**The Effect of Political Crisis Between Countries on International Trade and International Logistics: A Qualitative Study on Turkey-Russia Relations**

**TABLE 1:** *Turkey-Russia Annual Change of Import According to Previous Year*

|  |  |  |
| --- | --- | --- |
| **YEARS** | **2015** | **2014** |
| Russian Federation | %-19,3 | %0,9 |

**TABLE 2:** *Turkey-Russia Annual Change of Export According to Previous Year*

|  |  |  |
| --- | --- | --- |
| **YEARS** | **2015** | **2014** |
| Russian Federation | %-39,5 | %-14,7 |

**TABLE 3:** *October-November-December 2015 Dual Vehicle Input-Outputs*

|  |  |  |  |
| --- | --- | --- | --- |
| **MONTHS** | **October 2015** | **November 2015** | **December 2015** |
| Russian Federation | 1456 | 112 | 691 |

**TABLE 4:** *Between 2015 and March 2016 Mutual RO RO Headway Numbers**(Total Vehicle*)

|  |  |  |  |  |
| --- | --- | --- | --- | --- |
| **LINES** | **TOTAL 2015**  | **JAN 2016** | **FEB 2016** | **MAR 2016** |
| SAMSUN – NOVOROSSİYSK | 10.297 | 238 | 287 | 525 |
| TRABZON – SOCHİ | 2 | 0 | 0 | 0 |
| SAMSUN-KAVKAZ | 441 | 0 | 7 | 30 |
| SAMSUN-GELİNCİK | 13.853 | 345 | 785 | 688 |
| SAMSUN-TUAPSE | 4.382 | 0 | 44 | 0 |

**TABLE 5:** *Most Repeated Common Terms Regarding Living Problems*

|  |
| --- |
| **Most Repeated Common Terms Regarding Living Problems** |
| 1. Cost Increase |
| 2. Waste of Time |
| 3. Export Prohibitions |
| 4. Sectoral Constraints |
| 5. Customs Processing Difficulties |
| 6. Increase in Document and Control Numbers |
| 7. Increase of Damage and Losses |
| 8. Transitional Document Inadequacy |
| 9. Visa Application |
| 10. Density Increase on Process and Routes |

**TABLE 6:** *Content Analysis Table*

|  |  |
| --- | --- |
| **THEME** | **Tragedies of Foreign Trade and Logistics Firms in Russia and Trade after the Aircraft Crisis** |
| **CATEGORİES** | **Problems of Foreign Trade Firms** | **The Problems of International Logistics Firms** | **Living Common Problems** |
| **CODES** | Export Prohibitions | Do not Let The Vehicles into Russia and The ships not Docked in Ports | Customs Processing Difficulties |
|
| Increase of Damage and Losses | Obligation to Bribe in Customs | Waste of Time |
|
| Obligation to Increase Stocks | Difficulty of Route Change and Density Increase on Alternative Routes | Cost Increase |
|
| Surveillance, Inspection and Sampling | Transitional Document Inadequacy | Visa Application |
| Obligation to Enter New Market Searching | The Obligation to Find a Foreign Driver and a Foreign Plate Vehicle | Increase in Warehousing and Demurrage Costs |
| Intensity of the State of Exporting to Russia via the State of Transmission from Other Countries | The Problem of Finding Low Density Port and Customs Gate | Increase in Export of Baggage Trade and Cargo |

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**GRAPH 1:** *Russian Federation Export Numbers*

**GRAPH 2:** *Russian Federation Export Comprasion*