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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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TÜRKİYE IS NOW A COUNTRY OF GREAT ACHIEVEMENTS IN SHIPBUILDING, MAINTENANCE AND REPAIR



TAMER KIRAN

CHAIRMAN OF THE İMEAK CHAMBER OF SHIPPING, TÜRKİYE

While we are trying to quickly return to our normal life after two years with the pandemic, this year we are experiencing the enthusiasm and happiness of participating in another important fair, which is the international meeting point of the maritime industry.

SMM 2022 International Maritime Trade Fair, which is considered as one of the largest shipbuilding and maritime fairs in the world to be held in Hamburg, Germany, between the dates 6-9 September 2022, will bring together a wide range of visitors from the maritime industry, from machinery equipment manufacturers to suppliers, from shipowners to financial experts.

The participation of Mr.Kitack Lim, the Secretary General of the International Maritime Organization (IMO) and Mr.Guy Platten, the Secretary General of the International Chamber of Shipping (ICS) as speakers at the opening ceremony to be held on Tuesday, September 6, 2022, also shows the importance of the fair.

As the İMEAK Chamber of Shipping Board, we will be with our members by participating in the fair, where many Turkish companies will participate, with a high-level delegation. As part of our program, we will meet with the German Shipowners' Association and the German Boat And Shipbuilding Association, as

well as attend the events of the Turkish Shipbuilders' Association(GISBIR) and the Turkish Ship and Yacht and Marine Services Exporters Association. One of the most important events of the SMM 2022 International Maritime Fair will undoubtedly be the conferences to be held on topics that are closely related to our industry. As you know, the shipping industry has set the target of zero emissions by 2050. As a result, the industry is facing an unprecedented transformation process. At the conferences, it will be possible to learn about the latest developments in green shipping, autonomous ships, and the ongoing digital transformation in the maritime industry.

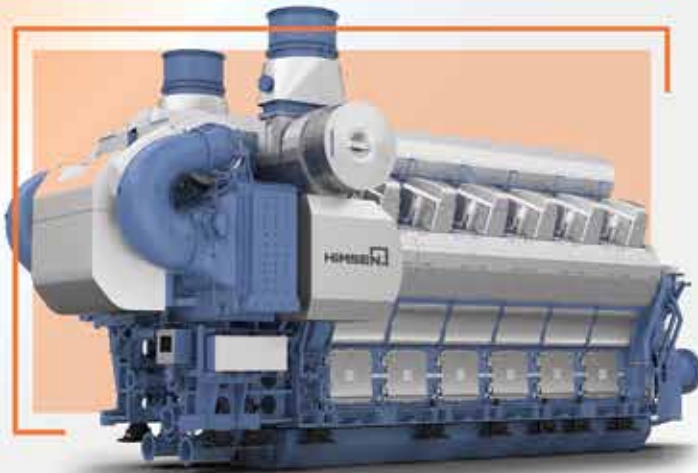
Today, Türkiye has become a country that has achieved great success in shipbuilding, repair and maintenance. Our number of active shipyards, which was 37 in 2002, has increased to 84 as of March 2022, and our annual production capacity has increased to 4.65 million DWT. Türkiye has taken its place among the countries that played a pioneering role in the first LNG powered ships and "electric" and "hybrid" ships. Today, we produce and export high value-added maritime vehicles such as LNG fueled hybrid passenger and vehicle ferries, LNG fueled tugboats, LNG fueled hydraulic hybrid propulsion tugboats and remote control boats in our shipyards. SMM Hamburg Fair will also be an opportunity for our Turkish Maritime Sector and Marine Industry to showcase their opportunities, capabilities, experience and know-how on an international platform.

With these feelings and thoughts, I hope that the SMM 2022 Hamburg Fair will contribute to our maritime industry and be successful for the participating Turkish companies.

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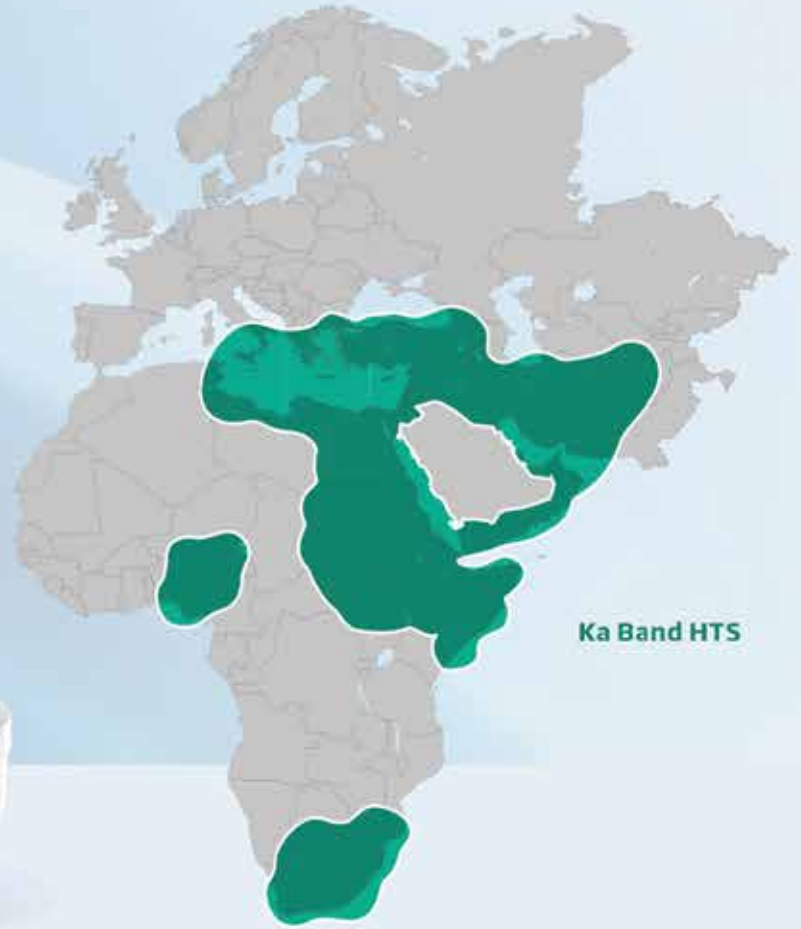
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Istanbul and Marmara, the Aegean, the Mediterranean and the Black Sea Regions (IMEAK) CHAMBER OF SHIPPING, TÜRKİYE



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, Türkiye, 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, Türkiye'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, Orhan Gülcek, Burak Akartaş, Uğur Sina Şen, Başaran Bayrak, and Zihni Memişoğlu.

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, ship classification organizations, ship



Chamber of Shipping



SALİH ZEKİ ÇAKIR - President of the Assembly

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 Türkiye (TOBB),
International Chamber of Commerce

– Türkiye National Committee (ICC Türkiye), 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.

BOARD OF DIRECTORS



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BOARD MEMBER OF İMEAK DTO

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



PROF. DR. İSMAİL DEMİR

PRESIDENCY OF THE REPUBLIC OF TÜRKİYE,
PRESIDENT OF 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 we have become one of the leading

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 have developed and continue to develop



SUBMARINE RESCUE MOSHIP

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. Through projects run by our presidency,

our projects not only in the military but also in the civilian field, widely ranging from fighting forces to support elements, to search and rescue to combatting



I-CLASS FRIGATE

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, Türkiye'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 is also ongoing for 3 new MİLGEMS. We



UFUK



TCG BÜYÜKADA



TCG BAYRAKTAR

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 i-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.

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The Turkish Merchant Fleet

WORLD AND TURKISH MERCHANT FLEET

2022
WORLD FLEET
2.086.712.000 DWT

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

TURKISH FLAG FLEET

5.7 million DWT (1.000 GT and more)

FOREIGN FLAG FLEET

25.5 million DWT (1000 GT and more)

TURKISH SHIPOWNERS CONTROL TOTAL OF

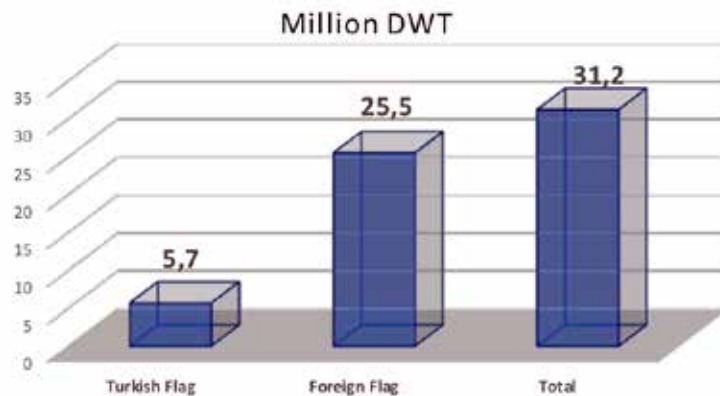
31.2 million DWT

BY COUNTRY OF CONTROL AS OF 2022

TURKISH MERCHANT FLEET UNDER THE CONTROL OF THE TURKISH SHIPOWNERS

Turkish Shipowners control total 31.2 million DWT fleet. Turkish Flag Fleet is 5.7 million DWT and Foreign Flagged fleet is 25.5 million DWT. Turkish Merchant Fleet is on the 15th in the world list.

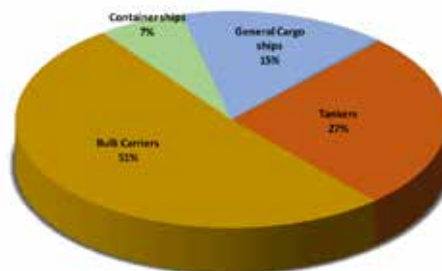
As of the beginning of 2022 regarding the Turkish Ship Owners' ships of 1000 GT and above. 16.8% percent of these ships are registered under the Turkish flag and 83.2% are registered under the foreign flags.



Turkish flag fleet is equal to
Foreign flag fleet is equal to
Turkish shipowners control total of

5.7 Million DWT
25.5 Million DWT
31.2 Million DWT

PERCENTAGE DISTRIBUTION OF TURKISH OWNER SHIPS BY TYPE



Distribution of the fleet by DWT (31.2 Million); 51 % bulk carriers. 27 % tankers. 15 % general cargo ships and 7 % container types of ships.

FOREIGN TRADE TRANSPORTATION BY MODES

Türkiye 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
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 Türkiye's foreign trade is being realised by maritime transportation. The progress of transportation between the years of 2016-2021 is shown in the Table below by the modes of transportation.

TURKISH PORT

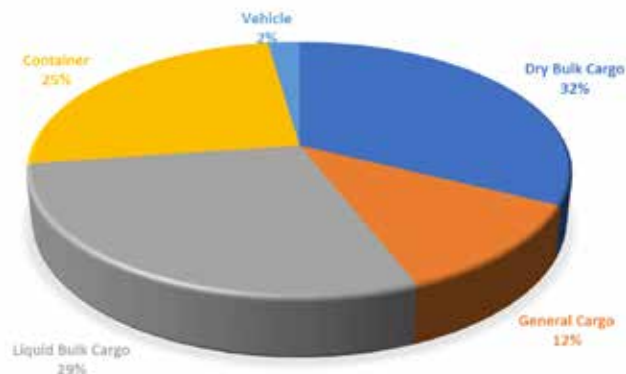
Explanation	Dry Bulk Cargo	Road	Pipeline and Other	Rail	Air
2021 Cargo Handling	232.1	150.5	12.6	2.1	0.3
Capacity	419.2	347.4	25.9	6.8	0.3
Capacity Performance	55.4%	43.3%	48.6%	30.9%	0.4
Planned Port Capacities	40.9	16.2	17.7	0	0.4
Total Capacity Including Planned	460.1	363.6	43.6	6.8	0.2

Current Status of Turkish Ports

Source: Republic of Türkiye Ministry of Transport and Infrastructure,
Directorate-General of Maritime

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

Cargo Handling Figures According To Year 2021 (%)



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 Türkiye Ministry of Transport and Infrastructure, Directorate-General of Maritime

CABOTAGE TRANSPORTATION

The total cabotage transportation in 2021 is 31.184.349 tons.

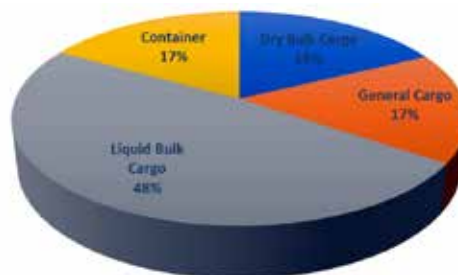
2015-2021 Cabotage Transportation

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 Türkiye Ministry of Transport and Infrastructure, Directorate-General of Maritime

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 2015-2021 have been realized as 11% on the average.

Development of the Seaborne Trade (2015-2021) Tons

Years	Seaborne Trade Total	Export	Import	Turkish Flag	Turkish Flag %	Foreign Flag %
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 Türkiye Ministry of Transport and Infrastructure, Directorate-General of Maritime

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 Türkiye Ministry of Transport and Infrastructure, Directorate-General of Maritime

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 Türkiye Ministry of Transport and Infrastructure, Directorate-General of Maritime

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	Türkiye	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 2015-2021 (TEU)

Years	LOADING (TEU)			UNLOADING (TEU)			SEABORN TRADE (TEU)			
	Cabotage	Export	Total	Cabotage	Import	Total	Export + Import	Transit Handling	Total	Change (%)
2015	305.882	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	3.607.086	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	4.160.124	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 Türkiye Ministry of Transport and Infrastructure, Directorate-General of Maritime

Seaborne Export and Import, Transit Handling of Türkiye 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	148.645	55.792	204.437	39.400	22.587	61.988	266.425
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 Türkiye Ministry of Transport and Infrastructure, Directorate-General of Maritime

As of 2021, the countries which Türkiye 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 İstanbul 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 2015-2021 are shown in Table below. In the year 2021 38.551 ships in total have passed through the İstanbul Strait, 43.342 ships in total have passed through the Çanakkale Strait.

Ships Passing Through the Turkish Straits (2015-2021)

Years	İSTANBUL			CANAKKALE		
	Number of Vessel	GT	GT Change %	Number of Vessel	GT	GT Change %
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 Türkiye Ministry of Transport and Infrastructure, Directorate-General of Maritime

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 Goods Carriers Passing Through The Turkish Straits (2015-2021)

Years	İSTANBUL		CANAKKALE	
	Total Tankers	Oil and Dangerous Cargoes (ton)	Total Tankers	Oil and Dangerous Cargoes (ton)
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 Türkiye Ministry of Transport and Infrastructure, Directorate-General of Maritime

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*** BAŞARAN BAYRAK**

“As the members of the maritime family around the world, we are eagerly awaiting the SMM 2022, the world’s largest shipbuilding exhibition, which will be held for the thirtieth time this year in Hamburg, Germany.

The SMM Fair organized in many different halls and categorized by product groups continues to shape industry trends as the world’s largest shipbuilding exhibition.

The authorities of the exhibition define this year’s event as “the most innovative SMM”. The most important topics of the exhibition will be innovation, environmentalism and measures against climate change.

Postponed & canceled during the pandemic period and held again this year, international exhibitions such as Posidonia and Norshipping attracted unusually large crowds. The SMM is also likely to draw the biggest crowds to date.

OVER 70 TURKISH COMPANIES TO PARTICIPATE IN THE FAIR

There will be more than 70 Turkish companies attending the fair this year. There are 21 Turkish companies in the Turkish national participation organized by the Association of Ship Yachts and Services Exporters (GYHIB).

Considering the importance of the fair for the promotion of the sector and the

stakeholders and producers can make optimum use of the demand explosion that is taking place after the pandemic.

I sincerely wish that all the exhibitors will benefit from the work carried out in this four-day organization in order to keep their ties with their existing customers strengthened, to reach potential new customers and to introduce their companies, and I strongly believe that



country, the Ministry of Trade assigned the Association of Ship Yachts and Services Exporters to set up a “Türkiye Brand Pavillion”.

Hosting great opportunities for people from all circles of life, this important organization will bring together the whole maritime family from all over the world. Participating in these exhibitions is very significant so that our sector

the fair will make significant contributions to the Turkish maritime industry and the promotion of the country.

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EXPORTING BATTERY/HYBRID INNOVATIVE SHIPS MEETING GREEN DEAL TARGETS



* MURAT KIRAN

Our association Turkish Shipbuilders' Association (GİSBİR), which is one of the earliest non-governmental organizations in Türkiye, has been representing the Turkish Shipbuilding Industry since 1971. With nearly 100 members in its 50-year history, our association serves as a bridge "between our shipyards and the relevant institutions". GİSBİR also operates internationally as a SEA Europe member and ASEF council member serving in the important platforms of our industry.

Considering our maintenance and repair activities, alongside the construction of Turkish ships and yachts, as well as our military ship projects, our key position in the global market shines through. With the ships we built between 2002 and 2008, we became one of the most experienced small-scale chemical tanker manufacturers globally.

Today, we have been focusing on innovative and high value-added projects

since the 2010s due to evolving and improving market conditions. As of today, we have successfully completed and delivered hybrid, all-electric and environmentally-friendly projects, many of which are first-in-class in the world. I would like to emphasize that the Turkish Shipbuilding Industry is mainly exporting battery/hybrid, innovative vessels fulfilling the "Green Deal" targets to EU countries in line with the developments and changing demands of the world, and that a large number of retrofit projects have been realized for the adaptation of environmentally-friendly technologies to existing ships.

Our shipyards are mainly engaged in the construction of offshore auxiliary vessels, fish transportation vessels, Ro-Ro vessels, tugboats and military vessels. As

meet customer demands, deadlines and quality of workmanship in special purpose projects make us a preferred choice and strengthen our position. Building ships for Norwegian shipowners, our shipyards has begun to receive orders from Norway as they demonstrated their quality in this field. Our GİSBİR member shipyards are now irreplaceable manufacturers for Russian and Norwegian ship owners and operators. We see that autonomous systems have been introduced on Norwegian ships, initially with hybrid and now with electric drive. By gaining experience in the implementation of these systems, our shipyards are also securing their future orders. We gladly and proudly follow up these good developments on behalf of our country.

We not only build ships for international



in previous years, we proudly announce that we are among the top 5 in yacht and mega yacht construction. Our ability to

customers, but also have innovative projects designed for our own needs setting an example for the world. Put into

service by GİSAŞ, the pilotage and towboat service provider in Tuzla, which is Türkiye's biggest shipyard, GİSAŞ POWER, designed and built by Turkish engineers, represents 'new generation green technology' with its zero emission, noiseless, fuel and lubrication-free, rechargeable and fully electric operation. GİSAŞ has initiated construction efforts to renovate all the towboats in its fleet to be electric and zero-emission like ZEETUG-30, thereby reducing the carbon intensity per kWh produced (CO2/kWh) and working in accordance with the principle of "decarbonization". All-electric GİSAŞ POWER is providing service to our shipyards in Tuzla Bay for a year now, saving 210 tons of CO2 emissions and 9 tons of NOX emissions per year. Our goal is to fully decarbonize Tuzla Bay with zero-emission tugboats and set an example for the world.

TURKISH SHIPBUILDING INDUSTRY OFFERS DIVERSIFIED SERVICES

The pandemic has led to a shrinkage of new orders on a global scale amid commercial uncertainties for the future. In particular, the serious downturn in the tourism sector and the near-stop in the demand for cruise ships has led to significant uncertainties in European shipyards for the coming years.

Despite a certain slowdown, our workforce remains steady, and current repair activities, Retro-fit installations and new builds continue. I would say we are in a better position than many countries in this regard.

In addition to the maintenance, repair, and refit services we provide to the ships, most of which belong to our foreign customers, to quantitatively express the work carried out to meet the new regulations; we have done serious work in this field with over 350+ Ballast Water Treatment systems and over 150+ Scrubber systems.

We see that with the novelties required by environmental policies, innovation is an issue that cannot be ignored. Studies are currently expanding on more environmentally-friendly fuel models and their integration systems on ships. We observe that the markets for innovative and environmentally-friendly ships, in addition to commercial ships, have shifted from Europe to China in recent years. In comparison to various countries and shipbuilding economies branding themselves in certain specific areas, the Turkish shipbuilding industry has a wide range of diversity in this respect.

In addition to the medium-tonnage commercial vessels in demand since the early 2000s, Türkiye has also made a significant breakthrough in innovative shipbuilding in recent years. We can easily foresee that orders will continue to be received in this area.

* GİSBİR CHAIRMAN OF THE BOARD



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* CEM SEVEN

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As the Turkish Association of Ships, Yachts and Marine Services Exporters, we hold events at many international fairs and exhibitions in order to effectively promote our country's ship and yacht industries and raise awareness. As well as our participation in exhibitions such as SMM, Posidonia, Norshipping, Neva, we ensure the representation of our member companies in the best way by meeting all of their needs and help them form international business contacts by organizing Turkish national participation events. We are faced with a very busy exhibition calendar with



the re-launch of previously postponed and canceled exhibition organizations following the removal of the pandemic-related restrictions. As the Turkish Ships, Yachts and Marine Services Exporters' Association, we have been undertaking the participation of Türkiye in the SMM Fair in Hamburg/Germany since 2012 and this year we will hold the 2022 edition with a very large turnout between September 6 and 9, 2022. With the instructions of the Ministry of Trade, we will conduct promotional activities and organize the Turkish Pavilion at this fair, which will contribute to improving both the sector and our country's image. 21 companies will participate in Türkiye's national participation event for SMM 2022, which will take place after a four-year break. There will be over fifty Turkish companies participating individually and not taking part in the Turkish national participation event.

MAIN THEME: DIGITALIZATION AND ENVIRONMENTALISM

The SMM 2022 will open its doors to its guests after a four-year break with the theme for this year 'digitalization and environmentalism'. The participating

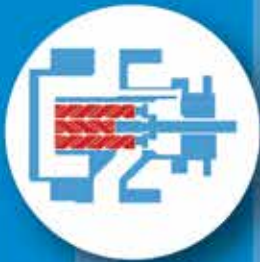
companies have been making their preparations in this respect. They will be attending the fair in order to expand their customer networks, give their existing customers the message "Hey, I'm here too", and inform them about their company's current situation in the production processes.

We have experienced a more intensive visitor traffic in the exhibitions we participated in the aftermath of the pandemic compared to the previous periods. We predict that this will also be the case at the SMM, the world's largest shipbuilding fair. As the Ships, Yachts and Marine Services Exporters' Association, we undertake many initiatives both before and during the exhibition to represent our industry and our country in the best way possible and ensure that all of the thousands of people attending the exhibition as visitors are aware of and visit the Turkish pavilion. We intend for the Turkish national pavilion to be the most popular stand of the exhibition with advertisements and promotional activities in the exhibition area.

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* HÜSEYİN ÇINAR

Istanbul International Shipping Conference & Gala Dinner will be carried out on September 22th, 2022, 14:00-23:59 at Divan Kuruçeşme in İstanbul. The Event is organized by 2 main shipping NGOs in Türkiye, Turkish Shipowners' Association and Association of Turkish Coaster Owners and Operators. The event is powered by Turkish Chamber of Shipping.

This event also supported by almost 20 sponsor companies; Turkish Chamber of Shipping, Turkish Shipbuilders' Association, YAF Diesel, EOS Group, Optima Shipbrokers, SOCAR, Petrol Ofisi, ONURSAN, Jotun, Esenyel Partners, Doğruyol Shipyard, ClassNK, Omni Sigorta ve Reasurans Brokerlik Hizmetleri Limited Şirketi, Movers Denizcilik, International Registries (IRI) Company, Türk Loydu and Nippon Paint. We thank to all the companies to support Turkish Shipping Sector's first shipping event under the name of ISTSHIP.

The event will be a candidate to be among the largest shipping and maritime organizations globally in the following years. This year's event includes a half-day conference, cocktail reception and gala dinner. 700 high level sector representatives including shipowners, charterers, bankers, P&I club managers, shipyard owners are expected to attend conference and gala dinner from Türkiye and all over the world.

Main theme of the Conference is decarbonization, market analysis and future of the shipping which will be held under the topic of the Istanbul Shipping Connections and Talks". ICS president, German Shipowners' Association's President and CEO, African Shipowners' Association Secretary General, Union of Greek Shipowners Chair, Hellenic Short Sea Shipowners Association Chair, BIMCO, Optima Shipbrokers, Banchero Costa analysts will participate.

Such a prestigious event offers a real opportunity for companies, institutions and organizations to make a great networking.

GUEST COUNTRY: GREECE

In the Cocktail Reception & Gala Dinner, the venue, Divan Kuruçeşme will create unforgettable moments for participants in the heart of İstanbul, the world's most impressive and mysterious city, right on the shores of the enchanting blue of the İstanbul Strait. Many artistic activities, both local and international will be implemented.

What we achieve this year's event to get participated many shipowners' association's president and chair, vice president and vice chair and their CEO and managers. So we have invited many persons from these NGOs. We allowed

to buy branded tables for only the shipowners both from Türkiye and other countries and we gave an opportunity to them to invite their partners.

So we wait our guests to Maritime Hub İstanbul to connect the seas and continents, to connect the peace at world and to connect more greener shipping all together.

PROGRAM

14:00-18:00 CONFERENCE

ISTANBUL SHIPPING CONNECTIONS AND TALKS

14:00-14:15 Opening Speech

All speakers will be at stage at the same moment and will be advised to give a mini-talk.

Ms. Funmi Folorunso, Secretary General of African Shipowners' Association

Mrs. Pinar Kalkavan Sesel, Chairperson of Association of Turkish

Coaster Owners and Operators

Mr. Cihan Ergenç, Chairperson of Turkish Shipowners' Association

Mr. Charalampos Simantonis, Chairperson of Hellenic Shortsea Shipowners' Association

Representative of Union of Greek Shipowners (TBC)

Mr. Tamer Kıran, President of Turkish Chamber of Shipping

Mr. Emanuele Grimaldi, President Of International Chamber of Shipping

14:15-14:45 Keynote Speaker

ISTSHIP'22

Guest Country : Greece

ISTANBUL INTERNATIONAL SHIPPING CONFERENCE AND GALA DINNER

ISTANBUL CALLING

SEPTEMBER 22, 2022 THURSDAY

SAVE THE DATE

Will be held for the first time in Istanbul, one of the maritime hubs of the world

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Türk Armatörler Birliği

Futuristic approach for maritime economy and shipping in general **Martin Stopford**, Director and Teacher The Maritime Lectures

14:45-15:30 First Panel Session - Industry

Discussing the decarbonization dilemma

among uncertainties, regulations and international efforts

Moderator Prof.Dr. Mustafa Insel I
Advisor to Turkish Chamber of Shipping

Speakers Dr Nikolaos Liapis I HSSA
BoD's Member

Andreas Syrigos I HSSA Maritime Affairs
Advisor

Charles Hasskell I Lloyd's Register
Maritime Decarbonisation Hub
Programme Manager

15:30-16:00 Coffee Break

16:00-16:45 Second Panel Session – Shipping Analysts

Future expectations in shipping markets and maritime economics

Moderator Prof.Dr. Oral Erdoğan I Rector
at Piri Reis University

Speakers Angelica Kemene I Head of
Market Analysis & Intelligence I Optima
Research

Enrico Paglia I Research Manager I
Banchero Costa

Niels Rasmussen I Chief Shipping Analyst
I BIMCO

16:45-17:15 Coffee Break

17:15-18:00 Third Session- NGOs

Free Subject Talks and Closing Session

Moderator TBC

Speakers Emanuele Grimaldi, President
Of International Chamber of Shipping

Ms. Funmi Folorunso, Secretary General
of African Shipowners' Association

Other speakers will be declared when
confirmed.

18:30-19:30 COCKTAIL RECEPTION

19:30-23:59 GALA DINNER

*** ISTSHIP GENERAL COORDINATOR / TURKISH**
SHIPOWNERS' ASSOCIATION SECRETARY
GENERAL

TRADE FAIRS MAKE MAJOR CONTRIBUTIONS TO THE DEVELOPMENT OF THE MARITIME INDUSTRY



* PINAR KALKAVAN SEŞEL

Constituting the foundation of the global economy and trade, maritime transportation keeps getting more valuable as commercial activities become more and more dependent on the seas every day. Together with the seas, this considerable value created by the contributions of each and every element of the maritime industry also fosters the development of national and regional economies.

Carrying out transportation activities in the Black Sea, Mediterranean and Europe, coaster ships not only provide economic input to the countries in the region, but also occupy a prestigious and important position in the world maritime industry with the job opportunities created. With their long-standing history, coasters continue to be the gateway of our owners and operators to world maritime, though having a lower carrying capacity compared to large tonnage ships.

They are the starting point of our shipowners in shipping and allow their growth. Coasters also play a decisive role in the steps taken by states towards becoming a “maritime country”.

The Association of Turkish Coaster Owners and Operators (KOSDER) is one of the few non-governmental maritime organizations representing the coaster tonnage.

It aims to bring the coaster ownership and operations to its rightful place since its foundation as they are of great importance for world maritime and increase the added value of a country's foreign trade. In addition, our association, following closely the Turkish-owned and Turkish-flagged coaster ships, represents a considerable 40 percent of the coasters carrying out transportation activities in the Black Sea and Mediterranean basin, and accomplishes significant works with its projects and activities.

In line with this objective, KOSDER undertakes an important mission in finding solutions to the general issues of maritime transport by feeling the pulse of world maritime.

Moreover, as a seafarer non-governmental organization, KOSDER brings the global maritime industry together and carries out important activities to create unity and to exchange information.

We will witness the best example of these activities in Istanbul, one of the most important maritime centers of the world, on Thursday, September 22, at the Istanbul International Shipping Conference & Gala Dinner 2022 (ISTSHIP-22), to be held jointly by the



Association of Coaster Owners and Operators and the Turkish Shipowners' Association. We aim to bring new perspectives to the maritime industry and draw different routes by listening to the developments in the industry from the leading names of global maritime transport with ISTSHIP-22. Greece is invited as a guest country to the fair. On the other hand, backed by the vision of the seas offering us an infinite world and the support of our seafarers, we are welcoming all sectors serving maritime transport to open their doors to the whole world through ISTSHIP-22.

As with all commercial activities, fairs are of great significance for the maritime industry as well as for organizations and events. Trade fairs, in particular, contribute significantly to the development of the maritime industry as well as bringing together industry players.

Presenting the requirements of the age and offering all the possibilities of technology to the benefit of sector representatives, fairs always open new horizons for us. I believe in this respect, the 30th SMM Hamburg Fair is an important opportunity for visitors and exhibitors this year. I hope that all seafarers get the most out of the Hamburg SMM, which is one of the leading trade fairs for the maritime economy, and representing a long and reputable maritime tradition.

*** CHAIRMAN OF THE BOARD OF DIRECTORS OF THE ASSOCIATION OF TURKISH COASTER OWNERS AND OPERATORS**

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GALATAPORT İSTANBUL: REDEFINING ISTANBUL'S HISTORIC PORT WITH THE WORLD'S FIRST UNDERGROUND CRUISE TERMINAL

The 29,000 sqm underground cruise terminal is connected via ramps to a unique hatch system that is used to create a temporary customs area while a ship is in port and leaves the coastline free after the ship departs.



Featuring the world's first underground cruise terminal with an accolade of Red Dot Design Award, Galataport Istanbul is a \$1.7 billion urban renewal mega project reattributing 1.2 km. of the Bosphorus waterfront back to the city, redefining Istanbul's historic port into a buzzing gastronomy, art & culture, and shopping neighborhood.

The 29,000 sqm underground cruise terminal is connected via ramps to a unique hatch system that is used to create a temporary customs area while a ship is in port and leaves the coastline free after the ship departs. The hatch system is made up of 176 individually controlled hydraulic units providing the flexibility of creating a secured ISPS area only where the ship docks, leaving the other parts accessible to public. This innovative design and infrastructure not only convert the pier into a unique promenade in an area that has been closed to public access since late 19th century but also

strengthens Istanbul's status as a hub port city. From the Mediterranean Basin to the Black Sea, Galataport Istanbul has already rejuvenated the cruise sector by acting as a bridge between regions.

Galataport Istanbul is capable of accommodating three ships and 15,000 passengers a day, including oasis-class cruise ships with more than 8,000 passengers. By embodying 5 terminal connection ramps for the passengers, 8 luggage platforms, 1 km. long luggage conveyor and 32 passport booths, the cruise terminal entails a 30-minute operational journey from ship to the exit area. The journey is even faster for transit passengers with 22 turnstiles and the 70-capacity tour bus area dedicated for the cruise operations at the parking lot.


and make the passengers and the crew forget that they are 8 meters below the Bosphorus. The central focus in Galataport Istanbul's design, construction, and operations revolved around minimizing the negative impact on the environment and reducing the project's carbon footprint. As a result, it became Europe's second largest project to receive LEED Platinum Certification.

Galataport Istanbul is also a socially sustainable port, where locals and cruise activities are harmoniously come together. As Istanbul's favorite meeting spot with 25 million total visitors per year, the cruise tourism also has become a topic of interest since all guests are exposed to magnificent cruise ships.



The terminal's architecture and interior design inspired by Istanbul's famed underground cisterns, won the international design award Red Dot. The special lighting conducted within the terminal provides a feeling of daylight

Galataport Istanbul has hosted 75 calls and 80,000 passengers and crew since becoming operational in October 2021. The cruise port is expected to host 1.5 million cruise passengers from 2023 onwards.



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‘FLOATING HOTELS’ AT ANTALYA PORT

Türkiye’s leading commercial cargo and cruise port QTerminals Antalya is welcoming giant ships known as “floating hotels”.



With a total of two 370-meter-long piers and a passenger terminal of 1,830 square meters, cruise tourism is booming at the Antalya Port. After welcoming its first ship on March 25, the port hosted the passengers of the fourth luxury ship of the season.

The port is expected to host several giant ships until the end of the season. Özgür Sert, General Manager of QTerminals Antalya Port, stated that thanks to cruise ships, Antalya attracts tourists from different countries with a financial return 4 to 5 times higher.

Expressing that cruise tourism revitalized after the epidemic and they made a good start to the season, Sert said: “We expect to reach 38 thousand passengers with around 35 cruise ships this season. We want to surpass the records of previous years and achieve better figures.

Previously, we reached 200 thousand passengers with 70 ships, and we have expectations of matching this number

in 2023 and doubling it in 2024. Both the capacity of the port and our current conditions can make this possible.”

Sert also stated that cruise tourism has been at a standstill due to the epidemic, and that people who have been locked up at home for 2 years now just want to throw themselves out which will have a positive impact on tourism.

“People traveling on luxury ships have different experiences” he said. “People having dinner in a different country in the evening wake up in a different country in the morning”. He said that

QTERMINALS
ANTALYA

ports also act as a publicity ambassador and noted that the services provided in these ports are also reflected in satisfaction and are effective in terms of the continuity of tourism.

Sert further added that there are around 70 ports in Türkiye that accept cruise ships, but that the ports of Antalya and Istanbul differ with their “landing and boarding” facilities.



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GOAL FOR KUŞADASI: 1 MILLION PASSENGERS WITH 'FLOATING HOTELS'

In 2023, 1 million tourists are projected to visit Kuşadası, which hosts the highest number of giant cruise ships known as “floating hotels”.



Aziz Güngör, General Manager of Ege Port Kuşadası, emphasized that despite the start of the 2022 season in the shadow of the Covid-19 epidemic, a strong jump was experienced in March. Güngör said that the mobility of the spring increased its pace with the summer season. “274,128 passengers came to the port with 223



ships this year and we expect 750,000 passengers by the end of the year” he said. “We expect the number of ships will reach 500 by the end of the year. The busy months are just around the corner and we are just entering the busy months.

An important part of the season will follow. For August September and October in particular, we are expecting a large number of ships. It is expected to exceed

70 in August, 70 in September and 80 in October.”

Stressing that they managed to spread cruise tourism in the district for 12 months, Güngör continued: “There is something very important about this year. Cruise tourism has turned into a 12-month touristic activity for Kuşadası for the first time. Let’s announce the good news in advance.

Usually this is a form of tourism occurring between March and November. This year, apart from January and February, we will also have ships in December. There will be 15 ships in December, 15 in January and 15 in February. That means the tradesmen of Kuşadası are going to keep their shops open all around the year and never close their doors.”

Pointing out Kuşadası’s world-famous harbor, Güngör said that the ancient city of Ephesus and the House of Virgin Mary are also effective in the preference of cruisers for this port. “The port in the district hosts 50-60 different cruise companies annually, and almost all the



companies in the world stop here, and 15 new companies have added Kuşadası to their route this year. The number of reservations we have received for next year is considerable. We were expecting 2023 to be much stronger already. Indeed, bookings are also moving in this direction. In 2023, the number of passengers is expected to exceed 1 million. To date, this will be the highest number of passengers in the history of Kuşadası. We expect this favorable progress to spread across the country. Türkiye plans to complete this year with 1100 ships. In 2023, it is expected that this number will exceed 1500 with more than 2 million passengers.”

Güngör also stated that the Eastern Mediterranean route has become more popular in cruise tourism and companies have begun to reserve ships with larger capacities for this route. He added that it is satisfying to see that the number of tourists has increased independently of the number of ships thanks to ships with a capacity of 3-4 thousand passengers.



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GLOBAL PORTS HOLDING EXPANDS ITS NUMBER OF PORTS TO 24

Global Ports Holding (GPH) expanded its portfolio to include the cruise ports of Las Palmas de Gran Canaria, Arrecife (Lanzarote) and Puerto del Rosario (Fuerteventura) in Spain's Canary Islands. Its number of ports in GPH's portfolio rose to 24.



Global Ports Holding (GPH), an affiliate of Global Investment Holdings and the world's largest cruise port operator, has expanded its portfolio to include the cruise ports of Las Palmas de Gran Canaria, Arrecife (Lanzarote) and Puerto del Rosario (Fuerteventura) in Spain's Canary Islands. Its number of ports in GPH's portfolio rose to 24. "With these new ports, we have consolidated our position as the world's largest cruise port operator" said Mehmet Kutman, Chairman and CEO of Global Ports Holding. "At the same time, we have strengthened our presence in the Mediterranean Basin, expected to further increase its share of cruise tourism."

Global Ports Canary Islands (GPCI), 80 percent share of which is owned by Global Ports Holding (GPH), an affiliate of Global Investment Holdings and the world's largest cruise port operator, has expanded its portfolio to include the cruise ports of Las Palmas de Gran



Canaria, Arrecife (Lanzarote) and Puerto del Rosario (Fuerteventura) in Spain's Canary Islands. The largest of the three cruise ports, Las Palmas will have a concession period of 40 years, while the other two ports will have concession periods of 20 years each.

In Q4-2022, GPH plans to complete the takeover of the operations of these three cruise ports before the winter, the peak cruise season for the Canary Islands. With the addition of these cruise ports to the portfolio, the total number of cruise ports operated and managed by GPH in the Caribbean, Mediterranean, South Atlantic, Asia and Northern Europe cruise regions reached 24. Combined, these three ports welcomed 1.5 million passengers in 2019.

For the new terminal building in Las Palmas, the Marmoles berth in Arrecife and the Puerto del Rosario modular terminal facilities in Fuerteventura,

GPCI will invest around \$40 million. Funding for the project is planned to be provided by local banks, while financing negotiations have reached an advanced stage. Borrowing metrics are expected to be in parallel with the Group's historical peers.

"WE CONTINUE TO SEIZE SMART OPPORTUNITIES"

Mehmet Kutman, Chairman and CEO of Global Ports Holding, stated: "We are extremely pleased to add three ports in the Canary Islands to our portfolio. We will transfer our international experience and operating model in cruise port management to these ports. With these new ports, we have consolidated our position as the world's largest cruise port operator. At the same time, we have strengthened our presence in the Mediterranean Basin, expected to further increase its share of cruise tourism." We continue to evaluate and discuss rational opportunities to expand our portfolio."



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UPCOMING CHALLENGES AND SOLUTION PROPOSALS FOR CREW TRAINING AND DEVELOPMENT



*CAPT. ÖZGÜR ALEMDAĞ

In the past, it was just enough to have a system and certificate onboard that proves you are implementing a training system. After TMSA came into force, the game has changed. You need to have a live system that proves you are executing every single KPI from selection to closing the training gaps. And DryBMS is on the way for bulkers. Systems and people need to change together with the culture. We cannot find solutions to our evolving needs by previous methods. Let us review the upcoming challenges and proposed solutions.

DECARBONIZATION

With the upcoming regulations about decarbonization, systems that are being used onboard the vessels and ways to manage them will be changing, which will require new skillsets for the officers and also for office personnel.

GEN Z

The statistics show that the seafarers are unwilling to continue their careers



onboard, and the supply is decreasing especially after the pandemic. On the other hand, Gen Z is on the way which thinks and behaves totally different from what we have experienced. Knowledge is accessible; what about purpose, values, and attitude. Are we seeking crew



retention or performance? How can we make this new generation stick to the maritime career and willingly perform their daily work in parallel to organization goals? We should also include these topics in a proper way in our training library.

DIGITALIZATION

Studies made on artificial intelligence, autonomous vessels, and other



technological developments make officers afraid to lose their jobs soon. We all know that it is not that close. The crew is crucial, and also the technology is. The best way of integrating them is to find a midway by human-oriented hybrid digitalization that will help crew and office personnel to make proper decisions and reduce the workload of their daily operations.

INSTRUCTIONAL DESIGN

Instructional design is one of the most important issues that should be focused on to meet the new generations' learning needs. Learning can be realized effectively when the learner is taken in the center of the process with an active learning methodology by using interactive content through case studies, real-life problems, and relevant visuals. User experience also needs to be considered during the design of the training. Mobile-ready, micro,



game based, task-oriented training also increases engagement and eases the management of emerging training needs. The overall aim during the design process of training should be to increase curiosity, give the knowledge or let them seek or discuss on it, gain the necessary skills in an immersive and attractive way and most important, change the behavior in parallel to the company's objectives with the required attitude.

GAMIFICATION / GAME BASED LEARNING / VR / AR

We need to increase engagement by adding gamification tools to our learning

platforms; also, serious games, VR and AR implementations bring the learning process to a more advanced level which also attracts the new generation and eases the learning process, especially for critical operations, emergency situations and finally by case studies on human factor training. VR-based cases can also be used to assess crew before employment.

CLOUD SIMULATION

By Cloud simulation implementation, training can be more accessible. Companies can create their own scenarios and apply different training which will improve awareness, skills, and emergency response. The crew can attend the same scenario from their homes, and the



remaining time and sources can be used to create more effective training. Student-led micro simulation courses will also support improving the necessary skills in a cost-effective way.

MENTAL HEALTH AND WELLBEING

Recent reports show that mental health disorders will be the disease of coming years. When it comes to seafarers, it is obvious that the pandemic again proved that seafarers have vital importance but cannot feel this value due to the different implementations, which ends with depression and even suicide. The industry is pushing shipping companies to find ways to improve the mental state and well-being of the crew. The first step should be to select the proper candidate with an appropriate assessment. Personality Tests supported with AI improve the quality of outcomes and enable you to select the proper candidate and even benchmark the crew to find the best team that matches each other. The second part is to sustain this mental state and improve the crews' resilience skills by implementing

resilience modules onboard, giving them financial and social well-being training, listening to relevant podcasts, making webinars, opening the way for peer and professional support properly in case they require, in a confidential manner. Initiatives



like Shell's resilience / reflective learning, Mission to Seafarers cbts, and podcasts are excellent examples of best practices. Last but not least, companies need to set a proper system supported with practical training tools and materials and actively monitor and manage these conditions that affect mental health and wellbeing. It is also vital to react immediately in case of an emergency situation. These requirements will be an industry standard by the upcoming Human Factor Element, both stated in the TMSA update and DryBMS that shipping companies need to be prepared for.

THE NEED FOR A SMARTER PLATFORM

When it comes to the platform, we should take into consideration these issues. Many companies still use more than one service provider, which creates extra workload and integration problems. The selected platform should provide an end-to-end solution. It must be lean and process-oriented with regards to the industry requirements. It should comprise all the necessary tools and content and should be continuously improved by feedbacks and emerging requirements. It should be flexible in finding additional solutions with regards to companies and industry requirements. The platform provider also can be able to provide customized content for companies' specific orientation needs. It should be integrated properly with the companies' ERP platforms to ease the management. The data accumulated in the platform could be analyzed and converted into a valuable asset to manage



the process more effectively. Needless to say that it needs an active engagement and follow-up by the company.

PROPER SUPPORT

When it comes to the platform provider, the provider must be fully aware of industry requirements, provide proper solutions to these requirements, establish open communication to understand the company needs, and combine the industry and company-specific needs in their platform with adequate content. Provider needs to give fast responses to the requirements and implement innovative solutions that improve the effectiveness and sustainability of the training process. They should be responsive and flexible to the companies' requirements and also should be able to give support to the management of the training activities on behalf of the company. Could provide solutions for existing needs that are above the industry requirements that will be awarded best practices during the audits.

SUMMARY

Learning and development can be achieved first by making maritime industry attractive and enhance value proposition. nurture workforce with a blended approach mentioned above, mentoring them, and create an environment, platform and resources enabling them to gain necessary skills by experience. Industry also should provide alternative related career opportunities to the seafarers as we need experienced seafarers onshore too. Finally last but not least, industry must find ways to diversify the crew by allowing more women taking part in the industry and retain them with a proper change management.

*** CEO MARITIME TRAINER**

RISE IN THE NUMBER OF CARGO AND CONTAINERS HANDLED IN PORTS

Adil Karaismailoğlu, Minister of Transport and Infrastructure, announced that the amount of cargo handled at ports between January and July was 319,687,000 tons with an increase of 6.6 percent compared to the same period last year, and the amount of containers was 7,365,000 TEU with an increase of 2.1 percent.



Adil Karaismailoğlu

In his written statement, the Minister Adil Karaismailoğlu stated that they were planning the future with “State wisdom” in the maritime industry as in every field of transportation. “21.6 billion dollars will be invested in the maritime industry until 2053” said Karaismailoğlu. “We have reserved a special place in our 2053 Transportation and Logistics Master Plan for the maritime routes, which is the foundation of our Blue Homeland and the key point of our integration in transportation.

We will expand the number of port facilities from 217 to 255. By expanding green port practices, we will ensure that our ports use a high percentage of renewable energy sources. Autonomous ship voyages will be developed and handling efficiency will be improved at ports through autonomous systems. We will expand the transshipment service capacity of ports and build a multimodal and short-distance maritime transport infrastructure capable of serving the countries in the region.”

Referring to the maritime statistics for July, Karaismailoğlu shared the following information: The amount of cargo handled in our ports between January and July reached 319, 687,000 tons with an increase of 6.6 percent compared to the same period of the previous year.

The cargo handled at ports in July this year increased by 6.7 percent compared to the same month of the previous year to 46,198,000 tons. Loading for export purposes increased by 3.2 percent to 12,495,000 tons and unloading for import purposes increased by 11.4 percent to 21,424,000 tons in July. In July, foreign trade transports increased by 8.3 percent compared to the same month of the previous year reaching 33,919,000 tons.”

Noting that transit cargo transported by sea in ports decreased by 6.7 percent to 6,23 million tons, Karaismailoğlu said that the amount of cargo transported in cabotage increased by 14.4 percent with 6,45 million. Karaismailoğlu continued: “The highest cargo handling was realized at the port facilities operating within the administrative boundaries of Kocaeli Regional Port Authority with a total of 7,388,000 tons of cargo.

Kocaeli Regional Port Authority was followed by Aliğa Regional Port Authority and Ceyhan Regional Port Authority. Regarding cargo types, the type of freight showing the highest increase in July compared to the previous month was unbriquetted hard coal with an increase of 1,341,167 tons.



It was followed by crude oil with an increase of 931,425 tons and scrap iron with an increase of 213,805 tons. Portland cement ranked first among the export cargo handled at our ports with 1,206,806 tons. Unbriquetted hard coal ranked first among the import freight handled in our ports with 3,006,976 tons.”

Stating that the highest cargo handling in exports made by sea in July was realized in the transport to the USA with 1,617,000 tons, Karaismailoğlu noted that this was followed by the transportation to Italy and Spain. "The highest cargo handling in imports was realized in shipments from Russia with 6,772,000 tons."

NUMBER OF CONTAINERS HANDLED IN PORTS

Karaismailoğlu stated that the number of containers handled at ports in July

decreased by 1.8 percent compared to the same month of the previous year and fell to 978,000 TEU.

“The number of containers handled at our ports in the January-July period rose by 2.1 percent compared to the same period of the previous year and reached 7,365,000 TEU.

The number of containers subject to foreign trade handled in July reached 755,869 TEU with an increase of 1.7 percent compared to the same month of the previous year.

Export container loadings at our ports reached 361,322 TEU with an increase of 0.4 percent, while import container unloadings increased by 2.9 percent to 394,547 TEU. The number of transit containers handled decreased by 25 percent to 148,000 TEU. In the same month, the number of containers

handled in cabotage reached 73,226 TEU with an increase of 36.2 percent.”

Karaismailoğlu also shared the information that a total of 241,263 TEU containers were handled in port facilities operating within the administrative boundaries of Ambarlı Regional Port Authority, which was followed by Mersin and Kocaeli regional port authorities.

“The highest container handling was realized in shipments to Israel with 100,687 TEU” said Karaismailoğlu. “Israel was followed by shipments to Greece and Egypt. The highest number of export containers loaded by sea at our ports was 37,858 TEUs of containers destined for Egypt.” Egypt was followed by China and Greece. The highest number of import containers discharged by sea was 69 thousand 618 TEU, consisting of containers from Israel.”

AVS TAKES FIRM STEPS TOWARDS BEING A GLOBAL BRAND

AVS Global Supply, which has been investing in different areas of the maritime industry for more than 37 years, is taking firm steps forward in achieving its goal of bringing ship supply and management to a global vision with its latest contract.



With a staff of around 400, AVS Global Supply provides services in the field of global ship supply, technical supply and management, on/offshore and commercial ships catering services, software development and satellite communication in the maritime industry. It also operates a maritime school that trains personnel for the industry. The headquarter of AVS is located in Istanbul and it continues global trade in 100 countries and more than 1700 ports.

The company has recently made a strategic power partnership with Nordic Hamburg Company, aiming to create a more visionary synergy in the industry. Nordic Hamburg Company is operating in the German maritime industry since 2006. With this cooperation, strong steps have been taken to transform into an international value the value-added services that will be created by the new business plans determined by the two companies. The primary target of these partners in the German and Turkish maritime industry is to make more deep-rooted investments in the industry and to increase its share in the world market. Especially, this investment in

AVS, considering the ships in the Nordic Hamburg pool, will increase the number of ships served by the company and will provide a serious acceleration in terms of purchasing volume, logistics capabilities and financial strength. In this regard, AVS has taken a serious step towards its goal of becoming a global brand.

Another purpose of the partnership is to generate jobs in the world's waters for the sailors of our country, which is particularly rich in young population, so that they can take a greater place in the market. In particular, projects are being developed to employ current maritime students studying at our universities and seafarers of tomorrow, as personnel trained in the world maritime industry, at Ekol Maritime Training Center, which is one of the investments of AVS. It is expected that the local vision of Ekol will be renewed with an international vision, its staff will become professional and its infrastructure will be strengthened. At the same time, Turkish seafarers will be able to take more place in the world maritime market. Another target is to ensure staffing primarily in India, China, Japan and the Middle East in addition to its organizations ready in Singapore, Greece, and Germany, beyond its headquarters in Istanbul. The plan of being close to suppliers and customers in these regions is being managed in parallel with the business plans.

ŞİMŞEK: DIGITAL TRANSFORMATION AND CLIMATE CHANGE AT THE CORE OF THE FAIR

Another issue within the scope of AVS's planning is to create new business areas for the industry through project partnerships. Among other project partners of AVS, 365 Teknoloji meets the needs of the industry in the field of

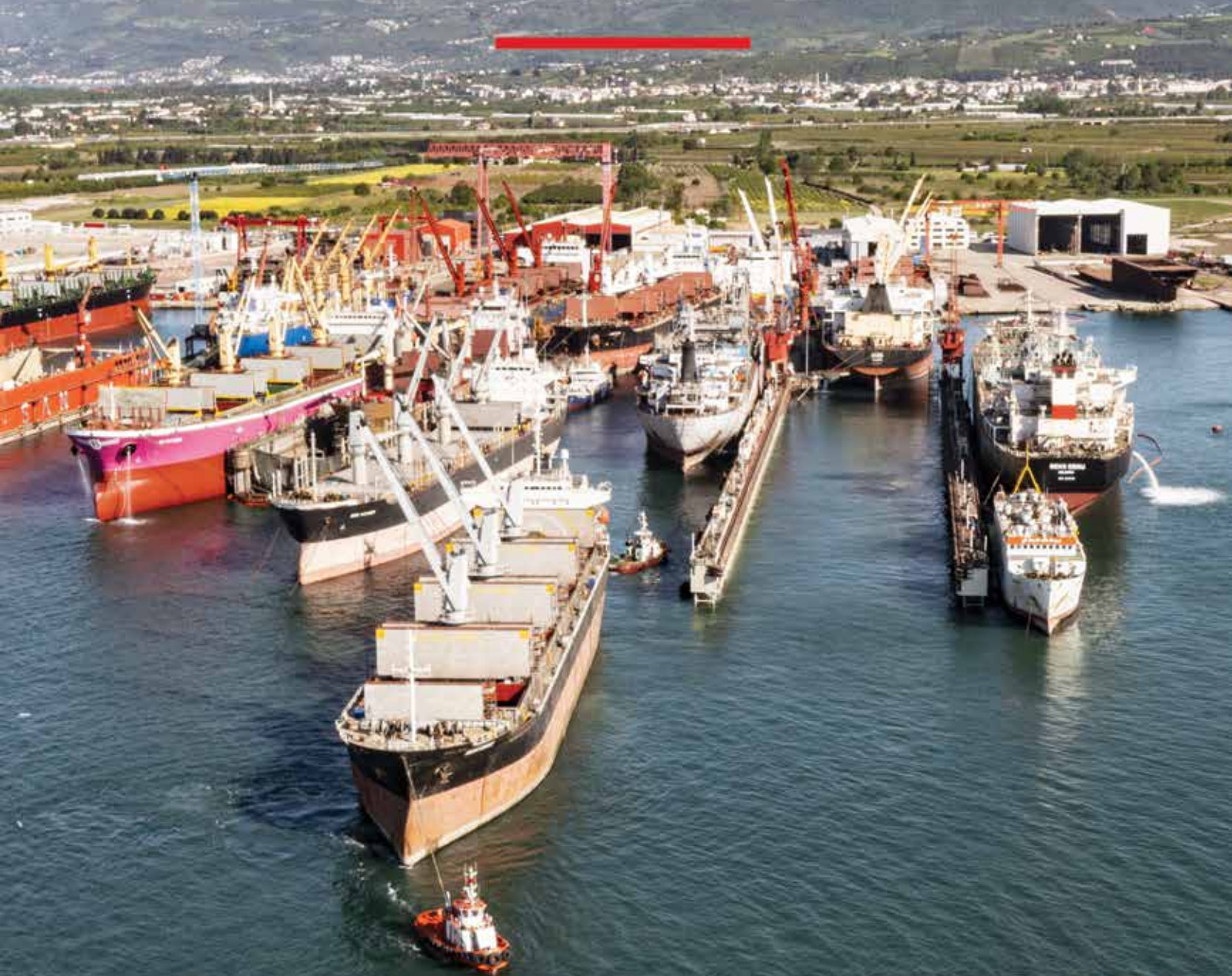
digitalization and it has declared 2022 as the year of digitization of all the companies it serves to. Working with its supplier network spread all over the world as well as the customer side, AVS will take into account the demands of both customers and suppliers in the platforms to be developed. In order to achieve these developments, the 365 Technology team lives in these operations and determines the needs with all its technical staff.

The company supports sustainability projects with the same motive. As the last initiative, the firm has recently transferred business cards to the digital environment in order to establish environmentally-friendly offices with the project it has completed.

Abdülvahit Şimşek, Chairman of the Board of Directors of AVS Global Supply, told the developments within their organization and evaluated the SMM Hamburg. "We are making a special effort to participate in fairs organized both inside and outside Türkiye where we have access to customers and we have a density of customers and suppliers. Although the distances are close through digital channels, we must accept that such events are high-performance meetings in order to develop contacts and bilateral relations and to keep up with the industry.

Especially after the pandemic, this has become even more valuable. Nowadays, we talk about digital transformation and climate change frequently, and I believe that putting these issues at the center of SMM Hamburg will be effective in the awareness of all of us after the fair," he said.

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MATCH BALLAST AND BUSINESS WITH ALFA LAVAL COMPLIANCE NAVIGATOR

As you look into ballast water treatment solutions, the word “compliance” is one you will come across in one form or another. It is a little word, but it’s a bigger concept – and it concerns some big obligations for ballast water treatment systems and you.

BALLAST WATER MANAGEMENT OR TREATMENT?

Compliance means fulfilling a requirement or a set of rules – in this case, the regulations that govern ballast water management (BWM).

The main strategy for ballast water management is ballast water treatment

treatment systems (BWTS) referred to as ballast water management systems (BWMS).

TYPE APPROVAL ISN'T COMPLIANCE!

The IMO BWM Convention and the USCG Final Rule each define a process for type approving ballast water treatment systems. In other words, they state the

does not prove that an individual system will meet the requirements. Your specific system and its installation on your vessel must be approved by a classification society – and even that is not the whole story.

MAKING SURE YOU STAY COMPLIANT

Once you have a type-approved ballast water treatment system on board and its installation is approved by a classification society, your vessel is ready to comply.

However, you must be ready too. In order to be and stay compliant, your ballast water treatment system has to be operated and maintained according to the regulations – and your supplier’s specifications. If the crew uses the system incorrectly, or if it isn’t kept in proper condition, its type approval won’t protect you from fines or other consequences.

Among other things, the legislation requires these actions regularly:

- Crew training
- Maintenance
- Calibration
- Water sampling

So, compliance is never a one-time thing. You must keep at it over time. Alfa Laval Compliance Navigator is a new tool for ensuring that the system you choose complies not just on paper – but also where you sail. You can find the tool and get started directly at www.pureballast-compliancenaavigator.com

(BWT), which neutralizes organisms in the water. However, ballast water management is a larger concept that includes alternative (but less practical) measures like ballast water exchange. Even so, you might see ballast water

technical requirements that a system must meet to comply. However, a type approval is only a condition for compliance. The type approval states that the system design has been shown capable of meeting the requirements. It



Choose trade over trade-offs

Match ballast and business with Compliance Navigator

Type approval isn't the same as compliance. Even if a ballast water treatment system is certified, it may not get your vessel where it needs to go.

Compliance Navigator is a new tool for comparing potential systems with the conditions and limitations on your vessel's trade routes. Step by step, it guides you through key parameters and decisions, so that the system you choose complies not just on paper – but also where you sail.

Find your way forward in ballast water treatment at
<https://pureballast-compliancenenavigator.com>



ALKOÇ GROUP MARKS SUCCESSFUL PROJECTS IN DIFFERENT SERVICE FIELDS

With 25 years of experience in the sector and entrepreneurial spirit, Alkoç Group has set out to provide first-class ship management for different types of ships with a vast experience in bulk carriers, tankers, container ships, MPP, PSV, LPG, LNG, and FSRU management and stands out with its diverse range of services. Gathering its other affiliated companies under a single roof at this point, Alkoç Group is progressing towards its goal of becoming an international player with its services developed for all components of the maritime sector in addition to operational activities.



The Group operates in the fields of ship agency, satellite communication and communication systems solutions as well as ship management, repair and maintenance, new construction, chartering, consultancy, procurement and survey services. It is also the “Exclusive Distributor” representative of Korean companies with a partnership structure in Korea, including equipment such as Ballast Water Treatment, Sawage Treatment, scrubbers, air compressors, and the representative of Panama Maritime Documentation Services in Türkiye. The company currently has three vessels of its own in the management of the ongoing 2+2 tanker project in China, with the new build operation from the planning and approval stage to the delivery and warranty process. Considering the 20 vessels of the German shipowner and investment company, which joined the fleet in the first quarter of 2022, the company is now serving 27 vessels.

Thanks to the fact that our geography is a serious hub, and that the maritime transportation, and the shipping fleet are expanding every day, and investors and organizations wishing to establish

partnerships reach appropriate financing solutions and support, the company started to operate in the field of ship repair as well. Alkoç Group has also completed projects to restore many ships ready to operate after the repair processes instead of being scrapped. During the changing world conditions and especially in times of the epidemic, the company provided services to foreign shipowners in Türkiye in the shipyard area in terms of pre-survey preparation and inspection points.

Realizing the significance of human resources and ship personnel procurement, the company opened its second HR office in Batumi alongside the human resources department in its head office and provides crew management services for many ships in the industry as well as the ships in its fleet. It is one of Intelsat's three project partners in the world in satellite systems and bridge communication, involving the company in new service areas in the sector without any regional limitations.

Alkoç Group adapts the principles of having team members with the ability to manage ships of different tonnage and types, and with a maritime background, showing the ability to take quick action to the changing conditions of the sea, being sensitive to environmental pollution and respecting national values since its establishment. The Group Companies consist of Pearl Naval, ALKMARAgency, ALKSat, ALKLogistics and ALKSurvey companies, all of which are well known in the industry. After graduating in 1999 from ITU Higher Maritime School, Burak



Alkoç began his career as a chief engineer and worked as a supervisor in new construction projects in different shipyards in Korea for many years. He also served as Technical Manager and General Manager at Ciner Denizcilik. Alkoç emphasized that the Hamburg SMM is an important promotional

channel for the world maritime industry. Founding his first company named Pearl Naval in 2017, Burak Alkoç gave the following information about the fair: “For a long time now, the world is struggling in the face of epidemic conditions.

In this new period in which we are now getting used to managing difficult conditions, being together in such organizations is not only a spiritual satisfaction, but also very valuable in terms of the development of our business. We get the opportunity of explaining our supplementary services for our customers, either those who make new builds, or those who receive repair and maintenance services or management services from us.”

AWARDED SHIPYARD, AWARDED VESSELS!

Annually each remarkable and game-changing success is awarded by Offshore Support Journal. OSJ Offshore Renewables Award 2022 is presented to GROENEWIND in London for its unique and environmentally friendly specifications.



DEME's first dedicated Service Operation Vessel Groenewind is the first SWATH type (Small Waterplane Area Twin Hulled) Wind Farm Support Vessel in the world.

Groenewind is accomplishing another milestone by being the first wind farm support vessel to serve 3 different wind farm sites concurrently. Twin hulled design makes sure the vessel feels



lower wave impact. This led to lower fuel consumption and higher vessel stability during operations. With the motion-compensated gangway, Groenewind

aims for safety in significant wave heights when it comes to technicians and the vessel crew.

After winning this award in 2019 with the World's first hybrid DP2 Windfarm Support Vessel Wind of Change, doubling this success is a sign of CEMRE's commitment and passion for the art that is built as a team. Several months ago, Cemre Shipyard is also presented a prestigious award called Sustainable Shipyard Award in Copenhagen. Sustainable actions taken in the facility and persisting in building environment-friendly vessels for the future of the earth tagged Cemre as Sustainable Shipyard.

We are not only building green vessels but also doing it in a green way with I-REC certified energy use, recycling actions, decontamination prevention, and raising awareness.

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NEXT GENERATION METHANOL POWERED CSOVS WILL BE BUILT AT TERSAN SHIPYARD

Tersan Shipyard has signed contract with Acta Marine Netherlands for 2 pcs DP2 Construction Service Operating Vessels powered with Methanol and MDO/HVO. Two more optional vessels would be secured at a later stage of the contract period.



Designed by Ulstein Design & Solutions AS with the cooperation of Acta Marine, the two vessels are planned to serve in the offshore wind construction market. Including TWIN-X stern, an integrated walk-to-work gangway system, 3D crane and the hotel styled accommodation areas, the vessels will be targeting the market expectations and needs.

89 meters long and 19 meters wide vessels will be able to accommodate up to 135 people in 85 cabins. The CSOVs will be equipped with Motion Compensated Gangway systems supplied from SMST, mounted on the integrated towers with height adjustment and a personnel/cargo lift.

Addition to the advanced gangway system, they feature a 3D-motion compensated crane with 6 tons of lifting capacity again supplied by SMST and 500 m2 indoor and 500 m2 outdoor cargo areas. The two vessels are aiming to provide a short, efficient and safe transfer of personnel and cargo even in the harsh

weather conditions where the level of waves reaches up to 3.00 meters.

Tersan Shipyard Business Development and Marketing Director Sakir Erdogan says "We are very proud to be awarded by Acta Marine as the builder of these significant vessels who will be key players of the renewable market.

We are very motivated start working with Acta Marine whom are one of best companies in this sector and known with their professional approach. We are confident that we will reach our common goal of building innovative ships that will serve for a sustainable future. As Tersan Shipyard, we really care our production and consumption strategies to be equivalent in terms of renewability.

During the whole building process of the vessels, we are using % 100 renewable energy provided by both I-REC certificated wind farms and also provided by more than 8000 pcs of our own solar energy panels mounted on the roof tops

of the shipyard's workshops which means green vessels are being built by using green energy at Tersan Shipyard"

The vessels will provide high agility, operability and workability during the transfer of people and cargo. Optimized on-board logistics, high productivity and high comfort for the crew add great value to the vessels and dual fuel methanol driven propulsion will provide significant CO2 reduction measures. The first two vessels are scheduled for delivery Q2 and Q3 2024.

"A first in offshore wind market, this vessel will be capable of operating on dual fuel methanol and MDO/HVO enabling a strong carbon footprint reduction in the near future in combination with a battery power system. Furthermore, we are very excited that we have been able to sign an agreement with Tersan Shipyard that is well known for its quality and professionalism." says Rob Boer, Managing Director at Acta Marine.

“THE EXTENSION WORK ON CHALTYR IS COMPLETED”

Sefine Shipyard marks significant projects in both maintenance and repair, and new construction. The extension work on Chaltyr performed in Sefine Shipyard as well as the revision of coamings and forecastle and quarter deck is completed. The dry cargo vessel KRISTINA P, owned by MCF Shipping Company, had its cranes renewed.



CHALTYR

EXTENSION WORK ON CHALTYR IS COMPLETED

Following the work performed on Chaltyr in the new annex of Sefine Shipyard, the vessel was launched on May 11, Wednesday. After the installation of blocks and the elevation of coamings and forecastle and quarter deck in mid-April, the dry cargo vessel had its painting work and other routine operations completed at the end of the same month. Passing through a significant “conversion” operation, the vessel was extended to a total length of 32.5 meters with the addition of two blocks. Thus, Chaltyr is now ready to rejoin the seas. After being transferred on Tuesday, May 10 to the Floating Deck of Sefine Shipyard using SPMTs in the quay located in the new annex, Chaltyr was launched the next day together with NB52. Berthed in quay number 11, the vessel passed through an inclining test in May. Plans are for completing the test navigation of Chaltyr in June before making delivery.

KRISTINA P: Arriving at Sefine Shipyard for a conversion operation, the vessel



KRISTINA P

was subjected to crane renewal. The four pieces of a crane located in the mid-center of KRISTINA P were removed and replaced with two high-capacity cranes. A new generator room was built for these cranes.

The installation of vessel generators was completed. The newly provided cranes are aimed at making a faster and safer transfer of cargo to the river boats in the same fleet. Two pieces of mooring winch and hawse are being installed right beside the cranes so that these river boats can berth in open sea. Following all these operations, Kristina P will pass through and inclining



test and other tests before being delivered to MCF Shipping Company.

NEW BUILDING

THE LAST OF FIVE SISTER VESSELS DELIVERED

NB50 “OSLOFJORD V”: NB50

“OSLOFJORD V” which is the last of five sister passenger vessel is delivered. She left from Sefine Shipyard on 21.06.2022. The project started with NB46 and was successfully completed with NB50. The vessels serving the Oslofjord islands are



NB59

each the length of 35 meters and have a capacity of 350 passengers. They are all designed as hybrid double-ended ferries with a battery capacity of 1017 kWh. NB50 will be used for passenger transportation in Oslo, Norway.

STEEL CUTTING CEREMONY OF NB59:

Sefine Shipyard continues to develop its business volume. Steel cutting ceremony of NB59 was held on Wednesday, June 15. The block production of Live Fish Carrier with 2800 m³ capacity has been started in the workshops. The vessel is planned to be taken to the new building slipway shortly. Once completed, the Live Fish Carrier will operate in Norway.



NB:33 6700DWT Chemical Tanker



Norwegian shipping company Utkilen placed an order with ICDAS for four dual fuel chemical tankers of 6,700dwt. They will be delivered from the beginning of 2024. In addition, four of the existing fleet's newest and most modern ships will become more eco-friendly when they are prepared for LNG fuel during 2022 and 2023. As SEFT, we are proud to be part of this revolutionary chemical tanker design with detailed design services.

40.000DWT Bulk Carrier



New order to deliver Bulk Carrier "full package design services" including detailed design for HABAŞ. The new type 40000DWT Bulk Carrier will be built in 2023. Concept design of the Project took 6 months with CFD analysis and form optimization according to the EEDI Phase 3 regulation. Class approvals and 3D detail design will be carried out in 2022.

RO-RO Passanger and Vehicle Ferry



Torghatten Nord AS has contracted Cemre Shipyard to build a zero-emission double-ended car and passenger ferry. During 2022-2023, SEFT will walk with Cemre shipyard as a solution partner for detail & production design of RO-RO Passenger and Vehicle Ferry – NB 1091. Norwegian ship design provided the design for Cemre Shipyard.



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WE BRING LIFE TO SHIPS WITH OUR WATER

Established in 2020 to provide water supply service for ships, Su Deryası Maritime managed to make a name for itself in the sector in a short time. The owner and general manager of the company, Derya Aytekin stated that the major factor of the company's success is the company's female employees who do their job meticulously.



"As Su Deryası Maritime, we are strengthening our portfolio with our strong fleet in order to provide better service to our customers" says Derya

supply water to ships passing through the Bosphorus." Aytekin pointed out that their priority is to ensure professional supply of water to ships with high-quality



meticulously. We have boosted the confidence placed in the water-supply business of Su Deryası-and even its functioning- thanks to the cleanest and most reliable water supply, even in bad conditions, backed with the approved analysis reports we obtain from Hamidiye A.Ş. from the day we were established to the present day.

Every year so far, we have added new items to our portfolio and brought life to your ships through our contracted company. And thus, we have created customer satisfaction and an environment of trust for our customers" she continued.

Su Deryası Maritime provides high-quality fresh water around the clock for ships visiting the Ahırkapı - Kartal - Tuzla Anchorage Area, Istanbul Port, İzmit Port, and the Dardanelles Strait. Orders placed to the operation team are handled as quickly as possible and forwarded to the barges. The employees of Su Deryası have come up with a slogan for themselves: "As the women of Su Deryası, we bring life to ships with our water."



Aytekin. "With our 150mt/hour cargo water pumps, our flow meters that help read the highly sensitive water meter, our TSE-certified discharge hoses compliant with the quality management standards, our friendly team and the water we obtain from Hamidiye A.Ş., we



service. "Our barges depart from the Yenikapı Port and approach your ships in the safest way.

Meter controls are performed, necessary hose heads and hose distances are measured and prepared for evacuation

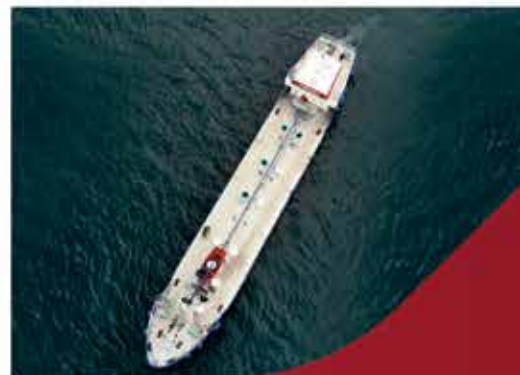


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Our company supplies fresh water from Hamidiye A.Ş. with regular water analysis reports every month, 3 water tankers with a total capacity of 1000 dwt belonging to it, in İstanbul, Kumkapı, Ambarlı, Türkeli, Tuzla, Yalova, İzmit gulf and the Marmara region, meets the fresh water needs of the vessels with the fastest operation 24/7. All the fresh water tanks of our tanker have the most hygienic tanks insulated with solvent-free epoxy paint, and it is the ONLY ONE and the FIRST company in its branch that received the "Water Intended for Human Consumption Supply Permit with Tankers" from the İstanbul Governorship Provincial Health Directorate.

- %100 Customer Satisfaction
- Fast Operation
- 24/7 instant availability
- Regular water analysis reports every month
- Most hygienic water tanks



EOS GROUP

Maritime is the main field of activity of EOS Group whose roots date back to 1917. The Group continues its operations with Armador Ship Management, Dentaş, Torgem and Çindemir shipyards, which are among its subsidiaries. The EOS Group that always prioritizes speed and quality in the sector, is a business community established with wholly local capital.

Armador Ship Management, which is among the leading shipowner companies in Turkey, has been providing maritime transportation to various destinations since 1959, based on the experiences of its founding partners. The company has diversified its services with, general cargo bulk carrier and tanker-type vessels and expanded its service area thanks to its steady growth. With a carrying capacity exceeding 400,000 DWT, Armador Ship Management has become the symbol of trust in chemical, mineral, container, and dry cargo transportation.

Dentaş Shipyard continues its activities in Tuzla district, the most important shipbuilding center of Turkey, with its facilities covering a total area of 18,000 square meters, of which 6,114 square meters are indoors.

Dentaş Shipyard, which provides building and maintenance services, along with the newbuilding and maintenance projects that it completed so far, carries its experience from the past to the future with its expert engineer staff and R&D activities. In order to respond to today's needs of the maritime industry in the most accurate way, the shipyard closely follows the technological developments in its services and production.

Another company of us that serves the sector as Çindemir Shipyard, was established in 1917 as a workshop to repair the iron parts of wooden vessels, and in the following years it started repairing the riveted sheet metal and steam boilers of the vessels.

Our organization that incorporated in 1965, keeps pace with the ever-evolving vessel repair Technology. The shipyard moved to Istanbul/Tuzla Shipyards Region in 1991 and increased its capacity with a new floating dock with a lifting capacity of 5000 tons in 2007. Çindemir Shipyard continues its maintenance operations.

The last company added to our group is TORGEM SHIPYARD has established itself as a respected player in the Turkish shipbuilding industry in part thanks to its pristine record of over 100 successful turnkey deliveries, 5 Generations of Shipbuilding experience, and our capability to provide tailor made solutions designed for a client's specific requirements, strives to be your shipbuilding partner.



EOS
GROUP



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NAVTEK NAVAL TECHNOLOGIES: A GAME CHANGER IN TRUE ZERO EMISSION E-VESSELS

Istanbul based naval engineering company has more than 40 years of diverse unmatched experiences in the maritime sector and innovative disruptive marine technologies including energy, fully electrical marine vessels, alternative fuels applications, offshore wind energy, and zero emission port development.



NAVTEK general manager Mr. Ferhat Acuner says, we passionately believe that only way to decarbonise our planet requires a holistic approach and state-of-the-art disruptive vessel designs like ZEETUG30 designed by NAVTEK. “We are keen to contribute to solving the world’s most serious energy problem with our young and dedicated multi-disciplinary team and our projects” Mr. Ferhat Acuner says.

NAVTEK Naval Technologies has developed a series of electric tugboat designs with the first already accumulating more than 750 days of service. Gisas Power was the world’s first fully electric harbour tug, built to Navtek’s ZEETUG30 design.

It has been operating in Tuzla Bay, Türkiye since Q1 2020 with Corvus-supplied batteries on board and is recharged in an hour from a dedicated station at the quayside.

NAVTEK general manager Ferhat Acuner says during the first 750 days of service, Gisas Power completed 1,981 jobs with more than 2,500 motor running hours and accumulative charging of around 492 kWh. A remarkable 410 tonnes of CO2 and 1 ton NOx avoided after 750



days. Furthermore, public health impacts of PMs (Particulate Matters) pollutions and significant marine noise pollution have also been avoided. Its operating expenditure savings are really good, being 50% cheaper on fuel than a tug using marine diesel oil, and maintenance and repair costs are 79% less,” Mr Acuner says.

A key aspect of this project was deploying a quick-charging station to keep the zero-emissions electric tug in full operation. This infrastructure is available to charge electric-powered vessels in a port, including a fleet of ZEETUGs under construction at Navtek’s new shipyard Türkiye.

“Two Zeetug30s are under construction with conventional propulsion and one Zeetug45 is being constructed with azimuth stern drive propulsion,” says Mr Acuner. “Bigger ZEETUGs of up to 80 tonnes are on the design desk.” These tugs will have a bollard pull of 60-80 tonnes, whereas Gisas Power has 30 tonnes of bollard pull and the ZEETUG45 will have 45 tonnes.

Mr Acuner says the tugs’ harbour operations can be fully electric, but alternative power sources will be needed for long-range operations. “It depends on the range and hours a tug operates. Electric tugs can operate up to 60 hours non-stop on batteries,” he explains.



Tugs could also be designed with swappable battery technologies, fuel cells or IMO Tier III diesel generators. “We can add range-extension devices, convert to hybrid tugs and go to another fuel system for long-range applications,” Mr Acuner says. Furthermore, “we are working on a new zero emission port “ZEEPORT project” that will provide an enabling environment to ensure true zero emission operations in a port ecosystem” Mr Acuner says.

are you still after
diesel or hybrid?

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ABOUT US

In terms of history, İnebolu Shipyard commenced operations as early as 2006. The company is part of the "Karavelioğlu Group of companies"; as İstanbul based shipping and trading group which is proud of having more than eleven decades (110 years) of global experience and a continual commitment to provide a fast, reliable and efficient service for its renowned customers an ethos evident when dealing within the whole group at several fields.

INEBOLU SHIPYARD was established in 2006 at Black Sea under the "Karavelioglu Group of companies" brand which was founded in 1916, in TÜRKİYE.

The Group also provides dedicated services to its commercial & pleasure vessel's customer as repair, maintenance, restyling and refitting of under the brand of İnebolu Shipyard.

The Group is articulated into three divisions:

- All kinds of Ship Repair and Maintenance;
- Luxury Superyacht Division (dedicated to the design, manufacturing and marketing of super yachts in aluminum and steel between 15-60 meters long, under the "KarVelli" brand); The Group is a shipyards operator and constructor specialized in the production and sale of vessels, custom-made motor yachts, superyachts and sport utility yachts, which are fitted out and customized according to the needs and desires of exclusive customers.

We demonstrate our philosophy and business approach well; in the near future, we will be introducing new generation of electrical tug boats.



INEBOLU SHIPYARD
KARAVELİOĞLU GROUP SINCE 1916



INEBOLU SHIPYARD

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With All our
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SANMAR SAAM DELIVERS CONDOR

SANMAR built SAAM CONDOR greeted by her sister ALBATROS upon arrival in Peru.

Newly arrived tugboat SAAM CONDOR, left, is pictured being welcomed to Peru by her sister tug ALBATROS after being delivered to SAAM Towage by leading Turkish tugboat builder Sanmar Shipyards.

Like her sister, SAAM CONDOR is based on the exclusive to Sanmar RAmports 2400SX design from Canadian naval architects Robert Allan Ltd. Both tugs will work out of the Port of Callao. Pablo



Caceres, Technical Director of SAAM Towage, said: "With great pleasure and expectations we are delivering the SAAM

CONDOR to our operations in Peru. This is the sixth tugboat from SANMAR under an already proven energy efficient for our operational constraints design and high quality construction.

Following the experience with our previous acquisitions, SAAM Towage is certain that we will not only exceed our clients' service expectations, but at the same time deliver our crews a seaworthy and safe vessel to operate."

DRILL SHIP "ABDÜLHAMİD HAN" READY FOR MISSION

Preparations for his mission in the "Blue Homeland" have been completed aboard Abdülhamid Han, the 4th drill ship to participate in Türkiye's hydrocarbon exploration activities.



The drill ship to take part in Türkiye's hydrocarbon exploration works departed from Okpo Port in South Korea and arrived in the Taşucu Port of Mersin on May 19. Its name was announced as Abdülhamid Han by President Recep Tayyip Erdoğan.

Various studies were carried out on the ship. Abdülhamid Han Drill Ship anchored at the Taşucu Port for approximately two and a half months. Maintenance, development and upgrading works were carried out on the ship during this period. After the installation of equipment,



technical procedures and certification, the drill ship became ready for missions and was painted red and white. The Turkish flag was embroidered on one surface of Abdülhamid Han.

THE STRONGEST SHIP IN THE FLEET

Abdülhamid Han will serve as the "strongest" of the fleet in the "Blue Homeland" with both its technical equipment and physical features. It will be the 4th member of the fleet seeking hydrocarbons after Fatih, Kanuni and Yavuz. The seventh generation ship stands is 238 meters long and 42 meters

wide. It has a double security system, and it will strengthen hydrocarbon exploration efforts. Only five ships are equipped with this technology in the world.

Thanks to its active positioning system with a double tower and a crew capacity of 200, the ship will play an important role in conducting effective research in blue waters with its ability to drill up to 12,200 meters. Drawing attention with his magnificence, Abdülhamid Han will be launched with a ceremony to be held on August 9 with the participation of President Recep Tayyip Erdoğan.

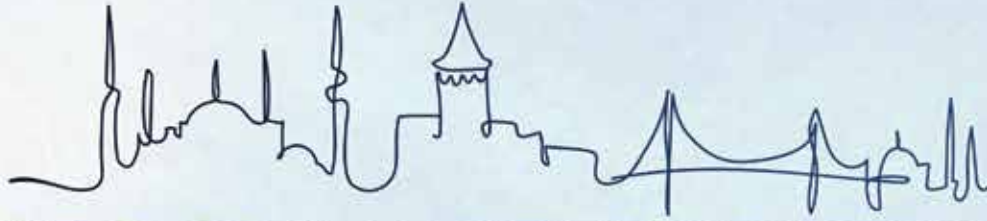
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THE GLOBAL MARITIME INDUSTRY IS HEADING TO İSTANBUL!

Türkiye's premium shipbuilding and subsidiary industry exhibition; Expomaritt Exposhipping İstanbul will be held for the 17th time between 2-5 May 2023 at Viaport Marina, İstanbul.



HATİCE DİNÇER

Being the centre of finance and industry of Türkiye, İstanbul can be defined as a business

hub for world markets thus remains its global importance for centuries. One of these important events is Türkiye's premium shipbuilding and subsidiary industry exhibition Expomaritt Exposhipping İstanbul, which is a global event gathering thousands of people from over seventy countries in İstanbul for an unforgettable week. Expomaritt is a place for potential great collaborations and hundreds of opportunities. The event is being organized by the world's #1 exhibition organizer Informa Markets bi-annually on behalf of the Chamber of Shipping-Türkiye.

Informa Markets is also the organizer of world-leading maritime exhibitions and conferences including Seatrade Cruise Global, Sea Asia, and Seatrade Maritime Middle East, Seatrade Offshore Marine & Workboats Middle East.



ASLI ALTINOK ERDAL

"NEW DATE, NEW TEAM, NEW CONCEPT, NEW AMBITION, NEW GOALS!"

Event Director Ms Hatice Dinçer stated that; "With our new date, new concept and new team motto; - The Global Maritime Industry is Heading to İstanbul - we are ready to host the industry professionals in the real shipbuilding and subindustry hub of the region; İstanbul! This year, we aim to be more international than the event by welcoming more than 700 exhibiting brands from over 35 different countries and 9.000 sector professionals from 65 countries. We are so proud to contribute to our country, economy and the industry by organizing this important event."

"MORE INTERNATIONAL THAN EVER"

Expomaritt Exposhipping İstanbul offers its participants the opportunity to introduce their products and services to the global maritime industry, as well as to conduct competitor analysis, establish new business contacts and learn about the latest developments in the industry.



SEMİH ETYEMEZ

Event Manager Mr Semih Etyemez stated that; "Taking place at the shipbuilding hub of the region; İstanbul, the 17th International Maritime Exhibition will provide you with an excellent chance to grow your business in this region. Exhibitors are mostly expecting to be from Germany, the UK, Denmark, Norway, the Netherlands, Italy, and Spain."

"A GENEROUS INVESTMENT IN DIGITAL PRODUCTS IS THE KEY TO A SUCCESS OF THE EVENT"

The fair, which stand sales have started, has already attracted the attention of all the important actors of the sector. Ms Aslı Altınok Erdal, Marketing Manager of the fair, stated that; "The 17th edition of the event will come with its strength in digital platforms. What we offer to for our visitors and exhibitors is two new platforms; one is called - Expomaritt Connect the other one is the - Digital Hub -. Another signature development we created is a specific Mobile App for the event. We also created a new internal brand called;



To learn more about what is new at
Expomaritt Exposhipping İstanbul 2023,
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- Shipbuilding

THE FIRST OF UZMAR'S TWO RAPIDE 4600 PUSH BOATS SET SAIL

Türkiye's UZMAR Shipyard has launched the first of the two RAPide 4600 push boats for Hidrovias do Brasil S.A.



UZMAR and Hidrovias do Brasil S.A. had a steel cutting ceremony for two new push boats back in July 2021 and after about a year, the first vessel has been launched in the last week of July 2022. After successfully delivering eight diesel electric shallow draft river push boats in 2014 - 2015; UZMAR Shipyard, also known as "Workboat and Tug Factory" of Türkiye, has been awarded with a contract for two more new push boats Robert Allan Ltd. designed vessels are measuring 45.6m in LOA, with a breadth of 16.5m and will be providing bollard pull of 65 tonnes. The tugs are diesel electric triple-screw, shallow-draft vessels and they are driven by three azimuth drive propellers in tunnels.

The hull, machinery casing, deckhouse, wheelhouse and funnels are welded steel construction and the hull form is expected to incorporate a tunnel stern to permit the fitting of large diameter propeller L-drive units to maximize propulsive efficiency in the shallow water environment. The diesel electric power generation system comprises three resiliently mounted medium-speed generator sets. The engines are designed to operate on either Heavy Fuel Oil (HFO) or Marine Gas Oil

(MGO). The shallow draft constraint will dictate that the utmost attention is going to be paid to weight control throughout the design and construction of every aspect of the vessel.

In order to meet demands for maneuverability, maximized fuel economy and to comply with the crash stop requirement, extensive analysis was performed by Robert Allan Ltd., as a result, the hull shape, tunnel geometry and propulsive components have been optimized for those specific requirements.

As a pioneer builder of the signature projects, UZMAR Shipyard is proud to have been involved in this innovative project as this diesel electric push boats will raise the standards of efficiency and safety in river transport industry.

The second of the RAPide 4600 vessels will be launched in September 2022 and be ready for delivery soon after. The new 46-metre-long tugs are designed for pushing barge convoys on inland waterways and they will operate along rivers in northern Brazil, often in remote locations and challenging operating conditions.

The vessels will be specifically crafted to push barge convoys of the following size:

Length overall (five barges) = 299 metres

Breadth overall (five barges) = 53.0 metres

Light barge draft = 0.50 metres

Maximum barge draft = 3.36 metres (11'-0"")

Barge Depth = 4.27 metres (14'-0"")

Maximum convoy deadweight = 48,000 tonnes

Technical Aspects: GENERAL PARTICULARS

LENGTH (HULL): 45.60m

BREADTH (MOULDED): 16.50m

DEPTH (MOULDED): 4.00m

MINIMUM OPERATIONAL DRAFT: 2.10m

NOMINAL DESIGN DRAFT: 2.50m

MAX AIR DRAFT (@ 2.5m WL): 13.60m

CLASSIFICATION

Plan Approval: BV

Design Basis: ABS A1, RIVER SERVICE, TOWING VESSEL, AMS

ACCOMMODATION

Total 18 Person

MACHINERY

MAIN GEN-SETS: 3 x 1725 EkW @ 1200 RPM

PROPULSION: 3 x FPP L-DRIVE

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A REVOLUTIONARY PROJECT COMES TO LIFE!

Turkish Shipbuilders' Association (GİSBİR) launched the “Safe Shipyards with Technology-Based Training Project” to foster an innovative and technology-based learning model in the shipbuilding industry.



The kick-off meeting of the project, which was officially initiated on 01.02.2021, was held online on April 27, 2021 and the details were announced. This groundbreaking project designed to make occupational health and safety more effective and efficient for shipyard workers, became one of the 37 projects deemed worthy of support out of 400 applications received by the Ministry of Family, Labor and Social Services and the Department of European Union and Foreign Relations for the European Union-funded “Improvement of Occupational Health and Safety Grant Program”.

An “OHS Commission” was established within GISBİR as part of the project, and the project development was carried out with the approval and evaluations of the commission. Under the scope of this revolutionary project in the shipbuilding industry, an e-learning platform was established and digital trainings were activated for 15,000 people, including sector employees and young people

receiving sectoral training. Using “Virtual Reality”, another method of technology-based training models, scenarios were created and implemented.

Accordingly, the precautions and measures to be taken during working at height and working in confined spaces were arranged as games and educational content was developed using Oculus glasses in the digitalized ship environment. An OHS lab was setup at Tuzla Piri Reis Vocational and Technical Anatolian High School, an affiliate organization of the project, enabling our students to access these training programs. Students, shipyards' occupational health and safety experts and human resources experts attended the introductory and informative seminars organized within the scope of the project. In addition, two awareness seminars were organized at Piri Reis University, where 500 people were informed about the project activities, objectives and the importance of OHS awareness.

To promote the project in Europe, shipyards in Spain were visited and good practices in European shipyards were examined. A closing meeting was held



on June 23, 2022 at GISBİR with the participation of President Murat Kıran and the project was launched to the sector. You can access the GISBİR I Safe Shipyards with Technology Based Trainings Project Promotional Movie, available at the link below to learn more about the project. Link: <https://www.youtube.com/watch?v=VpOguM9t-tE>

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“NIPPON PAINT MARINE”, PIONEER OF COMPREHENSIVE RESEARCHES

Nippon Paint Marine, a world-leading paint manufacturer, keeps offering solutions with its advanced technology products for every surface in need, especially for coating and painting. Nippon Paint Business Development and Trade Director Captain Cengiz Karabüber explained the roadmap, future plans of the company and their new product FASTAR to the Sea Trade Magazine.

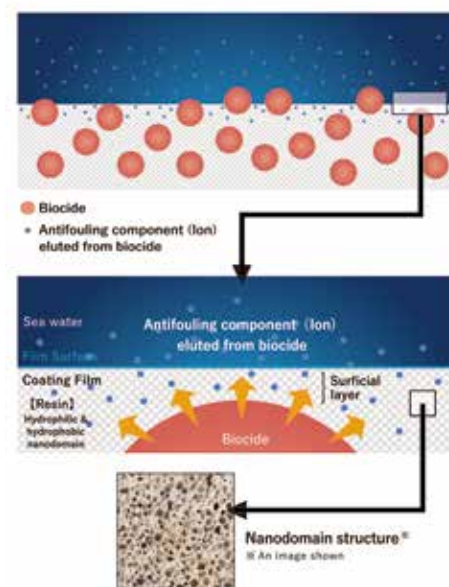


Established in Japan in 1881, Nippon Paint Marine offers solutions with its technologically advanced products for 141 years to all surfaces that need to be coated and painted, especially in the Decorative, Automotive, Industrial, Protective and Marine segments. It is among the world's foremost paint manufacturers as the leader of the Far East-Asia market.

Expressing that Nippon Paint provides alternative solutions, technical service consultancy and supply services to the Turkish ship industry through its innovative and advanced technology product range, Captain Cengiz Karabüber, Business Development and Trade Director of Nippon Paint, noted that Nippon Paint has achieved many world-firsts with its antifouling product range and is leading the paint industry with its environmental awareness.

Emphasizing that even though Nippon Paint is well known in the Far East market, its presence in Türkiye and Europe has been significantly strengthened with major investments in recent years, Karabüber continued: “The most significant of these activities is the acquisition of FİLLİ Boya (BETEK Boya Group), the market leader in Türkiye for many years, by Nippon Paint Holding. The incorporation of a highly publicized and industry-leading brand in the decorative segment in Türkiye has provided us with significant advantages in the marine sub-segment. We, as Nippon Paint Marine, support this robust growing structure as much as we possibly can, and make every effort to carry our company to the position of market leader in the maritime sector, a position earned by our increasing market share every year.”

Commenting on the new rules, new fuel types and the EU ETS system that have been on the agenda in recent years, Cengiz Karabüber explained their works and their future plans. Karabüber pointed out that given the world maritime markets, the industry will become more environmentally-friendly and more efficient. “IMO's new rules and future preparations give us signs of this” he said. “Being on the supply side, our responsibility is to be a pioneer in this transformation and development of the sector, and develop and present product alternatives needed by shipowners through our technologies. As an extension of IMO's new rules, the Japanese Government is undertaking the leadership of the “Zero Emission Green Ship” operation with a “zero greenhouse gas emission” policy in Japan by 2028. In



Europe, maritime companies are aiming to reach “carbon neutrality”, which will reduce greenhouse gas emissions from commercial activities to almost zero by 2050.”

“PROTECTING THE ENVIRONMENT IS VERY IMPORTANT FOR US”

Stating that Nippon Paint is trying to comply with environmentally-friendly trends with its “water retention technology” capable of reducing fuel consumption, Karabüber noted: “Biomimetic ultra-low friction antifouling operates using a proprietary water retention function to reduce the hydrodynamic footprint of the boat. Our low friction antifouling paints are widely used by many major maritime companies from an ESG perspective and measured in terms of high performance value. Energy efficiency, the environment and new rules are in fact intertwined and

NATIONAL NAVAL ARTILLERY GETS ON BOARD

The “National Naval Artillery”, which was developed by MKE and will soon be tested at sea, has reached the stage of signing contracts with three countries.



Makine ve Kimya Endüstrisi A.Ş. (MKE) showcased various examples of its products and works for light and heavy weapon systems in the exhibition area created as part of the EFES-2022 Combined Joint Live-Fire Field Exercise. Yasin Akdere, CEO of MKE A.Ş., stated that their company is at the meeting point of technology and experience, and that they exhibited 62 of their 484 main products at the exercise. Akdere expressed their happiness and pride in hosting the representatives, ministers and military attachés of 37 friendly and ally countries within the scope of the exercise, and added: “In this sense,

it is a great honor for us to be in this environment where we can express and show ourselves as well as our extensive development activities, and most importantly, where we can share experiences with our users and better determine their needs.” With their recent breakthroughs, Akdere indicated that they are rapidly continuing their efforts to bring many new products into the inventory on the path they set out on with the goal of “doing the undone”.

Providing information about the National Naval Artillery Project carried out by the company, Akdere commented as follows: “We will be conducting the port, navigation and control firings of one of the most significant of the projects implemented by us, the highly anticipated National Naval Artillery, for which we have concluded the land testing. We will accomplish a great achievement and close a huge gap with the Naval Artillery Project. We deeply pride ourselves in the

fact that we are realizing one of the most vital needs in the inventory in a completely domestic and national way, in cooperation with our valuable colleagues and solution partners. We finalized the weapon system, but 76 millimeter ammunition is among the most important needs. We are proud to share with you that this too has passed the tests successfully. 76 millimeter ammunition will also be offered to the service of our valuable armed forces domestically and nationally in the coming period.” Remarking that the National Naval Artillery will be mounted on board the ship as soon as possible and that the land firings have been completed, Akdere said that 80 shots were fired within 60 seconds without any problems.

Akdere also emphasizing that meeting the needs of the Turkish Armed Forces is their priority, and that they have simultaneously reached an agreement stage with three friendly and ally countries regarding the “Naval Artillery Project”.

MENGİ YAY LAUNCHES THE SECOND YACHT OF VIRTUS SERIES

Mengi Yay Yachting successfully launched La Vie, the second yacht of the Virtus series, at their shipyard in Tuzla.



The project was built as a 47.3-meter long steel/aluminum structure. The yacht was kept at Pendik Marinatürk Marina until the final fitting out and test cruises were completed, and delivered to its

owner upon the completion of the works. Offering its customers the possibility to build custom boats, Mengi Yay presents options ranging from hull color selection to personal specific requests. The second project of the Virtus series ever constructed by the shipyard is of great significance for both the shipyard personnel and the owner of the boat. With its stance, quality and sense of meaning, La Vie honors all the dedicated shipyard personnel who have been involved in the project from its first welding to the present day.

Following the successful completion and delivery of the Virtus 44-meter project to its owner in 2020, Mengi Yay decided to proceed with the production of 47-meter long boats in the series. The exterior design of the project was done by VYD Studio and the interior by Leonardo Santi Design. La Vie offers a spacious living area with a balcony on both sides, and main and upper deck rear seating areas. The year 2022 is already becoming the year of the Virtus series and they appear to make a name for themselves in the coming years.



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273 MILLION TONS OF CARGO HANDLED AT TURKISH PORTS

Port Operators Association of Türkiye (TÜRKLİM) announced the port sector data for the first 6 months of 2022



It was seen that compared to the statistics for the first half of 2021, a total of 273 million tons of cargo was handled at Turkish ports, showing an increase of 6.6% in total cargo and a difference of 16.9 million tons in tonnage during the same period of 2022. The announcement included evaluations by the Chairman of TÜRKLİM, Aydın Erdemir about the figures. Although the highest proportional increase seems to have taken place in coastwise shipping in 2022, import cargoes continue to be the largest group of cargo handled at the ports in tonnes. “This increase above the global average during the first half of 2022 indicates an acceptable and stable growth for our country in all aspects compared to the global economics, which has gradually slowed down and started to shrink again. We are growing as planned in TÜRKLİM’s Vision 2050 targets” said Erdemir. “There was a decrease in total cargo in April compared to the same months in the previous year, but a positive development was achieved in other months. However, when looked in terms of customs regimes,

it is noteworthy that there has been a decrease in export loads since April.”

Erdemir reminded that the top 10 ports handling the biggest amount of cargo of all port authorities accounted for 230 million tons, 84 percent of the total tonnage handled. “Of the port authorities listed in top 10 during the second quarter, cargo was decreased at Ceyhan (BOTAŞ), Mersin, Ambarlı and Samsun Ports, while there were an increase at all the other ports.” He also pointed out that among the top 10 port authorities which recorded increase in the first quarter, the increase of cargo at Aliğa and Tekirdağ Ports are particularly noteworthy. “The reason is that these port authorities have exhibited quite stable and high increases at 21.5 percent and 27.3 percent, respectively. The increase in cargo at Kocaeli Port, where the highest amount of cargo is handled, was at a lower rate compared to other high-tonnage port authorities, namely 3.7 percent on average. The increase in cargo handled at Aliğa and Tekirdağ Ports among all others is particularly striking with an average growth of 23 percent



and 28 percent in the first 6 months, respectively.

Beside the increase in the petrochemical production and commercial activities of PETKİM, increasingly more LNG handling especially at TÜPRAŞ and STAR refineries has brought Aliğa Port to the second position after Kocaeli Port Authority in terms of tonnage handled. The increase at Tekirdağ Port is due to the increase in container traffic at Asyaport which is located in this region and is mainly busy for transit handling.”

PORTS WILL BE THE MOST STRATEGIC AND MOST IMPORTANT LOGISTICS VALUES OF THE COUNTRIES

Aydın Erdemir explained that the increase at Tekirdağ Port, among the port authorities with a high rate of development, was due to the increase in transit containers at Asyaport, while the increase at Aliğa was due to the intense increase in imports, especially

PIPES BEING LAID IN DEEP WATERS

Continuing its work off Filyos, the ship named “Castorone” placed the first pipes on the seabed in deep waters.



The pipes that will carry 540 billion cubic meters of natural gas in the Black Sea began to be placed on the seabed in deep waters after shallow parts by the ship “Castorone”. The Minister of Energy and Natural Resources, Fatih Dönmez describes the works on the Sakarya Gas Field as “the project to stop foreign dependency in energy”. The works continue 24/7.

On the project, the speed of works on land is seen in the sea, too and one more stage is passed every day. More than 5 thousand personnel work on the Sakarya Gas Field, which is recorded as the largest natural gas discovery in Türkiye's history. The works continue in the Filyos Town of the Çaycuma district of Zonguldak and the domestic gas is planned to be connected to the national natural gas transmission system in the first quarter of next year. As a part of the works by the Turkish Petroleum Corporation (TPAO) teams, the pipes to link the Sakarya Gas Field and the Filyos Natural Gas Processing Plant are being laid.

They are now at the stage of laying pipes in deep waters after the shallow parts. The ship named “Castoro 10” is near the end of the pipe laying process in shallow parts and it handed over the mission to the giant ship “Castorone” for deep waters. The ship anchored off Filyos on July 6. It is 325 meters long and 39 meters wide, weighing 56 thousand 529 gross tons. Pipe loading to Castorone also takes place offshore. Pipes at Filyos Port, each 12 meters in length, are loaded onto support vessels and then onto the Castorone, which is approximately 500 meters offshore. After the completion of the operations, the ship started to lay pipes. The giant ship is scheduled to complete these operations by the beginning of autumn.

FIRST PIPES LAUNCHED WITH A CEREMONY

The first pipes were laid to the seabed in the shallows of the Black Sea with a ceremony held in Filyos on June 13 with the participation of President Recep Tayyip Erdoğan. Erdoğan delivered a speech at the ceremony. “Today, we



are launching the first pipes by saying ‘Bismillah’ and then we are making our first welding. On the deep sea side, I hope we will make the first weld next month” said Erdoğan. Also, the Minister of Energy and Natural Resources, Fatih Dönmez, spoke at the ceremony and said: “The Sakarya Gas Field will go down in history as the world's fastest offshore field development project from exploration to first production” he said.

On the Sakarya Gas Field, the production system to be established under the sea will be connected to 6 to 10 wells in the first place. In those wells, 10 million cubic meters of gas will be produced daily and given to Türkiye's natural gas network in 2023. This amount corresponds to 3.5-4 billion cubic meters per annum, yet production will increase gradually, as on such fields in the world. The highest production level in the Black Sea is expected to be reached in 2027-2028. 40 million cubic meters of gas per day and approximately 15 billion cubic meters of gas per year will be produced then.



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305 THOUSAND TONS SHIPPED THROUGH THE GRAIN CORRIDOR IN JUST ONE WEEK

In the context of the grain shipment deal coordinated by Türkiye to solve the global food crisis, 305,458 tons of grain was safely shipped from Ukrainian ports via 10 commercial ships in one week.



Under the auspices of President Recep Tayyip Erdoğan, Türkiye, the Russian Federation, Ukraine and the United Nations (UN) signed the “Initiative on the Safe Transportation of Grain and Foodstuffs from Ukrainian ports” in Istanbul on July 22. The Joint Coordination Center (JCC), which

UN. As part of the deal, Ukrainian ships with grain cargo anchor in the area allocated to them at the entrance to the Strait of Istanbul (Bosphorus) and are subject to inspection by the Joint Coordination Center. Following the inspection, the ships depart for their ports of destination.

FIRST SHIP DEPARTED FROM UKRAINE ON AUGUST 1

So far, a total of 4 ships carrying 170,458 tons of corn are scheduled to arrive at Turkish ports, while the first of these ships, “Polarnet”, which set off on August 5, arrived in Kocaeli Derince. The ship was carrying 12,000 tons of corn. The other 6 ships within the scope of the one-week shipment will go to Italy, China, Ireland, England, Lebanon. “Razoni”, a Sierra Leone-flagged dry cargo ship carrying 27 thousand tons of corn to Lebanon, became the first ship to leave Odessa Port of Ukraine on August 1 in accordance with the grain corridor deal. “Navi-Star”, a Panama-flagged ship carrying 33

thousand tons of corn from Ukraine to Ireland, departed from Odessa Port and “Rojen”, a Maltese flagged ship carrying 13 thousand tons of corn to England, departed from Chornomorsk Port on August 5.

FIRST EMPTY SHIP ARRIVED AT THE UKRAINIAN PORT ON AUGUST 7

“Fulmar S”, the Barbados-flagged empty ship, which left Bandırma Port on August 5, arrived at Chornomorsk Port in Odessa region of Ukraine on August 7. “Fulmar S” was the first ship to arrive in Ukrainian ports to receive cargo. “Osprey S”, an empty Liberian-flagged ship, also departed for Chornomorsk Port to receive grain after the inspections in Istanbul the other day.

“Mustafa Necati” carrying 6 thousand tons of sunflower oil departed from Chornomorsk Port on August 7 for Italy, “Star Helena” carrying 45 thousand tons of sunflower meal departed for China and “Glory” carrying 66 thousand tons of corn departed for Istanbul. On the same day, the ship named “Riva Wind” carrying 44 thousand tons of corn and going to Iskenderun also sailed from the Port of Odessa.

“Sacura” carrying 11,000 tons of soybean to Italy left Yuzni Port, and “Arizona” carrying 48,458 tons of corn to Iskenderun left Chornomorsk Port today. As part of the deal for the shipment of grain carried out under the coordination of Türkiye regarding the solution of the global food crisis, 305,458 tons of grain has been safely shipped from Ukrainian ports with 10 commercial ships.



will implement and monitor the plan for the export of Ukrainian grain and other foodstuff to world markets, was inaugurated on July 27 by the Minister of National Defense Hulusi Akar. Akar also engaged in intensive negotiations with his peers on the deal signed between the three countries and the



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TÜRKİYE ROSE TO 8TH PLACE ON THE WHITE LIST

In the last three years, the Turkish Flag has climbed up 24 places, to the top 10 countries, in the Paris MoU Ship Performance List, the indicator of prestige and high standard for national flags.

Following the port state inspections carried out within the scope of the Paris MoU, the Turkish flag, originally on the Black List in 2002, was promoted to the Gray List in 2006 and to the White List in 2008 thanks to the intensive efforts carried out by the Ministry and continues to maintain its place on the White List by strengthening its current position.

In accordance with the inspection periods of the Turkish-flagged ships in the Paris MoU and the deficiencies detected during these inspections, the required coordination is established with the port authorities and the flag state inspections (pre-survey) of the ships are carried out by the experts in charge. Approximately 1750 pre-surveys were realized last year, ensuring that the Turkish-flagged ships were prepared



WHITE LIST



RANK	FLAG	INSPECTIONS 2019-2021	DETENTIONS 2019-2021	BLACK TO GREY LIMIT	GREY TO WHITE LIMIT	EXCESS FACTOR
WHITE LIST						
1	Denmark	1,143	6	95	65	-1.98
2	Netherlands	2,597	33	204	160	-1.77
3	Norway	1,539	18	125	91	-1.76
4	Bahamas	1,656	24	133	98	-1.66
5	Japan	148	0	16	5	-1.60
6	Greece	644	8	56	34	-1.59
7	Bermuda (UK)	146	0	16	5	-1.59
8	Turkey	621	8	94	33	-1.57
9	Singapore	1,707	30	137	102	-1.55
10	Italy	650	13	72	47	-1.53
11	Belgium	202	1	21	8	-1.53
12	Cayman Islands (UK)	353	4	33	16	-1.47
13	Cyprus	1,995	42	159	120	-1.43
14	Hong Kong (China)	1,617	34	131	96	-1.41
15	Marshall Islands	4,312	104	330	274	-1.39
16	Liberia	4,103	105	315	260	-1.34
17	Malta	3,882	100	298	245	-1.33
18	Antigua and Barbuda	1,861	45	149	112	-1.31
19	United Kingdom	730	15	63	39	-1.28
20	Sweden	287	4	28	12	-1.26
21	Finland	365	6	34	17	-1.25
22	Portugal	1,254	32	103	72	-1.20
23	Russian Federation	1,072	28	89	61	-1.16
24	Lithuania	95	0	11	2	-1.12
25	Isle of Man (UK)	424	9	39	21	-1.09
26	Barbados	449	10	41	22	-1.06
27	United States	169	2	18	6	-1.02
28	Faroe Islands	240	4	24	10	-1.02
29	Gibraltar (UK)	518	13	46	26	-0.99
30	France	247	5	24	10	-0.88
31	Luxembourg	209	4	21	8	-0.84
32	Germany	565	17	50	29	-0.82
33	Croatia	75	0	9	1	-0.79
34	Ireland	141	2	15	4	-0.78
35	China	159	4	17	5	-0.38
36	Panama	5,497	306	416	352	-0.30
37	Latvia	106	2	12	3	-0.27
38	Saudi Arabia	54	0	7	0	-0.22
39	Spain	146	4	16	5	-0.20
40	Estonia	79	1	10	1	-0.20

for port state controls, especially the Paris MoU. Following these efforts, the Turkish flag ranked 8th among the top 10 flag states, performing most successfully in the list published by the Paris MoU. We moved from retention of 100 ships to only 1 ship in the last year. One of the most important factors in reaching this level was the performance of the ship owners in operation and the devoted work of the seafarers.

Being on the Paris MoU White List is an indicator of prestige and high standards for the country's flags, and also means lower-cost insurance, easier and long-term business in the cargo market, and easier shipping with European ports for the Turkish-flagged ships. Since most of Türkiye's shipping is carried out through European ports, the importance of being on the white list increases even more.

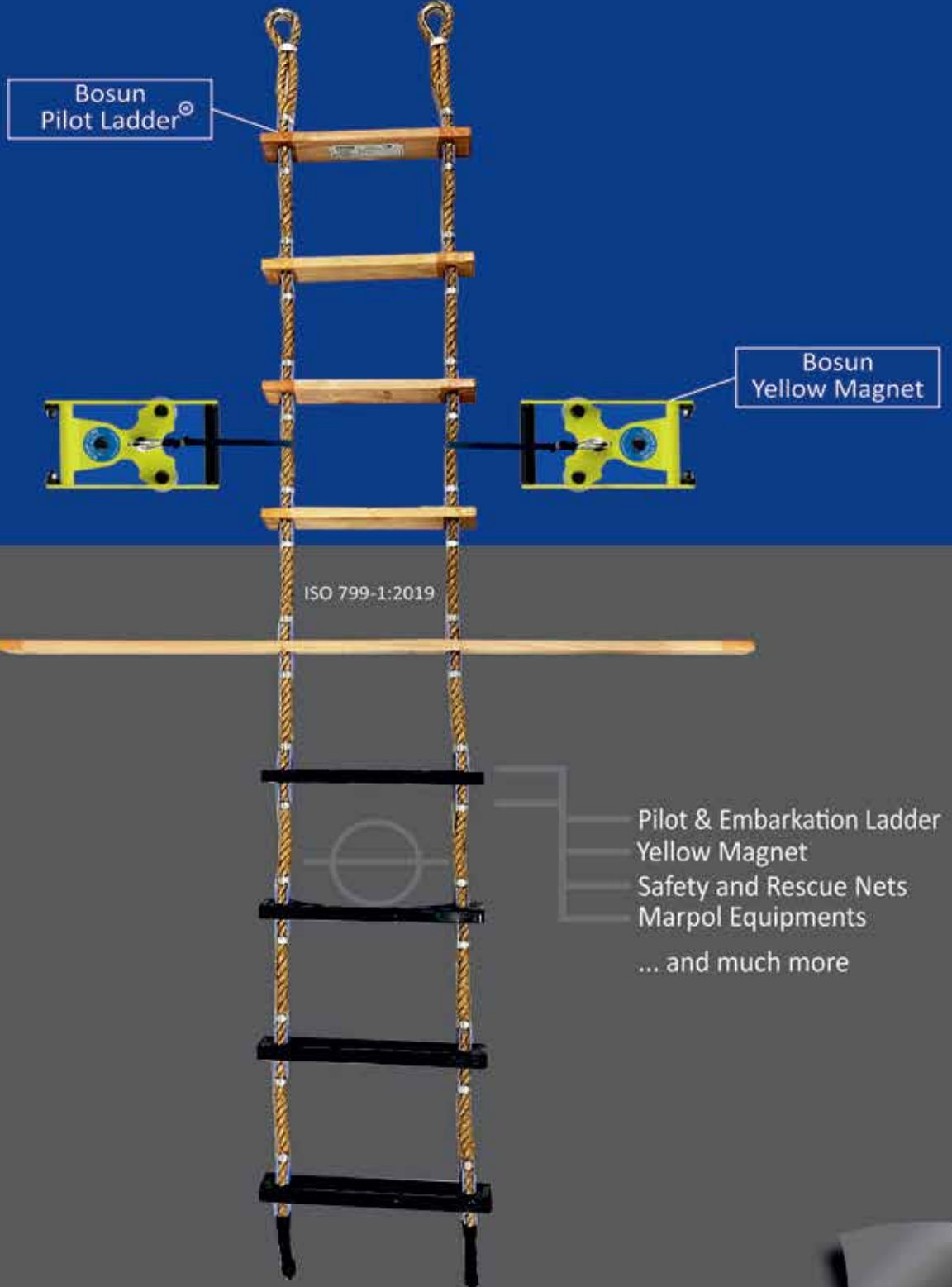


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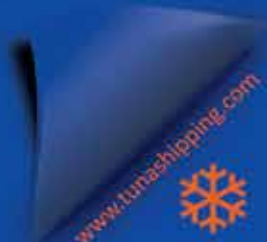


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