

T.C.
BAHCESEHIR UNIVERSITY
GRADUATE SCHOOL
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INTEGRATION OF CRUISE PORTS IN THE URBAN PLANNING OF CITY

MASTER'S THESIS
SABINA SAPARGALIYEVA

ISTANBUL 2024

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ABSTRACT

INTEGRATION OF CRUISE PORTS IN THE URBAN PLANNING OF CITY

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Master's Program in Architecture

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The 21st century is characterized by changes in the organization and maintenance of cruise tourism worldwide. Due to the development of cooperation between coastal states, their activity has significantly facilitated economic growth and cultural exchange. Modern conditions have led to the establishment and operation of both state-owned and private-owned firms inside port infrastructures. Thus, the companies have begun to increase their cruise ship services. Based on a historical overview, the study explores the global practice of creating ports, addressing the current requirements to project these structures as transportation hubs, urban landmarks, and public centers. In the context of Turkey, a country with a rich historical and cultural heritage, the architecture of cruise ports plays a crucial role in attracting visitors, fostering public relations, and enhancing commercial aspects of the tourism sector. As Istanbul strives to balance its historical legacy with contemporary demands, integrating cruise ports becomes a pertinent lens to examine the city's adaptive capacity. This thesis analyzes the architecture of prominent cruise ports in Istanbul, Galataport and Haliçport, and explores their multifaceted roles. By studying the development of these ports through a comparative case study, this research illuminates the approaches taken to attract travelers and local communities. Galataport and Haliçport are part of larger urban development projects aimed at integrating port facilities with the surrounding environment.

Key Words: Cruise, Galataport, Haliçport, Public Space, Urban Environment.

ÖZ

KRUVAZİ LİMANLARININ ŞEHİR KENT PLANLAMASINA ENTEGRASYONU

Sabina Sapargaliyeva

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21. yüzyıl, dünya çapında kruvaziyer turizminin organizasyonu ve sürdürülmesindeki değişikliklerle karakterize edilmektedir. Kıyı devletleri arasındaki işbirliğinin gelişmesi nedeniyle, onların faaliyetleri ekonomik büyümeyi ve kültürel alışverişi önemli ölçüde kolaylaştırmıştır. Modern koşullar, liman altyapılarında hem devlete ait hem de özel sektöre ait firmaların kurulmasına ve işletilmesine yol açmıştır. Böylece firmalar kruvaziyer gemi hizmetlerini artırmaya başladılar. Tarihsel bir genel bakışa dayanarak çalışma, bu yapıların ulaşım merkezleri, kentsel simge yapılar ve kamu merkezleri olarak projelendirilmesine yönelik mevcut gereksinimleri ele alarak, küresel liman oluşturma uygulamasını araştırıyor. Zengin bir tarihi ve kültürel mirasa sahip bir ülke olan Türkiye bağlamında kruvaziyer limanlarının mimarisi, ziyaretçi çekmede, halkla ilişkileri geliştirmede ve turizm sektörünün ticari yönlerini geliştirmede önemli bir rol oynamaktadır. İstanbul, tarihi mirasını çağdaş taleplerle dengelemeye çalışırken kruvaziyer limanlarını entegre etmek, şehrin uyum sağlama kapasitesini incelemek için uygun bir merceğe haline geliyor. Bu tez, İstanbul, Galataport ve Haliçport'un önde gelen kruvaziyer limanlarının mimarisini analiz etmekte ve bunların çok yönlü rollerini araştırmaktadır. Karşılaştırmalı bir vaka çalışması yoluyla bu limanların gelişimini inceleyen bu araştırma, gezginleri ve yerel toplulukları çekmek için alınan yaklaşımlara ışık tutuyor. Galataport ve Haliçport, liman tesislerinin çevreyle bütünleştirilmesini amaçlayan daha büyük kentsel gelişim projelerinin bir parçasıdır.

Anahtar Kelimeler: Seyir, Galataport, Haliçport, Kamusal Alan, Kentsel Çevre.



Dedicating

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LIST OF ABBREVIATIONS

CLIA	Cruise Lines International Association
GDP	Gross Domestic Product
HVAC	Heating, Ventilation, and Air Conditioning
LEED	Leadership in Energy and Environmental Design
IMM	Istanbul Metropolitan Municipality
RCCL	Royal Caribbean Cruise Line
GPH	Global Ports Holding
MSC	Mediterranean Shipping Company
IMF	International Monetary Fund
TIIC	Tourism and Infrastructure Investment Corporation
TMO	Turkish Maritime Organization

Chapter 1

Introduction

1.1 Theoretical Framework

Being one of the earliest forms of tourism, cruise is still a growing area within the contemporary global travel industry. Initially, shipping functioned to transport upper-class passengers to and from the Caribbean and the United States via seagoing vessels (Pallis, A., 2015). Over time, the increasing popularity of these excursions gave rise to contemporary industries. Currently, they involve different kinds, such as recreational, athletic, medical, and cognitive. In contrast to traditional modes, the transportation component – the cruise ship – becomes a focal component of the tourist's experience. Thus, the industry faces multiple considerations regarding onboard amenities, itineraries, ports of call, and shore excursions (Pallis, A., 2015). The number of such companies experiences a yearly increase due to the rising number of visitors who demonstrate a keen interest in cruises. In this regard, the cruise industry is the fastest-growing tourism sector, especially in Europe, South-East and East Asia. Since 1990, the average annual growth of cruise passengers has presented 7.4% (Figure 1). Globally, more than 150 marine companies – Greek, Italian, Spanish, American, Danish, and Norwegian – operate from 1-2 to 15-40 passenger ships. Most cruise operators are united in a professional international association – Cruise Line International Association (CLIA) (Baikina, O., Valkova, T., 2011).

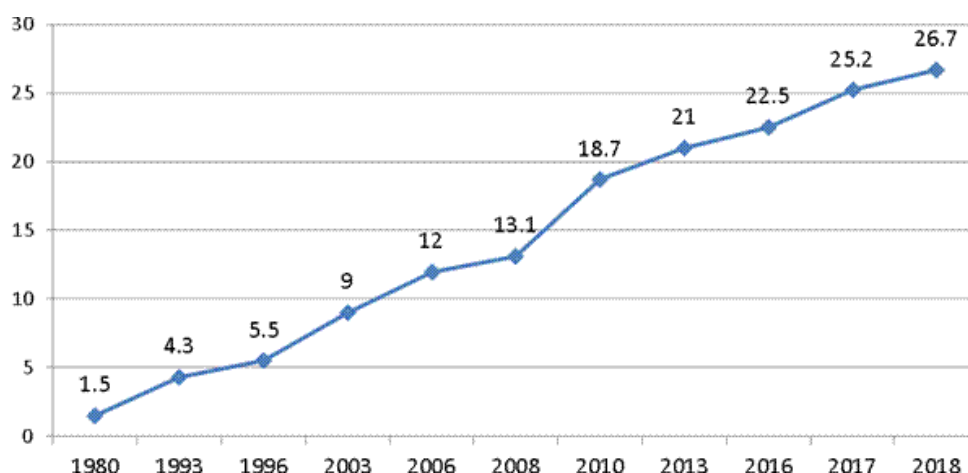


Figure 1. Dynamics of the number of cruise tourists in the world (million people)

The emergence of megacities has created a competitive environment among urban centers seeking to serve as global hubs for transportation, logistics, and services, including various forms of long-distance transportation. A seaport functions as a node, being a transit area where water and inland transport systems interact. Traditionally, the presence of a port has been closely associated with the economic vitality of the urban regions due to the fact that it also facilitates employment opportunities and commercial interactions with the global marketplace. As a result, a significant number of seaports have formed strategic partnerships with businesses that possess the facilities to serve foreign tourists. In this regard, one of the main issues is the justification of the challenges related to developing enterprises in the tourism business, implementation of structural reorganization, and management of their more efficient and profitable work (Selivanov, V., 2015). Thus, the cruise economy refers to the overall economic impact of coherent industries, with cruise tourism serving as the core product (Cheng, Z., Gong, L., Li, C., 2020). The strategic definition of modern maritime multifunctional ports has a dual purpose: to increase commercial efficiency and improve urban integration. The port's location gives rise to concerns about the site, which cannot be determined independently from its urban planning framework.

In 2021, 45.362 passengers arrived in Turkey on the boards of 78 cruise ships. The following year, according to Adil Karaismailoğlu: “The number of liners increased 12 times, and the number of passengers increased 22 times”. In 2023, this figure is even higher. The Minister of Transport and Infrastructure Abdulkadir Uraloğlu said that in the first five months (January-May 2023), cruise ships increased by 43% and tourists by 114%. According to Uraloğlu, Galataport plays a crucial role in enhancing Istanbul's infrastructure. Moreover, it supports cruise tourism by accommodating an average of 3 ships and 15.000 passengers daily, covering a vast region from the Mediterranean to the Black Sea. Thus, Galataport is essential in establishing Istanbul as a globally competitive megacity, which boosts the economy, revitalizes tourism, and provides an eco-friendly substitute. However, the location of the cruise port site presents concerns with its planning, which cannot be determined independently from the regional framework. Thus, Istanbul has faced both the benefits and challenges of integrating cruise ports in the city's urban planning.

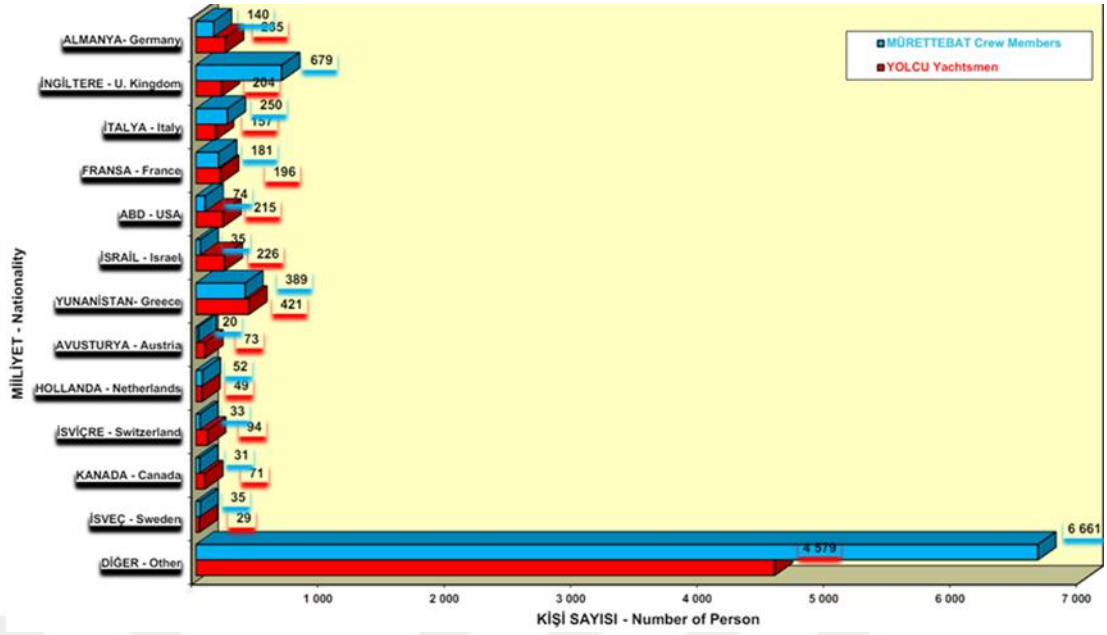


Figure 2. Distribution of the yachts arrived in Turkish ports by nationality

1.2 Statement of the Problem

The Mediterranean region is close to North America, the most extensive passenger source base worldwide, and is regarded as the second-largest cruise marketplace after the Caribbean. However, the Mediterranean area presents a greater variety of locations and excursions due to its cultural diversity and plenty of amenities. Rodrigue and Notteboom (2013) note that the cruise industry works in a “supply push mechanism” as cruise lines aim to generate demand for cruises by providing new products with a more extensive and more diversified range of ships and routes. The Eastern Mediterranean region is gaining more interest from worldwide cruise lines due to its ability to provide alternate itinerary combinations that adapt to the expanding global cruise industry. Some of the most prolific destinations in the East Med, such as Piraeus, Ephesus, and Istanbul, are already included in the current itinerary systems (Bagis, O., Dooms, M., 2014). The dynamics of urban development in maritime cities are constantly evolving, shaped by a myriad of factors ranging from economic considerations to cultural influences.

Istanbul is a fascinating subject for research due to its distinctive geographical location and extensive historical background. As the city grapples with the complexities of modern urbanization, the role of ports has emerged as a crucial

element in the broader framework of urban planning. Cruise ports, often overlooked in traditional urban planning discourse, have the potential to impact the socio-economic fabric of a city significantly. The integration of cruise ports usually involves the expansion of tourism-related infrastructure to accommodate the steady flow of visitors. However, the development of port infrastructure, which meets the capacity demands of the cruise industry while aligning with the city's overall urban planning goals, is a complex challenge. As Istanbul continues to attract a growing number of cruise tourists, the need to effectively manage the influx of visitors, ensure sustainable development, preserve cultural heritage, and address infrastructure demands becomes increasingly critical. The current infrastructure in Istanbul may not be sufficiently equipped to manage the increase in visitors and heightened traffic resulting from cruise port activities. Integrating cruise ports into urban planning requires careful consideration of transportation systems, parking facilities, and traffic flow management to prevent congestion and ensure smooth operations. Integrating cruise ports into urban planning involves multiple stakeholders, including government agencies, port authorities, tourism operators, local communities, and environmental groups. Balancing the interests and needs of these stakeholders may be challenging while necessitating efficient communication, cooperation, and consultation procedures. While cruise tourism can bring economic benefits to Istanbul, such as job creation and increased revenue, it can also lead to issues like gentrification and displacement of residents. Integrating cruise ports into urban planning requires strategies to maximize the economic benefits while mitigating negative social impacts and ensuring that the local community benefits from tourism development.

1.3 Purpose of the Study

The objective of this study is to examine a methodical framework for the development and modernization of contemporary cruise terminals, taking into account the complex characteristics of operational processes. Chapter 2 introduces a historical overview of maritime transportation, from exploratory voyages to organized cruises. Studying the structure of the first cruise ports helps to examine how they were formed to fulfill leisure journey demands. Subsequent architectural trends, which evolved to create functional and attractive environments, are analyzed.

Overall, exploring the experiences of other cities that have successfully integrated cruise ports into their urban planning; the study seeks to examine the critical points for sustainable development and growth that maximize the benefits of cruise tourism while minimizing negative externalities for the city and its residents. Chapter 3 explores the evolution of cruise tourism in Turkey, highlighting key milestones that contributed to its growth and development. Turkey, caused by its advantageous geographical position at the intersection of Europe and Asia, is a popular destination for cruise ships, and Istanbul, in particular, is a key port of call for many cruise lines. Chapter 4 presents the historical background of both Galataport and Haliçport to explain the significance of case studies in understanding the practical aspects. Considering factors such as number of visitors, economic input, and cultural exchange helps to analyze the role of these ports in the broader context of tourism in Turkey. Additionally, these ports provide recreational activities, involve the overall ambiance, enhance the passenger experience, and foster a sense of community inside and outside the ports.

As Istanbul strives to balance its historical legacy with contemporary demands, integrating cruise ports becomes a pertinent lens to examine the city's adaptive capacity. As the cruise tourists' first point of contact, the architecture of cruise ports leaves a lasting impression and shapes their overall experience. Galataport and Haliçport are at the forefront of this industry and offer unique perspectives on how architectural design influences the perception of the destination. Urban planning considerations include creating a seamless connection between the port areas and the existing city fabric and fostering a sense of place and community. Thus, the purpose of the study is to critically analyze the current status of cruise port infrastructure and its integration within the broader urban planning framework of Istanbul. Therefore, there is a need to explore how the integration of cruise ports, specifically Galataport and Haliçport, can be effectively planned and implemented within the context of Istanbul's urban planning framework to ensure sustainable and equitable development for the city. As a result, it is possible to conclude that the thesis investigates the various aspects of marine tourism in Turkey, with a specific focus on the cruise ports' historical, architectural, economic, social, and urban characteristics.

1.4 Research Questions

By systematically constructing research questions based on an analysis of Galataport and Haliçport's characteristics, a thorough awareness of the issues and potentials related to the integration of cruise terminals into urban development can be achieved:

- Historical context: What is the significance of Galataport and Haliçport in the history of Istanbul? How has the function of these ports changed over time? Which way has it influenced the surrounding urban development?
- Economy: How does the integration of cruise ports contribute to the economic improvement of the city (job creation, revenue generation, and the growth of local industries)? What strategies can balance economic interests with cultural and historical heritage conservation?
- Social impacts: How does the inclusion of cruise ports impact local communities (businesses and residents)? What measures can be taken to engage residents in the planning process and address social concerns?
- Urban planning: What are the critical challenges in urban infrastructure planning for cruise terminals? What insights may be gained from other cities' approaches to incorporating these terminals into city planning? How can the distinctive features of Galataport and Haliçport be used to improve the urban experience and encourage sustainable development?
- Environment: What environmental difficulties and possibilities arise from incorporating cruise terminals into city infrastructure? How can sustainable methods be included in the design of Galataport and Haliçport to reduce environmental impact?
- Public space: Which role does the public space play in ensuring a coordinated approach to integrating cruise ports (as well as in everyday life and social activities)?
- Commercial aspects: Who are the key stakeholders involved in developing Galataport and Haliçport? Which PR strategies enhance the visibility and reputation of the ports, ultimately contributing to their economic success?
- Current state assessment: What is the current status of Galataport and Haliçport regarding their infrastructure, facilities, and operational capacity?

1.5 Significance of the Study

The integration of cruise ports into the city's urban planning is a significant study area with implications for the development, sustainability, and overall benefits of both the cruise industry and the host city. The growth of cruise tourism enables the efficient use of land and infrastructure to support cruise-related activities, such as passenger terminals, transit connections, and tourist amenities. Proper integration ensures that the city can handle the influx of cruise travelers and crews without causing congestion or a negative impact on the daily lives of residents. Integrating cruise ports into urban planning also considers the cultural effects on the city and its surroundings, facilitating artistic exchange and interaction between visitors and residents. In other words, integrating cruise ports can create opportunities for cultural exchange programs, events, and activities that showcase Istanbul's heritage and promote cross-cultural understanding. This knowledge is essential for implementing measures to protect and preserve cultural and natural assets while benefiting from tourism.

The integration of cruise ports presents opportunities for urban development and regeneration in Istanbul's waterfront areas. The development of cruise ports often involves infrastructure improvements such as transportation networks, waterfront promenades, and public spaces. Proper planning can facilitate the creation of vibrant mixed-use spaces that cater to both residents and visitors, enhancing the overall livability and attractiveness of the city. Moreover, understanding how cruise ports integrate into urban areas involves engaging with local communities. Studying this integration comprises an analysis of the social impact on residents, including issues related to gentrification, employment opportunities, and community well-being. It enables the development of policies that ensure the positive engagement of the local population in the cruise tourism industry.

Using Galataport as an example, the port has likely significantly impacted the surrounding area. Integration of Galataport could have boosted economic development in the neighborhood by attracting tourists and generating revenue for local enterprises, including restaurants, stores, and hotels. However, it might also lead to gentrification, where rising property values and rents could displace existing residents and small businesses. Overall, the integration of Galataport into its

neighborhood has likely brought about a mix of positive and negative impacts. Understanding these effects is crucial for policymakers, urban planners, and local stakeholders to ensure that future development initiatives are inclusive, sustainable, and beneficial for all community members.

1.6 Definitions

- Cruise refers to a voyage for leisure, recreation, and travel activities conducted via water transport through the seas, oceans, rivers, and other navigable waters. It encompasses various forms of tourism, such as cruises, ferry trips, and sailing. Cruises often involve traveling to multiple destinations while enjoying onboard amenities and activities.
- Cruise ports are specific infrastructures designed to accommodate the arrival and departure of cruise ships. These constructions serve as passenger gateways, providing necessary facilities and managing cruise-related services such as customs clearance, passenger check-in, security, loading/unloading of cargo and supplies, amenities, and entertainment for tourists.
- Galataport is a specific cruise port located in Istanbul, Turkey. It serves as a gateway for cruise ships visiting Istanbul, providing facilities for passengers and supporting tourism-related activities.
- Haliçport is another cruise port in Istanbul, along the historic Golden Horn inlet. Like Galataport, Haliçport serves as a terminal for cruise ships visiting Istanbul and contributes to the city's tourism infrastructure.
- Public relations and commercial aspects refer to the marketing, communication, and business strategies employed by Galataport and Haliçport to promote their services, attract customers (cruise lines and passengers), and generate revenue. This includes customer relationship management and partnerships with local businesses and tourism stakeholders.
- Everyday life and social activities encompass the routine experiences and interactions of individuals and communities within the urban environment, including residents, workers, visitors, and tourists. This may cover numerous activities, including commuting, socializing, recreational pursuits, and cultural events, all of which contribute to the vibrancy and liveliness of urban spaces.

- Role of public space refers to the function and significance of communal areas within the urban landscape, including parks, squares, promenades, and waterfronts. In the context of the thesis, the role of public space may involve accessibility, usability, and inclusivity, as well as its contribution to social interaction, cultural expression, and quality of life for residents and visitors.

1.7 Methodology

In this thesis, a mixed-method approach is used. A comprehensive review of existing literature on cruise tourism, urban planning, port development, and sustainability provides a broader perspective on key theoretical frameworks and concepts relevant to the study. The evolution of cruise tourism in Turkey, the development of specific port cities, and the historical context of the case studies are explored using historical research methods and data collection. A qualitative case study method contributes to an in-depth investigation of Galataport and Haliçport, focusing on their distinctive features. Moreover, a comparative analysis of the integration of cruise ports in other cities leads to identifying beneficial practices, insights, and potential strategies that may be implemented in Istanbul. A quantitative analysis method of numerical data, such as passenger numbers, industry trends, and dynamics, demonstrates the economic contributions, public relations, and social impacts of these ports. However, the cruise tourism industry is dynamic and subject to constant changes in consumer preferences, economic conditions, and global events. Thus, quantifying the exact financial impact of cruise tourism can be challenging, and some assessments may be estimates rather than precise figures. The public relations and marketing materials often strive to portray only a positive image. Some studies' findings might be influenced by the perspectives of specific stakeholders, such as port officials or cruise operators, potentially overlooking the views of locals or travelers. However, in order to provide an accurate representation and collect locals' viewpoints and suggestions about the integration of cruise ports in Istanbul, some surveys and interviews are carried out. Spatial analysis examines the planning, zoning, accessibility, and integration of Galataport and Haliçport into the broader urban context. By employing a mix of these methods, the thesis explores the various dimensions of maritime tourism in Turkey, focusing on the historical, architectural, economic, social, and urban aspects of cruise ports.

Chapter 2

History and Formation of Maritime Tourist Transportation

2.1 Evolution and Organization of the First Marine Cruises

A review of the first cruises offers valuable historical background for comprehending the origins, benefits, and challenges faced by early maritime expeditions, which established the foundation for modern-day cruises. The initial expeditions were often motivated by the search for profitable trade routes, the discovery of virgin lands, and the desire to extend imperial dominance. From crew composition and provisions to route planning and scheduling, early cruises needed complex organizational structures to ensure success. The development of cruises also reflects shifting perspectives on travel and leisure throughout history. Traditionally, early ships primarily served the needs of explorers, merchants, and adventurers, offering primitive accommodations and amenities. On the other hand, modern ships are specifically designed to provide passengers with luxury housing, delicious cuisine, a wide range of entertaining options, and recreational activities. Understanding how leisure travel developed from its early nautical origins allows one to comprehend the present cruise industry's customer-centric strategy.

First Maritime Voyages

Early human civilizations, including the Phoenicians, Greeks, and Egyptians, were among the first to venture into the open seas. They navigated the Mediterranean and other regions, using primitive tools and techniques to guide the ships across extensive distances. Founding commercial colonies, most notably Carthage in North Africa, contributed to the spread of goods, ideas, and cultural exchange in the ancient world (Moscatti, S., 1968). The 8th to 11th centuries CE marked a significant exploration period by the Vikings, Norse sailors from Scandinavia who embarked on daring voyages across the North Atlantic. The Vikings, known for their prowess in navigation and shipbuilding, established trade routes and settlements throughout Europe and the Mediterranean and even reached North America. Another vital participant – the Chinese Treasure Voyages, led by the famed explorer Zheng He – occurred between 1405 and 1433 during the Ming

Dynasty. These voyages were massive expeditions involving hundreds of ships and thousands of crew members, designed to showcase China's power and wealth to the known world. Zheng He's fleet sailed through the South China Sea and Indian Ocean and reached East Africa, establishing diplomatic relations and trade agreements and showcasing Chinese technology and culture (Menzies, G., 2019).

From the beginning of the 15th century, the Age of Exploration was a time of maritime activity driven by peoples' curiosity, ambition, and greed. European explorers like Christopher Columbus, John Cabot, and Amerigo Vespucci embarked on voyages across the Atlantic Ocean from Europe to the Americas (Figure 3). Columbus's first transatlantic voyage in 1492, financed by the Spanish monarchs, resulted in the "discovery" of the Americas and opened up a new era of exploration, trade, and colonization. Cabot's expedition in 1497 led to exploring North America's coastline. Vespucci's voyages in the late 15th and early 16th centuries helped establish the concept of a new continent in the Western Hemisphere (Farhat-Holzman, L., 2008). Portuguese explorers like Vasco da Gama navigated the Indian Ocean in search of the lucrative spice trade, establishing posts along the coasts of Africa and India. Spanish explorers like Ferdinand Magellan ventured into the largely uncharted Pacific Ocean in search of a western route to the Spice Islands. Magellan's expedition in the early 16th century (1519-1522) reached the first successful circumnavigation of the world, finding that the Earth was round and extending the known world beyond conception.

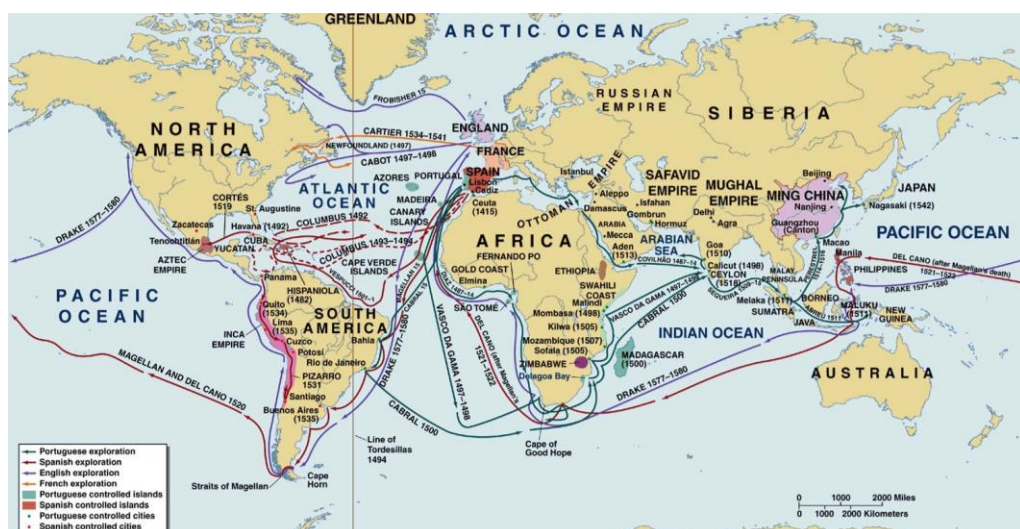


Figure 3. Map of European exploration (1492-1580)

British explorers like James Cook undertook a series of groundbreaking voyages across the Pacific Ocean in the 18th century. Cook's expeditions contributed to advancing geographical knowledge and transformed the understanding of the world and its diverse peoples (Hough, R., 1997). The emergence of the Industrial Revolution throughout the 18th and 19th centuries led to notable progress in transportation technology. The introduction of iron and later steel resulted in more robust, durable vessels capable of longer journeys and carrying larger cargo loads. Steam-powered engines were also developed, leading to the emergence of ships that could travel faster and more reliably than traditional sailing vessels. The Industrial Revolution saw a rise in scientific exploration voyages as scholars, naturalists, and explorers ventured to previously uncharted territories to study new species, geographies, and cultures. The technical improvements during the Industrial Revolution facilitated the organization of expeditions, such as Charles Darwin's voyage aboard the HMS Beagle and the Challenger Expedition, which explored the world's oceans. Moreover, the late 19th century saw the rise of transatlantic passenger shipping lines, such as the Cunard Line and White Star Line, which offered regular scheduled voyages between Europe and North America (Aleksandrova, A., 1996). These transatlantic liners catered primarily to wealthy travelers and provided luxurious amenities and onboard entertainment.

Leisure Cruises for the Middle Class

Sea cruises have their roots in the mid-19th century when shipping corporations were responsible for transporting immigrants from Europe to the Americas. From 1846 to 1940, around 60 million people moved to the American continent (Aleksandrova, A., 1996). Due to increased competition, the ship-owners were compelled to continuously enhance onboard accommodation, cabin design, and passenger services to transform ships into luxurious floating hotels. Passengers had simple access to the timetable of maritime vessels and a choice in the destinations of their journeys. The wheeled steamship "Quaker City" launched on a crucial sea voyage in 1867, going from New York to Europe and Palestine, considered the first sea cruise (Birzhakov, M., Nikiforov, V., 2001). Among the passengers was the well-known writer Mark Twain, whose book, "The Innocents Abroad," provides a comprehensive overview of the voyage.

Cruise ships were the only mode of transportation for ferrying people between European ports or from the Old to the New World (Senin, V., 2003). These travels were expensive, and the ships accommodated a diverse group of passengers. The accommodation facilities for second-class passengers were cramped: with tiny and insufficiently spacious cabins. Additionally, the food was often spoiled, and the water was polluted. The travelers on the lower deck were looking forward to the conclusion of their voyage, worsened by a sense of seasickness due to the turbulence during a storm. What motivated these poor people to go on such a costly and challenging maritime journey? As America welcomed immigrants, those from Europe embarked on a trip to find a more comfortable existence, using their familial savings to purchase passage on a ship. The increasing emigration via maritime vessels provided vast profits for the shipping business stakeholders. In contrast to the emigrants, wealthy first-class passengers had a journey characterized by comfort and luxury. Following the morning meal, they either rested or engaged in different activities for pleasure. Afterward, they had dinner at a restaurant and visited night bars, oriental baths, and other similar facilities.

Shortly, sea cruises gained popularity as a prevalent kind of tourism. There was an emerging category of passengers who desired an affordable way to travel the globe via cruise ship. In 1881, the Peninsular & Oriental Steam Navigating Company, also known as P&O, transformed their vessel Ceylon into a cruise ship, which was considered an unusual initiative (Osipova, O., 2006). The Ceylon is widely regarded as the first cruise ship designed for recreational voyages, and the firm rightfully claims to be the pioneer of leisure cruising. Following the end of the tragic First World War, several shipping companies transitioned from offering line passenger transportation to operating in the cruise industry (Senin, V., 2003). After the war, several passenger ships were quite luxurious, resembling the interiors of hotels. It was expected, considering that interior architects Charles Mewes and Millar created many of these spaces. During that period, some passengers regarded voyages as unpleasant experiences they had to endure rather than enjoy. The decorations were meant to divert the focus of travelers to the highest level of comfort. The dominance of this specific style of ship interior continued until the early 1930s, when a modernist design arose.

Modern Cruise Industry

Over the last decade, the primary consumer model of cruise tourism has multiplied for different market segments and naturally merged with other forms of tourism, such as recreational, adventurous, ecological, and educational tourism. Businesses design their marketing strategies to provide goods highly customized to the interests of clients who travel for various purposes, belong to different social classes, and come from diverse demographic categories. Cruise product as a system-forming complex of services can be presented in three main subsystems (Shpilko, S., 2012):

- services offered on board;
- services consumed by tourists on shore during embarkation/disembarkation of passengers, anchorage in ports of call;
- services related to promoting and selling the cruise product and assisting passengers in organizing a transport trip.

The technical equipment of the ship and the parametric characteristics of the port of call, which predetermine a high degree of specialization of the cruise product, are two of the most significant factors in the sea cruise industry. The growth and development of global commerce have resulted in increased economic interaction between countries, driven by the growing international division of labor. This has led to a significant reduction in the global financial space and the globalization of the worldwide market, which has inevitably impacted the cruise industry. The cruise market's globalization appears in the industry's broad organization and cruise companies' vertical and horizontal integration via mergers and acquisitions. Consequently, the global cruise industry is presently controlled by three dominant corporations: Carnival Corporation, which holds a 52% market share; Royal Caribbean, which maintains a 22% market share; and MSC Corporation, which retains a 10% market share in the cruise industry. The globalization of the world economy has brought about substantial cost reductions in constructing cruise ships and passenger terminals. Moreover, these cost reductions have facilitated an upsurge in cruise passenger traffic by ensuring that the quality of "high-style holidays" is not compromised during cruise travel.

2.2 Architecture and Design in Cruise Ports Worldwide

Seaports possess distinct characteristics of urban planning, architecture, and art. They function as a water gate or a front entrance to the country. The design of these buildings should be appreciated and integrated not only from the perspective of the city (station square) but also from the perspective of the sea. These conditions require specific criteria for the architecture and design of the ports and passenger area, which should harmonize with the city's overall aesthetic while distinguishing within it. Thus, the structure and architectural appearance of the cruise port should be addressed while considering contemporary design standards that include a broad spectrum of functional-technical, urban planning, and artistic-aesthetic criteria.

Cruise Port

This unique category of ports is designed to cater to the needs of luxurious travel (Figure 4). They serve as a terminal for passengers embarking and disembarking at the beginning and end of their voyage, offering the fundamental amenities necessary for a comfortable and lavish cruise experience. The liners have provisions for a comfortable journey, including fuel, beverages, food, and more (Pallis, A., 2021).



Figure 4. Cruise port: Marina Bay

Port of Call

It is also known as a halfway or stopover. A port of call is a location during a vessel's voyage, where essential attendances such as energy loading, ship servicing, or fuel delivery occur. Some passengers are allowed to disembark at the port of call (Pallis, A., 2015). Generally, these ports are simple platforms where liners are stationed (Figure 5).



Figure 5. Port of call: Cape Town

Furthermore, while examining the chronological progression of marine stations, their transformation into multifunctional complexes is divided into four phases (Korolkova, A., 2017):

The First Phase: Ports Devoid of Specialized Structures

This phase is related to the mid-19th century when the development of cruise tourism began. Significant areas of the city were created for passenger transportation. These logistics were not primarily focused on providing the convenience of organized travel. Instead, the major emphasis was on fitting a large number of people and the objective of the trip.

The Second Phase: Combined and Transit Stations

Over time, the allocated regions were modified according to travelers' requirements. In the early 20th century, the construction of transfer stations began, integrating both railway and maritime transportation. The design of naval stations in America and Europe underwent a significant transformation throughout the Industrial Revolution. The need arose to integrate land and marine transportation methods, resulting in a considerable reduction in transfer time between different modes of travel.

The Third Phase: Separate Building or Structure

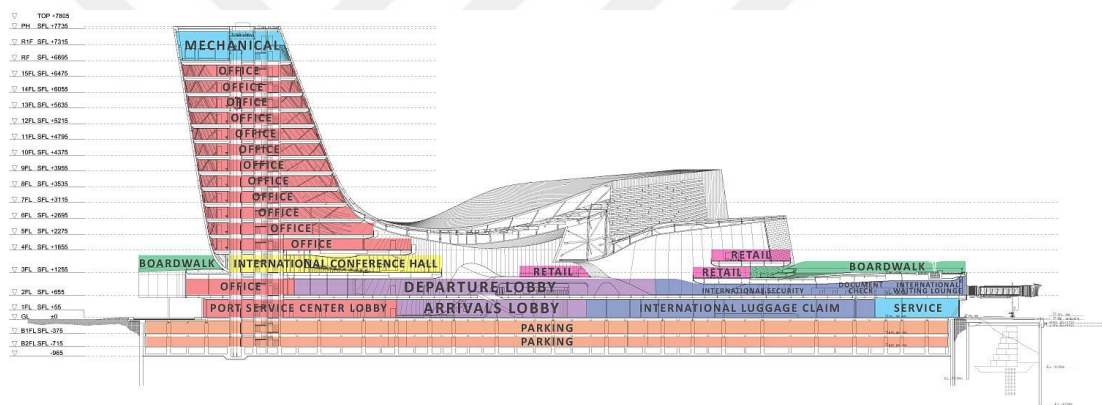
During this phase maritime installations transformed into transportation networks that could comfortably serve passengers. The structure's architectural design defined specific sections for passengers and visitors, including ticket counters, waiting areas, and restrooms (Kotelnikova, A., 2015). The marine terminal of the San Francisco Ferry Building was an accurate prototype of its era and design. The terminal was finished in 1898 and constituted San Francisco's most extensive construction undertaking. By the mid-20th century, marine stations had come to symbolize autonomous architecture for maritime transport. Distinctive architectural monuments and structures were constructed in various historical periods. Specific visuals were incorporated into their framework; a well-defined concept was evident in the planning solution.

The Fourth Phase: Multifunctional Complexes

Contemporary cruise terminals progressively started adopting the architectural features of nautical transportation. Since maritime stations were mainly situated inside the boundaries of the city, their construction required a significant amount of space, which was frequently unavailable. Currently, these buildings are used throughout the year and do not depend on the port's navigation time. In addition to developing sea stations, multifunctional complexes, public and urban spaces are also constructed; thereby preventing enormous financial losses caused by the building's unused status, annual restoration expenses, and seasonal staff reductions. Passenger ports present a range of variations in architectural, planning, and

construction approaches. Most prevalent are 2 to 5-story port structures. Therefore, seaports such as Le Havre, Dieppe (France), Hong Kong, Qingdao (China), Helsinki (Finland), Ocean Station in Southampton (Great Britain), and others have been adequately established.

The strategic definition of a new marine multipurpose complex serves dual objectives: improving business efficiency and enhancing urban integration. Hence, the main structure includes several program components: a cruise ship port, a maritime science and technology park, conference spaces, floors dedicated to commercial activity, cafes and restaurants (Cheng, Z., Gong, L., Li, C., 2020). Consequently, the functional complexes are meant to be divided into distinct uses, comparable to the organization that can be observed at the cruise port of Taiwan (Figure 6).



The contemporary design of marine stations is structured around a distinct separation of areas according to their specific functions. The primary activities are situated on the higher levels, while parking and engineering facilities are located on the lower floors. This typical functional-structural plan, based on global experience in the construction of maritime stations, is encompassed by the appropriate set of zones, providing a comprehensive understanding of the design and layout of modern sea stations (Figure 7):

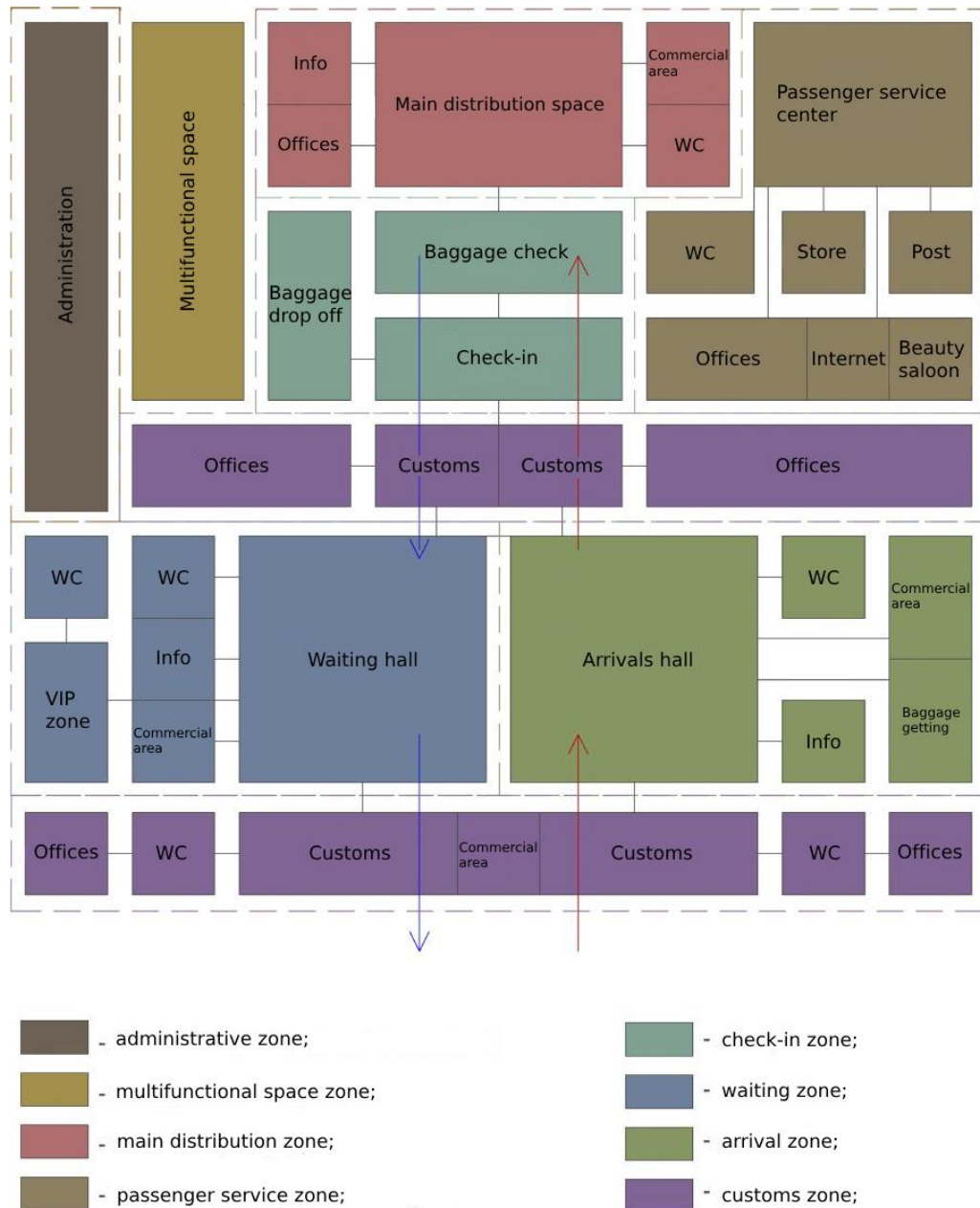


Figure 7. Typical functional-structural diagram of cruise port

In destinations with rich cultural heritage, port architecture may incorporate elements of local culture, history, and traditions. Designers may draw inspiration from vernacular architecture, traditional craftsmanship, and regional materials to create authentic and culturally sensitive environments. Particular consideration should be given to the object's perception levels. According to its location and surrounding area, the object is distinguished by a degree of close observation customary in urban planning. This is achieved by examining the building from the street side. In addition, the object has a level of distant perception that is common to coastal architecture. This perception is made from the opposite shore. Furthermore, dynamic perception is unique; it is an approach to the object on the ship that perceives a smooth transition in volume from one perspective to another (Zhukova, E., Molchanov, V., 2023). As a result, it becomes necessary to incorporate these strategies into the design and generate an expressive, dynamic volume (Figure 8).

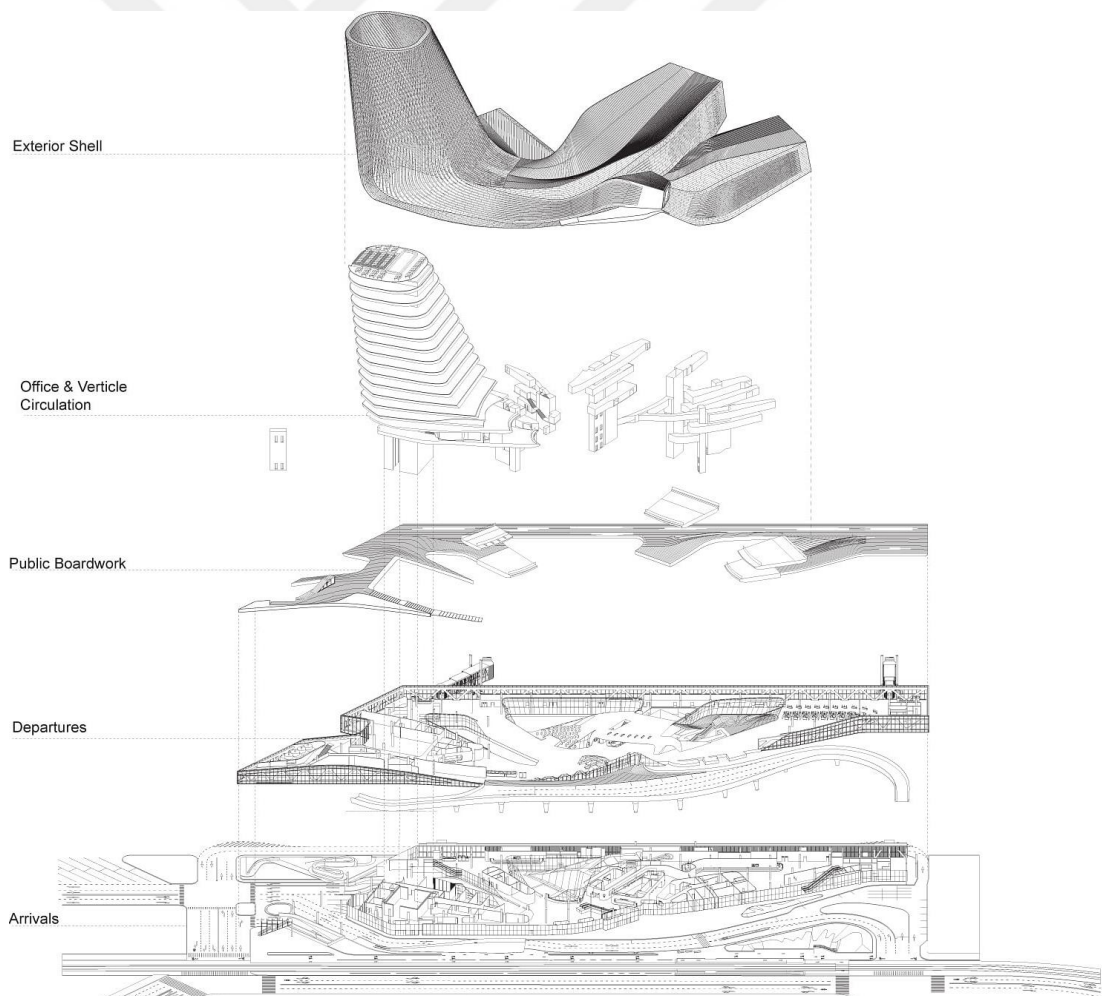


Figure 8. Kaohsiung port cruise terminal (Reiser + Umemoto)

The design process entails categorizing human movements into distinct traffic paths for passenger, urban, and service flows, respectively (Figure 9). There are four different types of passenger flows: long-haul, short-haul, departure, and arrival (Cheng, Z., Gong, L., Li, C., 2020). While arrivals come with pathways for disembarkation and transit into the city, departing passenger flows have amenities that facilitate extended waiting and boarding periods. In order to facilitate prolonged stays, urban flows should be directed towards public areas. The shortest distances are represented by service flows, which should not overlap with others. To enhance path optimization, terminal operations, and passenger lines are simulated. Information and navigation boards are strategically positioned along the route to provide guidance and facilitate evacuation during a natural disaster or terrorist activity. The main materials of modern cruise ports are concrete, glass, metal, and plastic. Local history, tradition, and distinctive characteristics should be considered when selecting finishing materials.

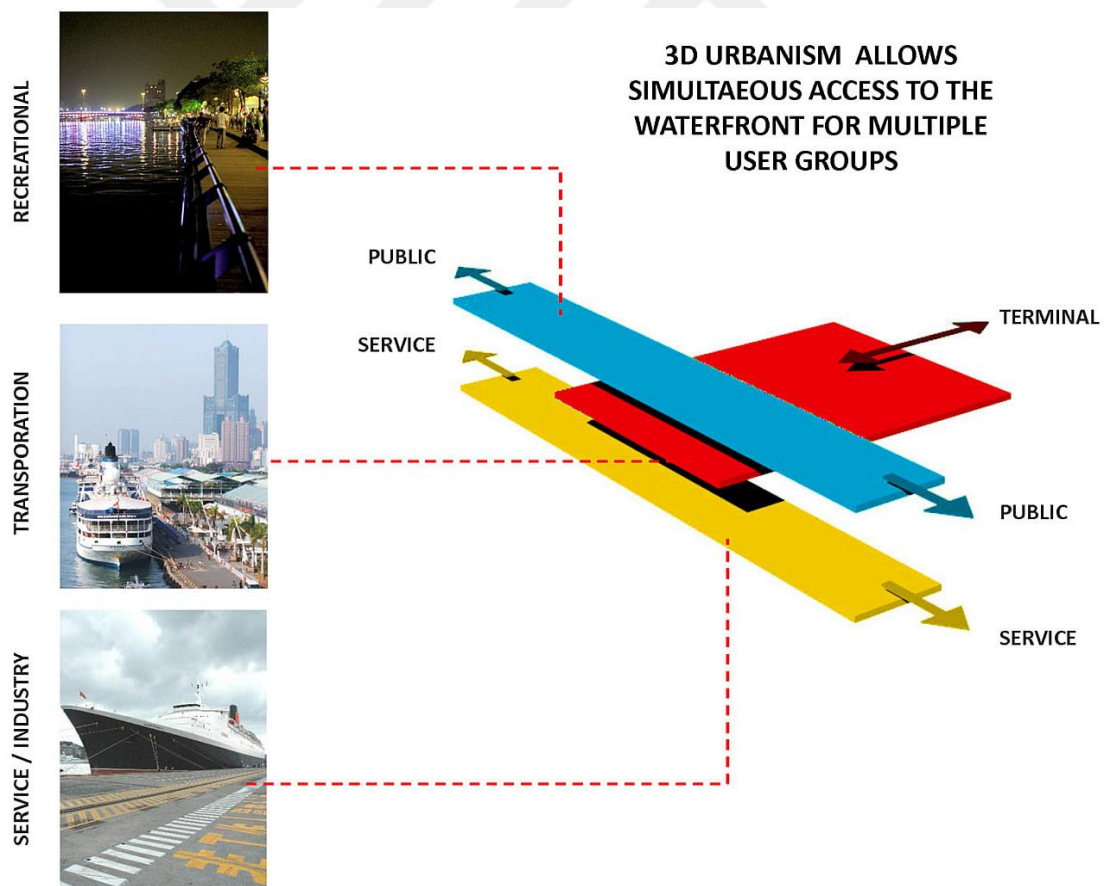


Figure 9. Kaohsiung: functional zoning from the waterfront side

Multifunctional complexes should reflect a “sculpture” that can adjust to diverse environmental conditions. The structure’s slope guarantees that its glass facades provide shade for itself, and the positioning of the building is selected to optimize its exposure to sunlight and wind, as shown by the Kaohsiung Port Terminal (Figure 10). The building has a complicated structural design relies on computer modeling technologies. Another illustration of the use of contemporary technology is the Solerno Marine Terminal. The building is a shell construction that has been created using digital calculations. The use of eco-technology, such as geothermal heating and cooling systems, and energy saving technologies, as seen in the Värtaterminalen ferry terminal, may also be utilized in the design of water transport stations. Implementing a green roof contributes to harmoniously integrating the new facility with the natural surroundings. It signifies that the port is part of the modern wave of structures that value environmental sustainability. Practically, a rooftop park might be created, providing passengers with an enjoyable waiting experience among nature and a panoramic view of the vast sea, contrasting to the conventional closed waiting rooms in traditional ports (Jones, W., 2006).

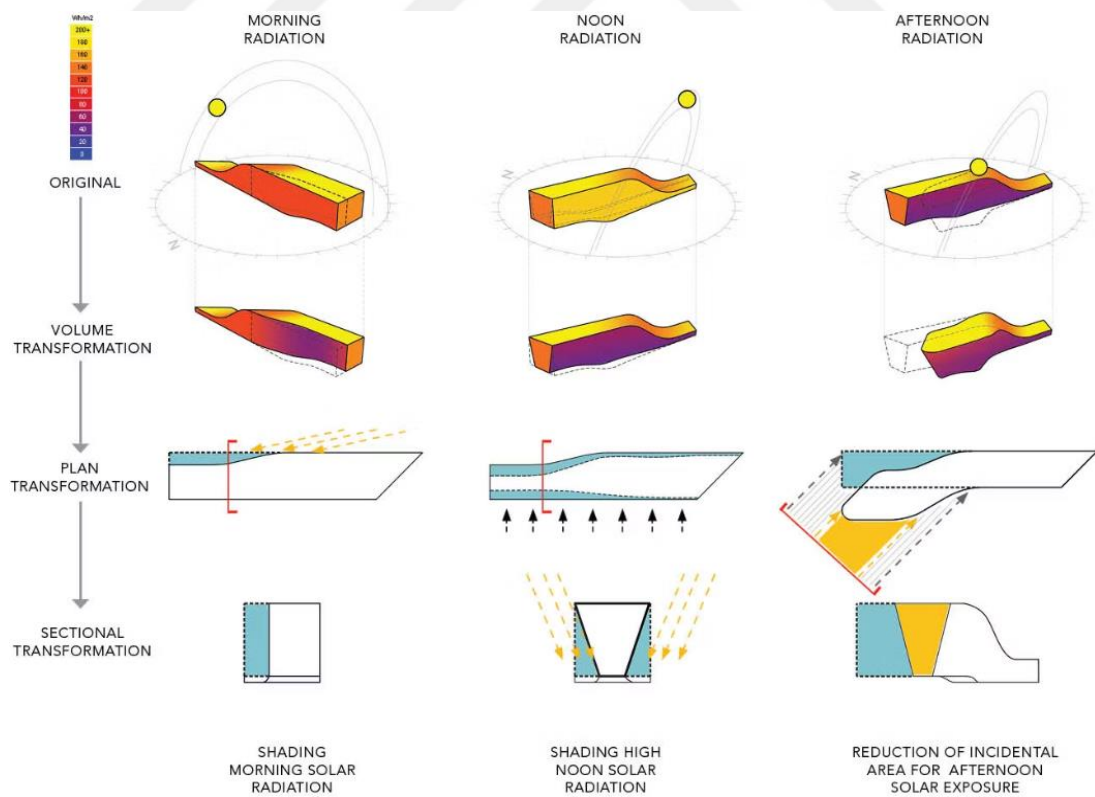


Figure 10. Adaptation schemes of Kaohsiung Port to various natural phenomena

The following examples have been selected based on their potential to transform existing spaces, build cultural and artistic facilities, enhance economic value, and create social areas. These examples are particularly suitable for the Golden Horn of Istanbul. These ports have renewed surrounding urban areas through transformative initiatives and fostered economic and cultural growth by establishing new commercial and residential areas. These instances of modification, where historical treasures connect with modernism, have developed into vibrant and dynamic spaces that allure tourists and locals.

Barcelona

Barcelona is a significant maritime city. Before its urban renewal, the former harbor of Port Vell was filled with abandoned factories, warehouses, and railroad yards. The 1992 Summer Olympics in Barcelona gave the city a significant opportunity to transform its environment completely. During the design phase, the primary objective was to optimize public utilization, promote a deeper connection with the coastline, and provide access to various water sports activities. The project integrated the concept of connecting with the seafront and uniting the metropolis with the coastline. The Olympic Games prompted the redesign of the coastal areas, which allowed Barcelona to establish a connection between the water and the city for the benefit of its residents and visitors. The port has been essential in shaping the historical character of the city.

The objective of the transformation project was to enhance the coastline's aesthetic appeal while also expanding public accessibility and engagement with the waterfront. Architects invited citizens and public authorities to propose and discuss a long-term plan enabling the city's evolution. The goal is to create a global model where architecture, urban development, and private services coexist harmoniously, while maintaining comfort, sustainability, and citizen satisfaction. Thus, The Barcelona Port Vell Transformation Project is notable for its comprehensive rebuilding of the shoreline, with a particular focus on facilitating numerous public activities. As part of the project, the outdated buildings and container loading operations in the port area were eliminated, allowing the port city to be accessible to pedestrians. This was achieved by including pathways, terraces, bridges, staircases,

and multi-story car parks. Port Vell has been converted into a comfortable and attractive urban district that accommodates a variety of entertainment activities (Bilgin, I., Erkol, I., 2013).

According to Yerliyurt:

The project area is divided as follows: 20% for construction areas, 22% for sports facilities, 5% for institute area, 14.5% for workplace, 24.3% for leisure spaces, 15% for technical assistance areas for port and vessel owners, 4.2% for training fields 10% for existing accommodation areas, and 5% for hotels (Yerliyurt, B., 2008).

The Barcelona project is a transformational initiative that has successfully brought visitors to the city by prioritizing public usage of the waterfront (Figure 11).



Figure 11. Port Vell, Barcelona

Hamburg

As David Roberts states, “the Hamburg HafenCity project is an example of a proposal that involves the revitalization of coastal areas. This Urban Transformation Project aims to establish a diverse hub inside Hamburg Harbor that encompasses commercial, cultural, tourist, service, and residential purposes, while harmoniously integrating with the port environment” (Roberts, D., 2008). The purpose of the project was to set up a vibrant and exciting coastline that incorporates

various purposes. This variety provides an extensive habitat and amenities for the inhabitants and guests of the project.

As Bruns-Berentelg states:

As an integral component of the same transformation project, we restored the outdated cranes and relocated them to their original positions. The objective was to restore the connection between the cranes and the buildings that were inhabited throughout the port's functioning era in the past. Hence, the region's revitalization encompasses not only the physical transformation but also the individual components that contribute to the city's uniqueness (Bruns-Berentelg, J., 2014).

The Hamburg HafenCity initiative provides numerous possibilities to fulfill individuals' recreational, entertainment, and cultural requirements by incorporating public and green spaces. Furthermore, Hamburg has seen an enhanced quality of life due to the implementation of cultural and social activities, resulting in significant contributions to the city. The project serves as a model for future transportation projects due to its concentration on public usage. Consequently, the Hamburg HafenCity initiative emerges as a remarkable case study in the effective makeover of coastal regions. The project successfully transformed a vacant section of the Port of Hamburg into an innovative hub by prioritizing the design of public spaces and mixed-use areas.



Figure 12. HafenCity, Hamburg

2.3 Role of the Port Cities in Enhancing the Cruise Passenger Experience

The increasing prevalence of larger and more frequent ships demonstrates the cruise industry's globalization. The literature on cruise tourism emphasizes the impression of a boat as a "floating hotel" (Biehn, N., 2006), as well as the phenomenon of a "tourist bubble" (Jaakson, R., 2004), whereby passengers experience serenity and security within their surroundings. Every vessel accommodates passengers of various nationalities and provides an extensive array of services, itineraries, and entertainments, both onboard (such as concerts, theaters, and shopping) and inland activities (such as excursions and visits to historic sites or museums). However, passengers still desire to explore various opportunities that may be presented not only on board but also at the destination cities. Cruise companies strategically align their competitive offerings with the allure of inland resources, port authorities, logistic providers, and passengers' tourist requirements. This is achieved by establishing solid relationships with various stakeholders, including tour operators, logistic companies, and port authorities. Specifically, in well-developed and culturally significant regions, the ports are the first point of contact for cruisers, providing essential amenities and services. They also serve as the primary means of protection and access between the cruise ships and the city. Thus, they play a crucial role as a stakeholder due to the intricate nature of reaching a satisfactory and enduring experience while maintaining balance among the concerns of the residents, tourists, and cruise ship industry (Hritz, N., Cecil, A., 2008).

A shared understanding of the significant positive and negative impacts of cruise tourism still needs to be improved in most areas of impact study, namely in terms of the environment, socio-cultural aspects, and the economy. Contradictory viewpoints are expressed in the media and research regarding the overall benefits of cruises. According to these sources, the advantages of cruise tourism are concentrated in areas that attract tourist trips and vacations. The early research highlighted the favorable effects while recognizing the environmental drawbacks and significant differences between the local and national consequences (Dwyer, L., Forsyth, P., 1998). Recent examples, such as the Nanaimo case (McCarthy, J., 2018) in Canada and the Napoli case (Pugliano, G., Benassai, G., Benassai, E., 2018) in Italy, demonstrate the significance of adopting a "responsible cruise tourism"

strategy in port administration. This approach effectively manages the connection with community stakeholders to maximize socioeconomic advantages. Overall, the literature indicates that coastal residents and local businesses generally welcome the arrival of large cruise ships due to the economic growth they contribute. However, some studies have found that residents' expectations of the benefits from a cruise port were not always fulfilled (Jordan, E., Vogt, C., 2017).

The research on cruises is currently dispersed and primarily consists of economic impact studies carried out for industry stakeholders (Lopes, M., Dredge, D., 2018). The research analysis focused on various aspects, such as the perception of residents, tourists, and cruise passengers regarding destination planning and points of interest. It also examined the interrelationships between local communities, drivers, and stakeholders, as well as the strategies employed by ports to manage passenger capacity and competitive factors. Research has emphasized the significance of ports developing marketing strategies to promote longer stays (Chen, J., Nijkamp, P., 2018). This includes considering factors that are important to cruise ships and passengers when choosing their route, such as the quality of the port's infrastructure, the integration of the port with the city, the opportunity to experience local culture, and the socioeconomic value of local businesses (Klein, R., 2011). Additionally, revitalizing ports is crucial to improve the comfort of embarking and disembarking, as these processes can be challenging and make the port seem unwelcoming, leading to a negative port choice (Nebot, N., Rosa-Jimenez, C., Ninot, R., Perea-Medina, B., 2017). Some Mediterranean port towns profit from cruise tourism, strategically positioning themselves as tourist ports (McCarthy, J., 2003). As a result, certain cities, such as Livorno (Italy) and Lisbon (Portugal), have made substantial investments in the construction or renovation of cruise terminals (McCarthy, J., Romein, A., 2012). Despite favorable evaluations from industry associations and reports from the European Commission, anxiety exists regarding the potential degradation of the authentic character of historic towns and the resulting congestion, particularly in high-density areas that focus on different transportation alternatives.

Over time, the cruise industry evolved into an oligopoly due to the emergence of high levels of consolidation (Lekakou, M., Pallis, A., 2005). Despite

the creation of alliances and collaborations with local brands to enter new markets, the cruise industry maintains a dominant position, and itinerary concentration results in the overloading of a limited number of ports, whether homeports or ports of call (Stefanidaki, E., Lekakou, M., 2014). The host ports face challenges in regulating the organization of ashore voyages due to the growing asymmetry of influence in negotiations between port administrators and cruise ship operators. Consequently, the significance of a port may vary depending on the commercial methods its consumers employ, which, from this particular viewpoint point, are the cruise lines. The cruise business focuses on selling itineraries rather than sites, emphasizing the importance of carefully choosing an order of ports of call (Bagis, O., Doms, M., 2014). Cruise operators have the task of creating competitive cruise packages while also efficiently managing their fleet of cruise ships to reduce operational costs and increase income per passenger slot. Therefore, market conditions and demands such as the seasonality of demand, the ideal length of a cruise vacation, an appropriate balance between landing and cruising time, the presence of “must-see” destinations, and overall guest satisfaction affect vessel implementation strategies and route development. The trips are modified by cruise lines to accommodate various passenger segments and communities. Port infrastructures and destinations are crucial to cruise owners’ decision-making process (Seabra, F., Beck, A., Manfredini, D., Müller, M., 2018). The duration of cruise ship stays in ports is determined by the appeal of the port of call and the proximity of the prior and subsequent ports (Chen, J., Nijkamp, P., 2018).

Multiple port communities are investing to meet the fundamental needs of cruise firms. The competition among coastal towns to secure a place in the cruise business is intense. Therefore, an area, destination, or port must possess appealing, distinctive, exceptional, or iconic features to attract companies and encourage international passengers. Port cities and regional organizations should invest in significant qualitative requirements, including the destination’s brand, reputation, and prospective inland tourism appeal, to participate in the worldwide cruise system. Rodrigue and Notteboom (2013) proposed that the next phase would include constructing additional cruise terminals and fostering a stronger connection between the ports of call and the shipping company (Rodrigue, J., Notteboom, T., 2013).

Chapter 3

Cruise Tourism in Turkey: an overview

3.1 Development of Cruise Tourism

Various developing countries have insufficient domestic savings and capital accumulation, resulting in debts that cannot be adequately recovered due to low foreign reserves. Furthermore, production and consumption oriented toward imports generate cash outflows. Thus, tourism income may be considered as a solution due to its positive effect on a nation's balance of finances. From this viewpoint, the tourism sector influences both micro and macro levels. Since foreign tourism generates a demand for local products and services for exports, foreign currency earnings are produced, and new employment opportunities are created. Additionally, the country's international standing is strengthened through a macroeconomic improvement in living standards. On the other hand, tourism may provide micro-benefits such as enhanced labor quality and resource utilization efficiency, alternative facility diversity by implementing new infrastructure, and advantages of scale economics (Akal, M., 2010).

Like other developing nations, Turkey regards tourism revenue as a significant contributor to its export revenues. The fact that Turkey is a popular destination in the global market is attributable to its natural, historical, and cultural treasures (Yaşar, O., 2012). Turkey was positioned among the TOP-10 destinations in 2014, according to a report made by the World Tourism Organization. Despite maintaining its 6th place position in international arrivals, the country paradoxically ranked 12th in international tourism incomes. This suggests that Turkey, given its potential, may benefit more by delivering a range of valuable and diversified services in the tourist sector to attract additional financial inflows. Due to Turkey's status as a peninsula with a rich historical foundation and cultural infrastructure, the nation has the potential to provide a diverse range of options. Additionally, Turkey's position as a commerce and financial hub presents opportunities for business tourism. Due to these characteristics, Turkey attracted around 42 million visitors and achieved revenue of 34 billion dollars in 2014. The tourist income accounted for 4.3% of the country's GDP and 21.8% of its exports (Aslanoğlu, E., Balakan, A., 2016).

Concerning the growing importance of global tourism and its positive economic consequences, both organizations (at the micro level) and countries (at the macro level) started a search for alternative initiatives to address complex challenges and demands, thereby enhancing their status in the global tourism market (Lordkipanidze, M., Brezet, H., Backman, M., 2005). This results in an influx of opportunities in the worldwide market, where the cruise may be examined as a subset and recognized as the most rapidly expanding travel industry segment in recent times (Brida, J., Zapata, S., 2009). The cruise can be characterized as an oligopoly due to the concentration of participants and markets resulting from the industry's reliance on abundant capital and labor (Rodrigue, J., Notteboom, P., 2013). The Cruise Line International Association (CLIA) was founded in tandem with the industry and has maintained its prominence over the past few decades. This organization aims to advocate for regulations and implement methods that guarantee ships a safe, healthy, and sustainable environment. The CLIA performed a study to determine the economic effect of the industry. The research found that the business generated \$119 billion in economic output via direct, indirect, and induced contributions. Additionally, the industry supplied job opportunities to 940.000 people worldwide in 2014. In the same year, the CLIA reported that over 22 million cruisers explored the globe, with the Mediterranean and Caribbean Islands constituting the majority of destinations. Turkey was widely recognized as a prominent hub, accommodating approximately 10% of transit passengers through its 21 operational harbors (Aslanoğlu, E., Balakan, A., 2016). Istanbul, Bodrum, and Kuşadası ports play a prominent role in Turkey's cruise tourist export.

The reliance on foreign currency derived from international tourism revenues is significant for Turkey. During the previous decade, the number of people visiting Turkey from other countries increased by 155%, going from 16.3 million to 41.61 million (Figure 13). Despite experiencing substantial growth in that period, the expansion of international arrivals in 2015 has been notably weak. This can be attributed to concerns about safety and anxiety regarding terrorism. Furthermore, seasonality is a crucial factor to consider when comprehending the Turkish tourism industry. The monthly distribution of arrivals is shown in Figure 14, revealing that 46% of arrivals transpire during the summer.

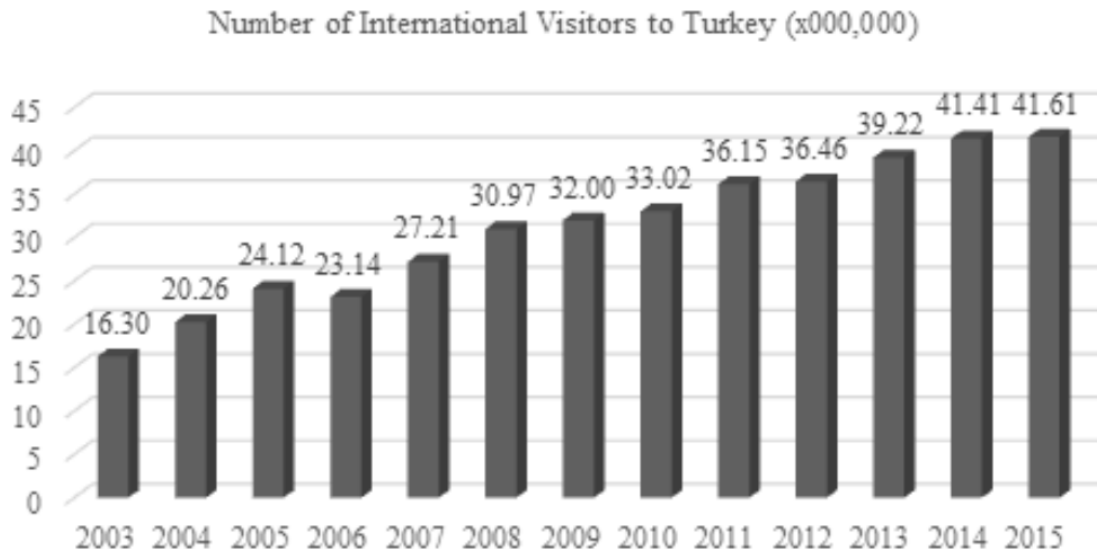


Figure 13. International arrivals to Turkey

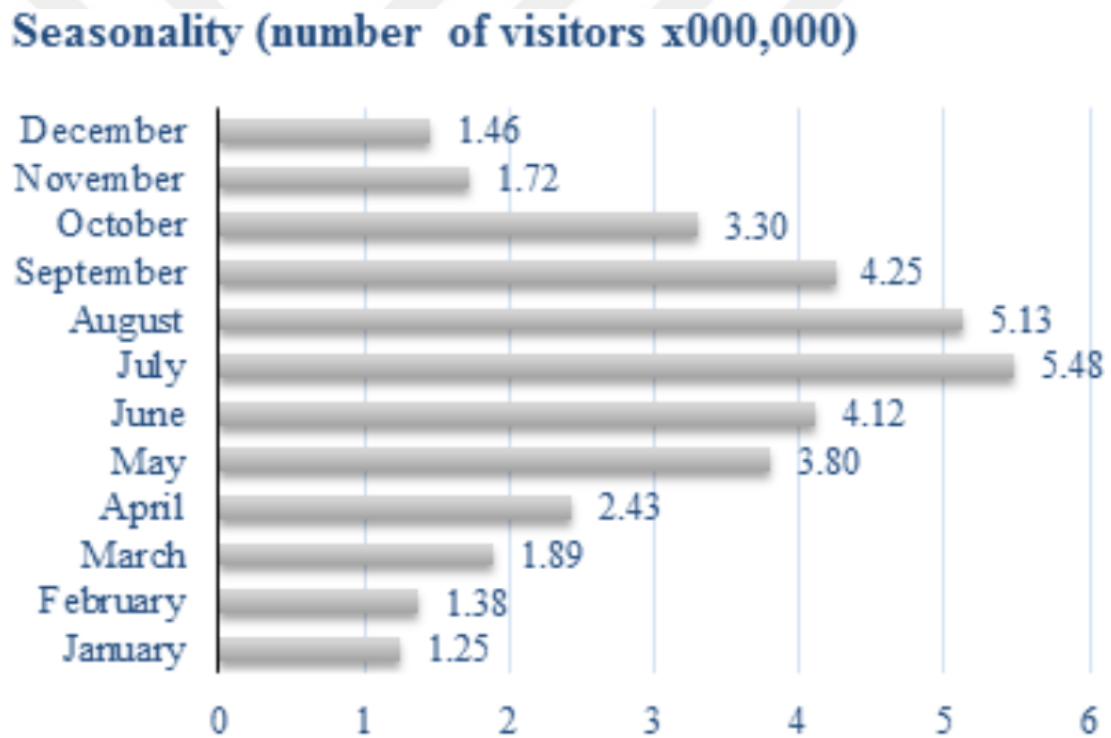


Figure 14. Number of arrivals by months

Given the positive side effects of cruises, it is necessary to promote investment in this industry. Considering that cruise tourism is sought after by individuals, whose spending habits exceed those of regular visitors, the cruise business may be seen as a supplementary sector of the industry that adds value due to its increasing development.

Between January and May 2023, there was a 43% rise in the number of cruise ships arriving in Turkey's ports, totaling 279. Additionally, the number of passengers disembarking from these ships reached 300.000. Emrah Yılmaz Çavuşoğlu, Chairman of Camelot Maritime, stated:

From January to May 2023, a total of 124 cruise ships arrived at the port of Kuşadası, 50 at Istanbul, 20 at Çeşme, 19 at Bodrum, and 8 at Antalya. Over the same timeframe, we accommodated a total of 299.377 cruise guests across the whole country. Kuşadası received the most visitors, totaling 157.940 individuals. Istanbul with 71.016, Antalya with 14.777, Bodrum with 13.886, Çeşme with 8.418, and Çanakkale with 7.744, subsequently followed (IHA, 2023).

Additionally, the Founder and Chairman of Camelot Maritime, the pioneering organization in Turkey to operate a cruise ship owned by a foreign national, Captain Emrah Yılmaz Çavuşoğlu, said:

It is widely recognized that Turkey is among the most significant cruise tourist destinations in the globe. Our greatest task is to invest in and market our products. It is essential that we effectively develop our nation's benefits. We must also run successful public relations efforts to spread to the global public the benefits that we enjoy in the cruise tourist industry. The sleeping giant must be awakened, and we need to grab our proper portion of the marine tourist industry (IHA, 2023).

Turkey places great priority on cruise tourism since it attracts a large number of high-income tourists. Without a doubt, the first step towards this task is to increase the quantity of ports. The Ministry of Culture and Tourism's "Turkey Tourism Strategy 2023 Goal" includes the creation of new ports. The following projects are subsequently added to the schedule:

- Samandağı Cruise Port;
- Antalya Cruise Port;
- Kuşadası Cruise Port;
- Çeşme Cruise Port;
- Çanakkale Cruise Port;
- Samsun Cruise Port.

3.2 Waterfront Transformations

Throughout history, multiple settlements around the globe have been founded in proximity to bodies of water. This water element fluctuated between a sea and a river at various times. The water element gives the city a calm and aesthetic appeal and facilitates commerce and transportation. The coasts have undergone significant change and transformation throughout the past due to their multifaceted functions. Traditionally, humans have constructed agricultural zones close to sources of water. Following the Industrial Revolution, the coastal regions served as hubs for many services like ports, piers, and storage facilities, where operations such as handling raw materials and transportation occurred (Tayran, M., 2023). Nevertheless, due to technological advancements, population growth, and evolving expectations, coastal industrial facilities now require significant changes.

Careful consideration should be given to the planning of coastal zones. It is crucial to prioritize the requirements of the public while designing these locations. Coasts are an integral component of the identity of a city. Water elements such as rivers, lakes, and shorelines have always played a significant role in cities' visual and economic growth. Nevertheless, the presence of commercial structures and industrial facilities has effectively prevented the connection between the coastline and the urban environment, mainly owing to the extensive space they occupy. The emergence of the Industrial Revolution during the 19th century led to a transformation in the global industry, resulting in the disappearance of traditional roles for ports and industrial facilities. Following these advancements, the need for coastal industrial facilities gradually diminished, leaving several buildings and regions vacant over time (Tayran, M., 2023). This condition has facilitated the concept of repurposing the coastal areas for the city's residents. Due to the global trend of exposing waterfronts to the public, several initiatives have emerged that provide cities with enhanced and more enjoyable living opportunities. The ability of the general public to access the coast fosters a sense of connection and utility between the people and the coast. The revitalization of valuable coastal areas and the provision of transformations that address the public's demand fall within the responsibility of the states. Coastal regions may be integrated into the city in terms of economic, social, cultural, recreational, and public places.

Coastal transformations to create more public and open spaces, which are currently diminishing, should be regarded as a societal priority and offer social benefits. Achieving a dynamic and environmentally viable coastal makeover is feasible via public involvement. Upon examining coastal transformation initiatives implemented overseas, it becomes evident that projects executed in collaboration between the public and private sectors achieve favorable results. Live and public spaces have materialized as a result of projects in which the public provides input and participates in the project's implementation.

Public spaces are spots where individuals gather, engage in activities, and exchange information. These spaces should be inclusive and available to people of all cultures, religions, and social standings. Anything that serves the common interest of a community by uniting its members is referred to as "public." According to Gökgür, public spaces serve as regions where individuals may freely navigate, interact with others, and contribute to the legitimacy of democracy (Gökgür, P., 2017). When the coastlines are assessed as a visual expanse, considering the shadows they create at the intersection of the sea and land, they evoke a sense of vastness and openness. These broad areas give individuals a feeling of liberation, promoting mental health and well-being. Coastal regions should be regarded not solely as a surface but also as three-dimensional spaces that acquire a fourth dimension as the ecosystems they encompass undergo a life cycle (Yerliyurt, B., 2008).

Enhancing public engagement with the coastlines and transforming them into easily accessible areas for recreation, entertainment, and activities contributes to the coasts' increased value. According to Lefebvre, the connection between the coasts and public spaces will consequently contribute to the formation of the shared future of the area and community (Lefebvre, H., 2016). If coastal locations become uninhabitable for urban residents, the significance of the location is reduced. Without the buildup of memories, traces, and experiences, it becomes difficult to establish ownership over an area. The interactions and connections between individuals form public space. It is crucial to develop these locations that remain in the community's collective memory and to design these areas with attention to their visual and physical aspects. Doing so may establish a significant environment for shared memory and cultural expression.

Given the magnitude of the undertakings performed in recent years, Istanbul makes swift toward becoming a global hub of activity. Galataport is the project that has played an essential role in the city's development since it contributes to the growth of tourism and the preservation of its historical legacy. Located among the ancient peninsulas of Istanbul and Karaköy, this region has transformed into a contemporary cruise port and a hub for tourism. The Galataport Project is being implemented to multiply visitor arrivals to the city and boost tourism income. The renovated region has luxury hotels, restaurants, retail malls, and vibrant cultural event spaces. Furthermore, a significant aspect of the initiative is its focus on promoting environmental sustainability. Galataport has an ecologically environmentally friendly architecture that incorporates green areas, energy efficiency, and recycling. Thus, Galataport enhances the city's tourism prospects by attracting more visitors.

Cities have derived direct or indirect advantages from coastal regions ever since the beginning of civilization, and their attractiveness continues to persist. The Golden Horn has served as a port for commercial and military vessels alike, in addition to housing shipyards that supply maintenance and construction services (Tayran, M., 2023). Nevertheless, the shipyards and factories, which expanded gradually, established themselves on the coast. As a result of the pollution that went on, the use of the coastlines altered the connection between residents and the Haliç shoreline. After these facilities were relocated to a different location, where they eventually ceased functioning, the abandoned structures made a vital part of the Golden Horn coast inaccessible. This situation has raised the issue of the appropriate evaluation of unoccupied industrial zones.

Following the restoration of the Golden Horn and the integration of additional industrial heritage facilities in the area to serve alternative purposes, the expansion of the city stimulated thoughts of a comparable metamorphosis occurring within the shipyards (Tayran, M., 2023). It is becoming more common to discuss the possibility that restoring these places to the city may be advantageous not just for the people living in the region but also for the city itself. The modification of these regions has become unavoidable due to the evolving requirements and the extensive transportation of the facilities.

Hence, it is essential to undertake a transformational process to align the Golden Horn Shipyards and coastal regions with the demands of the contemporary era. Upon examining coastal transformation projects worldwide, it becomes evident that some mixed projects provide diverse functional uses and facilitate the interaction between city people and coastal regions. The area of the Golden Horn Shipyards has a long-standing history that dates from the Byzantine era to the current day. To adapt Haliç Shipyards, it is necessary to establish a model that considers the structure's historical significance. Levine states that “memories contribute to the collective memory of a city, and public spaces serve as the archive of these memories, a connection transmitted from one generation to the next” (Levine, 2019). If the new endeavor does not develop an identity for the Golden Horn, it will be unable to solidify its position in the collective mind of society and fail to foster a sense of connection. It is vital to preserve history traces for future generations while also revitalizing the area by introducing activities like ports, piers, and water sports. Therefore, residents will be allowed to visit shipyard units that were inaccessible to them, enabling them to see the project area from different perspectives. Furthermore, it is essential to construct open and green public places that provide uninterrupted connectivity along the coastline while generating solutions that facilitate the seamless continuation of these regions. Individuals will be given the chance to occupy the banks of the Golden Horn leisurely.



Figure 15. The Golden Horn

Chapter 4

Case Studies: Galataport and Haliçport

4.1 Historical Background of the Ports

The history of Istanbul's Galataport and Haliçport dates back to ancient times when Byzantium emerged as a strategically important colony on the coast of the Bosphorus. Haliçport (Figure 16) is situated on the Golden Horn inlet. The bay is a slender and curving body of water that connects with the Bosphorus at its intersection with the Sea of Marmara. It is primarily situated in Istanbul and divides its European side in half along the northern and southern coasts. In the 7th century BC, the Byzantine settlement was built around the Golden Horn port, which later became Constantinople (Morrisson, C., 2004).

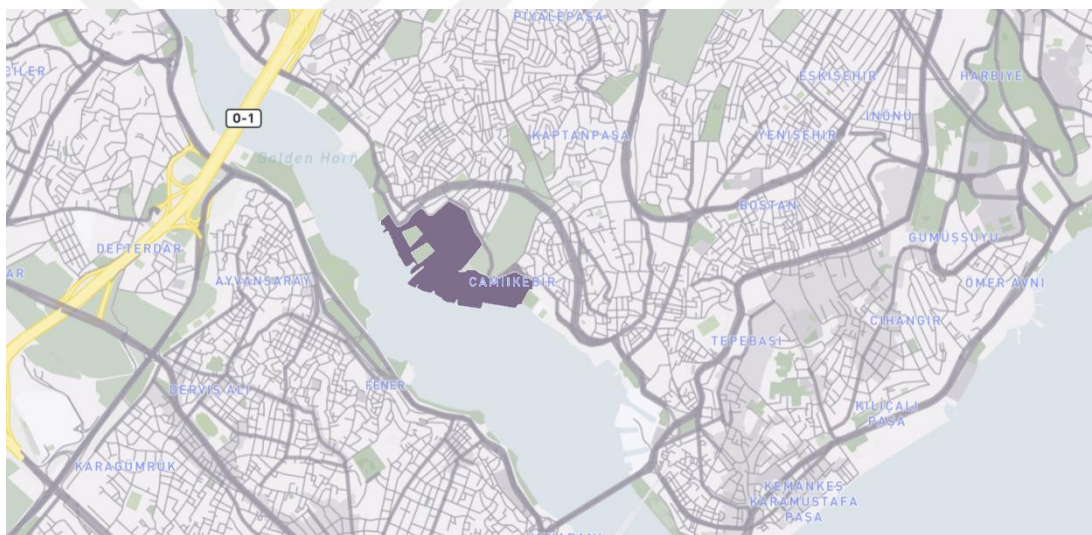


Figure 16. Case study – Haliçport

The port of Byzantium was essential in connecting Europe and Asia, enabling the commerce routes that passed across the Mediterranean and Black Seas. Due to its advantageous geographical position, this area became desirable for empires aiming to dominate global marine commerce. Evaluating the naval significance in the Byzantine Empire's historical context is challenging. Given all the positives, the empire was consistently required to protect an extensive coastline. Simultaneously, the Byzantines were compelled to sustain a naval force due to the Arab menace from the 7th to the 10th century (Yartaşı, M., 2019).

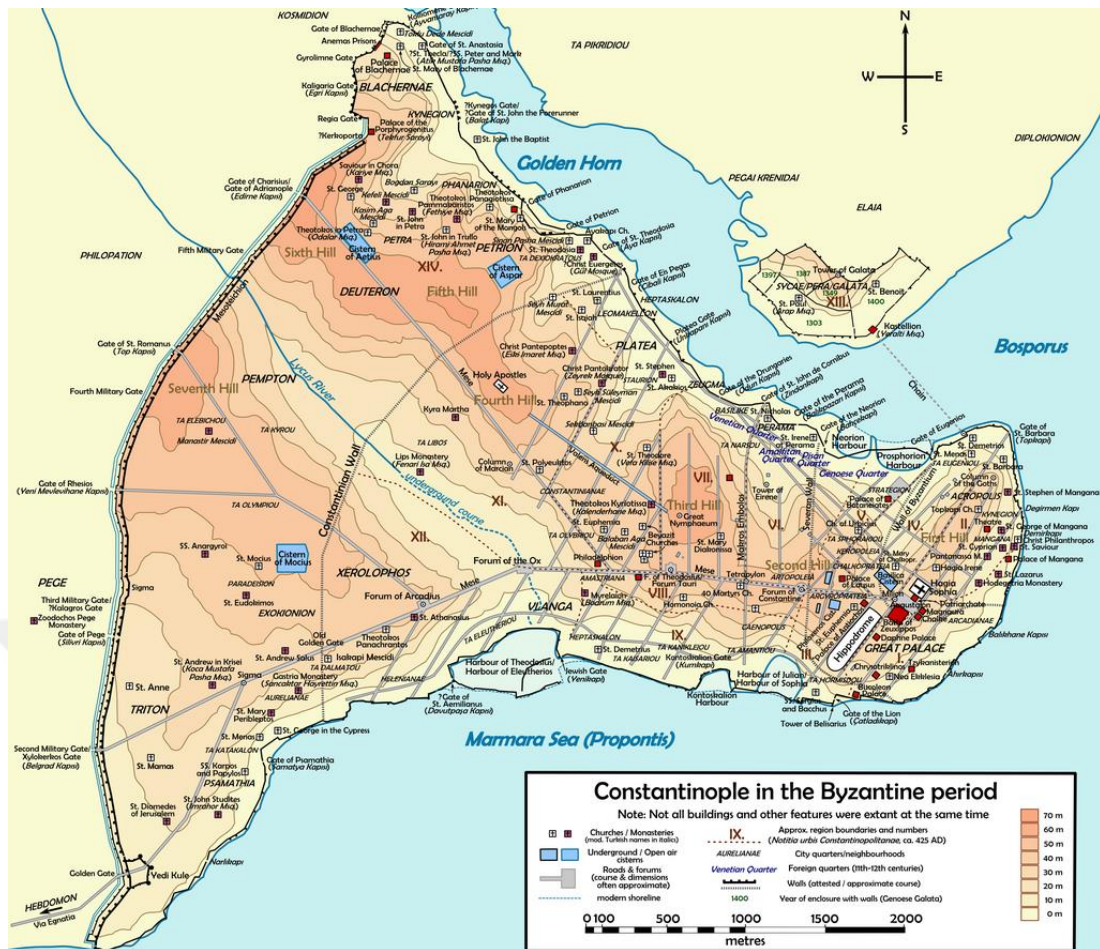


Figure 17. Map of Constantinople during the Byzantine era

Under Byzantine rule, Constantinople saw significant growth as a prominent hub for trade and cultural activities, as well as a symbol of imperial magnificence. The city's ports were pivotal in facilitating its economic success, acting as gateways for transporting commodities, people, and ideas. The Galata district, situated on the northern bank of the Golden Horn, emerged as a bustling commercial quarter with its waterfront. Meanwhile, the Golden Horn provided maintained anchorage for ships, enhancing Constantinople's maritime capabilities (Morrisson, C., 2004).

1453, when the Ottoman Turks began conquering Constantinople, signified a turning point in the city's maritime history. Renamed Istanbul, the city served as the imperial capital of a vast state that persisted for nearly five centuries. The territorial domains of the Ottoman Empire extended across three continents: Asia, Europe, and Africa. Despite the transition of significant trade routes from the Mediterranean to the Atlantic during the late Middle Ages, the Black Sea Straits

remained a vibrant route for commerce, underscoring the strategic importance of Istanbul's ports. The Ottoman sultans recognized this, investing substantially in ports' modernization and expansion. The establishment of the Imperial Dockyard occurred around 1455. Tersane-i Amire was established by Mehmed at the Kasımpaşa, the junction of a tiny brook, only two years after the conquest of Istanbul. The first establishment received the name "Galata Shipyard" due to its proximity to the historic Genoese colony of Galata (Coşkun, E., 2022). Sultan Mehmet II relocated the naval officers from the Gallipoli Shipyard, establishing residential zones specifically for the workers and their families. Consequently, this facilitated the development of the Kasımpaşa district. Kasımpaşa maintained a symbiotic connection with the imperial shipyard until modern times.

Sultan Selim extended the shipyard in 1515. From the Galata colony to the Kağıthane River, shipyards were spread along the Golden Horn's northern coastlines during the Yavuz Sultan Selim era. The Ottoman military constructed many kinds of vessels to fulfill their requirements. The shipyards were outfitted with state-of-the-art technology from the time. Ultimately, the primary Ottoman maritime base was relocated from the Gallipoli Shipyard to the Golden Horn. The fight for dominance of the Mediterranean spanned from 1645 until 1699 (Coşkun, E., 2022). The conflict between the Venetians and the Ottomans highlighted the need to use increasingly sophisticated galleons in their efforts to take control of the island of Crete. During the 17th century, a conflict arose between the British and Dutch to establish maritime and Far Eastern commerce dominance and to pioneer advancements in marine technology. This period marked a significant turning point in naval history. Throughout most of the 17th century, the Mediterranean remained a "Turkish lake" despite several conflicts with European forces (Topçu, M., 2019).

The Tulip Era lasted from 1718 until 1730. The Ottoman upper class enjoyed the luxury of royal villas around the Golden Horn. Aynalıkavak Palace, known as "The Shipyard Palace", was enchanting due to its proximity to the Imperial Arsenal. In 1886, the first torpedoes from a submarine were fired. Abdülhamid constructed the submarine (designed by Swedish industrialist and arms dealer Thorsten Nordenfelt), which successfully became the first to launch live torpedoes during sea trials in Istanbul.

The 19th century witnessed profound changes in Istanbul's urban landscape. Galata and the Golden Horn significantly transformed as steamships replaced sailboats, and mechanized ports replaced traditional quays. The advent of steam-powered vessels revolutionized maritime transport. Istanbul's ports adapted to these changes, expanding facilities and embracing modern technology to meet the demands of an interconnected world. Figure 18 illustrates the result of analyzing historical maps via street patterns.



Figure 18. Transformation of the street patterns till 2020

Following the 1850s, there was a rise of industrial facilities due to growing foreign investment, particularly in labor and technology. At the beginning of the 20th century, Istanbul held 55% of the Ottoman Empire's industrial complexes (Köksal, T., 2005). Diverse social groups inhabited the waterfront of the Historical Peninsula for centuries. An increase in the density of maritime transportation during the early 19th century led to the construction of piers and warehouses in 1910. During the 1950s, political upheaval resulted in specific alterations to the city's infrastructure, including the construction of new highways and the establishment of public service orders to accommodate commuter traffic. Specific military structures that remained a legacy of the Ottoman Empire were destroyed in Tophane. Subsequently, in 1957-58, Sedat Hakkı Eldem proceeded to design four warehouses (Çimenoglu, G., 2011). The illustrations of Salı Pazarı Harbor and Tophane are shown in Figures 19 and 20. Trading ceased in the 1970s, and subsequently, the port has been exclusively used as a gateway for cruise ships (Taheri, A., 2013).

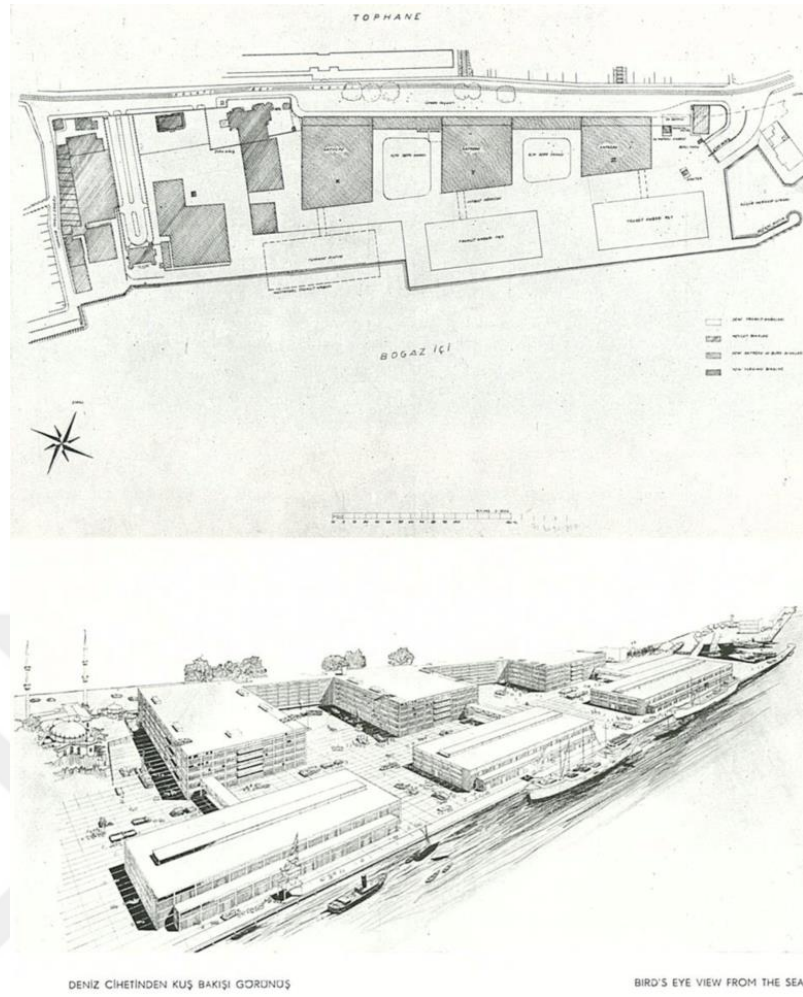


Figure 19. Plan and perspective of the area, 1953-1960

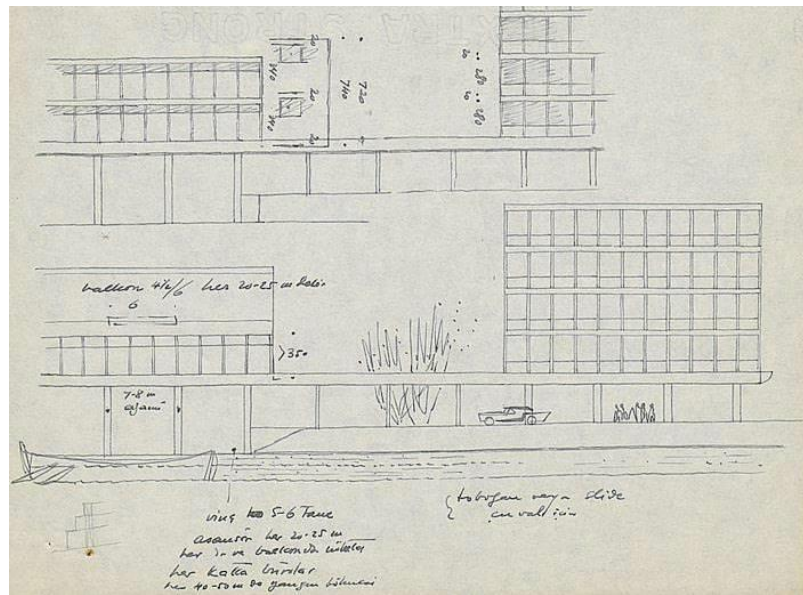


Figure 20. Façade drawings, 1953-1960

Thus, the ongoing industrial progress in the Golden Horn in the 1970s and early 1980s resulted in environmental and socioeconomic consequences for the neighborhoods (modification of the original urban structure, water pollution, and transformation of the social framework). Beginning with the Golden Horn Waterfront Revitalization Project in 1986, several initiatives have been implemented to restore the appearance of a global metropolis in a highly influential area. These initiatives included restoring the coastlines and removing industrial facilities overseen by Bedrettin Dalan, who served as the first Mayor of the Greater Istanbul Municipality from 1984 to 1989. Consequently, 600 small manufacturing firms were forcibly removed, and 30.000 buildings were destroyed (Bezmez, D., 2008).

Lately, innovative features have developed from historic shipyards. Constructed in the early 1960s, the Galata Bridge blocked the passage for large vessels through the Golden Horn, subsequently resulting in the closure of prominent shipyards such as Taşkızak, Camialtı, and Haliç. By transforming the coastline into a municipal property through a methodically integrated development project, a master plan was developed to return the site to public use. The Camialtı and Taşkızak shipyards were relocated to other industrial areas outside the city (Topçu, M., 2019). However, the historical structures were preserved as integral components of the nation's industrial legacy. Since then, the Golden Horn coastline has continued functioning as a recreational zone containing vast green spaces.

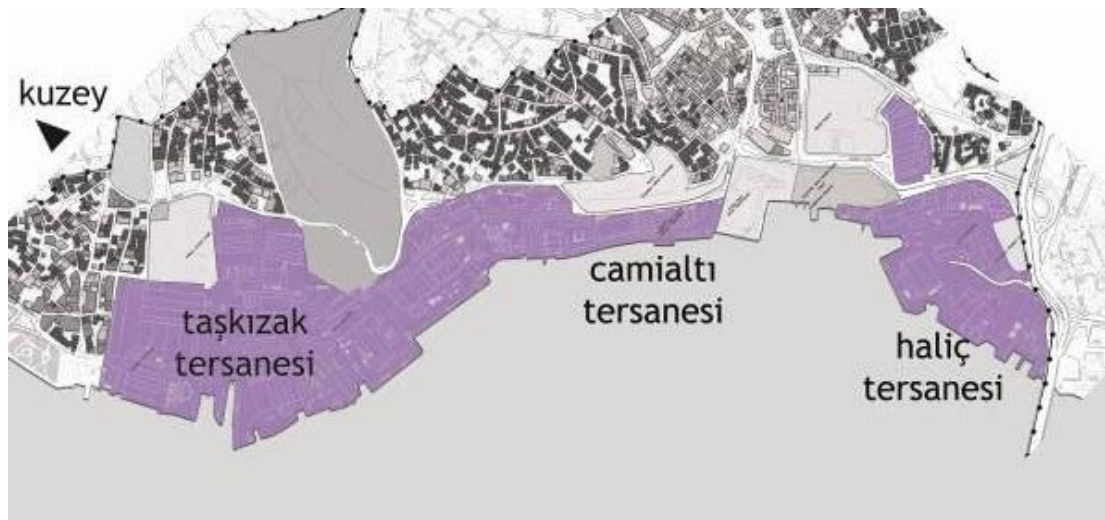


Figure 21. Haliç Shipyards on the map

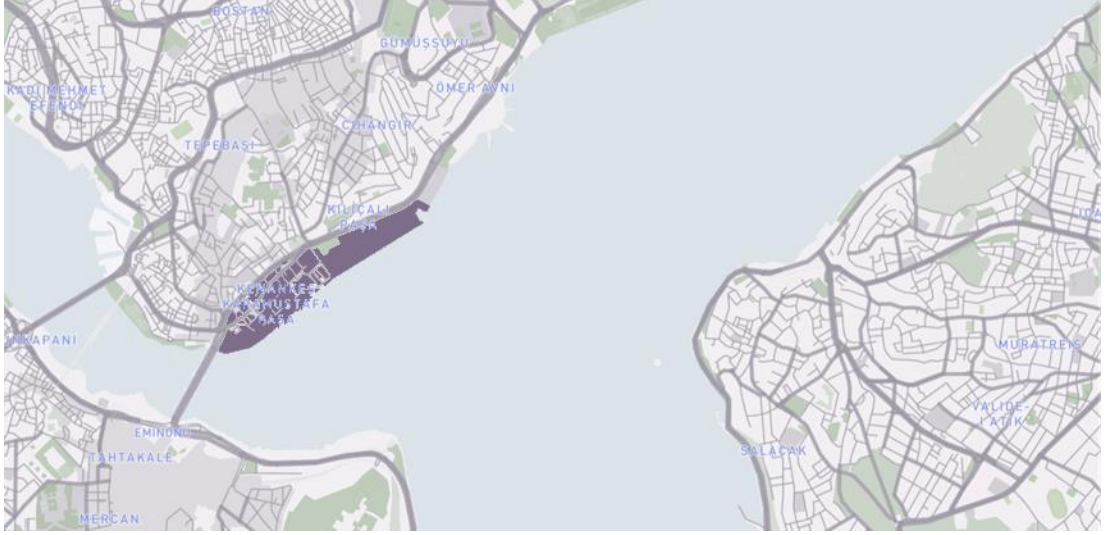


Figure 22. Case study – Galataport

In 19th-20th centuries, Galataport emerged as a modern maritime hub. The construction of the first contemporary dock began in 1892 (Türker, O., 2000). However, the building process has been challenging due to increasing flow rates, pandemics, and failures throughout the construction phase. Despite several challenges, the construction of the Galata pier was finished in 1895. However, due to structural failures, the dock changed in 1898, and the reconstruction was completed in 1900. Nevertheless, after the Soviet Revolution, the port of Istanbul saw a decrease in its primary source of income originating from the Black Sea. The Galata Docks company underwent nationalization from 1933 to 1934 and became associated with the General Directorate of Sea Paths and Ports (Darğa, A., 2014). The port in the city center has been impractical for use by large vehicles and heightened ship traffic since the 1980s. Thus, Galataport has begun to be used for tourism.

Until 1986, the region surrounding Galataport – Karaköy – thrived as a commercial center due to the presence of the Customs’ Office, which shaped its sectorial character with commercial buildings and manufacturing shops. However, the neighborhood underwent significant changes with the emergence of a new market operated by merchants from Russia and Eastern Europe, leading to an “unexpected globalization” effect. Following a period of stagnation, Karaköy experienced a resurgence when an entrepreneur converted a coffee-importing office into a coffee shop.

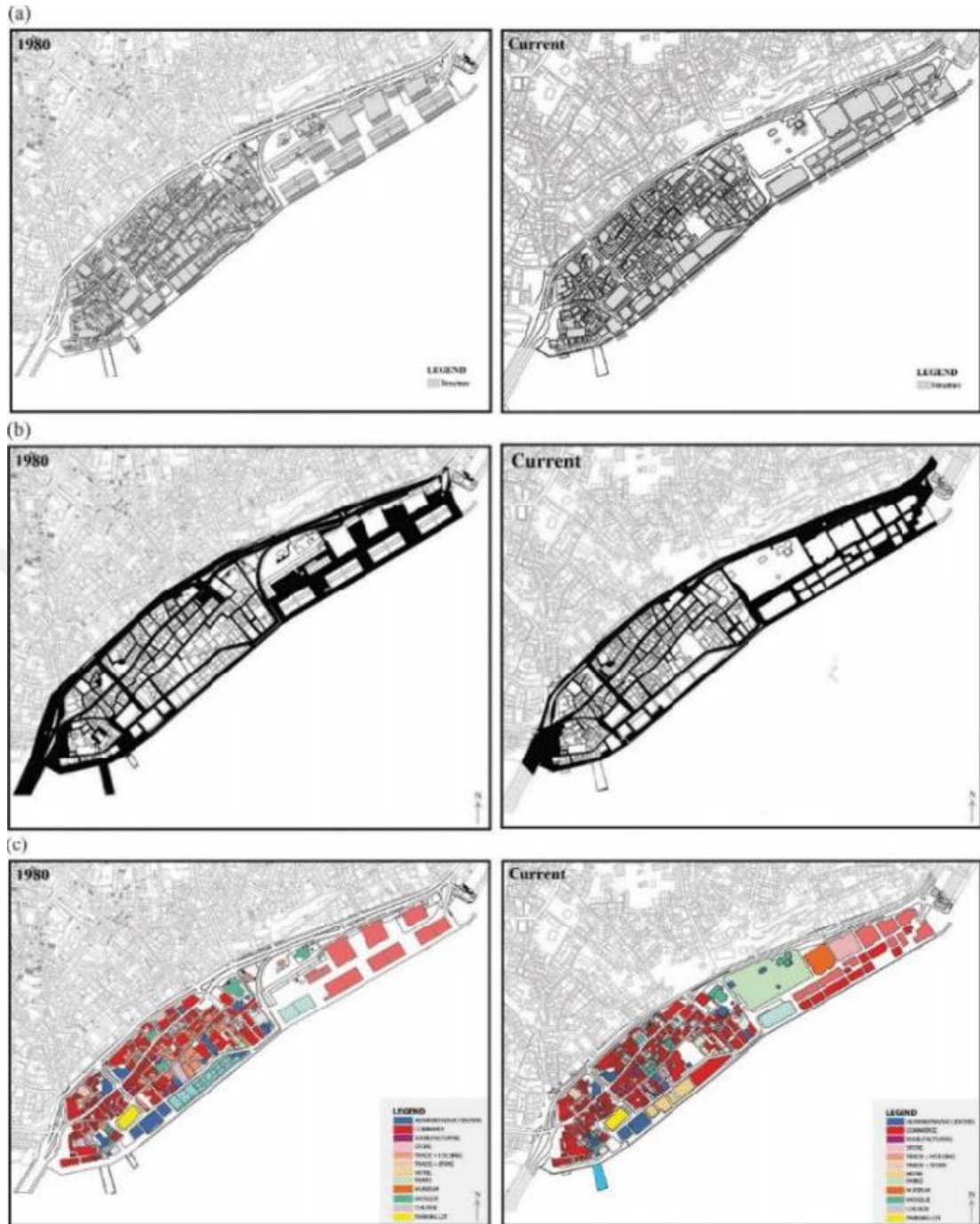


Figure 23. Maps of 1980 and 2020: a - spatial modification, b - street pattern, c - land usage

The area's transformation took a significant turn in 2004 when Istanbul Modern, an art museum, opened in a former warehouse in Tophane, attracting numerous artists to the neighborhood. In 2011, the exhibition was exclusively held in Karaköy, enhancing its status as a cultural hotspot (Türker, O., 2000). However, the

arrival of new residents and the rise in rent prices led to resistance from conservative residents, who were dissatisfied with the changes in their once-familiar neighborhood. Karaköy became a victim of gentrification as investors and developers recognized its potential. Government-led urban renewal initiatives, including renovating historic buildings, expanding transportation networks, and establishing cultural institutions, aimed to revitalize Karaköy and attract tourism. However, the process of gentrification resulted in the displacement of long-term residents and altered the social fabric of the neighborhood. Interviewing the residents, different opinions were heard about the current situation.

Sixty-seven years old man owns a tea house and has been working there for seven years:

The place is good with many people, but it depends on the location. If your cafe is near the Bosphorus, there are many tourists and locals because of the view and the relaxed atmosphere. My tea shop is less popular because it is located in an alley and is quite small now. Galataport influenced a lot: many tourists like to walk or relax in modern cafes. They need a large selection; I only have tea and lemonade in summertime. Usually Turks come to me and those who want to try real Turkish tea. I love tourists, but because of them and Galataport, prices have risen, and small cafes are closing. I do not have the strength to be on an equal footing in coffee shops and restaurants.

Sometimes, the progressive growth of urbanization and industrialization results in the erosion of cities' distinctive features and traditional values. Urban regions face substantial challenges due to fast population growth and economic progress, which need comprehensive strategies to protect the environment and foster sustainable development. The development of new urban initiatives occurs in tandem with the expansion of cities. Being a port city, Istanbul has implemented numerous port initiatives. The city's ports should expand during regional growth to accommodate increased traffic and urban development. As a result, ports that expand along with urban growth maintain their distinctive qualities as port cities. However, harbors confined in the town and unable to integrate with it experience a reduced scale and a loss of functionality.

4.2 Distinctive Architectural and Urban Planning Features of the Ports

The primary function of cruise terminals is to meet the specific requirements of ships and their passengers. Simultaneously, they must be incorporated into the port city and neighboring urban planning, transportation, and tourism initiatives. When viewed through the lens of the maritime industry, terminals must meet minimum standards for cruise ship draft, docking lines, and navigation routes. However, when functional considerations are taken into account, implementing a cruise terminal design at a particular port is significantly differentiated.

Anyport is a conceptual framework created by Bird in 1963 that defines the temporal and spatial evolution of port infrastructure (Pallis, A., 2021). Anyport highlights the dynamic interactions between ports and their host cities as one of its fundamental characteristics. The model illustrates the rising separation from the surrounding metropolitan environment. Numerous geographers have focused on this aspect, researching port areas' revitalization and the connections involved. One example of urban links is restructuring ancient port locations for alternative urban functions, as shown in the transformation of Galataport and Haliçport in Istanbul. There are five options:

- Closure. When a terminal is abandoned due to unfavorable site or operating conditions, the establishment has ceased to be relevant in the market.
- Expansion. The operational circumstances necessitate expanding or altering the current site's footprint. This mainly entails the expansion of yard spaces and the extension of berths.
- Addition. In response to the need for increased water depth or enhanced operational capabilities, additional berths are built.
- Consolidation. Numerous existing berths are brought together to provide enhanced facilities.
- Reconversion/redevelopment. The result of the functional review of preexisting facilities that are transformed, often for non-port purposes.

Many cities across the globe, including Istanbul, have intricate connections with their ports. Historically, the economic vitality of cities was tied to their ports,

which provided employment and commercial participation in the global market. The waterfront continues to occupy significant territory near urban centers, which may be a source of dynamism and conflict. Thus, water and land usage necessitates collaboration between the port and the city to avoid social and environmental consequences.

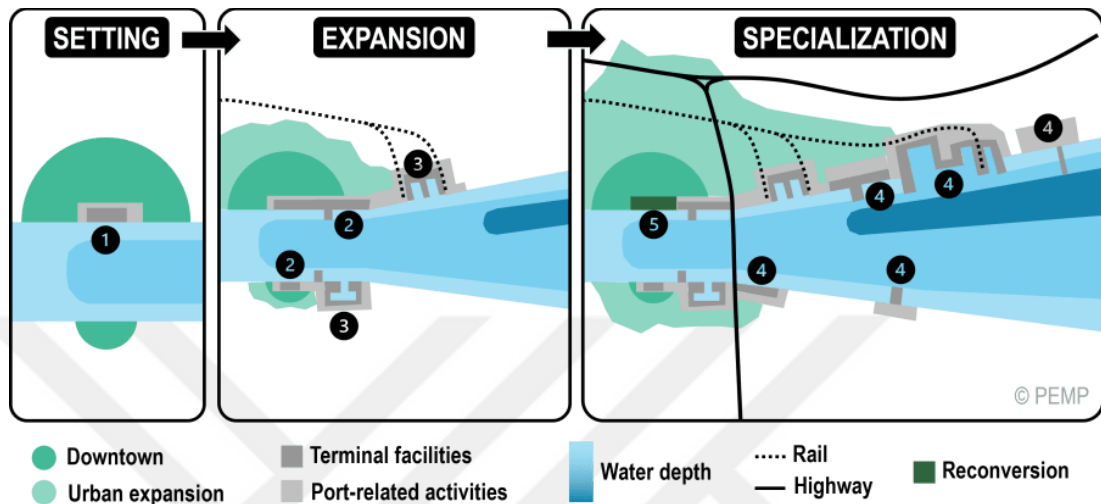


Figure 24. Evolution of ports

The existence of a terminal structure is an essential part of the development of the cruise industry. With the growing popularity of the business, ports have begun constructing specialized buildings to accommodate the flow of passengers. A variety of structures are employed:

- Temporary terminals exist at cruise ports with rare visits. They are only functional when a ship calls. These constructions cover vessel navigation and berthing, provision, disembarking, hoteling, embarking, and departure. In these circumstances, the activities are carried out on-site using temporary event facilities with moveable walls;
- Convertible terminals are designed with social, commercial, or warehousing as their primary use. Since these spaces are not specialized terminals, they are handled on a day-of-cruise basis. Several formalities, may be completed aboard the ship rather than at the terminal;
- Purpose-built terminals handle all aspects of the cruise experience. Every space within these structures is created and developed for a specific purpose, with cruising being the major operating motivation. While these buildings may have

secondary uses, such as different event spaces, their primary function is to facilitate the smooth operation of cruises. They are often part of a larger port complex, but stand-alone, ready to serve whenever ships are berthed;

- Mixed-use terminals are the most popular nowadays. Recognizing the multifunctionality that a single structure may offer, such facilities include all components of a purpose-built terminal. Investments, operating costs, and income streams are combined to maximize the benefits for different users. Meanwhile, the cruise market must perceive that the structure effectively performs its primary terminal role.

Being a cruise terminal serving various purposes (mixed-use), Galataport (Figure 25) is one of the most important coastal projects in the world. With the aim of showcasing the local historical heritage of Karaköy, it intends to make it available to the general public. The spatial architecture of the port was carefully constructed to harmonize with the historical peninsula's nature, individuality, and cultural heritage. Galataport, the cultural, artistic, and design epicenter, is the site of numerous events. The port spans 1.2 kilometers along the shoreline, stretching from Karaköy Square to Mimar Sinan University. It includes museums, cafes, restaurants, hotels, offices, and icons of urban memory such as Paket Post Office, Nusretiye Mosque, Tophane Pavilion, Clock Tower, and Kılıç Ali Pasha Mosque (Mut, G., 2021).



Figure 25. Galataport project

Thus, the port, which the Turkish government initiated, has a flexible and adaptable coastline region. The comprehensive strategy for the seaside projects included the preservation of the area's unique character while using contemporary features to enhance its attraction. The designers aimed to create an environment that would offer visitors the opportunity to experience the history and culture of Istanbul within a united framework. Almost 52.000 m² in Galataport is allocated for rent of various establishments, with 40% occupied by cafes, restaurants, and pastry shops. Moreover, Galataport is a huge open-type shopping center with about 100 street shops. The cruise terminal represents a contemporary reimagining of the historic harbor. Its objective is to promote maritime tourism in the Mediterranean and Black Seas more extensively. The port can simultaneously receive three ships and 15.000 passengers a day. The use of the hatch system allowed the port to achieve the distinction of being the world's first underground terminal for cruise ports. Therefore, Galataport cruise is not only a place of arrival, but a specific location that serves as a destination.

Galataport Istanbul has been built with a horizontal open-air urban planning style, including accessible low-rise structures that integrate with the historical environment of the neighborhood. The primary objective throughout the design, construction, and operation was to minimize negative environmental impacts and decrease the project's carbon footprint. Considering various sustainability measures, including an HVAC design with seawater hydrothermal cooling, energy and water efficiency, and environmentally friendly construction practices, Galataport Istanbul has been ranked as the second-largest project in Europe to obtain the LEED Platinum rating. By utilizing seawater for cooling gases in every building of Galataport, energy is preserved, carbon emissions are lowered, and damaging cooling gases that contribute to climate change are neglected. This strategy produces a stunning 34% decrease in energy usage and carbon emissions and excludes the need for unattractive rooftop units that conflict with architectural aesthetics. Moreover, water conservation is increased by 50% through endemic plants and efficient irrigation systems; green roofs and landscaped areas are also anticipated to minimize the heat island effect. Advanced systems for energy management oversee and regulate energy consumption in various Galataport facilities. These systems optimize energy

consumption by adjusting heating, cooling, and lighting according to occupancy patterns and environmental conditions. Seawater quality, particles, dust, and noise levels are assessed quarterly to monitor the project's ecological influence, and marine ecology monitoring is carried out annually. In addition, solar panels and wind turbines are among the renewable energy sources that Galataport has installed to produce pure electricity. The port reduces its reliance on fossil fuels by harnessing the power of the sun and wind. Incorporating passive design principles into the architecture of buildings within Galataport maximizes natural lighting and ventilation. From construction materials to operational supplies, Galataport prioritizes the use of sustainable and eco-friendly materials. Choosing materials with low environmental impact reduces resource depletion and minimizes the ecological footprint of the port's infrastructure.

Throughout the construction process, Galataport Istanbul has seen the creation of 41.000 m² of flexible office space. These spaces, with their glass facades, are designed to harness natural light, creating a bright and spacious environment. Each office is equipped with segregated system rooms, tailored to the specific needs of the occupants. The development of these workspaces was guided by an innovative approach, incorporating intelligent building automation and cutting-edge engineering processes.

The port transformation initiatives led to urban reunions. It has emerged as a prominent hub of interest in the area. Thus, one of the significant advancements that the project prioritized was solving the region's parking issue. Following the additional services to be provided in this case, the underground car park, with a capacity of 2.400 cars over the needed capacity, helps resolve the city's parking issue.

When ships arrive at the pier, patches of the sidewalk are elevated at a 90⁰ to provide ramps that go down to customs and passport control (Morgan, R., 2021). These raised sidewalks also serve as security barriers. "We wanted to find a way to enhance the visibility," said Figen Ayan, the chief port officer at Galataport. "We considered constructing downwards, similar to a parking lot since there is little activity in a terminal building. One handle luggage. Other boards a transport. Are they, therefore, logistically reliant on something extravagant? This is possible when

done underground”. She described the project as “an expansion of our knowledge in addition to an expansion of our city”. “Many engineering challenges arose,” said Erdem Tavas, a member of the Galataport Executive Board. “We did not construct it on the coast. We made it in the sea”. He pointed out that such a building sidestepped the archeological issues in the town, which served as the earthly destination for the ancient Spice Road and was the capital of two powerful empires.

Recently, New York-based architect James Ramsey visited Galataport, interested in underground projects, while developing his proposal for Lowline, the first underground park in the world. “Infrastructure projects similar to this are, without a doubt, monumental gateways. This style of monumentalism was once embraced, most notably during the midcentury and early 20th centuries of modernism. However, a more multifaceted urban revitalization can be achieved by considering it within a broader framework or context. Galataport represents an advanced form of urbanism. People should broaden their perspectives regarding the potentialities of undertaking tasks that have commonly been executed in one particular way”. He continued: “What are primary objectives when you undertake development in a certain location? Are you referring to the building or the whole city? They fixed the gap in the urban fabric by following the city’s axes, paying attention to building heights and human-scale architectural patterns. Istanbul is the jewel, the millennia palimpsest. Galataport does not have a distinct landmark or hub. It’s an ego-free design”. During the peak of the Lowline’s success, Ramsey was invited to do similar installations in London, Moscow, Paris, and Seoul. He said prominent port towns such as Miami, Rotterdam, Shanghai, and Singapore should carefully examine Galataport’s model. Galataport not only renovated its former post office building but also transformed it into a “fashion galleria” (Morgan, R., 2021).

Due to the surrounding Marmara and Haliç waterways, the modernization of Istanbul’s historical core occurred on the other side of Haliç, starting in the mid-19th century. Those groups opposed to change were permitted to retain the old city. At the same time, those inclined toward modernity began constructing a new town, situated on the peninsula of the Bosphorus and Haliç rivers. This differentiation between traditional and contemporary, through which the new is constructed almost touching the old, is a defining feature of Istanbul’s modernization.

In the early 1990s, the abandoned industrial structures situated along the shores of Haliç started to garner significant interest (Figure 26). Due to the proximity to the center and the monumental architectural qualities, these structures represented a vast potential for new cultural initiatives. The process of transforming the Lengerhane into an Industry Museum marked the beginning of the change along the coasts of Haliç, from Perşembe Pazarı to Eminönü. Subsequently, the Feshane-i Amire, a textile factory was converted to become an exhibition and cultural center. Subsequently, the Hasköy Dockyards were also incorporated into an industrial museum. The construction of a cultural center on the site of the former Sutluce Slaughterhouse demonstrates the ongoing process (Tayran, M., 2023).

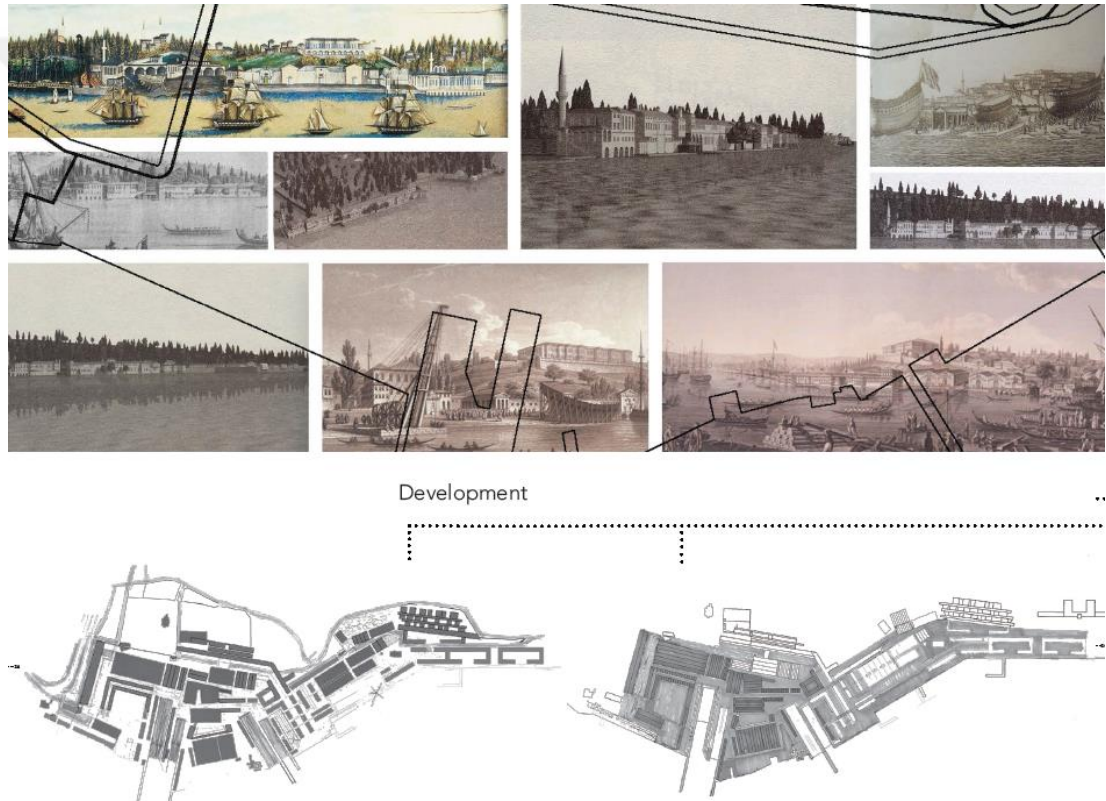


Figure 26. Development of Haliç area

In 2013, Haliçport was developed as an additional project on the Haliç coast. It parallels two earlier state-led privatization efforts in terms of the results. The project included the development of marina facilities on a 250.000 m² plot of land. Thus, the project disregarded the cultural-historical significance of the industrial legacy. The opposition, including many segments of society, attempted to struggle with the privatization of the region.

The Istanbul Metropolitan Municipality has established the Istanbul Strategic Plan, which operates under the heading “Istanbul is Yours – Let’s Decide Your Future Together.” The Golden Horn Coasts Competition Design is becoming a significant event that encourages the citizens of Istanbul to take an active role. The competition proceeds in a manner that matches the critical concepts of the long-term strategy that will determine Istanbul’s growth. The municipality divided the Golden Horn into seven distinct project areas. The project, which is currently prioritized, is situated in Area 7 (Figure 27).



Figure 27. Municipal Competition Area 7

The primary objective of the competition is to determine the sustainability of shoreline renovation. The Golden Horn serves as a vital canal, balancing the historical core of Istanbul and carrying atmosphere along the corridor of natural space. In simple terms, the participants should protect the ecological and cultural integrity of the Golden Horn rather than associating a specific identity of the area and propose a strategy for the region’s prospective development. Furthermore, beyond being a fundamental benefit, the designs must emphasize the principles of viability and sustainability. The principle of developing the Golden Horn coasts to improve span and quality of life should be followed.

Competitors should prioritize presenting the coastlines of the Golden Horn and providing innovative solutions and recommendations. In this context, individuals protected from popular paradigms based on fundamental ideas distinguish themselves via relevant methodologies or suggested frameworks. Moreover, it is a vital component in determining the arrangement of broad areas and landscape development. The objective is to establish a recreational route by integrating the nature preserves and northern woodlands that originated around the Alibeyköy Dam Lake. In this context, the designs prioritize a continuous flow of pedestrians and cyclists while providing access to the seaside area. Therefore, it is vital to use a comprehensive strategy while developing patterns on the coasts of the Golden Horn to promote peace and coexistence among various sub-settlements. The Golden Horn Shores Design Competition is an important milestone that attempts to motivate Istanbul residents and attract guest attendees, sustainable operators, and opening participants of the Golden Horn shores. It adopts a collaborative approach to encourage engagement.

First prize

The proposed project combines cultural and historical references in accordance with the “Lebeke” concept (Tuysuz, S., 2021). Lebeke, the proposed route, resembles a “woven piece”. It facilitates expressing the area’s historical background to visitors by using the surrounding environment, bringing back lost traces and neglected spaces with minimum intervention. The authors identified the coastal traces of all three eras by analyzing the maps of Pervititch, Nomidis, Nirven, Goad, and Müller-Wiener. The original shoreline of the area, shown on the Nomidis map, will stretch across the entire Golden Horn and form a pathway that connects with the traces of historical artifacts (such as Genoese gates, piers, and squares), existing prominent structures and upcoming projects (like Haliçport). The Dekovil tracks, obtained using Pervititch maps and Sebah&Joallier pictures, were transformed into a cycling route and included in the project. The traces of the Genoese wall, which no longer exist, were identified via an analysis of the Goad and Nirven maps and included in the design. The project was integrated with Ottoman-era piers, including Kasımpaşa and Hasköy, as well as those constructed for the Haliçport project, thereby ensuring the frameworks’ integrity. The Galata gates were

included in the concept, and their presence was highlighted using symbolic gateway features based on the historical maps of Müller-Wiener. Every gate connects tourists from Galata with the Golden Horn. Thus, the design proposal, known as “Lebeke”, aspires to demonstrate the historical and cultural essence of the Golden Horn and present it to the people. The shoreline, Dekovil line, piers, Genoese gates, and lost traces of mosques along the route symbolize an excursion into the historical past of the Golden Horn. This design was created with an analytical approach to transform the region into a focal point of interest and provide guidance for tourists while contributing to the revitalization of the coastal area and bringing back its identity (Tuysuz, S., 2021).



Figure 28. The first project design

Second prize

The project aims to propose new environmental regulations to restore the reverence for the waterfront. The projects “Urban Backbone and City Balconies” and “Continuity of the Green System” were created to represent Istanbul’s urban life and collaboratively influence the city’s cultural development. The design includes a traffic-free “green+pedestrian+bicycle network” that spans from Küçükçekmece to

the Historical Peninsula and extends along the whole waterway of the Golden Horn to Sarıyer and Rumelikavağı. This network will bring out the neighborhoods' physical aspects and establish the city's dynamism linked to the waterfront. The study area, including the Karaköy – Tersane – İ Amire – Kasımpaşa – Taşkızak, operates as a unified shipyard stretching from Karaköy to Hasköy. It is considered one of the most challenging regions due to limited coastline and land connectivity. Moreover, the city is divided by the Unkapanı Bridge, which creates a barrier that prevents entry from Karaköy on one side and Kasımpaşa on the other. Therefore, the pedestrian spine that extends from Şişhane to the Tersane-i Amire and Kasımpaşa is considered the most desirable area in the region. It has been seen as a city balcony that provides perspectives of the historic peninsula and the Golden Horn, and it was also considered to be the modern Haliç doors (Karakoç, N., 2020).



Figure 29. The second project design

Third prize

Overall, the project area comprises five key areas in terms of their inherent qualities, use methods, transit accessibility challenges, and future projections. Most significantly, these regions exist independently of one another with regard to their geographical patterns and practices. Furthermore, despite the shipyard areas being classified as cultural heritage and losing their function, contradictory conditions

arose regarding a variety of plans and forms of urban public use. For instance, the Tersane Istanbul project can transform into a “gated community” campus (Karakoç, N., 2020). Thus, the primary objective of the third design approach is to facilitate the residents’ exploration of the Golden Horn coasts without any barriers. It can be achieved by creating a seamless pedestrian connection between key sites, thereby ensuring a continuous urban public space. It provides a “walking” opportunity for people to absorb the region’s natural, cultural, and architectural heritage without experiencing a sense of isolation. By this means, the project involves the integration of the most significant element of the city, such as the Golden Horn, which serves as the public life space, into a therapeutic place for society as defined by Byung Chul-Han in terms of recreation, art, culture, and landscape (Tayran, M., 2023).



Figure 30. The third project design

Thus, the Haliçport design is a flexible urban redevelopment project that preserves the existing old industrial buildings and expands their architectural style to the surrounding metropolitan area. Using the syntax of long linear volumes, several structures running parallel to the seashore of the Golden Horn have been constructed. The new buildings have arcades connecting their facades, which not only give a consistent visual aspect but also serve as a reference to the city’s past Byzantine and Ottoman architecture.

4.3 Public Relations and Commercial Aspects

Cruise tourism and related infrastructure generate employment opportunities and contribute to the government's financial resources. They also address social requirements by promoting travel, fostering international contacts, and enhancing their development. Meanwhile, the management authorities of cruise ports play a crucial role in coordinating various stakeholders. By developing new terminals, authorities may enhance transit relations and give better access to destinations. This united effort is a valuable investment as it increases the port's attractiveness to cruise lines, pushing companies to include it in their routes.

Moreover, management institutions are influential in advancing the cruise industry's growth within and surrounding a port. They also gather destination authorities, entrepreneurs, and chambers of commerce to maximize the local economic benefits. The latter includes engagements with governmental and commercial entities to ensure expert services, including customs, healthcare agencies, staff services, and supply chains (Theys, C., Notteboom, T., 2010). The recent past has seen a growth in the quantity of products and services involved in providing local and non-local products. In line with the evolution of the on-board cruise product are changes in the logistics and supply chain in the ports of call. The re-engineering of purchasing procedures, technological advancements, and evolving cruise industry needs collectively contribute to expanding passenger requirements, demands, and expectations. Leading cruise companies have established an effective logistics network, enabling them to strategically influence popular cruise destinations such as the Mediterranean (Van Niekerk, H., 2005).

Cruise port managing authorities usually establish collaborative partnerships with various stakeholders to guarantee integration. When examining practices throughout the Mediterranean, these alliances often include tourism groups that promote the location. Other stakeholders or lines are also involved, although to a lesser extent. However, integrating the port and the stakeholders is a challenging process. Although they must coexist, there is a lack of clarity on the distribution of responsibilities. This is owing to the probable participation of several stakeholders at different levels. From a port point of view, it is evident that the port authority takes

the lead. Private enterprises can present their perspectives through corporate organizations or chambers. Nevertheless, this engagement is met with varying degrees of openness, as government regulations put barriers for private firms to demonstrate their interest. On the other hand, collaborative direct investment schemes are uncommon. The most widespread form of strategic coordination occurs among port authorities. Cruise operations prioritize the creation of various travel routes rather than particular destinations, leading to regular collaboration with other ports in the area as a governance strategy.

Several cruise terminals are operated by third parties under government licenses. Typically, a concession model involves the consumer making lease payments and being responsible for owning and regulating the property. Port authorities support concessioners by attracting investments and increasing volumes while generating rental income (Notteboom, T., 2006). In turn, destinations gain from additional advantages such as retail opportunities and increased passengers staying on land. Cruise companies have shown an overwhelming interest in investing in ports to increase the number of available berths and solve capacity problems across various ports of call. The line firms do this to ensure their ships have access to high-quality port infrastructure. This is done to provide an excellent port experience and atmosphere for cruisers and facilitate the integration of transportation operations during their voyages. Using a case-by-case strategy, cruise companies make investments alone or in collaboration with partners. Typically, they cooperate with municipal, private, or governmental organizations by offering managerial and financial support and often establish long-term use agreements (Pallis, A., Parola, F., Satta, G., Notteboom T., 2018). Collaborating with ports is a common practice. Another approach involves a cruise company obtaining long-term commitments and loans to construct new piers and infrastructure. Cruise lines sometimes collaborate with government authorities and strategic partners to invest in the construction and maintenance of port facilities. This involvement may include offering development, management, and financial support directly or indirectly. The lines typically obtain berthing privileges for their vessels in return for their participation.

Investments in cruises, which involve lands and constructions owned by the cruise lines, constituted 2.8% of Carnival Corporation and 1.8% of RCCL holdings

in 2012. Individual investors have also participated via conventional joint ventures or alternative means. Instances of port development using sharing costs within individual investors and cruise companies in the form of a concession can be observed, such as the case of La Goulette in Tunisia. Additionally, some private organizations have the authority to develop and manage ports, as seen in Istanbul. Furthermore, there is a growing presence of multinational corporations engaged in the management of ports. Global Ports Holding (GPH) operates independently or in collaboration with other companies to manage terminals in various countries. With the recent inclusion of Lisbon to its existing range of ports in Barcelona, Singapore, Kuşadası, Bodrum, and Antalya, GPH will soon facilitate 10 million cruise passenger movements globally, defining itself as the largest cruise operator in the world (Notteboom, T., Rodrigue, J., Pallis, A., 2021).

	Port	Private Party Contractor/ Operators	Years	Since
USA	Galveston	Royal Caribbean International, Carnival Cruise Lines, and CH2MHILL Design-Build Greenfield cruise terminal project; Innovative financial scheme; Fee waiver and revenue rebate in exchange for minimum passenger guarantees	10	2002
	Port Everglades	Redevelop waterfront facility and infrastructure around Terminal 18 Initial investment in exchange for a 10 year minimum passenger; guarantees with Royal Caribbean International	10	2009
	Canaveral	Design-Build project for Cruise Terminal 6 to enhance embarkment & disembarkment function	n.a.	2011
	Bar, Montenegro	Global Ports Holding (GPH) (cruise terminal operator)	30	2013
Mediterranean Sea	Barcelona, Spain	<i>Carnival (Cruise Line) operates Palacruceros Terminal.</i>	25	2007
	Barcelona, Spain	<i>Creuers Del Port de Barcelona</i> – (purpose company created by PA and investors; in 2014 the PA decided to disinvest and RCCL and Global Ports became the new shareholders)	30	2000
	Bodrum, Turkey	<i>Bodrum Cruise Ports</i> (owned by GPH 60%, and investing companies Setur and Yüksel Çağlar)	13	2008
	Cagliari, Italy	Partnership between RCCL (cruise line) and <i>Venezia Terminal Passeggeri Spa</i> (purpose company).	n.a.	2012
	Cannes	<i>Chamber of Commerce of Nice Cote d'Azur</i>	50	1965
	Civitavecchia	<i>Roma Cruise Terminal</i> (purpose company created by three cruise lines (33.33%): <i>Costa Crociere</i> , <i>RCCL</i> , <i>MSC Crociere Spa</i> (participating through its financial holding <i>Marinvest Ltd</i>)	n.a.	2006
	Istanbul	Doğuş Group (conglomerate active in eight service sectors (81%) and BLG Capital (real estate private equity) (19%).	30	2013
	Kusadasi	Partnership between RCCL (cruise line), (27.5%) and Global Ports Holding (GPH) (cruise terminal operator) (72.5%)	30.	2003
	Lisbon	Consortium comprised of RCCL (cruise line) (20%), and Global Ports Holding (GPH) (cruise terminal operator) (40%) <i>Creuers del Port de Barcelona</i> , S.A. (10%) and Grupo Sousa – <i>Investimentos</i> (30%)	35	2014
	Marseille	<i>Marseille Provence Cruise Terminal</i> (private company owned by three cruise lines: <i>Costa Crociere</i> - 40%, <i>MSC</i> - 40% and <i>Louis Cruises</i> - 20%).	25	2009

Figure 31. Cruise terminal concessions in the US and the Med

The goals to renovate Istanbul's appearance and establish it as a “global city” have been presented since the early 1980s (Butuner, B., 2006). Istanbul was

introduced as an example of Turkey's devotion to (neo)liberalization and its ambition to achieve a significant position in the worldwide economy. This decision was made in the context of the gradual escape from import policies and economic regulation, which were required by the International Monetary Fund (IMF) for loan-providing purposes. There has been growing demand, particularly since the early 1990s, when the Soviet Union and Eastern European bloc collapsed, to raise Istanbul to its inherent position as an international hub and underline its crucial location on the periphery of Europe. While the Istanbul Metropolitan Municipality (IMM) and the central government promote highly regarded projects as new landmarks of the city, the opposition bloc, led by the Chamber of Architects, criticizes the IMM for its speculative strategy for urban renewal, which often includes the privatization of public land (Demirkaya., Y., 2022).

As the most valuable resource in Istanbul, waterfronts are the focal point of revitalization initiatives. One is the "Karaköy-Salıpazarı cruise harbor tourism commerce complex project", also called the Galataport project. Galataport is a joint venture between the Turkish government's Tourism and Infrastructure Investment Corporation and Global Ports Holding. The coastal revitalization project focuses on reorganizing the city's water and coastline connections to promote tourist and economic growth, incorporating cultural activities. Port development initiatives guarantee the integration of marine and urban areas. Through this process, individuals get historical, cultural, and social benefits. The government constructed the Galataport using the build-operate-transfer framework. However, this project is heavily criticized due to its proposal to privatize publicly owned shorelines and its significant impact on vehicle and pedestrian traffic in one of the city's most populated areas (Gündem, Ö., Ece, Z., 2018). On the other hand, given the area's rich historical and cultural significance, PR efforts emphasize preserving heritage sites and integrating local culture into the development plans. This involves collaborating with historians, cultural experts, and community leaders to ensure sensitivity to the area's heritage. In addition, Galataport's PR initiatives highlight the commitment to environmental sustainability by implementing green building practices, preserving green spaces, and minimizing the environmental impact of construction and operations. PR professionals engage with local and international

media outlets to generate positive coverage of Galataport. They use press releases, media briefings, and interviews with project stakeholders to communicate key milestones, developments, and benefits to the public. Thus, Galataport is an innovative endeavor that aims to revolutionize the port region into a globally renowned hub for both commercial and recreational activities. Galataport, characterized by its advanced infrastructure and advantageous positioning in the center of Istanbul, offers distinctive investment prospects for both companies and individuals.

The Golden Horn Marina garners a significant financial commitment to Istanbul's historically and touristically relevant Golden Horn region. The project includes several key investment components, such as two marinas capable of accommodating a minimum of 70 yachts, two 5-star hotels with a total of 400 rooms, a conference and culture center, a cinema, various entertainment services, hotels, workplaces, a shopping center, restaurants, and coffee shops, and closed car park. These components enhance the area's appeal for tourism and provide a diverse array of residence, entertainment, and business prospects for locals and international tourists. The project is scheduled to have a construction duration of 4 years. Upon completion, it will provide substantial value to the area and contribute to the growth of job possibilities. The operation period, set at 45 years, will be devoted to guaranteeing the sustainability of the complex (Tayran, M., 2023). The Golden Horn Marina and Complex Project will be constructed under the build-operate-transfer model in Istanbul's historically and touristically significant Golden Horn neighborhood. With their state-of-the-art port infrastructure, the marinas incorporated into the project will provide vessel owners superior service while transporting tourists and local visitors to the area by sea. Restrictions have been placed on the project's development zone to ensure that the total built-up area does not surpass 438.000 m². These criteria are designed to preserve the region's ecological balance and guarantee that the development process proceeds in an environmentally friendly manner. Furthermore, the mosque constructed as part of the undertaking was specifically created to accommodate religious and cultural requirements. The Golden Horn Marina and Complex Project will also enhance the region's accessibility and contribute to Istanbul's transportation infrastructure. The

project's parking lots, which can accommodate up to 5.700 automobiles, will effectively address the parking issue faced by visitors and users, ensuring their comfortable usage of the complex. Simultaneously, integration will be undertaken to enhance the landscaping and transportation networks to facilitate access to the project site. The Haliç Marina and Complex Project receive support from key organizations and stakeholders, including the Ministry of Transport and Infrastructure, the Ministry of Environment, Urbanization and Climate Change, Sur Yapı, and Vizzion Architects. Golden Horn Marina Turizm Gayrimenkul İnşaat Yatırım Ticaret Aş is responsible for the execution of the project, for which the tender date of 02.07.2013 was established (Tayran, M., 2023).

From an economic perspective, these initiatives provide several outcomes, including boosting tourist income, establishing commercial and residential areas, enhancing job opportunities, and fostering commerce. The revitalized areas significantly strengthen the local economy and improve the social and economic harmony within the region. Additionally, several initiatives have the effect of increasing the value of property in the area. Considering these factors, the potential of the Galataport and Haliçport projects to achieve similar goals might have positive implications for the area's economic prosperity. The port typically adds value to its area by providing financial and social advantages, but it is also subject to environmental constraints. Thus, these initiatives should also take into account the social and ecological consequences. Projects that promote community involvement aim to foster a dynamic and vibrant environment by providing diverse spaces and events to enhance social interaction. Furthermore, initiatives that prioritize the notion of ecological sustainability place significance on environmental variables such as green areas, natural habitats, and energy efficiency. Additionally, the involvement of various stakeholders contributes to the success of these projects. The active engagement of non-governmental organizations, business communities, and residents is an essential factor in the strategic development and execution phases of projects. Including stakeholder opinions, requirements lists, and contributions improves the alignment of strategies with societal demands. The perspectives and experiences of the stakeholders may aid in developing more advantageous initiatives for the general public.

4.4 Role of Socio-spatial Transformation in the Port Areas

Throughout history, port cities have consistently retained their significance as the focal point of trade and social activities. However, zones that connect the city and the water have diminished in importance since the 19th century due to maritime technology innovations and socio-economic transformations. They ceased to be hubs of daylong activities, and consequently, the areas formerly occupied by ports were transformed into deprived urban regions. Successful regeneration projects worldwide have shown that sustainability is achieved when urban development effectively integrates the city and its citizens, making existence more convenient and enhancing the overall quality of life. The port area's design reflects the evident impact of urban transformation initiatives implemented by federal or local authorities and potentially manifests in urban use. This event has revitalized multiple port cities, turning them into emerging urban hubs with innovative public functions centered on culture, tourism, and commerce (Hoyle, B., 2000). However, it is essential to take into account the impact of the residents' everyday activities on this framework. It is crucial to consider the everyday living practices of city dwellers and the spontaneous socio-spatial variations witnessed in renewal when making decisions regarding the region to ensure its sustainability. This part of the research focuses on the socio-spatial changes in ports' neighborhoods that result from planned and spontaneous urban redevelopment efforts.

The first planned renovation initiatives undertaken in the Karaköy district trace back to the 19th century. Istanbul accepted Western municipal governance during that time as part of the modernization efforts in the Ottoman Empire. The 6th Municipal Office, established in 1857 and covered the districts of Pera, Karaköy, Galata, and Tophane, was selected as the test area for planned urban reforms (Çelik, Z., 1996). Reorganization of Karaköy Square, construction of Unkapanı and Eminönü bridges, integration of tunnel and tramway lines, construction of Karaköy Salıpazarı were significant developments that influenced the urban structure of the region during that period. However, these changes did not achieve the desired regeneration or fulfill citizens' expectations. They were ultimately unsustainable, probably due to inadequate consideration of infrastructure and urban planning concerns (Darğa, A., 2014).

The second planned renovation initiative in the redevelopment of the Karaköy port region was carried out by the French urban designer Prost from 1936 to 1951. The primary considerations in Henry Prost's design of neighborhoods in Istanbul were transportation and environmental preservation. Within this framework, the urban planner suggested the integration of two vast green spaces in his proposals for the Historical Peninsula and Galata-Beyoğlu. Prost's strategy focused on enhancing the current settlement rather than introducing a plan for city expansion. Green spaces were integral to this concept (Bilsel, C., 2010).

The third planned renovation initiative performed in the region included construction projects that took place from 1954 to 1959. The development measures executed during the Menderes demolitions, named after that time's prime minister, comprised the extension of Karaköy Square and the creation of Kemeraltı and Maliye streets. A significant number of historical structures located between Karaköy and Tophane were destroyed. In the late 1950s, architect Sedad Hakkı Eldem created the designs for the buildings, customs, and warehouses used by the Turkish Maritime Organization (TMO) (Darğa, A., 2014).

The latest planned renovation initiative was the project of significant expropriation in 1980. The project of improving the Golden Horn was damaged by incorrect procedures, which destroyed several historical structures. This unfortunate outcome was primarily attributed to the industrialization activity that was taking place at the time. Karaköy Square underwent a transformation, losing its last retailers on the Tunnel side and reaching its present condition (Türker, O., 2000). Thus, it may be said that the transformation initiatives progressively distanced the region from its original character as a port city and instead converted it into a hub for various wholesale markets.

Since the 1990s, spontaneous socio-spatial developments in Karaköy district have been noticed, which were influenced by the individual behaviors of urban residents. Analyzing these changes and using them for a planned modification in the region was essential to the long-term viability of revitalization initiatives. In the 1990s, the area of Kuledibi and its surroundings underwent restoration and were subsequently repurposed as residential units, first on a small scale and then on a

larger one. Following this, the continuous alteration in Kuledibi extended to Karaköy (Darğa, A., 2014). The key turning point in these spatial transformations was repurposing the former naval warehouse as the city's first contemporary art museum. Karaköy-Salıpazarı Limanı, a secure and regulated area, was only made known to the public in 2004 with the opening of the Istanbul Modern. Another significant turning point occurred when a different naval warehouse was chosen as a location for the 9th International Istanbul Biennial in 2005, leading to a shift in the area's focus towards culture and the arts. After undergoing several cultural transformations, the region attracted the interest of several local communities. The region had significant investments and many separate art galleries, exhibition spaces, art studios, cafe-workshops, and design boutiques. Thus, spatial developments in Karaköy directly impacted its social framework. The daily routine is characterized by apparently incompatible classes with distinct degrees of communication and interaction, resulting in a regular irregularity. The intersection of an urban resident who owns a luxurious boutique and an urban resident who owns a store specializing in mechanical parts nearby contradicts the concept of urban revitalization based on separate socioeconomic classes. In this case, the traditional cosmopolitan framework, which is an integral aspect of Karaköy's character as a harbor city, has been transformed to accommodate a diverse urban population living together. It can be mentioned that urban activity, daily life, and innovation processes significantly impact the transformation of urban identity.

Galataport, developed by the central government, presents a tourism and entertainment-focused strategy for the Karaköy-Salıpazarı region. The project's primary objective, similar to previous waterfront revitalization initiatives, was to establish a worldwide hub for culture and tourism in Istanbul, intending to foster economic prosperity. In contrast, the Galataport idea generated much discussion and received criticism from several parties. The proposal faced criticism for its detrimental impact on the site's historical integrity, its creation of a physical barrier separating the city and the sea, and its limitation of public access to the coastline (Butuner, B., 2006).

The oppositional movement against Galataport did not initially center on the project itself. The movement was caused by the conflicting amendment of the

legislation. This legal reorganization captured the attention of the chambers. The chambers responsible for urban spaces and processes were crucial in providing the opposition. While it may be argued that these chambers were the primary players involved in the project, the efforts of local groups to cancel the Beyoğlu Conservation Plans indirectly made them a part of the process. The emergence of alternative organizational platforms and solidarity movements after the Gezi uprising contributed to the movement's growth in certain aspects (Öztürk, P., 2018). As a consequence, the area failed to provide any advantages for its inhabitants in terms of economic and social development. A concern arose from the financial expectations that residents have regarding the project. Due to rising property values, most residents viewed the development as an opportunity. The locals' concern was primarily related to the process of gentrification and the disruption of their daily routines, which the Beyoğlu Conservation Plans forced. Consequently, neighborhood associations indirectly participated in the process due to their opposition to the initiatives. A representative of the Galata Association describes the viewpoint of the citizens:

According to the residents, Salıpazarı and Karaköy port are seen as neglected and isolated. The solid structures and abandoned buildings separate the city from the water. That concludes the experience for low-income and immigrant residents as well as long-term and middle-income neighborhood residents. According to their claim, people want to use the coastline after the completion of the project. They intend to frequent the nearby cafes and malls as a means of enjoying leisure time by the sea (Öztürk, P., 2018).

Another category that the initiative might directly impact is port employees. The representative from the Liman-İş Union clarifies:

As you are aware, Maritime Enterprises has undergone privatization, and we were the union representing the institution. There are barely any workers in the area at this time. However, we had only 30–35 employees earlier. The number of workers has been significantly reduced since the 1980s due to spatial functional changes and privatization measures. As a result, we were unable to oppose the project (Öztürk, P., 2018).

The opposition to the Galataport initiative was characterized by limited scope and primitive methods. The opponents' interests were based on effective planning and adherence to legal procedures. Therefore, the opposition requested to use the space innovatively by implementing well-prepared strategies that follow legal procedures and promote wider public use.

Regarding Golden Horn, being a natural harbor, it served as a site for the construction of military ammunition warehouses and warships during the Byzantine era. It developed into a port for commercial vessels, a military and civil shipyard site, and a hub for commerce and industry during the Ottoman era. Simultaneously, workshops were constructed to manufacture the necessary items for the shipyards, garnering the interest of many investors and contributing to the area's ongoing development. Due to the expansion of the shipyards, the construction of the Silahtarağa Power Plant, and the installation of many factories, the coastline has transformed into a significant hub (Tayran, M., 2023). Over time, migrations have taken place, resulting in the continued existence of these facility areas close to residential ones. Furthermore, it resulted in air pollution and damage to the Golden Horn. Following the pollution-induced atmosphere in the Golden Horn and the subsequent closure of the Silahtarağa Power Plant, concerns arose regarding the shipyard's positioning in the Golden Horn. Different properties, including the Salt Warehouse, Flour Factory, Feshane, Tobacco Factory, and Slaughterhouse, situated in the Golden Horn area, have been repurposed and brought to Istanbul for various functions (Tayran, M., 2023).

The Haliçport initiative gained importance shortly after the Gezi uprising. The project influenced the framework of the opposition, which was organized under the heading of Haliç Solidarity. The formation of solidarity relied on the simultaneous efforts of those who had professional involvement with the shipyards. The Chamber of Naval Architects' experience was essential to this process. DenizDer, an organization that facilitates interactions between maritime members and retired shipyard workers, participated in the activity through emotional connections. Participating neighborhood associations were those that the project could directly impact. Associations representing the Bedrettin, Okmeydanı, and Fener-Balat districts participated in varying degrees of involvement (Öztürk, P.,

2018). Consequently, in addition to the volunteers, there were three primary act groups. The chambers primarily focused on the situation from a professional position. The association and former employees approached with an idea of belonging. Furthermore, the neighborhood groups were mainly concerned with the impacts of the undertaking on their living areas. However, most participants also emphasized the space's productive value for the city. The significance of the immediately impacted citizens, namely the communities close to the shipyards, is essential. The Okmeydanı and Bedrettin areas, located next to the shipyards and the Fener-Balat area on the other coast, are revitalization and renewal initiatives. For many years, the regeneration and renewal process has been a subject of great interest in these communities. Furthermore, the power was incapable of executing any plan. In this regard, Haliçport is a potential catalyst for additional initiatives related to these locations. This point was emphasized in particular by Haliç Solidarity. The previous president of the Okmeydan Neighborhood Association emphasizes:

Following the completion of the project, the authorities would restrict the residents from living here due to a sharp rise in rental prices. As per the proposal, the purpose is to build luxury hotels with a five-star rating and a marina. In addition, Okmeydanı is planning to develop luxury houses and hotels as part of project. They want to drive us away (Öztürk, P., 2018).

The project may directly impact workers. Nevertheless, the unions and shipyard workers were fired due to the site's inactivity. The workers engaged at other shipyards showed no response to the initiative and did not participate in the solidarity. Only former employees who had previously been members of the labor group supported and joined the process. The retired workers' defense of the place was motivated by their personal history and strong emotional connection to the site. The main issue was the loss of public property and productive relationships.

Analyzing the origins of the movements reveals two key aspects. Firstly, they are derived from the same concerns and objectives, running in line with comparable demands. Based on that, the privatization of public space has led to disagreements resulting from the power structures, the loss of public property, and the reduction of public usage. However, the internal mechanisms of the movements

highlight that each had varying levels of social involvement. Consequently, each movement demonstrates varying degrees of mobilization. In addition to the underlying structures of urban initiatives, their impacts contribute to different levels. Thus, differences in value, gains and losses, continuity and discontinuity, and ups and downs throughout the process reflect the movement's effects (Öztürk, P., 2018).

On the other hand, tourism may be facilitated by creating a link between the modified regions and their inherent natural composition and historical background. To maximize the local benefits of expanding cruise operations, it is necessary to get an agreement on the specific approach and the way it could be aligned with the regional economic growth strategy. Destinations and cruise ports have limited capacity for the expansion of various activities they may want to promote. Space constraints are typical, whether at the port, the city's waterfront, or both. It is relatively uncommon for companies and industries to demonstrate opposition to preserving or expanding their market shares (Pallis, A., 2021). The establishment of cruise operations, namely cruise ports, may result in limitations on inhabitants' ability to use the shoreline. The industry's development is driven by the enhancement of existing infrastructures and the creation of new facilities, as well as the expansion of ports and activities associated with cruises. However, waterfront development is often valued as a means of protecting alternative uses and preserving the traditions of communities. Due to this recognition, citizens frequently oppose the development of tourist activities or associated infrastructures. Establishing clear parameters for the investigation and defining the principles to be examined would ensure a well-rounded approach (Pallis, A., 2021). Likewise, it applies to port development. The restricted port area categories provide options for a diverse range of potential activities that might be followed. The expansion of cruising might affect other marine transport industries. Cargo ports strive to enhance their participation in supply chains by expanding physically and functionally. The stakeholders participating in these markets want most of the port to be allocated to their operations rather than the growth of cruise ports. Effective port planning must consider the conflicting potentials of various segments' growth.

The beginning of waterfront rehabilitation projects can be traced back to the 1960s, during which cities such as Boston, Baltimore, and San Francisco pioneered

this trend. During that period, the concept of waterfront revitalization centered on enhancing public access to riverbanks by creating open public spaces. During the mid-1970s, there were efforts to develop new urban activities and multipurpose projects, such as residential, commercial, and cultural activities. Since the late 1970s, several cities have increased efforts to revitalize waterfront regions, restore physical buildings along the waterfront, and develop new urban features at the crossroads of water and land (Notteboom, T., Rodrigue J., Pallis, A., 2021). Currently, this concept has gained global recognition. Metropolitan areas are revitalizing, and cities strengthen local economies through waterfront rehabilitation. This includes the creation of new employment, improved housing, enhanced community facilities, and increased tourist prospects. The revitalization of the waterfront has also presented a chance for reviving the connections between the city and the port. Coastal rehabilitation initiatives are often only focused on improving the appearance of a region without clear evidence of their ability to regenerate urban spaces. Nevertheless, even in that case, they symbolize a transition from industrial to post-industrial land use.

Numerous cities have recognized that preserving the industrial legacy of the port is essential and should be strengthened rather than eliminated. Consequently, they have used their industrial heritage to develop attractive waterfronts, recognizing that most visitors prefer a genuinely functioning metropolis rather than an alienated environment devoid of historical references (Notteboom, T., Rodrigue J., Pallis, A., 2021). Land uses such as industrial, social, commercial, and residential frequently coexist harmoniously. Indeed, their integration has shown its value in multiple initiatives throughout the globe. Many projects follow the principles of new urbanism, which tries to rethink the character of metropolitan places by regaining traditional views of neighborhood planning and adapting those ideas to various urban and suburban contexts. Therefore, waterfront redevelopment is a prominent example of the increasing recognition of urban values, traced back to particular cultural, environmental, and social aspects. Anyway, waterfront rehabilitation should also possess the capacity to boost the current economic base of the city. Essentially, successful waterfront rehabilitation projects will effectively combine economic, sociological, and environmental goals and reach sustainability.

4.5 Everyday Life and Social Activities in the Ports

Many ports' desires to accept more cruise activities coincide with the importance of enhancing port-city relations. The increasing number of cruise lines and the massiveness of ships result in a significant influx of passengers at port of call, which presents enormous challenges for terminals and the destinations that serve them. Numerous cruise ports are situated in urban centers, which make them attractive cruise destinations for travelers seeking to explore their cultural legacy. This indicates that many people are arriving, leading to overpopulation, congestion, and traffic jams. Additionally, it has a significant impact on the environment. Thus, local communities have begun to raise concerns regarding the unrestricted expansion of cruising. Although there are huge advantages in terms of the economy, this expansion may also lead to crowding and several related consequences that need to be handled.

Regardless of the reliability of these issues, it is necessary to deal with the concepts and perspectives to achieve sustainable development. The success of cruising is closely tied to the hosting city's carrying capacity, which refers to the destination's ability to handle tourism without experiencing negative consequences. Overtaking the maximum capacity might lead to undesirable fluctuations in the physical surroundings or harm visitors' experience. This is because cultural, historic cities often become overcrowded during peak periods, popular destinations have limited capacity, and regional tourism economies face ongoing issues, which can lead to changes in the way residents relate to cruises. Estimating the port's carrying capacity to the maximum number of people it can host addresses many pertinent concerns. These include determining who is responsible for setting management goals and understanding the specific qualities and capacities of the destination.

Stakeholders aim to implement methods that meet economic needs and minimize costs and risks to promote sustainable development while following standards. In 2013, the Cruise Lines International Association (CLIA) unified regional sections to represent and support common objectives. On the other hand, cruise locations situated in northern and southern Europe are managed in comparable associations (e.g., Cruise Europe, Cruise Baltic, and MedCruise) and participate in

cross-European collaboration (Pallis, A., 2021). The objective is to harmonize the expansion of cruise activities with approaches that promote social engagement and ecological sustainability. Additionally, European institutions have demonstrated an interest in fostering stakeholder participation in the promotion of an integrated approach to making decisions and involving partners in the cruise logistics, port, and coastal tourism industries.

The self-organized systems and project area of Galataport provide an urban laboratory for analyzing and observing the social dynamic chronology of the port's spontaneous development. The restoration of the structures and the preservation of the historical character are aimed at reviving the general social memory of the whole area. The construction zone shown in Figure 32 has been enclosed by a wall for an extended period, depriving locals of the view of the Bosphorus. For a while, there has been no opportunity to walk along the coast between the Kabataş and Karaköy. Although the concept included a continuous coastal promenade connecting the ferry ports, the way of life Galataport planned to introduce to the region did not align with the bohemian nature of those living in Karaköy (Korkut, C., Nalbantoğlu, O., 2023). The upscale commercial establishments integrated into the Galataport complex primarily attend to the interests of tourists. Another point of discussion was that the complex serves as a cruise port and appears to provide visitors with an extended promenade and a view of the Bosphorus. However, when a ship is berthed at the port, the entire panorama is hidden, limiting visitors from the city to access the complex. Eventually, it functions as a transitional neighborhood available for locals and tourists.

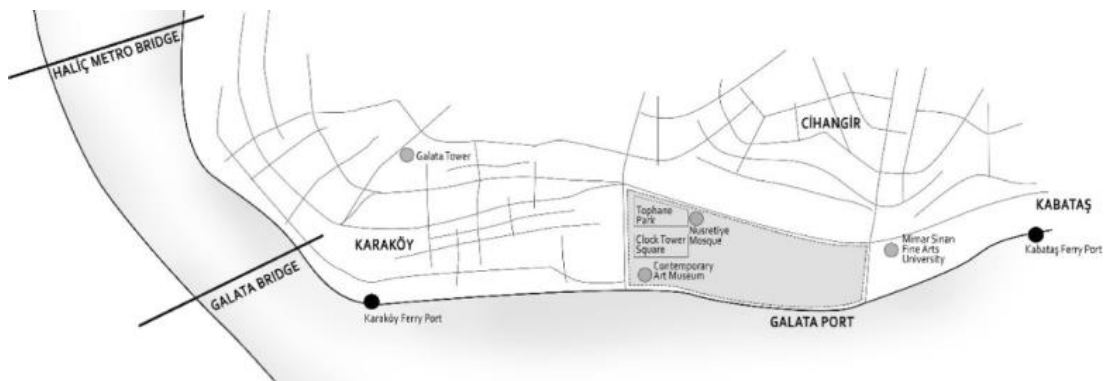


Figure 32. Galataport site

The Galataport project area was created to provide new activities and dynamics to a previously undetermined region. Figure 33 shows that the area's existing elements contribute to the framework of collective memory from the Ottoman Empire era (Korkut, C., Nalbantoğlu, O., 2023).

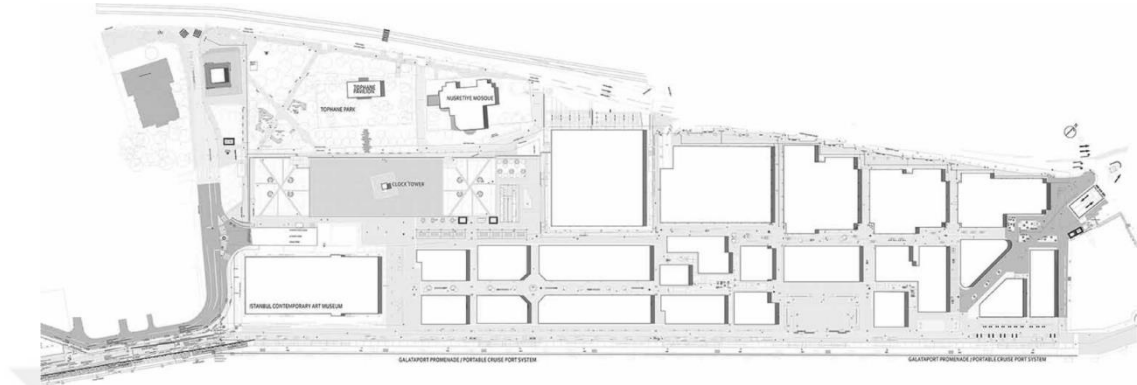


Figure 33. Galataport project master plan by On Tasarım

The interaction between everyday port users and museum visitors often generates dynamic fluctuations across the region. Another feature is that the hookah places served as the region's main identifying characteristic before the port's renovation. However, the port now focuses on incorporating more sophisticated and socially oriented activities by integrating commercial and tourism elements. The completed Istanbul Modern has begun to magnetize art enthusiasts, designers, architects, and tourists as well. Therefore, the port's physical structure enhances mobility between Karaköy and Kabataş by eliminating barriers to pedestrian mobility and making the shoreline a better choice for new experiences as inhabitants engage in an ongoing flow.

The physical movement has been appropriately accomplished; however, the social movement still faces opposition from the rooted habits of the residents of Karaköy, who are not yet prepared to integrate with another dynamic. The tiny pathways of Karaköy have an environment that is not typical for the new dynamic processes of the port. However, the bohemian urban character of the neighborhood stimulates the interest of tourists, and the activation of the Galataport has enhanced the existing conditions in the area. The popularity of Karaköy as a tourist destination has grown and begun to intersect with the everyday activities of its residents.

However, the flow from the Karaköy area to the harbor is not steady. The neighborhood's residents actively oppose the fancy way of life that the port area promotes. Social interactions are frequently regulated by patterns and routines, which may either affect or be impacted by the surrounding environment. The preexisting trends in Karaköy impact the dynamism of the narrow parts of Galataport. As resistance persists, the spontaneous movement of tiny streets is likely to take control and potentially reshape the dynamics of the port. Alternatively, the dynamics provided by the port may gradually spread those in the surroundings. When considering events, space is seen as distinct from the meaning attributed to it by people. Instead, the actual use of the space is determined by the events, their purposes, and the actions that occur inside it. In such a case, an analogy may be made between using the urban park, the port square, and the waterfront promenade. The open space becomes active and attractive if an event is planned there. In the absence of any events, appeal of the main urban square decreases while the intrigue of the tiny spaces increases. Individuals often adapt to the framework of their surroundings, using their behaviors and social connections to create a new environment that yet preserves elements of the previous one. These modifications may enhance the value of the Galataport complex over time and generate additional dynamics that might be recognized as identity features of Galataport. To facilitate innovative institutional planning decisions, top-down rules of the urban complex should provide more flexibility for bottom-up behaviors (Korkut, C., Nalbantoğlu, O., 2023).

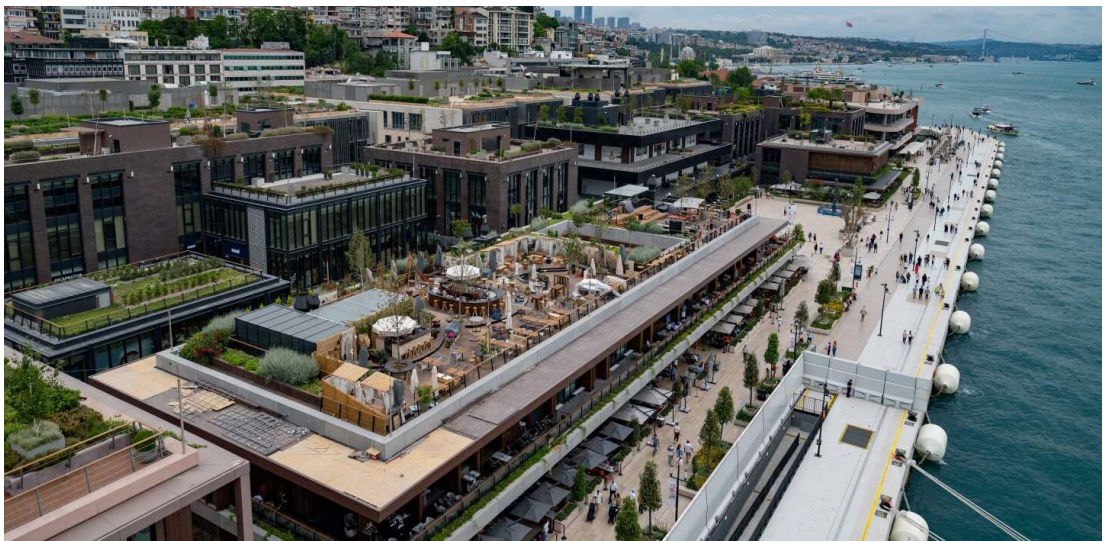


Figure 34. Galataport area

Recognizing that individuals are complicated components of society fosters an understanding of the complexity of urban environments. Social interaction occurs spontaneously within complex frameworks. Planned or accidental, these spontaneous interactions may occur, thereby introducing a range of dynamic possibilities into the context of cities. When these interactions evolve in people's daily lives and social behaviors synchronize within urban areas, Juval Portugali refers to it as "collective behavior". Cities with self-organizing characteristics demonstrate a potential to be more innovative and undergo successful evolution. However, self-organizing cities might present challenges resulting from individuals expressing their freedom to shape their movement within the urban environment. An analysis of Galataport development has allowed the redefining of neighborhood, since it has become a popular attraction point.

Furthermore, the coastline regained its experimental character by implementing self-organization patterns. The pedestrian movement between Karaköy and Kabataş, independent of the designated duties of the region, provided a social identity and a foundation for the district. Galataport allows individuals to become active participants in urban planning, as it is designated as "room for spontaneous action" (Korkut, C., Nalbantoğlu, O., 2023). The influence of past collective memory and current cultural phenomena are seen as shared perceptions among individuals, namely visitors of the marina and residents of Karaköy. When individuals use a place, it tends to be unintentionally organized by social factors, even when the physical outcomes and top-down norms are officially established. Although there are some social gaps, implementing common sense can help analyze how the social timeline of self-organization and dynamism is influenced and how the balance between policies and social dynamics is maintained. Despite the difficulties posed by top-down decisions that restrict spontaneous bottom-up actions, there are additional matters to consider about whether the public use of urban spaces aligns with regulations or is supplanted by commercial usage, preventing it from becoming a public area. In conclusion, there has been a chronological progression from the construction phase to the public use phase, with ongoing modifications in the flow patterns. Specific directions' flows and identities have emerged as more prominent than others.

4.6 Influence of Cruise Tourism in Port-city

Due to its connection with other sectors regarding demand and supply, the tourism industry has a diverse framework. However, tourism is widely acknowledged as the most significant sector globally in terms of financial earnings, employment opportunities, economic influence across various fields, and social impacts (Sharma, K., 2005). Over time, the sector expanded and succeeded due to globalization and technical advancements, resulting in more facilities. Tourism usually contributes to both economic and cultural advancement due to its impact on job creation, profitability, financial inflow, and infrastructure development. This includes improvements to roads, airports, cities, buildings, and historical sites, all of which increase the quality of life for the residents (Lea, J., 1988). Following this point of view, major studies on the impact of tourism development began in the 1970s and increased in the 1980s. During that time, two prevalent approaches analyzed the connection between development and tourism. The life-cycle model proposed by Butler (Butler, R., 1980) is based on the concept of modernization. On the other hand, Britton's (Britton, S., 1982) dependence viewpoint is applied within a neo-Marxist framework. Although each perspective may have distinct positions, they rely on the idea that economies of scale result in a reduced unit cost, making travel more affordable and efficient. Consequently, this allows the destinations to accommodate a more significant number of people.

Furthermore, Milne and Ateljevic (Milne, S., Ateljevic, I., 2001) critically evaluate the competing findings that contradict these two methodologies. Their research examines the opposition of Britton's (Britton, S., 1982) dependency theory by highlighting the argument that it is based on the international level and the global system. Therefore, it may be determined that local factors should be given equal consideration, if not more, compared to the events occurring in other countries (Peet, R., Hartwick, E., 1999). Furthermore, the solutions proposed by Butler (Butler, R., 1980) and Britton (Britton, S., 1982) have been criticized for neglecting the potential influence that local communities, including individuals, industry stakeholders, and state entities, have on their destinies to some degree. These concepts fail to acknowledge this possibility and prioritize worldwide events over local conditions.

When examining the impact that tourism has on economic and socio-cultural formation, the concept of sustainable tourism is frequently debated in the literature. Telfer and Sharpley (Telfer, D., Sharpley, R., 2002) researched the conceptual gap between development theories and tourism as a catalyst for progress. They investigated the elements that influence growth perspectives. The beneficial effect of any development paradigm on tourism is determined by considering four factors: modernization, dependency, economic neoliberalism, and alternative planning. The research evaluates both the good and negative aspects of tourism. Telfer and Sharpley (Telfer, D., Sharpley, R., 2002) maintain that local communities play a vital role in achieving efficient and sustainable development. They conclude that for tourism to be sustainable, there has to be cooperation across all sectors of the economy within a comprehensive framework. Within the context of sustainable tourism, the concept of community is highlighted by emphasizing that human actions influence the tourism industry. Milne and Ateljevic (Milne, S., Ateljevic, I., 2001) focus on the issue of promoting job creation in regional economies while preserving the distinct socio-cultural and natural resources necessary for sustainable tourism in a globalized society. There is a suggestion that including local communities in decision-making and strategic planning processes may result in the sustainability of project initiatives.

Mihalic, Sharpley, and Telfer (Mihalic, T., Sharpley, R., Telfer, D., 2002) examine the relationship between tourism and financial progress by linking the growth to macroeconomic indicators. There is an argument that the economic benefits of tourism can be examined and evaluated by placing the indicators above at the forefront of the discourse. These indicators include the balance of payments, job creation, and the impact of inflation and deflation on the destination. In addition to analyzing the relationships between development and dependence, worldwide tourism and foreign earnings, employment and regional development, Shaw and Williams (Shaw, G., Williams, A., 1988) assess the macroeconomic effects of tourism. Additionally, the authors evaluate the structural aspect of tourism, which includes the character and function of both public and private sectors. As a result, they emphasize the need for public-private sector coordination for tourism to contribute to macroeconomic welfare (Shaw, G., Williams, A., 1988).

Thus, researchers on the economic effects of tourism confirm that it is a tool for financial and social development, particularly for nations endowed with a wealth of geographical diversity that can offer a variety of tourism types. Cultural tourism is an integral part of the industry; consequently, historical context and cultural infrastructure have assumed significance. Additionally, the status of a financial and commercial hub benefits business tourism. In this regard, the port selection criteria have become an intriguing issue. Many cruise ports have a significant strategic objective of becoming a home-port, which serves as the cruises' beginning and/or concluding point. The selection of a home-port is based on the strengths and weaknesses of each city and criteria used by a cruise business to evaluate and choose a suitable one (Pallis, A., 2021). Although the determination of a home-port is a case-by-case process, there are several essential requirements that a port-city has to fulfill.

The first requirement is the existence of sufficient port infrastructure. Elements such as operational depth, pier length, and the presence of a passenger terminal might constitute this category. The second requirement is providing a wide variety of services to the ship, its passengers, and its crew in a beneficial way. The services refer to safety equipment, storage, supplies provision, ship repairs, bunkering, and other additional offerings that serve the needs of cruise ships. Such amenities guarantee that travelers have the necessary facilities for transportation to and from the cruise ship. Connection with alternative transportation modes constitutes the third requirement. The accessibility to an international airport and the ability to transport goods by air to target markets is crucial. Although not critical, train station and road network connectivity to the cruise terminal is still desirable. The fourth requirement regards the port city's capacity to accommodate cruise passengers. Most tourists spend some time in the port city before or after their departure aboard a cruise ship. Therefore, the port-city should have the essential infrastructure to host the cruise passengers. These infrastructures include multiple facilities such as hotels, restaurants, and others. Finally, being close to a source market enhances the ability to travel from home to the port. In light of the cruise industry's dynamic external and internal environment, it is crucial to consider the option of creating new routes (Notteboom, T., Rodrigue J., Pallis, A., 2021).

Turkey is a top-rated tourist destination due to its natural features, pleasant climate, coastlines, beaches, and rich historical and cultural heritage. The area has been the epicenter of several civilizations and beliefs throughout history. These characteristics allow Turkey to be ranked among the TOP-10 tourist destinations in terms of visitor arrivals. Being a peninsula also enhances the potential for cruise activities as a destination. Cruise tourism has a significant impact on port cities like Istanbul, shaping the city's economic, social, and environmental dynamics.

- Economic impact

Cruise tourism in Istanbul boosts the economy in several ways, including passenger spending on shopping, eating, and traveling, as well as port fees and taxes. Additionally, the cruise industry generates employment prospects across various fields. According to the Istanbul Metropolitan Municipality's research, cruism contributed to the employment of more than 5,000 individuals in Istanbul in 2020.

- Infrastructure development

Improvements are being made in Istanbul's ports and associated infrastructure to handle cruise ships and guests. This includes constructing cruise terminals, upgrading transit connections between the port and tourist destinations, and improving visitor amenities. The Port of Istanbul Authority consistently allocates funds towards infrastructure initiatives aimed at enhancing the city's attractiveness as a destination for cruise tourism.

- Cultural exchange and tourism promotion

Cruise tourism promotes cultural interchange by allowing passengers to visit Istanbul's historical monuments, museums, and landmarks. Extensive historical background and artistic legacy of the city are presented to a varied global audience, resulting in heightened recognition of Istanbul as a popular tourist destination. The Istanbul Tourist Board creates connections with cruise lines to promote the city's attractions and provide customized experiences for cruise guests.

- Environmental concerns

In addition to the economic advantages, cruise tourism raises environmental concerns, including air and water pollution and their impact on ecosystems. Efforts are being made to reduce these consequences by implementing sustainable practices. The Istanbul Environmental Authority oversees monitoring cruise ship emissions and waste disposal to guarantee adherence to environmental standards.

Chapter 5

Conclusion

Integration of cruise ports into urban planning is paramount for a city's sustainable development. These ports serve as gateways to the world, facilitating tourism, trade, and cultural exchange. A city's ability to seamlessly incorporate these hubs into its urban fabric can significantly enhance its economic, social, and environmental vitality.

From a revenue perspective, cruise ports significantly contribute to local economies through tourism and associated industries. However, their successful integration requires more than just economic considerations. It necessitates a thoughtful approach that takes into account the residents' concerns. Strategically locating ports in areas easily accessible to city centers ensures efficient connectivity and maximizes the financial benefits derived from visitor spending while also respecting the local community. Moreover, the proper integration of cruise ports enhances a city's global connectivity and competitiveness. By providing docking facilities for cruise liners, cities can attract international visitors, presenting their reputation as vibrant destinations and stimulating growth in related sectors such as retail, entertainment, and cultural exchange. Additionally, proximity to cruise terminals can attract investments in supporting amenities like hotels, restaurants, and entertainment venues, further enriching the urban experience and enhancing the city's appeal. Furthermore, integrating cruise ports into urban planning fosters sustainable development and environmental stewardship. Sustainable port designs and operations mitigate adverse impacts on local ecosystems and communities, preserving natural resources and safeguarding biodiversity. Implementing eco-friendly practices such as emission controls minimizes the environmental footprint of cruise activities, aligning with broader sustainability goals and enhancing the city's reputation as a responsible steward of its natural assets.

From a social perspective, the thoughtful integration of cruise ports promotes inclusivity and community engagement. Creating welcoming public spaces around port areas encourages interaction between visitors and residents, fostering cultural exchange and mutual understanding. Furthermore, incorporating local heritage and artistic elements into port design and programming celebrates the city's

identity and enriches the visitor experience, creating opportunities for authentic engagement and meaningful connections. Additionally, integrating cruise ports into urban planning necessitates collaboration among various stakeholders, including government agencies, port authorities, businesses, and local communities. Involving stakeholders in the planning process guarantees that multiple viewpoints are considered, leading to more informed decisions for development initiatives. By fostering partnerships and dialogue, cities can harness collective expertise and resources to address challenges and capitalize on opportunities, fostering a shared vision for sustainable and inclusive growth.

The analysis of Istanbul has provided a clear spatial framework for state-led projects focused on privatization (PSP) and urban movements. The consequences of renewal and revitalization programs, which result in displacement and demolition, have mainly driven the movements of private space. However, the unclear ownership structure of these neighborhoods has created certain divisions within the opposition. Thus, the interest-driven character, primarily dependent on urban space's trade value, has resulted in migrations along cleavages. The loss of public interest has served as a basis for public space movements. Projects aimed at extracting trade value from space have lost public property and usage. In contrast to private space movements, this domain is not based on individual interests. Instead, these movements restore public space and its significance via communal action. As a result, they have centered on the discourse of the right to the city. Although opponents have no cleavages, the weak resistance to these projects has been restricted to certain actor groups. Galataport and Haliçport were examined for comparison analysis. Reproducing an urban environment with PSPs requires the use of power mechanisms. The exceptionalities were shown at various phases, and the consequences of opposing movements on the process were exposed via this study. Situation-specific adaptations were made to secure the transfer and sale of public property, excessive development rights, and new land use patterns. These steps were common in the cases.

On the other hand, the intensity of the movement in terms of mobilization resulted in the formation of various phases. In this context, resistance to Galataport was a criticism with a low degree of action, and opposition to the Haliçport proposal

was a protest with a moderate level. Thus, reproducing urban space using PSPs breaks current social ties and praxes while establishing new ones. According to these views, urban movements opposing the privatization of public space are examples of the contradiction. In other words, the content of urban space in terms of previously generated use value is an essential factor for initiating mobilizations. The forms and scope of their use were conceived by evaluating the location of these public places in connection to class and daily life practice. Accordingly, the extent of influence on productive relations became apparent for such productive and operational spaces.

In conclusion, the integration of cruise ports into urban planning offers a promising pathway to urban transformation, providing substantial economic benefits while enhancing public spaces and preserving the cultural and historical integrity of the city. As cities like Istanbul continue to evolve, the role of cruise ports will likely expand and diversify. The ongoing developments in cruise tourism and urban design explored in this thesis highlight a future where ports act as nodes of global mobility and as centers of local urban renewal and community development. Thus, policymakers and urban planners must continue to foster collaborative approaches that align the growth of cruise tourism with broader urban development goals, ensuring that these ports remain integral, sustainable components of the cities they serve.

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