



The Türkiye Section of the European Route of Industrial Heritage: Development Potentials and Strategic Recommendations*

*Avrupa Endüstri Mirası Rotası'nın Türkiye Kesimi:
Gelişim Potansiyelleri ve Stratejik Öneriler*

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Abstract

The concept of cultural routes, highlighted by the Council of Europe's declaration of the Santiago de Compostela Pilgrimage Route in 1987, has become a significant aspect of cultural heritage, connecting places of historical importance. Within this framework, the European Route of Industrial Heritage offers a unique theme that brings together elements reflecting industrialization processes and serving as witnesses to social and economic transformations. This study focuses on exploring Türkiye's representation on this route and identifying potential elements to be included. Through a literature review, the study elaborates on the criteria for selecting elements and provides strategic recommendations to enhance the international visibility of Türkiye's industrial heritage. The findings highlight Türkiye's significant potential in preserving its industrial heritage and ensuring its transmission to future generations.

Keywords

Cultural routes, industrial heritage, Council of Europe Programme of Cultural Routes, European Route of Industrial Heritage

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Öz

Kültürel veya tarihi öneme sahip çeşitli mekânları ve noktaları birbirine bağlayan yolları ifade eden ve eşsiz bir yaratıcı turizm ürünü olan kültürel rotalar kavramı, 1987 yılında Avrupa Konseyi tarafından Santiago de Compostela Hacı Rotası'nın ilan edilmesiyle kültürel miras alanında ön plana çıkmıştır. Bu kapsamda Avrupa Endüstri Mirası Rotası, insanlık tarihindeki sanayileşme süreçlerini yansıtan, sosyal ve ekonomik gelişmelerin tanığı olan unsurları bir araya getiren özel bir tema sunmaktadır. Çalışma ile Avrupa Endüstri Mirası Rotası'nda Türkiye'nin temsil edildiği tarihi sanayi unsurlarının incelenmesi ve rotada yer alabilecek potansiyel unsurların analiz edilmesi amaçlanmaktadır. Literatür taraması yoluyla gerçekleştirilen çalışmada, rotaya dahil edilmesi önerilen unsurların seçilme kriterleri detaylandırılmış ve Türkiye'nin sanayi mirasının uluslararası tanınırlığını artıracak stratejik öneriler sunulmuştur. Bulgular, Türkiye'nin sanayi mirasının korunması ve gelecek nesillere aktarılmasında önemli bir potansiyele sahip olduğunu ortaya koymaktadır.

Anahtar Kelimeler

Kültürel rotalar, endüstri mirası, Avrupa Konseyi Kültürel Rotalar Programı, Avrupa Endüstri Mirası Rotası

Introduction

Cultural routes are defined as cultural tourism elements that connect places and points of historical significance, promoting cultural tourism, preserving cultural heritage, and supporting local economic development. These routes also help strengthen cultural identities and foster intercultural understanding and dialogue. At the World Heritage Conference titled “Routes as Cultural Heritage,” the World Heritage Committee endorsed the cultural route initiative and recognized the concept of routes as an important step in acknowledging and promoting humanity’s heritage in all domains (Terzić and Bjeljac, 2016, 181). ICOMOS (International Council on Monuments and Sites) defines cultural routes as specific paths or itineraries that connect areas of historical, cultural, or natural significance, offering these areas to visitors. ICOMOS has played a pioneering role in the definition and preservation of cultural routes. In particular, it emphasizes the principles of sustainable development for the conservation and management of cultural heritage. In this context, rational and systematic approaches are proposed for the preservation and management of historic cities and urban areas in line with sustainable development principles. Additionally, the ICOMOS International Cultural Tourism Charter states that cultural routes should benefit host communities (ICOMOS, 2023). ICOMOS emphasizes that these routes should be developed and preserved according to

sustainable conservation and management principles, highlighting context, content, intercultural importance, and dynamic character as the defining factors of cultural routes. Cultural routes visualize the contemporary design of heritage value as a source of sustainable social and economic development. In this context, the concept of cultural routes appears as innovative, complex, and multidimensional, making a qualitative contribution to heritage preservation. Examples of cultural routes exist on regional, multinational, and even intercontinental scales.

The concept of cultural routes began to gain popularity with the Council of Europe’s Cultural Routes Program, established in 1987. Europe offers a wide range of cultural routes that cross various regions or countries, providing a living example of Europe’s rich and impressive shared heritage. The Council of Europe’s Cultural Routes Program, which unites 48 themes spanning from industry to agriculture, architecture to gastronomy, and literature to archaeology, aims to protect the diversity of culture and heritage and to encourage an understanding of European history. Within the context of international cooperation, cultural routes are an integral part of the new cultural heritage policy in Europe, extending the concept of cultural heritage from local to world heritage, and from isolated monuments to cultural routes that span hundreds or thousands of kilometers (Terzić and Dogramadjieva, 2022, 3).

As the concept of cultural routes has expanded across geographic, historical, social, cultural, tourism, or thematic areas, it has transformed from linear or circular routes into complex tourism networks (Terzić and Dogramadjieva, 2022, 3). In countries where tourism is considered underdeveloped and hidden potential exists, the development of cultural routes is gaining importance as they provide opportunities for economic growth through tourism activities (Klarić, Androić, Nevidal, Horjan, 2013, 20). The creation of cultural routes has enabled long-term, multilateral cooperation projects promoting cultural heritage among neighboring countries in Europe, initiating significant steps in preserving natural and cultural heritage resources and fostering Europe's sustainable development (Terzić and Bjeljac, 2016, 181).

Cultural routes, defined as pathways that showcase cultural assets and historical sites created through cultural exchange and dialogue, contribute to heritage preservation and regional development in various ways (Lin et al., 2024):

- **Heritage Preservation:** Cultural routes help protect historical and cultural sites. By promoting local cultural heritage and traditions, these routes raise awareness for their conservation. Tourism revenues can be directed toward the maintenance and restoration of heritage sites.
- **Economic Development:** Cultural routes contribute to local economies by creating employment

opportunities. Tourism supports the growth of local businesses (hotels, restaurants, gift shops, etc.), which, in turn, promotes regional development.

- **Community Engagement:** Cultural routes encourage local communities to take ownership of their cultural heritage. Active participation in this process strengthens local identity and a sense of belonging.
- **Cultural Exchange and Education:** Cultural routes provide visitors with knowledge about local history and culture, fostering cultural exchange. This creates educational opportunities for both tourists and local residents.
- **Sustainable Tourism:** Cultural routes support sustainable tourism practices by minimizing environmental impacts and helping preserve natural resources. This ensures that both cultural and natural heritage are passed on to future generations.

Dayoub et al. (2020) emphasize that cultural routes support the preservation of historical and cultural sites, promote awareness for the conservation of local cultural heritage, and contribute to the economic and social development of local communities.

Zouridaki et al. (2024) describe cultural routes as powerful tools for promoting and preserving shared values and cultural identities, offering visitors opportunities to interact with local culture while contributing to regional economies.

Cultural routes increasingly play a significant role in rural destinations' tourism offerings, connecting cultural attractions and providing opportunities to explore regions rich in local culture, traditions, and artistic expressions, offering visitors authentic and holistic experiences (Rudan et al., 2024).

Based on a review of the literature, cultural routes—defined as pathways that showcase cultural assets and historical areas created through cultural exchange and dialogue—contribute to heritage preservation and regional development as summarized below (Lin et al., 2024):

- **Heritage Preservation:** Cultural routes help protect historical and cultural sites. By promoting local cultural heritage and traditions, these routes raise awareness for their conservation. Tourism revenues can be directed toward the maintenance and restoration of heritage sites.
- **Economic Development:** Cultural routes contribute to local economies by creating employment opportunities. Tourism supports the growth of local businesses (hotels, restaurants, gift shops, etc.), which, in turn, promotes regional development.
- **Community Engagement:** Cultural routes encourage local communities to take ownership of their cultural heritage. Active participation in this process strengthens local identity and a sense of belonging.

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- **Sustainable Tourism:** Cultural routes support sustainable tourism practices by minimizing environmental impacts and helping preserve natural resources. This ensures that both cultural and natural heritage are passed on to future generations.

Looking at the legal regulations and policies that can serve as a basis for the development of cultural routes in Türkiye, it is seen that the 2020 Presidential Program highlights the development of cultural routes in Türkiye. The Law on the Protection of Cultural and Natural Assets No. 2863 designates the Ministry of Culture and Tourism as the executive organization responsible, providing a roadmap for the protection and management of cultural and natural heritage in Türkiye. The Ministry of Culture's 2023 Tourism Strategy, which aims to promote areas where cultural heritage remains in the background, also emphasizes the importance of developing health, thermal, gastronomy, wine, and ecotourism (Ministry of Culture and Tourism, 2007, 50). Furthermore, Türkiye has ratified most international agreements and conventions related to the protection of cultural and natural heritage, such as UNESCO's 1972 World Heritage Convention, UNESCO's 2003 Convention for the Safeguarding of Intangible

Cultural Heritage, UNESCO's 2005 Convention on the Protection and Promotion of the Diversity of Cultural Expressions, the Council of Europe's European Landscape Convention, the Council of Europe's Convention for the Protection of the Archaeological Heritage, and the Council of Europe's Convention on the Protection of the Architectural Heritage (Yılmaz, 2020, 6). UNESCO, through the Convention Concerning the Protection of the World Cultural and Natural Heritage adopted in 1972, encourages the preservation of cultural routes. Through the World Heritage List, these routes are transformed into a global conservation and tourism strategy. This strategy ensures the protection and promotion of sites through sustainable tourism (UNESCO, 1972).

The legal frameworks established by UNESCO and ICOMOS provide guidance for the preservation of cultural heritage. In this context, the World Heritage Convention and various ICOMOS charters make significant contributions to the protection and development of cultural routes. Additionally, collaborations between UNESCO, ICOMOS, and the Council of Europe's Cultural Routes Program play a critical role in the international promotion and preservation of these routes.

Cultural routes offer a sustainable development model for the tourism sector. They not only provide travelers with a unique journey experience but also allow for direct interaction with cultural heritage. Cultural routes like the Santiago de Compostela Pilgrim Route welcome millions of tourists

annually, contributing directly to the local economy. They serve as a significant tool for the branding and international recognition of tourist destinations.

Beyond physical spaces, cultural routes also make visible the history, identity, and collective memory associated with these locations. In this respect, they are a critical tool for preserving cultural heritage and passing it on to future generations. Each element of the route is not merely a destination but also a storyteller. In this context, routes aim to preserve the meanings and contexts of cultural heritage elements.

Cultural routes contribute significantly to economic development by supporting local businesses (e.g., accommodation, gastronomy, and guide services). Thus, they help create alternative income sources in rural areas, reducing regional inequalities.

Cultural routes stand out as a bridge between different cultures and countries in a globalized world. Increasing competition in global tourism necessitates sustainable tourism strategies for destinations. Cultural routes are positioned as a cornerstone of these strategies, strengthening cultural ties between countries by encouraging international cooperation.

Cultural routes provide a unique experience for modern tourists who seek not only entertainment but also meaningful and educational experiences. These routes promote an approach centered on local communities and heritage rather than mass

tourism. Thanks to digital platforms, access to information about these routes has become easier, further increasing their popularity.

Türkiye became a member state of the Council of Europe's Enlarged Partial Agreement on Cultural Routes on January 15, 2018. The routes in the Council of Europe's Cultural Routes Program that include Türkiye are the European Historic Thermal Towns Route, the Olive Tree Route, the European Route of Jewish Heritage, the European Route of Industrial Heritage, the Iron Curtain Trail, and the Aeneas Route. Based on the information that the Council of Europe's Cultural Routes Program provides benefits to member countries in areas such as visibility, new target groups, market promotion, tourism offerings, network cooperation, fundraising, data collection, and local development, this study examines Türkiye's current status on the European Route of Industrial Heritage in the context of its industrial heritage. An inventory study was conducted to identify potential elements that could be included in the route. Considering the few industrial elements representing Türkiye on the European Route of Industrial Heritage, the study suggests it would be unjust to the country's industrial heritage. Numerous historical industrial elements bearing traces of industrialization efforts from the Ottoman Empire and the Republic of Türkiye should be included in this route, making such a study essential as a basis for the steps that could or should be taken.

The research questions of the study are as follows:

- R.Q.1. What are the criteria necessary for inclusion in the themes of the Council of Europe's Cultural Routes Program?
- R.Q.2. Considering Türkiye's industrial heritage, are there any industrial elements that could be included in the European Route of Industrial Heritage?

Methodology

The study, based on a literature review, aims to address the research questions. To answer the question, "What criteria are necessary to be included in the themes of the Council of Europe Cultural Routes Program?" a literature review was conducted on anchor points and regional route selection criteria, and the data, evaluations, and interpretations obtained were presented in tables. For the question, "Are there any industrial elements in Türkiye that could be included in the European Industrial Heritage Route, considering Türkiye's industrial heritage?" an inventory study was conducted on Türkiye's industrial heritage elements that could be incorporated into this route. This analysis was based on criteria such as the European Industrial Heritage Route's geographical, historical, and cultural dimensions; opportunities for network creation; the possibility of route formation; the presence of a transportation network; and other enriching factors. Recommendations were made to enhance the Turkish section of the European Industrial

Heritage Route through identified potential elements.

Conceptual Framework

This section addresses the general characteristics and content of the European Industrial Heritage Route, the criteria required for inclusion in the route, and Türkiye's position within this route.

European Route of Industrial Heritage (ERIH)

The International Committee for the Conservation of the Industrial Heritage (TICCIH) defines industrial heritage as “the remnants of industrial culture with historical, technological, social, architectural, or scientific value. These remnants include buildings and machinery, workshops, mills and factories, mines, processing and refining facilities, warehouses and stores, energy generation, transmission, and usage sites, as well as

places for industrial-related social activities, such as housing, religious worship, or education.”

The European Route of Industrial Heritage (ERIH), created in 2019 by the ERIH Association—an industrial heritage tourism network in Europe with over 300 members across 30 countries—includes approximately 300 locations across 28 countries today. This route comprises elements of outstanding industrial importance and plays a significant role in promoting industrial heritage tourism by narrating the history of industry and the stories of figures who served it, transcending any specific local commercial activities.

The European Route of Industrial Heritage (ERIH), which signifies more than just a marketing network, plays a critical role in promoting the development of industrial knowledge and international marketing



Figure 1. Distribution of countries included in the European Route of Industrial Heritage (Austria, Belgium, Bulgaria, Croatia, Czech Republic, Denmark, Finland, France, Germany, Greece, Hungary, Ireland, Italy, Lithuania, Liechtenstein, Luxembourg, Netherlands, Norway, Poland, Portugal, Romania, Serbia, Spain, Sweden, Switzerland, Türkiye, Ukraine, United Kingdom)

Source: Coe, 2023

strategies, as well as facilitating the transfer of existing experiences to foster new initiatives (Preite, 2013, p.1). In Europe, where the Industrial Revolution accelerated the spread of modernization and technology, surviving industrial facilities and modern technology museums open to visitors highlight the legacy of industrialization. Observing the formation of this route, which reflects traces of Europe’s industrial heritage, reveals three types of classifications through which historical industrial heritage elements have been incorporated: anchor points, regional routes, and European theme routes (Cordeiro, 2018, p.11).

ERIH’s main route consists of connection points known as anchor points. These anchor points provide visitors with an extensive journey through European industrial history,

offering a profound and enriching experience. Anchor points, which are of significant importance to industrial heritage, are regarded as the key components that form the “milestones” of the European Route of Industrial Heritage. Achieving the status of an anchor point is seen as a quality mark, ensuring a destination’s appeal as a popular tourist site. Furthermore, anchor points serve as starting points for regional routes.

In this section, an answer is sought for R.Q.1 (What criteria are necessary for inclusion in the themes within the European Council’s Cultural Routes Program?). The selection criteria for anchor points are presented in Table 1 (Cordeiro, 2018, p.4)

The second classification in ERIH is regional routes. These routes aim to showcase values that have left a mark on European industrial history

Table 1. The selection criteria for anchor points

The selection criteria for anchor points	Primary Condition	Supportive Condition
Being an authentic site with symbolic value for European industrial history	✓	
Narrate its own history through interpretations and exhibits.		✓
Offer modern facilities for visitors, including site tours, factory operation displays, multimedia installations, multilingual guided tours, and special tours for children.	✓	
Utilize its surroundings for engaging events, exhibitions, and cultural activities.		✓
Meet visitor expectations regarding tourism infrastructure and services by providing: <ul style="list-style-type: none"> • A visitor center, reception, or shopping area. • A restaurant, cafe, or bistro on-site or nearby. • Available restroom facilities. • Connections to public transport and bicycle paths. • Parking options for buses, cars, and bicycles. • Clear signage inside and outside the facility. • Rest areas for open-air exhibits. 		✓
Additionally, it should maintain a high visitor rating, specifically with at least a 4.5-star average from a minimum of 100 Google reviews.	✓	

Source: Compiled from Cordeiro, 2018

by combining industrial areas, each with its own specific expertise. They encourage local actors to present the industrial history of their regions and regions within networks or routes, and to develop tourist offerings. The general characteristics of a regional route are as follows (Cordeiro, 2018, 11):

The reasons for creating a regional route, success factors in site selection, success factors in preference, success factors in management, success factors in tourism, success factors in promotion, and long-term success factors are as follows:

has been included in one or more Thematic Routes, which are structured according to industrial sectors. With 44 subcategories, there are a total of 16 thematic routes (energy applications, chemistry, communications, housing, industrial architecture, industrial areas, industry and war, iron and steel, mining, paper, production and manufacturing, salt, service and entertainment industry, textiles, transportation, and water). These routes focus on specific questions about European industrial history and aim to uncover potential connections between radically different

Table 2. The general characteristics of a regional route

Characteristics	Definition
Size and structure	A regional route has no fixed size requirement; it simply needs to relate to a clearly identifiable area and typically centers around one or two key anchor points that serve as gateways to the region.
Theme	It is important for the region covered by the route to have an interesting story to tell, and for the cultural traditions and history of the area to be reflected in the route. The theme of a regional route will "connect" the locations along the route and help with its branding and promotion.
Areas and points of interest	A regional route should include various areas and points of interest. The route will encompass one or more connection points, as well as other ERIH member sites, non-member sites, and even small, unmonitored sites. It may also include other attractions such as museums, galleries, and visitor centers. To enhance the appeal of the route, activities such as special programs, guided tours, and engaging events should be organized along the route. Involvement of stakeholders like transportation operators, cafes, accommodation facilities, and tourism promotion organizations is essential to ensure the long-term sustainability of the route.
Accessibility	It is important for visitors to easily access the sites along the route. If possible, locations offering alternative access options such as public transportation, walking, cycling, or waterways should be selected. The distances between the sites along the route should be such that visitors can comfortably visit multiple sites within a day.

Source: Compiled from Cordeiro, 2018

Thus, R.Q.1 has been answered in detail.

The European Industrial Heritage Route includes more than 2,000 destinations representing historical, political, and geographical significance from all industrial sectors across Europe. Each destination in the database of the Industrial Heritage Route

industrial monuments across Europe. In this way, a "circuit diagram" shows the connections between the main themes of European industrial heritage.

Türkiye within the European Industrial Heritage Route

The connection points and areas where Türkiye is represented within

Table 3. The reasons for creating a regional route

Criteria	Details of Criteria	Primary Importance	Secondary Importance
Reasons for Creating a Route	Providing a concept suitable for marketing		✓
	Showing thematic and historical connections	✓	
	Creating and developing identity	✓	
	Being more visible than individual sites	✓	
	Increasing cross-marketing awareness		✓
	Creating synergistic effects in marketing		✓
	Intensifying stakeholder cooperation and experience exchange	✓	
	Creating a stronger lobbying effect	✓	
Success Factors in Site Selection	Having original content	✓	
	Narrating a specific period	✓	
	Providing equal levels of interaction		✓
	Common goals	✓	
	Similar opening hours, offers, target groups		✓
Success Factors in Site Selection	Offering active collaboration	✓	
	Staff knowledge about the route and sites		✓
Success Factors in Preference	Not being the main travel reason for industrial heritage	✓	
	Combination with other tourism offers (cycling, hiking, culture, etc.)	✓	
	Offers for different target groups		✓
	Events (new formats, gathering and presenting existing events)		✓
	Collaboration with tourism stakeholders and service providers	✓	
Success Factors in Management	Central management / coordinator	✓	
	Clear agreement on dos and don'ts (contract)		✓
	Joint marketing (logo, website, printing), cross-marketing		✓
	Regular meetings		✓
	Training (about the route in general)	✓	
	Sharing financial obligations	✓	
	Enthusiasm		✓
Success Factors in Tourism	Integrating tourism stakeholders at the beginning of the process	✓	
	Considering not only monument preservation but also tourism aspects	✓	
	Common quality criteria		✓

Table 3. The reasons for creating a regional route

	Defining with the route	✓
	Collaboration with tourism stakeholders (accommodation, restaurants, etc.)	✓
	If available, the tourism organization taking over the management of the route	✓
	Recognizing and focusing on target groups	✓
	Creating a brand	✓
	Logo-signage	✓
Success Factors in Promotion	Up-to-date website (depending on the quality of the sites, portal or more information)	✓
	Social media activities	✓
	Cross-marketing	✓
	Printed visuals (brochures, maps, etc.)	✓
Long-term Success Factors	Secure financial sustainability	✓
	Management, responsibilities	✓
	Collaboration and communication	✓
Long-term Success Factors	Clear objectives	✓
	Joint marketing (logo, website, print)	✓

Source: Compiled from Cordeiro, 2018

the European Industrial Heritage Route are listed below. These connection points have been evaluated based on criteria such as historical/cultural significance, geographical scope, authenticity and conservation approach, networking potential, educational and cultural contribution, and local economic impact.

Santralistanbul Energy Museum: The Santralistanbul Energy Museum is hosted in the restored Silahtaröğlü Power Plant, which was built during the Ottoman Empire on the Golden Horn. The campus opened by Istanbul Bilgi University in 2007 is named Santralistanbul. The museum's basement features interactive exhibits focused on electricity and energy production, presenting experiments where science meets entertainment.

Nearby, the newly constructed Main Gallery hosts contemporary art exhibitions. Santralistanbul Museum serves as an anchor point on this route (URL: <https://www.erih.net/>, Accessed: 2023).

Gazhane Museum / Hasanpaşa Gasworks Complex: Located on the Asian side of Istanbul, the Hasanpaşa Gasworks Complex is an industrial site. Built in 1892 during the Ottoman period, it produced gas from coal until 1993, when natural gas was introduced to Istanbul. After the plant became obsolete in 1993, demolition was planned, but the complex was declared a heritage site due to resistance from local NGOs. Discussions about transforming the site into a cultural center began for many years, and construction started in 2014. In

Table 4. The connection points and areas where Türkiye is represented within the European Industrial Heritage Route

Structure Name	City	Historical/Cultural Significance	Geographical Dimension	Authenticity and Preservation	Tourism and Accessibility	Network Creation Potential	Educational and Cultural Contribution	Local Economic Contribution
Santralİstanbul Energy Museum	Istanbul	The restoration of the "Silahatirođlu Power Plant"	Central location	Restored; retains authenticity	Visitor center, guided tours	Strong thematic connections	Opportunities for education and exhibitions	High contribution through tourism
Gazhane Museum / Hasanpaşa Gasworks Complex	Istanbul	Historical structure providing gas until 1993	Central location	Reutilized; retains authenticity	Easy access, sufficient infrastructure	Local and national network connections	Workshops and events	Moderate economic contribution
Istanbul Aviation Museum	Istanbul	Showcases Turkish aviation history since the Ottoman period	Central location	Well-preserved; retains historical elements	Easy access, guided tours	Potential for aviation-themed networks	Educational tours conducted	Moderate tourism impact
Istanbul Railway Museum	Istanbul	Located in Sirkeci Station, historically linked with the Orient Express	Central location	Authentic and under preservation	Tourism infrastructure available	Thematic links with European rail networks	History and transportation tours	Moderate tourism impact
Rahmi Koc Museum of Industry	Istanbul	Exemplifies how industrial buildings can support new uses	Central location	Very well-preserved; authentic	High tourism infrastructure	Strong connections to thematic networks	Educational and cultural events	High economic impact

Table 4. The connection points and areas where Türkiye is represented within the European Industrial Heritage Route

Merinos Energy Museum	Bursa	Part of the Bursa Merinos Wool Factory	Accessible location	Reutilized for new purposes	Easy access, sufficient infrastructure	Strong local network connections	Educational activities available	Regional economic contribution
Merinos Textile Industry Museum	Bursa	Located at the Bursa Merinos Wool Factory	Central location	Restored; retains authenticity	Adequate infrastructure	Connections with local networks	Opportunities for education and exhibitions	Moderate economic contribution
Tofaş Bursa Anatolian Cars Museum	Bursa	Opened in an old silk factory	Central location	Well-preserved; adaptively reused	Easy access; guided tours	Connections to automotive-themed networks	Educational tours and workshops	Regional contribution
Çamlık Outdoor Locomotive Museum	Izmir	Built on Türkiye's oldest main railway line	Regional location	Open-air museum; well-preserved	Easy access, tourism infrastructure	Limited regional railway connections	Educational and tourism activities	Local contribution
Seka Paper Factory	Kocaeli	A symbol of Türkiye's industrialization	Regional location	Reutilized; retains authenticity	Easy access, museum infrastructure	Strong local and national connections	Opportunities for education and exhibitions	Regional economic contribution
Zonguldak Mining Museum	Zonguldak	Türkiye's first mining museum	Regional location	Well-preserved; authentic	Adequate accessibility infrastructure	Limited local network connections	Educational tours	Regional contribution

Source: Compiled from author, 2024.

2021, the Hasanpaşa Gasworks Park and Museum Complex began serving as a cultural center, offering a library, theater, social spaces, and more for locals and tourists. Unlike similar sites, it provides an industrial zone experience within an urban area (URL: <https://www.erih.net/>, Accessed: 2023).

Istanbul Aviation Museum: Located 6 km from Istanbul Atatürk Airport, the Istanbul Aviation Museum primarily displays aircraft used by the Turkish Air Force, alongside several significant civilian aircraft important in aviation history. The exhibits tell the story of Turkish aviation from the Ottoman period. The idea for an aviation museum was first suggested after World War I, when it was proposed to display aircraft left behind by German forces in Türkiye. Construction began in 1977, and the museum was completed in 1983 (URL: <https://www.erih.net/>, Accessed: 2023).

Istanbul Railway Museum: The Istanbul Railway Museum is small in scale but witnesses an important part of European history. Established in 2005, it is located in a section of Sirkeci Train Station, once the terminal for the Orient Express from Calais and Paris, now serving only local trains. The exhibits are mainly dedicated to the Orient Express and other luxury trains of the late 19th and early 20th centuries (URL: <https://www.erih.net/>, Accessed: 2023).

Rahmi Koç Industry Museum: The Rahmi Koç Museum, largely donated by the industrialist, is an excellent

example of how historical industrial buildings can support new uses. The Koç Foundation has established an industrial museum at the former Arsenal House (shipyard) on the Golden Horn, where it combines developments in railway, aviation, and maritime industries, as well as communications technology and astronomy (URL: <https://www.erih.net/>, Accessed: 2023).

Merinos Energy Museum: Opened in 2012 at the power generation station of the Bursa Merinos Wool Factory, this museum highlights the importance of electricity in daily life and industrial production. The factory, built in 1938, used coal-fired power until 1973. The museum showcases hundreds of original artifacts and examples of equipment like radios, washing machines, and lamps, emphasizing electricity's impact (URL: <https://www.erih.net/>, Accessed: 2023).

Merinos Textile Industry Museum: The Merinos Wool Factory in Bursa was a state-financed project to advance industry in Türkiye. Opened in 1938 by President Atatürk, it used high-quality merino sheep wool imported from Australia. The museum, opened in the restored factory in 2011, includes sections where fiber, yarn, and fabric are tested, as well as a section dedicated to the long history of silk weaving in Bursa (URL: <https://www.erih.net/>, Accessed: 2023).

Tofaş Bursa Anatolian Cars Museum: The museum opened in 2002 in an old silk factory, showcasing

the collection of Tofaş, a company producing cars in Bursa since 1971 in collaboration with Fiat and other brands. The museum's inspiration comes from a 6th-century BC war chariot, reconstructed along with its burial mound. The collection includes over 30 vehicles, such as farm wagons, carriages, and Tatar carts, as well as Tofaş-produced cars like the Fiat Murat 124, Şahin, Palio, and a 4x4 model developed for the Dakar Rally (URL: <https://www.erih.net/>, Accessed: 2023).

Çamlık Open-Air Locomotive Museum: Located 12 km from Selçuk, near Ephesus, this museum on Türkiye's oldest main railway line was built in 1866. Since 1991, the railway tracks have been rearranged to form a garden museum. More than 30 steam locomotives are displayed, including examples made in the UK, Germany, and Sweden. The museum also showcases nine passenger cars, including a marble-bathroomed salon used by Mustafa Kemal Atatürk, and various freight cars (URL: <https://www.erih.net/>, Accessed: 2023).

Seka Paper Factory: The construction of Seka in Northwestern Anatolia began in 1934 and was seen as a symbol of Türkiye's industrialization during Mustafa Kemal Atatürk's era. The museum, covering four floors of the mill, features large machines for paper production and printing, an electrical plant, and exhibits detailing the history of the mill and the social lives of its workers. It also offers workshops teaching traditional paper-making, calligraphy, and

marbling techniques (URL: <https://www.erih.net/>, Accessed: 2023).

Zonguldak Mining Museum: Located in the Ereğli Basin on the western coast of the Black Sea, Türkiye's primary coal deposits have been mined since the first discoveries in 1822. Zonguldak, the center of coal mining, is home to Türkiye's first mining museum, which opened in 2016. The three-story museum and outdoor area present the history of black coal mining from its beginnings to the present, with exhibits on coal's topography. A simulator allows visitors to experience the sensation of entering a real mine 600 meters deep. The museum also honors the miners who died in accidents with the Mining Martyrs Monument (URL: <https://www.erih.net/>, Accessed: 2023).

An Assessment of the Potentials to Enrich the Turkish Section of the European Route of Industrial Heritage

In this section of the study, the answer to the question R.Q.2 (Are there industrial elements in Türkiye that could be included in the European Route of Industrial Heritage, considering Türkiye's industrial heritage?) will be sought.

The European Route of Industrial Heritage holds significant importance due to its reflection of the development history of industry, the deep marks industrial history has left on human history, and the ongoing effects of these developments. The industrial heritage elements also serve

as close witnesses to the technological, social, and migration history. It carries historical and cultural dimensions, making it a notable aspect.

The European Industrial Heritage Route, which includes Türkiye, has been addressed within criteria such as geographical dimension, historical and cultural dimension, authenticity and preservation, tourism and accessibility, potential for network creation. Detailed information regarding these criteria is presented below:

Geographical Dimension: This criterion refers to the locations (cities, places, buildings, etc.) represented by Türkiye on the routes and the potential additions if they are further developed. The European Route of Industrial Heritage includes representations of Türkiye in places such as Santralistanbul Energy Museum, Istanbul Aviation Museum, Railway Museum, Rahmi Koç Industrial Museum, Bursa Merinos Energy Museum, Merinos Textile Factory Museum, Tofaş Bursa Anadolu Cars Museum, İzmir Çamlık Railway Museum, İzmit Seka Paper Factory, and finally, the Mining Museum in Zonguldak. Türkiye also has the potential for representation in many cities such as Kocaeli, Çanakkale, Tekirdağ, Uşak, İzmir, Ankara, Eskişehir, Konya, Sivas, Zonguldak, Mersin, Hatay, Elazığ, Diyarbakır, Malatya, Şanlıurfa, and others, which are home to many industrial structures built during and after the Republic period as part of development programs (Doğan, 2013, 213).

Historical and Cultural Significance:

This criterion deals with the historical and cultural aspects of the routes represented by Türkiye. The European Industrial Heritage Route holds significant importance due to its reflection of the development history of industry, the deep marks industrial history has left on human history, and the ongoing effects. The industrial heritage elements also serve as close witnesses to technological, social, and migration history.

Authenticity and Preservation:

It concerns the extent to which the structure has preserved its historical authenticity and the level of its physical condition. Historic structures must retain their original features to be passed on to future generations. The state of restoration and the presence of authentic elements enhance the heritage status of the structure.

Tourism and Accessibility:

It refers to the ease of access to the site, tourist infrastructure (such as visitor centers, guide services, and directional signage), and transportation connections. Structures that are easily accessible and provide services to tourists are important for the development of sustainable tourism. Well-developed tourist infrastructure also contributes to the local economy.

Potential for Network Creation:

This criterion examines the potential to create a network by integrating current potential destinations into the existing routes if they are further developed. The findings of this examination are as follows: The works

reflecting the historical development of industry are not limited to Istanbul, Kocaeli and Bursa but are also found in the Western Black Sea Region, Aegean Region, Central Anatolia Region, especially in Ankara, Eskişehir and Konya, Mediterranean Region, Eastern Anatolia and Southeastern Anatolia. There are traces of industrial development throughout Türkiye.

Educational and Cultural Contribution: The suitability of the structure for educational and cultural activities includes opportunities for exhibitions, workshops, and other events. Structures should serve not only as tourist destinations but also as centers for educational and cultural activities. These contributions help raise awareness in society about historical and cultural heritage.

Local Economic Contribution: The contributions or potential contributions of the structure to the local economy relate to tourism revenues, employment opportunities, and regional development impacts. Industrial heritage structures can strengthen the regional economy by supporting local businesses and promoting tourism activities.

The role of industry in shaping the living standards, education, and culture of societies, particularly during the early years of the Turkish Republic, reflects the industrial development in Anatolia. Many historical industrial structures can be seen in various points of Anatolia, especially after the declaration of the Republic. The historical transportation networks

developed parallel to industrial growth also indicate that there is significant potential to create a new and large network for the European Industrial Heritage Route in Türkiye.

The key feature of Turkish industrial heritage is that industrial structures and factories in the Ottoman period were the sites where new machine-based production technologies, introduced during the Industrial Revolution, were tested and applied. The transformation of these spaces, alongside architectural changes during the modernization steps taken in the Republic period, reflects how iron, a material that underwent radical changes in production, witnessed its pioneering and widespread use.

Looking at the industrial heritage created by the factories and railways built after the establishment of the Republic, the Turkish industrial heritage is seen to have an exceptionally rich content.

Türkiye's representation in the European Industrial Heritage Route, through institutions such as Santralistanbul Energy Museum, Istanbul Aviation Museum, Railway Museum, Rahmi Koç Industrial Museum, Bursa Merinos Energy Museum, Merinos Textile Factory Museum, Tofaş Bursa Anadolu Cars Museum, İzmir Çamlık Railway Museum, İzmit Seka Paper Factory, and the Mining Museum in Zonguldak, shows that there is a potential for greater representation.

Based on the research conducted in the study, some of the historical industrial elements in Türkiye that have the potential to be included in

the European Industrial Heritage Route are listed in the Table 5.

Bomonti Brewery: Established in 1892 by the Bomonti brothers, who were of Swiss and German descent, the Bomonti Brewery was the first facility to start production using modern brewing techniques. It is located in the Feriköy district behind Şişli, on Fırın Street near Çifteceviz, in an area known as Bakla Tarlası (Sağlam, 2017, 1). Considered part of industrial heritage, the brewery's buildings were registered as cultural heritage sites for preservation by the Council for the Protection of Cultural and Natural Assets on February 25, 1998.

Cibali Tobacco and Cigarette Factory: Built in 1884 by the Reji administration on the shores of the Golden Horn, the factory was designed by architect Alexandre Vallauray, with contributions by architect Hovsep Aznavur and additions by architect Eugene Bottazi. It became the largest factory in the Ottoman Empire. After being leased by the Kadir Has Foundation in 1997 and undergoing restoration, the factory was repurposed as an educational institution by Kadir Has University (Tunçer and Ateş Can, 2022, 336).

Feshane (Fez Weaving Factory): Established in 1835, Feshane is one of the oldest factories in the Ottoman Empire and remains a rare surviving example from that period. Initially focused on fez production, the factory later expanded to produce aba, cloth, and carpets. After the closure of production in 1986, it was transformed

into a cultural center (Çağlayan, 2016, 63).

Bakırköy Baruthane-i Amire (Yunus Emre Cultural Center): One of the most significant structures of the Turkish arms industry, it was built in 1701 between Bakırköy and Kazlıçeşme, in an area known as İskender Çelebi Gardens. Featuring the first spirit factory in the country (İspirtohane), it has served as the Ataköy Yunus Emre Cultural Center since 1993 (Seçer Kariptaş and Güney, 49, 2018).

Sütlüce Slaughterhouse (Haliç Congress Center): Construction began in 1919 on the northern shore of the Golden Horn, and the building opened in 1923. In 1998, it was placed under protection as a cultural heritage site under the Cultural and Natural Heritage Preservation Law No. 1, but was later demolished and repurposed as the Haliç Congress Center (Çerkezoğlu and Sirel, 2016, 10).

Tersane-i Amire (Imperial Shipyard): Established during the reign of Sultan Mehmed the Conqueror, the shipyard expanded under Sultan Selim I and played a pivotal role in the reconstruction of the Ottoman fleet after the defeat at the Battle of Lepanto, rebuilding over 150 galleys in just five months. The shipyard has been managed by various organizations over the years and was privatized in 2000, with the Haliç Shipyard being transferred to Istanbul University's Institute of Marine Sciences and Management and the Camialtı

Table 5. Historical industrial elements in Türkiye that have the potential to be represented in the European Industrial Heritage Route and are recommended to be included in the route

No	Name of the Proposed Potential	Year of Establishment	Location	Historical and Cultural Significance	Geographical Dimension	Authenticity and Preservation	Tourism and Accessibility	Network Creation Potential	Educational and Cultural Contribution	Local Economic Contribution
1	Historical Bomonti Brewery	1892	Istanbul	The first facility using modern brewing techniques	Central location	Partially restored; retains some original features	Easy access, guided tours available	Potential connections to food/beverage heritage networks	Limited educational activities available	Moderate impact through local tourism
2	Cibali Tobacco and Cigarette Factory	1884	Istanbul	Largest factory in the Ottoman Empire	Central location	Adaptive reuse required; partially preserved	Moderate accessibility	Strong local and thematic connections	Potential for cultural workshops	Limited impact due to current condition
3	Feshane Textile Factory	1835	Istanbul	One of the oldest Ottoman factories	Central location	Partially restored; retains historic identity	Easy access; limited tourist facilities	Potential integration with textile-themed routes	Potential for textile exhibitions	Moderate contribution
4	Bakırköy Ammunition Factory	1701	Istanbul	A key structure in the Turkish arms industry	Central location	Well-preserved; currently a cultural center	Adequate accessibility	Military history and arms industry potential	Regular cultural events held	Local economic boost through events
5	Sutluçe Slaughterhouse	1923	Istanbul	A modernization initiative in Istanbul	Central location	Partially restored; adaptive reuse needed	Limited accessibility	Local historical connections	Limited potential	Low contribution due to underuse
6	Tersane-i Amire (Golden Horn Shipyard)	1455	Istanbul	Historical victories achieved with ships built here	Central location	Some original structures preserved	Adequate accessibility	Maritime and industrial heritage networks	Maritime history workshops possible	Moderate impact on local tourism
7	Haydarpasa Train Station	1872	Istanbul	First railway station in Istanbul	Central location	Well-preserved; authentic	High accessibility	Strong links to railway heritage	Educational and cultural tours conducted	High contribution due to tourism

Source: Compiled from author, 2024.

Table 5. Historical industrial elements in Türkiye that have the potential to be represented in the European Industrial Heritage Route and are recommended to be included in the route

No	Name of the Proposed Potential	Year of Establishment	Location	Historical and Cultural Significance	Geographical Dimension	Authenticity and Preservation	Tourism and Accessibility	Network Creation Potential	Educational and Cultural Contribution	Local Economic Contribution
8	Yıldız Ceramic and Porcelain Factory	1894	Istanbul	State palaces display art pieces produced here	Central location	Preserved; retains historical identity	Moderate accessibility	Thematic links to porcelain/ceramic heritage	Limited workshops held	Moderate economic contribution
9	CerModern	2010	Ankara	Restored old wagon repair shops and workshops	Central location	Recently restored	High accessibility	Strong local cultural connections	Regular exhibitions and events held	High economic boost through events
10	Eskişehir Factories District	1923	Eskişehir	A symbol of industrialization	Regional location	Partially preserved; some adaptive reuse	Moderate accessibility	Strong local connections	Limited educational potential	Moderate contribution
11	Bursa Factory-i Hümayun	1852	Bursa	First state-established silk factory	Regional location	Preserved; retains historical identity	Limited accessibility	Integration with textile heritage	Limited educational activities available	Moderate economic impact
12	TCG Gayret Ship Museum	1946	Kocaeli	Reflects Turkish naval history	Regional location	Well-preserved	Adequate accessibility	Naval and military heritage connections	Educational tours available	Moderate impact through naval tourism
13	TCG Hızır Reis Ship Museum	1950	Kocaeli	Reflects Turkish naval history	Regional location	Well-preserved	Adequate accessibility	Naval and military heritage connections	Limited cultural activities	Moderate economic contribution
14	TCG Yarhisar Ship Museum	1964	Kocaeli	Türkiye's first and only land-based naval warship museum	Regional location	Well-preserved	Adequate accessibility	Naval and military heritage connections	Limited educational tours	Moderate impact
15	Mannesmann Factory	1955	Kocaeli	Renovated under the Industrial Transformation Project	Regional location	Recently restored; retains industrial character	High accessibility	Strong connections to modern industrial networks	Limited educational impact	High economic contribution

Source: Compiled from author, 2024.

Table 5. Historical industrial elements in Türkiye that have the potential to be represented in the European Industrial Heritage Route and are recommended to be included in the route

No	Name of the Proposed Potential	Year of Establishment	Location	Historical and Cultural Significance	Geographical Dimension	Authenticity and Preservation	Tourism and Accessibility	Network Creation Potential	Educational and Cultural Contribution	Local Economic Contribution
16	Izmit Çiftton Factory	1845	Kocaeli	Built to meet military clothing needs	Regional location	Partially restored; retains authenticity	Limited accessibility	Textile and military connections	Limited potential	Moderate contribution
17	Herke Carpet and Silk Weaving Factory	1843	Kocaeli	Significant place in Turkish textile industry	Regional location	Well-preserved; historic identity intact	Moderate accessibility	Textile heritage and local networks	Moderate economic contribution	
18	Izmit Historical Train Station	1873	Kocaeli	Hosted many state leaders	Regional location	Well-preserved	Adequate accessibility	Railway heritage connections	Educational potential for tours	Moderate contribution
19	Kayseri Simebank Textile Factory	1935	Kayseri	First state-built facility	Regional location	Partially restored	Limited accessibility	Textile and local networks	Limited workshops	Moderate economic impact
20	Nazilli Simebank Printing Factory	1937	Aydın	First printing factory established in industrialization policies	Regional location	Partially preserved; restoration needed	Limited accessibility	Printing and industrial heritage networks	Limited educational activities available	Limited local contribution

Source: Compiled from author, 2024.

Shipyard to the Istanbul Governor's Office (Çerkezoğlu and Sirel, 2016).

Haydarpaşa Train Station: Opened in 1872, this was the first station to serve rail transport in the region and remains a prominent feature of Istanbul's urban, architectural, aesthetic, and social identity. Despite uncertainties about its future, it continues to stand as a significant landmark (Kösebay Erkan, 2013, 101).

Yıldız China and Porcelain Factory: Opened in 1894 during the reign of Sultan Abdülhamid II, this factory produced porcelain for the sultan and created works of art that were displayed in many royal palaces. The factory operated until 1994, after which it was transferred to the National Palaces Directorate under the General Secretariat of the Turkish Grand National Assembly following the privatization of Sümer Holding (Serin, 2020).

CerModern: Founded in 2010, CerModern in the capital city Ankara hosts a wide range of cultural activities, including exhibitions, concerts, film screenings, workshops, and lectures. What makes CerModern unique is that it is located within a renovated complex of former railway workshops and repair shops (<http://bilkentpost.bilkent.edu.tr/>, Accessed: 2023).

Eskişehir Factory Zone: Eskişehir experienced rapid industrialization during the early Republican era, with a significant number of factories established between 1923 and 1950. Some of the key factories, such as the Arslan Brick Factory, Kurt Brick

Factory, and Mühendisler Flour Mill, have been preserved and repurposed, maintaining their cultural and industrial significance (Sadioğlu and Yürük, 2020).

Bursa Imperial Silk Factory: Established in 1852, this was the first state-run silk factory in Türkiye, producing silk carpets and threads. In 1997, the factory was transferred to the Bursa Metropolitan Municipality and later leased to Faruk Saraç in 2010. Today, the factory operates as the Faruk Saraç Design and Vocational Higher School.

TCG Gayret Museum: The TCG Gayret Museum, opened in 1997 as a Fine Arts Gallery and Floating Ship Museum, was originally built in 1946 in the USA. It was transferred to the Turkish Navy in 1973 and became a museum in 1996, offering an immersive experience of a warship's spaces (Aksoy, 2006, 77).

TCG Hızır Reis Museum: After serving in the United States Navy for 30 years under the name USS GUDGEON, the submarine was transferred to the Turkish Navy in 1983 and became a museum ship in 2004, located on the İzmit coast (<https://www.kulturportali.gov.tr/>, Accessed: 2023).

Yarhisar Museum Ship: Commissioned as a reconnaissance-patrol vessel in 1965 and serving in the Turkish Navy for 40 years, the Yarhisar became Türkiye's first and only dry-docked museum warship. The museum showcases artifacts reflecting the evolution of the Turkish navy over the years (<https://www.kulturportali.gov.tr/>, Accessed: 2023).

Mannesmann Factory (Kocaeli Congress Center): The Mannesmann Factory, established in 1955, was converted into a cultural and congress center under the Industrial Transformation Project by Kocaeli Metropolitan Municipality (<https://www.kocaeli.bel.tr/>, Accessed: 2023).

Izmit Flax Factory: Established in 1845 during the reign of Sultan Abdülmecit to meet the military's clothing needs, the factory continued operations until 1920. Several of the factory's buildings, such as storage areas, a narrow-gauge railway, power plants, and stables, have survived (Kahraman and Boduroğlu, 2023, 115).

Hereke Carpet and Silk Weaving Factory: Founded in 1843 in Hereke, one of Anatolia's most important industrial regions, the factory produced cotton and silk textiles. It is one of the few industrial buildings that has survived, with a complex that includes administration offices, worker dormitories, a cafeteria, a hospital, a hamam, a mosque, a mill, a bakery, a coffeehouse, a tobacconist, a barber, and a grocery store (Kutluay, 2021, 18).

Izmit Historic Train Station: Designed by German architect Otto Ritter, this station was constructed between 1873 and 1910. Having witnessed many important events, including the welcoming ceremonies of Atatürk and other prominent figures, the station's buildings were restored by the Kocaeli Governorate in 2006, with parts being repurposed as a museum

(<https://www.kulturportali.gov.tr/>, Accessed: 2023).

Kayseri Sümerbank Textile Factory: Founded in 1935 as part of the First Five-Year Development Plan, this factory was the first state-run industrial facility in Türkiye, marking the beginning of the country's industrialization. It processed domestically grown cotton and was a major accomplishment of its time (Semiz and Toplu, 2018, 4638).

Nazilli Sümerbank Printing Factory: Opened in 1937, this was the first printing factory in Türkiye as part of its industrialization policies. The factory made significant contributions to the development of textile and printing industries and served as an example of the textile-based production model in Türkiye's cultural and creative industries (Yıldız Altın, 2022, 172).

Within the scope of this study, proposed representative elements that could be included in the route to enrich the Turkish section of the European Industrial Heritage were examined, along with Türkiye's existing representative elements and those of Germany and Poland (Table 6).

This table compares Türkiye's existing and proposed industrial heritage sites with elements included in the ERIH (European Route of Industrial Heritage) network in Germany and Poland. Türkiye's current heritage sites focus on energy production, industrial museums, and the history of railways and aviation, while the proposed sites emphasize the cultural and social transformation of

Table 6. Comparison of Türkiye's Proposed Industrial Heritage Elements with Türkiye's Existing Sites and Germany and Poland's Elements in the European Route of Industrial Heritage (ERIH)

Country	Representation Points	Themes
Türkiye (Current Representatives) (Yılmaz, 2020)	Santralistanbul Energy Museum	Projects focusing on energy production, industrial museums, railway, and aviation history
	Gazhane Museum / Hasanpaşa Gasworks Complex	
	Istanbul Aviation Museum	
	Istanbul Railway Museum	
	Rahmi Koç Museum of Industry	
	Merinos Energy Museum	
	Merinos Textile Industry Museum	
	Tofaş Bursa Anatolian Cars Museum	
	Çamlık Outdoor Locomotive Museum	
	Seka Paper Factory	
	Zonguldak Mining Museum	
Türkiye (Suggestion Representatives)	Historical Bomonti Brewery	Cultural and social transformation of industrial structures Railway, tobacco, and shipyard heritage
	Cibali Tobacco and Cigarette Factory	
	Feshane Textile Factory	
	Bakırköy Ammunition Factory	
	Sütlüce Slaughterhouse	
	Tersane-i Amire (Golden Horn Shipyard)	
	Haydarpaşa Train Station	
	Yıldız Ceramic and Porcelain Factory	
	CerModern	
	Eskişehir Factories District	
	Bursa Factory-i Hümayun	
	TCG Gayret Ship Museum	
	TCG Hızır Reis Ship Museum	
	TCG Yarhisar Ship Museum	
	Mannesmann Factory	
İzmit Chiffon Factory		
Hereke Carpet and Silk Weaving Factory		
İzmit Historical Train Station		
Kayseri Sümerbank Textile Factory		
Nazilli Sümerbank Printing Factory		
Germany (European Cultural and Information Centre in Thuringia, 2020)	Zollverein Coal Mine (Essen)	Coal mining Iron and steel industry UNESCO World Heritage examples
	Völklinger Hütte (Saarland)	
	Ruhr Museum (Dortmund)	
	LWL Industrial Museum	
	Alte Völklinger Hütte Iron and Steel Works	
Poland (Ministry of Cultural and National Heritage Republic of Poland)	Tarnowskie Góry Silver Mine	Mining operations Beer production Textile factories Cultural transformation of industrial heritage
	Guido Coal Mine (Zabrze)	
	Manufaktura Textile Factory (Łódź)	
	Tyskie Brewery Museum	
	Żywiec Brewery Museum	
Wałbrzych Old Mine Science and Art Centre		

Source: Compiled from author, 2024.

industrial structures, as well as tobacco, textile, and shipyard heritage. The ERIH network elements in Germany and Poland are enriched with themes such as coal mines and iron-steel factories with UNESCO World Heritage status, brewery facilities, and the cultural transformation of industrial heritage. This comparison provides a strategic foundation for integrating Türkiye's industrial heritage potential into the international ERIH network, enhancing visibility and contributing to industrial heritage tourism.

This study examines Türkiye's industrial heritage, considering restoration and adaptive reuse efforts that have preserved these sites, with some being part of the European Council's Cultural Routes Program, representing Türkiye in the European Industrial Heritage Route.

Discussion & Conclusion

One of the 48 themes in the Council of Europe's Cultural Routes Program, the European Industrial Heritage Route holds significant importance for the preservation and transmission of industrial elements that played a key role in European history, leaving deep marks through both anchor points and regional routes.

This study analyzes in detail the criteria that must be met to be included in the themes of the Council of Europe's Cultural Routes Program.

The study aims to examine whether there are industrial elements that could be included in the European Industrial Heritage Route by considering the existing and potential

components in Türkiye that are represented in the European Council's Cultural Routes Program, such as the European Historic Thermal Towns Route, Olive Tree Route, European Jewish Heritage Route, European Industrial Heritage Route, Iron Curtain Route, and Aeneas Route. The focus is on enriching these routes, and an inventory study has been conducted on the industrial elements that could potentially be included in this route.

The main research question of the study, "Are there any industrial elements in Türkiye that could be included in the European Industrial Heritage Route, considering the country's industrial heritage?" was addressed. It was concluded that the following industrial elements, due to their historical significance and impact during their construction periods, should be considered for inclusion in the European Industrial Heritage Route: Historical Bomonti Brewery, Cibali Tobacco and Cigarette Factory, Feshane Weaving Factory, Bakırköy Powder Factory (Yunus Emre Cultural Center), Sütlüce Slaughterhouse, Tersane-i Amire (Golden Horn Shipyard), Haydarpaşa Train Station, Yıldız China and Porcelain Factory, CerModern, Eskişehir Factory Zone, Bursa Imperial Silk Factory, TCG Gayret Ship Museum, TCG Hızır Reis Ship Museum, TCG Yarhisar Ship Museum, Mannesmann Factory (Kocaeli Congress Center), Izmit Flax Factory, Hereke Carpet and Silk Weaving Factory, Izmit Historic Train Station, Kayseri Sümerbank Textile Factory, and Nazilli Sümerbank Printing Factory. The inclusion of the proposed

sites in the route will enhance the visibility of Türkiye's industrial heritage on international platforms and raise awareness about the preservation of industrial heritage elements. Additionally, through sustainable tourism strategies, these heritage elements are expected to contribute to both economic development and cultural diplomacy. This process can be further strengthened through collaborations with ICOMOS and UNESCO.

These industrial elements are considered to be significant due to their impact on industrial history and their prominent roles during the period of their establishment, making them eligible for inclusion in the European Industrial Heritage Route. This study evaluates Türkiye's potential to enhance its representation in the European Route of Industrial Heritage (ERIH) and examines the contributions that could be achieved by including the proposed elements in the route. Türkiye's industrial heritage holds significant cultural and economic value at both national and international levels. Including the proposed sites in the European Route of Industrial Heritage would not only increase the international visibility of Türkiye's industrial heritage but also contribute to the preservation of cultural heritage and the development of sustainable tourism strategies. In this context, the inclusion of the proposed sites could provide the following benefits:

Recognition and Preservation of Cultural Heritage: Greater representation of Türkiye in the European Route of Industrial Heritage would raise

awareness about the preservation of industrial heritage sites. The international promotion of Türkiye's rich industrial heritage could help secure the necessary resources for the preservation and adaptive reuse of these sites.

Tourism and Economic Development: Elements included in cultural routes can contribute to local and regional economies through sustainable tourism activities. In particular, the development of industrial heritage tourism can create new job opportunities, ensuring that local communities benefit from the process.

International Cooperation and Policy Development: Collaboration with international organizations such as ICOMOS and UNESCO would be a significant strategic step in developing cultural routes. Such partnerships could enable Türkiye to align its industrial heritage preservation policies with international standards. For example: Documenting the proposed sites and initiating nomination processes in accordance with UNESCO World Heritage List criteria. Planning tourism activities in line with the principles of sustainability under the framework of the ICOMOS International Cultural Tourism Charter.

These initiatives would support Türkiye's efforts to preserve its industrial heritage while contributing to sustainable cultural and economic development. The proposed steps for concrete actions are as follows:

A comprehensive digital platform should be created to document and

promote industrial heritage elements in Türkiye.

Grants and funding mechanisms should be explored to restore and repurpose the proposed sites in compliance with international standards.

A national coordination office could be established to facilitate applications to the Council of Europe's Cultural Routes Program.

Training programs and workshops should be organized in collaboration with ICOMOS and UNESCO to raise awareness among local communities and relevant institutions about the preservation of industrial heritage.

Taking these steps will contribute to making Türkiye more visible on the international stage in line with cultural heritage preservation and sustainable development goals. Strengthening collaborations among public institutions, the private sector, and academia is crucial in this process.

The inclusion of the proposed sites in the European Route of Industrial Heritage, as suggested in this study, will make significant contributions to Türkiye's cultural heritage and tourism. Collaboration with international organizations such as ICOMOS and UNESCO can ensure the preservation and promotion of these sites in line with sustainable tourism principles. In this context, concrete steps such as the restoration of the proposed sites, the development of digital promotion strategies, and policy adjustments at the national level should be implemented.

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