

# CONNECTION

YILPORT HOLDING'S

STAY CONNECTED

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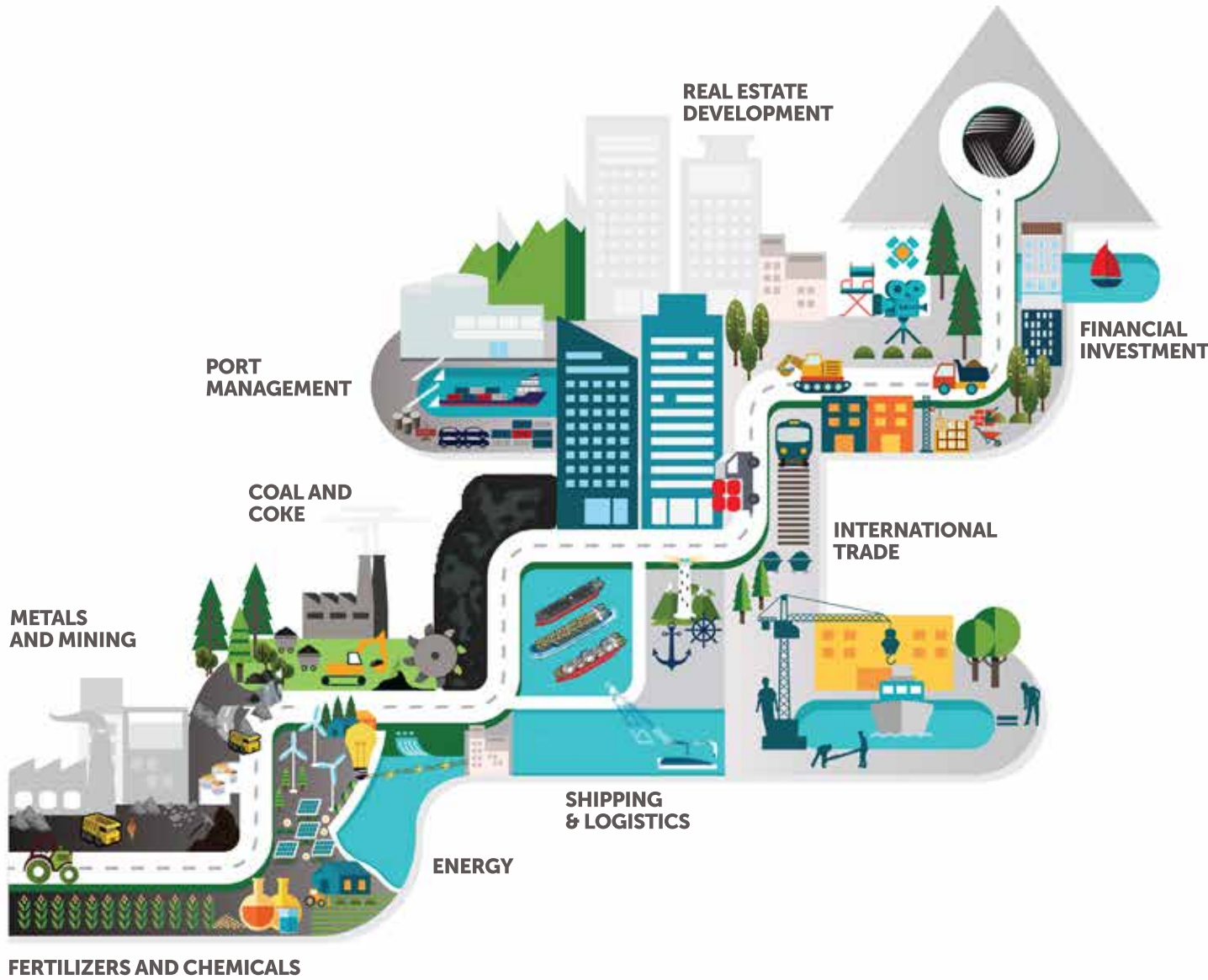
#staysafe #puertobolivarprojectupdate





# 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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STAY SAFE!

Quarterly COVID-19 Development Update

YILPORT took severe actions to combat the outbreak of COVID-19 and continues the developments in parallel with the recent measures. As the world has chained with the supply and demand notion, the inevitable link to the world trade; the maritime industry, is the core point of this interlinked flow.

Despite all the difficulties during the pandemic, the vast majority of the ports continued to provide service. The potential of the ports and their affiliated businesses in the sector has been an important factor by facilitating the transportation of vital goods and products in this process to adapt to the changing conditions and to sustain the operations by taking quick action against interruptions.

We will continue to implement the activities carefully to prevent the COVID-19 outbreak. The developments of both the directives of the Ministry of Health, the World Health Organization, and the Business Continuity Plan are applied.

In this context, the ports focused on keeping the pandemic under control, protecting the health and safety of the port community, and the sustainability of operations. They strengthened cooperation with the stakeholders in organizational and operational workflow arrangements to implement the necessary health protocols.

Local teams in each business unit and YILPORT Holding's Global Safety authorities are in contact to develop regional precautions and principal standardization in general.

COVID-19 Safe Service Certificate that certifies the actions and the implementations fulfill the conditions under the published guideline is given after the application process and the preliminary assessment made by related national authorities. Teams have been working on every possible scenario in partnership with local and global health authorities, port authorities, unions, and all customers to maintain our service.

With the onset of the pandemic, a business continuity plan was prepared and commissioned in all ports. In general, the measures to be taken with high importance in all our ports were quickly determined and implemented.

While taking all these measures, we managed our practices in full coordination with local health authorities and our customers. While keeping health and safety a top priority for all our stakeholders and their families, we continue to implement our Business Continuity Plan.

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

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 SADOPT  
2016 - SETUBAL TERSADO

SPAIN

2016 - HUELVA  
2016 - FERROL

ECUADOR

2016 - PUERTO BOLIVAR

PERU

2016 - PAITA

ITALY

2019 - TARANTO

GUATEMALA

2018 - OLG



www.yilport.com





YILPORT Holding co-CEO

# Nicolas SARTINI

**“YILPORT has been making huge investments lately which will benefit our customers. We need to convince the carriers to look at these and to take advantage of their benefits.”**

**Can we have a little background information about you?**

After I graduated from a Business School in Paris and after one year in the French Navy, based in Djibouti, I joined a shipping management company called Delmas Vieljeux. Soon after joining this company, I had the chance to have a first position overseas as the owner's representative based in Durban, South Africa. I had the opportunity to manage the pre-containerization process of shipping lines which was a very interesting experience. The multi-purpose vessels were berthing almost two weeks in port loading all types of cargo: grain, steel products, refrigerated goods, vegetable oil, a few containers, and even cattle. At that time, I spent a lot of time in the port looking up ways to accelerate the vessel operations.

Later, I joined the CMA CGM in Marseilles, it was a small-scaled company at the time, with a few vessels and limited geographical scope. The company had just begun the Asia service with vessels of 1,600 TEUs at that time. Now it is increased to 24,000 TEUs!

I started to be Line Manager with CMA CGM, first running the Asia Med service (MEX) that has been operating for the last 30 years. Later I moved to the Asia Europe services (FAL) which were always the largest services for CMA CGM.

I traveled to every country in Asia and almost every city in China. I was part of the incredible opening of this country and the exponential growth of trade.

Later my responsibilities expanded to the Indian Subcontinent and Oceania. I was also involved in CNC (Intra Asia Trade) and ANL (Oceania trade).

I was also in charge of the Europe Med service and launched the FEMEX service which started to call at

Gebze and Gemlik terminals of YILPORT. It was the first time that I visited Gebze and not the last.

In 2015, I was given the great opportunity to take the helm of APL, the newly acquired shipping line of Singapore. It was a great experience to be based in Asia after traveling so many times there. I loved this experience, and it was a successful one. The company that had been loss-making for many years made a profit for the first time after one year. It was even nominated as the “Best Shipping Line” in the London Lloyd's List awards. It was the first time that a shipping line that has won this prestigious award. Usually, it was the Lines making acquisitions that did receive those awards. Whilst in Singapore, I spent a lot of time with the local Port Operator PSA, for which I acquired respect and admiration.

I would have stayed longer with APL in Singapore, but I had asked to go to Switzerland to take over CEVA Logistics. It was a new world for me, especially when to come airfreight and contract logistics (management of warehouses). CEVA Logistics has a robust presence in Turkey, where it operates large warehouses for Amazon and has a great ground network. I moved the head office of CEVA from Switzerland to Marseilles, where its headquarters are now based. Once CEVA was successfully re-located to Marseilles, I re-joined CMA CGM as the Executive Vice President for Ports & Terminals. The CMA CGM company has a portfolio of 50 terminals located in various continents, also a partner of YILPORT in Malta Freeport Terminals in Malta.

**I traveled to every country in Asia and almost every city in China. I was part of the incredible opening of this country and the exponential growth of trade.**





Recent investment of 3 STS and 6 RTG cranes at Bolivar

I left CMA CGM at the end of December 2020, after 35 years in the Group, and was approached then by Robert YILDIRIM to join YILPORT, which I accepted with enthusiasm. Having worked in the shipping and forwarding business, I find the port industry a most interesting one.

I am proud of my family with four children and now three granddaughters. My children also enjoy working internationally: My elder daughter, a graphist, was based in Singapore for four years, and my second daughter is a lawyer based in Cambodia and now in Mexico.

I am a keen sportsman playing tennis and golf and enjoying ski in wintertime. I have one hobby – which my wife hates - I collect books and now have a collection of over 10,000 units.

**How do you see the future of YILPORT, and what are the main areas that you are planning to invest and add to YILPORT?**

From my years with the carriers, I strongly believe in relentlessly listening to the customers. We need to spend a lot of time with them to make sure that we understand and afterward meet their demands.

Needless to say, that the priority is to offer a high level of productivity in a safe working en-

vironment. We are and will be continuing our projects to provide end-to-end solutions for our customers. As one of the latest developments; the opportunity that we offer in Gemlik where we can deploy up to 8 cranes on a single vessel which should attract carriers' attention.

We aim to provide the containers to move in and out of our terminals most efficiently. Where we have the opportunity, we need to facilitate the transfer of containers by rail: In this context, our rail lane will be operational in Taranto as of July 2021. In addition, the rail lane connection project is in progress both for Gebze and Gemlik terminals in Turkey. Last but not least, the intermodal network will extend for our business units located in Portugal and Spain.

Besides high vessel productivity and impeccable gate service, we must ensure that all our processes such as documentation, invoicing, claims handling are flawless. Maximum usage of digitalization must be encouraged, and our INFINITY portal will benefit from additional

**I am a keen sportsman playing tennis and golf and enjoying ski in wintertime. I have one hobby – which my wife hates - I collect books and now have a collection of over 10,000 units.**

functionalities such as online payment. And we need to maximize all initiatives in terms of offering a sustainable service lastly.

**What do you think about the changes in the industry in the last two years because of the COVID-19 pandemic?**

The COVID-19 pandemic brought completely counter-intuitive results. In the first half of 2020, the volumes completely dropped in the same way as in 2009. As you know, in 2009, carriers then fought for market shares, and rates collapsed.

This time carriers reacted with maturity and have realized that it was pointless to chase cargo that was not available. After, the economy sharply recovered in the famous V-shape, which everyone took by surprise in the second half of 2020.

It has led to a very unusual situation, such as the quick congestion that hit several major ports in Europe and the United States, and containers were in shortage at the same time. This resulted in dramatic increases in freight rates and very unreliable supply chains converted into healthy profits for the carriers in return. The paradox here is that the carriers are posting their best results ever as their level of service to BCOs has never been as poor. Our role here is to support carriers and customers by assuring that we alleviate congestion and offer a quick turnaround for vessels in our ports.

**What is your opinion of the future of the industry to challenge these uncertain times?**

The situation will eventually normalize when vessel capacity and container availability will match demand, probably at the beginning of 2022.

We need to ensure in all our ports a superior level of service to the carriers as they will want to restore the reliability of the service level they were providing before the COVID-19 crisis.

The trends which appeared during the COVID times will prevail as the emergence of E-Commerce requiring very fast handling in the ports, regionalization of trades to ensure a shorter supply chain. In this respect, the portfolio of YILPORT regional terminals will be perfectly suited to fit in the Intra European networks.

The focus on healthier foods that fit well with our ports in Latin America which specialized in fruit such as bananas, mangoes, grapes, blue-

berries, etc. The demand for sustainability initiatives: the supply chain needs to be greener throughout the cargo journey, and the ports must be a part of this with new initiatives such as electrification of equipment and efficient management of natural resources.

**What is your message to YILPORT's customers for the second half of the year?**

YILPORT has been making huge investments lately which will benefit our customers. We need to convince the carriers to look at these and to take advantage of their benefits.



Above  
YILPORT Liscont

I would like to bring to attention the main opportunities; In the Iberia region, our focus will be to offer intermodal solutions to our customers by connecting our ports in Lisbon ( Liscont and Sotagus), Leixoes, Setubal and Ferrol, and Huelva with the hinterland in Portugal and Spain.

This will come in support of the efforts that we have been working to rejuvenate Liscont as the new equipment; a total of 4 Ship-to-Shore Cranes, 13 S-RTGs, 3 Reach Stackers, 2 Empty Container Handlers, and 26 TT's. We also currently develop civil works such as yard electrification, rail replacement, construction of Maintenance & Repair and Administrative & Service buildings, repaving yard area, quay preparation for the new cranes.



On the technological front, YILPORT Holding strategy designed to YILPORT Terminals, the enrollment of YILPORT Liscont in worldwide adopted TOS – Terminal Operating System (NAVIS) which had accomplished in January 2021. When all is in place at the end of 2021, Liscont should recover one major service to US East Coast and Brazil. The first carrier to move will be the winner.

As for the Latin America region, we recently brought the first 2 STS and 6 RTG cranes which are already fully operational, and berth no-6 is under construction. Our regional market focus in Puerto Bolivar is on the diversification of commodities in this port. Bananas will remain the main exports, but we also believe that shrimps and mining products such as copper will be of interest to Asian carriers. We continue our research on the import market in Cuenca and the export market from Northern Peru, which offers a great variety of commodities.

In Turkey, our terminal on the coast of Marmara Sea, Gemlik, now offers 8 STS capable of handling the largest vessels on a linear berth of more than 1 km and with a -17-superior draft. Lately, we were able to operate a 366-m vessel deploying six units of cranes. Gemlik is perfectly fitted to become a hub for the Marmara Sea and the Black Sea for mega-vessels arriving from Asia.

### **Gemlik, now offers 8 STS capable of handling the largest vessels on a linear berth of more than 1 km.**

In the Nordic region, we continue our plans to develop the most advanced technological terminals. The imminent arrival of 3 New STS will be a game-changer for Gavle terminal, which will be able to accommodate larger vessels that will, in turn, benefit from the unique offering of CFS dedicated to paper and steel products. In addition, the 3RTGs will arrive at YILPORT Oslo at the end of May.

### **YILPORT has a groundbreaking marketing plan on the Taranto terminal in Italy. Can we have your final words on this also?**

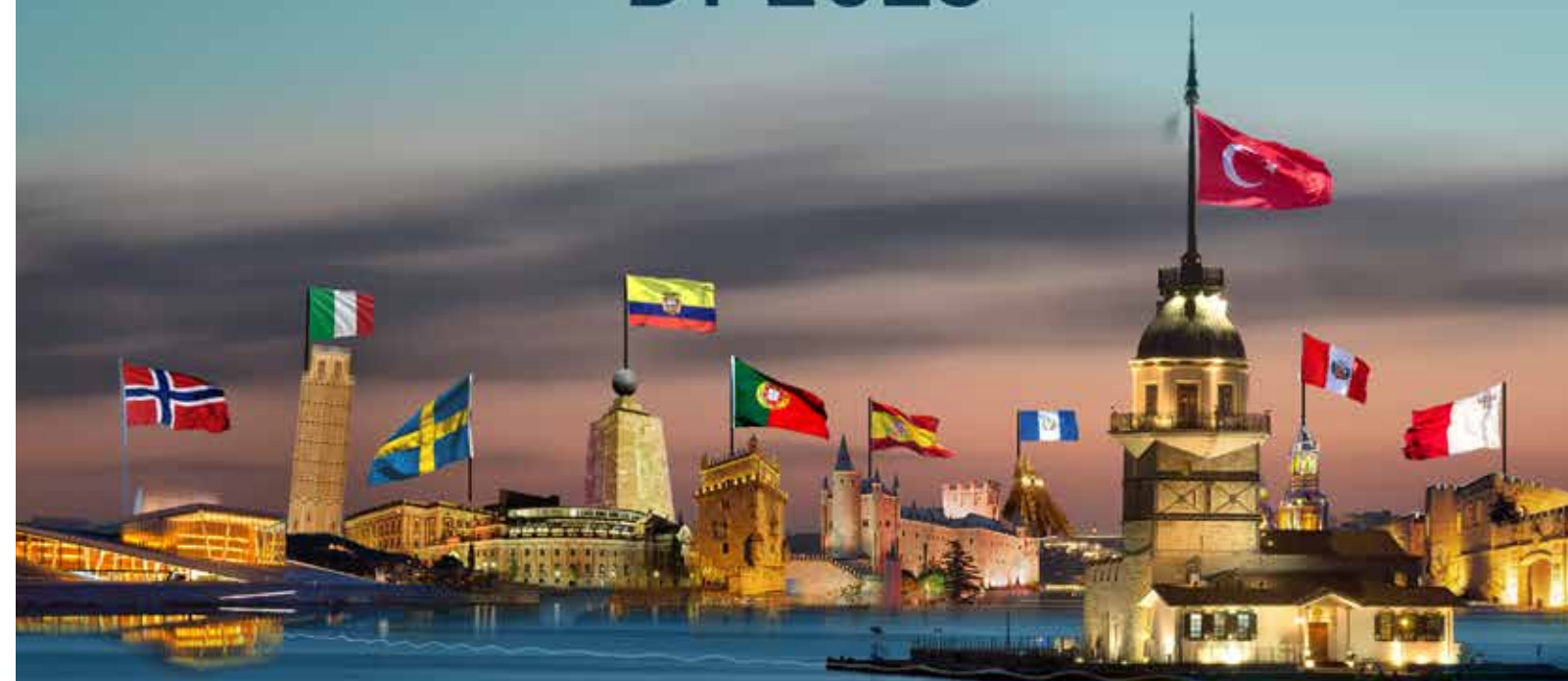
Taranto is back on the map of Central Med hubs besides Piraeus, Malta, and Gioia Tauro. In July 2021, 4 STS cranes will be operational, and the trains will be able to come on-dock as it is a unique feature for Med hubs. The terminal offers both for us and customers triple opportunities

The Coverage of the rich Puglia market, Hub for Adriatic and North Africa, and Intermodal gateway to Northern Italy. These all are an ideal combination for a carrier offering an Asia or India Europe service or an East Med service to the US or Latin America.

Below  
YILPORT Gempert



## **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









Hasan ÇİFTÇİ  
YILPORT Holding  
Sales & Marketing Director

“Global growth projected as 6,0 percent in 2021 at the April 2021 World Economic Outlook (WEO) forecast.”

# Quarterly Container Shipping Industry Outlook

The first-quarter numbers of 2021 are promising; ports in China have handled its records numbers. Overall volumes have grown by 10.7 % in the first three months of 2021. The growth driver was mainly intercontinental volumes which increased by 12.2 % compared to the previous year’s figure, and intra-regional volumes also grew by 7.9 % in the first quarter thanks to the pandemic driven shift in consumption.

The quarterly result follows a highly profitable in 2021 for the shipping lines and most of the carriers. The first quarter of 2021 could be the best in their history. Therefore, higher demand for containers, supply chain disruption, container equipment shortage, port congestions in West Coast US Ports, and limited capacity. All lead freight rates to climb to record highs and giving large profits to the carriers and liners living their golden quarter after a long wait. As it is expected, higher rates on container freight will carry out for at least another year.

Supply chain disruption has more affected the cargo owners, container shortage and high cost of transportation had a negative effect on their budgets. Therefore it will affect product goods and planning of the transport has become more crucial than before in long-run.

### Latest Developments In Containership Fleet

The lately high demand and container shortage on shipping have an impact also on the order books. The order book is pushing 15 % of the current fleet capacity. If not managed correctly, this might cause over-capacity in new future.

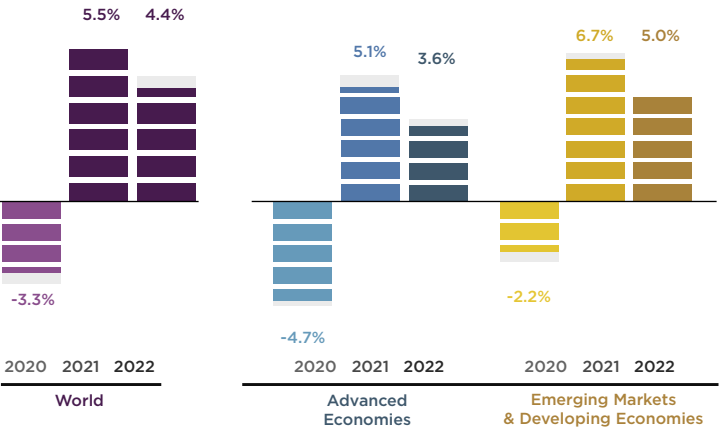
### Overview Of Global Economy

After an estimated contraction of –3.3 percent in 2020, the global economic growth is projected 6 percent in 2021, moderating to 4.4 percent in 2022, according to World Economic Outlook April 2021. Thus 2021 and 2022 forecasts are revised up relatively 0.8 percent and 0.2 percent stronger than in the October 2020 WEO forecast.

Global growth moderation is expected to 3.3 percent over the medium term—reflecting projected damage to supply potential and forces that predate the pandemic, including aging-related slower labor force growth in advanced economies and some emerging market economies. Thanks to unprecedented policy response, the COVID-19 recession is likely to leave smaller scars than the 2008 global financial crisis. However, emerging market economies and low-income developing countries have been hit harder and are expected to suffer more significant medium-term losses.

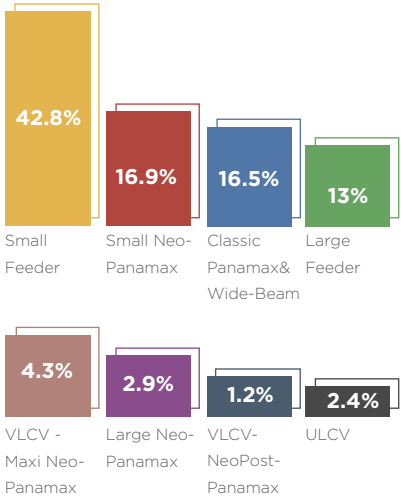
High uncertainty surrounds the global outlook and future developments will depend on the path of the health crisis, including whether the new COVID-19 strains prove susceptible to vaccines, or they prolong the pandemic; the effectiveness of policy actions to limit persistent economic damage (scarring); the evolution of financial conditions and commodity prices; and the adjustment capacity of the economy.

### WORLD ECONOMIC OUTLOOK GROWTH EXPECTATIONS (Graph 1)



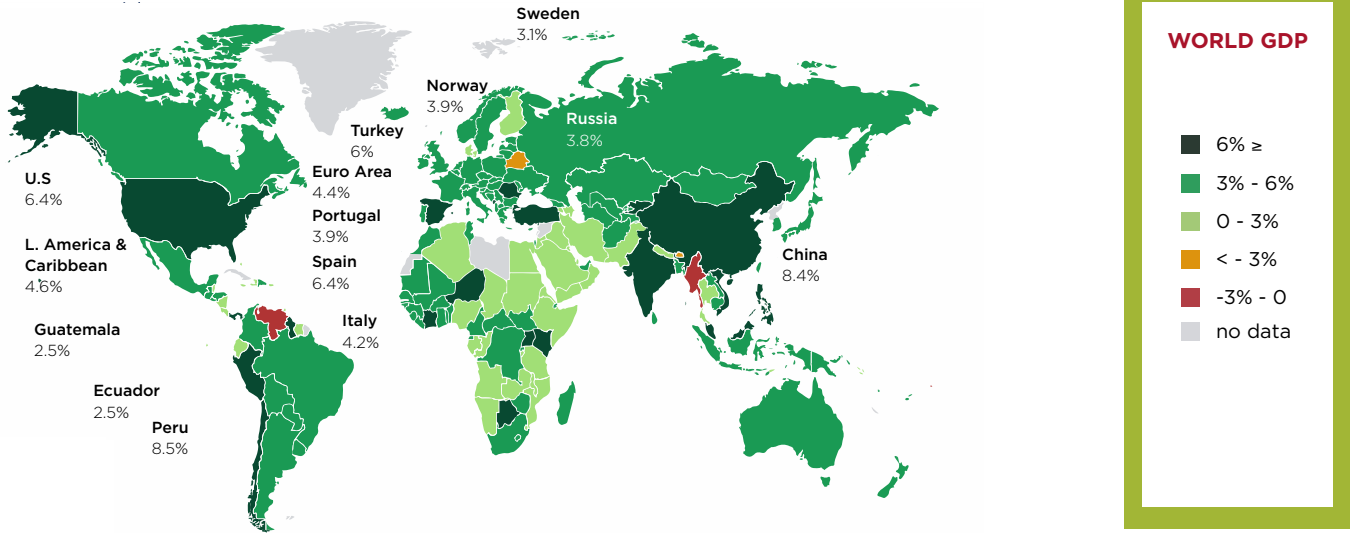
Source: WEO January 2021

### WORLD CONTAINERSHIP FLEET by Size, January 2021 (Graph 2)



Source: Drewry

### WORLD GDP



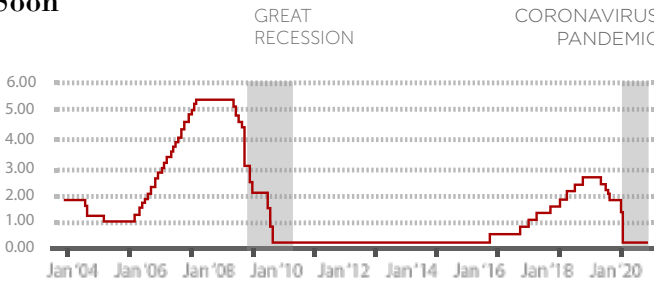
Source: Federal Bank

### US FED FUNDS RATE

#### Fed is Unlikely to Change Monetary Policy Anytime Soon

According to the last FOMC meeting, Fed officials commented on the notable rise in Treasury yields and generally viewed it as reflecting the improved economic outlook, some firming in inflation expectations, and expectations for increased Treasury debt issuance. Also, the inflation outlook is seen broadly balanced when supply disruptions and strong demand could push it up more than anticipated.

The Fed left the target range for its federal funds rate unchanged at 0 - 0.25% during its March meeting and signaled a strong likelihood that there might be no rate hikes through 2023.



Source: Federal Bank

FED, funds rate to 0 to 0.25 percent

2020 Global Growth (F) 6%

2021 Global Growth (F) 4.4%

Global growth projected as 6,0 percent in 2021 at the April 2021 World Economic Outlook (WEO) forecast.

Source: US FED FUNDS RATE

# The Curse on the Global Supply Chains

The curse on the global supply chains has not vanished yet in 2021, even after a tough year due to COVID-19 pandemic. While the economic and social disruptions caused by the pandemic have still been shaping our livelihoods, global supply chains have also been significantly impacted and following a slow transition period. However, at such a time that companies have been seeking to increase their supply chain flexibilities to respond swiftly to probable shocks, another black swan event in the Suez Canal hit the logistics sector significantly in March 2021.

An ultra large 20,000 TEU container ship, Ever Given, became lodged sideways across the waterway and prevented other vessels from passing through the Suez Canal for six days. The global supply chain industry has experienced costly delivery delays in the wake of one of the most influential shipping accidents.

It took approximately 10 years to build the Canal in the 19th century, but a giant ship could easily block it in 2021. This reveals vulnerabilities of global supply chains and the popular just-in-time inventory techniques. Every day, billions of dollars' worth of goods passes through the canal, carrying more than 10% of global trade including 7% of the world's seaborne oil. The waterway is especially important for trade between Europe and Asia, since it decreases shipping costs and cuts voyage times by weeks.

There had been similar incidents in the waterway before, including a 3-day shutdown in 2004 when a Russian oil tanker blocked the canal. When considering events like those and the impacts of COVID-19 on global supply chains, it is



Above,  
Ever Given vessel  
became stuck at Suez Canal



Emre UZUN  
YILDIRIM Holding  
Market Research Analyst

## The global supply chain industry has experienced costly delivery delays in the wake of one of the most influential shipping accidents.

apparent that black swan events are not still one in 100 year phenomena, but rather one-in-10 year or even less. Therefore, companies should carefully reevaluate the wisdom of relying on just-in-time manufacturing to satisfy consumer demand and adapt their diversification and risk minimization strategies accordingly. Likewise, supply chain industry should focus attention on the issues including the size of container ships and the width of the critical waterways. Container companies may consider acquiring other parts of the supply chain, including warehousing and distribution. Ever Given is eventually freed but the incident is likely to have implications for megaships. The adoption of larger and larger container ships has gained momentum since 1990s, in line with the significant increase in global trade and acceleration of Chinese trade activities after WTO accession. The largest container ships today are more than four times bigger than they were 25 years ago, while average size of container ships is now three times bigger. The trend has also taken advantage of cheap financing, owing to implications of central banks' low interest rate policies going on for years.

However, the question emerged with this trend is whether we have sufficient infrastructure capacity to support such big vessels. Stakeholders including ports and the waterway authorities must invest considerable amount of money to deal with such giant vessels. For instance, Panama Canal expanded in 2016 at a cost of more than \$5 billion, Suez Canal expanded in 2014 at a cost of \$9 billion. The race to accommodate larger ships also pushed ports and terminal operators to buy new equipment.

In fact, increasing ship size and growth of the industry helps to make China a manufacturing powerhouse, hence playing a critical role in bolstering the modern economy. Bigger vessels also provide container ship companies the opportunity to reduce their costs associated with construction, fuel and staffing. On the other hand, current geopolitical

and economic tensions between the United States and China, Britain and the European Union, and other large trading partners may create risks on international trade growth, hence the need for giant ships. The trend towards mega-ships has not reversed yet, as shipping companies ordered a record volume of container ships last month in a sign of the industry's confidence in global trade recovery following the pandemic. Year to date figure has already come close to that of 2020, while liners using profits from increasing freight rates.

However, the size of giant ships like Ever Given make them more vulnerable to high winds and harder to steer in tight spaces such as ports and canals. They pose a greater threat to supply chains in case of an incident. Insurance premium is also significantly higher for such ships, since there would be a disproportionately bigger cost on insurers if any problem occurs. Furthermore, shipping companies should assess their positions with massive cargo ships like Ever Given as well, by taking into consideration the law of diminishing returns in economics. The companies may take advantage of economies of scale, but a lesser extent while ships become bigger and bigger. Still, the incident may work well for shipping industry in the short to medium term, as it pushes freight rates even higher levels.

The negative impact of Suez Canal blockage on global supply chains is expected to last for a couple of months, as availability of empty cargo ships in Europe and Asia will be affected. Needless to say, container shippers have already been coping with disruptions stemming from COVID-19

## Container companies may consider acquiring other parts of the supply chain, including warehousing and distribution.

pandemic and a more than expected increase in demand due to rapid economic recovery. Therefore, shipping prices are expected to go up in the short term. At the end of the day, everyone is curious about whether such an event could happen again and what they should do to avoid associated risks next time. In one way or another, all stakeholders should prepare for more black swan events after Suez Canal incident. It is likely that the incident support tendency toward just-in-case supply chains and keeping much higher levels of inventory, rather than just-in-time supply chains where components are delivered just before they are needed for manufacturing process.





# YILPORT TURKEY

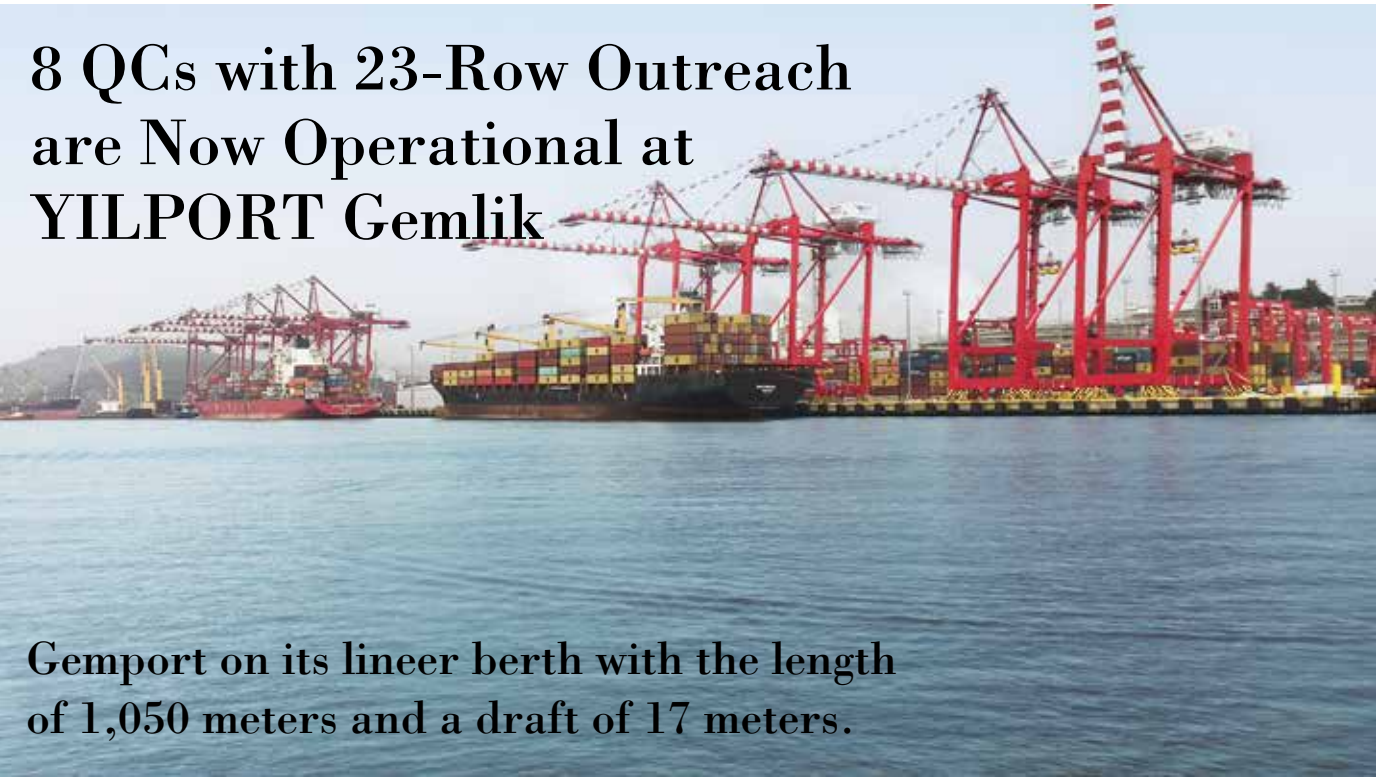
## REGIONAL INFORMATION

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.







With the arrival of 4 new QC cranes, which are one the most remarkable new investments of Yilport Gemport, in January 2021 the total number of QCs at our terminal reached to 8. With the new investment of Yilport Gemport, our terminal become the first and only port simultaneously operate a vessel with 8 QC as its, 1.050 m long linear berth with -17 m draft.

The installation of 5 of the giant large cranes, which started to be installed, was completed as of the first quarter and delivered to our operation department. As a summary, the crane installation process took place in 2 phases.

The first phase, the process of discharging the cranes from the vessel and the second stage

is the establishment process of the cranes. On January 11,2021, the Bigroll Beaufort vessel, carrying our QC cranes, berthed to port, the discharge operation was started and completed earlier than the planned schedule. After the discharging process 2<sup>nd</sup> phase was started and cranes are handed over to operation department respectively for operational startups.

Above.  
YILPORT Gemport

## Largest Vessel Ever Berthed At Gemport

Gemport hosted MSC Maria Saveria which is the largest vessel to berth in its history. The 12,400 teu capacity, 366-meter length container vessel, which berthed to Gemport on February 1st and sailed from our port with a great satisfaction of productivity.

As of the beginning of 2021, with the take-over of 4 QCs, number of Crane reached to 8 QCs in total. Yilport Gemport terminal which can serve the world's largest container ships already, is ready to serve larger ships in the coming days.

Right  
MSC Maria Saveria



## Gemport Standard Brought Montly Record in Project Cargo Operations

As Yilport Gemport terminal, the successful rise we have achieved in General cargo operations in 2020 continues to be felt in the first quarter of 2021. To compare 2019 and 2020, Yilport Gemport terminal increased its market share in Gemlik region General Cargo services from 23% to 27%.

Yilport Gemport terminal has started to 2021 with high volumes and in the first quarter a total of 650 k tons business volume has been achieved in General Cargo services. With a turnover of 220 k tons in February, Gemport reached the highest General Cargo business volume in a month in its history.

Compared to the first quarters of 2020 and 2021, Yilport Gemport terminal succeeded in increasing its market share in General Cargo services in the Gemlik region from 28% to 36%. These high volumes done as a result of high-tonnage operations, especially for the Cement, Grain and Mine industries.

Above  
YILPORT Gemport Terminal



## Toolbox Talks for the New QCs

To ensure safe and successful discharging operation of the 4 New STS cranes arrival, YILPORT Holding Technical Services Director Mr. Serdar KARA held a toolbox meeting with the Mitsui Engineers from Japan and the local team and contractors with Mitsui team.

As part of the COVID restrictions this meeting was held outside to facilitate all the people involved and going forward this team will be separate from Terminal operations with special access permit to the area only for designated staff to ensure the safety and well-being of all involved.





# YILPORT Gebze Terminal

## Access Road Expansion Project

### Steps Closer to Start

Terminal has signed a consortium agreement with its neighbor Çolakoğlu Metallurgy to expand the current terminal access road together. After a challenging permit process, it's getting ready to start the construction in coming months.

**Overview:**

The expansion will ease the terminal's congestion with dedicated truck parking areas. Yilport Container traffic will be separated from the coming traffic with dedicated road to connect truck waiting area and container gates via over bridge.

Yilport was the first container terminal in Turkey to implement container and truck license plate Optical Recognition System (OCR) to its gate. With this vision, the existing gate lanes will be increased from 4 to 9 lanes, every gate will be equipped with self-kiosks and camera systems.

The existing access road serves to both terminals truck traffic as well as passenger cars and shuttle buses with 2 coming and 1 going truck lanes and limited truck parking areas. Yilport Gebze terminal has been serving its container gateway with 2 gate in, 2 gate out and 1 bi-directional lanes, and 30 truck capacity at the pre-gate area.

Container terminal yard capacity increased by 67% and berth capacity increased by 138% in last 7 years. However, due to limitations and restrictions, the gate capacity didn't accommodate the similar growth trend. With this project, Yilport Gebze Terminal will have a gate design befitting an International Port Operator.

**Technical Details:**

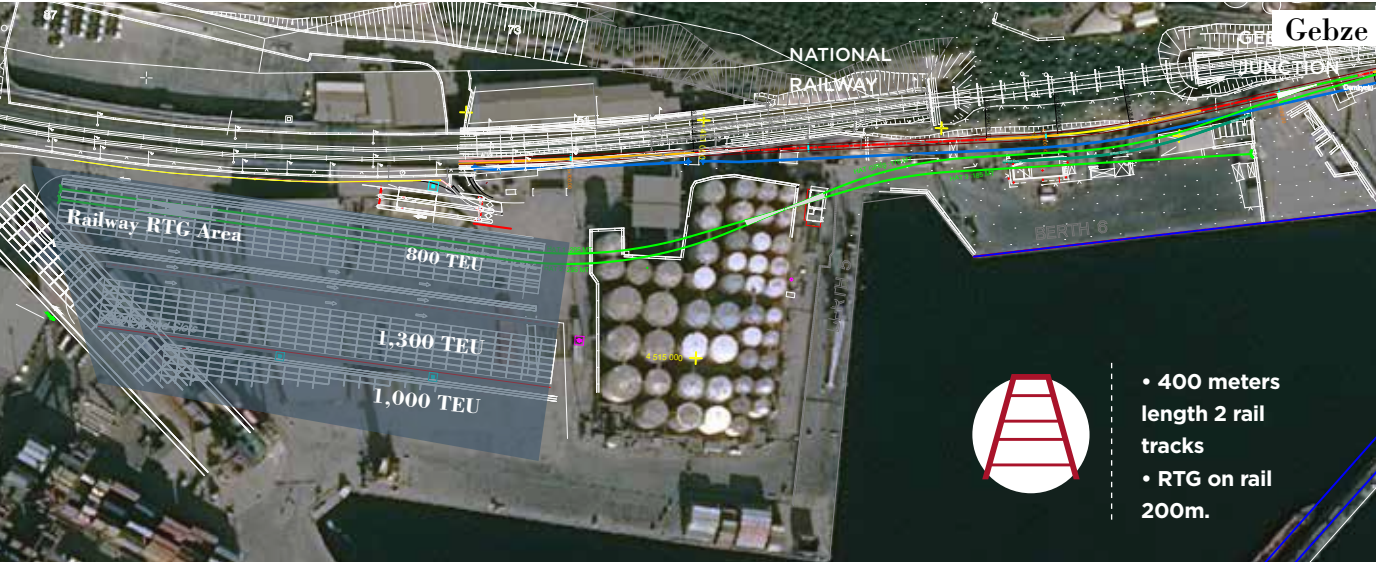
Construction of the project includes;

- Expansion of existing railway bridge from 220 m<sup>2</sup> to 340 m<sup>2</sup>
- Road areas (Inc. sidewalk and slope); 46,220 m<sup>2</sup>
- Shoring and retaining wall area: 5,720 m<sup>2</sup>
- Under pass and over pass area; 1,340 m<sup>2</sup>
- Other areas: 4,601 m<sup>2</sup>
- In total project area 57,890 m<sup>2</sup>
- Total excavation: 550.000 m<sup>3</sup>

**Project overview summary;**

- Incoming traffic lane to Terminal will be increased from 2 to 4 after the highway passage
- Çolakoğlu will have dedicated truck parking area (3,700 m<sup>2</sup>)
- Separated 3 traffic lanes towards to YILPORT Container Gates before Çolakoğlu Truck Parking Area. The road will be connected to terminal gates with over bridge. Yilport container gate will be designed to have;
- Two OCR portals will be located on the over bridge
- 5 gate in lanes (equipped with OCR, Kiosk and LPR systems)
- 3 gate out lanes (equipped with OCR, Kiosk and LPR systems))
- 1 oversize cargo gate
- YILPORT dedicated truck parking area (7,000 m<sup>2</sup>)
- 3 main incoming lanes after container road separation to the railway bridge and towards to terminal general & liquid cargo entry
- Railway bridge expansion (from 2 lanes to 4 large lanes)
- 2 dedicated container gate out lanes where its joining the main terminal traffic as 3 out going lanes till the highway passage






# Gebze and Rotaport to Unite Forces with New Railway Project

Required procedures in legal authorizations have been completed for the railway junction line projects. Powered by the Turkish Government’s new railroad investment for the YILPORT Gebze and Rotaport terminals. Cargo trains will use the newly constructed third railway, which will provide a direct connection to YILPORT Gebze and Rotaport terminals.


Owing to the link to the railway, the operations will become more valuable in Rotaport. Opened and closed warehousing facilities will be beneficial for the customers who conduct the container transportation business in containerization, container discharging/ loading operations. Bulk and general cargo goods coming to the port will be operated, with no need for additional intermediate transportation and handling with a capacity of 5M tons annually. In addition to these load groups, Rotaport will become a transfer center for containers transported by rail.

Above, YILPORT Gebze Project






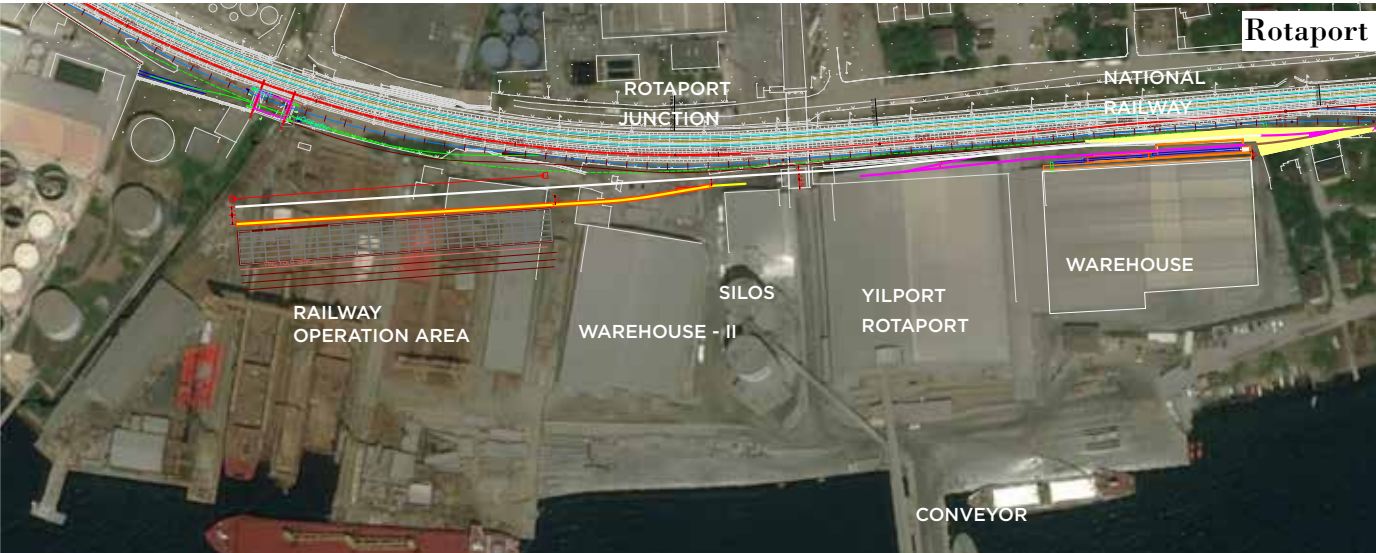
**Total Length of 5 lines:**  
1,316 m



- Container Stuffing
- Discharging Area
- FAS discharging for bulk cargo



**Yard Container Capacity:**  
6 x 25 Ground Slots



# Incredible Performance with 2 Mother Vessel Operations at YILPORT Gebze



Above, YILPORT Gebze Anti Collusion System

The Home terminal YILPORT Gebze had accomplished the operations of the two mother vessel operations. This successful operation with the high number of movements achieved with the coordination of planning and operation departments.

A total of 4,365 container operations were with the GSL NICOLETTA vessel 5.035 TEU of MSC line, and the COSCO VIETNAM vessel of COSCO service, 2,338 TEU. In the first quarter YILPORT Gebze handled 51,708 TEUs per month with its extraordinary performance, and provided service with 19,812 TEU full imports and 51 vessels per month.





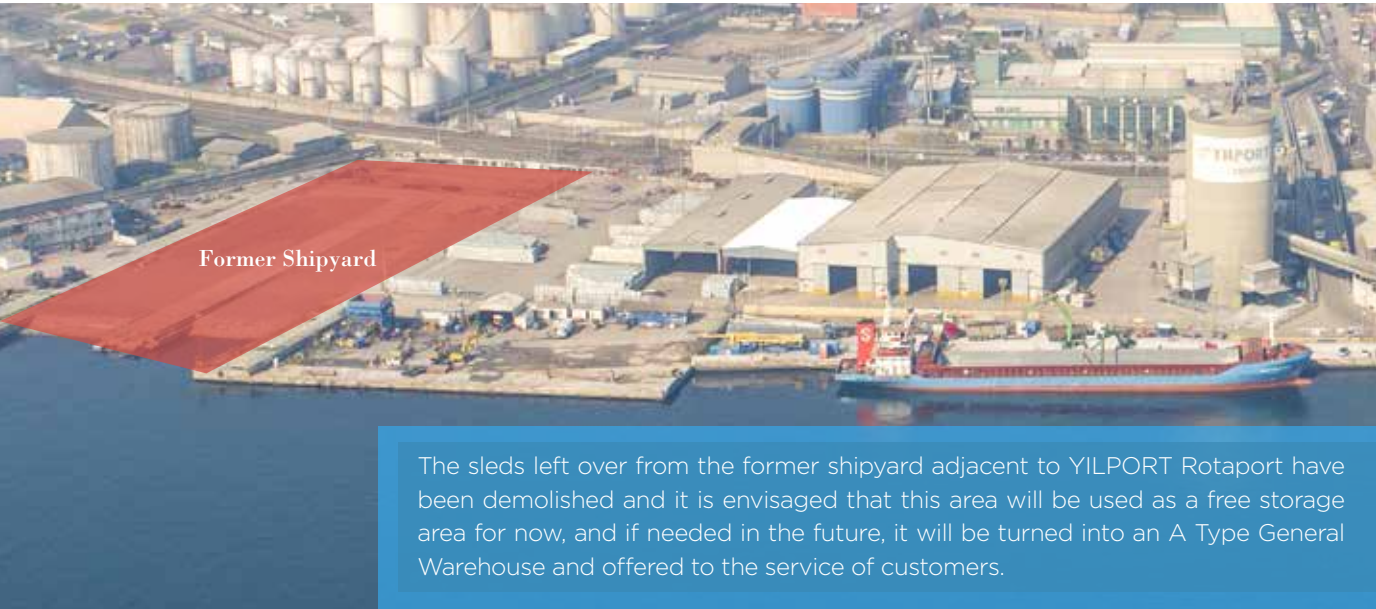
## Turkish Grain Board Chose Rotaport



Based on the granting of import permits for corn and wheat by the government, for the first time in its history, Turkish Grain Board stored in a port other than its own facilities and used YILPORT Rotaport. In February, wheat and corn goods were discharged and taken to warehouses.

Above  
YILPORT Rotaport

## Transformation Works of Rotaport Terminal



The sleds left over from the former shipyard adjacent to YILPORT Rotaport have been demolished and it is envisaged that this area will be used as a free storage area for now, and if needed in the future, it will be turned into an A Type General Warehouse and offered to the service of customers.

Above  
YILPORT Rotaport

## YILPORT Solventaş Quality Brought Productivity Record



YILPORT Solventaş broke productivity record in March 2021. The business generated during this period was the highest amount ever achieved by Solventaş. While carrying out these transactions, we cooperated with 30 different customers in March. During March, 33 vessels discharging, and 2,450 land tanker shipment operations were conducted. All these operations were carried out in accordance with Solventaş quality, occupational health and environmental standards for optimum customer satisfaction.

Above  
YILPORT Solventaş

## Cellmark Chooses YILPORT Solventaş



YILPORT Solventaş started to work with Cellmark, one of the world's leading trading companies, with an annual turnover of 3 Billion USD and a presence in more than 125 countries. Work started with a 6-month contract for Iso propyl Alcohol (IPA) storage with an international company based in Sweden. Our goal is to provide the company with quality service at competitive prices and to sign a long-term cooperation with them.

Left  
YILPORT Solventaş



# 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.



### YILPORT NORDIC

Regional Throughputs  
Q1-2021



Container  
**128,571**  
TEUs



General Cargo  
**438,310**  
TON



Ro-Ro  
**7,563**  
CEUs



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

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# YILPORT Gävle, the Largest Container Terminal on The East Coast of Sweden Doubles Capacity

The container terminal in Gävle is expanding and construction of the new quay wall was recently completed. Yilport has invested over one billion SEK in new infrastructure and equipment. The new electric gantry cranes which will increase the productivity of the terminal has arrived in Gävle. And three new ship to shore cranes are en route.

Above.  
YILPORT Gävle  
Container Terminal

Many investments have been made in the port of Gävle. New warehouses, electrified railway and upgraded access routes for larger vessels to call at Gävle are all investments made in the recent years to maintain the position as one of Sweden’s largest container terminals. The investments YILPORT make in 2021 will increase the capacity of the container terminal from 250,000 TEU per year to 600,000 TEU per year. In total, Yilport has ordered three container cranes and six gantry cranes (RTG). The gantry cranes will serve as an addition to the container cranes which will change the skyline of Gävle upon arrival later this year. Three Super Post Panamax cranes will be delivered to the container terminal and allow for larger ships to call at the port of Gävle while enabling more goods to reach the residents of Gävle and the surrounding area.

- With this investment, we take decisive steps towards fantastic opportunities to further strengthening our position as the East Coast’s largest—and one of Sweden’s most important

container ports. As the size of vessels increase, we are now well prepared to meet the needs of the shipping companies, says Fredrik Rönqvist, Terminal Director at Yilport Gävle Container Terminal.

YILPORT strives to be at the forefront of technological development in port operations. The gantry cranes will be remotely controlled from an office and to some extent fully automated. Remote controlled and autonomous cranes contribute to a future where container handling is safer and more efficient. The electric gantry cranes will replace manned forklifts.

Sustainable investments are an important part of Yilport’s development. The goal is for growth and development to be both financially and environmentally sustainable in the long term. The more efficient workflow and less carbon dioxide emissions from the gantry cranes will be a key part of Yilport’s terminal growth. Compared to today’s handling, the electric cranes can reduce emissions by 60-80%.



# YILPORT Gävle Handles Unusual Project Cargo

During the first weeks of March, YILPORT Gävle handled roughly 30 modules for a nearby biofuel factory project. The handling was slightly different than it usually is. The cargo factory parts varied a lot in size and weight. The lightest piece weighed 1,5 tonnes while the heaviest weighed in at 86 tonnes. The modules size of the modules varied from 1,5 to 7 meters in height.

Above.  
Granudden  
Warehouse  
at Gävle

The factory parts are pre-produced in the Netherlands and sensitive to cold weather. Shipping during the winter months with severe cold at sea therefore required that the goods were heated throughout the journey. In order to not go below 3 degrees Celsius, thermometers were connected to the internet so that the factory in Antwerp could increase the temperature remotely. Once in place on the quay of Granudden, the modules needed to be connected to a

heating system so as not to get too cold while waiting for a special truck to drive them the short remaining route to the construction site.

- Despite the varying size and weight of the parts, handling and discharging went smoothly. Success was achieved thanks to good communication with the customer and good preparation, says Jörgen Flank, Terminal Director at YILPORT Gävle.







## The Synergy of Gävle Container Terminal and Stockholm Nord

YILPORT Stockholm Nord is one of the country’s largest intermodal terminals with a fast railway connection to the east coast’s largest container terminal and an optimal location in Rosersberg. Half of the Swedish consumption takes place in the Stockholm region where YILPORT Stockholm Nord is located as a container depot with direct rail shuttle service to YILPORT Gävle Terminal.

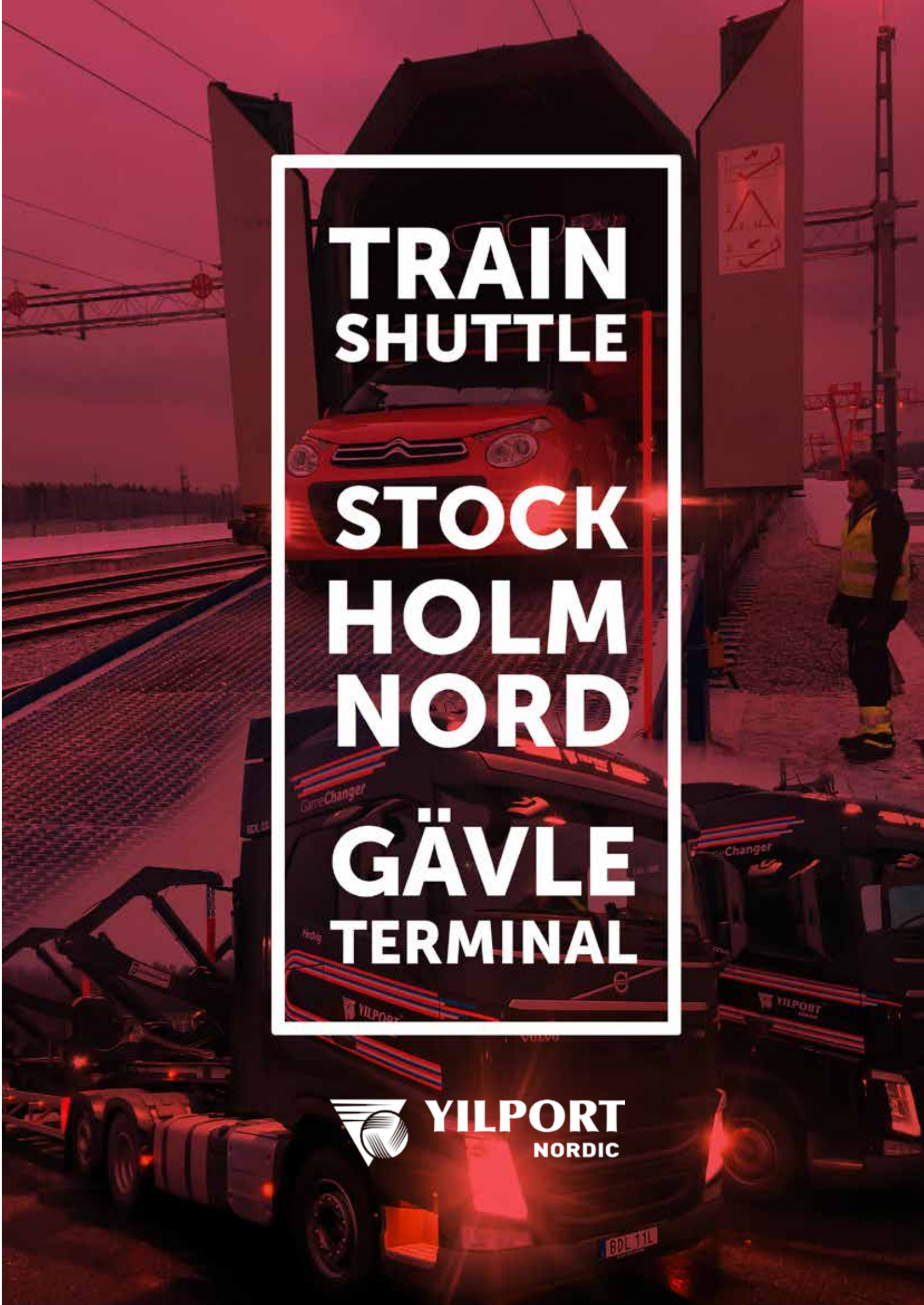
Gävle Container Terminal is for the most part an export terminal. Around 80% of the goods handled in the terminal is exported. With the railway link to the Stockholm area, imports through Gävle Container Terminal can increase. This increases the balance and thus efficiency of the container terminal, including reduced imports of empty containers by sea. The railway also increases the speed and predictability of cargo shipments while decreasing overall transportation costs. YILPORT Nordic is creating cost effective access to the northern part of Stockholm by allowing vessels to discharge imports at Gävle Container Terminal before they are seamlessly transferred to the Stockholm Nord facility.

With Stockholm Nord in the YILPORT Nordic roster, Gävle Container Terminal more clearly becomes one of the most important container

terminals for the Stockholm area. As of 2021, YILPORT runs three block trains per week with visions to run every day. This in turn positions Gävle as a logistics hub, which is a competitive advantage in the fight for business start-ups in the region. More business establishments in the Gävle area will in the long run result in more exports and imports through the container terminal.

The cooperation between Stockholm Nord and Gävle Container Terminal is of big importance in the future as the container terminal is expanding and will handle larger vessels. Together, Stockholm Nord and Gävle Container Terminal play an important role in moving transport from road to rail and sea, creating more environmentally and economic friendly cargo shipment.

Above:  
YILPORT Gävle  
Container Terminal





# New Volume Record from YILPORT Oslo 15.3%

YILPORT Oslo set an all-time high-volume record in March 2021 with 27 150 TEU's handled. The volume number is 15,3% over the previous record month, August 2020.

The conversion of customers from road-based to sea-based transportation continues. The record volume shows that an increasing number of customers are choosing shortsea based intermodal transportation and that Oslo further strengthen its market share in the Oslo Fjord both for short-sea and deep-sea cargo.

As Norway closed their borders due to covid-19, some cargo owners were forced to find alternative transportation modes to keep business running. With covid-19 measures and strong collaboration with its customers YILPORT managed to keep Norway trade flows up and growing.

– During the Covid-19 pandemic, we have seen a change in Norwegian households' consumption patterns. Closure, closed borders, social distancing, encouragement to stay at home as much as possible and avoid unnecessary travel have led to a shift in consumption from holidays and experiences to retail and groceries. We have successfully managed that shift; says Maiken Solemdal, YILPORT Oslo Commercial Manager.





# 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  
Q1-2021





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

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Region Contact:  
**Ms. Sandra BORRALHINHO**  
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# YILPORT Leixões South Container Terminal Project is Close to Finish Line



YILPORT Leixões continues the modernization path, successfully overcoming each step of the South Container Terminal Project. After completion of yard infrastructure for full container blocks 3, 4 & 5 as well as an intermodal yard with two new embedded rail lines, it was time to install a new power station and auxiliary redundant electrical network plus new reefer stacks duplicating original capacity.

The new buildings of Administration and Maintenance & Repair are fully operable. After closing the ongoing civil construction, the yard installation in blocks 4&5 and the commissioning of the 6 A-RTGs are the next steps for the development.

This equipment modernization also concludes the delivery of new Reach Stackers, e-Forklifts, and Spill Tanks in addition to the retrofitting and upgrade of the Ship-to-Shore Cranes and the RMG's.

In addition, in alignment with the YILPORT Holding strategy designed for YILPORT Terminals, YILPORT Leixões will enroll in the worldwide adopted TOS – Terminal Operating System. This migration will materialize before the end of this year, the same as already applies to other container Terminals in YILPORT Iberia (Setubal, Liscont, Ferrol, and Huelva).

YILPORT Leixões keeps supporting with all endeavors not only the economy of industrialized North of Portugal; but also increases standards to sustainably serve the importers and exporters of a broader hinterland extending to the north, the east, and the south of the Iberian Peninsula thanks to the utmost standard performance and state-of-the-art facilities.



New Equipment as Part of the Development Projects

Above  
YILPORT Leixões  
South Terminal

# YILPORT Liscont Modernization Project Taking Decisive Steps



YILPORT Liscont is one step closer to the formal laying of the foundation stone of his over 120 million Euro Modernization Project.

After the signature in July 2019 of a Memorandum of Agreement with the Portuguese State (between Mr. Robert Yuksel YILDIRIM and the Portuguese Government) and the subsequent preparation phases, YILPORT Liscont received in February 2021 the final approval of the competent authorities to the Environmental Impact Assessment. The development project is now at the latest stages of the licensing approval period.

The most significant milestones of this project include the investment of new equipment (a total of 4 Ship-to-Shore Cranes, 13 S-RTGs,

3 Reach Stackers, 2 Empty Container Handlers, and 26 TTs). Terminal's civil works (yard electrification, construction of Maintenance & Repair and Administrative & Service buildings, repaving of yard area, quay preparation for the new cranes) and, in alignment with YILPORT Holding strategy designed to YILPORT Terminals, the enrollment of YILPORT Liscont in worldwide adopted TOS – Terminal Operating System (NAVIS) which completed in January 2021.

YILPORT Liscont is committed and ready to move forward in operational standards to a new level.

Above  
YILPORT Liscont  
3D Illustration

**YILPORT Liscont to invest  
4 STS & 13 S-RTG cranes**



# YILPORT Huelva Invests in the Future with 3 STS Cranes

*Expected in July 2021, 3 Super Post Panamax Ship-to-Shore cranes were bought in Antwerp and soon will arrive at YILPORT Huelva terminal.*

These cranes from Kalmar are set to improve operations and the terminal capacity but most importantly to position the port of Huelva as a reference both in the Atlantic and Mediterranean arch of the Iberian Peninsula, given its geographic position and its intermodal connectivity.

With an outreach of 20 rows and the ability to operate twin-lift (max lifting capacity of 65 tons), these new cranes will pave the foundations to attend mainliner vessels by serving over 10,000 TEUs capacity vessels (New Panamax) and enter the transshipment cargo business.

The arrival of these new cranes is a part of other developments on the terminal and the port such as the new yard area, the extension of the quay wall, the cold hub, etc. that represent the commitment of both the operator YILPORT and the Port Authority of Huelva with the region.

YILPORT Huelva has been steadily growing its throughput with increased significance during the last years. Nevertheless, these new cranes open the door for a new era as this new equipment will optimize service levels of container operations, increased capacity, and significantly improve the port attractiveness.

3 New STS Cranes  
will arrive in July







**Above**  
YILPORT Aveiro

### ***Discharging Productivity Record***

This is a remarkable discharging speed, not easy to be matched by any other breakbulk terminal and it is due to the experienced stevedoring team of YILPORT Aveiro.

**“It is the ship with the highest tonnage of that type of cargo, calling this port”**

# PRIVILEGE IS JUST AROUND THE CORNER



## GAME CHANGER OF THE ATLANTIC

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 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  
Q1-2021



Container  
**1.642,899**





**Malta Freeport Terminal**  
Marketing Responsibles  
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**YILPORT Taranto San Cataldo Container Terminal**  
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Taranto Local Sales  
**Francesco Tota**  
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# Rail Line from YILPORT Taranto SCCT is Active by First of July








### Daily trains to Northern Italy - Bologna, Piacenza, Milano are starting from 1<sup>st</sup> of July.

In March YILPORT Taranto SCCT begun the training activities of the SCCT team to get the licenses to operate the rail service, which will go live in June 2021. Mid-April 2021 SCCT will take delivery of the 3d quay crane by 22 rows, raising the total to 3 ship to shore cranes, 7-yard rail-mounted gantry cranes, and 1 mobile harbor crane.

Above  
YILPORT Taranto

As of April, the reefer plugs will increase from 20 to 60. New regulation for Port Gate for goods moving through the Molo Polisetitoriale Port Area. The Port Gate flow of containers to and from customs areas can ordinarily take place from 7:00 a.m.-20:00 p.m; beyond this time slot and on holidays, the exit and entry of cargo is allowed in Out of Hours with the prior authorization of the UD TA to the active service of the GDF.



-  **3<sup>rd</sup>**  
crane in mid of April
-  **4<sup>th</sup>**  
crane in June
-  **5<sup>th</sup>**  
crane in mid of July
-  **6<sup>th</sup>**  
crane in end of August
-  **7<sup>th</sup>**  
crane in mid of October

Latest Terminal of YILPORT Portfolio,  
YILPORT Taranto San Cataldo Container Terminal  
Started its Operations







## CMA CGM FAL 1 Eastbound

As from February, Malta Freeport was selected to be among the weekly calls for CMA CGM's super containerships powered by LNG on the FAL 1 (Eastbound) service. This service which replaces the FAL 3 (Eastbound) is of particular importance to MFT as it is operated with the 23,000 TEU capacity LNG powered vessels.

MFT has adequate facilities to handle such megamax vessels efficiently and with no constraints thanks to the Malta Freeport's investment in megamax Quay Cranes which can reach 26 containers across and stack 11-containers high onto these huge ships.

Above  
CMA CGM  
Rivoli Vessel

## CMA CGM LNG Powered Fleet

As CMA CGM continues with the launching of its LNG powered fleet in Shanghai, MFT received another three newly launched vessels. During the first quarter of the year, CMA CGM Palais Royal, CMA CGM Louvre and CMA CGM Rivoli called MFT, with Malta being the first port of

call in Europe on their maiden voyage. CMA CGM Rivoli arrived in Malta with 20,828 full TEUs on board, making it the largest number any of the shipping line's vessels have ever carried in a single lift.

## Webinar Linking the Black Sea to the Mediterranean using the Logistics Value Chain



MFT participated in a YILPORT sponsored webinar titled 'Linking the Black Sea to the Mediterranean using the Logistics Value Chain'. MFT's presentation centred around Malta's strategic location at the crossroads of the Mediterranean and the vital links it offers with the Black Sea through MFT's reliable logistical connectivity.

## 2 New Liebherr Quay Cranes



During this quarter, MFT started receiving delivery of the components of the 2 new megamax Quay Cranes worth €20 million. These Cranes, ordered from world leading manufacturers Liebherr Container Cranes, are due to be commissioned by August. Works are well in progress with the assembly of the Cranes which is taking place on a dedicated site on the Terminals. Featuring environmental credentials and outstanding technological specifications, these Cranes are able to operate the 23,000 TEU vessels featuring an outreach of 72m and an air draft of 54m, and twin-lift spreader capability. MFT will be equipped with a 5 megamax Crane formation once these Cranes take their place on Terminal One adjacent to the existing megamax Cranes.



## Ministerial Visit

On the 12th January, MFT welcomed newly appointed Hon. Silvio Schembri, Minister for the Economy and Industry responsible also for Malta Freeport Corporation. During his official visit, the Minister praised the Company's resilience during the ongoing pandemic and noted indicators which show that despite all the challenges, Malta Freeport performed well when compared to its competing ports. He also commended the Freeport for still focusing on its strategic investment during these challenging times.



## Temporary calls

Due to ongoing infrastructural works at the port of Gioia Tauro, MSC temporarily modified the port rotation of a number of services to include Malta instead of Gioia Tauro. The services concerned are Jade/ AEI Service (2M) operated with 23,000 TEU vessels linking Far East to the Mediterranean, Med Gulf/ TAS (2M), linking Med America to the Mediterranean, the Canada Service (MSC) linking Canada to the Mediterranean together with a number of feeder services.



# 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.



### YILPORT LATAM

Regional Throughputs  
Q1-2021



Container  
**189,765**  
TEUs



General Cargo  
**440,480**  
TON



Liquid  
**17,746**  
M³

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

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# YILPORT Puerto Bolívar Officiated Event for the Arrival of New Cranes and Driving of The First Pile of Berth #6



On March 30<sup>th</sup> YILPORT Puerto Bolívar held an official ceremony to present the new STS and RTG cranes arrived at the terminal, and the Driving of the First Pile of the New Berth #6. Authorities and a select group of attendees were present at the ceremony, such as the main shipping lines of Ecuador, exporters, importers, associations and unions part of Puerto Bolívar community. The state-of-the-art equipment was presented in the ceremony, and the attendees were informed on the progress of terminal projects.

Marcelo Loor, The Minister of Transportation and Public Works of Ecuador; Alfredo Jurado, the Regional Manager of Corporate Affairs of YILPORT LATAM; Clemente Bravo, Prefect of the Province of El Oro; Danny Gamez, Governor of the Province of El Oro; and Christian Elte, General Manager of MSC del Ecuador were the guests of honor to have speeches at the ceremony. The speakers highlighted the importance of YILPORT's investments, which notably increase the competitiveness of the terminal and contributes to the economic development of the region.

## State-of-the-art Cranes

The new cranes constitute the first batch of 3 deliveries in total, sched-

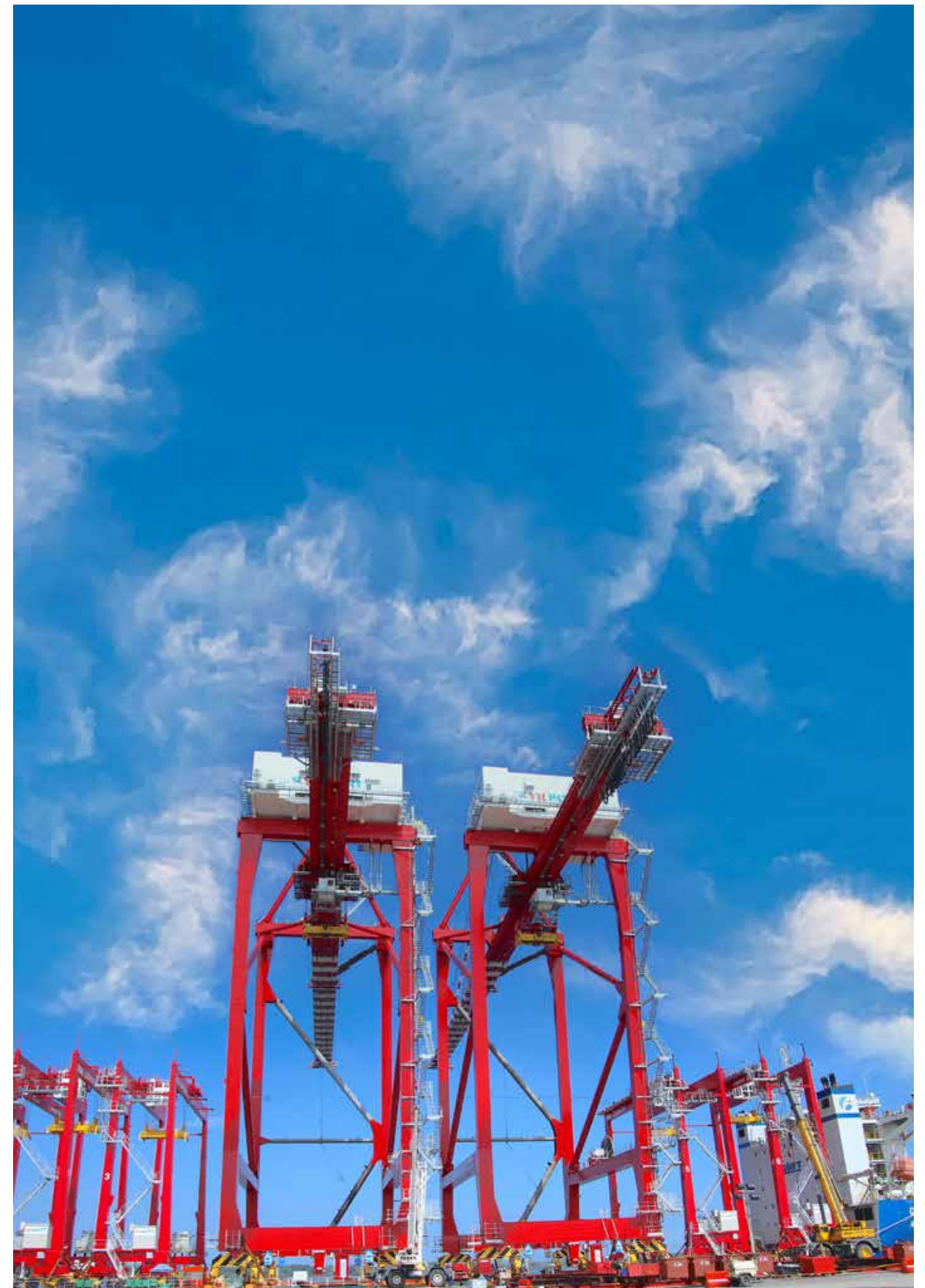
uled for the year 2021. The investment is close to 22 million dollars, which are part of the First Phase of the Expansion and Modernization Project of the Puerto Bolívar Terminal.

The 2 new STS cranes have a reach of up to 62 meters (22 rows) designed to service 14,000 TEU ships while the RTGs have a reach of 1 over 6 high and 7 + 1 wide, in addition to the operations as well. They will include other state-of-the-art equipment and state-of-the-art software that will allow the YILPORT Puerto Bolívar terminal to reach new capacities and increase its efficiency and capacity.

## Construction of New Berth #6

YILPORT immediately proceeded to carry out the necessary activities to start the implementation of the new pier 6, once the land transfer process was completed on 4 September 2020. This important infrastructure will increase the terminal's capacity by an additional 450 meters of pier, constituting an investment of 176 million dollars. The first section of the pier is estimated to be operational by mid-2022.

## The New 2 STS & 6 RTG Cranes Arrived at Puerto Bolivar Terminal in Ecuador





# Puerto Bolívar Operated First Units of Concrete Mining Cargo in the Terminal

YILPORT Puerto Bolivar continues to diversify the cargoes operated at the terminal. One of the main objectives of YILPORT is to serve the commodities within its hinterland and this time the cargo from small mining, such as concentrates of gold, silver, copper, from the upper area of the El Oro province successfully exported the first units.

Small mining represents a substantial portion of cargo in the areas near the terminal. Thanks to the joint efforts of small mining exporters, logistics operators, importers, and YILPORT, the first shipment of mineral concentrate containers with a destination to Peru. After the successful operation of this first shipment, the terminal is ready for the exports of these products through Puerto Bolivar.



# New Trailers Arrived at YILPORT Puerto Bolivar



YILPORT continues with its investments in Puerto Bolivar Ecuador to increase the efficiency and capacity of the terminal. YILPORT invested 39 units 45 FEET PORT TERMINAL SEMITRAILER for the Puerto Bolivar project arrived at the Ecuadorian Terminal in Puerto Bolivar in February 2021.

The new equipment, produced by a Turkish manufacturer, has a leaf spring suspension system and solid tires, and a 65-tons lifting capacity. The container doors are opened on the trailers for inspection, equipped with two ladders on both sides, and have rear inspection platform ladders. YILPORT will employ new operators for the increased capacity of the terminal with the arrival of this new equipment.

# Puerto Bolívar Received Recognition of “ECUADOR INCLUYE 2021”

YILPORT Puerto Bolívar had been recognized by Ministry of Work due to accomplishment and good practices in handicap people inclusion to work by the recognition “Ecuador Includes 2021” this is a recognition that “seeks to promote a business culture that values diversity, adhering to the implementation of good practices of social responsibility, eliminating attitudinal barriers and incorporating accessibility measures” according to ministry that has found in Yilport Puerto Bolivar the values to achieve this certificate.



THE  
KEY TO  
SUCCESS  
IS IN OUR  
DNA







## OLG Brings New Operational Standard with YILPORT Privilege

Puerto Quetzal, handling the 54% of all import/export cargo in Guatemala and moving around 200k containers per year, completed its 2nd year in 2020 under OLG operations supported by YILPORT Holding. Operating with 4 MHCs in 4 berths of Puerto Quetzal, OLG makes a great contribution to economic activities of the region and of the country.

Owing to new services started to call the terminal, OLG ended the year by handling more cargo compared to previous years despite of the negative effects of Covid 19.

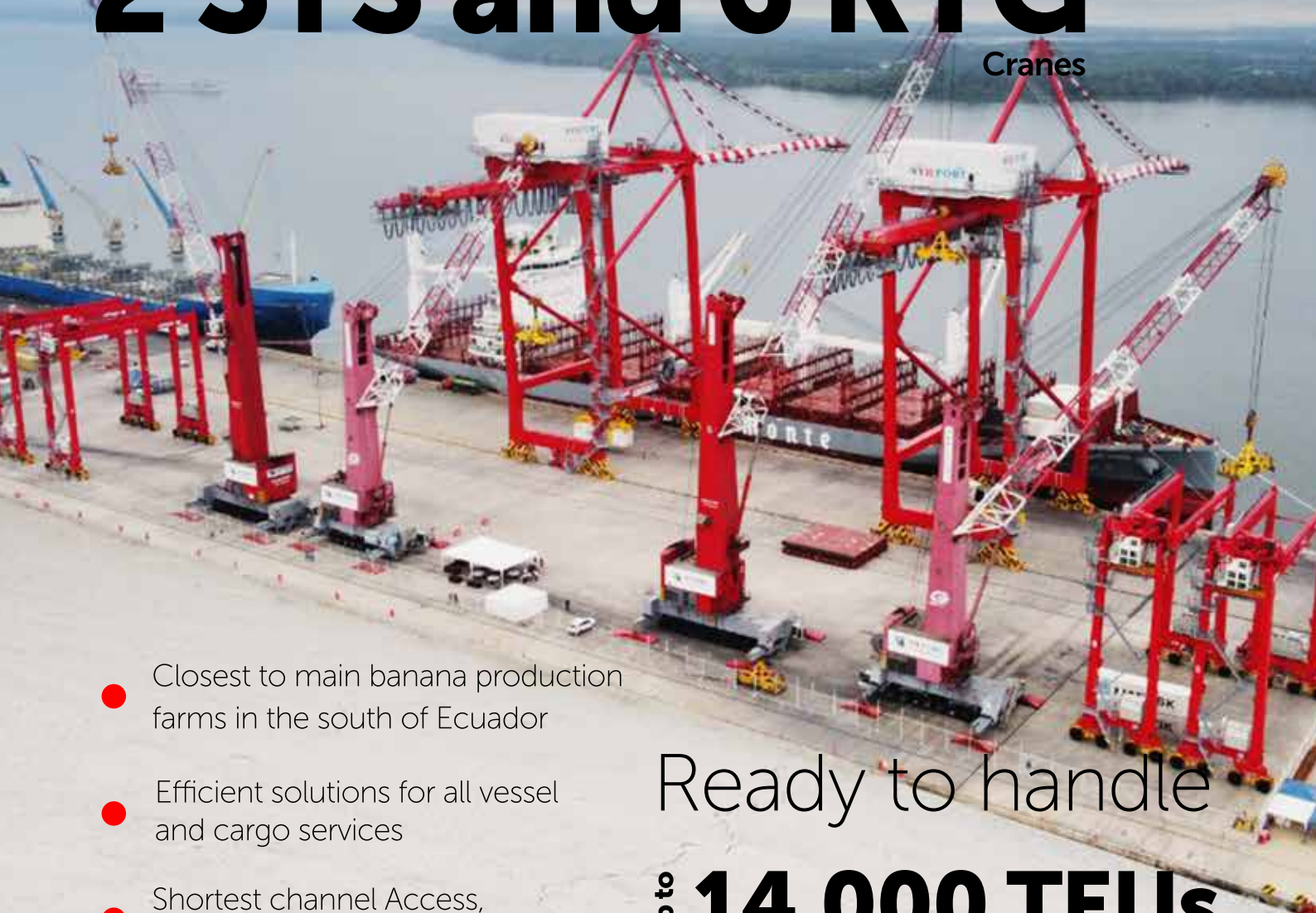
With the berth expansion and dredging projects, this year the terminal sustains its growth and increase its operational productivity with 4 MHCs provided by OLG.

The terminal also continues its trainings on Health and Safety to achieve more secure operations of increasing cargo volumes.











The Multipurpose terminal in the south of Ecuador

Ready to Serve with  
**2 STS and 6 RTG**  
Cranes



- Closest to main banana production farms in the south of Ecuador
- Efficient solutions for all vessel and cargo services
- Shortest channel Access, only 30 minutes of travel

Ready to handle  
**upto 14,000 TEUs**

 <b>Latitude &amp; Longitude</b> 3°15'27.27" 79°59'54.68" W	 <b>Max. Vessel Size</b> New Panamax 12,500 TEUs	 <b>Equipment</b> QC: 6    ECHs: 2 RTG: 18    RS: 8 MHC: 4	 <b>Terminal Area</b> 450,000 m²
 <b>Drafts</b> 14,8 m	 <b>Length of Quay</b> 910 m	 <b>Container Cargo Capacity</b> 500,000 TEU	 <b>Warehouse Capacity</b> Covered: 4,700 m² Open: 18,600 m²

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



# Transitex Launches A New Weekly Service to the UK



Transitex has been following the development of the British market into what concerns its position in the international trade. As Samuel Nascimento, Europe Regional Manager, stated “Transitex UK was created in 2018 with the aim of anticipating what is now a reality. We are able to guarantee the necessary conditions to provide door-to-door transport services without any interruption in the logistics chain, despite BREXIT”.



Samuel Nascimento

With a local office in Manchester and the ability to offer door to door logistics solutions from/to this market, Transitex is fully capable of responding to all new requirements for cargo to/from the UK. Maritime shipments are now, not only more competitive, but the fastest way to move cargo between Portugal, Spain and the United Kingdom. For this motive Transitex launched a service for groupage cargo connecting the Iberian Peninsula to the UK by sea. With a weekly frequency, cargo consolidation will be done at the company’s locations in Iberia and the service will be destined to London and Liverpool, with distribution at any delivery point in the country, and an estimated transit time of 4 to 5 days (plus delivery).

On Transitex plans in the European continent for this year, started with this service for LCL, Samuel Nascimento announced: “Considering our current presence in the continent, with Portugal, Spain, Italy, Turkey and the United Kingdom, and the global development of the company in recent years, Transitex expects in 2021 to continue its policy of geographic expansion also on the European continent, regardless of the pandemic.”

# Consolidation of Transitex Expansion in Mozambique



Transitex, based in Mozambique for over 13 years, has begun 2021 consolidating its expansion in this market, as a result of the strong investment made between 2019 and 2020. Today, Transitex has a team of 100 employees in this market, distributed through offices in Maputo, Beira, Nacala, Nampula and Pemba, this last one the company’s most recent location in the African continent. The team is supported by a structure that includes six warehouses from North to South of the country and a road fleet.

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Responsible for this market, Tiago Martins recalls that, when he was given the responsibility of leading this project, his team was made up of only 2 employees. In 2021, almost everything changed, but the ambition to grow remains the same: “In 2020, for the first time in our history in Mozambique, we reached a turnover of more than 1 billion meticaïs (10.945.711.690 euros), the result of our bet, first on the consolidation of Transitex’s historic businesses and second in new customers and segments, where we managed to exceed expectations with the quality of the services we provide. In 2021, we want to further strengthen our position in the markets where we operate and position ourselves as an anchor for the logistics of the oil and gas sector in northern Mozambique, where we are already present.”

On the challenges of leading the success of Transitex’s business in Mozambique Tiago had a positive and ambitious vision from the beginning, “Perhaps, the biggest challenge was to assemble a team with sufficient technical competence and innovation capacity to offer excellent customer service. For me, as a leader, being able to find the best talents and incorporate them into Transitex’s vision is exciting, especially when we are a company serving several different markets and continents while maintaining our DNA, regardless of where we are. We may change the idiom, but we all speak the same ‘language’.”

Transitex’s historic businesses in Mozambique are mainly the result of its strong connections with the Portuguese companies in this market, that still offers new opportunities to Portuguese investors- “There is a lot happening in Mozambique, with postponements, first due to the debt scandal in 2016, then because of the Covid-19 pandemic and finally by the insurgencies happening in the northern region of the country. Still, Mozambique remains one of the best investment destinations and should be preferred by Portuguese companies because of the common language, culture proximity and the history of existing relationships. We are all looking forward to the oil and natural gas businesses being developed right now, Portugal already has some experience in similar industries, which undoubtedly represents an asset.”

Transitex Mozambique has become the company’s central branch in Africa and is now a model structure for all Transitex locations around the globe, due to the success achieved through a complete service catalogue made to create logistical solutions fully adapted to the reality of each customer, and for its complex and extensive structure.



Tiago Martins



# SAP BRIM Project Update



During the first quarter the project team continued with the realization phase of the project. The technical setup and integration of the SAP BRIM and Navis systems were successfully completed using the Navis Smart Data Platform which streams billable events as they happen to the charging and invoicing application. The project is focused on the container operation for the Gempport terminal initially and will then be extended to other types of operations/cargo types and then to the other terminals in the portfolio.

## Navis Projects



After the successful remote go-live of the Liscont Terminal in January 2021, the team has been preparing for another remote go-live, this time in Gavle, Sweden. Final preparations, testing and parallel runs are being completed for a go-live in early May 2021. This project includes integration with the Liebherr Wide Span Gantry cranes and will support the future expansion plans and inclusion of the automated RTG's from Kone cranes which have arrived in the terminal.

## Cyber-Security Webinar

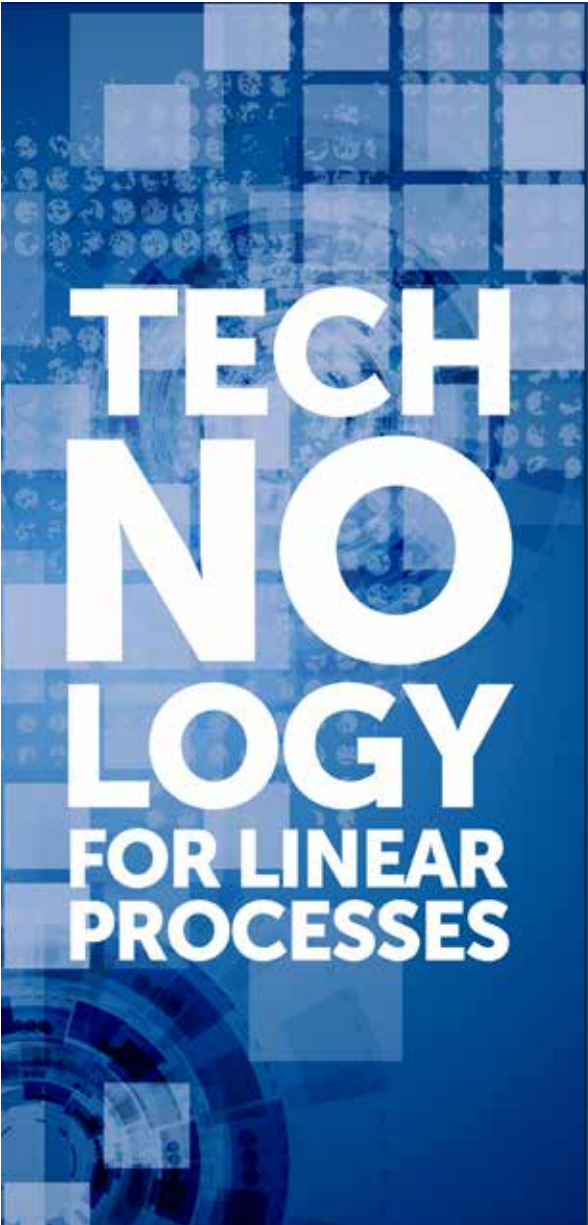
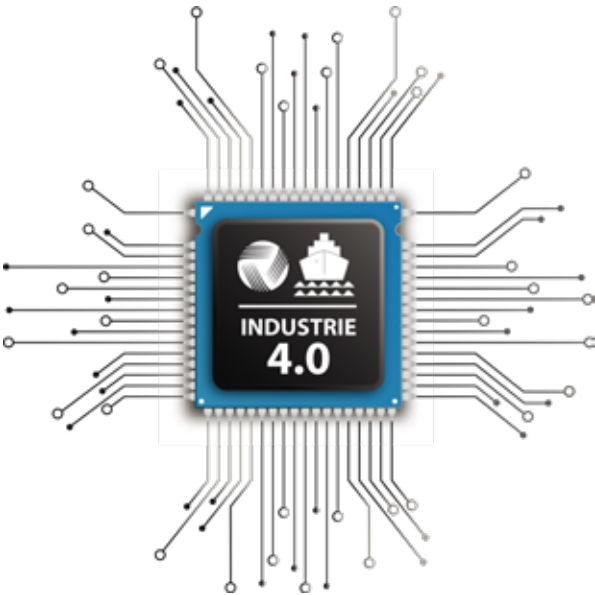


As a follow up to the successful online Navis User Group, held in October 2020, Yilport arranged and hosted a webinar focused on cyber security with the NUG members and Navis. This online event took place on the 10th of March 2021. The focus was on best practices for terminal operators to improve their security resilience as well as what Navis is doing in this arena, given the focus and recent impact the cyber-attacks have had on our industry.

# Terminal Industry Committee 4.0

YILPORT is a founding and supporting member of the TIC4.0 and in March, this body released its first whitepaper to the public including the main aims and purpose as well as a sample of the outputs that will be produced and shared in the next publications.

Interested parties can access this whitepaper and future publications by registering on the TIC website, [www.TIC40.org](http://www.TIC40.org)



YILPORT is fully committed to using its all endeavors for providing the best service with the in-house expertise.





## Together in Global with YILDIRIM Academy

Yildirim Academy has begun to implement Success Factors HR Zone Learning Module in the regions in 2021.

SuccessFactors Learning Module went live for white-collar employees in Iberian & LATAM regions and made accessible to users. At the beginning of the process, e-learning contents consisting of contents within the scope of communication and relationship based on emotional intelligence, which has an important place in the company culture, have been uploaded to the system. In the future, the Learning Module will be enriched with new and various trainings.

The first meeting of the LATAM region and the Yildirim Academy was held with the "Being a Yildirim Employee" training organized online in March. The trainings were carried out with two separate groups consisting of specialist and manager levels. In the training, while Yildirim Academy team, relevant people from the Human Resources team and the terminal general managers were transferring information about Yildirim Holding and Group Companies, Yilport Holding, LATAM terminals; Detailed information was shared with the participants about Human Resources processes, Yildirim Holding core competencies and Academy processes.

Following "Being a Yildirim Employee" and "Performance Coaching & Effective Feedback" trainings held with the Iberia region in 2019, third training in the region was held with "Strong Relationships with Emotional Intelligence" trainings in March. The training started with specialist and manager groups, and 3 groups were completed in March and will continue with next groups in April. In online trainings that were conducted through Zoom platform, while explaining relationship and communication management based on emotional intelligence; important information was shared on the skills of expressing yourself, understanding others correctly, and managing their emotions.

## YILDIRIM Academy Continues Activities in 2021

Yildirim Academy has been continued its activities in Turkey with prioritizing the current agenda. Regarding this, "Productivity in Uncertain Times" Webinar was organized in February 2021 together with FranklinCovey Turkey with considering the increasing effects of the concept of uncertainty which is in our business processes and our life while completing 2020. In addition to keeping under control the process and being adapted to the uncertain times, information was shared on what can be done to use these times as a tool to make effective decisions and to achieve more efficient results to our employees who is working on our companies that located different places in Turkey.

The organization of Integrated Management Systems trainings has been provided in Yilport Holding, with the participation of 20 employees from different departments. ISO 45001: 2018 Occupational Health and Safety Management System Awareness Seminar, ISO 14001: 2015 Environmental Management System Awareness Seminar, ISO 9001: 2015 Quality Management System Awareness Seminar, Integrated Management Systems Internal Auditor Seminar were completed within the scope of IMS trainings. Yildirim Academy activities will be continued rapidly, to produce the permanent and developing solutions in 2021.



## YILPORT Liscont & Leixões Enhancing COVID-19 Free Performance

Iberia Region was no exception to the Pandemics Health and Commerce impact. Additionally to the standard good practices of Business Continuity and Sars-Cov-2 Contingency, common to most European companies, Yilport Iberia decided to fight harder the potential effects of COVID-19 on our Clients Business, by taking the Preventive Practices against Sars-Cov-2 to another operational level.

Starting with LISCONT S.A and TCL S.A. Terminals, YILPORT Iberia decided to aim for external verification of its COVID-19 contingency practices, by means of a 3rd party external audit, aiming to the Recognition and Attribution of the "COVID-19 SAFE Facility" certification.

By reaching this standard recognition, after the conclusion of a specific auditing process, we will demonstrate objectively that our company places all our efforts on our People's Health Protection, as well as, on our client's best interest, ensuring that their cargo moves Safely from our COVID-19 free Terminals.

COVID-19 Safe Terminals are Sustainable facilities that leave a positive preventive trace, both on employees, clients, and community.







# First Women Operators at YILPORT Huelva

Yilport Holding continues to support women working in Port operations.

Yilport Huelva celebrates its first two women operators: Gloria Ventura Sánchez and Nuria Rastrojo Caballero.

Having stepped in the port operations by performing administrative tasks on Gate for a year and a half, both employees were recruited to be integrated in Yilport Huelva’s Operations Department by performing all kind of tasks on yard operations. After completing their intensive training on driving reachstackers and trucks, they will be on duty effectively.

## RAIL IN TARANTO

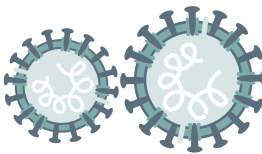
### MISSION-Ready to Go!

On March 29th 2021, SCCT Rail trainings have started in Taranto with 9 employees in training for getting the licenses needed for the Rail services start up in Taranto Terminal. Training consists of 2 levels: Maneuver and Locomotive Operator.

It includes theoretical part, practice modules and examinations. Due to the COVID restrictions, employees are separated into two groups and connected via web whenever possible.

# CORONAVIRUS 2019-nCoV

SAFETY ADVICES AND TIPS



## SYMPTOMS



FEVER



COUGH



SHORTNESS OF BREATH



SORE THROAT

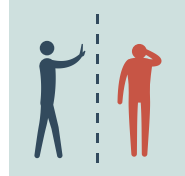


HEADACHE

## 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



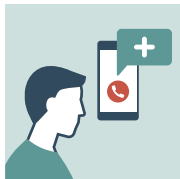
DO NOT SHARE EATING UTENSILS AND FOOD



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



AVOID TRAVELLING TO AFFECTED AREAS UNLESS NECESSARY

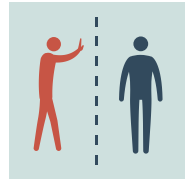


IF YOU BECOME SICK SEEK MEDICAL CARE IMMEDIATELY

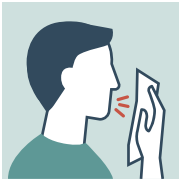
## IF YOU ARE INFECTED



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



**YILPORT**  
HOLDING INC.