

# CONNECTION

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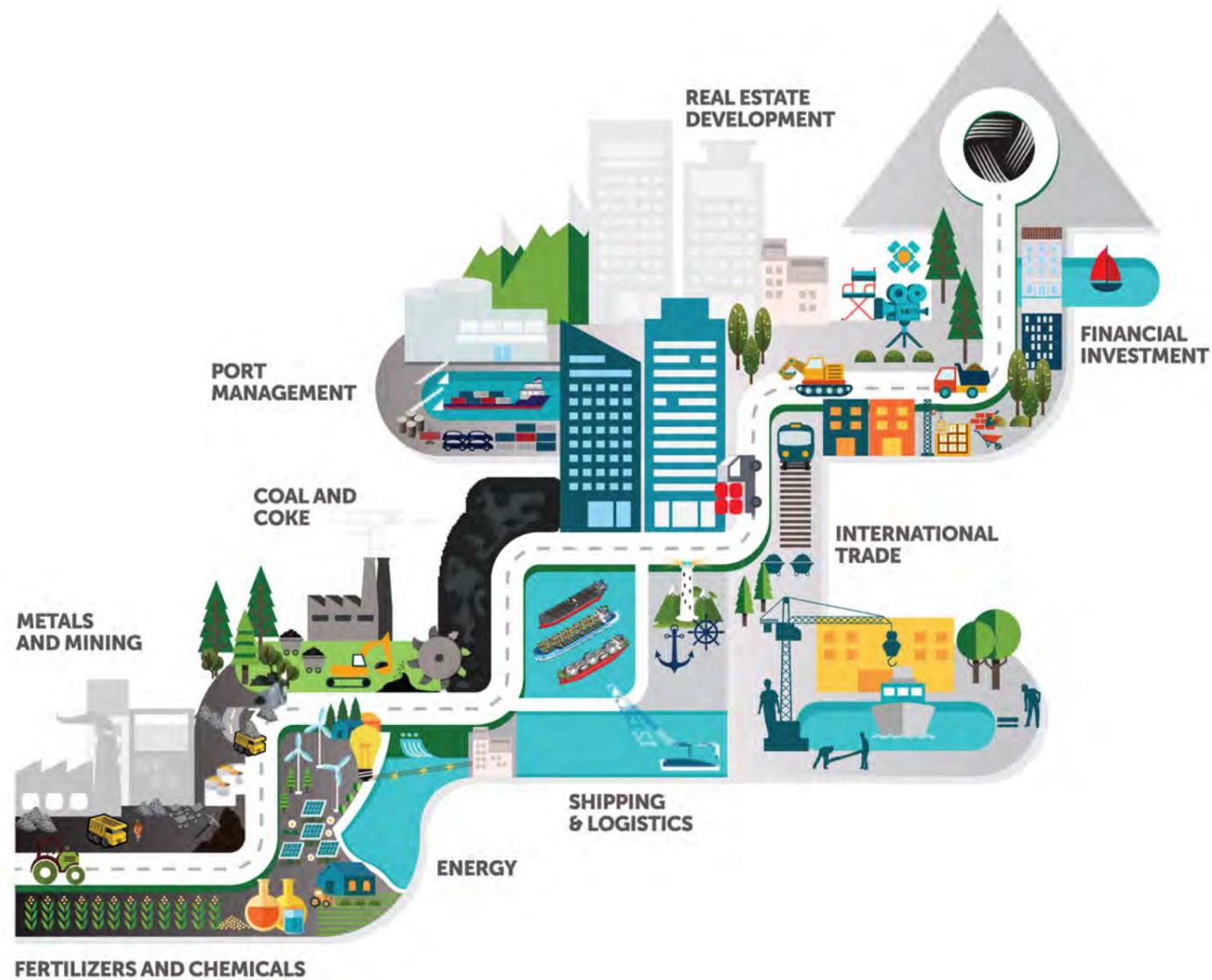
YILPORT PUERTO BOLÍVAR'S NEW EQUIPMENT, 2 NEW STS AND 6 E-RTG CRANES ARE COMING SOON



#staysafe

## YOUR **GLOCAL** TURKISH PARTNER

YILDIRIM Group has grown to become a global force based in Istanbul, Turkey, active in 9 industries with operations in 51 countries on 5 continents, employing more than 13,000 people.



The key to success is in our DNA

[www.yildirimgroup.com](http://www.yildirimgroup.com)

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# YILPORT Holding Takes Over Taranto Container Terminal



YILPORT Holding announced the takeover of Port of Taranto's container terminal. The 49-year concession agreement was signed previously on July 30, 2019 between YILPORT and Port Network Authority of the Ionian Sea (PNAIS), the managing institution of the Port of Taranto in Italy. After the handover, YILPORT became the sole operator of the terminal via its subsidiary, San Cataldo Container Terminal SpA (SCCT).

The handover document was signed on February 27, 2020 in Taranto, by the President of PNAIS, Sergio PRETE, and the General Manager of SCCT, Raffaella Del PRETE.

Taranto Container Terminal became the 22nd marine port in YILPORT Holding's portfolio, and its first terminal in Italy. YILPORT will promote the development of commercial traffic and logistics with particular reference to container handling, general cargo, and ro-ro operations. In the long run, YILPORT plans to revamp Taranto Container Terminal, and bring annual capacity up to 3 million TEU.

During the takeover, YILPORT contracted Konecranes for revamping of cranes. Revamp-

ing work covers 2 STS gantry cranes with 22-wide outreach and 5 STS cranes with 18-wide outreach, 16 RMGs, 1 MHC, 2 reach stackers, and 2 ECHs.

Taranto Container Terminal offers high-level productivity on 1 million square meters' land area. Easy access to highway network, and 5 active rail platforms connect the terminal directly to Milan and Bologna less than 24 hours by the national railway system with no limitation on container size including high-cube containers.

The terminal is also eligible to serve up to Post-Panamax sized container vessels with -15 meters draft and will be able to serve up to ULCVs after just finishing the dredging to -16.5 meters draft in a year's time.

The terminal will offer 160,000 square meters of CFS and Empty Container Services area, 8,000 square meters of closed warehouse inside the terminal, providing stuffing, stripping, inspection, M&R, PTI, sweeping, cleaning, empty container inspection, conditioning, and warehousing.

**i INFO**



Revamping work covers **2 STS** gantry cranes with **22-wide** outreach and **5 STS** cranes with **18-wide** outreach, **16 RMGs**, 1 MHC, 2 reach stackers, and 2 ECHs.

# YILPORT Holding Orders 4 New STS Cranes for Liscont

YILPORT Holding ordered new 4 ship-to-shore (STS) gantry cranes for its Liscont Container Terminal in Lisbon, Portugal. The STS cranes will be manufactured by Mitsui E&S Machinery Co. Ltd. to boost capabilities of Liscont and meet customer expectations by YILPORT Holding's global standards.

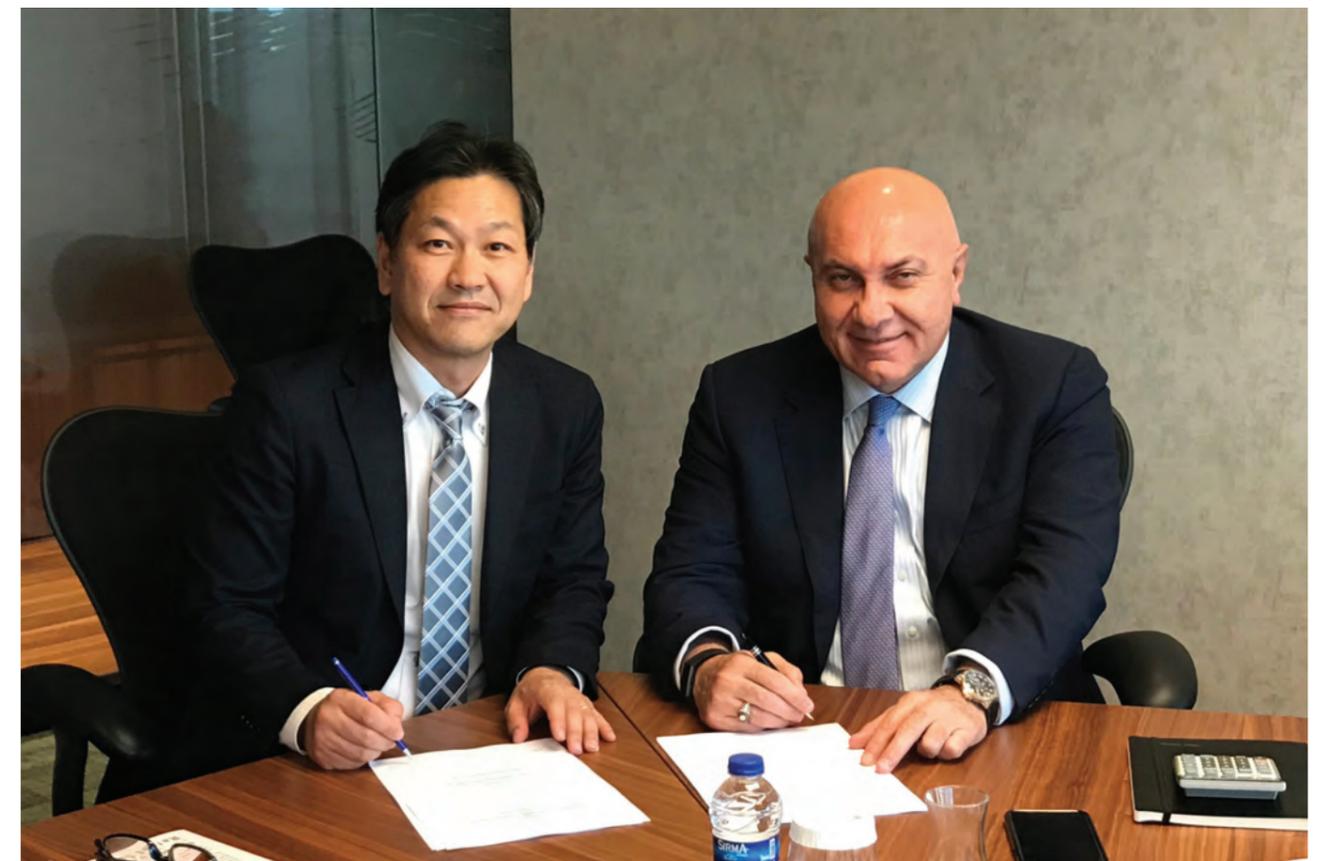
The order agreement was signed in Yildirim Tower in Istanbul by Robert Yuksel YILDIRIM, the Chairman of YILPORT Holding, and Atsumi Takahashi, the General Manager of Cranes & Systems Division of Mitsui E&S Machinery Co. Ltd.

The cranes will be delivered in 28 months to support increasing volumes of Liscont. The 4 STS cranes will have 62 meters outreach capacity for 22 rows and 18 meters span. The cranes will have state-of-the-art technology with anti-sway and anti-skew controls, automatic transferring function from seaside to land side with safe height, ship-profiling system, and truck position system.

Robert Yuksel YILDIRIM, the President & CEO of Yildirim Group of Companies made the following remarks:

"YILPORT Holding aims to create world-class, multipurpose facilities on an international scale. We commit to bringing state-of-the-art technology, infrastructure, and equipment to all our terminals. Development is a never-ending job for us, so we are more than happy to empower Liscont with the world's most advanced crane equipment from Mitsui E&S. I believe YILPORT Liscont will continue delivering superior performance after the installation of new STS cranes."

**YILPORT Holding aims to create world-class, multipurpose facilities on an international scale.**



# YILPORT Holding Briefing Regarding COVID-19



YILPORT Holding is actively following the COVID-19 situation and taking all necessary actions to continue our operations while paying the utmost attention to keep our customers, employees and business partners safe. We're tracking every update related to this pandemic to ensure that we are well prepared for any possible actions. To fight COVID-19, We closely follow the developments on the measures to be taken regarding the spread of the virus issued by national authorities and the WHO primarily. Across the globe where we operate, from the onset of the outbreak we have been keep in touch with our local teams and work on every possible scenario in partnership with local and global health administrations, port authorities, unions and all customers to maintain our service level whilst keeping health and safety a top priority for all our stakeholders and their families. We have implemented our Business Continuity Plan which includes working remotely, safety on-site (including disinfection protocols, access controls, travel bans, etc.)

Our People Health & Safety and our Business Continuity have been our Biggest concerns on these challenging days. Therefore, Across the 22 terminals among the world where we operate objective contingency actions for COVID-19 have been deployed and in constant control.

To fight COVID-19, We closely follow the developments on the measures to be taken regarding the spread of the virus issued by national authorities and the WHO primarily.

**Training & Information:**

- Awareness Sessions on COVID-19 Prevention

**Attendance WHO Guidelines:**

- Group Risks Employees, as per WHO criteria place at a protected environment, with reduced contagion likelihood

**Field Practical Actions & Routines on Disinfection:**

- Terminal buildings & associated facilities
- Equipment & Machinery Cabins
- Terminal Shuttle Buses

**Organizational Changes:**

- Remote Work to extent of possibilities

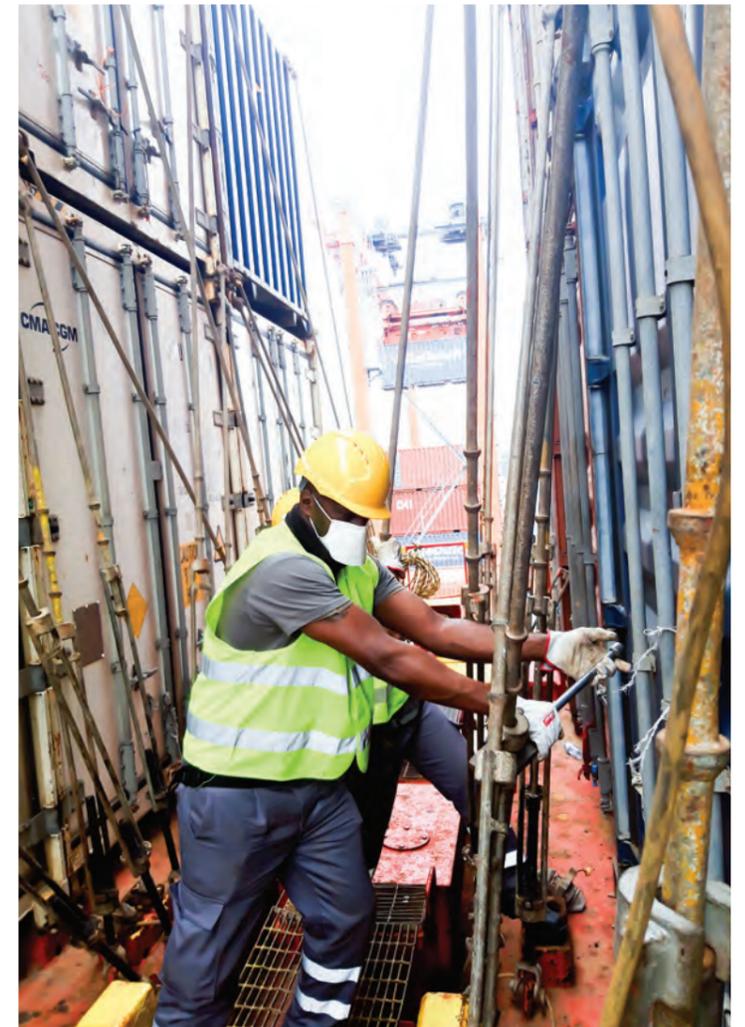
- Biometric accesses and time management controls changed for RFID systems;
- Isolation Room at our Terminals & Administration Buildings for COVID-19
- COVID-19 contingency kit, for attendance to suspicious cases
- Visitors health condition & travel history tracing

**Personal Protection Routines:**

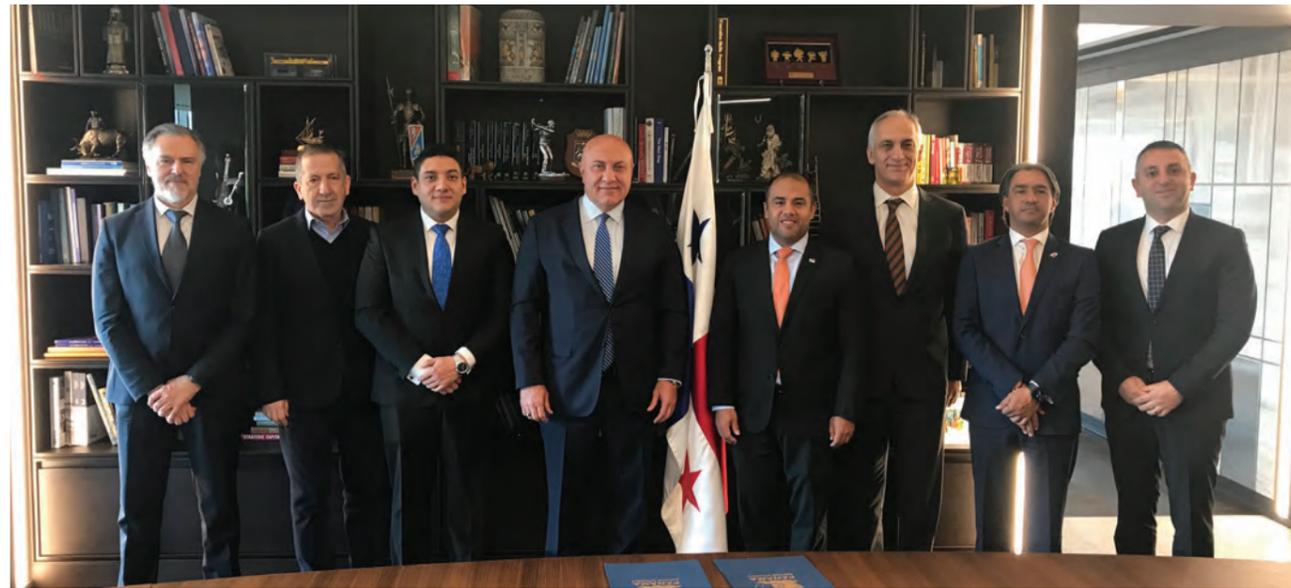
- Biohazard Masks and Gloves Generally Available for Everyone
- Public Attendance workstations with full-time COVID-19 prevention PPE use Policy
- Hydroalcoholic gel available to all employees

We're committed to maintaining our communication and level of service for our customers and to minimize the impact and disruption as we will continue to keep our employees, customers and partners. Our local and HQ teams are available via phone or e-mail and when practicable provide adequate and timely notice of any impact to our operations if the situation deteriorates in any of our global locations.

We truly appreciate your help and understanding during this unprecedented and uncertain time and we remain focused on providing reliable service to you. Please take care and be well and safe.



# YILDIRIM Signed MoU for Panama’s Highway and Port Development Projects



Republic of Panama Minister of Maritime Noriel ARAÚZ visited YILDIRIM Tower. Robert Yüksel Yıldırım and the Minister discussed the region’s port infrastructure investment opportunities and signed Panama’s Highway and Port De-

velopment Project’s MoU (Memorandum of Understanding). Yıldırım and Yilport Holding executives also attended the meeting and Mr. Yıldırım gifted a Samsunspor jersey to the Minister.

Republic of Panama Minister of Maritime Noriel ARAÚZ & YILDIRIM Group and YILPORT Holding Executives

# OLG, Puerto Quetzal Visit from Executives

YILDIRIM Group of Companies & YILPORT Holding Executives, YILDIRIM Holding CAO Mr. Mustafa ERKANAT, COO Mr. Ozer OZ and YILPORT Holding International Business Development Director Mr. Rafael SAPINA visited Operadora Logística Guatemala company in Puerto Quetzal and observed the ongoing operations on-site.

As committed in the agreement signed with Quetzal Port Authority (EPQ); OLG (a joint venture of YILPORT Holding and Panamanian operator FBM) continues its investments.

The executives were briefed on ongoing processes and had the chance to visit the port facilities and meet with the team. Puerto Quetzal will eye more cargo on the Pacific Coast and increase its volume by enhancing the current service level.



YILDIRIM Group of Companies & YILPORT Holding Executives, YILDIRIM Holding CAO Mr. Mustafa ERKANAT, COO Mr. Ozer OZ and YILPORT Holding International Business Development Director Mr. Rafael SAPINA

# Huelva Port Authority Visited YILDIRIM Tower for Development of South Quay

Huelva Port Authority delegation, headed by president Pilar Miranda, the director of the port, Ignacio Álvarez-Ossorio, and by the Head of the Department of Port Public Domain of the entity, César Vera, hosted in YILDIRIM Tower to meet YILDIRIM Group of Companies CEO & President Mr. Robert Yüksel YILDIRIM & YILPORT Holding Executives.



Source: Spanish local media - Elvigia

Robert Yüksel YILDIRIM, addressed the expansion that is being carried out by both the port authority and YILPORT Huelva, as well as growth forecasts and both entities have shown their willingness to continue collaborating in the development of the South quay, in which the YILPORT Holding operates a 50,000-square-meter terminal through the company YILPORT Huelva.

From the port authority, they point out that the expansion of the container yard and its

platform makes it possible for the company to manage an area of 50,000 square meters, where during 2018 a container traffic of more than 72,400 teus moved.

The president of the port has transmitted to the president of the Yildirim group the interest of the port authority in continuing to develop an intermodal strategy at the South quay, which facilitates the entry and exit of goods in an agile way through different modes of transport. In this sense, Pilar Mirada highlighted that the port of Huelva “has a railway terminal at the foot of the dock and is one of the first ports in Spain to have a modern and electrified railway network, which connects the Huelva port with Madrid and the rest of the Peninsula “.

The projects that the port authority has underway will allow up to 300,000 square meters of container yard within two years. This surface will be complemented by an expansion of the docking line of the South quay, which will go from 750 meters to 1,250 meters.

**Pilar Mirada highlighted that the port of Huelva “has a railway terminal at the foot of the dock and is one of the first ports in Spain to have a modern and electrified railway network, which connects the Huelva port with Madrid and the rest of the Peninsula “.**

# YILPORT Holding Appoints Raymond HOHLE as the Deputy CTO

Raymond HOHLE was born in the Netherlands and started his career with the Royal Dutch Navy submarines in 1987 as technical specialist. After this he started working in Ports around the world with mainly in Africa, the Middle and Far East discharging vessels with mobile equipment for Nectar.

He was a commissioning engineer for offshore installations and developed further in the machine manufacturing industry where he worked as Site engineer on different project around the world and later on as Service Area manager for the Far east with Stork. He proceeded to work for specialized machine manufacturer Bopack for tailor-made equipment as Technical manager before he moved back to the Port industry. In 2006 he joined APM Terminals as Senior Manager Technical services in Rotterdam where he expanded the Technical organization, implemented a control room and 1 stop shopping principle. In 2013 he joined the team to build the semi-automated greenfield Terminals for Hutchison Ports in Australia as the Head of Engineering.

With a working experience on 5 different continents and 23 countries Raymond has developed large technical and management experience within the different production environments and heavy industries. His expertise is with the requirements for synergy between the different types of equipment their performance and process flows combined with the operational needs. He has extensive knowledge of automation, maintenance and key improvement projects for innovation.



# YILPORT Holding Briefing Regarding COVID-19

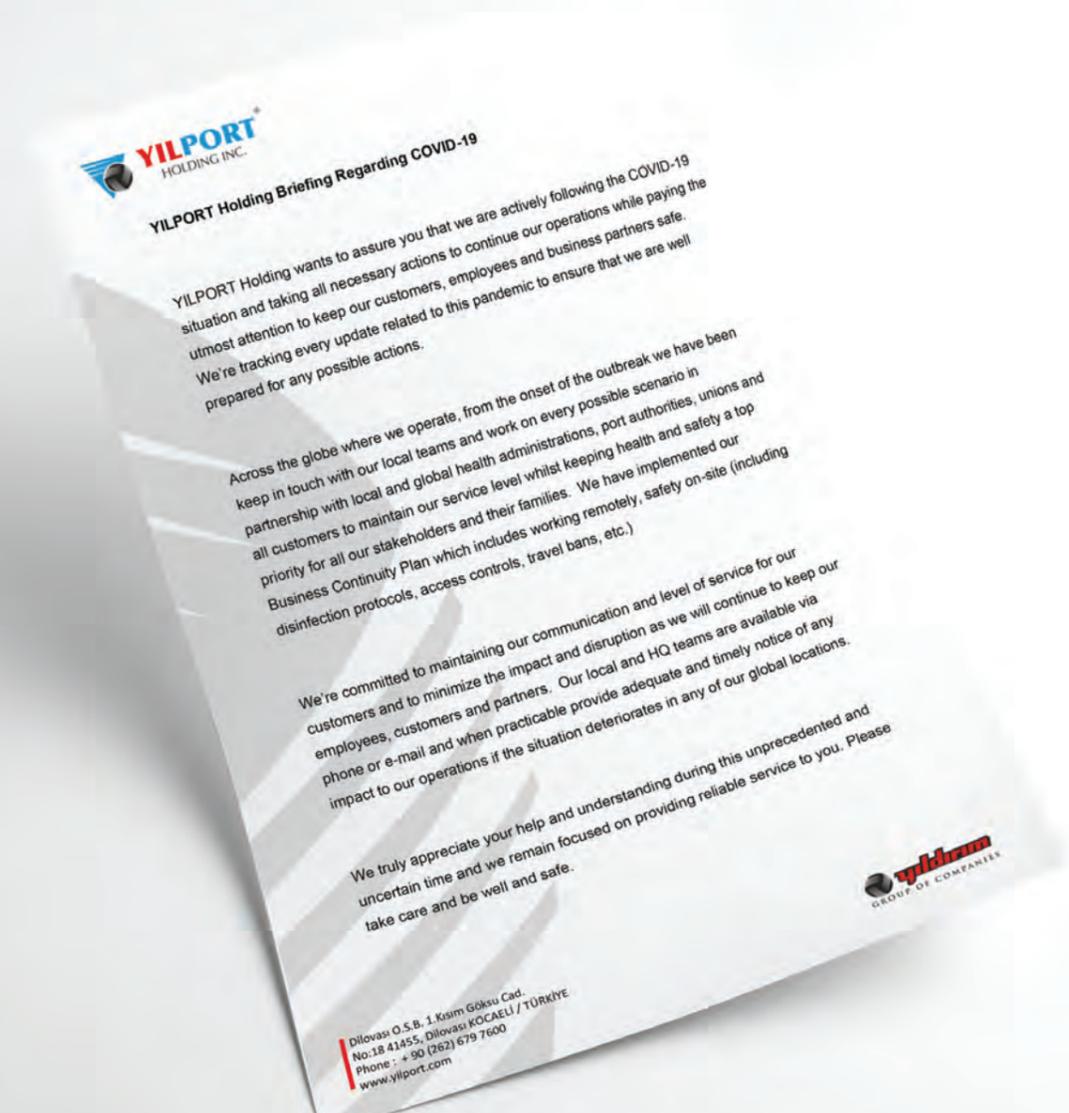
YILPORT Holding wants to assure you that we are actively following the COVID-19 situation and taking all necessary actions to continue our operations while paying the utmost attention to keep our customers, employees and business partners safe. We're tracking every update related to this pandemic to ensure that we are well prepared for any possible actions.

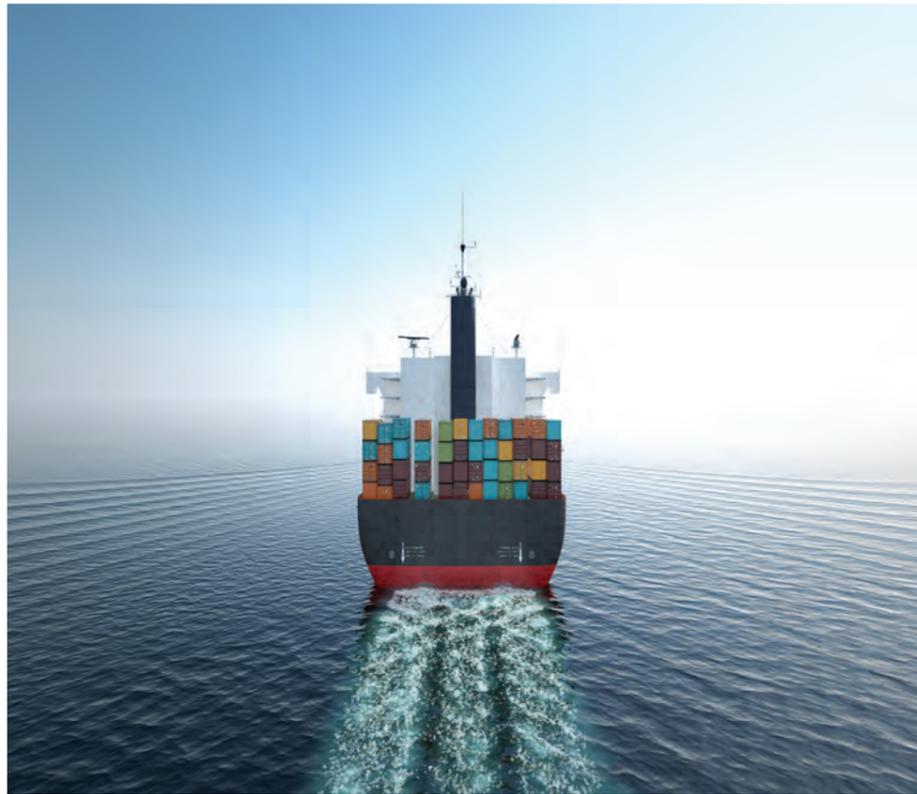
Across the globe where we operate, from the onset of the outbreak we have been keep in touch with our local teams and work on every possible scenario in partnership with local and global health administrations, port authorities, unions and all customers to maintain our service level whilst keeping health and safety a top priority for all our stakeholders and their families. We have implemented our Business Continuity Plan which

includes working remotely, safety on-site (including disinfection protocols, access controls, travel bans, etc.)

We're committed to maintaining our communication and level of service for our customers and to minimize the impact and disruption as we will continue to keep our employees, customers and partners. Our local and HQ teams are available via phone or e-mail and when practicable provide adequate and timely notice of any impact to our operations if the situation deteriorates in any of our global locations.

We truly appreciate your help and understanding during this unprecedented and uncertain time and we remain focused on providing reliable service to you. Please take care and be well and safe.





Hasan ÇİFTÇİ  
YILPORT Holding  
Sales & Marketing Director

“A Major Slowdown is expected Globally”

## Quarterly Container Shipping Industry

2019 was a historical year with Trade Wars, Political Turmoil and Global Economic changes, Global Container growth recorded as 2.2 % in 2019 which was also the lowest growth rate recorded since Container's invention except the 2009 crisis.

Experts were optimistic for the 2020 Container growth rate after cooling down trade tension and signed phase-one trade deal agreement however the outbreak of Corona virus has changed it all. According to Drewry, in baseline case - 0,5 % and on negative scenario a -3 % narrowing is expected in 2020. According to some experts, Economic impact of Pandemic is expected to be greater than 2009 Global Financial Crisis. All regions are expected a major slow down on Container numbers As in many countries, consumers are self-isolated, restaurants shops are closed and many companies working with minimum production level, less demand are expected on following days during the Lockdown periods.

Supply chain disruption in Chinese ports has significant effect on Container Shipping Industry, When we consider that Chinese ports handling over 40 % Global containers, It is what happened in past February, top 10 Chinese port volumes dropped by up to 20 % and caused a huge supply-demand imbalance therefore many sailings had be cancelled, Even March figures are promising, due to less demand on destined country, Many Ports are high likely to see Container Peaks in the Terminals.

### Latest Developments In Containership Fleet

According to Drewry' s March report, the fully cellular containership fleet about to reach 23 Million TEU capacity, after a 4 % growth in 2019 on cellular fleet capacity, considering the consequences of COVID-19, Drewry revise it 2020 containership fleet growth to 1,9 %.

Idle capacity has also seen a record of 2,4 Million TEUs on March due to lockdown of many countries and consequences of pandemic. Below chart shows World containership fleet by size by January 2020. (Graph 2)

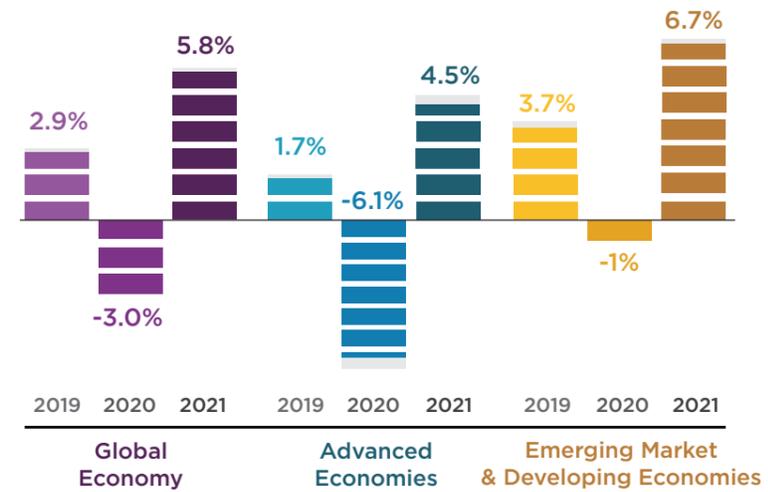
### Overview Of Global Economy

The global economy is projected to contract sharply by -3% in 2020 and the global economy is projected to grow by 5.8 percent in 2021 as economic activity normalizes, helped by policy support. There is extreme uncertainty around the global growth forecast. The economic fallout depends on factors that interact in ways that are hard to predict, including the pathway of the pandemic, the intensity and efficacy of containment efforts, the extent of supply disruptions, the repercussions of the dramatic tightening in global financial market conditions, shifts in spending patterns, behavioral changes (such as people avoiding shopping malls and public transportation), confidence effects, and volatile commodity prices. (Graph 1)

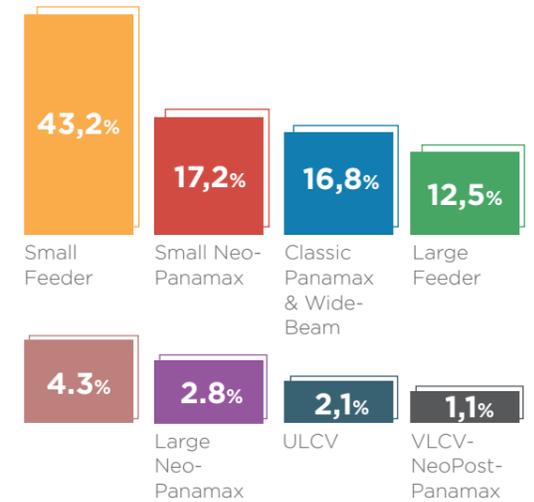
### GROWTH PROJECTIONS (Graph 1)

Source: IMF, WEO 2019

A Sharp Decline forecasted on Global Growth due to COVID-19, specially on Developed Countries.



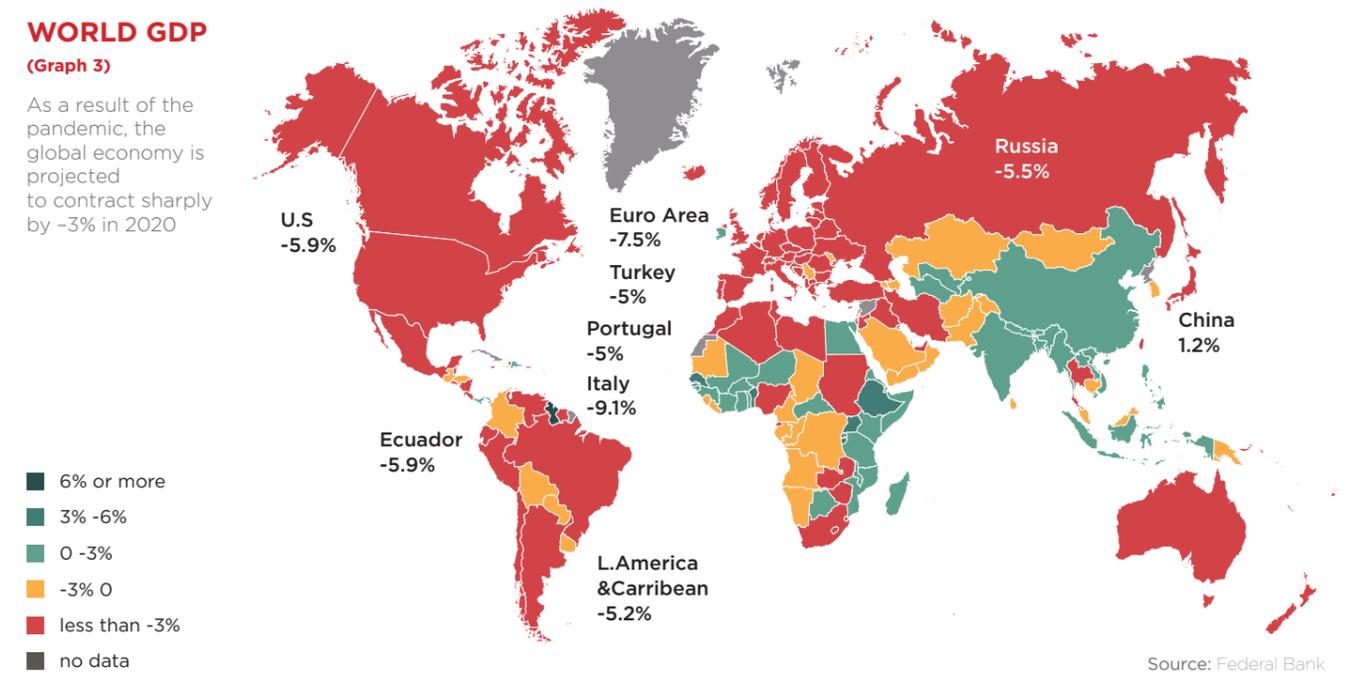
### WORLD CONTAINERSHIP FLEET BY SIZE, January 2020 (Graph 2)



### WORLD GDP (Graph 3)

(Graph 3)

As a result of the pandemic, the global economy is projected to contract sharply by -3% in 2020



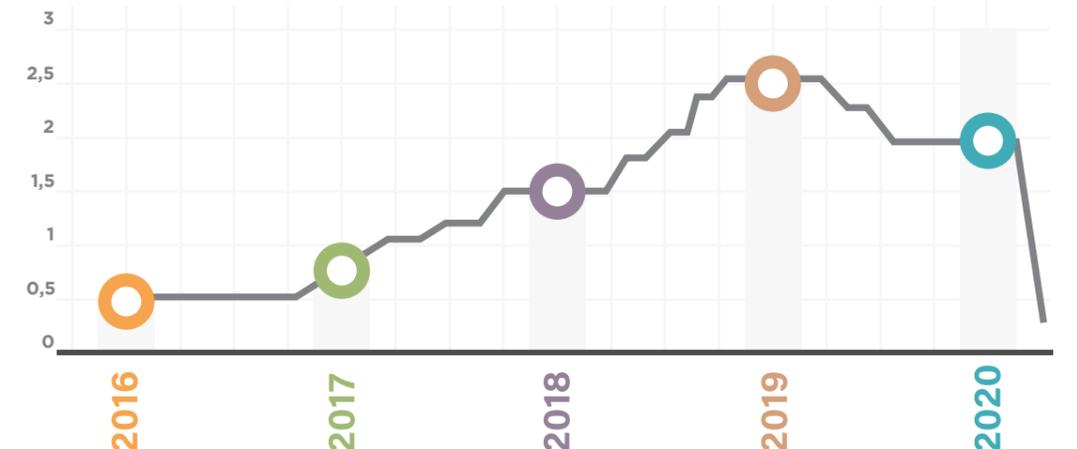
Source: Federal Bank

### US FED FUNDS RATE (Graph 4)

(Graph 4)

Federal Reserve policymakers at their March 15 meeting indicated that not only did they consider it important to use all their rate power now, but also that they intend to keep rates anchored at the bottom for the foreseeable future.

Source: tradingeconomics.com  
Federal Reserve



# Covid-19 and the Global Economy

2019 was a rough year for the humanity and the global economy. Trade wars and geopolitical tensions all over the globe melted down the risk appetite and that led to slow-down in an already slowed down global economy. The world has changed dramatically since January 2020.

Apart from geopolitical tensions, 2020 started relatively well. The trade war between the US and China stalled with the agreement of the phase one deal. It was enough to boost the risk appetite as global markets were waiting for the deal for too long. However, the world was caught unprepared against an outbreak (covid-19) that has killed hundreds of thousands of people by spreading rapidly across the globe.

There have been various conspiracy theories on covid-19 since it started its disruptive journey. Nevertheless, one thing is for sure that, it caused a crisis and this crisis is like no other. There is substantial uncertainty about its impact on people's lives and there is no proper solution to get rid of it. International Monetary Fund's (IMF) "world outlook report" claims that covid-19 caused the worst economic downturn since the Great Depression. The reason behind the claim is that the pandemic resulted in multiple crises such as; health crisis, financial crisis and a collapse in commodity prices.

Most of the countries have taken precautions (some of them were late) to stop the spread of the outbreak by imposing curfews. The lockdowns have been helpful in terms of slowing down the spread of the outbreak but it also shut off the engine of the global economy. Manufacturing and services PMIs, GDPs and many other statistics of countries have eroded, stock markets have jumped from the cliff and unemployment has risen as businesses have stopped or cut down their activities. The US initial jobless claims rate hit historical highs and the unemployment rate jumped to 4.4% in March 2020, the highest since August 2017, as the Covid-19 crisis threw millions out of work.

As a result of the pandemic, the global economy is projected to contract sharply by 3% in 2020 and it is projected to grow by 5.8% in 2021 as economic activity normalizes, with the help of policy support. The forecasts for the US economy are far worse when compared with the forecasts of the global economy. The US economy is forecasted to contract by 5.9% in 2020 and to grow by 4.7% in 2021. Partial lockdown in the US nearly stopped the industrial activity. DXY has gone up with an inversely proportional move since the global risk appetite has been disrupted and US dollar has lost its competitiveness in terms of international trade, which made it worse for them. As the currencies erode against the US dollar, emerging markets feel the pain too.



Mehmet Cihat Altay  
YILDIRIM Holding  
Market Research Analyst

**The global economy is projected to contract sharply by 3% in 2020 and it is projected to grow by 5.8% in 2021 as economic activity normalizes, with the help of policy support.**

IMF's projections show that China's economy will keep on growing in 2020 by 1.2% and by 9.2% in 2021. They were the first country that applied a partial lockdown and they were the first country to lift the lockdown and return to normal life.

Central banks all over the world have been lowering the rates and supplying liquidity into the markets to be able to minimize the economic pain of the pandemic. Governments try their best too. Nevertheless, these kind of stimulus policies do not give immediate results as the uncertainty is all over the place.

It is for sure that the US and the eurozone have been getting through harder times than China. It is true that China has activated its industry when others cut down production and that is a clear advantage. Yet, China's economy relies on export and they have to wait for its main exporters US and eurozone to get rid of the pandemics and return to normal life so that the uncertainty disappears and they are eligible to import again.

It was a great misfortune that oil price wars/shock coincided with the coronavirus period. It will delay the recovery of the global economy.

The lockdowns of the countries will be over in a month or two and the global economy will need time to show some signs of life. The risk appetite will show itself as the uncertainty leaves with the pandemic. Then we will be seeing the positive effects of the stimulus packages applied by the central banks, especially the FED.

Now, the main question is, what type of recovery to expect? U-shaped or V-shaped?



*I guess the shape will be just like "a check/tick mark". We will find the bottom first and it will be a slow recovery that will last around a year.*



YILPORT Holding COO

# Ian James

**“OUR BUSINESS CONTINUITY MANAGEMENT IS FIRMLY IN PLACE AND UNDER CONSTANT REVIEW IN THIS VERY FLUID ENVIRONMENT”**

**T**hank you for accepting our interview request, and welcome to YILPORT family. Can we have a little background information on you?

Thanks for the welcome and I am equally honored to be a member of the YILPORT family and to be interviewed for CONNECTION magazine.

Here's a little bit about Ian James. I'm a Singaporean by nationality but have made Kuala Lumpur, Malaysia my home. I describe myself as a bit of a corporate nomad having worked and lived in 8 countries (including by student years); these include Australia (Tasmania) and UK (Cardiff, Wales) for studies; and for work The Netherlands (Rotterdam), Hong Kong, Canada (Vancouver), Singapore, Australia (Sydney), Malaysia (Kuala Lumpur) and now Turkey (Istanbul). Oops just realized after listing it this is country number 9.

Not sure if most of the readers are aware of Singapore a multi-racial city with Chinese being the dominant race but there are also Indians and Malays, of which I am neither. Ethnically I'm a Eurasian part European and Asian of Indian, English, French and Dutch ancestry. In fact, one could say as a Eurasian I've returned home - the Bosphorus divide between Europe and Asia.

I come from a seafaring family and am the fifth generation who chose a career at sea; you could say that seawater flows through my veins. My great-grandfather, grandfather and father were engineers so one could say I saw the "light" and left the belly of the ship to become a master mariner. I kind of preferred to stand on the bridge in uniform with the wind blowing through the hair as opposed to a sweaty greasy boiler suit and no view. Suppose the next question is going to be is there going to be a sixth generation: my answer has always been I hope not, in fact, to be blunt I've often told my kids if they went to sea, I'd shoot them. The industry has changed, and the life at sea is not what it used to be.

A little about my family, I'm happily married to Roszy the mother of our three children Bill our eldest will be turning 25 hopes to read medicine next year, Alyssya who's 19 in her final year of high school, and, Kyle who will turn 13 and just started high school. If you do the math yes, the kids are 6 years apart a result of moving countries, but this has worked out quite well as we've spaced out our nominated drivers to allow us parents to enjoy our drinks when we go out for dinners. The wife and younger two kids are planning to move to Istanbul before the year end.

As mentioned, my career has taken me on an adventure to new and interesting countries but has also allowed me to explore different aspects of the wider transport industry from the seafaring to surveying to liner operations and commercial to liner trade management. Followed with a stint into freight forwarding and contract logistics, ports and terminal management with companies such as Neptune Orient Lines, Dutch Marine Consultants, Norasia Lines, DB Schenker, PSA Singapore, United Arab Shipping Company, Westports Malaysia and MMC Port Holdings.

**What do you think about living in Turkey-Istanbul so far? What do you like the most?**

To be honest I like the little I have seen thus far, the people are friendly and even though language is a problem they do take the effort to help once you get the message across with Google translate. I can seem to get enough of the Bosphorus whether driving along the coast or crossing the bridge I'm constantly in awe of this.

On my first weekend the company was kind enough to arrange for a walking tour of the city where I visited the Hagia Sophia, Blue Mosque, Grand Bazaar, Topkapi Palace, Hippodrome and the Bascila Cistern. I then realised how fortunate the Turkish are to live in a city like Istanbul where these wonderful sites can be said



to be still in use. In most cities when you visit such places, they are either ruins or no longer in the pristine state from the time they were built. It was indeed a thrill and once we get over these trying times, I'll be spending many a weekend walking through the narrow alleys of the old city.

People make a city and this city has warmth and makes one feel at home and I'm certain it will grow on me but have to say you do have some crazy impatient drivers particularly in the city.

**What do you think about Turkish cuisine? What are the Turkish foods that you would like most?**

The little that I have had of Turkish food I love; I'm a carnivore and the Turkish meals are typically meat and more meat - so perfect. I do love the breads too. Some of my favorites are Köfte, Lahmacun, Şiş Kebap, Döner, İskender Kebab, and Pide. As you can tell these are all probably foods that I can enjoy in front of the TV after a day in the office. I'm sure they ar-

en't very healthy but then again most healthy food doesn't taste very good that's my opinion. Well it's early days yet and I can't wait for my wife to join me next winter as we are a bit of foodie and we will then enjoy our culinary adventure.

I must say though Turkish wines have been a bit of a revelation for me particularly the Syrah and even some of the red blends though I've not had a white wine to get excited about. Next on my list will be raki but I'll need to get one of my colleagues to get me on that exploratory journey.

**What has been the impacts of the recently become pandemic COVID-19 virus on the shipping and port operations industry in specific?**

Where do we start on this one; the other day one my friends on social media had this post and I instinctively copied it into my post. This is not about the shipping and port operations but the world we have woken up to with the pandemic...it reads as follows:

**Below**  
Istanbul, Turkey

**Right page**  
Mr. JAMES & his family



*"We slept in one world and woke up in another. Suddenly, Disney has no more magic, Paris is no longer romantic, and in New York everyone sleeps and the Chinese Wall is not a fortress anymore. Suddenly hugs and kisses become weapons, and not visiting parents and grandparents becomes an act of love. Suddenly, we realized that power is not that valuable and money is not that powerful"*

Author Unknown

What we and the world are going through will radically change how we live and interact; we will see a new normal that we will all have to adjust to in time to come.

Now for our wider industry, there are many views out there some foresee a repeat of 2009 where global shipping contracted and 2020 will see a similar contraction but I personally feel the contraction will be much larger. There are numerous reports out there from the many "thinktanks" of the liner industry.

One such report in the early days:

*Quote:*  
*The coronavirus is set to wipe a "chilling" 1.7m TEU of container business, according to new research from Copenhagen-based Sea-Intelligence. Using what the consultancy admits as a "very rough" average of \$1,000/TEU in freight rates, the Wuhan-originated illness translates into a \$1.7bn shortfall in revenues for carriers.*

*The 1.7m TEU loss is equal to 1% of the total global volume in 2019, meaning the virus is thus far on track to reduce global container growth in 2020 by 1%. The ramifications of this drop-in business will also be keenly felt at ports and terminals. Any given container gives rise to 3.5 to four handling moves in terminals so the 1.7m TEU drop in business is likely to lead to a handling shortfall in terminals around the world of around 6m to 6.8m TEU.*

The world has built a high dependency on the China export machinery as the "breadbasket" to the world and

**"I'm happily married to Roszy the mother of our three children Bill our eldest will be turning 25 hopes to read medicine next year, Alyssya who's 19 in her final year of high school."**

recently released by China economic indicators from the Chinese National Bureau of Statistics show that China's business activity slowed considerably as COVID-19 spread. Ref\*: The Visual Capitalist on 26th March 2020. (Table 1)

As factories and shops reopen, China seems to be over the initial supply side shock caused by the lockdown. However, the country now faces a double-headed demand shock:

- Domestic demand is slow to gain traction due to psychological scars, bankruptcies, and job losses. In a survey conducted by a Beijing financial firm, almost 65% of respondents plan to "restrain" their spending habits after the virus.
- Overseas demand is suffering as more countries face outbreaks. Many stores are closing up shop and/or cancelling orders, leading to an oversupply of goods.

With a fast recovery seeming highly unlikely, many economists expect China's GDP to shrink in the first quarter of 2020—the country's first decline since 1976.

Earlier this week, reports of cancelled sailing on the Asia to Europe trade lane have started filtering through one report quotes as many as 45 weekly sailings were cancelled by the 2M for the 2nd quarter of 2020 this represents some 21% of their services and we can expect the similarly from the other alliances namely the Ocean Alliance and The Alliance. This is partly due to the above but also the time lag of the spread of COVID-19 we have China seemingly on the road to recovery, but the rest of the world is now getting "sick".

Economic Indicator	Year-over-year Change (Jan-Feb 2020)
Investment in Fixed Assets*	-24.5%
Retail Sales	-20.5%
Value of Exports	-15.9%
Industrial Production	-13.5%
Services Production	-13.0%

Table 1

\*Excluding rural household investment



Mr. JAMES visited terminals for toolboxtalks during the pandemic

The world's consumption will most definitely change, we are slowly realizing how much we "clutter" our lives with things we think we need. This will directly impact the trade flows and corresponding our volumes.

But aside from the gloom there are also opportunities for us all. As an organization we need to look within and build a robust organization that is nimble we need to revisit our cost structures and come up with a new way of working. Will this be the catalyst for automation and AI to get a wider foothold in our industry?

**As the company, what are the precautions taken in general in four regions?**

Coming from Asia and joining the group in mid-February, it could be said I was ahead of the curve having lived in an environment where COVID-19 was already impacting our lives. The Asian economies and port industries had experience dealing with SARS and we starting to apply the same contingencies in this new pandemic.

One must appreciate that ports are considered strategic and critical industries in pandemic times; we have to continue to remain open as are the "lifeline" to supply chains. We immediately created and implemented our BCP (Business Continuity Plan). Although this was a new initiative, I was highly impressed by the speed and thoroughness the teams in our many ports embraced the same but more importantly transformed the plan into a living document

and adapted the way they worked. This was expanded as a template I believe for the wider Yildirim Group.

**What is the Business Continuity plan of YILPORT against spread of corona virus?**

We have designed to minimize disruption to our operations and ensure that business remains viable during the virus outbreak and covering the key business operational risks. These are human resource management, processes and business functions, supplier and customer management, and communication both via internal and external channels.

Our BCP is essential for minimizing health risk to employees, premises becoming a node of transmission, ensuring plans are in place should employees be on leave of absence, quarantined or infected and alternative arrangements with suppliers and customers so that business operations can continue.

**"We are committed to maintaining the integrity of our supply chains as we weather the storm before us but also recognize, we are on the cusps of the winds of change."**

**"I come from a seafaring family and am the fifth generation who chose a career at sea; you could say that seawater flows through my veins."**

Our ports continue to operate in line with these plans and our dedicated workers continue to recognize the important work they too for humankind. Our "heroes" that man our STS cranes, RMGs and RTGs, RS and EHS, prime mover drives, gate teams, engineering teams in all our facilities globally continue to put themselves at risk in the front line to keep our supply chains open and I salute them. Not to mention the dedicated executives and management supporting them too.

**What is your message to our customers for this quarter?**

To our customers and partners out there, we like you are facing unprecedented times and our path into the future is uncharted: but we must work together for the good of our industry and to keep the global supply chains open.

We have kept our lines of communication open in spite of almost our entire office teams operating from home and our communication channels remain open. Our ports remain open and we are committed to adequately serving your needs. Our Business Continuity Management is firmly in place and under constant review in this very fluid environment.

We are committed to maintaining the integrity of our supply chains as we weather the storm before us but also recognize, we are on the cusps of the winds of change.



# YILPORT TURKEY

## REGIONAL INFORMATION

Located among Marmara region of Turkey, YILPORT's multipurpose terminals offer the best solutions, located at different coasts in the hearts of industrial zones. The terminals are closely connected to main highways offering easy access.

YILPORT Gebze, Gempport, Rotaport and Solventaş terminals are utilized with bonded and non-bonded areas, warehouses and supported by end-to-end logistic services.



GEBZE



GEMPORT



SOLVENTAŞ



ROTAPORT



# YILPORT Gebze Terminal Geared Up with 4 New E-RTG Cranes

YILPORT Holding continues to invest in technology, equipment and people. 4 New E-RTG cranes ordered in 2018, arrived YILPORT Gebze terminal with a 12 months manufacturing period, the shipment from Japan was received at the terminal in October 2019. The commissioning of the new equipment took only 1 month with the collaboration of YILPORT Engineering team and Mitsui E&S Engineers. The 4 new e-RTG cranes are in operation since the beginning of 2020.

With the new investment, the main Terminal of YILPORT Gebze yard equipment increased from 17 to 21, which has contributed to improving productivity and performance.

The new equipment accelerates and speeds up the yard, gate and quay-side operations. The RTG cranes serve the following operations;

- Vessel Operation
- Gate Operation
- CFS & X-ray Operations
- Yard shifting and Yard transfers

The 4 new cranes are located at the longest RTG blocks in the main terminal. With the new yard equipment layout, the travel distance of the RTGs in these blocks has been reduced by 25-50%, which has a direct effect on the RTG handling moves. 5-10% decrease in the ratio of gantry per move, which means the RTG handling productivity increased by 4-12%.



Right  
YILPORT Gebze  
Terminal



## Gebze to Expand Yard Capacity with 3 Additional RTG Blocks

Gebze terminal is getting ready for 3 New RTG Blocks to expand its yard capacity. 602 additional ground slotted area will be added to the yard capacity. The yard expected to be ready for operation by end of 2020.

The project scope contains;

- Demolishment of the shed and the warehouse
- Transfer of the CFS operations to its new location
- The elevation and reinforcement of the area
- Improvement of the infrastructure surrounded areas
- Removal of the existing weighbridges and construction of new weighbridges at different location
- 3 new RTG block construction

With the completion of the project, the yard design and strategy will be changed to support continues Terminal optimization vision of YILPORT.

The new investment will increase the yard storage capacity by 14%. The yard utilization rate will be decreased by the same amount, which will improve the truck turnaround time for both internal and external trucks.



## Unmanned Weighing System at Gemport

The terminal which started in 2020 with a focus on innovation and development, continues to make a difference in the region with sustainable technological developments to gain significant momentum in operational efficiency in weighing with LPR and OCR systems. With the new LPR and container (OCR) systems, the

vehicles coming from outside the port export trucks, and the terminal tractors can weigh and proceed the weighing operations automatically over the system by reading the container number on the vehicle and compares with the containers in the system simultaneously from the double lane.

YILPORT Gemport Terminal



## Rotaport to Offer Intermodal Solutions with New Railway Project



### INFO

#### New Railway Project:

Total Length of 5 lines: 1,316 m  
Container Stuffing / Discharging Area: 6 x 25 Ground Slots

YILPORT Rotaport terminal started to count down for the new railway project. Region's leading bulk cargo and grain terminal will extend its reach with new railway junction line that will reach to the terminal among cities such as Eskişehir, Bozüyük, Kütahya, Afyon, Ankara, Kayseri and Bilecik.

Owing to the link to the railway, the operations will become more valuable. Opened and closed warehousing facilities will become beneficial for

the customers who conduct the container transportation business in containerization, container discharging/ loading operations.

Bulk and general cargo goods coming to port will be operated, with no need for an additional intermediate transportation and handling. In addition to these load groups, Rotaport will become a transfer center for containers transported by rail and the railway connection of YILPORT Gebze to provide end-to-end intermodal solutions.

## Turkey's Leading Bulk Cargo Terminal Opened New Warehouse



YILPORT Rotaport general cargo terminal continues providing service bulk cargo owners with easy connection to main roads. Located in the center of the grain and steel industry, the terminal constantly improves its service quality with its environmental awareness and state-of-the-art investments.

### 10.000 m<sup>2</sup> New Storage Area

With the investments made, the terminal commissioned the warehouse and started its operations with 2,500 square meters closed and 7.500 square meters open area.

# YILPORT NORDIC

## REGIONAL INFORMATION

Located among Scandinavia region, YILPORT's multi-purpose terminals offer the best solutions, at different coasts of Norway and Sweden in the hearts of industrial zones. The terminals are closely connected to main high-ways offering easy access.

YILPORT Oslo, YILPORT Gävle and Stockholm Nord terminals are utilized with bonded and non-bonded areas, warehouses and supported by end-to-end logistic services.



OSLO



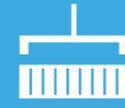
GAVLE



STOCKHOLM  
NORD

### YILPORT NORDIC

Regional Throughputs  
Q1-2020



Container  
**121,653**  
TEUs



General Cargo  
**562,774**  
TON



Ro-Ro  
**7,002**  
CEUs



**YILPORT Holding**  
NORDIC Region  
Sales and Marketing  
Responsibles

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Region Contact:  
**Mr. Håkan BERGSTOM**  
hakan.bergstom@yilport.com



## YILPORT Oslo A Role Model and Game Changer in Port Operations

YILPORT Oslo is the largest port in Norway, and it is not only an important terminal for Norway, but the Nordic in general. Because of our extensive work towards being a zero-emission terminal, YILPORT Oslo is a role model for many ports around the world. Today, Oslo is as close to zero emission as a terminal can be, but work continues towards becoming completely zero emission.

The terminal in Sjursøya, just outside Oslo, operates 364 days a year. YILPORT Oslo is known to be Norway's most modern container terminal and is close to a large and growing market. Half of the Norwegian population is within a three-hour drive from the port of Oslo. The great geographic position helps in keeping the long truck transports to a minimum, and the average truck

turnaround time is 15 minutes. That is important for YILPORT Oslo, who is a role model when it comes to climate friendly terminals.

The last couple of years, YILPORT Oslo has exchanged most of their diesel-powered equipment to electrically powered. The last equipment exchange made was to replace the forklifts to electrically powered ones. This made the terminal become as close to zero emission as possible today. The reason being that there are no electrical reach stackers on the market yet. But in 2021, YILPORT Oslo will be part of a pilot project that will allow them to be one of the first terminals in the world to try using electric reach stackers. The goal is to be a zero-emission terminal by 2030, but it's possible that it can be reached

### INFO



To try using electric reach stackers. The goal is to be a zero-emission terminal by 2030, but it's possible that it can be reached earlier.

earlier. While being positive to this change, Terminal Director Bjørn ENGELSEN can see some changes being needed in the future.

"With a zero-emission terminal the operational profile will change according to the capacity of the electrical equipment. For example, shift scheduling will be aligned with the need for charging", says Terminal Director Bjørn ENGELSEN.

While making big changes at the terminal, YILPORT Oslo's biggest contribution to the green shift is by converting cargo transportation from road to sea. With the project Cool Oslo Shortsea program, YILPORT Oslo has encouraged cargo owners to move their cargo from road to sea and train transport. A good collaboration in the value chain between ports, terminal operators, goods owners, and logistics op-

erators is necessary for everything to be successful. And YILPORT Oslo has managed to accomplish that. Since 2017, BAMA, YILPORT Oslo, and Port of Oslo has been able to move 2000 transports of fruit from road to sea, and the terminal has gotten four new short sea calls. Short sea transports reduce both the Co2 emissions and traffic on the roads while being more sustainable for the environment and the future. In order to make sure that all the transports are being made in the most environmentally friendly way, it is also planned to build a new railway terminal in the port.

"The Port of Oslo have plans to build a new rail terminal inside the port to reduce emissions. Our ambition is to transport containers by rail from Sjursøya to Alnabru, which is the main rail hub in Norway, instead of using trucks", says Commercial Manager Maiken SOLEMDAL.

# Earlier Detection of Damaged Containers with Inspection System in Gävle

Installation of the vibration data inspection system mentioned in Connection Magazine Q3 2019 is now installed and operational. With the help of this newly installed system, YILPORT Gävle Container Terminal will be able to detect damaged containers easier than before. This system is not a replacement for manual inspections, but it detects cracks and damages in the structure that the human eye can't see.

YILPORT Gävle Container Terminal will be the first terminal in Sweden to use the vibration data inspection system provided by Conexbird in order to discover which containers are damaged when lifting them. Not only is Gävle the first terminal in Sweden, but the second port in the world to start using this equipment. The process of doing container inspections will therefore be done with higher quality.

"It's exciting to be part of this project and to be one of the first terminals in the world to use it. This system will be a good fit for us, and a great complement to manual inspections. The shipping companies want their containers to be in good condition, and this allows us to update them on that", says Terminal Manager Fredrik Rönnqvist.

The hardware is installed on the crane spreaders, where they sit safely and out of the way for needed maintenance work. When a container is being lifted, an electric hammer hits the container and sends the vibrations through Con-

exbirds' cloud software to the existing TOS. It works sort of like a tuning fork. The software receives the vibrations, sending them through a machine-learning computer program that processes the data, comparing them to previous inputs, filters out noise, and then produces a comprehensive analysis of the reading. It only takes 5-40 seconds from the knock until the crane operator has the information.

This allows for a quicker determination regarding if the container is good to go or if it should be ruled out of circulation. With this, the risk of using faulty containers is minimized, and therefore lowers the risk of collapsing containers.

"Detecting weak or damaged containers earlier will save us both time and money. It allows for a much faster inspection process when we have early knowledge of which containers are faulty and not. Also, easier and earlier detection of hidden cracks and damages is a great feature", says Fredrik Rönnqvist.

Below  
YILPORT Gävle team



# YILPORT Trucks Keep the Customer Happy

The YILPORT trucks have proven to be a good investment and compliment to the intermodal terminal Stockholm Nord. With several transports every day between Rosersberg and E.ON in Högbypör, the trucks are constantly in use. The trucks supply E.ON's heat and power plant with fuel that arrives with our train shuttle from Gävle. Thanks to the fact that our trucks can load and discharge themselves on both terminal and on the heat plant, this enables us to optimize and fo-

cus on using our cranes for train operations while the trucks load and discharge themselves.

"The customer is very pleased with the setup we have with our train shuttle from Gävle to Rosersberg and then the last mile delivery. So much so, that they will even incorporate our setup, and how much they reduced their impact on the climate by hiring us, in their marketing", says Terminal Supervisor Britta Lundgren.

Above  
YILPORT Stockholm facility also offers added value as a container depot with direct rail shuttle service for the export-rich Gävle hinterland.

# Granudden Starts 2020 with A New Record

Ever since the new warehouses at Terminal Granudden opened last quarter, they have been highly requested by customers. And the demand doesn't seem to slow down this year. The new warehouses on Terminal Granudden compliments the terminal well with the increased max capacity in storage on the terminal. The new max capacity has even helped Granudden reach another terminal record. Granudden started the year with a new record in stored cargo and can see a high throughput in the coming year. During the first quarter of 2020, Granudden has exported an average of 395 containers per week. It's off to a good start considering the total average amount of container exports in 2018 were 385 per week.

"This year has started off great, we had a new record in stored cargo - 45 000 tonnes in storage on the terminal. In addition to that, we see an average of 9000 tonnes in storage per week in the new warehouses alone, and we also have many

requests to store further cargo in them. To build the new warehouses really shows to be a good decision", says Terminal Manager Stefan Andersson. In addition to the warehouses, Granudden has a drop trailer from Swedpaper coming in once a day, leaving an unloaded trailer and picking up a loaded one. The intention from Granudden and Swedpaper is to up the amount of drop trailer runs to two per day this year.

Below  
Terminal Granudden handles the logistics for nearby Billerud Korsnäs' mill producing world-leading paper and board material.



Right  
YILPORT Gävle  
Terminal

## New Pulp Flows for YILPORT Gävle

A local paper mill recently relocated part of their import flows for pulp and will now import through YILPORT Gävle. This means that the Gävle terminal will have an increase by 50% in pulp handling, which means roughly 50 new calls to General Cargo.

“The fact that they have chosen to redirect their flows and go through our terminal is exciting for us. This will mean a huge increase in our pulp handling and we are looking to handle 150 000 tonnes of pulp in 2020, in comparison to 2019 where we handled 100 000 tonnes”, says Terminal Manager Jörgen Flank.

The last wind turbines to leave the port  
After the large amount of wind turbines imported to the terminal in 2019, there is still parts left to transport out of the port. There is over 300 wind turbine parts in storage that will be further transported during the first and second quarter of 2020.



**INFO**

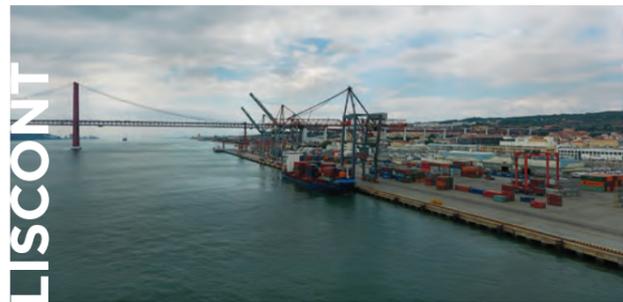
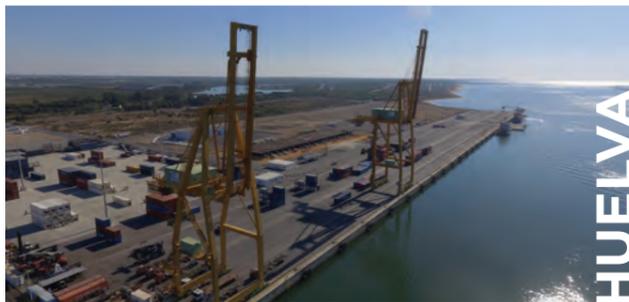
Gävle terminal will have an increase by 50% in pulp handling, which means roughly 50 new calls to General Cargo.



# YILPORT IBERIA REGIONAL INFORMATION

Located among the Iberian Peninsula, YILPORT's multi-purpose terminals offer the best solutions, at different coasts of Portugal and Spain in the hearts of industrial zones. The terminals are closely connected to main highways offering easy access.

YILPORT Leixões, Liscont, Sotagus, Setubal, Tersado, Figueira da Foz, Aveiro, Huelva and Ferrol terminals are utilized with bonded and non-bonded areas, warehouses and supported by end-to-end logistic services.



## YILPORT IBERIA Regional Throughputs Q1-2020



Container  
**278,876**  
TEUs



General Cargo  
**684,336**  
TON



Ro-Ro  
**10,821**  
CEUs



**YILPORT Holding**  
IBERIA Region Sales  
and Marketing  
Responsibles

Head Office Contact:  
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gizem.gokyar@yilport.com  
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Region Contact:  
**Ms. Sandra BORRALHINHO**  
sandra.borralhinho@yilport.com

FRANCE

SPAIN

PORTUGAL

MOROCCO

ALGERIA

TUNISIA



## YILPORT Iberia Attended FIMOP Executive Committee Meeting

YILPORT Iberia joined the 1st 2020 FIMOP (Federación Iberica de Empresas Estibadoras e Agentes Marítimos) Executive Committee Meeting. The event was hosted by the Port of Figueira da Foz (Portugal) and included a visit to the terminal.

Several associations of the sector from Portugal and Spain were represented namely Association of Shipping Agents and Port Op-

erators (Portugal), Association of Shipping Agents of Portugal (Portugal), Spanish Association of Vessel Consignees (Spain) and National Association of Stevedoring Companies (Spain). In addition to the discussion of relevant themes such as port bunkering services, training and current industrial relations in Portuguese ports, YILPORT Iberia made a presentation of the Projects of the Group in Portugal.

**Above**  
FIMOP Executive Committee & YILPORT Iberia Executives

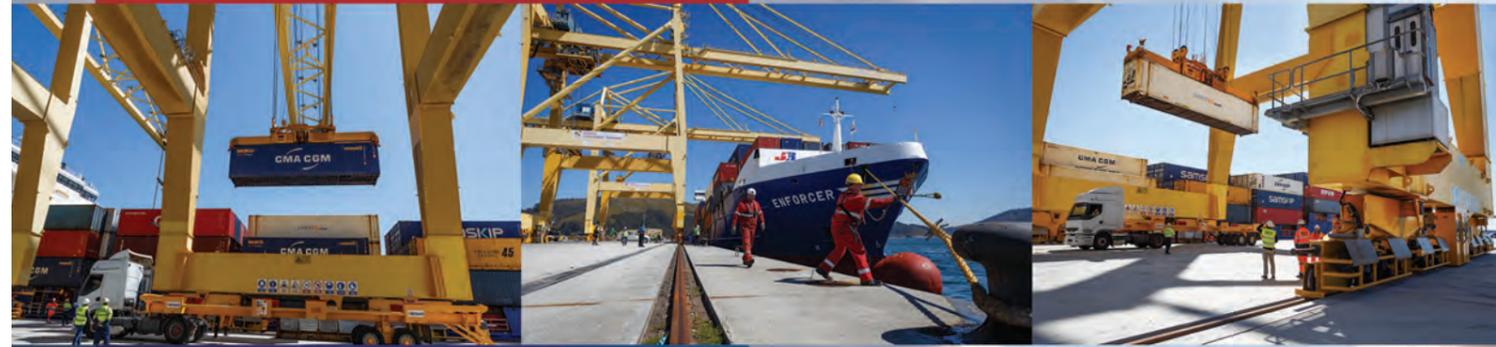
## YILPORT Iberia was Guest Speaker in Ship2Iberia 2020 Seminar

YILPORT Iberia Region General Manager Richard MITCHELL, attended Atlantico Business Development Ship2Iberia 2020 Seminar to share the prospects and projects that YILPORT Holding has for the Region Iberia.

Port Authorities of Leixões, Lisbon, Aveiro, Ferrol, Algeciras, Tarragona, Antwerp but also most relevant Short Sea Shipping Lines such as Containerships, Sealand, WEC Lines, CLdN and Samskip and the Green Award Foundation participated to the event



**PRIVILEGE IS JUST AROUND THE CORNER**



## GAME CHANGER OF THE ATLANTIC

**YILPORT Ferrol Container Terminal** is the deepest container terminal in South European Atlantic coast. It is the only deep sea container terminal in the North of Galicia, with several important towns and industrial areas within 120 kms radius.

The best location for container transshipment and feeding to Spain, Portugal, France, south United Kingdom and Ireland.

With a quay wall expansible up to 1.450 m, capacity up to 1.500.000 teus per year and -20 m draft alongside, FCT presents you the privilege.

**YILPORT Ferrol Container Terminal, SA**  
Puerto Exterior de Ferrol,  
Cabo Prioriño 15593  
Ferrol (A Coruña) Spain  
Phone : 34 981 359 421  
fct-ferrol@fct-ferrol.es www.fct-ferrol.es



# PORLIS Hired Stevedores and Training Started in April



PORLIS, currently the only port work company in Lisbon (the insolvency of A-ETPL dictated the closure of the activity of that pool), started a recruitment process to hire new stevedores for the Lisbon Port, who will respond to the labor needs of Port Operators such as YILPORT Liscont, YILPORT Sotagus and YILPORT Multiterminal. The recruitment is part of the YILPORT investment project to the Lisbon Port, which in a particularly adverse moment like the current one with Covid-19, immediately creates 20 new jobs. Training of the new stevedores started the 6th of April fulfilling all requirements of Business Continuity Plan of YILPORT. YILPORT is starting a second recruitment process in the next few days.

# The Teams Getting Ready for New 18 RTGs



YILPORT Iberia and Holding team had a kick-off workshop between 23-24th of January with Konecranes and to review the design of the 18 SRTG units. The meeting was held in YILPORT Liscont and counted with participation from Konecranes, Headquarter, Regional and local teams from the 2 regions Liscont, Leixoes and Gavle, in total 29 people (Project managers, Local Members, Technical Members, Global Operations, Procurement, IT and Occupational safety members of terminals). The opening speech was made by Engineering Service Director Selami MERCAN from YILPORT Holding.

This is the first milestone after the signature of the contract, the goal is to align the requirements of the terminals between Konecranes and YILPORT teams, discuss challenges, review terminal operational concepts, TOS interfaces, testing and training procedures, discharging and site installations.



# Aveiro Port Authority visits YILPORT Aveiro Terminals

YILPORT Aveiro was honored to receive on the 7th of January the visit of the Executive President of the Board of Aveiro Port Authority, Ms. Fatima Lopes Alves and Aveiro Port Authority Board Members, Ms. Isabel Moura Ramos, Mr. Helder Vale Nogueira and Mr. Nuno Marques Pereira.

This was the first visit of the year 2020 from the Port Authority to an Aveiro port operator to discuss the projects and plans for the future, in this case presented by YILPORT Iberia General Manager Mr. Richard Mitchell and YILPORT Aveiro General Manager, Mr. Paulo Sá.

Above  
YILPORT Aveiro Terminal



**TARGET IS TO RANK AMONG TOP 10 PORT OPERATORS BY 2025**

**TURKEY:** GEBZE | DILOVASI- SOLVENTAS | GEMLIK- GEMPORT | YARIMCA- ROTAPORT **MALTA:** MALTA FREEPORT **ITALY:** TARANTO  
**SWEDEN:** GÄVLE | STOCKHOLM NORD **NORWAY:** OSLO **SPAIN:** FERROL | HUELVA **PERU:** PAITA **ECUADOR:** PUERTO BOLÍVAR  
**GUATEMALA:** QUETZAL **PORTUGAL:** LISCONT | FIGUERA DA FOZ | LEIXÕES | SOCARPOR | SADOPT | TERSADO | SOTAGUS



# YILPORT Huelva is Awarded for its Implementation of NAVIS N4

The Huelva Port association organized an event to recognize the work of its associates and other companies in the province linked to the port activity, and logistics. YILPORT Huelva is awarded in the Business Innovation category with its recent implementation of Navis N4 Terminal Operations System.

As YILPORT Huelva Operations Manager Francisco Jimenez emphasized that, "It is a pride to represent such a large human group that it made possible the implementation of NAVIS N4, without altering our activity and our productivity. A team that from Istanbul to Lisbon, with a centre in Helva has made it possible for the port community of Huelva to communicate in real-time with our GLC in Lisbon, we can visualize and monitor operations in real-time and place ourselves as the second paperless Terminal in Spain; after our sister YILPORT Ferrol."



# YILPORT MEDITERRANEAN REGIONAL INFORMATION

Located in Italy and Malta YILPORT's Mediterranean terminals offers hubs-home terminals for container, general - bulk and ro-ro operations, and provide easy access to roads and logistics services.

The Multipurpose Pier of the port of Taranto San Cataldo Container terminal, located in the heart of the Mediterranean basin, is particularly strategic as a natural gateway for sea traffic from/to Central Europe and the Far East

and the developing economies of the Near and Middle East and North Africa.

Malta Freeport offers extensive worldwide regular network connections, high performance levels, cost effectiveness, ease of access to markets with minimal diversion distance, easy port accessibility, safe maneuverability of vessels and all-year favorable weather conditions.



## YILPORT MEDITERRANEAN

Regional Throughputs  
Q1-2020



Container  
**305,119**



### Malta Freeport Terminal

Marketing Responsibles  
[marketing@maltafreeport.com.mt](mailto:marketing@maltafreeport.com.mt)  
[www.maltafreeport.mt](http://www.maltafreeport.mt)

### Taranto Freeport Terminal

Head Office Contact:  
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### Taranto Local Sales **Francesco Tota**

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[sm@yilport.com](mailto:sm@yilport.com)



# YILPORT Extends its Logistics Network with Italy

Since YILPORT took the operations of San Cataldo Container Terminal in Taranto, Italy; YILPORT Holding continues its business plans to provide end-to-end solutions to the region. The logistics branch of the company has an ambitious target to reach utmost connectivity with highways and railway connections to industrial zones among Europe owing to its strategic location. YILPORT Holding Global Logistics Operations Executive Director Cihan AKIN shared the near future agenda of the company.

# C

ould you please tell us about yourself and what “logistics” means for YILPORT Terminals?

I joined Yildirim Group in early 2012 and have served as an executive director in different companies of Yildirim Group, including business development in Yildirim Holding, YILKEM and ETI Lojistik. I have also

served as port integration executive director and was responsible for the extension and integration of YILPORT Holding's strategy in all departments and companies of YPH. In 2017, I was appointed as an executive director of global logistics operations so that I could establish and manage YPH logistics department. Currently, ETI Lojistik, Transitex and regional logistics divisions comprise the YPH logistics department. YILPORT Logistics has been implementing YILPORT's one-stop shopping concept and provide customers with intermodal transport, linking sea, railway and road transportation. We also aim to increase the role of ports in global supply chain management and logistics network structures. Toyota and Arçelik projects in Turkey are good examples of this concept. We are seeking similar opportunities in all regions and enhancing our general and specialized logistics services for customers.

Many shipping lines have been expanding their roles as shipping companies to global logistics providers covering value-added services such as logistics supply management, door to door delivery and distribution. To adapt to this change,



YILPORT Logistics is planning to implement a port-centric logistics concept in YILPORT terminals where the physical limitation is not an issue. The Importance of logistics to YILPORT is increasing as our terminals are threatened by competitor terminals. To continue to service our customers in our terminals, we are developing consolidated transportation services.

Could you please define the hinterland of the Taranto terminal? And what would be the YILPORT Logistics division contribution to Taranto project?

The close hinterland of Taranto is mainly the regions of Puglia and Basilicata. The Port of Taranto had already been historically serving industrial traffic and served major production companies such as ILVA, ENI, Cementir, Vestas and other small and medium-sized local companies. We are considering this as a starting point to develop and build the Taranto terminal's future logistics. In terms of import-export cargo structure, market opportunities to explore in the catchment area of the port are automotive, mechanic and agri-food industries. There are many small and medium-sized manufacturing companies and plants producing automotive and machinery parts in San Nicola di Melfi and Atessa areas, which can be reached within two hours.

Commercial activity in the agri-food sector is another area that we are aiming to develop. According to OECD economic data about Italy, the Italian agri-food sector represents 17% of the domestic GDP and 30% of products come from the South. In the past, there were some initiatives backed by the EU to have an integrated intermodal logistic system in the Port of Taranto back area, which would have been a logistics sub-hub specialized in agri-food commodities and fresh produce. We will reinstate the concept of integrated agri-food logistics and develop supply chain models and value-added logistics products. We will start offering customers the existing 5.500 sqm cold warehouse and other storage facilities within the logistics platform of the Taranto terminal.

The railway connection in the Taranto terminal to the North-South and the South-North Europe corridors is a key element of extended hinterland development of the terminal. Rail connection of the Taranto terminal along the Adriatic route has an infrastructural advantage over the Tyrrhenian corridor and constitutes a competitive advantage in intramodal logistics. The main advantages are that the larger rail



handling capacity in Taranto compared to the other congested terminals in Italy and being able to have longer block trains 36 compared to 24 to 28 wagons in Salerno and Genoa.

Above  
Italy main railway  
network

The Taranto-Bari railway line offers connection to the Bari-Bologna line. The rail connection between Taranto and Interporto Bologna Logistics Center, one of the major logistics centers in Europe will play a major role in developing the extended hinterland of the Taranto terminal. Daily connections by rail from Interporto Bologna to Central and Northern Europe will allow shippers to offer door-to-door delivery services in the major markets of Europe.

In 2019, the Special Economic Zone (SEZ) covering the Basilicata region, the Port of Taranto and Grottaglie Airport was established to

**We will start offering customers the existing 5.500 sqm cold warehouse and other storage facilities within the logistics platform of the Taranto terminal.**



develop southern Italian regions. The SEZ program allows investors to benefit from specific tax incentives and administrative simplifications. We will also reinstate the concepts of the customs-free zone and the SEZ to create more logistics opportunities.

Finally, one of our strategies in developing the gateway cargo market is to capture some of the cargo in the catchment area of the ports in Apulia and Campania by offering customers effective railway connections and implementing logistics activities within the port.

**Taranto is always defined as “strategically located and easy access” location. What do you think about this?**

Taranto is definitely strategically located in terms of accessibility via land and sea. Taranto terminal was included in The Ministry of Infrastructure and Transport of Italy’s “Connecting Italy” strategy, which aimed to improve the country’s competitiveness through the construction of appropriate transport and logistics connections with Europe and the Mediterranean region. The objective was also to increase

accessibility to those territories. Since Taranto is located in the middle of the Mediterranean basin and has an enhanced railway connection to the North, it is strategic as a natural gateway for import-export cargo transportation between Italy and Central Europe; and the Far East, Near East and MENA.

**Could you please give a message to potential customers about the future of Taranto?**

The Port of Taranto is one of Italy’s top five container ports with a total quay length of 2,050 m, a land area of 100 hectares and 15.5 m draft. The terminal is well-connected to Italy and Europe through the national railway network and daily train services will connect the Port of Taranto with the Bologna Interporto Logistics platform and other strategic markets in Central and Northern Europe. Taranto Container Terminal is expected to begin operations with Yilport during the summer of 2020. With Yilport’s 49-year concession commitment and effective strategies, we strongly believe the Port of Taranto will become an important point of access and main logistics hub in the mid-Mediterranean.

Above  
San Cataldo  
Container Terminal

# What's Next?

By 2025, YILPORT aims to rank among the TOP 10 port operators in the world. With 11 new terminals in the last year, **we're making every move count.**

**TURKEY**

- 2005 - GEBZE
- 2012 - ROTAPORT
- 2012 - GEMPORT
- 2016 - SOLVENTAS

**MALTA**

- 2011 - MALTA FREEPORT

**SWEDEN**

- 2014 - GAVLE
- 2014 - STOCKHOLM NORD

**NORWAY**

- 2014 - OSLO

**PORTUGAL**

- 2016 - LISBOA LISCONT
- 2016 - LISBOA SOTAGUS
- 2016 - AVEIRO
- 2016 - LEIXOES
- 2016 - FIGUEIRA DA FOZ
- 2016 - SETUBAL SADOPOINT
- 2016 - SETUBAL TERSADO

**SPAIN**

- 2016 - HUELVA
- 2016 - FERROL

**PERU**

- 2016 - PAITA

**ECUADOR**

- 2016 - PUERTO BOLIVAR

**GUATEMALA**

- 2018 - OLG

**ITALY**

- 2019 - TARANTO



www.yilport.com  
www.yildirimgroup.com



# Malta Freeport Terminals

Malta Freeport has always been at the forefront of investment in order to deliver an attractive service to its customers. Following a massive investment in 15 RTGs last year, MFT has lately signed a contract for the purchase of 2 new latest generation Quayside Cranes from world leading manufacturers Liebherr Container Cranes Ltd. These Cranes are backed with an exceptional reputation for the supply of high performance and feature an outreach of 72m and a lifting height under the spreader above the rail of 54m. They are also designed to the highest quality standards and are able to operate com-

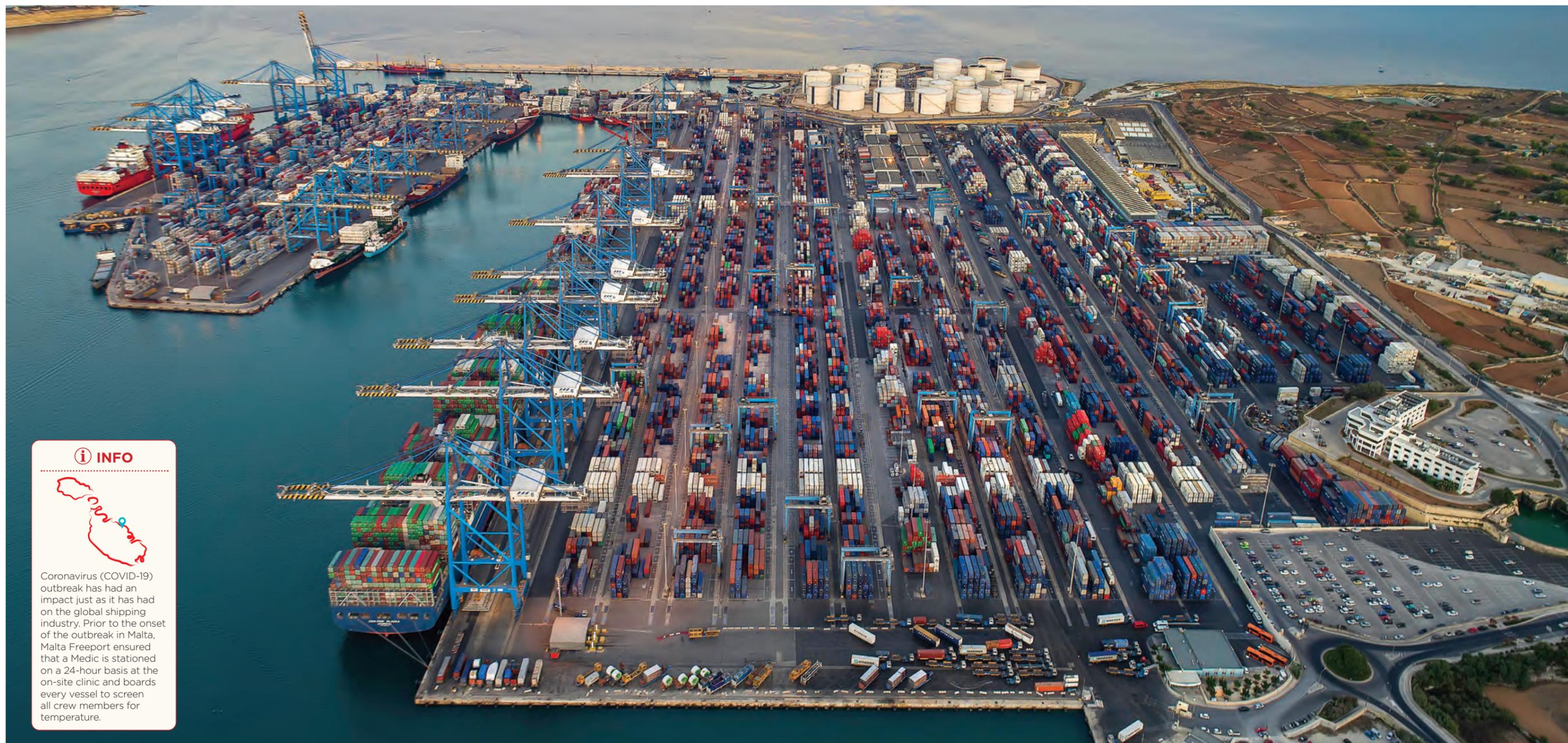
fortably on 23,000 TEU vessels. These new additions are expected to be delivered in Summer 2021 and will be placed on Terminal One adjacent to the existing Quay-side Cranes.

During this quarter, MFT concluded an agreement with NileDutch for the transhipment of containers over the New Black Sea Med Express Service which offer a weekly coverage from the East Mediterranean and the Black Sea ports to West Mediterranean ports. This service is operated by CMA CGM, COSCO and NileDutch.

NileDutch are predominantly transhipping empties through the slot agreement with CMA CGM.

Needless to say, the Coronavirus (COVID-19) outbreak has had an impact just as it has had on the global shipping industry. Prior to the onset of the outbreak in Malta, Malta Freeport ensured that a Medic is stationed on a 24-hour basis at the on-site clinic and boards every vessel to screen all crew members for temperature. Thermal screening cameras have been installed and all employees' and visitors' temperature

are monitored prior to entry 24/7. Moreover, in addition to regular cleaning and sanitization across the board, MFT has also taken the initiative of professional weekly fumigation of all the equipment on a weekly basis. Further to this, the Company is also being proactive in its approach and has developed and introduced a digital-based alternative to the use of paper documents required to release outgoing containers. MFT remains committed at safeguarding the safety of its workforce and will continue taking the necessary means to prevent transmission.



## INFO



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# YILPORT LATAM

## REGIONAL INFORMATION

Located among Latin America region, YILPORT's multi-purpose terminals offer the best solutions, at different coasts of Ecuador, Peru and Guatemala in the hearts of industrial zones. The terminals are closely connected to main highways offering easy access.

YILPORT Puerto Bolívar, TPE Paita, and Quetzal terminals are utilized with bonded and non-bonded areas, warehouses and supported by end-to-end logistic services.



QUETZAL



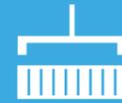
BOLIVAR



PAITA

### YILPORT LATAM

Regional Throughputs  
Q1-2020



Container  
**91,467**  
TEUs



General Cargo  
**341,832**  
TON



Liquid  
**11,852**  
M³



**YILPORT Holding**  
LATAM Region  
Sales and Marketing  
Responsibles

Head Office Contact:  
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Region Contact:  
**Ana Belen BURGOS**  
ana.burgos@yilport.com



## YILPORT Puerto Bolívar's New Equipment, 2 New STS and 6 E-RTG Cranes are Coming Soon

Ecuador's first deep-sea terminal, YILPORT Puerto Bolívar's 2 ship-to-shore (STS) and 6 electrified rubber-tired gantry (RTG) cranes will set sail from Oita, Japan and will start their operations in late 2020 in YILPORT Puerto Bolivar.

The cranes forms the first shipment of overall 6 new STS cranes and 18 E-RTG cranes order of the Terminal. These 2 STS cranes will have 62 meters 22 rows out-reach capacity, designed to serve 14,000 TEU vessels. E-RTG cranes will be 1 over 6 high and 7+1 wide to handle the yard operations and E-RTG cranes will be fitted state-of-the-art technologies and equipment.

Following latest investment of 2 additional Gottwald HMK 8410 Mobile Harbor Cranes to have 58 meters working radius, 100 tons safe working load, 60 meters boom length and capable of serving vessels up to 19 rows wide, YILPORT continues its strong investments with new STS and RTG Cranes.

Along with dredging works to have deepened the terminal into -14.50 m in channel and the port (before having -16.50 m draft following construction of 450m long Berth 6), 4 MHC investments in total, system & software implementations and infrastructure-superstructure works, this latest STS and RTG investments aim to increase terminal capacity and strengthen the terminal's operational performance. The terminal will also receive 36 brand new terminal tractor and 36 trailer to support current terminal equipment.

Since the very beginning of taking over of operations in Puerto Bolivar, YILPORT takes firm steps forward its ultimate aim of turning the Terminal into one of the leading terminals capable of handling ultra-large container vessels in the West Coast of Latin America.

# Phase I of Development Projects to Modernize YILPORT Puerto Bolívar



As promised, YILPORT Puerto Bolívar continues its modernization projects to develop the port and maximize the capacity. As a part of Phase I, new berth construction, stacking area construction and pavement works, cold storage warehouse construction, substation construction and new gate lane construction will be carried out along with other civil works to be carried out within the scope of Phase I projects.

### 450m-LONG NEW BERTH (BERTH #6)

In addition to existing 5 berths of the terminal, a new berth will be constructed to support increasing volume in upcoming years. This new berth will be 450m long and have 17.5m draft. The berth is designed to accommodate 200,000DWT vessels, and viable for implementation of 6 STS cranes.

### STACKING AREA & PAVEMENT WORKS

Pavement construction of 78,420m<sup>2</sup> area will start and in addition to existing 44,468m<sup>2</sup> stacking area, 12.3 hectares area in total will be dedicated to container stacking with total ground slot of 2344. Additionally, supportive civil works will also be realized in order to complete the stacking area construction such as constructions of 4 reefer substation and 3 E-RTG substations, lighting poles, infrastructure works for electricity, water, waste water, CCTV, etc. and works on current and new stacking area for 77 reefer substations.

Above  
Puerto Bolivar

### COLD STORAGE WAREHOUSE

7,500 square meters of area will be used to construct the cold storage warehouse which will be dedicated to banana and shrimp storage. The cold warehouse to serve with 300,000 tons annual banana storage capacity, will include 9 storage cells specifically dedicated to bananas (+13 to +14 oC), and 1 storage cell for shrimps (-25 oC).

### SUBSTATION

A new substation will be constructed in an area of 815m<sup>2</sup> within the scope of Phase I projects. Thanks to this new substation, consumption will be increased to 24 MVA while the existing consumption is 6MVA. The new substation will be integrated with the current one.

### GATE RENEWALS

A new gate in lane will be activated increase gate in & gate out capacity and support gate operations. OCR implementation, weighbridge, truck waiting area and administrative building constructions are projects to complete gate renewal.

In addition to mentioned projects, other supportive works will be carried out as a part of Phase I project such as RTG washdown area of 599 square meters to include sedimentation tank, fire-protection water system (100m<sup>2</sup>) to be built in the north of Berth #6, IMDG, Pre Trip Area and Empty Container Maintenance Repair Cleaning area of 2,000 square meters, enclosure walls and fences.

# YILPORT Puerto Bolívar Port Achieves Milestone by Exporting Copper Cargo to China

The Puerto Bolívar marks a historical milestone in the province of El Oro and the country, as it is the first time that it will export copper cargo to the world, diversifying and starting new export lines to China, who has been characterized for years for being one of our main buyers of bananas and shrimp. On March 19th, 2020, 36,000 tons of copper concentrate sailed from Puerto Bolívar to the Asian giant.

This new export line makes its way to send, this time, cargo from Zamora Chinchipe, generating significant income for the country, constituting a great step towards responsible mining.

“It is expected that by 2023 we will be able to export 600,000 tons of copper a year to China, marking the beginning of a new source of income for Ecuador, exploiting with greater force one of our natural wealth,” highlights Evelyn Icaza Domínguez, Manager of the Port

Authority of Bolívar Port, who has promoted important actions from this strategic port.

It is worth mentioning that the operational loading activity was carried out by implementing all the epidemiological surveillance protocols that the National Government carries out in the face of the health emergency that Ecuador faces due to COVID-19.

**It is expected that by 2023 we will be able to export 600,000 tons of copper a year to China, marking the beginning of a new source of income for Ecuador, exploiting with greater force one of our natural wealth,” highlights Evelyn Icaza Domínguez, Manager of the Port Authority of Bolívar Port.**



# YILPORT Puerto Bolívar Terminal Received A Visit from the Minister of Transport and Public Works of Ecuador



The YILPORT Puerto Bolívar terminal received a visit from the Minister of Transport and Public Works of Ecuador, whose purpose was to learn about the progress of projects at the terminal, including the construction of pier 6.

Alfredo JURADO, General Manager of YILPORT Puerto Bolívar said that in the second half of the year, construction work will begin on Pier 6 at the Puerto Bolívar maritime terminal. He also pointed out that the dock will increase the operational capacity of the port and is the beginning of a great development for the region and the province. This dock will serve to unload the second shipment of cranes. With this they hope to increase the number of containers that arrive and leave through Puerto Bolívar.

“With this we aspire to have a greater market share in banana exports, as well as shrimp. It will also be a port for entry and exit for the other provinces of the region, specifically in the Cuenca market, in which we make the invitation, this will be its port and area of operations,” added JURADO.

YILPORT received requests to bring cargo from Peru such as shrimp, bananas, other types of fruit, and even mining. “This is going to make a very important port and we hope to continue counting on the help of the national government to make this a reality,” he said.

YILPORT Holding Business Development Director, Rafael SAPIÑA, stated that they seek not only to develop human capacity but also technology. In his speech, the Minister of Transport and Public Works, Gabriel MARTÍNEZ emphasized their interest in the port developing fully, because it will mean the progress of the province through work.

With the development of the terminal in El Oro, producers will not have to travel to Guayaquil to export their merchandise, they will be able to do it from this port. He also stated that large-scale mining projects, due to the proximity to the terminal in Puerto Bolívar, have this terminal as the port of departure.

Finally, the minister expressed his satisfaction when verifying that the investments made by YILPORT Holding are well underway in Puerto Bolívar.

# YILPORT Puerto Bolívar Celebrates Its 3<sup>rd</sup> Anniversary



On March 1, 2020, YILPORT Puerto Bolívar celebrated one more year of having started operations at the Ecuadorian terminal.

On this date, the port staff had a lunch and a toast in which General Manager Alfredo JURADO participated with a retrospective of the project’s beginnings and the progress that has

been made in these 3 years. He emphasized the increase in cargo and arrival of ships, the increase in shipping lines that operate in the terminal. In a special way, he thanked all the collaborators of the company for the support and performance that have been the fundamental pillar for the company to achieve its objectives.

**Above**  
YILPORT Puerto Bolívar employees



# OLG received the visit of YILPORT Executives

Operadora Logística Guatemala company received the visit of YILDIRIM Holding CAO Mr. Mustafa ERKANAT, COO Mr. Ozer OZ and YILPORT Holding International Business Development Director Mr. Rafael SAPIÑA.

The executives were briefed on ongoing processes and had the chance to visit the port facilities and meet with the team.

## Working for the Development of the National Port System



YILPORT Holding Sales and Marketing Director, Mr. Hasan CIFTÇI & Quetzal Port Authority

As part of the visit of YILPORT's Sales and Marketing Director; Mr. Hasan CIFTÇI met with the new port authorities to discuss the Commercial Strategy and Operational Efficiency Improvements of EPQ. This technical work meeting

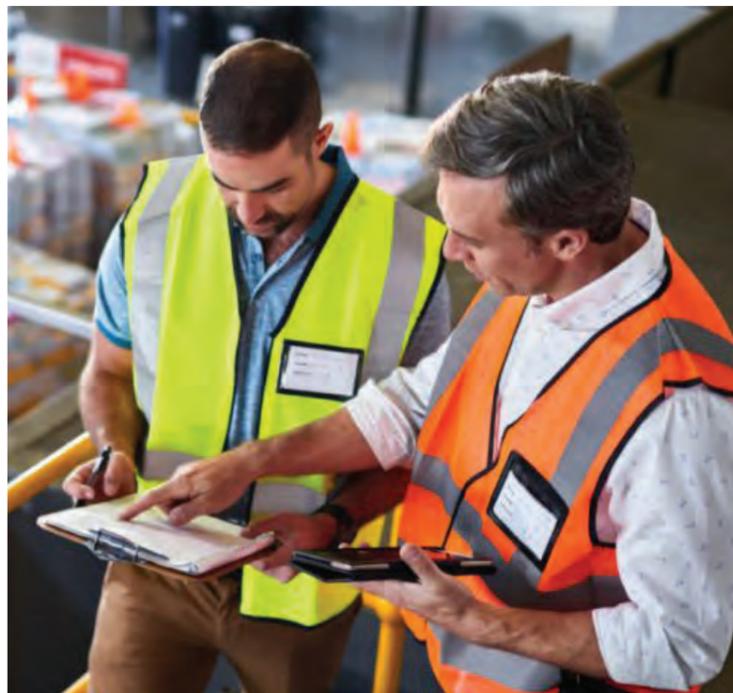
was very productive and important information regarding worldwide maritime strategies were exchanged as well as how YILPORT Holding has become a Game Changer in Port Operations and Management.

## HSE management at OLG

OLG seeks to stimulate every employee's interest in the benefits of applying the HSE management system, encourage participation in the different activities of self-care, risk factors and unsafe conditions. It also pursues to improve the working environment, productivity, physical and mental health, and increase the ability of employees to identify and report risk factors existing in their work.

As part of the HSE management, a series of environmental measurements were performed including breathable particles, luxmeter, heat stress and noise. This allowed to provide the proper safety equipment in each area of the different working environments.

Different trainings took place during the months of February and March which included safety measures while working at heights and public health officials trained on coronavirus and HIV prevention.



## 4 New Gate Scales are Active in Paita

As a part of terminal development projects, new gate scales were activated in Paita with the aim of meeting increasing terminal volume. With this aim, previous one gate was supported by new scales. TPE Paita now serves with 4 scales to ease truck gate in and gate out processes in the terminal.

## Gate Appointment System Will Be Integrated with A Web Site

In order to prevent any possible gate congestion following increasing volumes in the terminal, TPE Paita will implement Appointment System. TPE Paita also works on a new website, which will enable the agent of cargo to create their own appointment for the trucks. The project aims to decrease waiting time by reducing possible congestions.



## Racks with Additional 800 Plugs Were Completed to Support Reefer Volume

TPE Paita continues its preparations to receive more cargo by supporting its reefer yards. Construction works with reefer racks were already completed and Paita added 800 more plugs by increasing its capacity up to 1900 reefer plugs in total.



## TPE Provided Humanitarian Aid to The Families Who Were Affected by Covid19

In response to the immediate aid calls of families in Paita, which is caused by the spread of Covid 19, Terminales Portuarios Euroandinos began the distribution of aid kits for citizens suffering from poverty and extreme poverty. In this context, 500 families from Paita were reached and provided humanitarian aid.

1<sup>st</sup> photo  
4 New Gate Scales of TPE Paita Terminal  
2<sup>nd</sup> photo  
TPE Paita Additional 800 Plugs  
3<sup>rd</sup> photo  
TPE Paita Terminal

# Fruit Logistica 2020



**Above**  
YILPORT Holding CMO Erhan ÇILOĞLU gathered with Transitex CEO Fernando LIMA and Transitex Team at Fruit Logistica 2020.

From 5 to 7 February Transitex was at Fruit Logistica, in Berlin. Fruit Logistica covers every single sector of the fresh produce business and reunites annually more than 3.200 exhibitors and 78.000 visitors.

Transitex has been an exhibitor in this trade show since 2012 and intends to continue to do it. With a team of reefer experts and having the fruit sector has its core business, this is one of the events that mark our year. In the 2020 edition, with had a reefer team from all over the world present: Portugal, Spain, Italy, Turkey, South Africa and Brazil.

Currently, Transitex is the number one consignee for fresh fruits from Portugal and Spain to Brazil. Our latest goals for the fresh sector are to become players in South Africa fruit exports and to connect Turkey exporters to Latin America fruit importers. Transitex transports around 30.000 TEUs of refrigerated cargo every year, thanks to our differentiated services and to our team, that promotes the sustainable growth of our clients and builds with them stable and long-lasting partnerships.

# Transitex Bilbao

YILPORT's logistics operator, Transitex, opened its own office in Bilbao. This is the company's fifth location in Spain, preceded by Badajoz, Seville, Valencia and Vigo.

André PITEÚ, Bilbao's branch manager, joined the company in January 2015 and was a country manager for Transitex Angola for 5 years. About this new step in the expansion of Transitex and of his own career, André PITEÚ commented "It is with great satisfaction that I return to Spain, where in 2002 I entered the field of logistics and transport in the city of Badajoz. The challenge facing me, to build and lead Transitex Bilbao, is a challenge as irrecusable. I am sure that we will be successful in the continued growth of Transitex."

With a clearly Iberian identity, Transitex is present in 22 countries with 39 offices around the globe and a total of 370 employees. The opening of Transitex Bilbao reinforces the company's investment in the Spanish market, as well as the new wave of its expansion in Europe, that started in 2016 with Transitex Turkey first branch in Istanbul.



**Above**  
Transitex Bilbao Office

**Left**  
André PITEÚ, Bilbao Branch manager

# Transitex Mersin



On November 4th, Transitex Mersin, the company's latest location, began operating. This is our second office in Turkey, where we have been since February 2017, after our entrance in YILPORT Holding.

Mersin Port is Turkey's largest seaport and the region is strongly recognized for its agricultural production, with emphasis on cotton, citrus and olive oil. Samuel Nascimento, Transitex Europe's regional manager, commented one more step of the company's expansion: "Even before completing 3 years of existence in Turkey, Transitex is moving to its second Turkish office with the opening of Transitex Mersin in the south of the country. Following sustained growth, Transitex Turkey now has a greater presence in this market with this new delegation and can thus face new business opportunities in a geographical area that is different from Istanbul where we have been growing year after year." In front of our Mersin branch is Cengiz KOSEL,

We hope with this new branch to create new and better logistics solutions and strengthen our brand in Turkey's market!

**Left**  
Cengiz KÖSEL,  
Transitex Regional  
Manager

**INFO**

For further information about our work in the region:  
Cengiz.Kosel@transitex.com.tr

**TRANSITEX** The World Closer  
Forwarder and support services

**NETWORK**

[www.transitex.com](http://www.transitex.com)

## All Set for Working From Home

Due to the pandemic Coronavirus threat, the Senior Management of YILDIRIM Group decided to start working from home for the staff on March 17th.

YILPORT Information Technologies team made an extraordinary effort to ensure that all the IT systems were available for the users to work from home effectively.

The IT teams provided secure network connections for all staff. Internet bandwidth capacity was analyzed to ensure that performance is at the expected level. Since the current YILPORT IT systems are already running on a private cloud infrastructure, users continue their working life as usual without facing any access or performance problem.

To meet the remote working requirements, such as additional hardware and software licenses; the Procurement and Management teams worked proactively with suppliers to deliver these in the short timeframes available.

GLC & Customer Service teams were more challenging as their needs included voice connectivity using digital radios. The IT team worked hard to test and deliver a solution for them to prevent any communication interruptions.

Our staff in each region can use their application systems and collaboration tools (Skype, Teams, Email) effectively from their homes.

## Gemport Getting Ready for RFID Technology

Gemport Terminal is getting ready for Radio Frequency Identification (RFID) technology to identify external and internal trucks to take its operational effectiveness and security to the next level. Gemport terminal continuously introduces new technologies to its operation to improve efficiency and productivity across terminal areas.



The terminal has been managing its gate operations for all operation types with an auto-gate system since 2016. Last year the terminal expanded the technology to the internal weighbridge area by installing two more self-service kiosks and License Plate Recognition (LPR) systems along with a container number identification portal. Currently, there are no people in these areas to serve drivers, it's all done by truck drivers themselves on the self-service kiosks. In case they need assistance, remote support is available via VOIP and video control systems. The RFID system will be adapted to the existing operation. Current LPR system will be supported with RFID readers to improve truck identification and minimize driver's data input (license plate) at the kiosks, consequently, the truck transaction time is expected to be decreased.

All trucks that visiting the terminal will be requested to have RFID tags and the assigned drivers to have Terminal HSE training to be allowed to enter the terminal. The project will be done in 3 phases. With each phase, incremental scope expansion is planned.

### PHASE I

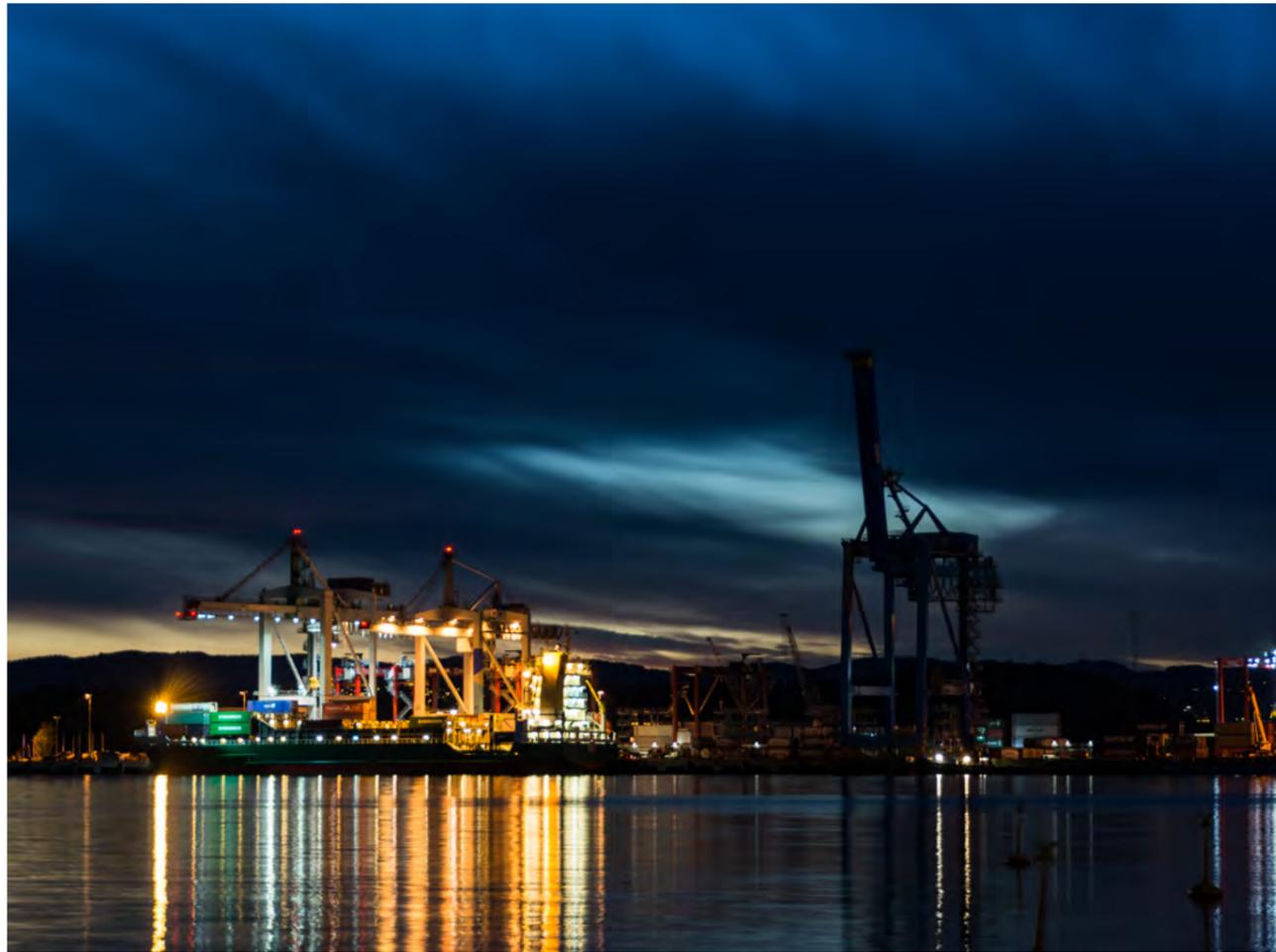
- Identification of Driver & Truck
- Pre-gate, Gates, Internal weighbridge areas

### PHASE II

- Identification of Truck
- Truck routing screens in the terminal
- Truck traffic density monitoring at pre-gate and defined terminal areas

### PHASE III

- Identification of Truck positioning
- Navis Integration, eliminating the manual information of the truck arrival to the container handling equipment (RTGs, STSs)



## YILPORT Keeps Terminal Operation Systems Up to Date

The YILPORT IT team has been working to keep the system version up to date. It is crucial for operational improvement that these upgrades are planned and implemented regularly and seamlessly with the minimum operation disruption. Navis has been enhancing its core Terminal Operating System (TOS) functionality to meet the critical needs of their customers like YILPORT.

The internal TOS team has the expertise to plan, coordinate and self-sufficiently upgrade the system and has been doing so for years without any external support. Once again it proved that the expertise is within the group as the Navis upgrades have already been completed for Gebze, Gempont and Oslo terminals. The remaining terminal upgrades are in the planning stage.

Each upgrade needs the collaboration of multiple departments. In preparation for the upgrade, the TOS and Solution engineering teams perform tests for 2-3 weeks in the test environment;

- TOS team tests the new version with the terminal's operational processes in the test environ-

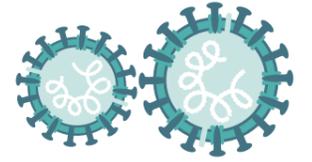
ment to ensure that there is no gap or bug with the new version. It also performs stress testing to prevent any performance problems after the upgrade.

- Solution engineers test the existing integrations and/or in-house applications with the new version.

Upon completion of the testing, GLC finds an available window for the upgrade and coordinates with the local operation and then informs the IT infrastructure team. The IT Infrastructure prepares the new environment with the new software version, a major upgrade takes 6-7 hours to complete. After the version upgrade, all teams stand by in case of any issue during the operation to support.

# CORONAVIRUS 2019-nCoV

SAFETY ADVICES AND TIPS



## SYMPTOMS



FEVER



COUGH



SHORTNESS  
OF BREATH



SORE THROAT



HEADACHE

## PREVENTION



WASH HANDS WITH  
WATER AND  
SOAP/SANITIZER,  
AT LEAST 20 SECONDS



AVOID CONTACT  
WITH SICK PEOPLE



DON'T TOUCH EYES,  
NOSE OR MOUTH WITH  
UNWASHED HANDS



WEAR A MASK



AVOID  
CROWDED PLACES



AVOID CONTACT WITH  
ANIMALS AND ANIMAL  
PRODUCTS



DO NOT SHARE  
EATING UTENSILS  
AND FOOD



DON'T EAT RAW FOOD,  
THOROUGHLY COOK  
MEAT AND EGGS



AVOID TRAVELLING TO  
AFFECTED AREAS  
UNLESS NECESSARY

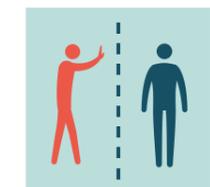


IF YOU BECOME SICK  
SEEK MEDICAL CARE  
IMMEDIATELY

## IF YOU ARE INFECTED



STAY AT HOME



AVOID CONTACT  
WITH OTHERS



COVER YOUR NOSE  
AND MOUTH WITH  
TISSUE OR ELBOW  
WHEN SNEEZING



PUT TISSUES  
IN THE TRASH BIN  
AND WASH HANDS



KEEP OBJECTS AND  
SURFACES CLEAN



# GAME CHANGER IN PORT OPERATIONS AND MANAGEMENT

## GLOBAL REACH

YILPORT Holding was established in August 2011 to combine the port and container terminal operations of YILDIRIM Group under one roof.

The Holding has a portfolio of **4 Terminals in Turkey**, **7 in Portugal**, **2 in Spain**, **2 in Sweden**, **1 in Norway**, **1 in Malta**, **1 in Italy** **1 in Peru**, **1 in Ecuador** and **1 in Guatemala**.

Also ETI Logistics and Transitex, global logistics and forwarding companies are part of YILPORT portfolio.

YILDIRIM Group



YILPORT Holding

