

URBAN RESCUE ARCHAEOLOGY: YENİKAPI EXCAVATIONS IN İSTANBUL  
AS A CASE STUDY

by

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This is to certify that I have examined this copy of a master's thesis by

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This thesis is dedicated to my family

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## **ABSTRACT**

The aim of this thesis is to provide an overview and analysis of urban rescue archaeology in Turkey using İstanbul Yenikapı Metro Marmaray Rescue Excavations as a case study.

Excavations within the Marmaray Metro Projects in the city of İstanbul are, according to Turkish legislation, supposed to be under the authority of the local archaeological museum which in this case the İstanbul Archaeological Museums. Within the vast number of archaeological sites on the European and Asian sides of İstanbul the Yenikapı rescue excavations are the largest ones. Yenikapı located on the southern shores of the Marmara Sea, inside the Historical Peninsula and known as Langa corresponds the largest harbor of Byzantine Constantinople, Eleutherious. Excavations began in 2004 and where continuing in the time which this thesis completed.

My research for the purpose of this thesis is formed by four main topics. These are the development of urban rescue excavations in Europe and in Turkey specifically; national and international legislations pertaining rescue excavations; analysis of preliminary studies about the Yenikapı excavations and in depth examination of problems deriving from rescue archaeology with specific attention paid to the Yenikapı case.

This thesis analyses the definition of rescue excavations according to national and international legislations and declarations. This thesis concludes that Turkey lacks adequate legislations of urban rescue archaeology and this lack might be the basis of problems arising excavations in urban context.

## ÖZET

Bu tezin amacı Yenikapı Metro Marmaray Kurtarma Kazılarının örneğinden yola çıkarak Türkiye’deki kent kurtarma kazılarına genel bir bakış sağlamak ve analiz etmektir.

Türkiye’deki kanunlara ve düzenlemelere göre İstanbul’daki Metro Marmaray kazıları yerel bir otoritenin, İstanbul Arkeoloji Müzeleri’nin kontrolü altında gerçekleştirilmektedir. İstanbul’un Avrupa ve Anadolu yakalarındaki çok sayıda kurtarma kazısının en büyüğü Yenikapı projesidir. Langa olarak da bilinen Yenikapı bölgesi tarihi yarımadaının güneyindeki Marmara denizi kıyısında, Bizans İstanbulu’nun en büyük limanı olan Eleutherious limanının olduğu bölgededir. 2004 yılında başlayan kazılar bu tez projesi sürecinde hala devam etmektedir.

Tez araştırması dört ana bölümden oluşmuştur. Bunlar Türkiye’de kentsel kurtarma kazılarının gelişimi, kurtarma kazılarına dair ulusal ve uluslararası kanunlar ve düzenlemeler, Yenikapı projesine dair önçalışmaların değerlendirilmesi ve Yenikapı kazıları örnek alınarak kurtarma kazılarının sorunlarının incelenmesidir.

Bu tez ulusal ve uluslararası düzenlemelere göre kurtarma kazısının tanımı değerlendirmektedir. Tez çalışmasının sonunda Türkiye’nin kentsel kurtarma kazıları konusunda gerekli yasal düzenlemelere sahip olmadığı ve bunun da kentlerde yapılan kurtarma projelerindeki sorunların sebebi olabileceği sonucuna varılmıştır.

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## LIST OF ILLUSTRATIONS

<b>Figure 1:</b> A view from the archaeological artifacts that were found in a necropolis uncovered by chance during the sewage system excavations in Enez, a district of Edirne. Archaeological excavations carried out by Dr. Sait Başaran from İstanbul University...	125
<b>Figure 2:</b> A scene from the Aswan Dam Excavation Area.....	125
<b>Figure 3:</b> A Headline from the Milliyet Newspaper for the Keban Dam Excavations Aid Campaign.....	126
<b>Figure 4:</b> The Location of the Ilısu Dam Area.....	126
<b>Figure 5:</b> Organization chart of the Ilısu Dam Excavations.....	127
<b>Figure 6:</b> Coverage area of the Botaş Pipeline.....	127
<b>Figure 7:</b> A scene from the Sazpegler Excavation.....	128
<b>Figure 8:</b> A scene from the Tasmasor Excavation.....	128
<b>Figure 9:</b> Seyitömer Excavation Area.....	129
<b>Figure 10:</b> View from the Athens Metro Excavations, a Roman Bath.....	129
<b>Figure 11:</b> Display of the stratigraphy of the excavation area in the Acropolis Metro Station in Athens.....	130
<b>Fig 12 a:</b> 6 <sup>th</sup> Century wall discovered during the excavations.....	130
<b>Fig 12 b:</b> 6 <sup>th</sup> Century wall after the conservation exhibited in situ in the Eresin Hotel....	130
<b>Figure 13:</b> Display of the 6 <sup>th</sup> Century Mosaic after the conservation.....	131
<b>Figure 14:</b> Eresin Hotel Column Bar.....	131
<b>Figure 15:</b> Sultanahmet Cezaevi Excavations.....	132
<b>Figure 16:</b> Henri Prost's Metro Station Project.....	132

<b>Figure 17:</b> İstanbul Base Map during the Nedeco offer.....	133
<b>Figure 18:</b> Nedeco’s Metro Line Suggestions Spotted with Red Dots.....	133
<b>Figure 19:</b> Route of the Marmaray Project.....	134
<b>Figure 20:</b> UKOME Decision about the Road Closure.....	134
<b>Figure 21:</b> Soundings of the Yenikapı excavation area in 2004.....	135
<b>Figure 22:</b> İstanbul University Laboratory Billboard.....	135
<b>Figure 23 a:</b> Safety Equipment.....	136
<b>Figure 23 b:</b> Safety Equipment in Use.....	136
<b>Figure 24:</b> Marmaray Project Worker’s Strike in 2010.....	137
<b>Figure 25:</b> Construction of the Concrete Plant at the Marmaray Excavation Site.....	137
<b>Figure 26:</b> Seasonal Tents That Were Used for the Winter, 2008.....	138
<b>Figure 27:</b> View from the Yenikapı Excavation During the Winter, 2008 .....	138
<b>Figure 28:</b> Prefabricated Cabins That Were Used During the Winter, 2008.....	139
<b>Figure 29:</b> Working Conditions of the Workers.....	139
<b>Figure 30:</b> Artificial Lighting Around the Trenches That Enabled the Night Shifts.....	140
<b>Figure 31:</b> View from the Night Shift.....	140
<b>Figure 32:</b> Marmaray Laboratory.....	141
<b>Figure 33:</b> Cover Page of <i>the In The Light of Day: 8,000 years of İstanbul Exhibition</i> Catalogue.....	141
<b>Figure 34:</b> Cover page of the Marmaray Symposium Catalogue.....	142
<b>Figure 35:</b> Marmaray Project Billboard at the Entrance of the Site.....	142
<b>Figure 36:</b> Archaeopark Project Protocol.....	143

<b>Figure 37:</b> Information Panels From the <i>In The Light of Day: 8.000 years of İstanbul</i> Exhibition.....	143
<b>Figure 38:</b> Display from the <i>From Byzantium to İstanbul: Harbour of Two Continents</i> Exhibition.....	144
<b>Figure 39:</b> <i>Legendary İstanbul - From Byzantium to İstanbul: 8000 Years of A Capital</i> Exhibition at the Sakıp Sabancı Museum, İstanbul, 2010.....	144

## Tables

Table 1: Marmaray Project Organization Chart.....	145
Table 2: Polat Construction Firm Organization Chart.....	145
Table 3: List of Dissertations About the Yenikapı Excavations.....	146
Table 4: Visits of National and International Newspapers, Journals, Televisions and Documentaries at Yenikapı .....	147
Table 5: Visits of National and International Universities at Yenikapı. ....	148
Table 6: Visits of Foundations, Chambers, Associations and Individuals at Yenikapı....	148

## LIST OF ABBREVIATIONS

AMC: Anadolu Metro Consortium

Arc. Assoc.: Archeologists Association of İstanbul Branch

BP: Before Present

DSİ: Devlet Su İşleri- General Directorate of Water Works

İETT: Electric Tramway and Tunnel Works General Directorate of İstanbul

IAM: İstanbul Archaeological Museums

Fig: Figure

UKOME: Coordination of Transportation Department

JBIC: Japan Bank for International Cooperation

KUDEB: Conservation Implementation and Control Bureaus

METU: Middle East Technical University

TAÇDAM: Center for Research and Assessment of the Historic Environment

TCCB: Presidency of the Republic of Turkey

TGNA: Turkish Grand National Assembly

TGN: Taisei Gama Nurol Joint Venture

TL: Turkish Lira

TUREB: Federation of Turkish Tourist Guide Associations

WHC: World Heritage Committee

WHL: World Heritage List

## TABLE OF CONTENTS

<b>TABLE OF CONTENTS</b> .....	xiii
<b>INTRODUCTION</b> .....	1
<b>CHAPTER 1: RESCUE ARCHAEOLOGY</b> .....	4
1.1 Introduction .....	4
1.2 Definitions of the Rescue and Salvage Archaeology .....	5
1.3 Examples of Different Rescue Excavation Implementations .....	6
1.3.1 Dam Salvage Excavations .....	8
1.3.1.1 Aswan Dam Salvage Operations .....	8
1.3.1.2 Keban Dam Salvage Excavations .....	10
1.3.1.3 Ilisu Salvage Excavations .....	13
1.3.2 Energy Related Rescue Excavations .....	17
1.3.2.1 Botaş Bakü Tbilisi Ceyhan Salvage Excavations .....	17
1.3.2.2 TKİ Salvage Excavations .....	19
1.3.3 Urban Rescue Excavations .....	20
1.3.3.1 Athens Metro Excavations .....	20
1.3.3.2 Eresin Hotel Excavations .....	22
1.3.3.3 Sultanahmet Eski Cezaevi (Sultanahmet Old Prison) Excavations .....	23
1.4 Conclusion .....	26
<b>CHAPTER 2: INTERNATIONAL LAWS, CHARTERS and TURKEY'S LAW ON PROTECTION of CULTURAL HERITAGE and RESCUE ARCHAEOLOGY</b> .....	31
2.1 Introduction .....	31
2.2 International Laws and Conventions .....	32
2.3 Laws and Regulations in Turkey Regarding Cultural Heritage and Rescue Archaeology .....	40
2.4 Conclusion .....	50
<b>CHAPTER 3: MARMARAY METRO PROJECTS AND EXCAVATIONS AT YENİKAPI AS A CASE STUDY</b> .....	55
3.1 Introduction .....	55
3.2 Reconstructing the History of Metro Projects in İstanbul .....	58
3.3 The Marmaray Project .....	62
3.3.1 Impact Assessment Report About the Route of the Marmaray Project .....	67
3.3.2 UNESCO's Reports and Evaluations Regarding the Archaeological Areas on the Subway Route .....	68
3.4 Conclusion .....	76
<b>CHAPTER 4: PROBLEMS of RESCUE ARCHAEOLOGY ANALYZED in the YENİKAPI EXAMPLE</b> .....	79
4.1 Introduction .....	79
4.2 Administration .....	81
4.2.1 Subcontractors of the Marmaray Project .....	83
4.2.2 Freelance Archaeologists .....	84
4.2.3 Specialists .....	86

4.2.4 Workers .....	90
4.3 The Time Schedule .....	91
4.3.1 Pressure on the Marmaray Project Deadline .....	92
4.3.2 Concrete Plant .....	96
4.3.3 Help from Other Museums .....	97
4.3.4 Excavation During the Winter .....	97
4.3.5 Night Shifts.....	98
4.3.6 Methodology of the Excavation: “The worst excavation is better than a heavy machine” .....	101
4.4 Public Outreach .....	109
4.4.1 Press Releases.....	110
4.4.2 Publications .....	111
4.4.3 Information Boards.....	112
4.4.4 Dig Visitors .....	113
4.4.5 Exhibitions and Artifacts .....	114
4.5 Conclusion .....	115
<b>CONCLUSION</b> .....	122
<b>FIGURES</b> .....	125
<b>TABLES</b> .....	145
<b>BIBLIOGRAPHY</b> .....	149
<b>VITA</b> .....	168

## **INTRODUCTION**

Many cities all over the world are faced with rescue excavations because of dams, highways, residential premises being built or metro or subway constructions. In many European countries, partly because of the European Union requirements, rescue excavations are defined by the law. With the definition of different aspects of rescue archaeology, responsible parties follow the legal steps of an excavation process. Working conditions, requirements, duties of the governmental or privately funded excavations are specified with legislations. Steps that should be taken in an emergency situation are well defined. Because the conditions and processes are clearly defined by law, rescue archaeology is considered in construction projects.

In addition to country based assessments of rescue archaeology there are several charters and legislations that define rescue archaeology and explain how to conduct a rescue excavation in an urban context. Some of the charters are obligatory for the EU member states but most of them are considered as suggestions. Although Turkey signed many international charters for rescue excavations there have been problems applying the regulations because of many administrative and bureaucratic difficulties. A very important case concerned the Historical Peninsula of İstanbul, a UNESCO World Heritage site, which was to lose its title because requirements were not fulfilled. It is still a highly sensitive issue that has lead into a constant and detailed inspection of the archaeological work going on within the borders of the Historical Peninsula, in particular some parts of the Marmaray Project.

Rescue excavations may have different priorities like restricted areas, budget and, most important of all, time limitations, when compared to problem oriented excavations. Rescue archaeology gives an opportunity for archaeologists to work on

large-scale areas but unfortunately with time restrictions. Each excavation session has its own time schedule decided by the head of the excavation team, but in those cases the urgency of construction interfaces with the excavation process, which causes many problems.

Archaeologists in Turkey face a similar case. One current example is the Marmaray Yenikapı excavation, one of the biggest rescue excavations currently being conducted in İstanbul. The Marmaray Yenikapı Excavations started with a construction of a new rail and underground system traversing the Bosphorus and connecting Europe to Asia via a high-speed railway. The excavation site is where the Marmaray tunnel was supposed to link up with a subway station in a massive underground station. Yenikapı is an architectural-archaeological complex that was found during the Marmaray Yenikapı excavations. Excavations revealed the remains of the Theodosius Harbor, several architectural deposits including a church complex, many items from Byzantine and Ottoman eras, including over 30 shipwrecks and thousands of artifacts.

I have worked for two years as a freelance archaeologist in the Marmaray Project at Yenikapı. The reason I chose this topic for my thesis is mostly related to the problems that I have witnessed during my work. Among archaeological issues that we had to solve at the site as professionals, several other problems occurred related to the structure of the excavation project.

The first part of the thesis gives the definition of a rescue excavation and its interpretation by different scholars. This section includes a brief history of the practice as well as a comparison of rescue excavations with scientific excavations by emphasizing the responsibilities of a rescue archaeologist and the different working conditions.



The second part of the thesis presents relevant passages from the international charters about rescue archaeology and discusses how Turkey applies or ignores these regulations. This section also explains the Cultural Heritage laws in Turkey and the legal layout around the rescue excavations.

In the third part of the thesis I examine the applications of both the international and the local laws and regulations about the rescue excavations in the case of Yenikapı excavations. This includes not only a general analysis but also a discussion of the problems that were revealed before the excavation in the Marmaray route in the impact assessment report and in the UNESCO evaluation report of 2006.

The Yenikapı rescue excavations have raised many questions which have been observed, discussed and published by different scholars, journalists and NGOs for many years. Although the main area of interest is the objects and artifacts that are emerging, some authorities pointed out the systematic problems of the excavation itself. I describe the place and the problems of the Yenikapı excavations, situate them among other rescue excavations in the world and offer suggestions for solutions. The main aim of this thesis is to point out the serious results from the lack of laws and regulations concerning rescue excavations in the example of the Yenikapı excavations. Without the intention of creating a legal basis, the examination brings suggestions for other rescue excavations that are being or will be held to prevent similar problems and to discover alternative solutions.

## **CHAPTER 1: RESCUE ARCHAEOLOGY**

### **1.1 Introduction**

This chapter explains rescue archaeology from various perspectives, specifically, defining rescue archaeology, discussing the differences between salvage and rescue archaeology and examining different types of rescue excavations.

In order to demonstrate the history of rescue excavations in Turkey, I will present examples of different rescue excavations. My aim is to show different types of rescue excavations and different implementations that have taken place in Turkey. Rather than simply list the archaeological importance, I selected examples to show different administration models of the rescue excavations in Turkey. In the selected rescue excavation examples, I analyze administration of the excavations and management structures including how the financing is provided, who directed the excavations and the time pressures that became evident in those projects. Instead of listing the developments of rescue excavations in Turkey, I cite the examples chronologically. Additionally, I include examples that caused a dislocation of some of the projects and areas which were destroyed after or, in some cases, before the construction projects.

I also include two examples from outside of Turkey in this chapter: the Aswan Dam Salvage Operation and the Athens Metro Excavations. I selected the Aswan Dam Salvage Operation, which began in 1960, as it is considered the world's first international salvage operation. The Aswan Project started a few years earlier than the first organized salvage operation in Turkey, the Keban Dam;

therefore, I use it to demonstrate the international position regarding saving archaeological heritage in the 1960's.

A 2006 UNESCO report suggested taking examples from the Athens, Cologne and Paris metro displays regarding the evaluation of artifacts that were found in the Yenikapı excavations. A selected group from the İstanbul Archaeological Museum visited the Athens Metro to investigate the integration of the archaeological features into the metro stations. Therefore I chose the Athens example to demonstrate the urban rescue excavations and the display of the artifacts in the stations.

### 1.2 Definitions of the Rescue and Salvage Archaeology

The term “rescue archaeology” can be simply defined as an excavation type precipitated by development pressure or the need to rescue remains prior to their destruction. The term rescue archaeology is associated with the European practice; salvage archaeology is considered an American term (Oxford).

Rescue excavation was not identified and explained by Turkish law. Additionally, there isn't any Turkish term to differentiate between salvage and rescue excavations. Although they are no distinguishing terms in Turkey, generally it is possible to distinguish each operation from each other by looking at the timeline of the projects.

Salvage excavations are conducted in order to avoid destruction on archaeological deposits where a place is under threat (Barker 1993, 147). Salvage archaeology is conducted over a long period of time, within a place known from historical or archaeological evidence and gives the opportunity to plan an excavation for projects such as dams or reservoir excavations. Salvage

archaeology could take several months or years of research and there is enough time to organizing the project (Lorenzo 132).

On the other hand, rescue archaeology is related to the cases that need urgent attention such as archaeological layers discovered in unexpected foundation digs (Lorenzo). Rescue archeology can be also defined as instant archaeology; it rescues a place during or before the destruction (Barker 1993, 147).

Generally salvage excavations are usually conducted in large areas (Lorenzo 132) and rescue archaeology is mostly related to large public developments, dam reservoir construction and also agricultural clearing and leveling needs. They both might be conducted in either urban or uninhabited areas (Loyola 8).

### 1.3 Examples of Different Rescue Excavation Implementations

The need for archaeological excavations may occur in public investment project areas such as dam constructions, mining, or road constructions and can be called salvage excavations. In Turkey, in those kinds of governmental projects permission from the responsible conservation boards is necessary for construction. If the area does not contain any archaeological deposit that is registered to the local or national inventory construction can begin on the selected areas. If the area is suspected to have archaeological deposits, the conservation board might ask for an evaluation from the local museums. As a result of this report if the area contains archaeological deposits the governmental constitution has to provide enough time to prepare a project to conduct archaeological excavations. Additionally, in large development projects such as in the Keban Dam, an impact assessment report might

be requested to see the effects of the project to the environment including the condition of the archaeological deposits prior to construction.<sup>1</sup>

In addition to large scaled development projects, rescue excavations might be necessary in small scaled operations too such as infrastructural developments that are conducted either by the private companies or governmental bodies like water and sewage works of a city (Fig.1)

Private construction companies are also obliged to follow the Turkish law. They have to ask for an evaluation report from the responsible conservation board in order to learn whether their projected land construction contains an archaeological deposit or not. If they can get a clear report they can start construction. But it is possible to find archaeological deposits after the construction has started. When archaeological deposits are discovered on the construction area, the construction companies have to notify local authorities, and depending on their response, there might be need of a rescue excavation (Law 2863, article 4).

Examples of rescue archaeology in Turkey are limited with the governmental projects and academic entities. The reason for this according to law 2863 article 35, the only authority that can conduct rescue excavations is the Ministry of Culture and Tourism. The Ministry can give permission to universities or to local museums to conduct rescue excavations on their behalf. Private companies are not authorized to conduct any excavations in Turkey. They may provide workforce or equipment to rescue excavations under the condition of winning the competitive bid from the governmental project such as in the Yenikapı case which will be analyzed in Chapter Four.

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<sup>1</sup> The details of the legal basis of the rescue excavation procedures will be discussed in chapter three.

There is no determined rescue excavation policy in Turkey Whether projects are private investments or governmental projects, regardless of their funding sources all kinds of rescue operations are directed by the Ministry of Culture and Tourism. Jurisdiction over conducting and financing the excavations can be given to different authorities in accordance with a particular project. Therefore, in each case different solutions and organizations can be established to operate the rescue excavations. There are many examples of that kind of organized excavations such as the Aswan Dam Salvage Operations, the Keban Dam Salvage Project, the Ilisu Dam Project, the Botaş Bakü Tbilisi Ceyhan Salvage Excavations, the Excavations of Turkey Institution of Coal Enterprises and the Athens Metro Excavations.

### 1.3.1 Dam Salvage Excavations

#### 1.3.1.1 Aswan Dam Salvage Operations

The first practical implementation of rescue archaeology supported by UNESCO was located in Nubia before the construction of the third Aswan Dam in 1960 (Fig. 2). The Aswan Barrage project is the datum point of rescue excavations and the decisions taken during the project are worth considering as it sets an example for the rescue excavations and dislocation of the monuments (Alexander 24-26).

The problem of conserving archaeological sites in Africa started in the colonial era, during the process of road construction and the construction of different public buildings. The consideration of saving archaeological monuments in Africa dates back to the construction of the Aswan Dam in Egypt. Ancient Egyptians kept records of the River Nile, the longest river in the world, as they understood the importance of it to their economy (Zeid, Saad). The first Aswan Dam construction

started in 1899 and was completed in 1902. The idea of constructing the second new dam on the Nile River started during the post war years; Egyptians found the solution to the economic crisis by using the power of the river. They designed a dam project to control the water, to overcome the difficulties of drought and flood (Zeid, Saad). The project along the Nile River was conducted between 1911 and 1915. During the construction there was an archaeological survey of the area and excavations (McManamon 41). The third dam project started in 1959 with an agreement between Egypt and the Sudan.

The reservoir of the new High Aswan Dam was going to destroy many monuments on the reservoir area (Neville 75). Therefore, by request from the Egyptian and Sudanese Governments, UNESCO interfered with the construction and in 1960, survey and excavations of the monuments on the reservoir site started (UNESCO). UNESCO requested assistance from the world for the salvage excavations in Egypt and Northern Sudan-collectively called Nubia (Neville 75). Several artifacts were recovered and recorded, twenty monuments from Egypt and four monuments from Sudan dismantled and re-erected during the operation; however, various artifacts were lost permanently (Rose).

The most famous of the temple complex was Abu Simbel. The temple complex was located on the island Philae, near Lake Nasser. Rather than leaving the structure under water during the construction, it was relocated to a higher ground, on top of an artificial mound (Spurrier, Neville 75). The temples were surveyed, planned and documented so the lifting process did not cause a loss of information (Johnson).

Six groups of temples were dismantled, cut into thousands of pieces and moved to another site. Half of the budget of the project was funded by UNESCO and the Government of Egypt funded other half (UNESCO, Aswan).

Additionally, Egypt donated four temples as tokens to the countries that helped in the project. UNESCO published some of the official documents of the project on their web page. The reports are mostly based on the progress of the work, plans for future activities, problems and solutions with the construction firm, the amount of the stones that were dismantled, the re-erection status of the structures, promotional activities and financial documentations. Reports give all the details of the ongoing process of the work. Handicapped accessibility to the site, publications and press releases, maintenance of the artifacts, authenticity of the materials were discussed and recorded in detail (UNESCO, Aswan).

The campaign ended in 1980 (UNESCO 1). Additionally, the Museum of Aswan opened in 1997 as suggested in 1979 reports by UNESCO. The museum was established for the exhibition and the storage of the artifacts that came from the excavations of the rescue campaign (Paolini 56).

The High Dam increased the arable land, raised the water level and doubled the electricity capacity of Egypt (Hassan 75). The Aswan project is a great example of the salvage excavation in terms of publication, execution and high quality of documentation. Additionally the Aswan High Dam project is known the most successful salvage operation conducted by UNESCO (Folorunso 32). Although the Aswan Dam Rescue Project is the first among other projects, according to Meighan, salvage excavations saved only 1% of the cultural remains and 99% were destroyed without any study (27).

#### 1.3.1.2 Keban Dam Salvage Excavations

The Keban Dam Salvage Excavations was the first organized salvage operation conducted in Turkey. Although the salvage excavations in the Keban dam



region are not related to the urban rescue excavations, UNESCO wanted a similar organization to operate in Yenikapı. UNESCO especially suggested applying the same administrative organization of the Keban rescue excavations to Yenikapı. The details of the UNESCO report and the suggestions will be discussed in the following chapter. This organization was never established but it is important to address the Keban Dam salvage excavations in order to demonstrate the differences between those two excavations.

The Keban excavations were conducted under the direction of the Center for Research and Assessment of the Historic Environment (TAÇDAM).

“The TAÇDAM aims to develop research capabilities of METU on cultural and historical heritage by documentation, rescue operations, conservation and assessment in required methods and techniques, to undertake these interventions through co-operations with national and international institutions, to publish research results periodically and to promote education and training in these fields of interest” (TAÇDAM).

The survey of the Keban Dam area was conducted by the Department of Restoration and the Preservation of Historic Monuments of METU in 1966. In the following year, surveys continued under the direction of the Department of Prehistory of İstanbul University and the University of Michigan. After two years of surveys excavations started in 1968. In 1974 METU decided to extend the excavation areas to the Lower Euphrates region as that region would be affected by the dam construction too. Surveys were completed in 1975-1977 and excavations started in 1978. In the Keban Dam area and the Lower Euphrates region thirty-one rescue excavations were conducted under the organization of METU (TAÇDAM, Keban).

In 1966, the Department of Restoration from METU sent a committee to the Keban Dam area to investigate cultural heritages that would be flooded under the dam water. They documented every artifact, settlement and höyük in the region. Those records were compiled in a catalogue and METU published a book entitled

Doomed by the Dam: A Survey of the Monuments Threatened by the Creation of the Keban Flood Area in 1966. In addition, an exhibition was set up, composed of the photographs taken at the Keban Dam area in order to raise public awareness of the project. In the following year, METU, the Prehistory Department of İstanbul University and the Oriental Institute of Chicago University started a survey in the Keban Dam area (Kurdaş 181).

After all those initiations, an enterprising committee was established by the directorship of the president of METU Kurdaş in 1967. The enterprising committee became an Executive Committee and was called The Executive Committee of the Keban Region for Conservation and Assessment of Historical Aspects. METU was chosen as headquarters for the operations. Within the committee, the Keban Project Directorate was established to run the project. The Directorate was never involved with any operation but served as a coordination unit for the excavation teams, distributed excavations among candidates, controlled scientific research, supplied excavation materials and also arranged excavation permission from the government. It was a non bureaucratic organization, composed of a small team (Kurdaş 183).

The director of the Keban Project decided that foreign excavations should cover their excavation, restoration and survey expenses. The expenses of local excavation teams were provided by the Keban Project Directorship. The publications of both groups were provided by the project Directorship. The budget of the project was maintained by the Ministry of Finance together with the American Aid Organization. METU got the money from the Ministry of Finance and transferred it to the project when it was necessary. Budget inspection was conducted by the university. The budget was used without any restriction but within a secure order. Additional currency flow was also used within the same policy (Kurdaş 184). The

simplicity of the monetary structure made it possible to save both time and labor. In addition to the support from the Ministry of Finance, in order to raise some money and get donations, the Project made a public announcement via the Milliyet Newspaper and their campaign was successful (Fig. 3) (Milliyet Arşiv).

At the beginning of the project in 1967 the government foresaw the deadline as three years for completion of the dam and, at the end of this timeline; the area was to be flooded. But because of the bureaucratic delays, the completion of the project was extended to 1974 (Kurdaş 186).

Scientific standards were raised by working with integrated archaeological projects. With this project younger generations were trained and were encouraged to specialize in cultural heritage protection. With the archaeological database a good infrastructure was established for the following projects (Tuna 1999, 44). The Keban Dam excavations became an example for the succeeding salvage operations. Their administration structure has also been applied in the Ilisu Dam salvage excavations.

#### 1.3.1.3 Ilisu Salvage Excavations

As the definition of rescue archaeology is not clear in Turkey hybrid organizations have been established to solve the administration problem of rescue excavations. The most suitable example for the hybrid organization of the rescue excavations is Ilisu Dam Excavations. The financial support and the excavation director were changed due to changes in the structure of the dam construction.

The Ilisu Dam will be built on the Tigris River, located in the Southeastern Anatolia Region, approximately 45 km away from the Syrian border (Fig. 4). At the beginning of the project the financing of the Ilisu Dam was supported with 100% foreign credit. To maintain this budget, a consortium was established in 1997 composed of companies from Britain, Austria, Switzerland and Italy. In 2002,

with the withdrawal of the main investor the consortium was dissolved. In 2004 another consortium was established composed of Austrian, Swiss and German partners and in 2007 a protocol was signed to build the dam (DSİ).

In 2008 because of a report prepared by an international delegation expert the construction of the dam was delayed. According to this report none of the requisition of the loan agreement had been fulfilled. Respectively, the finance companies withdrew their support from the project (DSİ).

Based on the first consortium, the total amount of foreign loans to be provided for the Ilisu Project was € 1,200,000,000. The budget included € 25,000,000 credit for historical and cultural assets protection and recovery of Hasankeyf (DSİ).

An environmental impact assessment report was prepared between 1999 and 2001 following the criterion of the World Bank and Turkish law. The report was approved by Turkish authorities and presented to the credit grantors (DSİ).

All the cultural heritages that will be flooded by the dam were included into the resettlement action plan. According to that plan, the archaeological heritage will be excavated during the seven years of construction. Also, according to this plan, 53 million U.S. dollars has been estimated for the excavations, surveys and transportation respectively (DSİ).

In order to save archaeological sites in the affected zones of the Ilisu and Kargamış Dam areas, a protocol was signed between METU, DSİ and the Ministry of Culture and Tourism in 1998. Studies started after this protocol under the directorate of METU TAÇDAM (Tuna 1999, 39).

National universities such as İstanbul University, Hacettepe University, Bilkent University, Ege University, Anadolu University, Gazi University and other

international universities and institutions such as the University of Binghamton, the University of Utah, the University of Akron, the American Research Institute in Turkey and the German Archaeological Institute contributed to the project (Tuna 1999, 39).

According to the project the rescue excavations will be financed by DSİ and the scientific administration will be directed by TAÇDAM. Archaeological excavations were conducted by universities under the directorship of local museums and the Ministry of Culture and Tourism (Fig. 5) (Tuna & Velibeyoğlu, 40).

A special budget system was established at METU. In this budget in addition to the financial and equipment support of DSİ, donations from private sector companies such as HiltonSA and Hewlet Packard were also accepted (TAÇDAM).

The administration of the system was similar to the Keban Dam administration. Ground decisions of the project were decided by the TAÇDAM executive committee and the field studies were directed by the TAÇDAM Coordination Center in Diyarbakır. A Supreme Committee, composed of the representatives of the Ministry of Culture and Tourism, DSİ GAP<sup>2</sup> Directorate and TAÇDAM Management Board, met under the direction of the METU rector once a year in order to evaluate the rescue excavations (Tuna & Velibeyoğlu, 40).

Two hundred fifty archaeological sites were identified within the areas of the Kargamış and Ilısu Dam regions. In addition to the several surveys conducted at the region, eighteen rescue excavations were organized under the direction of TAÇDAM until 2007. In the Ilısu Dam area: Ziyaret Tepe, Kenan Tepe, Hasankeyf, Salattepe, Aşağı Salat, Giricano Tepe, Müslüman Tepe, Kortik Tepe, Kavuşan Höyük, Hakemi Use Tepe, Türbe Höyük and Yenice archaeological sites were excavated. In the

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<sup>2</sup> Republic Of Turkey Prime Ministry Southeastern Anatolia Project Regional Development Administration

Kargamış Dam Area: Zeytinlibahçe Höyük, Şaraga Höyük, Teleilat Höyük, Akarçay Tepe, Mezraa Höyük, and Akarçay Höyük were excavated (Tuna & Velibeyoğlu, 12).

The protocol signed in 1998 was unilaterally repealed by DSİ in 2004. Afterwards another protocol was signed between the Ministry of Energy and Natural Resources and the Ministry of Culture and Tourism which included only the Ilisu Dam region. In 2007 the Project directorate was abolished as it was not meeting the technical and social requirements. International funding was withdrawn but archaeological excavations continued without a strategy plan (Tuna 1999, 45).

After the withdrawal of the international loans in 2008 financing both the dam and the archaeological excavations was maintained with internal resources. Excavations continued in selected regions. A committee was established in the Ministry of Culture and Tourism which organized the rescue excavations in dam regions. From 2009 onwards excavations were directed by the local museums on behalf of the Ministry of Culture and Tourism. But because the human resources of the museums were not adequate enough to operate large rescue excavations which spread all over eastern Anatolia, universities began operating the rescue excavations on behalf of the museums. Additionally, a coordination committee was established in order to control scientific research. As DSİ became the main investor of the Ilisu Dam, the archaeological excavations were also funded by them.

Regardless of the administration problems, the Ilisu salvage excavations contributed to the archaeology of the region. The administration of the TAÇDAM, as a continuation of Keban Dam, raised the standards for future projects.

### 1.3.2 Energy Related Rescue Excavations

#### 1.3.2.1 Botaş Bakü Tbilisi Ceyhan Salvage Excavations

Botaş Baku Tbilisi Ceyhan salvage excavations are example of well organized rescue excavations conducted in Turkey. Excavations were planned before the construction project took place and coordinated with the local authorities and several universities. An impact assessment report was prepared regarding the cultural heritage in the way of the Baku-Tbilisi-Ceyhan pipeline project.

The Baku-Tbilisi-Ceyhan pipeline project was developed to transfer crude oil from the Caspian Sea basin, transfer it through Georgia and Azerbaijan to Turkey's Mediterranean coast at Ceyhan (BTC) (Fig. 6). The 1076 km long pipeline is part of the territory of Turkey. The pipeline passes through Ardahan, Kars, Erzurum, Erzincan, Sivas, Kayseri, Kahramanmaraş and Adana provinces (Şenyurt).

The pipeline project protocol was signed between Azerbaijan, Georgia, Kazakhstan and Turkey in 1999. The implementation of the project started in the following year. The feasibility study of the total project investment cost for the system was calculated to be \$ 2.4 billion. The estimated cost of expropriation is part of Turkey, including \$ 1.4 billion, during the project, but with the innovations and changes this cost rose to over \$ 3 billion. Financing Turkey's part was covered not by the government but the participating companies (EIA Report).

An impact assessment report was prepared by a demand from the World Bank. The report was presented and approved by the Ministry of Environment in 2002. The environmental impact assessment report, included in the Cultural Heritage

Management Plan, established a framework for the Archaeological Rescue Excavations. Archaeological excavations were conducted on the previously spotted areas in addition to the newly discovered areas where the pipeline passes. These studies were carried out by universities, Gazi University, METU, as well as the supervision of the authorities (EIA Report).

An Environmental Impact Evaluation report was prepared to reduce the negative impacts of the pipeline project. In addition to the sociological and biological research the report also included a Cultural Heritage Management plan. The aim of the plan was to minimize impact on cultural property and to register the unknown archaeological deposits (EIA Report).

In order to locate the archaeological heritage on the pipeline route, Ankara University, METU and Gazi Universities conducted surveys. As a result of these studies Ankara University identified 95 archaeological sites, METU identified 179 and Gazi University identified 76. In total, 350 archaeological sites were identified and recorded (BTC).

As a result of these investigations a large proportion of the identified sites 119, were located within the boundaries of the pipeline construction areas. Therefore most of the archaeological areas were excluded from the construction project area by the BTC Project Directorate. But 18 archaeological areas were not excluded due to technical reasons peculiar to the land and pipeline routes (BTC). Additionally, in some areas, the archaeological areas caused a dislocation of the pipeline due to immovable assets such as Yüceören Necropol in Adana (Şenyurt), Kayranlıkgözü in Adana (Şenyurt 2004, 16).

In 2002, a protocol was signed between the BOTAŞ General Directorate and the Ministry of Culture and Tourism in order to conduct rescue excavations on these



areas. All the rescue excavations were conducted under the authority of the Ministry of Culture and Tourism and carried out by the local museums. In total 30 scientists, 125 archaeologists and art historians and specialists in related fields and more than 1000 workers worked in the rescue excavations (Şenyurt).

The rescue excavation were conducted at the Ardahan-Sazpegler archaeological site (Fig. 7), the Kars-Selim Hasbey archaeological site, the Erzurum-Tetikom, Tasmazor (Fig. 8), Güllüdere, Tümentepe, Büyükdıç, Mağaratepe archaeological sites, the Erzincan-Dumantepe, Çilhoroz, Akmezar archaeological sites, the Sivas-Ziyaretsuyu, Abdel Mevkii archaeological sites, the K.Maraş-Minnetpınarı, Kayranlık gözü, Taşoluk-Köyiçi archaeological sites and the Adana: Gökdere-Yüceören, Sağırlar archaeological sites (Tekinalp).

#### 1.3.2.2 TKİ Salvage Excavations

Within the operation areas of Turkey Institution of Coal Enterprises (TKİ) several salvage excavations were conducted such as Muğla Eskihisar lignite basin, Kütahya, Seyitömer Höyük (Fig. 9). Archaeological deposits were located on top of their mining deposits therefore it was necessary to have a rescue excavation.

Ancient graveyards were observed in the Eskihisar lignite basin area during the coal mining studies. The area belongs to the Institution of Coal Enterprises. In order to investigate the close vicinity of the tombs, different field geophysical surveys were conducted in 2003 by the General Directorate of the Turkey Coal Institute. The Eskihisar lignite basin is located southeast of the Stratonikea Ancient City and located northwest of the Temple of the Holy Lagina. Combining these two ancient cities, a 10 km-long spot in the Sacred Path Yeşilbağcılar passes through part of the quarry Eskihisar (Ergüder 122).

Archaeological excavations were conducted by Pamukkale University. The artifacts will be exhibited in the Museum of Muğla, and the tombs will be removed and exhibited to the visitors in the parking area of the Directorate of the TKI (Ergüder 131).

Rescue excavations in the Seyitömer lignite areas started in 1989 in to reveal 12 million tons of charcoal which is valued at more than 500 million Turkish Liras. Excavations were conducted by the Eskişehir Museum Directorate until 1990. After that the Afyonkarahisar Museum Directorate continued the excavations until 1995 and finally the Dumlupınar University took over the responsibility of the excavations in 2006 (Bilgen).

A protocol was signed between Dumlupınar University and TKI Seyitömer Lignite Enterprises to conduct rescue excavations in 2006. The head of the Seyitömer Höyük rescue excavation is Prof. Dr. Nejat Bilgen who stated that they continued the excavations 6 months every year. They are working with 250 workers and archaeology students and ten academicians. According to the protocol, excavations must be completed in 2011, but because the numbers of the artifacts are so high it will not be possible to finish the excavations within the given time (Bilgen).

The area containing Middle and Early Bronze Age, Hellenistic and Roman deposits. Excavations revealed more than 5000 artifacts which were all sent to the Kütahya Museum. In addition, an Early Bronze Age palace was discovered during the 2010 season (Bilgen).

### 1.3.3 Urban Rescue Excavations

#### 1.3.3.1 Athens Metro Excavations

Metro excavations in Athens were a big opportunity for archaeologists to reveal the history of the city. Excavations were conducted under the authority of The

Ephorates for the Antiquities of Athens and Attiko Metro S.A. together with the contracting company Olympiake Metro. The design of the subway construction was completed in 1990. During the planning phase, archaeological authorities suggested that all the tunnels should be at a depth below archaeological layers and tube lines must be adjusted away from the ancient fortification walls of Athens. The authorities projected that excavations at the station exits and ventilation shafts was inevitable (Parlama 18).

Salvage excavations were conducted between 1992 and 1997 in a 70.000 sq. m. area with 50 archaeologists (Fig.10). It was the largest excavation conducted in the urban context of Athens. Similar to the Yenikapı project, ventilation shafts and station points were excavated. Papazoi, the Ministry of Culture, saw these excavations as a contribution to the history of Athens, as it provided new information about the private life of Athenians (Parlama 13, 15).

In addition to the excavations, part of a Roman balneum was preserved in situ, found at the Zappeion shaft and is now open to the public. A large part of the balneum on Amalias Avenue was dismantled to be constructed in the future. It will be placed at the University Campus in Zographou as a training site for archaeology students (Parlama 21, 22).

Kerameikos, Monastiraki, Syntagma and Acropolis stations revealed important archaeological data. Most of the artifacts were put on display in the Syntagma, Evangelismos, and Academia stations (Fig. 11) (Stavrakakis). In all, 30000 artifacts were found and 500 of them were exhibited together with the evidence showing the daily life of Athenians. They are exhibited at the city's Museum of Cycladic Art, in an exhibition called 'The City Beneath the City'. "The exhibition is sponsored by the Ministry of Environment, Urban Planning and Public

Works and by Attiko Metro s.a.” (Parlama 16). When the temporary exhibition closes, all the finds will be part of the permanent exhibit in the Museum of the City of Athens (Stavarakakis).

#### 1.3.3.2 Eresin Hotel Excavations

The Foundation Excavations at Eresin Crown Hotel was one of the examples of urban rescue archaeology conducted in İstanbul. Excavations started in 1994 by the decision of the Conservation Board and continued to 1997 with intervals. The excavation area is located in Eminönü, Cankurtaran district, Küçükayasofya Street. The entire excavation area is within the region of the Great Palace. Excavations were conducted by the İstanbul Archaeological Museums and the expense of the restoration, conservation and excavation were paid by Salih Eresin, the owner of the Eresin Hotel (Gökçay & Asal 10, 31).

Most of the artifacts and walls were preserved *in situ*, and others such as columns and stele were relocated, their interior arrangements constructed by architects (Fig. 12a, 12b). Additionally, a mosaic floor found during the excavations was restored and displayed within the hotel by the decision of the Conservation Board in 1997 (Fig. 13) (25).

According to Gökçay Eresin Hotel Excavations was a good example of how the excavations must be conducted in an urban context because the artifacts regained a function without losing their original locations (Gökçay & Asal 8). Several columns, which date to the Middle Byzantine era, were discovered and a Column Bar was designed. Additionally, marble sculptures, dating to the 3<sup>rd</sup> century A.D., were hung on the walls of the Column Bar (Fig. 14). Therefore Gökçay’s statement regarding preserving the artifacts *in situ* and giving them a function without losing their identity is open to criticism.

### 1.3.3.3 Sultanahmet Eski Cezaevi (Sultanahmet Old Prison) Excavations

Excavations and the Four Seasons Hotel constructions in the Sultanahmet Eski Cezaevi area caused several legal actions and speculations. Especially, the additional construction of the Four Seasons Hotel created public pressure to save archeological and cultural heritage in the Eski Cezaevi area.

The beginning of the problems date back to the 1980's. Some areas in Sultanahmet, including the Sultanahmet Mosque, Topkapı Palace and Sultanahmet Eski Cezaevi (Sultanahmet Old Prison) were registered as "Cultural Property" by the High Council of Cultural Heritage in 1981. In 1982, Sultanahmet Cezaevi excavation areas were declared as "Sultanahmet Square Tourism Center of İstanbul" based on the Tourism Promotion Law. Thus the Ministry of Culture and Tourism was authorized to make plans for the region which was the first step of the process leading to today's situation (TAY).

In 1992, land of the Sultanahmet Eski Cezaevi building was rented to Sultanahmet Turizm AŞ. (Sultanahmet Tourism Corporation) by the Ministry of Culture and Tourism for a hotel construction project for 49 years. The company opened the Four Seasons Hotel in 1996.

An environmental impact assessment report was prepared by the Chamber of Architects and Engineers in 9.11.1992. They opposed the hotel construction in the Eski Cezaevi area but their efforts were neglected (TMMOB).

In 1995, the Historical Peninsula including the Sultanahmet region was declared as a first degree archaeological protected area by the İstanbul Cultural and Natural Heritage Protection Board No 1. Based on this decision, the İstanbul Metropolitan Municipality prepared 1/500 scale master plan to start to work on conservation (TAY).

Excavations in the Sultanahmet Eski Cezaevi area started with the decision of the İstanbul Cultural and Natural Heritage Protection Board No1 and with the permission of the Ministry of Culture and Tourism. Excavations were conducted by the İstanbul Archaeological Museums with permit number 13011998/87. Excavations continued for seven months. Excavations were sponsored by the Enternasyonel Corporation which is an associated company of Yapı Kredi Bank. In addition to the Museum's specialists, one freelance archaeologist worked at the site and about twenty workers were provided by Karkın Construction Company (Fig. 15) (Pasinli 95).

In October 2000, the İstanbul Cultural and Natural Heritage Protection Board No 1 was assembled under the direction of Prof. Dr. Erenman with participation of Prof. Dr. Zekiye Yenen, archaeologist Sümer Atasoy and İlyas Bozkurt a representative of Eminönü Municipality. The Board concluded two different decisions about the Kutlugün Sokak, where the Eski Cezaevi is located and Tevfikhane Street (Decisions number 13102000/12298). The decisions approved having a plan for the conservation development project and a preliminary project for the additional construction projects of the Four Seasons at the same time. In other words, the board asked to see from the project how the area will be used in the future and, without waiting for the result of that project, approved the preliminary study for the Four Seasons in the same decision. Additionally, a preliminary project was approved under the condition of an evaluation of the archaeological excavations. This decision paved the way for the construction projects for the Four Seasons Hotels on the Sultanahmet Cezaevi. In November 2002 Board No 1 assembled again. The evaluation of the excavations was considered finished based on the İstanbul Archaeological Museums (Decision number 6092002/346).

While the Metropolitan Municipality continued their master plan, the Ministry of Culture and Tourism asked to change the status of the area into an “Archaeological Park, Tourism and Culture Area” in 2000. With this status the Ministry of Culture and Tourism gained privileges for urban development and can make decisions about these areas.

Before the Master Plan of the Metropolitan Municipality completed their reports, The Ministry of Culture and Tourism prepared development plans and sent them to the Municipality to give notice to the relevant authorities. The Ministry’s plan was refused by the Metropolitan Municipality as it did not follow the procedures and it would have created technical and legal problems in terms of the application procedure (TAY).

Topbaşı, the Mayor of İstanbul, approved the plan and sent it to the city council in 2005. In fact, he had to order an objection report and the Municipality announced that the file he sent was a mistake. In June 2005 the plan was sent back to the Planning Department as there was an objection by the Municipality. Those plans were sent back and forth between the İstanbul Metropolitan Municipality Council and the Planning Department. During this process, by the permission of Conservation Board, the destruction on the historical areas started (TAY).

The Chambers of Architects and Engineers opened a lawsuit to cancel the Municipality’s plans and the additional hotel construction in 2006. The lawsuit petition stated that it would be very destructive to open the Eski Cezaevi area as a tourism investment area, and if the plans were executed it would destroy the entire cultural heritage. Therefore, the Chambers asked to cancel all the projects on that area and transfer them into an archaeological park. The State Council cancelled the additional hotel construction by stating it was contrary to law. Additional hotel

construction projects were declined as they did not comply with the national and international conservations laws and would have destroyed the Roman, Byzantine and Ottoman cultural heritage. In addition, the public interest did not coincide with the planned construction (TMMOB).

Based on the State Council's decision, the İstanbul Regional Administrative Court cancelled the permission for additional building construction of the Four Seasons Hotel in the Eski Cezaevi area in February 2009. The archaeological excavations were also stopped in that area (Pakkan).

UNESCO welcomed the decision to stop the construction of additional buildings in Eski Cezaevi area. According to the 2010 report, the archaeological remains exposed to the weather conditions for a long time in this situation would be in danger.

UNESCO suggested taking emergency measures for the protection of archaeological remains and Turkey was committed to protect the area (UNESCO 2010).

#### 1.4 Conclusion

Different implementations of rescue or salvage projects were presented in this chapter. Each case represents different administration models or different applications of rescue excavations. The Yenikapı excavations were excluded from this section as they will be discussed thoroughly in the following chapters.

Examples of rescue excavations with different administration units such as Keban and Ilisu point out possible administration organizations for the future projects. Although the administration units already set an example for other excavations, there were some problems within their organization.

In the Keban Dam Salvage Project, different groups of archaeologists worked in different excavation projects. The administration and monetary system of the



excavations was directed by a central authority, TAÇDAM. Their organization model was suggested for the Yenikapı excavations. In what ways could the Keban Dam, which was excavated almost 40 years ago, be an example for the Yenikapı excavations? Some processes include establishing a central advisory unit, planning the excavations and therefore starting excavations before the project, providing money for the construction project and involving sponsors. If this kind of organization had been established for the Yenikapı excavations, problems such as administration chaos and difficulty in purchasing equipment, wouldn't have occurred.

The Ilisu excavations were planned and conducted with the cooperation of the different universities and museums, but excavations were under risk because of financial problems. But at the same time the finance problem was caused because of the issue of saving the archaeological heritage in Hasankeyf. The importance of the archaeological heritage was ignored by the government and this situation caused the withdrawal of the foreign loans. The archaeological administration model of the Ilisu dam excavations also changed due to the project. First, an administrative unit was established that was modeled like Keban, then it switched to another model working with universities and directed by museums. After the problems with loan financing, the Yenikapı excavations became more complicated than the Keban Dam Project. Museums used the money on behalf of the Ministry of Culture and Tourism, but money allocation was directed by the head of the excavations. The head of the excavations, in this case, the universities, had problems using that money. Although the head of the excavations was in charge of spending the money for the archaeological studies, workers, freelance archaeologists, transportation and dig house needs, the money was not consistently distributed. The archeologists had to

produce an enormous amount of documentation to purchase simple needs for the dig. They were expected to conduct the excavations and deal with the bureaucratic procedures at the same time. For example, in order to buy something they had to open a competitive bid with three applicants. Buying bread in a village with only two bakeries required a creative effort to complete the paperwork. The amount of time and energy wasted with these kinds of issues was the main reason for the hybrid organization systems that were developed for the Ilisu dam. Solutions for solving the administration and monetary system of the rescue excavations will be discussed and a model for this problem will be discussed in the conclusion of this thesis.

Impact assessment reports and the level of consideration given those reports affect the rescue excavations. In the Yenikapı chapter, I will discuss the effect of the preliminary studies, but the Botaş example demonstrates the importance of executing pre studies as it shows what kind of precautions can be taken if an impact assessment report is prepared before the project. In the Botaş project, an impact assessment report was prepared in order to save archaeological heritage on the route of the project. The impact assessment saved construction time. Contractors more or less knew what they would face. Seasoned contractors were familiar with excavation processes so there was enough time to plan and conduct the excavations. If the impact assessment reports had been considered seriously similar organizations could have been established before the project took place which would have made it possible to change some areas of the project prior to the excavations.

Changing the route of a project related to the archaeological heritage is one solution but in many cases rescue excavations start after the destruction of archaeological heritage such as in the Seyitömer example. Excavations started after the destruction of the graveyards (Şahin). Because of administrative problems and

the value as well as the importance of the lignite area different solutions were created such as excavations conducted first by the university then sponsored by TKİ. Protocols were made between TKİ and Dumlupınar University and salvage operations were conducted. Starting the excavations after the destruction lose some part of archaeological data available in the destructed area. Therefore it is important to start an excavation before the construction team starts. Excavations cannot be carried out under time pressure. There must be enough time to plan the excavation strategy and choose skilled specialists and workers. The pressure of time affects the quality of the work and should not be related to the construction timeline. Excavations have to have their own schedules as in Botaş example. In Seyitömer the complexity of the administration model and destruction of the archaeological data affected both the construction and the excavation process.

The Eresin Hotel rescue excavations were conducted by the İstanbul Archaeological Museums. The hotel is rather distinctive as the architectural elements from the excavation were placed in a commercial building. An agreement must have been compiled between the İstanbul Archaeological Museums and the private company to keep those materials within the hotel based on the act concerning the regulation of collecting and controlling movable cultural and natural heritages (Korunması gerekli taşınır kültür ve tabiat varlıkları koleksiyonculuğu ve denetimi hakkında yönetmelik) (Council of Ministers 18342). The Athens metro excavations are a good example for presenting the movable archaeological objects *in situ* or placing them nearby the original location. There were explanatory boards placed around the objects and the historiography of the objects and excavations were presented at the metro stations. In the Eresin Hotel, archaeological and architectural elements were also displayed *in situ* but there is little explanation of the materials.

Why they were displayed in that area was not explained with information boards and overall the concepts of placing the archaeological and architectural elements within the hotel were not clarified to the public.

The Sultanahmet Four Seasons Hotel construction was one of the turning points in urban archaeology in Turkey. The laws and the application of the project were contradictory in many ways. The lawsuits proved that the bureaucratic procedures can easily affect the status of a protected area. Inadequate laws and legislations affect the archaeological heritage both in urban and rural areas. A comprehensive law must be developed. Law numbered 2863, the Protection of Cultural and Natural Properties, must be reevaluated to meet the international laws. The legal basis and the problems that occurred in the presented areas such as dam excavations will be discussed in the following chapter.

## **CHAPTER 2: INTERNATIONAL LAWS, CHARTERS and TURKEY'S LAW ON PROTECTION of CULTURAL HERITAGE and RESCUE ARCHAEOLOGY**

### 2.1 Introduction

There are many charters related to archaeological heritage management, excavations, and conservation policies published or declared by various organizations such as UNESCO, ICOMOS and the Council of Europe. In this chapter, I will cite the most relevant charters or legislations related to the urban development or archaeological assets in urban contexts. I follow a chronological approach, in order to show the development of legislations in Europe and Turkey regarding conservation and protection policies of urban archaeological heritage.

Strategies have been formulated for conservation, inventory and field surveys of archaeological heritage in Europe from the nineteenth century onwards. Theoretical and methodological developments of rescue archaeology became available in the second half of the twentieth century. One of the major factors of these developments was the new legislations in Europe that lead to forming the basis of rescue archaeology; consequently, the need for rescue archaeology triggered the need for the legislative developments (Graeme 135).

Several countries have developed policies for protecting and managing urban heritage, during and after urban infrastructure developments. Since the 1960's, UNESCO, ICOMOS and the European Council have set out various rules, regulations and guidelines to protect archaeological heritage within the urban context. In those publications a legal framework to protect the historical continuity in urban areas was defined. Although members of those institutions are obliged to

follow the instructions stated by the charters and some of the legal arrangements and charters are binding for the member states, most of them are just recommendations and have only a declamatory character (UNESCO, Standards).

Turkey was one of the founding members of UNESCO in 1946 and has been a member of the Council of Europe since 2004. Turkey also signed the Venice, Valetta charters and the Charter for the Conservation of Historic Towns and Urban Areas, Recommendation No: R (89)5 and the Charter for the Protection and Management of Archaeological Heritage. In addition to signing international charters, Turkey protects archaeological heritage by law and produced different legislations regarding archaeological studies (Ministry of Culture, Uluslararası Sözleşmeler).

## 2.2 International Laws and Conventions

### *Venice Charter, 1964*

The Second Congress of Architects and Technicians of Historic Monuments met in Venice to enhance the Athens Charter, 'Carta del Restauro'. The Athens Charter determined the conservation and restoration policies of historic buildings. The Venice charter expanded the concept of historical monuments which was defined in the Athens Charter and included each rural and urban settlement that had a significant role in history. Not only single monumental buildings but also modest areas were included in the definition. With this concept urban cultural heritage could be protected as a whole. In addition to conservation policies, excavation policies were also determined by the charter. According to the charter each excavation must follow the criteria of the Delhi meeting established by UNESCO in 1956 called Recommendation on International Principles Applicable to

Archaeological Excavations (UNESCO, 1956). Those decisions were important steps towards the planning of urban archaeological areas (ICOMOS, 1996).

*European Convention on the Protection of the Archaeological Heritage, 1969*

The European Council held a meeting in 1969 in London in order to set up a joint position for the administration of excavations between member states. The obligations of the member states were defined in the European Convention on the Protection of the Archaeological Heritage. The convention defines the archaeological objects and reminds each state party to identify and register all the archaeological areas within their countries and reserve some areas for future investigations. Some of the conclusions are as follows: an inventory of the archaeological heritage must be prepared for European archaeological heritage and the list must be updated in order to monitor the conditions of those sites. International cooperation and research permission must be given to the credible scientists and necessary precautions must be taken for protecting the evidence. All the necessary precautions must be taken to stop illicit antiquity traffic (Council of Europe, 1969).

*Convention Concerning the Protection of the World Cultural and Natural Heritage, 1972*

This convention defined cultural and natural heritage with outstanding universal value and explained how to protect those heritages. Each state party who was a member of UNESCO was obligated to apply suggestions regarding protection, identification, conservation and presentation of defined heritages. In addition, each member party adopted principles in order to protect world heritage

sites for submission to combine archaeological heritage with a comprehensive planning process, to give a function to archaeological heritage within social life and to take necessary legal, managerial, technological and financial precautions. This charter pointed out the importance of combining cultural and archaeological heritage with urban life (UNESCO, 1972).

*Charter for the Conservation of Historic Towns and Urban Areas, ICOMOS, 1987*

According to the Charter, historic urban areas are under pressure of development destruction that leads to cultural, social and economical deprivation. In addition to conservation principles, the Charter defines aims and methodologies related to the protection of archaeological features by adopting adequate scientific developments. The charter also defined the importance of interdisciplinary studies and public participation towards archaeological heritage. The charter maintained that protecting archaeological heritage is an inseparable part of urban social and economic life (ICOMOS, 1987).

*Recommendation No: R (89)5, Concerning the Protection and Enhancement of the Archaeological Heritage in the Context of Town and Country Planning Operations, 1989*

This recommendation was accepted by the European Union to protect archaeological heritage revealed during public constructions in urban and rural sites. The recommendations of the state members are: building up a national archaeology database as a prerequisite to developing policies about protecting archaeological reserves, composing administrative structures that have a capacity of directing development projects involving archaeological heritage, developing international cooperation regarding protection of archaeological heritage, taking



necessary precautions in order to involve archaeological excavations within the project phase of development projects and increasing the relationship between contractors and archaeologists. When archaeological deposits are under threat of destruction, the development projects must change accordingly, define the responsibility of the actors who are involved with archaeological areas, create public awareness to explain the importance of archaeological heritage at national levels.

In this context the interdisciplinary structure of urban archaeology is defined. Thus technical, financial, administrative, scientific solutions are encouraged in order to achieve successful conservation studies (Council of Europe, 1989).

*Charter for the Protection and Management of the Archaeological Heritage, 1990*

This charter defines the main principles and leading rules of archaeological heritage management regardless of national and regional differences. The main purpose of the Charter is to be a guide for scientists and politicians while they are constructing criteria for archaeological issues.

The charter allows for the integration of heritage management policies with national, regional and local laws and regulations together with cultural, environmental and educational policies, planning the public works considering the archaeological deposits and making adequate laws regarding the deposits, , creating an inventory, applying reversible conservation techniques, keeping archaeological monuments and deposits in situ as much as possible, presenting archaeological investigations to the public and designing education policies. Therefore,

responsibilities and qualifications of legislative bodies and public administrators are defined regarding heritage management (ICOMOS, 1990).

*Valetta, European Convention on the Protection of the Archaeological Heritage, 1992*

The European Council revised the 1969 charter with the European Convention on the Protection of the Archaeological Heritage in Valetta in 1992. The new convention pointed out the necessity of integrating urban and rural development policies together with cultural policies and the importance of supplying the deficiency of administrative and scientific regulations. With this charter, member parties are required to do the following: classify archaeological heritage by creating an inventory; create reserve areas for future studies; make adequate laws in order to protect archaeological areas; involve archaeologists with development projects during the planning phase; coordinate archaeological studies with engineering projects and change project zones if affiliated with archaeological structures areas; provide enough time and opportunity for scientific investigations on project areas; preserve archaeological deposits as much as *in situ*; open the archaeological sites to the public and provide adequate visitor surroundings but keeping the archaeological character of the site (Council of Europe, 1992).

*A European Code of Good Practice, Archaeology and the Urban Project 2000*

The Code of Good Practice Archaeology and the Urban Project was adopted in 2000. This report was accepted as a law by the European Union Council of Cultural Heritage. The code is intended to improve the protection of the European urban archaeological heritage and raise the collaboration between different parties

involved with urban planning such as planners, archaeologists and developers. Urban planning is a complicated process that involves public administrators, architects, stakeholders and archaeologists. In order to gain successful results it is important to establish collaboration between those parties; therefore, the roles of those participants were defined by the law. Projects that have a potential to threaten archaeological areas must be evaluated before construction. If archaeological areas are in danger of construction projects, the necessary urban development with archaeological preservation must be harmonized, important archaeological values in situ must be preserved and integrated with those areas with urban facilities. Integrating archaeological studies with urban developments and including archaeologists must be part of this process (Council of Europe, 2010).

Briefly, the European Convention on the Protection of Archaeological Heritage states the importance of urban planning. The European Code of Good Practice defined the importance of different scientists' participation in the urban designing process and the interdisciplinary structure of protection.

In addition to the international legislations and charters, England also wrote a set of legislations between 1990 and 1994 called *Planning Policy Guidance 15-16* (PPG15, PPG 16). PPG15 was replaced by *Planning Policy Statement 5: Planning for the Historic Environment* (PPS5) published on 23 March 2010.

The functions of the guides are to protect archaeological areas in urban contexts. The guide "sets out the Secretary of State's policy on archaeological remains on land, and how they should be preserved or recorded both in an urban setting and in the countryside." (Department for Communities and Local Government).

PPG 15/5 and PPG 16 were important documents for solving the problem of planning and the protection of archaeological heritages in urban contexts. Those documents define the general strategies for integrating the planning process of archaeological resources in every aspect of urban development. PPG 16 gave the right to evaluate urban archaeological resources by its significance to the planning authorities. Planning Policy Guide 16 states,

“This PPG sets out the government’s policy on archaeological remains on land and how they should be preserved or recorded both in an urban setting and in the countryside. It gives advice on the handling of archaeological remains and discoveries through the development plan and development control systems, including the weight to be given to them in planning decisions and planning conditions. Explanation is given of the importance of archaeology and of procedures in the event of archaeological remains being discovered during development.”<sup>3</sup>

In this context, not all archaeological resources have the same importance. In order to fulfill urban life’s necessities archaeological areas might not be protected all the time; therefore, development plans must keep a balance for the protection, restoration and conservation of archaeological areas. This document combines the current legal system and legislations, develops cooperation between planning authorities, land owners, entrepreneurs, archaeologists, and the public. It regulates how to preserve and record archaeological areas in urban and rural spaces. The guideline also states preserving archaeological deposits *in situ*. When the destruction is inevitable, the archaeological area should be excavated and documented. The guide also sets the regulations for whom should excavate when archaeological deposits are found in any construction area and is simply called “polluter pays”.

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<sup>3</sup> Department for Communities and Local Government. “Planning Policy Guidance 16: Archaeology and Planning” Documents. London, November 1990.

The polluter pays principle means developers have to pay the archaeological expenses in their construction areas. They have to hire a specialist or hire a private archaeology firm that specializes in conducting the archaeological studies (Grant 133). The policy of “polluter pays” is as simple a principle as it is problematic. When a company decides to construct a large project on an archaeological site the polluter pays principle applies. The problem is that companies use this principle for their benefit as an option or freedom to build any kind of structure anywhere they like. As long as they pay for the costs of rescue excavations they can build wherever they choose. Instead of creating restrictions, the polluter pays principle might be used as an option. Therefore there must be adequate laws in order to meet this problem (Barford).

Brown criticized the Planning Policy Guidelines. His main concern was saving important archaeological remains *in situ*. When a monument or a building *in situ* is protected, it is usually covered with some sort of protective materials and left there as buried. No one will be able to see what is underneath the platform. Brown asks “for whom it is being preserved”. If the structure is protected for future generations, it will be not easy to remove the protective cover and excavate and the area probably will be damaged during the process. This raises other questions: What’s going to happen when the archaeologists leave the area? Who will keep the area safe? The guidelines are obviously for the benefit of the contractors. When the area is covered, protected with the directions of archaeologists it is no longer the contractor’s problem. The contractor will not continue to spend money for that specific area; thus, there is no need to do any further research on it (Brown).

## 2.3 Laws and Regulations in Turkey Regarding Cultural Heritage and Rescue

### Archaeology

Since the foundation of the Republic of Turkey there has been several laws and regulations developed for protecting archaeological and cultural heritage. It is important to cite the responsibilities of archaeological authorities and laws about archaeological heritage in order to draw the legal framework of urban and rescue archaeology.

The key bodies and organizations in Turkey relating to the management of preserving sites and monuments are as follows:

The Ministry of Culture and Tourism (Kültür ve Turizm Bakanlığı) was established by Law No. 4848 dated 16.04.2003. The Ministry of Culture and Tourism is responsible for developing, protecting, evaluating and promoting the national, spiritual, historical cultural and touristic values of Turkey and thus contribute to economic development and strengthening the national unity. The aims of the ministry are direct local authorities, public institutions and cooperate with NGO's and private sector which are related with the culture and tourism. The Ministry is also responsible for developing and marketing all Turkey's touristic areas in order to make tourism a productive sector of the country by conducting promotional activities in cultural and touristic areas. Additionally, the Ministry will bring all the immovable assets that are related to cultural and touristic investments expropriate them and conduct the necessary construction. (Ministry of Culture Kuruluş amacı ve görevleri).

The Higher Board for the Protection of Cultural and Natural Entities (Kültür ve Tabiat Varlıklarını Koruma Yüksek Kurulu), whose members are appointed by

Governmental Agencies, was set up by the Protection of Cultural and Natural Resources Act of 1983. The general duties of the Higher Board are:

- Make the registration of cultural and natural assets.
- Determine the structure plans of protected areas (Sit alanı).
- Review and make a decision of construction plan for protection (Koruma amaçlı imar planı) within six months.
- Make decisions about the changes in application projects (Uygulama projesi) in three months.
- Comment on landscaping projects in all kinds of historical places.
- Make a decision for buffer zones (Koruma alanı) protect immovable cultural and natural assets.
- Provide feedback on transportation operations of immovable structures.
- Define the functionality of immovable cultural and natural assets during the expropriation process<sup>4</sup>.

Further, the Ministry defines the duties of the Conservation Boards as the following:

“Regional Conservation Boards (Koruma Bölge Kurulu) are the bodies having key responsibilities in relation to sites and monuments within their respective control areas. They are responsible to maintain an inventory of cultural heritage and designation of protected areas, which is a crucial role in safeguarding the city heritage and archaeological sites through their development control functions. But most of these regional authorities do not have the necessary expertise to evaluate archaeological issues; therefore, they often ask professional service from local museums. Accordingly, the conservation boards decide the value of remains in question depending on the expertise from local museum (TAÇDAM).

Municipal Planning Office involves development applications through the procedure whereby developers apply to the Regional Commission and the local

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<sup>4</sup> <http://www.mevzuat.adalet.gov.tr/html/23070.html>

museum for investigations whether the significance of the archaeological remains recovered is sufficient to preserve. Local governments are represented by Mayors advising their opinions to the Regional Commissions on their own local matters. Master plans, action area plans which are usually prepared by Municipal Planning Offices, are subject to be reviewed and amended by Regional Commissions” (TAÇDAM).

In Turkey, archaeological heritage is under state protection with Constitutional Law Article 63 which states,

“The state shall ensure the conservation of the historical, cultural and natural assets and wealth, and shall take supportive and promotive measures towards that end.

Any limitations to be imposed on such privately owned assets and wealth and the compensation and exemptions to be accorded to the owners of such, as a result of these limitations, shall be regulated by law.”

The first legal arrangement concerned with archaeology was made in 1869 by the Ottoman State, ‘Asar’ı Atika’ to regulate archaeological investigations conducted by foreigners and prohibit overseas artifact traffic. This law was renewed in 1874, 1884, and 1906. The fourth revision and 1912 and 1930 laws were used during the Republican period. The “Gayrimenkul Eski Eserler ve Anıtlar Yüksek Kurulu” was established under the direction of the Ministry of Education in 1951. In 1973 all laws related to heritage protection were repealed and ‘Eski Eserler Kanunu’ was constituted (Ahunbay, 136).

In 21.07.1983, law numbered 1710 was abolished and “The Law on the Conservation and Natural Property” numbered 2863, was established and renewed with the law numbered 5226 in 2004.



The aim of law 2863 is

“To define movable and immovable cultural and natural property to be conserved, regulate relevant procedures and activities and institute and assign responsibilities for the organization that will be in charge of setting essential principles and taking operational decisions. Content this legislation concerns movable and immovable cultural and natural property to be conserved and the obligations and responsibilities of individual and corporate bodies” (UNESCO, 2863).

The aim of law 5226 is to enhance protection legislation and update it with international norms. It gives more responsibility to local administrators and includes conservation, implementation and control bureaus (KUDEB) that work within the direction of metropolitan municipalities. According to UNESCO, “These bureaus are responsible to control the conservation plans which are approved by regional councils, changes of the projects and materials, also inspection of the construction” (UNESCO, 2863, 6).

In law 5226 ten percent of the real estate tax rose for conserving and evaluating the cultural entities by the municipalities. Collected money was deposited to the provincial government and distributed to the municipalities for the cultural assessment and evaluation of the planning and implementation projects (UNESCO, 2863, 9). The law also regulates the conservation planning process within urban areas.

Under this law preservation of cultural heritage was distributed with the local municipalities to raise financial income within the municipalities, to create interdisciplinary study for cultural heritage, and to integrate archaeological resources within the urban areas. Legislation number 658 was approved by the High Commission for the Preservation of Cultural and Natural Property in 1999. It designates the terms and conditions of conservation and use of the protected archaeological areas.

Protected archaeological areas are defined in law 2863 article 7 as follows:

“Archaeological Sites are the outcomes of various civilizations coming from prehistoric periods till our area that bear enough evident and homogeneous characteristics for defining them topographically and they are areas where the natural properties and the cultural properties significant in historical, archaeological, artistic, scientific, social and technical aspects, combine” (UNESCO, 2863, 7).

Preservation and terms of use of protected archaeological sites was established with legislation number 658 in 1998. With this legislation, protected archaeological sites are evaluated and rated by their importance and their conservation terms and terms of usages are defined (Ministry of Culture, 658).

First degree archaeological areas are protected as no building activities are permitted but only archaeological research and conservation are allowed on these sites (Ministry of Culture, 658).

Second degree archaeological areas are defined as necessary to protect, but conservation and usage of the area can be determined by the conservation boards such as simple repairs. In the third degree archaeological areas construction is allowed under some conditions and within the framework of the conservation boards decisions (Ministry of Culture, 658).

The fourth degree is defined as urban archaeological protected areas. Urban archaeological protected areas include immovable cultural and natural property and are defined in law 2863, article 6 as:

“Natural property to be conserved and immovable property built prior to the en of the nineteenth century, immovable property built after the designated date but considered worthy of conservation by the Ministry of Culture and Tourism for its significance and characteristics, immovable cultural property within conservation sites, without regard to the date of constructions or registrations, buildings and sites that have witnessed significant episodes of the National War of Independence and the proclamation of the Republic of Turkey and houses used by Mustafa Kemal Atatürk for their relevance to our national history” (UNESCO, 2863, 6).

Resolution number 702 titled Protection of Urban Archaeological Protected Areas was established in June 2005. Areas that include urban structures integrated with archaeological heritage require special planning and are defined as urban archaeological zones. According to the resolution in these areas it is mandatory to reveal all kinds of archaeological heritage using scientific methods.

A comprehensive archaeological inventory was compiled and conservation planning was prepared based on the conservation and exhibition of the archaeological heritage. Without finalization of the conservation plans and inventories it was not possible to apply parcel scaled applications in urban context (Ministry of Culture, 702).

With resolution number 702 necessary infrastructure projects must consider the cultural layer and must minimize soil contamination. Restitution projects must consider harmonization of the structure techniques with the traditional fabric. Those projects have to propose solutions for protecting and evaluating the current structures.

In the restitution projects, foundations of the old structure must be protected. If the old structure has a potential for recreating the historical environment it can be restituted by studying old documents such as engravings or photographs. Both registered and unregistered old structures and ruins of those structures can be repaired and reused after the approval of the restitution projects by the conservation boards (Ministry of Culture, 702).

In Turkey, definitions of the policies regarding archaeological excavations in an urban context are not defined with any rule, regulation or law. Thus excavations in urban areas are made exactly by the same methodology and administration as rural areas. Urban monuments and archaeological zones are defined but the

excavation process or policies are not defined clearly. The terms “Rescue Excavations” or “Rescue Archaeology” are not included in any laws or regulations. Archaeological areas that are threatened by construction go under the same policies as normal excavations.

According to article 35 in law 2863:

“The privilege to conduct studies, sounding and excavations to find movable and immovable cultural and natural property within the scope of this Legislation belongs to the Ministry of Culture and Tourism. Studies, soundings and excavations to be conducted by members of the Ministry and Culture and Tourism and by Turkish scholars assigned by the Ministry are regulated by the Ministry of Culture and Tourism”

All the archaeological excavations in Turkey are under the jurisdiction of the Ministry of Culture and Tourism. The law does not separate the excavations as scientific, academic or rescue.

“In this context, road works, constructional activities, infrastructure works conducted by municipalities and other public corporations, dam constructions, natural disasters and illegal excavations are considered within the scope of rescue excavation work. Mentioned studies are conducted by the museums which are appertaining to the Ministry of Culture and Tourism and if necessary conducted by the relevant departments of the universities.”<sup>5</sup>

The administrative procedures that should follow the responsible authorities regarding urban archaeological rescue excavations are not defined by the law. The law does not separate the excavations but the Ministry formulated the excavations by determining a different status as follows:

- excavations conducted by the museum directorates,
- museum rescue excavations,
- dam regions rescue excavations and surveys,
- Turkish and foreigner surveys,

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<sup>5</sup> Ayaz, Melik. "Kültür Varlıkları ve Müzeler Genel Müdürlüğü 217521 No'lu Dilekçenize Cevaben." Message to the author. 20 Oct. Mail.

- excavations carried out by the decision of the Council of Ministers, highway excavations and
- underwater excavations.

When there is an archaeological area under the threat of destruction by a construction project, the responsible conservation board has to prepare a report regarding the condition of the site. This report is sent to the Ministry of Culture and Tourism. The Ministry of Culture and Tourism does give the responsibility to the local archaeological museum of that city. Additionally the local museum can notify the Ministry of Culture and Tourism when they identify an area which is under the threat of undisclosed construction. After the approval or the demand of the Ministry of Culture and Tourism, the responsible local museum can conduct a rescue excavation on behalf of the ministry.

In the Yenikapı case, the Conservation Board asked İstanbul Archaeological Museums to conduct soundings within the Marmaray Project area at Yenikapı as it is a public investment area. The reports of the soundings were sent to the conservation board and Ministry of Culture and Tourism. Thereupon the Ministry asked the İstanbul Archaeological Museums to conduct archaeological excavations. Details of the process are provided in the administration section of the fifth chapter of this thesis.

Although they are not related to the urban context, three resolutions were disseminated to find a solution to threatened archaeological heritage on the dam construction areas. Nevertheless, regulations will be cited here as they are the only regulations that set up policies regarding threatened areas.

A resolution numbered 717, called “The preservation of the cultural assets that affected from the dam areas” was established in 04.10.2006 (Ministry of

Culture, 717). This principle was recalled in 2008 with the decision of State Council and has been replaced with principle number 749 (Ministry of Culture, 749). This principle was also recalled with the resolution numbered 765, accepted in 22.04.2010 (Ministry of Culture, 765).

Resolution 717 requires conservation boards to hand over their power at the dam construction areas to the Public Waterworks Administration (DSI) as part of the evaluation of immovable archaeological heritage affected by the dam. The State Council decided that DSI has no right to make a decision about cultural heritage and cancelled the 717 principle with the decisions of 8266, 8268, 1561, and 1804 in 2001.

Upon this decision, the Preservation of Cultural and Natural Heritage High Council established a new regulation numbered 749 in 20.03.2009. This resolution recommends the creation of an advisory commission composed of academicians and an investor representative. This regulation was also cancelled by the State Council in 2009 with the decision numbers 7251, 7215 and 7466, which claimed that composing an advisory team with investors' representative creates conflict of interests.

The Ministry of Culture established a new legislation numbered 765 in 22.04.2010. According to this regulation, dam construction plays a significant role in economical growth. In order to protect archaeological areas on proposed dam construction areas the archeological areas have to be evaluated within the preservation and protection principles. Dam construction areas are defined as necessary, therefore in order to protect archaeological heritage within those areas the following guidelines must be observed:

On proposed dam areas, an advisory board must be created, composed of academicians and a Ministry representative. With this team, an inventory must be prepared to document those sites using adequate scientific techniques. If immovable archaeological assets are found on the proposed construction area, the construction plans must be changed to other areas (Ministry of Culture, 765).

If a situation arises in which it is impossible to transfer the construction area to another place, an advisory team must be composed under the direction of the Ministry of Culture decide the implementation policies regarding protection of affected zones. This team will be composed of an archaeologist, an art historian, an urban planner, an architect, a geology engineer, and a restoration and conservation specialist. Such a scientific report should be evaluated by the responsible regional conservation board in order to assess the implementation decisions (Ministry of Culture, 765).

Therefore, the advisory team will continue to work until the dam construction is finished, make an emergency action plan, and within this plan conduct archaeological excavations, preserve immovable archaeological assets in situ. If it is not possible to protect those monuments in *situ* and evaluation report must be prepares and submitted to the conservation board. If the board president decides to relocate archaeological monuments, the conservation board will submit an implementation plan with 1/1200 scale. If the archaeological monuments are left under water, each aspect of the monument must be documented, all the expenses funded by related institutions, all investigations conducted simultaneously with construction and no dams will be operated until all the studies are finished, the situation of water effects on monuments evaluated with diver archaeologists, and all relevant studies published. Evaluation of archaeological assets by conservation

board will be applied on current finished and nonoperating dams. In the end, cancellation of legislation number 717 and 749 were decided with legislation 765.

#### 2.4 Conclusion

In order to save archaeological heritage sites on a worldwide spectrum it is necessary to take national, continental and global action. Archaeological studies depend on countries' antiquity laws and regulations but international conventions are also important to gain a broader perspective of saving archaeological heritage. On a local basis, it might take a long time to have comprehensive laws for saving archaeological heritage but with the cooperation of different organizations and sharing ideas and different implementations it is possible to obtain a broader perspective on a local basis (Alexander 24, 25).

Ignoring the international principles or not applying the national laws about protecting archaeological heritage would be devastating for both archaeologists and contractors. Starting construction without consulting archaeologists on archaeologically sensitive areas will return to the contractor as a costly rescue excavation. And for the archaeologist, if the construction starts before the desk based assessments, it can create a time pressure (Barford).

In Turkey none of the laws or regulations explain how rescue excavations must be conducted in an urban context. All the solutions in urban rescue projects are created based on rural excavation policies. Therefore, the definition of rescue excavations in an urban context and solutions regarding this problem should be defined by the law. New policies must be developed that point out the deficiencies and an embracing law should be established to fill this gap. In order to have more efficient laws and regulations Turkey has to develop certain policies, among which are the following:



The definition of protected areas must be reevaluated. The term of “Urban Archaeology” first used in 1993 by the decision of Cultural and National Heritage Conservation Board, 338, 30.11.1993 (Belge 48). Urban archaeological protected areas were defined in the sixth clause of Law No. 2863 on the Protection of Cultural and National Assets. The areas which include immovable archaeological features, urban features together with archaeological textures have to be classified as urban archaeological areas. Despite amendments to the law in 1999, the definition of the Urban archaeological protected area is still not clear (Belge 48). Urban archaeological protected areas must be evaluated with their surroundings. Buffer zones around the immovable structures must be defined and all infrastructural work and landscaping projects must be developed considering this buffer zone. These limitations and the condition of the structures or archaeological areas must be monitored by third parties such as NGO’s.

The province of different authorities must be defined. Obligations of the conservation boards are defined by the law regarding protecting archaeological heritage. But in practical terms when there is the need for rescue excavations on the areas that proposed construction, the construction company may ignore the archaeological deposits if the area is unknown. In order to prevent the destruction of the archaeological areas, cooperation between the investor and the entitled conservation board should be established by the law. Cooperation should embrace all kinds of physical interventions for such projects like subway constructions in urban areas, road constructions and dam or reservoir areas. The law or the legislation must differentiate the urban and rural context and define the necessities accordingly. The construction companies which involve either public investment or individual enterprise must follow the procedures for protecting archaeological

heritage. Therefore the construction company must get a desk based assessment before starting any project.

Interdisciplinary work must be conducted between urban developers and archaeologists during the project phase. There must be a system of participation by the archaeologist during the project phase that has been applied in many countries and that has had favorable results (Özdoğan 77). Major construction projects must be consulted and favorably created together with archaeologists. In this way unexpected delays can be avoided and it would be possible to save the archaeological remains. If the chosen area is unchangeable for technical reasons and excavation is necessary, precautions must be taken. Therefore the construction project must include an excavation project as well. The system is not designed to stop the project for miscellaneous remains but to protect, document and save the necessary remains. It may also be sponsored by the investor company.

A budget system should be proposed in order to finance rescue excavations. Expenses may be covered by the investor companies as stated in British regulations PPG, because, as Barford points out, “If the archaeological area that subject of the construction site left as it was it would probably survive as it survived in previous centuries” (Barford). For this reason if a construction firm or government would like to gain profit from an archaeological area they should consider paying the expenses of the archaeological excavations at the site. The ‘polluter pays’ principle may be applied for the rescue excavations.

National and local urban inventories should be compiled on a digital platform that includes all the archaeological areas, Protecting archaeological heritage must be associated with the planning program of a country. If the locations of archaeological deposits are recorded in a country or city based databases,

decision boards can create a list of zones that indicate which areas are open to construction or have archaeological heritage. By using these databases construction companies can decide which zones have the archaeological potential and could either avoid rescue excavations or foresee their necessity. Developers would know which area contains archaeological layers and this might lead them to change their project zones and avoid expensive rescue excavations. The level and the amount of the archaeological layers on specific areas should be also marked in these databases. So if it is necessary to construct something on those areas the constructor would know the level of excavation necessary on those sites (Barford).

The İstanbul Archaeological Museum and Regional Conservation Boards still have standard procedures concerning different urban problems that are within the same legislations, such as subways which might go under the archaeological deposits. More destructive underground car parks are also evaluated with these procedures. According to Tuna, if there was a database which contained all the archaeological data necessary for the urban heritage management the project managers of the Metro constructions wouldn't have chosen Şehzadebaşı as a station point for the İstanbul subway and they could have eliminated the urban excavation instead of changing their projects accordingly (90).

The obligations and responsibilities of archaeologists and related professions must be defined. In European countries, rescue excavations are conducted by freelance archaeology offices (Özdoğan 93). Those offices provide desk based assessments, evaluations for the construction plans and conduct excavations if necessary (CBA). They provide all the necessary professionals and tools to get construction permission on behalf of either private individuals or developers. In Turkey, creating private contract archaeology offices could lead Turkey to rescue

more archaeological deposits. In addition to private companies, nongovernmental organizations such as Archaeologists Associations can provide necessary personnel and study the related laws and legislations.

## **CHAPTER 3: MARMARAY METRO PROJECTS AND EXCAVATIONS AT YENİKAPI AS A CASE STUDY**

### 3.1 Introduction

The Marmaray Metro Yenikapı excavations are chosen as a representative case study in order to investigate how rescue archaeology operates in Turkey. Yenikapı excavations are the largest urban excavations conducted in Turkey. There are other excavations in the Marmaray project, such as Sirkeci, Şehzadebaşı, Yedikule and Üsküdar. Nevertheless, the Yenikapı Excavations set an example for the other excavations in terms of archaeologists' rights, working conditions and night shifts. By analyzing the Yenikapı excavations it is possible to detect how the laws and regulations of cultural heritage which were presented in the earlier chapter are implemented. Analyzing the historiography of the earlier studies will show how the impact assessment reports are evaluated for the Marmaray project. An analysis of UNESCO's reports will provide the international opinion of how the salvage excavations must be conducted, and how UNESCO's suggestions are taken into consideration by Turkey. Additionally, by explaining the terms and conditions of the Yenikapı excavations, it is possible to compare it with the other large scaled salvage operations, such as Keban Dam, in terms of its administration system, excavation financing and excavation policies.

During the groundbreaking ceremony of the Ayrılıkçeşme and Yedikule metro stations in December 2006 Prime Minister Erdoğan gave a speech about the Marmaray Project. He stated that once the project is finished it will carry 75,000 passengers. He claimed that, with this project İstanbul's chronic traffic problem will decrease dramatically (Ministry of Transport, 2010). According to the 2006

UNESCO report the Marmaray project is defined as a: “necessary improvement to the transportation system for a city that has grown into a major metropolis over the last half century” (UNESCO 2006). Batur, who conducted an impact assessment study about the suggested metro line project in İstanbul agrees and, in her interview with Biçer, sees the subway project as the best and most practical solution for overpopulated cities like İstanbul (Biçer 60).

Serious changes will be seen in the Marmaray Project with the construction of the town’s transportation system. The Marmaray project is a fast and important transportation system that goes from the Gebze end of İstanbul to Halkalı (Özmen 22). Once the project becomes operational, it will create physical, sociological and economical differences in urban life. One of the concerns before the excavations started was possible changes in the archaeological layers in the Historical Peninsula. How the underground passages will be applied and which layers will be affected was an important issue. According to Biçer the project had potential for saving the archaeological remains as well as destroying them (61).

Archaeological layers and immovable monuments in the Historical Peninsula might be affected either in a bad or good way depending on the implementation of the Marmaray project. The construction could be a good opportunity for both saving and finding archaeological deposits in the city related with the implementation of the archaeological excavations. The future of the archaeological heritage and immovable monuments was in the hands of the Ministry of Culture and Tourism and the executives of the project (Tibet 66, 67).

In the Marmaray Project junctions and the construction methods are determined by restrictions, special area conditions, and reasonable construction

timeline. Construction managers were aware that bored and cut cover<sup>6</sup> tunnels would affect all the historical layers within the Historical Peninsula. It has been claimed that several issues were taken into consideration by the construction parties. One striking point decided by the construction company was: “national and world heritage to be preserved as they are” (Sakaeda 613, 614). However, not all the remains have been preserved.

The Municipality officers claim that they care about the artifacts, on necessary situations they would have change the station points, and will display the artifacts at the stations. But according to Landler it is too risky to have metro stations in historical cities regardless of promises. The problem with the İstanbul metro line is the route. It will go under the historical peninsula and is likely to damage archaeological evidence easily (Landler). The alternative methods such as changing the station points according to the preliminary studies and soundings, and planning an excavation strategy before the project was started could have been applied.

Leaving the existent fabric of a city, not giving any opportunity to new developments does not mean protecting the Historical Peninsula. Instead, it is abandoning the city to its fate (Üstündağ 25). In order to protect the archaeological heritage it is important to apply both national and international rules. By doing this it is compulsory to have an impact assessment report. In this case the impact assessment reports were prepared both by third parties and the construction companies.

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<sup>6</sup> “Cut and Cover construction consist of tunnel construction by a deep excavation in trench, construction of the permanent tunnel structure and subsequent backfill and reinstatement of the ground surface. The method is economical in comperatively shallow tunnel works and is typcially applied in urban highway schemes and for urban metro stations and running tunnel constructions” (Puller 398).

In this chapter, preliminary studies regarding the Marmaray Metro subway route will be analyzed in order to demonstrate what kind of suggestions were given and what kind of precautions took place before the project started. The historiography of the Marmaray Metro projects will be analyzed in order to demonstrate the procedures that were followed or not followed by the contractors.

### 3.2 Reconstructing the History of Metro Projects in İstanbul

Currently there are 16 different railway types running in İstanbul. The first metro line still runs in Tünel, running between Tünel and Karaköy. The construction started in 1871 and was completed in 1874 (Kırmızı). There is a metro between Aksaray and the Ataturk Airport connecting with the tram that runs between Kabataş to Zeytinburnu. From Kabataş to Taksim is a funicular that connects with the metro between Taksim/Şişhane to Darüşşafaka. Fairly new trams operate between Edirnekapı and Sultançiftliği, and Güngören Bağcılar. A major railway on the Asian side is operating between Haydarpaşa and Gebze. On the European side the railway operates between Sirkeci and Halkalı. A nostalgic tram runs in Kadıköy and on İstiklal Avenue. There are two cable railways, one in Maçka and other between Eyüp to Pierre Loti.<sup>7</sup>

It is important to describe the earlier metro line suggestions to draw the historiography of the metro projects prepared for İstanbul. Describing the history illustrates which roads, which areas were selected to build a metro. Marmaray Metro Projects were not prepared suddenly. There were about a hundred projects suggesting similar routes prior to the Marmaray (Kırmızı). In this section tube

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<sup>7</sup> <http://www.istanbul.gov.tr/Default.aspx?pid=33&cat=10>



tunnel projects and projects similar to the h Marmaray Metro Projects will be discussed.

The preliminary project for merging Europe and Asia sides with a tube tunnel was prepared by a French engineer S. Preaut in 1860 (Kırmızı). In 1867 Henri Gavand a French Engineer visited İstanbul for touristic purposes. He observed the traffic problem between Galata and Beyoğlu, developed a project in order to solve this problem and applied to the Ottoman Government for implementing the project. He suggested a Tünel project, which would operate like an underground elevator. The project suggested building an iron road within the tunnel and with a steam engine passengers could be carried with wagons. His project was discussed in the Council of State Public Works Department (Şura-yı Devlet Nafia Dairesi) and approved in 1869 by the Sultan Abdülaziz. The construction work finished in 1874 and the Tünel has operated since then. Gavand also had another project called New City Project that would connect Ortaköy to Kumkapı, extending overseas and connecting Sarayburnu and Üsküdar, but that project was rejected in 1872. Ziver Bey the Mayor of İstanbul suggested a metro station that included underground tunnels in 1908. He proposed a line between Topkapı to Nişantaşı, but it was not executed. (Kırmızı, Acar).

In 1911 Engineer Horrbach, on behalf of the Philipp Holzman Company, prepared a project that was presented to Grand Vizier Mahmut Şevket Pasha. The project was called Ottoman Empire, İstanbul Metropolitan Railway Project and suggested 7km.s of tunnel between Beyazıt to Nişantaşı (Kırmızı).

Another project for metro construction in İstanbul was prepared by L. Guerby in 1912. The project suggested 24 stations starting from Topkapı tram station through the Şişli tram station, but it was not realized as well. In 1912 a French

Engineer proposed another project which suggested tram lines located between Karaköy and Şişli and with an entry point towards Kurtuluş (Kırmızı).

The Director of the Anatolian Railway Edouard Huguenin, who worked on behalf of Deutsche Bank, suggested an electric railway system in 1912. He suggested three separate lines, running between Beyazıt-Şişli, Beyazıt-Yenikapı and Eyüp-Dolmabahçe. Although the edict was granted in October and the contract was signed in January 1913 it was not executed due to the First World War and bribe suspicions (Kırmızı).<sup>8</sup>

A French urban planner Henri Prost was invited to Turkey by Mustafa Kemal Atatürk to prepare a master plan for İstanbul in 1936. In his preliminary report he suggested a metro line between Taksim and Beyazıt. The line was supposed to start in Taksim on İstiklal Street and Tarlabası Street after passing through the tunnel Tepebaşı British Palace and, from there to Galata Tower and east to Şişhane, Karaköy. Because of elevation differences between the routes in Tünel, Karaköy and Taksim, a gear wheeled system planned for the line. The line started, parallel with Haliç Tahmis Street, passing over the Golden Horn with 50 meters of a bridge and landing to the west side of Rüstem Pasha Mosque. From there it was to go to Kara Mustafa Paşa Türbesi using Mahmutpaşa road and descending to Beyazıt. Prost's suggestion for the metro construction was not executed as his mission was finalized in 1950 (Kırmızı, Pinon 338, 339) (Fig. 16).

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<sup>8</sup> “Although the will of Sultan was granted the tunnel project between Beyazıt and Şişli it could not started. Said Pasha, the old Grand Vizier, asked 15,000 gold from the Deutsche Bank as a bribe to gave this privilege to them. German Ambassador Baron von Wangenheim told me this personally. The Ambassador said; German, British and French finance groups agreed on to avoid debt to Turkey for reaction to the bribe. I did the investigation of this personally. I learned that, a French firm representative had offered 3 million gold to the Ottoman Government in exchange of Beyazıt Şişli tunnel construction privilege” (Diary of Mahmut Paşa 15, 16).

In 1951, the Netherlands Technical Consultancy Bureau for Public Works in Foreign Countries “Nedeco” gave a review on the traffic issue of İstanbul to then governor Kerim Gökay. He proposed to build a metro which was described as an applicable and profitable business that would eliminate bottlenecks on both sides of the Golden Horn. Nedeco’s suggestion took the basis of the Prost plans. Proposed lines were started from a station in Taksim tending towards İstiklal Street, and after Galatasaray station going into the bottom of the buildings and reaching Tepebaşı station. From Tepebaşı again with a curve after a station which would be located at the west side of the street reaches to Şiřhane and Karaköy. From there it would emerge above ground and pass across to the Golden Horn with a 45 m. floating bridge. The line would go underground in Eminönü, between the Spice Bazaar and Rüstem Pasha Mosque, to a station in Babıalı Street and reach to the Sultanahmet station. The line would go to the Çarşıkapı station passing under the Adliye Sarayı and finally come to the Beyazıt station (Bos 15, 17), (Fig. 17, Fig. 18).

The Director of the Department of Transportation Survey Prof. Marc Langevin and honorary director of the Paris Metropolitan Railway Louis Meizzonet were invited to İstanbul by the Electric Tramway and Tunnel Works General Directorate of İstanbul (İETT) in 1952 in order to conduct a study about the transportation problems in İstanbul. They worked with İstanbul Technical University and composed a project called the İstanbul Passenger Transport Study Report. It had fourteen chapters and in addition to a metro suggestion they developed several solutions on the general transportation system of İstanbul (Evren 34).

The first serious attempt to build a metro in İstanbul was made by a French company called Société Générale de Traction et d'exploitations in 1952 which presented their project to the İstanbul Municipality. The project consisted of 12 stations from Mecidiyeköy to Taksim and Beyazıt. During the finalization stage of their Project they changed the Eminönü and Beyazıt routes to add two more stations to Sirkeci and Çarşıkapı, and extended the line to Aksaray and Yenikapı. Although the Ministry of Public Works accepted their project, it wasn't implemented (Evren 34).

In 1970, with the permission of the Ministry of Energy, the Soviet Technoexpert Company prepared a feasibility study for the metro line which was evaluated but rejected (Kırmızı). In 1978 another report prepared on demand, by a company called Fox and a Turkish company, Botek, suggested a metro line between 4. Levent and Yenikapı. Their project was not implemented either (Evren 34).

### 3.3 The Marmaray Project

Until 1987 several attempts were made and projects prepared in order to construct a metro line in İstanbul<sup>9</sup>. Because the existing projects and studies were inadequate for the rapidly growing requirements of İstanbul, the Ministry of Transport asked for İstanbul Urban Transportation Report from an international consortium IRTC in 1987. The projects also included Topkapi-Unkapanı-Şişhane-Taksim-Mecidiyeköy-4 Levent Metro and Yenikapı-Sirkeci Railway Bosphorus Tube Crossing proposal. In 1988 the IRTC report was evaluated by İstanbul Technical University Earthquake Research Center on demand from the Ministry of

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<sup>9</sup> For more information about the historiography of the metro projects in İstanbul see İstanbul ve Ulaşım Zaman Dizini, Kırmızı.

Transport. In 1991 the İstanbul Metropolitan Municipality gave pre-qualifications to some companies and divided different lines to be tender separately such as the Topkapı- Levent Metro lines. In 1992 the contracts of the Taksim-Levent metro lines were signed and the proposal of the project was approved in 1999 (Marmaray Project Sözleşmeler).

The project will upgrade the old railway system and connect Asia to Europe through immersed tube tunnels. With the train upgrades the journey will start from Halkalı, go underneath the Bosphorus and end at Gebze. Stations of the underground lines start from Yedikule and go to Yenikapı and Sirkeci, pass through the Bosphorus, land in Üsküdar and end in Söğütlüçeşme (Lyke 600). The Üsküdar and Ümraniye metros will integrate with the Marmaray project in Yenikapı. In addition, the Yenikapı Ayazağa metro line will connect in Yenikapı.

Different types of transportation systems are applied to the Marmaray Project. They are composed of 63 km tram, 2 km cut cover structures, 9.6 km bored tunnel<sup>10</sup>, and 1.4 km immersed tube tunnels<sup>11</sup> (Özmen 24). The total length of the project is 76 km that consists of 39 station points (Fig. 19) (Sakaeda 612).

The Marmaray project includes three station points chosen where the cut cover technique will be applied: Yenikapı, Sirkeci, and Üsküdar. The tunnels will be carved 34 meters below the ground. It is stated that they will not affect the archaeological layers. But for the station points it is the opposite. Project designer Lyke agrees with that the project will affect the archaeological heritage and adds that deep shafts and stations will destroy the historical layers that go back 7000

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<sup>10</sup> Bored tunnels, constructed in situ, without removing the ground above. They are usually of circular or horseshoe cross-section. A tunnel boring machine (TBM) also known as a "mole", is a machine used to excavate tunnels with a circular cross section through a variety of soil and rock strata (Scribd).

<sup>11</sup> The immersed-tube, or sunken-tube, method, used principally for underwater crossings, involves prefabricating long tube sections, floating them to the site, sinking each in a previously dredged trench, and then covering with backfill (Britannica).

years in archaeology. Preserving and rescuing the archaeological layers is an important issue for the project (601).

The Marmaray Project was approved by the Turkish Government in 1999 and funded by the Japanese Bank for International Cooperation and the European Investment Bank. The highest organization responsible for the project is the Parliament of the Republic of Turkey. The Ministry of Transportation will be responsible for reporting to the Parliament. The organization responsible for reporting the implementation of the project to the Ministry of Transport is the General Directorate of Railways Harbors and Airports (Marmaray Project Sözleşmeler).

The Marmaray Project is composed of four major sections and each section has a separate contract within the project. These are: engineering and consulting services, the Bosphorus rail tube crossing project (BC1), improvement of commuter lines and electro-mechanical works (CR1) and supply of railway vehicles (CR2) (Marmaray Project Sözleşmeler).

Avrasya Consult is the responsible organization for engineering and consulting services and this organization is responsible for informing DLH regarding the construction phases. Avrasya Consult is composed of an international team of four partners from Turkey and Japan. Pacific Consultants International (PCI), Yüksel Proje Uluslararası A.Ş., Oriental Consultants and Japan Railway Technical Service (JARTS) are the partners in the Avrasya Consult (Lyke 601,602). (Table 1) The engineering and consulting services agreement was signed in 2002 with Avrasya Consult. The date of the completion was estimated to be 2011 and the contract value was 5,494,547,080 Japanese Yen (97,253,483.316 TL) in 2004 (Marmaray Project Sözleşmeler).

TGN joint venture won the tender for the BC1 section, Bosphorus rail tube crossing project, and is responsible for giving a report to Avrasya Consult. It is composed of three partners: Taisei Corporation, Gama Endüstri Tesisleri İmalat ve Montaj A.Ş, and Nurol İnşaat ve Ticaret A.Ş. This organization is also responsible for the archaeological studies. BC1 contract was signed on 16 July 2004 and the job started in August 2004. The time for completion of the work was estimated 56 months; therefore, the original completion date was estimated to be 2009. The contract value is 86,823,610,000 Japanese Yen (1,536,777,897.000 TL) in 2004 (Marmaray Project Sözleşmeler).

The total budget of the Marmaray construction project was prepared as the part of a feasibility study in 1999. This budget formed part of a loan agreement between JBIC and the Turkish Republic. In 1999 the total budget was determined as 2.6 billion USD. It was decided to update the budget according to actual currency. (Marmaray Project) In December 2009 the budget was updated by the Council of Ministers and published in the Official Gazette (Council of Ministers 27435). Problems with the project were revealed in the feasibility study. According to the Council decision, archaeological investigations caused unrecoverable obstructions for the construction, nonstandard architectures located on the route of the tunnels caused unforeseen legal and physical delays and the instability of the Turkish lira exchange balance threatened completing the project. Thus the aim of updating the Marmaray project budget uses Japanese loans and upgrades those loans without any loss of time (Council of Ministers). Based on the Council of Ministry decision the total loss of the delay was declared as 500 million USD (Ateş).

Chosen station points, Sirkeci and Yenikapı are located in the Historical Peninsula which was declared a World Heritage Site in 1985 (UNESCO, 1985). There are several criteria to be on that list and keeping its position requires certain policies. Thus conducting an excavation in the Historical Peninsula involves national and international cultural heritage laws.

As the Marmaray subway construction project runs through the Historical Peninsula, from the beginning of the project there have been debates about how the archaeological layers will be affected by the project. Protection and conservation states of the Historical Peninsula were questioned by UNESCO's reports several times. UNESCO asked for reports from the responsible parties, visited İstanbul, prepared reports, and made suggestions regarding protection of both individual monuments and the Historical Peninsula (UNESCO, 1998, 1999). Whether that was going to be used as opportunity or compromises to be made for the archaeology were the main concerns. The affected zone is also problematic; several parties and academicians have discussed the locations of the tunnels and station points. Discussions also took place in the newspapers. The depth of the stations and tunnels, how the archaeological zones would be affected by the construction process was discussed. Both archaeologists and engineers were aware of the possible problems. Therefore a preliminary study was conducted by the international parties involved with the route of the project.

Two preliminary studies were undertaken about the evaluation of archaeological deposits on the Marmaray route. The first study was conducted between 1984 and 1986 by İstanbul Technical University and the second one was conducted upon the request by UNESCO experts in 2003 of the financier of the Marmaray Project.



### 3.3.1 Impact Assessment Report About the Route of the Marmaray Project

Batur conducted an investigation during the first phases of the Metro Project between 1984 and 1986. Her research focused on the historical and cultural assessment of the subway system, which will connect the Asian and European sides of İstanbul with a tube tunnel project and metro lines. This research was funded by the revolving fund from İstanbul Technical University. The project was commissioned by the Ministry of Transport and DLH.

Batur and her teams study explored topics ranging from environmental factors to vibration surveys and hydrological effects of the project on Marmara Sea and Bosphorus. Batur were also asked to study possible metro routes and choose the most suitable place for metro construction among eight different alternative routes on their project.

The impact assessments reports analyzed more than 10,000 buildings. In their report Batur's team listed above and below ground structures that will be affected by the construction. They categorized the structures in 7 categories by their degree of importance and need of protection. They made the following suggestions regarding those studies.

One suggestion was to not apply the open and close system in the Historical Peninsula because when this system is applied, archaeological areas will be inevitably affected. Usage of this system will cause archaeological damage on the ventilating shafts and station exit constructions. They suggested if an open and close system is inevitable on the station entries and exits then archaeological excavations must be conducted under the authority of the İstanbul Archaeological Museums (Bayçın 36).

In a competitive bidding agreement, the construction firm TGN was entitled to finish the project within a limited time of 56 months (Marmaray Project, Sözleşmeler). Therefore any archaeological study would affect the schedule of the project. For this reason, before the project was finalized they had to add a conditional clause to save some time for archaeological excavations. But according to Batur it was not possible to convince the directors of the project, in this case DLH, to include archaeological investigations of the possible routes in the project design. She stated that archaeological investigations are time consuming and it is important to develop the correct approach; therefore, excavations must be included the project and they should take place before the beginning of metro construction (Bayçın 36).

Unfortunately this study and the suggestions were discarded during the project planning process, and parties who would have been involved with the project later claimed that they had no idea about the study. Sixteen scholars worked on that report study and DLH claimed that they sent the reports to the construction firms. But the construction firm denied that they were aware of the report (Bayçın 36).

### 3.3.2 UNESCO's Reports and Evaluations Regarding the Archaeological Areas on the Subway Route

Before 2000, the route of the Marmaray subway did not enter into the agenda of UNESCO. A mission report was presented to the committee by Yerasimos and Pinon regarding the subway route of İstanbul in 2000 (UNESCO, 2001). This report was compiled to see the progress of the conservation plan of

İstanbul and was extended in order to gather information about the impact of the İstanbul subway construction on the Historical Peninsula.

According to the 2001 report, “the route of the İstanbul subway and the Strait Railway Tube Tunnel for the city of İstanbul was approved by the Ministry of Culture and all excavations of the station areas were carried out under the control of the İstanbul Archaeology Museum Directorate ” (UNESCO 2001, 132).

The impact of the subway construction in the Historical Peninsula came into concern of UNESCO the first time in 2003 with an article titled “urban pressure”. The article was about the Ottoman Period old timber houses. UNESCO’s concerns and suggestions included all the Ottoman style houses that were on the project route in Yenikapı (UNESCO, 2003). UNESCO’s suggestions concern all the structures or archaeological deposits both above and below ground. A survey was conducted in 2003 by İstanbul Technical University. The survey report pointed out the critical condition of the buildings and the impossibility of rehabilitation of the area without public aid. Based on the recommendations in the UNESCO report and ICOMOS Turkey negotiated with Japan Bank for International Cooperation (the main investor of the Marmaray project) to undertake the “rehabilitation of timber building area of Yenikapı, located next to the proposed new train station where the tunnel under Bosphorus is expected to emerge” (UNESCO 2003, 64).

One of the timber houses next to the Yenikapı construction site was dismantled. It was documented, and the rebuilding project approved by the regional board. According to the project it was to have been reconstructed close to its original place when the Marmaray Project is finished (Çelik 74). In addition to the timber houses in Yenikapı district, UNESCO asked for a report in order to

see further disturbances caused by station construction in 2003 (UNESCO 2003, 64).

According to UNESCO's 2004 report, the project of the subway construction in three cut cover station points in the Historical Peninsula has the opportunity of providing a preventive archaeological operation. A preventive archaeological investigation was estimated to be around US\$2.5 million. Government or private funding was suggested. As the Japan Bank was funding the whole project it was suggested that they could provide a soft loan to the archaeological investigation (UNESCO 2004, 116).

Suggested archaeological excavations started in Yenikapı and Yedikule in 2004 by the decision of the İstanbul Regional Conservation Council and were only reported by UNESCO in 2005 (UNESCO, 2005, 93).

Some problems related to the excavations are also described in the 2005 UNESCO report. According to the report there were some concerns about the qualifications of the archaeologists who worked at the excavations, as the project was conducted in urban conditions and requires specialist skills. This statement will be discussed further in the freelance archaeologists section of the fourth chapter.

The lack of coordination between the Ministry of Transport, the Ministry of Culture and Tourism and the İstanbul Conservation Council is also pointed out in the report. This coordination problem led to the delay of the archaeological investigations (UNESCO 2005, 95).

The project of Marmaray was not presented to the public until it was confirmed. UNESCO claims that they were not informed during the planning phase of the subway construction; therefore, a report was requested from Turkey,

which presents the “impact of the subway construction on the World Heritage values” (UNESCO, 2001, 132). In addition, the Archaeologists Association, Tibet, claims that they were not informed as well by any parties about the Marmaray project until they were asked for help by UNESCO in 2003 (Bağdatlı 31).

With the approval of the construction project in 2003, the Japan Bank for International Cooperation demanded an evaluation from an independent council in order to evaluate the effects of the Marmaray Project on cultural heritage. The report of the UNESCO Advisory Team on the Marmaray Rail Tube Tunnel and Gebze-Halkali Surface Metro System was compiled in December 2003. In the following meetings of the UNESCO this report was quoted several times but the full report was published in 2006 after the excavations started (UNESCO, 2006).

UNESCO assembled a group of professionals including archaeologists, urban planners, and architects (Bağdatlı 31). For the archaeological investigations Aksel Tibet, Aslı Erim Özdoğan, Eugenia Bolognesi and Stefanos Yerasimos were entrusted with this task (Yerasimos 64).

This report was presented to DLH, UNESCO and the Turkish Republic (Bağdatlı 31). It studied the impact of the Marmaray project on archaeological heritage around the station points. The report includes planning and possible administrative solutions, a recommendation related to architectural surroundings, and lack of coordination between responsible parties (UNESCO, 2006).

According to the project, tunnels will go deep and will not affect the archaeological layers so there is no need to conduct an excavation on those areas. But shallow locations at the station points will be affected. Therefore it is necessary to make scientific, systematic excavations until the main ground is

found on these areas. The main suggestion was to make multiple excavations on several locations in İstanbul. Based on the current legislation it was not possible to schedule any firm for the excavations; therefore, excavations can be directed by İstanbul Archaeological Museums (UNESCO 2006).

It was foreseen that it was impossible to conduct such big excavations by the museum thus an alternative formula was presented in the report. The rescue excavation organization that was executed in the dam constructions was suggested: There must be different teams directed by the museum. Budget and pre and post excavation plans must be prepared accordingly. Four station points would be affected: Üsküdar, Yenikapı, Sirkeci and Yedikule. These station points should be excavated before the project starts and the timeline of these excavations should be added to the construction schedule (Bağdatlı 32, UNESCO 2006, 29).

As the number of the professionals in the İstanbul Archaeological Museums is not enough to meet such a big project, excavations should be conducted with different teams that work under the authority of the museum. The report suggested that previous rescue excavations of the dam projects can be taken as an example for the organization such as Keban Dam (Tibet 67). Regarding previous rescue examples, Yang from UNESCO declared the necessity of international experts on the project (Landler).

The UNESCO advisory board pointed out the lack of administration between responsible parties and suggested that there must be a committee including all the bodies involved with both the construction project and archaeological studies in order to maintain successful information flow (UNESCO 2006, 29).

In the report the advisory team foresaw that it might be necessary to dismantle some architectural remains that were revealed during the excavations. The report noted that after a full investigation the remains can be dismantled with the approval of the responsible archaeology team, museum directorship and regional conservation board. If it is possible, remains can be integrated with the stations and in this way they can be protected within their original locations. If the architectural remains are remarkable, a conservation board may claim relocation of the stations (Tibet 67, UNESCO 2006).

According to Tibet, the importance of creating a commission for the evaluation of the archaeological data and the scientific publications are also suggested in the report, but this statement was not placed in UNESCO's published report (67).

Aslı Özdoğan argues that the archaeological deposit at the construction area in Yenikapı was known by all the parties involved with the project, in this case DLH and their subcontractors, conservation boards and the İstanbul Archaeological Museums. Therefore basic facilities should be prepared before the construction starts (Bağdatlı 33). Regarding preparation of facilities before starting construction, Taşbaşı, Vice Governor of İstanbul said if any important remains are found they would not hesitate to change the location of the subway. The governor defines the remains as an "ancient city, theater and ancient relics" (Landler). His comment shows the lack of organization between involved parties as well as jurisdiction and limitation of information flow.

Any kind of urban activity affects the archaeological deposits on that spot such as parks, service trenches, foundations. The evidence on urban sites are cumulative. Even the soundings on cities can only give us a fraction of the

archaeological deposits underneath the city. It is hard to determine which areas of the city were destroyed with urban intervention and which sites have clear archaeological deposits. Each area has its own unique conditions and determining the importance of such site is impossible. Thus all the sites that contain archaeological deposits should be treated equally (Barford). In this context and regarding preliminary studies and soundings the director of the İstanbul Archaeological Museums declaration is open to criticism; the director said that they were not expecting to find anything that would change the history of İstanbul in 2004 (Landler).

According to Tibet, this report was ignored, like it never existed. If the suggested key points are adopted as a principle and applied to the Marmaray project areas, it will be a great opportunity to develop urban archaeology in İstanbul (67). The regional conservation board and the IAM started to conduct excavations anyway against the suggested administration structure of the UNESCO report (Bağdatlı 32).

Construction of the project started in 2004. At the same time the Regional Conservation Board 1 and 3 evaluated the impact of the project upon archaeological deposits and gave permission for excavations in the Üsküdar, Sirkeci and Yenikapı station areas. Archaeological investigations started consequently under the direction of the İstanbul Archaeological Museums (Özmen 27).

Soundings were opened in 2004 and accordingly open-air excavations were started at the east and west sides of the project zone at the Yenikapı station. In 2006 UNESCO visited Yenikapı and made four recommendations and comments on the excavations.



Their only criticism was when the east and west sections were in excavation progress; the middle part, Namık Kemal Street, was left without any investigation. This area was closed to traffic by the decision of the Coordination of the Transportation Department in 2007 (Fig. 20). Part of this road was excavated and a shipwreck was found within the project area, near the street. (Mry shipwreck no. 08) But due to the project boundaries a great part of the road was left without any investigation.

The UNESCO suggestion to İstanbul Archaeological Museums in 2006 report is as follows:

1. “Finalize the archaeological survey and scientific report and documentation on the excavations as soon as possible, to serve as the official basis for all future planning procedures regarding the Yenikapı metro station;
2. Enlarge and intensify the scientific contacts with international experts by creating or appointing a scientific commission for the conservation of the shipwrecks and their future presentation, by using the expertise of ICOMOS and ICOM, especially in relation to recent, directly comparable, projects involving the excavation and display of Roman-period vessels
3. Develop a concept for the museographical presentation of the archaeological remains in-situ – parts of the harbor, mosaics, shipwrecks – inside a new underground museum accessible from and being part of the building complex of Yenikapı metro station. Experience exchanges with other historic cities and their already implemented underground transportation systems are recommended (e.g. Athens, Cologne, Paris, etc.);
4. Based on the museographical conception, integrate the design for the museum building in the preparatory work for the buildings of the Yenikapı transport interchange. As the design for such a building requests high expertise, an international architectural design competition is recommended” (UNESCO 2006 32).

Three of their suggestions, conservation of the shipwrecks, integrating the stations with museums and building a museum can be considered as related to the post excavation process. The reporters did not comment or state any scientific problem related to the excavation process or problems in Yenikapı.

### 3.4 Conclusion

In order to protect archaeological assets in the Historical Peninsula or in any urban location, it is important to reorganize the administration policies.

“The ideal administrative arrangement from an archaeological point of view is that each developer should have to apply for planning and development permission. During the procedures leading to the granting of that permission the drafting of an environmental Impact statement should be mandatory, paid for by the developer. If the impact assessment report indicates that archaeological sites are likely to be damaged alternative schemes should be devised” (Renfrew 564).

As Renfrew stated, in terms of the ideal conditions the administrative arrangements were taken for the Yenikapı excavation. The survey or in other terms impact assessment done by the third parties, the importance of the area was recognized, the excavation on the proposed area was foreseen. The problem was that unfortunately none of the preliminary studies or suggestions were taken into consideration.

The impact assessment report, which was prepared by İstanbul University, was ignored even did not reach the responsible bodies. Advice was taken from UNESCO but the implementations were totally different from the suggested proposal.

The Keban dam formula for directing the excavations and the budget system created for the Keban was not modified and placed into the Marmaray Excavations. Additionally, evaluation of UNESCO’s committee suggested creating a committee between involved parties, but it was not implemented either.

The importance of the area was recognized but always underestimated by both the governmental institutions and construction firms. For example, within the excavation boundaries, the construction firm placed a concrete plant and neither the museum nor the conservation board could resist it.

Even though the Marmaray Project excavations started at the same time as the construction, the only suggestion from the UNESCO reports applied in Marmaray Yenikapı excavations is the “excavations”. All the preliminary studies about the route of the Marmaray Metro projects reflect the necessity of archaeological excavations before the projects took place. Scheduling the excavations within the construction project or conducting archaeological excavations before the area was given to the contractors could have saved both time and money. Additionally, from an archaeological point of view time scheduled for archeological considerations could have given more chance to the archaeologists to create an excavation project.

In order to save the archaeological deposits on the route of the Marmaray the excavations had to be organized as a project. Although the law did not distinguish the procedures of any type of excavations it is possible to create a formula of the administration policies of the excavations. It is possible to evaluate a rescue excavation as a project as it happened in Keban Dam excavations or in the Ilisu Dam Rescue examples. Involved parties should be gathered in a different platform and without bureaucratic delays. National and international organizations should be involved with a project that has a changing or effecting archaeological heritage in urban constructions.

There isn't any law or legislation that directly says that the construction company or in this case the Ministry of Transport should pay the expenses of the excavations. The responsible parties in the Marmaray Projects are paying all the expenses of the excavations. In this case a formula was created to support the excavations within the current law, but it was not implemented.

All the private and governmental construction companies have to obey the current laws of Turkey. Thus if a construction company wants to construct a metro line in the Historical Peninsula they have to take into consideration the national and international rules. Therefore according to the current legislation they have to have an Impact Assessment Report and they need to get permission from the responsible conservation board. Both the construction companies and the Ministry of Transport followed the laws and legislations.

Despite many years in the planning process of the Marmaray Metro projects and all the international and national proposals regarding the archaeological heritage on the route of the project the excavations were still not organized thoroughly. Even though everything was done on paper but in application of those decisions some problems occurred, which will be analyzed in the following chapter.

## **CHAPTER 4: PROBLEMS of RESCUE ARCHAEOLOGY ANALYZED in the YENİKAPI EXAMPLE**

### 4.1 Introduction

The Yenikapı excavations started on 27 November 2004 under the direction of the İstanbul Archaeological Museum. The site supervisor was appointed by the museum, Rahmi Asal, and freelance archaeologists were hired to work at the site. Excavations started with the soundings (Özmen 26) (Fig. 21).

Yenikapı excavations have continued for six years. The excavations revealed the most preserved harbor of Byzantine İstanbul and changed archaeology textbooks with the many discoveries. Excavations provided the opportunity for scholars to study from Ottoman, Byzantine, Roman, and Iron Age artifacts. It provided job opportunities to young graduates and hundreds of workers. Excavations also triggered new ideas such as setting up a Byzantine museum in İstanbul, and fostered the necessity of having a shipwreck museum. Although excavations have had many positive effects in various areas, there were some contradictions that occurred during the excavations.

For two years, I worked as a freelance archaeologist in the Yenikapı excavations and I have witnessed several contradictions related to archaeology, administration and workers' rights. Some of the concerns were resolved and some of them remained as a problem during that time. It is not possible to express all the aspects of Yenikapı based on my observations; therefore, arguments described in this section were not just compiled based on my experiences. These issues are quoted mostly from national newspapers, journals, and published interviews as almost none of the problems are discussed by any parties in official publications.

While the problems were categorized, different sources were taken into consideration. I researched different rescue excavations and listed general problems. General issues in rescue archaeology that are relevant to the Yenikapı Project were drawn from the Proceedings of the New World Conference on Rescue Archaeology book.

Barford, King and Cunningham also listed problems that are similar to those at Yenikapı; therefore, I used some part of their lists. They listed and analyzed the problems of contract archaeology. Although the questions are developed for contract archaeology, they are also applicable and valid questions for rescue excavations as they reflect the general outlines. Some of their articles were discussed in previous sections thus they are disregarded here.

Public awareness, heritage protection legislations, state funding and nationwide databases are listed as problems of rescue archaeology by Barford. King asks several questions regarding contract archaeology. His major question is related to time pressure. He asks, “Does it take too long to do archaeology in the field? Are archaeologists unnecessarily inflexible in the time they require to do a job, uncreative in their pursuit of time saving methods?” Time pressures ultimately create public relations issues. He asks, ‘What is all this archaeology is producing? Where are the results? Are they reaching the public? These questions are identical to those raised during the Yenikapı excavations (King 1979, 351-352).

Cunningham lists major areas of risk in contract archaeology:

- 1-compromising professional standards.
- 2- failing obligations to sponsors
- 3- losing the capacity to function.

He adds in any kind of excavation the risk of compromising professional standards can be encountered. But variables are different on contract archaeology for example time pressure or a budget that does not involve the scientific obligations (Cunningham).

Starting from those questions and based on my personal observation, the problems of the Yenikapı excavations are categorized under three titles:

- 1- Administration
- 2- The Time Schedule
- 3- Public Outreach

#### 4.2 Administration

The Yenikapı excavations are conducted under the authority of the İstanbul Archaeological Museums, on behalf of the Ministry of Culture and Tourism. İstanbul Archaeological Museums are responsible to the Regional Conservation Board and has to obey their decisions for immovable artifacts but has a right to decide how to excavate and how to evaluate the movable artifacts. This council is responsible for the Eminönü, Fatih and Zeytinburnu districts. The responsibilities of the Councils are defined by the law 2863 Clause 57-58 as registration of cultural and natural assets, registration of immovable assets, and making decisions for the implementation projects of immovable cultural and natural assets (UNESCO, 2863).<sup>12</sup> Within the site, representatives of the archaeological museums are in charge and freelance archaeologists conduct the scientific work.

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<sup>12</sup> UNESCO source is used for the English translation of the law 2863.

As requested by DLH the responsible contractor hired two specialists to monitor the excavations. They work full time at the site in order to monitor all the archaeological activities at different sites of the construction. One of them is an Ottoman specialist, Günay Paksoy; the other is a Byzantine specialist, Kemal Sertok. They maintained the communication between the responsible conservation boards and Monuments and Archaeological Resources Commissions.

The advisory board of Yenikapı in UNESCO suggested applying the same administration model of the Keban Dam Project to Yenikapı. Specifically, the administration policy and monetary system of the Keban Dam was suggested. But none of the suggestions applied in Yenikapı; perhaps one reason could be that the Dam project is from 1978. The administration system was more complicated than Keban and the monetary system was totally different. Also, there was no administration unit compiled for Yenikapı. The Yenikapı Project was not similar

In the Keban Dam excavations, a survey was conducted before the project took place. As a result of an extensive survey, archaeological deposits and several höyük were located; therefore, the excavations were conducted on selected areas (Kurdaş 180). Although there were preliminary studies suggesting archaeological excavations on the route of the Marmaray Project, no survey was conducted before the excavations. Soundings are started when the location of the projects had already been decided.

The cash flow for the Yenikapı project was maintained by the Ministry of Transport through Japan Bank Loans. The Japan Bank for International Corporation gave the money for the archaeological excavations through DLH. In the Keban Dam example the budget of the project was given by the Ministry of Finance to the Middle Eastern Technical University (METU) and the directorate



of the project. Opposite from Yenikapı, a simple organization was established in order to avoid bureaucratic delays (Kurdaş 185). A similar organization could have been organized for the Yenikapı excavations. An administrative unit could have been established to direct the excavations. That unit could have had power to decide on scientific techniques, archaeologists and specialists to work at the site and decide how to spend the budget of the Yenikapı excavations. It could have also served as a unit for maintaining the inter agency operations between the constructors, the museum, the Conservation Board and the Ministry of Culture and Tourism.

Related to the administration model of the Yenikapı excavations, I will analyze the Marmaray Project under four titles: the subcontractor of the project, freelance archaeologists, specialists and the workers.

#### 4.2.1 Subcontractors of the Marmaray Project

The subcontractors of the Marmaray project responsible for the excavation part of the project were chosen by the Taisei Gama Nurol joint venture. According to the BC1 contract the TGN joint venture could conduct the excavation project themselves or they could give it to a subcontractor.

The necessity of a subcontractor for the archaeological excavations grew out of the impossibility of hiring the archaeologists under the İstanbul Archaeological Museums. The museum can neither hire freelance archaeologists nor the workmen under their authority (Bağdatlı 34). In order to pay their wages the TGN joint venture bid competitively to hire a subcontractor and, accordingly, they were the group giving the lowest cost per cubic meter and therefore won the bid.

At the beginning of the project in 2004 the Karkın Construction Group was hired to oversee the archaeological excavations. Their contract was renewed until 2007 (Karkın). In 2007, Polat Construction came into charge of directing and conducting the archaeological excavations and they are still working at Yenikapı. The responsibilities of the subcontractor are recruiting the workmen, paying the archaeologists' wages and supplying the necessary equipment for the excavations.

Since the companies were chosen by their bids, the TGN joint venture had to find the cheaper subcontractors for this project to keep their expenses low. The subcontractors, in this case Karkın and Polat, were both construction companies. Although they were assigned to direct the excavations on site before winning this bid or the agreement they had no previous experience with archaeological excavations. Therefore their experience in the archaeology field is questionable and how many archaeologists or scientists they had on their team at the time they won the bid is unanswered (Bağdatlı 34).

Table 2 shows that the organization chart of the Polat Construction firm is directed by engineers (Table 2). The organization chart shows that there are no archaeologists within their firm. Therefore, it appears that hiring an archaeologist was not one of the necessary conditions for a construction firm to win the bidding competition for the archaeological works (Polat).

#### 4.2.2 Freelance Archaeologists

Freelance archaeologists in the Yenikapı excavations work under the direction of İstanbul Archaeological Museums. In Yenikapı there were almost 50 archaeologists who worked over six years, in different areas of the excavation (Gökçay 166). The information flow was done with monthly reports. Those

reports were submitted to the museum staff in charge of directing the archaeologists.

Although they are directed by the museum staff, the archeologists' wages were paid by the DLH via subcontractors. There is no adequate law to define the status of freelance archaeologists; therefore, in Yenikapı employee rights of the archaeologists are defined by the construction firm. This conflict, getting paid by a construction firm and taking orders from the museum caused administrative distress among archaeologists.

The subcontractor did not have power over decisions related to the archaeological issues. All the scientific decisions related to the archaeological work, such as the excavation methods, materials, and conservation techniques, were reached through an agreement made between the museum staff and the trench supervisor. But the construction company could choose the number of the workers with whom the archaeologist had to work. This situation affected the speed of the excavation. The number of workers assigned to an archaeologist affected the quality of the work such as the selection of the materials from the ground, following the layers, seeing different types of soil. The contractor cannot ask a supervisor to work faster as they are under the control of the museum staff, but contractors can make such demands from the workers.

Additionally, the equipment necessary to work in different conditions; for example, small trowels, has to be supplied by the construction firm, and as the construction firm works per cubic meter of excavated deposit per day, they often did not want to supply that material as it would slow down construction progress.

The wage of the freelance archaeologists were decided by DLH and paid via the subcontractors. All the archaeologist and art historians who work at the

site and at the laboratory get the same salary regardless of their education levels, degrees or previous experience. As a comparison, unlike Yenikapı in Ilisu Dam Rescue excavations, as it is also a public investment construction area, the levels of the archaeologists are divided; the specialists and non specialized archaeologists receive different salaries.

The only exception is the photographers and the architects. The architects who also work for the same subcontractor get paid according to the numbers given by the Chamber of Architects, and their salary is higher than the archaeologists'.

In addition to these problems, the disadvantage of not having a chamber of archaeologists in Turkey affected the salaries and employee rights of the archaeologists. In 2008, the construction firm discharged a group of archaeologists. The reason for the dismissal of the archaeologists was explained as the reduced working space at the site (Arc. Assoc., 59). As a response, all the archaeologists working both in Metro and Marmaray excavations gave a press conference. They claimed that they had not been paid for almost two months, and as their constitutional rights they went on strike for two days. After the strike the construction firm chose three employees among others and fired them as a reaction against the strike. Even though the archaeologists were working under the supervision of the museum they claimed that the İstanbul Archaeological Museums did nothing in their support (Arc. Assoc., 60).

#### 4.2.3 Specialists

In addition to the freelance archaeologists at the site, several universities and institutions conducted different scientific research at Yenikapı. They work on behalf

of their universities with special permission from İstanbul Archaeological Museums and the Ministry of Culture. The specialists and their teams are listed as follows:

Texas A&M University, Department of Anthropology directed by Cemal Pulak. Pulak's team worked on the restoration and conservation of the shipwrecks. They dismantled 4 shipwrecks and gave them for conservation to the İstanbul University team and took 4 shipwrecks to the Institute of Nautical Archaeology Laboratory in Bodrum.

The İstanbul University Department of Restoration and Conservation of Movable Cultural Assets directed by Sait Başaran. The İstanbul University team worked on 27 shipwrecks. They set up two laboratories in the Metro and Yenikapı excavation areas. They were responsible for documenting and dismantling the shipwrecks. After the dismantlement, they placed wooden fragments of the shipwrecks in special pools in order to desalinate them. The shipwrecks are planned to be reunited for their display in future exhibitions or in the Byzantine Museum. The Yenikapı shipwreck project is supported by İstanbul University's Scientific Research Projects (Fig. 22).

Oya Algan, M. Namık Yalçın, İsak Yılmaz, Elmas Kırıcı, Erol Sarı, Demet Ongan, Özlem Bulkan, Doğan Perinçek, Mehmet Özdoğan, Yücel Yılmaz, and İsmail Karamut conducted research called Geo Archaeology of the Theodosian Harbor at Yenikapı. Their study concerns a geological sedimentary sequence that was deposited 8000 years ago in the Marmara Sea. Their research was funded by the Research Fund of İstanbul University.

Oya Algan, Bedri Alpar, Cem Gazioğlu, Denizhan Vardar, Kurultay Öztürk conducted research called "Foreshore Sea Bottom Characteristics at Yenikapı."

Their study examined characteristics of the sedimentary sequence at the sea bottom by high resolution seismic study and morphology.

Feza Demirkök, a specialist in the İstanbul Archaeological Museums. Demirkök is studying the Greek inscriptions that were recovered from both Marmaray and Metro excavations.

Emel Dönmez, from METU studied archaeobotanical remains at the Yenikapı excavations. Her research includes fruit plants, cereals, condiments and wild plants that were found in different contexts during the excavations.

Metin Gökçay worked on the selected group of wooden finds from Yenikapı. Gökçay, the former head of the Marmaray-Metro Yenikapı excavations studied the wooden artifacts that were found in Yenikapı excavations.

Ceren Kayalar, Ahmet Kavlak, and Selim Balcısoy from Sabancı University conducted a study on augmented reality and cultural heritage. They developed a device that helps field archaeologist's record different layers and architecture on a digital platform. The hardware and software of the product was composed by the team. The team described their invention as a device that creates the opportunity to record the location of such material, 3d models of the artifacts, update and input the data and visualization.

Vedat Onar, Gülsün Pazvant, Altan Armutak, and Hasan Alpak, from İstanbul University Faculty of Veterinary. Their research revealed an animal population, diseases, anatomical-pathological deformations, age and gender of the animal bones that were found at the Yenikapı excavations. In addition to the animal remains research the team also made radiocarbon dating analysis in order to date certain animal bones and correlated that data with the archaeological evidence. Their projects were supported by TÜBİTAK.

Hadi Özbal, Erol Sarı, Demet Ongan, Elmas Kırcı, Otto Spaargaren, Oya Algan. The team conducted an onsite study in order to remove selected profiles as a single unit for further investigations and exhibitions. Their study is called Removal and Consolidation of Profiles from Yenikapı Excavations. The study was supported by the İstanbul University Scientific Research Projects Unit.

Doğan Perinçek, from Çanakkale Onsekiz Mart University Department of Geological Engineering. His study is called “Geoarchaeology of the Excavation Site for the Last 8000 Years and Traces of Natural Catastrophes in the Geological Profile”. Perinçek identified different geological layers at the harbor and explained the reasons for certain sedimentation deposits with tsunami.

In addition to the researchers that presented a paper in Proceedings of the 1<sup>st</sup> Symposium on Marmaray-Metro Salvage Excavations, there are other individuals and institutions which are working or worked at the Yenikapı excavations. The list is as follows;

Ünal Akkemik, İstanbul University, Faculty of Forestry, Dendrochronology,

Aylan Erkal, METU, Archaeobotanic,

Dilek Doğu, İstanbul University Faculty of Forestry, wood type analysis,

Mehmet Görgülü, İstanbul University Institute of Forensic, human bones,

Peter Kuniholm, Dendrochronology, Cornell University History of Art & Archaeology, Aegean Dendrochronology Project,

Sibel Yalçın, İstanbul University, Further Analysis Laboratory, soil and wood analysis,

Yasemin Yılmaz, İstanbul University, Prehistory Department, Prehistoric human bone analysis.

The number of specialists in the excavation indicates its importance and shows what can be accomplished when a large group of dedicated professionals work at an excavation site. All the specialists' works at the site broaden the knowledge of the archaeologists. It is beneficial to have that information in order to analyze the archaeological data and compare it to the outer information. It is necessary to encourage outer specialists to join the team in order to produce more scientific information.

#### 4.2.4 Workers

Workers were hired by the same subcontractor that hired the archaeologists. They were responsible to the archaeologists but paid by the construction firm. According to the health and safety legislation they were informed and trained for safety issues and first aid applications. They were obliged to wear safety equipment provided by the construction company (Fig. 23a, 23b). Their wages were determined by the construction firm contract. But their working conditions were not defined in any official document.

Several problems occurred related to the workers at Yenikapı but the most striking one happened after the annual raise. The lack of the definition of the workers social rights created important problem at the site. Trained workers had to leave their jobs; therefore, archaeologists had to train new workers.

A group of workmen from Yenikapı excavations went on strike on January 16, 2010 (Star Gündem). The workers claimed that they had not had a raise in their wages since 2007 and added that their insurance was not paid regularly (Fig. 24). When the workers asked for their pay, 20 of them were fired by the construction firm. They also joined the "Resistance Platform" (Haber Sol).



During the strike they also made a protest in front of the Ministry of Transport and asked for help from Yıldırım.

After 49 days they made a protest at the Yenikapı excavation site and the construction firm declared they would accept the terms and make a protocol with them (Özgür). Polat construction firm changed their idea about negotiating with the workers when they were asked to deal with the labor union. In the news about the First of May protests, the workers were still on strike (İşçi Kitle).

A Member of Parliament, Sebahat Tuncel, gave a censor motion to the Turkish Grand National Assembly regarding the Yenikapı workers' strike and asked for answers from the Ministry of Labor and Social Security on 2.03.2010 (TBMM). Her questions included a wage raise, social security insurance payments, adequate working clothes, food, and health control and employee personal rights. Her questions remained unanswered as is stated on the TGNA web page.

The lack of an official contract between the workers and the employees caused those problems. Because the workers were hired as day laborers instead of contract laborers they remained vulnerable to their bosses. Although some unions supported the Marmaray workers, as they were not officially working on paper and their insurance was not paid regularly, they couldn't defend themselves.

#### 4.3 The Time Schedule

The Yenikapı Project suffered under the time pressure. The museum staff, archaeologists and even different ministers also had to deal with that stress. They were blamed for the delays, and archaeologists been asked to be in a hurry (Kuvel).

Different operations took place in order to speed up the excavations which were conducted throughout the year. Night shifts are added to the working schedule. The Ministry of Culture sent a group of civil servants to help with the administrative issues (Erbil 2007). Some parts of the excavation area were left without investigation such as the area where a concrete plant was built and the road between second and fourth zones (Bardakçı).

These interventions which were done in order to speed up the excavations affected the methodology of the excavation. Even though it was a public investment area and the speed of the excavations affected the construction project, the excavation area in Yenikapı had to follow archaeological ethics. I will analyze the issues caused by the time pressure in this section.

#### 4.3.1 Pressure on the Marmaray Project Deadline

Since the excavations started in 2004 the deadlines of the project given by the authorities had been changing. Most of the time archaeological research was blamed for the delay. Preliminary studies, urban obstacles, conditions of the excavation are prominent issues that have been mostly disregarded. Instead of sharing the main problem, in that case ignoring the preliminary reports and starting the construction at the chosen location, archaeological investigations are considered as the major problem for delays. The Star newspaper shows the deadline announcement given by different authorities.

The first news about the Marmaray Project was announced in the Star newspaper in May, 2004. The Minister of Transport, Yıldırım, declared the deadline as 2008 (Star, 1). After four months Minister with the head of the Regional Conservation Board made a press conference and declared the deadline

as 2009 because of “archaeological delays” in Üsküdar, and added that the “construction project will continue with the archaeological investigations simultaneously”(Star, 2). Almost a year later, the delay news was still related to just the Üsküdar station (Star, 3) In June 2006 the deadline was changed to 2010. In addition to Üsküdar, the Yenikapı excavations were mentioned for the first time. Yıldırım also declared that the archaeological delays will be compensated with construction speed even though that idea was opposed by the public’s opinion. The costs of the archaeological excavations were estimated around 2 million dollars but the actual budget will be 10 million dollars (Star, 4).

The first real archaeological news was released in June 2006 with the discovery of 8 shipwrecks on the site. Theodosius Harbor and 100Ada which caused the change of the station point, was submitted to the Preservation Council (Star, 5).

In November 2006 the deadline of the “dream of a century project” was still declared as 2009 (Star, 6). By 2007, archaeological excavations were cited as the only reason for the delays. During the press release of the first tube submerged in the Bosphorus in June 2007, Yıldırım announced that “regardless of the delays we would be glad if the Marmaray project could contribute to enlightenment of the historical background of the city and the 2010 European Capital of Culture organization.”

An article in the Star Newspaper in 2008 noted that archaeology was listed as one of the possible delays and added that archaeologist are happy about the findings where the engineers are anxious because of two years of delay, and the cost of one million dollar per day (7). Accusations toward the archaeology efforts continued through 2008and Yenikapı excavations were blamed for the delay of

the entire Marmaray Project (Star, 8). In 2009, Yıldırım, the Minister of Transport, declared the deadline as 2012 (Star, 9). He stated that the archaeological excavations at Yenikapı station would be finished in February 2009 (Yurtsever) and also announced the final deadline of the project as 29 October 2013 (Anadolu Press). After his statements about the projections to finish the project, the first zone of the excavation area was handed over to the engineers in the following months of the year. According to İstanbul Municipality numbers the budget for the archeological excavations in Yenikapı transfer point was 26 million TL in 2010.

Apart from the deadline issue the headlines also expressed the delays. Most of the time the subject was related to the most recent or interesting discoveries; still the headlines stressed the delays. “Archaeological Delay to Marmaray” (Radikal, 2005), “Mega Project is Running with Picks and Shovels” (Kuvel), “History Ambushes Marmaray” (Özarslan), “Marmaray Will be Delayed Two Years Because of Archaeological Excavations” (Duvaklı) are some examples.

Similar to the Marmaray problems, Parlama stated in the Athens subway exhibition catalogue that they were having problems with the deadline of the Athens project. He stated that “engineers in charge could not understand how it was we were unable to tell them once we started an excavation when we would finish it.”(19). It is not easy to know when an excavation can be completed therefore determining its deadline is not an easy job.

Tuna argues that the routes of Marmaray constructions were chosen on the spots that have fewer archaeological deposits. As a station exit, Yenikapı the old

harbor area was chosen because it had fewer archaeological deposits (Tuna 91). It is fair to say that all the archaeological investigations proved him wrong.

Excavations and soundings started in 2004 at the west side of the Yenikapı excavation area. This area is titled 100 Ada (100 parcel). With the discovery of Constantine walls, pier stones and several other structures and with the collaboration of İstanbul Archaeological Museums and A Regional Conservation Board the station exit was changed in 2006. Just this situation would be enough of an example to show that it is not easy to estimate what to find even in such a known area.

The importance of an area faced with construction cannot be determined with simple decisions. It is almost impossible to know what kind of evidence is buried in any archaeological area. The significance of the data by desk based or preliminary research can only provide a glimpse of the site. (Rathz 57, Barford). The whole picture must be seen with detailed research which excavates the area in a scientific manner. An archaeological area might contain different layers than expected, i.e. Yenikapı Neolithic discoveries, Byzantine shipwrecks, 100 Ada. With the discovery of the shipwrecks the deadline of the excavations were eventually extended. Additionally no one could foresee the Neolithic level in this part of İstanbul yet it revealed the earliest settlement of İstanbul and changed the whole archaeological knowledge of the city. Conducting excavations in night shifts in a swamp areas or dismantling a shipwreck which are incredibly fragile requires time consuming operations. Therefore, the most crucial answer to the constructors by archaeologists is that “the deadline of the excavations” is an unanswerable question, and for the future excavations it will remain as unanswered as well.

#### 4.3.2 Concrete Plant

Archaeological areas expanded to 58000 square meters in Yenikapı. Each plot was excavated, except the adjoining spot to 100 Ada. A concrete plant for the construction project was built on that place (Fig. 25). This area had not been investigated as of the completion date of this thesis.

Bardakçı discussed the location of the plant in his column in the Hürriyet newspaper. He claims that with the discovery of land walls the station point was changed to another spot. After the discoveries the construction firm decided to build a large plant at the adjoining spot in order to prevent further investigations at the area .He blames the authorities for remaining silent towards such a big mistake. He notes that the concrete plant will produce cement for the project so the archaeological investigations can be avoided. He is not asking that the authorities stop construction but says that he cannot understand the reason for stopping excavations when important evidence was found.

However, excavations did stop after the discoveries in 100 Ada, and an archaeological park was created on that area. Therefore the construction company stopped paying the expenses of the excavations and further investigations were left for the project. The spot adjoining 100 Ada has not been investigated at all. If the construction company paid and continued archaeological excavations in that area it is likely that they would find as much important remains as 100 Ada. In this kind of scenario the area would probably be declared as a first degree archaeological zone and all the investments of the construction company would have no return. As the contractors see archaeological areas simply as a place to be emptied by the archaeologists, if an area is not be emptied and handed over to the firm there is no need for excavating.

#### 4.3.3 Help from Other Museums

In order to speed up the excavation, a group of museum staff were assigned by the Ministry of Culture and Tourism to the Yenikapı excavations (Gökçay 81). They were in charge of directing both the freelance archaeologists and the excavation progress. They stayed three months at Yenikapı and left.

Aydingün states that 500 workers and 50 archaeologists and “volunteer groups”, in total 700 employees, were working to make a decent excavation. She defined the museum staff that came to help as volunteers; however, as they were civil servants, they were not working voluntarily.

Each excavation has its own techniques and methodology. That group of museum staff did not work at the site as archaeologists nor were they in charge of the administration. They came and intervened in the freelance archaeologist’s work and therefore their pressures were on the archaeologists. Whether their help was useful or not is open to criticism.

#### 4.3.4 Excavation During the Winter

Excavations during the winter would provide less adequate information than summer due to weather conditions. Elements can create problems in understanding the archaeological content, for example if the site contains fragile or destroyable levels or contexts that might be affected by the rain or snow. But the improvements of the site conditions make it possible to work in bad weather as well as good. Movable shelters and vocational equipment make it possible to work in cold weather as well as in summer (Fig. 26). According to Musson working during the spring or winter might be preferable in terms of seeing different layers of the soil. With all these circumstances it is possible and

preferable to work continuously all the year. Working under the rain or during the snow are not the best conditions for an archaeologist but as part of professionalism it is necessary (84, 86) (Fig. 27).

Archaeologists and workers worked throughout the year for almost six years in Yenikapı. In order to continue working in rainy days a formula was created by the construction company. Tents covered with plastic sheets were built in 5 by 5 and placed on top of the trenches. Workers dug under the tent and took out the soil from the trench with tunnels which were also made with plastic. In addition to the tent formula, after the night shifts started prefabricated cabins were placed around the trenches and a heating system was placed in those cabins (Fig. 28).

Although as Musson states it may be considered that it is part of professionalism to work in all kind of weather for archaeologists but a group of workers who went on strike in January 2010 claimed that the working conditions were deficient, work clothes were inadequate and they were not given any gloves or suitable boots for working in different weather conditions (Radikal, 2010) (Fig. 29).

#### 4.3.5 Night Shifts

In 2007, because of the possible delays of the Marmaray Project, archaeologists and workers started to work 24 hours under the administration of İstanbul Archaeological Museums (Tan). The demand came from the Ministry of Transport (Duvaklı).

The Athena metro excavations were used as an example of the night shifts for the Yenikapı excavations. The director of Prehistoric and Classical



Antiquities, Liana Parlama, describes the night shifts in one sentence: "... group of twenty- two outstanding young archaeologists working alongside them who were infected by the enthusiasm of their superiors and frequently worked as a furious pace, as in the case of Amalias Avenue, while also working in night shifts in trenches they were unable to open up in day time" (19). The reason for the night shift is simply described as the trenches are not available during the day. There isn't any other indication that explains the reasons or refers to the night shifts in the catalogue of the excavation in Athens called "The City Beneath the City".

Philip refers to the late night excavation at the Roman forts at Dover in 1971. But he did not specify any reason for late night digs. But, as he stated, they were working under the time pressure and the construction team was waiting for their excavation, so it is probable that night shifts were related to the time pressure (Philip 74).

A Member of Parliament Çetin Soysal, in a motion to censure the Parliament in 2008 asked several questions. One of his questions was related to the night shifts.

"There are serious problems happening in Yenikapı excavations regarding working hours of archaeologists. Archaeologists who are working during the night shifts are working in primitive conditions. Artificial lightening around the trenches is insufficient. Do you approve long, continuous working hours and night shifts?" (Dönmez) (Fig. 30).

The obvious reason behind the night shifts is to speed up the excavation. The area was needed by the construction firm if not for direct implementation of the project \ at least for preparation. According to Duvaklı in order to prepare the

area for the full construction, the construction firm needed to drill the site for the tunnels. There was also the problem with the administration of the project. It seems that the Ministry of Transport asked to speed up the excavation. One newspaper claimed that it was not clear to whom the ministry gave the order. It is possible that the answer was simply yes to Soysal's questions because night shifts are still continuing (Fig. 31).

The Milliyet newspaper reported breaking news in 2008 (Erbil, 2008). According to Erbil during the night shifts archaeologists were unable to supervise the workers, thus many artifacts were mixed with the waste soil and sent to the dumpsters. According to their source, archaeologists did not deal with the workers during the night, so workers preferred to work fast because the construction firm gets paid per cubic meters. The newspaper also claimed that their source conducted research at the site and confirmed that the soil was not investigated thoroughly and some of the artifacts were disposed with the soil. Another accusation involved antiquity traffic. Workers were not searched when they left the site and it caused a security gap. Erbil also interviewed the director of the İstanbul Archaeological Museums, Ismail Karamut, who did not deny the criticism and added that he warned the archaeologists about the possibility of theft.

These accusations are refuted by the Archaeologists Association. On behalf of the archaeologists at the site they reject all the accusations and found them groundless. They claim that all the archaeologists were working well in all kinds of weather conditions day and night. The association also denied the so-called research at the site as none of the archaeologists nor was the museum staff aware of such an investigation. It is not possible to understand the importance of a

piece by looking at it, unless someone is an expert. A journalist cannot decide if a pile of soil is composed of important ‘artifacts’. The association also denied the illicit traffic of artifacts, and claim that the accusations are baseless (Arch. Assoc. 39).

#### 4.3.6 Methodology of the Excavation: “The worst excavation is better than a heavy machine”<sup>13</sup>

In this section the methodology of the archaeological work is summarized in order to draw a picture of how the archaeological process operates in the Yenikapı excavations.

The extension of the site was determined by the construction project. The entire area was divided into four zones by following the construction project boundaries. The first zone is located on the east side of the Namık Kemal Street; the second zone is called 100 Ada as its parcel number, where all the immovable remains were found and was the reason for the station point transfer. The third zone is east of 100 Ada and adjoins part of the cement plant. The fourth zone is located on the west side of Namık Kemal Street and is the last excavated area. Those areas were numbered by their excavation order, the order of the excavation sites determined by the necessities of the construction.

The excavation areas were divided into trenches on a digital platform. Trenches were adjusted by grid system, marked with numbers from east to west and marked with letters from north to south; therefore, trench names were called for example L123 (Karamut 12). At the site, trenches were marked by surveyors with pegs and taped. Workers collected artifacts according to trench numbers, and

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<sup>13</sup> Özdoğan, 68.

archaeologists kept track of the materials from the trenches, and wrote their reports indicating the trench number and height.

When groups of objects or an object with a significant value, shipwreck, human or animal skeleton was found in the trench, architects together with a mapper marked the location of the artifact and drew it with its coordination on a digital platform with the trench numbers and height indication. Those drawings were sent to the İstanbul Archaeological Museums.

Artifacts collected by trench supervisors were sent to the inventory. After they were washed and dried, if necessary, conservation was applied, taken into inventory registration and photographed at the laboratory. Ceramics or bones that had no artifact value were tagged and sent to the lab for study. Artifacts were sorted in the lab by their date and recorded. After recording, they were separated either as study material or as burial material (Fig. 32). Issues regarding burial materials will be discussed further in the methodology of the excavation section of this chapter. Apart from ceramics, other materials such as wood, shells, seeds, metals, lithics, bones, soil were separated for further studies both on site and in the laboratory.

After all those treatments, inventory materials and study materials were sent to the İstanbul Archaeological Museums on a regular basis. Lab materials which were of interest to specialists were separated from inventory materials. After securing a permit from the Ministry of Culture and the İstanbul Archaeological Museums, institutions, universities and individual researchers can study those materials. Currently there are 17 groups or individuals studying those artifacts. All the researchers that wish to work at the site need to get permission from the museum and are responsible for giving a report related to their studies.

Visitation to the site is restricted; visitors who wish to visit and take photographs of the site have to get permission from the museum, and this includes press members as well.

Working hours started at 8 am and continued with three shifts, six days each week throughout the year. Workers were supervised by archaeologists, but wages paid by the construction firm. Freelance archaeologists were directed by the İstanbul Archaeological Museums but their wages were paid by the construction firm as well.

The excavation method of the Yenikapı excavations came into the concern of the public the first time with the swamp area digs. Iron Age artifacts were found on top of a shell layer on the north side of excavation zone 1, approximately -6.00 meters below the sea level. Below this level stone architecture was found, dating to the Neolithic by Özdoğan (Gökçay 169).

In 2008 Regional Conservation Board IV asked for an evaluation report about the Neolithic layers in Yenikapı. According to the decision number 2576/2008, the council asked for drawings and section drawings of the Neolithic area in 1/200 scale. The area was recorded, drawings were completed and by the decision of Council IV the area was dismantled.

Discussions started after this process, because underneath the Neolithic architecture layer a swamp layer was found. An area which is around 110 meters was needed by the construction firm in order to start the drilling process for the tunnels (Salman). According to the Ministry of Culture and Tourism, Günay, soundings were conducted on the swamp area and archaeologists found the main ground 9.5 meters below sea level. In those soundings nothing was found but mud soil (Günel). Karamut, the head of the excavation and IAM announced that the

swamp area would be removed with heavy machines. Based on this technique, the area would be cut in large blocks with the machines and archaeologists would continue to search artifacts by sieving the blocks. This system was also approved by academicians, such as Özdoğan. According to Günay, excavating this area with picks and shovels was more destructive than using heavy machines (Erbil, October 2008).

Academicians, site archaeologists and the Association of Archaeologists protested against the idea of removing the swamp area with heavy machines (Günel). Gülçur, Assoc. Prof. in İstanbul University's Prehistory Department, wrote a petition to the Regional Conservation Board IV, published on the Association of Archeologists web page in 22.09.2008. She described the area as a unique example of a Neolithic settlement. Gülçur claimed that the area had the largest Neolithic artifact collections that have ever been found in the Historical Peninsula. In addition to the settlement ceramics, worked bones, stone tools and two canoe oars were found and these artifacts together with the settlement reveal the importance of the area.

She stated that regardless of what had been found and the earlier decision of the council, the area was under threat of heavy machines. According to the latest developments at that time, the area was to be given to the construction firm by the demand of the Ministry of Transport. If this suggestion were approved by the İstanbul Archaeological Museums, both national and international law would be an unlawful act. Moreover, with this act the highest authority among protecting archaeological heritage should decide on the destruction.

Gülçur says that excavating by hand and following the scientific techniques on the Neolithic settlement and the adjoining area is not just important

for Turkey but for the cultural history of the world. In this context she requested the evaluation of this situation without the destruction.

The Minister of Transport gave a press conference to answer the accusations. Yıldırım declared that they had no intention of interfering with the acceleration of the excavation process. According to Yıldırım, the Marmaray Project had two aims, first to solve the traffic problem in İstanbul and second to protect the cultural and historical heritage of İstanbul. He also declared that the Ministry had neither attempted to interfere in the process nor create pressure. The Ministry just asking from the councils not to delay decision process anymore (Vatan).

The Archaeologists Association also published a letter that reflected their concerns over the Neolithic area. According to the Association, the use of heavy machines, within the context that includes wooden fragments and organic materials, are highly destructive. They stated that if the power of heavy machines were used in that area a new design must be created that will meet the requirements of the context. For this case, cutting the mud layer with molds and setting up a mechanism for that would be less destructive.

But for the application project, the quality of the heavy machines and instruments for the molding were not shared with the public. In addition, whether the destruction by the machines would be minimal or not, compared to traditional excavation techniques cannot be determined in this condition. The efficiency of time and cost statements, the argument for moving the deposit to somewhere else or continuing to work as it has been, was not efficiently evaluated in terms of cost and time. Therefore the destruction by the use of heavy machines remains

unknown and the argument regarding working with traditional techniques has become baseless (Arch. Assoc., 2008).

Therefore, in October 2008 the Regional Conservation Board IV prepared a report regarding concerns about the nature of the excavations in Yenikapı that was reported in several newspapers and by an application from Gülçur. All the concerns were considered. The conclusion was continue to excavate the area with archaeological methods until virgin soil was found and not to let the heavy machines on the excavation area without the approval of the regional conservation board. The Board also decided to prepare a report by the IAM about the conservation methods of organic materials that were found on the prehistoric area and prepare another report regarding whether the conservation of wooden fragments of the shipwrecks continued with a scientific methods or not. Additionally, Dönmez and Özgümüş were appointed as representatives of the Regional Conservation Board IV at the site.<sup>14</sup>

After a month of discussions, four Neolithic burials were found underneath the discussed 110 meters swamp area. Burials were dated to 8000 BP and on the tip of one of the skeletons a cremated baby skeleton was found. Karamut declared that the excavations will continue with picks and shovels and the use of the heavy machines will be discussed on a later time (Erbil, 2008).

After the discovery of the Neolithic burials, Özdoğan self criticized himself about his previous suggestions in his interview with the Samanyolu Newspaper in 2009. He admitted that he made a mistake about approving the use of heavy machines in the Yenikapı excavations. He congratulated the

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<sup>14</sup> Regional Conservation Board IV, decision number 414/ 08.10.2008



archaeologists as it was an amazing job to find skeletons in this kind of a muddy condition (Erbil, 2009).

If it had not been for the concern of the construction firm, the methodology of the Yenikapı excavations would never have taken the public's interest. In addition to the Neolithic area, buried artifacts also received extensive media coverage.

In the Yenikapı excavations and in almost any excavations, when a piece of sherd is found in an excavation area, it is evaluated by an archaeologist and either kept for inventory or study material or discarded for burial. The significance of a piece can only be determined by the evaluation of an archaeologist within the context of the excavation. In order to bury excavation material, necessary arrangements are done between the responsible museum and museum staff so that it can be buried in a determined place. Almost all excavations bury insignificant pieces after an evaluation from a team member. Burying discarded materials were the routine process of the Yenikapı excavations as well. But buried materials of the Yenikapı excavations became an important issue after an advocate made a complaint report to the public prosecution.

Advocate Tanal, who is also a member of the main opposition party CHP's disciplinary committee, applied to İstanbul Archaeological Museums within the Right of Information Acquirement Law 4982. According to law 4982: everyone has the right to obtain information. And institutions and organizations are required to provide all kind of information, and must take all kinds of measures to conclude the applications (Council of Ministers, 4982, Article 4-5).

In his petition he asked about the current state of the buried artifacts of Yenikapı excavations. "Are there any artifacts that found during the Yenikapı

excavations and buried in the same places? If there are how many sacks had been buried? Which period's artifacts were chosen to be buried and what is the criterion to bury an artifact?" (Kent ve Yaşam).

The İstanbul Archaeological Museums answered his questions 81 days later although the law requires 15 days to answer a petition (Dağlar). Then, Tanal applied to the chief public prosecutor's office and filled a complaint report on 18 May. In his petition, he accused the İstanbul Archaeological Museums of malpractice and breaking the Right of Information Acquirement law. He stated that burying artifacts under the soil is against the law; therefore the buried materials should be located and unearthed. He also asked for punishment for those who neglected the Law 5226 Clause 67 (Kent ve Yaşam).

Ten days after his complaint report on 28 May 2010 Kızıltan, the current director of the Museum, answered his questions as follows:

“Burial process of the artifacts conducted by the museum staff under the direction of IAM and based on the permission of Ministry of culture and tourism. Artifacts evaluated in the labs where classification, restoration and statistics departments when the evaluation finished they separated as study material, inventory or burial. And subsequently burial materials were buried in places that planned areas. As it is not possible to keep each and every piece significant examples are spared for further scientific studies and kept in the museum. Buried materials can be unearthed if further scientific investigations are necessary” (Haber Aktüel).

Özdoğan made a declaration regarding buried materials in Yenikapı. He stated that he did not find the İstanbul Archaeological Museum's explanation realistic to unearth buried pieces at the Yenikapı excavations. He said that tags and bags of the buried materials will decompose and they will lose their context.

He stated that archaeologists regard buried artifacts as pieces that will not be investigated again, therefore the museum's explanations about unearthing the pieces are meaningless.

He also stated that the burial process is applied all over the world but because the antiquity law is outdated, the numbers of buried artifacts are high in Turkey. He stated that "it is a wrong approach to keep everything that is found during an excavation. Some of the materials have scientific quality thus they should kept in universities for the researchers. If it was possible remove materials from inventory of the museums, that has no exhibition quality, it would be possible to decrease the buried materials from 47.000 to 10.000" (Kent ve Yaşam).

The lawyer's enthusiasm and Özdoğan's suggestions show that the antiquity law did not define how to deal with the pieces that have no significant value for the museum display or study quality. There are some practical methodologies to keep those pieces but the lack of the exact methodology in the law creates confusion and this situation affected the credibility of the excavations.

#### 4.4 Public Outreach

Although there was no determined public relation strategy in Yenikapı, information sharing took place in different areas: the exhibition of the excavation, various publications and dig visitors. With these platforms, different aspects of the excavations were revealed publicly. The developments of the excavations were shown in exhibitions. With the publications, the academic world has a chance to learn the scientific works which were conducted to the excavations. Accepting visitors to the excavation area gained the public's attention and could also help relieve some of the time pressure on the excavations by giving inside information.

Raab describes the obligations of rescue excavations as follows: “The research must provide a maximum return of new information relevant to archaeological goals, the agency which sponsors the research must be provided with information relevant to its needs and goals, the research must provide a balance between archaeological goals, the goals of sponsoring agency and the public interest in such a way that maximum benefit accrues to the discipline and to the public” (629-630).

Apart from being a scientific research reason, the question of “Why do you dig here” has to be answered to satisfy curiosity and convince the public (Graeme 200). According to Barford the head of the rescue excavations has the responsibility for presenting the evidence to the public. If the past of a society is investigated mostly with public taxes it is the public’s right to know what they will gain. They must be able to access any kind of information and results. This obligation is described in article 9 of the European Convention on the Protection of the Archaeological Heritage too. In governmental projects the public is the one who pays the bill, so archaeologists are responsible to inform them in order to have a good relation with the local residents (Meighan 55, Rathz 62).

#### 4.4.1 Press Releases

The directors of the İstanbul Archaeological Museums made several press conferences and informed the public about different issues concerning the Yenikapı excavations. The reasons for the press conferences can be grouped as new discoveries, the deadline of the project and shipwrecks (Şatır, Erdem, Radikal, 04.2010).

Yenikapı excavations were usually reported in the newspapers because of the delay of the Marmaray Project. It is important to show the different aspects of the excavation in order to create public awareness. But if the media is used as a tool to inform the public about the importance of the area and sharing the

important discoveries this outreach might lessen the idea that archaeology caused the delays.

In most of the cases the results of the rescue archaeology was presented or described with the 'interesting objects'. According to Barford, it might attract the general public's attention but it also encourages the idea of treasure hunting. Thus the presentation of an archaeological area must be simple, explanatory and also meet with the scientific approach (Barford).

#### 4.4.2 Publications

The Venice charter states in article 16:

“In all works of preservation, restoration or excavation, there should always be precise documentation in the form of analytical and critical reports, illustrated with drawings and photographs. Every stage of the work of clearing, consolidation, rearrangement and integration, as well as technical and formal features identified during the course of the work, should be included. This record should be placed in the archives of a public institution and made available to research workers. It is recommended that the report should be published” (ICOMOS, 1996).

In Turkey, three different types of official publications and symposiums were held that were related to rescue excavations: Excavation-survey, archaeometry and museum rescue excavations. Each year universities and museums give information about the previous years' excavation and these interim reports were published by the Ministry of Culture and Tourism (Yayınlar). The Yenikapı excavations first presented in the 16<sup>th</sup> Symposium of Museum Rescue Excavations in 2007.

A catalogue of the exhibition was published in 2007 by The Vehbi Koç Foundation Press. The catalogue was edited by Zeynep Kızıltan, the current director of İstanbul Archaeological Museums (Fig. 33). Additionally a symposium

catalogue of the Marmaray Metro Rescue Excavations was published in 2010 by the European Capital of Culture Agency (Fig. 34).

The Yenikapı excavations showed its impact on the academic world as well. Graduate students took several thesis topics from the new discoveries. There have been nine master's theses compiled that are related to the Yenikapı excavations (Table 3).

#### 4.4.3 Information Boards

Explanation boards and signs can be helpful for informing the public about the site and some volunteers might show visitors around (Rathz 67). There are two billboards placed in different locations at the Yenikapı excavations (Fig. 35). They both explain the responsible parties for the construction but do not indicate the archaeological excavations in the area.

In 2008 the Marmaray Director of DLH, Özmen, gave an interview to Yeni Şafak newspaper and announced two digital billboards that will be placed in Yenikapı and Üsküdar. The reason for those billboards will be to show the public how the studies are conducted in those areas. Özmen describes the idea as digital boards that run 24 hours and with this way the project will reach the public. Although DLH asked permission from conservation board, the billboards were never placed in any of the excavation areas (Yeni Şafak).

Instead of billboards DLH placed web cameras in the station points that broadcast 24 hours. It is possible to reach those camera views from the Marmaray official web page. They show the construction areas of Üsküdar, Yenikapı, Sirkeci and Ayrılıkçeşme stations (Ministry of Transport).

A protocol was signed between the İstanbul Municipality and the İstanbul 2010 Agency about "The Yenikapı Transfer Point and ArchaeoPark Project" in

04.03.2010 (Fig. 36). With this protocol the İstanbul 2010 Agency will coordinate all the projects within the YTP. According to this agreement the Yenikapı transfer point, which integrates the Marmaray and the İstanbul Metro will be a modern metro station including archaeological areas. For this reason the İstanbul 2010 Agency called for an international competition for the museum design of ArchaeoPark and its landscaping design (644848). The budget for the project will be 3 million Turkish Lira (Fatih Municipality). A billboard has been placed in Beyoğlu to announce this competition and the Agency's commitment.

#### 4.4.4 Dig Visitors

Archaeologists should inform the public about their excavations. It is the public's right to know what is going on in their neighborhoods. Some archaeologists might see this as wasting time but information creates sympathy and support from the public (Rathz 67). The Yenikapı excavations are visited by many scholars, universities, institutions, politicians, national and international press, journalists, and enthusiasts (Table 4, 5, 6).

In addition to the organizations and individuals listed there were some visitors that the press showed interest in. The President of the Republic of Turkey visited the Yenikapı excavations to be informed about the archaeological excavations in May 2009 (TCCB). The Federation of Turkish Tourist Guide Associations conducted vocational training in the Yenikapı excavations (Tureb). The Ecumenical Patriarch Bartholomew also visited the excavation site and investigated the mass grave in the church complex (Güzelce).

I personally had a chance to guide many visitors when I was working at Yenikapı. As a personal observation, a communication or a visitor center at the site would have created more public outreach. Visitors were guided by the

representative of the museums or by the archaeologists. During the tours it was not possible to use any additional materials such as photos, maps. There were no booklets or brochures available to draw the outline of the excavations. With more organized tours it could be possible to reach a larger audience.

#### 4.4.5 Exhibitions and Artifacts

Based on the exhibition catalogue of 2007, 5695 artifacts and around 6000 study materials were found in the Marmaray excavation. In the Metro excavation 4150 artifacts were inventoried and 4350 study materials were created. According to the İstanbul 2010 European Capital agency, the total number of artifacts is 17,000 (541841).

“Gün Işığında İstanbul’un 8000 Yılı/ In The Light of Day: 8.000 years of İstanbul” exhibition opened in the Assos Exhibition Hall, at the İstanbul Archaeological Museums in 25 June 2007. The Koç Foundation sponsored the exhibition, opening cocktail and the catalogue. The exhibition was designed as temporary and was planned continue until the end of the year. It has attracted many visitors and it remained open until 2010 (Fig. 37).

Artifacts from the Yenikapı, Sirkeci, Üsküdar and Sultanahmet excavations are displayed at the exhibition. There are almost 100 artifacts on display. In addition to ceramic findings organic remains and wooden fragments of the shipwrecks are on display. There are also two videos displaying the conservation process of the shipwrecks.

In addition to the exhibition in İstanbul, 2009 was announced as “Turkish Season in France”. Different events and organizations took place between July 1st, 2009 and March 31st, 2010. Within these organizations an exhibition was organized at the Grand Palais by Nazan Ölçer, called “From Byzantium to



İstanbul: Harbor of Two Continents” (RMN, Ministry of Foreign Affairs). Several objects were sent to this exhibition from the İstanbul Archaeological Museums (Fig. 38).

A small group of selected artifacts from the Yenikapı Excavations were exhibited at the Legendary İstanbul - From Byzantium to İstanbul: 8000 Years of A Capital Exhibition in Sabancı Museum held between 05.06.2010 - 26.09.2010 (Fig. 39). The exhibition was organized within the 2010 European Capital of Culture activities. The exhibition revealed the capital city for the Byzantine and Ottoman Empires from Byzantium to New Rome, from Constantinople to İstanbul. Some of the exhibited artifacts of the Yenikapı excavations were also placed in the catalogue of the exhibition (Fig. 40).

#### 4.5 Conclusion

Hiring a subcontractor for the archaeological excavations was a necessary action for the Marmaray Project. But the terms and conditions of the contract for this kind of project are not defined clearly in the law. The sector of the archaeological business is usually conducted under the construction and restoration firms.

The only criteria for selecting the construction firms for archaeological excavations is the lowest cost per cubic meter of excavated deposit system. This system for rescue archaeology is understandable from a contractor’s side but it should not be the standard for archaeological excavations. The definition of the cost of rescue archaeology must be related to the quality of the documentations as the construction will destroy irreplaceable evidence. According to Barford it

should be clearly defined that a rescue excavation is not just digging the soil in order to create empty space for the contractor.

The information gathered from the site should be measured or observed by a third party. The contract between archaeologists and developers must be defined not just with the amount of soil taken out but also the quality of documentation as the artifacts and the amount of the soil excavated is important (Barford). The problem with this kind of measurement can cause speculation about the speed of the excavation.

The position and the duties of the freelance archaeologists also must be considered in rescue projects. In the Marmaray Project the İstanbul Archaeological Museums selected the candidates through applications to the museum. They were in charge of choosing the archaeologists to work both at the site and at the laboratory. But the archaeologists were paid by the subcontractor and it was the contractor's responsibility to have the best qualified person for the job.

In the Yenikapı excavations there were almost 50 freelance archaeologists involved with the project. According to Musson it is advantageous to have a small team in excavations (83). It is much more efficient than a crowded team in terms of information flow, work sharing and excavation policy. If an excavation team can exchange ideas and experiences among them it would be easier to analyze the archaeological evidence. An area might look like there is a large scale to excavate and crowded teams are inevitable but the project needs a tighter organization in terms of productivity. It doesn't mean people from different areas of expertise can be disregarded but for the sake of information gathered from the excavation it is better to have small group involved in the dig.

Rathz argues that if the archaeological area is so large that the museum or small institutions cannot cope with the expenses of such research, governmental support is necessary. Universities can conduct rescue excavations within a limited time. Professors and students can excavate during the summer break but they need to go back to the academy during the winter. Thus long term rescue operations must be done with freelance archaeologists and archaeological firms for the benefit of the continuity of the project, because there are some urgent occasions that need an excavation during the winter or in the spring (59).

Before the excavations started, a journalist who interviewed with UNESCO declared that critics see local archaeologists as insufficient for such a big project as they are poorly financed and poorly trained (Landler). Despite the lack of a university program that is especially established for urban archaeology, it would be fair to say that Landler was prejudicial about the archaeologists. Up to now, almost 50 archaeologists have conducted day and night shifts in innumerable trenches. Publications and post research are still in progress and the quality of work can be evaluated regarding what has been brought to light from these excavations.

The confusion of hiring, paying and directing archaeologists, administrating rescue excavations by different authorities must be cleared. This conflict can be achieved by defining and allowing archaeological firms to conduct or at least supply manpower and equipment for archaeological investigations. The responsibilities and terms of archaeological firms must be defined. Whether the company is eligible to supply necessary manpower or had the right equipment for archaeological studies must be restricted with legislation.

The Yenikapı excavations conducted under a time pressure. Even though the excavations continued almost six years, considering the size of the excavated area and the findings, it would be fair to say that without the time pressure these excavations could have been given more time.

Governmental projects like Yenikapı, under the attention of the public, cannot overrun the allotted time because the deadline of such projects is determined at the beginning. If a delay is caused by excavations the archaeologists must finish their study within the limited time. If they can't finish their research in a specified period they have to recover less adequate data. In many cases because of a lack of time and funding archaeologists have to stop working without finishing their work (Loyola 8).

There are some cases in which the area is known or designated as an archaeological site, the level of possible destruction is known before any construction activity which gives the archaeologist some time to design a rescue project (Rathz 58). But in most cases rescue archaeology comes into concern when the destruction has already started (Musson 80).

If the Marmaray Project had been created with the consultations and with the archaeologists, or in other words, if the project designers considered the preliminary studies they would have had a chance to design the project, including the excavations. As Loyola stated, if the excavations were planned ahead of the project the time limitation problems could have been surmounted. Starting the excavation at the same time with the construction projects creates time pressure on the archaeological excavations.

According to Özdoğan, rescue excavations must be done within the archaeological discipline with enough budget and time. But in Turkey the

situation is quite the opposite; all the archaeological investigations started during the construction. Companies rented all the expensive machines and during the building activity archaeologists checked the deposits from time to time as the law does not define how to make a rescue excavation in any context. In ideal conditions, the financier cannot start a construction without the permission of archaeologists, regarding that the archaeologists are obliged to finish their research within the limited budget and time. If rescue excavations start before the implementation of the project, during the planning phase, it doesn't matter how long it takes, expenses would definitely cost less than it would cost during the construction (91-92).

Related to the time pressure, companies might want to avoid further studies or disregard some areas like in concrete plant case. If the archaeological layers are destroyed or disregarded in even one part of a city it is impossible to understand the whole dynamic of a town at a specified era. The destruction in city centers makes it especially unable for us to understand prehistoric times and makes it impossible to check the validity of written and material evidence with archaeology (Biddle 97).

It is possible to gather some information about certain archaeological areas by using different methods such as with remote sensing devices, from historical documents, where the sites are located and what kind of physical evidence is lying underneath the soil, and sometimes it is possible to know the approximate date. On the other hand archaeological investigations could be proof of such historical documents. It is possible to explore relevant but unknown data and it is possible to reveal the accurate position of a building (Lorenzo 134). If the area where the

concrete plant was built could be excavated it could help us to understand the architectural and archaeological issues of the 100 Ada.

The Yenikapı excavations have changed the timeline of İstanbul's archaeology with the discovery of the Neolithic area. This discovery proved the idea that without excavating a site no one can say exactly what it contains even if there has been preliminary research. Soundings or pre research cannot thoroughly reveal the volume of knowledge at the site (Rathz 57). A well known archaeological area might also contain different layers that were expected. There are some cases in which the dating of the area or what it is likely to reveal is already known. But in most cases it is quite the opposite. It is not easy to estimate whether the area contained an earlier occupation that was expected or had some different phases (Rathz 61).

Six years of excavation in Yenikapı are presented in different platforms in order to demonstrate what has been achieved. Sharing the information of the archaeological excavations by using different media created public awareness.

If the information about the archaeological context could be supplied before the construction projects take place it can heighten the public's awareness, in which case it would be possible to prevent further destruction. Laws, antiquity services are obliged to investigate such destruction but without the help of educated individuals or nongovernmental organizations it is not possible to detect each and every construction (Alexander 22). If the public awareness is low it is difficult to protect or conserve the archaeological areas. It is also important to create national consciousness, thus local residents must be encouraged to be interested about their living quarters (Marcos 247).

A strategy must be formulated for sharing the information with the public. In the Yenikapı case there wasn't one. If the area of the project is controversial the media would probably like to cover all the issues about the site (Meighan 56). The press can be informed about the site and new developments in time. The head of the excavation can explain the important discoveries (Rathz 67).

Publishing archaeological evidence is also another issue in the Yenikapı excavations. The quality of an excavation can be judged by the quality of documentation. That all excavations should be published is a definite argument but how much they should be published is relevant. As it is not possible to publish everything in a multi period site and unexpected discoveries of different layers might not meet the questions in the first place (Renfrew 7). But if all the necessary documentation is gathered by an archaeologist there would be no doubt about the strategy or possible implementation errors. If collective or preliminary reports are published properly it would eliminate the insufficient directions to the public (Graeme 88).

## CONCLUSION

In this thesis I have analyzed the problems of urban rescue archaeology in Turkey paying special attention to the Yenikapı rescue excavation case. The study has examined the different implementations of rescue excavation both in urban and rural areas with some selected examples.

Archaeological discoveries at Yenikapı will change archaeology and history textbooks. The Yenikapı excavations revealed the historiographically known but archaeologically not investigated harbour of Eleutherious, the largest shipwreck collection in the world, and the earliest settlement of İstanbul. Additionally, the excavations have broadened the geological studies of the Marmara Sea.

The Yenikapı excavations provided job opportunities to hundreds of archaeologists, many scholars from different disciplines and hundreds of workers. Additionally it gave an opportunity to the İstanbul Archaeological Museum to conduct the largest excavation in İstanbul. Archaeological discoveries will be displayed within the ArchaeoPark placed in Yüzada and appropriate metro stations will be designed to exhibit the archaeological structures and artifacts. Building a shipwreck and a Byzantine museum is also on the agenda for the İstanbul Municipality and the Ministry of Culture and Tourism.

The Yenikapı excavations also revealed the lack of adequate laws to conduct urban rescue excavations. Examples from Turkey were selected to demonstrate the different implementations of the rescue excavations in Turkey. Yenikapı became the hybrid form of all the excavations presented in the first chapter. Yenikapı became a laboratory for an archaeological pilot area. As an example, in the Eresin hotel excavation artifacts were kept in situ and exhibited in their original locations, as it was thought for Yüzada. In the Aswan excavations many structures were relocated



and exhibited out of their context. The same policy will be applied in the Yenikapı church complex example. In the Botaş pipeline project, due to the archaeological discoveries, the route of the project was changed. The same thing happened in the Yüzada section of the Yenikapı excavations. In order to complete the excavations within the boundaries of the archaeology discipline, academicians, journalists, and archaeologists showed a serious effort as in the Cezaevi excavation area.

I presented the problems with the Yenikapı excavations and analyzed them in order to show the necessity for a new and comprehensive law for the urban rescue excavations. Although I focused on the administration, time pressure and public outreach issues in the Yenikapı example, those are not the problems of the Yenikapı excavations itself; instead, the lack of adequate laws and regulations created those problems.

Three major problems: administration, time pressure and public outreach, were selected to demonstrate the problems that occur in urban excavations with insufficient legal arrangements. The new law or legislation should combine urban necessities with the importance of the archaeological areas in urban contexts.

Archaeological deposits in urban areas have different difficulties from rural sites. In urban areas, it is possible to see a continuation of the civilizations. Because of the continuity of the civilizations, archaeological layers are built on each other and, therefore, archaeological deposits are preserved better. In order to protect archaeological assets in an urban location, it is important to reorganize administration policies. Involved parties should be gathered in a different platform and without bureaucratic delays. National and international organizations should be involved with a project that has a changing or effecting archaeological heritage in urban constructions. It is important to develop an inventory of these heritages and

evaluate them within the perspective of updated necessities. Thus, when an area becomes subject to construction it will be possible to know the destruction levels on those areas.

Unless a new law is established, the same problems will arise again in other archaeological excavations.

## FIGURES



**Fig. 1: A view from the archaeological artifacts that were found in a necropolis uncovered by chance during the sewage system excavations in Enez, a district of Edirne. Archaeological excavations carried out by Dr. Sait Başaran from İstanbul University.**



**Fig. 2: A scene from the Aswan Dam Excavation Area**

**BUGÜN YURDA DÖNECEK OLAN Dr. ERSEK CAPE - TOWN'da AP ye BİR DEMEÇ YERDİ**  
**"KALP NAKİLLERİNİ BİZ DE YAPABİLİRİZ,"**



Özel olarak gönderdiğimiz Dr. Ersek, Barnard ile görüşmelerinde faydalı bilgiler edindiğini söyledi

CAPE TOWN, A.P. 1200 Türk kalp mitohavası Dr. Ersek Cape Town'daki kalp nakil ameliyatlarında edindiği bilgiler Barnard, yeni ameliyatları Türkiye'ye yaygınlaştırmaya için bir sebep olarak gösterdi. İstanbul'daki Kardiyolojik Enstitü'nün başkanı olan kalp operatörü Dr. Ersek, bu görüşleri, Cape Town'a yaptığı 10 günlük ziyaretinin sonunda açıkladı.

Ersek, "Barnard ile 20 saat sürdü, Avrupa'da ilk defa olarak kalp nakli için yeni kalp nakil için taktikler gösterdi. Kendisi günün akşamı olan saatte Cape Town'a gelen Ersek, Barnard ile 20 saatlik konuşmalarını yaptı ve her iki tarafın da ameliyatları hakkında bilgi verdi. Doktor Ersek tarafından kendisi gibi doktor olan hastalarla birlikte Türkiye'ye davet edilen Profesör Barnard'ın Türkiye'ye gelme tarihi daha sonra belirlenecektir. Barnard bilere olacaktır."

**BARNARD, GINA'YA ÇİÇEK GÖNDERDİ**  
 CATINA, A.A. Çiçek gönderen Yıldız Güneş Ersek'in de başkanı olduğu İstanbul'da bulunan bir kuruluşun başkanıdır.

**MİLLİYET, Türk kamuoyunu 4 milyon lirası hâlâ sağlanamayan kurtarma işine katılmaya çağırıyor**



**6 bin yıllık eserler için kampanya açıyoruz**



**ATINAYA DÖNME İHTİMALİ AZALDI**

Keban'daki hazineler için yapılacak başlıklar, Gelir ve Kurumlar Vergisi katılmaya indirilecek.

ANKARA, 17 Şubat - "Yeni Öneriler" Türkiye ve Avrupa ülkeleri arasında bir anlaşma sağlanmazsa, Türkiye'nin de diğer ülkelere karşı vergi indirimleri yapacağı belirtiliyor. Türkiye'nin de diğer ülkelere karşı vergi indirimleri yapacağı belirtiliyor. Türkiye'nin de diğer ülkelere karşı vergi indirimleri yapacağı belirtiliyor.

**Vietkong 20 şehire**

Fig. 3: A Headline from the Milliyet Newspaper for the Keban Dam Excavations Aid Campaign

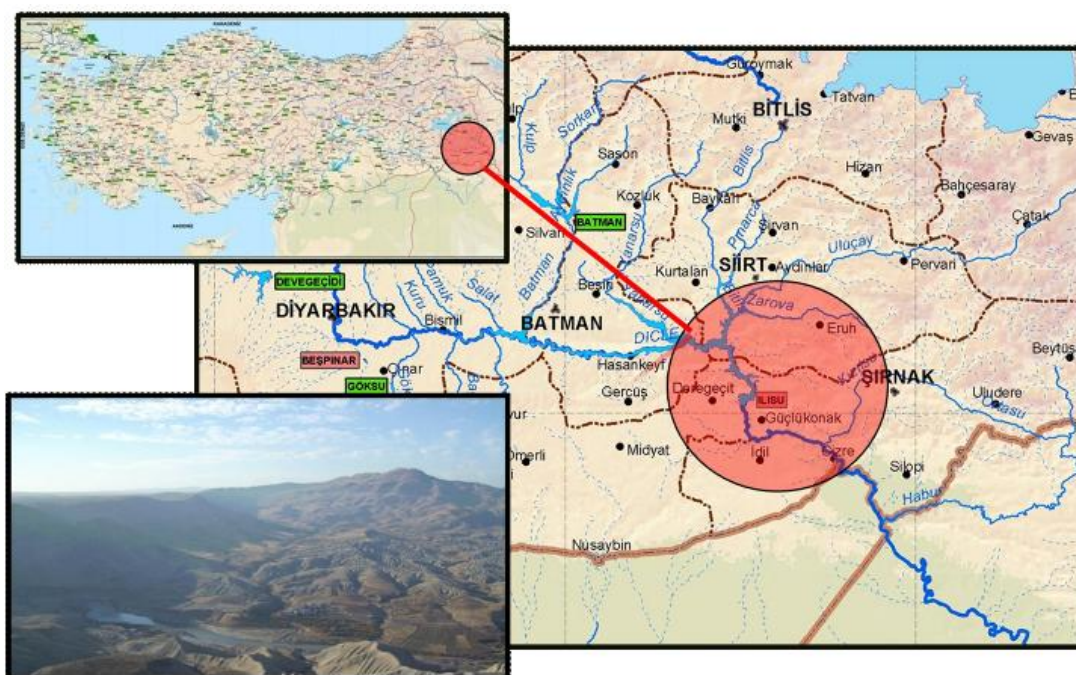
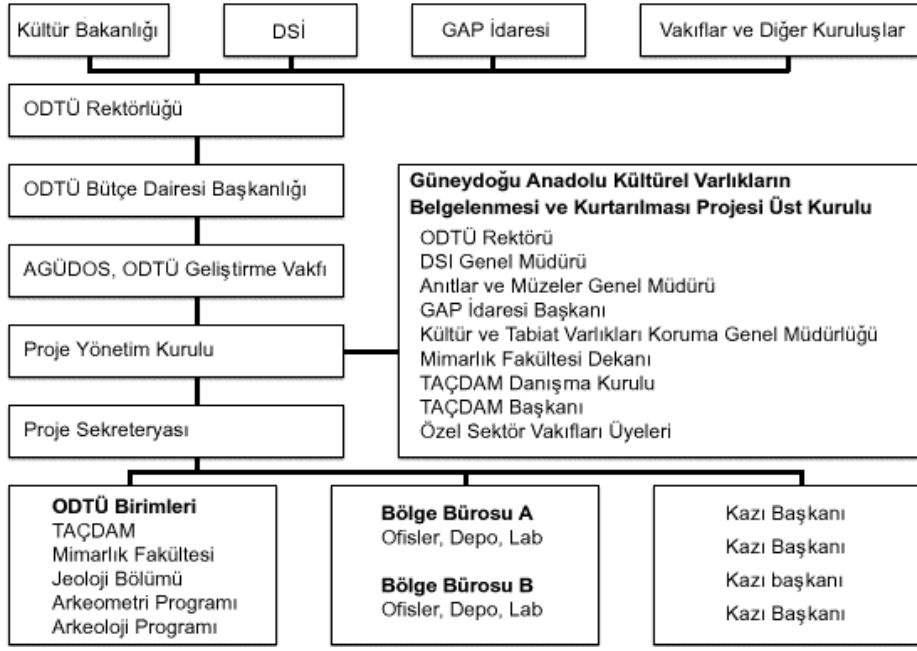


Fig. 4: The Location of the Iisu Dam Area





**Fig. 5: Organization chart of the Iisu Dam Excavations**

**BAKÜ-TİFLİS-CEYHAN (BTC) HAM PETROL BORU HATTI**



**Fig. 6: Coverage area of the Botaş Pipeline**



**Fig. 7: A scene from the Sazpegler Excavation**



**Fig. 8: A scene from the Tasmator Excavation**





**Fig. 9: Seyitömer Excavation Area**



**Fig. 10: View from the Athens Metro Excavations, a Roman Bath**



**Fig. 11: Display of the stratigraphy of the excavation area in Acropolis Metro Station in Athens**

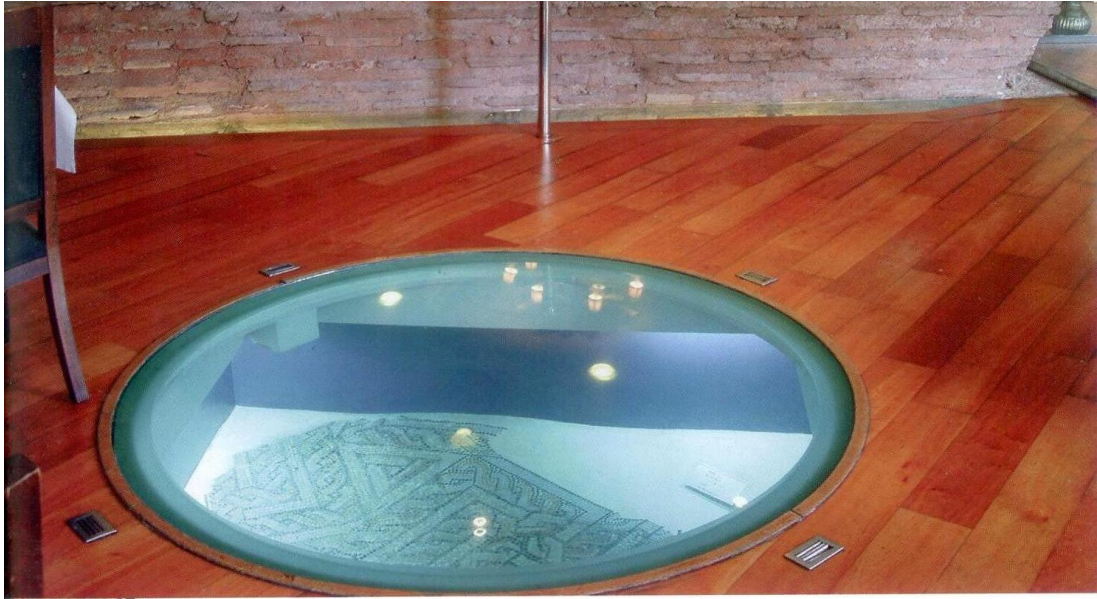


**Fig 12 a: 6<sup>th</sup> Century wall discovered during the excavations**



**Fig 12 b: 6<sup>th</sup> century wall after the conservation exhibited in situ in the Eresin Hotel**





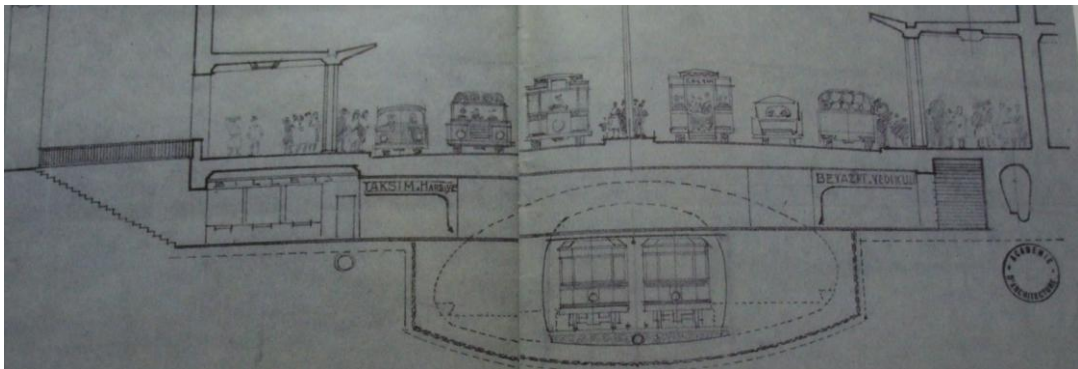
**Fig. 13: Display of the 6th Century Mosaic After the Conservation**



**Fig. 14: Eresin Hotel Column Bar**



**Fig.15: Sultanahmet Cezaevi Excavations**



**Fig.16: Henri Prost's Metro Station Project**





**Fig. 17: İstanbul Base Map during the Nedeco offer**



**Fig. 18: Nedeco's Metro Line Suggestions Spotted With Red Dots**



**Fig. 19: Route of the Marmaray Project**



**Fig. 20: UKÖME Decision About the Road Closure**

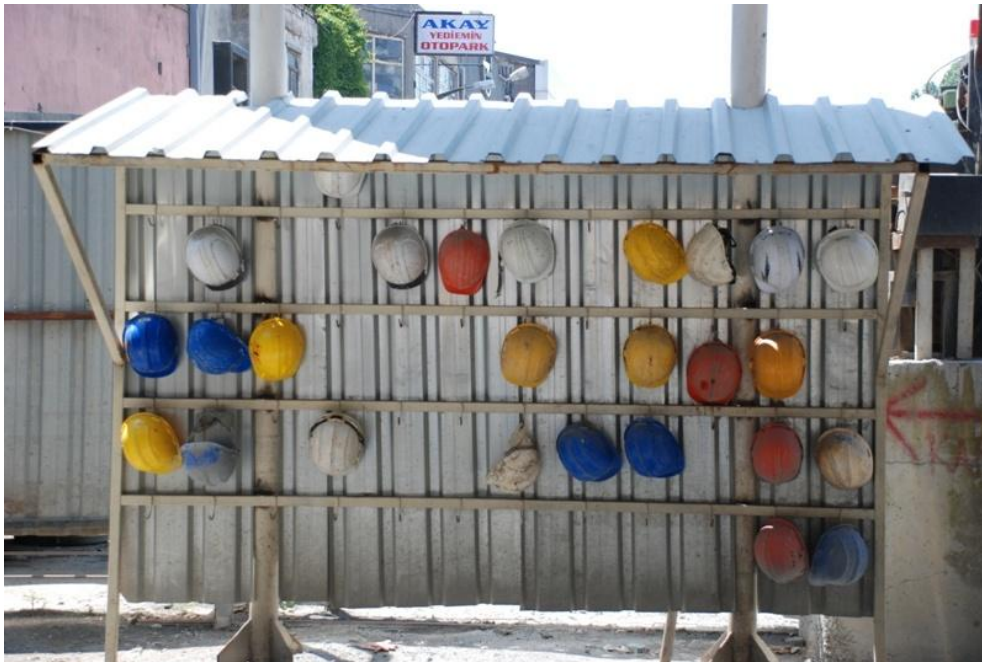




**Fig. 21: Soundings of the Yenikapı excavation area in 2004**



**Fig. 22: İstanbul University Laboratory Billboard**



**Fig. 23 a: Safety Equipments**



**Fig. 23 b: Safety Equipments in Use**





**Fig. 24: Marmaray Project Worker's Strike in 2010**



**Fig. 25: Construction of the Concrete Plant at the Marmaray Excavation Site**



**Fig. 26: Seasonal Tents That Were Used for the Winter**



**Fig. 27: View from the Yenikapı Excavation During the Winter**





**Fig. 28: Prefabricated Cabins That Were Used During the Winter**



**Fig. 29: Working Conditions of the Workers**



**Fig. 30: Artificial Lightening Around the Trenches That Enabled the Night Shifts**

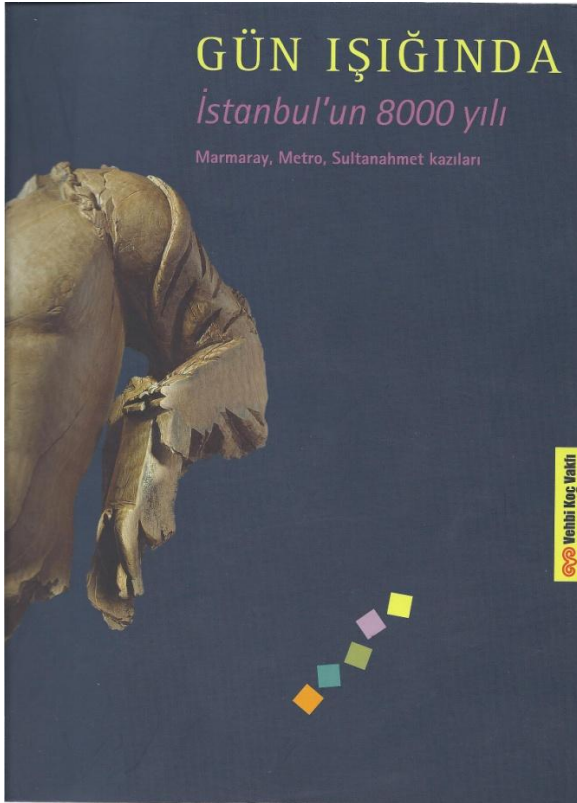


**Fig. 31: View from the Night Shift**

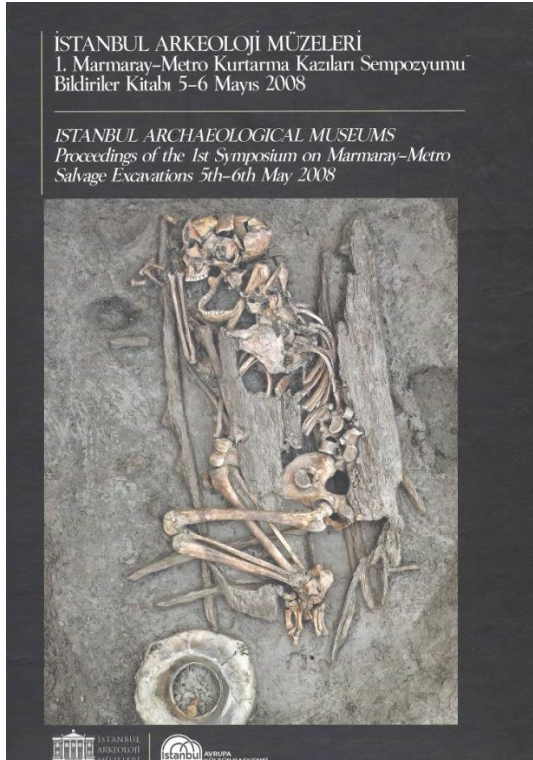




**Fig. 32: Marmaray Laboratory**



**Fig. 33: Cover Page of the In The Light of Day: 8.000 years of İstanbul Exhibition Catalogue**



**Fig. 34: Cover page of the Marmaray Symposium Catalogue**



**Fig. 35: Marmaray Project Billboard at the Entrance of the Site**



**Fig. 36: Archaeopark Project/2010**



**Fig. 37: Information Panels From the In The Light of Day: 8.000 years of İstanbul Exhibition**





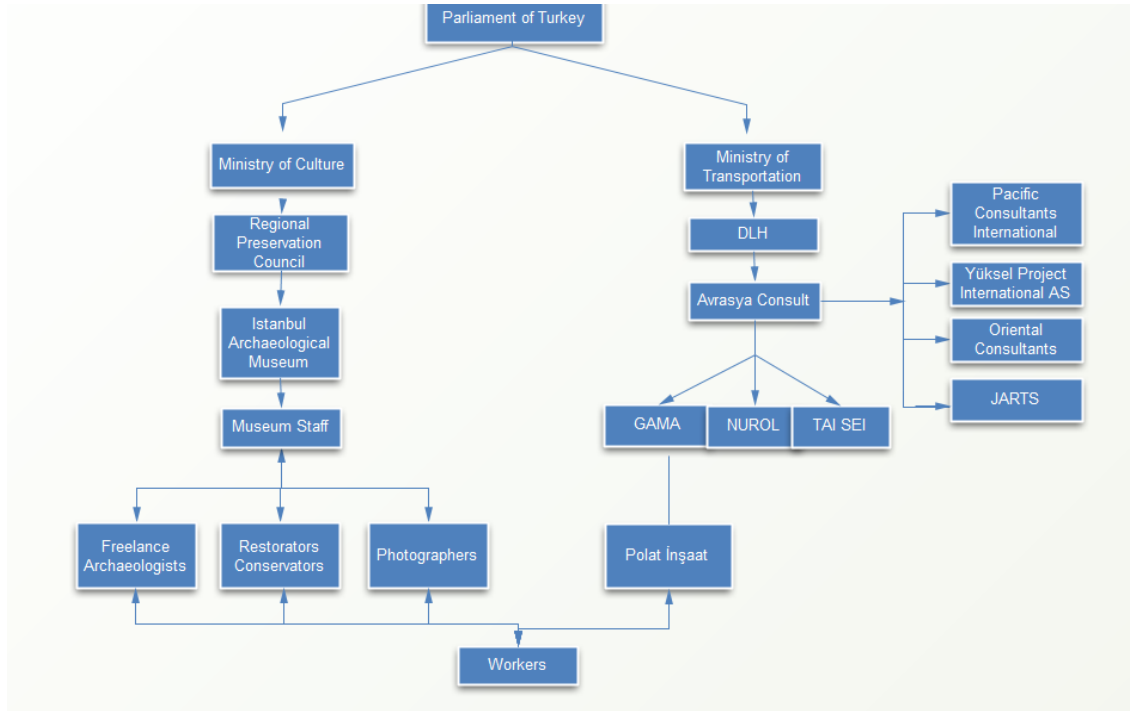
Fig. 38: Display from the From Byzantium to İstanbul: Harbour of Two Continents Exhibition



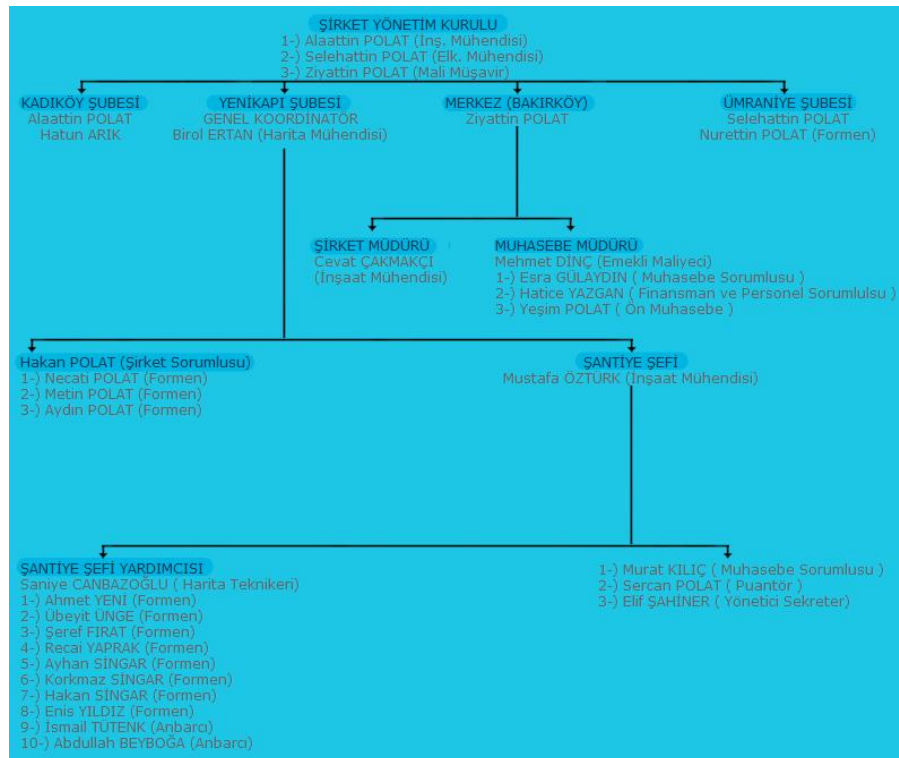
Fig. 39: Legendary İstanbul - From Byzantium to İstanbul: 8000 Years of A Capital Exhibition at the Sakıp Sabancı Museum, İstanbul, 2010

## TABLES

**TABLE 1: Organization Chart of the Marmaray Project**



**TABLE 2: Polat Construction Firm Organization Chart**



**TABLE 3:** List of Dissertations About the Yenikapı Excavations

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2. Aydoğdu, Yasemin. “Management of Urban Archaeological Areas: Yenikapı as a Case Study”. Diss. Yıldız Teknik University, Faculty of Architecture, Department of City and Regional Planning. Advisor: Asst. Prof Oya Akın: 2010
3. Bayrak, Ülku. “Study of Late Roman, Early Byzantine Amphorae from Yenikapı Marmaray Excavation”. Diss. İstanbul University, Graduate Institute of Social Sciences. Advisor: Prof. Dr. Mustafa Sayar:2010
4. Ercan, Ayşe. “Yenikapı, A Late Antique and Byzantine Harbor in Constantinople: An Architectural, Archaeological and Topographical Study of the Newly Discovered Remains Koç University, defended in October 2010.”. Diss. Graduate School of Social Sciences and Humanities, Anatolian Civilizations and Cultural Heritage Management. Advisor: Asst. Prof. Alessandra Ricci: 2010
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6. Görgülü, Mehmet. “Paleo Demographical Studies of Byzantines” Phd. Diss. İstanbul University. Forensic Med. Advisor: Prof. Dr. Mehmet Yaşar İşcan, 2009.
7. Ingram, Rebecca. “A Seventh Century Shipwreck from the Theodosius Harbor at Yenikapı (YK 11)” Diss. Texas A&M University, Department of Anthropology. Advisor: Prof. Cemal Pulak: 2012
8. Kenar, Ayşe. “Ottoman Ceramic Finds from Yenikapı Marmaray Excavation”. Diss. Mimar Sinan Fine Arts University, Department of Art History. Advisor: Prof. Dr. Yaşar Çoruhlu: 2011
9. Mehmetoğlu, Güneş. “The Relation of Metro Constructions in Historical City Centres and Preservation of Archaeological Values: Example of İstanbul Historical Peninsula”. Diss. İstanbul Technical University. Advisor: Prof. Dr. Nuran Zeren Gülersoy. 2008



**TABLE 4:** Visits of National and International Newspapers, Journals, Televisions and Documentaries at Yenikapı

<b>Television</b>	<b>Newspaper/Journal</b>	<b>Documentary</b>
ARD German Television	ABC Press	Cities of the Future, CNN International
ATV	Atlas Magazine	Discovery of the World's Mysteries, TV Man Union Inc, Japan
Authentic Entertainment Inc	Aksiyon Magazine	Görevli, Haber TV
BBC	Bugün Newspaper	Günden Geceye İstanbul-Bir Şehir Senfonisi
CNBC	Cumhuriyet Newspaper	İstanbul İstanbul, TRT INT
CNN	Der Spiegel	Life of Muazzez İlmiye Çığ and Sumerians, Tepe Film
CNN Türk	Dünya Newspaper	
Discovery Channel Int.	France Archeologia Magazine	Mediterranean Mystery, Plum Picture, England
ERT Greek Television	Focus Magazine, Italy	Payitaht-Osmanlı İstanbul'u, Sencer Film
ETV Estonia Television	Hürriyet Newspaper	Simon Wachsmuth, 11.International İstanbul Biennial, Berlin
Habertürk	Merkez Magazine	Zoom Europe, Arte French Channel
History Channel	Milliyet Newspaper	
İz tv	National Geography	
Kanal A	NTV Tarih Magazine	
Kanal D	Popüler Tarih Magazine	
Kazakhstan Television	Radikal Newspaper	
NHK Japanese Television	Sabah Newspaper	
NTV	The Guardian	
STV	Tempo Magazine	
TBS Japanese Television	Türkiye Newspaper	
TGRT		
TRT		
VTR		
Yaban TV		

**TABLE 5:** Visits of National and International Universities at Yenikapı

Akdeniz University	Austria Linz Art University
Anadolu University	Cleveland State University
Bahçeşehir University	Florida Atlantic University
Bilgi University	Harvard University Graduate School of Design– LOEB Fellowship Program
Bilkent University	LEHIGH University
Boğaziçi University	New York City Ross School
Dokuz Eylül University	University of Athens
Dumlupınar University	University of Koln
Ege University	German Archaeological Institute
Gazi University	İstanbul French Institute of Anatolian Studies
Haliç University	Russian Academy of Science
İstanbul University	
İstanbul Technical University	
Kocaeli University	
Koc University	
Mimar Sinan University	
METU	
Sabancı University	
Sakarya University	
Uludağ University.	
Yıldız Teknik University	

**TABLE 6:** Visits of Foundations, Chambers, Associations and Individuals at Yenikapı

Adalar Culture Association	Ambassador of Germany
Federation of Turkish Tourist Guide Associations Ankara Branch	Ambassador of the United States
İstanbul Digital Culture and Arts Foundation	Council of Europe Committee on Culture, Science and Education
Chamber of Civil Engineers	European Investment Bank
	Ministry of Education and Culture from Hungary
Chamber of Geology Engineers	World Bank
Chamber of Architects	Mustafa Sarıgül
Chamber of Tourism Journalists	Rahmi Koç
Association of Turkish Travel Agencies	
Underwater Archaeology Foundation	

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**Figure 3:** Milliyet Arşiv. “A Headline from Milliyet Newspaper for Keban Dam Excavations Aid Campaign” 18.02.1968

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**Figure 5:** TAÇDAM. “Organization chart of the Ilisu Dam Excavations”

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**Figure 6:** EIA Report. *Coverage area of the Botaş Pipeline project*. BTC Project Directorate

**Figure 7:** BTC Project. *A scene from the Sazpegler Excavation*

<http://www.btc.com.tr/album/index.html>

**Figure 8:** BTC Project. *A scene from the Tasmator Excavation* BTC Project

Directorate

**Figure 9:** Bölgehaber. “Kütahya’da 4300 Yıllık Saray Gün Işığına Çıkartıldı”

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**Figure 10:** Barrison, Harvey. *View from the Athens Metro Excavations, A Roman Bath*

<http://www.flickr.com/photos/hbarrison/3856964947/>

**Figure 11:** Wikipedia. *View from the Athens Metro Station, display of the artifacts*

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**Figure 17:** Pinon, Pierre, Cana Bilsel. *From the Imperial Capital to the Republican Modern City: Henri Prost’s Planning of İstanbul (1936-1951) İstanbul Base Map during the Nedeco offer*

**Figure 18:** Pinon, Pierre, Cana Bilsel. From the Imperial Capital to the Republican Modern City: Henri Prost’s Planning of İstanbul (1936-1951) *Nedeco’s Metro Line Suggestions Spotted with Red Dots*

**Figure 19:** Marmaray Project. “Route of the Marmaray Project”, 03.05.2009  
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**Figure 20:** Personal Archive. “UKOME Decision”. 05.01.2010

**Figure 21:** Google Earth. “Soundings of the Yenikapı excavation area in 2004”,  
17.08.2008

**Figure 22:** Personal Archive. “İstanbul University Laboratory Billboard”,  
05.01.2010

**Figure 23 a:** Personal Archive. “Safety Equipments”, 05.01.2010

**Figure 23 b:** Personal Archive. “Safety Equipments in Use”, 05.01.2010

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**Figure 25:** Anonym. “Construction of the Concrete Plant at the Marmaray  
Excavation Site”

**Figure 26:** Polat Construction Firm. “Seasonal Tents That Used for the Winter”,  
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**Figure 27:** Mirzanlı, Barış. “View from the Yenikapı Excavation During the  
Winter”, 02.11.2009

**Figure 28:** Polat Construction Firm. “Prefabricated Cabins That Used During the  
Winter”, 03.11.2009

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**Figure 29:** Personel Archive. “Working Conditions of the Workers”, 04.04.2009

**Figure 30:** Polat Construction Firm. “Artificial Lightening Around the Trenches That Enables the Night Shifts”, 03.05.2009

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**Figure 32:** Satık, Buğra. “Marmaray Laboratory” 17.07.2010

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**Figure 33:** Köşker, Bekir. “Cover Page of the In The Light of Day: 8.000 years of Istanbul Exhibition Catalogue”, 2008

**Figure 34:** Köşker, Bekir. “Cover page of the Marmaray Symposium Catalogue”, 2009

**Figure 35:** Personal archive. “Marmaray Project Billboard at the Entrance of the Site”, 05.01.2010

**Figure 36:** İstanbul Municipality. “Archaeopark Project Protocol”, 04.03.2010

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**Figure 37:** Kirazlı, Mine. “Information Panels From the In The Light of Day: 8.000 years of Istanbul Exhibition”, 15.05.2010

**Figure 38:** Saison delaturqie. “Display from the From Byzantium to Istanbul: Harbour of Two Continents Exhibition”, 03.04.2009

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**Figure 39:** Sabancı Museum. “Legendary Istanbul - From Byzantium to Istanbul: 8000 Years of A Capital Exhibition”

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## **VITA**

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