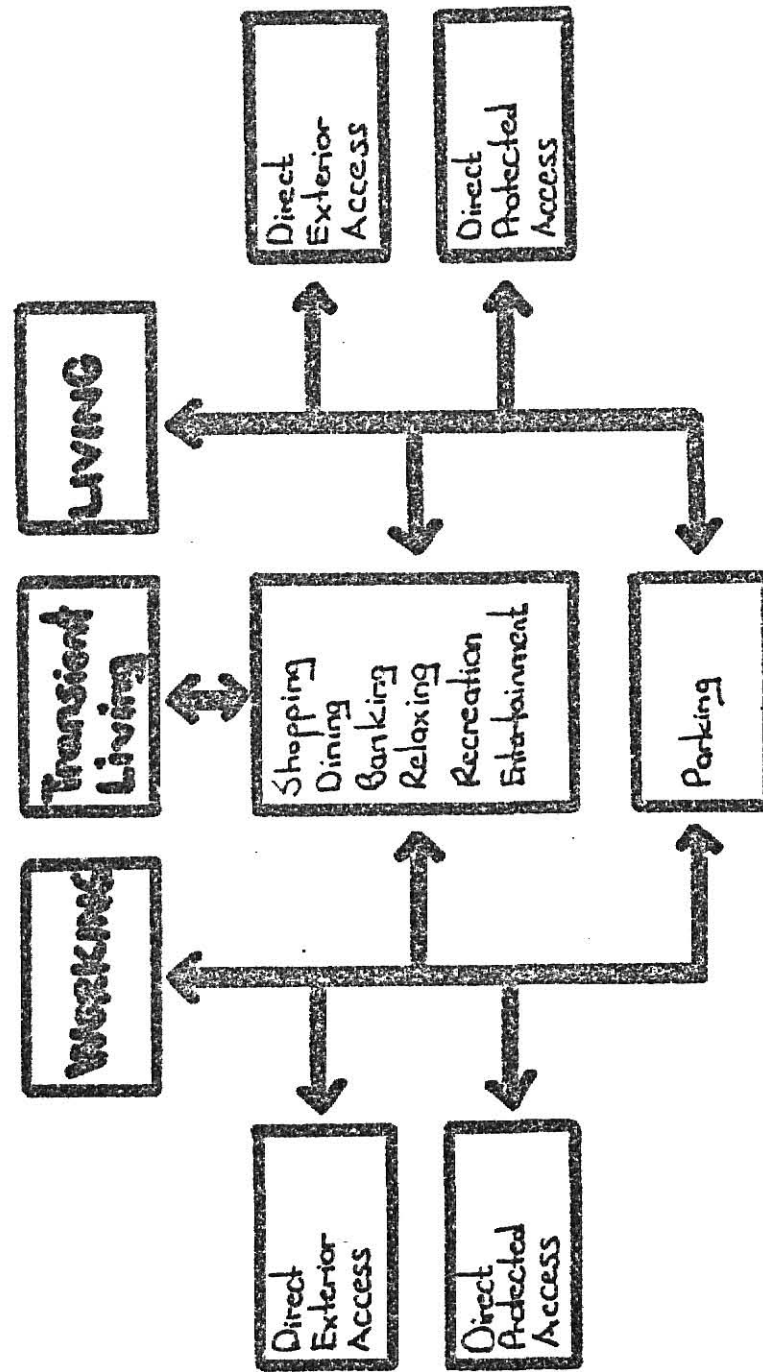


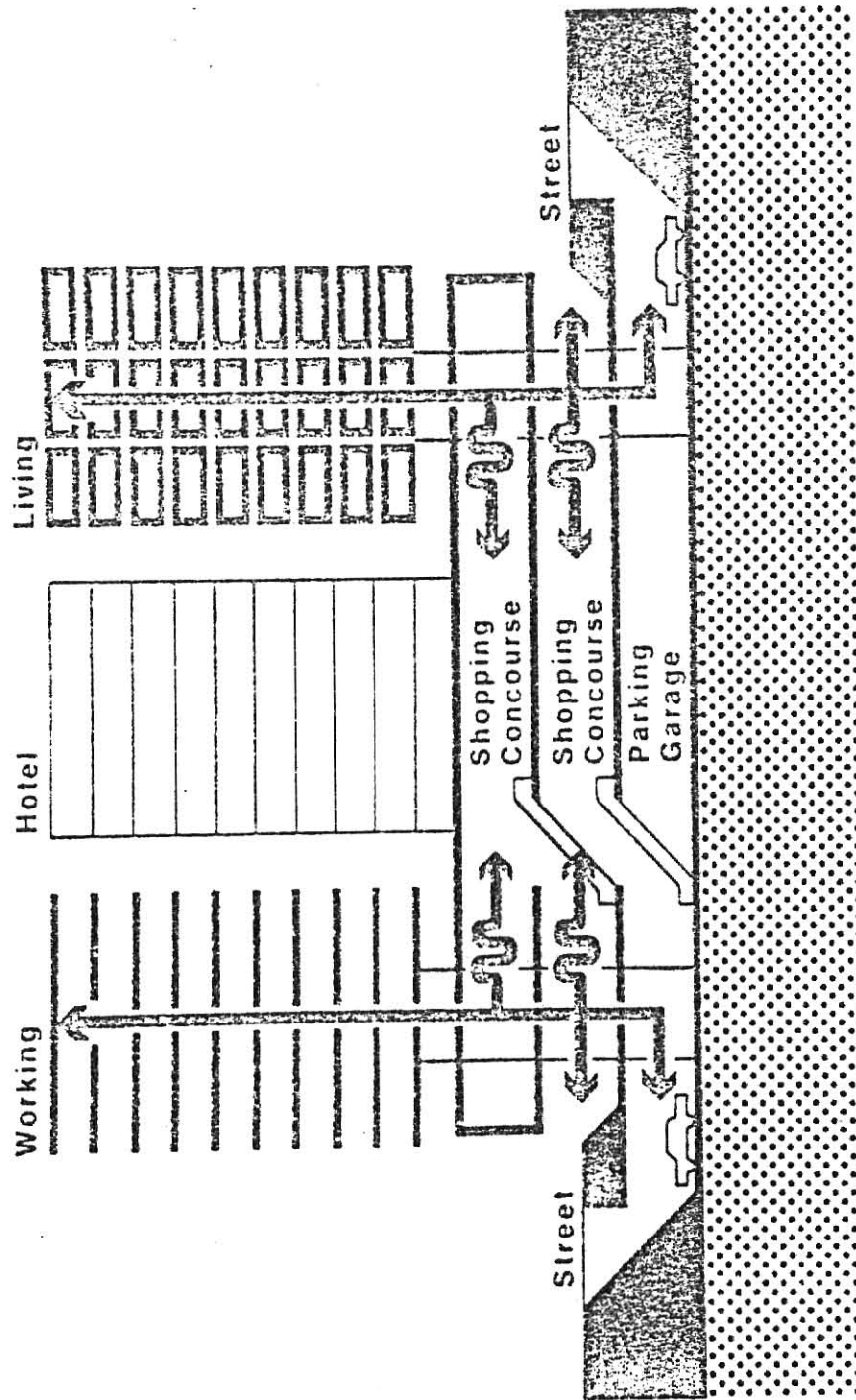
Figure 8

Schema of the Super Block Accesses



Source: Robert E. Witherspoon, Mixed-Use Development, ULI, Washington, D.C., 1976.

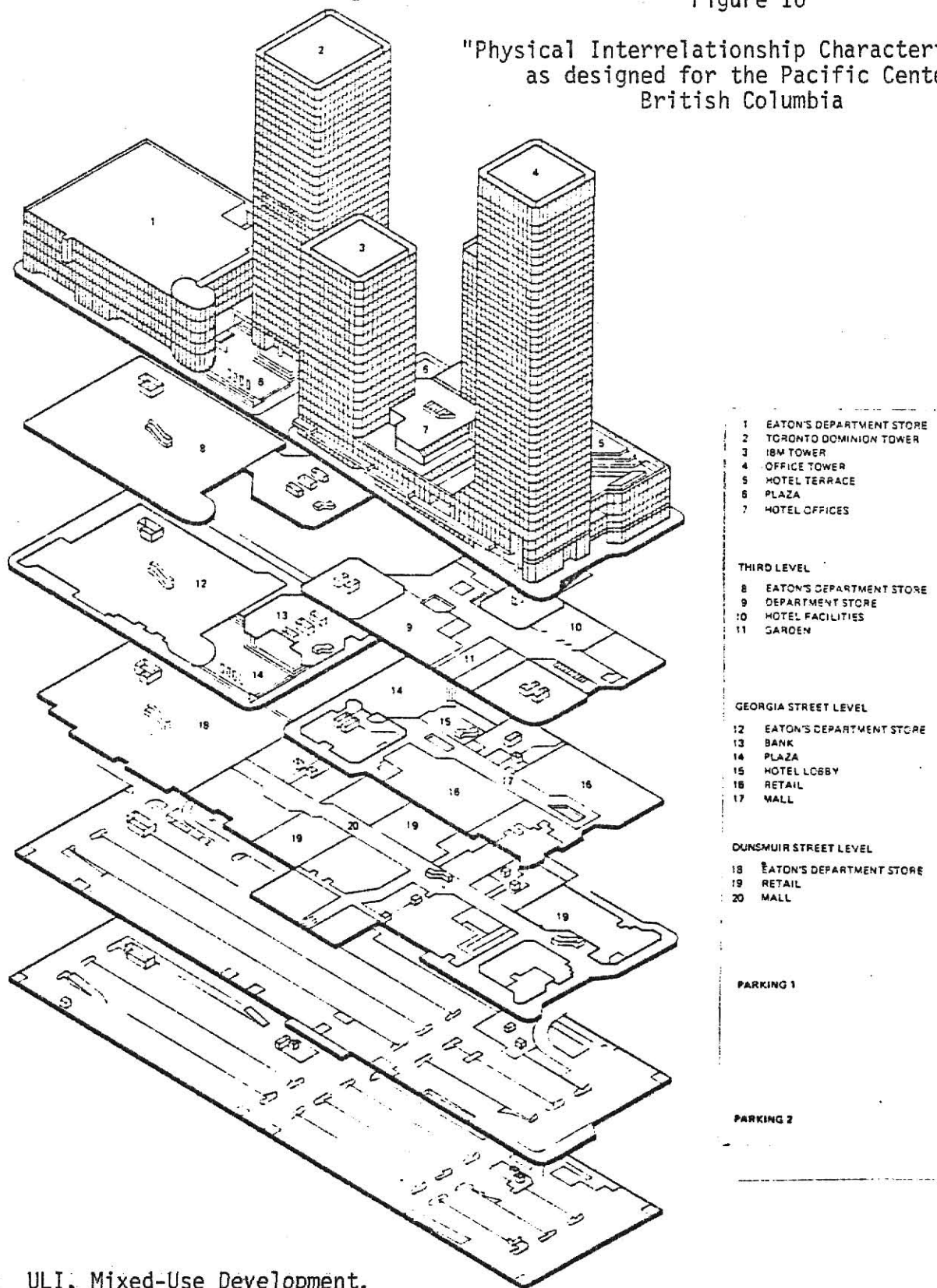
Figure 9
Physical Integration of Project Components



Source: Robert E. Witherspoon, Mixed-Use Development, ULI, Washington, D.C., 1976.

Figure 10

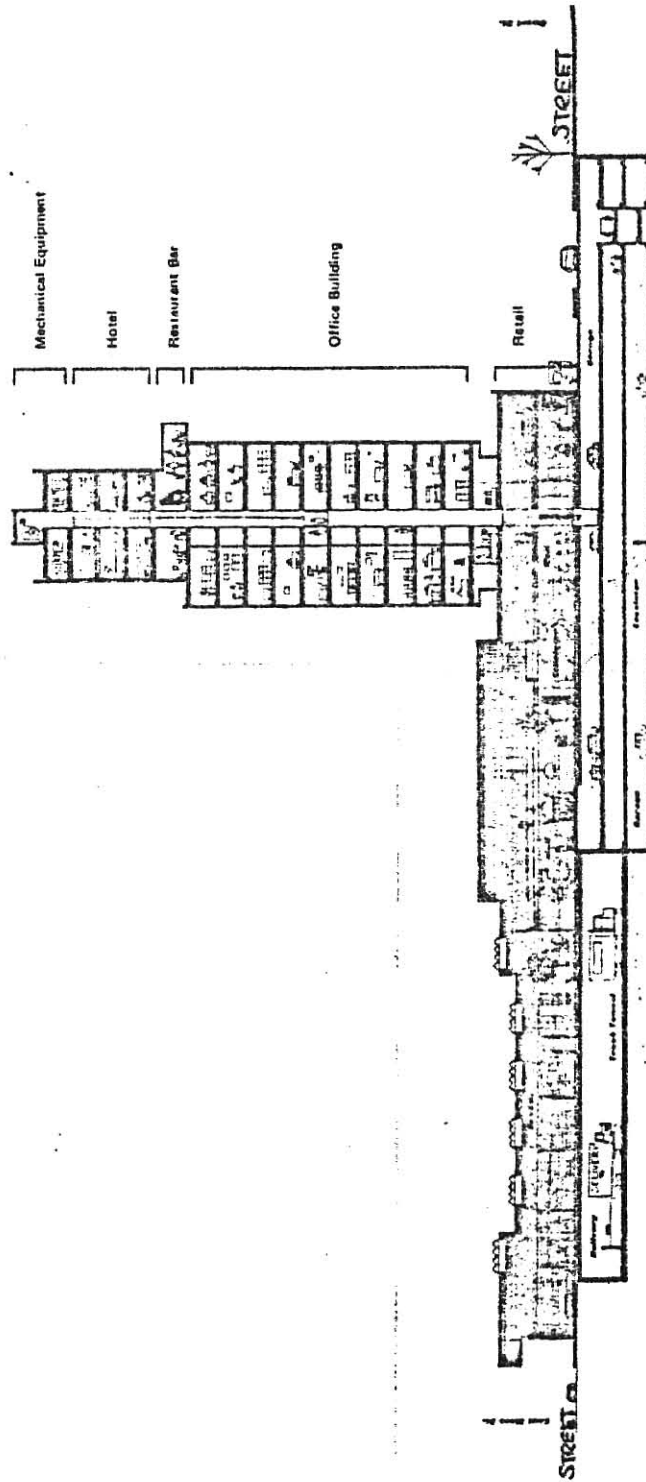
"Physical Interrelationship Characteristics"
as designed for the Pacific Center,
British Columbia



Source: ULI, Mixed-Use Development.

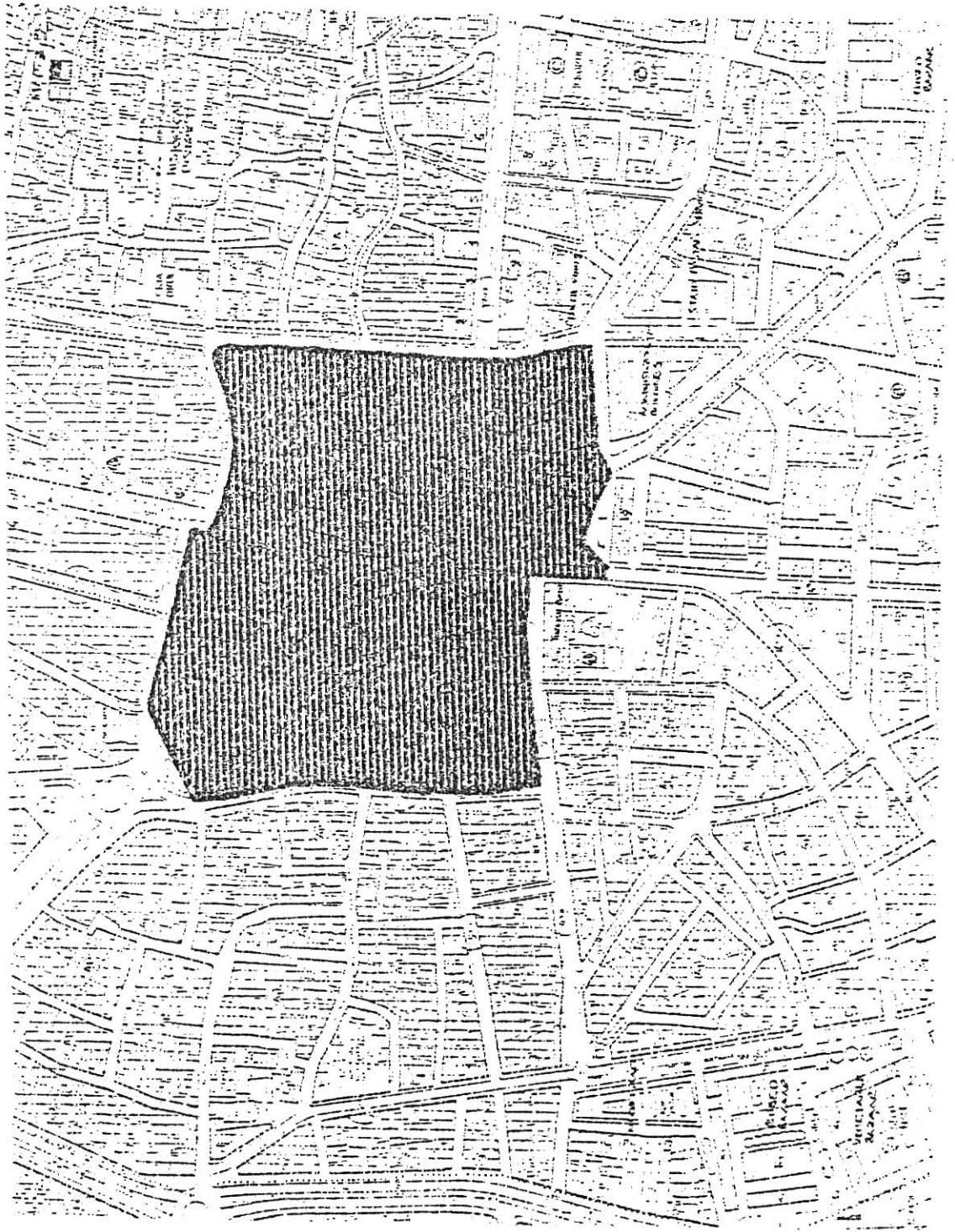
Figure 11

Multi-Use Project Prototype for Downtown Adana
(Section Drawing Midtown Plaza, Rochester, N.Y.)

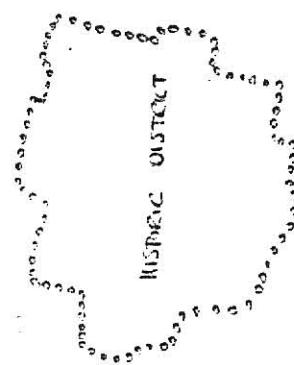


Source: Robert E. Witherspoon, Mixed-Use Development, ULI, Washington, D.C., 1976.

Map 17
Proposed CBD Revitalization Area



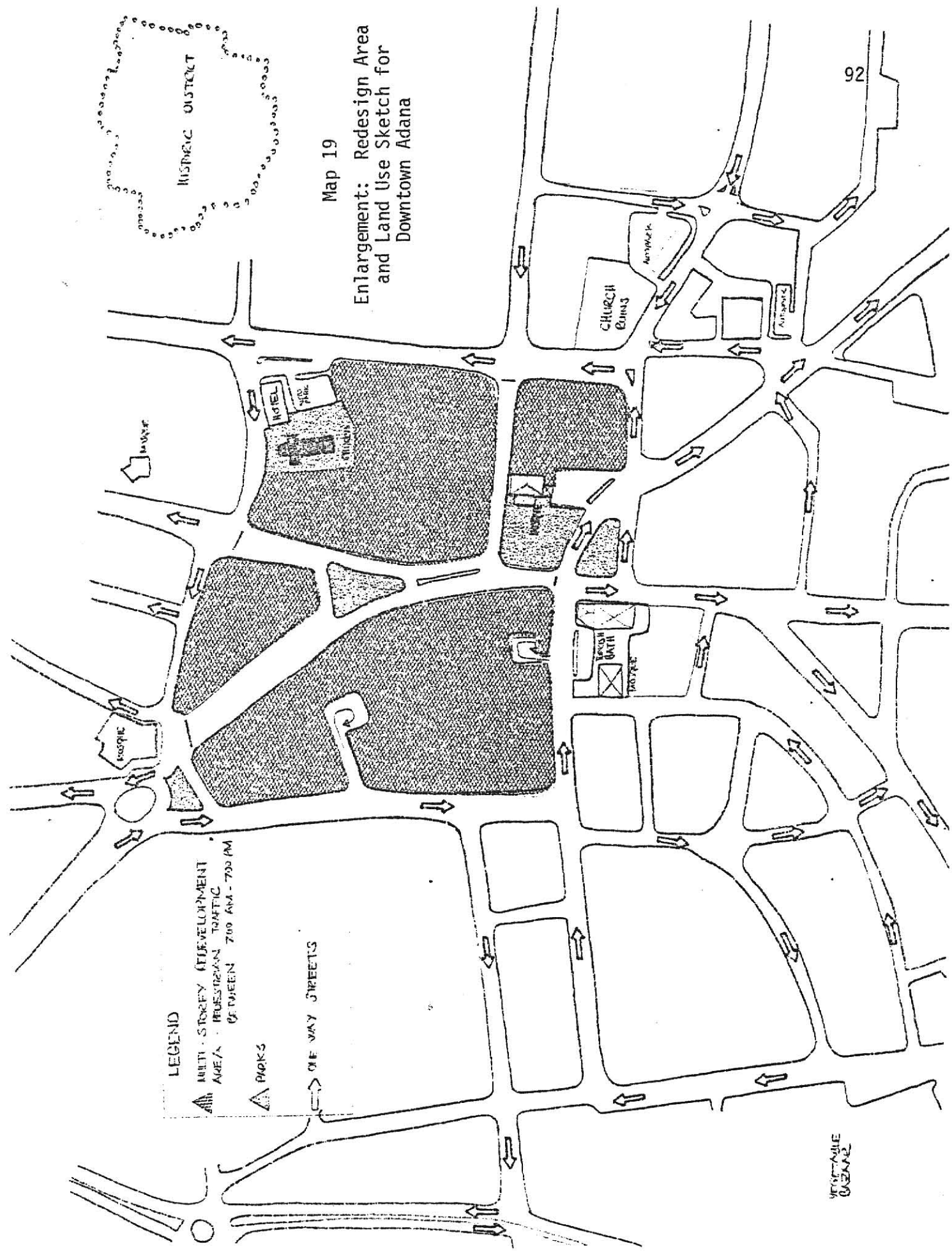
= area to be redeveloped



HISTORIC DISTRICT

Map 19

Enlargement: Redesign Area
and Land Use Sketch for
Downtown Adana



LEGEND
▲ MULTI-STORY DEVELOPMENT
▲ AREA - HISTORIC TOWNIC
OF THE 700 AM - 700 PM
▲ PLOTS
→ OF WAY STREETS

92

TRAM LINE

shown on Map 17. This area is all old (excluding a few four-story middle-aged buildings), one- to two-story buildings. The new proposal contacts the landmarks which are existing in the immediate surroundings of the proposed boundaries.

At the northeast there is the historical Hititte ruin district. Also, there is the approximately 600-year old church "Bebekli Kilise" (Baby-doll Church) within the boundaries of the downtown redevelopment area.

There are historic mosques at the southeast, southwest, and northwest of the central business district. At the immediate southwest of the redevelopment area there is the historic Mestanhamam (Turkish Bath). These landmarks are going to help define and outline the district.

The proposal contains the super block (since the existing city neighborhoods have up to 11-story apartments), 20-story buildings of mixed-use blocks surrounded by green areas, such as pedestrian walkways, open concert amphitheaters, underground parking, shopping, living, and recreation areas.

The district allows one-way street traffic so that the boundaries will have unification and easy traffic flow and also the dolmush and city transport system (municipal buses) can transport the shoppers to and from the downtown area. The loading-unloading traffic will be allowed to proceed after 7:00 p.m. The emergency vehicles (police, ambulance, fire trucks) can have access in case of emergency directly inside the downtown.

The initiative should be taken by the municipal government's planning department and, after the financial and social procedures are planned, a national contest could be held for design examples. This type of competition has been successful for cities of Northwest and West Anatolia, namely Izmit, Izmir, Side and some small Aegean coastal cities.

This approach is nothing new from a Western point of view, but since the subject is a city in the Middle East, it may be thought of as unrealistic. A final and very important issue is the feedback process of the proposal. Assuming all the changes must be implemented in order to accomplish the goal of redevelopment, a review committee should be established. This committee would meet annually to monitor the process. If there is a negative sign, the committee should advocate the administrators and officers of the implementation process. To best represent public opinion, the committee should include headmen, professionals, elected officials and well-known civilians. As Weiker points out:

But there is also a deeper reason for optimism about Turkey's ability to succeed through democratic means. Turkey can be said to have been lucky in many ways--time, geography, demography, history were all significantly on her side. The very momentum of development and change has also been important, often at least as important as individual leaders or specific actions or policies. However, skilled leadership has also been a major asset, and it is not too much to say that among the most important of Turkish leadership skills has been the ability to come to terms with an unstoppable progression of increasing nonelite involvement in decision-making and direction-setting, and to lead the Turkish people toward acceptance of moderate policies and of mixes of old and new values.

Perhaps this was what was meant by the recent observations of two insightful Turkish intellectuals. One described the great dynamism he observed in his country and the vigorous discussion and questioning of all aspects of Turkish identity as "a great common learning experience." The other penetrated perhaps even further to the essence of the reasons for much of the success of Turkish efforts: "Turks succeed brilliantly when what they do is synthesize." That so large a number of Turks of all strata have become agents of modernization, not merely objects of it, is something of which Kemal Ataturk would certainly have been justly proud. It remains to be seen whether both leaders and followers will now have the wisdom, stamina, and perhaps, above all, the patience and tolerance to overcome relatively short-run problems, to bring about the many qualitative changes which must now be added to the quantitative growth, and to complete the many societal advances which have been begun. But if the lessons of the past are well learned, the reasons for optimism are well in evidence.⁵⁸

⁵⁸Walter F. Weiker, *The Modernization of Turkey*, Holmes and Meier Publishers, Inc., New York, N.Y., 1981, p. 253.

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APPENDICES

APPENDIX A
TURKISH CONSTITUTION

TURKISH CONSTITUTION

Section I: Fundamental Provisions

Article I. The Turkish State is a Republic

Section II: The Legislative Function

Article 9. The Grand National Assembly of Turkey is composed of deputies elected by the nation, in accordance with the relevant law.

Article 13. Elections to the Grand National Assembly are held once every four years. . . . Every deputy is the representative of not only his constituency but of the entire nation.

Article 15. The right to introduce laws belongs to the members of the Assembly and to the Council of Ministers.

Article 26. The Grand National Assembly exercises directly such functions as enacting, amending, interpreting and abrogating laws; concluding conventions, pacts, and treaties of peace; declaring war; examining and approving definitive laws relating to the general budget and the general accounts of the State; coining money; approving or annulling contracts and concessions involving monopolies or financial obligations; proclaiming general or special amnesty, reducing or modifying penalties, deferring legal investigations and punishments, and executing definitive death sentences pronounced by the courts.

Section III. The Executive Function

Article 31. The President of the Turkish Republic is elected by the Grand National Assembly in plenary session, from among its

members, for the duration of one Assembly. The outgoing President exercises his function until the election of the new President of the Republic. He is eligible for re-election.

Article 32. The President of the Republic is the Head of the State. In this capacity he may, on ceremonial occasions, preside over the Assembly, and may preside over the Council of Ministers whenever he deems it necessary. The President of the Republic may not participate in the debates and deliberations of the Assembly nor may he vote throughout his term of office.

Article 44. The Prime Minister is appointed by the President of the Republic from among the members of the Assembly. The other Ministers are chosen by the Prime Minister from among the members of the Assembly and presented collectively to a plenary session of the Assembly, with the approval of the President of the Republic.

Article 45. The ministers form, under the presidency of the Prime Minister, the Council of Executive Ministers.

Article 46. The Council of Ministers is collectively responsible for the general policy of the Government.

Article 47. The duties and responsibilities of Ministers shall be defined by special law.

Article 48. The form of organization of the Ministries is subject to special law.

Article 50. A decision of the Grand National Assembly of Turkey to send a Minister for trial before the High Court, shall also involve his removal from the office of Minister.

Article 51. A Council of State shall be formed, the duties of which will be to examine and decide administrative suits and conflicts; to express its opinion on draft laws and terms of contracts and concessions, prepared and presented by the Government, and to discharge any duties which may be incumbent upon it, in accordance with the special law relating to it, or by virtue of other laws. The Presidents and Members of the Council of State shall be chosen by the Grand National Assembly from such persons of distinction as have held important posts and who possess special knowledge and experience.

Article 52. The Council of Ministers shall draw up regulations indicating the modes of application of existing laws, or clarifying the provisions of the law, provided that the said regulations do not contain new ordinances and are scrutinized by the Council of State.

These regulations become effective after signature and promulgation by the President of the Republic.

If it is claimed that there is any conflict between the regulations and the laws, the Grand National Assembly shall have jurisdiction in the matter.

Section IV: Judicial Powers

Article 53. The organization, functions, and authority of the courts is determined by law.

Article 54. Judges are independent in the trial and judgement of all cases; they are free from every kind of interference and are subject only to the law. Neither the Grand National Assembly of Turkey nor the Council of Ministers can, in any way whatsoever,

modify, alter, or postpone, the decisions of the courts, nor prevent the execution of their judgments.

Article 55. Judges cannot be dismissed in any matter or circumstances other than those specified by law.

The High Court

Article 61. A High Court shall be constituted, its jurisdiction extending to the trial of members of the Council of Ministers, the presidents and members of the Council of State and Court of Appeal, as well as the Chief Public Prosecutor, in matters arising from the performance of their duties.

Article 62. The High Court shall be composed of twenty-one members, eleven of them chosen by the president and members of the Court of Appeal and ten by the president and members of the Council of State. They shall be elected by plenary sessions of these bodies; if necessary, by secret ballot.

These members shall elect from among themselves a president and a vice-president, by secret ballot and a majority vote.

Section VI: Miscellaneous Provisions

Article 89. Turkey is divided, on the basis of geographic situation and economic relation, into Vilayets, the Vilayets into Kazas, the Kazas into Nahiyes, which are made up of towns and villages.

Article 90. Vilayets, cities, towns and villages possess corporate personality.

Article 91. The Vilayets are administered according to the principle of decentralization and division of functions.

Source: S. Ilkin and E. Inanc, eds., Planning in Turkey.

APPENDIX B
MUNICIPALITY LAW IN BRIEF

MUNICIPALITY INCOME LAW
(BRIEF EXPLANATION)

No. 2464, Municipality Income Law, was amended on 5/29/81 and started a new era via demolishing the previous No. 5237 (1948) Municipality Income Law.

There are three ordinances introduced by this law:

- 1) Municipal Taxes
- 2) Municipal Legal Costs
- 3) Citizen Contribution to the Municipal Government Expenditures.

When examined minutely, it can be outlined as follows:

- A) Municipal Taxes
 - 1) Professional Taxes
 - 2) Advertisement and Announcement Taxes
 - 3) Recreational Taxes
 - 4) Oil Consumption Tax
 - 5) Miscellaneous
 - a) Communication Tax
 - b) Electric and Gas Consumption Tax
 - c) Fire Insurance Tax
- B) Municipal Legal Costs
 - 1) Custodial and Lighting
 - 2) Occupational
 - 3) Holiday Work Permit
 - 4) Spring Water
 - 5) Tellallik (Turkish bath professional)
 - 6) Animal Slaughter, Examination and Inspection
 - 7) Miscellaneous
 - a) Prosperous
 - b) Office Permit (for work places)
 - c) Health Permit (for work places)
- C) Contribution to the Municipal Government Expenditures
 - 1) Road Expenditure Shares
 - 2) Sewer System Expenditure Shares
 - 3) Water System Expenditure Shares.

Municipality Groups

Article 95. Municipalities are divided into five groups according to their population and economic and social potential with regard to the propositions made by the Ministry of Treasury and the State Planning Organization. Three years after the law is amended, the groups are to be reconsidered accordingly and this will be repeated every following three year period.

The groups are to be established as follows:

- a) 100,001 and over populated municipalities are in Group 1.
- b) 50,001 - 100,000 populated municipalities are in Group 2 (also the central il merkezi¹ municipalities, regardless of population, are in Group 2).
- c) 20,001 - 50,000 populated municipalities are in Group 3.
- d) 5,001 - 20,000 populated municipalities are in Group 4 (also the central ilce merkezi² municipalities are in this group).
- e) 5,000 and below populated municipalities are in Group 5.

The municipalities which have industrial or touristic importance are granted higher group levels regardless of their population.

This article is valid as of 7/1/1981 for three years.

The Ministry of Interior is responsible for the implementation of this article.

¹Municipal government of the administrative center for the given province.

²Municipal government of the administrative center for the given county.

Section IV:

Law No: 2380
Amended: 2/2/1981

Article 1. Municipal governments are granted five percent and Council of Provincial Government are granted one percent share out of the General Budget Tax gross amounts.

These shares are distributed by Provinces Bank according to the last census results to the subject governments at a rate of eighty percent of the total amount.

DESIGN PROCESS OF MUNICIPAL LEVEL

In order to have a construction the builder and/or the owner of the land are expected to fulfill the following requirements--Section I, Articles 77 and 78 combined:

- 1) Petition for construction permit
- 2) Construction file
 - a) Title-deed (if more than one person is the owner, all shares should be included)
 - b) Diameter plan of land owned
 - c) Topographic map of land owned
 - d) Projects (4 copies)
 - 1-site plan
 - 2-floor plans
 - 3-sections (at least two)
 - 4-elevations
 - 5-static and earthquake reports
 - 6-mechanical plans
 - e) Meterage (approximate)
 - f) Building material list

APPENDIX C
STATE PLANNING ORGANIZATION

STATE PLANNING ORGANIZATION

In Turkey etatism and planning have been related to one another since the beginning of the early planning stages of the republic.

Etatism is defined by its originator, Kemal Ataturk as follows:

Turkish etatism is not a system translated from the socialist theories which have been developing since the nineteenth century. Rather, it is a system that emerges from the specific needs of Turkey; a system peculiar to Turkey.

The meaning of etatism for us can be explained as follows: our aim is to consider private enterprise and individual efforts as the basic principle, without neglecting the fulfillment of all the needs of this great nation, for which almost nothing has been done so far. Therefore, the State should be granted the right to handle the economy for development purposes.

The road we follow is obviously a different one from liberalism.⁵⁹

Turkish etatism was put forward as a bulwark against socialism. Turkey liberated herself from 'laissez-faire' liberalism on the grounds of its inefficiency and weakness, to establish a guided and supported free enterprise system. Etatism stood between socialism and laissez-faire liberalism. This is even considered to be "nothing but a kind of vitamin-treatment for the immature Turkish private enterprise."⁶⁰

The concept of planning was not a completely new and strange idea for most of the top-level Turkish administrators. "Having been successful staff officers in the past, they were naturally inclined towards any kind of planned action."⁶¹

⁵⁹G. L. Lewis, Turkey, Frederic A. Prazer, Inc., New York, N.Y., 1955, p. 197.

⁶⁰S. Ilkin and E. Inanc, Planning in Turkey, Faculty of Administrative Sciences Publication No. 9, Ankara, Turkey, 1967, p. 11.

⁶¹Ilkin and Inanc, p. 13.

The State Planning Organization is attached to the Prime Ministry along with eight other offices, such as the Institute for Public Administration for Turkey and the Middle East and the State Personnel Office. The establishment of the S.P.O. is done by Law No. 91, September 30, 1960:

Establishment

Article 1. A State Planning Organization is hereby established under the Prime Ministry. The Prime Minister shall exercise his administrative control over the Organization through a Deputy Prime Minister.

Functions

Article 2. The functions of the State Planning Organization are indicated as follows:

- a) To assist the government in determining economic and social objectives and policies, through the compilation and evaluation of exhaustive data on all types of natural, human, and economic resources and potentials in the country;
- b) To make recommendations to and act in a consultative capacity for the ministries, with a view to securing the coordination for ministerial activities relating to economic policy;
- c) To prepare long- and short-term plans for the realization of the objectives to be adopted by the government;
- d) To advise on the improvement of the organization and functioning of government offices and agencies as well as of local administrations concerned to assure successful execution of plans;

- e) To follow up the implementation of the Plan, evaluate it, and make revisions where necessary;
- f) To propose measures which will encourage and regulate the activities of the private sector in harmony with the goals and objectives of the Plan.

Organization

Article 3. The Planning Organization shall consist of the High Planning Council and the Central Planning Committee.

Article 4. The High Planning Council shall be composed of the Prime Minister (or the Deputy Prime Minister); three ministers to be elected by the Council of Ministers; the Under-secretary for Planning; and the Heads of the Economic Planning, the Social Planning, and the Coordination Departments.

The functions of the High Planning Council shall be to assist the Council of Ministers in determining economic and social policy goals, and to study the prepared plans before they are submitted to the Council of Ministers in order to check their conformity with the determined goals and their degree of sufficiency.

Article 5. The Under-secretary for the State Planning Organization shall be attached to the Deputy Prime Minister, and shall be responsible for the administration of the activities of the Central Planning Organization.

Article 6. The Central Planning Organization shall consist of the following units:

- The Economic Planning Department;
- The Social Planning Department;
- The Coordination Department.

Article 7. The Economic Planning Department shall consist of sections charged with the elaboration of long-term plans, annual programs and financing and sector programs, and of permanent and ad hoc special committees of experts. Its function shall be to effect all necessary studies and prepare the various long- and short-term plans and programs of a general and/or regional character.

Article 8. The Social Planning Department shall consist of research and planning sections, and of permanent and ad hoc special committees of experts. Its function shall be to study the social problems of the country and to prepare long- and short-term plans with a view to aiding their solution.

Article 9. The Coordination Department shall consist of a financial and legal measures section, a research and analysis section, and a publications and public relations section. Its functions shall be:

- a) To determine and recommend administrative, financial and legal measures in order to facilitate the implementation of plans in government organizations and in the private sector;
- b) To follow up and coordinate the implementation of plans and programs, and to this end, to call meetings of high-level representatives of different offices and organizations whenever necessary;
- c) To receive and consider the quarterly reports of executive agencies on the implementation of plans or programs, to present the results to the persons concerned,

and to follow up the implementation of the measures necessary to secure harmonious action;

d) To assure that studies on organization and methods be given priority in areas where the implementation of plans and programs is retarded.

Submission of the Long-Term Plan to the
Turkish Grand National Assembly

Article 1. The long-term plan after being approved by the Council of Ministers in compliance with the provisions of Article 14 or Law 91, dated September 30, 1960, shall be submitted by the Prime Minister to the President of the Turkish Grand National Assembly for ratification by the National Assembly.

Discussion of the Long-Term Plan in the
Turkish Grand National Assembly

Article 2.1. The long-term plan shall be discussed in the Joint Planning Committee of the Turkish Grand National Assembly. This Committee shall be composed of the members of the Joint Budget Committee of the Turkish Grand National Assembly elected in accordance with Article 94 of the Constitution.

2.2. The Joint Planning Committee shall consider the long-term plan within twenty-four hours at the latest after its submission and shall vote on it within twenty days at the latest, whereafter the plan shall be referred to the Plenary Session of the Senate.

2.3. The Plenary Session of the Senate shall discuss the text and vote on it within six days at the latest. After

the plan has been discussed and approved by the Senate, it shall be referred immediately to the Joint Planning Committee.

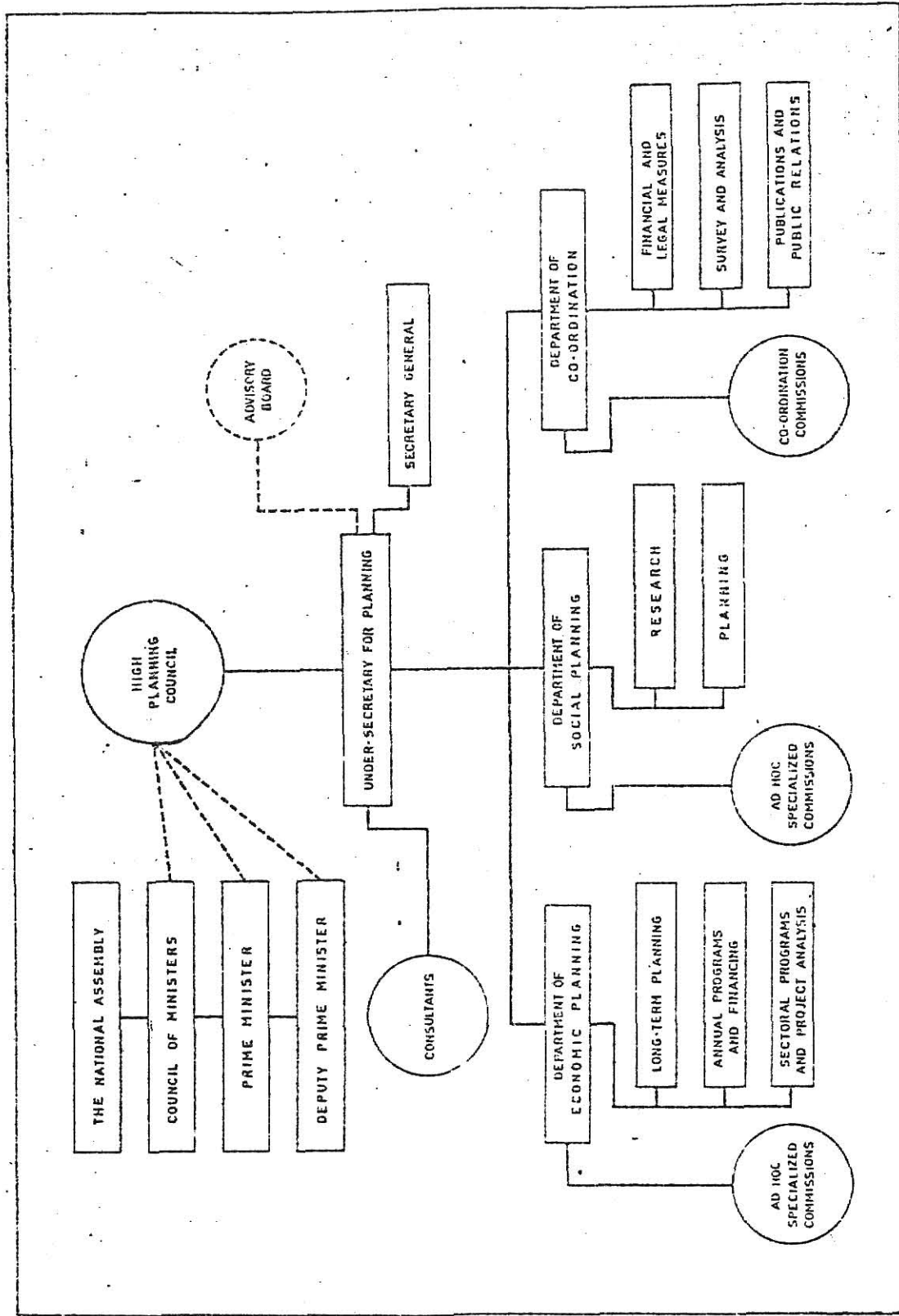
2.4. The Joint Planning Committee shall debate the resolution of the Senate within a maximum of three days, decide upon it, and refer the plan immediately to the Plenary Session of the National Assembly.

2.5. The National Assembly shall debate the plan within a maximum of eight days and decide upon it.

The decision of the National Assembly shall be final. As shown above, the fitness of aging is not a long process, but in short term the ad hoc specialized commissions are eligible to devote their work on aging. So that the organizational establishment might be done and planning of the aging needs might take place during the preparation of the next five-year plan.

In short-term approach, the ad hoc commission may serve to the provinces and municipalities since they are of professional planners.

The Organization Scheme of the S.P.O.



Source : «Planlama», Publications of the S.P.O., No. 1

FOURTH PLAN TARGETS

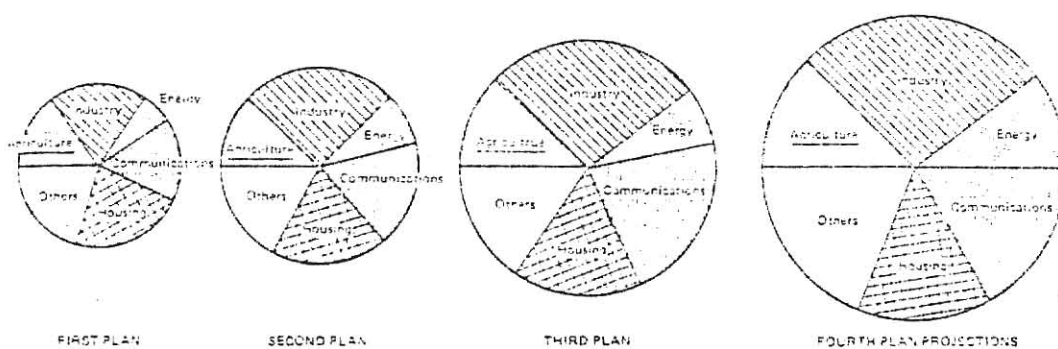
117

(1978-83)

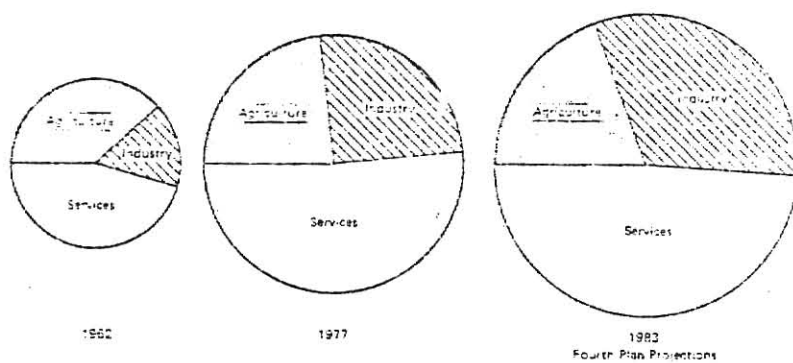
	Level		Average Growth Rate	Share of GDP	
	1978	1983	1978-83	1978	1983
Expenditure (billion 1978 TL)					
Gross domestic product	1140	1693	8.2	100.0	100.0
Gross national product	1145	1683	8.0	100.4	99.4
Gross domestic savings	188	377	14.9	16.5	22.2
Private	112	188	10.9	9.8	11.0
Public	76	190	19.9	6.7	11.2
Consumption	957	1306	6.4	83.9	77.1
Investment	228	411	12.4	20.0	24.2
Sector value added (billion 1978 TL)					
Agriculture	253	328	5.3	22.2	19.4
Industry	336	538	9.9	29.5	31.8
Services	551	827	8.5	48.3	48.8
Foreign trade (million US\$)					
				Share of Merchandise Exports	
Merchandise exports	2300	5400	18.6	100.0	100.0
Agriculture	1471	1982	6.1	64.0	36.7
Mining and quarrying	121	104	-2.8	5.2	1.9
Manufacturing industry	708	3314	36.1	30.8	61.4
				Share of Merchandise Imports	
Merchandise imports	4500	7400	10.5	100.0	100.0
Consumer goods	243	340	6.9	5.4	4.6
Intermediate goods	3299	5100	9.1	73.3	68.9
Investment goods	958	1960	15.4	21.3	26.5
Population (thousands)	43144	48074	2.2
				Share of Total Employment	
Employment (thousands)	14845	16457	2.1	100.0	100.0
Agriculture	9085	9000	-1.9	61.2	54.7
Industry	1906	2412	4.8	12.8	14.7
Manufacturing	1653	2031	4.2	11.1	12.3
Services	3854	5045	5.5	26.0	30.7

Source: SPO, Fourth Plan, 1978.

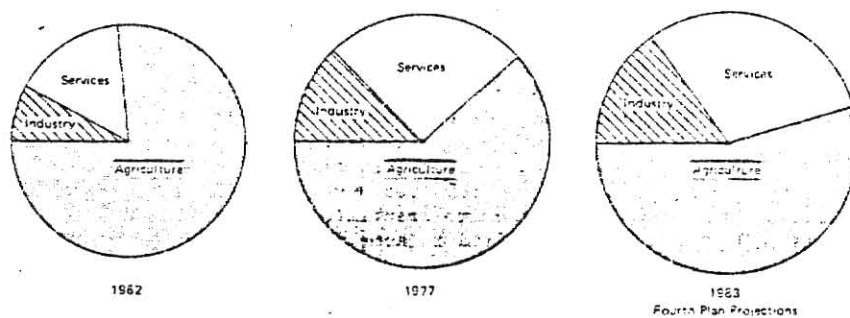
CHART 1:
SECTORAL ALLOCATION OF FIXED INVESTMENT



SECTORAL ORIGIN OF GROSS DOMESTIC PRODUCT

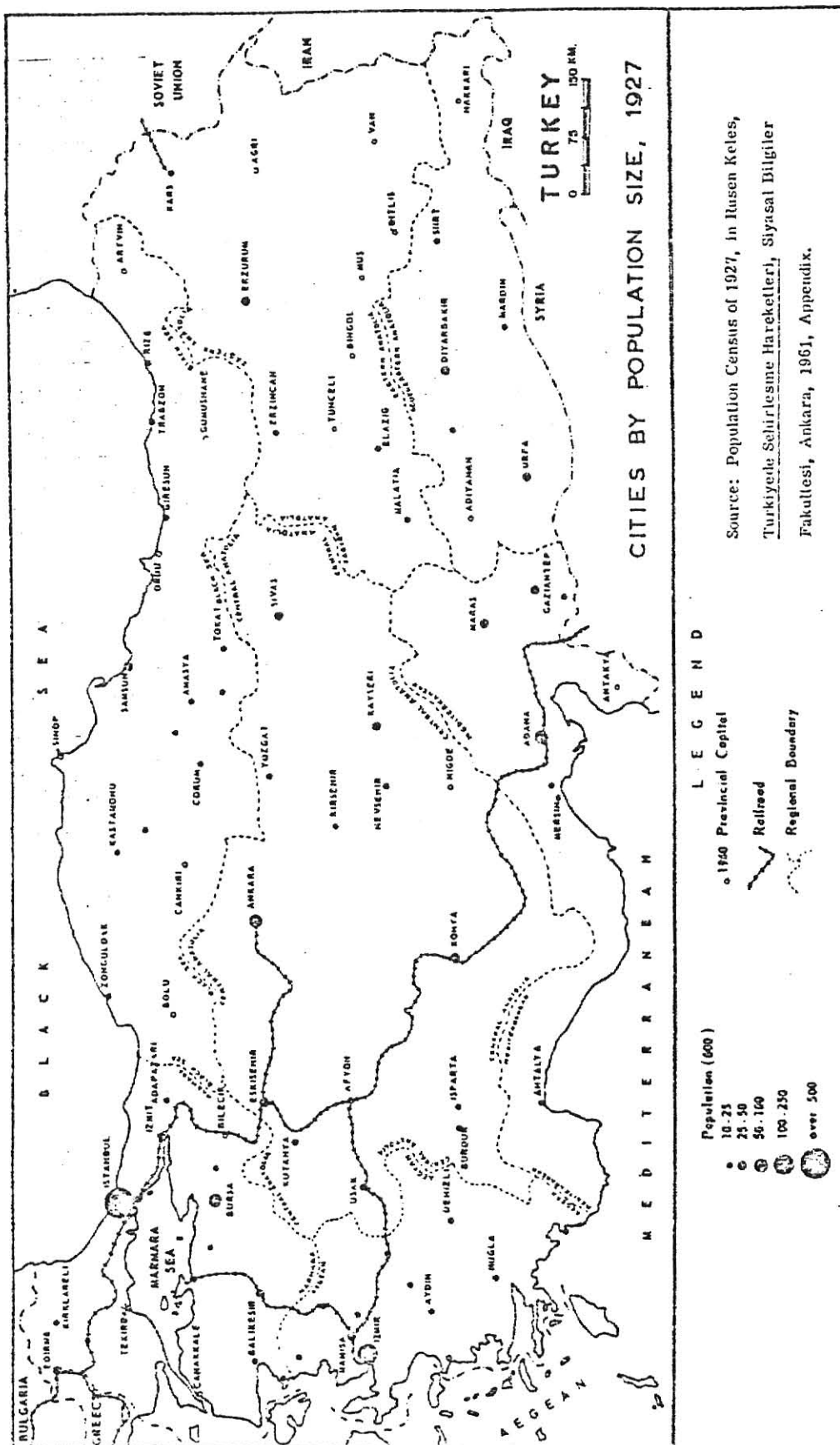


SECTORAL DISTRIBUTION OF EMPLOYMENT



Source: SPO, Fourth Plan, 1978.

APPENDIX D
STATISTICAL INDEX



Distribution of Population by Geographic Region
in Turkey for 1927

Region	Total Population in 000	% of Nation
Marmara	2, 590	18.8
Aegean	1, 533	11.2
Central Anatolia	3, 127	22.7
Mediterranean	1, 152	8.5
Black Sea	3, 201	23.3
Southeast Anatolia	754	5.5
East Anatolia	1, 354	10.0
Total	13, 711	100.0

Table 3

Distribution of Population in Cities over 10,000
by Geographic Region for 1927

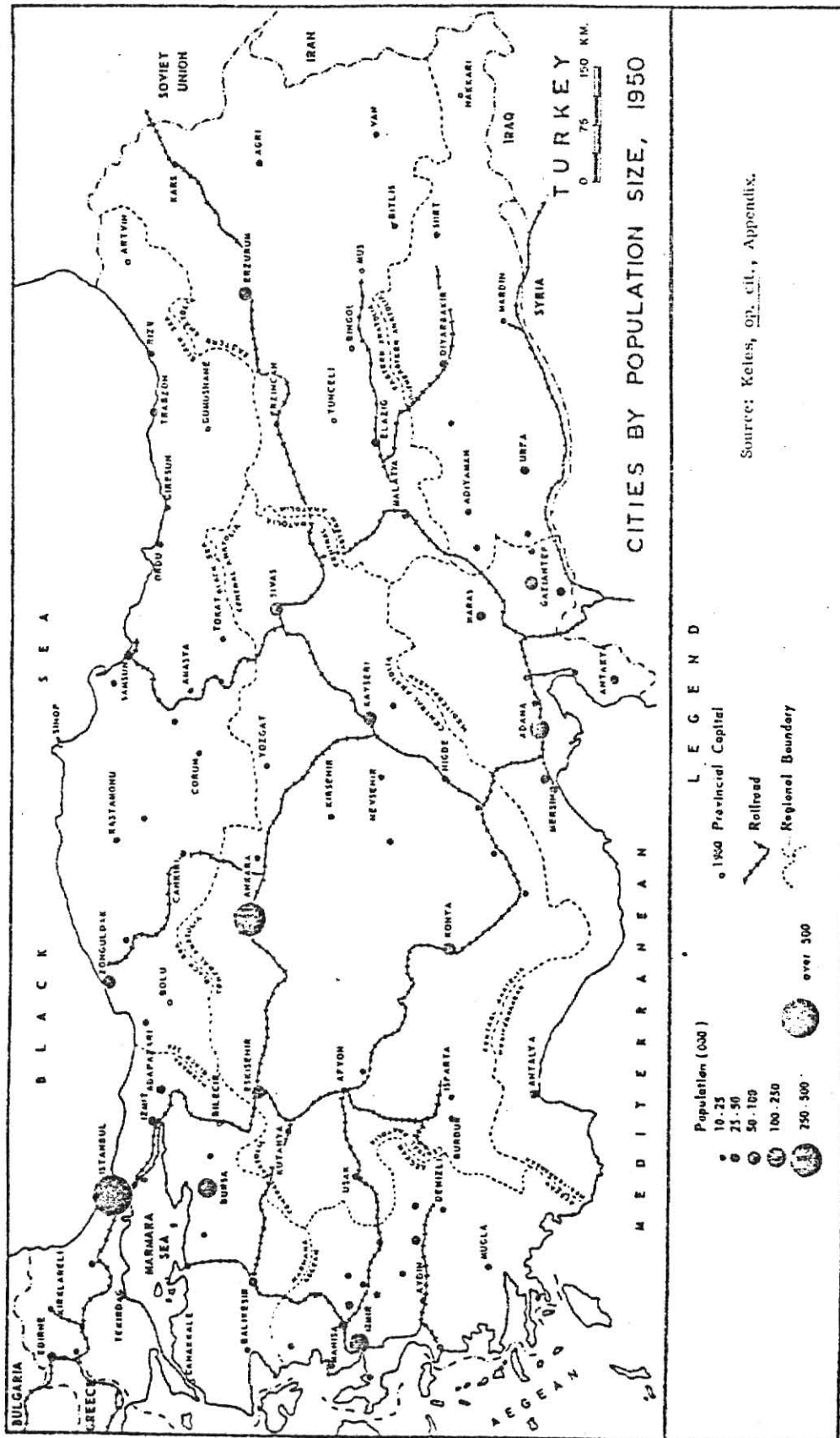
Region	Population in Cities 10,000 & over in 000	Number of Cities	% of Regional Population	% of National Urban Population
Marmara	953	14	36.5	43.0
Aegean	315	11	20.5	14.1
Central Anatolia	346	13	11.1	15.4
Mediterranean	222	7	19.3	9.9
Black Sea	183	12	5.7	8.1
Southeast Anatolia	113	5	15.0	5.1
East Anatolia	102	5	7.6	5.4
Total	2, 234	67	16.4	100.0

Source: Census (Genel Nufus Sayimi) of 1927. Base figures above have been compiled and reproduced in Rusen Keles, *Turkiyede Sehirlesme Hareketleri, 1927-1960*, Faculty of Political Science, Ankara, 1961, p. 85 ff.

Distribution of Population in Cities Over 50, 000
by Geographic Region
for 1927

Region	Population in Cities 50, 000 & over in 000	Number of Cities	% of Regional Population		% of National Population in Cities 50, 000 & over
			Total	Urban	
Marmara	753	2	29.0	78.0	72.0
Aegean	154	1	10.0	49.0	14.6
Central Anatolia	75	1	2.4	21.5	7.1
Mediterranean	73	1	6.3	33.0	6.3
Black Sea	0	0	0	0	0
Southeast Anatolia	0	0	0	0	0
East Anatolia	0	0	0	0	0
Total	1, 055	5	7.7	27.0	100.0

Source: Keles, Ibid.



Distribution of Population by Geographic Region
in Turkey for 1950

Region	Total Population in 000	% of Nation in 1927	% of Nation in 1950
Marmara	3,814	18.8	18.2
Aegean	2,206	11.2	10.6
Central Anatolia	4,739	22.7	22.6
Mediterranean*	2,052*	8.5	9.9*
Black Sea	4,608	23.3	22.0
Southeast Anatolia	1,121	5.5	5.3
East Anatolia	2,411	10.0	11.4
Total	20,871	100.0	100.0

Table 8

Distribution of Population in Cities over 10,000
by Geographic Region for 1950

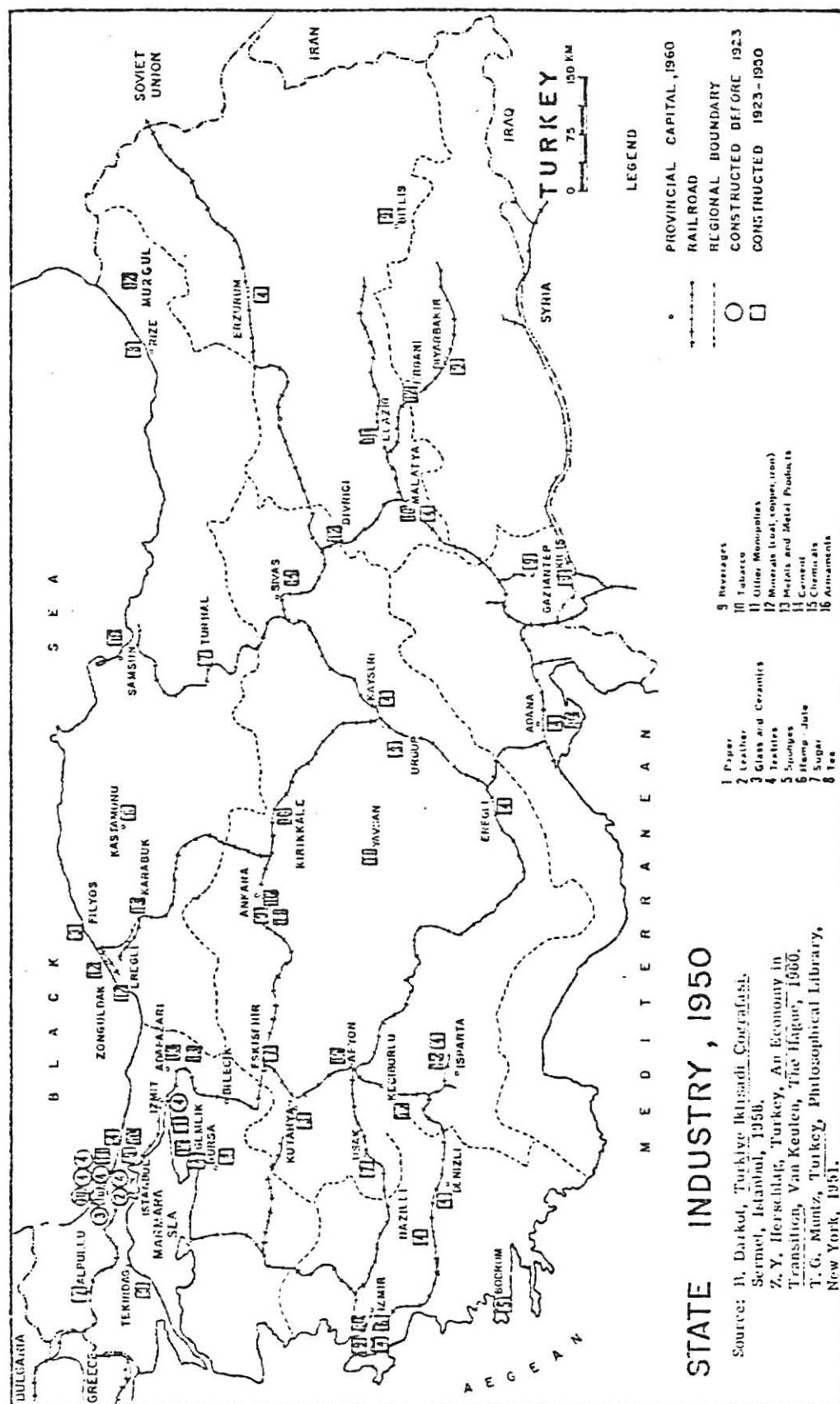
Region	Population in Cities 10,000 & over in 000	Number of Cities		% of Regional Population		% of National Urban Population	
		'27	'50	'27	'50	'27	'50
Marmara	1,413	14	20	36.8	37.2	43.0	35.7
Aegean	542	11	18	20.1	24.3	14.1	13.8
Central Ana- tolia	817	13	22	11.1	17.2	15.4	20.7
Mediterranean*	447	7	12	19.3	21.5	9.9	11.4
Black Sea	348	12	19	5.7	7.6	8.1	8.9
Southeast Ana- tolia	171	5	8	15.0	15.2	5.1	4.3
East Anatolia	205	5	8	7.6	6.5	4.4	5.2
Total	3,943	67	106	16.4	18.8	100.0	100.0

Source: Census (Genel Nüfus Sayımı) of 1927 and 1950. Base figures above have been compiled and reproduced in Rusen Keles, Türkiyede Şehirleşme Hareketleri, op. cit., p. 85 ff.

Distribution of Population in Cities
over 50,000 by Region for 1950

	Population in Cities 50,000 & over in 000		Number of Cities		% of Regional Population			% of National Population in Cities 50,000 & over	
	'27	'50	'27	'50	Total	'27	'50	1927	1950
Marmara	1,087	2	2	2	29.0	29.0	28.5	78.0	72.0
Aegean	240	1	1	1	10.0	10.0	10.9	49.0	14.6
Central Ana-									
tolia	561	1	5	5	2.4	2.4	11.8	21.5	7.1
Mediterranean	190	1	2	2	6.3	6.3	9.2	33.0	6.3
Black Sea	59	0	1	1	0	0	1.3	0	0
Southeast Ana-									
tolia	0	0	0	0	0	0	0	0	0
East Anatolia	53	0	1	1	0	0	2.2	0	0
2,189	5	12			7.7	7.7	10.5	47.0	100.0
									100.0

Source: See Keles, *ibid.*



Population in Cities of 50,000 and Over
by Geographic Region for 1950 and 1960

	Population in Cities 50,000 & over in 000		Number of Cities	% of Regional Population		% of National Population in Cities 50,000 & over	
	1950	1960		Total	Urban	1950	1960
Marmara	1,087	1,828	2	28.5	78.0	50.0	39.5
Aegean	240	430	1	10.9	44.0	11.0	9.3
Central Ana- tolia	561	1,119	5	11.8	69.0	25.6	24.5
Mediterranean	190	629	2	9.2	42.5	8.7	13.8
Black Sea	59	231	1	1.3	17.0	2.7	5.0
Southeast Ana- tolia	0	141	0	0	0	0	2.8
East Anatolia	53	236	1	2.2	25.6	2.0	5.1
	2,189	4,616	12	10.5	55.7	100.0	100.0

Source: Keles, Ibid.

Population in Cities 10, 000 and Over
by Geographic Region for 1950 and 1960

	Population in Cities 10, 000 & over in 000		Number of Cities		% of Regional Population		% of National Urban Population	
	1950	1960	1950	1960	1950	1960	1950	1960
Marmara	1,418	2,243	20	29	37.0	42.5	35.7	31.3
Aegean	542	860	18	21	24.5	29.5	13.8	12.5
Central Ana- tolia	817	1,585	22	26	17.2	25.0	20.7	22.8
Mediterranean	447	951	12	22	21.5	33.0	11.4	13.7
Black Sea	348	673	18	27	7.6	12.0	8.9	9.8
Southeast Ana- tolia	171	271	8	9	15.2	16.0	4.3	4.0
East Anatolia	205	405	8	11	8.5	13.3	5.2	5.9
	—	—	—	—	—	—	—	—
	3,943	6,988	106	145	18.8	25.0	100.0	100.0

Source: Keles, Ibid.

Total Population by Geographic Region
for 1950 and 1960

Region	1950		1960	
	Total Population (in 000)	Percent	Total Population (in 000)	Percent
Marmara	3,814	18.2	5,229	19.0
Aegean	2,206	10.6	2,919	10.5
Central Anatolia	4,739	22.6	6,386	23.0
Mediterranean	2,052	9.9	2,896	10.4
Black Sea	4,608	22.0	5,658	20.3
Southeast Anatolia	1,121	5.3	1,683	6.2
East Anatolia	2,411	11.4	3,031	10.6
<hr/>				
Total	20,971	100.0	27,802	100.0

Source: Census of 1950 and 1960 in Keles, op. cit.,
Appendix.

REGIONAL SHARES IN AREA, POPULATION
AND VALUE ADDED, 1965

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(Percent)

Region ^{/1}	Area	Population	Value Added
Marmara	9.4	18.6	27.0
Central Anatolia	29.1	23.1	24.1
Aegean	8.3	11.2	11.7
Antalya	4.7	3.0	2.6
Cukurova	5.0	6.1	6.6
Western Black Sea	4.2	4.7	5.7
Eastern Black Sea	9.0	13.1	8.7
Eastern Anatolia	<u>30.3</u>	<u>20.2</u>	<u>13.6</u>
Turkey ^{/2}	100.0	100.0	100.0

^{/1} Regions are shown in map.

^{/2} Totals for Turkey were as follows:

- area: 780 thousand square kilometers;
- population: 31.4 million;
- value added: TL 65.1 billion at 1961 prices.

Source: Ministry of Reconstruction and Development.

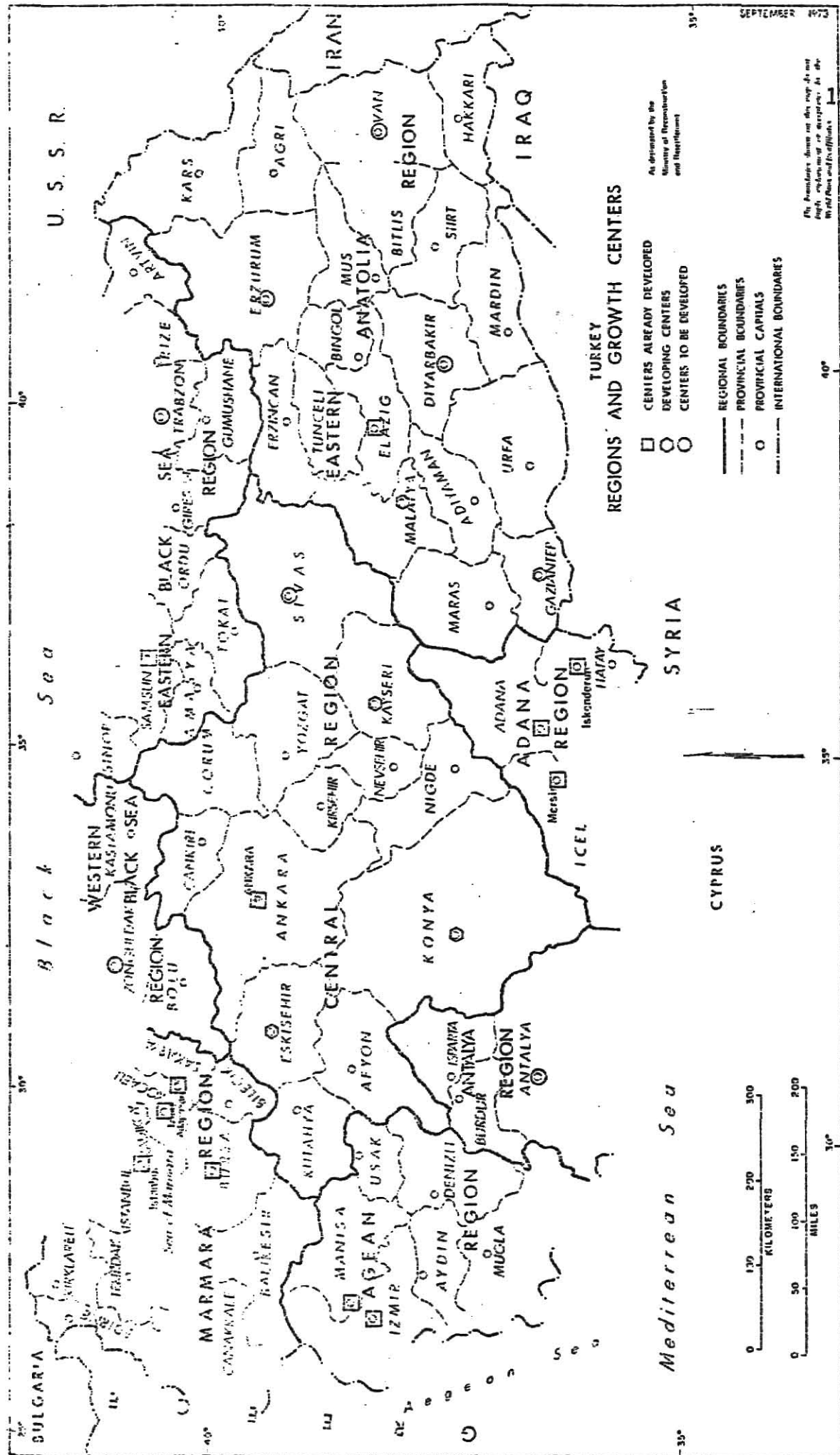
REGIONAL SHARES IN ORGANIZED
MANUFACTURING, 1963 AND 1967

(Percent)

Region ^{/1}	Number of Workers		Value Added	
	1963	1967	1963	1967
Marmara	46.4	46.6	49.1	48.0
Central Anatolia	16.6	13.9	16.1	18.3
Aegean	14.7	15.1	8.7	11.6
Antalya	1.3	1.1	1.5	0.9
Cukurova	7.4	6.7	6.9	12.9
Western Black Sea	3.3	4.8	4.7	4.8
Eastern Black Sea	5.3	7.3	5.4	8.6
Eastern Anatolia	<u>5.0</u>	<u>4.5</u>	<u>7.6</u>	<u>4.9</u>
Turkey	100.0	100.0	100.0	100.0
Units	(thousands)		(TL millions)	
Totals	304.3	420.4	6,643	18,919

^{/1} Regions are shown in map.

Source: National Report on Turkey prepared by Tulgar
Can for the Economic Commission for Europe, 1970.



The boundaries shown on this map do not imply endorsement or acceptance by the World Bank and its affiliates.

DISTRIBUTION AND GROWTH OF
URBAN POPULATION BY REGION ^{/1}

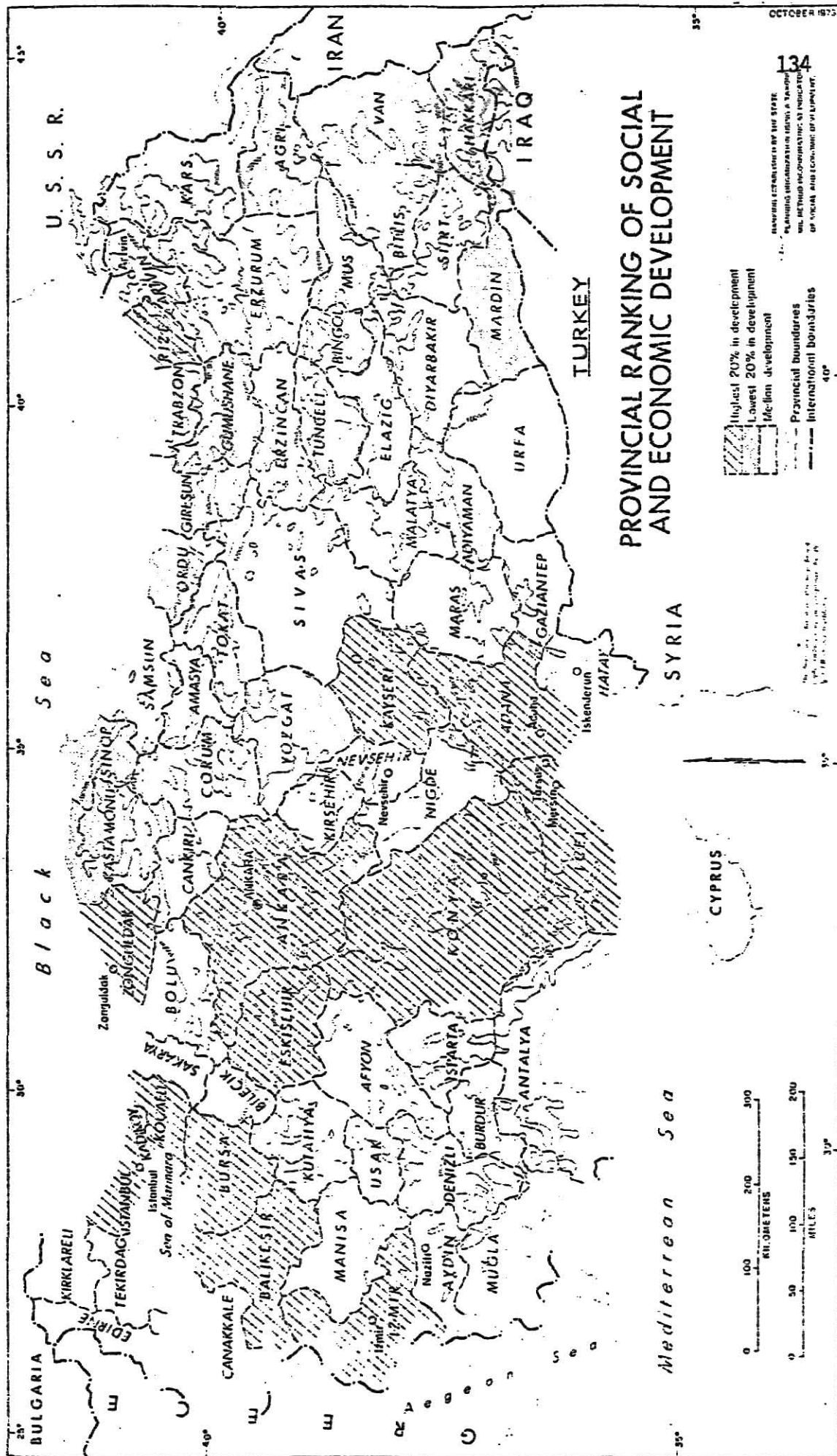
(Percent)

Region ^{/2}	1965	1970	Annual Growth
Marmara	35.8	35.7	5.2
(Istanbul)	(27.3)	(27.8)	(5.2)
Central Anatolia	26.5	27.0	5.6
(Ankara)	(14.4)	(14.9)	(5.9)
Aegean	9.4	8.9	4.2
(Izmir)	(6.6)	(6.4)	(4.8)
Antalya	1.8	1.3	5.0
Cukurova	9.6	9.2	4.2
Western Black Sea	1.7	1.7	5.1
Eastern Black Sea	2.8	2.7	3.9
Eastern Anatolia	<u>12.4</u>	<u>13.0</u>	6.8
Turkey	100.0	100.0	5.2
Thousands	6,278	8,098	-

^{/1} Population in municipalities of more than 50,000 persons.

^{/2} Regions are shown in map.

Source: State Institute of Statistics.



Rank	Province	Index	Rank	Province	Index
1	Istanbul	0.61597	34	Erzincan	0.88705
2	Ankara	0.68004	35	Çanakkale	0.89066
3	İzmir	0.72047	36	Kirşehir	0.89096
* 4	Adana	0.79167	37	Giresun	0.89112
5	Kocaeli	0.81140	38	Denizli	0.89257
6	İçel	0.82580	39	Bolu	0.89286
7	Bursa	0.83706	40	Artvin	0.89929
8	Eskişehir	0.84475	41	Uşak	0.90085
9	Konya	0.84583	42	Siirt	0.90126
10	Kayseri	0.84733	43	Niğde	0.90315
11	Balıkesir	0.84971	44	Afyon	0.90497
12	Rize	0.85035	45	Çorum	0.90959
13	Zonguldak	0.85156	46	Kars	0.91003
14	Hatay	0.85520	47	Çankiri	0.91200
15	Sakarya	0.85669	48	Sivas	0.91308
16	Gaziantep	0.85823	49	K. Maraş	0.91369
17	Aydın	0.86448	50	Diyarbakir	0.91447
18	Trabzon	0.86740	51	Bitlis	0.91463
19	Antalya	0.86959	52	Bilecik	0.91808
20	Samsun	0.87006	53	Urfa	0.91993
21	Nanisa	0.87027	54	Tokat	0.92292
22	Isparta	0.87060	55	Kastamonu	0.92545
23	Tekirdağ	0.87119	56	Gümüşhane	0.92506
24	Edirne	0.87398	57	Van	0.92870
25	Kütahya	0.87720	58	Ordu	0.92943
26	Elazığ	0.87873	59	Tunceli	0.93655
27	Amasya	0.88094	60	Sinop	0.93758
28	Malatya	0.88211	61	Ağrı	0.94250
29	Kirklareli	0.88285	62	Yozgat	0.94710
30	Nevşehir	0.88484	63	Mardin	0.95037
31	Muğla	0.88586	64	Adıyaman	0.95195
32	Erzurum	0.88640	65	Muş	0.95423
33	Burdur	0.88656	66	Hakkâri	0.96773
			67	Bingöl	0.97070

/1 The composite index measures the distance between each province and a hypothetical province with index 0, which would score highest (or lowest depending on the indicator) with respect to the 53 indicators making up the composite index and listed in Table 10.8.

FIFTY-THREE INDICATORS OF SOCIAL AND
ECONOMIC DEVELOPMENT BY PROVINCE /1

Industrialization

1. Programmed investment in mining & manufacturing over total programmed investment, 1963-70.
2. Programmed investment per capita, 1963-70.
3. Electric power consumption by manufacturing, 1969.
4. Value added per worker in manufacturing.
5. Input-output ratio in manufacturing.
6. Unskilled labor as percent of total labor in manufacturing.
7. Value added per establishment in manufacturing.

Agricultural modernization and development

8. Agricultural output per capita.
9. Irrigated area as proportion of total cultivated area.
10. Cultivated area per ton of fertilizer consumed.
11. Meat and milk output per capita.
12. Amount of cooperative credit per member.
13. Agricultural credit per head of agricultural population.
14. Average size of farm units.
15. Gross value of agricultural output.
16. Agricultural output per hectare.
17. Gini concentration ratio.
18. Cultivated area per tractor.

Finance and commerce

19. Receipts from transaction tax on banking and insurance per provincial branch.
20. Number of bank accounts over total population.
21. Amount of demand deposits per bank account.
22. Commercial credit per capita.
23. Transfers from central government per capita.
24. Income tax receipts per head of population in industry and services.
25. Local government revenue per capita.
26. Receipts from income tax on banking.

Social and cultural development

27. Population over number of radios.
 28. Electric power consumption for lighting over municipal population.
 29. Legal documents and cases per capita.
 30. Total population over population covered by social security.
 31. Number of newspapers sold.
 32. Number of parks, hotels and restaurants.
 33. Construction in square meters according to permits.
-

FIFTY-THREE INDICATORS OF SOCIAL AND
ECONOMIC DEVELOPMENT BY PROVINCE (continued)

Health situation

- 34. Population over reported number of contagious diseases.
- 35. Population per doctor.
- 36. Occupation ratio of hospital beds.
- 37. Number of hospital calls per capita.
- 38. Programmed investment in health per capita, 1963-70.
- 39. Population per drugstore.
- 40. Population per vaccination.

Education

- 41. Literates as proportion of population 6 years and older.
- 42. Population age 7 to 11 per teacher in primary education.
- 43. Programmed investment per capita in education.

Demography

- 44. Population density, 1970.
- 45. Population in cities of more than 10,000 over total, 1970.
- 46. Population growth rate, 1960-70.
- 47. Population per housing unit.
- 48. Death rate.

Transportation and communication

- 49. Population per motor vehicle.
 - 50. Area per kilometer of roads.
 - 51. Number of communications per capita.
 - 52. Population per telephone.
 - 53. Ten-kilometers of transport.
-

Source: State Planning Organization.

PROVINCIAL DISTRIBUTION OF POPULATION, HOSPITAL BEDS AND HEALTH PERSONNEL, 1975

	Population ^{/1}	Hospital Beds	Specialist	Practitioner	Dentist	Nurse	Health Technician	Midwife
Adana ^{/2}	1240	1504	241	110	100	344	161	353
Adiyaman ^{/3}	347	160	9	18	5	45	45	115
A. Karahisar	579	765	30	38	22	152	159	179
Agri ^{/3}	330	150	4	20	2	54	64	123
Amasya	323	425	22	17	24	93	76	106
Ankara ^{/2}	2585	10420	2631	2129	1016	2100	1904	616
Antalya	669	955	103	50	55	211	157	188
Artvin	228	310	6	27	9	93	54	126
Aydin	610	1115	118	62	36	261	195	226
Balıkesir ^{/2}	789	1563	146	80	70	221	240	343
Bilecik	137	170	9	14	9	38	30	47
Elazığ ^{/2}	211	120	5	11	2	33	32	78
Bitlis	218	145	2	9	3	40	24	71
Bolu	429	845	52	35	34	169	100	155
Burdur	223	390	13	17	9	83	84	89
Bursa ^{/2}	962	1870	242	107	115	330	288	278
Canakkale	369	440	38	60	44	83	141	183
Cankiri	265	255	9	20	7	37	85	70
Corum	568	745	54	34	23	142	129	148
Denizli	561	745	76	39	19	191	154	207
Diyarbakir	651	1330	178	160	36	274	130	233
Edirne	341	430	47	45	40	133	94	161
Elazığ	418	2352	89	37	30	179	102	170
Erzincan	284	462	40	23	17	101	74	144
Erzurum	747	2060	129	260	21	338	170	313
Eskişehir ^{/2}	495	1593	134	59	35	219	155	181
Gastanien	716	1256	124	69	44	185	120	148
Giresun	464	550	21	31	22	171	117	216
Gumushane ^{/3}	294	165	5	9	6	41	47	125
Hakkari ^{/3}	126	60	1	13	4	18	11	40
Hatay	744	752	103	70	33	190	101	184
Isparta	323	1784	49	16	14	213	118	124
Icel ^{/2}	715	907	132	47	45	201	136	198
Istanbul ^{/2}	3905	21457	4594	3120	1869	2766	1605	851
İzmir ^{/2}	1674	5376	1438	1031	376	1108	884	651
Kars	707	500	41	39	16	159	120	311
Kastamonu ^{/3}	438	1040	41	18	26	112	63	96
Kayseri ^{/2}	677	1263	96	35	42	185	125	135
Kırıkarevli	268	385	33	32	22	82	66	109
Kırşehir	233	180	13	7	14	41	36	50
Kocaeli ^{/2}	478	676	128	74	64	138	126	156
Konya ^{/2}	1422	1998	137	82	78	319	263	372
Kütahya	470	860	81	50	27	148	129	130
Malatya	575	865	57	39	26	204	127	229
Manisa	872	1605	103	62	54	214	171	320
Maraş	641	339	33	32	13	126	119	246
Mardin ^{/3}	520	270	10	38	9	96	59	166
Mugla	401	420	49	33	26	121	146	214
Mus ^{/3}	267	210	4	22	15	74	36	49
Neusehir	249	305	13	21	7	79	58	105
Nigde	463	345	26	14	12	59	76	131
Ordu ^{/3}	664	640	46	21	41	137	140	216
Rize ^{/2}	336	560	64	42	21	139	60	149
Sakarya	496	894	91	41	40	164	119	130
Samsun	906	1349	185	52	42	231	154	247
Sart	382	320	16	20	9	53	28	123
Sinop ^{/3}	268	200	7	14	10	45	48	87
Sivas	742	1186	82	43	25	169	120	339
Tekirdag	320	580	47	41	31	91	80	110
Tokat	599	740	44	32	33	121	69	200
Trabzon	719	1440	95	42	35	332	124	314
Tunceli ^{/3}	145	175	2	15	3	36	30	94
Urfa	597	540	16	45	15	132	84	194
Usak	230	430	23	17	9	125	63	59
Van ^{/3}	386	780	34	19	10	93	91	113
Yozgat ^{/2}	500	455	13	17	15	118	56	144
Zonguldak ^{/2}	836	1832	154	88	60	256	110	199
TOTAL	40348	86474	12698	9016	5046	14806	11021	12975

^{/1} Census year population in thousands.^{/2} Highest 20 percent in development on basis of 53 socio-economic indicators compiled by SPO.^{/3} Lowest 20 percent in development on basis of 53 socio-economic indicators compiled by SPO.

Source: State Institute of Statistics; State Planning Organization

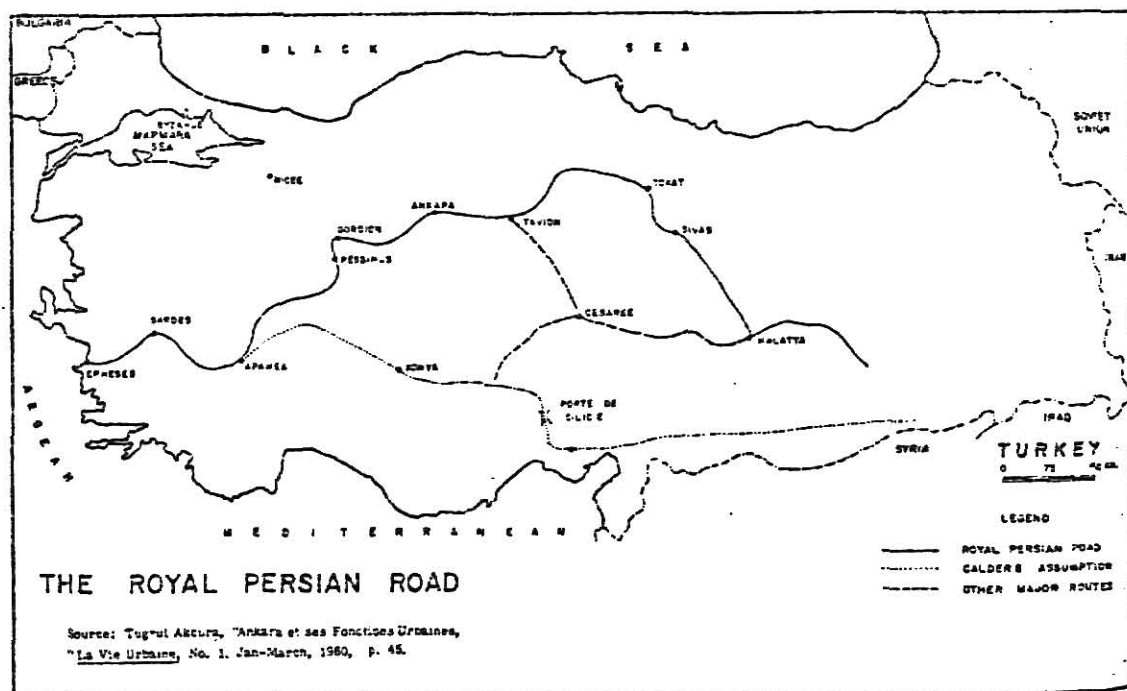
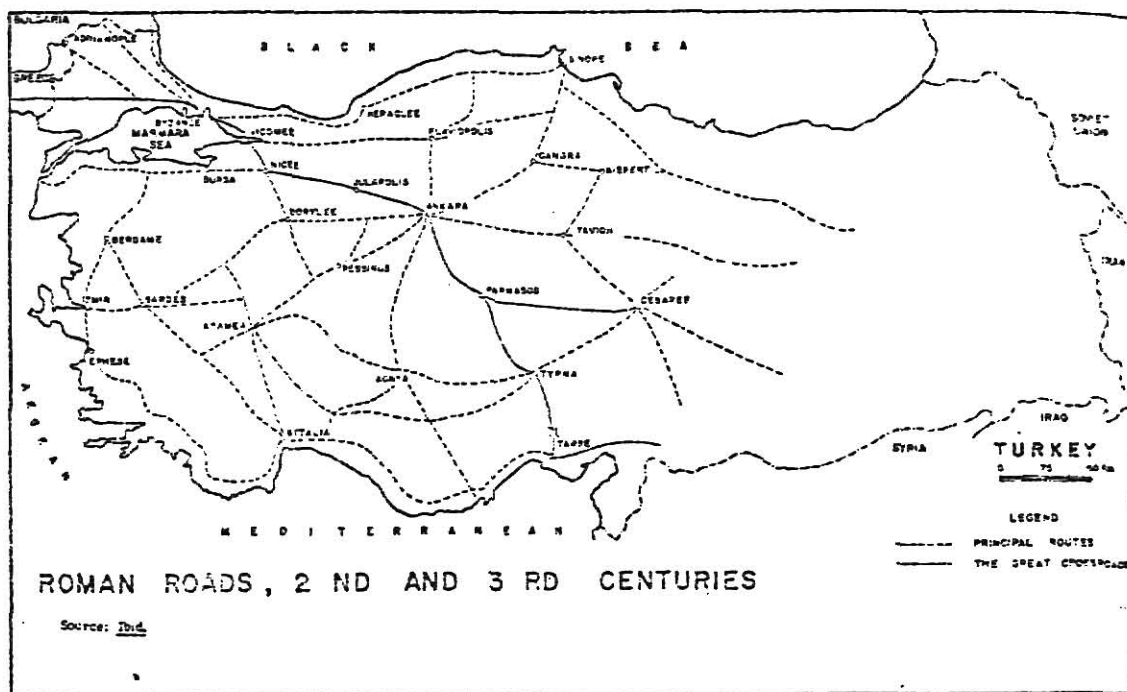
COMPOSITION OF URBAN LABOR FORCE

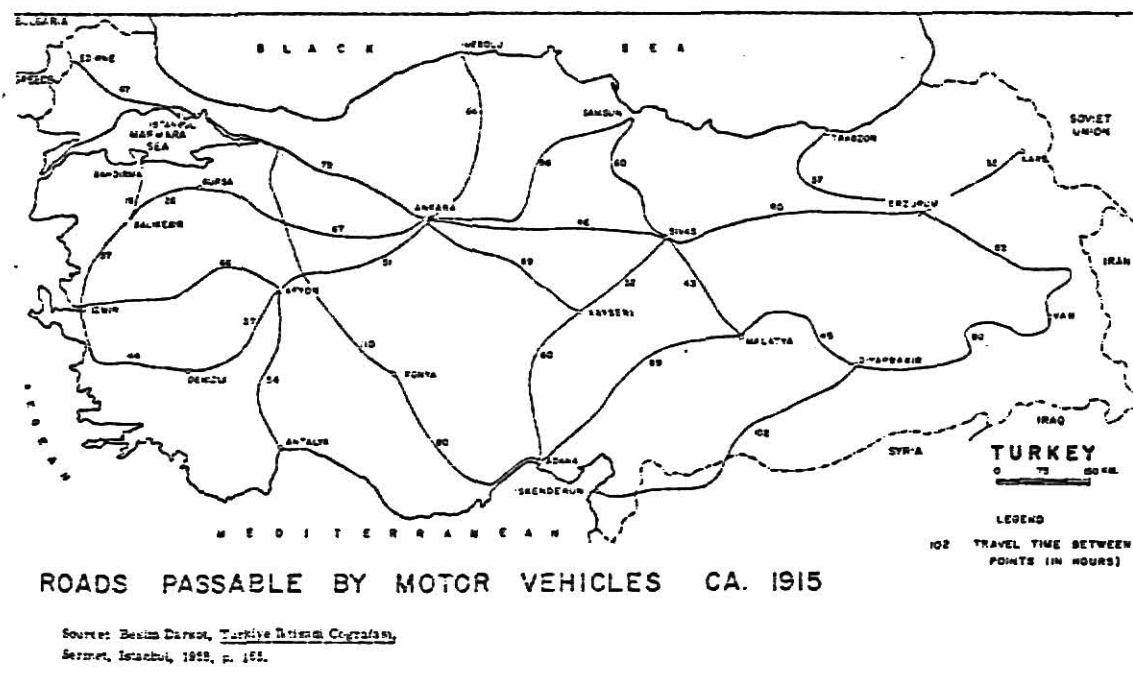
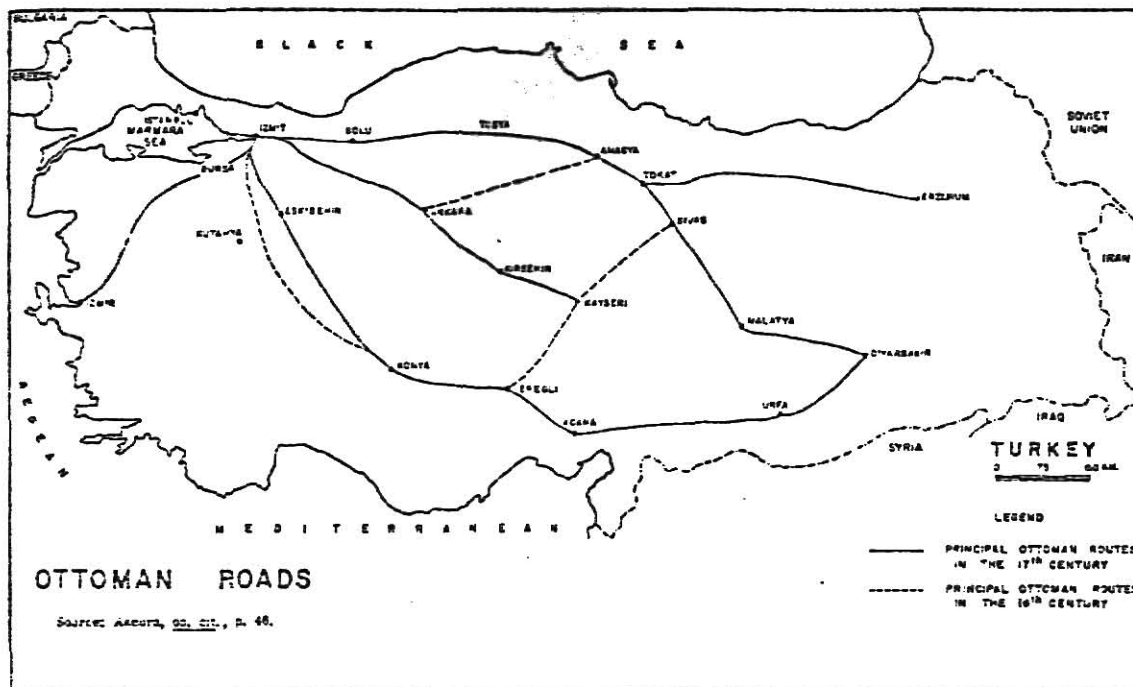
Skill	1972	1987
1. Scientists, engineers, doctors, professors	1.3	1.4
2. Other technical and professional	11.4	10.9
3. Administrative and clerical	10.0	12.8
4. Skilled and semiskilled urban	62.3	61.7
5. Unskilled urban	15.0	13.2
Total	100.0	100.0

SKILL CATEGORIES OF LABOR FORCE

Skill level	Definition
1. <u>Scientists, engineers professors.</u>	All university professors regardless of field, natural scientists, physicians, dentists, veterinarians, engineers and architects. In general the education level attained by this group corresponds to more than three years of higher education.
2. <u>Technical and professional workers.</u>	All other workers, except those already included in skill level 1, included in the Turkish population census as technical and professional workers. The majority of this category are teachers. Also included are such diverse occupations as innkeepers, lawyers, medical technicians and artists. The level of educational achievement is in general equivalent to three years of university.
3. <u>Managerial and clerical workers</u>	Those classified under this category in the Turkish population census. The education level of this group is roughly equivalent to three years of lycee (high school).
4. <u>Skilled and semi-skilled workers</u>	Those whose jobs in general require the equivalent of a middle school education. This category includes craftsmen, production workers, drivers, police, and salesmen, among others.
5. <u>Unskilled urban workers</u>	This group of occupations has little or no requirement for education above the primary level. As such, many of the new migrants into the urban labor force are engaged in work of this skill level. These occupations include miners, manual workers, servants, doorman, shoeshiners, and street peddlers.
6. <u>Unskilled agricultural workers</u>	They form the bulk of the Turkish labor force. Although this group is primarily farmers, it also includes lumbermen, fishermen and hunters. In general the highest level of education achieved is primary schooling.

Source: World Bank, A Country Study: Turkey, 1980.





Expansion of Road Transport, 1947-68

	<u>Motor Vehicle Population</u> (1,000's)				<u>Traffic</u>		
	Trucks	Buses	Auto- mobiles	Total	All-weather Roads (1,000 kms.)	Goods (billion ton-kms.)	Passengers (billion passenger-kms.)
1947	8	2	5	15	12	n.a.	n.a.
1950	13	3	10	26	17	1.0	2.6
1955	34	7	30	71	29	2.4	10.8
1960	57	11	46	114	40	3.7	10.9
1965	79	22	88	189	42	9.2	27.2
1967	91	28	106	225	42	12.5	33.0
1968	n.a.	n.a.	n.a.	n.a.	42	14.1	38.2

Sources: Statistical Yearbook of Turkey; Karayollari Istatistik Bülteni (Highways Statistical Bulletin) (Ankara: General Directorate of Highways, Ministry of Public Works, annual); and 1970 Yili Programi (1970 Annual Program), as published in T. C. Resmi Gazete (Official Gazette of the Turkish Republic) (Ankara, December 10, 1969), p. 118.

Transport by Highway and Railroad, 1950-68

	<u>Goods Transport</u>				<u>Passenger Transport</u>			
	Highways (billion ton-kms.)	%	Railroads (billion ton-kms.)	%	Highways (billion pas- senger-kms.)	%	Railroads (billion pas- senger-kms.)	%
1950	1.0	24	3.1	76	2.6	51	2.5	49
1955	2.4	35	4.4	65	10.8	73	3.9	27
1960	3.7	44	4.6	56	10.9	71	4.4	29
1965	9.2	62	5.7	38	27.2	87	4.1	13
1968	14.1	71	5.7	29	38.2	89	4.5	11

Sources: Statistical Yearbook of Turkey; Karayollari Istatistik Bülteni (Highways Statistical Bulletin) (Ankara: General Directorate of Highways, Ministry of Public Works, annual); and 1970 Yili Programi (1970 Annual Program), as published in T. C. Resmi Gazete (Official Gazette of the Turkish Republic) (Ankara, December 10, 1969), p. 118.

TOTAL LENGTHS OF NATIONAL AND PROVINCIAL ROADS BY SURFACE
TYPES (KM) 1950-1972 AND THIRD FIVE-YEAR PLAN 1973-1977

Year	Bituminous Surfacing	Crushed Stone	Stabilized	Graded Earth	Primitive Roads	Total
1950	1,624	17,965	4,625	10,311	12,555	47,080
1954	2,152	12,305	14,255	8,068	14,344	51,124
1958	5,408	6,192	28,247	8,858	9,807	58,512
1962	9,095	1,315	32,682	5,722	10,797	59,611
1966	12,386	742	32,368	8,186	5,110	58,792
1970	19,226	2,841	26,058	5,403	5,925	59,453
1972	21,449	2,710	24,646	4,880	3,420	57,105
			Plan			
1973	22,253	2,057	24,659	4,867	4,919	59,455
1974	24,023	1,790	24,536	4,836	4,323	59,500
1975	25,057	1,580	24,416	4,810	3,590	59,453
1976	26,130	1,350	24,404	4,786	2,783	59,453
1977	27,165	1,123	24,609	4,780	1,776	59,453

Sources: Ministry of Public Works for 1950-70 and SPO for 1972-77.

NUMBER OF MOTOR VEHICLES BY TYPE
1950-72 and Third Five-Year Plan 1973-77

Year	Passenger Cars	Buses	Trucks	Total	
				Motor Vehicles	Motor Cycles
1950	13,405	3,755	15,404	32,564	3,164
1954	28,599	6,671	30,250	65,520	9,510
1958	34,244	8,065	39,721	82,030	7,329
1962	60,731	16,437	73,323	150,491	12,816
1966	91,469	22,954	79,393	193,816	32,039
1970	147,014	37,581	126,817	311,412	62,508
1972	205,000	46,500	179,900	431,400	n.a.
<u>Plan</u>					
1973	208,320	50,470	193,014	451,804	n.a.
1974	233,318	54,779	207,784	495,881	"
1975	261,316	59,413	223,791	544,520	"
1976	292,673	64,538	241,148	598,359	"
1977	327,793	70,054	259,978	657,825	"

Sources: Ministry of Public Works for 1950-70 and SPO for 1972-77.

TURKISH HIGHWAYS
(In kilometers)

	1962	1967	1972	1973	1974	1975	1976	1977
Hard-surfaced roads <u>/1</u>	9095	14603	21057	22159	23663	25301	26745	.
Loose-surfaced roads <u>/2</u>	33997	32669	28027	27711	27513	26238	25198	.
Earth road	16519	11520	10364	9409	8323	7530	7672	.
TOTAL	<u>59611</u>	<u>58792</u>	<u>59448</u>	<u>59279</u>	<u>59499</u>	<u>59069</u>	<u>59615</u>	<u>59407</u>

/1 Include asphalt and concrete roads.

/2 Stabilized and macadam roads.

Source: General Directorate of Highways

TRAFFIC DATA

Domestic Traffic by Mode	1960	1961	1962	1963	1964	1965	1966	1967	1968	1969	1970	1971	1972	1973	1974	1975	1976	1977
1. Freight (million ton-km)																		
Railway	4,632	4,006	3,976	4,111	4,013	5,735	5,979	5,476	5,601	5,704	5,706	5,717	6,737	7,792	8,104	10,300	10,608	12,999
Roadway	3,670	4,015	5,207	6,117	7,637	8,115	10,074	11,710	11,810	11,657	17,007	19,112	25,707	22,293	26,990	27,176	29,101	31,911
Coastal Shipping	106	137	125	115	168	102	97	70	67	69	51	51	75	75	75	75	75	75
Air Transport	12	11	10	12	17	15	16	10	21	20	25	21	20	21	21	21	21	21
Total	8,406	8,169	9,218	10,355	11,835	13,967	16,166	17,253	17,509	22,295	22,711	24,901	32,539	30,881	36,185	37,576	39,705	45,906
2. Passenger (million pass-km)																		
Railway	1,613	1,156	1,006	1,005	1,109	1,016	1,072	1,500	1,603	1,610	1,616	1,600	2,100	2,500	2,500	2,600	2,600	2,700
Roadway	10,000	11,131	15,590	19,179	23,447	24,911	25,998	29,082	31,312	30,571	31,311	31,311	31,311	31,311	31,311	31,311	31,311	31,311
Coastal Shipping	106	137	125	115	168	102	97	70	67	69	51	51	75	75	75	75	75	75
Air Transport	115	110	107	126	135	164	196	216	216	216	216	216	216	216	216	216	216	216
Total	11,834	12,534	16,838	20,425	26,269	27,193	29,365	30,963	33,195	32,666	34,194	34,194	34,194	34,194	34,194	34,194	34,194	34,194
3. Other Traffic																		
Ports (400 tons)																		
Loaded	1,167	1,167	1,167	1,167	1,167	1,167	1,167	1,167	1,167	1,167	1,167	1,167	1,167	1,167	1,167	1,167	1,167	1,167
Unloaded	1,167	1,167	1,167	1,167	1,167	1,167	1,167	1,167	1,167	1,167	1,167	1,167	1,167	1,167	1,167	1,167	1,167	1,167
Total	2,334	2,334	2,334	2,334	2,334	2,334	2,334	2,334	2,334	2,334	2,334	2,334	2,334	2,334	2,334	2,334	2,334	2,334
Aircraft Movement																		
Domestic																		
International																		
Total																		

1/1 Station's estimate.
 2/2 Actual.
 3/3 Based on traffic counts made 9 times a year for 24 h at 72 stations. 3 times a year for 24 h at 105 stations. The possible error is estimated between 1.5% and 2.2% depending on the frequency of the traffic counts.
 4/4 Estimated.
 5/5 Including suburban traffic.
 6/6 For comparison: forecasts of State Planning Organization (based on agency/suburban forecasts).

Freight (million ton-km) 1977
 Railway 10,300
 Highway 60,500
 Passengers (million pass-km) 1977
 Railway 31,311
 Highway 131,300

Note: n.a. = not available.
 All figures rounded.

Sources: Ton-km and Pass-km 1960-1970: State Institute of Statistics; Ports traffic and Aircraft Movement: Ministry of Communications.

TRANSPORT INFRASTRUCTURE

	1965	1967	1969	1971	1972
I. Railways					
Length of line (km)	8,008	8,008	7,985	8,135	8,132
Locomotives					
Steam	864	357	849	846	...
Diesel	107	106	109	129	...
Electric	3	3	3	11	...
Total	974	966	961	986	986
Railcars	88	86	86	83	53
Passenger Cars	1,180	1,218	1,283	1,219	1,183
Freight Cars	19,980	20,249	20,744	20,496	21,392
Traffic Density-Unit-km per km of line ('000)	1,161	1,174	1,227	1,416	1,382
II. Road Network (km)					
(a) National Highways					
Paved	11,530	11,808	14,532	n.a.	18,579
Gravel	18,027	18,953	17,456	"	13,116
Other	4,787	3,741	3,278	"	3,021
Sub-total	34,502	34,502	35,266	"	35,016
(b) Provincial Roads					
Paved	329	669	944	n.a.	2,577
Gravel	12,701	15,892	13,549	"	13,430
Other	11,260	7,779	9,765	"	9,430
Sub-total	24,290	24,290	24,258	"	24,437
(c) Total					
Paved	11,859	12,477	15,476	n.a.	21,456
Gravel	30,728	34,845	31,005	"	26,546
Other	16,047	11,510	13,043	"	11,451
Grand Total	58,634	58,832	59,524	"	57,453
Km road per 100 km ² /4	4.8	4.1	4.0	n.a.	4.0
Traffic Density-Unit-km per km of road ('000)	100.0	924.9	1,451.1	"	1,755
1. Motor Vehicle Fleet					
Passenger Cars	87,584	112,367	137,345	n.a.	208,320
Buses	22,169	29,340	36,069	"	50,470
Trucks	79,121	96,816	118,133	"	131,014
Motor Cycles	26,094	39,647	52,959	"	n.a.
Other	1,539	3,641	4,938	"	"
Total	218,507	281,811	349,444	"	"
Motor Vehicles					
per 1,000 persons	6.1	6.9	8.2	"	9.4
per km of road	4.4	4.9	5.8	"	6.5
Population per Motor Vehicle	165	145	117	"	79
2. Traffic Accidents					
Injuries	13,654	15,211	n.a.	n.a.	n.a.
Fatalities	2,564	3,364	"	"	"
Total	16,218	18,575	"	"	"
3. Cost of Accidents					
Million TL			n.a.	n.a.	n.a.
Cost per Accident (TL)	30,663	35,629	"	"	"
III. Vessels (Gross Tons)					
Cargo Vessels	n.a.	36,463	380,863	430,863	645,012
Passenger Vessels	"	112,002	112,002	114,982	33,763
Oil Tankers	"	169,516	250,516	301,516	336,644
Others	"	47,037	48,537	51,436	47,834
Total	"	664,018	802,018	898,797	1,063,253
IV. Aircraft Carrying Capacity (Million pass. or ton-km)					
1963	1967	1972			
Passenger	314	813	1,099		
Freight	8	21	26		

1. Excluding shunters.
 2. Excluding urban and village roads.
 3. Graded earth roads and others.
 4. Only surfaced national and provincial roads.
 5. Excluding motor cycles.
 6. Based on criteria established in 1965.
 7. Excluding vessels under 300 gross tons; Estimates.
 8. 1973.
 9. Excluding private sector.

NOTE: All figures rounded. n.a. = not available.

Sources: Turkish State Railway; General Directorate of Highways (road traffic); State Planning Organization (vessels and aircraft carrying capacity).

GROWTH IN URBAN SETTLEMENTS, 1935-70^{/1}

Census year	Total population (in millions)	Total urban population	
		% of total population	Annual growth rate for 5-year periods %
1935	16.6	16.27	-
1940	17.82	18.10	3.6
1945	18.79	18.57	1.8
1950	20.95	18.73	2.3
1955	24.06	22.54	6.7
1960	27.75	26.20	6.1
1965	31.39	29.77	5.3
1970	35.67	35.09	6.1

^{/1} 1970 preliminary census returns.

Source: State Institute of Statistics.

Urban Population

<i>Year</i>	<i>Total Population</i>	<i>Population in places 10,000 +</i>	<i>Percent</i>	<i>Percent in places 50- 100,000</i>	<i>Percent in places 100,000- 500,000</i>	<i>Percent in places 500,000+</i>
1927	13,648,270	2,218,108	16.3			
1935	16,158,018	2,683,872	16.6	1.6	1.8	4.6
1940	17,820,950	3,215,962	18.0	2.2	1.9	4.5
1945	18,790,174	3,466,046	18.4	2.1	2.8	4.6
1950	20,947,188	3,923,852	18.5	1.9	3.7	4.7
1955	24,064,763	5,414,884	22.5	3.2	4.8	5.3
1960	27,754,820	7,189,122	25.9	4.4	4.5	7.6
1965	31,391,421	9,343,006	29.8	4.0	6.6	8.4
1970	35,605,176	12,734,761	35.8	4.0	8.4	10.9
1975	40,347,719	16,706,528	41.4	4.7	10.9	12.1

SOURCE: DIE #683, 672, 813.

REGIONAL DISTRIBUTION OF URBAN POPULATION BY CITY SIZE - 1965, 1970
(In percentages)

	10,001-20,000		20,001-50,000		50,001-100,000		100,001-500,000		500,000 +		Total	
REGION	1965	1970	1965	1970	1965	1970	1965	1970	1965	1970	1965	1970
MAREMMA	17.0	16.7	17.0	15.4	21.6	10.3	10.3	18.1	70.3	61.9	33.3	32.5
EASTERN ANATOLIA	21.5	22.3	16.5	22.0	19.2	8.2	22.2	30.2	-	-	12.2	15.2
MIDDLE ANATOLIA	17.8	23.1	17.9	15.3	5.4	19.2	27.5	26.0	29.7	26.6	22.6	23.2
WESTERN BLACKSEA	2.9	2.7	6.7	5.2	5.3	10.1	-	-	-	-	2.2	2.4
EASTERN BLACKSEA	13.0	14.6	12.3	15.2	5.8	6.0	5.4	4.9	-	-	6.4	6.4
AEGEAN	15.0	10.0	18.2	18.6	11.2	15.0	19.9	-	-	11.5	11.8	10.4
ANTALYA	3.4	5.3	3.6	1.5	6.4	10.8	-	-	-	-	2.2	1.6
ISKENDERUN	9.4	5.3	5.8	6.8	24.2	20.4	14.0	16.8	-	-	8.6	8.0
TOTAL	100.0	100.0	100.0	100.0	100.0	100.0	100.0	100.0	100.0	100.0	100.0	100.0

Source: State Institute of Statistics.

Literacy
(percent of population 6 years of age and older)

	<i>Total</i>	<i>Male</i>	<i>Female</i>	<i>Urban</i>	<i>Rural</i>
1935 (7 years & older)	20.4	31.0	10.5		
1940					
1945 (7 years & older)	30.2	43.7	16.8		
1950 (5 years & older)	32.4	45.3	19.4		
1955	40.9	55.8	25.5		
1960	39.5	53.6	24.8		
1965	48.7	64.0	32.8	59.1	39.5
1970	54.7	69.0	40.0	82.6	52.8
1975	61.7 ^a	74.3 ^a	48.1 ^a		

SOURCE: DIE, #683, 825.

^aEstimate—1975 Census 1% sampling results.

Family Characteristics

	<i>Istanbul^a Ankara Izmir</i>	<i>Large Cities</i>	<i>Small Cities</i>	<i>Towns</i>	<i>Villages</i>	<i>Turkey</i>
3 Percent nuclear families	67.9	65.8	63.3	61.5	55.4	59.7
5 Average family size						
Percent families nuclear from beginning	4.1	4.9		5.6	6.1	5.5
Percent nuclear families after 1 year of marriage	47.2	28.8		21.0	19.7	24.2
Percent nuclear families after 5-9 years of marriage	50.4	41.1		17.4	9.3	20.4
23 Women's marriage decisions						
Percent "family decisions with own consent."	74.6	69.4		44.3	39.7	43.9
Percent "own decision with family approval"	59.1	67.7		72.2	67.0	67.0
25 Who influences men's marriage choices?						
Percent "self only."	29.6	12.0		10.5	10.0	12.5
46 Percent having religious wedding	52.0	33.1		29.6	23.3	29.1
Percent having religious wedding only	45.7	60.9		59.5	69.7	64.2
50 Average age at marriage—girls	5.1	5.6		4.8	21.3	15.0
Average age at marriage—boys	18.5	17.6		17.2	16.7	17.1
60 Family Modernization Index	24.0	22.6		23.1	20.4	21.9
Percent Modern	61.7	28.0		16.2	3.3	
Transitional	27.9	41.3		32.4	24.3	
Traditional	10.3	30.7		49.6	72.4	

SOURCE: Timur, *Türkiye'de Aile Yapısı*.

Education

Year	Public Primary				Orta (Middle)				Lycee				Secondary Voc-Tech		
	Number of schools	% incr.	Number of students	% incr.	Number of schools	% incr.	Number of students	% incr.	Number of schools	% incr.	Number of students	% incr.	Number of students	% incr.	
1923	4,333		342,000		72		5,905		23		1,241		6,547		
1930	6,598	35	489,000	72	82	14	25,398	330	22	-5	5,099	459	8,150	24	
1940	9,418	43	905,000	85	34	285	92,308	263	82	372	24,862	336	14,310	76	
	8,037		534,000												
	1,381		371,000												
1950	17,106	82	1,591,000	76	381	62	65,168	-30	88	7	22,169	-11	55,522	288	
	15,505	93	1,134,000	112											
	1,601	10	457,000	23											
1960	21,429	25	2,515,000	58	715	88	254,966	291	194	120	75,632	241	98,010	77	
	19,157	24	1,563,000	38											
	2,272	42	951,000	108											
1970	37,171	73	4,907,000	95	1,629	128	708,950	175	518	167	253,742	235	217,332	117	
	33,729	76	3,177,000	117											
	3,442	51	1,730,000	82											
1974-5	41,060	10.4	5,354,593	9.1	2,480	52	946,000	33	768	48	339,000	34	312,000	44	
	37,310	10.6	3,273,158	3.0											
	3,750	8.9	2,081,435	20.3											
1977-8	43,116	5.0	5,432,355	1.5	3,305	33	1,105,189	17	979	27	454,402	34	469,000	50	
	39,001	4.5	3,124,847	-4.5											
	4,115	9.7	2,307,503	10.9											

Source: DIE #676, 683, 825, 850, 890.

LITERACY IN TURKEY
(In percent of population over 6 years)

Literacy level	1945	1950	1955	1960	1965	1970
Males	34.97	38.52	44.79	46.87	52.34	69.0
Females	<u>13.70</u>	<u>16.55</u>	<u>20.59</u>	<u>22.56</u>	<u>26.85</u>	<u>40.0</u>
Total	24.39	27.59	32.89	34.93	39.84	54.5

Universal primary education is a constitutional requirement. The Second Plan had aimed at increasing primary school attendance to 100 percent, but by 1970-71 it had risen only to 83.6 percent from 61 percent in 1955-56.

Table
PRIMARY SCHOOL ENROLLMENT
(In thousands and percent)

	Age Group (7-12)	Total Students	Enrollment Rate %
1955-1956	3,252	1,984	61.0
1960-1961	4,245	2,867	67.5
1965-1966	5,061	3,932	77.7
1970-1971	5,292	4,992	83.6

The main reason for this failure is that the remaining villages without schools are those in remote parts of the country. Many of these villages are extremely small and do not have even the elementary facilities needed to set up a school.

The generally high illiteracy rate is also a reflection of the fact that so many of the older age groups, particularly in the rural areas and among women, are still illiterate. There is a need not only to expand the programs for adult education and training but also to give them greater vocational content. The Plan aims at an extensive reorganization of these facilities.

In the last decade there have been striking increases in the numbers of technical personnel. Between 1960 and 1970 the number of engineers, technicians and skilled craftsmen doubled while there was a threefold expansion of agronomists.

Table 38
SUPPLY OF TECHNICAL MANPOWER: 1960, 1965 AND 1970

	1960	1965	1970
1. Engineers	15,461	17,692	31,401
2. Technicians	27,056	37,417	54,753
3. Agronomists	5,555	8,957	17,923
4. Skilled craftsmen	998,902	1,235,391	1,831,110

Source: World Bank, A Country Study: Turkey, 1980.

*Books Published
(and categories in percentages)*

	<i>Total</i>	<i>Philosophy, morals, religion, theology</i>	<i>Social science, history, geography, biography</i>	<i>Basic & applied sciences</i>	<i>Literature</i>	<i>General & other language, fine arts, sports</i>
1928-38	16,046	423 (2.6)	7,998 (49.8)	3,665 (22.8)	2,629 (16.4)	1,327 (8.3)
1940	2,370	73 (3.1)	742 (31.3)	407 (17.1)	298 (12.6)	850 (35.9)
1945	2,621	86 (3.3)	641 (24.5)	450 (17.2)	625 (23.8)	819 (31.2)
1950	2,363	131 (5.5)	973 (41.1)	564 (23.9)	352 (14.9)	343 (14.5)
1955	3,250	146 (4.5)	1,294 (39.8)	642 (19.8)	863 (26.6)	305 (9.4)
1960	4,195	269 (6.4)	1,482 (35.3)	750 (17.9)	899 (21.4)	795 (19.0)
1965	5,442	327 (6.0)	2,177 (40.0)	1,252 (23.0)	963 (15.9)	823 (15.1)
1970	5,854	385 (6.6)	2,234 (38.1)	1,418 (24.2)	935 (16.0)	882 (15.1)
1973	7,479	344 (4.6)	2,316 (31.0)	1,737 (23.9)	1,373 (18.4)	1,659 (22.1)
1975	6,645	469 (7.1)	2,472 (37.2)	1,596 (24.0)	1,100 (16.5)	1,008 (15.1)
1977	6,830	523 (7.7)	2,641 (38.7)	1,515 (22.2)	950 (13.9)	1,201 (17.5)
1978	5,933	433 (8.6)	2,086 (41.4)	965 (19.2)	717 (14.2)	832 (16.5)

SOURCE: DIE # 683, 825, 850, 890.

CENTRAL GOVERNMENT EXPENDITURES
(amounts in billions of TL.)

	1972	1973	1974	1975	1976	1977	1978
<u>Total Central Govt. Expenditures</u>	<u>52.5</u>	<u>64.9</u>	<u>79.5</u>	<u>11.6</u>	<u>156.5</u>	<u>237.8</u>	<u>346.0</u>
Current Expenditures	24.2	28.7	40.0	65.4	86.8	98.1	149.2
Investment Expenditures	8.8	11.6	17.5	21.8	33.5	49.9	71.2
Transfer Expenditures	19.5	24.6	22.1	28.6	36.2	91.8	125.6
<u>Annual Rate of Growth (2)</u>							
<u>Total Expenditures</u>	<u>10.8</u>	<u>23.6</u>	<u>22.6</u>	<u>43.5</u>	<u>35.1</u>	<u>53.2</u>	<u>44.1</u>
<u>Current Expenditures</u>	<u>9.0</u>	<u>18.6</u>	<u>39.4</u>	<u>63.5</u>	<u>32.7</u>	<u>13.0</u>	<u>57.1</u>
<u>Investment Expenditures</u>	<u>11.4</u>	<u>31.5</u>	<u>50.9</u>	<u>24.9</u>	<u>53.7</u>	<u>49.0</u>	<u>42.7</u>
<u>Transfer Expenditures</u>	<u>12.7</u>	<u>26.2</u>	<u>-10.2</u>	<u>29.4</u>	<u>26.9</u>	<u>53.6</u>	<u>37.1</u>
<u>Percentage Distribution</u>							
Current Expenditures	46.1	44.2	50.3	56.5	55.4	40.9	43.1
Investment Expenditures	16.8	17.8	21.9	18.8	21.4	20.8	20.6
Transfer Expenditures	37.1	37.9	27.7	24.7	23.1	38.3	36.3
<u>Total</u>	<u>100.0</u>	<u>100.0</u>	<u>100.0</u>	<u>100.0</u>	<u>100.0</u>	<u>100.0</u>	<u>100.0</u>
<u>As Percent of GNP</u>							
<u>Total Expenditures</u>	<u>21.8</u>	<u>20.9</u>	<u>18.6</u>	<u>21.6</u>	<u>23.4</u>	<u>27.5</u>	<u>28.2</u>
<u>Current Expenditures</u>	<u>10.0</u>	<u>9.3</u>	<u>9.4</u>	<u>12.2</u>	<u>13.0</u>	<u>11.2</u>	<u>12.1</u>
<u>Investment Expenditures</u>	<u>3.7</u>	<u>3.7</u>	<u>4.1</u>	<u>4.1</u>	<u>5.0</u>	<u>5.7</u>	<u>5.8</u>
<u>Transfer Expenditures</u>	<u>8.1</u>	<u>7.9</u>	<u>5.2</u>	<u>5.3</u>	<u>5.4</u>	<u>10.5</u>	<u>10.2</u>

Source: Statistical Annex, Table 5.1.

DEMOGRAPHIC CHARACTERISTICS

(In thousands)

	1962	1967	1972	1973	1974	1975	1976	1977	1978
Population (mid-year estimates) ^{/1}	28933	32750	37132	38072	39036	40025	41039	42078	43144
Rural-urban distribution									
Rural	19819	20960	22205	22462	22602	22774	22982	23185	23384
Urban	9114	11790	14927	15610	16434	17251	18057	18893	19760
Age structure distribution									
Ages 0-14 years	12473	14254	15984	15876	16278	16678	17113	18104	18466
Ages 15-64 years	15390	17120	19514	20521	21001	21533	22079	22038	22655
Ages 65 and over	1070	1376	1634	1675	1757	1814	1847	1936	2023
Crude birth rate ^{/2}		41.5			40.8	35.0		32.2	
Crude death rate ^{/2}		15.3			13.5	10.8		10.0	
Infant mortality rate ^{/3}		180			133	120		n.a.	
Life expectancy at birth: Male		50.3			52.8	58.3		60.3	
Female		53.2			56.1	59.4		61.6	
Gross reproduction rate		2.9			2.7	2.5		2.1	

^{/1} Derived from census data of 1960, 1970, and 1975.

^{/2} Per thousand of population.

^{/3} The number of infants who die before 1 year of age, per thousand live births in a given year.

Source: State Institute of Statistics; SPO, Annual Program (various issues); SPO, Third Plan and Fourth Plan; World Development Report, 1978, 1979.

LABOR FORCE, EMPLOYMENT AND UNEMPLOYMENT

(In thousands)

	1962	1967	1972	1973	1974	1975	1976	1977	1978
Total civilian labor force	<u>13133</u>	<u>13868</u>	<u>15013</u>	<u>15236</u>	<u>15462</u>	<u>15692</u>	<u>15925</u>	<u>16161</u>	<u>16161</u>
Total civilian employment	<u>12643</u>	<u>13238</u>	<u>13917</u>	<u>14213</u>	<u>14452</u>	<u>14668</u>	<u>14710</u>	<u>14784</u>	<u>14726</u>
Agriculture	9740	9556	9307	9390	9426	9463	9280	9100	9035
Industry	995	1222	1491	1574	1650	1691	1763	1857	1906
Mining and quarrying	64	101	95	97	109	108	109	115	159
Manufacturing	912	1082	1343	1417	1461	1507	1569	1652	1653
Electricity, water and gas	19	39	53	60	80	76	85	90	94
Construction	300	384	454	469	483	501	520	547	549
Transportation, storage and communications	261	312	391	416	434	451	479	497	506
Wholesale and retail trade	366	434	537	560	579	600	621	639	639
Banking, insurance and real estate	52	87	157	164	170	176	182	188	196
Services	711	916	1298	1361	1434	1513	1595	1686	1694
Unspecified	218	327	282	279	276	273	270	270	151
Urban and rural unemployment excluding agricultural labor surplus	<u>490</u>	<u>630</u>	<u>1096</u>	<u>1023</u>	<u>1010</u>	<u>1024</u>	<u>1215</u>	<u>1377</u>	<u>1435</u>
Agricultural labor surplus at peak season /1	<u>950</u>	<u>1050</u>	<u>900</u>	<u>950</u>	<u>920</u>	<u>900</u>	<u>900</u>	<u>740</u>	<u>740</u>
Domestic labor surplus	<u>1440</u>	<u>1680</u>	<u>1996</u>	<u>1973</u>	<u>1930</u>	<u>1924</u>	<u>2115</u>	<u>2117</u>	<u>2175</u>
Domestic labor surplus ratio	<u>11</u>	<u>12.1</u>	<u>13.3</u>	<u>12.9</u>	<u>12.5</u>	<u>12.3</u>	<u>13.3</u>	<u>13.1</u>	<u>13.5</u>
Labor stock abroad	<u>13</u>	<u>204</u>	<u>634</u>	<u>767</u>	<u>758</u>	<u>711</u>	<u>805</u>	<u>815</u>	<u>711</u>
Total labor surplus	<u>1453</u>	<u>1884</u>	<u>2630</u>	<u>2740</u>	<u>2688</u>	<u>2635</u>	<u>2920</u>	<u>2932</u>	<u>2886</u>
Total labor surplus ratio	11.1	13.4	16.8	17.1	16.6	16.1	17.5	17.3	17.2

/1 Appears also as part of employment in agriculture.

Source: State Planning Organization

GROSS DOMESTIC PRODUCT AT CURRENT PRICES BY SECTORAL ORIGIN /1/
(In millions of Turkish Liras)

	1962	1967	1972	1973	1974	1975	1976	1977/L	1978/L
Agriculture	20872	29943	59974	76121	106920	137959	178687	222803	304051
Crops and livestock	20459	29368	58196	71663	104036	136256	174634	214135	293264
Forestry	292	417	1336	1970	2136	2756	2851	6945	8325
Fishing	122	157	372	538	747	947	1201	1723	2464
Industry	8616	17827	42040	55300	79518	97206	119794	164085	246636
Mining and quarrying	847	1566	3423	3839	5642	6742	7875	14804	20487
Manufacturing	7286	15165	35834	47789	68444	87954	101999	134847	204097
Electricity, gas and water	482	1096	2783	3571	5632	8010	9921	14434	22051
Construction	2685	6267	12521	15110	19305	25244	31845	43128	65332
Wholesale and retail trade	5513	10504	27321	36121	53816	66782	83783	110361	156731
Transport, storage and communications	4276	7467	18109	25688	35761	43572	54881	72717	103881
Financial institutions	205	281	1747	1953	3350	3777	5258	5642	6976
Ownership of dwellings	3103	4732	8989	11067	13473	18140	22230	32049	52141
Private services	2696	4670	10809	14207	19428	25157	31726	41207	59137
Government services	4689	8821	25560	32296	38203	50547	66476	101478	133100
Gross domestic product at factor cost	52734	90512	206520	265661	369772	468382	594691	793469	1127984
Indirect taxes less subsidies	5142	10674	25595	29840	39974	50791	64298	66844	84709
Gross domestic product at current market prices	57876	101186	232115	295501	409746	519173	659989	860313	1212692
Net factor income from abroad	-203	295	8694	14328	17351	16598	11048	9926	15942
GROSS NATIONAL PRODUCT AT CURRENT MARKET PRICES	57593	101481	240909	309829	427098	535771	670038	870239	1228634

/1/ Imputed banking and insurance service charges are included in the sectoral value added figures.

Source: State Institute of Statistics; State Planning Organization

COMPARATIVE SOURCES OF GROWTH OF TOTAL GROSS PRODUCTION

(percent)

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		Average Annual Growth Rate	Domestic Demand Growth	Export Growth	Import Substitution	Changes in IO Coefficient
Turkey	1953-63	5.3	92.3	2.5	1.8	3.3
	1963-68	6.6	83.6	4.9	8.3	3.2
	1968-73	6.8	81.8	16.3	-1.4	3.3
Korea	1955-63	5.8	74.5	10.0	21.4	-6.0
	1963-70	15.7	81.8	21.9	-1.8	-1.9
	1970-73	16.0	51.9	55.7	-3.2	-4.4
China, Rep. of	1956-61	8.2	54.3	23.9	15.1	6.7
	1961-66	13.1	61.3	37.6	-1.1	2.2
	1966-71	14.7	52.7	49.5	-0.2	-2.0
Japan	1914-35	4.1	73.8	26.7	-0.5	-0.1
	1935-55	1.9	90.8	-13.8	15.6	7.4
	1955-60	10.2	87.9	8.0	-4.1	8.3
	1960-65	9.9	90.8	15.1	-2.1	-3.8
	1965-70	14.3	82.6	14.9	-3.2	5.7
Mexico	1950-60	6.2	85.5	1.0	5.4	8.1
	1960-70	7.2	94.1	3.1	6.0	-3.2
	1970-75	6.1	89.8	5.9	-1.3	5.6
Colombia	1953-66	5.8	76.1	10.0	6.9	7.0
	1966-70	5.9	69.5	21.8	6.6	2.1
Israel	1958-63	11.7	83.3	19.8	3.6	-6.7
	1963-68	7.8	69.2	43.6	-23.3	10.6
Norway	1953-61	4.6	60.3	40.7	-10.6	9.6
	1961-69	5.0	60.2	49.3	-13.4	4.0
Yugo- slavia	1962-66	11.6	87.6	23.9	-6.2	-5.3
	1966-72	6.9	82.0	30.2	-18.4	6.1

Note: Column 1 shows the average annual growth rates of total gross output. Columns 2-5 contain the contributions of each causal factor to output growth expressed as percentages of the change in total gross output in each subperiod, and add up to 100 percent except for rounding errors.

Source: Kubo, Y. and Robinson, S., Sources of Industrial Growth and Structural Change: A Comparative Analysis of Eight Countries, (mimeo), January 1979.

PROFIT AND LOSS ACCOUNT AND FACTOR INCOME OF INDIVIDUAL SEEs

(In millions of Turkish liras; 1977)

	Gross $\frac{1}{2}$ Profit or Loss	Factor Income
(a) <u>Public Utilities</u>		
State Railways (TCDD)	-960	204
Post, Telephone, Telegrams (PTT)	-1,772	-1,350
Turkish Radio and Television (TRT)	298	330
Maritime Bank (DB)	-1,161	-953
Turkish Cargo Lines (TCL)	-478	108
Turkish Airline (THY)	-350	-22
Turkish Electricity Corporation (TEK)	2,048	6,674
(b) <u>Industrial SEEs</u>		
Iron and Steel (TISCO)	-1,917	-1,510
Turkish Cement (CIMENTO)	-142	-12
Pulp and Paper (SEKA)	-463	-165
Coal Corporation (TKI)	-	641
Suikerbank	74	292
Machinery and Chemical (MKEK)	-162	19
Aircraft (TUSAS)	-5	1
Petrochemicals (PETKIM)	643	1,312
Minerals (ETIBANK)	-1,764	-996
Petroleum Company (TPAO)	-2,087	-47
Petroleum Office	-284	-227
Black Sea Copper (KB)	-388	-207
Nitrogen (AZOT)	443	577
(c) <u>Agricultural SEEs</u>		
Meat and Fish (ET VE BALIK)	-130	-76
Soil Products Office (TMO)	-121	93
Milk Industry	-165	-122
Turkish Sugar Company (SEKER)	313	504
Wool and Mohair	2	15
Tea Corporation	-	59
Feed Industry	8	23
Agricultural Supply Office (TZDK)	49	142
State Supply Office	195	215
(d) <u>Financial SEEs</u>		
Tourism Bank	13	13
Real Estate and Credit Bank (EKB)	-28	-23
Agricultural Bank (TCZB)	1,000	1,000
People's Bank (HALK BANK)	118	118
State Investment Bank (DYE)	1,256	1,256
Guven Insurance	13	13
Pension Fund	-	1,227
Social Security Institution	-	2,590

1/ Before taxes but after depreciation and provisions.

Source: SPO, State Economic Enterprise Department.

TRENDS IN REAL AND NOMINAL (DAILY) WAGES

Year	Cost of Living 1970=100 /1	Nominal Wages		Real Wages	
		SII /2 Data	MI /3 Survey	SII /2 Data	MI /3 Survey
1960	56.6	14.5	15.7	25.5	27.7
1962	60.3	16.5	17.6	27.4	29.1
1965	67.4	21.6	22.9	32.0	34.0
1967	83.3	25.8	28.4	31.0	34.1
1970	100.0	35.3	40.2	35.3	40.2
1972	137.3	43.9	54.5	32.0	39.7
1973	156.6	54.4	64.1	34.7	40.9
1974	194.0	68.3	82.6	35.2	42.6
1975	234.6	85.6	110.3	36.5	47.0
1976	276.1	115.3	128.5	41.8	46.5
1977	347.0	153.5	.	44.2	.
1978	562.0	210.0	.	37.4	.

/1 Based on the Istanbul consumer price index.

/2 The SII data are the average daily wages as reported by the Social Insurance Institute.

/3 The MI survey (Annual Survey of the Manufacturing Industry - SII) wage is calculated by dividing total payments (inclusive of bonuses, etc. but exclusive of social security and retirement fund payments) by the number of workers engaged.

Source: SPO

PUBLIC AND PRIVATE SECTOR WAGES

	Nominal Wages			Real Wages		
	MI Survey		SII Data	MI Survey		SII Data
	Public	Private	Public	Public	Private	Public
	Sector	Sector	Sector	Sector	Sector	Sector
1960	17.8	14.0	13.6	31.5	24.7	23.9
1962	21.5	15.0	15.8	35.7	24.9	26.2
1965	26.6	19.9	22.1	39.5	29.5	32.8
1967	32.9	25.2	28.0	39.5	30.3	33.6
1970	46.7	36.3	38.7	46.7	36.3	38.7
1972	61.3	50.4	48.7	44.6	36.7	35.5
1973	71.4	60.1	61.6	45.6	38.4	39.3
1974	95.6	75.6	76.9	49.3	39.0	39.6
1975	120.0	99.5	98.3	55.4	42.4	41.9
1976	139.2	123.0	132.2	50.4	44.6	47.9
1977	.	.	178.1	.	.	51.3
			128.7			37.1

Source: State Planning Organization

PRODUCTION OF ELECTRICITY (GROSS)

(In millions of kilowatt-hours)

	1962	1967	1972	1973	1974	1975	1976	1977/1	1978/2
Government power plants	3085	5513	10496	11601	12630	14710	17236	.	.
Thermal power	2003	3179	7333	9025	9303	8839	8892	.	.
Hydro power	1082	2334	3163	2576	3327	5871	8344	.	.
Industrial power plants	474	703	746	824	847	913	1041	.	.
Thermal power	433	656	705	797	818	881	1014	.	.
Hydro power	41	48	41	27	29	32	27	.	.
TOTAL	3559	6216	11242	12425	13477	15623	18277	1714	1444
Thermal power	2436	3835	8038	9822	10121	9720	9906	998	816
Hydro power	1123	2382	3204	2603	3356	5903	8371	716	628

/1 Monthly average, Provisional
/2 Average of January-November, provisional

Source: State Institute of Statistics

ELECTRICITY GENERATION AND CONSUMPTION

(GWh.)

	1972	1975	1980	1985
Total Generation	<u>11,242</u>	<u>17,200</u>	<u>30,150</u>	<u>51,300</u>
Generated by: Kepez GEAS	1,223	160	160	160
Isolated towns	148	1,584	1,600	1,600
Auto producer	746	185	100	100
		270	440	660
Balance by TEK	<u>2,125</u>	<u>15,001</u>	<u>27,850</u>	<u>48,780</u>
of which:				
Thermal	6,828	11,125	17,918	24,161
Hydro	2,297	3,876	9,932	24,619
Used by Auxiliary Plant	502	863	1,542	2,670
Sent out to TEK system	8,623	14,138	26,308	46,110
Less Transmission Losses	362	566	1,072	1,818
Sold by TEK	8,261	13,572	25,236	44,292
Sales by others:				
Kepez and GEAS	1,076	1,535	1,549	1,549
Isolated towns	<u>804</u>	<u>432</u>	<u>513</u>	<u>722</u>
Total Sales	<u>10,111</u>	<u>15,539</u>	<u>27,298</u>	<u>46,563</u>
Effective annual average growth rate of sales		15.2%	11.9%	11.3%
Population (millions)	37.5	40.4	45.7	52.0
Per capita consumption (kwh)	300	426	660	987

Source: TEK.

EDUCATION INSTITUTIONS, TEACHERS AND ENROLMENT

	1961/62	1966/67	1971/72	1972/73	1973/74	1974/75	1975/76
Primary schools							
Number of schools	25677	32399	39540	40505	40343	41209	.
Number of teachers	68888	97220	146474	155299	156726	160338	.
Number of students (in thousands)	3147	4217	5077	5244	517	5381	.
Junior high schools							
Number of schools	776	1064	1925	2055	2302	.	.
Number of teachers	13249	16813	24116	25584	26881	.	.
Number of students (in thousands)	318	493	853	886	927	.	.
High schools							
Number of schools	202	290	542	611	718	.	.
Number of teachers	4654	6619	11156	12374	13478	.	.
Number of students (in thousands)	89	133	261	277	304	.	.
Vocational and technical schools							
Number of schools	664	824	926	973	977	1065	.
Number of teachers	8817	11611	15450	15858	16848	19059	.
Number of students (in thousands)	116	191	254	256	285	312	.
University and other higher education							
Number of schools	66	106	161	155	166	195	227
Number of teachers	4536	6200	11152	11098	11773	13812	15274
Number of students (in thousands)	65	109	160	168	177	264	323

Source: State Institute of Statistics

MEDICAL INSTITUTIONS AND BED CAPACITY

	1967	1972	1973	1974	1975	1976
General hospitals						
Number of institutions	297	363	368	376	397	399
Number of beds	35018	50087	53378	55649	58727	59373
Maternity hospitals						
Number of institutions	31	30	32	32	40	41
Number of beds	2987	4679	4970	4924	4979	4976
Mental and neurological hospitals						
Number of institutions	4	5	6	6	7	7
Number of beds	4700	5150	6400	5600	5385	5885
Tuberculosis hospitals						
Number of institutions	54	74	70	67	60	59
Number of beds	12297	13207	12693	12691	11767	11837
Cancer hospitals						
Number of institutions	1	1	1	1	1	1
Number of beds	175	300	300	300	300	300
Health centers						
Number of institutions	268	301	305	306	300	302
Number of beds	3434	3759	3759	3784	3710	3775
TOTAL NUMBER OF INSTITUTIONS	664	783	791	799	814	818
TOTAL NUMBER OF BEDS	59176	77787	81175	83693	86476	87232

Source: State Institute of Statistics

URBAN TRANSFORMATION COSTS

The Planning Office of the Ministry of Reconstruction and Development has estimated that the costs of absorbing the additional population of Ankara would be approximately TL 25,859 per capita during the Third Plan, broken down as follows:

<u>Destination</u>	<u>TL/capita</u>
1. Drinking water	1,240
2. Sewage	417
3. Electricity	220
4. Roads	1,609
5. Markets, car parks, etc.	7,320
6. Accommodation	10,050
7. Transport	5,000
8. Plans and designs	<u>3</u>
TOTAL	25,859

Assuming that a) expenditure on 1, 2, 3 and 5 is current expenditure
 b) expenditure on 4, 6 and 7 has to be repeated every 20 years, and on 5 every 40 years, the annual expenditure per capita comes to TL 2,900, broken down into

	<u>TL</u>
Utilities	330
Transport	330
Services	<u>2,240</u>
	2,900

Source: World Bank, A Country Study:
Turkey, 1980.

Table IX: Urban and Rural Settlement Units by Size

Size	1935			1950			1960		
	No. of Places	Popula- tion (000)	Ratio Over Total Pop.	No. of Places	Popula- tion (000)	Ratio Over Total Pop.	No. of Places	Popula- tion (000)	Ratio Over Total Pop.
0-150*	7,804	756	4.7	3,749	414	1.9	2,630	287	1.1
151-500	20,315	5,897	36.5	20,130	6,186	29.5	19,552	6,159	22.2
501-2,000	6,697	5,239	32.4	10,187	8,255	39.4	12,826	10,729	38.7
2,000-10,000	383	1,521	9.4	565	2,905	9.8	930	3,581	12.9
10,001-20,000	43	577	3.5	65	888	4.2	67	941	3.4
20,001-50,000	30	821	5.0	30	918	4.4	52	1,473	5.2
50,001-100,000	4	252	1.5	6	397	1.9	18	1,223	4.4
100,001 & over	3	1,035	6.4	5	1,721	8.2	9	3,362	12.1
Total (+)	35,279	16,098	99.4	34,737	21,684	99.3	36,084	27,755	100.0

Source: Census data published by the State Institute of Statistics.

*Does not contain settlements where village law is not applied.

RETAIL PRICE INDEXES IN VARIOUS CITIES, 1958-72

	Adana	Ankara	Antalya	Ereza	Diyarbakir	Erzurum	Fakışehir	Istanbul	Izmir	Ordu	Samsun
1958	109.0	100.0	100.0	100.0	100.0	100.0	100.0	100.0	100.0	100.0	100.0
1969	106.9	106.5	107.7	108.5	109.1	109.0	107.0	109.0	106.9	111.3	109.7
1970	117.1	115.1	117.1	119.5	118.1	119.4	114.9	115.3	115.0	123.0	116.6
1971	136.5	133.9	134.7	138.6	137.4	140.1	131.0	133.4	137.6	143.3	134.7
1972	186.3	151.2	155.0	160.9	161.0	161.4	148.9	149.1	137.9	159.5	153.4
1958	100.0	100.0	100.0	100.0	100.0	100.0	100.0	100.0	100.0	100.0	100.0
1969	107.8	109.6	110.6	109.4	111.0	108.5	107.2	111.3	104.6	115.1	110.3
1970	114.7	116.2	119.4	117.1	117.6	118.1	113.9	116.9	115.1	124.5	115.8
1971	131.5	134.7	134.0	133.6	131.6	133.4	125.3	132.4	132.0	143.7	131.5
1972	180.6	149.5	154.5	159.4	149.5	155.3	143.5	149.9	149.4	161.2	153.7
1958	100.0	100.0	100.0	100.0	100.0	100.0	100.0	100.0	100.0	100.0	100.0
1969	104.6	106.3	105.6	110.0	105.2	104.9	110.8	103.9	107.6	103.3	110.0
1970	117.1	120.1	123.5	124.4	117.0	115.1	124.7	120.5	115.9	121.0	119.1
1971	186.1	142.2	150.7	140.8	148.8	139.0	145.9	137.3	150.2	161.5	145.1
1972	162.7	166.9	177.8	162.1	180.0	152.6	163.0	170.2	144.8	152.5	145.9
1958	100.0	100.0	100.0	100.0	100.0	100.0	100.0	100.0	100.0	100.0	100.0
1969	110.8	100.8	103.1	104.7	108.5	104.0	103.2	102.1	105.7	107.0	107.3
1970	125.1	104.8	107.7	117.7	113.2	113.1	103.9	107.3	105.4	113.6	114.3
1971	134.2	124.7	116.5	131.6	126.1	135.6	121.0	117.9	118.3	156.4	123.1
1972	160.1	147.0	127.7	155.6	160.1	159.0	132.2	127.3	131.9	139.9	154.5

Source: SIS.

COUNTRY DATA - TURKEY

AFRICA (thousand sq. km)		POPULATION (mid-1978)		DENSITY	
741,6		63.1 million		84.0 per sq. km	
		Rate of Growth 2.5% (1963-77)			
POPULATION CHARACTERISTICS		(1977 est.)		HEALTH (1976)	
Crude Birth Rate (per 1,000):		30.0		Population Per Physician: 1,725.0	
Crude Death Rate (per 1,000):		10.0		Population Per Hospital Bed: 460.0	
Infant Mortality (per 1,000 live births):		118.0			
INCOME DISTRIBUTION (1973 est.)				DISTRIBUTION OF LABOR (1978 estimate)	
Per cent of National Income, highest quintile:		56.5		Per cent owned by top 1.7% of owners: 29.5	
lowest quintile:		3.4		Per cent owned by smallest 74.2% of owners: 26.7	
ACCESS TO RIVER WATER (1976)				ACCESS TO ELECTRICITY (1975)	
Per cent of Population - urban:		70		Percentage of Dwellings: Total 57.0	
rural:		80		EDUCATION	
POPULATION (1976)				Adult Literacy Rate (per cent): 60 (1975)	
Caloric Intake (per cent of requirements):		113.0		Primary School Enrollment (per cent): 104 (1976)	
Per Capita Protein Intake (grams):		75.7			
GROSS NATIONAL PRODUCT IN 1978 (at current prices)		ANNUAL RATE OF GROWTH (per cent, constant 1968 prices)		GDP PER CAPITA IN 1978 US\$ 3,172.0	
GDP at Market Prices		1968-72		1973-77	
US\$ million		7.1		6.5	
Per cent		100.0		1978	
GDP at Market Prices		50,598.6		3.5	
Gross Domestic Investment		10,230.2		-20.1	
Gross National Saving		8,760.0		-2.6	
Current Account Balance		-1,711.0		5.8	
Export of Goods, IN \$		3,106		..	
Import of Goods, IN \$		5,059		-7.5	
AGRICULTURE, LABOR FORCE AND PRODUCTIVITY IN 1978		10.0		23.6	
		13.8		-29.0	
Value Added (at Factor Cost)		Labor Force		V.A. Per Worker	
US\$ million		Million		US\$	
Per cent		Per cent		Per cent	
Agriculture		9.1		1,376	
Industry		1.9		5,346	
Services		3.8		6,256	
Total		14.8		3,139	
GOVERNMENT FINANCE					
General Government		SEs Finances 1/			
(billion TL)		(billion TL)			
1972		1972			
1978		1978			
51.8		36.5			
293.4		268.7			
43.7		22.2			
276.8		22.2			
-40.7		-53.5			
-52.6		12.1			
71.2		56.9			
3.8		5.9			
5.2					
Current Receipts					
Current Expenditure					
Deficit (+)/surplus (-)					
Investment					

1/ State Economic Enterprises (SEEs); Operational SEEs only

Source: World Bank, A Country Study: Turkey, 1980.

TURKEY - COUNTRY DATA

	1973	1975	1977	1978	
	(million of Turkish liras, end of period)				
MONEY, CREDIT AND PRICE					
Money supply	71150	119090	211970	274130	
Bank credit to public sector	14227	32426	120304	156682	
Bank credit to private sector	13424	22163	55119	67040	
	(percentage of index numbers)				
Money as percent of GDP	24.1	22.9	24.6	22.6	
GDP deflator (1968 = 100)	196	292	427	582	
Annual percentage changes in:					
GDP deflator	21.7	16.3	24.9	36.3	
Bank credit to public sector	3.8	37.8	91.3	30.2	
Bank credit to private sector	141.2	0.4	61.9	21.6	
	----- (US\$ million) -----				
BALANCE OF PAYMENT	1970	1973	1975	1977	1978
Export of goods, NFS	754	1799	2152	2356	3136
Import of goods, NFS	1096	2391	-5219	6436	5059
Resource gap (deficit = -)	-342	-592	-3067	-3680	-1953
Interest payment (net)/ ^a	-47	-59	-124	-570	-680
Profits	-33	-35	-36	-116	-60
Workers' remittances	273	1183	1312	982	983
Net factor service income	193	1089	1152	296	243
Transfers	91	18	23	12	
Current account balance	-58	515	-1892	-3572	-1710
Direct foreign investment	58	27	153	67	47
Imports with waiver	34	50	98	102	100
Public M< borrowing	271	376	386	502	530
Amortization of public M< borrowing	-146	-72	-117	-214	-380
Public M< borrowing (net)	125	304	269	288	150
Capital not included elsewhere / ^b	-39	67	-204	742	464
Overall balance	120	963	-1576	-2373	-949
IMR (net)	48	-11	243	-	253
Short-term	18	-224	916	1807	844
Change in resource (- = increase)	-186	-728	417	586	-128

^a Net of debt relief.^b Mainly errors and omissions.^c Ratio of total debt service to export + worker remittance.

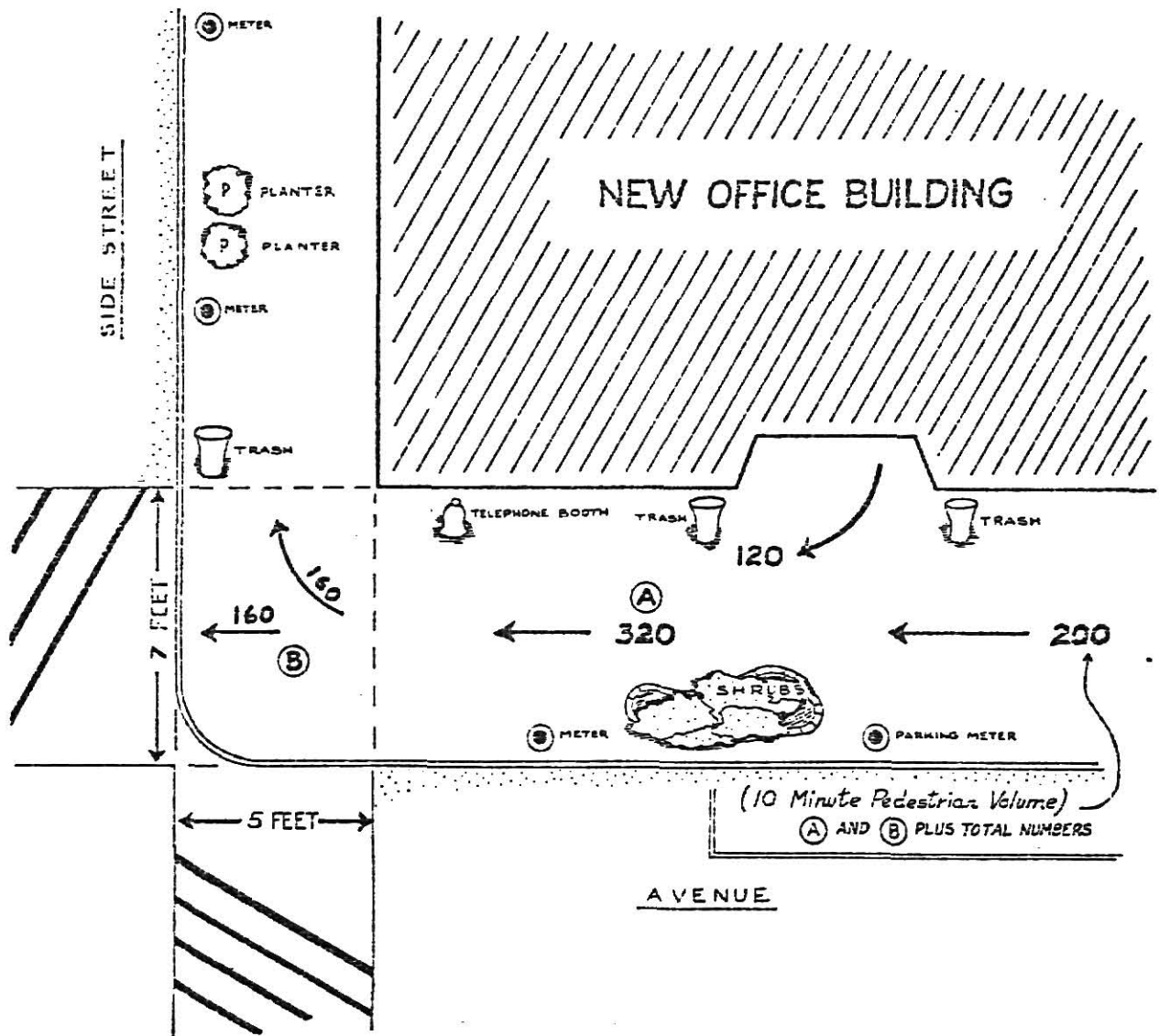
MERCHANDISE EXPORTS (Average 1972-77)

	US\$ million	Percent
Cotton	268	18.2
Tobacco	180	12.2
Hazelnut	170	11.5
Cereal + pulses	57	3.9
Other agriculture	222	15.1
Mining	83	5.6
Textile	164	11.1
Other manufactured goods	331	22.4
Total	1475	100.0
EXTERNAL DEBT, December 31, 1978		
Total M< debt outstanding and disbursed	6657	
Public debt	6100	
Guaranteed private debt	557	
Total short-term	7469	
Total debt outstanding and disbursed	14126	
DEBT SERVICE RATIO FOR 1978		
Debt service ratio/ ^c	26.7	
IMRD/IDA LENDING, April 30, 1979 (US\$ million)		
Outstanding & disbursed	890.1	
Undisbursed	762.1	
Total outstanding including undisbursed	1652.2	

Source: World Bank, A Country Study: Turkey, 1980.

APPENDIX E
DOWNTOWN DESIGN CRITERIA FIGURES

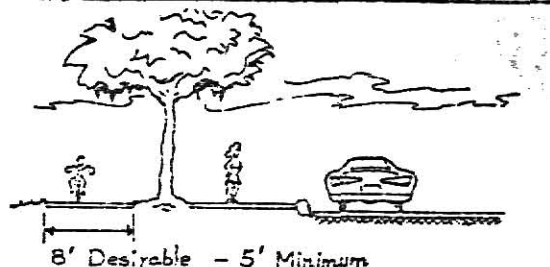
SIDEWALK EVALUATION PROBLEM: IMPACT OF A NEW FACILITY



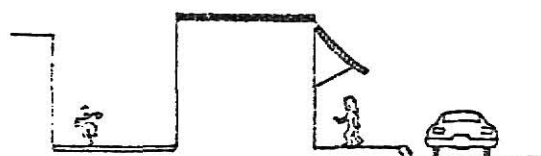
Source: Emanuel Beck, Downtown Improvement Manual, APA Planners Press, 1976, p. 20-4.

TYPES OF BIKEWAYS

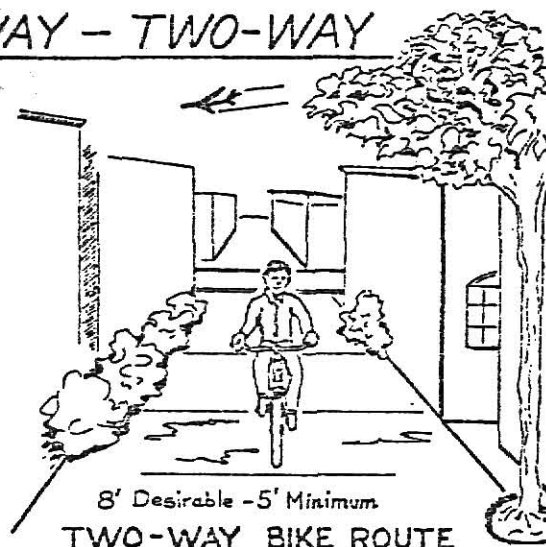
1) SEPARATE RIGHT-OF-WAY - TWO-WAY



8' Desirable - 5' Minimum



BIKEWAY USE OF AN ALLEY

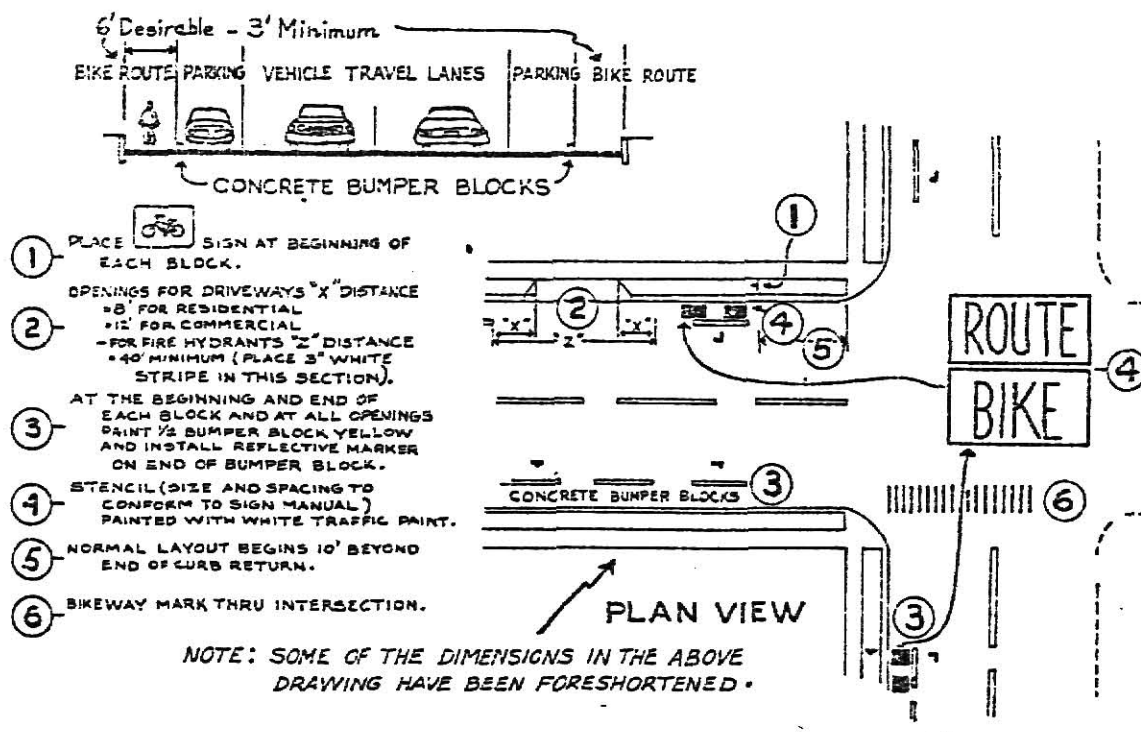


8' Desirable - 5' Minimum

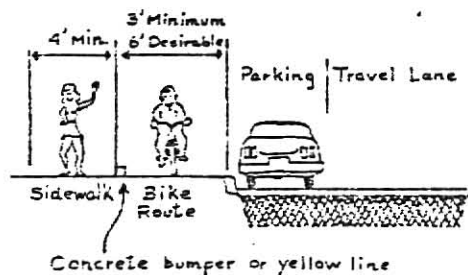
TWO-WAY BIKE ROUTE

2) RESTRICTED RIGHT-OF-WAY

A. On a street Right-of-way (one-way route-- each side of Street)



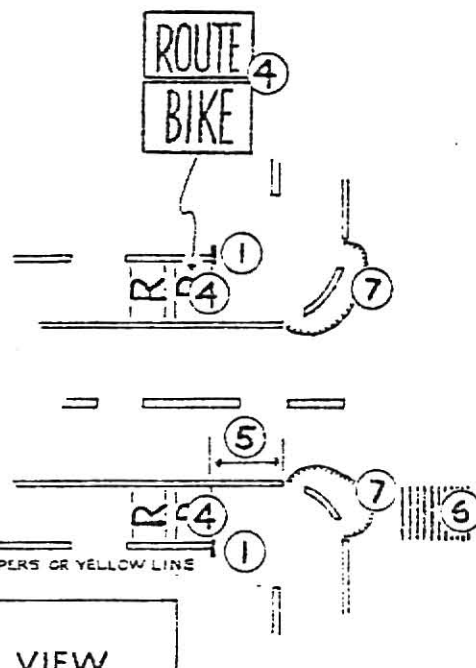
B. On the sidewalk (one-way)



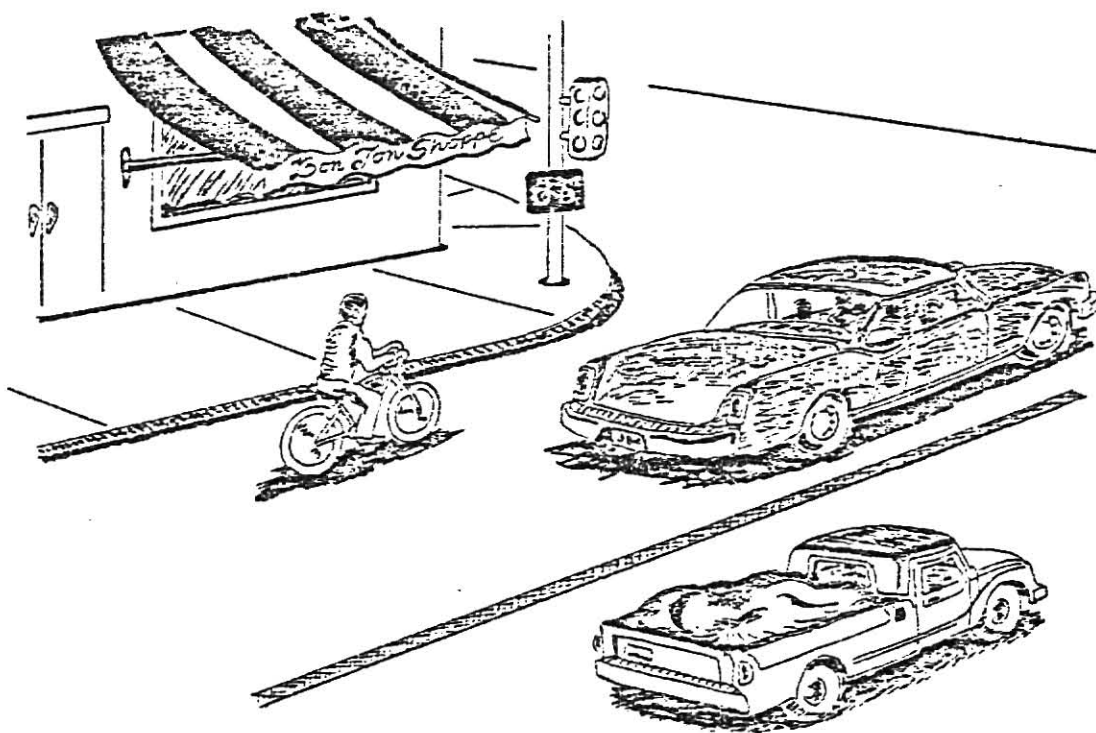
⑦ BIKELWAY CURB RAMP

CONCRETE BUMPERS OR YELLOW LINE

PLAN VIEW

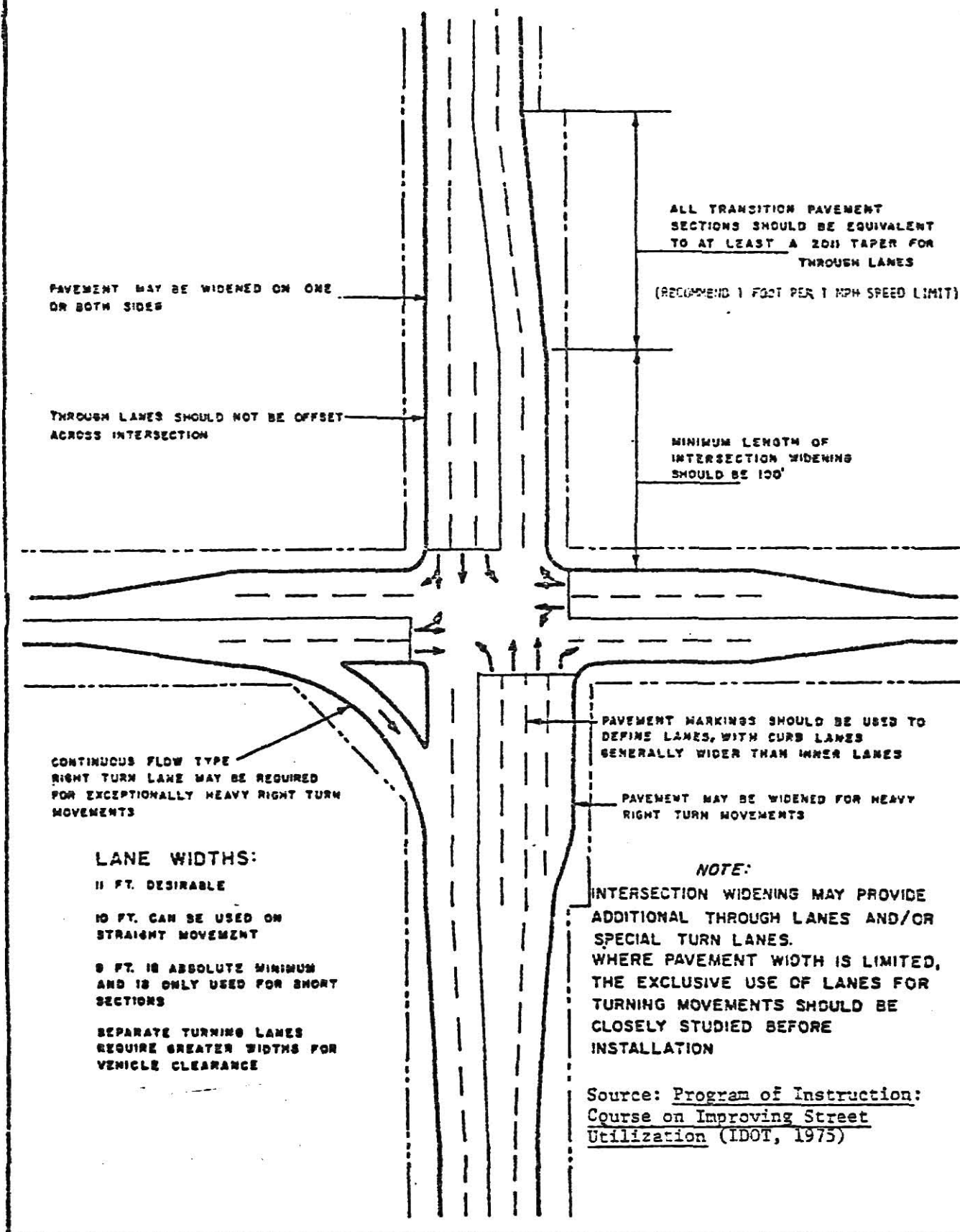


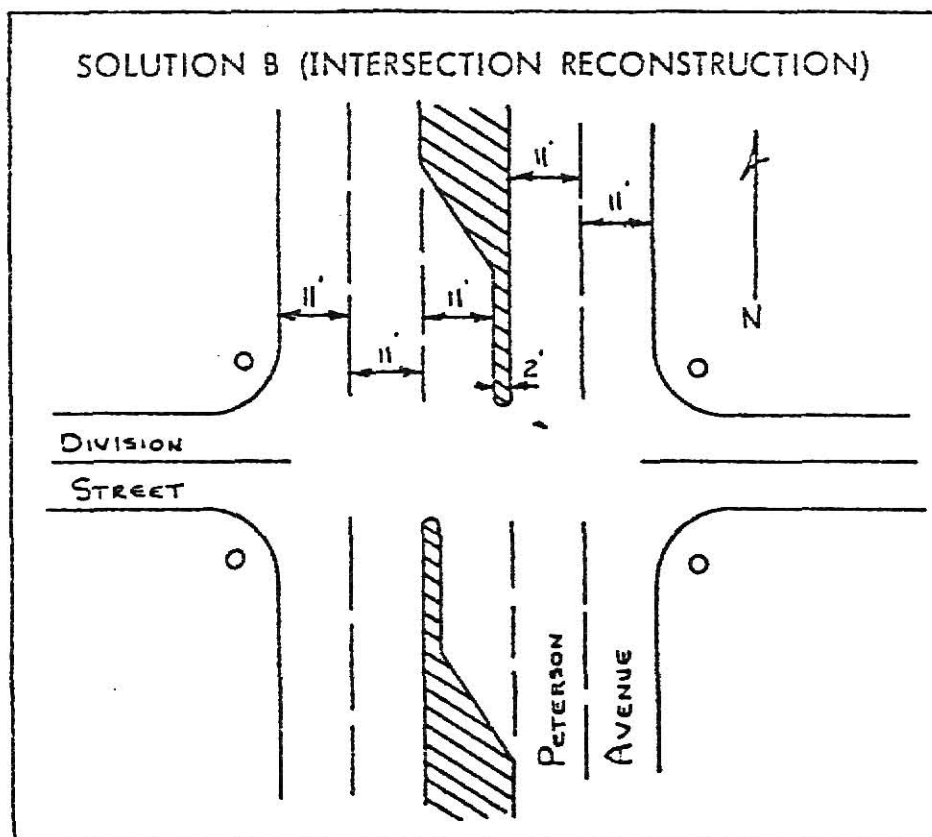
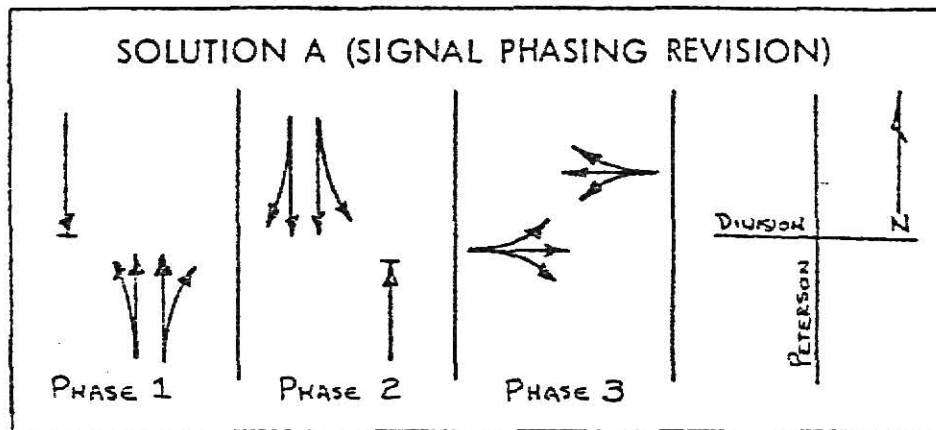
3) SHARED RIGHT-OF-WAY WITH NO SEPARATION



Source: Beck.

VARIOUS TECHNIQUES OF INTERSECTION WIDENING TO IMPROVE CAPACITIES





Source: Program of Instruction:
Course on Improving Street
Utilization (IDOT, 1975)

DEVELOPMENT OF A CONTEMPORARY MODEL
FOR PHYSICAL PLANNING:
ADANA, TURKEY

by

MEHMET KESKIN

B. Arch., State Academy of Architecture and
Engineering, Ankara, Turkey, 1979

AN ABSTRACT OF A MASTER'S REPORT

submitted in partial fulfillment of the
requirements for the degree

MASTER OF REGIONAL AND COMMUNITY PLANNING

Department of Regional and Community Planning

KANSAS STATE UNIVERSITY

Manhattan, Kansas

1982

ABSTRACT

Turkey is the first republic the Turks have ever had after the rise and fall of some fifteen empires throughout history. There are nearly 43 million people in Turkey.

Adana is the fourth largest city in the south of Turkey. It has a very cosmopolitan population of nearly 650,000 and has a very rich soil and a classical Mediterranean climate.

As of today, the city plan of Adana is based on the physical plan approach, which is basically a city-beautiful type, meaning parks, recreation areas and playgrounds.

This report is a study of an alternate model which is more of a scientific approach, such as economic, financial and technical studies.

Given the size and complexity of the city, and considering the existing planners' team report which indicates the refusal of a CBD (downtown) district renewal, the researcher believes that the city of Adana will suffer in the long run as far as a healthy city infrastructure is concerned.

The proposal of the researcher in this study is based upon the belief that a zoning ordinance should be implemented in the city with an effort to revitalize the CBD as a skyline model, which will be sufficient by having 15-20 story buildings. The methodology is to depend upon a community planning process which will bring together the criteria, such as holding meetings and informational gatherings to educate the citizens toward subsidizing and participating in the program and a general

publicity campaign to transfer knowledge from the professionals to their fellow citizens. Also, the decision-making body and the financial institutions should be carefully coordinated to make sure the program will be supported, both publicly and financially. This will lead the city municipal government toward a realistic and positive master plan, one that aims at the target of a planned city. The first implementation will be the CBD establishment via downtown revitalization.