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& HEAD OF YPH GLC
R. CEM GÖKTAŞ

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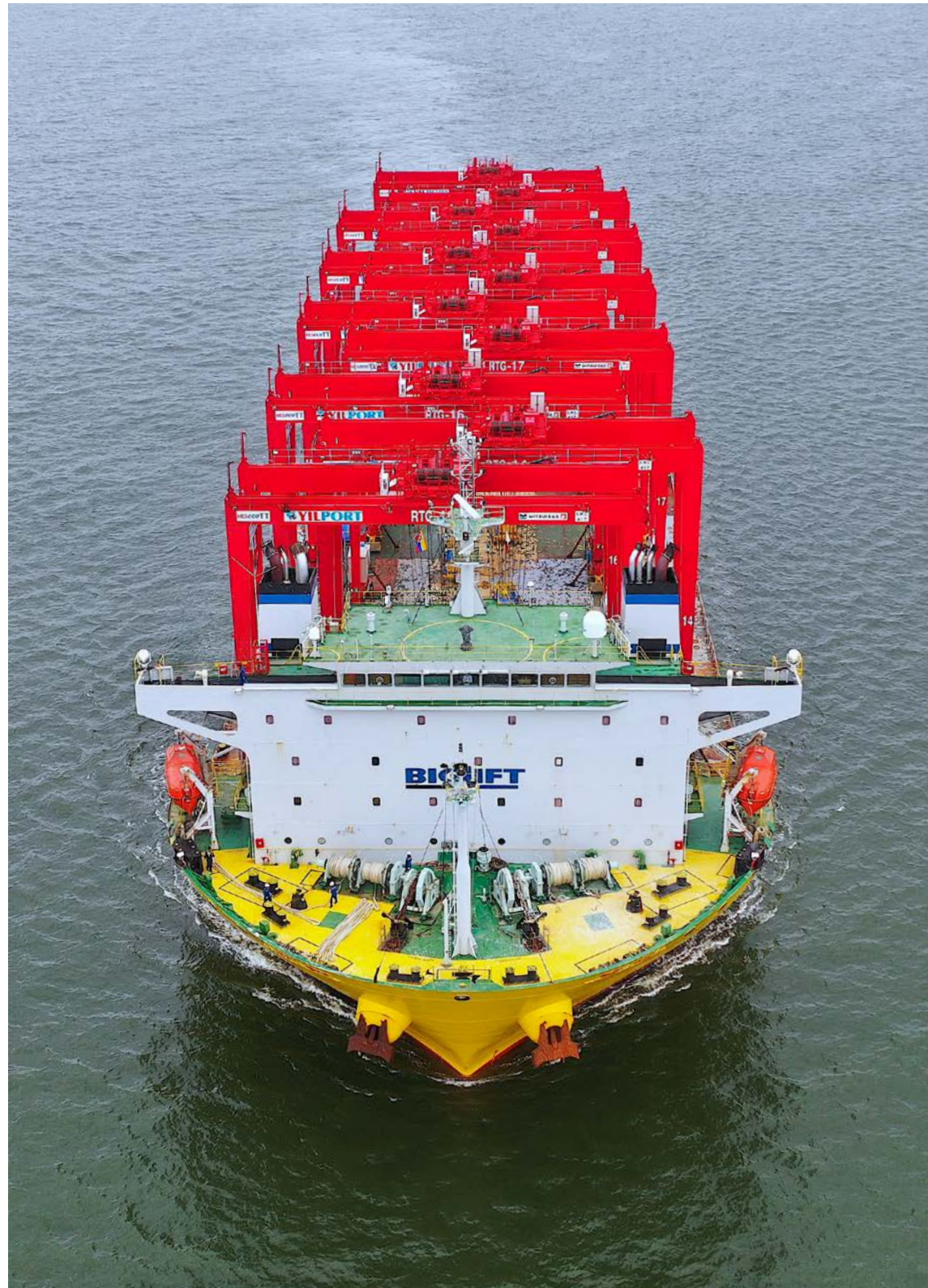
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#Yilport #11thbiggest #globalcontainerterminaloperator



YOUR **GLOCAL** SOLUTION PARTNER

YILDIRIM Group has grown to become a global force based in Istanbul, Turkey, active in 9 industries with operations in 53 countries on 5 continents, employing more than 16,000 people.



The Key to Success is in Our DNA

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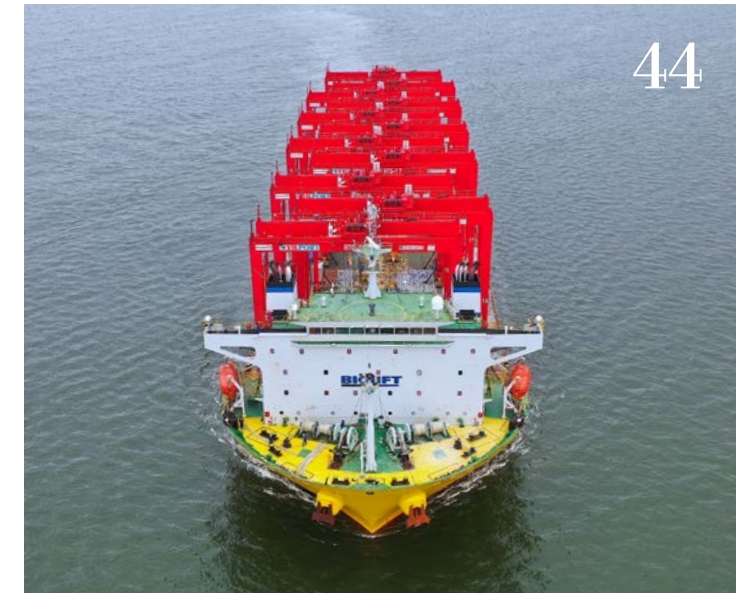
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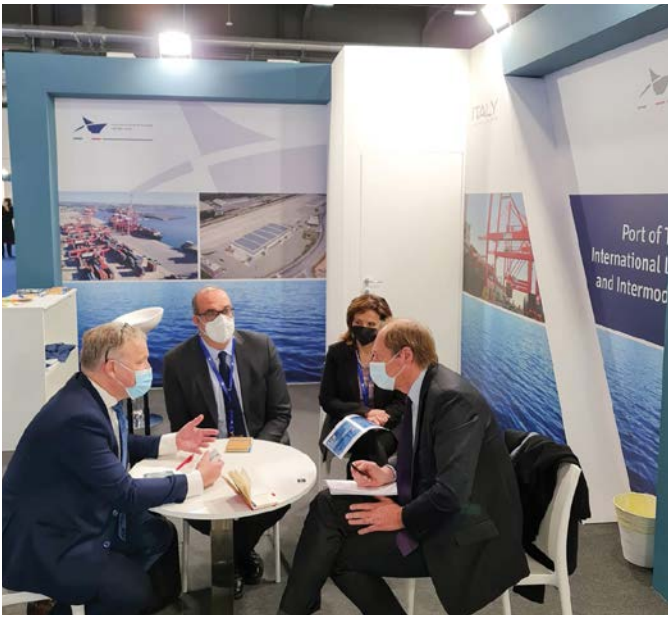


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YILPORT Attended Logistics Eco Transport

The first edition of LETExpo – Logistics Eco Transport, the new trade fair event on logistics, transport and sustainable intermodality, took place in Verona, Italy. President of the Port Network Authority of the Ionian Sea with decree nr. 14 of the Ministry of Infrastructure and Transport Sergio PRETE attended the event as a speaker.

YILPORT Holding co-CEO Nicolas SARTINI and Sergio PRETE discussed YILPORT Taranto’s future development and investments plan which will contribute YILPORT Taranto additional capacities and increase its efficiency.



Trends and Forecasts in Container Shipping

Turkey’s single, strong and reliable sectoral entity, Port Operators Association of Turkey (TÜRKLİM) Hosted YILPORT Holding CMO To Trends and Forecasts in Container Shipping.

On the 25th of February YILPORT Holding CMO - Sales, Marketing and Logistics Erhan ÇİLOĞLU attended to ‘TÜRKLİM Port Industry Talks; Trends and Predictions in Container Shipping’ webinar as a speaker. The webinar was moderated by Maritime, Transport & Logistics Prof. Dr. Soner Esmer.

Mr. ÇİLOĞLU gave an overall brief of YILPORT Holding’s journey and growth over the years. He emphasized how the trade flow has been affected by neighbour companies extending such as Poland and Georgia trade volume in the Black Sea in Russia and Ukraine, especially in general cargo and bulk loads both in maritime and land transportation. This conflict led to overtime dwell times and respective capacity issues among the terminals.

In addition, Mr. ÇİLOĞLU stated that YILDIRIM Group of Companies has a growth strategy and evaluates new terminal opportunities both in Turkey and other countries among green supply chain initiatives.

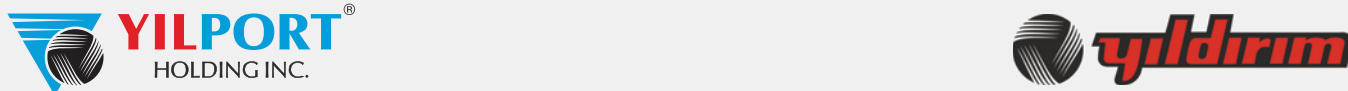
GAME CHANGER

in Port & Container Terminal Management & Operations



in 22 Marine and 6 Inland Terminals

- TURKEY:** GEBZE | DILOVASI- SOLVENTAŞ | GEMLİK- 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



Implications of Russia-Ukraine War on the Global Economy & Financial System

You may think that a black swan event for the global economy or financial markets would occur once in decades, but you are arguably wrong for today's world. Global economies have already suffered from the COVID-19 pandemic since 2020, when an earth-shattering Russia-Ukraine war hit the financial markets and disrupted the major supply chains again in recent months. Since then, we all talk about sanctions, commodity price inflation, stagflation, or logistics problems, along with the humanitarian implications and casualties.

In fact, Russia is a major producer and exporter in most commodity markets, and the Europe is at the top of the buyers list. The daily bill for Russian oil and gas exports is around \$1 billion, most of which goes to Europe. In percentage terms, Russia produces 17% of global natural gas consumption, and provides about 40% of European gas demand in 2021. The country produced 7.2% of global nickel supply, while supplying 20% of the world's class 1 nickel, which is critical for EV batteries and energy transition. In addition, the country also accounts for about 6% of the global aluminum production and 20% of the combined exports of the main fertilizers (nitrogen, phosphate, potash). Russia is also the third largest steel exporter in the world, exporting 28.6 million finished and semi-finished products. That being said, it is so predictable that sanctioning a commodity powerhouse like Russia would inevitably boost prices and fuel broader global inflation, which has already been high even before the war. As supply side problems appear to push inflation higher, this time may be different than when Milton Friedman said his famous words, "inflation is always and everywhere a monetary phenomenon".

More importantly, inflation has been increasing at a time when the Fed and other major central banks were trying to engineer a soft landing for seemingly overheated economies thanks to huge stimulus packages and accommodative monetary policy during the COVID-19 pandemic. Today, elevated geopolitical risks and further supply disruptions can bring about rapidly slowing growth on the table, which means we may suffer from another period of stagflation like in the 1970's. If so, we are likely to see heavier public debt levels, higher real interest rates, uncertainty in economic growth, and an increase in risk premiums for some countries in the coming period, all of which could endanger financial stability.

Since the start of the war, the United States and its allies have sanctioned Russia in order to paralyze its financial system while also securing critical oil, gas, and commodity supplies from Russia. Among them, excluding major



Emre UZUN
YILDIRIM Holding
Market Research Director

The power of the sanctions heavily relies on the dominance of the US dollar and its position as a reserve currency in the global financial system.

Russian banks from the swift system for international payments and freezing the country's central bank reserves are regarded as nuclear options, which may have unintended consequences for all the parties involved. These sanctions are currently in effect, so Russia is on the verge of defaulting on its foreign debt repayments and its GDP is expected to contract by almost 20% in the first half of this year.

On the supply side, the high dependence of European countries on Russian energy supplies makes it very difficult for them to find alternative routes in the short term. So, it will substantially worsen the supply-demand imbalance that is one of the underlying reasons for surging inflation. The US is less vulnerable than its European allies in the sense that the country has its own oil & gas industry, which can be used to ease the adverse effects of the war. So, the Biden administration has decided to release 180 million barrels of oil over six months, and to provide the EU with extra LNG, totaling around 10% of its current imports from Russia. The administration has also pushed domestic oil companies to produce more to overcome the tightness in the market. Still, probable Russian threats and retaliations may complicate the situation further, if they cut pipeline gas flow to European countries and accept payments for their exports only in rubles.

When we look at the effectiveness of the financial sanctions, the picture is obvious. The power of the sanctions heavily relies on the dominance of the US dollar and its position as a reserve currency in the global financial system. However, weaponizing the US dollar by yourself like this could eventually undermine the established system, which is one of the touchstones of the overall US hegemony in the financial system and global geopolitics. From now on, other countries will analyze their own vulnerabilities and try to find protective measures against similar actions. However, the US dollar has also played a dominant role in international trade for years, and the size of the US financial system

coupled with highly liquid debt markets makes it the first choice of other countries' central banks for investing their foreign currency reserves. Conditions are unlikely to change in the near term, meaning that dollar dominance may reinforce its dominance until a strong alternative emerges.

Last but not least, the war and subsequent sanctions have, of course, significant implications on the geopolitical side. China wants to weaken the dollar's dominance in the financial system as well as challenge US interests in all over the world. So, it has a relatively neutral stance instead of openly supporting Russia, while trying to take advantage of the situation by promoting international trade with the yuan. Beyond that, China can also be a partner for Russia in diverting commodity exports from European countries or in creating a backdoor for Russian international payments in the financial system. In Europe, governments are very likely to take measures against their reliance on Russia and to increase public spending to improve their defense capabilities, establish a brand-new energy infrastructure, mitigate the consequences of surging energy costs, and deal with the refugee crisis. As an example, Germany decided to spend an extra \$110 billion on defense. The EU aims to significantly reduce gas imports from Russia while accelerating the green transition in the years to come.

All in all, the war between Russia and Ukraine and its implications are not only related with the two countries or the international political order, but also associated with global economy and globalization. Uncertainties and concerns over commodity price inflation, global output growth, the future of dollar dominated financial system, and more importantly, the supply security of critical goods for many countries will be with us in 2022 and beyond. We are now looking at a new world, where the risk in hard-landing of global economies has increased, high inflation is likely to be with us for some time, and supply disruptions along with logistical issues persist.





Hasan ÇİFTÇİ
YILPORT Holding
Global Sales & Marketing
Director

“ Global port throughput was expected to increase by 8.2 % to 865 million TEU in 2021 and a 4.1 % growth in 2022 to 890 million TEU.”

Quarterly Container Shipping Industry Outlook

According to Drewry, Global port throughput was expected to increase by 8.2 % to 865 million TEU in 2021 and a 4,1 % growth in 2022 to 890 million TEU.

The Largest growth have been seen on Asia to US East coast trade, deployed ship capacity increased by almost 30% and Asia to US East coast services capacity also increased by over 20 % compared to last year same period. Liners have enjoyed the fruits of a market in which demand has significantly outpaced supply in the major east-west trades. Container lines are having the opportunity to expand further in logistics, or simply strengthen their financial health by paying down debts.

Container freight rates expected to remain elevated throughout most of 2022 and UNCTAD also indicates that increasing Freight rates are not likely to decrease anytime soon, the current surge in container freight rates could increase global import price levels by 11% and consumer price levels by 1.5% between 2022 and 2023.

On the other hand, The Russia- Ukraine situation has made negative impact on the industry, imposed sanctions by governments on Russia and increasing energy prices have negative impact for the industry, Brent Crude hit the 15 year high of 140 USD per barrel and according to some Analyst prices are expected remain similar for the rest of 2022.

LATEST DEVELOPMENTS IN CONTAINERSHIP FLEET

After an 8.2 % growth on World Container throughputs, fleet growth is expected to be 4,4 % in 2022, far below than demand. There are currently 5.546 ships with the total capacity of 25,159M TEU, the orderbooks total capacity is 6,583M TEU which is around 26.2 % of the current fleet capacity.

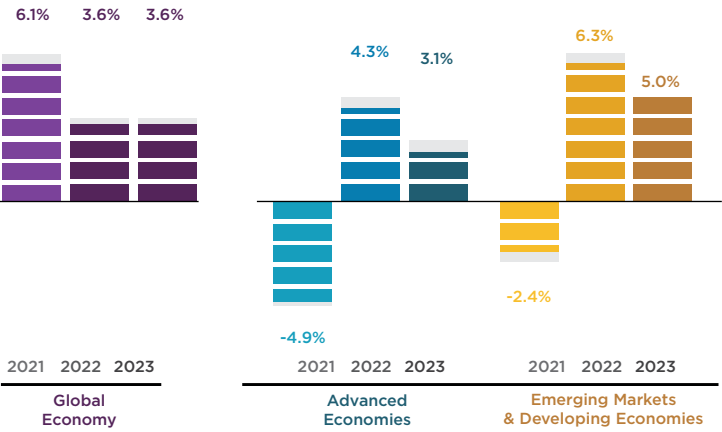
OVERVIEW OF GLOBAL ECONOMY

Global growth is projected to slow from an estimated 6.1 percent in 2021 to 3.6 percent in 2022 and 2023 according to April World Economic Outlook (WEO) Update. This is 0.8 and 0.2 percentage points lower for 2022 and 2023 than in the January World Economic Outlook Update. Beyond 2023, global growth is forecast to decline to about 3.3 percent over the medium term

Inflation is expected to remain elevated for longer than in the previous forecast, driven by war-induced commodity price increases and broadening price pressures. For 2022, inflation is projected at 5.7 percent in advanced economies and 8.7 percent in emerging market and developing economies—1.8 and 2.8 percentage points higher than projected in January
Global growth is expected to slow to 3.8 percent in 2023.

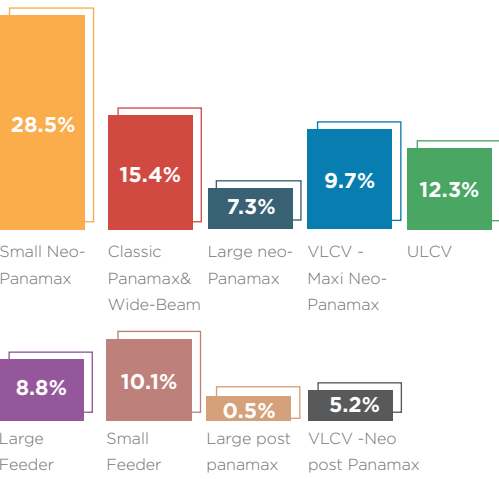
The war in Ukraine has two difficult policy trade-offs: between tackling inflation and safeguarding the recovery; and between supporting the vulnerable and rebuilding fiscal buffers.

WORLD ECONOMIC OUTLOOK GROWTH EXPECTATIONS (Graph 1)



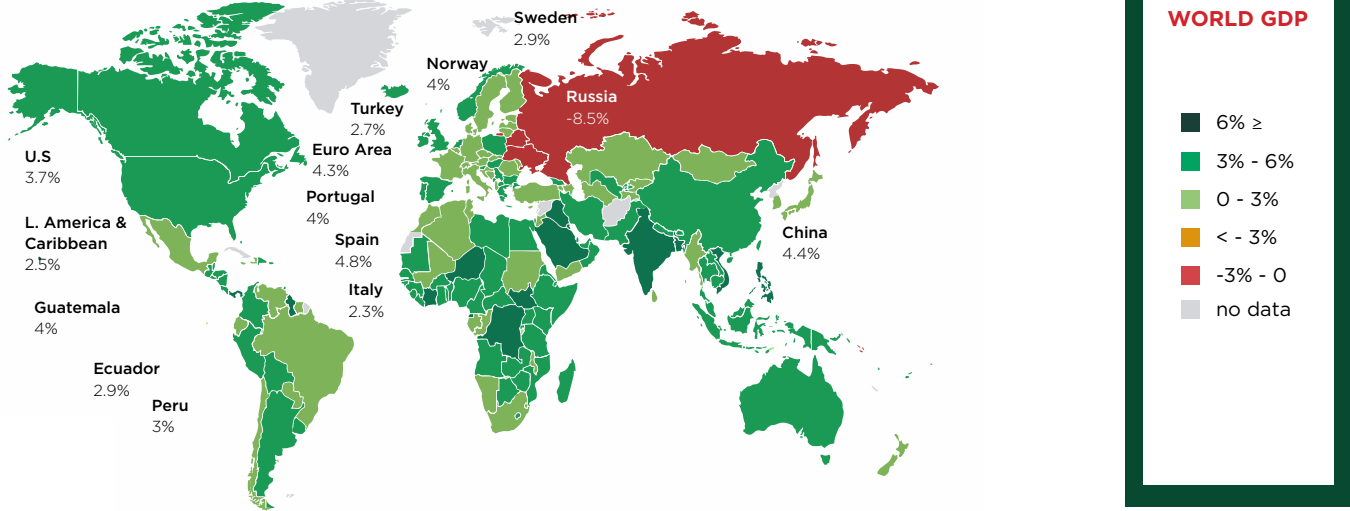
Source: WEO January 2022

WORLD CONTAINERSHIP FLEET By Size, January 2022 (Graph 2)



Source: Drewry

WORLD GDP



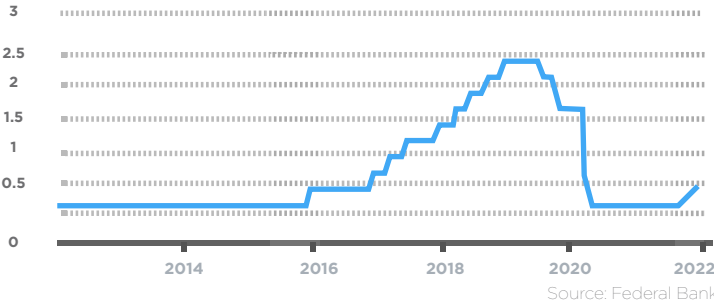
Source: Federal Bank

US FED FUNDS RATE

Fed funds keep the rates at 0-0.25%

The Fed raised its benchmark federal-funds rate by a quarter percentage point to a range between 0.25% and 0.5%, the first-rate increase since 2018.

Officials signaled they expect to lift the rate to nearly 2% by the end of this year slightly higher than the level that prevailed before the pandemic hit the U.S. economy two years ago, when they slashed rates to near zero. Their median projections show the rate rising to around 2.75% by the end of 2023, which would be the highest since 2008.



Source: Federal Bank



Source: US FED FUNDS RATE

Global growth is projected to slow from an estimated 6.1 percent in 2021 to 3.6 percent in 2022 and 2023. This is 0.8 and 0.2 percentage points lower for 2022 and 2023 than projected in January according to April (WEO)

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.



YILPORT Gebze is Close to Finish Line in Projects

YILPORT Gebze terminal projects are close to finishing line. The terminal construction and development projects for New CFS Area & Warehouse construction, new yard, and equipment allocation for 3 RTG blocks will be completed by June and Common Road Projects major works will be completed by the end of May. Lastly, another accomplishment is railway connection project that linking the terminal.

New CFS Area and Warehouse

- Warehouse installation works started at the end of 2021, the works for heavy steel completed.
- Terminal rainwater gutter materials installed.
- To prevent cargo exposed to rain new coverage is designed.

3 New RTG Blocks

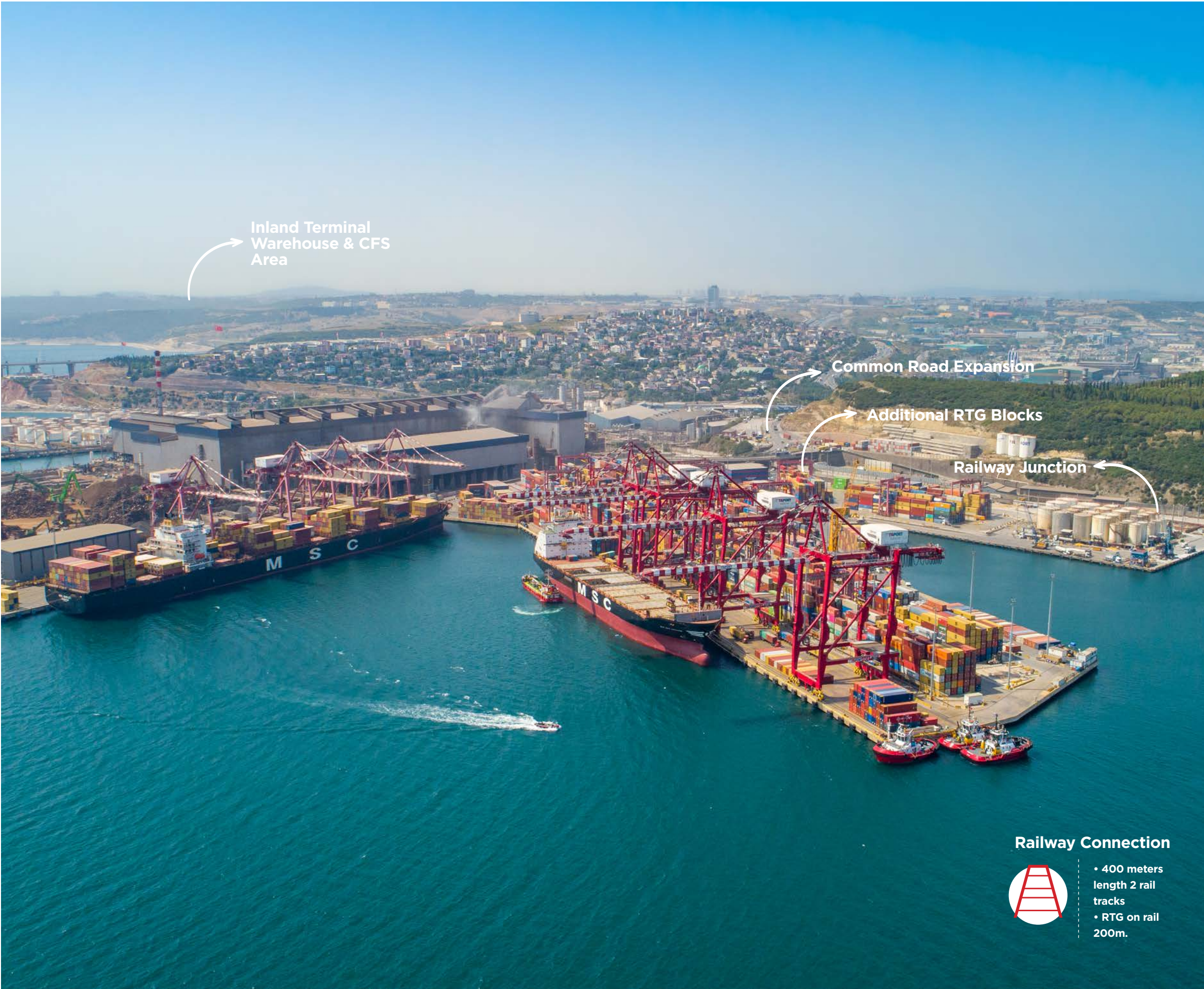
- Busbar Installation for 2 RTG Block tow tanks.
- Connection Ramp Construction,
- Bus Bar Installation for single block
- RTG block extension construction is planned to be started at the beginning of May. Project overall works are to be completed by the end of June.

YILPORT Gebze and Çolakoğlu Metallurgy Common Road project

- To expand the area earth and retaining wall works are ongoing, the majority work is expected to be completed by April.
- Carpark retaining wall construction started and it's completed by 75%.
- The work on the railway bridge is started. It is expected to be completed in 8 weeks.

Railway Connection

- All construction activities completed.
- Control and audit process completed.

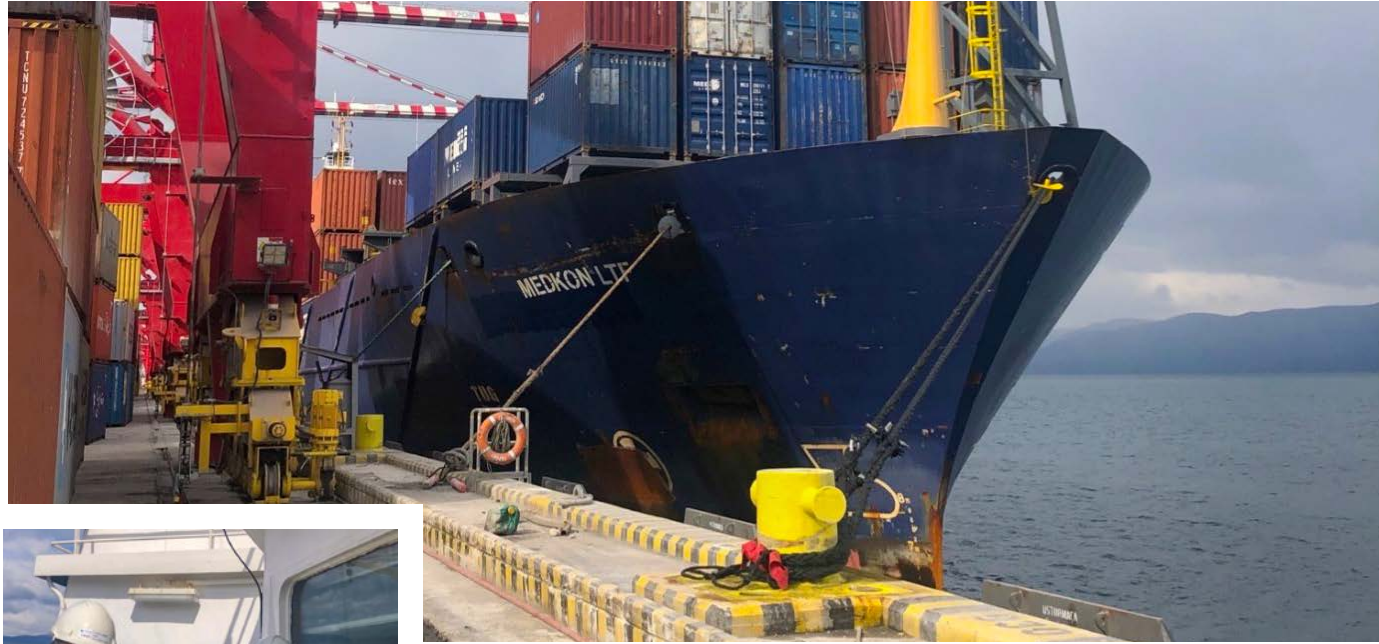


Railway Connection



- 400 meters length 2 rail tracks
- RTG on rail 200m.

MEDKON LINES Made First Call to YILPORT Gemlik



3 services of the Medkon Lines, TNE service (North Africa), TES Service (Egypt service) and MISS service (Israel), started calling YILPORT Gemlik from March 2022. The vessel, which made its first call on March 10, works in the MISS service. YILPORT Holding Turkey Sales & Marketing Senior Manager Emre ATAY and YILPORT Gempport Operations Chief Hakan DEMIREL presented welcome plaque to shipmaster.

YILPORT Gempport Expands Capacity

In YILPORT Gempport terminal the first phase of jet grout works were completed. The remaining area of 20, 000 m² will be completed within the second phase.

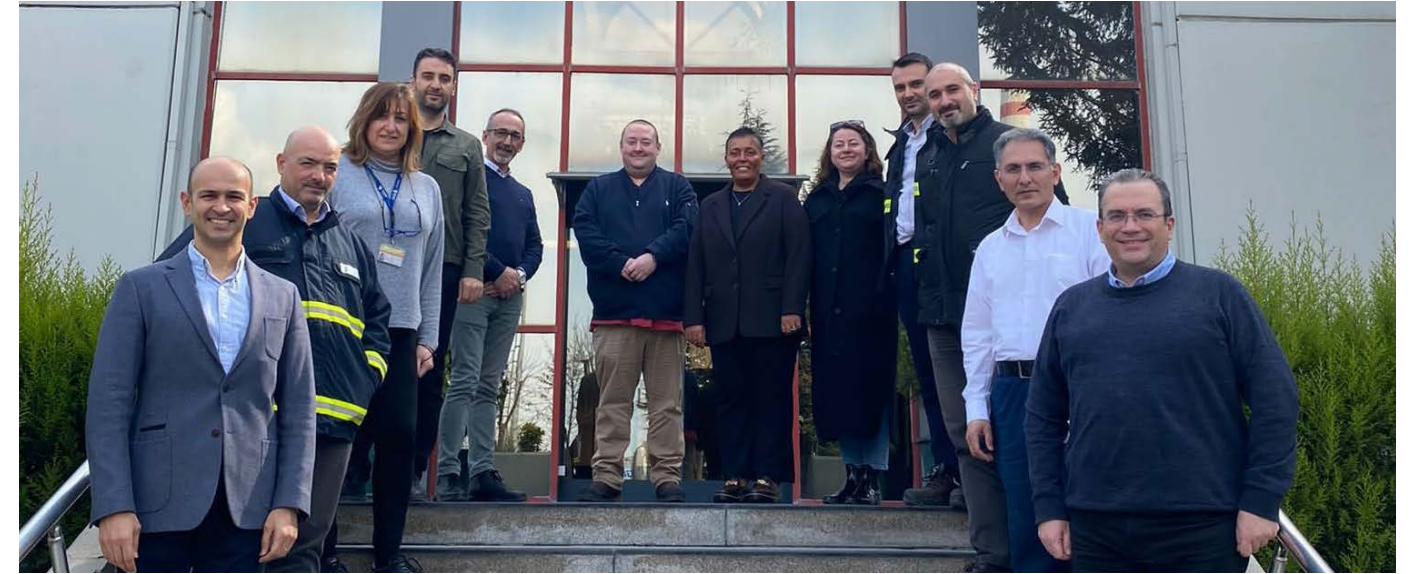
The concrete work of the RTG blocks is ongoing. For additional blocks the demolition of the warehouse completed and roundbreaking has begun.

The power supply for the RTG blocks for the first phase has been completed. Half of the yard is planned to be handed over to operation by second quarter of 2022.

With its length of 2,050 meters berth and 2 million TEUs container and 6 millions of general cargo & bulk capacity, terminal continues its operations with experienced staff.



YILPORT Solventaş Quality Approved Once Again with CDI-T Audit



During week 9th of 2022, The CDI-T audit, which takes place every 3 years performed at Yılport Solventaş Terminal. This was the 8th audit done to check Yılport Solventaş facilities. To be approved by CDI-T is a sign of the high service standard of a terminal accepted by all international Trade Companies, Vessel Agencies and Cargo owners. Being a CDI-T approved terminal is a must to provide services to multinational petrochemical companies.

In these 5 days audit, on average 2.000 questions were asked and 99,22% were marked as positive. Thus, comparing the last audit done in November 2018, Solventaş increased its success rate from 98.89% to 99.22%. It is also noted that this increasing success has come with the increasing business volume compared to the last audit. In the previous inspection, which took place in November 2018, 75% of the total storage capacity was allocated to Solventaş customers, however this year, CDI-T inspection has been done while 92% of capacity

is rented to its customers. While the facility is operating at almost full capacity, the employee safety, quality, technical safety, and operational standards have not been compromised, besides these mentioned standards have been further increased.

In the closing session of the audit, which was carried out by British auditor Daniel Raymond, special emphasis was placed on the growing success of our facility since 2001 (first inspection). Stating that he inspects dozens of port facilities around the world every year, the inspector underlined that Solventaş is a very special and rare terminal even if in Europe and England with its quality-safety standards, personnel competence, infrastructure, and operational excellence.

As Solventaş, it is invaluable for us to contribute to the Yılport family, which is struggling in the global market, by successfully passing such an international audit.



YILPORT Gebze and YILPORT Gemlik General Manager
& YILPORT Holding Head of Global Logistics Center

R. Cem GÖKTAŞ

We are confident that by increasing the experience of our colleagues, the positive results, in the long run, will be reflected in our continuous improvement and increase in our service quality.

Can you tell us about yourself and your career journey at YILPORT?

I was born in Kocaeli in 1982. First of all, I am a father, I have two sons named Emir and Ömer. I started my career at YILPORT Holding as a member of the container terminal planning team at YILPORT Gebze terminal in 2008, in a period when many innovations, technologies and developments were realized under the vision and leadership of Yüksel Yıldırım. In those years, Home Terminal- Gebze port was in a world class terminal structure where investments in automation, software and equipment were realized.

By performing different assignments in planning department after the establishment of the TOS system, I first worked as the planning manager and then as the Gebze port operation manager.

Meanwhile, we continued to search for innovative solutions that could support our company's vision and future strategies. As a result of these studies, the technology that enables the development and active use of the software, where the gate, yard and vessel operations of the ports are planned from a single center we call GLC, customer requests are received and added to the system under the name of Customer Services and customer communication is provided. Then the performances are turned into reports, information sharing is done with the lines and the software is actively used. I became the head of this team by establishing the unit that includes TOS teams. Thus, I continued to work as a manager in the team where our port operations in Gebze, which were structured in the vision of Yüksel YILDIRIM, were activated, and developed at our ports on a global scale. I am also very proud to be in the YILPORT team, which established this structure for the first time in the Middle East and Europe in my career.

Afterwards, as the Executive Director of Terminal Operations, I worked on standardization, optimization, OHS and Quality on a global scale. Currently, I am the General Manager of GLC, Gebze and Gemlik ports.

We are in a period when the measures in the covid process are reduced. There is a return to our old normal in the streets and in our lives, which we can say that the pandemic is over. How did this process go in the ports, can we say that we got through the process?

We have felt the difficulties, experienced by the whole society and all processes in the Covid process, in the ports as well. In response to this breakup that started in March 2020, we quickly implemented our business continuity plans and took the first step for all of our ports to get through this period without disruption. With the support of all employees, we were able to implement these plans and ensure operational continuity on the ports side.

In fact, we took the bar one step further and obtained Covid-19 Safe certificates in our ports in Turkey and in different countries and succeeded in protecting the health and business processes of both our employees and our customers. I can say that we lead the sector in this regard. In our first collaboration with TSE, we worked together to create this certification and set standards within TSE. I can also say that we have seen the benefits of this cooperation in the covid process. Thanks to these standards in 22 ports and 6 land terminals around the world, we did not experience any closures due to Covid in any of our terminals.

I can confidently say that with these and similar measures we have taken, we have eliminated all possible negative effects on our port operations. I would like to thank our port staff for their dedication in this matter. Today, we see that pandemic has started to lose its importance in every aspect of life.



YILPORT Gebze

When will the serious damage and changes caused by the pandemic conditions on the global transportation network return to normal?

The uncertainty experienced with the onset of the pandemic, and then the container crisis after the halt in global production, and the insufficiency of ship capacities, which continues today, increased the pressure on the ports seriously. First, the main connection ports and then all ports started to experience high yard utilization due to the containers waiting in the port area for a longer time. If we compare it with the pre-pandemic period, first, the length of stay of the containers in the port area began to exceed normal. Afterwards, ship/port rollovers in the port area exceeded the levels we could control due to the inadequacy of ship capacities and high deviations in ship schedules. Now, this period is engraved in our memories as the period when all ports experienced the biggest problems in resource, staff, equipment, yard, and ship planning.

As for today, in the first quarter of 2022, the ports have not completely overcome these factors that I have mentioned. Even though we are in a better place compared to 2021, the accuracy of the information on the logistics network still has not reached normal levels. In this context, we have to constantly adapt our operations to new conditions. I can say that we should wait for the end of 2022 in the best case for all these effects to reach an acceptable level. Because this will only be possible with the completion of the improvements not by a single party, but by the parties involved in the entire logistics network. However, time is still needed for the serious damage and changes caused by the pandemic conditions on the global transport network to return to normal or become sustainable as the new normal.

Significant increases in energy costs in a short time emerges a serious burden on us as port operators.

On the other hand, our investments continue at full speed in Gebze and Gemlik. We have not experienced a delay in almost any of our investments during the pandemic process. Although we experience delays of 4 to 6 months in the deliveries of some port equipment, we have purchased due to the problems experienced in global supply, our investments continue. For example, our road project, new pre-gate area, railway connection, port site arrangements, new container RTG yard works in Gebze continued to be carried out as planned, most of them are either finished or will be completed in 6 months. In Gemlik, our arrangements continued on the yard side. New RTG blocks were formed, our rearrangements and ground improvements continued. Our new pre-gate site arrangement in Gemlik is almost finished. On the GLC side, we launched the port of Gavle. In other words, while many people were living in isolation due to Covid, we continued to work non-stop. When many of our customers visit our ports these days, we see that they are impressed when they look at the picture before and after Covid.

Just as the effects of the pandemic were diminishing, a crisis occurred in the Black Sea between Russia and Ukraine. In this context, what kind of pressures have occurred on volumes on a regional and global scale?

My primary wish in this regard is for the war to end as soon as possible and for the stability of the region to be restored. This fragile and uncertain period created by the Ukraine-Russia war and the Pandemic, seriously affects both the regional and the global economy. This situation will have different effects in the short-medium and long-term. Turkey is a country that has a serious trade volume with both countries. This commercial volume was mainly carried out by sea and then by road transport. With the start of the war, due to the security problems in the northern part of the Black Sea and the sanctions that have been implemented or are likely to be taken, the freight transport between the countries has either stopped or greatly decreased. Therefore, we are also on the affected side due to this decreasing trade volume.

We can show that one of the most important effects of the war is the increase in energy costs. Significant increases in energy costs in a short time emerge as a serious burden on us as port operators. Uncertainty over Russian and Ukrainian cargoes, the inoperability of existing lines creates a serious uncertainty. Subsequently, some of the port capacities have to be reserved for cargoes that have to wait due to this uncertainty. Although these events put serious pressure on us, we continue to provide quality port services to our customers.

You have been managing the General Directorates of Gebze and Gemlik terminals. This means serving many of the same customers in two different regions. What are the advantages and development opportunities of managing two ports?

Even though we are in a better place compared to 2021, the accuracy of the information on the logistics network still has not reached normal levels.

Gebze and Gemlik ports are unique with their service range. Both terminals have a special place for us. Gebze is our first port, which we call the 'Home Terminal' of our group, and Gempot is Turkey's first private port. The contribution of our two ports to the national economy and the history of our company have great importance.

While combining the two ports under single management, we also made changes on the structure and assigned our most experienced colleagues specifically to the ports. By providing transitions between departments, we gave new responsibilities to our employees where they could be most productive. In this way, we can strengthen our teams by completing the experience transfer quickly.

When we compare, we are talking about two very similar ports in terms of organization, equipment, and customer range. The biggest advantage is here. With our customers, we can take our decisions faster, offer wider opportunities and manage all processes from a single point. We can increase efficiency with standardization. We can ensure that best practices between ports and are able to provide quality of service with an increasing momentum. We plan team and equipment jointly as two ports at necessary points that allowing us to produce more flexible and efficient choices.

These factors increase the synergy between the ports and contribute to our way of doing business. It is not easy to create these changes and synergy that I have briefly summarized, which takes a lot of care and effort to implement this combination, synergy and joint working principles between our two ports. We can see this part as a disadvantage, but we manage this whole process as a team. We are confident that by increasing the experience of our colleagues, the positive results, in the long run, will be reflected in our continuous improvement and increase in our service quality.

When we look at all the responsibilities you have at YILPORT, GLC, the central planning unit stands out, as we can call it the only one in the Mediterranean and Europe, which is one of the most impressive works of the company. What is GLC, and what is your role in GLC since its establishment?

GLC is also of great importance to me because we decided to establish this structure as a result of the data and experience, we gathered from many terminals over 5 years and made it operational in 2015. Since 2015, dozens of new friends have joined us and emerged as an expert



YILPORT Gemport

team with robust know-how over the years. It is a great honor for me to be the leader of this dynamic and successful team with all the different tasks I have taken from the inception of the idea to this day.

What has YILPORT achieved with the GLC concept? How many of the targets were set when establishing the GLC?

Our mission as a company has always been clear, to be among the top 10 international terminal operators by 2025. From the first years we started working as a company, we focused on generating various innovative ideas under this mission. As a matter of fact, GLC is a concept in which many of the tasks we have uncovered because of these studies are held out through a central structure.

GLC's core goal is to centralize skills, knowledge, and communication to provide

productive and efficient services for all YILPORT Terminals, thus generating best practices for its customers worldwide.

Currently, 12 ports located in different countries and continents operate in an integrated manner with GLC. To summarize structurally, it is a department where quay, yard, ship planning and equipment monitoring, Customer Services, Reporting and Operational Data monitoring are performed centrally 24/7. With our technological infrastructure, employees can monitor ports with TOS, CCTV and other equipment tracking systems while maintaining communication as if they are in the same port without distance. To exemplify, a planner can make radio calls as if he is in the same port as our operator, thousands of miles away, and can follow the equipment, the instant data from all ports and

We are a message away from our chairman and board members, YILDIRIM Group's top executives, and everyone in YILPORT Holding's Executive Committee.



to this rapid communication, we promptly evaluate our issues and arrive at solutions.

We are focused on many variable effects due to the pandemic and ongoing war neighboring Turkey. Hopefully, we could have been able to overcome many difficulties arisen due to these reasons that I have mentioned in the last two years. We owe this to our coordination and close work with our business partners. We continue with the mutual support we give to each other. In this context, I would like to thank all our business partners for their contributions.

make all necessary internal and external reports instantly, even if they are not in the same country. They can quickly respond to customers' instant operational questions and requests accordingly. Thus, as YILPORT, we are the first port operator to manage all these processes from a single center globally.

Thank you for this delightful interview. Finally, what is your message to our customers?

Same here. At YILPORT, we work with all colleagues to ensure that our service quality is always at world standards and moving further. We will always keep these services at the utmost level with equipment investments, capacity increases and process improvements. We make our investments wherever is needed. Both within the philosophy of YILPORT and YILDIRIM Group, every study supported by reason and scientific methods is evaluated and concluded in the fastest way possible. We are a message away from our chairman and board members, YILDIRIM Group's top executives, and everyone in YILPORT Holding's Executive Committee. And thanks



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- 2022



Container
129,741
TEUs



General Cargo
444,826
TON



Ro-Ro
5,778
CEUs



YILPORT Holding
NORDIC Region
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Update On the Expansion Project at YILPORT Gävle Container Terminal

Since last quarter, a lot of training and test driving has occurred past months to make sure that everything will operate at best practice. The terminal will be ready for the expansion celebration with a big event after completing the rest of the construction works.

The construction of the third and last RTG block has started during the first quarter. It is also the final large area left in the plan that will be asphalted. Afterwards, the expanded yard will be operational to stack up the containers.

The final testing on the RTG cranes has been started during the first quarter. It is to be completed during the early weeks of the second quarter. In March, YILPORT Gävle constructed a meeting with trucking companies to ensure that RTG operations run smoothly when introduced during the spring. At the meeting, crucial safety measurements and different traffic flows were discussed along with other important changes that happen during the implementation.

The food inspection facility is under construction and is to finish in 2022. The facility is needed for YILPORT Gävle to import containers with food. The National Food Agency will be able to inspect the food goods within the containers to ensure that everything is handled safely to continue transport to the end destination.

In May of 2022, YILPORT will host an inauguration to celebrate the expansion and official opening of the container terminal.

Expansion at Gävle Container Terminal

YILPORT Gävle Activates the Intermodal Terminal

To meet the demand for intermodal transport, YILPORT is now activating the existing intermodal terminal in the Port of Gävle, Fredriksskans. One reason is stated to be that the EU’s mobility package, which enters into force in 2022, may change the conditions for commercial traffic and may mean a shortage of drivers and a price increase for road transport.

With the intermodal terminal activated, YILPORT covers more parts of the logistics chain. The combined terminal will cover 50,000 sqm and is located close to both warehouses and quays. The areas already exist in YILPORT’s area in Gävle harbor and at the site of the intermodal terminal, there are 550 meters of railway tracks from before.

- Many of our customers want to be able to change traffic types efficiently. We see an increased need for rail transport due to the green transition and the potentially increasing costs for road transport, comments Håkan Bergström, Sales Director at YILPORT Nordic. YILPORT will offer complete solutions for combined traffic management in lifting, shifting, storage and stuffing of trailers and containers. YILPORT Gävle is investing in two new reach stackers with trailer lifting capacity to cope with it.

- There are many changes in the logistics chains right now. Thus, it requires more environmentally friendly transport. In the intermodal terminal, pricing will be competitive and more in line with the market for railway terminals, says Håkan Bergström



Håkan Bergström
Sales Director
at YILPORT Nordic



Intermodal Terminal



Additional Five Train Arrivals Per Week to Stockholm Nord

YILPORT Stockholm Nord receives many trains with container goods every week. An increased market demand for intermodal transport has led to an additional train line starting to go to YILPORT Stockholm Nord.

During the first quarter, the number of train arrivals increased by another five per week. The new train shuttle runs directly between Gothenburg and YILPORT Stockholm Nord. The trains run on a fixed timetable and are optimized for intermodal transport of trailers, containers, and tank containers.

YILPORT Gävle Strives Towards Lower CO₂ Emissions



During the past years, YILPORT Gävle has shifted from diesel-fueled equipment to a mix of electric and HVO100-driven equipment. And since 2022, YILPORT Gävle is only using electricity from renewable sources.

At the YILPORT Gävle container terminal, the cranes are electrically powered, and other types of machinery are used in port operations by

HVO (synthetic fossil-free diesel) powered or electricity. To lower the emissions, cranes are gradually being converted to electrical cranes, and the quays are being prepared to supply the ships with onshore electricity in the future. On-shore electricity would lower the CO2 emissions and noise from vessels, contributing to a better work environment.

Above
YILPORT Gävle

Strong First Quarter for YILPORT Oslo



YILPORT Oslo starts strong in the new year after gaining volume during the past year due to the Short Sea segment and boosts in overall sea shipping. And YILPORT Oslo is ready to handle more volume over the quay wall.

To be ready to handle more cargo, YILPORT and Port of Oslo have invested in new electric RTG cranes and environmentally friendly reach stackers that are all up and running since the end of last year. With more equipment comes more versatility and higher productivity when serving different customers. During the past year, YILPORT Oslo also invested in more infrastructure such as additional yard space for container storage

YILPORT IBERIA

REGIONAL INFORMATION

Located among the Iberian Peninsula, YILPORT’s multipurpose 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- 2022



Container
293,716
TEUs



General Cargo
517,700
TON



Ro-Ro
11,237
CEUs

YILPORT Holding
IBERIA Region Sales
and Marketing
Responsibles

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X-PRESS Feeders to Call YILPORT Ferrol

A new launch of Algeciras Canarias (ACX) service of X-PRESS Feeders line started to call YILPORT Ferrol.

This new service will be used by prominent shipping lines, such as ONE, COSCO-OOCL, CMA-CGM, MAERSK, HMM, Hapag Lloyd.

YILPORT Ferrol, the deepest container terminal in the Atlantic Coast of Southwest Europe, offers links through a quay wall of 1,450 meters, 20 meters' deep draft, and an annual container handling capacity of up to 400,000 TEUs.

Thanks to the connectivity of X-PRESS Feeders' ACX Service via Algeciras hub (TTI & APMT), the import and export customers of the Galicia Region will be able to connect to/from origins and destinations of Far East-Asia, the U.S.A., Latin America, Africa, Eastern Mediterranean, the Middle East/India, Canary islands and Agadir, Morocco.



Connectivity Table to/from YILPORT Ferrol Container Terminal

CONNECTIVITY TABLE TO/FROM FERROL			
EXPORT FROM FERROL TRANSIT TIME (DAY)		IMPORT TO FERROL TRANSIT TIME (DAY)	
FAR EAST CONNECTIVITY THROUGH ALGECIRAS THE Alliance - Asia-North Europe service - FE4		FAR EAST CONNECTIVITY THROUGH ALGECIRAS THE Alliance - Asia-North Europe service - FE4	
FROM FERROL TO		FROM TO FERROL	
SINGAPORE	28 Days	QUINGDAO	40 Days
QUINGDAO	36 Days	PUSAN	38 Days
PUSAN	39 Days	NINGBO	34 Days
NINGBO	42 Days	SHANGAI	31 Days
SHANGAI	45 Days	YANTIAN	27 Days
AMERICA CONNECTIVITY THROUGH ALGECIRAS COSCO / OOCL / ONE - East Med-America service (EMA)		AMERICA CONNECTIVITY THROUGH ALGECIRAS COSCO / OOCL / ONE - East Med-America service (EMA)	
FROM FERROL TO		FROM TO FERROL	
NEWYORK	11 Days	NEW YORK	17 Days
NORFOLK	13 Days	NORFOLK	15 Days
SAVANNAH	15 Days	SAVANNAH	13 Days
SOUTH AFRICA CONNECTIVITY TO ALGECIRAS Maersk / ONE / DAL - SAECS (South Africa-Europe Container Service) / SRX		SOUTH AFRICA CONNECTIVITY TO ALGECIRAS Maersk / ONE / DAL - SAECS (South Africa-Europe Container Service) / SRX	
FROM FERROL TO		FROM TO FERROL	
COEGA	23 Days	CAPE TOWN	36 Days
DURBAN	29 Days		
CAPE TOWN	38 Days		
SOUTH AMERICA CONNECTIVITY THROUGH ALGECIRAS Maersk / Hamburg Süd / CMA CGM - Med-ECSA service (Bossa Nova / MESA / Sirius)		SOUTH AMERICA CONNECTIVITY THROUGH ALGECIRAS Maersk / Hamburg Süd / CMA CGM - Med-ECSA service (Bossa Nova / MESA / Sirius)	
FROM FERROL TO		FROM TO FERROL	
SALVADOR	16 Days	PARANAGUA	26 Days
SANTOS	21 Days	RIO GRANDE	24 Days
PARANAGUA	22 Days	ITA POA	22 Days
RIO GRANDE	24 Days	ITA JAI	20 Days
ITAPOA	27 Days	SANTOS	18 Days
ITAJAI	29 Days	ITA GUAI	6 Days
		TANGER MED	5 Days
MIDDLE EAST/INDIA CONNECTIVITY THROUGH ALGECIRAS CMA CGM / COSCO -		AMERICA CONNECTIVITY THROUGH ALGECIRAS COSCO / OOCL /	
FROM FERROL TO		FROM TO	
JEDDAH	15 Days	ISKENDERUN	17 Days
JEBEL ALI	22 Days	ALIAGA	15 Days
ABU DHABI	22 Days	ISTANBUL	14 Days
PORT QASIM	25 Days	PIRE AUS	12 Days
NHAVA SHEVA	27 Days	VADO	9 Days
MUNDRA	28 Days	LA SPEZIA	8 Days

*Given transit times may vary based on liners vessel schedules.



YILPORT Gathered with President of Portugal

Diogo Marecos, Regional General Manager, Corporate Affairs met Professor Marcelo Rebelo de Sousa, the President of the Portuguese Republic on February 24. The changes performed at Lisbon Port, and the YILPORT

Liscont investments were discussed. The President commented that YILPORT services provided at the port terminals in Portugal are essential for the Portuguese economy.

The Biggest Exporter Company of Limestones and Granite Visited Liscont Terminal



YILPORT welcomed Filstone at Liscont terminal last March 31, 2022. Filstone is an extracting company being the biggest exporter of limestones and granite in Portugal, headquartered in Fátima and with a branch in China. Filstone was invited to see YILPORT operations and to learn more about the ability of YILPORT Liscont terminal as the infrastructure that is closer to Filstone operations. Filstone Board Members Dr. Ricardo Filipe and Dr. Miguel Goulão were received by Diogo Marecos, Regional General Manager, Corporate Affairs, Bruno Vale, YILPORT Liscont General Manager and Diogo Castro Regional Sales and Logistics Senior Manager.

YILPORT Visited Bangladesh Ambassador at Portugal



Diogo Marecos, Regional General Manager, Corporate Affairs, and Bruno Vale, YILPORT Liscont General Manager attended a meeting with the Bangladesh Ambassador in Portugal Mr. Tarik Ahsan, with the Second Secretary Mr. Md. Alamgeer Hossain, and with the Second Secretary & HOC Mr. Abdullah Al Razi. The YILPORT terminals in Iberia as an alternative for the Bangladesh cargos were discussed.

Infrastructure Ministry Visit to Figueira Da Foz

YILPORT Iberia Regional General Manager, Corporate Affairs Diogo Marecos welcomed the Infrastructure Secretary of State Dr. Hugo Mendes, alongside with the Infrastructure Ministry staff at Figueira da Foz terminal last April 6, 2022. The Secretary of State boarded the Draga Sif R to watch the dredging work taking place in the bar of Figueira da Foz port, having also visited the port terminals, including YILPORT operations.



YILPORT MEDITERRANEAN

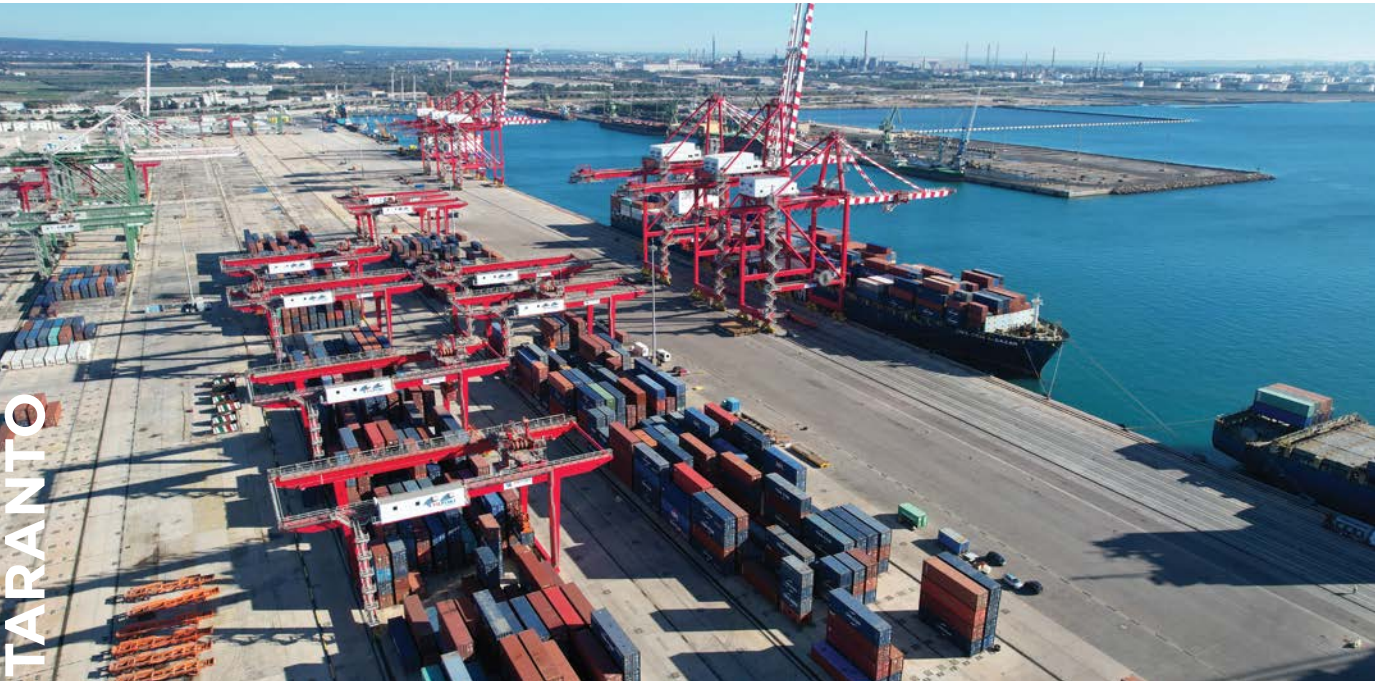
REGIONAL INFORMATION

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
Q1-2022



Container
385,382



**Malta Freeport Terminal**
Marketing Responsibles
marketing@maltafreeport.com.mt
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After YILPORT Takeover: New Signs of Life at Taranto

Two and a half years after YILPORT signed a 49-year commitment to upgrade, renovate and operate the container terminal of Taranto, vessel activity at the South Italian port seems to be on a rebound. Originally developed as the Taranto Container Terminal (TCT) of Evergreen Marine, the terminal was launched in 2001. In 2008, TCT became a joint venture between Evergreen and the Hutchison Group through a share swap.

The terminal however never gained any real traction and the post 2009 depression made running the terminal an uphill struggle, despite Evergreen's efforts to funnel traffic through Taranto. COSCO's rapid expansion at Piraeus furthermore siphoned cargo away from Italy and even Evergreen eventually gave in and moved its last Taranto mainline calls to Greece in late 2014.

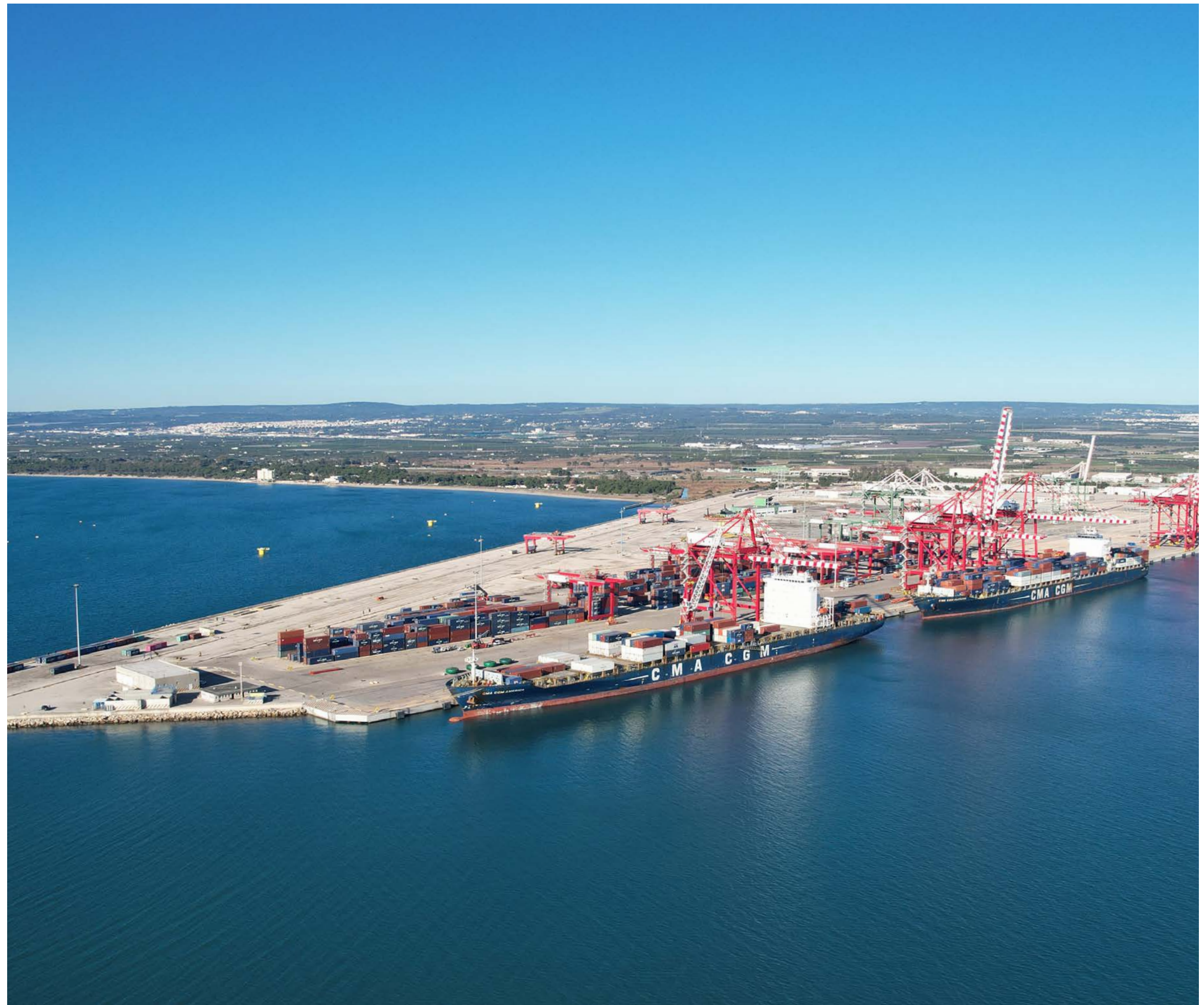
The Taranto Container Terminal company was thus liquidated in mid- 2015 and efforts to find a new concessionaire and re-boot the port failed.

August 2019. The company then made significant investments to renovate the terminal, which it marketed as YILPORT Taranto a combined container and multipurpose facility.

A first weekly container feeder from CMA CGM started calling in July 2020 and full-scale container operations were launched in 2021 with four STS and eleven RMG cranes. More recently, activity appears to have picked up with ad hoc and semi-regular calls by ships of up to 5,100 TEU. In January, these included the CMA CGM ALCAZAR and GSL CHATEAU D'IF of CMA CGM.

YILPORT said the modernized Taranto terminal was well placed to serve liner shipping ahead of a global recovery in 2022.

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Onshore Power Supply Project

Malta Freeport recognises its responsibility to protect the environment and to minimise, as far as it is safe, practicable and economically sound, any adverse environmental impact of its activities. As such, various initiatives have been undertaken by MFT over the years.

In addition to this, a tender for a shore-to-ship project was issued in January. Once operational in 2024, the project would lead to cleaner air, less noise and vibration and less CO2 impacting the atmosphere further strengthening Freeport’s environmental credentials as well as significant-

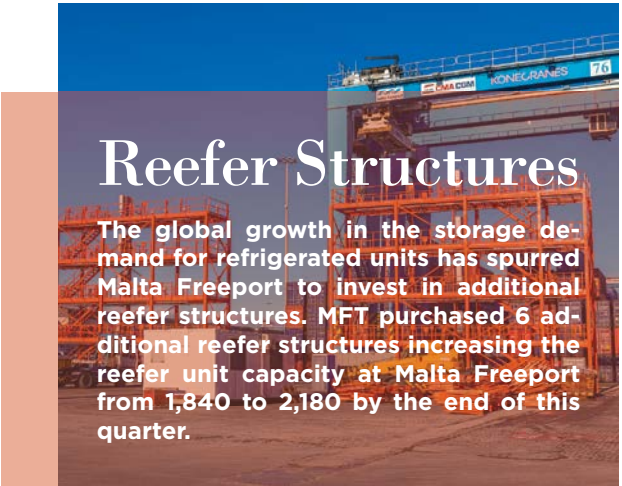
ly reducing any inconvenience to the residents caused by engines of berthed containerships. It will be equivalent to a savings of 4,000 tonnes of CO2 per year. The project will cost around €13 million and co-financed by the European Union through the Just Transition Fund. The OPS project will help the country meet European environmental targets to reduce the country’s emissions by 55% by 2030 and make Europe carbon-free by the year 2050. The project is to be ready in 2024. Malta Freeport looks forward to assisting the maritime industry in its call for a greener and cleaner economy.

Strengthening the Safety Culture

The Company is determined to continue working as one team to maintain and further improve the safety standards at Freeport. The regular workshops are being organised for Management as focused on four main pillars, namely safety as a top priority, the importance of instilling a safety leadership and an increased focus on major risks and a review of the safety performance of workers. Following February’s workshop, Gemba walks have been implemented within the management processes and kicked in during March.

Reefer Structures

The global growth in the storage demand for refrigerated units has spurred Malta Freeport to invest in additional reefer structures. MFT purchased 6 additional reefer structures increasing the reefer unit capacity at Malta Freeport from 1,840 to 2,180 by the end of this quarter.



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- 2022



Container
136,911
TEUs



General Cargo
430,329
TON



Liquid
8,853
M³



YILPORT Holding
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11 RTGs Arrived their Homeland at YILPORT Puerto Bolívar

YILPORT Puerto Bolivar continues to expand its operational capacity with 11 E-RTGs type cranes that arrived from Oita, Japan manufacturer Mitsui E&S Machinery Co.

With an approximate investment of US\$14 million, these 11 ERTG cranes will provide greater ease and speed in the operation of containers. The incorporation of this equipment responds to the Modernization and Expansion Project promoted by YILPORT in the Puerto Bolívar terminal. So far, this important port in the country has 17 E-RTG cranes, 2 Ship to Shore (STS) container cranes and 2 mobile cranes. To comply with the equipment programming, 4 STS cranes and 1 additional ERTG-type crane to be received this year.

The arrival of the machinery will strengthen the port operation (export/import) of containerized cargo, one of the main objectives outlined by this public/private alliance and between the private administrator YILPORT and the State to position the port as one of the most competitive in the southern zone of Ecuador.

In parallel to the investment in equipment, 450 meters long new berth (No. 6) project continues. The terminal will have a capacity of 600,000 TEUs and other expan-

sion works that include new container yards, a refrigeration warehouse and new access roads with an approximate investment of 176 million dollars.

YILPORT moves a significant percentage of banana cargo and is currently the port with the highest tonnage of concentrates of mining products in Ecuador.



Event for the Arrival of 11 RTG Cranes and Wind Project Minas De Huascachaca

YILPORT Puerto Bolívar officiated an event for the reception of the 14 wind turbines of the Minas de Huascachaca Wind Project and for the arrival of the 11 E-RTG cranes of the terminal.

The formal reception ceremony was attended by the Minister of Transport and Public Works, Marcelo Cabrera, and the Undersecretary of Electric Power Generation and Transmission of the Ministry of Energy and Non-Renewable Natural Resources, José Medina. In addition, the senior managers of Elecaustro and Don Fang Electric, the Governor of El Oro Fulton Serrano and the Prefect Clemente Bravo attended.

In the interventions carried out, it was highlighted that the 11 cranes improve the level of port service, offering shipping companies a better infrastructure with state-of-the-art technology, which will allow them to have better performance rates. Regarding the Huascachaca Wind Project, the extensive management carried out to achieve it was commented, which in addition to providing renewable energy also allows generating development in its hinterland.

TPE Paita Berth, Strategic Hub for the Seaborne Trade is Extended

TPE Paita is a strategic hub of intermodal connection in the Atlantic-Pacific region. Recently terminal completed the 60 m extension project on the container's berth, and it is in getting the final acceptance process from the National Port Authority.

On the 13th of February, a trial test conducted on the extended berth (300 m + 60 m) and for the first time in the history of Paita, the terminal received 2 vessels simultaneously. TPE Paita offers high-quality standards, efficiency, safety, and know-how for the international seaborne trade.



PUERTO BOLIVAR

5 years of contribution to the Port Industry and Foreign Trade of southern region in Ecuador

In March, YILPORT Puerto Bolivar celebrates its 5th anniversary, celebrating 5 years of having taken over the operations of the Puerto Bolivar terminal under the public-private partnership model with the Ecuadorian government. Currently, Phase 1 Investments continue to be made with the purpose of turning Puerto Bolivar into one of the most efficient and best equipped port terminals on the west coast of South America.

CAPACITY



- Container: 500,000 TEU
- General Cargo: 3,600,000 Tons
- Ro-Ro: 50,000 CEU
- Reefer Plugs: 1,502

BERTHS



- Length 660m + Dolphin
- Finger Pier: 2 x 120m
- Access Channel: -14,5m (MLWS)
- Turning Basin: -14,5 m (MLWS)
- Berth 3-4: 12,50m (MLWS)
- Berth 5: 14.50 m (MLWS)

EQUIPMENT



- 2 STS (62m/22 row)
- 17 RTG
- 4 MHC
- 36 TT
- 5 RS
- 2 EH

EQUIPMENT INVESTMENT

Puerto Bolivar has implemented modern cranes with cutting-edge technology that will allow the terminal to serve large ships with a capacity of 18,000 TEU to 24,000 TEU.

- 2 Gantry Cranes or STS for operation with ships (reach 62 m / 22 rows)
- 11 E-RTG cranes for the handling and storage of containers in the yard (range 1 over 6 high and 7+1 wide)

invested **122 USD** million to be invested **188 USD** million for Phase 1

2023

- 4 Gantry Cranes or STS for operation with ships (reach 67m / 24 rows)
- 1 E-RTG crane for the handling and storage of containers in the yard (range 1 over 6 high and 7+1 wide)



COLD STORAGE WAREHOUSE

With investments in modern facilities, the terminal goal is to store more perishable products, available in 2023.

square meters **7,500**



7,500 m² of surface will be used for the construction of a refrigerated warehouse that will be available for the storage of fresh and frozen cargo. The facility will count with

- 9 Storage cells 16 x 20 m for bananas, 13 14 Celsius degree, 5 750 pallets throughput
- 1 Storage cells 16 x 20 m for shrimps, -25 Celsius degree
- Each storage cell will include a racking system capable of stacking pallets 3 high

Reefer Plugs

In total 1365 connection sockets are available in the terminal with monitoring system.

By October 2022 a total of 1,540 reefer plugs will be available on container racks in the terminal yards.

BERTH CONSTRUCTION



MASTER PLAN

- 150 meters available for last months on 2022.
- Total 450 meters ready on 2023.
- Depth -16.5m (MLWS)

The new wharf is built next to the existing infrastructure in a northerly direction. This berth will have an extension of 450 meters and a depth of 16.5 meters, designed to serve large capacity container ships and the implementation of large gantry cranes.

New Gates

There will be a completely new infrastructure for the entrance and exit of the terminal, increasing the number of gates including the OCR system, which will facilitate entry and exit operations. They are estimated to be ready in mid-2023 .



Gate Automation Update

YILPORT Puerto Bolívar has successfully implemented automatic checkpoints, where entry and exit processes are carried out faster and more efficiently.

In total, 5 checkpoints have been automated and are available 24/7, with an average of 30 seconds per transaction.

The checkpoints have cameras that detect the license plate of the vehicle and a digital screen in which the driver only must confirm his data.

With this implementation, which goes hand in hand with the terminal's zero paper policy, the entry process not only speeds up but also becomes process more productive and secure.



450 meters Length
Channel Access
and Turning Basin
-16.50m (MLWS)

New Madrid Branch Office to Expand in Iberia Market



Transitex opened a branch in Madrid, Spain. This new branch office is currently the company's 5th in the country and 9th in Iberia.

Founded in Spain in 2022, Transitex already had branches in the country: Badajoz, Seville, Valencia, and Vigo. Now, Transitex is in the capital with an office entirely dedicated to air cargo. With a team of experts in air transport, the new office is located right in Barajas International Airport Cargo Center.

Transitex Spain was already a certified IATA agent, but now with a dedicated team, it is expected that air cargo will occupy a bigger slice of its annual sales.

Back to On-Site Events- Agroexpo 2022



Transitex started its official come back to trade shows with its presence as an exhibitor in Agroexpo 2022. From March 2 to 5 a team of Transitex collaborators was present at the fair, representing the brand and making business.

Held annually in Spain, in the Extremadura region, Agroexpo is an event completely focused on the agricultural sector. Transitex was founded in Extremadura, in the city of Badajoz, and its oldest clients are from this region. With the long pause forced by the pandemic, this year's edition was even more important, as it presented a chance to finally network and create connections with customers.

Next on Transitex's team agenda are FRUIT LOGISTICA, in Berlin, and APAS Show, São Paulo.

Transitex is One of the TOP 100 Companies in Mozambique



KPMG presented the 23rd edition of its magazine "The TOP 100 Companies in Mozambique". Transitex was placed 62nd in the general ranking and 10th in the Transport & Storage sector ranking. The study carried out by KPMG on the construction of the various Mozambican rankings considered data from the country's private sector during 2019 and 2020.

Founded in 2007, with a team of just 2, Transitex Mozambique currently employs 62 people in an infrastructure that includes 6 offices, almost 10.000m2 of warehouse space and a fleet of its trucks. It has been operating in the Mozambican market almost for 15 years with a local structure that, in synergy with the global Transitex team, has ensured sustainable and consistent business growth throughout this period.

In January 2021, Transitex announced that would be a year of consolidation of the company's expansion in Mozambique, the company's big bet for 2019 and 2020. Therefore, it was with great pride that Transitex saw the recognition of the investment that had been made in the Mozambican market, particularly after the results were achieved in 2020. It was in that year that, for the first time, a turnover of more than one billion metricates was achieved in Mozambique. Against business tendencies caused by the pandemic, Transitex Mozambique still was able to achieve its best results ever in 2020.

Transitex credits its full consolidation in Mozambique to its local team, which was able to combine technical competence with innovation.



Technology Addiction and Traffic Safety



YILPORT Gemport Terminal Tractor Operators took training on "Technology Addiction and Traffic Safety" by Psychological Counselor and Psychotherapist Özlem Çelik Gürbüz.

The subject of the training was to inform our employees about the risks of technology & social media addiction while using equipment & vehicles. In addition, they were informed about the positive & negative effects of Technology Addiction, such as smart phones and the Internet, on the biological, personal, and social levels and ways of coping with preventive mechanisms against technology addiction.

Gemport Celebrated World Medicine Day



The most important milestone of port operations & terminal management is to conduct healthy and safe operations. At YILPORT Gemport, we have presented flowers to our Health Personnel to express our gratitude, who continue to support us 24/7 for the health and safety of our employees on 14 March Medicine Day with the Human Resources and HSE team.

Celebrating World Women’s Day Globally



The place of women in business life has been evolving in all society, making their role more and more relevant in different scenarios.

In the case of Puerto Bolivar, with YILPORT’s entrance to the terminal, it has changed from being a port in where the women’s contribution limited to administrative positions, to the port where women hold positions such as crane operators, operations assistant manager, supervisor, security chief, tally and among others.

YILPORT Puerto Bolivar gave small gifts to 53 women working at Puerto Bolivar terminal on International Women’s Day, 8 March to thank them for their hard work and dedication.

In addition, these gifts have great significance in terms of both the recognition and contribution to society. In this organization, YILPORT Puerto Bolivar worked with a non-profit foundation called as “Mundo Inclusivo”. The foundation aims to provide education to mothers of children with Down syndrome. In this event, these mothers gave these small gifts to the women working at YILPORT Puerto Bolivar.

Thanks to this organization, they can use economic earnings to cover their children’s treatment and education expenses.

Above
YILPORT Puerto Bolivar worked with “Mundo Inclusivo”

GEMPORT MADE DONATION TO MOR SALKIM WOMEN'S SOLIDARITY ASSOCIATION

As YILPORT Gemport we have donated to the Mor Salkim Women's Solidarity Association on behalf each of our women employees, and our General Manager Mr. Cem GOKTAS and our HR team distributed flowers and certificates to our women employees.



Training Time for Taranto!



In February, as YILPORT Taranto we have conducted Terminal Tractor training session in our site with 16 employees from the Operations Department. As part of the initial practice training for the beginners and the training is also a step towards the ultimate goal of multipurpose operators.

In scope of the training, a path with obstacles was created on site by the trainer. Employees completed the tasks with patience, determination and engagement!



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

