# CONNECTED YILPORT HOLDING'S ECT STAY CONNECTED



YILPORT HOLDING'S HALF YEAR BUSINESS RESULTS CONFIRM STRONG GROWTH



TOPTALK
INTERVIEW
YILPORT HOLDING
CTO
RAYMOND HOHLE



NEW QUAY CRANES AT GÄVLE CONTAINER TERMINAL



YILPORT HUELVA: THE RIGHT BET IN EFFICIENCY AND CAPACITY



YILPORT PUERTO BOLÍVAR HOSTED REPRESENTATIVES OF THE AMERICAN CONSULATE

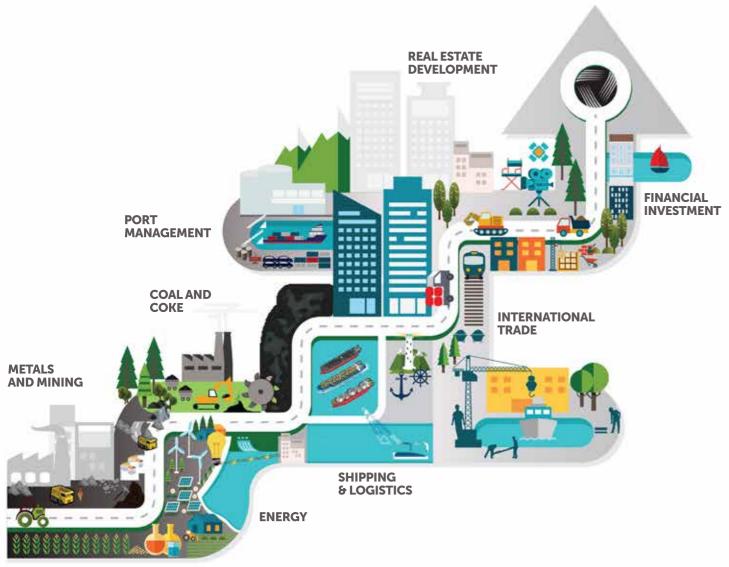






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Ece YAVUZ







Semi-year review

YILPORT HOLDING'S

2021

Half Year Business Results
Confirm Strong Growth

Holding

# YILPORT HOLDING'S

Half Year Business Results Confirm Strong Growth

Drewry listed Yilport in 11th place among international container terminal operators, as the company's steady growth continues to rank among the top 10 in 2025.

Yilport Holding's owned terminals across the world handled 2.506.000 TEU containers in the first half of 2021, recording 18% growth compared to H1 2020. Yilport's global portfolio also recorded 5.470.500 tons of general cargo volume, %13 more than H1 2020; and 1.788.100 cubic meters of liquid cargo, 3% more than H1 2020. The company recorded a consolidated 19% revenue growth compared to the same period of 2020. On the investments side, 2021 started with a huge order portfolio of 17 STS cranes and 42 RTG's, with delivery dates throughout 2021. The company reached 14.750.000 TEUs consolidated annual container handling in 2021 through its global portfolio.

Drewry listed Yilport in 11th place among international container terminal operators, as the company's steady growth continues to rank among the top 10 in 2025. Yilport also kept its double-digit growth tradition again by 18%, far over Drewry's outlook for 2025, as the container terminal industry is forecasted to grow by only 5% in the next 5 years.

In Turkey; Yilport Gebze, Gemport, Solventaş, and Rotaport terminals had a volume of 631.000 TEUs in container handling, 2.460.600 tons of general cargo, and 1.771.800 cubic meters of liquid cargo. Yilport's terminals in Turkey performed double digit revenue growth in the first half of 2021 by 16% compared to the first half of 2020. The main driver was container growth, 26% more than the first half of 2020 volume. The ongoing infrastructure investments boosted performance as Gemport received 4 new quay cranes, becoming the only terminal in Marmara Region to offer 8 quay cranes on a single linear berth. Yilport Gebze's ambitious railway connection project also started in 2021 and will be active at the end of the year, when cargo trains will directly connect to Yilport Gebze and Rotaport terminals.

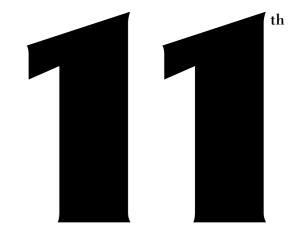
In the Nordic region; Yilport Gävle, Yilport Oslo, and Stockholm Nord terminals overall handled 260.100 TEUs container cargo and 862.700 tons of general cargo. Despite a strong 15% volume growth in Yilport Oslo, the container volume was up 5% compared to the first half of 2020 in the Nordic Region. The highlight of investments in the first half of 2021 was the 3 Super Post Panamax semi-automated STS cranes, and 6 semi-automated RTG's in Yilport Gävle, which will be operational before the end of 2021.

Yilport Gebze's ambitious railway connection project also started in 2021 and will be active at the end of the year, when cargo trains will directly connect to Yilport Gebze and Rotaport terminals.

In Iberia, the terminals had a volume of 593.300 TEUs in container handling, and 1.343.100 tons of general cargo. Container volume grew by 10% and general cargo volume grew by 5% compared to the same period of 2020. Yilport Holding also continued investments in the Iberian Region. In Huelva, 3 Super Post Panamax STS cranes have been commissioned. For Liscont, 3 Super Post Panamax semi-automated STS cranes are being manufactured, and they will be operational by the end of 2020.

In the Latin America Region, Yilport terminals handled 292.000 TEUs containers and 804.200 tons of general cargo. The terminals recorded 12% growth in container business, and 25% growth in general cargo. Investments and development projects are continuing for Puerto Bolívar, TPE Paita, and OLG (operating in Puerto Quetzal). In Puerto Bolivar, 2 new Super Post Panamax STS cranes are operational as of 2021, and 4 more Super Post Panamax semi-automated STS cranes are being manufactured to be shipped in 2022. On top of that, 6 new RTG's are also commissioned at the terminal.

Yilport's San Cataldo Container Terminal in Taranto, Italy, started its transformation into a fully equipped terminal in 2021. 7 STS cranes, 16 RMG's, in addition to the equipment park, and civil infrastructure are being revamped completely. The majority of the work is completed, and 4 quay cranes are operational as of the first half of 2021. The terminal will be fully operational at the end of this year, bringing 2.000.000 TEUs annual handling capacity to the Mediterranean.



BIGGEST GLOBAL CONTAINER TERMINAL OPERATOR

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Holding Holding

# YILPORT Attended BlackSea Ports & **Shipping Conference**

'The 9th Black Sea Ports and Shipping' as one of the biggest conference for container ports, shipping and transport logistics in the Black Sea region, held in Istanbul, Taksim.

Delegates made a technical visit to YILPORT Gemlik Terminal. A three-days programme which was supported and sponsored by YILPORT, brought together leading companies in the global transportation and logistics sector.

YILPORT Holding co-CEO Nicolas SARTINI made 'Opening Remarks', and YILPORT CMO Erhan ÇİLOĞLU made presentation about 'New Transshipment Hub in the Marmara Sea.' During the conference YILPORT Holding Presented YILPORT Ankara Intermodal Terminal Project for the 'First Time'. The logistic platform which is located in the capital city of Turkey, Ankara will connect Europe via maritime and rail routes.

In YILPORT Gemlik terminal, delegates made a tour and informed on company's portfolio and recent/future investments to be made to rank among the top ten port operators by 2025.

co-CEO Nicolas SARTINI made following remarks; "BlackSea will be even more strategic. With the recent developments and new gas discoveries; many large investments are coming to the region. This will be a huge game changer in the region. And we as YILPORT will participate in this game.

CMO Erhan ÇİLOĞLU made his presentation on 'New Transshipment Hub in the Marmara Sea.' After his presentation he presented YILPORT Ankara Intermodal Terminal Project that has been made with Başkent Organized Industrial Zone. "The construction is going quite well. It will be opening in 2021. First idea is to sub weekly trains to İzmir, Mersin and İzmit Bay areas. This is not a competition to any sea port. This is also a connectivity for each port. We will be serving with Eti Logistics brand. We will have this weekly trains that supporting Ankara."



With the recent developments and new gas discoveries; many large investments are coming to the region.





Delegates visited Gemlik ter



YILPORT Executives with guests



YILPORT Holding CTO

# Raymond HOHLE

"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 background information on you?

I was born in the Netherlands and started my career with the Royal Dutch Navy submarines in 1987 as a technical specialist for four years. After this, I started working in Ports around the world. Mainly in Africa, the Middle and the Far East at discharging bulk vessels with the mobile equipment inventory of Nectar. After this, I moved to offshore installations as a commissioning engineer and developed myself further in the machine manufacturing industry and automation, where I worked as a site engineer on different projects around the world and later as service area manager for the Far East with Stork. I proceeded to work for specialized machine manufacturer Bopack for tailor-made equipment as technical manager before I moved back to the port industry. In 2006 I joined APM Terminals as Senior Manager in Technical services at Rotterdam in where I expanded the technical organization, implemented a control room and onestop-shopping principle. This one-stop-shopping principle allowed the internal customer(s) with a single point of contact who could answer all questions and support their operational needs. With this team in a centralized control room, the operators had real-time access to all equipment on the terminal via different systems regarding the status, planning, breakdowns. The necessary access to the breakdown history of a piece of equipment would allow them to proactively approach the customer and inform them of reoccurring problems that could be addressed proactively at the most convenient time and avoid or minimize the unplanned operational downtime. The equipment operator was also directly able to contact a technical expert to remotely assess the issue and prepare all necessary people and parts for a quick repair, at site or in the workshops, if the item couldn't be solved if needed. By combining all these activities into the onestop-shopping principle, the planned works could be organized better around the operations and resulted in the best-performing terminal for EMEA that year.

In 2013, I was asked to join the team in Australia to build the semi-automated greenfield Terminals in Sydney and Brisbane for Hutchison Ports as the Head of Engineering. There we build two container terminals, and a rail intermodal, in stages with remote controlled automated stacking cranes as the first operator and completed the first stages of these projects successfully. For this we set up a new team with best practices from different industries and build a completely new organization with required planning and maintenance systems and technical expertise to support the operations. With the team there, we had managed a significant improvement in the operational turnaround times for Yard and Quay side operations and improve the equipment to meet these needs.

Over the years, I have been able to work on five different continents, more then 20 countries, and develop good knowledge from the manufacturing and production industries for automation and asset management; and most of all; working with multicultural teams at the different locations. All the best practices allowed me to use and develop teams for automation, asset management and operational excellence within the port industry and improve where needed in line with the strategy we had chosen for these terminals. Thus when YILPORT approached me to join their journey to become one of the Top Terminal Operators in the coming years I was honored and eager to join the team to be part of this

Over the years, I have been able to work on five different continents, more then 20 countries, and develop good knowledge from the manufacturing and production industries for automation and asset management; and most of all; working with multicultural teams at the different locations.

Interview



expansion.

# How is your organization structure, how do you manage to coordinate installation among YILPORT terminals?

The portfolio of the company has been growing over the years and the increased amount and the technical services department needed to grow exponentially to provide the service and support needed at each terminal. To be part of the Top 10 we had to review our needs and possibilities with the current organization and skillsets as the team has been expanded over time with several experts. With the dedicated people in our teams that had done a great job over the years we defined a new Organizational structure that would allow for the necessary support, expansion and personal growth opportunities for our members and develop our knowledge further so we could become our own experts in the different fields. As part of the new Organization, we have allowed our regional structure to follow the business needs and we now have a technical director in each region across the 22 Terminal in 5 countries. With a variety of people from different background and Industries we now have a management team in Technical Services that compliments

each other with each of them an expert on a different field ranging from Crane Engineers, Maintenance experts to Automation Engineers. The terminal organizations for Technical Services are remodeled in agile organizations and standard setup for roles and responsibilities to ensure each person's skills and expertise is used to their best possibilities. This allows us to provide the necessary support and service with the skills available and support other terminals with subject matter experts. Based on this model and with the changing technical specifications of equipment, standards and available people it is important that we train and educate our own people so that they can share their experience with other teams and terminals. This ensures we use the time and solutions in our advantage without re-inventing the wheel at each different location and or occasion. With this knowledge sharing approach we enable our team to work cross functional around the terminals and develop improvements and standardize our solutions

Recent arrival of quay cranes at YILPORT Huelva

To be part of the Top 10 we had to review our needs and possibilities with the current organization and skillsets as the team has been expanded over time with several experts. As we implement several projects, we are doing our best to meet the needs of the terminal within coordination of regional technical directors.

# 2021 has been another challenging year for all related to the ongoing pandemic. How have you managed to cope with the crisis, and every region received the projected equipment?

As soon as the COVID-19 started in early 2020, we took several actions to protect our people in the best way possible and to prevent potential exposure at the terminals to keep this under control. This situation resulted in terminals' splitting their technical teams into different groups and ensuring that there had been no interaction between the oncoming and off-going shifts.

We reduced the number of the staff in shifts to the minimum, and each skill was working in reduced shifts to ensure with people waiting at home ensure that we had a backup resource in case any of the teams or team members had tested positive. In addition we also stopped all the business travel. The downside of this approach was that we had a shortage of expertise on core overhauls and or breakdowns. When we initiated knowledge sharing, we established a platform for the periodic exchange of problems and ideas by our team members worldwide online. For example, this has resulted in us supporting our team in the Nordic region with hydraulic experts from Turkey by doing detailed crane testing and inspections in Antwerp via video link in Europe with our Technical expert in Spain.

# Can you tell us about the finished and ongoing project across YILPORT Holding's portfolio?

2020 started with a big portfolio of 17 Post Panamax and 42 RTG Cranes on order with delivery dates ranging between the end of the year reaching into the beginning of 2021. To support all this, we expanded our project organization with new engineers and a new director to make sure that we got the required quality and deliver our projects in time and within the budget.

With this new organization, we have been able to improve our equipment standards and implement the lessons learned from the terminal that allowed us to choose the best available equipment that delivered the required performance with the best operating cost. One of the biggest projects we have been working on was in Italy / Taranto for SCCT where we have been able to revamp 7 STS & 16 RMG Cranes, 2 locomotives, reach stackers, empty container

handlers, and terminal tractors, buildings, and water treatment systems. With only remote support from our HQ possible and with only the technical manager on site for the expertise we have completed the majority of these works and the few remaining items will be finished by the end of the yard bringing a 2M TEU terminal back in operations after 6 years.

Over the last 12 months, we have also been making a significant number of investments our terminals across the globe. With the recent development project in our portfolio, we have further developed and now optimize our terminal structures even more for providing the optimum service levels needed for the operations.

As an overview of projects managed by the project team over the last year, we can add the below items for ongoing and completed items.

# What are the recent equipment investments in Nordic region in specific?

In Nordic region at Gavle, three Super Post Panamax Semi-Automated Ship to shore Cranes, are currently being commissioned and expected to be fully operational before the end of the year. In addition, six semi-automated RTG cranes are at the commissioning stage, and they are expected to be fully operational before the end of this year. Also in Sweden, we recently have received two tractor-trailer 4x4 combinations. In addition to the eight combinations coming in the 4th quarter of this year,

YILPORT Gavle



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one container mover was delivered with an additional one coming in 2021, and two electrical forklifts to support our operations in the automated paper warehouse. In Norway in our Oslo terminal, the Delivery of 3 Automation ready RTG's last June, in cooperation with the local Port Authorities. 3 New Reach stackers and 2 Empty Handlers are currently on their way and expected to be handed over in the coming month.

## The terminals in Iberia are in overall development progress. What are the achievements in the equipment investment?

In the Iberia region, we also continue our projects in Portugal and Spain. At Leixoes terminal in Portugal, 6 Semi-Automated RTG cranes are currently in the first commissioning stage. It will get prepared for being fully automated and handed over by the end of this year.

The major overhaul/ revamp for the 1st batch of STS and RMG cranes is planned to be started next month, and the last one will be completed in the mid-next year. With an additional 2 reach stackers are currently on their way and expected to be handed over in the 4th quarter, 8 Terminal tractors and 2 reach stackers were delivered within the last 12 months.

For our Liscont Terminal we have 4 Super Post Panamax Semi-Automated Ship to shore Cranes, for which the manufacturing almost finished, and which will be shipped by the end of this year and fully operational before the end of next year. 6 Semi-Automated RTG cranes are on-site and waiting for the final

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

works before they can be commissioned and expected to be fully operational by the middle of next year. The overhaul of the existing STS and RTG cranes is planned to start by the end of this year.

# YILPORT Holding also has a long-term strategic plan for Huelva terminal in Spain, what is the plan after the recent arrival of 3 STS cranes?

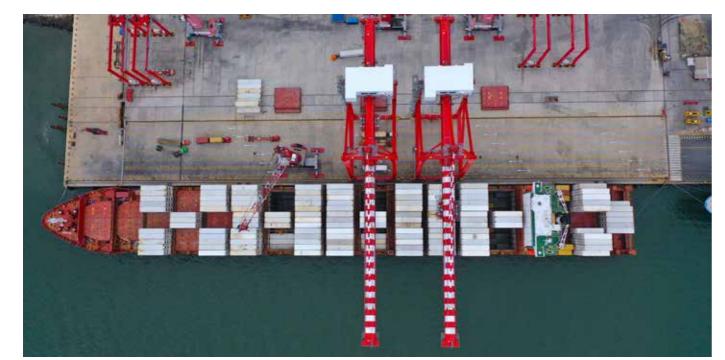
Three Super Post Panamax cranes have been transported from Belgium to Huelva with the first two cranes being already operationally available and the last one being commissioned and handed over in the next few weeks. One reach stacker and four-terminal tractors are currently on the vessel and expected to be commissioned and handed over in the next two months.

For the future expansion of the terminal, we are working with the major OEMs on the different possibilities for designing a new state-of-the-art automated terminal with sustainable solutions.

Gemlik Terminal in Turkey recently started operations with its 1kms linear berth with 8 STS cranes, will the project for Gemlik terminal have further expanded?

In Turkey, the four Super Post Panamax Ship to shore cranes have started operations after

**Below** YILPORT Bolivar



commissioning in the first quarter of 2021 at Gemlik terminal. The six RTG cranes have currently been awaiting the final works to be completed before the end of this year for further operational usage arrived at the terminal. The cranes will be starting the operations by the end of the year. The commissioning processes of the six terminal tractors have been completed and handed over for operations.

# Puerto Bolivar terminal, located in one of the largest banana farms, mineral hinterland country of Latin America, Ecuador, received first batch of STS cranes, how will the process move forward?

In Latin America, YILPORT Puerto Bolivar has been operating with 2 Super Post Panamax Ship to Shore Cranes as the beginning of this year. The manufacturing progress of the ordered 4 Super Post Panamax Semi-Automated Ship to Shore Cranes is ongoing and will be shipped next year. The six RTG cranes arrived at Bolivar with two post-Panamax cranes on the same vessel, will begin the operations respectively. Two of those six cranes are already operational when the remaining four will be operational before the end of this year.

In addition, the twelve RTG cranes are in the final manufacturing stage. We plan them to be operational by mid-next year. It has been few months since we received the delivery of thirty-six(36) tractor-trailer combinations. 2 reach stackers and 1 Empty handler have just been commissioned and handed over to operations. The civil works for the construction of additional berth and yard and reefer area are currently ongoing with the completion of stage 1 works finished by mid-2022. A significant number of projects are currently being prepared to help our terminal even further with their needs and requirements.

# How do you manage this amount of data in equipment controls?

One of the significant inhouse development is that our regional team in Turkey, and special efforts of Mr Zülküf Kasarcıoğlu , has developed an equipment enabler and tracking system called the "Z-App". It is an in-house designed, developed, and tested application from the team in one of our terminals at a very economical cost. And now it is ready for a further rollout for the next terminal commissioning by starting next month. With this system, we can enable equipment to people only well trained and optimize the deployment of the equipment based on their location for operational needs. Addi-

tionally, we can collect relevant data regarding Equipment usage and performance. It will allow us to further improve equipment and check availability and reliability.

As part of the planned expansion, a global spare parts system is being set up. It will allow us to compare the parts at any given location in real-time and ensure these are meeting similar technical requirements and usage. With this, we will be able to amend our maintenance strategy for parts based on actual usage and forecast the needs for the coming periods allowing strategic procurement of parts. Further development of this system and possibilities are currently being reviewed for further rollout within the Yildirim group of companies to improve our best practice and learn from others how we can improve this further

Alternative power sources for equipment and sustainable energy sources are investigated for future projects. Detailed discussions with different OEMs are ongoing for Technological Projects that improve our Equipment needs and performance and reduce our carbon footprint and greenhouse gasses moving forward to meet the highest standards.

Above YILPORT Gemli

Industry Outlook Industry Outlook





YILPORT Holding Sales & Marketing Director

"...many expert expecting a strong demand until 2022 Chinese new year..."

# **Quarterly Container Shipping Industry Outlook**

In the first half of 2021, Chinese ports throughput are up by 16% and the Main US west coast ports, Long Beach and Loss Angeles both grew by 40 % compared to the previous year same period, the numbers in US West Coast ports clearly illustrates the increased high demands in the US and facing severe congestion at ports.

Lack of availability of containers as a result of COVID precautions and increasing global consumer demand especially in the US has created severe global supply chain difficulties starting from the second half of 2020, therefore high demand together with capacity constraints has led freight rates to reach historically high levels in 2021.

The extreme increases in the freight rates make 2021 the most profitable year of the container shipping industry, Carriers previously predicted a normalization from the second half of 2021 but strong demand and continued port congestions has changed the outlook for the second half of 2021 and many expert expecting a strong demand until 2022 Chinese new year.

The congestion at the world's two largest ports Ningbo and Shangai due to the spread of the Delta variant of the COVID-19, and lockdowns might also cause further disruptions in the global supply chain.

#### Latest Developments In Containership Fleet

Despite a 10 % growth on throughputs, fleet growth is expected to grow by 4.2% in 2021, far below than demand.

And some of the current capacity is lost in 2021 because of the pandemic related congestion at ports and faced low productivities, According to Drewry, it accounts up to 16% Global effective capacity on the other side the order book is growing much higher. The order book is around 20% of the current fleet capacity. And considering the latest supply chain disruptions, if not managed correctly, over capacity is inevitable in the new future.

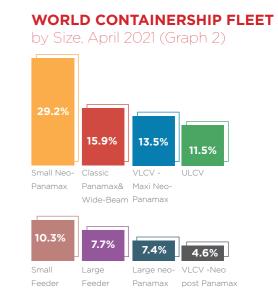
#### Overview Of Global Economy

The global economy is projected to grow 6.0% in 2021 and 4.9% in 2022. Prospects for emerging markets and developing economies have been marked down for 2021 compared to the April forecast, especially for Emerging Asia. By contrast, the forecast for advanced economies is revised up. These revisions reflect pandemic developments and changes in policy support. The 0.5 percentage-point upgrade for 2022 derives largely from the forecast upgrade for advanced economies, particularly the United States, reflecting the anticipated legislation of additional fiscal support in the second half of 2021 and improved health metrics more broadly across the group.

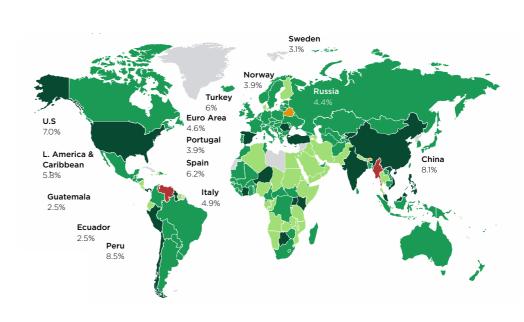
Inflation is expected to return to its pre-pandemic ranges in most countries in 2022 once these disturbances work their way through prices, though uncertainty remains high. Elevated inflation is also expected in some emerging markets and developing economies, related in part to high food prices.

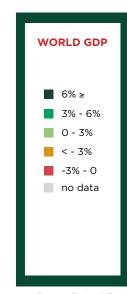
# WORLD ECONOMIC OUTLOOK GROWTH **EXPECTATIONS** (Graph 1)





#### **WORLD GDP**



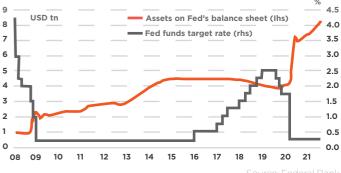


#### **US FED FUNDS RATE**

#### Fed funds keep the rates at 0-0.25%

The Federal Reserve is expected to keep the fed funds rate at 0-0.25% and bond-buying at the current \$120 billion monthly pace during the July 2021 meet-

In June, the Fed kept rates and QE steady but raised its expectations for inflation this year and brought forward the time frame on when it will next raise interest rates





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

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CONNECTION 15

Economic Outlook

# U.S. Inflation& Emerging Markets

The coronavirus pandemic and containment measures have devastated the global economy. Under the leadership of the major ones, the central banks of the countries have been trying to heal the wounds of the economies with their enormous expansionary monetary policies, while the governments have intercepted with various incentives. Most of the central banks, especially the FED and the European Central Bank (ECB) have lowered the policy rate to near zero along with other quantitative easing (QE) policies to revive their economies after lockdowns and shutdowns of industries for too long.

The global inflation rate was at low levels even before covid-19, but with the global demand almost disappearing with the epidemic, inflation in many countries fell to historically low levels. After all, since low inflation is usually associated with low demand, low economic growth and therefore unemployment, central banks like the FED and ECB focused on the rise of inflation from historical lows for the recovery of the economy.

The US economy with its fiscal and monetary policies has stood out for years as vital factors that should be followed and paid attention to for the global economy, especially for developing economies. The expansionary monetary policy implemented by the USA to recover its own economy immediately after the pandemic gave a breath of fresh air to the entire world economy. US inflation gauge jumps as recovery accelerates. However, with the help of the recently accelerated vaccinations, the rapid recovery of the country's economy, the decrease in unemployment, the rise in 10-year treasury bond yields and the rapid increase in inflation caused the tapering rumors to spread through word of mouth.

After the epidemic, the FED, with its huge expansionary monetary policies, saved the global economy from the verge of a cliff as well as its own economy. Yes, that is right. Now, the FED, which will want to hold the reins in its rapidly warming economy, will now have to take steps that will only benefit its own economy.

This is where the path of the global economy, and especially the developing economies come to a parting of ways.

First of all, it is important to focus on the beginning of the story. Let's take a look at the effects of the

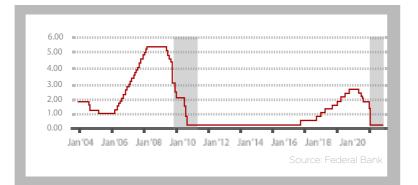


Mehmet Cihat ALTAY YILDIRIM Holding Market Research Analyst

The US economy with its fiscal and monetary policies has stood out for years as vital factors that should be followed and paid attention to for the global economy, especially for developing economies.

fiscal and monetary policies implemented as of March 2020, right after the epidemic. The FED balance sheet, which was around \$4.3 trillion in March 2020, nearly doubled in just 16 months by reaching \$8.2 trillion. With the extraordinary meetings not on the calendar, the policy rate was gradually reduced from 2.75% to 0%-0.25%. Thus, while the US dollar became cheaper, the attractiveness of the US dollar in global markets disappeared and money flow shifted into risky assets, namely currencies and assets of emerging economies. The US dollar index (DXY), which had stood at 103 in March, dropped to 89.2 in January 2021, with a loss of around 13.4% with all these QE policies. All of these gave a breath of fresh air to the currencies of emerging markets (EM) along with giving the emerging economies extra time to implement their own QE policies. The problem is that some emerging economies muffed the opportunity.

FED officials have been saying that they will allow inflation to run somewhat above their 2% target to be able to recover the wounds of the pandemic-hit economy. In other words, they claim that they will not raise the policy interest rate until they achieve their dual inflation and employment mandate. U.S. inflation in June accelerated at its fastest pace in 13 years, with a rise of 5.4% from a year earlier. The hike in the inflation rate was mainly supported by both supply-side bottlenecks and the base effect. That is such a relief but the rate is still way higher than the target. Various FED



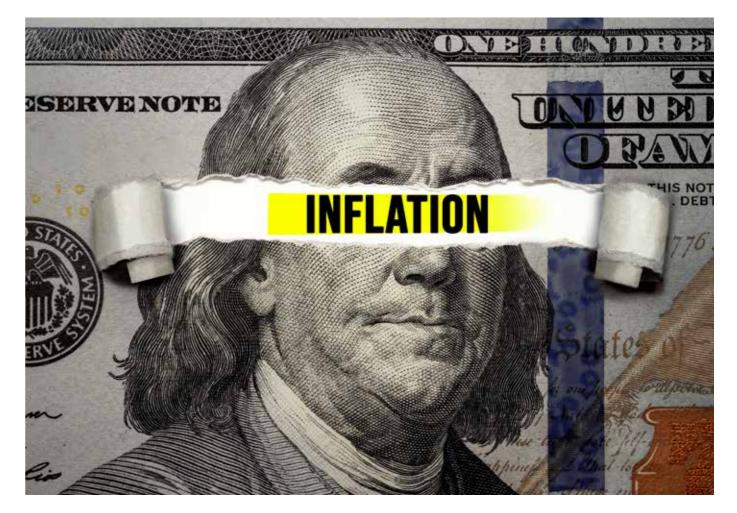
officials have claimed that they are largely unconcerned about inflationary pressures, which they see as **transitory**. It is necessary to keep in mind the FED's main task is to ensure price stability. For this reason, we find these claims reasonable, but we should not ignore the facts here. Even if the rise in inflation rate is transitory, the data coming from the U.S. economy signals that the pace of the economic recovery is satisfying and the current ultra-loose policy has been worth it.

Some other FED officials consider that if the economy continues to pick up as strongly as it currently is, it might be appropriate at some point in upcoming meetings to begin discussing a plan for tapering. Even without taking action on tapering, authorities' statements will negatively affect fragile economies. Unemployment has been on the fall with U.S. President Joe Biden's stimulus plans along with FED's QE policies. U.S. officials continue to set things right and the progressive speculations and expectations on tapering is what emerging economies have to be afraid of.

It is clear that quantitative tightening policies will not be the case for a long period of time. But slowing down the quantitative easing policies, in this case it would be to start with tapering, would unquestionably put a spike under emerging economies' wheels. The U.S. dollar index is expected to get swole as soon as tapering is authorized and applied. This will help the U.S. 10-year yield The FED balance sheet, which was around \$4.3 trillion in March 2020, nearly doubled in just 16 months by reaching \$8.2 trillion.

to continue its rise. Like a snowball effect, this will start a shift from risky assets to the U.S. dollar, which will in turn make the U.S. dollar stronger. In other words, most of the EM currencies will suffer. Emerging economies with the cost-push inflation will find it hard to lower both inflation and policy interest rates. Import-driven economies will find themselves in an even bigger struggle. Financing costs of EM will rise. Central banks of emerging economies may have no option but to raise rates. U.S. inflation and the possibility of tapering are the markets' key focus at the moment. Even if the U.S. inflation rate hike is transitory, it is crystal clear that we have come to the end of the era when EM were comfortably implementing expansionary fiscal and monetary policies. Those who have not put their feet on the quilt with the right policies since the pandemic are about to enter a difficult corner. That is why, emerging economies, especially the fragile ones should be worrying more about US inflation than their own.

Kind Regards, Mehmet Cihat ALTAY



16 CONNECTION 17

# YILPORT TURKEY **REGIONAL INFORMATION**

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.

Located among Marmara region of Turkey, YILPORT's YILPORT Gebze, Gemport, Rotaport and Solventaş terminals are utilized with bonded and non-bonded areas, warehouses and supported by end-to-end logistic ser-



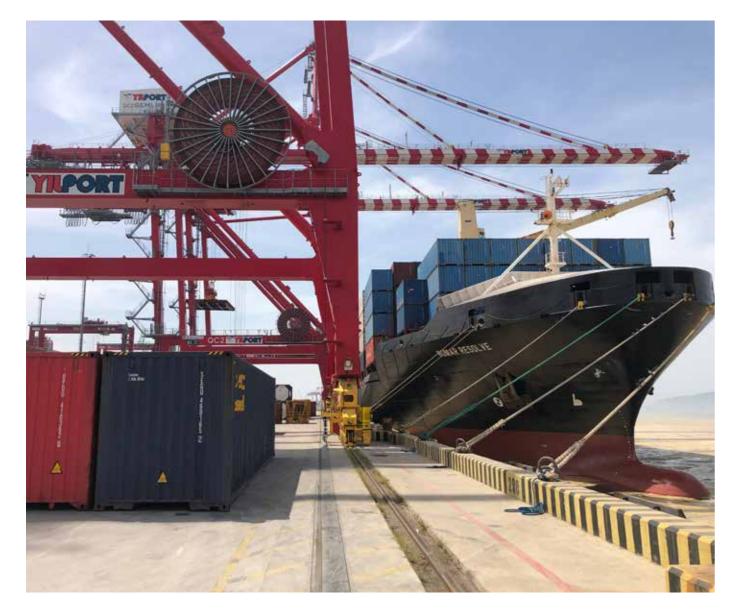








Turkey Region



# Arkas Line Aegean Spain Service Started to Call Gemport

The Aegean - Spain service (ASA), under the management of Arkas Line, started to make regular calls to YILPORT Gemport terminal as of May 1st. The first call has been made today with the 207-meter-long Bomar Resolve vessel.

This Agean-Spain regular service calls to Valencia-Castellon-Barcelona-FOS-Piraeus-Marport-Yarımca-Gemport-Aliağa ports. We are proud and happy to serve shipowners such as Arkas Line, Maersk, Sealand, CMA-CGM, and Hapag Lloyd at our YILPORT Gemport terminal with this new service.





# TURKON Egypt, Israel & the U.S.A Calls Started at YILPORT Gemport

Turkon container line, one of the leading shipowners of Turkey and has achieved significant success in its markets, started to work with YILPORT Gemport in the new period. With the new agreement between the Turkon Container Line and YILPORT Gemport, all Turkon line ships calling in the Gemlik region began to dock at the YILPORT Gemport terminal in June.

Turkon container line, one of the leading shipowners of our country and has achieved significant success in its markets, started to work with YILPORT Gemport in the new period.

Turkon Container lines, which to call Gemport terminal with a total of 3 services with TEL (Egypt), TIES (Israeli ), and the U.S.A. (American) services, plans to continue its competitive and robust structure, especially in the Egyptian, Israeli and American markets, by collaborating in collaboration with YILPORT Gemport.

YILPORT Gemport terminal, which aims to provide the best service to its customers as the market leader in its region, continues to increase its business volume and customer diversity with its new business partnerships by taking firm steps towards its goals.



20 CONNECTION 21

Turkey Region Turkey Region



# Largest Vessel Ever Berthed, MSC LAUREN at Gemport Terminal

ever berthed at Gemlik Region. 366 meters lenght MSC LAUREN berthed at Gemport's 1,050 m time in the Marmara region with its high produclong linear berth with a -17 m draft and performed tivity achieved with this latest investment. 4,000 moves. YILPORT Gemport offers vessels

YILPORT Gemport operated the biggest vessel to berth at the optimum time with a pier of over 2 km in total. The terminal has the best turnaround



# **Heaviest Project Cargo Operation** with 2 MHCs at Gemport

ect cargo as 141 tons to Maersk's container vesoperation which is loaded to a container vessel in Gemport history. Cargo was loaded to Maersk

Gemport has successfully loaded the heavy proj- Kleven on 3rd June with Gemport's own equipments by two MHC at the same time. According sel. This operation is the heaviest project cargo to Maersk authority, this Cargo is heaviest Cargo that is loaded to their own container vessel all over the world.



Railway Update / Logistics Turkey Railway Update / Logistics Turkey

# YILPORT to **Invest Central** Anatolia with New **Intermodal Terminal**

ETİ Logistics starts a big project with Ankara Central Organized Industrial Zone. The Ankara Central Organized Industrial Zone provides service with 350 active employees, an industrial area of 750 companies and a planned operation consisting of 3 parts, the largest industrial region of Central Anatolia, which stands out with its investments and location in the developing industry of Ankara.

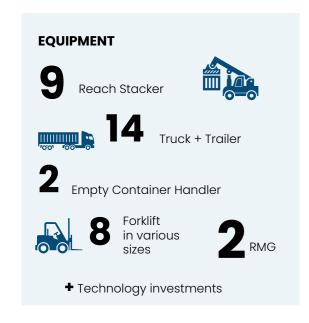
Under the brand of YILPORT Holding- Eti Logistics, a new terminal will be opened for all companies not only for Başkent Organized Industry but also for all Ankara and hinterland, which will provide solutions to the logistics needs of enterprises, on an area of 150 decares.

Terminal will provide railway loading and unloading, container, general cargo, vehicle, trailer operations. With an 70 hectares of area will have an eventual 500,000 TEU storage area, 70,000 TEU custom bonded storage area, 6,700 m<sup>2</sup> closed warehouse for storage and CFS activities.

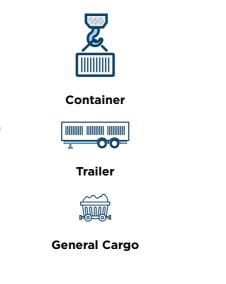
Ankara's one and only intermodal logistic platform will serve with a focus on cargo with cost effective - competitive solutions. This initiative will generate value proposition on integrated solutions for ports and container lines.

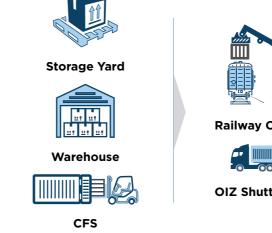


\*YILPORT Ankara Intermodal Terminal













Total 700m rail length with 2 rail tracks

Total 70ha area



500,000 TEU Storage capacity



70,000 TEU Custom bonded storage capacity



6,700 m<sup>2</sup> closed warehouse for storage and CFS activities Turkey Region Turkey Region

# YILPORT Gebze & Çolakoğlu Metallurgy Starts Common Road Project

After a year of preparation and continuous discussions with consortium partner Çolakoğlu A.Ş. the optimum design has been settled. With the joint effort, the tender process was closed. With the selection of the construction company, the process has started.

Based on the traffic projection for the next ten years, the traffic density on the connection road is expected to be over 3000 vehicles for two facilities in one day. The project is crucial to optimize the current access road and as the future development of the facilities. The estimated plan for Project completion is 12 months.

## **Project Overview Summary:**

- Incoming traffic lane to Terminal will be increased from 2 to 4 after the highway passages
- Çolakoğlu will have a dedicated truck parking area (3,700 m²)
- Separated 3-traffic lanes towards to YIL-PORT Container Gates before Çolakoğlu Truck Parking Area. The road will be connected to terminal gates with over bridge. Yılport container gate will be designed to have:
- Two OCR portals will be located on the over the bridge
- 5 gates 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 m²)
- 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 they join the main terminal traffic as 3 outgoing lanes till the highway passage



Turkey Region

# YILPORT Gebze Railway Project Boosting



The YILPORT Gebze terminal has been busy getting the yard ready for construction. Demolishment of 22 liquid tanks, displacing systems, and the structures from the construction areas were completed.

Above YILPORT Gebze Railway Project

The challenge with a busy terminal like YILPORT Gebze, everything needs to take place without hindering the operation. YILPORT Gebze likes achieving the hardest, yard area is finally ready for construction, the tender process completed, and the mobilization is taking place to start the construction in the coming weeks. The estimated plan for project completion is four months.

#### **High-level Project Scope:**

- Direct railway connection from TCDD 3rd rail lane to dedicated e-RTG block
- 2\*295m operational track lane
- 3<sup>rd</sup> track lane on Berth 6 for shunting operation.
- Rail components installation

# New Pre-gate Area at Gebze Terminal

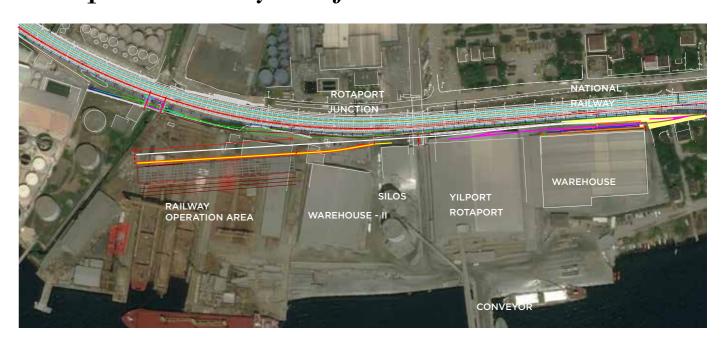


YILPORT Gebze Terminal started the gate construction. To regulate the congested traffic, management and operation teams found a solution to rent land just 3 km away from the main terminal. The total land area is 28K m2 land, construction and Infrastructure works took place to make the land operational. YILPORT Gebze Teams got the land ready in 1,5 months and started to operate in the area. There is still partial ground concrete work is ongoing against dust pollution.

All trucks going to the new pre-gate area are obliged to register their arrival. The system and operational processes have been developed and implemented to support the new setup.

Several meetings had been held with trucker companies to obtain their support as well. The changes are difficult to be adapted even for the better ones. However, after the first week, the trucker companies are much more supportive, and they are happy to see that the problem is to be solved with Common Road Project.

# Rotaport Railway Project to Start Soon



YILPORT Rotaport Terminal will have a train connection very soon...

Technical and terminal management teams had been working on the final touches of the design. The project is not only limited to the railway connection construction but also extends to implement a fast discharge wagon system on the railway as well as to transfer the cargo to the warehouse by implementing subsystems like conveyor systems, dust pollution systems, dynamic weighing systems. YILPORT Rotaport Terminal is planning to start the construction in 3-months' time.

Above
YILPORT Rotaport
Railway Project

#### **Project Summary:**

- Construction of 310m and 270m long double-track railway from TCDD mainline to the port area
- Demolition of the existing retaining wall located at the border of TCDD expropriation area and construction of a new retaining wall on the lease boundary we requested to lease.
- 5-railway switch installations on the junction line
- In the port, 3-lines of 210m, 210m, and 221m railway termination lines (to serve Container block in the future)

- Putting 3-steel moving hoses as 3-stoppers at the end of the line
- Discharge Pit and Conveyor system
- 2-wagon capacity discharge pit construction, 6-bunker installation
- Horizontal conveyor in the Discharge Pit
- Transporter conveyor to enter the warehouse from the horizontal conveyor
- Unloading System in the Warehouse
- Closed steel roof work on Discharge Pit
- Dust collection system inside the closed area and on the bunkers
- · Dynamic Weighing System



# CMA CGM TMX 3 – TURKEY MED EXPRESS 3 Service Started to Call YILPORT Gebze and Gemport Terminals



YILPORT Holding has received a new service from CMA CGM. This new Short Sea Med service which is the fastest ever sustainable maritime bridge between Western Turkey & Adriatic: TMX 3 – TURKEY MED EXPRESS-3 started on July 7th.

Above YII PORT Ge

This service is a consistent sustainable alternative to traditional truck flows aiming at optimizing your supply chain dynamics. Also, with this new logistic solution, you can optimize you transportation lead-time, your costs and your frequency.

You can find 'Short Sea Med's route below;

#### TMX 3 - TURKEY MED EXPRESS-3 SERVICE PARTICULARS

Fleet: 2 vessels x 850 TEUS nominal capacity

Rotation: Ambarlı / Gebze (YILPORT) / Gemlik (GEMPORT) / Trieste / Koper / Venice / Malta /

Ambarlı

Frequency: Weekly

Also you can find more detailed information from the link; <a href="http://www.cma-cgm.com/news/3800/cma-cgm-to-launch-tmx-3-a-new-sustainable-express-shuttle-service-connecting-turkey-with-adriatic">http://www.cma-cgm.com/news/3800/cma-cgm-to-launch-tmx-3-a-new-sustainable-express-shuttle-service-connecting-turkey-with-adriatic</a>

# Turkey's Leading Liquid Terminal























# YILPORT NORDIC REGIONAL INFORMATION

Located among Scandinavia region, YILPORT's multipurpose 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 highways 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









Nordic Region Nordic Region



After two months of travel, three new quay cranes have now arrived at YILPORT Gävle Container Terminal, the largest container terminal on the east coast of Sweden.

YILPORT Nordic and Port of Gävle together have invested over one billion SEK to expand the container terminal in Gävle to meet the increase in demand for container transport. Now the three new quay cranes have arrived, and the expansion of the container terminal is near its final stage. Gävle Container Terminal, which is already the largest container terminal on the east coast of Sweden, will be twice as large. The terminal's capacity increases from 250,000 TEU to 600,000 TEU per year.

The cranes are of the Super Post Panamax models, the largest kind available. With the new cranes, the port can accommodate larger ships that load up to 22 containers in width. Today the limit is 13. When larger vessels can call at the container terminal, more goods will be able to reach the inhabitants of Gävle and surrounding areas. The quay cranes are electrically powered and will increase the productivity while reducing carbon dioxide emissions and noise levels. They come with the possibility of a high degree of automation, although the cranes can also be run traditionally with drivers placed in the crane. The cranes are supplemented with six-portal cranes that was delivered earlier this year.

The expansion means more than just new cranes. In recent years, several investments have been made in the port of Gävle. New warehouse buildings, railway and upgraded entrance route for larger vessels to be able to call at Gävle Container Terminal. A larger container yard has been built for container storage. While increasing productivity, the capacity for storage and ship handling also increases by 100%. The terminal expansion also enables more company establishments and warehouses near the port.

The cranes were delivered pre-assembled on a vessel. Unloading from the ship took one week. Now follows a couple of months of installation on site and integration with operating systems before they can be taken into full operation. The inauguration of the new container terminal will take place in September. At that time the media, customers and politicians will be able to see more of the new terminal. The actual commissioning is planned to take place in the fall of 2021.

## Eryn Dinyovszky General Manager at YILPORT Nordic.

Today the landscape changes for Gavle. These new cranes will stand 120 meters tall marking the significance of the port for the core export industries and expanding the import gateway for Sweden. YILPORT is very proud to be delivering such equipment and infrastructure to enable the means for Sweden to be competitive in the world marketplace.



Nordic Region



# Windmill Season at YILPORT Gävle General Cargo

More and more windmills are going through YILPORT Gävle General Cargo. Now the windmill handling season has started and will carry on into the fall of 2021.

Thanks to ongoing wind farm projects in the area, YILPORT Gävle General Cargo team have handled a lot of windmill parts in the past few years. Every week during this season, windmill parts arrive and are stored in the terminal before being transported by trucks to the wind farms. About 40 vessels will arrive at Gävle before the windmill season ends for the year. By then, 1140 windmill parts, a total of 95 com-

plete windmills, will have passed through YIL-PORT Gävle.

YILPORT Gävle General Cargo Terminal

"We are very used to handling windmill parts and doing it in an efficient, smooth way. Our experienced team has done great preparation work in order to ensure that all the handling goes to plan", says Jörgen Flank, Terminal Director at YILPORT Gävle General Cargo.



# YILPORT Oslo to Environmentally Friendly Growth with New E-RTG Cranes

In the end of May, YILPORT Oslo received new electric RTGs invested by the Port Authority. The RTGs will handle a completely new stack in the container yard to cope with the growing short sea volumes that is reaching Oslo.



In the past three years, YILPORT Oslo's volume over the quay wall has increased with over 30%. The growth is all Short Sea related cargo and equals 30 000 trucks in and out of Norway per year. YILPORT Oslo and Port of Oslo have seen the importance of Short Sea and sustainable growth of the terminal. Therefore, Port of Oslo agreed to participate in YILPORTs vision to further convert cargo from road to sea by investing in new equipment and expand the existing terminal area.

The electric RTGs that arrived at the terminal in May comes with readiness for third level degree of automation. With third level of automation, the RTGs can automatically pick and drop containers in the stack. Automated cranes contribute to a future where container handling is safer and more efficient. As the equipment fleet is now all electric, YILPORT Oslo is closing in on its goal of being a zero emissions terminal by 2030.

"The close cooperation with the Port of Oslo is a key factor in the success story of Yilport Oslo. The new investment ensures the possibility of further growth in coming years, and that we can comply with the goal to become a zero-emission terminal", says Bjørn Engelsen, Terminal Director at YILPORT Oslo.

Below, YILPORT Oslo



Nordic Region

# YILPORT Oslo Now Has a Direct Route from the UK

More Short Sea volumes are going into YILPORT Oslo. With a new service route, Viasea offers a direct route with containerized cargo from Immingham, England to YILPORT Oslo.

From May 1st the new service will shuttle from Immingham to YILPORT Oslo. The route will call at YILPORT Oslo once a week with containerized cargo. With this new route, the conversion of customers from road-based to seabased transportation continues. Not only does this mean more cargo going through YILPORT Oslo. It also means that more cargo owners see the benefit of Short Sea shipping, leading to more environmentally friendly transportation of cargo.

"The significant volume increase over the past year shows how ShortSea traffic has turned the Covid-19 crisis into an opportunity by becoming even more competitive under the pandemic's new circumstances", says Bjørn Engelsen, Terminal Director at YILPORT Oslo.

During the corona pandemic, YILPORT Oslo have been able to maintain regular operations. April 2021 showed the single strongest weekly volume ever in Oslo, with growing short sea volume. The new service route reinforces an already positive development within the ShortSea volumes at YILPORT Oslo.

"We are very proud to expand our services and finally operate our own service from England. With our own office in Immingham, we will be able to take even better care of today's customers and be able to provide a better service to new customers with both imports and exports from England", says Morten Pettersen, Managing Director at Viasea Shipping.



# 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.





















Iberia Region



YILPORT Iberia General Manager

# Diogo Vaz MARECOS

In University is taught that a public service concession is a contractual relationship between a state and a private entity (individual or corporation) under which the private is obliged to establish, exploit and manage, in his own name and under his responsibility, for a certain period of time, a public service. For such an activity, the private is, of course, remunerated, which is done by charging fees directly to those who use the public service.

From the definition above it emerges that a concession has a unique characteristic: it has defined time limits. That is, while any business organization can be on the market for as long as its shareholders or owners decide, a private entity that is dedicated to the management of a concession will have its activity limited in time: it will last exclusively for as long as the concession lasts. At the end of the concession, that activity will end in principle. This rule requires the private entity that is dedicated to the operation of a concession to obtain the full return on the investments it made in the concession for as long as it lasts.

Port concessions are among those that involve major investments, whether in the construction of piers to receive vessels, or in the acquisition and maintenance of port industrial equipment, or in the construction of buildings for port exploration. The construction of a new port terminal, by the engineering solutions it entails (it is about conquering land to the sea, river or ocean) costs several hundred million euros. Equipping a terminal with the industrial equipment needed to move cargo (cranes, gantries, reach stackers, etc.) costs a few more dozens of millions of euros.

As an example, if a company operating a port concession acquires an STS crane (the price of which amounts to several million euros per unit), the amount spent on that equipment will have to be recovered through a remuneration that can only exist during the time of the concession. Thus, the duration of concessions is an essential element. In Spain the concessions last for 50 years. In other European countries they reach 75 years. In Portugal, the duration is only 30 years.

The experience of other European countries shows that the longer the duration of a port concession the greater the investment is, as it allows the recovery of the amounts spent. That is, a greater extension of the concession will allow private entities to make more investments in equipment, training, logistics facilities, etc., and obtain over the term of the concession the money invested back.

# Spain alone moves about six times more cargo than Portugal in its ports.

We often see in France, Germany, Netherlands, Greece, as in other countries, a frequent replacement of port industrial equipment by modern state-of-the-art material, which allows high productivity in the loading and unloading of vessels, greater safety of operations, or at the same time receiving a greater number of ships. This is not the case in other ports where investment is lower, since the duration of the concession is shorter.

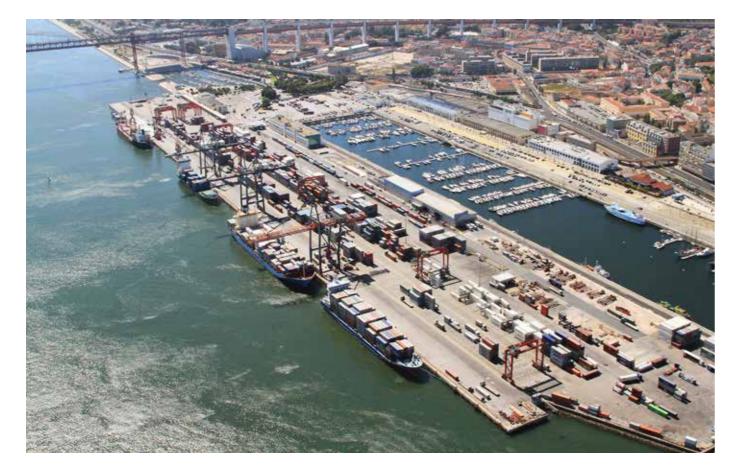
How can national port concessions help in the Portuguese economic recovery? In a direct way. It is through Portuguese ports that the products we need enter, as the national exports that bring so much value to Portugal come out. If we have longer port concessions, there will be more investment and infrastructure renewal, and we can compete on an equal level with other countries.

The market exists: Spain alone moves about six times more cargo than Portugal in its ports (17 million TEUs versus 3 million TEUs). If Portugal offers conditions for shipping lines to unload cargo to Portugal, but also having Spain as final destiny, the number of new jobs in ports and logistics chains will increase, as will improve hundreds of national companies dedicated to logistics and transport.

The experience of other European countries shows that the longer the duration of a port concession the greater the investment is.

42 CONNECTION 43

Iberia Region



# YILPORT LISCONT | First Port Operator "COVID SAFE" in the Iberian Peninsula

Strengthening a Safe and Healthy Performance for our Team and our Customers

Similarly to the impact felt at global level, YILPORT Terminals in Portugal and Spain also felt the effects of the Pandemic.

Convinced that the guarantee of business continuity will depend on the firm commitment to the prevention of contagion of Cov-Sars-2, YILPORT decided to increase the level of rigor in the way of implementing in its Port Facilities the National and International Guidelines of the reference entities, including DGS and WHO.

Key objective: to ensure the health of our employees, thus ensuring a COVID SAFE Terminal that can welcome the customers and other stakeholders in a safe and healthy way.

The Container Terminal of Alcântara, YILPORT Liscont, was the first Port Terminal in Portugal to undergo the verification audit by APCER. The verification process culminated in the award of the COVID SAFE brand on the 10th of May 2021.

LISCONT - Operadores de Contentores, S.A. thus proves to be a Terminal with a sustainable preventive footprint in the prevention of the Pandemic, focusing on workers, customers and the surrounding community. In the near future, other YILPORT Group Terminals in the Iberian Peninsula will follow the same Verification process.



YILPORT Liscont Certified by APCER

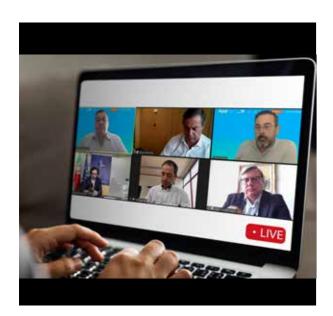
# YILPORT co-CEO Nicolas SARTINI Attended Aveiro "Open Days"



The Port of Aveiro opened its doors, bringing its territory and its activity closer to the region, through the "Open Days" initiative. During April, the focus is on the presentation of the partners and the debate of the designs for the future.

YILPORT co-CEO Nicolas SARTINI visited the terminal, alongside our Business Development Executive Director Rafael SAPINA, Corporate Affairs Regional General Manager Diogo MARECOS, YILPORT Aveiro GM Paulo SÁ, with the Board Members of Aveiro Port Authority Fátima Lopes ALVES, Isabel Moura RAMOS, Nuno Marques PEREIRA, and Helder do Vale NOGUEIRA. At the meeting, YILPORT investments were analyzed, as well as the future of the Aveiro Port.

# YILPORT Iberia Participates in APAT Webinar "Discussions: Port of Setubal"



Invited by the Executive Director of APAT - Portuguese Association of Freight Forwarders, YILPORT Setubal General Manager, Ignacio Rodriguez participated last 31st May 2021 as keynote speaker in the webinar dedicated to the Port of Setubal.

The panelists were also José Castel-Branco representing Setubal Port Authority, Artur Pedrosa representing Rodo Cargo – Road & Rail operator and Rui Baptista representing Volkswagen Autoeuropa – Shipper. The webinar also had the participation of the Secretary of State Hugo Santos Mendes.

The challenges of the Port at infrastructure and connectivity/ multimodality level were the focus of the discussions, showing YILPORT as a key player in the competitiveness of the Port in the present and in the future.

# YILPORT Iberia in the Webinar of 'RailCargo4Iberia'



Invited by promoter Atlantico Business Development, a Dutch network organization focused on maritime markets, YILPORT Iberia participated in the first webinar dedicated to Rail Transportation in the Iberian Peninsula and its potential for the growth of the Maritime flows to and from this Region: RailCargo4lberia.

YILPORT Iberia was represented by Diogo Castro, Regional Sales & Logistic Senior Manager and in the panel with YILPORT were representatives of Leixões Port Authority (APDL), Algeciras Port Authority, and rail operator TRANSFESA.

All interventions confirmed the fundamental role that rail plays in the green and efficient multimodality, reducing ecological footprint but also contributing to cost reduction and better flows in the logistic chain. The public and private investments infrastructure-wise also pointed as key in a sector quite neglected in the past decades.

YILPORT showed his commitment to, via ongoing projects that integrate the hinterland in the Iberian Peninsula with our network of Terminals, contribute to have rail transportation as a more and more present option in the future.



# TARGET IS TO RANK AMONG TOPP10 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 CUATEMALA: QUETZAL

PORTUGAL: LISCONT | FIGUERA DA FOZ | LEIXÕES | SOCARPOR | SADOPORT | TERSADO | SOTAGUS



Iberia Region Iberia Region

# **YILPORT Huelva:** The Right Bet in Efficiency and Capacity

Following the plan of investments that YILPORT Holding drew and has been applied in the Terminal of the portfolio that aims to be a reference not only in Andalusia but in the South of the Iberian Peninsula looking at the Atlantic and the Mediterranean, YILPORT Huelva received on the 13th of July 3 STS Cranes which will significantly increase the capacity of the terminal and improve the efficiency of the port operations.

After the successful and safe unloading and assemblage on quay rails, the equipment will now be prepared and tested and expected to be fully operative by the beginning of September 2021, allowing to handle 196,000 TEU yearly.

The Super Post Panamax cranes will enable the operation of vessels with a range of 20 rows of containers on deck and the ability to operate twin-lift (up to 65 metric tons) paving the foundations to attend main shipping lines and their 10,000 TEU vessels in their gateway but also transshipment businesses.

YILPORT Huelva, in cooperation and total alignment with Huelva Port Authority strategy, is ready to welcome and serve all the cargoes in its Hinterland, handled by an experienced team and

supported YILPORT Huelva received on the 13th of July 3 STS Cranes which will significantly increase the capacity of the terminal...

# 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







# MAERSK Chooses YILPORT Taranto San Cataldo Container Terminal



YILPORT Taranto San Cataldo Container Terminal conducted transshipment operations of the two calls by Maersk Line at the quay of the YILPORT Taranto San Cataldo Container Terminal (SCCT). The terminal handled more than 110 reefer containers from the Maersk Launceston vessel on the 3rd and to the Atlantis vessel on the 4th of August.

YILPORT Taranto

The General Manager of YILPORT Taranto SCCT, Raffaella Del Prete states that; "We are really satisfied with how the transshipment operations took place: the more than 900 reefer plugs in the terminal allowed us to fully meet the needs of a careful and demanding player like Maersk Line. It is also a great pride for us to hear positive feedback from Maersk Agency. We are looking forward to the regular calls of Maersk Line to YILPORT Taranto SCCT. I wish also to thank the SCCT team for their great performance and dedication."



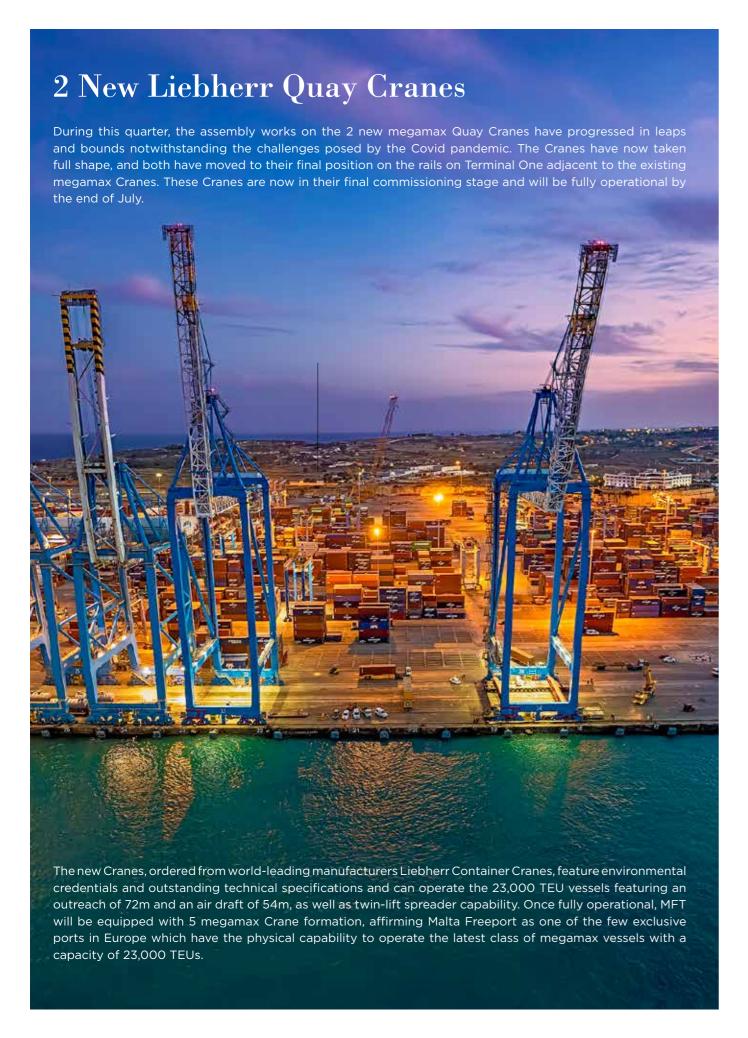
# Latest Terminal of YILPORT Portfolio, YILPORT Taranto San Cataldo Container Terminal Started its Operations





Mediterranean Region

Mediterranean Region



# CMA CGM Expanding LNG Powered Fleet



As CMA CGM continues with the launch of its LNG-powered fleet in Shanghai, MFT received the 6th and 7th newly launched vessels namely CMA CGM Montmartre and CMA CGM Concorde. These containerships emit up to 20 percent less CO2 when compared with conventional fuel-powered systems. These are part of a series of nine 23,000 TEU LNG-powered vessels measuring 400m in length and 61m in width and are the world's largest container vessels to run on LNG now. Such vessels are handled efficiently and with no constraints at Malta Freeport.

# MFT Upgrades its Terminal Operating System

As part of Malta Freeport's continuous improvement program in its digital services, the Company has also effected a major upgrade to its Terminal Operating System (TOS) to Version 3.7.17. This upgrade entailed replacing obsolete, legacy systems and moving towards an open systems environment. Through this upgrade, the Freeport's operations are now in line with the latest TOS technologies which will enable the yard to operate the new generation of RTGs with semi automation features on RTGs and RTG optimization. This upgrade also included a substantial change to the software used by all the users of the TOS including crane and truck drivers.





# MSC California Express to Call Weekly at Malta Freeport

Malta Freeport has been selected as a port of call for the weekly MSC services namely California Express, Canada Express, and the Indus service. Through the regular services operated from Malta, clients can now benefit from essential links to around IIS ports worldwide around 60 of which are in the Mediterranean. Moreover, following the diversion of MSC's temporary services to MFT due to the ongoing infrastructural works at the port of Gioia Tauro, the Jade/AEII Service (2M) has now returned to Gioia Tauro.

# YILPORT LATAM **REGIONAL INFORMATION**

Located among Latin America region, YILPORT's multi- YILPORT Puerto Bolívar, TPE Paita, and Quetzal terminals 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.

are utilized with bonded and non-bonded areas, warehouses and supported by end-to-end logistic services.







# **YILPORT LATAM**

Regional Throughputs First Half 2021











**YILPORT Holding** LATAM Region Sales and Marketing

**Head Office Contact:** 

**Enes GENCAL** 

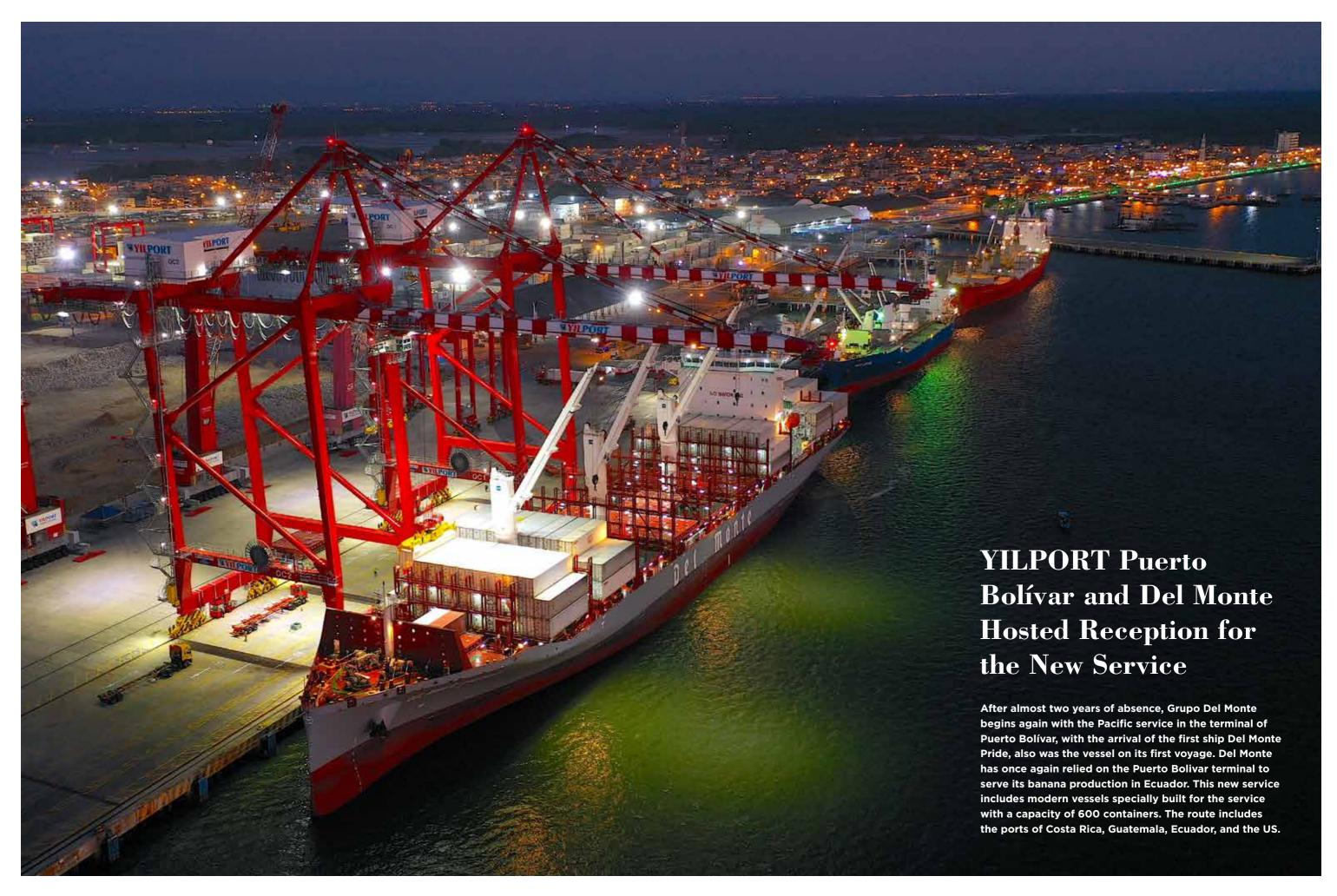
enes.gencal@yilport.com sm@yilport.com

Region Contact:

**Ana Belen BURGOS** 



Latam Region



Latam Region

# YILPORT Puerto Bolívar Hosted Representatives of the American Consulate

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.

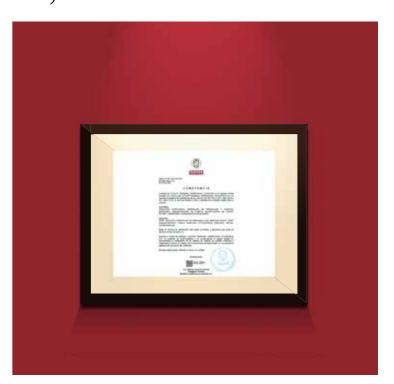
Small mining represents a substantial portion of cargo in the areas near the terminal. Thanks to the joint efforts of small mining exporters, logistics operators, importers, and YILPORT, the first shipment of mineral concentrate containers with a destination to Peru. After the successful operation of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



# Puerto Bolívar Obtains System Integrated Certification ISO 9001, 14001 and 45001

YILPORT Puerto Bolívar obtained three ISO certification on Quality Management System, Environment and Safety and Health at Work that guarantees that the company complies with the highest quality standards, low environmental impact, and commitment to its collaborators.

The audit processes to certificate on ISO 9001, 15001 and 45001, began at the end of 2020 and culminated in April 2021 with a favorable rating that accredits the terminal with the triple certification, thus adding to others that the terminal has obtained such as BASC and Covid free, which shows that the terminal works according to high standards of efficiency and quality.



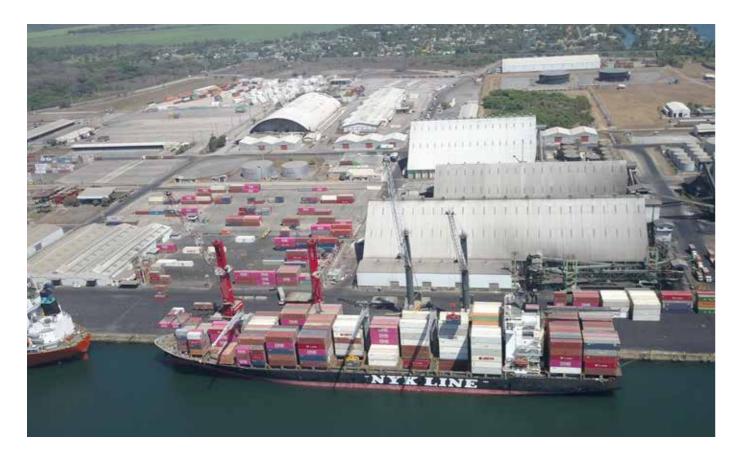
# YILPORT Puerto Bolívar Received COVID-19 Control and Management Protocol Certificate



Puerto Bolívar had a remarkable achievement in combating the COVID-19 virus. In parallel with the declaration of Ecuador's State of Emergency program due to the crisis caused by the SAR Cov-2 virus (COVID -19), the terminal took on the challenge of continuing to operate and support foreign trade by implementing occupational health and safety procedures to prevent the spread the virus.

Thanks to implemented processes and continuous work, YILPORT Puerto Bolívar has obtained the International Certification of COVID Control and Management Protocol. We are glad to have this certificate as YILPORT Puerto Bolívar since the people are the core asset as the company value.





# OLG Cooperates with Port Authority for Sustainability Initiatives

OLG (Operadores Logistica Guatemala)
Developing the Sustainability Initiatives
(Environment) in conjunction with the
authorities of Puerto Quetzal. The waste
collection was carried out in different areas as
described below.

As part of OLG's commitment to Empresa Portuaria Quetzal and the environment inside port areas, the team has been working jointly with the terminal's Environmental Authorities. With the support and participation of the HSE Department the waste collection and disposal in several areas inside the port facilities in the activity.

The team is proud to join the port authorities in accomplishing one of the purposes to maintain clean areas according to our Sustainability program for 2021. A YILPORT Holding subsidiary OLG contributed an environment with a total of one metric ton disposal.





# The Multipurpose terminal in the south of Ecuador

# Ready to Serve with 2 STS and 6 RTG

Cranes



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Logistics Logistics

# Transitex Awarded by Huelva Port Authority

The jury at the second edition of the Huelva Port Logistic Awards distinguished Transitex with the "Manuel Vega Award to the Strategic and Commercial Initiative", assigned to companies who have stand out with an enterprise that led to either the diversification of Huelva's Port, Spain, activities or contributed to consolidate the existing ones.

honor the legacy of the former responsible for the Huelva Port Technical office and of the Commercial Department from Huelva Port Authority.

"We felt particularly honored by this award, not only for having our work recognized, but also because Manuel Vega was an admired professional, and person, by us here in Transitex," commented Fernando Lima, Transitex CEO.

The initiative that granted Transitex this distinction was its investment in inter-modality projects, such as a rail connection between Portugal, Spanish Extremadura, and Huelva that has resulted in an expansion of Huelva Port hinterland.

The Manuel Vega Award was created this year to Although the announcement of the entities recognized by this second edition of the Huelva Port Logistics Awards was made at the end of May, the official event will be on July 13th and Fernando Lima will be present representing the Transitex

> Transitex is a company committed to the development of long-lasting partnership and with the growth of its clients and communities where it is present and comprehends this award as a reflection of such, as the company believes the rail connection created in June 2020 is not only an improvement on Port of Huelva inter-modality but also an opportunity for Extremadura's exporters to increase competitiveness.

Below Fernando Lima



# Reefer Warehouse Under Construction in Iberia





Above Elvas Logistics Platform, Spain

Located among the border between Portugal and Spain, the Transitex logistics platform in Elvas is an infrastructure connecting the Spanish Extremadura and Alentejo (Portugal) to Iberia's main ports via train, increasing exporters opportunities to expand internationally.

Now, Transitex is busting the platform's potential by building a reefer warehouse on site. The construction work is currently underway and is expected to be ready in November this year. This refrigerated warehouse will enable Transitex to offer fruit exporters on the South hemisphere a dedicated end-to-end service, with sea freight from the port of origin to destination port, storage, and distribution to all Portuguese and Spanish cities.

The service will mainly be focused on exports from South Africa, Argentina, Brazil, Chile, Peru, and Colombia, some of the biggest fruit exporters worldwide, and also Transitex locations, where the company's reefer teams can offer personalized service and reliable solutions that allow exporters to increase their internationalization.

Technology

# YILPORT is Moving Forward to Implement the Navis TOS System to Gävle Terminal

Navis became the customized and standardized terminal operating system for YILPORT Terminal in 2009. The system is linked with the people and the technologies to provide a platform for centralized HQ functions like IT, TOS, and most importantly GLC to effectively manage all the operations at YPH terminals.

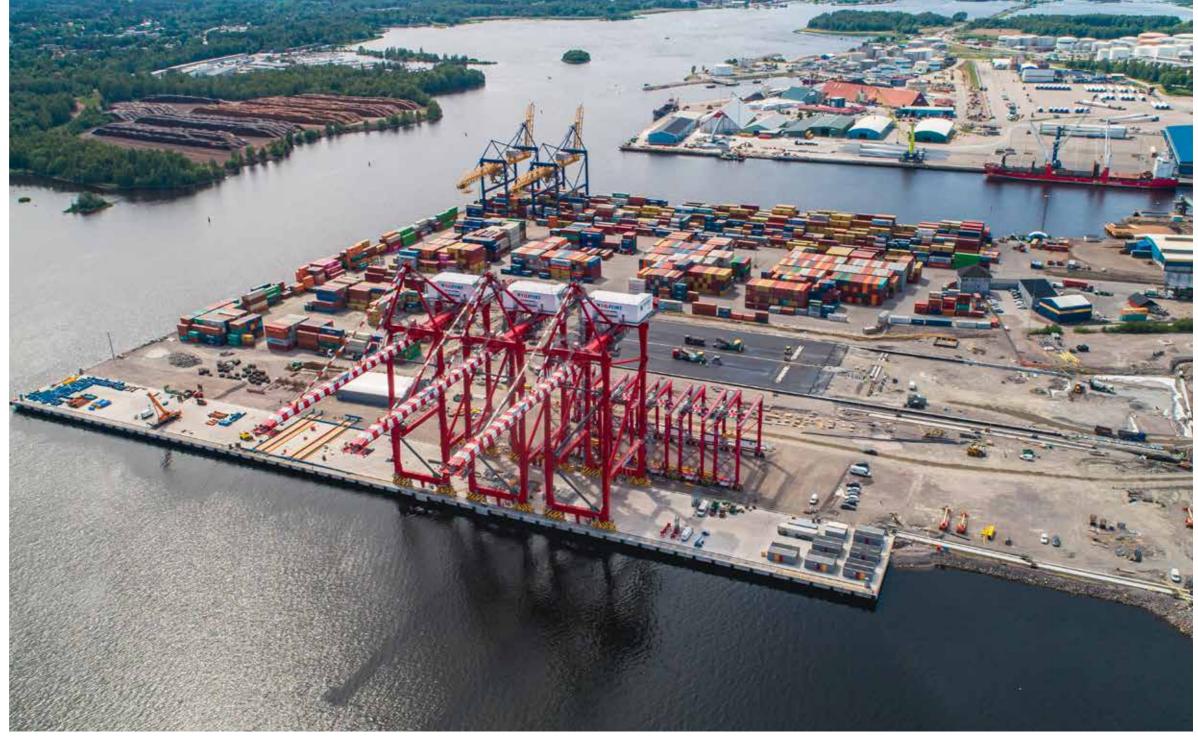
Having the standard system integrated into the terminal will also be the base for any automation developments such as Auto RTGs, QCs, equipment/truck detection systems, etc. For instance, Gävle Terminal is getting ready for the Auto RTG project.

The company has successfully managed expansions rapidly by establishing an international team backed by centralized support systems and an intense focus on training.

Due to the pandemic Covid 19 situation, the project timeline was delayed several times in 2020, altering the cancellation of travels. However, with off-site collaboration via online meetings, technical discussions, system& process tests, and training, the terminal felt comfortable going live with the Navis TOS system at the end of May 2021.

Not having the experts on-site during the golive could be very scary. However, with Gävle Management and Operation teams' operational experience, system understanding, and constructive communication with the remote support teams of HQ, the terminal went live successfully.

Entire planning functions as the vessel management, berth, yard, equipment and gate operations, customer services, and data control/reporting processes transferred to GLC Team. TOS implementation is never limited with Navis system implementation stand alone, there are always other systems that need to support full implementation.



**Above** YILPORT Gävle Terminal, Sweden

Having the standard system integrated into the terminal will also be the base for any automation developments such as Auto RTGs, QCs, equipment/truck detection systems and etc.

# The high-level scope of work:

- Navis System implementation
- YILPORT Internal Gate UI implementation
- Infinity Customer Portal
- · Integrations with WSG System for Position detection
- Integration for Customs releases (Tullexperten)
- PDF converter for train files to be uploaded in Navis
- Delta Integration
- IT Infrastructure
- Motorola Radio System Implementation

The project team devoted their time to the smooth transition between the systems with success. The project team contains Gävle Management, Operation, IT teams, TOS Deployment Team, GLC teams (Planning, Data Reporting, and Customer Service), IT Infrastructure Team, Project Team, YILDIRIM software development, and System Integration teams and Commerce.

# Gate Automation System Implementation at YILPORT Puerto Bolívar



Puerto Bolívar Terminal received 5 Idle Gate Kiosks systems that had been transferred from the YILPORT Gemport terminal. The Navis system integration was completed in 2019, and YILPORT's internally developed Gate UI at their gate for easy user interface and integration with weighbridges operational ever since.

Puerto Bolívar terminal provides 24/7 gate operations to its customers. The existing gate has 5 lanes and a minimum 3 of the lanes are always open for truck traffic. Puerto Bolivar Management and Operation requested to au-

tomate their existing gate processes by placing self-kiosks for the truck driver to execute their transactions. The automation system will enable gate clerks to be used as headcount for RTG operations.

The 5 kiosks have shipped to the Puerto Bolivar Terminal from Gemport Terminal. Project teams have been making meetings constantly to plan the implementation as well as go live. YILPORT HQ IT team to travel to Puerto Bolívar Terminal in the coming weeks to support the local team for installation and commissioning the system.

**Above** Gate Kiosk



# What's Next?

By 2025, YILPORT aims to rank among the TOP 10 port operators in the world. With 11 new terminals in the last year,

we're making every move count.

# TURKEY

2005 - GEBZE

2012 - ROTAPORT

2012 - GEMPORT

2016 - SOLVENTAS

# WEDEN

2014 - GAVLE

2014 - STOCKHOLM NORD

## PORTUGAL

2016 - LISBOA LISCONT

2016 - LISBOA SOTAGUS

2016 - AVEIRO

2016 - LEIXOES

2016 - FIGUEIRA DA FOZ

2016 - SETUBAL SADOPORT

2016 - SETUBAL TERSADO

#### PERU

2016 - PAITA

**GUATEMALA** 

2018 - OLG



2011 - MALTA FREEPORT

# ORWAY

2014 - OSLO

#### SEALA

2016 - HUELVA 2016 - FERROL

#### ECUADO

2016 - PUERTO BOLIVAR

## ITALY

2019 - TARANTO



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# Master's Students Visit in YILPORT Ferrol

YILPORT Ferrol hosted Master's Degree students in Logistics and Transport at the University of La Coruña. The students welcomed by Mr. Duarte Piteira (Terminal Manager) were kindly accompanied them through the terminal visit and answered all their questions regarding the operation's procedures.

YILPORT Ferrol has been collaborating with the University of La Coruña for several years. Several students from this Master's Program, who have chosen to complete their internships at YILPORT Holding, are now a part of the YILDIRIM family.

The secretary of the Master's Program and the students look forward to collaborating with YILPORT Holding in the upcoming years.



Above YILPORT Ferrol



# 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



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



AND MOUTH WITH TISSUE OR ELBOW WHEN SNEEZING



PUT TISSUES IN THE TRASH BIN AND WASH HANDS



KEEP OBJECTS AND SURFACES CLEAN



# 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.





YILPORT Holding



