

TURKEY AND BULGARIA TRANSPORT

DURANLAR Selçuk¹, Valentina İlieva Staneva²

Abstract

The development of transport vehicles and technologies, has been one of the factors that affect deeply the lives of humanity through the ages. The wheel discovered, the discovery of the motor, the invention of the airplane motor, the discovery of the container discovering our world even the universe competence of humanity are the main tools .

Transport on the one hand the provision of human needs and desires of the most important means of creating, on the other hand has been replaced in the costs of meeting these needs. Total costs of delivering today due to hold an important place in the transportation costs have increased the importance of competition. Both raw materials and semi-finished materials and finished goods transportation advantage in international trade that countries become more successful, this growth in revenue and a positive impact on the country, the welfare of the people is increasing at the same rate.

In this study transport system between Turkey and Bulgaria and what should be done to develop the system are researched.

Key words: Turkey, Bulgaria, transport

INTRODUCTION

Word meaning of transportation is transmission of loads and passengers from one place to another (Merriam-Webster Online Dictionary, 2006). Transport is a personal activity, a social employ and an industry (Encyclopedia Britannica, 1964, Volume 22: 408). Transportation is also a nation that effects the whole performance of a management constitutes an embedded part of general economic development and is defined as a complex product of alternatives (Farris vd., 1969).

As an subsystem of logistics system, transport is defined by “the most important element among the logistics expenditures” (Ballou, 1992) For competitiveness in national and international markets, inexpensive and productive transport system makes contribution to major competition, major scale economies in production (Ballou, 1992).

GENERAL ECONOMIC DATA

The world population has reached 2,5 billion to 6, 7 billion between the years 1950-2007. According to the projections carried out by the United Nations, the world population is expected to reach 9,2 billion. The life expectancy age which was around 30 in the year 1990 has increased to 66 today. In Turkey the pace of population growth has been decreasing. While the population growth has been around 3% till 1960, it is found that annual increase of population is below 2% in the census carried out in 2000. The share of the population below the age of 20 in the total population is predicted decrease continually and although the number of people whose ages are between 0-14 is around 20 million in 2000, the share of this group in the total population is below 30%. It is assumed that this rate will decrease to around 17 % in the years 2050s, for that reason it is also assumed that schooling demand will lessen in the upcoming period

¹ Lecturer, Trakya University, Edirne Vocational School of Social Sciences, Logistic program selcukduranlar@hotmail.com

² Phd. Valentina İlieva Staneva Todor Kableshkov University, valiastaneva@abv.bg

Table.1 GENERAL DATA (01.01.2009)

	AREA	POPULATION	GDP(NOMINAL)
	(1000 km2)	(MILLION)	(€ BILLION 2008)
EU-27	4324.8	497.826	12 506.8
EU-15	3236.9	394.480	11 520.6
EU-12	1087.9	103.346	986.2
BG	111	7.607	34.1
TR	785.3	71.517	498.4

Source: Eurostat

Table.1' in the EU27 countries as well as Bulgaria and Turkey as of (two thousand eight)2008 area, population and GDP is given.

Turkey and Bulgaria are geographically in a point where continents intersect and so in a position of natural bridges. It is convenient for a considerable amount of physical product flow belonging to trade between European and Asian countries to pass over these countries and develop. However, only a geographic advantage is not sufficient.

Table.2 SHARE OF EMPLOYMENT (%) 2008

	AGRICULTURE	INDUSTRY	SERVICES
EU-27	5.7	24.9	69.4
EU-15	3.4	23.2	73.4
EU-12	14.8	31.9	53.3
BG	19.3	28.3	52.5
TR	23.7	26.8	49.5

Source: Eurostat

The sectoral distribution of the population are given in Table.2 Bulgaria and Turkey was 50 percent of the distribution services sector in the EU27 average of 70 percent of the country was found.

Table.3 Turnover by Mode of Transport (million €), 2008

	Road	Road	Railways	Pipelines	Inland water transport	Sea transport	Air transport	Travel agencies & tour operators	Other* auxiliary transport activities
	freight transport	passenger transport							
EU27	302.597	97.157	73.692	12.310	6.124	105.305	128.469	161.000	418.708
EU15	264.867	88.824						153.154	388.487
EU12	37.730	8.333						7.846	30.221
BG	1.416	426	442	0			386	300	1.171

Source: Eurostat

Looking at revenues by transportation modes, rail transport end but in the EU27 countries, while Bulgaria ranks third in terms of turnover in transport modes.

EMPLOYMENT AND TRANSPORTATION SECTOR

Establishment of World Trade Organization, admission of Republic of China to this organization and on one hand European Union's using a common currency format and also raising member number to 27 and consequently broadening of existing trade areas have increased the significance of the transportation sector. The problem of unemployment in developing countries results from the outcome of the changes created by the transition from agriculture based economy to industry and service based economy. The labour market in Turkey presents important differences compared to other countries. The reasons of this can be counted as insufficiency of employment intensive investments and the problem of labour quality.

SERVICE SECTOR

While agriculture sector was developing, the society was also undergoing a change in harmony with the sector. There was a similar process in the formation and the development of the industry sector and this process formed the industrial society. The same process is valid for the service sector. Starting from the 1970s there has been a transformation from industrial society to service society and this transformation is still continuing. While developing in the economical sense, the sector generates a vision of world and life style compatible with itself also in the social field and it continues to develop these each day.

The developments in the service sector also forms new service fields together with itself. Technological developments and the changes happening accordingly enable new services to come out.

The economic conditions in which the information society exists are called knowledge economy today. By sliding labour intensive works to the countries in low-income group, industrialized countries also slide from labour intensive works to the products and knowledge intensive activities which are based on know-how and creativity.

As a result of this, knowledge economy which is based on information and communication has these characteristics; continuously accelerating technological developments, increasing informatics and knowledge intensive activities, entering into narrowing market and durations of product/service life transformation, globalizations of the markets, dimming of the differences between branches of industry.

Transportation literally means the transfer of loads and passengers from one place to another one. Transportation can also be defined as one physical unit's changing place from a starting point in space-time to a destination in space-time. Transportation is an individual activity, a social service and an industry. As a sub-system of logistics system, transportation can be described as "the most important component in logistic costs".

EMPLOYMENT IN TRANSPORTATION SECTOR

The process of globalization has important outcomes in terms of employment for both industrialized and developing countries. Globalization process creates an important impact on socio-economic dynamics which affects employment directly. Global crisis carries important risks such as decreasing of growth rate, production and investments, narrowing of exportation opportunities, weakening in real sector, problems in handling current account deficit, and coming face to face with the non-performing loans of banking sector.

While the population whose ages ranging between 15 and 64 at the age of work in West and Middle Europe countries 317 million in 2005, it is expected to decrease to 302 million in 2025 and to 261 million in 2050. Although there is a tendency of population growth in Albania, Kosovo, Macedonia, Turkey and in many regions of Central Asia, it is expected that the population will decrease in many Balkan countries, Russia and Ukraine. In countries like Bulgaria, Moldova, Romania, Serbia and Montenegro, active population or the job seeking population is decreasing day by day.

Table.4 Employment Rate (%)

	2004	2005	2006	2007	2008
EU-27	55,6	56,3	57,3	58,3	59,1
EU-15	57	57,8	58,7	59,7	60,4
BULGARIA	50,6	51,7	54,6	57,6	59,5
TURKEY	-	-	40	40	39

Source: Eurostat

While new employment opportunities were highly being created in Spain in 2005, Italy and France remained weak in this issue. In 2006, Spain is again exists among the countries in which the most employment growth is expected. Also, in Luxembourg and Ireland, high growth rates like 3,8 % and 4,4 % are expected respectively in 2006.

While Bulgaria and Slovenia has a tendency of the growth of employment rate, it is observed that no serious growth realize in Romania and Slovakia. On the whole of EU-27 countries, employment growths are considered highly important.

Table.5 Employment by Mode of Transport (in 1. 000), 2007

	Total	Road freight transport	Road passenger transport	Railways	Pipelines	Inland water transport	Sea transport	Air transport	Travel agencies & tour operators	Other auxiliary transport activities
EU27	9.212,7	2.963,1	1.960,5	864,4	12,0	43,4	184,0	409,1	490,0	2.286,2
EU15	7.302,3	2.293,5	1.522,8	506,9	6,0	34,5	166,3	379,2	420,9	1.972,2
EU12	1.910,4	669,6	437,7	357,5	6,0	8,9	17,7	29,8	69,1	314,0
BG	144,2	37,6	35,9	17,9	0,0	1,7	4,8	2,7	6,2	37,4

Source: Eurostat, 2009

EU27 in the form rail transport passengers from one country while, 9.3 nine poin tree percent is 11 percent of Bulgaria. These rates are realized when the first passenger railway transportation

PLACE OF BULGARIA AND TURKEY'S FOREIGN TRADE

Economic relations with Bulgaria consist of three periods. At first period until World Economic Panic amount of two countries' purchasing goods from each other was not even a few million TL, but at another period that a liberal foreign trade policy was carried out, amount of import from Bulgaria was two percent % 2 of total import.

Table.6 Bulgaria in Turkey's Export (Million USA Dollars)

	2003	2004	2005	2006	2007	2008
TOTAL AMOUNT	47.253	63.167	73.476	85.535	107.213	132.027
European Union	27.394	36.581	41.364	47.935	60.397	80.000
Bulgaria	622	894	1.179	1.568	2.060	2.152

Source: <http://www.foreingtrade.gov.tr>

At Table.6 place of Bulgaria in our foreign trade is shown. As the share of EU in our export was decreasing % 1 in the last two years, the share of Bulgaria in Turkish export increased apparently in 2006 and 2007 than other years.

Bulgaria's export to Turkey is mainly on raw materials. Share of raw materials in total export is % 79. Iron-steel, metals except iron,ores(elements), raw materials of food industry,chemicals have an important share in Bulgaria's export to Turkey. % 11,1 of export is composed of energy sources,% 5,5 consumer goods and % 4,4 investment goods.

Table.7 Bulgaria in Turkey's Import (Million US Dollars)

	2003	2004	2005	2006	2007	2008
TOTAL AMOUNT	69.340	97.540	116.774	139.576	170.057	201.944
European Union	35.140	48.103	52.696	59.401	68.611	79.000
Bulgaria	689	959	1.190	1.663	1.952	1.840

Source: <http://www.foreingtrade.gov.tr>

In 2007 Bulgaria is among the first 20 countries in our export. Its share in the total is % 1,9. In the same year, increasing the rate significantly it has been on the 11th rank with this increasing rate (%31,4). But, though import figures increase as quantity there is not a significant increase as rate in our total import.

Our country increased trade with its neighbouring countries gradually after the crisis it experienced and increasing as to the gravity theory it reflected positively to foreign trade balance of payments.

While Bulgaria is increasing its value as quantity there is not a significant increase as rate in our total import share

TURKEY PLACE OF RAILWAYS AND TRANSPORT SECTOR

The first railway in Turkey was constructed between İzmir-Aydın under the privilege granted to an English company in 1856. The construction of the 130 km line was completed in 1866. The İzmir (Kasaba)-Turgutlu-Afyon line and 98 km. of the Manisa-Bandırma line were constructed by another English company granted privilege and put in service in 1865. The remaining section of the Manisa- Bandırma line was constructed in the subsequent years.

As of 2009, including Turkey, 8.607 mail lines, secondary lines and the surface area of the country's population by 10.508 km railway network is insufficient. Used in railway transportation in Turkey, the existing vehicle park, 586 pieces of diesel locomotives, 68 electric locomotives, 93 electric range of pieces, 57 pieces of diesel range, 1.046 units of passenger and freight cars with , 650,000 tons capacity is composed of 16,989 pcs.

Table.8 Goods Exported to Turkey in order to get th free entry of foreign vehicles(Time)

	2005	2006	2007	2008	2009	January- October 2009	January - October 2010
TURKEY	<u>104.353</u>	<u>105.486</u>	<u>185.949</u>	<u>229.559</u>	<u>230.455</u>	<u>189.016</u>	<u>182.644</u>
BULGARIA	<u>4.686</u>	<u>2.618</u>	<u>6.957</u>	<u>15.145</u>	<u>21.374</u>	<u>19.684</u>	<u>17.032</u>
MAKEDONIA	5.784	4.773	4.155	7.412	7.936	6.349	5.844
SYRIA	2.677	5.836	3.986	916	830	1.189	3.002
IRAN	5.805	3.818	4.786	5.788	11.124	9.204	7.619
GEORGIA	2.131	1.896	3.015	2.775	2.211	1.611	4.045
MOLDOVA	4.667	7.031	9.754	13.242	8.490	6.821	6.172
GERMANY	3.000	1.785	996	1.041	4.480	2.778	2.083
ROMANIA	2.389	2.986	4.800	5.268	5.851	4.628	4.469
RUSSIA	1.045	1.562	2.108	3.009	1.467	1.148	1.751
UKRAINE	920	1.343	2.155	4.170	4.071	3.423	2.702
Other	2.978	2.262	4.361	6.709	8.040	5.711	8.537
TOTAL	39.656	38.967	51.243	69.243	81.089	66.668	65.849

Source: UND

On the point of being issued to Turkey, between the foreign vehicles, a vehicle with Bulgaria license plate are placed on the top and gain on nearest competitor. It shows that Turkey makes substantially highway transport with Bulgaria. It is seen that Kapikule is the most important customs gate among the west customs gates, Hamzabeyli customs gate that provides connection of Bulgaria-Romania highway and EU countries, follows it.

CONCLUSION

EU Transportation sector constitutes 7% of gross national product, 7% of employment, 40% of member country investments and 30% of energy consumption. In the traffic realizing in the union a demand growth of approximately 2,3 for the goods and 3,1% for the passengers in the last 20 years come to existence. Important steps taken for the liberalization of the economy of the Union like the completion of single market, especially

removing the borders and liberalization of sea transportation make the need for creating a common transportation policy inevitable.

Due to the agreement signed with Bulgarian Railways, the railway cars belonging to Ukrainian railways were provided to reach Edirne railway station over Varna ferry line, Bulgaria.

There is freight transportation to Bulgaria through Kapıkule border and other European countries over Bulgaria. Therefore, as the transportation with European countries gets easier, lots of logistical villages have been built in Bulgaria. There should be a tendency for combined transportation in Turkey and if only 1% of the present transportation is turned into combined transportation, this means one reciprocal train travel daily.

REFERENCES

- Ballou, R. H., Business Logistics Management, Third Edition: Prentice-Hall International. 1992
Encyclopedia Britannica, Volume 22: 408 Encyclopedia Britannica (1964), Encyclopedia Britannica Inc.,: London. 1964
Eurostat, www.org. 03.02.2011
Farris vd., Farris, M. T., D. C. Cochran, G. M. Davis ve D. R. Gourley, *Transportation Education, An Inter-Disciplinary Approach*, Transportation Journal, Fall69, Vol. 9 Issue 1, ss.33-44. , 1969
Foreigntrade, www.foreigntrade.gov.tr, 02.02.2011
Merriam-Webster Online Dictionary, Merriam-Webster Online Dictionary, www.m-w.com/netdict.htm, 18.08.2006.
UND, www.und.org.tr, 08.01.2011
Turkish State Railways