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Chamber of
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Deniz Ticareti

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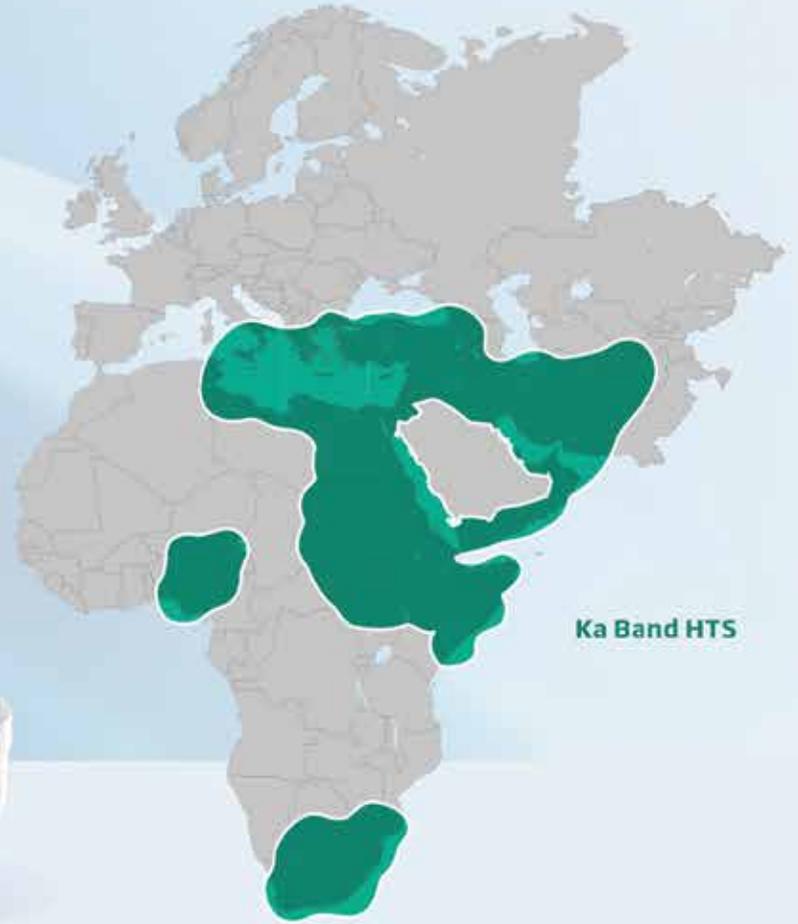


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«Welfare in our shipping society is only possible with a contemporary and knowledgeable working.»

M. ZİYA KALKAVAN

EROL AYYILDIZ

Included among the photographers whose photographs were purchased by DTO at 2010th Photography Competition.



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OWNER

Chairman of the Board on behalf of
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TAMER KIRAN

Editorial Board Man.: BAŞARAN BAYRAK

ADVISORY BOARD

CHAIRMAN: BAŞARAN BAYRAK
PINAR KALKAVAN SESEL
PROF. DR. MUSTAFA İNSEL

ADMINISTRATION

İMEAK DTO: Meclis-i Mebusan Cd. No: 22 Salıpazarı 34427 Beyoğlu
İSTANBUL- TURKEY
T: +90 212 252 01 30 (8 hat / lines) +90 212 243 54 95 (3 hat / lines)
F: +90 212 293 79 35 dto@denizticaretodasi.org.tr
www.denizticaretodasi.org.tr

PUBLISHER

LİKYA REKLAMCILIK: Koşuyolu Mah. Katip Salih Sok. No: 60 D: 1
Validebağ / Kadıköy İSTANBUL - TÜRKİYE
T: +90 216 428 92 52
info@likyareklamcilik.com.tr

General Coordinator: AYŞE OLCAY - ayseolcay@likyareklamcilik.com.tr

Advertising Manager: ZEYNEP USTA HÜSEYİNOĞLU
zeynep@likyareklamcilik.com.tr Tel: +90 216 428 92 51

Art Director: FATMA BAŞ - grafik@likyareklamcilik.com.tr

Correspondents: SERPİL GEDİK - muhabir@likyareklamcilik.com.tr

Contributors: SEVİM TARHAN ATASOY

Translation: *URARTU

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Yeşilce Mah. Aytekin Sok. No: 21 34418 4. Levent / İstanbul
Tel: + 90 212 280 00 09 • Faks: +90 212 264 74 33
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Posidonia  Ποσειδώνια

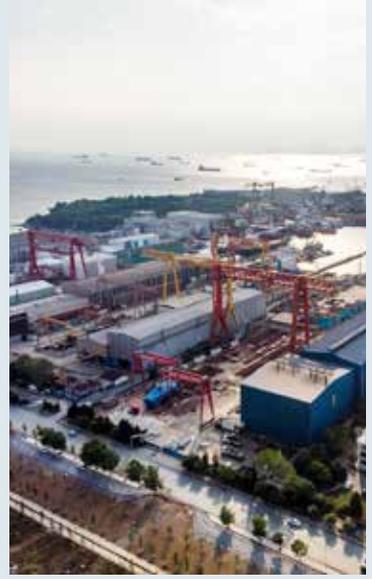
The International Shipping Exhibition

HALL: 2 / STAND NO: 2145

**GLOBAL
SHIP SUPPLY
& CATERING**



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SHIP REGISTRY
POSIDONIA 2022
GENERAL CONSULATE OF PANAMA
I N G R E E C E

Welcome
on Board!

Meet us at POSIDONIA 2022
PANAMA Pavilion 2.110

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Turkish Shipping Sector and Maritime Industry: The Shining Start of its Region...



TAMER KIRAN

CHAIRMAN OF THE TURKISH CHAMBER OF SHIPPING / İMEAK

With the pandemic declining after two peak years, it is such a joy to be able to take back our lives, to be back in business, and to be able to reconnect with people whom we were only able to see remotely through video conferences for a long time.

One of the organizations that we are delighted to be reunited with our friends with is the POSIDONIA 2022 International Shipping Exhibition, which is to take place in Athens between 6th and 10th of June 2022. We are excited to take part in one of the world's leading shipping exhibitions, which was last held in 2018 after a long break.

I believe that the exhibitions, which are like the international gathering point of the shipping sector, are quite important and necessary as they provide several benefits like the ability to meet representatives of the global maritime industry, targeted promotion of products and services, development of brand awareness and corporate image around prestigious

business, and an opportunity to follow up the latest trends in the industry and strengthen the business network.

With the vision of "A Seafarer Nation, a Seafarer Country" of our Chamber of Shipping and by cooperating with the public and private sectors, we continue to work hard with our ever-developing service approach to help the Turkish Maritime Industry develop in a free and competitive environment, increase its international competitiveness and contribute to the development of our country.

We are proud of the progress Turkish maritime has made in recent years. As of the beginning of 2022, the carrying capacity of Turkish maritime industry ranks 15th with 1,517 ships (1,000 GT and above) and 30,680,000 DWT in the list of countries controlling the world's largest fleet. In 2021, the total amount of handled loads in our ports increased by 6% year-on-year to 526 million tons. Turkey is now a leading country in Europe in cargo load handling with adequate port

infrastructure. Turkey, today, has become a country with significant success in shipbuilding, repair and maintenance. As of March 2022, there are 84 operating shipyards, up from 37 in 2002, and our annual manufacturing capacity has grown to 4.65 million DWT. We also produce and export sea vehicles with high added value such as LNG and diesel-powered hybrid passenger and vehicle data, LNG-powered towboats, LNG-powered hydraulic transport system tugboats, and remote-controlled boats for foreign buyers.

Turkey has shown steady growth, particularly in the construction of 24-meter or longer superyachts since 2007, and maintained its third position in the world in January 2021 with a length of 3,497 meters.

Given these significant advances and the opportunities, skills, experience and know-how we have, it would not be wrong to say that our Turkish Maritime Industry and Shipping Sector have a great potential to become the shining star of the 21st century in our region.

This year at the Posidonia Exhibition, we will be holding an event on Wednesday, June 8 in partnership with the Turkish Shipbuilders' Association (GİSBİR) and the Turkish Ship Yacht and Marine Services Exporters' Association.

In addition, we will be conducting visits to our counterparts in Greece, the Hellenic Chamber of Shipping, the Union of Greek Shipowners, and the Hellenic Shortsea Shipowners' Association. I believe that these visits will help strengthen our friendly relations between the businesspeople of the two countries and foster the opportunities for cooperation in the industry.

With these feelings and thoughts, I hope the Posidonia Exhibition will contribute to our shipping sector and be a success for the participant Turkish companies.

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Istanbul and Marmara, the Aegean, the Mediterranean and the Black Sea Regions (IMEAK) TURKISH CHAMBER OF SHIPPING



TAMER KIRAN - Chairman of the Board

Istanbul and Marmara, Aegean, Mediterranean and Black Sea Regions Chamber of Shipping (A.k.a. the Chamber of Shipping) is an important professional organization of the Turkish shipping industry with its seat in Istanbul.

It has branches in İzmir, Aliğa, Bodrum, Marmaris, Antalya, İskenderun, Fethiye, Karadeniz Ereğlisi (Western Black Sea Region) and Kocaeli. In addition, it has a Liaison Office in Ankara, Turkey, and representative offices in all coastal provinces and districts.

IMEAK Chamber of Shipping was first established as Istanbul Chamber of Shipping on August 26, 1982. In the course of time, it has expanded its services to include the Marmara Sea Region, Turkey's Aegean coast and Mediterranean coastal regions and eventually the Black Sea coast. The number of its members is approximately 10,000. The Chairman of the IMEAK Chamber of Shipping is Tamer Kiran

and Head of the Assembly is Salih Zeki Çakır. The vice chairs are Şadan Kaptanoğlu and Recep Düzgit.

The members of the Board of Directors are Ömer Faruk Miras, Adnan Naiboğlu, Timur Taylan Kalkavan, İbrahim Tamer Haşimoğlu, Burak Akartaş, Uğur Sina Şen, Başaran Bayrak, and Mustafa Can.

OBJECTIVES

The most important objectives of the Chamber of Shipping are protecting

interests of its members, meeting the common needs of seafarers, ensuring the development of maritime profession, facilitating professional activities, setting the shared rules, advising to the relevant authorities on maritime issues, while preserving its discipline, ethics and solidarity.

ACTIVITIES

The Chamber's main activities include determining the rules and practices related to shipping, conducting research, collecting information about shipping, ensuring development of shipping in accordance with the national transportation policy, informing foreign organizations about the possibilities and tariffs of Turkish ports, becoming a member of international maritime organizations, monitoring their activities, and performing other tasks specified in the laws.

MEMBERS

The members of the IMEAK Chamber of Shipping include ship owners, ship operators, ship agents, ship brokers, shipping agents (forwarders), companies engaged in loading, unloading and stowing (stevedores), companies doing timekeeping in loading and unloading,



Chamber of Shipping



SALİH ZEKİ ÇAKIR - President of the Assembly

ship classification organizations, ship insurance companies, insurers and their agents, ship surveyors and experts, and those offering services such as rescue, guidance, screening of seabed, yachting, marina operator, and ship supplies.

The Chamber of Shipping is a member of the following bodies:
The Union of Chambers and Commodity Exchanges of Turkey (TOBB),

International Chamber of Commerce – Turkey National Committee (ICC Turkey), International Chamber of Shipping (ICS), International Chamber of Commerce- International Maritime Bureau (ICC- IMB), Federation of National Associations of Ship Brokers and Agents (FONASBA), European Community Association of Ship Brokers and Agents (ECASBA), Baltic and International Maritime Council (BIMCO), Turkish – American Chamber of Commerce and

Industry (TACCI), The Yacht Harbours Association (TYHA), European Boating Association (EBA), International Bunker Industry Association (IBIA), European Shortsea Network (ESN), and Turkish-German Chamber of Commerce and Industry (TD-IHK).

MISSION

Cooperating with the public and the private sector to encourage development of the Turkish maritime industry in a free and competitive environment, increasing its international competitiveness, and contributing to the development of the country; providing accurate and timely service and information to its members with a service improving every day; and eliminating domestic and international legal barriers before shipping.

VISION

“Seafarer Nation, Seafarer Country”

CORE VALUES

Quality Service; Member & Employee Satisfaction; Meeting Stakeholders' Expectations; Reputation & Reliability; Impartiality & Transparency; Active Participation; Continuous Improvement; Principles of Collaboration, Tolerance and Respect; Social Responsibility; and Environmental Responsibility.



Executive Board of the Chamber of Shipping

SECURITY OF THE MOTHERLAND LIES WITH THE DEFENSE OF THE BLUE HOMELAND



İSMAİL DEMİR Ph. D.

PRESIDENCY OF THE REPUBLIC OF TURKEY,
PRESIDENT OF DEFENSE INDUSTRIES



PRESIDENCY OF
THE REPUBLIC OF TÜRKİYE
**DEFENCE INDUSTRY
AGENCY**

Under the coordination of the Presidency of Defense Industries, the Turkish defense industry continues its efforts to effectively meet the needs of our armed forces and all other security units with its project activities from design to mass production, to R&D and innovation to industrialization.

As the Defense Industry President, our goal is to provide the systems needed by our security forces with maximum domestic and national facilities. As we do so, we continue to monitor our technological progress in the projects we are carrying out to meet the needs of our security forces, but we are also beginning to work on future technology and trends now. In the field of defense industry, our country has made strides in recent years and has made it among the world's most influential countries. Our country can now design, develop, and produce



TCG ANADOLU

land vehicles, unmanned aerial vehicles, helicopters, fighter planes, ships, electronic systems, and ammunition, with its own domestic engineering capabilities.

WE ARE ONE OF 10 COUNTRIES IN THE WORLD THAT CAN DESIGN, DEVELOP AND PRODUCE THEIR OWN BATTLESHIPS

We have adopted the motto "Security of the Motherland lies with the defense of the Blue Homeland", particularly with regard to maritime platforms, and

Through projects run by our presidency, a large number of platforms serve the blue homeland and wave our flag. Our projects are being implemented in our military and private shipyards with the coordination of our Presidency, with the support of our Navy and Coast Guard Commands and relevant public institutions, through a broad network of collaborations with contractor and subcontractor companies, SMEs, universities, and research centers. We



SUBMARINE RESCUE MOSHIP

we have become one of the leading countries in the world in this field. Today, we are one of the 10 countries in the world that can design, develop and manufacture its own battleships.

have developed and continue to develop our projects not only in the military but also in the civilian field, widely ranging from fighting forces to support elements,



I-CLASS FRIGATE

to search and rescue to combatting irregular migration and smuggling, to police stations and patrols to mineral resources exploration. MİLGEM, Mine Hunting Ship, Coast Guard Search & Rescue Ship, Amphibious Ship-Landing Ship Tank (LST), Multi-Purpose Amphibious Assault Ship-Landing Helicopter Dock (LHD), Logistics Support Vessel (LDG), Fast Amphibious Ship-Landing Craft Tank (LCT), Submarine Rescue Mother Ship (MOSHIP), Rescue and Towing Ship (KURYED), Seismic Research Ship, New Type Patrol Boat (YTKB), 25-ton Coast Guard Boat, Departure Boat for Underwater Attack Teams Operation (SAT Boat), Modernization of Sar-33 Boat, New Type Submarine Projects have all been realized or are still being carried out by our Presidency.

In our MILGEM Project, we have commissioned 4 ADA-Class Corvettes to date. We have delivered UFUK, Turkey's first intelligence ship. The construction of our 5th ship, which will be the first national frigate of our country, is under way. We will see the frigate off to the defense of the blue homeland as soon as possible. In addition, a tender phase



UFUK



TCG BÜYÜKADA



TCG BAYRAKTAR

is also ongoing for 3 new MİLGEMS. We are continuing our projects for a much stronger and more deterrent marine power in the Blue Homeland. We will continue to build new platforms with the types and features needed, and will continue with the modernization of our inventory vehicles. We will further strengthen our navy with our ANADOLU ship, which is under construction, our Marine Supply Combat Support Ship, and new type of submarines, armed unmanned sea vehicle of various types with the latest technology, the launch of our İ-class frigates, contracts of which are soon to be finalized, and with our aircraft carrier and TF2000 air defense destroyer.

WE ARE DETERMINED TO STICK TO OUR ROADMAP TO REACH OUR EXPORT GOALS

Efforts to increase exports are also ongoing within the scope of gaining

significant design, production and integration capabilities in private shipyards that build naval ships, and supporting contractors who can both design and modernize emerging national products. There is a roadmap that our presidency is determined to pursue to meet its export goals.

The Pakistan Seafood Removal Ship Project and the Pakistan Submarine Modernization Project, which have been accomplished through the experience gained during the Milgem Project, are some of the major milestones on the export roadmap. In addition, the export of the MILGEM Corvette has also taken place. In line with the quote from Barbaros Hayrettin Pasha, "He who rules on the sea will rule on the land also", we have strived to increase the strength of our security units in the Blue Homeland, especially our glorious armed forces, and will continue to do so.

The Turkish Merchant Fleet

WORLD AND TURKISH MERCHANT FLEET

2022 (January)
WORLD FLEET
2.086.712.000 DWT

The Turkish Merchant Fleet
is on the 15 th place in the World List

TURKISH FLAG FLEET

5.1 million DWT (1.000 GT and more)

FOREIGN FLAG FLEET

25.5 million DWT (1000 GT and more)

TURKISH SHIPOWNERS CONTROL TOTAL OF

30.6 million DWT

BY COUNTRY OF CONTROL AS OF JANUARY 1ST. 2022

Turkish Shipowners control total 30.6 million DWT fleet. Turkish Flag Fleet is 5.1 million DWT and Foreign Flagged fleet is 25.5 million DWT. Turkish Merchant Fleet is on the 15th in the world list.

As of the beginning of 2022, regarding the Turkish Ship Owners' ships of 1000 GT and above, 16.8% percent of these ships are registered under the Turkish flag and 83.2% are registered under the foreign flags.

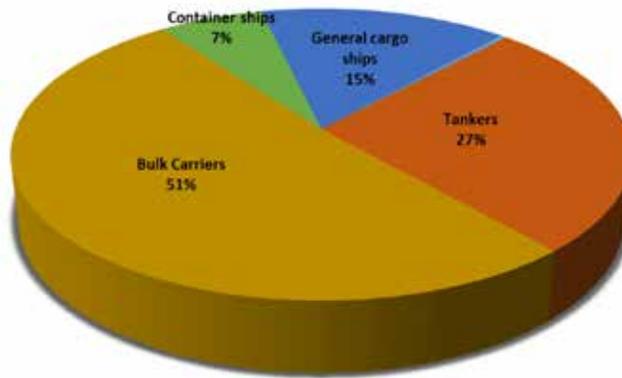
Country of control	National flag			Foreign flag			Total fleet controlled			Foreign flag dwt %share	
	DWT-rank 2022	No	1000 DWT	1000 TEU	No	1000 DWT	1000 TEU	No	1000 DWT		1000 TEU
1	Greece	628	59.094	41	4.501	354.510	2.140	5.129	413.605	2.181	85.7
2	China. PR of	4.448	108.233	968	3.256	240.193	3.250	7.704	348.426	4.217	68.9
3	Japan	870	35.898	251	3.369	216.380	1.929	4.239	252.278	2.180	85.8
4	Korea. Rep. of	739	13.713	258	911	80.216	703	1.650	93.929	961	85.4
5	Germany	157	6.850	532	2.155	72.334	3.101	2.312	79.183	3.632	91.3
6	Norway	663	17.022	85	1.059	61.059	419	1.722	78.081	504	78.2
7	Singapore	668	24.035	272	783	36.486	654	1.451	60.521	926	60.3
8	US	197	5.684	85	966	52.895	195	1.163	58.579	280	90.3
9	Taiwan	133	6.490	182	838	49.267	1.181	971	55.757	1.363	88.4
10	Italy	383	7.523	68	726	41.504	2.088	1.109	49.027	2.157	84.7
11	Hong Kong (SAR)	404	21.877	23	688	27.121	38	1.092	48.997	61	55.4
12	Denmark	377	21.917	1.342	450	21.564	1.171	827	43.481	2.513	49.6
13	UK	172	6.795	179	659	35.280	937	831	42.075	1.116	83.9
14	Canada	129	1.577	5	415	31.947	1.176	544	33.525	1.181	95.3
15	Turkey	353	5.157	73	1.164	25.523	191	1.517	30.680	264	83.2
16	Belgium	76	8.938	9	169	19.107	39	245	28.044	48	68.1
17	Indonesia	2.088	22.070	193	115	4.347	58	2.203	26.418	251	16.5
18	India	641	14.590	18	179	11.130	4	820	25.719	23	43.3
19	Russia	1.246	7.909	122	314	15.548	36	1.560	23.458	157	66.3
20	UAE	51	397	7	626	23.009	182	677	23.406	189	98.3
21	France	123	4.171	329	251	14.779	1.125	374	18.950	1.455	78.0
22	Iran	214	18.443	157	5	489	0	219	18.932	157	2.6
23	S.Arabia	106	13.542	8	38	3.584	0	144	17.125	8	20.9
24	Bermuda	1	13	0	90	15.047	40	91	15.060	40	99.9
25	Viet Nam	859	10.469	46	152	3.245	4	1.011	13.714	50	23.7
26	Malaysia	211	5.273	32	152	7.726	2	363	13.000	34	59.4
27	Netherlands	536	4.533	189	363	8.232	54	899	12.766	243	64.5
28	Oman	4	6	0	63	9.325	7	67	9.330	7	99.9
29	Cyprus	53	1.750	8	165	7.197	25	218	8.947	33	80.4
30	Switzerland	17	912	0	147	6.771	4	164	7.682	4	88.1

Others	2.667	37.092	248	2.545	73.318	361	5.212	110.410	609	66.4
Subtotal	19.214	491.973	5.730	27.314	1.569.131	21.114	46.528	2.061.104	26.844	76.1
Unknown							762	25.607	76	
World total							47.290	2.086.712	26.920	

Source: SSMR Issue1 - 2022

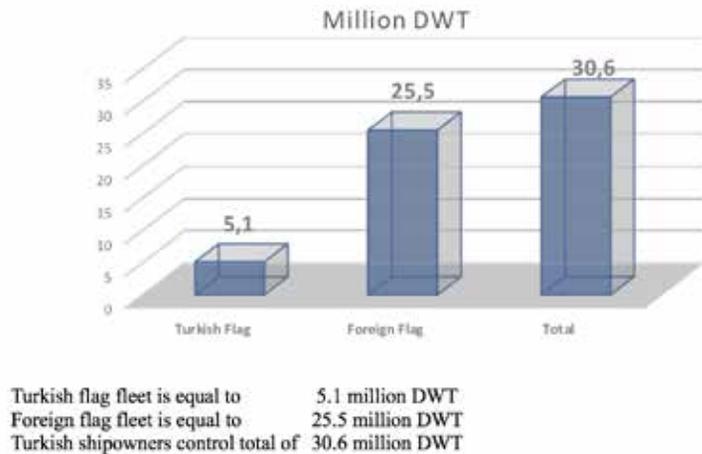
The biggest fleets with open registry flags in national and foreign flag vessels Greece is on the 1st row. China is on the 2nd and Japan is on the 3rd row. whereas Turkey is on the 15th row. (1000 GT and over)

PERCENTAGE DISTRIBUTION OF TURKISH OWNER SHIPS BY TYPE



Distribution of the fleet by DWT (30.6 Million); 51 % bulk carriers. 27 % tankers. 15 % general cargo ships and 7 % container types of ships.

TURKISH MERCHANT FLEET UNDER THE CONTROL OF THE TURKISH SHIPOWNERS



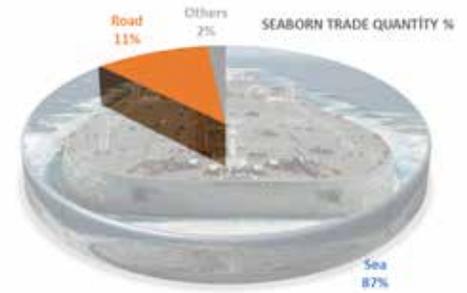
FOREIGN TRADE TRANSPORTATION BY MODES

Turkey is in the Mediterranean Basin and thus on the focus of the transportation from Europe to the Atlantic, Arab Peninsula, Middle East and Far East with its hinterland at the crossroads in the East-West. North-South lines, Besides, this geographical advantage presents a situation in which sea transportation will be effective in all the areas within the country with the coastline of 4500 sea miles (8333 km).

Turkish Foreign Trade Transportation by Modes (%)

Year	Sea	Road	Pipeline and Other	Rail	Air
2012	87	10.6	1.4	0.6	0.4
2013	86.4	11.4	1.3	0.5	0.4
2014	86.2	11.2	1.7	0.4	0.5
2015	87.7	10.7	0.7	0.5	0.4
2016	88	10.8	0.4	0.5	0.3
2017	88.5	10.3	0.5	0.4	0.3
2018	88.7	10.3	0.2	0.4	0.4
2019	88.6	10.3	0.3	0.4	0.4
2020	88.8	9.4	1.1	0.6	0.2
2021	87.5	10.7	0.9	0.7	0.2

Source: Turkstat



87.5 % of the Turkey's foreign trade is being realised by maritime transportation. The progress of transportation between the years of 2012-2021 is shown in the Table below by the modes of transportation.

TURKISH PORT

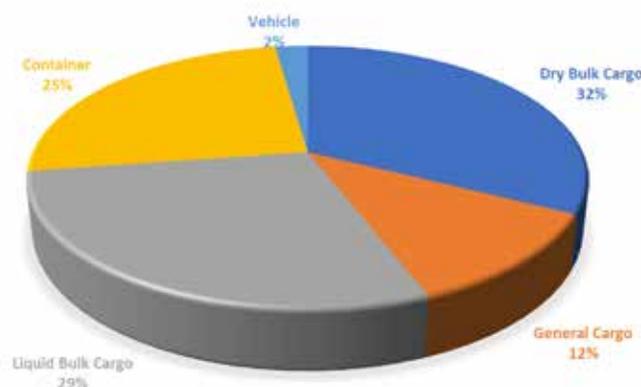
Current Status of Turkish Ports

Explanation	Dry Bulk Cargo (Million Tons)	Liquid Bulk Cargo (Million Tons)	Container (Million TEU)	Vehicle (Million Pieces)
2021 Cargo Handling	232.1	150.5	12.6	2.1
Capasite	419.2	347.4	25.9	6.8
Capacity Performance	55.4%	43.3%	48.6%	30.9%
Planned Port Capacities	40.9	16.2	17.7	0
Total Capacity Including Planned	460.1	363.6	43.6	6.8

Source: Republic of Turkey Ministry of Transport, Maritime Affairs and Communications

Total of about 526 million ton cargoes has been handled 2021 at Turkish Ports.

Cargo Handling Figures According To Year 2021 (%)



Existing Coastal Structures in Our Country



Source : Ministry of Transport and Infrastructure, (2021) Reaching Turkey Report

The Number of Incoming Ships to the Turkish Ports

The number and Gross Tonnage of incoming ships to the Turkish ports between the years 2017-2021.

Year	Flag	No. of ship	Gross Tonnage
2017	Turkish Flag	38.263	150.243.833
	Foreign Flag	35.043	652.191.347
	Total	73.306	802.435.181
2018	Turkish Flag	38.219	148.495.100
	Foreign Flag	34.141	668.302.426
	Total	72.360	816.797.526
2019	Turkish Flag	20.991	121.969.581
	Foreign Flag	34.311	674.296.984
	Total	55.302	796.266.565
2020	Turkish Flag	15.222	117.340.754
	Foreign Flag	33.599	673.540.896
	Total	48.821	790.881.650
2021	Turkish Flag	15.120	123.686.234
	Foreign Flag	36.079	705.931.868
	Total	51.199	829.618.101

Source: Republic of Turkey Ministry of Transport, Maritime Affairs and Communications

CABOTAGE TRANSPORTATION

The total cabotage transportation in 2021 is 31.184.349 tons.

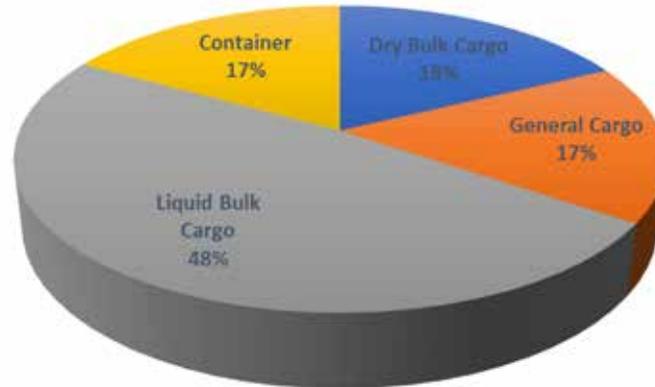
2015-2021 Cabotage Transportation

Year	Cabotage Loading (tons)	Change (%)
2015	26.578.284	3,2
2016	27.050.225	1,8
2017	29.898.010	10,5
2018	29.550.554	-1,2
2019	28.251.017	-4,4
2020	29.763.556	5,4
2021	31.184.349	4,8

Source: Republic of Turkey Ministry of Transport, Maritime Affairs and Communications

The cabotage transportation by types of cargoes. The first three cargoes are liquid bulk cargo (48 %). dry bulk cargo (18%) general cargo and container (17%).

2021 Cabotage Transportation (Loading-Unloading) by the Types of Cargoes



DEVELOPMENTS IN INTERNATIONAL SEA TRANSPORTATION

In 2021 export shipments increased to 153 million tons, import shipments increased to 232 million tons when compared with the previous year. The share of Turkish flag vessels transporting foreign trade cargoes have been realized as 8 % on the average.

The share of the Turkish flag vessels transporting foreign trade cargoes between 2012-2021 have been realized as 11% on the average.

Development of the Seaborne Trade (2012-2021) Tons

Years	Seaborne Trade Total	Export	Import	Turkish Flag	Turkish Flag %	Foreign Flag %
2012	283.782.414	91.307.486	192.474.928	38.712.247	14	86
2013	277.335.605	89.553.990	187.781.615	34.610.534	12	88
2014	283.316.220	88.544.792	194.771.428	33.624.322	12	88
2015	300.478.930	92.152.622	208.326.308	36.479.586	12	88
2016	309.937.639	94.805.120	215.132.519	38.623.279	12	88
2017	347.348.092	113.692.068	233.656.024	36.815.820	11	89
2018	328.969.455	110.424.635	218.544.820	35.510.231	11	89
2019	353.081.390	131.676.578	221.404.812	27.895.737	8	92
2020	365.442.296	138.902.823	226.539.473	29.679.160	8	92
2021	386.396.718	153.763.658	232.633.060	29.999.196	8	92

Source: Republic of Turkey Ministry of Transport, Maritime Affairs and Communications

Development in Foreign Trade Transportation by Types of Cargoes

The major segments of the exports and transit loading goods in 2021. Which realized export totally as 153 million tons are 38 % Dry Bulk Cargo, % 36 Container, % 15 General Cargo, % 7 Liquid Bulk Cargo and 4% vehicle.

By Types Cargo Handling Export And Transit Loading(mtons)

Cargo Types	Turkish Flag Export	Foreign Flag Export	Total Export	Export (%)	Transit Loading	Total
Dry Bulk Cargo	2.984.142	55.417.024	58.401.166	38%	44.495	58.445.661
General Cargo	1.658.293	21.236.373	22.894.666	15%	56.569	22.951.235
Liquid Cargo	471.128	10.689.290	11.160.418	7%	48.022.625	59.183.043
Container	4.921.128	49.941.210	54.862.338	36%	14.479.842	69.342.180
Vehicle	4.707.454	1.737.616	6.445.070	4%	0	6.445.070
Total	14.742.145	139.021.513	153.763.658	100%	62.603.531	216.367.189

Source: Republic of Turkey Ministry of Transport, Maritime Affairs and Communications

Major segments of the imported and transit unloading goods in 2021. Which realized import totally as 232 million tons are 43 % Dry Bulk Cargo, 26 % Liquid Bulk Cargo, 16 % Container, % 12 General Cargo and % 2 vehicle.

By Types Cargo Handling Import And Transit Unloading (mtons)

Cargo Types	Turkish Flag Import	Foreign Flag Import	Total Import	Import (%)	Transit Unloading	Total
Dry Bulk Cargo	3.524.542	97.615.911	101.140.453	43%	48.581	101.189.034
General Cargo	1.366.812	26.699.557	28.066.369	12%	83.263	28.149.632
Liquid Cargo	3.369.865	57.699.660	61.069.525	26%	207.162	61.276.687
Container	2.538.711	34.462.977	37.001.688	16%	15.066.407	52.068.095
Vehicle	4.457.121	897.904	5.355.025	2%	0	5.355.025
Total	15.257.051	217.376.009	232.633.060	100%	15.405.413	248.038.473

Source: Republic of Turkey Ministry of Transport, Maritime Affairs and Communications

CONTAINER SHIPPING

World Container Fleet by Country of Domicile

The “country of domicile” examination (including container ships of 1000 GT and over) shows that at the beginning of 2021, 23.613.000 TEU of the container capacity was not registered in the country of domicile of the owner but flagged out.

With respect to the owner countries, China shipowners control by far the largest part of the world container fleet, namely 3.7 million TEU (769 container vessels) followed by Germany 3.6 million TEU (1002 container vessels) and Denmark 2.5 million TEU (348 container vessels).

World Full Container Fleet by Country of Domicile (1000 GT and over) 2021

TEU Rank	Country of Control	National Flag			Foreign Flag			Total Fleet		
		No	1000 DWT	1000 TEU	No	1000 DWT	1000 TEU	No	1000 DWT	1000 TEU
1	China, PR of	341	10.745	789	428	32.680	2.942	769	43.425	3.730
2	Germany	74	6.423	546	928	38.218	3.089	1.002	44.641	3.635
3	Denmark	141	15.417	1414	207	14.088	1.138	348	29.505	2.553
4	Greece	5	429	38	484	25.553	2.084	489	25.981	2.123
5	Japan	25	2.457	238	300	20.016	1.772	325	22.473	2.010
6	Italy	0	0	0	236	20.224	1.699	236	20.224	1.699
7	France	29	3.121	284	121	11.046	952	150	14.168	1.236
8	Taiwan	46	2.189	174	217	10.888	900	263	13.077	1.074
9	Canada	1	15	1	125	12.076	1.052	126	12.090	1.053
10	UK	16	1.477	125	180	10.737	872	196	12.214	997
11	Korea Rep of	90	2.765	222	105	6.523	587	195	9.288	809
12	Singapore	95	3.304	254	124	5.965	505	219	9.269	758
13	Norway	1	3	0	73	4.403	366	74	4.406	366
14	US	27	865	65	61	2.510	188	88	3.375	253
15	Indonesia	214	2.457	168	15	359	27	229	2.816	195
16	Israel	6	310	26	32	1.733	139	38	2.043	165
17	UAE	3	66	5	70	1.868	140	73	1.934	145
18	Turkey	36	810	58	45	1.095	84	81	1.904	142
19	Iran	29	1.661	140	0	0	0	29	1.661	140
20	Belgium	7	332	27	15	540	42	22	872	69
21	Netherlands	31	342	27	32	478	38	63	820	66
22	Thailand	27	337	26	22	370	28	49	707	54
23	Hong Kong	13	247	18	27	444	32	40	691	50
24	Bermuda	0	0	0	4	467	40	4	467	40
25	Viet Nam	40	438	32	4	43	3	44	480	35
26	Russia	17	122	11	9	211	16	26	333	26
28	Philippines	25	334	24	3	12	1	28	346	24
27	Malaysia	40	255	20	3	32	2	43	288	22
29	Brazil	6	216	15	0	0	0	6	216	15
30	India	8	192	14	0	0	0	8	192	14
Total 30 countries		1393	57.327	4760	3870	222.580	18.738	5.263	279.907	23.498
Others		50	547	41	60	606	48	110	1.154	88
Unknown								22	341	27
World Total								5.395	281.402	23.613

Source: ISL 2021

TEU based container transportations in 2021 realized as follows in their respective subgroups; exports became 4.6 million TEU, imports 4.7 million TEU, cabotage loading-unloading 831.986 TEU and transit 2,3 million TEU.

Container Handling 2012-2021 (TEU)

Years	LOADING (TEU)			UNLOADING (TEU)			SEABORN TRADE (TEU)			
	Cabotage	Export	Total	Cabotage	Import	Total	Export + Import	Transit Handling	Total	Change (%)
2012	236.905	2.879.122	3.116.027	235.440	2.942.562	3.178.001	5.821.683	898.368	6.720.051	8
2013	274.589	3.185.653	3.440.242	269.908	3.199.969	3.469.877	6.365.622	989.815	7.355.437	9
2014	286.997	3.488.008	3.755.005	260.067	3.581.811	3.841.878	7.089.819	754.238	7.824.057	6
2015	305.862	3.394.508	3.700.390	300.182	3.454.345	3.754.527	6.848.854	691.481	7.540.335	-4
2016	365.517	3.543.804	3.909.321	372.795	3.807.086	3.979.881	7.150.890	872.772	8.023.662	6
2017	467.384	3.866.874	4.334.258	468.137	3.975.205	4.443.341	7.842.079	1.232.937	9.075.015	13
2018	453.030	4.180.124	4.613.154	482.631	4.259.029	4.741.661	8.419.153	1.489.184	9.908.337	9
2019	359.958	4.594.647	4.954.605	393.309	4.540.201	4.933.510	9.134.849	1.703.722	10.838.571	9
2020	370.088	4.618.225	4.988.313	361.264	4.480.472	4.841.736	9.098.697	1.796.601	10.895.298	1
2021	410.755	4.677.414	5.088.169	421.232	4.744.227	5.165.459	9.421.640	2.337.843	11.759.483	8

Source: Republic of Turkey Ministry of Transport, Maritime Affairs and Communications

Seaborne Export and Import, Transit Handling of Turkey and Country 2021 TEU

Country	Export	Import	Seaborn Trade	Transit Loading	Transit Unloading	Transit Handling	Total Handling
Greece	426.142	662.403	1.088.545	42.934	67.996	110.930	1.199.475
Israel	367.754	711.051	1.078.805	18.683	55.257	73.941	1.152.745
Egypt	481.801	525.572	1.007.373	79.459	63.248	142.706	1.150.079
Spain	493.897	198.008	691.905	56.305	45.641	101.946	793.851
Italy	329.023	221.930	550.953	60.550	19.334	79.885	630.837
Belgium	349.473	181.061	530.533	28.753	40.880	69.633	600.166
Libya	117.803	212.507	330.310	12.105	6.054	18.159	348.469
Saudi Arabia	170.087	152.831	322.918	80.782	86.036	166.818	489.736
U.S.	130.041	191.287	321.328	6.994	20.469	27.463	348.790
Malta	79.400	209.578	288.979	2.444	2.285	4.729	293.708
U.K.	201.156	86.586	287.742	15.804	6.952	22.756	310.498
China	129.555	145.751	275.305	50.422	129.219	179.641	454.947
Russia	123.916	121.010	244.926	55.543	115.512	171.055	415.981
Morocco	165.129	63.942	229.070	32.565	5.317	37.882	266.952
Lebanon	62.341	165.511	227.852	19.509	5.474	24.983	252.835
Singapore	148.845	55.792	204.637	39.400	22.587	61.988	266.625
Korea Rep.of	95.361	93.087	188.447	30.589	47.123	77.712	266.159
Georgia	57.450	108.716	166.166	70.613	25.648	96.261	262.427
Algeria	45.534	100.260	145.794	29.103	859	29.962	175.756
U.A.E.	114.563	29.034	143.597	69.648	22.209	91.857	235.454
Other	588.346	508.312	1.096.658	343.109	404.430	747.539	1.844.196
Grand Total	4.677.414	4.744.227	9.421.640	1.145.313	1.192.530	2.337.843	11.759.484

Source: Republic of Turkey Ministry of Transport, Maritime Affairs and Communications

As of 2021, the countries which Turkey performed foreign trade with / conducted transit container transportation are as follows, Greece, Israel and Egypt.

THE TURKISH STRAITS

The region consisting of the Turkish Straits called İstanbul and Çanakkale Straits and the Sea of Marmara is one of the regions that has the highest concentration of maritime traffic in the World.

Turkish Straits consist of the Istanbul Strait 17 nm in length. 110 nm the vessels navigating area in Marmara Sea and Çanakkale Strait in length 37 nm. Total length of the Turkish Straits is 164 nm and it is opened to international maritime vessel traffic under the Turkish governmental control.

The number of vessels that passed through the Turkish Straits between the years 2012-2021 are shown in Table below. In the year 2021 38.551 ships in total have passed through the Istanbul Strait, 43.342 ships in total have passed through the Çanakkale Strait.

Ships Passing Through the Turkish Straits (2012-2021)

Years	ISTANBUL			CANAKKALE		
	Number of Vessel	GT	GT Change %	Number of Vessel	GT	GT Change %
2012	48.328	550.526.579	6,0%	44.613	735.728.537	5,0%
2013	46.532	551.771.780	0,0%	43.889	745.567.671	2,0%
2014	45.529	582.468.334	6,0%	43.582	761.631.756	3,0%
2015	43.544	565.216.784	-4,0%	43.230	777.989.382	3,0%
2016	42.553	565.282.287	0,0%	44.035	772.922.682	-1,0%
2017	42.978	599.324.748	7,0%	44.615	823.460.636	8,0%
2018	41.103	613.088.166	3,0%	43.999	849.140.218	4,0%
2019	41.112	638.892.062	0,0%	43.759	872.312.222	-0,5%
2020	38.404	619.758.776	-6,6%	42.036	858.844.972	-3,9%
2021	38.551	631.920.375	0,4%	43.342	898.473.519	3,1%

Source: Republic of Turkey Ministry of Transport, Maritime Affairs and Communications

A significant part of the ships passing through the Turkish Straits carries toxic, hazardous and explosive substances (such as crude oil, ammonia, liquefied gas, radioactive substances, hazardous wastes). Especially in the 1990s, parallel to the increase in the oil flow to the ports in the Black Sea, the number of ships carrying dangerous goods and oil from the Turkish Straits also increased.

Dangerous Passing Through The Turkish Straits

Years	Istanbul		Canakkale	
	Total Tankers	Oil and Dangerous Cargoes (ton)	Total Tankers	Oil and Dangerous Cargoes (ton)
2012	9.027	131.123.000	8.998	151.040.000
2013	9.006	134.444.000	9.299	149.091.000
2014	8.745	133.961.000	9.250	152.286.000
2015	8.633	135.952.000	9.524	155.531.000
2016	8.703	136.100.000	9.481	156.203.000
2017	8.832	146.943.000	9.478	166.729.000
2018	8.587	147.375.459	9.251	164.583.997
2019	8.957	159.499.000	9.843	171.685.000
2020	8.435	139.244.513	9.372	157.193.034
2021	8.248	147.222.005	9.208	167.993.772

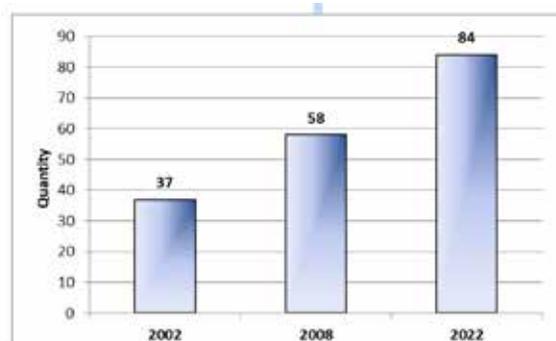
Source: Republic of Turkey Ministry of Transport, Maritime Affairs and Communications

SHIPBUILDING INDUSTRY

General Outlook of the Turkish Shipbuilding Industry

The shipyards, according to the facility definition in the local regulations, the under operation raised up to 84 as of March 2021 while it was only 37 in 2002. The quantity of shipyards under construction are 10 and 15 areas that are defined as shipyard investment areas of the same date mentioned above. The Covid-19 pandemic, within the the Global Economic Crisis, affected the Shipbuilding Sector adversely as well as many other sectors. The decrease in the order books caused a downfall both in employment and new investments, so most of the shipyards cancelled or postponed their modernization projects.

Graph 2002 / 2021 Shipyards Under Operation



Source: Ministry of Transport and Infrastructure 03/2022

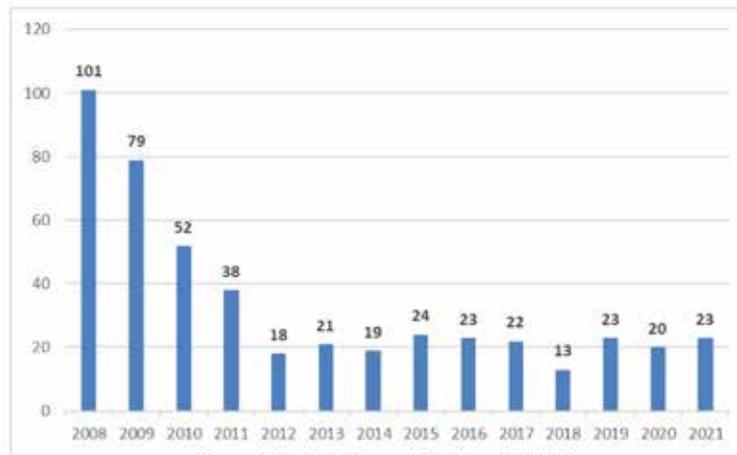
Shipbuilding industry is a branch of heavy industry which provides;

- Progress in sub-industry
- Increase in employment and the population of the neighbourhood
- Rising the standards of quality of sub-industry
- Increase of qualified productive power
- Progress in growth and strength of regional trade
- Rising the living circumstances and the cultural level of labour
- Employment in ratio 1 to 7 including sub-industry.

In 2021, 23 ships DWT of 100.793 tons have been delivered.

Some of the operative shipyards in Turkey continue the modernization and extension operations but on the other hand, due to the global economic crisis, some of them suspend or cancel their modernization or extension projects because of the sanctions applied by the banks on the shipyards.

Graph: Number of Ships Delivered Between 2008-2021

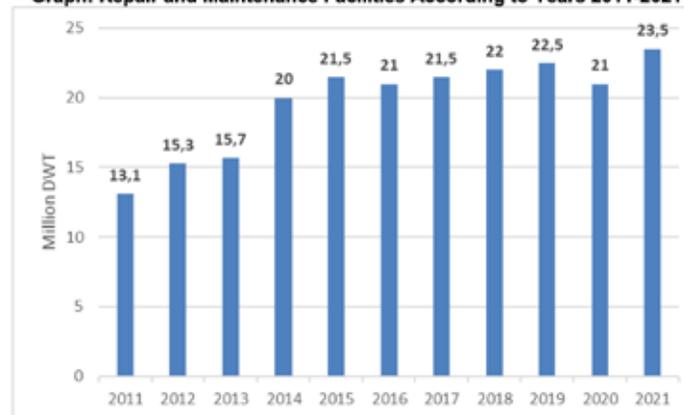


Source: Clarkson Research Services 03/2022

Most of the ships constructed in Turkish shipyards are built for export. Especially between 2002-2009, almost the total amount of these ships were exported to the EU member countries.

By the end of 2012, orders in our yards were decreased to 0,5 million DWT. Due to the lack of new orders, the shipyards are now mostly concerned, with repair and maintenance facilities. In 2013, in Turkish shipyards 15.755.206 DWT of repair and maintenance had been done. As of 2014, it was approximate 20.000.000 DWT and in 2020 21.000.000 DWT. In 2021, it raised up to 23.500.000 DWT.

Graph: Repair and Maintenance Facilities According to Years 2011-2021



Source: GİSBİR Turkish Shipbuilders Association 03/2022

Yacht and Boat Building Industry

Yacht and boat building is one of the most important sectors with its high accretion value, high export ratio and it provides employment. This industry is the combination of the sectors in yards dealing with ironing, painting, electric-electronic, textile, decoration etc.

Yacht and boat building industry is quite different from the shipbuilding because of its concept, scope and technology. In shipbuilding industry long term investments and big coastal areas are needed for production, but in boat & yacht building, relatively less investments, areas and time are needed. Boat&yacht building comparatively does not need very big investments but has a big accretion value.

Turkey; with its beautiful coasts, cultural and historical resources, has a great market potential not only for yachts but also especially for mega-yacht tourism. Inclusion of mega-yacht mooring places to the projects, which are planning to be constructed in Ataköy and Zeytinburnu, will be a great prestige and income for our marine tourism.

To summarize the advantages of our boat&yacht building industry, the main positive aspects are;

- Educated and competent labour
- Production quality in accordance with international standards
- Reasonable costs
- Adequate sub industry with quality
- Technology basis production
- Closeness to the international markets
- Appropriate climate
- Our country's potential in boat&yacht building

Main disadvantages are;

- Heavy taxes of special consumption, value added and motor vehicle collected from boats.
- Long bureaucratic procedures during the registering operations.

Turkey was in the third place in global order book by the total length of 3594 meters at the end of 2017. By 2019, moved to fourth place with the total length of 3000 meters. And in the February 2020, Turkey back in the 3rd position in world ranking of order and under construction of yachts with 3071 meters of length. By 2021, Turkey keeping its position in the 3rd position with the total length of 3497 meters.

Table: Top Builder of Superyacht Projects on Order in 2022

Rank	Country	Total GT	Number Of Projects	Avarage GT
1	Italy	184,845	523	353
2	Germany	103,371	20	5,169
3	Netherlands	95,552	75	1,274
4	Turkey	44,022	91	484
5	Norway	20,439	2	10,22

Source: Boat International (2022 Global Order Book)

SHIP RECYCLING INDUSTRY

Aliaga region, located in the city of İzmir, is in the leading position for ship breaking and recycling activities with 23 operative facilities. Ship Recycling Industry is a part of maritime sector that finds itself between the withdrawal of ships which have completed their economic lives and the replacement of them with the ones based on new technologies, environmentally friendly, high operating efficient, reducing the risks of marine operations.

When scrap steel was recovered it's estimated that,

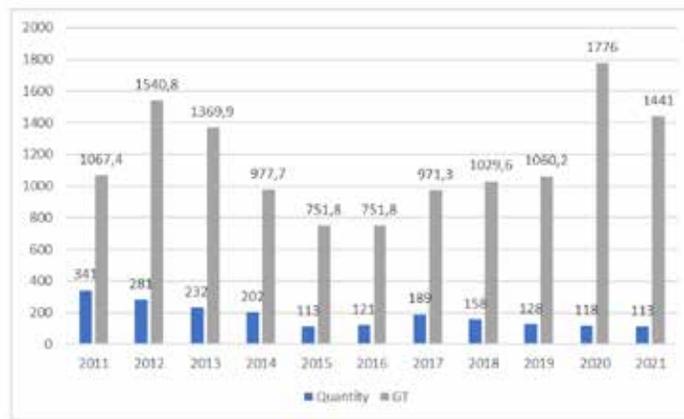
- Energy saving ratio is 74%, raw material resources preserved by 90%

- 40% less water consumption
 - 76% less sewage pollution
 - 86% less air pollution
 - 97% less mine residue observed.
- Generally a ship's useful economic life period ranges between 20-35 years.

The main advantages of Turkey's ship recycling industry which has a prestigious place in World ranking can be summarize as follows:

- Qualified labour force and closeness to the Europe Market
- Within the Mediterranean basin Turkey is the only country with ship recycling industry
- Turkey is the only OECD Member country which has ship recycling industry
- There is a demand in the country for the goods obtained by recycling
- Entrepreneur being of Turkish bussinessman and skilled workers
- Advantages by the Basel Agreement as an OECD member country
- Position in EU Ship Recyclers' List with the most number of facilities

Graph Turkey's Ship Recycling Values by the Years



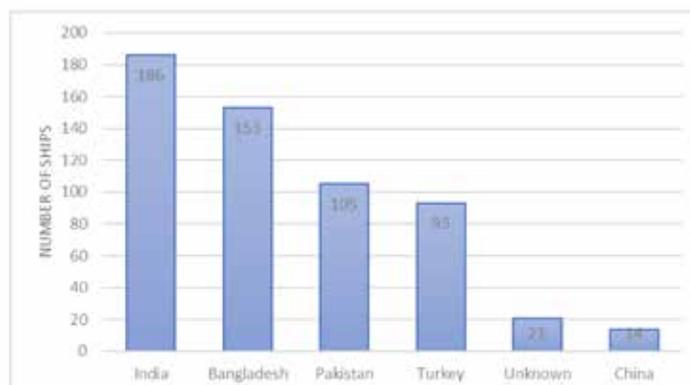
Source: Ministry of Transport and Infrastructure 03/2022

Ship Recycling Industry makes positive impact to the dynamics within the maritime sector. By balancing the fleet tonnage it also effects the freight index. Provides new orders for shipbuilding industry. As a labor-intensive sector, Turkish ship recycling industry with the technical supports and advertising activities to raise international recognition, provides direct employment opportunity to 1400 persons and several times more by being a supplier and sub-contractor of iron-steel industry as of 2020.

By the EU Ship Recycling Regulation (EU SRR) which has come into force on 31 December 2018, its forbidden that EU flag vessels can not be recycled in the facilities that isn't in the list of "European List of Ship Recycling Facilities." At first Turkey entered the above mentioned list with 3 facility then it raised up to 8 in 2020.

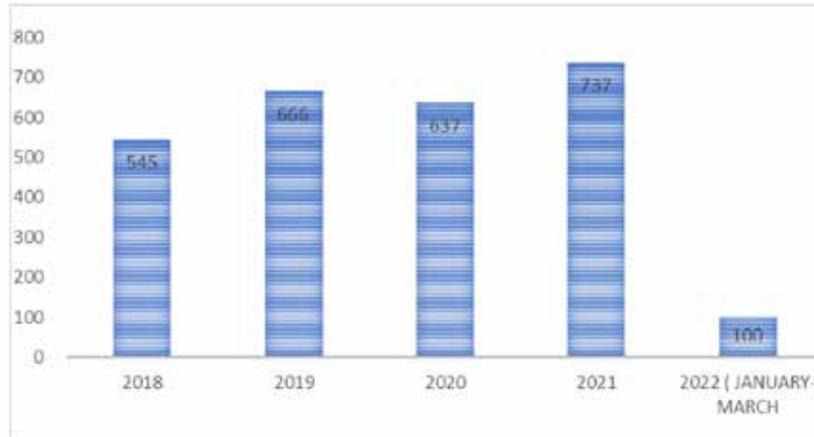
Accoardind to global data, Turkey is in the 4th place in ranking according to quantity by the end of 2021.

Graph Global Ship Recycling (Quantity)



Source: Clarksons Research Services Limited

Graph Recycled Ship Numbers by Years



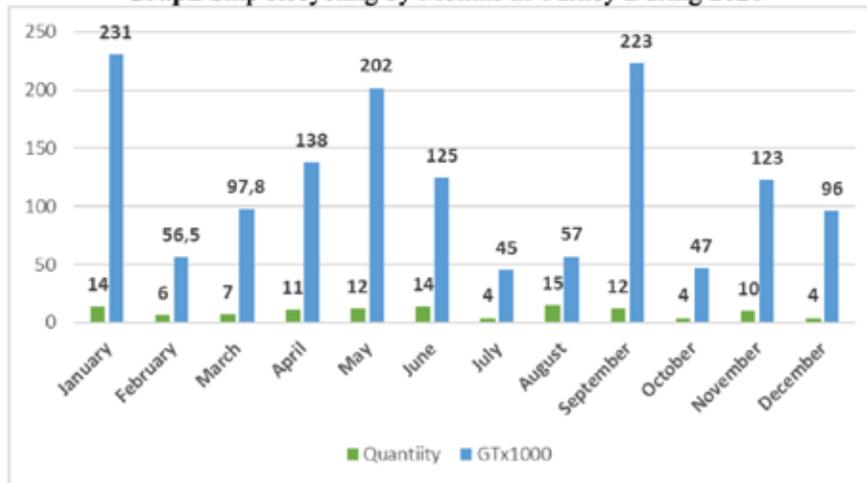
Source: Clarksons Research Services Limited

Like all other participants in the maritime sector, ship recycling has also effected from the Covid-19 global pandemic. In parallel to hygiene and social distance precautions, employee numbers in ship recycling industry reduced and it's estimated that the related sectors employees declined by half when compared to the pre-pandemic period.

In the first three months of the year 26 ships had been recycled. During this period scrap material needs of the iron-steel factories among the region have been supplied. When its compared to the same preiod of the previous year 202.000 tons of decrease was observed.

By the end of 2021, Turkey's ship recycling facilities achieved to recycle 113 ships with the tonnage of 1,441 GT.

Graph Ship Recycling by Months in Turkey During 2021



Source: Ministry of Transport and Infrastrucure 03/2022

**Deputy Secretary General for Maritime Trade and Shipping
Cengiz ÖZKAN**

Prepared by:

-Fleet: Officer, Maritime Trade

Meryem ÇELİK (E-mail: meryem.celik@denizticaretodasi.org.tr)

-Cargoes and Turkish Strait: Manager, Maritime Trade

Nilgün TOK (E-mail: nilgun.tok@denizticaretodasi.org.tr)

ALIAĞA

ALIAĞA: CENTER OF SHIP RECYCLING INDUSTRY



ADEM ŞİMŞEK

CHAIRMAN OF İMEAK TURKISH CHAMBER OF SHIPPING (DTON) ALIAĞA BRANCH

We are delighted to have the chance to exhibit Aliağa, one of Turkey's and the world's most distinctive maritime locations, at the Posidonia Fair, a very important fair for shipbuilders, suppliers, and all participants that provide maritime services worldwide. Judging by the statistics on the number of ships over the last five years, the Aliağa Ports Region ranks second in Turkey. The main reason for the ship mobility and port diversity in our ports is again due to the large industrial organizations that are located very close to the ports.

At the port, there are SOCAR and STAR terminals, which are the largest investments of our Republican history in the petrochemical sector, along with TÜPRAŞ and SOCAR with their own docks to handle bulk liquid, led by TÜPRAŞ, one of the top biggest

institutions of Turkey, as well as Aegean Gas Terminal, Ege Gübre, ALPET, Total Oil platforms. Our three container terminals, SOCAR, NEMPORT, and Ege Gübre, with a capacity of approximately three million TEU, continue to serve by increasing their handling numbers every year in Aliağa, where 50 percent of the export and import transactions from the Aegean Region, located in the west of Turkey, are carried out.

Habaş, İzmir Demir Çelik, Özkan Demir Çelik, Ege Çelik, Cebitaş, Kardemir, and Kocaeli, the most important representatives of the iron and steel industry in Turkey, continue their operations and investments in our region. Our general cargo ports, Ege Gübre, İzmir Demir Çelik, Batı Liman, Habaş, and Ege Çelik ports, which enable the handling of raw materials from these

factories and export products after production, together with the Dikili Port Administration continue their services with additional investments. Our Floating Storage and Regasification Unit (FSRU), the floating LNG terminal, has a very important status for our country and provides regasification service by storing liquefied natural gas imported by ships. It continues its production operations from the port of Etki. It is capable of transforming the liquid natural gas located in the FSRU storage into a gaseous form using existing vaporizers (gasifier) units on it. ETKİ Floating LNG Terminal plays a critical role in meeting seasonal fluctuations in natural gas consumption.

ALIAĞA: SHIP RECYCLING CENTER OF THE INDUSTRY IN THE MEDITERRANEAN

In addition to all these intense port activities, Turkey is the only country with a ship recycling industry in the Mediterranean basin and the center of this industry is our Aliağa district. In total, activities are carried out by 22 ship dismantling companies on 28 parcels. 85% of the recycling in the ship recycling sector across the world is conducted in countries such as China, India, and Bangladesh, which are located on the Asian continent.

Our ship recycling firms, which ensure that ships that have reached the end of their economic lives are decommissioned and dismantled without affecting the environment and returned to the economy as additional value, were included in the EU's ship recycling list and established a brand in the industry. With this certification, our companies strive to eliminate as much as possible by reducing the impact of recycling on the environment and on human health. The hazardous waste of ship recycling is governed by the rules and regulations set forth by the Ministry of Environment and Urbanism.



As opposed to the sectors badly influenced by the pandemic, ship dismantling has turned that period into an advantage. In 2021, it reached 112 ships and 816,000 tons. In comparison

important indicator is that for 281 ships in 2012, 927,000 tons were processed and the average tonnage per ship was 3,298 tons, while for 2020 and 2021, tonnage per ship was at a record high



to 2019-2021, it is the second-highest tonnage to be dismantled. But the most

of 7,200-7,300 tons. This data shows the quality that our member companies

have reached in ship dismantling. As previously said, the fact that all port operations are consolidated in such a small space distinguishes Aliaga as a unique and desirable destination for the maritime industry. Apart from this intense port movement, we also host many local and international tourists in the districts of Foça, Dikili, and Ayvalık, which are also under our responsibility, with blue-flag beaches, our blue-voyage routes and naval sports centers.

DİKİLİ – ÇANDARLI: IDEAL FOR WINDSURFING WITH ITS WIND AND SEA

Across from Ayvalık, one of our tourism paradises, the city of Lesbos, which is the administrative center of the geographical regions of the North Aegean Islands, is so close that it can be seen with the naked eye. Currently, Ayvalık-Lesbos tours are operated by ferries. The tours which stopped in 2019 due to Covid-19 restrictions resumed this month. In addition, they can also travel to and from the island of Lesbos, which is very close, on commercial and private yachts. Foça, Ayvalık, and Dikili are very rich in terms of inner-sea beauties and there are many diving points that offer diving opportunities for 12 months. For those interested, daily diving training sessions are held and trial dives are carried out.

Dikili - Çandarlı has become a very suitable destination for windsurfing in recent years thanks to its wind and sea. At this beach, one stage of the Turkey Windsurf races is held, and it is a candidate to be the new address of surfers. With the Çandarlı Port and Çaltıdere Yacht and Boat Manufacturing projects set to start in the near future, our region will become a one-of-a-kind destination for commercial and maritime tourism, a region living off of and surviving with the sea. We welcome all sea enthusiasts, investors, people who like to be intertwined with nature and history to explore our region.

(Chamber of Shipping Aliaga Branch)

ANTALYA

ALL SET FOR THE NEW SEASON IN TOURISM CAPITAL ANTALYA

**AHMET ÇETİN***CHAIRMAN OF İMEAK CHAMBER OF SHIPPING ANTALYA BRANCH*

Antalya, which has hosted many civilizations throughout its history and is decorated with artifacts of those

and bays with unique scenery. Our distinguished city, which is the tourism capital of the world with its cultural,



civilizations, resembles a paradise on earth with its fine sandy, blue-flag natural beaches, marinas, 640 km coastline

natural and historical riches, sea, health, sports, highland and winter tourism opportunities, was going to enjoy the

best season of the recent years after the pandemic that swept the whole world. In fact, the indicators were signaling a year even better than 2019, when we broke records. According to Antalya Governorship Provincial Culture and Tourism Directorate, 515 thousand 993 people arrived in our city by airways in the first three months of 2022. This figure was about double that of the first quarter of the previous year. Based on our observations at the EMITT Fair, we as the İMEAK Chamber of Shipping were further cherishing the hope for the best season of recent years in Antalya as we had just left behind the national and international closures and restrictions.

The outbreak of the Russia-Ukraine war at such a time when our hopes were blooming, created an anxious wait in Antalya, which earns more than half of our country's tourism income. Tourism is also the most vulnerable sector to political fluctuations. Therefore, possibility of missing nearly 5 million tourists has put all tourism business managers, especially our members, in hot water. Considering that we hosted approximately 5 million Russian and 2 million Ukrainian tourists last season despite the pandemic, it is seen that 2022 tourism season may face an important market problem. However, the probability of our city to be the destination of Russian tourists who will not be able to go to Europe, especially because the airspace is closed, is good news for us. Moreover, whereas Germany was once in the first place in Antalya tourism, it went down during the pandemic period due to the degrading political relations. Still, it was in the second rank with 3 million visitors last year. This year, the primary goal will be to increase the number of coming German tourists. Last year, Germany was followed by Poland, Kazakhstan, Romania, Belarus, the Netherlands, Moldova and Lithuania, respectively. If positive diplomatic relations are restored and the



targets are approached, both our region will be stabilized and Antalya will live a good tourism season.

Under these conditions, we tried as much as we could with the support of our chairman in order to overcome the problems and grievances experienced in our sector. We think that we will achieve the best result this year with

us in this difficult process was the “Safe Tourism Certification Program”, initiated during the coronavirus epidemic. In this way, the guests coming to our city were offered a healthy and safe holiday. Thanks to the measures, very low levels of contamination occurred in 9 million tourists, and certification by international organizations boosted the trust for our sector.



the contribution of our stakeholders, and we would like to briefly touch on the popular tourism opportunities in our city. One of the biggest advantages for

ANTALYA: EUROPE'S LEADER IN WATER SPORTS

As we remember that 20 percent of tourism income is obtained from sea

tourism, the importance of Antalya becomes obvious once again. Our city maintains its leader status in water sports across Europe with approximately 300 businesses. Due to its geographical features, underwater wealth and high sea water quality, more than one million domestic and foreign tourists perform water sports activities around Antalya annually. Especially, parasailing is one of the most popular water sports in almost every part of Antalya. Many businesses along our long coastline serve our guests in this sub-sector.

One of the best activities that our guests can do in Antalya is daily boat tours. Many daily boat tours are organized at the Marina Region, especially those departing from Antalya and Kemer, as well as from the surrounding holiday resorts. Our guests can experience a dreamlike activity even within a day on the boats that stop by the magnificent bays along the coastline of Antalya.

ANTALYA IS THE MOST PREFERRED DESTINATION FOR ISOLATED HOLIDAYS ANTALYA

One of the recently rising tourism activities is yacht tours and blue voyages. While yacht tourism suffered serious losses due to travel restrictions during the pandemic period, it has now gained even more importance as people prefer a more isolated holiday instead of crowded holidays. Antalya is one of the most suitable destinations, especially for guests who want a quiet holiday away from the crowds. The best way to see the beautiful shores of Antalya, which hosts the most beautiful bays in the world, is to follow it along the sea by yacht or gulet. It is possible to moor yachts of any size to our blue flag marinas. In addition, the interest shown in daily tours to the waterfalls spilling into the sea and the shores of Antalya is getting bigger day by day. Due to the full capacity of our marinas, we need a new mooring area. However, the uncertainty of the situation in Russia and Ukraine, which are Antalya's most important feeders of yacht tourism, will determine the course of



the season. Here, too, the low exchange rate has increased our expectations, especially in terms of European tourists.

More than 200 diving spots on the coastline stretching from Gazipaşa to Kalkan are home to underwater enthusiasts in Antalya. The diving season lasts for 12 months in Antalya, where 1,000 dives are made daily during the season. We expect that diving tourism will peak as the sea water temperature rises as of May.

OUR SIDE UNDERWATER MUSEUM ON DISPLAY FOR THE WORLD

It is worth noting that Side Underwater Museum, which was opened with the contributions of Chamber of Shipping Antalya Branch, is one of the most important diving spots. World-famous underwater photographer Murat Kaptan previously had a great success with his photo taken at a depth of 25 meters at the Side Underwater Museum by becoming the World Champion in the Humorous Category of the "World Shootout Underwater Photography Grand Prix", among thousands of top photographers from 54 countries. After that, Side Archeopark was listed as a diving spot for underwater photographers among others.

The most remarkable shipwrecks in our region are the wreck of the St. Didier Ship, known as the 'French High-Society Shipwreck', which sank during World War II, located off the Kaleiçi Marina, the B-24 American Warplane Wreck in Manavgat, and the Turkish Armed Forces' tank that was sunk 2 years ago near the Pigeon Island off the coast of Kaş. 31 locations were appointed as diving spots in Kekova and another 28 locations were so in Kaş and Kalkan. We hope this will bring significant contribution to our sector.

ANTALYA FREE ZONE, WORLD LEADER IN YACHT BUILDING

The Antalya Free Zone is one of the world's top 3 super luxury yacht building centers and the first in Turkey. A total of 460 ultra-lux yachts have been completed and mega yachts have been delivered to customers from many countries so far. An income of 1 billion 210 million dollars has been generated from the luxury yachts with a total length of 8 thousand 640 meters. Since the beginning of this year, a total of 18 yachts have been completed, 8 of which are on the quay, and an income of 45 million dollars has been obtained from 18 yachts with a total length of 892 meters. During the pandemic

process, desirable developments were experienced for the yacht industry and orders increased. It is our greatest wish to see the continuation of the growth of this industry in this season too, which makes a significant contribution to the added value of our region.

Antalya is one of the most favourite cities within the scope of sports tourism, with its natural and geographical features besides easy transportation opportunities and many facilities that offer high service quality. National and international tournaments are held in many sports branches such as football, basketball, volleyball, handball, golf, tennis, cycling, judo, weightlifting, swimming, fencing throughout the year. Furthermore, the city hosts a number of events for amateur and professional athletes as well as adrenaline-loving local and foreign tourists in areas such as underwater sports, paragliding, mountaineering, rafting, motocross and skiing.

One of the sports branches that contribute to Antalya's reputation as an important destination in sports tourism is undoubtedly golf. Not only with its unique natural and historical texture and convenient geographical conditions but also the high-quality facilities and golf courses up to international standards that have been opened after the investments in golf and tourism, our region has become the meeting point of many domestic and international golf lovers. Also, international golf tournaments have been held here, greatly promoting our city.

There are a total of 11 golf facilities in our province, 10 of which situated in Belek Tourism Center and 1 in Manavgat. All of them are certified by the Ministry of Culture and Tourism and are still in operation. There are a total of 16 golf courses, 15 of which are in Belek, and the majority of the courses are 18 and 27 holes. In 2015, 2016 and 2017, the total number of games played at the golf courses in Belek reached 940,000.

(Chamber of Shipping Antalya Branch)

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BODRUM

BODRUM IS ONE OF THE WORLD'S MOST POPULAR TOURISM DESTINATIONS WITH QUALITY HOLIDAYS



ORHAN DİNÇ

CHAIRMAN OF İMEAK CHAMBER OF SHIPPING BODRUM BRANCH

As İMEAK Chamber of Shipping Bodrum Branch, which is responsible for an area of 302 km, stretching from Akbük Bay

to Gökova Bay, we have left behind very difficult days with our members who carry out maritime tourism and shipping



activities. The year 2022 is now a time of recovery and resilience for us. With the Covid-19 pandemic reaches its end both in the world and in our country, trade, tourism and travel are now returning to normal slowly and repairing themselves. Life in our region appeals to many other branches of tourism, including Blue Voyage, yacht rental, cruise tourism, diving tourism and water sports. With the support of our Chairman Tamer Kiran, we are able to respond to the problems and requests of each of our members. We take an active part in the working area of all our members, including in Milas.

While addressing to approximately 650 members in various occupations, we also guide new entrants to the sector. Our commercial yachts in the number of approximately 610 have a bed capacity of 7100. Again, while we have 195 daily excursion boats, they have a capacity for 7171 persons. Our diving schools and diving points, as well as our fish farms and fishermen's shelters, continue to operate unabated. Also, we see fishing, the leading sector, is in our region in our country. It is at the forefront in export, serving the whole world.

Again, manufacturing has always been maintained in our yacht manufacturing dockyards and shipyards. In our country, boutique tourism has been revived since the pandemic period, and we have hosted our guests with the slogan "Life in the Blue in Bodrum, Stay on the Boat". In addition to quality service we offer, safety and isolation are the two factors ensuring the continuation of such tourism.

What's more, our mega yachts, which are indispensable for luxury and sustainable tourism that decorate our marinas, are in their place in our marinas. Sea tourism constitutes almost half of our



country's tourism income sources. The current potential of our country and the region is bound to luxury tourism and sustainability. Due to the location of our country, we have the potential to create a global impact. For sustainability of such impact, it is needed to consider the present and future economic, social

role... The money spent by tourists in our region makes up almost 25% of the global money.

In other words, visitors in Bodrum, Göcek and Marmaris spend 8-10 times more than other tourists. 80 percent of the visitors who find both peace and serenity



and environmental impacts of tourism all over the world. It is essential to use the environmental resources in the most accurate way since they have the key

in the blue are those who spend money. The nature-oriented holiday is embodied in our common point, in our bays.

APPROXIMATELY 200 THOUSAND TOURISTS EXPECTED TO ARRIVE ON 150 SHIPS THIS YEAR

In a country where boat and sea tourism are ranked at the top, our region is like an oyster pot we fell into. When we look at the numerical data, the number of commercial yachts with Turkish flag and tourism operation certificate is above 3 thousand. The length of our cruise ships' stay in our port and the number of expected passengers cheer us up.

This year, approximately 200 thousand tourists will come by 150 ships. If all goes to the plan, the shopkeepers in Bodrum will enjoy a long-awaited activity.

Besides all these, we have solid waste and liquid waste boats that collect the wastes of sailing boats. Our solid waste collection boat "RIVA HİZMET 1" collects waste from boats free of charge during the season and serves our purpose of sustainable environmental tourism through recycling. One of our paramount concerns is the cleanliness of the sea. We know that sea is polluted by land.

First of all, we will keep our beaches clean. Then we will do the same for our seas. In addition to all these, we give confidence to our guests on blue holiday in Bodrum with our YAŞAM Sea Ambulance equipped with all kinds of medical devices including a Covid-19 life unit parked at the Milta Bodrum Marina, of which we are a stakeholder.

In our region, we constantly take our precautions, make our plans and consult with our members, institutions and non-governmental organizations. Our national and local media promotion activities continue. Bodrum is one of the most popular tourism destinations in the world with its quality holiday. We are very happy to see that our members continue their activities consciously and by complying with all the rules and fulfilling the requirements of the age. May your bow be clear and your wind easy. Fair Winds and Following Seas!

(Chamber of Shipping Bodrum Branch)

FETHİYE

INTEREST IN YACHT RENTAL AND BLUE VOYAGE INCREASES



ŞABAN ARIKAN

CHAIRMAN OF IMEAK TURKISH CHAMBER OF SHIPPING (DTO) FETHİYE BRANCH

The responsibility area of IMEAK Turkish Chamber of Shipping (DTO) Fethiye Branch is a coastal area extending from Eşen Stream to Ekincik Bay in southwestern Turkey, covering Kelebekler Vadisi (Butterfly Valley), Ölüdeniz, Fethiye, Çalış, Göcek, Sarıgerme, Dalyan, and Köyceğiz.

NATURAL PARADISE

The Fethiye Region is full of indescribable beauties. If you are a nature-lover or someone who is fond of exploring new horizons, Fethiye is the right place for you. It is a very special center of attraction, a place where so many natural beauties emerge in harmony. Some of these

are untouched turquoise-blue waters, countless picturesque bays, fertile Mediterranean flora, and a place where even a drop of rain does not fall from June to September. Fethiye is located in the southwest of Turkey on the Mediterranean coast. The Dalaman International Airport is just 50 km away from the city. The Gulf of Fethiye is an important resting point for yachters from all over the world, as it is a natural harbor. It is also one of the starting points of the famous Blue Voyage.

BLUE VOYAGE

Discovering wonderful historical bays, caves, and islands in the turquoise blue waters of the Mediterranean is no

longer a dream. Who does not want a vacation full of exquisite bays on yachts or traditional schooners? Sailing in clear waters offers a great opportunity to those who enjoy an active lifestyle including swimming, fishing, water skiing, surfing and diving. The traditional schooners with their original designs have been used for fishing and transportation on the western and southern coasts of Anatolia for centuries. They are constructed of pine, chestnut and mahogany wood.

Today, they all come with comfortable cabins, showers, toilets, kitchens, relaxation, and sunbathing areas. Modern yachts serve visitors with their up-to-date equipment and devices as well as with their traditional designs.

In bareboat yachting, you rent the yacht ready for use and deliver it at the end of the trip. It is entirely your responsibility to captain and crew the boat. By renting a bareboat, you are free to schedule your own trip and route.

DAILY BOAT TOURS

Famous boat tours that take off from Fethiye, Ölüdeniz, Çalış, and Göcek offer a wonderful day for families and couples who want to have fun. The sun and turquoise waters are waiting for you. Take your place on the deck and rest all day with spectacular natural scenery.

DIVING

With a sea temperature of between 14 and 28 degrees Celsius over 12 months, a 40-meter long visibility range and an extraordinary abundance of plants and marine species, Fethiye is the ideal place for diving enthusiasts. It's a good place for divers with experience thanks to its clear waters at the foot of the blatant mountains and two caves. There are three tunnels in Saryarlarlar that are close to each other in a triangular shape.



THE GREAT REEF

It is a suitable environment for 14-42m diving. Numerous lagoons, groupers, and the colorful underwater world nestled among large and colorful rocks attract photographers.

THE SUNKEN SHIP

An old 42-meter-long, old Coast Guard boat was sunk in the Fethiye Dalyan Creek position and put to the use of diving enthusiasts.

WATER SPORTS AND RAFTING

Have fun and let go of your stress with water sports such as windsurfing, kitesurfing, water skiing, parasailing, ringo and banana. Rafting is a suitable sport for those who carry a spirit of adventure. You will enjoy the unparalleled scenery of Dalaman spring and its lush green valleys, which will fill you with positive energy.

ROWING AND SAILING IN FETHIYE

Rowing is an endurance sport that pushes the boundaries of the human body. Gulf of Fethiye is closed to the wind, offering camping for rowing teams. In winter, the rowing teams prefer Fethiye since the lakes freeze in Central and Northern Europe.

The sailing season covers a period from April to November 15, when there is an average of 10 hours of sun every day.

The speed of soft and warm winds rarely exceeds 15 mph.

SEA TOURISM PROSPECTS FOR 2022

Şaban Arıkan, Chairman of İMEAK Chamber of Shipping, Fethiye Branch, evaluated the prospects for sea tourism in 2022 as follows: "The isolated holiday concept, which has been rising rapidly due to pandemic conditions in the past two years in particular, has increased the interest in mainly yacht rentals and

surface water sports and day-boat trips compared to the previous two years. The reopening of ferry service between the Greek islands and our country, which were canceled due to closed borders during the outbreak, will help spur stronger bilateral mobility than before.

On the other hand, the closure of borders restricted commercial and private yachts' mobility to the Greek islands, and thus a considerable occupancy was reported



blue-voyages, along with Villa tourism. However, since the boundaries have not been fully open for the last two years, a significant period of activity is projected this year, especially due to the postponed tours. In addition, considerable increases are expected in underwater and

on our islands and villages. With the opening of borders, this mobility, in part, shifting to the neighboring Greek islands will also bring relief to the boat traffic in our region."

(Chamber of Shipping Fethiye Branch)

İSKENDERUN

PORT CITY OF İSKENDERUN

**KEMAL KUTLU***CHAIRMAN OF İMEAK CHAMBER OF SHIPPING (DTO) İSKENDERUN BRANCH*

Named after Alexander the Great, İskenderun (Alexandretta) has been a port at the intersection of silk and spice routes stretching from east to west throughout history. Goods transported on routes reaching the Indian Subcontinent and the Persian Gulf from the south, Iran and beyond from the north to the Mediterranean reached the Mediterranean via İskenderun.

İskenderun is also a strategic place that connects cities like Diyarbakır and Aleppo with the sea. For that reason, İskenderun has always been a place of importance for the great powers that want to dominate the region.

İskenderun, which was under the control of several states starting with Alexander the Great, was finally included in the

lands of the Ottoman Empire by Sultan Yavuz Sultan Selim in 1516. (1)

The İskenderun Pier, which was opened to international trade in 1593 upon the request of the states that have a say in the Mediterranean trade, has gained a say in the transit trade between East and West especially since this date. By 17th century, this pier had become one of the few most important ports in the Ottoman geography. Almost all of the ships that came to the east to trade in that century anchored first at the İskenderun Pier, and then at Izmir or Istanbul. Another important development in the history of trade in İskenderun is the receipt of customs duties from Aleppo for commercial goods at the customs located in İskenderun since 1865. İskenderun has become rapidly

urbanized after that, eventually resulting in a real harbor force as a result of the development of infrastructure here. (2)

Today, 29 piers-ports, 5 fishermen's shelters, 1 water sports center - marina, 1 shipyard, 44 guide pilots, 24 tugboats, and industrial divers serve in the Gulf of İskenderun, one of the first places of combined transportation and which has managed to evolve from a pier to a port city. The first modern customs building of the Gulf of İskenderun was designed in 1905, and today service is provided by 4 different customs directorates in order to control the developing maritime trade and speed up the transactions. (3)

Today, with 37 coastline facilities, the Gulf of İskenderun handles 25% of Turkey's cargo with an annual average volume of over 120 million tons, and is significant in terms of demonstrating the type of city formed by ports throughout history. (4)

DIVING TOURISM

With the discovery of Bilge Taş underwater cave, the number of diving points increased and reached 13 with the diving points in İskenderun, İskenderun-Sariseki, Dörtüol, Dörtüol-Yeşilyurt, Arsuz, Arsuz-Konacık, Arsuz-Kaleköy, Samandağ, Samandağ-Çevlik, Yayladağı (Keldağ), Yayladağı Karamağara, Yayladağı (Kamışlı), Yayladağı (Uzunkaya). In order to revive Diving Tourism and enable the discovery of new diving spots, "Hatay Diving Guide" was prepared in cooperation with İMEAK DTO İskenderun Branch and İskenderun Technical University, Faculty of Marine Sciences and Technology, and published in a book to serve as a tourism guide.

YACHT TOURISM - YACHT RENTAL

Under the responsibility of the Hatay Governorship, Madenli Yacht and Water Sports Center was put into service in 2021 with the support of İMEAK

İZMİR

TIME FOR BLUE VOYAGE IN THE AEGEAN SEA

**YUSUF ÖZTÜRK***CHAIRMAN OF IMEAK CHAMBER OF SHIPPING İZMİR BRANCH*

As the northern hemisphere is entering the third summer in the shadow of the Covid-19 pandemic, we are more hopeful for this summer than in previous seasons, thanks to the widespread vaccination efforts and mutation of the virus. Many countries are lifting various restrictions, including the use of face masks. Our country is also preparing to host its guests in healthy conditions upon taking the epidemic under control. With the acceleration of sea and air traffic and the freedom of travel, optimistic expectations are increasing in the global tourism sector.

FERRY SERVICES BACK

Ferry services, which were suspended for the last two last years due to the pandemic restrictions on our Aegean coasts, have been restarted. Our ferries

started to bring together the two sides of the Aegean Sea, the cradle of civilization, with services running between Çeşme and Chios in February. These were followed by Seferihisar-Samos, Kuşadası-



Samos, Ayvalık-Lesbos, Bodrum-Kos, Fethiye-Rhodes and other voyages from our coasts towards the Greek Islands.

Many visitors from distant geographies who want to explore both our Aegean coasts and the Greek Islands join this journey in the Aegean Sea. It is another good news that Thessaloniki and İzmir, which are almost twin cities bound by deep historical ties, will be connected to each other with the Ropax voyages that will start in May.

Yacht tourism was rediscovered during the pandemic days. Its route offers sea travelers the pleasure they seek thanks to the unique bays of the Aegean Region combining blue and green, ancient cities such as Tepekule Mound, Agora, Klazomenai, Ephesus, Bergama, Lebedos and Teos, and the gastronomic culture. Our marinas (İzmir Marina, Setur Çeşme, IC Çeşme Marina, Port Alaçatı Marina, Teos Marina, Setur Kuşadası Marina, D-Marin Didim) in our region, which are the apple of maritime tourism's eye, host the maritime enthusiasts who embark on the Blue Voyage in the best way. The berthing capacity of the marinas at sea is approaching three thousand. With the planned new marina investments, it is foreseen that a new capacity of over three thousand yachts will be created in our region.

Our daily excursion boats are lacemaking along the virgin bays of our region.



Thus, they are preferred by domestic tourists as well as visitors coming from abroad. We think that the interest in the

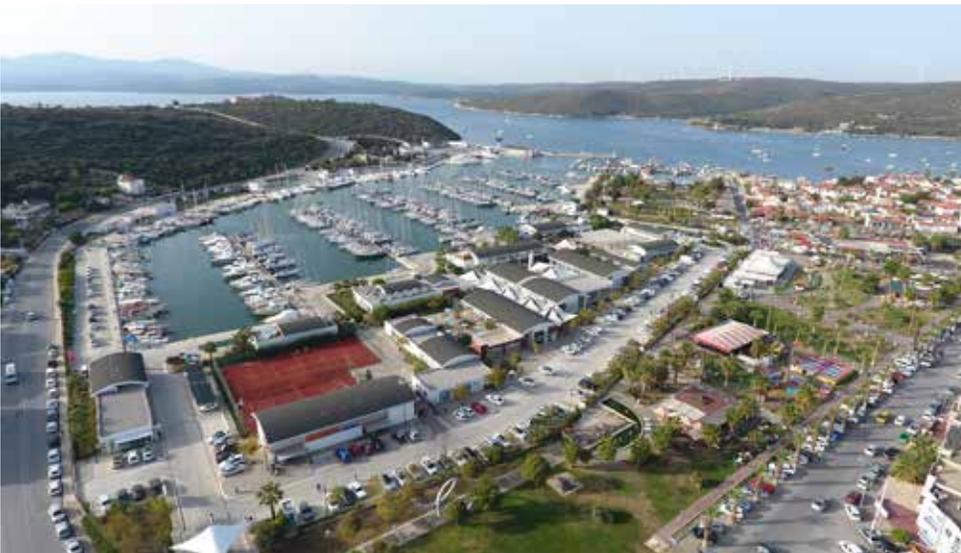


Blue Voyage, our country's gift to world tourism, will continue by increasing.

After a long time, we have finally started seeing the magnificent cruise ships again in our seas and ports. Three ports in our region, namely İzmir Port, Ege Port Kuşadası Port and Çeşme Port, host cruise ships. Kuşadası has started to

old port city, thanks to the promotional activities we have been concentrating on. We predict that Turkish ports will host around a thousand ships and 1.5 million passengers by the end of 2022.

Our region has turned into an indispensable haunt for windsurfing enthusiasts with mainly the districts of



host ships that carry almost thousands of passengers daily in the new season. In İzmir Bay, we hosted the first ship after six years' pause.

A large number of cruise ships are expected to arrive in İzmir and Çeşme during the new season. Although 34 voyages are planned to arrive İzmir Port this season, we believe that more ships will prefer İzmir, an 8,000-year-

Çeşme, Alaçatı and Seferihisar, which are windy almost every day of the year. It is possible to both take lessons and rent equipment at many surf schools in Alaçatı.

Gülbahçe near Urla is one of the best kitesurfing areas in the region due to its beach, calm and shallow waters, and wind speed. In addition to the coasts of İzmir, there are many underwater

and above-water sportive sea tourism facilities in Kuşadası and Didim.

A NEW ROUTE FOR DIVERS

The Aegean has become one of the new routes for diving enthusiasts with its underwater treasure, which is as rich as the surface. Besides the natural riches in Kuşadası, Çeşme, Karaburun and Seferihisar, artificial reefs offer a magical visual feast to divers as well as being a home for sea creatures. Other diving areas across our region include the Big Island (Büyük Ada), Small Island (Küçük Ada), Domuzburnu, Aslan Kayası, Alaybey and Dokuz Eylül Ferries near Karaburun; and Monem Wreck, Yatak Odası, Ayrik Taş, Ildır Fener Island, Tuna Farm, and the English Island (İngiliz Adası) near Çeşme. Also, there are Sığacık Canyon, Telegraph Cape (Telegraf Burnu), Fisherman's Wreck (Balıkçı Batığı), Lego Hill Reef near Seferihisar; and Plane Wreck (Uçak Batığı), Pamucak Reef, SheelReef, Barbaros Banko, Airbus A-300 Plane Wreck, Ozan Reef are near Kusadası. Lastly, near Didim are the 3rd Bay Reef, Akademi Reef, Çamlık Reef, and Panayır Island.

It is aimed to enrich our city in terms of faith (religious), gastronomy and other tourism types with the projects based in the central Kemeraltı Bazaar in order to turn the historical center of İzmir into a center of attraction. Kemeraltı, the heart of İzmir, is becoming an attractive destination for passengers arriving by cruise ships or yachts with its Agora, historical synagogues and mosques, restaurants representing the rich Turkish cuisine. In the pandemic period, we realized once again what traveling and discovering add to us, and what is missing from our lives without tourism.

With the longing for a world where all wars, especially that against Ukraine, come to an end and friendship between countries develops thanks to tourism, which is a cultural feast, we wish a lovely new tourism season.

(Chamber of Shipping İzmir Branch)

KARADENİZ EREĞLİ

AMASRA IS AN IMPORTANT PORT OF CALL AND SUPPLY



İRFAN ERDEM

CHAIRMAN OF IMEAK CHAMBER OF SHIPPING, KARADENİZ EREĞLİ BRANCH

As the West Black Sea branch of IMEAK Chamber of Shipping (Karadeniz Ereğli Branch) our area of responsibility covers the 280 km long coastal line and the provinces of Zonguldak, Bartın, Karabük, Düzce and Sakarya.

Black Sea Region contains a significant potential of nature, culture, plateau and sea tourism with its landscape where sea and nature are intertwined, secluded bays, untouched nature and many more touristic attractions. With its surface area which is covered 63% with forests and shrubbery, it contains a lot of values suitable for nature tourism that may also contribute to the regional development. Natural park in Küre Mountains and Yenice Forests are the most widely known ones among them. Besides nature tourism, the region is also suitable for culture – history – congress

and coastal tourism. Safranbolu which is granted the title of “World inheritance city” by UNESCO and Amasra Castle which is included into the provisional list of World Inheritance both have a brand value in tourism. The touristic importance of the region has increased in the recent years as a result of the investments directed at industrial inheritance elements and nature tourism.

Amasra port which is announced to be a permanent sea border crossing open to international entrance and exist in Black Sea has a potential to be an important port of call for cruise ships and yachts with national and foreign flags.

The port has a 240 meter long dock, water depth changing between 6 and 15 meters and a width of nearly 20 meters. ISPS Code is applied at the port.

The port provided service to nearly fifty luxury yachts with foreign flag last year and is sufficiently qualified to meet all kinds of needs of the yacht owners.

NUMBER OF CRUISE TOURISTS EXPECTED TO INCREASE

Cruise ships sailing to Black Sea stops at Black Sea ports after visiting Athens and Istanbul. The number of cruise ships and cruise tourists is expected to increase all over Black Sea, particularly West Black Sea region in the upcoming period along with taking Galata Port into service.

Bookings in Amasra Port already began for this year and the number of bookings made by cruise ships for the year 2022 already reached 12.

Many sail yachts and motor yachts come to the region thanks to Black Sea yacht rallies organized every year.

28 yachts with foreign flags are planned to navigate in the West Black Sea coasts during the Rally ‘DADD Denizlerdeyiz’, organized by Amateur Seamen’ Association. Karadeniz Ereğli, a district of Zonguldak in the West Black Sea region have a location and infrastructure suitable for services such as marine operation, boat land park, supply services for yachts, maintenance and repair thanks to its proximity to Istanbul.

Boat tours for about 3-4 hours are made in Akçakoca and Amasra and short tours are made inside the port in Karadeniz Ereğli. There is an intensive interest for one-day boat tours but sea tourism vehicles of higher quality are needed.

There are diving spots through which underwater diving activities may be carried out by various groups for sportive or touristic purposes. Seeing, taking the photos and filming of the flora, fauna and architectural assets of the underwater world and sportive fishing are the main attractions for tourists.



WRECKAGE OF GERMAN U20 SUBMARINE

U20, which was one of the 6 pieces of U-boat type submarines sent by the Germany Navy to Black Sea during World War 2 was sank by its own crew on September 10, 1944 at night in order

silently in our coasts are among our most valuable cultural assets.

There is a Sail Specialization Club established for popularizing the sailing sport and offers training in various branches including optimism, laser and surf. It is possible to practice water



to prevent the capture of military secrets by the enemy forces. The location of U-20, which was a member of the 30th fleet and known to be one of the lost U-submarines of the Germany Navy for more than half a century, was identified during a navy manouvre made by the Turkish Marine Forces in 1994. Today, fans of underwater sports interested in diving activities feel themselves "in a living history" during their diving in the Turkish coasts. Shipwrecks lying

sports in many locations of Sakarya, particularly Sapanca Lake and for that reason many sport fans come to Sapanca in the summer for experiencing this natural beauty and doing sport.

Today, it is possible to do water sports including waterski, sailing, paddleboarding, wakeboard, knee board, catamaran, canoeing, and, depending on the weather conditions, wind surf and other sports by hiring other sea vehicles

at the lake shore. There is a tour boat named Pusula Katamaran operated by Akçakoca municipality in order to revive sea tourism. One may have a tour along a coastal line of 35 km with this tour boat serving to nearly 300 people. It also serves as a restaurant and cafe. Located inside Karadeniz Ereğli Port, 5 one-day tour boats offer tours to tourists and local people along the coastal line. Boat tours from Amasra depart from the Big Port Dock and make a tour of 45 minutes to the Small Port, offering the opportunity to watch Tavşan and Boztepe islands during the tour. Bartın Port provided service to nearly 50 luxury yachts with foreign flags last year. The port is qualified to meet all kinds of needs of the yacht owners.

FISHING

Drive-in fishing, bot trawl fishing, midwater fishing, seine fishing and periwinkle fishing is a common type of fishing in our region. Summer fishing is made with overnight net beginning from the end of fishing season on April, 15.

The fish species most commonly caught are valonia, anchovy, small bluefish, saurel, haddock, horse-mackarel, haddock and red mullet. Karadeniz Ereğli is the center of fishing in West Black Sea region and there are 16 trawl boats and 70 drive-in boats in the fishing port and 200 people who make a living by fishing here.

There are cold storage depots for 100,000 fish boxes in the region. A total amount of 14,000 tons of fish was caught in 2021 with 10,000 tons of bait fish and 4,000 tons of box fish, respectively. The total number of trawl boats in the Western Black Sea Region is 60, including 16 in Karadeniz Ereğli, 20 in Melenagzı, 3 in Akçakoca, 15 in Karasu and 6 in Amasra. There are 180 pensioners in Karadeniz Ereğli, 100 in Akçakoca and 75 in Alaplı who were retired from the enterprises in the region, do handline fishing with their own boats and catch fish for their own consumption.

(Chamber of Shipping Karadeniz Ereğli Branch)

KOCAELİ

KOCAELİ REACHES ITS TOURISM GOALS



VEDAT DOĞUSEL

CHAIRMAN OF İMEAK TURKISH CHAMBER OF SHIPPING (DTO) KOCAELİ BRANCH

Kocaeli is one of the most important industrial cities in our country. Besides being a natural port, there are 35 ports and piers in the Gulf of İzmit (Kocaeli). Kocaeli's contribution to the Turkish manufacturing industry is 13 percent and approximately 18 percent of Turkey's foreign trade is from Kocaeli. Certainly, these figures have put a lot of emphasis on the industrial identity of our city.

However, Kocaeli is a tourist destination in terms of its geographical structure, location, and historical features. Our city has a rich infrastructure and potential in terms of nature, culture, history, sea, health, winter, and sports tourism. Once one of the most important residential areas in the Roman, Byzantine and Ottoman Empires, the city now incorporates large historical heritage

sites. With its coasts that stretch along the Black Sea and the Sea of Marmara, as well as its proximity to Istanbul, its forests, and mountains, Kocaeli is a city



that is highly crucial for tourism. Kocaeli also welcomes visitors to our city for business purposes as it hosts many national and international industrial, trade and service organizations.

Major moves have been made in recent years toward promoting Kocaeli's identity as a destination for tourism. While our beaches in Kandira and Karamürsel are outfitted with blue flags, the sea has also been cleaned up and our marine diversity has increased every year. Thanks to the efforts of our entrepreneurs, our city was filled with five-star hotels, further strengthening the claim of being a tourism city.

Undoubtedly, it is a fact that Kocaeli is not an Aegean or Mediterranean city, but located in the Marmara region, the sea quality is not like the Aegean and Mediterranean sea, and it is known as an industrial city, and therefore tourist activities such as blue voyage, yacht rental, and cruise tourism are not really possible in the region, but only sea rafting and yacht and boat trips can be made at a very limited level.

BOTH INDUSTRY AND TOURISM STAND OUT IN KOCAELİ

We have great expectations to make our city a tourism city in 2022 and



in the coming years. We believe that the tourism workshop organized by the Kocaeli Metropolitan Municipality, on the one hand, and the steps taken afterward, on the other hand, will yield significant results in the promotion of Kocaeli's tourism-oriented areas, first in Turkey and then throughout the world,

sports and skiing, healthcare, industry, business, congress, fair, gastronomy, local values and, of course, sea...

No doubt, we need to reveal the tourism activities that are being carried out actively in Kocaeli. We see that underwater diving tourism is

Kocaeli. When it comes to underwater diving, parasailing, and handling fishing, there are cable water skiing, wakeboarding, barefooting activities for both professionals and beginners in various areas of Kocaeli. Lake Sapanca and the small lakes on Kartepe along with the Kandira coasts are among the areas where handline fishing is possible as a sporting activity. The Gulf of İzmit is favorable for sailing sports. These sports are all held in Kocaeli. Opening a separate bracket for fishing, Kocaeli is one of the top fishing activity cities in the Marmara Region. In this sense, Kocaeli meets the fish needs of both the region and neighboring provinces. All fish are recorded through the process conducted by the Fisheries Cooperatives and Regional Society. On the city's 129.7km Marmara, the 52km Black Sea coast there are numerous fishing shelters, harboring zones, and boatyards. To summarize, even though Kocaeli has been distinguished by her industrial identity, the city has also been moving closer to the goal of becoming a tourism city through tourism activities.

(Chamber of Shipping Kocaeli Branch)



under the "Kocaeli Brand." We believe that the following topics should stand out in Kocaeli in terms of tourism: Nature and ecotourism, culture, history, belief,

predominantly performed in Kandira, and at a certain level in Karamürsel. On the other hand, we are also happy that diving clubs are actively operational in

MARMARIS

HEART OF DIVING TOURISM BEATS IN MARMARIS



HALİL BAĞLI

CHAIRMAN OF IMEAK TURKISH CHAMBER OF SHIPPING (DTO) MARMARIS BRANCH

Forest fires that took place in the Marmaris Region this last season have, unfortunately, caused serious damage to the natural life and habitat of our area. The 2022 summer is critical for the accommodation industry and sea tourism in our region for the revival of

the most significant contribution to Turkish tourism revenues is expected to come from sea tourism and the Aegean coasts. When it comes to Marmaris, the first thing that comes to mind is its magnificent blue sea. Our beautiful bays and the unparalleled blue



the Marmaris peninsula and for healing the wounds caused by the pandemic and fire disasters. I believe that the Pandemic is coming to an end in terms of its effects on our country and on the world, and we are now entering the process of normalization. Our region will continue to be a magnet for tourism, one of the country's most important sources of revenue. In this context,

of these bays dazzle its visitors. Our region occupies a prominent role in sea tourism activities. In this context, sea tourism has a fairly rich operating space, including blue voyage, day-to-day boat tours, yacht rental services, marinade activities, yacht manufacturing and maintenance, underwater and above-water sports. Thanks our clear water and the diversity of the anchoring zones,

the blue voyage becomes much more attractive. At the same time, our unique schooners manufactured in the region are of interest to both our local and international guests.

HIGH OCCUPANCY RATES IN BLUE VOYAGE

With the belief that the pandemic would make things even safer and more crowded, there has been a significant surge in demand for blue voyage tours from domestic tourists in the last two years, and our blue voyage boats have been quite busy throughout this time. And for the 2022 summer, due to COVID-19's losing effect, the current demand and the addition of foreign visitors ensured a high rate of occupancy in blue voyage tours. While the occupancy rate was around 85% in the yacht charter sector before the world economic conditions and the Russia-Ukraine war, it is estimated that these figures will fall to around 10-20 percents, as some Russian customers will face flight-related problems. As a result of the prolonged war period, the drop in the yacht rental industry is expected to bring about a rise once the ceasefire has been established.

The region also stands out in terms of diving tourism, water sports, and day-boat tours. There are approximately 52 semi-diving points with our unique underwater resources in terms of diving tourism. In recent years, the concept of "Diving Tourism" has emerged as a brand new area of tourism throughout the world. Diving tourism is of interest to domestic and foreign guests in the Marmaris region. In our district, daily boat tours are organized on different types of yachts and boats with various capacities. Tour trips are organized and promoted in the beautiful paradise bays of our region.

(Chamber of Shipping Marmaris Branch)



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INTERNATIONAL FAIR ORGANIZATIONS: AN IMPORTANT INSTRUMENT FOR EXPORTERS



***BAŞARAN BAYRAK**

Marketing and promotion activities are as crucial for companies as the quality of production and service in today's commercial life.

International fair organizations are also the most essential tool in this industry for businesses that sell their goods and services internationally.

The Posidonia Fair, too, stands out as a successful organization for companies operating in the shipping sector in Athens/ Greece every two years since 1969, which has solid foundations and is visited not only by regional companies but by professionals from around the world.

The exhibition, which could not be held due to the outbreak emerged in 2020, will take place again next June, after a break of 4 years. At the exhibition, which will also be heavily attended by the Turkish maritime industry, new build, repair-maintenance shipyards, side-industry companies as well as dozens of Turkish companies providing provisions and technical services to ships will be attending as participants and hundreds of professionals will be attending as visitors.

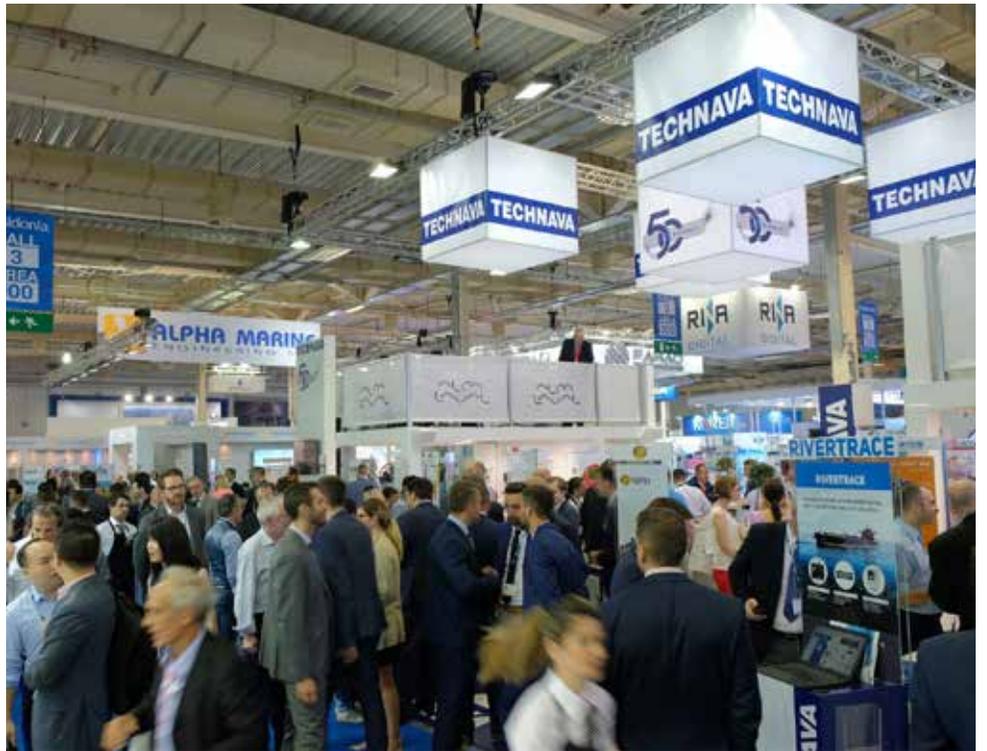


I HOPE EXHIBITIONS TO BE A BEGINNING FOR NEW SUCCESS STORIES

Within the context of the exhibition, as in many of the international maritime fairs, it is planned to effectively promote the sector and companies with the Turkish

Exporters' Association (GYHİB) - Turkish Shipbuilding Association (GISBİR).

I hope that the Posidonia 2022 will provide a head start to new success stories for Turkish exhibitors, and wish our country organizes fairs on a larger scale in



national participation organized by the Ship Yacht and Services Exporters' Association, and to bring international guests together with the Turkish shipping sector with the reception to be held by the Turkish Chamber of Shipping (DTO) - Ship, Yacht and Services

the near future with the contribution of all the industry stakeholders.

** BOARD MEMBER AND EXHIBITIONS COMMITTEE CHAIR OF THE TURKISH CHAMBER OF SHIPPING (DTO) – VICE CHAIRMAN OF TURKEY EXPORTERS ASSEMBLY (TİM)*

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Turkish Shipbuilding Industry – Challenges of the Industry Towards Zero Emission and Digitalization and Environmental Requirements

The Ship and Yacht Exporters Association of Turkey managed to reach the highest export amount in the history of the Association with an export of 1 billion 626 million dollars in 2021.



*MURAT KIRAN

Turkish Shipbuilders' Association (GISBIR) is one of the oldest non-governmental organizations in Turkey and have been established in 1971 to represent the Turkish shipbuilding sector.

Over the course of nearly 50 years, the association has grown to represent almost 100 active members and has to act “as a bridge between the yards and the relevant authorities” fostering a spirit of cooperation.

GISBIR is a member of the Shipyards & Maritime Equipment Association (SEA Europe) which represents European OEMs and civil/naval shipbuilders, as well as the Active Shipbuilding Experts' Federation (ASEF) an NGO committed to the promotion and future development of maritime safety and security. Murat Kiran, the president of Turkish Shipbuilders' Association, tells that “As the only



association in the world that is a member of both roof organisations, we also managed to move our ASEF membership to council status in a few years. The Turkish shipbuilding industry has become one of the most important area in Europe. With roughly 90% of Turkish newbuilds comprising exports, certain international sectors have become increasingly frequent “buyers” for ships and boats which are built in Turkish shipyards. ”

Successful Projects from Turkish Shipbuilding Industry

Turkish Shipbuilding Industry successfully delivered high-tech, innovative low carbon/zero emission tugs, ferries, fishing vessels; naval ships and special purpose vessels, such as offshore support vessels, powerships and hybrid battery/LNG/ powered vessels. I am proud to mention

that some of these projects are the World's Firsts. Furthermore, Turkey is the third biggest builder of yachts worldwide.

“International Maritime Organisation (IMO) sets definite targets for emission reduction which will enforce stakeholders to greener advanced technologies. Also EU Green Deal approach will accelerate to invent available technologies to decarbonize maritime industry. “All-electric” is a sharp enabling technology for emission reduction that we have today for short sea shipping compared to the other alternatives like LNG or Hybrid and we expect it to be preferred more broadly in the future.

Also hydrogen, methanol and other fuels are evaluated as alternative fuels. We may say that our shipyards will always seek for



the new technologies for environmental issues”, he confirms.

“Repair and maintenance have been supplemented by an upsurge in retrofit projects, as a growing number of European vessel owners seek to ensure that their fleets comply with IMO and EU requirements on emissions and ballast water. With 33 floating docks and 11 dry docks in Turkey, we provide an excellent infrastructure for repair, maintenance and retrofit work. Turkish yards have made a major breakthrough within the framework of environmental awareness and IMO/EU requirements and have carried out more than 350 ballast water treatment, 150 scrubber installations so far.”

Safe Shipyards with Technology Based Trainings – Digital platform for 15,000 Shipyard Employees

Murat Kiran also reveals that; “As I mentioned before, our industry is one of the key stakeholder of maritime industry and innovation is a hot topic for us. Currently, as Turkish Shipbuilders’ Association (GISBİR), we have two European Union projects; one of them is “Safe Shipyards with Technology Based Trainings”.

This project is being implemented under the component Development of The Occupational Health and Safety (IOHS) Grant Program. The grant program is funded by the Republic of Turkey, Ministry

of Family, Labour and Social Services, and the European Union.

Safe Shipyards with Technology-Based Trainings Project, developed with an innovative, technology-based learning model such as virtual reality and e-learning, was created for occupational health and safety in the shipbuilding industry. Within the scope of the project, activities will be carried out for 18 months and digital platform for OHS (Occupational Health and Safety) modules will be accessible for 15,000 shipyard employees. Among the activities to be held, there will be study visits abroad, OHS commission activities, the establishment of OHS Laboratory, impact assessment report, pilot implementation activities. The goal of the project is to shape the future and to pioneer innovation among all industries.

Resurgam Project: Robotic Survey, Repair & Agile Manufacture – Excellent Consortium for Innovative Production in Shipyards

Our other EU project is RESURGAM (robotic survey, repair & agile manufacture), which proposes to leverage recent ground-breaking developments in Friction Stir Welding (FSW). Project was launched on February, 2021, this multi-disciplinary consortium representing shipbuilding and maintenance stakeholders (ACLUNAGA, NED-Project, AISTER, GISBİR, EWF), research

organizations with specialist expertise in the relevant fields (TWI, University of Limerick, University of Lancaster Joining 4 Innovation Centre (J4IC), TU Delft) and specialist industrial SMEs able to provide rapid development of prototype hardware (Forth Engineering, STIRWELD, ESI, E6)

For 36 months, across 9 countries (Belgium; Netherlands; United Kingdom; Ireland; Turkey; Cyprus; Spain; France and Poland) the project will be able to increase competitiveness and growth within the European market, particularly in international sectors, reinforcing and growing European employment and the necessary skills development for the successful uptake of innovative production processes and technologies. Many of the challenges faced by small - and medium - sized EU shipyards can be addressed by improving their productivity when fabricating new, high-technology vessels, increasing their access to the specialist repair and maintenance market.

A recent breakthrough in the tooling material research available for FSW now shows potential to enable this process for welding of steel structures with consistency. Traditionally, it has only been possible to use FSW in aluminum, so the advances in the field represent a huge opportunity to improve the productivity of shipyards.”

“We are of the opinion that the results of this project with a budget of 6.5 million Euros can provide significant contributions to the sector in terms of both environmentally-friendly production and production efficiency,” he believes.

Murat Kiran adds finally; “We think that our industry will continue to develop new challenging projects every year, and that production and employment rates will increase as well. Changing rules, increasing public sensitivity towards the environment and developments in the field of digitalisation are also closely related to the shipbuilding industry.”

** CHAIRMAN OF GİSBİR (TURKISH SHIPBUILDERS ASSOCIATION)*

Challenging times and interesting times!

The length of the coasts of Turkey is 8,333 km, excluding the islands. Aegean Sea and Mediterranean Sea where marine tourism and water sports have an intensive presence have a coastal length of 2,805 and 1,577 km, respectively.



***LUCY PAVLOVA**

As the world goes through crisis upon crisis upon crisis in the new Covid era, and we try lessen its effect on speed and cost, as well as provide best support to seafarers on the people's claims front, we now have to add the further crisis involving two of the five biggest seafarers supply nations – Russia and Ukraine. Can it be more challenging! Kalimbassieris Maritime, although set up in 1979, actively handles people's claims from 1996 and as correspondents in Greece, Turkey, Romania, Bulgaria, Egypt and Cyprus we do see both the uniqueness as well as similarities in those countries so are able provide quicker and reliable assessments on the "what, where, when and how".

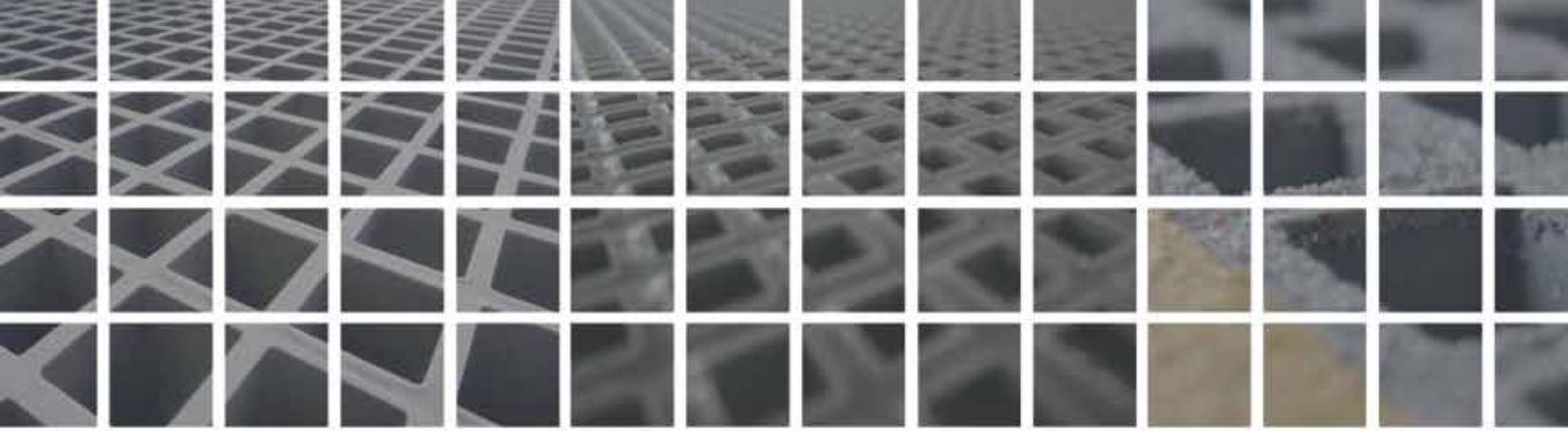
But I often get asked what the job of a correspondent handling people's claims is. When in light conversation, I would say it is a well versed local person whom a Master, shipowner or club can call at 2 am with a notice of an injured or ill seafarer and expect that the correspondent can be relied upon to assure that the seafarer gets immediate medical attention whilst vessel be spared overzealous investigation as it does happen in some jurisdiction. That, and of course all the nitty gritty of monitoring costs, discouraging litigious behaviour, talking to Embassies etc. The bulk of the work will indeed concern ill or injured seafarers, but regrettably there

will be few fatalities as well where we are tasked with repatriating coffins and assisting the families of the deceased right through to the settlements of death compensations, as well as stowaway cases, and occasionally assisting following on recovery following piracy attacks. It is a stressful job by design. No ship or seafarer chooses to be in trouble to begin with, let alone chose the right time and exclude AOH and public holidays! But on a best case scenario, the ill and injured will recover or be well fit to be repatriated to their home country without any risks. And then come the new challenges with repatriating Russians and Ukrainians for there are very little flight options to Russia and none to Ukraine, nor are there many Ukrainian seafarers wishing to return to Ukraine for all too obvious reasons. Europe is united in its compassion for the predicament of Ukrainian refugees though administrations universally struggle to keep up with the numbers and increasing needs.

We all follow the news and this comment is made to provide the background for handling other type of cases – those involving stowaways. For every shipowner and crew a stowaway onboard is a very unpleasant and costly experience. Many countries, if not all, would prefer to avoid handling stowaways and why shouldn't they? Undocumented passengers burden the administration and there are big risks of burdening public purse if stowaways are repeat offenders unwilling to cooperate, thus sabotaging the possibility of a repatriation. A simple shipowner's or a club letter of guaranteeing costs is not good enough. During Covid, in 2020 and 2021, we have managed to disembark stowaways on 5 occasions – three times in Greece and in Egypt and Bulgaria respectively. We are noting how with every next attempt the rules become stricter. And the current reality with Ukrainian refugees, is certain to give a further negative effect on prospects. Yet

we are motivated by the successes like the repatriation of Guinean stowaways on a chartered plane from Egypt during Covid and closed airports in both Egypt and Guinea. Our team did not have many hours to sleep for nearly a straight week in the summer of 2020 and we unlikely to forget that case. Not to mention we don't normally rise up on a Tuesday morning with the thought "Let me check what it takes to charter a plane to Guinea" and then look on to find officials in respective Ministries of Internal Affairs and Foreign affairs to assure all permits for stowaways and all fly-over permits for the actual plane. Or another stowaway case of a Guinean pretending to be from Mali who was repatriated from Bulgaria after issuance of a laissez-passer from the Guinean Embassy in Turkey. It required a lot of Sherlock Holmes type work and close cooperation with the Embassy of Guinea to enlist them to interview regardless of the fact the stowaway was claiming to be from another country. Add to that, we had to "import" the escorts too as Bulgaria is no route for stowaways and when there is no demand for the service, there is no service! Not too long ago there was also this ship in Turkey with 37 people onboard, out of which 35 with Covid and 33 requiring hospitalization. It was an absolute havoc having to arrange hospitalization splitting people between hospitals as there is no such spare capacity and controlling the costs for ambulances, regular and ICU wards, hotels for isolation, medics to visit hotels for a follow up etc etc. Great testament to the ability and stamina to the colleagues in Turkey. We are all looking forward to Posidonia this year and no doubt the discussions on current issues facing the industry will bring many a professional together and present opportunities to strengthen existing friendships and make new ones!

** FICKLING, HEAD OF PEOPLE'S CLAIMS DEPARTMENT AT KALIMBASSIERIS MARITIME*



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CEM MELİKOĞLU

TÜRK LOYDU – CHAIRMAN OF THE BOARD OF DIRECTORS

It is the 60th Anniversary of Türk Loydu, our pride, and it has been a pleasant period under your leadership. What can you say about the current status of Türk Loydu and your feelings regarding its 60th Anniversary?

It is a great honor to sit on this chair as a Marine Engineer in the 60th Anniversary of Türk Loydu. I imagine this position as the peak of the career of a Marine Engineer. We are very happy and very honored, we have put in a great deal of effort. First of all, we would like to thank the Chamber of Marine Engineers, our esteemed founders who created this institution out of nothing.

It is because of their efforts that Türk Loydu exists today. Anyone can learn about the great battles they have endured

by reading the book Türk Loydu Seyir Defteri (Deck Log).

The start of establishing the Türk Loydu Foundation was given in 1962, at the first general assembly held on 27-28 February. There are a lot of important names who contributed to the success of Türk Loydu. Off the top of my head, such as Zeyyat Parlar, Sadullah Bigat, Kemal Kafalı, Mesut Savcı, Kadir Sakman, Teoman Özalp.

Also my dear esteemed Marine Engineers, whom I respect a lot, my teachers, more correctly, those who I had the chance to experience the honor of being their student. These names provided great effort and contributions to many achievements of Türk Loydu.

“

Türk Loydu, which was founded by Marine Engineers on February 27, 1962 in a small room in Galata Passenger Hall, is celebrating its 60th Anniversary. We talked to Cem Melikoğlu, the Chairman of the Board of Directors of Türk Loydu Foundation which is continuing to serve as a classification and conformity assessment institution with firms and representation offices in 7 different countries, about the pride of 60th Anniversary years, their ongoing projects and goals.

”

So what are the achievements during your period of leadership?

We held a strategy meeting when we first came to Türk Loydu. We asked questions such as what are our strengths and weaknesses, what can we improve about ourselves, and evaluated the condition together with the team of Türk Loydu, we conducted a swot analysis. Then, we laid out different long-term strategies for ourselves in the field of marine and industry. We decided that we must be better in the field of defense industries.

It is because we were doing fine in this field and achieved great successes in shipping. For example, TCG Anadolu... it was known as an aircraft carrier when we held a signing ceremony for it and started its construction. In time, it evolved

into a more functional AMPHIBIOUS assault vessel on which AUAVs (Armed Unmanned Aerial Vehicles) can land and take off from. They will start to be used soon. It is a vessel that can become the pride of Turkey. It is magnificent that Türk Loydu is included in this, it is a great honor. Additionally, we became the vice chairman and then the chairman of Naval Ship Classification Association (NSCA). We took an active role in NSCA and International Naval Safety Association (INSA) and became committee members. We are proud of such achievements.

All of these are the results of the works we have conducted to strengthen Türk Loydu in the international arena. Therefore, we are taking important steps in the field of defense industries. We become stronger each passing day. Turkey has started to export its products and services in defense industries now. This makes us very proud. We are one of the sectors that benefit from this the most. With each ship sold, Türk Loydu also sells its services. Intellectual properties are the most value-added products. Companies receiving certification from Türk Loydu for their products started to sell and export their products in the maritime side industry. When products are sold under the umbrella of the defense industries, they become more profitable and have higher added values. These are important achievements both for Turkey and us. Therefore, the strategy we adopted for the defense industry was the right and the most suitable one, today we can see that better. Our second goal was to increase the reputation of Türk Loydu. We had the goal of becoming a member of IACS (International Association of Class Societies). We are taking solid steps toward that goal. For example, we became the only classification institution, except IACS, to receive the approval of IMO (International Maritime Organization). In the past, they used only IACS when talking about classification societies such as ours in IMO. Now, the phrase 'IACS plus Türk Loydu' has entered the literature of IMO. We are very proud of this achievement. In addition, we continue to work toward our goal regarding IACS

but it is not an easy process, IACS is a group that has a large global market. They own 98% of the global ship classification industry. Therefore, they do not want to share this market with anyone else. But we want to become a part of them. We are overcoming obstacles one by one.

It is our last audit year for IACS. We will pass through 18 different audits throughout the year. We successfully completed all the audits up until now. In fact, we planned these audits 3 years ago, but they had to be postponed because of the pandemic. We had no audits for 2 consecutive years. When the audit process is started, you need to complete all the audits in the same year. Therefore, all audits were postponed to 2022. This year, we would like to complete all audits and see what will happen. If we become a member of IACS, we will have new adventures and we are prepared for them. The work is not complete with your membership of IACS. You need to open new branches all around the world, equip them with suitable structures and employ new personnel accordingly. These works require long-term strategical planning. We also have separate strategies for such works. If we are not accepted to IACS as a member, that is okay, too. We have created road maps to carry Türk Loydu to the top. Right now, we are moving on the path we chose. It is not possible to prevent Türk Loydu from rising to the top. In recent years, Türk Loydu takes everyone's attention with its performance, its number of personnel, and profitability. They want to know about our secret for this success story. However, there is only one secret: work, work, and work even harder. We provide a great deal of effort together with our personnel. We are working on how we can do things, and how we can improve our services. Working always leads to better results. Therefore, we expect this rhythm to continue.

Do you have other strategic goals?

One of our other strategic goals is to become a regional leader in industrial services. We want to take part in strategic activities which will be beneficial for

Turkey. In this regard, two important topics are on our agenda. The first one is railway systems. To be honest, the railway system of Turkey is somewhat poor and is not wide enough. While countries all over the world were developing their railway systems and increasing their means of transportation, Turkey, under the influence of the Marshall Plan, focused only on its highways and could not develop its railways. There were some initiatives, but they were not successful and were quite limited. Turkey, with its new development plan, aims to develop its railway systems. Accordingly, we started to work to see "if we can contribute" to this topic. In recent years, Turkey had some great initiatives regarding metros and railways. We would like to take part in these fields. This is a process and we have yet to achieve our goals, but we continue to work. The other one is energy. Turkey is a developing country. And energy needs of developing countries increase as well. The energy provided from its own sources is not enough for Turkey. We are using imported energy. Even though our country is trying to meet its energy needs from wind energy, natural gas, and crude oil, we have limited resources. The best electricity production method in such circumstances is, like in many European countries, nuclear energy.

Turkey started the construction of a nuclear power plant in Akkuyu. We wanted to be a part of this effort and increase our experiences. Akkuyu Nuclear Power Plant is being constructed by foreigners and really high amounts are being paid. It is fully dependent on foreigners. This is normal for the first plant, it is a learning process but we need to increase our experiences for the second plant. Accordingly, as an organization offering surveillance, control, and conformity assessment services, we were planning to provide these services in this field 7 years ago. Today, we are proud of where we are. Because we are the only national organization of Turkey, experienced in control and assessment in the field of nuclear. We are already providing significant services for Akkuyu Plant. After this power plant is completed,

we will be set for the second and third plants. Türk Loydu is a corporation worthy of Turkey. I believe we will continue doing great works. We are taking great steps in the field of industry. Instead of operating in the fields with low-profit ratios with fierce competition, I wish to provide the services Turkey needs and enables us to move forwards in terms of technology. Especially in the field of industry. We are planning our strategies accordingly.

Can you elaborate on your position regarding employment and education?

With regard to employment; we had approximately 100 employees in 2015, and we now have more than 200. Specialists working on the field are not included in this number. We are outsourcing experts as we require. That way, we do not have to constantly employ them in a project. We call them as we need them. They are a part of our family, as well, and we raised them, too. They numbers are high, too.

The export of Turkey is also important for us. We are trying initiatives to see what we can do about support and incentives, especially regarding export. We also have close ties with Ankara. The classification and certification prices are now under the scope of incentives. You can receive incentives from the Ministry of Industry and Commerce up to 50% concerning certification works conducted for export. Of course, there are bureaucratic processes for that. Since they are labor intensive, smaller businesses are not keen on this. But these mechanisms can be used without any problems when the business gets bigger. Finally, we established a school in Turkey which has no other examples all around the globe. Prof. Dr. Hakan Akyıldız, one of our Board Member, put great effort into this issue. I would like to thank him personally. We accomplished this with the support of Istanbul Technical University. As of now, students studying in the engineering departments of Istanbul Technical University can receive training for surveyorship as a minor field before they graduate and can graduate with two diplomas. It was a great benefit to

have our experienced personnel provides training. In the past, when we outsourced surveyors, we had to train them for two years, now we will have licensed surveyors. Therefore, we will have a great advantage regarding time. In fact, Turkey will have a great advantage. Maybe other classification societies will stop using Türk Loydu as a school and employ licensed surveyors who graduated from schools. Therefore, I believe, we will provide new opportunities and new horizons for our young engineer fellows.

Do you plan other projects other than nuclear energy?

Personally, I am very interested in innovative topics in the maritime industry. I try to approach things as “How can it be done more efficiently and more innovatively by deviating from the norm and the standard? Similarly, while I was graduating from the university, all my friends were preparing their thesis on ship design while I prepared mine on ship transport with electromagnetic power. My professor was Ali İhsan Aldoğan, a great professor, may his soul rest in peace. It took a great deal of effort to convince him for this project, this idea was created after I read an article by a scientist named Prof. Dr. Yoshiro Saji from the University of Tokyo in Japan, in a journal. After that, we started to exchange letters. I completed my project by working on it with the articles, letters I received from him, together with Prof. Ali İhsan. For example, one of the projects that influenced me the most in Tuzla was electrical vessels constructed by Karadeniz Holding. They modified all vessels and turned them into some kind of electrical plant powered by on fuel oil. Of course, being in the energy industry for many years was also a factor in my interest in this subject. When you know how powerful the energy is and how can it be utilized for the power games of countries, you have an informed idea about the issue. These fuel oil plants disturbed the energy plans in Africa. Because, when you take this ship and put it to a place, it provides energy there. When there is energy, there is also technology. As technology develops, it requires more energy and that country

starts to develop itself. Karadeniz Holding started with a single ship and they are now in two-digit numbers. If I remember correctly, they were having a hard time keeping up with the orders. My dream is, after getting sufficient experience and knowledge about nuclear energy, to construct nuclear versions of these energy vessels. Canada constructed mini nuclear energy plants. They install a nuclear plant in the shape of a single pole in a village of 30 houses only. It requires minimal space and the nuclear pole placed there can meet the energy needs of that village for 20 or maybe 30 years. Of course, these processes require significant attention. They are not impossible. The most important need here is cooling. Since you are on top of the sea, you have an endless cooling source. You do not pollute the air. On the other hand, when you use fuel oil, you pollute the air a great deal and there is also the problem of transportation. There is no air pollution in this regard. If you prepare the rules that will serve as a foundation of suitable safety measures and structural conditions, it is not impossible. There are various examples all around the world, why not have them in Turkey? It can serve as a practical and swift energy source for our energy needs in chaotic conditions, such as earthquake aftermaths. It is a nice thought, but it is not a one-man job. It requires cooperation with the government concerning strategic moves.

Finally, what kind of message would you like to give?

Türk Loydu is on a good track and it will get better. I wish and intend to work in cooperation with my colleagues, especially marine engineers. Because the growth of Türk Loydu means plenty of new jobs and new horizons. We need to broaden our horizons and our minds to innovation. With the light of the knowledge and logic, we would be able to move forward with love. Environments with tension gives damage to people. I see these fights as friction energy, lost energy benefiting no one. Let's come together and move together. Let's carry Türk Loydu to a higher place it deserves in maritime society.



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Turkey's Ship And Yacht Exports Break New Record Year-On-Year

The Ship and Yacht Exporters Association of Turkey managed to reach the highest export amount in the history of the Association with an export of 1 billion 626 million dollars in 2021.



***CEM SEVEN**

Turkey's exports of ships and boats have increased regularly in recent years, setting new records every year. Cem Seven, Chairman of the Board of the Ship and Yacht Exporters Association of Turkey, which has undertaken the Turkish participation in the Posidonia Fair, has made the following evaluations: "There are 84 shipyards in Turkey and over 1,000 side industry firms operating in the ship and yachts services industries. Most of the ships and yachts produced in the shipyards are built for export purposes. Turkish shipyards are today among the major world production centers with many types of ships and yachts.

Exports of "Fishing Vessels" constitute \$ 509 million of the sector's exports, which amounted to \$1.62 billion in 2021. In this group of products, where the world-wide annual market is around \$1.5 billion, Turkey is the world's largest exporter country. Most of the fishing vessel exports are also made to Northern European countries, especially Norway.

In these countries, environmentalism and compliance to international standards are at the forefront of the requirements; therefore, they prefer Turkey for the construction of fishing vessels, which is an important reference for Turkish shipyards.

Another product group where Turkey has become a global brand is the tugboats. Companies that manufacture tugboats in Turkey export an average of \$150 million worth of tugboats to every region of the world every year. Considering that tugboat exports from free zones are not included in these figures, it is possible to better understand Turkey's position in terms of tugboat exports. Turkey ranks in the top five among countries with the highest number of tugboat exports each year.

WE HAVE BECOME A VERY IMPORTANT CENTER IN MEGA YACHT BUILDING

Turkey is also one of the world's most important mega-yacht production centers. Turkey is especially preferred for motor yachts over 25 meters in length and has important brands recognized across the world. It now manufactures yachts that received many international awards. Many boats manufactured in Turkey are exhibited at international fairs held in Monaco and Cannes.

Turkish shipyards, which are specialized in the construction of custom-made ships and yachts with advanced technology and innovation, and open up to new markets every year, manufacture and export many of the "new" and the "best" boats that have not been built in the world before.

As a natural consequence of this situation, the exports made by the sector

continue to grow every year. In 2018, total exports amounting to 990 million dollars increased to 1.42 billion dollars in 2019, 1.38 billion dollars in 2020, and finally to 1.63 billion dollars in 2021, respectively.

This massive increase in sector exports continues throughout 2022 without a slowdown. As of the first 4 months of 2022, the total was \$477 million. Considering that this figure was 320 million dollars in the same period of 2021, which has been the highest export level to date, it is predicted that export levels will continue to rise in 2022.

It is important to note that the aforementioned export figures do not include warships manufactured and exported in Turkey, as well as repair and maintenance services. Turkish shipyards also carry out successful projects in repair and maintenance with fleet agreements signed with many European shipowner companies. Posidonia Fair is also an important event which is attended by many repair and maintenance shipyards operating in Turkey and many Turkish companies providing side industry equipment, lifesaving boats, or food services to ships.

As the Turkish Ship and Yacht Exporters Association, we are undertaking the Turkish national participation in the Posidonia Fair as well as many major international maritime fairs, and we will be hosting all domestic and foreign visitors in our national participation space to explain the power of the Turkish shipbuilding industry."

** CHAIRMAN OF THE BOARD OF DIRECTORS OF THE SHIP AND YACHT EXPORTERS ASSOCIATION OF TURKEY*



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ISTANBUL IS HEAVEN OF BUNKERING



***MUSTAFA MUHTAROĞLU**

This is not my word a shipowner told me this basis his long experiences with bunkering in İstanbul. Yes ISTANBUL is heaven of bunkering. Its strictly regulated and very much controlled bunker supply

hub resulting high quality reliable trouble free bunker industry in the region. Every single ton bunker fuels coming Turkey is tested by custom and approved on specs before going ships. In the meantime all refineries and oil storages are installed by MFM by law so no quantity problems in Turkey. All products coming Turkey are measured by MFM and bunker barges are loaded by MFM so that no quantity issues at all when bunkering in İstanbul.

Likewise, Turkey is also most favored destination for bunker industry for bunker events. After very successful IBIA Convention in 2019, ISTANBUL is again welcoming bunker industry professionals for IBIA bunker conference on 22.06.2022. Its actually like "a shipping week" in ISTANBUL by several

shipping events taking place same week including well attended ship brokers dinner. ISTANBUL is keeping its strong position as best bunkering port in the area supplying some 10.000 ships per year with average 2.5 mio product annually, by 65 bunker barges serving. Its known with trouble free bunker supplies without any quantity & quality problems.

İstanbul also is seriously working on future fuels for shipping, which will be discussed during IBIA İstanbul Bunker Conference on 22.06.2022, we invite all shipping and bunkering professional to join us for this wonderful event taking place in magnificent city of ISTANBUL.

**ASSEMBLY MEMBER, RESERVE BOARDMEMBER AND BUNKER COMMITTEE CHAIRMAN FOR TURKISH CHAMBER OF SHIPPING*

A GAME CHANGER IN AEGEAN SEA: ALIAGA BUNKERS ONLY HAS BEEN STARTED!



***MUSTAFA ASLAN**

Dear Colleagues in Maritime Sector; Sunny greetings from Greece Posidonia Shipping Fair 2022. After the two year period under the heavy impact of Coronavirus, we are all expecting to handle demand and queries hopefully which will be much more higher than the previous years. We as Asmira Bunker, are bunker suppliers in Aegean Coastline of Turkey which includes 22 marinas and

commercial ports. So within this aspect; I will try to state the latest picture in Turkish Aegean Bunkering Market. On the yacht fuel supply side of the Bunkering Industry in Turkish Aegean Coastline, the motivation is high due to the possibility for covering the losses of the previous years. For the last two years, the maritime border from Turkey to Greece was closed; so the maritime yacht traffic in Aegean waters was very poor which effected the demand on the fuel side as well. This year with the opening of the maritime border in between Turkey and Greece; the season seems more promising than the previous years.

On the commercial side of the Turkish Aegean Bunkering Industry, the latest and the most important news is the start of ALIAGA BUNKERS ONLY, by the beginning of 2022. Now, it is possible to offer bunker fuel to any transit sailing maritime vessel without any need for any call for the port. This new change created

a great impact in Aliaga Nemrut Bay, and switched Aliaga to a significant option as a bunker supply point in Aegean Sea. With the safe anchorage points and smooth official procedures, Aliaga Nemrut Bay started to collect good numbers of bunker supply nominations without any need for the port call. The standart processes for the new bunkers only operations have been written and approved this year by Turkish Ministry of Trade which also runs the customs in Turkey. So there is no grey area in the procedures of these supplies, which gives us the result of high client satisfaction and appreciation. You will be always more than welcome to replace any enquiry for your fuel needs of any transit sailing vessel; any vessel under cargo in Nemrut and/or any other Aegean port; or any cruising yacht which is sailing to Turkish Aegean waters. All the best from Sunny Greece!

**CEO OF ASMİRA GROUP / MEMBER OF FUEL SUPPLY COMMITTEE OF TURKISH CHAMBER OF SHIPPING*

TURKISH BUNKER MARKET: FAST, RELIABLE, DYNAMIC AND HIGH QUALITY



***UFUK ERİNÇ**

Not a day goes by that a new one is added to the shocking development we have been experiencing so far. The COVID-19 pandemic has disrupted global supply chains, combined with the influence of loose monetary policies, inflation has become a serious nuisance on a global scale. As if this was not enough, we are now experiencing the consequences of the Russia-Ukraine war. New challenges have emerged on a global scale due to the presence of Russia, one of the world's largest fossil fuel exporters, on one side and Ukraine, one of the world's most important agricultural exporters, on the other.

As for the marine fuels, the IMO's 0.5 percent worldwide sulfur limit, which went into effect in 2020, was predicted to produce issues owing to a lack of production capacity, as we observed in the first few months of the year. However, with the pandemic and the contraction in global demand, this has ceased to be a problem. Now, however, problems regarding fuel supply have resurfaced, which is consistent with both the reduction of the effects of the pandemic and Russia's, a critical exporter, being out of the game at most points.

When it comes to the local bunker market, Turkey's bunker market has been

growing for the previous 10-15 years. One of the factors of this growth is that it is located on the Far East-Black Sea trade route and is a vital transit country on this line with its expanding ports. In the same way, the bulk wheat, iron, oil and sunflower oils loaded from the Black Sea countries also constituted a trade both in terms of Turkey's needs and in terms of being stored, accumulated, and sent to other countries in Turkey. However, in the last case, it is felt that the war will not end immediately and mutual tensions will continue for a certain period since this is a bit more important than the previous events in Georgia and Crimea and in terms of both the security concerns expressed by Russia and Ukraine being the last outpost for Europe.

If we look at our own case from the point of trade and supply, despite the importance of Russian oil and natural gas to Europe, European banks have begun to apply sanctions on Russian oil funding and delivery, as well as the supply of Russian-flag vessels.

Even though Turkish suppliers have used Russian resources as a source to date, the market has managed to keep up with this change as quickly as possible since the country is close to the other ports of the Mediterranean and the Black Sea, some of the products are supplied by Turkish refineries, even if a little, and there may be different developments in this regard in the future. These developments, in particular the wheat and vegoil trade, have revived the necessity for Turkey to be a historical agricultural country.

Likewise, it is seen that the company will continue to take on this role in the production of iron and steel for some time more on behalf of regional suppliers. We think that there will be an additional density in Turkish ports in the near future. We believe that eased Covid restrictions, which are currently being implemented

in certain Chinese cities, will cause rapid supply problems, especially in the major bunker ports. Our recent observations show that there are jams in many ports that last more than a week.

The Turkish bunker market is a fast, reliable, dynamic port with maximum quality accuracy. Physical suppliers are able to manage their own logistics chain and, as a result, adapt quickly to these rapid changes. On the other hand, with the increased sanctions around the world, the KYC (Know Your Customer) processes have now expanded its scope and turned into "Know Your Counterparty". Knowing the customer is no longer enough; every link in the supply chain, every partner needs to be examined. In this instance, providers will have to demonstrate that their cargo is traceable, that the quality and provenance of their cargo are accurate, and that the vehicles used during transportation are compliant with sanctions.

The Turkish bunker market has the potential to grow out of its current situation and become one of the only ports. Some of the key indicators of that include; looking back on history, a number of regional ports have disappeared over time, and new points have emerged in a short period of time, without being able to survive for a long time, and in addition, the fact that Istanbul is always an important refueling port are.

At the same time, Turkey's various nautical branches: port management, marine merchant ships, and geographic position makes responding to developments quickly a must. At the same time, it will go down in history as an important and agile player that can quickly be ready for the next step, namely the development of alternative ship fuels.

**UNERCO - CEO*

“We are happy to rejoin the Posidonia International Shipping Exhibition”



***PINAR KALKAVAN SEŞEL**

Association of Turkish Coaster Owners and Operators (KOSDER) has been established to create a platform of solidarity between ship owners and operators of Turkish vessels engaged in close maritime transport in national or international waters, referred to as coasters and is actually the only non-governmental organization in Turkey representing this tonnage. Although the carrying capacity is less than that of large tonnage vessels, coasters not only raise the prestige of the sector by carrying the goods of the region in the Black Sea/ Mediterranean and Europe, but also make a significant economic contribution to the countries. With their long history, coasters have also been the starting point of shipowners and operators in maritime trade and have paved the way for their growth.

Non-governmental organizations play an important role in maritime transportation in the globalizing and changing world order. With the duty and responsibility

of being a maritime non-governmental organization, KOSDER has made it a main goal to develop the ship ownership business. Our association, which has been working within the framework of this goal since its establishment, has done valuable work to bring together all representatives of our maritime industry with the awareness of solidarity and sectoral unity.

The structure of maritime transport, which eliminates borders, has entrusted us with greater tasks and has become our gateway to the world. From this point of view, the communication network to be established with the maritime countries and the joint work to be carried out have enabled us to take steps in line with the international maritime structure. At this

hosting sailors from different countries of the world, accompanied by the unique landscape of Istanbul, which “connects the seas and the continents”. Trade fairs, one of the most important platforms where solidarity and cohesion are at the forefront, are also important for our maritime business, as in other economic sectors too. In particular, trade fairs not only bring together industry players, but also contribute to the development of national and international trade. In this context, at the Posidonia 2022 International Shipping Exhibition we will again experience the happiness of joining the great maritime family. We believe that our sailors, who have been separated for a long time due to the corona virus, will get the maximum efficiency and performance from this fair, which will be held in a



point, the cooperation meetings initiated by the Hellenic Shortsea Shipowners Association (HSSA) and KOSDER are important, representing coastal vessels that offer great added value to the countries of the region and the world shipping. As a result of these meetings, the maritime relations of the two countries shall build closer ties by inviting Greece as a guest country to the Istanbul International Shipping Conference and Gala Dinner, the first of which will be co-hosted by our Association together with the Turkish Shipowners Association, on September 22, 2022. In addition to our Greek guests, we are looking forward to

festive atmosphere. The seas, which represent an outstanding economic value for the whole world, also have become a symbol of compassion and peace. At the same time, the seas, which provide a unique panorama for mankind, have a precious place in the lives of us seafarers and societies by evoking eternity. These characteristics of the blue sea will set an example for the whole world to establish “Peace Forever” and draw a course of respect, love and tolerance.

** CHAIRWOMAN OF THE BOARD
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2022 EXPECTATIONS ARE HIGH IN TERMS OF SEA AND COASTAL TOURISM

The length of the coasts of Turkey is 8,333 km, excluding the islands. Aegean Sea and Mediterranean Sea where marine tourism and water sports have an intensive presence have a coastal length of 2,805 and 1,577 km, respectively.



BEGÜM DOĞULU
BEGÜM YACHTING CHAIRMAN OF THE BOARD

“In terms of maritime and coastal tourism, our expectations for 2022 are very high. The effect of the pandemic on people has begun to decrease globally, and the physiological pressure created on people due to travelling limitations for the last 2 years will affect the tourism sector very positively.

The sea tourism has been the most preferred holiday option in our country by providing hygiene and isolated holiday opportunities during the pandemic. This trend will continue to increase in 2022.

The yachts serving %90 Turkish clients in 2020 and 2021, in 2022, will also be preferred by foreign clients as the Turkish clients. This situation will support the activities earning foreign exchange income and will affect positively Turkish Tourism. Many yacht owners that we are in contact with seem to be quite satisfied with the reservations this year. In this way, it seems easily to have average of 10 weeks allocation in our yachts in this season.

Turkey has become a preferred destination by foreign flagged mega



yachts in 2022, who have visited our country during the pandemic and were extremely satisfied.

Especially, the new yacht charter license regulation for the yachts over 39m, has managed to bring our country to an equal level in the cruising procedures of Commercial yachts in other Mediterranean countries that we are in competition with, and has enabled many

yachts to prefer our country as the base port. Foreign flagged boats staying in our country, will spend a lot of foreign currency in our country, by meeting all their provision, refit and repair and shopping needs and by being obliged to national fuel in our country. And also, both the Agencies, Marinas, restaurants and all the establishments in the Coastal area will gain an income from these yachts.”





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SERVICES

BTMteknik provides services to its customers with its expert technical teams in the maintenance and repair workshops located in Tuzla and Izmir in regions where maritime sector activities are intensive for domestic and international projects.



HAVELSAN: “WE ARE READY FOR MİDEN”

HAVELSAN completed the command control and warfare management systems of six submarines and the submarine information distribution systems as part of the New Type Submarine Project of the Undersecretariat for Defense Industries (SSB).



In the first phase, HAVELSAN completed the DBDSs which are considered the heart of all submarines, and delivered them to the Gölcük Naval Shipyard Command as part of the Submarine Information Distribution System (DBS) Project, which began in 2001. The last DBDS was delivered in 2021 for the TCG Selman Reis Submarine. As part of the command control and warfare systems delivery, HAVELSAN completed the systems of the last submarine, the TCG Selman Reis Submarine last week. Acceptance procedures were successfully completed with the participation of the SSB, the Turkish Naval Forces Command and HAVELSAN personnel. With the last command control and warfare management system handed over to the Gölcük Naval Shipyard Command in the coming days, HAVELSAN will have been handed over to both the DBDS and command control and warfare systems.

DBDS: THE HEART OF SUBMARINES

As part of a project to meet the needs of Naval Forces Command, the development of the DBDS for the first submarine was initiated in September 2011. A team of technicians and experts worked at HAVELSAN to develop, manufacture and test the DBDS systems. The project, which primarily involved embedded software, electronics, and hardware engineers, benefited from contributions from system, mechanics, configuration, production, quality, test engineers, project monitoring, integrated logistics

support, risk experts, project manager, and technical managers. Prior to this project, the distribution of weapons, sensors and information was carried out via foreign systems, one of the most vital functions of the submarines, and there were significant maintenance and modernization challenges.

The DBDS Project for the TCG Piri Reis, TCG Hızır Reis, TCG Murat Reis, TCG Aydın Reis, TCG Seydi Ali Reis and TCG Selman Reis submarines involved all deliveries in a timely and full-performance process. The system was produced with domestic facilities, from design to integration. The share of the domestic contribution, envisioned at 70 percent, was near 75 percent under the DBDS Contract. The DBDS has passed all these procedures successfully after being subjected to long and extensive testing of endurance, as it will be used in harsh environmental conditions. All DBDS environmental testing was conducted domestically with the use of local facilities. Using embedded software technology that works in real time, DBDS has uninterrupted integration with 105 different units within the submarine. The DBDS Project covers the production of a total of 7 sets of systems, one of which is in a land-based test environment, 6 of which are in submarines.

BRAIN OF SUBMARINES: COMMAND CONTROL SYSTEM

The command control and warfare management system of class Reis submarines were all carried out under the responsibility of HAVELSAN. The configuration management, system integration and testing of the software source code was also carried out. For this purpose, the Land-Based Testing System (KKTS) was established at HAVELSAN's Ankara facilities to provide one-to-one conjugation of submarine hardware

and software. HAVELSAN contributes locally to the submarine project with nine business packages and a Mk 48 torpedo integration as part of the Warfare Management System. Finally, with seven separate acoustic sensors, the command control system designed for TCG Selman Reis improved the submarine's listening capabilities and target detection range, as well as its listening and adaptation skills to underwater environments.

The Port Admission Tests, which are expected to be carried out after the Factory Admission Tests, will be carried out at Gölcük Naval Shipyard. After the installation of devices and the activation of radar and acoustic systems, Sea Admission Tests will begin. As part of the project, HAVELSAN delivered the command control systems of the fifth submarine last year.

Furthermore, in 2021, the Submarine Information Distribution System (DBDS) of TCG Selman Reis, the sixth of the 6 Reis class submarines, was delivered and all DBDS deliveries of the project were finalized. The heart and brainchild of all Reis submarines will be completed with the delivery of command control systems. As part of the project, HAVELSAN undertakes all system development and testing activities for the Land-Based Testing System in its facilities. When the submarines are completed, HAVELSAN engineers will take their signature on critical components such as warfare management, information distribution and torpedo firing control systems. This immense experience of HAVELSAN is targeted at the National Submarine Project (MILDEN), one of Turkey's most important projects. “We successfully completed the mission in first-class submarines, and we are ready to begin work on the MILDEN Project,” stated HAVELSAN engineers.



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SUCCESS STORY OF SEFINE SHIPYARD

The success story of Sefine Shipyard started in 2005 when it began to perform activities such as new building, repair and maintenance, conversion and mega steel construction in the work site of 140.000 m² in Yalova, Altınova.



Up until today, more than 40 vessels were built and exported particularly to Norway as well as to several European countries such as Italy, the Netherlands, England, Russia, and Faroe Islands. Repair-maintenance and conversion operations were carried out on board arriving from many countries across the

as live fish carriers, car and passenger ferries, autonomous marine vessels, search and rescue boats, general cargo vessels, AHT's and tugboats.

With ISO 3834, ISO 9001, ISO 10002, ISO 14001, ISO 27001, and ISO 45001 quality certificates, over 5.000

expand its area to 240.000 sqm with the inclusion of the 100.000 sqm which is currently under construction, Sefine Shipyard is preparing to offer services with higher capacity and better quality in new building, repair-maintenance, and conversion operations.

With Social Facilities in its yard, Sefine Shipyard offers comfortable accommodation for its customers, shipowners and crews during the activities and work.

Each room has a work desk, flat-screen TV, private bathroom, wireless internet. These Social Facilities are only 5 minutes away from Altınova center and 30 minutes away from Istanbul Sabiha Gökçen Airport. Sefine Shipyard encloses a deep commitment to social and environmental standards in the way it does business. Sustainability isn't



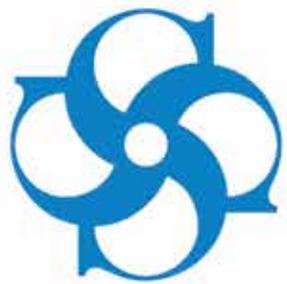
world, including Russia, the Netherlands, Germany, Italy, England, Greece, the USA, Singapore, Bangladesh, Japan, Ukraine, Moldova, Denmark, Egypt, and Tunisia.

The shipyard provides ship repair services of high quality and capacity with its 90.000 DWT Post-Panamax size graving dock and 120.000 DWT Aframax size floating dock. It performs the construction of various vessels such

employees, sustainability policies, R&D studies, strategic location, huge working area, know-how and experience; Sefine Shipyard always provides the best service to its customers. In all weather conditions, Sefine's working area is always busy with fully equipped latest technological facilities and experienced work.

Sefine Shipyard continues to increase its investments day by day. Planning to

something Sefine Shipyard's just talk to others about. Sefine aims every day to reduce its environmental footprint, enhance employee well-being and practice the highest levels of ethics. Sefine has taken place in the first 1000 exporters in Turkey due to its sector according to the Survey conducted in 2020 by the Turkish Exporters Assembly. Sefine Shipyard was recently named as one of the best companies to work for on Great Place to Work Institutes "Best Employers 2022" list.



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ALFA LAVAL PUREBALLAST 3 WAS THE CLEAR CHOICE FOR TURKISH OWNER VESSELS

Selecting a ballast water treatment system can be challenging for owners of smaller fleets, who may lack the resources to evaluate all solutions. In Turkey, a group of 52 shipowners overcame this by working together. After extensive investigation, they unanimously decided on Alfa Laval PureBallast 3.

The Turkish decision-making group arose from informal conversations in the local shipping community. Its members – mostly owners of coastal bulk carriers (coasters) with fleets of 1-5 vessels – were concerned about ballast water treatment and what the required system investment would mean for their businesses. To simplify the evaluation process, the group set up a smaller technical working committee.

The committee held more than 40 meetings with 15 suppliers over eight months, sharing findings with the larger group. “We quickly learned so much that we could see some suppliers were not very knowledgeable about ballast water treatment challenges or even related details about their own technologies,” says committee leader Murat Er.

FINDING THE RIGHT TECHNOLOGY AND SYSTEM

The group considered 50 different parameters, including technical details related to system performance. Key among them was the choice between electrochlorination (EC) and UV. “We ruled out EC technologies and suppliers very early,” says Cihan Ergenç, another owner within the group.

“EC systems produce chlorine, which not only would end up damaging our pipes and our ballast tanks, but eventually you put it back into the ocean. We determined these systems would be a disaster for our ships and bad for the environment.”

Among the UV options, Pure Ballast 3 quickly stood out. “Alfa Laval was far



and away the leader when it came to expertise on ballast water management,” Murat Er explains. “With coasters, we’re travelling mostly in shallower waters, which often means dirtier waters. We had to be absolutely confident in the equipment, and we saw significant technical advantages with Pure Ballast 3 compared to the other designs we looked at.”

CHOOSING A SUPPLIER FOR TODAY AND TOMORROW

Alfa Laval also met criteria related to supplier capabilities, such as installation support and long-term service access. The company’s well-established presence in Turkey, including a PureBallast crew training centre in Istanbul, offered local reassurance.

Meanwhile, Alfa Laval’s global strength was proof of reliability. “We had to ask: what will happen 10 years from now?” says Cihan Ergenç, noting that numerous companies have already left the ballast water treatment business. “We had to think about access to spare parts and service.

We know Alfa Laval will be there when we need them.” In the end, the group was unanimous in selecting PureBallast 3. Since then, group members have been grateful for the experience and guidance provided by Alfa Laval during retrofit projects. Speaking of his own retrofit experience, Murat Er says, “Everything went extremely smoothly. Alfa Laval met all of their responsibilities perfectly.”

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LARGEST ZERO-EMISSION FERRY FROM CEMRE

Cemre Shipyard cut steel for the world's largest zero-emission ferry ordered by Scandlines.



The steel cutting at Cemre Shipyard kicked off the construction process of the world's largest zero-emission ferry. Cemre Shipyard's Business Development Director Burak Mursaloğlu noted that they are pleased and proud to complete the first phase of an environmentally-friendly and promising ship, and expressed his hope that the cooperation between LMG and Scandlines would continue.

Michael Guldmann Petersen, the COO of Scandlines, said, "We are delighted to start the project after months of preparation. The start of steel cutting is an important milestone for our zero-emission ferry." The zero-emission ferry to be built for Danish ferry operator Scandlines will be 47 meters long, have a capacity of carrying 140 passengers and 66 trucks and will be commissioned in 2024.

On the ferry designed by LMG Marin AS in Norway, trucks can be transported on both the upper and the lower decks. The ship's modular structure will also be suitable for transporting passenger vehicles. With the zero-emission hybrid diesel/battery electric propulsion system, the ship will operate in two different



operating conditions, cruising at a speed of 10 knots with zero-emission, and cruising in diesel-hybrid mode at a speed of 16 knots with the support of its generators. The ship will be built according to the class rules of the Lloyd's Register and will have the title of one of the largest battery-capacity ships of around 10 MWh.

TURKISH COMPANIES LANDED IN DIMDEX 2022

Turkish companies took center stage at the 7th Doha International Maritime Defence Exhibition and Conference (DIMDEX 2022) in Qatar.



Held at the Qatar National Convention Center in the capital city Doha, DIMDEX 2022 was opened with a ceremony attended by the Emir of Qatar Sheikh Tamim bin Hamad Al Thani and Defense Minister Khalid bin Mohammad Al Attiyah.

Several officials and diplomats from several countries were present at the opening, including the President of the Turkish Presidency of Defense Industries, İsmail Demir, and Doha Ambassador Mustafa Göksu. In his statement with regard to the exhibition, Mr. Demir, President of the Presidency of Defense

Industries noted that Turkey's extensive participation also reflected the importance of cooperation between Turkey and Qatar in the field of defense industry. "The Turkish defense industry is always prepared to meet the demands of her sister country Qatar. We will continue to do this in order to become stronger together". The stands of the 32 Turkish companies participating in the exhibition were followed with great interest by delegations from various countries.

STM, one of the Turkish companies, shared on its social media account Twitter that delegations from Egypt, Ghana, Cameroon, Sri Lanka, Pakistan, and Bangladesh visited at DIMDEX.

QATAR DEFENSE MINISTRY SIGNED A PROTOCOL WITH TWO TURKISH COMPANIES

The Qatar Ministry of Defense signed a protocol with ASELSAN and NuroI Machine in DIMDEX 2022. QNA

reports that Barzan Holding and Barzan Maintenance Shield of Qatar and the Ministry of Defense have signed agreements with ASELSAN and NuroI Machine. In his statement in QNA, Sultan al-Kevari, Manager of Barzan Maintenance Shield, stated that these agreements strengthen relations between local and international companies. Anadolu Shipyard, Ares Shipyard, Armelsan, ASELSAN, ASFAT, BİTES, BMC (Barzan Holding) Dearsan, Desan Shipyard, Dorce, Electroland, Esetron Defense, Fora Defense, HAVELSAN, HOYTEK, HTR, İşbir Elektrik, MENSAN, Meteksan Defense, MKE AS, NuroI Makina, ÖzteK Tekstil, REPKON, ROKETSAN, SAHA İstanbul, SDT, Simsoft, STM, TAIS, Titra Technology, Turkish Aerospace Industries and Yonca Onuk participated in the DIMDEX 2022 fair under the coordination of the Presidency of Defense Industries with the support of the Defense and Aviation Industry Exporters Association.



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THE WORLD'S FIRST MARITIME NFT COLLECTION 'VENTOVERSE' LAUNCHED ON APRIL 29

Announced on the 10th Anniversary of Vento Shipping, NFT Collection-Ventoverse has published on April 29. Defined as "Investing in the Environment", the project's originator is Vento Shipping's Co-founder Seçkin Yılmaz. Also supported enthusiastically by the company's other partner, Teoman Mustafa Akyol, Captain Seçkin Yılmaz told the unknowns about the collection, which consist of 1,973 ships of eight different types.



Seçkin Yılmaz



Seçkin Yılmaz emphasized that about 5 months ago, during his chat with several close acquaintances that were in the NFT ecosystem, he asked questions about the NFTs he had frequently heard about recently and that the responses he got were very intriguing.

"My acquaintances had long served NFT buyers and vendors, and supported international companies in Web3-based projects" said Yılmaz. "During this conversation, I dreamed of building a fleet of NFT ships of different ship types on different seas. And what we've done is we have discovered that a shipping company has never done this kind of collection in the world. We were very excited by the fact that this idea has never been made before and we quickly

started to prepare our collection by choosing our ship types, our flags and colours from the group we call the white flag."

THE COLLECTION HAS 1,973 SHIPS, INCLUDING SPECIAL VESSELS

Underlining that they attach great importance to having a story for the collection they have created, Seçkin Yılmaz emphasized that the reason they chose the number 1973 was that they wanted to raise awareness by referring to the MARPOL Convention accepted by IMO in 1973.

He said, "When we thought about how we can be useful with this project, the idea of supporting the fight against sea pollution - the bleeding wound

of the industry - got the people like us, who love and care about the sea, quite excited. Our collection consists of 1,973 ships of eight different types of commercial vessels known in our industry, from General Cargo to LNG, to Cruise ships to Bulk Carriers.

"There are some special ships in the collection. The number of these special ships are 10 as total. Honestly, I call them the "icon ships". For example, there are 2 icon ships among the first 100 ships which launched on April 29. One of them is the Titanic, and the other one is the Bandırma Ferry, which means a lot to us. In short, these 10 NFTs are the ships that have marked the history of the world maritime and altered the destinies."

TURKON LINE CELEBRATES 25th ANNIVERSARY: “WE PROUD CARRY FOR 25 YEARS”

It has been 25 years since the first journey started in 1997... Turkon Line was established to transport containers to America which has a very important place in world maritime trade has become the first Turkish company to provide direct service to America by providing the shortest transit time in its industry.



In the following years, it continued to grow in the markets it focused on by expanding its service network with country and regional directorates, agency agreements. Today, it has a large organization of 11 Turkon Offices, 19 agencies and 37 agency offices in 23 countries on 4 continents.

Turkon Line is one of the leading brands in the sector, actively providing container transportation services in the American, European, Mediterranean and Black Sea markets.

The company, which is among the market leaders especially in the Eastern Mediterranean, the East Coast of America and Turkey, makes a difference in the industry with its customer-oriented approach and “Tailor-Made Solutions” service approach. By prioritizing the needs of its customers, Turkon has designed this service model entirely on their satisfaction and has become a reference point in the industry.

Turkon Line CEO Mr. O. Alkın Kalkavan, in his statement on this occasion for the company’s 25th anniversary, talked about



the point the company has reached, its future goals and the renewed Turkon Line logo: “As Turkon Line, we proudly took our place among the most respected companies of the Turkish economy after a quarter century of experience and progress. We are the first container shipping company in the world to use SAP’s first industry-specific solution,

on. As Turkon Line, we aim to improve operational perfection, sustainability and customer satisfaction as a result. We believe that those who can make their preparations prospectively, have recruited their talent well, understand the importance of the customer for the institution well and have formed their strategies in this direction can look forward with confidence.

We depend on these conditions for the sustainability of our competitive power. Our priority is continuous improvement.



CSL (Container Shipping Line), with all its modules in our Maritime 4.0 Digital Transformation Project that we have recently focused on. As the first liner to enter the Turquality Brand Program, realizing the investments we planned in the target countries and deepening brand activities are among the subjects we focus

As we celebrate our 25th anniversary, we are launching our new logo today as well as our 25th Anniversary logo, designed in textures that will ensure integrity with our new logo. We would like to thank all who has contributed to the emergence of this pride and wish to reach many achievements together.”



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BIG SUPPORT TO DEFENSE AND MARITIME INDUSTRIES FROM PİRİ REİS UNIVERSITY

Piri Reis University, Turkey's first university founded with the maritime theme continues its projects to strengthen university-industry collaboration.



The “Mine Hunting Sonar Scientific Consultancy and Crane System Design Support Project” was completed with the protocol signed between Piri Reis University Technopark Economic Enterprise and Armelsan Savunma Teknolojileri Sanayi ve Dış Ticaret A.Ş. The project lasted four years and directed by Piri Reis University President Prof. Dr. Oral Erdoğan, was held at Sedef Shipyard in Tuzla, Istanbul on Wednesday, May 11.

Orkun Kalkavan, Board Member of Sedef Shipyard, spoke at the signing event, noting that the company is celebrating its 50th Anniversary this year.

He said that they have been providing high-quality products and services using sophisticated technology for the last 50 years.

“We closely follow up the innovations around the world and carries out projects supported by TÜBİTAK” he said.

Kalkavan also expressed his gratitude to Armelsan and Piri Reis University, Defense Industry Presidency stakeholders for their support in the Mine Hunting Sonar Scientific Consultancy and Crane System Design Support Project and wished for further collaboration for the future.

Following Onur Kalkavan's speech, Armelsan's Chairman Yetkin Karakaş noted that NUSRAT-1915 mine hunting sonar was created at Piri Reis University under the administration of Sedef Shipyard within the framework of the Defense Industry Presidency's domestic and national goals, and conveyed his best wishes for the project.

INDUSTRY-UNIVERSITY COOPERATION

Prof. Dr. Oral Erdoğan stated that with the project, they are able to produce the know-how needed by the industry under the scope of industry-university cooperation and that the parties fully agreed on this issue. He also briefly conveyed the points discussed in the project which consists of 10 persons as follows:

- Examining the effect of ship's speed on the sonar force and limiting the speed of the ship to a lower speed than 12 knots during operation,
- Examining the effects of the details in the sonar antenna surface structure on flow force and noise,
- Calculating the dynamic loads that will occur due to wrought effects and conducting parametric studies on

determining the optimal sonar position on the ship,

- Flow analysis of the designed antenna, elevator system and connection details.

Erdoğan added that the studies on resistance and intrinsic noise focused geometric improvements, the preparation of the motor control simulation and the design of the drive system, and the calculation of the power of the electric motors on the crane have been completed. “The know-how provided by our university is used in the sector. We are very satisfied with this. We will continue our projects that accelerate the cooperation between the sector and the university” he said.

NUSRAT-1915 was developed by Armelsan and is Turkey's first domestic and national mine hunting sonar. It has an active sonar capability that can detect and categorize moored and bottom mines. NUSRAT-1915 has the technical means to broadcast in a dual-frequency band. First and foremost, sonar offers the essential support for the operator to categorize the relevant items in the higher frequency classification mode, since it can detect mines and similar objects from a great distance.



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COSTA VENEZIA AT ISTANBUL GALATAPORT

Costa Cruises, which will stop by Istanbul as part of its 2022 tour program, arrived in Istanbul on Wednesday (April 27) to make its first voyage with one of the newest members of the fleet, Costa Venezia. After staying at Galataport for five days, the massive ship picked up its passengers and set off towards the Aegean on May 2. On Wednesday, April 29, the ship hosted a special gala night for the press.



Costa Venezia ship of Costa Cruises, which weighs 135 thousand tons and has a length of 323 meters with a capacity of 5,260 people, arrived in Istanbul at 16:00 on April 27. Costa Venezia, the biggest ship that ever docked in our ports, docked at the Galataport Port for its first cruise from Istanbul to the Aegean. The ship spent five days in the historic peninsula view at the Port of Galataport, sailed from Istanbul to perform its voyage program on 2 May at 5 p.m., after international and domestic guests boarded the ship on Sunday.

The cruise ship, which will be sailing the ports of Turkey and Greece every Sunday within 4 different programs of 8 and 15 days, after departing from Istanbul GalataPort as of May 1, will turn its route to the Eastern Mediterranean with its 12-day program beginning with November until April 2023. Costa Venezia will become the first cruise ship to use Istanbul as its main port, with cruises

scheduled to run sporadically several years later until April 2023. Galataport will remain ready to accommodate 5,000 travelers of it from all over the world every Sunday starting May.

A SPECIAL GALA PROGRAM FOR THE PRESS

An event was held for the media in Costa Venezia, starting at 1:00 pm on Friday, April 29, 2022 and continuing until noon the following day. The event began with lunch and continued with journalists settling in their cabins. Costa Cruises officials then held a meeting where they discussed Costa's plans for Turkey and Istanbul. Announcing that Istanbul would be used as a main port, the team also outlined plans for 2023. After the meeting, Costa Turkey Country Marketing Manager Ercan Abitoğlu showed reporters around the ship and briefed reporters on the ship. Following the cocktail, dinner was served and a special Show was presented for the press. The night ended



with a poolside party. Costa Cruises' new ship Costa Venezia which was designed with inspiration from Venice promises to bring Italian culture and lifestyle to its passengers in every corner. It is possible to feel the sophisticated spirit of Marco Polo and Casanova and explore the ship like wandering around the streets of Venice.

The ship's theater is inspired by the Venetian theater "La Fenice", so as we stroll through St. Mark's Square, it is possible, every step, to see the actual gondolas made by Venetian craftsmen and to taste the flavors of Italian cuisine.

Expecting to offer its guests an unforgettable experience with its 13 restaurants and 7 bars, the ship also has separate entertainment opportunities for guests of all ages.

Costa Venezia is like a floating entertainment city with an Aqua Park with 4 pools and jacuzzis as well as 3 water slides, an adventure park where entertainment peaks across the Tibetan bridges, exhibitions & shows hosted by world-famous dance and music groups, parties with different concepts and a casino.



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ZERO-EMISSION TUGBOAT ZEETUG OUT FOR MORE AWARDS

ZEETUG, the world's first zero-emission and electric tugboat developed by NAVTEK, received the Green World Ambassador award.



NAVTEK, who changed the rules of the game by developing the ZEETUG, the world's first electric and zero-emission tugboat, won the Green World Ambassador Award. It is the third prize given for the project. NAVTEK previously received the Green Apple Golden Award for "Best Application Engineering and Production for the Environment" in 2020, and the "Best Tugboat" award in 2021, and this time, the company



brought the "Green Apple Green World Ambassador Gold Award" to Turkey. The team received its award at a ceremony held at Dubai High Technology College, while in the company's statement, it was said, "NAVTEK is proud of being the Gold Winner of GREEN WARDS 2021 in the field of engineering and manufacturing, and contributing to the quest for a

greener world". ZEETUG, the world's first zero-emission tugboat, is developed by the shipping design and technology company NAVTEK. With more than 40 years of experience, NAVTEK has so far designed and built more than 250 ships, power plants, and platforms both in the navy and in the trade sector. ZEETUG GİSAŞ POWER is currently used by GİSAŞ.

THREE MORE ZEETUG TUGBOATS ON THE WAY

The GİSAŞ POWER, the world's first electric and zero-emission tugboat, has 3 brothers, 2 with 30 tons of BP and 1 45t BP. ZEETUG series tugboats designed by NAVTEK are built according to the Turkish Lloyd rules in the GİSAŞ & NAVTEK BOATYARD (ZEETUG FACTORY). All three tugboats are expected to be delivered to GİSAŞ in 2022.

2,460-PASSENGER CRUISE DOCKED AT KUŞADASI EGE PORT

2,460-passenger cruise ship Regal Princess docked at Kuşadası port of Aydın city, one of the major centers for cruiser tourism.



Some of the American tourists who got off Bermuda-flagged cruise ships left the port by bus for a tour to Ephesus

Ancient City and the House of the Virgin Mary located in Selçuk, İzmir. Some tourists, on the other hand, went to the

Kuşadası Bazaar. "Regal Princess of the Princess Cruises fleet last visited our town in 2016", said Ege Port Kuşadası's General Manager Aziz Güngör. "Large transatlantics would continue to arrive at Kuşadası during the new season.

Today, we have welcomed a cruise ship of 330 meters in length, 141,000-gross tones in weight with a capacity of 3,560 passengers. Regal Princess, one of the largest cruise ships in the world, will make 9 voyages to Kuşadası this season."

TCG ANADOLU SETS SAIL

Sea trials have started for the Turkish amphibious assault ship TCG Anadolu, which will become the flagship of the navy, under the coordination of the Turkish Presidency of Defense Industries.



TCG Anadolu, which is to become the largest warship of the Navy of the Turkish Armed Forces ("TSK") under the coordination of the Presidency of Defense Industries, set sail for testing purposes. The sea trials of the Multi-Purpose Amphibious Warship TCG Anadolu which is under construction have begun.

The ship sailed from the Sedef Shipyard in Tuzla, Istanbul, on Sunday, February 27, and returned back to the shipyard after successfully completing the test. "TCG Anadolu, which was built in our shipyard, was taken to the mooring area from the dock, and returned to our shipyard following the successful completion of the trial," said the officials of Sedef Shipyard, where the ship was built.

After being included in the inventory, it is expected that a number of national systems will be used in TCG Anadolu. As air power, a version of the ATAK-2

project for marine platforms is being considered. However, 10 AH-1W combat helicopters transferred from the Land Forces to the Naval Forces are expected to be deployed onboard until the project is completed.

Efforts are underway to enable national air vehicles such as SIHA (unmanned combat aerial vehicle) and Hürjet to navigate on board. With these efforts, TCG Anadolu will become Turkey's first aircraft carrier. The 232m long and 32m wide vessel is scheduled to be taken over by the end of this year.

In his statement about the aircraft carrier, the Minister Varank said, "TCG-ANADOLU, the largest ship in the Turkish Navy and a huge contribution to the strategic deterrence capability of the army with its next generation UAV's will soon to be in our inventory.

And Prof. Dr. İsmail Demir, the President of the Presidency of Defense Industries,



said that TCG-ANADOLU is planned to be delivered towards the end of 2022. In addition, 10 AH-1W combat helicopters are planned to be onboard until the release of the ATAK-2 project for the marine platforms.

According to Selim Buldanoğlu, Defense Industry Projects Manager at Sedef Shipyard, TCG-ANADOLU will be completed by the end of the year, including the sea trial process.

TCG ANADOLU COMMANDER BOAT DELIVERED

The commander boat of the multipurpose amphibious assault ship TCG Anadolu bears the signature of Gepa Fiberglass.

Details continue to emerge about the multi-purpose amphibious assault ship TCG Anadolu, which recently had its Turkish flag hoisted and set sail for its first trial voyage. Finally, the commander boat of TCG Anadolu was displayed during the trial voyage.

According to the information received, the commander boat was built by Gepa Fiberglass with national resources. Gepa Fiberglass's General Coordinator Barbaros Onur said, "As GEPA Fiberglass, we are proud to be involved in this project, which is extremely important for our country's deterrence in the seas."

İTÜ WILL CONVERT SEA WATER INTO DRINKING WATER

Istanbul Technical University (İTÜ) will convert sea water into drinking and utility water with a 40% lower cost and in an environmentally-friendly manner using hybrid technology that involves thermal methods and separation processes.



Assoc. Prof. Dr. Derya Yüksel İmer, member of the academic staff of İTÜ Civil Engineering Faculty, Environmental Engineering Department, and his team launched a study aiming at the conversion of sea water into drinking and utility water with a lower cost using sustainable and environmentally-friendly techniques under the scope of the international cooperation between Turkey and Qatar. Under this scope, the team aims at converting the sea water with a lower quality and higher salinity level into drinking water and use water both with a lower cost and higher efficiency level.

The project titled “Development of the Advanced Membrane Distillation Technology for the Treatment of High Salt Concentration and Desalination of Sea Water” and participated by Hamad Bin Khalifa University and Gebze

Technical University with Assoc. Prof. Dr. İmer acting as the coordinator was awarded a joint fund of US\$540,000 under the scope of the Preferential Research Program of Qatar National Research Fund.

In a statement she made, İmer said that water scarcity is a basic problem all over the world and suitable technologies must be developed for alternative water sources. She pointed out that the significant dimensions that the industrialization in the world has reached, population increase and climate change increases the pressure on water sources. “Especially the amount of clean and accessible water is diminishing day by day. And our project aims at obtaining drinking and utility water from sea water” said İmer. “The Qatari and Turkish teams try bringing together the technologies

whose reliability in terms of obtaining water from sea water was proven. Qatari team gained experience about the thermal desalination technology from some pilot and field studies that it previously conducted and we as the Turkish team have nano-fiber material and highly efficient filters that we use in various separation processes that we have developed. Consequently, with the synergy created by these two dimensions we will realize this project using a double – layer technique that we name thermal and separation technology. Indeed, the ultimate goal of the project is to ensure obtaining drinking and utility water with a high efficiency from sea water. We are able to obtain highly efficient water through thermal systems but the cost of these systems is their biggest disadvantage. We will ensure obtaining clean water of up to 90% of the entering water amount by bringing together the advantage and disadvantage of those technologies”.

İmer added that high amount of salt flow is given into the sea again during the process of the conversion of sea water into clean water and consequently the sea ecological system is negatively affected. “The technique that we will develop with our project will ensure the control of the flow returning to the sea in order not to allow it to make a pressure on the eco-system based on a more environmentally-friendly and sustainable understanding. Consequently, we actually try developing a totally environmentally-friendly and sustainable desalination technology” she said, underlining that it will be possible to use the drinking water that they will obtain from sea water in all areas.

SANMAR SHIPYARDS DELIVERS A FIFTH POWERFUL NEW TUGBOAT TO SAAM TOWAGE

Sanmar Shipyards has delivered a powerful and highly manoeuvrable RAstar 2900SX tugboat to South American towing giant SAAM Towage. Renamed MATAQUITO II by its new owners, the new-build ASD Z-drive tug will work in Chile.



MATAQUITO II is the fifth tug that Sanmar has delivered to SAAM and follows HALCON III, delivered to Chile in 2022, ALBATROS delivered to Peru and SAAM PALENQUE delivered to Panama in 2021 and SAAM VALPARAISO delivered to Panama in 2020. Based on the exclusive-to-Sanmar RAstar 2900SX design from Canadian naval architects Robert Allan Ltd, MATAQUITO II was known as Bigacay XII while under construction at Sanmar's purpose-built

state-of-the-art shipyards in Turkey. With a 29.40m LOA, moulded breadth of 13.30m, moulded depth of 5.50m and maximum operating draft of 6.30m, MATAQUITO II is powered by two Caterpillar 3516C marine diesel engines complying with IMO Tier II emission standards, each producing 2.525kW at 1.800 rev/min.

Twin Kongsberg US255FP Azimuth Thrusters enable impressive bollard pulls of 80 tonnes and a free running speed ahead of 13 knots. Tank capacities include 160m³ of fuel oil and 18.6m³ of fresh water.

With a crew of up to eight persons, the tug benefits from the designer's radical sponsored hull form, which has been proven to provide significantly enhanced escort towing and seakeeping performance. As well as towage, the tug

has also been designed for fire-fighting, pollution response support and salvage operations within a port.

Ruchan Civgin, Commercial Director of Sanmar Shipyards, said: "We are delighted that SAAM Towage has once again turned to us to provide them with the powerful, agile and highly manoeuvrable tugboat they need. At Sanmar we pride ourselves on being able to tailor the design, construction and outfitting of our tugs to meet an operator's individual needs. We do this through close co-operation at every stage of development, from specification, through design and building and on to sea trials. We also offer our clients an unrivalled after sales service." MATAQUITO II has been classed by ABS, ✕ A1, ✕ AMS, Towing Vessel, Escort Vessel ✕ ABCU, FFV 1, UWILD, QR, Unrestricted Navigation.

SANMAR SIGNS NEW CONTRACT FOR BOĞAÇAY SERIES

Sanmar announced the signing of an agreement to deliver the high-tech version of the Boğaçay series tug to Australian Mackenzie Marine and Towage Pty Ltd.



Turkey's leading tugboat constructor, Sanmar has signed an agreement with Australian Mackenzie Marine and Towage

Pty Ltd. for the sale of an upgraded version of its top-selling series RAmports 2400SX (Boğaçay) tugboat. Featuring Sanmar's exclusive RAmports 2400SX MKII design by Robert Allan Ltd., a world-famous Canadian firm of naval architects, the ASD tugboat is a modernized and upgraded version of Sanmar's flagship Boğaçay RAmports 2400SX Class.

The tugboat has the size of 24.4 m x 12 m x 5.45 m and is equipped with two Caterpillar CAT 3516C main engines, each reaching 2100 kW at 1,600 rpm with US255 FP 2.6m propellers, offering an

impressive 70 tons of bollard pull. Named Boğaçay LI, the tugboat is scheduled to be delivered in the last quarter of 2022.

Sean Mackenzie, the Managing Director of MMT, stated that they are pleased with the high quality and outstanding properties of the tugboat, including a rear winch, fire-fighting capabilities, and Tier III compliant technology.

He noted that with this purchase, they continue to maintain their vision of providing innovative towing solutions for their customers.



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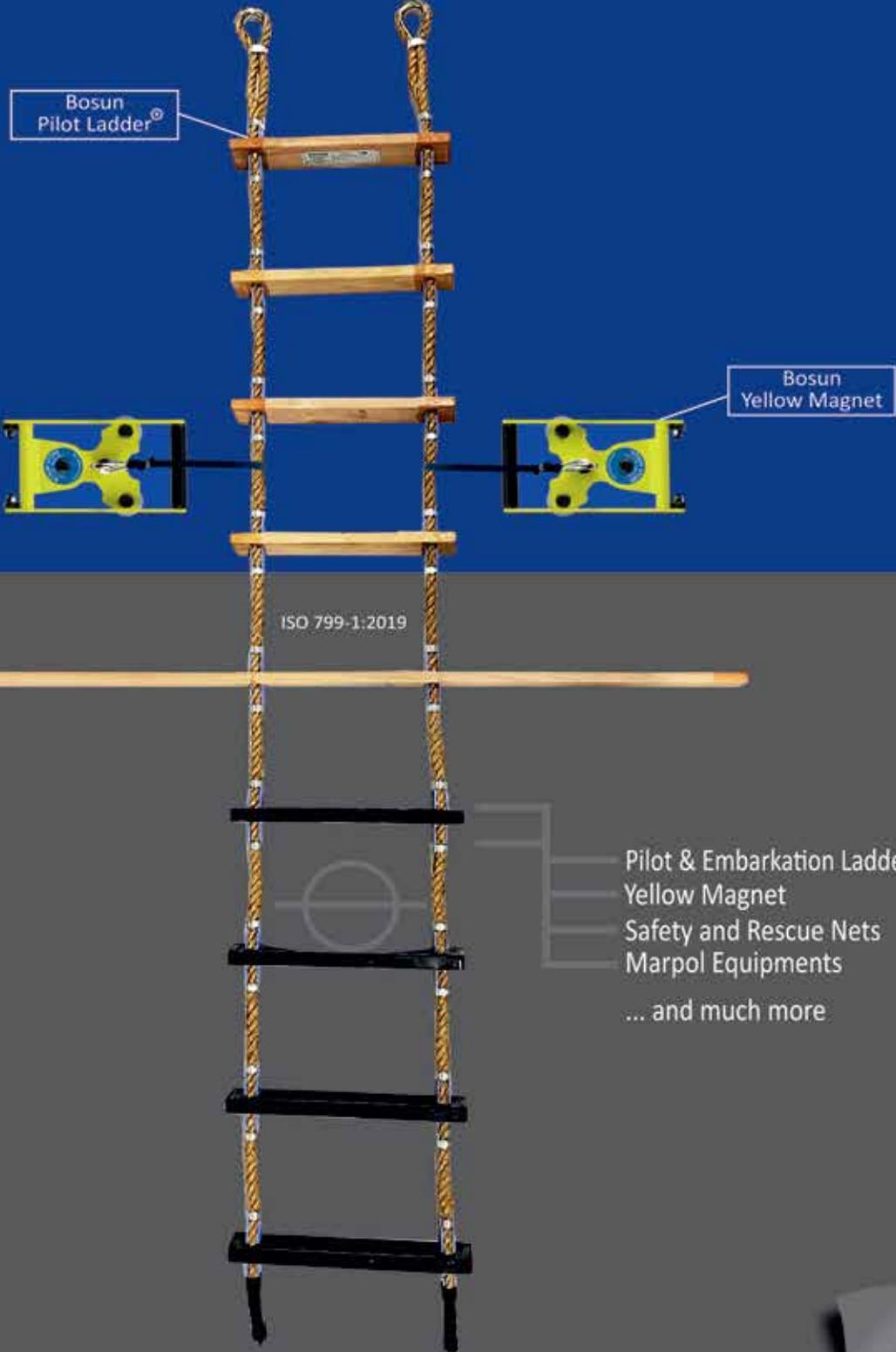


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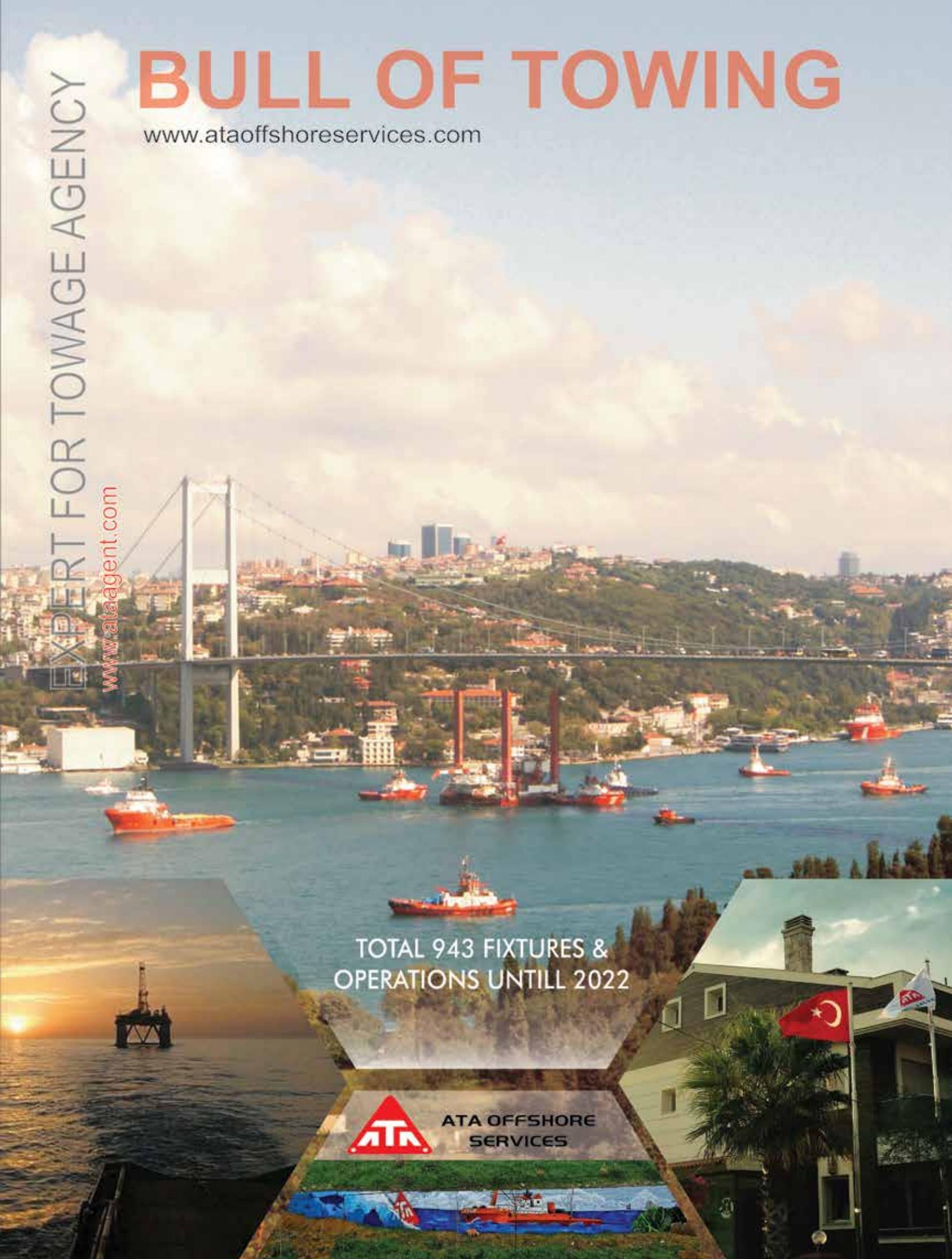
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