

and southern Syria in Nabataean Aramaic script which gradually developed into Arabic script or in Egypt in Coptic signs. Christian division, a prominent theme in other publications on the Near East in this period, and rightly re-emphasised by Papaconstantinou in relation to Egypt, generally gives way here to these complex linguistic questions, which together present a far more localised and nuanced impression of change than is usually provided. The Talmud, “a complete Greek book written in Aramaic letters,” (p. 284) also emerges as being affected by the cultures surrounding its production. We can agree with Hoyland (374) that this period, which also saw the emergence of a Samaritan script in the fourth century (Dan Barag, “Samaritan writing and writings”), represented an “efflorescence of a whole range of languages and scripts across the Roman empire,” and nowhere more vividly exemplified than at Dura-Europos (see Ted Kaizer, “Religion and language in Dura-Europos”), or Palmyra, where eight churches are now known from late antiquity, at least one of them from the Umayyad period. With this phenomenon of linguistic change also went the experience of “language death,” “language shift” or “language loss.” (Richter)

Some of these highly complex developments indicate the formation of new groups, but Papaconstantinou is right (449,

n. 8) to caution that “identity and allegiance in this period is complex, and involves much more than the usually cited religious and ethnic factors.” Thus, the reasons for the “westward spread” of Syriac inscriptions and writing in the fifth and especially the sixth centuries (Brock, p. 291) or for the rise of Arabic script and disappearance of ENA (Epigraphic South Arabian; see Hoyland, p. 391) are equally complex and multiple. The main reasons were new clientage relationships with the Roman power that brought corresponding changes to the Arab groups already settled in imperial territory and that no group in these Near Eastern provinces during this period could remain unaffected by the degree of change that was taking place on all sides.

Many of the contributions address the basic methodological problems inherent in drawing conclusions from inscriptional evidence, or from naming practices. But the overall impression left by this volume is of a period characterised by multiple linguistic and cultural shifts, and of highly complex and changing allegiances. Above all, the consolidation of Islam did not take place in a context of cultural or political decline but against an existing background of energetic experimentation and cultural change.

Averil Cameron, *Keble College, Oxford*

Economic Liberalization and Turkey

By *Sübüdey Togan*

London: Routledge, 2010, 322 pp., ISBN 9780415495950.

“Economic Liberalization and Turkey” provides comprehensive information related to liberalization of trade in agricultural

and industrial goods, the liberalization of services, and the role of regulatory intuitions in trade liberalization. The book is

divided into three parts. Part I consist of two chapters. The first two chapters provide readers with an informed background about the liberalization of the Turkish economy. It also looks at the liberalization of trade in goods. Part II of this book consists of six chapters. The 6 chapters describe liberalization of Turkey's service sector, including telecommunication, electricity, natural gas, banking, maritime freight, and the road freight transport sector. The Part III is devoted to quantifying the impact of economic liberalization and consists of only one chapter.

Part I consists of two chapters, which are focused on Turkey's trade regime and trade liberalization.. According to this first chapter, entitled "The Foreign Trade Regime and Trade Liberalization in Turkey," co-authored by Bartłomiej Kaminski, the Turkish economy is stable because macroeconomic conditions are stable and domestic market competition has given way to greater domestic consumption satisfaction since 2001. Because of the Customs Union Decision (CUD) and Turkey's accession process to the EU, the liberalization process of Turkey's economy allowed for an increased competition in Turkey's domestic market and a more efficient service sector. The CUD contributed to Turkey's domestic market competition by providing predictability, transparency, and stability. Even though, there is a free movement of products between Turkey and the EU, certain protectionist measures remain in place on both sides of the alley.

In the "Standards, Conformity Assessment and Technical Barriers to Trade," co-authored by Saadettin Doğan, exports are the main focus of this chapter. For the Turkish economy, exports have become the primary source foreign currency and

economic growth. For this reason, Turkey tries to eliminate barriers by improving trade standards and adapting the EU's technical legislation into Turkish legislation for Turkish exporters. Unfortunately, technical barriers to trade between the EU and Turkey have not yet been eliminated. It is argued that Turkey still needs to adopt the model EU technical legislation, establish institutions required for the efficient functioning of quality infrastructure, train a substantial number of qualified staff, and build a modern technical infrastructure. Moreover, the adjustment costs required to eliminate the technical barriers to trade will be significant for the Turkish public sector.

Part II of the book is focused on the liberalization of sectors, such as telecommunication, electricity, natural gas, the banking service, maritime freight transport, and road freight transport sector. The first chapter is entitled "Liberalization of Telecommunications Services," co-authored by Erkan Akdemir and Erdem Başçı, and it relates to the history of Turkish telecommunication services. Before 1994, one national company held the monopoly over this sector, the "PTT." Afterwards, the telecommunication sector was liberalized. Although there have been efforts to enhance the competitiveness of the telecommunication's sector, much is still left on the drawing board.

The chapter entitled, "Electricity Sector Policy Reform," co-authored by Osman Sevaioğlu, evaluates the comparison between the EU countries and Turkey. Sevaioğlu argues that at the time the EU put into place the electricity sector policy reform, Turkey's electricity reform was not yet introduced because of its deteriorating fiscal situation. Today, Turkey has yet

to reach full efficiency and security in its Electricity's sector supply although its fiscal problems have been solved.

The chapter, entitled "Policy Reform in the Natural Gas Sector," co-authored by Cenk Pala, focuses on the natural gas sector. It discusses the existing conditions of Turkey's natural gas sector. The authors claim that only the United States and the United Kingdom can put in place the necessary conditions for a fully efficient natural gas market, such as full production competition, wholesaling, retailing, and establishing the proper conduits for transmission and distribution. There are tensions between Turkey and Russia regarding the location and control of these natural gas pipelines. Much of which are under Russian control. Therefore, Turkey needs to find alternative natural gas sources in order to achieve greater efficiency.

"Liberalization of the Banking Services," co-authored by Hakan Berument and Hasan Ersel, is another chapter of this book. They claim that the lack of regulation in Turkey's banking sector is its quintessential problem. Each country has its own regulations concerning its banking sector. This leads to a belief that their own system is more reliable than the ones in other countries. When Turkey did not adopt the Basel Core Principles, its banking sector subsequently faced a crisis in 2001. The 2008 crisis called into question the ability of supervisory authorities and the adequacy of the existing regulations domestically and internationally.

The chapter, entitled "Maritime Freight Transport Sector Policy Reform," argues that the EU's regulations on maritime transport are expensive now. Owing to the nature of the maritime freight transport, countries need to harmonize their own

rules and regulations with international rules and regulations. These are related to commercial operations and practices, rights and obligations of states, and safety and environmental regulations. The authors claim that Turkey should prioritize to achieve immediate convergence with the EU's maritime freight transport sector rules and regulations would be extremely costly for Turkey.

"Policy Reform in the Road Freight Transport Sector," co-authored by Sare Arıcanlı, is the last chapter in Part II. The authors argue that as a result of transportation rate increases - road infrastructure is a significant indicator for economic growth. Turkey's geographical conditions make road transportation essential for Turkey's economy, so that it needs to put into place relevant regulatory rules.. At this point, Turkey is in the process of setting up an institutional framework, as well as passing legislations and regulations in line with the EU's road freight transport sector. By accepting these regulations, Turkey will enhance competition in the road freight transport sector.

Finally, the last part of this book, entitled "Impact of Economic Liberalization," co-authored by Hakan Berument and Jan Michalek, indicates that although economic liberalization is beneficial for countries, it also has high costs. The cost will be high in the case of the elimination of technical barriers to trade and adjusting to the EU's banking, maritime freight and road freight transportation. This edited book also provides an in-depth analysis of Turkey's economic liberalization which is worth reading to understand the trajectory of Turkish economy in recent decades.

Erdal Tanas Karagöl, Balıkesir University