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YILPORT TARANTO

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YILPORT Iberia
General Manager
Richard MITCHELL

YILPORT Holding

Signs 49-Year Concession
for Port of Taranto

YILPORT Liscont

Signed Memorandum
to Contemplate Investment
of 122 Million Euro in the
Concession Agreement

YILPORT Gävle

with Connections to Gdansk
and Gdynia Upgraded
Unifeeder Network Link

toptalk:

YILPORT Holding CEO
Christian BLAUERT



YILPORT'S GLOBAL PORTFOLIO



Gebze



Gemport



Solventaş



Rotaport



Malta Freeport



Taranto



Gävle



Stockholm Nord



Oslo



Leixões



Lisbon Liscont



Lisbon Sotagus



Setubal Sadoport



Setubal Tersado



Figueira Da Foz



Aveiro



Huelva



Ferrol



Paita



Puerto Bolívar



Puerto Quetzal



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YILPORT Holding CEO
Christian BLAUERT



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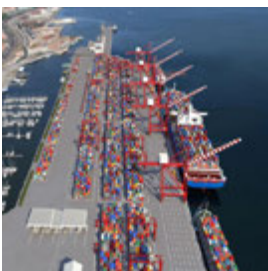
YILPORT Gävle with Connections to Gdansk and Gdynia Upgraded Unifeeder Network Link



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YILPORT Liscont Signed Memorandum to Contemplate Investment of 122 Million Euro in the Concession Agreement

connection MASTHEAD

Executive Editor : Aytug PIRIMOGLU
Editor-in-Chief : Ece YAVUZ
Guest Editors:
Peo APEL
Kemal AYSEL

YILPORT Holding Signs 49-Year Concession for **Port of Taranto**





YILPORT Holding signed a concession agreement with Port Network Authority of the Ionian Sea (PNAIS), the managing institution of the Port of Taranto in Italy for the multipurpose terminal. The deal was signed on the 30th of July 2019, at Castello Aragonese in Taranto, Italy by Robert Yuksel YILDIRIM, YILPORT Holding Chairman, and Sergio PRETE, the President of Taranto Port Authority. The agreement appoints YILPORT to undertake all operations at the multipurpose terminal of Taranto Port for 49 years.

This is the 22nd marine port in YILPORT Holding’s portfolio, and its first terminal in Italy. YILPORT ranked 12th among international container terminal operators by Drewry, targets to be ranked among the top 10 by 2025.

Chairman Robert Yuksel YILDIRIM made the following remarks at the signing ceremony: “We have a strong presence in the Mediterranean. We are in Malta and operate seven ports between Spain and Portugal. Being able to enter Italy and work here in Taranto is like filling in the missing piece of a puzzle that we are building globally. The infrastructure was there but there was no one to take care of it. Our intention is to create another success story in Taranto. From today until the end of this year, we will be fixing cranes to ramp up business, visiting potential customers, and promote the container terminal. The project also aims to cooperate with local operators to improve cargo and ro-ro traffic.”

Taranto Container Terminal will offer container operations under Yilport’s expertise. The terminal offers high-level productivity on 1 million square meters’ land area. Easy access to highway network, and 5 active rail platforms connect Port of Taranto directly to the national railway system. The terminal is also eligible to serve up to Post-Panamax sized container vessels with -16.5 meters draft. The terminal will offer 160,000 square meters of CFS and Empty Container Services area, providing stuffing, stripping, inspection, M&R, PTI, sweeping, cleaning, and empty container inspection and conditioning.



YILPORT Holding CEO Christian BLAUERT

First Half and onwards...



**"All of our endeavors are
to provide efficient and
privileged service
for our customers"**

Leixoes , Portugal



YILPORT Holding which showed a great performance in 2018, had a strong start to 2019 as well. The company continued its robust performance with the EBITDA in the first half of the year despite the challenging market conditions. Total container volumes of the company increased 3% in the first half of the year while liquid cargo volumes also increased 4%. As simultaneously steadily moving in line with its target, the company continues to make investments both in organic and inorganic growth. With the operating rights of OLG Guatemalan company, YILPORT also have reached one of its 2019's year target with winning the rights of operating Taranto terminal for 49 years. In this another aggressive growth year, YILPORT Holding CEO Christian BLAUERT shared his 2019 evaluations as regards to shipping sector, YILPORT's performance and future of the company.

Editor-in-Chief

How do you evaluate first half of 2019 in shipping industry so far?

2019 so far has been a year where the impacts of the container shipping line companies' consolidation are still visible and influencing the market situation and of course the running business within our ports. Some of the recent changes to be marked are COSCO company's merger with OOCL, ZIM's cooperation with 2M, HMM's change from 2M to join THE Alliance, CMA's new branding of Containerships by merging Containerships with MacAndrews under the name of Containerships and the interesting move of DP World to buy Unifeeder.

This typically means for our business units to take action. Tariffs adjustments might have to be negotiated, new combinations of customer demands appear, and operational services might have to be reorganized.

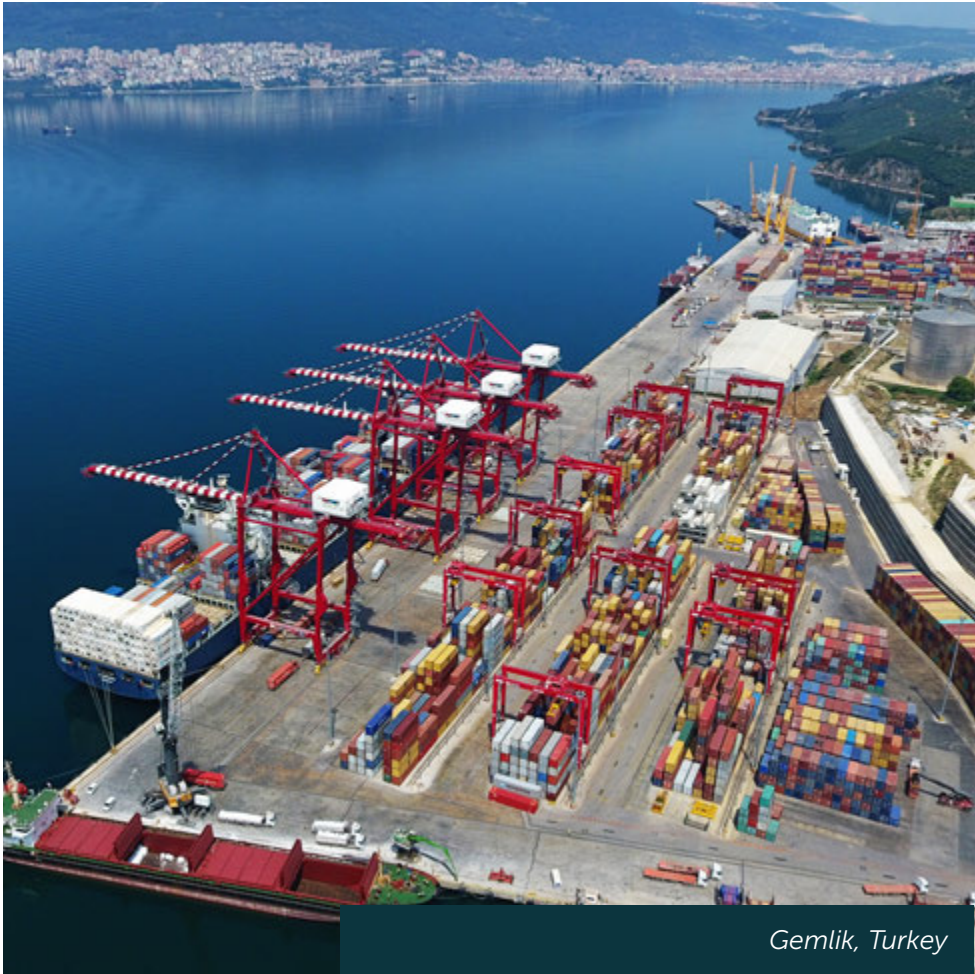
Also, as a result of combined services within new alliances or merged customers the vessel sizes to be served might change and typically is increasing. So, we have to react within our equipment fleet and to adapt our

investment plans accordingly. Same as from time to time to challenge our stakeholders in the ports to follow in the same direction. Port authorities have to check their future investment plans for increasing demands on draft and quay walls or subcontractors have to react upon new services needed.

Closely following the developments in our industry we know that this consolidation is not yet expected to be finalized. There is still a strong approach from our customer to continue this path. But seeing the ongoing consolidation and recovery of the growth, between others based on increasing efficiency and



Gavle , Sweden



Gemlik, Turkey

competitiveness, it might be a good direction. So, we expect that there will come further deals, mergers and acquisitions, which will keep us busy as explained already.

What are the significant changes in the logistics sector?

Firstly, we have to realize that the shipping and the port industry are parts of the logistics activities in the supply chain. Competition in between goods and products is putting pressure on cost and efficiency in the supply chain. This forces all related partners to focus upon continuous improvements to decrease costs and increase the service quality. In logistics and supply chain optimization then typically means closer coordination and harmonization to take out buffers and inefficient suboptimal elements. Consequently, in our customer structure we can see the global players initiatives to take a bigger influence in the supply chain. For example, to be mentioned CMAs focus on CEVA logistics, the growing activities of Medlog for MSC or the Damco integration in MAERSK.

These developments mean for us to think about several aspects for the future. As independent terminal operator we have to think about how and where we should improve our operations or adapt our services to bring continuously better values to the supply chain together with our customer and partner.

In addition, we need to consider logistics operations as add-on in our direct port hinterland to increase service quality for the" port users" for example out of production and trading. And last but not least logistics operations might help us to combine the services and catch synergies in between the ports located in direct neighborhood in our portfolio.

What was the position of YILPORT's performance in this market environment since the beginning of 2019?

As our business units are located in regions with different impacts and specifics it is useful to firstly explain these regional developments before understanding the consolidated performance on group level. The

regions to mention - and each region supported by a regional management team - are Turkey, Nordic, Iberia, and Latin America. They all have kind of special markets and we should have a look upon some specialties.

Did economic fluctuations in Turkey have an impact on YILPORT Turkey's container business?

In Turkey, the very impressive dynamics, we have seen the last years, are not easy to continue due to some economic developments, which are well known. Nevertheless, we had time to adapt and so still the business growing, and we see a prosperous development. We more focus on long term cooperation with our customer and business partners to fly over these challenging times and recover the pace of development, when times get better again.



Huelva , Spain



Stockholm Nord , Sweden

Particular to mention the two main business units in the region. Our Gebze terminal located in an area where due to heavy capacity developments the competition gets tough, we see a growing demand and volume situation. So, we are still following our terminal development projects to be able to continue to serve our customers with good quality and high service levels. Our Gemport terminal in Gemlik is facing a different situation. The terminal is very well situated and based upon the best performance within its' direct competition can grow volume and fulfil the performance targets.

What is the reason behind the upwards performance of Nordic region?

Our operations in the north are located in a – what we should call – ‘mature market’. In our prognosis and forecasts we never think about

rocket speed in growth but also are quite save to not be caught by a surprising downturn. Within these market specifics, we are very proud of our local management team, which is capable, due to a high focus upon value added service and specific customer developments to keep a good pace of growth. We are convinced, that we will reach again positive developments and growing figures.

Are the same market conditions valid for the Iberian region?

The market in Iberia underlies very different developments and conditions comparing it with the Scandinavian countries. In our terminals we have a lot of import and export volume from overseas and related to short sea shipping. So far in Iberia we are happy, that we are not heavily involved in transshipment activities with resulting high competition risk, due to easy relocation potentials, and relatively low tariffs. The market for us in Portugal is currently not that aggressively growing, so that the total base is increasing but not as strong as we have seen the years before.

We think, with good marketing strategies and good solutions and product for shipping lines as well as for the business cargo owners, such as value-added services in addition to the pure cargo handling activity, we still can increase the market share and catch better growth than the overall market.

The basement for this of course is a reliable and stable operation with high service quality, the continuous improvement of our efficiency and a strong marketing base to be near by the customer and anticipate their needs and targeted developments. I am sure our regional team and the team members within the different business units are aware of this and will keep highest focus to not only grow against our last year volume but beside even achieve our ambitious targets.

Doing so we can get not only a win situation for us. We will gain a win for our clients and business partners.



Setubal, Portugal



YILPORT recently gained rights of concession agreement of operating Taranto container terminal for 49 years

Does YILPORT have a niche market strategy for Latin America region?

In Latin America are big developments to see mainly within the bulk cargo and the for the food industry. A high percentage of the food industry of course are perishable goods to be handled. I think for the region Latin America – as our business units are located in the north of Peru, around Guayaquil in Ecuador and at the pacific coast in Guatemala - this is not really a niche market.

The different elements in our market strategy are of course dedicated to do our best to increase the business volume within the main base and as well get in touch with the customers in our port hinterland to understand their demands and propose them our good service quality and offer our help to fulfil their different needs. as catch the best synergies for customers with service demands also in other areas within our port hinterland.

What development opportunities are there in Puerto Bolivar?

Our main business in Puerto Bolivar is handling of bananas for the export market. So far to a high percentage the cargo has to be loaded in conventional reefer cargo vessels. As the banana export is one of the key drivers for the Ecuadorian economy there is a big focus upon these activities and based upon the high quality of the Ecuadorian bananas the market is steadily growing. In parallel we see a conversion to containerized cargo handling.

Our development project in Puerto Bolivar is to pick up this trend and convert the more conventional terminal to a container terminal with high end equipment and procedures. It is expected that the ongoing containerization in this segment will help to lower cost in the supply chain and following support even a bigger success of the Ecuadorian banana and the volume will grow.

Additionally, we see other business opportunities in our hinterland belonging to the general cargo

market, some developments to foresee in the bulk handling area and related to seafood. All these potentials are already in the focus of our management team in Ecuador and will be targeted. Of course, for realizing these potentials we have to keep our project on track and develop the container handling capacity. The competition is high and not sleeping especially in this area of the world.

To summarize after this short flight over the differences and specialties of our regions and business units beside some challenges to meet overall we are in a good shape with the developments we saw in the first half year and we are convinced, that we are on the right path to continue our story of growth. I am sure, that all YPH team members are fully committed to give their best for our customers and business partners knowing, that they are the basement for our future development.



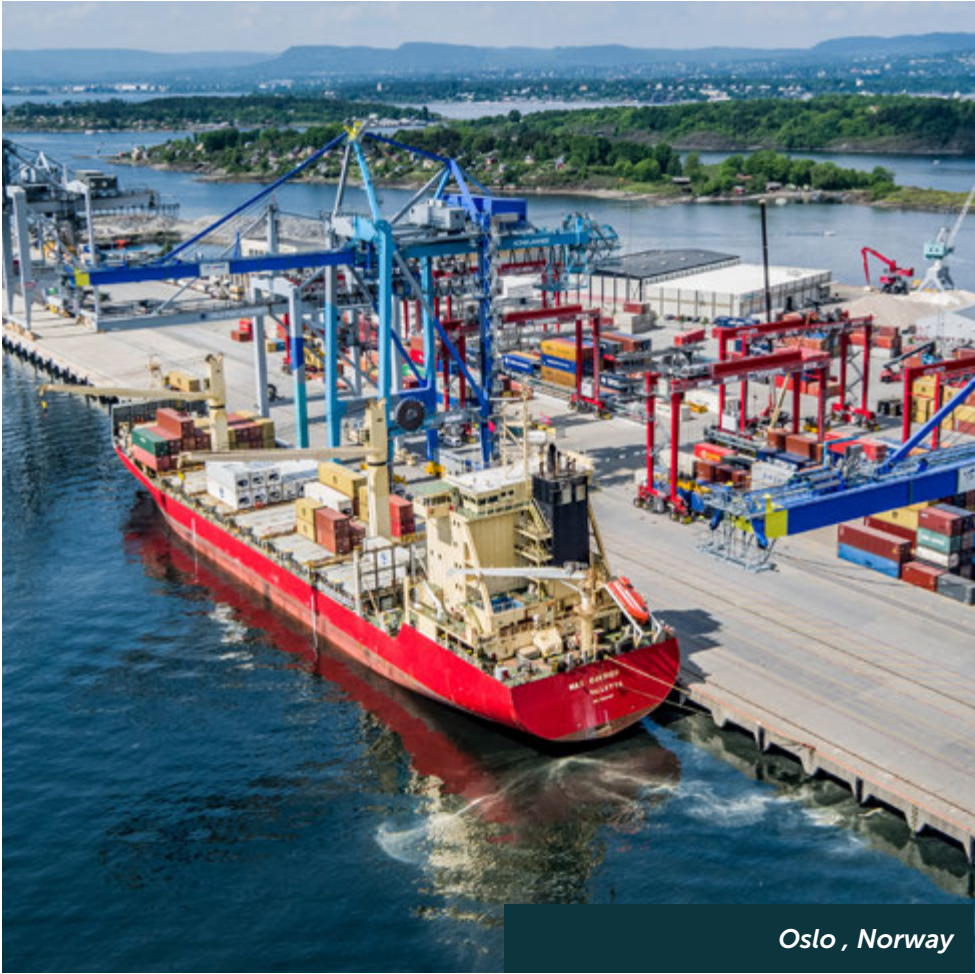
Bolivar , Ecuador

What will be YILPORT’s next step in Gulfport in Mississippi? And how about the plans for Taranto Container Terminal, as we acquired the operational rights by the concession agreement?

As appeared in the media lately, for our future business unit in Gulfport, Mississippi the firstly organizational basement is still proceeding. For the concession the commercial aspects about investments and fees between the port authority and we are agreed. We are nearby to start the pre-qualification to get as port investor and operator to the US market. Next steps will be the official signing of the concession and planning of the organizational as well as operational ramp-up. Of course, we are keen to start this as soon as possible and to show our operational strength in one of the world’s biggest market environments.

For Taranto after negotiation and preparation the signing of the concession is already done. With giving his signature our YILPORT Holding Chairman Mr. Robert Yuksel YILDIRIM confirmed our full commitment to approach to the Italian market and here to create another story of success. After fulfilling some final organizational and legal demands the next step will be to arrange the transition period for taking over the operations.

All teams already longer time ago started their preparations and enthusiastic about getting active in this new area and create value



Oslo , Norway

for our customer, us and for other stakeholders and partners within the port of Taranto.

Besides these interesting two projects we have a pipeline of other upcoming potentials to follow our challenge of growth. I hope that soon the one or other project will reach a status allowing me to talk and inform about.

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

We are happy to see our customer developing and increasing their

business activities and are convinced, that partially it is based also upon our support and improvements. We will continue to challenge ourselves to give the best quality and best service throughout all our operations. All of our endeavors are to provide efficient and privileged service for our customers. Our aggressive growth strategy is a significant part of our global game strategy and our can-do attitude might make some game-changes possible for us and for our partners. I hope this is and will be seen so that we can continue to develop together in our industry and serve the different supply chains.



YILPORT Holding CEO Mr. Christian BLAUERT & Connection Editor-in-Chief Ms. Ece YAVUZ



YILPORT[®]
HOLDING INC.

TARGET IS
TO RANK AMONG
TOP 10
PORT OPERATORS
BY 2025



TURKEY: GEBZE | DILOVASI- SOLVENTAS | GEMLIK- GEMPORT | YARIMCA- ROTAPORT

MALTA: MALTA FREEPORT **ITALY:** TARANTO **SWEDEN:** GÄVLE | STOCKHOLM NORD

NORWAY: OSLO **SPAIN:** FERROL | HUELVA **PERU:** PAITA **ECUADOR:** PUERTO BOLÍVAR **GUATEMALA:** QUETZAL

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



What's Next?

By 2025, YILPORT aims to rank among the TOP 10 Port Operators in the world.

We are making every move count.

TURKEY

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

SWEDEN

2014 - GAVLE
2014 - STOCKHOLM NORD

PORTUGAL

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

PERU

2016 - PAITA

GUATEMALA

2018 - OLG

MALTA

2011 - MALTA FREEPORT

NORWAY

2014 - OSLO

SPAIN

2016 - HUELVA
2016 - FERROL

ECUADOR

2016 - PUERTO BOLIVAR

ITALY

2019 - TARANTO



Quarterly Container Shipping Industry Outlook



Hasan CIFTCI
YILPORT Holding
Sales & Marketing Director

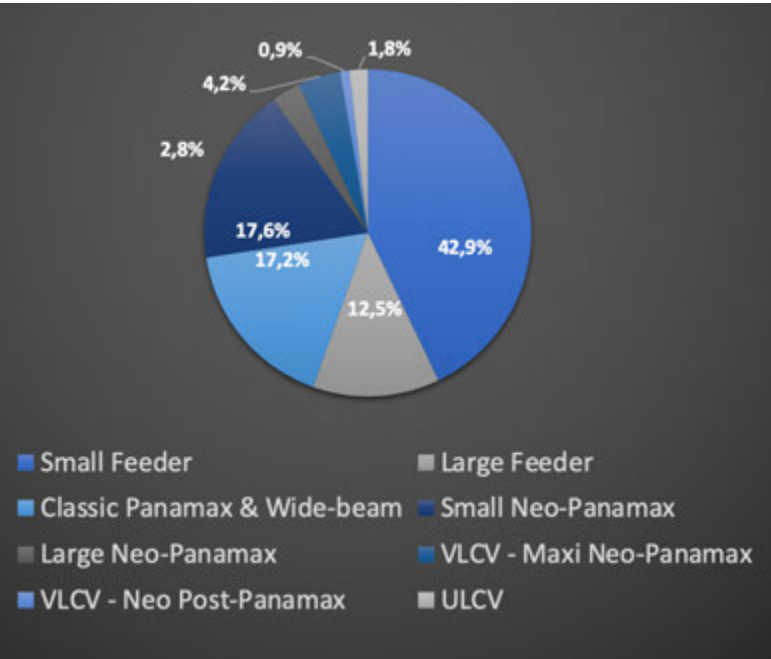
Despite the growing trade tension and weaker GDP growth, Container handling numbers increased by 2,2 % for the first half of 2019, however ongoing uncertainties make prediction difficult. Drewry has revised its container growth forecast to 3 in 2019 from their previous prediction of 3,9 % .

China has been the world's low-cost factory since a long while and it will remain for some time however It is now under treat because of US China trade war and also Policy maker strategies

There are other candidates that willing to take China's position. The Production might shift to other regions in long run to India and Africa but in a short term Vietnam, Taiwan and Malaysia. In a worst case scenario of Tariff war between

China & US might have a negative effect for the container numbers from China to US however we all know that Trade is unstoppable, we even witness that Chinese product shipped to Vietnam just for labelling afterward re- export to US. the required goods will eventually shift to other countries where the products and goods will be produced with same quality. The other countries in the region might get the benefit of this trade war. Such as Vietnam, Malaysia where labor cost is lower than China.

World Containership Fleet by Size



OVERVIEW OF GLOBAL ECONOMY

Global growth is forecast at 3.2 percent in 2019, picking up to 3.5 percent in 2020.

FED remained at 2.5% in June 2019	2018 Global Growth (F) 3.7%	2019(F) Global Growth 3.2%
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Global growth for 2019 is estimated as 3.2% according to WEO July update, 0.1 percentage point below from April estimation.

The trade forecast reflects the May 2019 increase of US tariffs on \$200 billion of Chinese exports from 10 percent to 25 percent, and retaliation by China. The downgrades to the growth forecast for China and emerging Asia are broadly consistent with the simulated impact of intensifying trade tension.

United States and China agreed to resume trade talks and avoided

further increases in tariffs, market sentiment has been lifted by the prospect of the two sides continuing to make progress toward resolving their differences at the June G20 summit.

First quarter, GDP in China was stronger than forecast, but indicators for the second quarter suggest a weakening of activity. In the United States, 2019 growth is expected to be 2.6 percent (0.3 percentage point higher than in the April WEO)

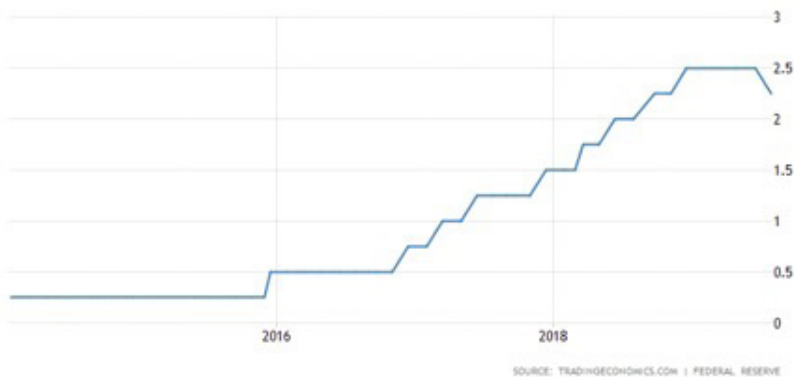
Monthly GDP for April recorded a sharp contraction, in part driven by

major car manufacturers bringing forward regular annual shutdowns as part of Brexit contingency plans. The forecast assumes an orderly Brexit followed by a gradual transition to the new regime. However, as of mid-July, the ultimate form of Brexit remained highly uncertain.

Growth in the euro area is projected at 1.3 percent in 2019 and 1.6 percent in 2020 (0.1 percentage point higher than in April).

Source: WEO July Update

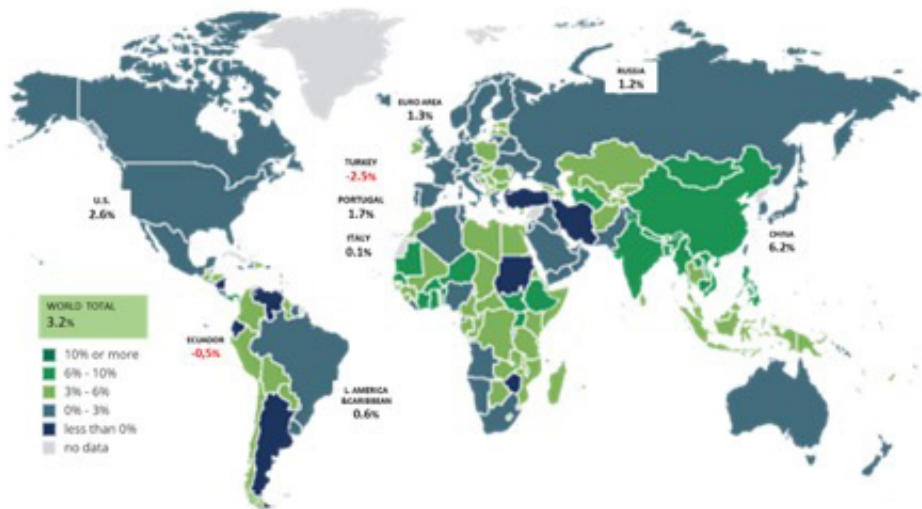
US FED FUNDS RATE



WORLD GDP

FED remained at 2.5% in June 2019

The current federal funds rate remained at 2.5 percent when the Federal Open Market Committee met on June 19, 2019. The Federal Reserve signaled it would keep rates at 2.5 percent through 2021.



Trade Wars

Free trade, liberal economy and unconstrained flow of capital. Until recent days, all these terms are generally associated with a country, namely the U.S.A. Modern history shows us that trade barriers may cause tensions -even world wars- among countries and USA, as a global superpower, has supported free trade and pioneered the establishment of international institutions such as the IMF, the World Bank and the World Trade Organization with the intention of preventing any disturbances to free trade across the world.

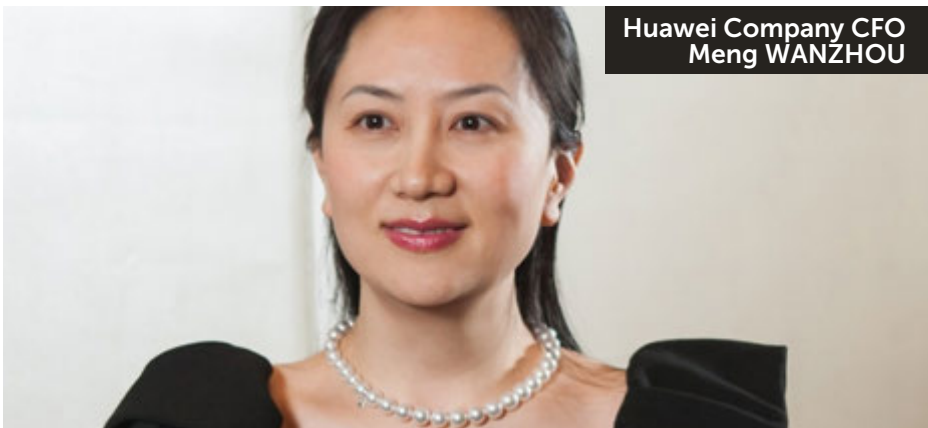
However, something unusual has been happening since President Trump came into the White House. After complaining about the Chinese international trade policy during his presidential election campaign; he started to take serious actions against China since 2017. Last two years, things like the war of words between the political leaders, imposed tariffs on goods that worth billions of dollars and investigations of trade policies of foreign countries have become ordinary.

Today, despite the continuing negotiations, the risk of a trade war is still one of the most significant subjects that may hugely affect the global economy. What happened? Why did this happen? Where will we go from here? These are the questions that should be answered by a reasonable and rational way in order to put a right outlook on the table.

The USA has had trade deficit records for almost 50 years and the situation has been gradually worsening for them year by year. China, as the biggest US trading partner, exported \$539.5 billion in

goods while importing goods which are worth as much smaller \$120.3 billion from the US in 2018. Trump regarded this currently huge trade deficit with China as a national security issue and primarily wanted to reduce the import-export gap by making US-made products cheaper than imported ones and encouraging consumers to buy American products.

Another reason behind the US policy is the fact that China has been emerging as a global economic superpower and becoming a rival which poses a threat for their dominance in both the global economy and politics. More importantly, Chinese advancement in technology, especially that of communication like 5G, and the



Huawei Company CFO
Meng WANZHOU

rise of related industries are also a substantial concern of the US establishment. Needless to say, the USA does not want to lose its leading role in technology as artificial intelligence, 5G, autonomous cars, machine learning and industry 4.0 has been emerging.

China, a country which may likely lead the transformation of 5G technology, has a 12.4% share in the global international trade in 2018, whereas the number was

just 3% in 1995 and it appears to increase further. Trump wants to prevent Chinese rise by protectionist policies which include imposing tariffs for goods and putting entry barriers for companies. So far, the US has imposed three rounds of tariffs on Chinese goods, totaling more than \$250bn. The duties range from 10% to 25% and cover a wide range of industrial and consumer items - from handbags to railway equipment. Beijing hit back with tariffs on \$110bn of US goods, accusing the US of starting the largest trade war in economic history.



Emre UZUN
YILDIRIM Holding
Marketing Research Analyst

However, Beijing has decided to increase tariffs on nearly \$60 billion worth of American goods in return and it also continues to keep the rare earth minerals leverage on hand through threatening to ban export of these metals.

After the meeting between Donald Trump and Xi Jinping in G20 Summit at 29th June, fortunately, initial measures that prohibit US companies to do business with Huawei was somewhat eased and the tariffs increases were held off. While talks have been continuing between trade representatives from the two countries, the question about whether the negotiations will end up with an agreement is open. Most economists believe that regardless of how it will end, both China and USA are being impacted negatively by the process and the IMF reported a trade war's risk of making the world a poorer and more dangerous place in its latest assessment of the global economy.

Tariffs and trade barriers are considered as a deterrent policy tool and are being widely used in international relations by the US. That is why Trump, who seems to enjoy fighting more than one front at the same time, has threatened or taken similar actions against Mexico, European Union and other major

trading partners of the US, too. In spite of the severe criticisms against these policies, he has achieved to win some victories in foreign affairs such as Mexican acceptance of taking border actions in order to prevent illegal immigration and replacing NAFTA with a new deal.

Global players responded USA's attempts to interfere with international trade for keeping the status quo with further globalization and more trade. New free trade deals are made increasingly among regional unions and countries. Africa is set for a massive free trade area by signing the African Continental Free Trade Agreement in 2018, which if successful would unite 1.3 billion people, create a USD 3.4 trillion economic bloc. EU and Mercosur (Argentina, Brazil, Paraguay, and Uruguay) reached an ambitious, balanced and comprehensive trade agreement in this June after 20 years of prolonged negotiations. Both sides currently trade over EUR88 billion in goods and EUR34 billion in services each year and it will ensure liberalization of 90% trade between two blocs. EU also signed a long-awaited free trade deal with Vietnam that will slash duties on almost all goods in June.

What the past tells us...

It is not the first time that our world took on such a challenge concerning global trade and the past experiences reveal significant implications. In 1985, the USA made a deal called Plaza Accord with Japan, West Germany, France, the UK on the purpose of reducing its trade deficit and emerging from recession. To accomplish this by the devaluation of US currency, easing Japanese fiscal policy and tax cuts in Germany resulted in adverse consequences as well. Japan found itself in a long period of deflation and low growth and become less dependent on the US and the agreement largely failed to fulfill its primary objective of alleviating the US trade deficit with Japan. Therefore, the countries came together again just 2 years later for signing Louvre Accord which aimed to stabilize the international currency markets.

All in all, although the development of the global economy may be severely affected by the issue, there are still certain ways to avoid a crash and each country should try its best to draw a positive conclusion. What's certain that there will be no win-win outcome of a possible trade war. In fact, the opposite is true, and everybody will suffer if the war is coming.



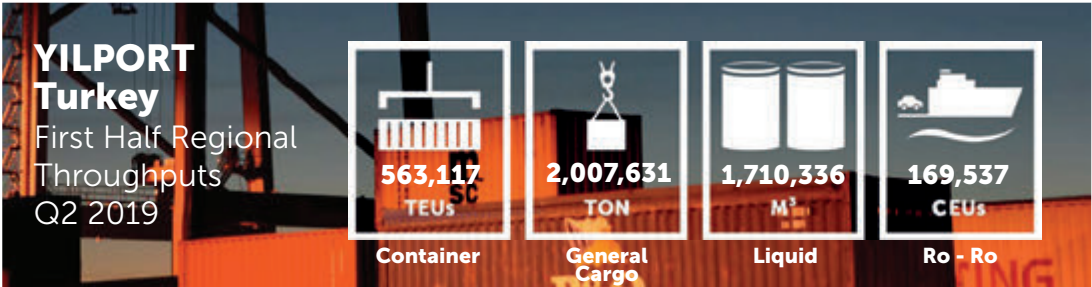
YILPORT TURKEY

REGIONAL INFORMATION

HOME TERMINALS OF GLOCAL EXPERIENCE

Located in the Marmara region, YILPORT’s multipurpose Turkish terminals offer the best solutions among local competitors. Each terminal is located at different coasts of Marmara Region. All of them are located in the hearts of industrial zones.

The terminals are also closely connected to main highways and offer easy access. Terminals all utilize bonded and non-bonded areas, warehouses, supported by end-to-end logistic services. YILPORT Turkey’s terminals in Marmara offer customers entire import and export operations 24/7 with the famous YILPORT discipline and global know-how.





GEMPORT
GEBZE
SOLVENTAS
ROTAPORT

TURKEY

YILPORT Holding
TURKEY Region Sales and Marketing Responsibles

Head Office Contact :

Mrs. Beyza PIRIMOGLU
✉beyza.pirimoglu@yilport.com
✉sm@yilport.com

Region Contact :

Mr. Ertan OCAK
✉ertan.ocak@yilport.com



Maersk Chooses Gempport for Empty Depot Service

Maersk Container line, which started to make regular calls to Gempport terminal in the last quarter of 2018, started to use Off-Dock services as of May.

With the aim of increasing our existing cooperation, a dedicated bonded yard is reserved for Maersk in which below services are provided;

- Empty container storage
- Container condition control and classification
- Hot / Cold container washing
- Repair
- Intermediate transport between Warehouse and terminal
- Label removal
- PTI services provided for Reefer containers, providing a variety of services and customer satisfaction.

With this new service that we have started with Maersk, we aim to both contribute to the company's business volume in the region and increase our integration with our customers and increase our operational efficiency.



Grimaldi Regular Container Operations Start at Gempport

As of the end of March 2019, Gempport has started container operations with Grimaldi Line on a regular basis. Assan Food Industry, HM International Project Transportation and Yurtbay Ceramic Industry are first three customers that have been using these services.

41 containers were discharged from Grimaldi Line and 36 containers were loaded to the ship. On May, totally 138 TEU's operations have been completed successfully.

Besides the existing customers who use Gempport with Grimaldi line, Gempport continues to add new firms to own structure, throughout 2019. Gempport provides all the necessary procedures to make the operations easier and faster for customers. We provide exact solutions to our customers. Also, we will continue to extend our service range.



Tarros Visit to YILPORT Gebze Inland Terminal



Tarros Shipping which calls YILPORT Gebze since 2010, visited YILPORT E5 Terminal on Wednesday, June 12th. Tarros Head Quarters and Tarros Turkey Container Inspection and Maintenance Departments' authorities Alessandro Bello, Gianluca D'Alessio, Okan SIRTMAÇ, and Ela PAZVANT hosted by YILPORT Holding Sales Director Hasan ÇİFTÇİ, YILPORT Holding Turkey Sales Manager Beyza PİRİMOĞLU and YILPORT Gebze Sales Manager Ertan OCAK.

Tarros SPA, one of the regional shipping companies of the world has been represented by Arkas since 1985 in Turkey. Tarros SPA and Arkas have decided to enter a joint venture due to increasing trade volume in Turkey by creating a new company called Tarros Shipping and Transport as of January 2011. Tarros Shipping and Transport ships containers to the Mediterranean region and North Africa. The company offers regular weekly service with two modern container vessels from the Italian ports of Salerno, Genoa and La Spezia to Istanbul, Gemlik, Gebze and İzmir. Tarros provides direct service with four vessels between the ports of Mersin, Egypt, Italy, Morocco and Portugal and also weekly direct service to Istanbul, Gemlik, Gebze, İzmir and Egypt - Lebanon. Tarros Shipping operates out of Izmir with three branch offices in Istanbul, Bursa and Mersin.

Gemport & ETİ Logistics at Izmir Marble Fair

One of the most comprehensive events of natural stone and technologies industry, İzmir Marble Fair was held with the participation of 1100 companies 25th time this year. Gemport and Eti Logistics, had the opportunity to make close contact with the important representatives of the marble sector, which is one of the important loads of Gemlik Region, and customers.

During the fair YILPORT team had a chance to get feedback from customers about their, suggestions and requests to improve the business volume.

We received positive views that natural stone exports from Turkey (approximately 7.5 million tons) will increase in 2019. This means that India will increase its marble imports and China will not go through any contraction.

Companies were informed about Gemport marble storage activities that started in 2018. Warehouse customers were visited. Gemport and ETİ Logistics team gave detailed information for the potential customers on the facility conditions. Benefits of the new CFS yard and portal crane for storage and marble filling activities were also shared.





"Super Cars" at Gempport Terminal

Super cars are among the best sport cars in the world. Cars that coming to Turkey via Bulgaria toured around Europe has chosen the Gempport as a return location.

Super sports cars has been warehoused at temporary storage services in accordance to their physical properties.

The storage areas have been equipped with custom camera systems and entrances and exits have been strictly controlled with extra security precautions.

After their storage process; the cars have been loaded succesfully to Napoli vessel, and discharged to Barcelona port.

Gempport Ro-ro services quality have been reached advanced levels with that 49 cars operation called as the highest value shipment for Gempport approximately 9 million Euro.



Gemport Starts Big Bag Operations

Gemport has started another unique operation in the region. The first 2,500-ton bulk cargo shipment of aluminum hydroxide, which arrived Gemport; was delivered after the big bag operation in the terminal. A total of 10,000 tons of bulk cargo, which is planned to arrive as 4 shipments per year, will be stored in Gemport warehouses and will be delivered to the factory after the big bag operation.

In addition to the big bagging operations, 25 kg and 50 kg packages are also designed and Gemport is planned to be the center for all companies that will need this service in domestic shipments of bulk cargoes or in transit.

Gemport, which strives to keep utmost customer satisfaction in container services with its service quality, leaping the fruits of its effort with coming positive feedbacks from its valuable business partners.



New Customer's First Vessel Arrives at Rotaport Terminal

YILPORT Rotaport adds a new customer to its portfolio. Torunlar Food Co. has started to store the cargoes in the Rotaport warehouses.



YILPORT Rotaport Attends 20th National Maritime Mermaid Congress

YILPORT Rotaport Terminal Director Serhan ÇİLENGİR participated in 20th National Mermaid Congress.

Giving detailed information to young talents by conveying his experiences about maritime and port sector, Mr. ÇİLENGİR; emphasized that the maritime sector is a dynamic and functioning sector which runs 24/7 and all developments should be closely followed. He also added that this profession only can be conducted with fully dedication.

YILPORT ROTAPORT

LEADER IN DIVERSE BULK CARGO

YILPORT Rotaport is located on the northeast coast of the Marmara Sea in the Kocaeli Province. It is 85 kilometers away from Istanbul. The port is located in the economic backbone of Turkey at Yarimca.





Solventas Quality Again Approved by the Industry

In May, Solventas successfully passed "ISO 9001 Quality Management System", ISO 14001 Environmental Management System" and "Green Port" audits. At the same time, Solventas renewed its ISO 45001 Occupational Health and Safety Management System certificate and ranked among top companies.

Solventas which has Quality, Environment, HSE, Responsible Care, Green Port, and CDI-T certificates is also newly certified in "Information Security Management System" and "Business Continuity Management System with the audits conducted by TSE on 20-23 May 2019.

Turkey's Leading Liquid Terminal



Member of



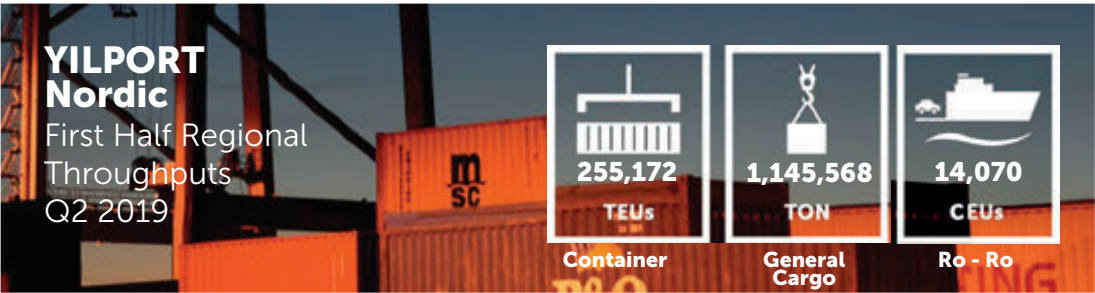
YILPORT
HOLDING INC.

YILPORT NORDIC REGIONAL INFORMATION

IN THE HEART OF SCANDINAVIA’S LOGISTIC NETWORK

Located on Scandinavia, YILPORT Nordic terminals offer best solutions among its multipurpose peers. The terminals are located at different countries in Scandinavia. All of them are adjacent to industrial zones with connections to main roads and offering easy access.

YILPORT Oslo, YILPORT Gävle and Stockholm Nord Terminals offer bonded and non-bonded areas, warehouses, supported by in-house logistic services. YILPORT Nordic terminals provide entire logistics operations, import and export 24/7 powered by YILPORT’s global know-how.



NORWAY

GAVLE

STOCKHOLM NORD

OSLO

SWEDEN

YILPORT Holding

NORDIC Region Sales and Marketing Responsibles

Head Office Contact :

Mr. Enes GENÇAL

✉enes.gencal@yilport.com

✉sm@yilport.com

Region Contact :

Mr. Håkan BERGSTOM

✉hakan.bergstom@yilport.com

YILPORT Gävle with Connections to Gdansk and Gdynia

Upgraded Unifeeder Network Link

Unifeeder is introducing a new weekly service between Poland and the Swedish east coast, including YILPORT Gävle. The first sailing will take place on the 10th of August from the port of Gdansk.

The service makes for a powerful extension of container carriers operations, providing the shortest link possible to the continental port (Gdansk) and Intra - European logistic hub (Gdynia). One call in Gävle consolidates and distributes your cargo to and from the entire world.

“This is great news; meaning increased flexibility, more frequent departures and overall new opportunities for our customers. This service will give shorter lead time and competitive freight rates to the Far East and at the same time open up for short-sea cargo between Poland and Gävle” says Håkan Bergström Molin, Sales Director at YILPORT Nordic.





Gävle: Terminal Granudden Invests for Increasing Flows

YILPORT is investing in another warehouse at Terminal Granudden in Gävle. Later this year, 10,000 roofed square meters should be completed. YILPORT expects an increasing inflow of paper products, and that the new warehouse is vital to meet the needs of the terminal's large customer BillerudKorsnäs. A majority of the containers that are stuffed at Terminal Granudden and then transported by train to nearby Gävle Container Terminal are for export.





New weekly service

Lübeck - YILPORT Oslo

Viasea has started a new weekly service between Lübeck and Oslo, aiming to offer the best shortsea solutions for imports to Norway.



The fixed schedule departs from Lübeck, Germany, every Sunday with arrival in Oslo Tuesday morning. The maiden voyage from Lübeck was on the 28th of April 2019. Shortsea has been the main focus for Viasea since the start-up in 2016. This has resulted in high precision and predictability on Viasea’s schedules. Predictability is also the foremost goal for the Lübeck-service.

“Our existing network covers the Baltics, Poland and Western Europe. The new service Lübeck - Oslo is established to complement our services further. The rail connections in Lübeck are connecting the port to and from vast areas of Europe, and this opens for many new opportunities for us and our customers” states Morten Pettersen, Managing Director of Viasea.



The New Logistics Area

at the Port Of Gävle is Filling Up

As Gävle Container Terminal doubles its capacity to 600,000 TEU, Haegerstrands—one of Sweden's oldest shipping companies—believes that the demand for storage areas will increase. In April, the company therefore purchased 15,000 m² of the 200,000 m² logistics area which is being developed directly in connection with the Port of Gävle.

"We offer door-to-door deliveries. So additional storage areas mean a natural step for us to be able to offer interim storage of goods. We can also imagine customized warehouses for external parties wishing to establish themselves near the Port of Gävle," says Veronica Wallin, CEO at Haegerstrands.

Another equally sized area of 15,000 m² adjacent to the port has been acquired by a company that has not yet announced its plans for the area.

The new logistics area is close to the port's terminals, with connection to rail going in all directions, and two highways. With short and cost-effective transport from port to warehouse, it is for example suitable for export and import stock.

Forceful Expansion in Gävle

Marketed at the Logistics Fair in Munich

More goods need to be transported by domestic shipping, short sea shipping, and by rail. Sweden, therefore, needs an increased inter-modality, with terminals such as YILPORT Stockholm Nord, where goods are moved smoothly between the different modes of transport. Terminals and ports must be developed so that it becomes easier to move goods between trains and feeders. These are some of the points in the Swedish Government's strategy and the assignment given to the Swedish Transport Administration.

In the coming years, streamlining of freight transport will have high priority. The amount of goods in movement is increasing, and the Government wants to use Sweden's existing transport infrastructure in a more efficient way, eg. by having the logistics industry starting to share data with each other to jointly ensure that the capacity of trucks, trains and ships is used to 100 %.



DOUBLE
CAPACITY
2020

FULL
SIZE
HUB



YILPORT IBERIA

REGIONAL INFORMATION

DOMINATING POWER OF IBERIAN PENINSULA

Located among the Iberian Peninsula, YILPORT Iberia terminals offer best solutions among its multipurpose peers. The terminals are located in Portugal and Spain. They offer easy access to railroads and highways, and the terminals are close to industrial zones. YILPORT Leixões, Lisbon Liscont, Lisbon Sotagus, Setubal, Tersado, Figueira da Foz, Aveiro, Huelva and Ferrol Terminals offer bonded and non-bonded areas, warehouses, supported by logistic services. From beginning to the end, YILPORT Iberia terminals provide entire import and export operations 24/7 with a long-term YILPORT know-how discipline.



YILPORT Iberia
First Half Regional Throughputs
Q2 2019

<p>616,982 TEUs</p>	<p>1,409,933 TON</p>	<p>16,527 CEUs</p>
Container	General Cargo	Ro - Ro



YILPORT Holding

IBERIA Region Sales and Marketing Responsibles

Head Office Contact :

Mrs. Mine KOÇ ÇALIŞKAN

✉mine.koc@yilport.com

✉sm@yilport.com

Region Contact :

Ms. Sandra BORRALHINHO

✉sandra.borralhinho@yilport.com

insider:
Region IBERIA
General Manager
Richard MITCHELL

Can you tell us about yourself?

I was born in 1955. I completed my education in Business Studies, in Scotland. I have started my career at Human Resources at Ben Line, Edinburgh, between 1976 and 1979 and later worked in the field of Sales and Trade Management till 1987.

Later, at Maersk Line I worked as a Sales Manager in Scotland, then Regional Sales Manager in London till 1995. Between the years of 1995 and 2002, I worked as a General Manager at Maersk Sealand UK (including Operations and Intermodal). Later, I worked as a Regional Scottish Ports Director at Forth Ports till 2004 where I was responsible for 6 ports in Scotland to bring together integration, efficiency and collaboration with the separate business units.

Between 2004 and 2009 I worked as a Director of Sales and Marketing at Maersk Line UK and then was offered a global position at APMT as a Chief Commercial Officer in Netherlands till 2011. Before joining YILPORT Holding, I was offered for a new mission in Luando, Angola under APMT's umbrella, as a General Manager between the years of 2011 and 2017.

My experience in the shipping and ports industry especially in sales, general management of multi business units as well as Chief level experience in Sales and Marketing at the HQ function.

What do you think about Portugal, how do you feel like living in Lisbon?

My first-time visit to Lisbon was on a school trip back in the late sixties. I remember that I was very impressed by the beautiful city landscape and buildings which was completely different from the town that I come from in Scotland. Since then, even though both myself and Lisbon have changed quite a bit, Lisbon remains a

fascinating city with its never-ending to see. That is why it has been very easy to settle here for me, and I am very happy to live here.

Since the time being here, I have been able to travel around the country for leisure and business. It is truly a beautiful country with some great towns and cities such as Porto, Setubal, and Aveiro in we also have great ports. The variety of scenery and landscape is fascinating with many interesting places to visit. I have also been enjoying the Portuguese food, wine, beaches and of course golf courses.

As the Regional General Manager of Iberia, how do you evaluate the integration process until this time, what was your core focus while implementing business plans?

We are extremely busy as YILPORT Iberia in developing our strategy to develop our facilities and grow our value propositions to the customer base in between enjoying life in Portugal and Spain.

We are quite advanced in finalizing the concession agreements in the terminals and also now initiating investments to physically develop the facilities we have , you can for example see much work in progress in Leixões where new paving and buildings are rapidly being built and new equipment is also on its way. We will be seeing similar developments in the coming months in several other terminals including a very major investment in Lisbon. The cornerstone of our business is the operation we deliver to the customers and with the modernization of our facilities and renewal of equipment we can see that our customer offering will become even more attractive.

Of course, like any other international company we are standardizing elements of our business and going through a change management process in



Rossio Square, Lisbon

respect of all aspects of our business including finance, procurement, commercial, technical and this change is supported and facilitated by the introduction of new systems such as SAP and Navis.

successful operation, and we must all value our own and our colleague's safety.

Our work internally will continue. We will continue to see improvements in the quality of service that we can

of business of the shipping lines that we are working on and hope that we can succeed sooner than later to win this new business. we will continue to develop our commercial efforts but also at the other end we need to manage and control our costs



Aveiro, Portugal

How does the team facilitate integration process so far?

We can do everything with good people working with each other as a strong team which is capable of delivering the change that is taking place and affecting all the different areas of the business.

We are lucky to have a strong group of employees who are now realizing the changes that are taking place and for YILPORT part it is encouraging to see a program of training already taking place to develop our people as individuals and team players.

Safety has long been a concern of mine. In all of my working years, I also am encouraged to see specific safety improvements being made and integrated into our way of working at the terminals. Business is business but safety should be a priority and prerequisite to a

provide to our customers. There is more room for us to get better at customer contact and customer service so this area will also be a priority among priorities.

How was the performance of YILPORT Iberia during the first half?

In a strictly financial sense then I am very disappointed that we are slightly behind budget and if it were a school report then it would probably be summarized by "could have done better and room for improvement".

Several terminals especially Leixões but also Sotagus have really produced very good consistent results but we have a few terminals where we are working very hard commercially to try and attract new business to lift the top line revenue and profit.

We have several targeted tranches

better, so we are putting a lot of focus on this profit improvement. As mentioned earlier we are developing new tools such as SAP which will through its transparency and report generation enhance our capability to take actions commercially and on cost control.

What is your market forecast on the Iberian Peninsula hinterland business?

There is a good hinterland business in Iberia with a reasonable mix of imports and exports. We have a very high market share of hinterland traffic in Portugal. But there is a developing competition that we will have to find ways to combat and beat. We can do this by excellence at the terminal level.

We also must look outside the terminal gates by developing services and products that will defend existing business and help us



Ferrol, Spain

take the new business.

In our Spanish terminals of Ferrol and Huelva; we have been developing excellent facilities and starting from a low market share, we are making inroads in growing our volumes and can see great potential.

Our general cargo market is also fairly stable. General cargo terminal Aveiro is having a good year. As a proactive action to the growing competition, we need to keep enhancing our value to the client without any complacent.

The signs for next year are reasonably positive and the market is expected to grow slightly in Iberia. Hence, if we can win the volumes where we are putting our targets, then we can be more optimistic about 2020 and beyond.

What are the upcoming projects in Iberia for the second half of 2019 and onwards?

We have terminal development projects at most of our terminals ranging from the major yard and equipment developments in Leixões and Liscont and smaller but significant developments like in Huelva, Figueira da Foz, and Aveiro.

These developments will enhance the facilities and services that we offer our customers and also demonstrate a long-term commitment and intent to the various port authorities, regulators, governments and customers.

Other projects being worked upon will focus on the provision of more value-added facilities towards our clients both inside and outside of the terminal gates. We are working on ideas to support and complement our port operations in the areas on intermodal facilities, off-docks, container depot facilities, cargo handling facilities, and warehousing.

We will also increase our

cooperation with our colleagues in Transitex to create multimodal business strategy among the Iberian Peninsula.

What is your message for Iberia Regions' customers?

We have a loyal customer base. We want to make sure that our customers appreciate YILPORT's massive long-term commitment. The current development on the change of our facilities has been changing the game extensively.

All of our processes are structured to provide the best services with the state-of-the-art equipment in modernization on improvement projects of the terminals.

The excellency of our operations will attract new business partners to welcome their largest vessels. We are completely open for any business negotiations with our customers and confident that we will be competitive in performance. Our target is firmly establishing YILPORT Iberia as the best terminal operator among southern Europe.

YILPORT Liscont signed memorandum

to contemplate investment of 122 million Euros in the Concession Agreement

YILPORT Liscont reached an agreement in July 2019 with the Portuguese State that modifies the concession contract for the Alcântara Terminal.

After a long and difficult process which froze investments in the Alcântara Terminal, a memorandum was signed last 15th of July by YILPORT Chairman, Mr. Robert Yuksel Yildirim and the President of the Lisbon Port Authority Ms. Lidia Sequeira in a public ceremony in which the Portuguese Minister of the Sea, Ms. Ana Paula Vitorino was also present, to adjust the investment plan and resume it solely to the concession area. In total, around 122 million euros will be invested. This amount comes exclusively from private capital.

The investment will allow the Alcântara Terminal to:

- Acquire equipment environmentally sustainable
- Reduce CO2 emissions
- Have better safety conditions
- Increase the capacity to operate larger vessels
- Reduce transport costs in the logistics chain
- Benefit from greater efficiency in port operations
- Attract new lines and more cargoes

The investment will modernize the Alcântara Terminal, providing it with the best and latest technology used in the world's largest ports, both in equipment and in information systems, being compatible with the defense of the environment and promoting the tourism activities.



Liscont Terminal project illustration

Increase of the Operational productivity in Alcântara:

The intervention will be made both in the existing equipment and by acquiring new one. The new equipment includes the acquisition by the end of 2021 of 2 new STS cranes (new cranes with greater handling

capacity and technologically advanced), and later on 3 more will be acquired, as well as the acquisition of six new RTGs. The terminal equipment will also be electrified, aiming to reduce the ecological footprint, resurfacing the terminal, and concentrating on a single administrative infrastructure the various currently dispersed over the Terminal. Also planned facilities to accommodate training activities for our staff, and safety enablers are part of the investments to be made, valuing the human capital of the company.

The quay will be maintained with approximately 1,100 meters of length, and the container park area will benefit from intervention and operational improvement, increasing its theoretical capacity by 18%. As a result of the improvement, the Terminal will be able to receive deep sea shipping services, with 20,000 TEU capacity vessels.



YILPORT Iberia Attended Event at Munich

YILPORT Iberia was represented in Munich important international exhibition Transport Logistics 2019 contacting customers, vendors and other stakeholders of port management sector.

Mr. Paulo Sá represented YILPORT Aveiro - Socarpor invited by Aveiro Port Authority and Mr. Diogo Marecos represented YILPORT Liscont, invited by Port Authority of Figueira da Foz.





YILPORT Leixões Implemented Integrated System for Transportation and Cargo

YILPORT Leixões has successfully implemented during the month of June the connection to SDS (Integrated System for Transportation and Cargo), simultaneously ensuring the synchronism of information with the Port Single Window (JUP2 online platform) that brings together the entire Leixões Port Community.

YILPORT Leixões expects that this direct link with Customs significantly contributes to fast-track the documentary process of customs clearance of goods at Leixões Port and by this mean enables a meaningful reduction of import containers dwell time in the Terminal. It is not only a contribution to Customer Satisfaction via the increase of efficiency in the process facing the customer but also a positive contribution to our internal efficiency.



YILPORT Leixões Sponsors for the Future of Community

YILPORT Leixões partnered with APDL, by sponsoring the event SENTIR. MAIS DO QUE UM PORTO. The event which had a program of activities and animation for the whole family, took place in parallel with the launching of APDL's communication campaign with the same name, SENTIR. MAIS DO QUE UM PORTO, and that aims to sensitise the community to the past, present and future projects of APDL in favour of the community.



Stock Image / Hapag Lloyd Website

Hapag-Lloyd, Chooses YILPORT Leixões on the Dakar Express (DEX) Service

By recognizing the potential of the market and supported by YILPORT Leixões operational and commercial team, Hapag-Lloyd, DEX (Dakar Express) Service which made its maiden call on the 19th of December offering weekly service from North Europe to Senegal and Mauretania and calls respectively Antwerp – Dunkerque – YILPORT Lisbon Liscont – Tangier – Dakar – Nouakchott – Tangier – YILPORT Leixoes – Antwerp, announced that it will make its second call to YILPORT Leixões.

We are glad to provide service to Hapag-Lloyd both in YILPORT Leixões and YILPORT Lisbon Liscont among the Iberia Region.



Containership Visit to Setubal

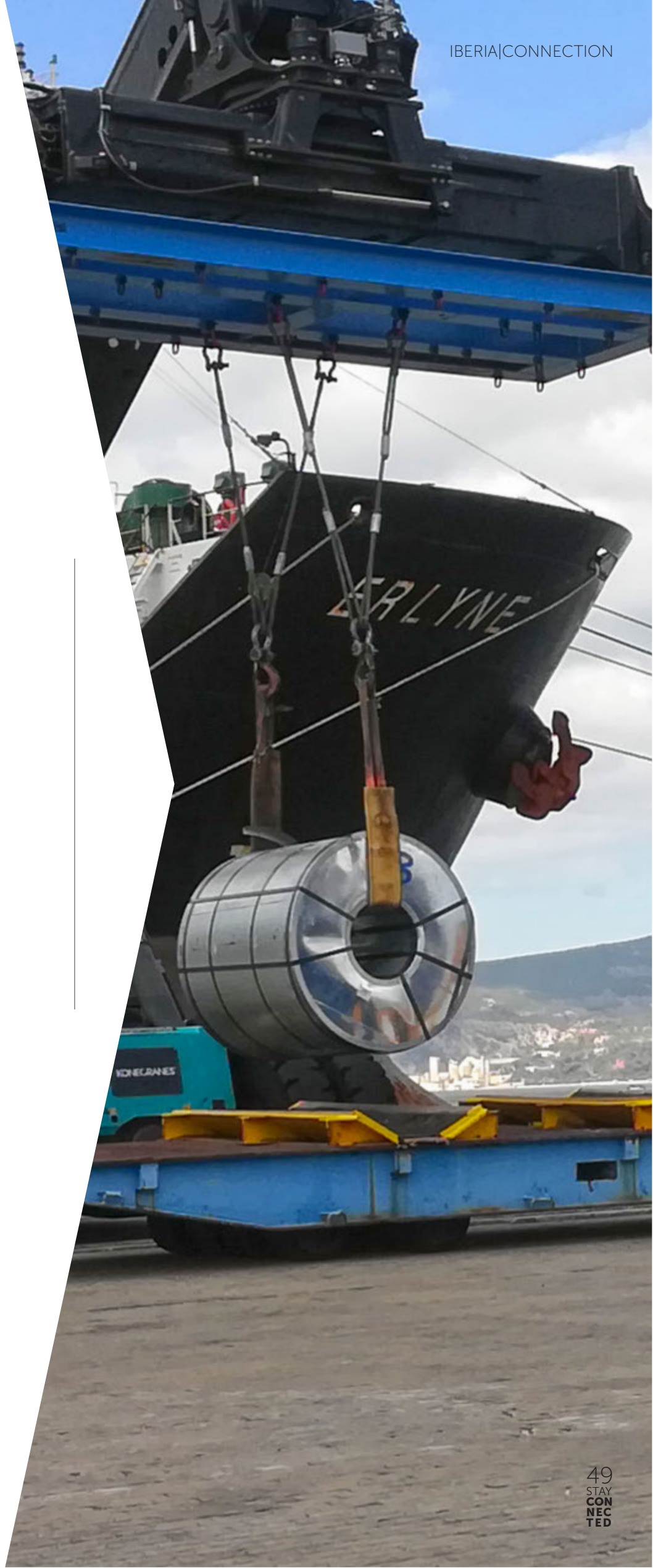
YILPORT Iberia hosted 40 people coming Containerships top management from country GMs to trade lane managers and Containerships CEO Claude Lebel, in YILPORT Setubal Terminal the last 15th of May.

Iberia Team had the opportunity to show the terminal with a bus tour. Regional GM Richard Mitchell and YILPORT Setubal GM Ignacio Rodriguez made a small presentation on YILPORT Holding, YILPORT Iberia Region, and emphasized on the importance of our partnership with Containerships in the different Iberia Terminals, primarily in Setubal.

YILPORT Setubal Operated the Largest General Cargo Vessel Ever

The Largest General Cargo Vessel Erlyne was alongside in YILPORT Setúbal on June 11th and started operations on June 12th, taking only two shifts and a half to complete the discharge of 349 coils, 4,569 tonnes of white iron.

This is the largest breakbulk vessel from the ICC agency that ever arrived in YILPORT Setúbal, with overall length of 189.9 m and a breadth extreme of 30,49 m.



YILPORT Ferrol: The Deepest Deep Sea Terminal Between Gibraltar and Rotterdam

The project is conceived initially with 5 phases (F, H1, H2, H3 and H4), that would develop during the lifespan of the concession with the correspondent increase in container handling equipment, infrastructures and human resources.

The initial stage, F phase, is concluded and after a period of commercialization the terminal has started his activity during 2018. This phase corresponds to an area of 62,000m² and with a total investment of approximate 20 M€, included in this value a warehouse for CFS activities, a workshop, a depot repair station, 2 RS, 2 STS and 4 RTG's. In what concerns to capacity the terminal throughput could reach 350.000 TEU yearly, to mention the 216 reefer plugs (with ability to expand to 360 still during F phase) that, as described further, will have an important role in the future of the terminal.

The "Greenfield" aspect of the project gives sense to the phased conception of the concession, which allows to grow with the increasing confidence of shipping lines and shippers, while enlarging hinterland and improving in profitability and efficiency. The objective in this phase is to capture local cargo and affirm itself as the container terminal of the Northern Galicia, with a look always in his final objective of becoming the most important deep sea terminal of the Iberian Atlantic coast, hub for the region and main terminal for the hinterland.

With exactly this aim of fulfilling the strategic objective, the following phases endow the terminal with the adequate conditions to, in the near future, operate Malaccamax vessels and respond to higher operating values. The final figures of the project include an investment of Euro 94 Million, an area of 29,000m², 800 m of berth, 5 state of the art ship to shore and 16 yard cranes, allowing a year throughput of 1,500,000 TEU.

The outer harbour characteristics can qualify it as one of the best infrastructures in the Atlantic coast to operate deepsea vessels. With a depth of 20 m alongside the 1,500m of quay and naturally protected by a cape, would allow the berth of several of the largest container ships.

YILPORT Ferrol, wins a concession in the new outer harbour of the Port of Ferrol to develop his activities as a container terminal in the 27th of July of 2011, for a period of 35 years.

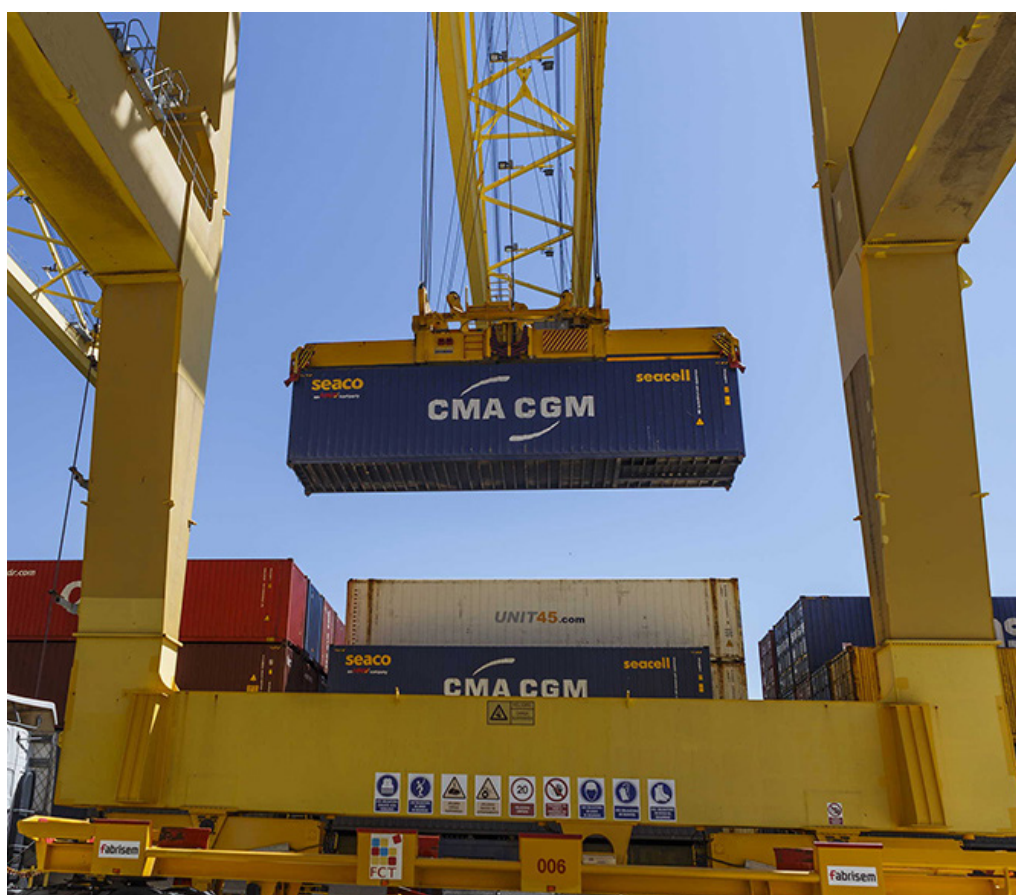


Profiting of the actual flow of frozen and fresh cargo to the Northern Europe, YILPORT Ferrol can change the conception of the actual distribution of these goods to the Iberian Peninsula and French Atlantic coast made possible due to a reduction of transit time, of extreme importance in perishable goods, and the consolidation of this cargo with dedicated infrastructures.

The extension of the concession by the Port Authority for an extra 2 years and the possibility of 14 years more, gives a sense of the importance of this project to the local community and stakeholders.

Due to the lack of infrastructures adequate to operate this kind of vessels in the Atlantic coast, attending to its geostrategic position, finding itself in the cross of important trades (as is the Europe-Far East, the Atlantic corridor, East-West and North-South) and its unique depth and space, the intermodal connectivity, enabling the efficient distribution to the Iberian Peninsula, we are confident of the success of the

YILPORT Ferrol container terminal, now and in the future, and of its contribution to YILPORT objective to be ranked within the top 10 international terminal operators by 2025.



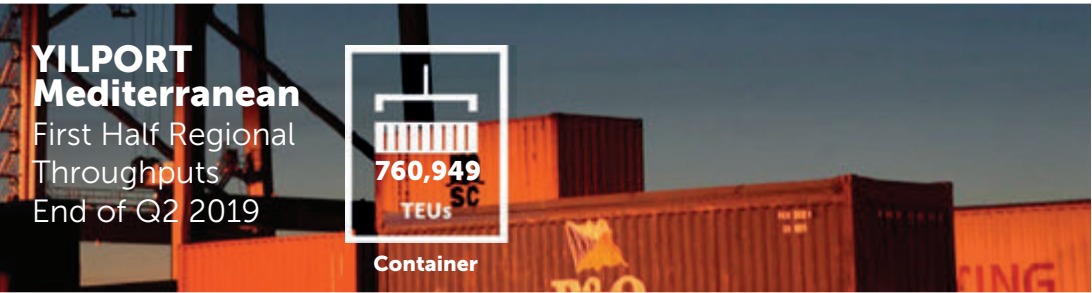
YILPORT MEDITERRANEAN REGIONAL INFORMATION

IN THE HEART OF MEDITERRANEAN

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, 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.





ITALY

TARANTO

MALTA

MALTA
FREEPORT

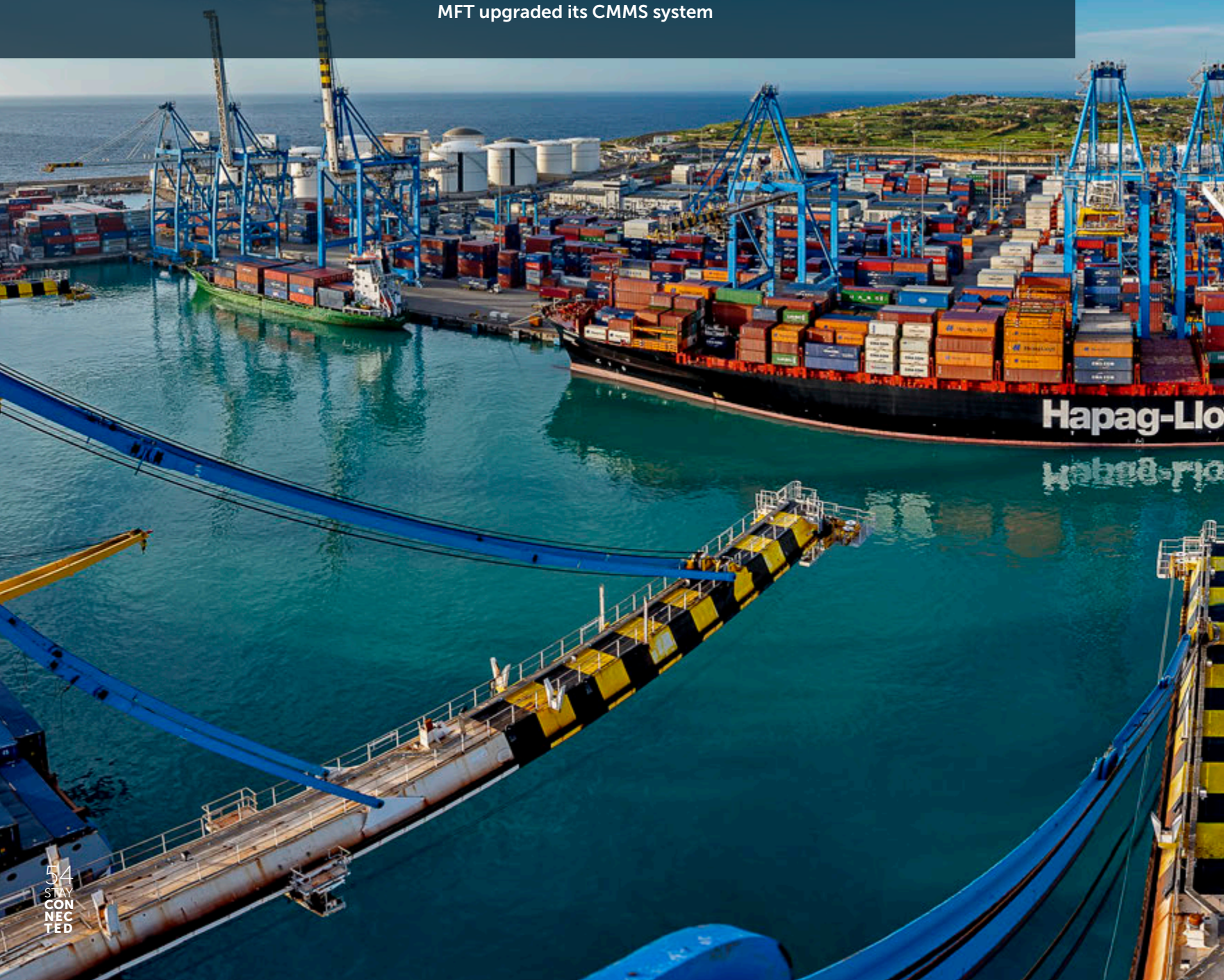
For information:
Malta Freeport Terminal
Marketing Responsibles
marketing@maltafreeport.com.mt
www.maltafreeport.mt
Taranto Container Terminal
Head Office Contact :
Mr. Enes GENÇAL
✉ enes.gencal@yilport.com
✉ sm@yilport.com

Malta Freeport Terminals Towards A Greener Environment

Malta Freeport lately welcomed the first LNG-powered container ship ever to visit Malta on the vessel's maiden voyage from Asia to Rotterdam. Tourism Minister Hon Dr. Konrad Mizzi, whose portfolio includes the Freeport Authority visited the MV Containerships Polar, to mark this special event. Malta Freeport has a strong commitment towards the environment and supports initiatives to reduce the carbon footprint of the vessels.

With an increasing environmental consciousness, MFT has recently invested in 15 new RTGs which are more energy efficient with lower emissions. These new RTGs are fitted with white noise sounders that are considerably quieter than the alarms currently in use on older cranes benefitting the surrounding environment. The port's existing RTGs have been retrofitted with this technology. On the technological front, MFT upgraded its CMMS system

(IBM Maximo) to the latest version over a period of 24 hours. This upgrade provides the latest IBM technology and compliance with the latest security level. It also paves the way for the introduction of Maximo Mobile – 'On the Go' facility used on hand-held devices and facilitates the introduction of new hardware infrastructure servers resulting in faster system operations.





KEEPING YOU **GLOBALLY CONNECTED**

Malta Freeport Terminals is rooted in its mission of exceeding the customers' increasing expectations. Renewing our focus and energy towards its fulfilment is vital to our continued success.



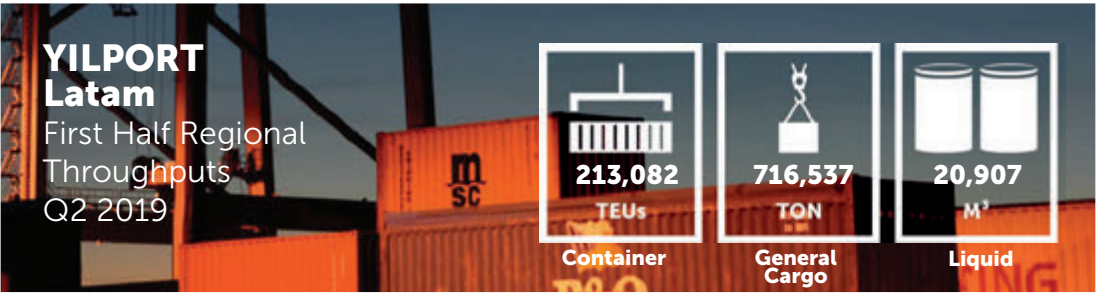
YILPORT LATAM

REGIONAL INFORMATION

GAME CHANGER OF LATIN AMERICA

Located in Ecuador, Peru and Guatemala , YILPORT’s Latin American terminals offer solutions that are unmatched in the region. The terminals offer container, bulk and liquid cargo operations, and provide bonded and non-bonded areas, warehouses, easy access to roads and logistics services.

YILPORT Puerto Bolivar in Ecuador, YILPORT Paita in Peru, Puerto Quetzal are the three terminals in the portfolio. Container and bulk cargo operations, liquid cargo are offered at the terminals.





GUATEMALA

PUERTO QUETZAL

ECUADOR

PUERTO BOLIVAR

PAITA

PERU

YILPORT Holding

LATAM Region Sales and Marketing Responsibles

Head Office Contact :

Ms. Gizem GOKYAR

✉gizem.gokyar@yilport.com

✉sm@yilport.com

Puerto Bolivar Contact :

Mrs. Tañia GUTIERREZ

✉tania.gutierrez@yilport.com

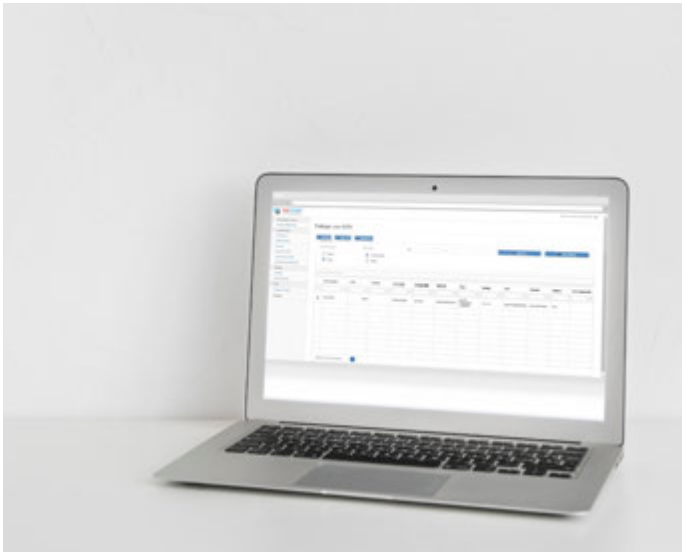
YILPORT Puerto Bolívar & Maersk Organized A Workshop

YILPORT Puerto Bolívar and Maersk organized a workshop with the aim of publicizing the most recent projects being carried out by both companies for the benefit of their clients.

Around 50 people, mostly banana exporters, attended the event where they could learn about Maersk’s global strategy of becoming a door-to-door logistic integrator as well as the multinational’s efforts to make their service more personalized . On the other hand, YILPORT Puerto Bolivar explained the progress of the modernization project of the terminal, the investments made so far and what is in the process of execution until the completion of the first phase. Likewise, the attendees were given space to provide feedback on their experience with the services they receive at the port terminal.

Among the comments received from the participants, a high degree of satisfaction was noted regarding the topics discussed and the opportunity to strengthen relations with two of its most important service providers in the logistics chain of its cargo.





YILPORT Puerto Bolívar Implements Electronic AISV Document

YILPORT Puerto Bolívar announced the new electronic version of AISV document which serves as an authorization for entry and departure of vehicles to/from YILPORT Puerto Bolívar.

With this implementation, the terminal aims to increase its competitiveness among other ports by easing the logistics chain and speeding up the transit of vehicles. Moreover, since the new application will allow exporters to obtain data records with any mobile device they want, it'll provide more information and a better traceability of their load.

The current electronic AISV allows customers access from any mobile device, anywhere and at any time by facilitating its preparation as well as the entry and modification of data. Thanks to online tracking the

system enables customers, it won't be necessary for carriers to present the physical document upon entering the terminal, instead all process will be completed online.

To launch this new service and inform customers, YILPORT Puerto Bolívar organized an event at Hotel Oro Verde, Machala on 10 June and explained the system to clients. At the end of the event exporters expressed their satisfaction with this innovation.



YILPORT Puerto Bolívar at International Fair XII Expominas 2019

YILPORT Puerto Bolívar participated XII Expominas Expo Conference as an exhibitor. The event organized by the company HJ Becdach and hosted more than 150 companies related to the mining sector was held in Quito on April 24, 25 and 26, 2019

YILPORT Puerto Bolívar' booth was visited by different guilds and important Ecuadorian authorities linked to the area of foreign trade and mining. This also caused a lot of interest on the part of the different companies involved in the marketing and logistics of products and supplies from the sector that saw YILPORT Puerto Bolívar as an excellent opportunity for their businesses.

YILPORT Puerto Bolívar also informed the participants on the progress of the investments, construction and projects of the terminal, and also emphasized the work that is currently being carried out in order to meet the needs of minerals cargo and other types of cargo.







YILPORT Puerto Bolívar Participated Trends of the International Port Logistics and Cargo Security

“Trends in International Port Logistics and Cargo Security, Second Edition” course was organized by the El Oro Technological Institute at the facilities of the Port Authority of Puerto Bolívar (APPB) between April 23-24th, 2019.

The educational institution also invited YILPORT to be part of the event based on the Dual Training Agreement signed by both entities in which YILPORT has arranged the Terminal facilities as a space for the students’ pre-professional practices. Those who attend the course, mostly students of the educational institution, had the opportunity to strengthen their knowledge and complement their academic training thanks to the participation of the panel of speakers that was composed of several people related to the export and logistics sector. YILPORT Puerto Bolívar Operations Manager Hugo García and Customs and Documentation Assistant Manager Paul AVILÉS discussed the logistics chain in port operations, sharing their experience and knowledge with the attendees.


YILPORT Puerto Bolívar Visits to Mining and Metallurgical Producers and Exporters

As part of ongoing endeavors to develop business with variant sectors and to receive mineral concentrate exports through Puerto Bolívar, YILPORT attended the invitation received from the companies Ecoluxen and DCMI, both members of the Chamber of Mining and Metallurgical Producers and Exporters of Ecuador.

During the visit, YILPORT staff did learn about the process of extraction, processing and packaging for the export of mineral concentrate in the Benefit Plants located in the city of Portovelo. The company representatives said they had great expectations of being able to start exporting their product through the terminal of Puerto Bolívar and they were grateful for the interest that YILPORT is showing in the operational and commercial processes to achieve this goal.







TPE Paita Upgrades the Version of Terminal Operating System (TOS)

As part of strategic plan for process automatization of the second most important port of Perú, TPE Paita upgraded Navis to 3.16 Version. TPE Paita had gone live with the TOS Navis N4 2.6 on May 2017 using MS WINDOWS servers; since then, the terminal has managed to reduce bottlenecks and improve its productivity, in addition to having the traceability of the entire life cycle of the cargo within the terminal.

This new upgrade will help terminal productivity to increase in addition to help terminal services to develop and give a modernized service to the customers.

TPE Paita Continues to Increase Its Productivity

Terminales Portuarios Euroandinos Paita (TPE Paita) continues to increase its service level with new ongoing and upcoming development projects. This year TPE increased its productivity to 34 containers for each STS cranes by highly exceeding the minimum limit of 25 containers.

Door to Door Logistic Services

1 | Railway

Railway transportation service to entire Turkey with its custom-engineered 150 vagons and 1 manoeuvred locomotif with its railway connected logistics yard.

- Marble warehousing service at Turkey's only block based addressing marble open yard with 9,600 m².
- Marble warehousing yard is able to store 20,000 tonnes block marble at the same time with 24 hours monitoring security cameras.



Promoted port operations service with qualified labor recruitment, inland transportation and warehouse/yard management.

+ | Port Sector



+ | Warehouse

Value added solutions with inland and outyard area to customers for bonded and non-bonded, single customer, multiple customers.

2 | Seaway

Rapid, cost saving, qualified and secured service for transportation to entire ports of the world.



+ | Agency

24/7 nonstop agency services for vessels.



- Marmara Feeder Line is established to make transportation between Turkish ports and provide better service to YILPORT and Eti Logistics customers.

- Marmara Feeder Line provides cost effective, efficient, qualified and responsive service by taking into consideration entire security standards and regulations.



3 | Land Route

As well as 30 self-owned vehicles , with 250 contracted carrier infrastructure all manner of transportation is provided domestically according to needs of customers.



WORLD'S MOST ENVI RON MEN TAL TERMINAL

The quietest STS Cranes

Transitex Opens New Offices

Transitex, the global freight forwarder, and logistics operator from YILPORT Holding opened offices in new locations throughout the month of July.

In Europe, the environment generated by Brexit created an opportunity to invest in the United Kingdom and Transitex Manchester was born. This new office will be fully operational in August and our UK office manager is already receiving training in Lisbon's headquarters, to fully understand how the company works and its corporate vision. Two new colleagues will be joining the team in Manchester during the month of August.

In the American continent, Transitex is now in the USA and Argentina. Miami was the chosen location for the USA branch. Here, the process of making the office operational is still ongoing, but Transitex looks forward to starting working in what is the world's largest economy by nominal GDP and the second-largest by purchasing power.

Transitex Argentina is already well established, with a team of five people fully operative in Buenos Aires, the country's capital. Since this team was already cooperating with Transitex in the past we were able to start from day one with a dedicated sales team that knows the market very well and with a business that was previously being moved and that stays within the group. Our main goal now is to gather more cargo and increase our existing volumes.

Transitex geographical expansion is being accompanied by an improvement on the offer of services in order to answer to importers and exporters logistical needs.



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Start of the Fruit Campaign in Extremadura

Transitex Team Takes the Field



On May 29th, a group of the Transitex team was in Guadiana del Caudillo, Spain, to promote the start of the campaign of fruit export from southern Spain in a joint action with the company Frutas Torrebaja, one of Transitex's older clients.

Transitex team spent one morning in the field, participating in one of the first fruit harvests of the year in the region. In the afternoon, the team was in the production line of the post-harvest procedures at Frutas Torrebaja agricultural plant and helped prepare the cargo for the long overseas transport.

This action promoted by Transitex is part of a mission begun before the beginning of the campaign of the fruit in the Iberian Peninsula. Transitex teams intend to create awareness and to inform exporters on the importance of post-harvest procedures and preparation of cargo for overseas transport and

respective preventive measures to avoid problems at the destination and thus maximize customers' profit.

Present in this action, Lurdes Teixeira, responsible for the reefer department of Transitex Portugal, commented on the impact of the action on the services of the company "It was a very interesting and enriching experience.

Knowing the process from the picking of the fruit from the tree to the preparation of the pallets to be loaded in the container, it is really getting to know what we transport."

Manuel Garcia, Director of Frutas Torrebaja, Transitex customer and partner in this action thanked the presence of the team and the initiative to know the process of harvesting the fruit and the post-production that precede the transport: "For us it was a pleasure to receive the team and to have all these people here and I believe that it was an educational experience for everyone ...

I hope you have learned about the complexity of the fruit world before transportation. For Frutas Torrebaja we would not conceive the shipment of sea cargo without Transitex being involved!

A Game Changing Kick-off Meeting by Iberia Finance Team



On June 14th, the 19 members of Iberia Finance team met in the city of Tomar (Portugal) for a kick-off meeting of the New Finance Organization. The meeting, led by Rodrigo Martins, Regional Finance Director, was held to present the new Finance organizational model, and the reasons for the organizational change presented by Murat AKBUDAK, YILPORT

Holding Executive Finance Director, Richard Mitchell, Iberia Region General Manager and Elçin UYGUN, YILPORT Holding Executive HR Director. The meeting agenda also included Belbin workshop and a team building activity led by Pedro Estrela, Regional HR Senior Manager.

Emotional
Intelligence
Based
Relationship
Management





Performance Coaching and Feedback Culture

YILPORT Iberia managers attended a 2-day training on Performance Coaching and Feedback Culture as part of the Leadership development program for the region.

While one of the sessions took place in Lisbon from June 3rd to June 4th with 25 participants, other session that took place in Oporto from June 5th to June 6th actualized with the participation of 10 colleagues. The trainer was Mr. Suhan DINCER, from Peak Consultancy who has previously delivered such training to YILPORT colleagues in Turkey Region.

The focus of the program is on performance and competency, Improving Performance, Situational Leadership, Motivation, Developing People, Target Setting, and the purpose is to continue building a strong performance and coaching culture and developing the current and future leaders of our company. The participants were very enthusiastic!



JOIN US



Turkey Seniors Gather at Seniority Awards Ceremony

As a YILPORT Holding tradition, Seniority Awards Ceremony was held with a great event at Gebze Terminal on 3th of May. In the ceremony, Seniority Awards were presented to employees who have made a tremendous effort to our company in Gebze, Yarımca and Solventaş Terminals for 10, 15, 20 and 25 years of service. Our employees and managers from different departments showed great interest in the organization that took place at the berth.

Deceased Mr. Mehmet YILDIRIM was also commemorated with longing and respect during the ceremony.

YILPORT Holding CEO Christian BLAUERT, Turkey Regional General Manager Uygun DEĞİRMENCİ, YILPORT Gebze General Manager Berkan ÖZKAN, YILPORT Solventaş General Manager Elif ARTAN and YILPORT Rota Terminal Director Serhan ÇİLENGİR gave speeches by thanking employees for their great efforts.

The celebrations ended after the cocktail party and cake-cutting ceremony together.





Game Changing Safety Implementations in Iberia Region

Seeing safety as a result to be delivered on a daily basis, along with productivity, YILPORT Iberia terminals are moving forward towards a different safety mindset.

Rolling Out Risk Awareness Toolbox Talks

Risk awareness Toolbox Talk sessions started being held periodically, terminal after terminal, joining the regional HSE team along with operations and maintenance of each terminal, as well as relevant stakeholders into this positive routine on behalf of safer and healthier workplaces. Each Toolbox Talk held prior to operations startup shares a new subject, focusing on our activity risks, placing high relevance to the preventive approach to be taken and looking as well for innovative ideas from the workforce to tackle safety related operational challenges.

Don't talk the talk, if you can't walk the walk !

This last May, safety walks started at the Region. The implementation is being rolled-out terminal after terminal. These field observation moments focused on safety, allow the terminal management to team up with HSE and a multidisciplinary team, including field workers, and by walking at the terminal yard where everyday action happens, the team identifies opportunities for improvement related to behaviors, equipment and operations, adjusting whenever necessary, and in a constructive way, unsafe behaviors or practices.

From these safety walks, action plans are generated in order to address and plan the necessary actions to be executed, to achieve the desired operational control improvements.

Engaging the Workforce Towards HSE | HSE Brainstorming Sessions

In line with the need of change towards a new safety mindset, having everyone on-board is the only way to go. Already "tuned" with this mindset, the Region Terminals are making possible to organize HSE engaging and brainstorming moments.

YILPORT Liscont and YILPORT Sotagus terminals were pioneers and managed to have their staff free to exchange perspectives and opinions on safety, with the Region HSE at an organized moment outside the terminal reality. These sessions not only allowed to find common solutions based on experiences and best practices, but were also a moment that allowed the terminal teams to understanding YILPORT Iberia plans for the future, with regards to HSE challenges.



YILPORT Sotagus: Pioneer Merger of ISPS Praxis and “Cascade 2019”

YILPORT Sotagus Terminal hosted a pioneer initiative in Portugal that merged an ISPS drill with the “Cascade 2019” exercise on the May 29th.

CASCADE’19 is a European civil protection exercise organized by the Portuguese National Authority for Emergency and Civil Protection in collaboration with the Directorate-General of the Maritime Authority, financed by the European Commission under the EU Civil Protection Mechanism (ANPC).

CASCADE’19, aims to test and train the response to multiple emergency situations that may occur in cascade (earthquake, floods, chemical accidents, dam ruptures and marine pollution, among others) in Portuguese territory. In this sense it mobilized more than 600 operatives from 5 European countries in around 20 locations in Portugal and covering more than 60 different scenarios between 29 May and 1 June 2019. YILPORT Sotagus was the chosen Terminal to perform it in Port of Lisbon.

YILPORT Sotagus Security Protection efforts were successfully activated under a serious incident simulation environment: Earthquake followed by intrusion through damaged terminal fences, and sabotage of an IMO class 8 ISO tank container (UN2031), from which resulted two injured.

Security and Safety means were deployed with an advanced command center established on-site by ANPC, coordinating the overall forces on the ground, including Maritime Police, Professional Firefighters (Lisbon RSB), Police and Specialized HAZMAT teams.



YILPORT Sotagus Hosted International Coastal Areas Specialists and Researchers

YILPORT Sotagus received on the 15th of May the visit of more than 100 participants in the IX Congress on Planning and Management of Coastal Areas in the Portuguese Speaking Countries.

Researchers, academics of some of the most prestigious Universities in Portugal and from MARETEC – Marine Environment and Technology Center and MAREFOZ- , Environmental Waters Research Laboratory attended the congress. The organization of this event chose YILPORT Sotagus to illustrate the port activity as key in the Coastal Area Management of Portugal, in the so called Sea Economy.

The Congress had two courses for PhD and postdoctoral students before their visit: the Environmental Modeling course with the MOHID model (Water Modelling System) and the Coastal Zone Risk and Management course.





Field Training at Setubal



Six staff members visited Setubal Terminal for field training where they gained hands-on experience on terminal operations forming the foundation of their new career in the GLC. It was a new experience which was enjoyed by all, having the opportunity to see the gate and vessel operations, talking with operational staff, understanding the safety requirements and a visit the onboard vessel.

Patricia Jesus:

“Personally, I found it of extreme importance to better understand what, in fact, is done on the field. I have never worked in this area and, although I’ve been observing the terminal activity through the cameras for some days, I had no idea of the actual dimension of operations and what involves until I went there.

I had the chance to watch discharge/loading operations on site, to go on board of the vessel, speak with the staff. I heard their explanations on how it works, about how important teamwork is, difficulties experienced (technical, bad weather conditions, etc.)

Also, I had the chance to return to YILPORT Setubal a few weeks later and, this time, the visit was mainly dedicated to better understand yard activity, meaning, procedures at the gate (in/out), Reach stacker activity, truck loading, discharge and handling and etc.

Lastly, but equally important, it allowed me to meet the people whom I work and communicate with. In conclusion, field training gave me an awareness of terminal operations that can’t be acquired by any other means”.





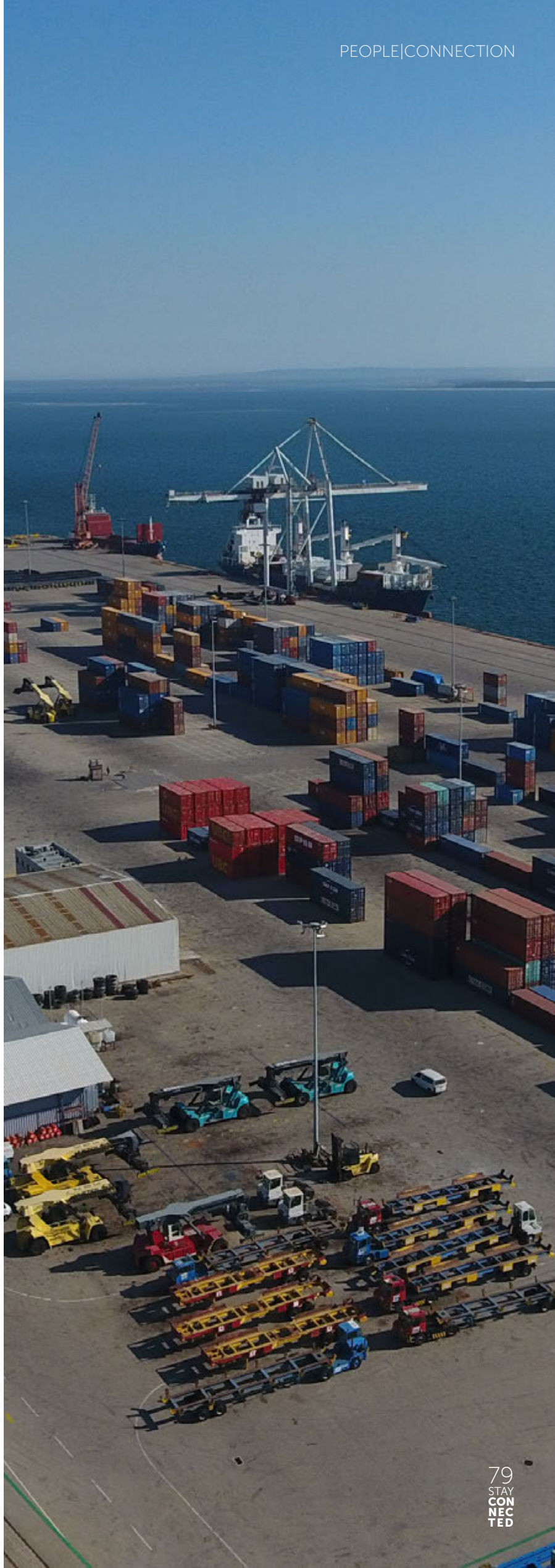
João CAETANO:

It was a really nice day in Setubal. The visit allowed us to acquire better knowledge about the Port operations. We had the opportunity to visit MV Ranger, allowing to understand the organization of discharge and load containers. The terminal personnel received us well.



Ricardo RIBEIRO:

"The field training at YILPORT Setubal was a good way to get to know the specifics of the terminal, to know the personnel whom we talk."



YILPORT Holding to Implement SAP CRM Project

YILPORT Holding signed an agreement with SAP to implement SAP CRM system to all terminals in its portfolio.

This will enable YILPORT Holding Terminals to connect and communicate on a customer relations management system through a smart, accessible system.

E2E customer relationship and sales process with Outlook Integration and Mobile Application, 360o Customer View incl. Contacts, Emails, Phone Calls, Visits, Opportunities, Quotes, Contracts, Tickets will be implemented within the scope of the project. There'll also be rule-based quote approvals and automatic notifications as a new function compared to the current system. Thanks to this system, we'll no longer need an additional system for the after-sales process. This system will enable SLA based Ticket Management, as well.

Master Data: Account & Contact Management (LinkedIn Sales Navigator, Outlook Synchronization), Product Management, Price Lists

Activity and Visit Management: Appointment (Outlook Synchronization), Task (Outlook Synchronization), Email (Outlook Synchronization), Phone Call (Outlook Synchronization), Visit (Outlook Synchronization), Calendar

Lead Management: Lead Conversion to Account & Contact, Opportunity, Business Card Scanning (ABBYY), Lead Dashboard

Opportunity Management: Expected Value, Sales Phase, Sales Assistant, Pipeline Dashboard





YILPORT Rolls Out the Compass Visual Workflow Management Application

YILPORT Rolls Out Navis’ Compass Visual Workflow Management Application, the collaborative tool which promises improved planning and greater visibility across five terminals.

In May 2019, Navis announced that YILPORT Holding Inc. would roll out Navis’ Compass visual workflow management application to five terminals that already use Navis N4. The goal is to bring enhanced visibility, communication, and collaboration to the planning process across all of the terminals. In a nutshell, the Compass application not only digitizes workflow, but also standardizes the way terminals work to improve the quality of the planning and tracking process to improve the terminal’s efficiency.

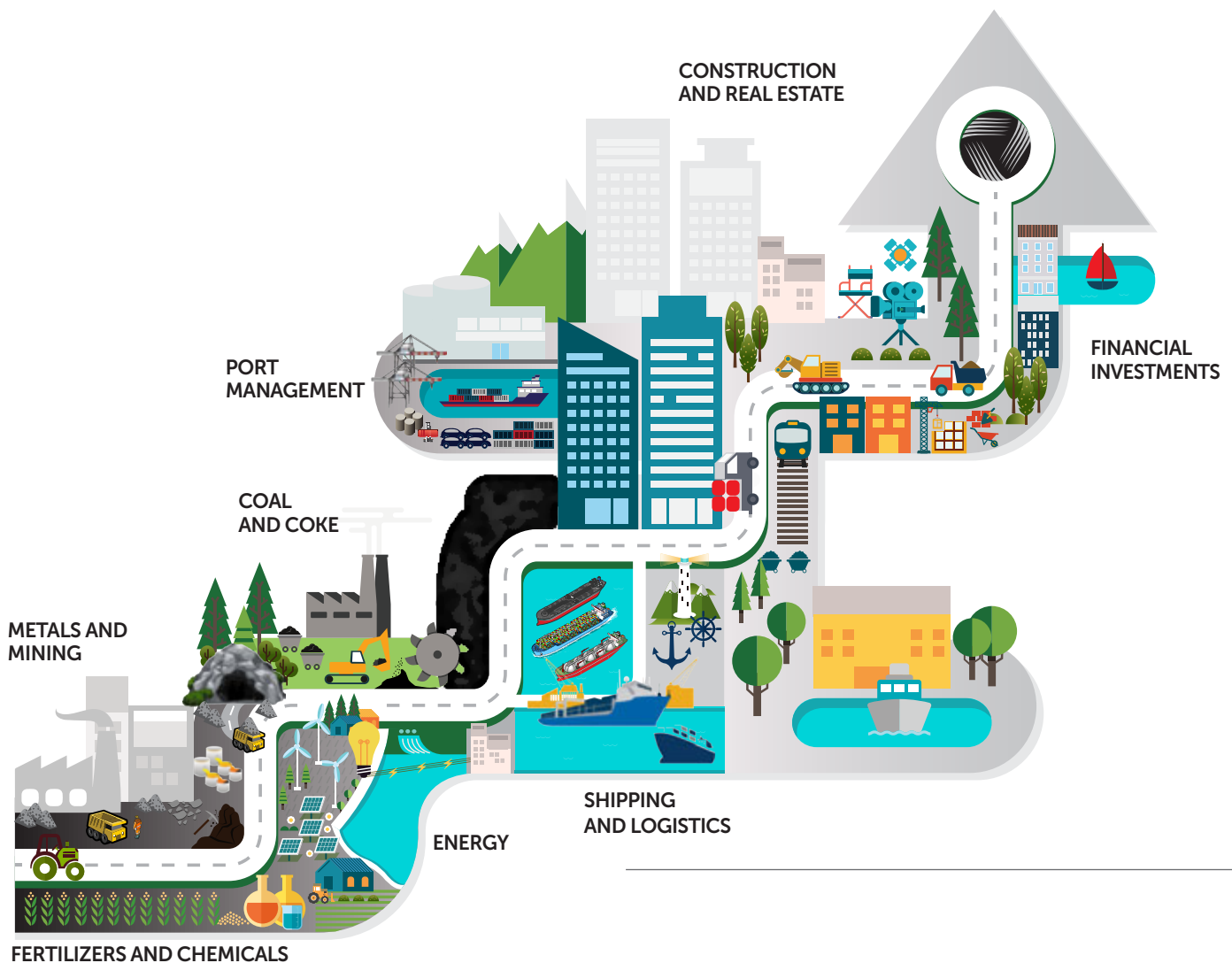
The latest rollout of Compass will take place in Gebze, Gemlik, in Turkey; YILPORT Oslo in Norway; Setubal (Portugal) and Ferrol (Spain). The first rollout follows a successful pilot period with Compass for YILPORT’s Oslo terminal. During this pilot, YILPORT utilized Compass to track the planning and execution process for vessels from the Global Logistics Center (GLC) in Gebze, Turkey. Compass made all relevant information available to all terminal actors in real-time, which helped to reduce miscommunication across locations and will help prevent claims going forward.

During the one-month trial period, YILPORT and Navis continued to enhance the Compass application to gather feedback on the priority of features that should be added and how those features should work to best incorporate Compass into the terminal planning processes. This collaboration ensured that Compass incorporated the features that were most valuable to the end-users and help YILPORT to reach their strategic targets.



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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

