

TURMEPA – Turkish Marine Environment Protection Association

Levent Ballar, Genel Sekreter

Dear Mr Ballar,

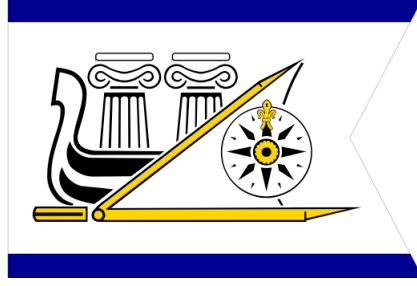
The Swedish Cruising Club, with a membership of about 42,000 and a Mediterranean Section of 2,000 members, feels a great concern about announced restrictions of sailing in the Mugla area. Please understand that we are all very solicitous about the marine environment, but we are afraid that the announced measures have been put forward too abruptly to have been able to consider the effects for visiting sailors and that it might be appropriate to evaluate such measures in relation to their effects on sailing compared to other activities.

We love your country both for its people and its environment and wish to assist in the taking of appropriate measures for our continued presence as sailors. We hope you appreciate our points and are willing to assist us in our efforts to keep your waters open to sailors anxious both to visit and preserve your beautiful coasts and waters.

Please note that I tried to send this document with attached letter to the Minister signed by fax 0090 0216 343 2177 but failed to get through.

Sollentuna, Sweden the 3<sup>rd</sup> February 2010

Hugo Tiberg  
Vice-commodore of  
the Mediterranean Sailors of the  
Swedish Cruising Club  
Professor of Maritime Law



Mr. Ertugrul Günay  
Minister of Tourism  
T.C. Kültür ve Turizm Bakanlığı  
91 Sokak  
4 Cadde Emek  
ANKARA  
Turkey

Dear Sir,  
Blue Card scheme

The Swedish Cruising Club has about 42,000 members and has a special Mediterranean section (The Mediterranean Sailors) of over 2,000 members. Many of these members have boats or otherwise sail in Turkey; indeed the present writer has had the pleasure of having had his boat there for a long number of years.

Our Club members have always been impressed by the cleanliness of the Turkish coast and the transparency of its waters, and being genuinely engaged for nature and environment, like all Swedes, they have always been anxious to avoid pollution and spill from their boats. We are all impressed and attracted by the efforts of our Turkish friends to retain the waters in their present lovely condition.

However, we strongly feel that such efforts should be founded on a dedicated engagement on the part of the sailors themselves. If such efforts on their part may to-date have been found to be insufficient, in view perhaps of the many sailors of different backgrounds having been attracted to Turkey's beautiful coasts, we feel that measures to rectify problems would be more welcome if introduced gradually, and in co-ordination as far as possible with the sailors' own organisations. Sudden and drastic decrees may be difficult or impossible to implement, and to that extent they will be disposed to drive the sailing tourism away from Turkey, with many of the excellently developed marina facilities becoming redundant.

To be more specific, I am referring to measures announced for the Mugla district and indicated to be later expanded to other parts of the country. As for Mugla, we regard its coasts as being among the most enticing in Turkey, and many of our members aim specifically at spending their sailing time there. In

connection with the announced Blue Card procedure necessitating dual holding tanks or storage of all “grey” water in the toilet tank, it should be realised that at present it is impossible to obtain a standard sailboat with dual holding-tanks as well as to adapt present boats to include a grey water tank of the 150–300 litres needed to be of any use. Nor can a change be expected as producing countries do not see a need under international legislation. As for grey water in a single tank on small boats, the indicated extent would necessitate such frequent visits to pump-out marinas that sailing in the area would no longer be attractive.

Besides the general provisions involved in the Blue Card scheme the documents we have received refer in particular to “the special environmental protection zone of Fethiye to Göcek and Dalaman Bays”. Although this general heading includes Dalaman Bay, the map to which it refers includes only Göcek Bay, known to sailors as Skopea Limani. This is a particularly beloved area of the South Turkish coast, well protected with lovely bays for sailors’ stopover, but the prohibitions announced for it are so drastic that, if enforced, they will surely leave the area unvisited by sailors in the future. The proposed edict bans anchoring and tying on to land other than yacht harbours, piers, bollards and other “approved moorings”. It must be understood that the charm of this locality for nature-minded sailors is the very stillness and solitude of its bays so that, while such measures as limitation of the number of visitors and ban of disturbing music will certainly be widely understood, some kind of mooring facilities in quiet bays are needed for the area to retain its attraction to sailors.

For such reasons, the Swedish Cruising Club, through its Mediterranean Section, would kindly request a reconsideration of the announced measures and a contact with the organisations engaged in Mediterranean sailing with a view to putting the development towards cleaner seas in line with the development of sailboats and the needs and desires of sailors dedicated to Turkish cruising. As there have been announcements of the Blue Card scheme coming into force already in March 2010, which may cause many sailors to discard Turkey from their planning, it would be useful to have these statements officially rectified as soon as convenient.

Stockholm Sweden 3<sup>rd</sup> February 2010

Yours faithfully

Hugo Tiberg  
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Professor of Maritime Law  
Stockholm University  
S-106 91 STOCKHOLM, Sweden

c/c TURMEPA, Mugla Governor, DTO – Chamber of Shipping