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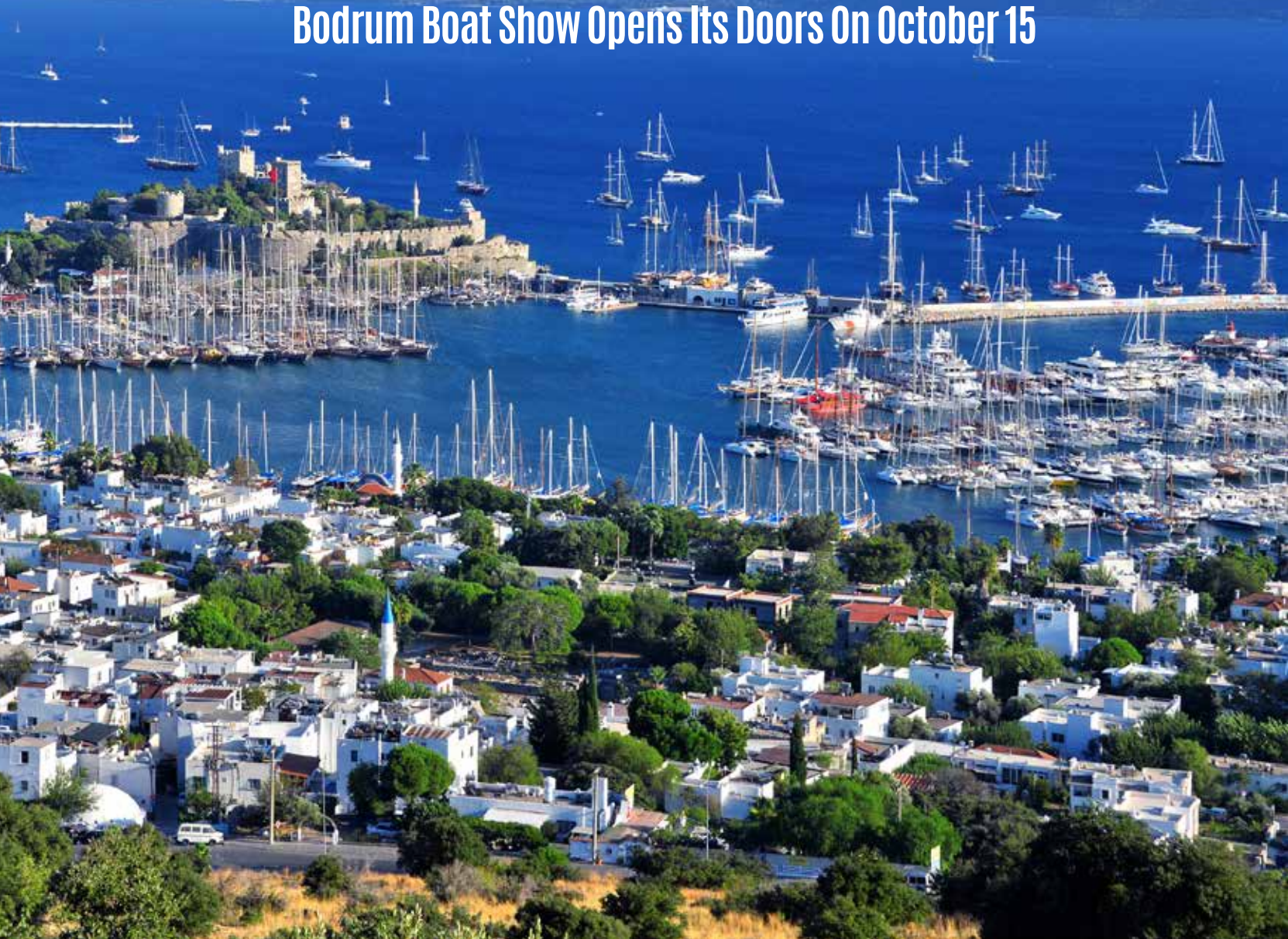
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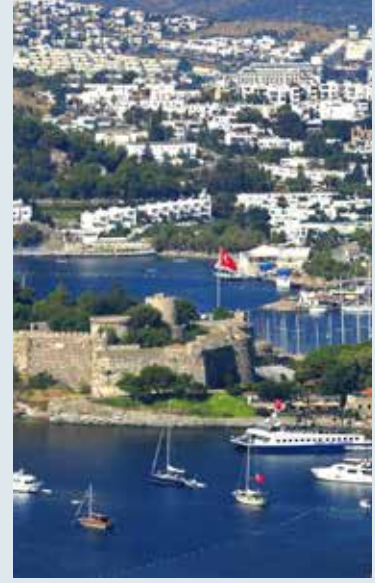
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## WE ARE HONORED TO HOST INTERNATIONAL MARITIME EVENTS



**TAMER KIRAN**

*CHAIRMAN OF THE BOARD OF TURKISH CHAMBER OF SHIPPING*

The maritime sector is one of the main pillars of the global economy and trade. In recent years, numerous political and economic developments worldwide, particularly conflicts in our region and increasing climate related environmental regulations, have significantly impacted our industry. As Turkish maritime professionals, we are closely monitoring these rapid developments during such challenging times and striving to maintain a leading position in the global competition.

We take great pride in the progress Turkish maritime has achieved in recent years. Today, Türkiye ranks 10th among countries that control the world's largest shipping fleets in terms of transport capacity. Furthermore, our country has become a key player in shipbuilding, repair, maintenance. Thanks to its unique geostrategic and geopolitical location connecting three continents, Türkiye is poised to become a logistics hub, not only in maritime transport but across all modes of transportation. Despite these achievements, we are fully aware of our greater potential. Given our extensive knowledge, capabilities,

experience, and technical know-how, it is no exaggeration to say that the Turkish maritime sector and maritime industry are well-positioned to become the rising stars of our region in the 21st century.

In this regard, we place great importance on hosting international events that bring together the global maritime community and provide opportunities to evaluate the latest developments in the sector. We are therefore excited and proud to host a series of prestigious maritime events in the coming weeks.

One of our key upcoming events will be the "Bodrum Boat Show – Boats, Marine Equipment, and Accessories Fair" which will open on October 15 in Bodrum, one of Türkiye's most prominent tourism destinations. The event is being organized by the Turkish Chamber of Shipping, with the support of local authorities.

As this will be the first edition of the fair, we are truly excited and proud to be organizing it. You can find more details about the event

in the following pages of our magazine. The fair will bring together all stakeholders of the sector, including domestic boat manufacturers and Turkish distributors of global brands. Türkiye has already made its mark as a global player in yacht production, and through this fair, we aim to further increase international awareness of our capabilities in this area. Our ultimate goal is to elevate the Bodrum Boat Show to the level of the leading boat shows in the Mediterranean in the coming years.

Around the same time, Istanbul will host the Annual Meeting of the Federation of National Associations of Ship Brokers and Agents (FONASBA) from October 14 to 17.

During this important event, key topics such as green transition in maritime, sustainability, digitalization, logistics, and the impact of geopolitical developments on global trade will be addressed. On November 3–4, the Board Meeting of the Baltic and International Maritime Council (BIMCO) will be held in Istanbul. As a member of BIMCO, our Chamber will also take part in this important meeting, where current issues concerning the maritime industry will be thoroughly discussed, and valuable knowledge exchange will take place.

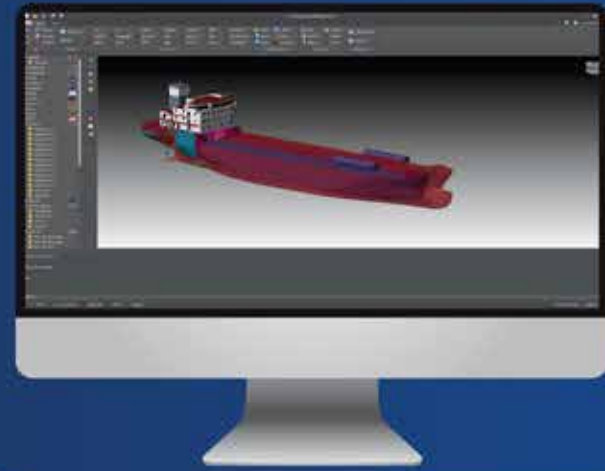
I consider that hosting all these events in our country is of great importance, especially considering Türkiye's increasing strategic significance and growing maritime capacity in recent years. Therefore, I sincerely hope that such organizations will continue to expand, further elevating Türkiye's position on the global stage. As I warmly welcome our guests visiting our country for these meetings, I sincerely believe they will leave Türkiye with unforgettable memories.

I would like to extend my sincere thanks to all institutions and organizations involved in the preparation of these events, and I hope that the fairs and meetings will bring meaningful contributions to both our country and the maritime sector.



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## PEKİ, NE ÖNERİYORUZ ?

Şu anda yatlar için **Birleşik Krallık (İngiltere)** bayrağı dünyada en çok tercih edilen popüler seçeneklerinden biridir.

İngiliz / Birleşik Krallık (İngiltere) bayrağı İngiliz Denizcilik ve Sahil Güvenlik Ajansı (MCA) tarafından yönetilen **kırmızı sancak (red ensign)** bayraklarıdır.

**Register belge süresi 5 yıldır.** ( 5 yıllık süre içerisinde İngiltere'ye herhangi bir vergi, vize ve evrak yenileme ile ilgili ücret ödememiz veya işlem yapmanız gerekmez.)

Birleşik Krallık (İngiltere) bayrağında tescil edilen teknelere 'ömür boyu geçerli çağrı işareti' (call sign) ve MMSI numarası verilmektedir. Ayrıca tekneden bir IMO numarasına sahipse; bunu teknenin belgelerine işlettirebilirsiniz.

Birleşik Krallık (İngiltere) tescil (register) belgesi **QR kodlu** olarak yayınlanmaktadır. Bu sebeple belge üzerinden istediğiniz anda sorgulanabilir ve doğrulanabilir.

Tüm Birleşik Krallık (İngiltere) bayrak tescil işlemleri, tekneden MCA sörveyi, carving & marking note, tonaj plakası, tekne kaşesi ve red ensign İngiliz bayrağı temin edilerek tekneden bulunduğu yere tarafımızca veya uluslararası bir kargo şirketi ile teslim edilmektedir.

**Londra (London)**, Birleşik Krallık (İngiltere) bayrağındaki en popüler kayıt limanıdır.

Birleşik Krallık (İngiltere) da tescil edilen bir yacht, çoğu bayrağın aksine İngiliz limanlarına fiziksel olarak gitmesi veya giriş yapması gibi bir zorunluluğu yoktur. (Örneğin Amerika Delaware eyaletinde tescil edilen yatların, tescil olduktan sonra mutlaka Delaware eyaletine gitmeleri gerekmektedir.)

İngiliz (British) Sicil Belgesi (register) **5 yıl** süreyle geçerlidir ve 5 yıl sonunda bir 5 yıl daha geçerli olacak şekilde kolayca yenileme işlemi yapmaya izin verir.

## SO WHAT DO WE RECOMMEND?

Currently, **The United Kingdom (UK)** flag for yachts is one of the most preferred popular choices in the World.

**The British / United Kingdom (UK)** flag is one of the **red ensign flags** managed by the British Maritime and Coastguard Agency (MCA)

**The duration of the registration certificate is 5 years.** ( You don't have to pay any taxes, visa and document renewal fees or procedures to the UK within the 5- year period.)

Boats registered under the United Kingdom (UK) flag are given a 'lifetime call sign' and an MMSI number. In addition if your boat has an IMO number, you can have it entered on the boat's documents.

The United Kingdom (UK) registration certificate is published with **QR code**. For this reason, the document can be queried and verified at any time.

**All United Kingdom (UK) flag registration procedures, MCA survey of the boat carving & marking note, tonnage plate, hull stamp and red ensign British flag are provided and delivered to the location of the boat by us or by an international cargo company.**

**London** is the most popular port of registration under the United Kingdom (UK) flag.

Unlike most flags, a yacht registered in the United Kingdom (UK) is not obliged to physically visit or enter British ports. (For example, yachts registered in the state of Delaware, USA, must go to the state of Delaware after registration).

The British Registration Certificate (register) is valid for **5 years** and allows for easy renewal at the end of 5 years for another 5 years.



## YURT DIŞI ŞİRKET KURULUŞ İŞLEMLERİ ( COMPANY ESTABLISHMENT )





# Istanbul and Marmara, the Aegean, the Mediterranean and the Black Sea Regions (IMEAK) TURKISH CHAMBER OF SHIPPING



**TAMER KIRAN - Chairman of the Board**

Istanbul and Marmara, the Aegean, the Mediterranean and the Black Sea Regions (IMEAK) Chamber of Shipping, briefly called as the Turkish Chamber of Shipping (TCS), is the umbrella organization representing the Turkish maritime sector, with its headquarters in Istanbul and main branch offices in Izmir, Bodrum, Marmaris, Antalya, İskenderun, Fethiye, Karadeniz Ereğlisi (West Black Sea Region) Kocaeli and Aliğa. It has a Liaison Office in Ankara and also 15 representative offices along the coastal towns and cities of Turkey.

Turkish Chamber of Shipping was first founded as Istanbul Chamber of Shipping in 1982 and afterwards its area of activities has been extended gradually to cover the regions of the Sea of Marmara, the coasts of the Aegean Sea, the Mediterranean and the Black Sea together with the inland waters of Turkey.

The Chairman of the Board of Directors of the Turkish Chamber of Shipping is Mr. Tamer Kiran.

## OBJECTIVES

The most important objectives of the Turkish Chamber of Shipping are protecting interests of its members, meeting the common needs of seafarers, ensuring the development of maritime profession, facilitating professional activities, setting the shared rules, advising to the relevant authorities on maritime issues, while preserving its discipline, ethics and solidarity.

## ACTIVITIES

The Chamber's main activities include determining the rules and practices related to shipping, conducting research, collecting information about shipping, ensuring development of shipping in accordance with the national transportation policy, informing foreign organizations about the capacities and tariffs of Turkish ports, becoming a member of international maritime organizations, monitoring their activities, and performing other tasks specified in the laws.

## MEMBERS

In accordance with the Chambers and Commodity Exchanges of Türkiye (TOBB) Union Law 5174, all the companies dealing with maritime activities should become a member of Turkish Chamber of Shipping (TCS). Our members are assembled in 48 Professional Committees according to their occupations and professions.

Turkish Chamber of Shipping represents the Turkish maritime sector and shipping industry and comprises all ship-owners, ship operators,



Chamber of Shipping



**BAŞARAN BAYRAK**  
**President of the Assembly**

ship agents, ship sale and purchase brokers, forwarders, stevedores, tally firms, classification societies, marine

insurance companies, underwriters, marine surveyors and experts, auxiliary services such as salvage, rescue, pilotage, dredging and yachting and also ship chandlers and suppliers, port and marina operators, ship-yacht builders and shipyards, ship-yacht equipment and repair services, maritime training companies, sand extractors and fishermen as members.

The Turkish Chamber of Shipping is a member of the following bodies: The Union of Chambers and Commodity Exchanges of Türkiye (TOBB), International Chamber of Commerce–Turkey National Committee (ICC Türkiye), International Chamber of Shipping (ICS), International Chamber of Commerce–International Maritime Bureau (ICC-IMB), Federation of National Associations of Ship Brokers and Agents (FONASBA), European Community Association of Ship Brokers and Agents (ECASBA), Baltic and International Maritime Council (BIMCO), The Association of Mediterranean Cruise Ports (MedCruise), European Boating Association (EBA), International Bunker Industry Association

(IBIA), European Shortsea Network (ESN), and Turkish-German Chamber of Commerce and Industry (TD-IHK).

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# MARITIME EDUCATION AND VISION ON THE AGENDA OF THE ASSEMBLY MEETING

The presentations by DEHUKAM Director Dr. Mustafa Başkara and Prof. Aykut Arslan at the Turkish Chamber of Shipping Assembly Meeting held on September 25 reflected Türkiye's maritime vision.



**KAŞIF KALKAVAN - BAŞARAN BAYRAK - EMİN EMİNOĞLU**

The Turkish Chamber of Shipping (IMEAK DTO or DTO) September Assembly Meeting was held on Thursday, September 25, at the DTO Head Office, chaired by DTO Assembly President Başaran Bayrak. First, DTO Assembly Secretary Kaşif Kalkavan read the obituaries and offered condolences to the bereaved families, praying for God's mercy on the deceased: "Ayşe Betül Gezgin, mother of Tolga Emrah Gezgin, Chairman of Erkport Liman Hizmetleri A.Ş., a member of our chamber, and Chairman of the DTO Professional Committee No. 20; Vahide Kavasoglu, mother of Okyanus Kavasoglu, owner of Okyanus Denizcilik and member of our chamber; Havva Karabekir, mother of Ekrem and İbrahim Karabekir, partners of Simge Denizcilik ve Ticaret Ltd. and members of our chamber; and Musa Kazım Süren, owner of Point Yachting

and member of our chamber, have passed away. We wish God's mercy upon the deceased and offer our condolences to their grieving families on behalf of our chamber and our community."

The first item on the agenda was the review and approval of the minutes of the DTO Assembly meeting dated 08.28.2025, numbered 35. The meeting minutes sent to the addresses was approved unanimously.

The second item was the discussion and approval of the inter-chapter transfer requests for July 2025. The inter-chapter transfer request read by Aygün Özgen, Chairman of the DTO Accounts Review Commission, was unanimously approved. Özgen then read the item on the review and approval of the July balance sheet and it was unanimously approved. The



**AYGÜN ÖZGEN**

presentation then moved on to a video presentation of August activities. Due to the participation of DTO Chairman Tamer Kiran in President Recep Tayyip Erdoğan's official visit to the United States, the speech to the Assembly was delivered by Adnan Naiboğlu, Vice Chairman of DTO.

## **ADNAN NAİBOĞLU: "TÜRKİYE RANKS 10TH AMONG COUNTRIES WITH THE LARGEST FLEETS"**

Vice Chairman Adnan Naiboğlu began his speech by commenting on the Medium-Term Plan for the 2026–2028 period, announced in September. "The slower-than-expected progress of the disinflation process has led the economic administration to set more cautious growth targets" he said and shared forecasts that fall below the potential growth rate of 4%. Accordingly, a growth of 3.3% is forecast for 2026 and 3.8% for 2027. Meanwhile, second quarter data released by TÜİK (Turkish Statistical



**ADNAN NAİBOĞLU**



**Front row, from left to right:** Adnan Naiboğlu (Vice Chair of the Board), Timur Taylan Kalkavan (Treasurer Board Member), Burak Akartaş (Board Member), Kemal Barış Dillioğlu (Board Member), Serhat Barış Türkmen (Board Member)

**Back row, from left to right:** Ahmet Can Bozkurt (Board Member), İsmail Görgün (Board Member), Semih Dinçel (Substitute Board Member), Teoman Mustafa Akyol (Substitute Board Member), Kemal Akbaşoğlu (Substitute Board Member)

Institute) in early September pointed to 4.8% growth. Naiboğlu said, “The Turkish economy, which grew by 2.3% in the first quarter, accelerated in the second quarter. The leading indicators signaled growth driven primarily by domestic demand . These developments also raised the possibility of growth exceeding the Medium-Term Plan projections”. On the inflation front, Naiboğlu drew attention to the Central Bank’s updated interim targets, stating that inflation targets of 16% for 2026 and 9% for 2027 had been set.

Naiboğlu continued: “The extent to which the domestic demand, expected to revive with interest rate cuts, will challenge the decline in inflation remains a critical question on the agenda. Therefore, it is of great importance that economic policies are implemented as cautiously and inflation-focused as possible. In the fight against inflation, it is obvious that not only demand control but also exchange rate policy must be managed within a framework consistent with the targets. The Medium-Term Program highlights a policy approach that aims to keep the Turkish lira “valuable” without appreciating further. In the coming period, it may be possible to achieve the set targets by increasing public savings and strengthening the fight against the informal economy.”

Naiboğlu stated that they were delighted to learn that, as of July 1, 2025, Türkiye had risen to 10th place among the countries with the largest fleets, noting that Türkiye’s fleet capacity was recorded at 52.70 million tons with a total of 2,145 ships. “The global maritime transport sector has generally been stable since the beginning of the year; however, changes in customs duties between the US and its trading partners have caused a decline in the volume of some commodities; negative repercussions have been observed, particularly in sectors directly affected by customs duties, such as container transport. For 2025, global maritime transport volume is expected to increase by a limited 0.1% in tonnage to 12.7 billion tons; on the other hand, long-distance transport is expected to perform more positively in terms of ton-miles.”

Naiboğlu also provided information on the following developments closely related to the sector in September: “With the new regulation that entered into force in September, important changes have been made to the Ports Regulation for the sector. The term “non-stop passage” was revised to avoid conflict with the Turkish Straits Maritime Traffic Regulation; it was explicitly stated that anchorage charges would be collected in accordance with the relevant legislation. The term “Gulf Crossing Bridge,” previously used for

the Osman Gazi Bridge, has been updated to the bridge’s official name. The maximum air draft height for sea vehicles passing under the bridge has been increased to 64 meters from 60 meters. At Tuzla Port, berthing sites 1 and 2 have been reorganized with increased capacity to reduce congestion caused by maintenance and survey operations.

“The official launch of the Turkish Maritime Decarbonization and Green Shipping Programme, implemented by the Ministry of Transport and Infrastructure in cooperation with the European Bank for Reconstruction and Development (EBRD) and the European Union, took place on September 11 in Ankara. We participated in this important event as chamber and the project aims to reduce greenhouse gas emissions in the maritime industry, to evaluate the potential for alternative fuel use, and to develop a monitoring, reporting, and verification (MRV) system specific to Türkiye. The project outputs include the preparation of medium- and long-term action plans; modernizing ports with low-carbon fuel and shore-side electricity technology; designing incentive mechanisms specific to Türkiye; and identifying routes with green shipping corridor potential. This step makes a strong contribution to Türkiye’s transformation process in line



with the European Green Deal targets and in accordance with global maritime standards. We are closely following the project.”

### WORLD MARITIME DAY: OUR OCEAN, OUR OBLIGATION, OUR OPPORTUNITY

Adnan Naiboğlu stated that Piri Reis University has attracted great interest from students again this year following the Higher Education Institutions Exam and the subsequent university placement process. He reported that while the overall enrollment rate for foundation universities was around 76%, Piri Reis University managed to achieve an enrollment rate of 88%. He added that Türkiye will host important maritime organizations in October and provided information about the Bodrum Boat Show, FONASBA, and BIMCO meetings organized with the support of the DTO.

Naiboğlu said, “The International Maritime Organization (IMO) celebrates the last Thursday of September as World Maritime Day every year to draw attention to maritime safety and the protection of the marine environment. In this context, we participated in the meeting organized by the General Directorate of Maritime Affairs with the participation of Minister of Transport and Infrastructure Mr. Abdülkadir Uraloğlu this morning. This year’s theme is ‘Our Ocean, Our Obligation, Our Opportunity,’ emphasizing the global importance of protecting the oceans”.

Drawing attention to the environmental obligation of the maritime industry, Naiboğlu stated that Türkiye is a party to all international agreements in this field and is working diligently to fulfill its obligations. He concluded his speech by celebrating World Maritime Day.

### DR. MUSTAFA BAŞKARA: “DEHUKAM IS A PIONEERING ORGANIZATION SHAPING MARITIME LAW AND POLICY”

Following Adnan Naiboğlu, Dr. Mustafa Başkara, Director of the Ankara University National Research Center for Maritime Law (DEHUKAM), gave a presentation titled “Türkiye’s Marine Spatial Planning and Its Impact on the Maritime Industry.” Başkara began his speech by noting that



DR. MUSTAFA BAŞKARA

despite the Ankara University reference in its name, DEHUKAM is a public legal entity. Başkara said, “DEHUKAM is a pioneering institution that shapes maritime law and policy, acting within this vision, and sustaining its support with increasing strength not only nationally but also at international meetings and at every stage of the formation processes of maritime law. The institution’s primary objectives are to increase Türkiye’s human resource capacity in the field of maritime law and policy, and to carry out research, development, training, scientific activities, consultancy, and publishing activities for national and international stakeholders with an innovative and interdisciplinary approach.”

Başkara provided detailed information about the structure of DEHUKAM and said that DEHUKAM strategically focuses on different areas of maritime beyond maritime law and policy. He listed these areas as follows: “The main areas of work include shipping, insurance transportation, and shipping arbitration; various projects are being carried out in these areas. Support is provided through consultancy and policy document production on maritime areas and related issues, which are sensitive topics on the government’s agenda. Under the heading of maritime sovereignty and security, issues such as gray zones, hybrid threats,

maritime terrorism, and piracy are addressed. Maritime labor law and the working conditions of crew are another focus area that is becoming increasingly important for the industry. Within the scope of the marine environment and climate change, studies include marine pollution, green transformation, and climate impacts. In the energy sector, the focus is on both hydrocarbon resources and renewable energy. Studies are being conducted on sustainable fishing, biodiversity, and marine genetic resources in the context of marine living resources and ecosystems.”

Başkara added that the organization also focuses on topics such as shipbuilding industry, autonomous sea vehicles, sustainable and safe ship conversion, ship recycling, and digitalization in maritime affairs in the areas of maritime and technological transformation, and summarized the service portfolio: “The service portfolio is shaped by project generation, research services, and consulting tailored to private sector demands. A rich and high-quality library service is offered in the field of maritime law in Türkiye. Diplomatic relations are strengthened through national and international events. Intensive diplomatic traffic is conducted with embassies in Türkiye, and cooperation protocols are developed with similar institutions. Maritime law education is offered at the institutional, individual, and non-institutional levels. Research services are supported by the recommendations of the Navigation Hydrography Oceanography Plan Coordination Board.”

### TÜRKİYE’S PROACTIVE POLICIES IN MARITIME

Emphasizing that DEHUKAM actively carries out many projects at the national and international levels, Başkara stated that one of these projects aims to harmonize the EU’s Marine Strategy Framework Directive with Türkiye. He said, “Another is an IPA-supported mobility program that enables maritime vocational high school students to do internships in Europe. There are also studies on shipping arbitration in Türkiye within the scope of a TÜBİTAK project.



We are holding meetings in the UK, France, and Germany in this context.”

Mustafa Başkara assessed that, looking at the last 10 years, including 2025, the maritime industry's past conservatism has begun to disappear and the process has accelerated, emphasizing that the industry has adapted to changes in line with national and international developments. In this context, he gave the following examples of Türkiye's position in international maritime policies: “The European Union's Ocean Pact introduced a comprehensive approach to oceans on a global scale for the first time.

The Oceans Conference in May showed that international efforts focused on ecosystem protection and supporting biodiversity are gaining momentum. The BBNJ Agreement (Biodiversity Beyond National Jurisdiction), which aims to protect biodiversity in maritime areas beyond the jurisdiction of governments, reached 60 signatory countries last week and will enter into force on January 17, 2026. Türkiye has made a significant policy change in this area. Although it is not a party to the UN Convention on the Law of the Sea, it has signed the BBNJ Agreement and the ratification process is ongoing. This step shows that Türkiye has adopted a more aligned stance with global developments in maritime policy and is demonstrating a new diplomatic direction while maintaining its position of objection.”

Başkara emphasized that Türkiye has become actively involved in maritime affairs this year and that the Marine Spatial Planning Map announced on April 16 has enabled the first map to be drawn in the Aegean Sea. “Türkiye has demonstrated its participation in international environmental policies in maritime by becoming one of the countries that signed the BBNJ Agreement” he said. “Decarbonization strategies were incorporated into the system with the addition of the ETS article to the Ports Law last year. We are targeting effective policy production at the regional and international levels. And with the designation of the Mediterranean

as an ECA zone, there is a need for maritime policies to be discussed more and implemented in collaboration with the industry.”

Başkara stated that the industry faces various challenges at the same time, listing them as follows: “The declaration of the Marmara Sea as a special environmental protection area (SEP) and high maritime penalties; the strain on the fleet during the ETS compliance process; difficulty in accessing qualified human resources and competitive pressure in the shipbuilding sector. At this point, institutions such as DEHUKAM have a greater responsibility to bridge the gap between the state and the industry and to meet their needs. It continues its efforts to strengthen the Turkish Merchant Fleet, improve the regulatory framework, and ensure the proper implementation of international regulations.”

#### **TURKISH MARINE SPATIAL PLANNING: THE MAP OF THE BLUE ECONOMY**

Türkiye's strategic efforts in the maritime industry have been concretized in a map called ‘Turkish Marine Spatial Planning’, which provides a comprehensive framework aimed at operating blue economy sectors in our seas in harmony and with maximum benefit. Başkara said, “However, this map is not a final document; on the contrary, it is a strategic infrastructure that will take shape with the contributions of relevant institutions, organizations, and sector representatives, and is open to development. With this awareness, the Turkish Marine Spatial Planning Coordination Board was established last month. The Board aims to create a multi-stakeholder cooperation platform to achieve the ideal form of planning.

“The marine spatial planning is a tool that enables the harmonious use of seas and oceans and the effective, safe, and sustainable conduct of human activities. Türkiye's implementation of this planning is of critical importance in terms of strategically defining activities at sea, rather than merely determining maritime jurisdiction areas.” He listed the sectoral benefits of Turkish Marine

Spatial Planning as follows: “Turkish Marine Spatial Planning was designed as a master plan covering all components of the maritime industry. The map shows the areas of activity of different sectors, from port areas to berthing and anchorage sites, from special environmental protection areas to military firing ranges, and offers many strategic advantages directly related to the industry. The clear definition of ship routes and port access areas on the map makes logistics chains more visible, creating cost advantages. Shipyard areas are open to expansion in line with the decisions of the planning and coordination committee.

Yacht building and maintenance activities can be supported thanks to this infrastructure. Multifaceted structures such as special environmental protection areas (SEPA), marine protected areas, and marine parks are integrated under a single umbrella mechanism. This integration provides long-term benefits in terms of time and cost by increasing operational efficiency in the ship and boat maintenance and repair sectors. In addition, YEKA (Renewable Energy Resource Areas) areas are declared within the scope of submarine services, creating new opportunities for energy and infrastructure investments.”

Başkara pointed out that Turkish marine spatial planning is not just a map, but a strategic structure that enables activities at sea to be carried out with multi-sectoral coordination. “Sensitive issues such as fishing-restricted areas, protected areas, and fishing sites are addressed through process management within this planning framework, and productive areas for aquaculture are matched with other sectors, taking into account maritime safety and environmental sustainability.”

He concluded his speech by saying that the state paves the way for the industry by planning structures such as offshore wind farms, fish farms, and fishing areas at the highest level, and that protecting the marine environment within the framework of inter-sectoral coordination is also one of the fundamental objectives of this planning.





YUNUS CAN

#### YUNUS CAN: “DOES THIS MAP PROVIDE AN ADVANTAGE IN THE FIELD OF SEABED RESOURCES?”

Moving on to the Q&A session, Yunus Can, a member of the DTO Assembly, asked whether the map provided an advantage in research such as natural gas exploration and oil exploration within the scope of seabed resources. Başkara stated that the red line drawn in Türkiye's marine spatial planning defines the boundaries of the activity areas, adding, “However, exploration and extraction activities to be carried out on the seabed, specifically in the Aegean Sea, are subject to the 1976 Türkiye-Greece convention. According to this agreement, there is a consensus that no activities should be carried out on the seabed unless there is agreement and delimitation between the two countries. Therefore, neither Türkiye nor Greece can carry out drilling or exploration work on the seabed in the Aegean Sea. The way for such activities can only be opened if the delimitation is clearly reflected on the map.”

#### ONUR UGAN: “COULD YOU PROVIDE DETAILS ABOUT THE MAPA BUOY PROJECT?”

Onur Ugan, President of the DTO Fethiye Branch Assembly, asked about the scale at which the map was approved and the influence of local authorities. He also wanted information about the “mapa buoy

project” in the Göcek region. Başkara answered the questions as follows: “Marine spatial planning in Türkiye has not yet reached the level of land planning. The Ministry of Environment and municipalities are responsible for land areas; at sea, the process is carried out in the form of a strategy document, with high-level state ownership. According to the legislation, it is currently prohibited to establish a marine cadastre. However, a new project is being carried out to examine the suitability of this area.

The Mapa Buoy Project launched in the Göcek region aims to establish a marine protected area by the state. The region had previously undergone legal processes related to the private sector. DEHUKAM contributes to the project with feasibility and sustainability reports. The process is being carried out by the Turkish Environment Agency and the General Directorate of Nature Conservation. Once the project is completed, Göcek will have gained a marine protected area that provides a public service.”

Başaran Bayrak, President of the DTO Assembly, also asked about the works being carried out in terms of Special Environmental Protection (SEP) areas and said that economic activities sometimes suffered due to ecological concerns in SEP areas. Başkara responded as follows: “DEHUKAM provides services in line with the state's requests for environment-focused projects. In SEP areas, support was provided for the legislation project of the General Directorate of Nature Conservation; an active role was taken in the buoy mapping processes with TÜÇA (Turkish Environment Agency). Various projects are being carried out with different units of the Ministry of Environment (Protection of Natural Assets, EIA, Environmental Management). An EU project under the European Marine Strategy Framework Directive is being carried out with the EIA General Directorate. Three projects have been completed under the Barcelona Convention. Preparations for a new project are ongoing. However, DEHUKAM's scope of work is determined by the relevant ministry. In



PROF. NAFİZ ARICA

line with requests from the industry, it is emphasized that the existing legislation on SEP areas needs to be supported by sub-regulations. This deficiency can lead to rigid decisions in management. Although a project proposal on the subject has been received, it has not yet been finalized.”

#### PROF. NAFİZ ARICA: PİRİ REİS UNIVERSITY'S ENROLLMENT RATE IS 88%

Following the Q&A session, Piri Reis University Rector Prof. Nafiz Arica took the stage to provide information about the 2025 Higher Education Institutions Exam (YKS) results. Arica began his speech by noting that approximately 2.5 million students took the university entrance exam this year, compared to approximately 3 million last year and 3.5 million the year before. Arica said, “Factors are at play in this situation, such as the economy and questions about the quality of education. Education is one of the areas most resistant to change.

“Higher Education Institution quotas were reduced by 18.1% in the 2025 YKS. The occupancy rate at state universities is 99%, and it is close to 100% in undergraduate and associate degree programs. However, there has been a significant decline at foundation universities: The average occupancy rate across Türkiye is 76%, and it is 70% at foundation universities in Istanbul.

Moreover, enrollment rates are below capacity rates, approximately 10% lower.

Our university's occupancy rate is 88%. We rank 7th among foundation universities in Istanbul and 22nd among 91 foundation universities in Türkiye. Some of the top universities offer high scholarship rates. Our scholarship programs and 50% scholarship programs are 100% full. There are vacancies in our fee-based programs. We have a total of ten programs in the field of maritime studies, including four bachelor's and six associate degree programs; these programs make up 58% of our students and have an enrollment rate of 99.5%. We rank 3rd among the 5 Chamber Universities affiliated with the Turkish Union of Chambers and Commodity Exchanges and 88th among a total of 91 universities. Regional differences are striking: The enrollment rate for the three foundation universities in Izmir is 94.5%, while in Antalya it is close to 100%. In Istanbul, there are 49 foundation universities, and the overall enrollment rate is 70%".

Arica added that 1,419 new students enrolled at Piri Reis University with these results and that, with these students who transferred vertically and horizontally, it is anticipated that education will begin this semester with approximately 1,500 new students. He reported that the total number of students exceeded 7,000 and that the average number of active students was 6,000. He emphasized that Piri Reis University is the leader in terms of capacity in the Faculty of Maritime according to the 2025 YKS results. He noted that the Department of Maritime Transportation and Management Engineering has the highest rate in Türkiye with a capacity of 122 students, admitting 20-25% more students than ITU.

He also shared the other rankings as follows: "We also have the highest quota in mechanical engineering: 103 students. Ranking is more important than exam scores. In Maritime Transportation and Management Engineering, ITU is first and Piri Reis University is second. We

accept the best students in this field after ITU. Yıldız Technical University is second in mechanical engineering, and we are third. The picture is similar in marine engineering: Piri Reis University is third after Yıldız Technical University.

Our Maritime Business Management department admitted students with the highest scores. This department, which is part of the Faculty of Economics and Administrative Sciences, accepted the best students in terms of ranking."

### **"TECHNOLOGY IS NOW THE FOCUS IN MARITIME EDUCATION"**

Concluding his speech by stating that technology is now the focus of maritime education, Arica explained that, according to research by the International Association of Maritime Universities, technology is at the forefront of the skills that will be most needed in the maritime field in the future, and that Piri Reis University has updated its curriculum accordingly: "The updated content includes fuel technologies and artificial intelligence. As a university, we have prepared our implementation principles and action plan regarding artificial intelligence. Last week, we organized a three-day training for all staff in collaboration with Microsoft and the Faculty of Educational Sciences at Middle East Technical University. First-year students have the highest awareness of artificial intelligence. They were followed by second-, third-, and fourth-year students, and then master's and doctoral students. These data show that we need to take pioneering steps in artificial intelligence. We have prohibited the prohibition of artificial intelligence use. We anticipate that this technology will fundamentally impact the education system. Therefore, as a university, we are taking an active role both in our internal implementations and in setting sector examples."

### **PROF. AYKUT ARSLAN: "WE SEARCHED FOR ANSWERS TO BASIC QUESTIONS SUCH AS THE RATIO OF THOSE GOING TO SEA AND TIME SPENT AT SEA"**

Following Prof. Nafiz Arica's speech, Prof. Aykut Arslan, a faculty member at



**PROF. AYKUT ARSLAN**

Piri Reis University, provided information on the results obtained from the first phase of the project titled "Strategies and Roadmap for Maritime Students' Work at Sea." He summarized the objective of the project as shedding light on the career choices of maritime graduates. Arslan said, "There have been observations in recent years that students receiving maritime education do not prefer the sea; the tendency to take on land-based jobs is noteworthy. The project carried out between March 20 and September 20, 2025 examined this situation through questions directed at the students themselves. The research sample consisted mainly of final-year students. The starting point of the research was to seek answers to fundamental questions such as the percentage of those going to sea and the length of time spent at sea. The surveys have been completed, and the analysis process is ongoing. Detailed questions, such as what types of ships are preferred, were also included in the research. Initial findings have been obtained and school numbers and other data were collected from official channels."

Arslan shared the following additional information about the research: "The research, conducted with 1,418 students, revealed trends toward maritime careers. 54% of participants were from faculties,



31% from colleges, and 14% from high schools. This distribution indicates that a sufficient sample size for scientific analysis has been reached. The desire to work at sea after graduation is quite high: 87%. Without distinction between male and female, the vast majority of students stated that they wanted to work on ships. The desire to go to sea among final-year students at the decision stage is remarkable. The preferred ship types are, in order: bulk carriers, oil tankers, and chemical tankers. These ship types indicate the areas students wish to pursue in their maritime careers. The average time spent at sea is approximately 12 years. The average is 12.32, 11.82 and 11.10 years for high school graduates, college graduates, and university graduates, respectively. The overall average is 11.8 years. The gender effect is noteworthy: 90% of men and 75% of women want to work at sea. Overall, 87% expressed a desire to pursue a career in maritime studies. The length of time spent working at sea was evaluated in three groups: 0–5 years (231 students); 6–15 years (800 students); 16 years and above (196 students)."

#### **"HAVING A SEAFARER IN THE FAMILY AFFECTS THE LENGTH OF TIME SPENT AT SEA"**

There is a strong link between time spent working at sea and motivation. 71% of participants prefer working at sea in order to earn a higher income. Saving money, seeing new places, and experiencing different cultures are the strongest motivators. Having a seafarer in the family affects the length of time spent at sea. They spend an average of 12.6 years at sea, while those without spend an average of 11.19 years. This difference demonstrates the impact of seafaring culture on career continuity. Motivations differ based on gender. For men, higher income and saving money are more important factors; for women, the profession itself scores higher. Ship preferences show similarities based on gender. The most preferred ship type among both female and male participants is tankers. This is associated with the relatively high income level on tankers. Arslan concluded his presentation saying, "Students who show high commitment

to the maritime profession tend to stay in the industry longer. It is possible to benefit the maritime industry in different ways for this group. The reasons given by students who do not want to work at sea can be grouped into three main categories. Economic reasons: Salaries earned on ships are relatively low compared to opportunities on land; the job burnout on seafarers is not taken into account; inflation and currency advantages erode over time.

These reasons were particularly mentioned by students studying at faculties. Institutional and personal concerns: Negative attitudes from superiors, experiences such as mobbing during internships; concerns for female students regarding childbirth, starting a family, social isolation, and career rights. For male students, professional burnout, sleep patterns, and physical fatigue. Recommendations were developed based on these observations, and a relevant report was submitted. The appreciation and evaluation process was left to the relevant institutions." The last item on the agenda was the sectoral and regional views and suggestions of the branch chairs, professional committee chairs, and assembly members. In this context, IMEAK DTO Assembly member Yusuf Ziya Çakır took the floor and provided information about the developments at the Port of Trabzon.

#### **YUSUF ZİYA ÇAKIR: "IMPORTANT DEVELOPMENTS ARE TAKING PLACE AT THE PORT OF TRABZON"**

Stating that important developments are taking place at the Port of Trabzon, Çakır announced that the company operating the port will enter the transfer process after 8 years and will not participate in the new tender, emphasizing that this decision is being closely followed by the public and sector representatives. Çakır announced another important development: "Maritime transport on the Trabzon–Sochi route will resume. About a month ago, an agreement was reached between a Russian company and a freight forwarder in Trabzon. Three days ago, the ship arrived at Trabzon Port; preparations for cargo



**YUSUF ZİYA ÇAKIR**

and passenger transport have begun. Passenger transport will be limited to 300 people; cargo transport will be accompanied by passengers, in trucks, and will be applicable for cargo not exceeding \$10,000. This route had been suspended since 2014. The resumption of services after 11 years will boost the region economically and logistically. There has also been an increase in applications for honorary consulates in Trabzon. Nine countries, including Germany, are in talks with the Ministry of Foreign Affairs to open honorary consulates in Trabzon.

The permit procedure for ships over 25 years old has changed. The Ministry of Transport and Infrastructure has transferred the authority for ships that were previously subject to ministerial approval to port authorities. Ships will now be able to operate with permission from the port authority only, regardless of age. The new voyages will boost border trade. Cargo transported with passengers will be duty-free. Relevant institutions in Sochi and Trabzon are working hard to speed up bureaucratic procedures. The voyages are expected to begin within 1 to 1.5 months." After Çakır's speech, Yunus Can and Abbas Kolçalar also made assessments on certain sectoral issues. Then, IMEAK DTO Assembly President Başaran Bayrak concluded the session by celebrating International Day of the Seafarer once again.

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## ACTIVITY REPORT ACTIVITY REPORT ACTIVITY REPORT

Some of the meetings and visits organized as part of the activities conducted by Turkish Chamber of Shipping in September:

### KAPTAN FAHRETTİN AKSU PILOTAGE STATION OPENING

IMEAK DTO Chairman of the Board Tamer Kıran attended the opening ceremony of the new service building of the “Captain Fahrettin Aksu Pilotage Station” held on Sunday, September 7, with the presence of Minister of Transport and Infrastructure Abdulkadir Uraloğlu.

### VISIT TO CEVDET YILMAZ AND MEHMET ŞİMŞEK

IMEAK DTO Chairman of the Board and Vice President of the Union of Chambers and Commodity Exchanges of Turkey (TOBB) Tamer Kıran visited Vice President Cevdet Yılmaz and Minister of Treasury and Finance Mehmet Şimşek in Ankara on Tuesday, September 9, together with the TOBB delegation led by TOBB President M. Rifat Hisarcıklioğlu.

### MARITIME SYMPOSIUM AT THE INTERSECTION OF SCIENCE AND INDUSTRY

IMEAK DTO Chairman of the Board Tamer Kıran participated in the symposium titled “Maritime at the Intersection of Science and Industry: Vision and Practices” organized by Türk Loydu and Istanbul Technical University (ITU) on Tuesday, September 16.

### VISIT TO FATİH KARAHAN

IMEAK DTO Chairman of the Board Tamer Kıran and IMEAK DTO Assembly President Başaran Bayrak visited Central Bank Governor Dr. Fatih Karahan at his office in Istanbul on Tuesday, September 16. Sectoral issues were discussed during the visit.

### VISIT FROM KTÜ RECTOR

IMEAK DTO Chairman of the Board Tamer Kıran hosted Karadeniz Technical

University (KTÜ) Rector Prof. Dr. Hamdullah Çuvalcı and KTÜ General Coordinator of International Relations Prof. Dr. Sercan Erol on Wednesday, September 17.

### BMC BOARD MEETING

IMEAK DTO Chairman of the Board and TOBB Vice President Tamer Kıran attended the Border Management & Consulting (BMC) Board Meeting held in London on Friday, September 19. Kıran also met with Sir Iqbal Sacranie OBE, President of the Muslim Business Forum (MBF), and members of the Executive Board, together with the TOBB delegation led by TOBB President Rifat Hisarcıklioğlu.

### ISTANBUL AREL UNIVERSITY ADVISORY BOARD MEETING

IMEAK DTO Chairman of the Board Tamer Kıran attended the online meeting of the Advisory Board of the Department of International Relations, Faculty of Economics and Administrative Sciences at Istanbul Arel University, of which he is a member, on Monday, September 22.

### TAMER KIRAN ATTENDS A MEETING IN THE UNITED STATES

IMEAK DTO Chairman of the Board and TOBB Vice President Tamer Kıran attended a meeting held in New York on Wednesday, September 24, as part of President Recep Tayyip Erdoğan's visit for the 80th United Nations General Assembly, with members of the Turkey-U.S. Business Council and senior executives of American companies.

### WORLD MARITIME DAY

IMEAK DTO management participated in the event organized by the Directorate General of Maritime Affairs on Thursday,

September 25, in cooperation with DTO, on the occasion of “World Maritime Day,” with the presence of Minister of Transport and Infrastructure Abdulkadir Uraloğlu.

### PROPELLER CLUB PORT OF ISTANBUL GENERAL ASSEMBLY

IMEAK DTO Chairman of the Board Tamer Kıran attended the first event held after the new General Assembly of the Propeller Club Port of Istanbul on Friday, September 26. At the event hosted by Chairman of the Board Ali Pandir, Tamer Kıran gave a presentation in English and answered members' questions.

### TOBB TURKEY TRANSPORTATION AND LOGISTICS COUNCIL MEETING

IMEAK DTO Chairman of the Board and TOBB Vice President Tamer Kıran attended the TOBB Turkey Transportation and Logistics Council Meeting held on Friday, September 26.

The meeting, held at the TOBB Istanbul Service Building with the participation of Deputy Minister of Transport and Infrastructure Durmuş Ünüvar, addressed current developments and sectoral needs in transportation and logistics.

### PRU 2025–2026 ACADEMIC YEAR OPENING CEREMONY

The 2025–2026 Academic Year Opening Ceremony of Piri Reis University (PRU) was held on Monday, September 29, at the Rıdvan Kartal Conference Hall of the Tuzla Maritime Campus. The ceremony, hosted by PRU Rector Prof. Dr. Nafiz Arica, was attended by IMEAK DTO Assembly President Başaran Bayrak, IMEAK DTO Board Members Burak Akartaş, İsmail Görgün, and Ahmet Can Bozkurt, as well as IMEAK DTO Assembly Members.



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## TAMER KIRAN VISITS CEVDET YILMAZ

Tamer Kiran, Chairman of the Board of Directors of the Turkish Chamber of Shipping (İMEAK DTO), visited Vice President Cevdet Yılmaz and Minister of Treasury and Finance Mehmet Şimşek together with a delegation from the Union of Chambers and Commodity Exchanges of Türkiye (TOBB).



On Tuesday, September 9, Tamer Kiran, Chairman of the Board of Directors of the Turkish Chamber of Shipping and Vice President of the Union of Chambers and Commodity Exchanges of Türkiye

(TOBB), visited Vice President Cevdet Yılmaz in Ankara with the TOBB delegation led by TOBB President M. Rifat Hisarcıkıoğlu.

The other attendants of the visit included TOBB Board Vice Presidents S. Zeki Murzioğlu and Şekib Avdagiç, TOBB Board Member Zeki Kıvanç, TOBB Chambers of Commerce and Industry Council President Necdet Takva, TOBB Chambers of Industry Council President Erdal Bahçıvan, and TOBB Chambers of Shipping Council President Cihan Ergenç.



During the visit, the TOBB delegation conveyed the difficulties faced by the business world to Vice President Cevdet Yılmaz and later visited Treasury and Finance Minister Mehmet Şimşek.

## NEW SERVICE BUILDING OF CAPTAIN FAHRETTİN AKSU PILOTAGE STATION OPENS

Tamer Kiran, Chairman of İMEAK DTO, attended the opening ceremony of the new service building of the Captain Fahrettin Aksu Pilotage Station, held with the honorary presence of the Minister of Transport and Infrastructure Uraloğlu.



Tamer Kiran, Chairman of the İMEAK Chamber of Shipping (DTO), attended the opening ceremony of the new service building of the Captain Fahrettin Aksu Pilotage Station on Sunday, September 7, held in the presence of the Minister of Transport and Infrastructure Abdulkadir Uraloğlu. Hosted by the General Directorate of Coastal Safety



(KEGM) of the Ministry of Transport and Infrastructure (UAB), the opening ceremony of the pilotage station, located next to the İnciburnu Lighthouse in Kadıköy, was attended by UAB Deputy Ministers Durmuş Ünüvar and Osman Boyraz, KEGM General Manager Mustafa Bankaoğlu, İMEAK DTO Vice Chairman Recep Düzgüt, Turkish Pilots Association

Chairman Nildeniz Sütçü Şen, pilot captains, and guests.

Captain Fahrettin Aksu Pilotage Station's new service building was opened following speeches, a prayer, and a ribbon-cutting ceremony. Minister Uraloğlu and the guests visited the new service building and then watched a water show performed at sea.

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# PIRİ REİS UNIVERSITY HOLDS ITS 2025-2026 ACADEMIC YEAR OPENING CEREMONY

The Opening Ceremony for the 2025-2026 Academic Year at Piri Reis University (PRU) was held on Monday, September 29, 2025, at the Rıdvan Kartal Conference Hall on the Tuzla Maritime Campus.



Hosted by PRU Rector Prof. Nafiz Arica, the ceremony was attended by Tuzla District Governor Ümit Hüseyin Güney, Tuzla Deputy Mayor Dr. Sinem Gülenç, Commander of the Naval Academy of the National Defense University (MSS) Rear Adm. Ramazan Özoğlu, Commander of the Naval Forces Istanbul Shipyard Rear Adm. Recep Erdinç Yetkin, General Manager of Coastal Safety at the Ministry of Transport and Infrastructure Mustafa Bankaoğlu, President of Turkish Chamber of Shipping Assembly Başaran Bayrak, members of the DTO Board, members of the PRU Board of Trustees, members of the TÜDEV Board of Directors, industry representatives, academics, students, and guests.

The ceremony began with a moment of silence, the Turkish National Anthem, and a musical performance, and followed by opening speeches.

## NAFİZ ARICA: “WE AIM TO BE AMONG THE WORLD’S TOP 1,000 UNIVERSITIES”

PRU Rector Prof. Nafiz Arica delivered the opening speech, sharing his excitement for the new academic year. Arica said, “As our country’s first and only specialized maritime university, we are continuing on our path with confidence, with a vision of becoming a leading, internationally respected university in maritime education and in the development of maritime technologies. This year, we are experiencing the joy and pride of starting a new academic year.” Referring to the university’s achievements in recent years, Arica said, “Our university was one of 31 universities included in the 2024 Institutional Accreditation Program conducted by the Higher Education Quality Council (YÖKAK). Furthermore, in the 2025 impact ranking conducted in line with the United Nations’ sustainability goals, we achieved a

significant global ranking in many areas, particularly ‘Life Below Water’. This pride is not only our university’s but also the Turkish maritime industry’s success.”

Prof. Arica also highlighted the collaboration efforts with the industry. “We signed education protocols with 42 companies during the 2024-2025 academic year, bringing the total number of protocols to 96. We hosted 179 companies at our university as part of industry meetings. This gave our students the opportunity to meet with approximately 300 companies. We have also made great progress in R&D activities and increased our national and international patent applications”, he said. Rector Arica ended his speech by addressing the students, “Your university years are not limited to just classes. We want you to be well-rounded individuals who conduct scientific research, develop projects, and are also interested in



NAFİZ ARICA



BAŞARAN BAYRAK



ALİ KURUMAHMUT

art and sports. I expect you to grow into responsible individuals who serve our country and humanity, guided by Atatürk's words, 'The truest guide in life is science.'

#### BAŞARAN BAYRAK: "PİRİ REİS UNIVERSITY IS THE PRIDE OF THE INDUSTRY"

Speaking at the ceremony, Turkish Chamber of Shipping (DTO) Assembly President Başaran Bayrak emphasized the importance of Piri Reis University for the maritime community. Bayrak said, "Welcome to the opening of the 2025-2026 academic year at our university. On behalf of the Turkish Chamber of Shipping, I greet you all with love and respect. I would also like to congratulate the students who have joined our university this year and wish them success."

Piri Reis University is the apple of the eye of our maritime community. Despite being very young, it has managed to rank among the most respected foundation universities in our country. At this point, I remember those who contributed with mercy and gratitude, and I thank everyone who contributed."

Drawing attention to the importance of human resources in the maritime industry, Bayrak said, "Today, approximately 88% of world trade volume is carried out by sea. Ports and

transportation networks have become the most critical elements of international competition. The most important factor strength of Turkish maritime industry depends on qualified personnel who can adapt to digitalization and green transformation."

opening speeches, academic robes were presented to promoted faculty members, and awards were presented to successful students. At the end of the ceremony, Ali Kurumahmut, retired member of the Council of State and maritime lawyer, gave the first lecture of the academic



Addressing the students, Bayrak concluded his speech by saying, "With the quality education you will receive here, you will become seafarers who will successfully represent not only our country but also our international waters. I believe that you will be a source of pride for the future of our blue homeland and the world's seas." Following the

year on "The Importance of the Seas and Türkiye's Near Sea Basin."

At the end of the lecture, Piri Reis University Rector Nafiz Arica and DTO Assembly President Başaran Bayrak presented Ali Kurumahmut with a gift in memory of the day.



## KEY DEVELOPMENTS IN TRANSPORT AND LOGISTICS DISCUSSED

At the TOBB Türkiye Transport and Logistics Assembly Meeting attended by IMEAK DTO Chairman Tamer Kiran, current issues and sectoral needs in transportation and logistics were evaluated.



Tamer Kiran, Chairman of the Board of the Turkish Chamber of Shipping (IMEAK DTO) and Vice President of the Union of Chambers and Commodity Exchanges of Türkiye (TOBB), attended the



TOBB Türkiye Transport and Logistics Assembly Meeting held on Friday, September 26. The meeting took place at the TOBB Istanbul Service Building, with the participation of Deputy Minister

of Transport and Infrastructure, Durmuş Ünüvar. Discussions focused on current developments in the transportation and logistics sectors, as well as the industry's evolving needs. Chaired by Assembly President Şerafettin Aras, the meeting was also attended by TOBB Board Member and Chairman of the Mersin Chamber of Shipping, Cihat Lokmanoğlu; IMEAK DTO Board Member and Vice President of the Board of the Association of International Forwarding and Logistics Service Providers (UTIKAD), Barış Dillioğlu; and members of the IMEAK DTO Assembly.

## PROPELLER CLUB HOSTS TAMER KIRAN

Tamer Kiran, Chairman of the Board of the Turkish Chamber of Shipping (IMEAK DTO), attended Propeller Club Port of Istanbul's First Post-Election Event.



Tamer Kiran, Chairman of the Board of the Turkish Chamber of Shipping (IMEAK DTO), attended the first event held by the Propeller Club Port of Istanbul following its recent General Assembly. The gathering took place on Friday, September 26, hosted by newly



elected Chairman Ali Pandır. During the event, Mr. Kiran delivered a presentation in English, offering insights into the foundation and activities of IMEAK DTO.

He addressed the strategic importance of logistics and maritime transportation in



international trade, shared perspectives on the Turkish maritime sector, and discussed the implications of climate change mitigation efforts on the industry. The presentation concluded with a Q&A session, where Mr. Kiran responded to questions from club members.



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# A MESSAGE FROM TAMER KIRAN ON WORLD MARITIME DAY

Tamer Kiran, Chairman of Turkish Chamber of Shipping, issued a message on the occasion of World Maritime Day on September 25.



World Maritime Day is designated by the International Maritime Organization (IMO)

as the last Thursday of September each year to highlight the maritime industry's contribution to global trade and the world economy and to emphasize the importance of maritime safety and the marine environment. This year it is being celebrated under the theme "Our Ocean, Our Obligation, Our Opportunity."

With 88% of global trade carried out by sea, the oceans play an undeniably vital role for our world, providing jobs and food for millions of people, hosting thousands of marine species, and contributing to mitigating the effects of climate change. Compliance with international regulations in areas such as maritime safety, environmental

protection, clean technology, and alternative fuel use, closely following the rules set by the IMO, and supporting this transformation in our industry are among our top priorities.

Acting with the awareness that protecting the oceans is not only an environmental necessity but also a critical legacy we will leave to future generations, we strive to fulfill our obligations with diligence.

On this meaningful day, I extend my appreciation, gratitude, and thanks to all maritime workers, who are an indispensable part of maritime transport, and celebrate the World Maritime Day.

# TAMER KIRAN ATTENDS THE BMC BOARD MEETING

Tamer Kiran, Chairman of Chamber of Shipping and Vice President of TOBB, attended the BMC Board Meeting held in London with the TOBB delegation.



Tamer Kiran, Chairman of the Board of Directors of the IMEAK Chamber of Shipping and Vice President of the Union of Chambers and Commodity Exchanges of Turkey (TOBB), attended the Border Management & Consulting (BMC) Board Meeting held in London on Friday, September 19.

Established with the partnership of Customs and Tourism Enterprises,



Inc. (GTİ) and the Islamic Chamber of Commerce and Development (ICCA) under the leadership of TOBB President Rifat Hisarcıkloğlu plans to modernize border customs gates and build logistics centers in 57 Islamic countries and different regions.

GTİ was established with the partnership of 137 chambers and exchanges, and modernizing our country's land border



gates. The work carried out in this context was evaluated at the meeting. Tamer Kiran, together with the TOBB Delegation led by TOBB President Rifat Hisarcıkloğlu, also met with Sir Iqbal Sacranie OBE, President of the Muslim Business Forum (MBF) established in London, and members of the Executive Board. Osman Koray Ertaş, Ambassador of the Republic of Türkiye to London also attended the meeting.

# Petrol Ofisi Group takes maritime leadership further with PO/Marine.

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\*According to the 2024 EPDK (Energy Market Regulatory Authority) maritime sales data, PO/Marine is the market leader with a total sales volume of 913,154 tons.



## CELEBRATING WORLD MARITIME DAY

A delegation from the Turkish Chamber of Shipping (İMEAK DTO) attended an event held on Büyükdada on September 25 to mark World Maritime Day, organized with the contribution of DTO.



On Thursday, September 25, an event was held on Büyükdada by the General Directorate of Transportation and Maritime Affairs to mark the "World Maritime Day," with the contribution of DTO and attended by Infrastructure Minister Abdulkadir Uraloğlu. Among the other attendants were Turkish Chamber

President Emin Eminoğlu, branch presidents, and Piri Reis University (PRÜ) Rector Prof. Dr. Nafiz Arıca.

In his speech, Minister of Transport and Infrastructure Abdulkadir Uraloğlu announced that Türkiye had achieved a historic success in the field of maritime

in the world rankings. We said, 'Rest assured, we are determined to overcome the final hurdle to reach the top 10, and as Türkiye, we will soon fly our flag among the leading maritime countries in the top 10.' We worked diligently to achieve this goal, and by overcoming the final hurdle, we have achieved this great success.

We have moved our country up and taken our place among the top 10 maritime countries. Our own merchant fleet of 1,000 gross tons and above has risen from 11th to 10th place in the world rankings with a deadweight capacity of 53.1 million. I congratulate everyone who contributed to this achievement."

Referring to maritime transport data, Uraloğlu said, "In 2024, 88% of global freight transport was carried out by sea, and global maritime freight traffic reached 12.643 billion tons with an increase of 2.4%. In our country, 86% of foreign trade transportation is also carried out by sea.

These figures once again highlight the strategic importance of shipping in international trade. Since 2002, the amount of cargo handled in our ports has increased by 180%, and the amount of containers by 443%. In 2024, the amount of cargo handled at our ports reached approximately 532 tons, while the number of containers reached 13.529 million TEU.

In the January-August period of this year, the amount of cargo handled at our ports increased by 3.0 percent compared to the same period last year, reaching 366.799 million tons. And the amount of containers handled increased by 3.5 percent, reaching 9.381 million TEU".



of Shipping Assembly President Başaran Bayrak, İMEAK DTO Vice Chairman Adnan Naiboğlu, İMEAK DTO Board members Burak Akartaş and İsmail Görgün, İMEAK DTO Assembly Vice



affairs. He said, "The Turkish merchant fleet had risen to the top 10 in the world rankings. We made a promise in our latest maritime programs: To bring the Turkish Merchant Fleet to the top 10



# TAMER KIRAN ATTENDS A MEETING IN THE UNITED STATES

Tamer Kiran attended a meeting with members of the Türkiye-US Business Council and senior executives from US companies.



Tamer Kiran, Chairman of the Turkish Chamber of Shipping and Vice President of the Union of Chambers

and Commodity Exchanges of Türkiye (TOBB), attended a meeting with members of the Türkiye-US Business

Council and senior executives of US companies on September 24, as part of President Recep Tayyip Erdoğan's contacts in New York on the occasion of the 80th General Assembly of the United Nations.

The meeting, held at Türkiyevi, was attended by Minister of Energy and Natural Resources Alparslan Bayraktar, Minister of Treasury and Finance Mehmet Şimşek, Minister of Health Kemal Memişoğlu, Minister of Industry and Technology Mehmet Fatih Kacır, Minister of Trade Ömer Bolat, and U.S. Ambassador to Türkiye Thomas J. Barrack.

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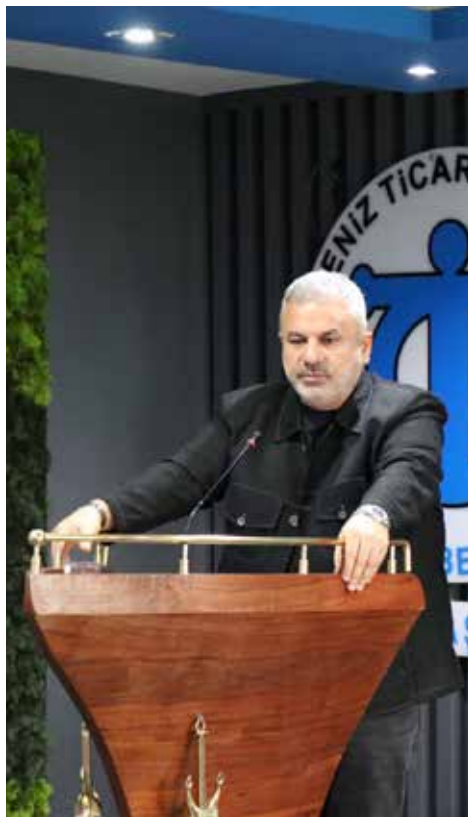
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# ALIAĞA PORTS MAINTAIN THEIR LEADERSHIP

Chairman of the Board of Turkish Chamber of Shipping Aliağa Branch, Adem Şimşek, stated that Aliağa ports continue to hold the leading position in net tonnage.



**ADEM ŞİMŞEK**



interest, and this year it has reached an international scale with the participation of sailors from Greece's Lesbos Island. Events like these promote our region, diversify tourism, and invigorate the local economy," he said.

Şimşek emphasized the unique potential of Foça and the Northern Aegean for marine sports, continuing: "What matters most to us is that these festivals instill a love for the sea in our children and youth, and help them embrace maritime culture. As the Turkish Chamber of Shipping Aliağa Branch, we support such events to the extent our resources allow, and strive to contribute to the spread of marine sports in our region."

## ALIAĞA PORTS AT THE TOP

Sharing container and cargo statistics for the January–August 2025 period, Şimşek stated that the net tonnage handled reached 60,007,782 tons, compared to 57,787,300 tons in the same period last year-marking a 3.84% increase and confirming Aliağa's continued leadership in net tonnage. He added: "During the same period, total gross tonnage handled was 79,284,921 tons, reflecting a 0.6%

increase over last year. With these figures, Aliağa ranks second after Kocaeli in total gross tonnage handled. Container traffic based on TEU reached 1,191,824 TEU in the January–August 2025 period, showing a 15.43% decrease compared to the same period last year. Aliağa ranks fifth nationwide in container traffic."

## INCREASE IN SHIP CALLS

Şimşek also reported that 4,163 ships called at Aliağa ports between January and August 2025, a 1.58% increase compared to 2024. He noted: "In the first eight months of 2025, the net tonnage of loaded cargo was 24,361,518 tons, a 4.71% increase over last year.

The net tonnage of unloaded cargo was 35,646,264 tons, marking a 3.25% increase. With these figures, Aliağa has become Turkey's leading port in both loading and unloading operations. These data clearly demonstrate the sustainable success of Aliağa ports, driven by their strong infrastructure and growing capacity."

*(Chamber of Shipping Aliağa Branch)*

One of the main agenda items of the September ordinary assembly meeting of the Turkish Chamber of Shipping Aliağa Branch was the cargo and container statistics of Aliağa ports. During the meeting, where the September activity report was also shared, Turkish Chamber of Shipping Aliağa Branch Chairman of the Board Adem Şimşek delivered a speech evaluating recent developments.

Starting his remarks by referencing the season-opening event held with fishermen on September 1, Şimşek wished the new season to bring prosperity and abundant earnings to all fishermen. He also spoke about the MW Phokaia 2nd International Sailing Festival, hosted by Foça on September 27–28: "Last year's inaugural edition of the festival drew great

# ANTALYA EXPERIENCED A BUSY SEASON

Ahmet Çetin, Chairman of the Antalya Branch of the Turkish Chamber of Shipping, assessed the 2025 summer season.



**AHMET ÇETİN**

Antalya is a city that first comes to mind when thinking of the sea and tourism. It entered 2025 in line with our country's strategic goal of 65 million tourists and \$64 billion in revenue. The year 2025 held a different meaning for Antalya tourism. Our city was awarded the title of "2025 Tourism City" by the D-8 Economic Cooperation Organization and has thus further strengthened its position in global tourism. As the Antalya Branch of the Turkish Chamber of Shipping, the most important stakeholder in marine tourism, we also had a busy season working with all maritime and tourism industry stakeholders to create added value for our country and our industry. Our first major event in 2025 and our first initiative to contribute to our industry was the Yacht Life Boat Show 2025, organized with the support of our branch. At this innovative fair hosting important guests the latest technologies and equipment were presented to seafarers, and industry representatives and our members had the opportunity to establish new networks.

## OUR GREATEST CONCERN IS RESPECT FOR NATURE

In Antalya, which we see as the capital of tourism, our greatest concern is our

respect for nature. We continued our efforts with public institutions in 2025, particularly on ecological balance, which is of great importance for sustainable tourism. Thanks to the measures taken, we received significant feedback, particularly regarding the cleanliness of the Antalya Gulf.

Our efforts to keep our seas clean will continue unabated. In terms of the Blue Flag awards, which is also of great importance to our industry, Antalya maintained its title as the province with the most Blue Flag beaches in Türkiye, with 233 beaches, 13 boats, and 6 marinas. Antalya has the largest coastline in Türkiye with a length of 640 kilometers. It entered the new season with a new marina as a result of the steps taken to solve the long-standing mooring and docking problem. The Demre SETUR Marina, which is particularly important for the western part of our coastline, was opened in July with a ceremony attended by our Minister of Transport and Infrastructure, Abdulkadir Uraloğlu. In addition to the 7 marinas in our region, we have gained a capacity of 400 sea and 300 land with the Demre SETUR Marina. When it comes to marine tourism in Antalya, day trips by boat are among the first categories that come to mind. According to data from the Culture and Tourism Directorate, approximately 1,200 boats serve 52,000 passengers in almost every region of Antalya. Despite all the difficulties, our members continued to contribute towards tourism goals in the 2025 summer season.

## GOAL: 12 MONTHS OF UNINTERRUPTED TOURISM

One of the areas where Antalya has made a difference in the tourism sector in its goal of extending the tourism season to 12 months is underwater and water sports. Our city is the leader in water sports in Europe and has approximately 350 water sports courses. Activities, which vary each year, were the most popular area this season as

well. In addition, our site stretching from Gazipaşa to Kalkan, with over 300 diving spots, welcomes underwater enthusiasts.

A thousand dives are made daily during the season. The Side Underwater Museum was opened with the contribution of our branch, and the Kemer Lycia Underwater Museum, which we also support, continue to be the most important points of interest for diving enthusiasts, along with important shipwreck sites. The maintenance and repair costs of the Side Underwater Museum are also covered by our branch.

## COUNTRY LEADER IN YACHT BUILDING AND REPAIR

In the Antalya Free Zone, a total of 85 companies operate, 26 of which are foreign-owned. It is a magnet, especially for the yacht sector. The first investor arrived in 2000, and three yachts were built that same year. Today, an average of 86 yachts is built annually in the zone. With 176,000 sqm of covered space and 35,000 sqm of open space, as well as a 2,000-ton capacity Ship-Lift, a 560-ton capacity Travel-Lift, and a 284 m long yacht mooring pier, it is the highest-capacity yacht building and maintenance & repair center in the Eastern Mediterranean Region. Antalya Free Zone has made a significant contribution to Türkiye's rise to third place in global yacht manufacturing, behind Italy and the Netherlands. The maintenance & repair of an average of 25 boats per year provides significant tourism support to the region.

As the IMEAK Chamber of Shipping, one of our most important goals is to introduce and promote maritime to our people. In this regard, our Antalya Branch participated in joint projects with public institutions and NGOs in 2024. By further developing our perspective, we will continue to participate in more projects in 2025.

*(Chamber of Shipping Antalya Branch)*



# FISHING SEASON BEGINS IN THE EASTERN MEDITERRANEAN

The new fishing season in the Eastern Mediterranean began with a ceremony at the Iskenderun Fishing Harbor.



In Hatay, the new season began with hope in the fishing and aquatic products sector. After a five-month break, fishermen reunited with the sea and are preparing to bring abundance to the tables.

The ceremony at the Iskenderun Fishermen's Harbor was attended by Gulf fishermen as well as Hatay Governor Mustafa Masatlı, Iskenderun District Governor Muhammet Önder, Iskenderun protocol, Director General of Fisheries and Aquaculture Turgay Türkyılmaz, Kemal Kutlu, President of the IMAEK Chamber of Shipping Iskenderun Branch, and Yüksel Akgöl, President of ASHİB (Mediterranean Aquatic Products and Animal Products Exporters Association).

In his speech at the ceremony, Turgay Türkyılmaz, General Director of Fisheries and Aquaculture, emphasized the importance of the five-month fishing ban for the Mediterranean's rich biodiversity,

strategic location, and contribution to our cultural heritage, stating, "Our 15,000 fishing vessels not only bring products to our tables, they also proudly fly our flag with the crescent and star as a guarantee of our sovereignty in the seas.

This year, four more types of fishing and one type of aquaculture were added to the production plan, increasing the scope of planned production to over 80%."

## **"OUR FISHERMEN ARE THE HEROES OF PRODUCTION AND EXPORT"**

Reminding that the fishing season in the Mediterranean starts about 15 days later than in other regions, Hatay Governor Mustafa Masatlı also noted that fishermen contribute to both production and exports. Kemal Kutlu, President of the IMAEK Chamber of Shipping Iskenderun Branch, pointed out that Türkiye is well below the world average in fishing and aquaculture, saying: "We are well below world averages in fishing



**KEMAL KUTLU**

and aquaculture, at around 0.3%. Our neighbor Greece insists on a 40-meter limit and is increasing its fish population. We also have universities that are experts in these matters, but we are experiencing difficulties in practice. Marine pollution is largely caused by terrestrial sources such as domestic waste, fertilizers, and cleaning water. About 60-70% of this pollution comes from garden fertilizers. Furthermore, the knowledge base of specialized institutions such as the ISTE Faculty of Marine Sciences and Technology and the METU Institute of Marine Sciences is not being sufficiently utilized."

*(Chamber of Shipping Iskenderun Branch)*





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# “WE SUPPORT THE GREEN TRANSITION IN THE SEAS”

At the September Ordinary Assembly Meeting of the Kocaeli Branch of the Turkish Chamber of Shipping (İMEAK DTO), the Chairman Vedat Doğusel drew attention to practices aimed at reducing greenhouse gas emissions.



**VEDAT DOĞUSEL**

The 36<sup>th</sup> Ordinary Assembly Meeting of the Turkish Chamber of Shipping Kocaeli Branch for September was held in the branch assembly hall under the chairmanship of the Assembly President Vefa İbrahim Aracı. The agenda for the September assembly was set as “Market Analysis and Global Developments.”

The meeting was attended by Kocaeli Deputy Governor Dr. Mustafa Ayhan, Kocaeli Regional Port President Erol Ekmekci, Kocaeli University (KOÜ) Faculty of Maritime Sciences Vice Dean Dr. Umur Bucak, Kocaeli Provincial Police Department Port Security Branch Deputy Manager Teoman Yaman, educators, NGO representatives, and maritime stakeholders.

Delivering the opening speech of the assembly, Vedat Doğusel, Chairman of the



Kocaeli Branch of İMEAK DTO, reminded that Kocaeli is also a fishing city, noting that efforts to increase fish populations in the İzmit Bay in recent years and activities along the Kandıra coast have brought the city to the forefront in terms of fishing.

Doğusel also mentioned decarbonization, stating that they support efforts to reduce greenhouse gas emissions from maritime transport in Türkiye and, along with this, the green transition at sea.

## “THE HIGHEST EXPORTS IN THE FIRST 8 MONTHS FROM DERİNCE”

Doğusel also provided information on Kocaeli Port statistics: “According to data from the Eastern Marmara Customs and Foreign Trade Regional Directorate, our exports reached \$28.96 billion in the first eight months of this year, while our imports reached \$53.171 billion. Derince was our customs gate with the highest exports in the first eight months, with

13.505 billion dollars, followed by İzmit with 7.262 billion dollars in exports. In terms of imports, Dilovası and Derince customs gates were at the top.”

Later, Kocaeli Deputy Governor Dr. Mustafa Ayhan took the stage and announced that, as a result of requests and necessity, the number of gates where passport control could be carried out, including customs and port gates, has been increased to four.

The meeting concluded with presentations by Mag-Der President Bahri Soyyiğit on “Disaster Preparedness” and Nevzat Sonay Üler, Board Member of the Ship Brokers Association, on “Market Analysis and Global Developments,” followed by members sharing their sectoral views and suggestions.

*(Chamber of Shipping Kocaeli Branch)*

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# THE GOVERNOR OF ZONGULDAK VISITS THE DTO KARADENİZ EREĞLİ BRANCH

On September 4, 2025, Zonguldak Governor Osman Hacıbektaşoğlu visited Oğuz Ünlüer, Chairman of the Turkish Chamber of Shipping (DTO) Karadeniz Ereğli Branch, at his office. On September 11, a delegation of the Governor and executives from the DTO Karadeniz Ereğli Branch visited the shipyards.



Zonguldak Governor Osman Hacıbektaşoğlu was accompanied by Karadeniz Ereğli District Governor Fatih Yılmaz during his visit to Oğuz Ünlüer, Chairman of the DTO Black Sea Ereğli Branch. Kamil Ustamehmetoğlu,

Assembly President of the DTO Black Sea Ereğli Branch, as well as members of the Assembly and board of directors, were also present during the visit. DTO Karadeniz Ereğli Branch Chairman Ünlüer expressed his satisfaction with

the visit and provided information about maritime activities carried out in the Western Black Sea region. During the meeting, mutual ideas were exchanged about the projects planned to be implemented in Zonguldak and the process of integrating the Filyos Port into regional trade.

And on September 11, Oğuz Ünlüer, Chairman of the Turkish Chamber of Shipping Karadeniz Ereğli Branch, together with Zonguldak Governor Osman Hacıbektaşoğlu, Karadeniz Ereğli District Governor Fatih Yılmaz, and Karadeniz Ereğli Region Port President Bülent Eyüpoğlu, visited the shipyards operating in Karadeniz Ereğli. During the visits, information was gathered about the ongoing works and activities.

*(Chamber of Shipping Karadeniz Ereğli Branch)*





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# CELEBRATING 102 YEARS OF OUR REPUBLIC!

October 29, which unconditionally entrusted sovereignty to the will of the people, is not just a date; it is a unique turning point where the people, led by Mustafa Kemal Atatürk, wrote their own destiny and left their mark on history.



Republic Day is not just a time to remember the past; it is a stepping stone to build the future. Every October 29, the hope shining in the eyes of young people is the strongest guarantee of the Republic. This day lives not only in history books but also on the streets, in schools, and in every part of life. The Republic is reborn and regains meaning in the voices of young people. Established on October 29, 1923, following the War of Independence won by the Turkish nation under the leadership of Gazi Mustafa Kemal Pasha and his comrades-in-arms, the Republic represents determination, unity, and solidarity, placing governance entirely under the sovereignty of the people's will.

After the occupation of Istanbul and the dissolution of the Assembly of Deputies, the Grand National Assembly convened in Ankara on April 23, 1920. And on January 20, 1921, the "Teşkilat-ı Esasiye Kanunu" (Constitution) declared that sovereignty belonged to the nation, and on November 1, 1922, the sultanate was abolished. After eight months of negotiations, the Treaty of Lausanne was signed on July 24, 1923. With the establishment of peace and the demarcation of Türkiye's borders, the



political, legal, and social relations between Türkiye and Western countries were also reorganized. On October 13, 1923, Ankara became the capital of the new state with a law passed by the Grand National Assembly.

## THE GOVERNMENT OF THE TURKISH STATE BECOMES A REPUBLIC

On October 27, 1923, following the resignation of the Council of Ministers and the failure to form a new cabinet that would win the confidence of the parliament, Mustafa Kemal Pasha, together with İsmet İnönü, prepared a draft amendment to change the form of government to a republic and submitted it to the Parliament on October 29, 1923. One of these amendments stated that the form of government of the Türkiye State should be a republic.

The bill was debated and finally, with the unanimous vote of 158 members, the form of government of Türkiye was accepted to be a "republic." The first presidential election was also held during the same session. And Gazi Mustafa Kemal Atatürk was elected as the first President of the new Republic. He gave a speech thanking the Assembly that



elected him as president. He concluded his speech with the following words: "Our nation will be able to demonstrate its qualities and value to the civilized world much more easily with the new name of the government. The Turkish Republic will prove with its works that it is worthy of its place in the world... It will be happy, successful, and victorious."

The proclamation of the Republic was celebrated with 101 cannon shots in Ankara and in a festive atmosphere throughout the country on the night of October 29 and October 30. In 1924, it was decided to celebrate the proclamation of the Republic with 101 cannon shots and a specially planned program. These celebrations marked the beginning of subsequent Republic Day celebrations. A law passed in 1925 declaring it an official holiday, and it began to be celebrated throughout the country and at diplomatic missions abroad.

We enthusiastically celebrate the 102nd Anniversary of our Republic, which will endure forever, and we remember Mustafa Kemal Atatürk and our war of independence heroes with respect, gratitude, and mercy.



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# Distinguished Participants and Visitors



**TAMER KIRAN**  
**CHAIRMAN / TURKISH CHAMBER OF SHIPPING**

"The Bodrum Boat Show, Boats, Equipment, and Accessories Fair" organized by the Turkish Chamber of Shipping in Bodrum, one of the country's most prominent tourism destinations, is set to open its doors for the first time this year with the support of the Muğla Metropolitan Municipality and the Bodrum Municipality.

Bodrum Boat Show, which will take place at Bodrum Port between October 15–19, will bring together local boat manufacturers, Turkish distributors of global brands, brokers, charter companies, equipment and accessory firms, as well as leading companies and stakeholders of the maritime sector. I believe that this event will make a significant contribution to the international recognition of our maritime industry.

As the umbrella organization of the Turkish Maritime Sector, the Turkish Chamber of Shipping attaches great importance to fairs. We consider such events highly valuable as they

provide opportunities to meet global representatives of the maritime sector; promote products and services to target audiences; increase brand recognition in prestigious business circles; enhance corporate image; monitor the latest trends in the industry; and strengthen business networks.

The maritime industry stands as a leading sector in our country, distinguished by its exemplary pace of development. As of beginning of 2025, Turkish owned shipping fleet ranks 10th among the countries controlling the world's largest fleets, with more than 2,000 vessels and a carrying capacity of 52 million 070 thousand DWT.

The development of our merchant fleet, expansion of the number and capacity of ports, and the port investments made abroad by experienced Turkish entrepreneurs demonstrate the international dimensions of our maritime sector. In particular, the progress achieved in recent years in shipbuilding, yacht manufacturing; and the marine

industry has placed Türkiye among the world's leading countries in this field.

Undoubtedly, our yacht and boat manufacturing industry has a significant share and contribution in this success. Türkiye has shown a steady rise in the construction of yachts especially 24 meters and above since 2007, rising to second place in the world in 2023 with 5.838 meters orderbook and maintained this position in 2024 with 146 projects totaling 6.410 meters. In terms of GT, Türkiye has ranked fourth with approximately 55.000 GT in 2022; 73.000 GT in 2023; and 79.000 GT in 2024.

These figures clearly demonstrate that Türkiye is one of the world's most important production hubs in yacht building, with its quality, design strength, and innovative capacity.

Our idea of organizing a boat expo in Bodrum was undoubtedly inspired by the region's success in yacht building. The gulets, motor yachts, and sailing boats produced here are now in high demand worldwide.

I sincerely believe that this Boat Show will also create an important promotion opportunity for Bodrum, one of our country's favorite tourism destinations, and that our guests will leave with unforgettable memories after experiencing the beauty of the town.

Our main goal is to elevate this Boat Show to the level of becoming one of the prestigious fairs established in the Mediterranean Basin; and to showcase our country's potential to the entire world.

I would like to extend my sincere gratitude to all institutions and organizations that have contributed to and participated in the Bodrum Boat Show. I wish the fair to bring prosperity and success to our country and the maritime industry.

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# BODRUM'S MARITIME VISION TAKES THE HELM

From Maritime Heritage to the International Yachting Stage: A Blue Window Opening to Türkiye's Maritime Vision.



Nestled in the heart of the Aegean, Bodrum has long been more than a picturesque coastal town. With its deep-rooted relationship with the sea, Bodrum has shaped not only Türkiye's maritime history but also that of the wider Mediterranean. From antiquity to the Ottoman era, and into modern Türkiye, the city has stood at the crossroads of maritime culture-renowned for its natural harbors, seafaring traditions, skilled shipbuilding craftsmanship, and strategic position.

Marking a new chapter in this journey, the Bodrum Boat Show will debut from 15–19 October 2025 at Bodrum Port. Organized under the leadership of the Turkish Chamber of Shipping, in cooperation with Muğla Metropolitan Municipality and Bodrum Municipality, the event aspires to become one of the most influential gatherings of the international maritime calendar. Much like Monaco, Cannes, and Genoa-longstanding global hubs of yacht exhibitions and business-the Bodrum Boat Show sets out to showcase Türkiye's rich boatbuilding tradition and its growing potential in yacht manufacturing to an international audience. More than just an exhibition, the Bodrum Boat Show will serve as a comprehensive international platform where maritime professionals and enthusiasts alike can discover

innovations, forge strategic partnerships, and explore the blend of heritage and cutting-edge design that defines Turkish yachting. The show aims to strengthen industry networks, promote Bodrum's unique maritime culture, and highlight sustainable and high-tech solutions across the sector.

Featuring over 250 yachts and more than 500 brands, the event will unite local boatbuilders, global distributors, yacht brokers, marina operators, equipment suppliers, insurers, financial institutions, and training providers. From motor yachts and sailing boats to gulets and high-tech catamarans, the show will offer a wide spectrum for both professionals and sea enthusiasts.

Historically, Bodrum has been one of the most significant shipbuilding centers of the Mediterranean, carrying a legacy from Ottoman shipyards into modern times. Today, this tradition is being reinterpreted with a contemporary outlook-positioning Bodrum as not only a leisure destination but also an emerging "maritime brand." The iconic gulets, wooden boats meticulously handcrafted over generations in Bodrum and its surrounding region, became the backbone of blue voyages and yacht tourism, anchoring the town's maritime



heritage. Today, Bodrum seamlessly blends this historic legacy with a modern vision, positioning itself as a rising star in the global yachting sector. By doing so, the show will not only enrich the local economy but also strengthen Türkiye's global reputation in yacht manufacturing and contribute to its export ambitions. The Bodrum Boat Show 2025 will highlight Türkiye's capabilities in quality, design, and technology, while generating momentum for Bodrum and its surrounding region in economic, touristic, and industrial terms. Thanks to the dedicated efforts of the Bodrum Boat Show Organizing Committee-established under the Turkish Chamber of Shipping and Muğla Metropolitan Municipality, and supported by Bodrum Municipality and numerous industry stakeholders-the event is expected to create a strong national and international impact.

Above all, the Bodrum Boat Show is not just an exhibition; it is the beginning of a tradition. It will elevate Bodrum's name on the global yachting stage, reinforce Türkiye's presence in the international maritime industry, and celebrate a heritage where traditional craftsmanship and modern innovation meet.

With this spirit, the Turkish Chamber of Shipping warmly invites all stakeholders of the maritime world-industry representatives, investors, yacht and boat enthusiasts, and sea lovers-to join us at the inaugural Bodrum Boat Show 2025, and to witness the birth of a new tradition in one of the world's most iconic maritime destinations.



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# Bodrum Boat Show 2025



**ORHAN DİNÇ**  
**PRESIDENT OF TURKISH CHAMBER OF**  
**SHIPPING BODRUM BRANCH**

The first-ever Bodrum Boat Show will take place between October 15 and 19, 2025, at Bodrum Port, hosted by the İMEAK Chamber of Shipping and Muğla Metropolitan Municipality, in collaboration with Bodrum Municipality and MUTTAŞ Denizcilik A.Ş. Over 200 boats will be exhibited, and nearly 500 brands will participate in the show. Domestic boat manufacturers, international brand distributors, brokers, charter companies, and marine equipment suppliers will be present. Held in the unique atmosphere of Bodrum Port, the event aims to promote Bodrum in the international yachting, sea tourism, shipping, and yacht manufacturing sectors.

It also aims to promote our region's Blue Voyage tradition. Bodrum's maritime heritage, which began with yacht manufacturing stretching from the shipyards of the Ottoman period to the present day, will continue with this fair, increasing the brand value of our region.

As it is being held in Bodrum for the first time, the event is expected to attract great interest in the sector and we believe it will be a visual feast for both business meetings and visitors. With its potential to become one of the most important yacht

fairs in the Mediterranean, the Show will host local boat manufacturers, international brand distributors, yacht brokers, charter companies, and marine equipment and accessory companies.

The most important gateway here will be our gulets, which are produced locally and have become a brand. The production of traditional Bodrum gulets began in the 1960s with sponge divers, fishing boats, and cargo vessels. With the development of tourism, "blue voyage" boats began to be produced for commercial purposes, which made Bodrum world-renowned in this field. Bodrum's shipyards, with a history dating back to the Ottoman period, stand out today by combining wooden yacht manufacturing with technology and skilled craftsmanship. Today, there are approximately 56 yacht building and dry dock areas in our Bodrum Peninsula, 15 of which are dry docks, providing direct employment to over 1,000 people in total. 40% of this production is carried out by side industry companies, making Bodrum's yacht manufacturing the region's most profitable sector and reveals its strong integration with the side industry. Combining historical heritage and skilled craftsmanship with modern production techniques, Bodrum Peninsula is home to globally recognized companies. Its strong side industry chain and focus on collaborative global promotion activities form the solid foundation of today's Bodrum Boat Show.

## As for our expectations from the Bodrum Boat Show, we can say the following:

**Our Sectoral Expectations:** Promote Bodrum's strong position in yacht manufacturing, maritime, and tourism to wider audiences; bring together local manufacturers and designers with global brands; and establish new partnerships that will increase the competitive power of Turkish yacht and boat manufacturing worldwide.

**Our Commercial Expectations:** Intense interest in the show from domestic and foreign investors, an increase in sales and pre-orders, and boosting activity

in side industries related to marine tourism (marinas, maintenance & repair, accessories, equipment).

## Our Tourism and Promotion Expectations:

Emphasize that Bodrum is not only a holiday destination but also an international yacht building and maritime hub, generate additional income for regional tourism through foreign visitors to Bodrum, and promote yachting culture worldwide by associating it with the Bodrum brand.

## Our Technological and Innovation

**Expectations:** Promote electric and eco-friendly boat/yacht concepts, introduce new materials and designs, digitalization, smart systems, and sustainable solutions.

**Social and Local Contributions:** Economic contribution to local tradesmen and businesses, career opportunities and educational connections for young people in the maritime industry, greater integration of the Bodrum community with maritime culture through the fair, etc.

We worked hard to add Bodrum Boat Show to the list of world-renowned fairs, including the Cannes Yacht Festival, one of Europe's most prestigious fairs serving as a showcase for luxury yachts and superyachts in particular; the world's most prestigious superyacht fair, the Monaco Yacht Show, a central hub for new designs and global collaborations in the ultra-luxury segment; the world's largest indoor maritime fair, Boot Düsseldorf, one of the largest fairs in the Mediterranean basin, showcasing not only yachts but also all marine equipment from diving to water sports; the Genoa Boat Show in Italy, a magnet for both industry professionals and amateur sailors, etc. The Show will only be a meeting point for sea enthusiasts, but also a stage for the future vision of maritime. In the heart of the Mediterranean, innovative designs, eco-friendly technologies, and global brands will combine with Bodrum's deep-rooted maritime heritage to transform the city into much more than a yacht manufacturing hub and become the global showcase of sea culture. May the wind be always on your back, your seas calm...





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# “Boat Show Is A Strategic Step To Raise The City’s Brand Value”



**AHMET ARAS**  
MAYOR OF MUĞLA METROPOLITAN  
MUNICIPALITY

**Muğla Metropolitan Municipality is one of the main sponsors of the Bodrum Boat Show, which will be held for the first time this year... What do you think this event can add to Bodrum’s brand value?**

Bodrum is a world-renowned destination with its history, culture, and nature. Our city’s potential is much higher than what currently exists. Therefore, as the Metropolitan Municipality, we prioritize events that showcase not only Bodrum but also the unique beauty of all our districts to the world. We try to add value to the existing assets of our districts. The Bodrum Boat Show is very important in this regard. I believe this fair will greatly contribute to diversifying Bodrum’s tourism activities and making it a hub for maritime activities, production, technology, and innovation. It will discuss

its future, bring together the maritime sector and global brands, marking a very important turning point.

We see this fair as a strategic step that will enhance the city’s brand value. Bodrum’s emergence on the international stage in this capacity will also directly contribute to the regional economy, employment, and local producers. As the Muğla Metropolitan Municipality, we are delighted to support this organization as the main sponsor. Because every initiative that enhances Bodrum’s value also enhances the value of Muğla and Türkiye.

**What are your predictions and goals for the Bodrum Boat Show? What should you and the industry do to ensure the continuity of this fair?**

Although it will be its first year, over 200 boats and over 500 brands are expected to participate. These figures demonstrate how powerful a magnet Bodrum is and the future potential of the Boat Show. Maintaining something is always more difficult than starting it.

Therefore, our first and foremost goal is to make the Bodrum Boat Show permanent. We want it to be an organization that grows every year, leads the industry, and has a place on the international calendar. To achieve this, there is undoubtedly a need for strong cooperation between public institutions and industry representatives. As the Metropolitan Municipality, we are playing a strong bridging role here.

We are leading the way for all institutions to work together in an organized manner to fully realize Muğla’s tourism potential. In this regard, we must work together to establish a solid foundation for the Bodrum Boat Show to become a long-lasting event and increase its impact. The fair should expand and grow on

this foundation. The success of the first fair will herald the success of others. Our vision for this event is to become one of the world’s most prestigious maritime venue in the coming years. With Bodrum’s geographical location, marine infrastructure, and tourism brand, we have a very strong foundation for the fair to become a global attraction. By integrating the Bodrum Boat Show with the city’s natural and cultural identity, we can turn it into a high-value organization associated with the name Bodrum.

**The fair is organized by the Turkish Chamber of Shipping (İMEAK DTO), the umbrella organization of the maritime industry. How did you create synergy together? What was your roadmap in this regard?**

The Turkish Chamber of Shipping is the umbrella organization of the maritime industry. When their industrial power was combined with our public power and capacity as the local administration, a very strong synergy has emerged.

As the Muğla Metropolitan Municipality, we strive to add value to our city with a shared vision and collective wisdom. With this understanding, we laid the groundwork for these collaborations well in advance. The Bodrum Boat Show, participation in fairs, and events in various fields are developing on this foundation. As soon as we took office, we established the Tourism Research and Strategy Development Platform, bringing together industry representatives with the same goal. Here, we develop strategies on how to diversify our tourism activities and better realize our potential, producing joint solutions for our shared future. On the other hand, we established MUTTAŞ Denizcilik A.Ş., one of the main organizers of the Bodrum Boat Show. Industry representatives are involved in the management of the

company; they decide their own future. In addition, we carried out technical and logistical work in our ports. Today, Bodrum Port has become a world-class port thanks to our recent renovations. As can be seen from all these moves, we prepared our roadmap for the future well in advance. We think, decide, and act together with stakeholders in every sector throughout Muğla. This unity is the strength of Muğla.

**Foreign visitors and the press are key players in such events. What are your predictions?**

Today, the success of a fair is not measured solely by local participation. Foreign visitors, the press, and industry representatives are the driving force behind the event. Bodrum has a major advantage in this regard. It is a city with high visibility in tourism, easy access, and great appeal. Our prediction is that the Bodrum Boat Show will be featured in the international press and industrial publications from its very first year. To this end, we have developed promotional strategies, invited foreign media, and established contacts with international brokers and charter companies. We aim to make Bodrum the meeting place for the international maritime industry with this and similar organizations.

**How do you think participation will be, and what are your plans to raise the bar in the coming years?**

The Bodrum Boat Show appeals to a very wide audience with its rich content. Leading companies in the maritime industry, from boat manufacturers to distributors of global brands, brokers, and accessory companies, will be here. Important networking will be made for participants, and a wide sharing of knowledge and experience in the industry will take place through workshops, seminars, and special presentations. Visitors will have the opportunity to see the 2026 launch boats for the first time and take advantage of year-end campaigns and benefits. Most importantly, all of this will take place in the exhibition environment, designed as

a lively living space within Bodrum, with its unique natural beauty. Considering all this, I expect a high level of participation and a distinguished audience for the fair. To raise the bar, we must work to make this fair a platform where ideas, innovations, and collaborations flourish. We must grow it into a dynamic and influential organization through panels, workshops, technology, and sustainability sessions.

I wholeheartedly believe that with Bodrum's unique natural advantages, the right assessments, and strong collaborations, the Bodrum Boat Show will quickly become one of the most important maritime exhibitions in the Eastern Mediterranean. The success and impact of the first exhibition will pave the way for future years. At this point, we are working on a long-term plan together with industry representatives. We will make it a game-changer in the maritime industry. We will highlight topics such as technology, digitalization, sustainability, and green maritime.

We want to bring many innovations to the agenda of the Bodrum Boat Show, from electric motors to new-generation materials. Thus, it will be a place that shapes not only today's but also tomorrow's maritime vision. We will also make the fair attractive for trade with B2B matchmaking and business development meetings. With these goals, the Bodrum Boat Show will be a platform that sets the direction for the industry.

**As Muğla Metropolitan Municipality, in addition to the Bodrum Boat Show, you are carrying out important projects for the diversification of tourism and the vision of sustainable tourism. Could you tell us about the tourism activities you have implemented or planned in Muğla and Bodrum?**

In line with the "World City Muğla" vision, as Muğla Metropolitan Municipality, we are implementing many important projects in line with the diversification of tourism and the vision of sustainable tourism, in addition to international events. In Muğla and Bodrum, we

embrace a tourism approach that goes beyond just sea, sand, and sun tourism, highlighting the region's cultural, gastronomic, and natural riches. At the same time, we are developing projects that promote nature tourism, such as hiking and cycling trails, ecotourism routes, and rural tourism. We aim to preserve Muğla's rich biological diversity and natural beauty and pass it on to future generations. For sustainability, we strive to minimize the impact of tourism on nature through environmentally friendly transportation solutions, waste management projects, and awareness campaigns. Furthermore, by participating in tourism fairs both domestically and internationally (such as WTM London, ITB Berlin, and EMITT Istanbul), we aim to promote Muğla and its 13 districts in the best possible way, attracting more domestic and foreign visitors to our tourist destinations. We will also participate in the International Istanbul Tourism Fair to be held in Istanbul on September 25-26. We are preparing a Tourism Master Plan to play a more active role in tourism.

**Finally, what message would you like to convey to the industry and participants for the fair?**

This fair is Muğla's fair, Bodrum's fair, the industry's fair, our fair. I would like to say this to the participants, producers, and industry representatives: Let's grow Bodrum together. Let Bodrum be a center that attracts the world's attention in maritime.

We all have a great responsibility to increase Bodrum's brand value, enhance the industry's global competitiveness, and promote sustainable practices, especially green maritime. The most important feature of this organization is collective wisdom. The municipality, the industry, civil society, and our citizens... With everyone's contribution, this fair will grow even more each year. We believe in this, and we know that the Bodrum Boat Show will soon become the most prestigious maritime fair in the Eastern Mediterranean.



# The Maritime Industry Meets In Bodrum



**DİLEK SOYDAN - EMEL YILMAZ**

The “Bodrum Boat Show”, organized and held in Bodrum Port from October 15-19, 2025, in collaboration with the Muğla Metropolitan Municipality and the Turkish Chamber of Shipping, will bring together leading figures in the maritime sector. With over 200 boats and over 500 brands participating, the fair will be organized by ED Fair Organization. The Bodrum Municipality and MUTTAŞ Maritime Services Inc. will also support the fair. Held in Bodrum’s unique atmosphere, the fair will contribute significantly to the regional economy and tourism, further strengthening Bodrum’s international reputation.

Domestic boat producers, distributors of global brands in Türkiye, brokers, charter companies, and marine equipment providers will gather at the ‘Bodrum Boat Show’, the Boat, Boat Equipment, and

Accessories Fair, which will be held on the sea in Bodrum Port from October 15-19, 2025. Organized by ED Fair Organization in collaboration with the Muğla Metropolitan Municipality and the Turkish Chamber of Shipping, the fair is expected to feature over 200 boats and attract over 500 brands. The Bodrum Municipality and MUTTAŞ Denizcilik A.Ş. will also support the event. Held in Bodrum’s unique atmosphere, this event will bring together professionals from the maritime sector.

## A GREAT CONTRIBUTION TO BRAND VALUE

Dilek Soydan, Founding Partner of ED Fair Organization, stated that the Bodrum Boat Show will be a major meeting point for sea enthusiasts and industry representatives.

add significant value to the region. I am confident that the Bodrum Boat Show will become one of Türkiye’s most important fairs. This event will further enhance Bodrum’s brand value in the maritime sector both nationally and internationally.”

## FAIR IMPACT ON ECONOMY AND TOURISM

Emel Yılmaz, Founding Partner of ED Fair Organization, stated that the Bodrum Boat Show will have a significant impact on the region’s economy and tourism, saying, “The Bodrum Boat Show is a major event that will boost not only the maritime sector but also the region’s economy, tourism, and international recognition. This show will further strengthen the region’s tourist appeal and significantly boost



“This event, held in Bodrum’s captivating atmosphere, will be among Türkiye’s most important fairs.” she said. Highlighting the Bodrum Boat Show’s importance to the region, Soydan said: “Bodrum is one of Türkiye’s most valuable destinations, with both its natural beauty and its strong position in tourism. Therefore, we believe that a boat and maritime fair held here will

Bodrum’s international presentation. It will also contribute to the region’s economic structure by increasing the interest of industry professionals from around the world in Bodrum.

With international events like these, Bodrum will attract more visitors and become a globally recognized maritime hub.”





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# “Turkey Belongs On The Global Yachting Stage”



**ONUR TEKİN**  
**CEO - ADA YACHT WORKS**

contributing to that message is a matter of pride.

## **Could you share your company's history, areas of expertise, and flagship projects?**

With nearly two decades of expertise, Ada Yacht Works has delivered truly distinctive projects that have earned recognition worldwide. These include two 50-meter sailing yachts from the All About U series, celebrated for their design and performance, and the 47-meter Zenith, crafted to professional racing standards. Most recently, we had the honor of delivering the 50-meter Legasea to her owner, a project that embodies our craftsmanship and engineering excellence. At present, we have two additional 50-meter yachts under construction, and plans are in motion to commence two more builds of the same caliber in the near future.

## **What is your company's vision and where do you stand out?**

Our vision is to unite aesthetics,

advanced engineering, and absolute comfort to create yachts that are not only technically flawless but also deeply personal to their owners. As a naval architect myself, I am personally involved in every stage of production from concept to launch ensuring that each vessel reflects the owner's unique vision. We pride ourselves on our innovative design solutions, meticulous craftsmanship, and environmentally conscious production methods.

## **How do you see Turkey in the custom superyacht market in 2025?**

Turkey is now competing head-to-head with the world's most renowned shipyards. In the 50-meter and above custom superyacht segment, our yards match and in some cases exceed the quality, engineering, and artistry of the traditional leaders in Italy, the Netherlands, and Germany.

This is a testament to the extraordinary capabilities and creative strength of our industry.

## **What does the Bodrum Boat Show mean to you?**

The Bodrum Boat Show holds tremendous importance for our country. I see it as having the potential to join the ranks of prestigious international events like Monaco, recognized across the globe. It's not just an exhibition — it's a world-class stage for showcasing Turkey's excellence in yacht building, craftsmanship, and design innovation.

## **What inspired you to take part in this event?**

Our greatest motivation is to present to the world that Turkey is a significant player in the global yachting industry.

We want to demonstrate that our country not only competes at the highest level but also delivers world-class yachts. For us at Ada Yacht Works,





### **What role does Ada Yacht Works play in this segment?**

Ada Yacht Works stands firmly in the elite league of builders specializing in 50-meter-plus yachts. With our delivered projects and those currently in build, we are not only representing Turkey but also making a mark in the global market, competing directly with the most respected names in the industry.

### **What should be done for the event to become a global brand?**

For the debut edition to gain a permanent place on the international calendar, it must build a sustainable structure, secure strong participation from leading global brands, and be widely promoted through international yachting media.

Positioning the event as a hub for design, innovation, and technology will elevate Bodrum's profile and reinforce

its identity as a world-class yachting destination.

### **What benefits could the show bring to you and the sector?**

This is an opportunity not just for Ada Yacht Works, but for our country.

Showcasing that Turkey builds yachts to the highest global standards will boost confidence in our sector and elevate our nation's standing in the maritime world.

### **What support is needed for it to become a long-term event?**

Partnerships between public institutions, local authorities, and industry associations along with strong international media engagement will be essential for ensuring its sustainability.

### **How can the show attract more international visitors?**

Well-targeted social media campaigns highlighting the show's significance,

combined with personal invitations to the industry's leading brands, will be key in drawing the right audience.

### **What are the most effective promotion channels?**

Social media remains the most powerful global marketing tool. Targeted campaigns on platforms like Instagram, LinkedIn, and YouTube can reach precisely the audience we aim to engage, delivering both reach and resonance.

### **Your final message**

At Ada Yacht Works, we take immense pride in sharing Turkey's achievements in the maritime industry with the world. We believe the Bodrum Boat Show will play a pivotal role in enhancing the brand value of both Bodrum and Turkey.

We warmly invite all sea lovers to join us in this celebration of craftsmanship, innovation, and passion for the sea.



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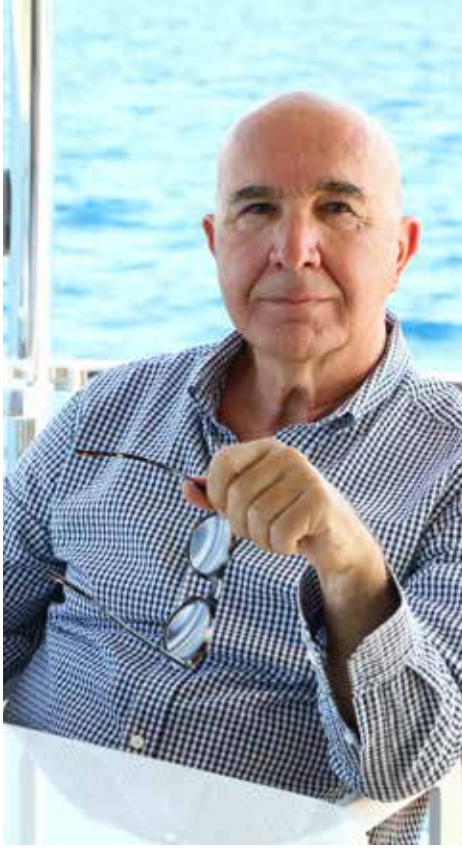
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# “Turkey Is A Strong Global Player In The Superyacht Industry”



**SİNAN ÖZER**  
GROUP CEO AT AEGEAN YACHT/EGE YAT

## What are your thoughts on the Bodrum Boat Show?

I am genuinely excited about the first edition of the Bodrum Boat Show, organized under the leadership of IMEAK DTO and with the support of Bodrum Municipality. Bodrum has always been a hub of yachting culture with its gulet tradition and Blue Cruise heritage. I see this show as an important step to present Bodrum not only as a local center of yacht building but also as a global destination for yachting.

## Could you tell us about Aegean Yacht and the projects you are currently working on?

I founded Aegean Yacht in 1976, and today we continue our work in our own

shipyards in Bodrum Ören and Antalya Free Zone. We specialize in custom steel and aluminum yachts, as well as offering refit, brokerage, and charter services. At the moment, we are working on several significant projects: A 66 and a 41-meter motor yacht, under construction at our Ören yard. And we are proudly preparing to present our Aegean Explorer 26M at the upcoming Cannes Yachting Festival. Over the years, we have delivered more than 50 yachts, and we remain committed to pushing boundaries in both design and craftsmanship.

## Where does Turkey stand in the custom superyacht segment in 2025?

Turkey has become a strong global player in the superyacht industry. Our builders are competing at the highest level, both in quality and in innovation. What makes our position even stronger is the emphasis on design. At Aegean Yacht, we work closely with world-renowned designers and design offices, making sure that every project reflects a balance between engineering excellence and unique aesthetics.

## What needs to be done for the Bodrum Boat Show to become a global brand?

For Bodrum Boat Show to grow into an international brand, we need to highlight what makes Bodrum unique — its yacht building tradition, the Blue Cruise culture, and its natural beauty. At the same time, we need strong institutional support, consistent international promotion, and collaboration between shipyards, designers, and local stakeholders. If we position the show correctly and sustain it year after year, it can become as globally recognized as Cannes or Monaco.

## What benefits could this show bring to Bodrum and to brands like yours? What is needed for it to be sustainable?

The show can have a great impact on Bodrum's economy, boosting tourism,

marinas, suppliers, and service industries. For brands like Aegean Yacht, it is an opportunity to showcase our work to a wider audience and to create new business connections.

For sustainability, continuity is key. We need long-term commitment from organizers, municipalities, and industry associations. Government support in terms of promotion, logistics, and incentives is also crucial. With these in place, the show can become an annual event that both the local community and international industry look forward to.

## How should foreign companies and visitors be attracted?

International promotion is essential. We should create dedicated campaigns abroad, build partnerships with other



major yacht shows, and make sure transportation and logistics are easy for international visitors. VIP previews and B2B networking events would also add significant value. Equally important is showcasing the lifestyle of Bodrum — the natural beauty, history, and culture. If we combine this unique spirit of Bodrum with high-quality yacht exhibitions, foreign visitors will not only come but will want to return year after year.

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YACHTING



# “Our Country’s Well-Being Will Increase Through The Export Of Services And Goods”



**ERDEM AĞAN**  
**CEO & JOINT OWNER**  
**AĞANLAR SHIPYARD & MARINA**

**We are excited about the Bodrum Boat Show to be held for the first time this year under the leadership of İMEAK DTO and with the support of Bodrum Municipality. Can we learn your thoughts on the fair?**

We are just as excited as you are. For years, we have been saying that there should be a comprehensive and international boat show in the South Aegean. I hope we can organize a boat show that will benefit the industry by combining all the synergy here. As I emphasized at the first meeting of the boat show, these boat shows should be visitor-oriented, not participant-oriented. Both are supporting elements, but the number of participants or the revenue generated from them affects

the stakeholders in the fair organization. However, if we can attract a large number of qualified visitors, both the stakeholders in the fair organization and the entire yachting and maritime industry will benefit. I hope it will be a fair with plenty of participants and qualified visitors. There will inevitably be shortcomings in the first year, but I hope that each year it will improve and become a fair on par with the Monaco Yacht Show.

**Important brands are participating in the fair, and you are one of them. Could you tell us a little about Ağanlar Shipyard? What projects are you currently working on?**

First of all, thank you. Ağanlar Shipyard was founded in 1961 by my father, Erol Ağan (also known as Çolak Erol). In its early years, it was a gulet manufacturing company, which later merged with shipbuilding. Over a commercial history spanning nearly 65 years, we have built more than 100 gulets and tirhandils, and in the 2000s, we also built modern yachts that appeared on the covers of the world’s most famous magazines. With its investment in 2008, the company has become a global competitor in the yacht slipway, maintenance, repair, and refit sectors. The 450-ton Travel Lift acquired that day was the highest-capacity Travel Lift in the Eastern Mediterranean. Today, following the applications made, we plan to build the world’s largest Travel Lift with a minimum capacity of 1,500 tons, to be installed in front of Ağanlar Shipyard, along with a floating breakwater and revisions to the docks, enabling us to haul out yachts up to 80 meters in length and perform their refits, maintenance, and repairs. We serve more than 500 yachts during the winter season. In addition to our own staff of 150, we complete 20 to 30 maintenance/ repair/ refit projects per year with approximately 500 contractors. During the high season,

in addition to yacht crews, our own staff, and contractors, nearly 1,500 workers enter our shipyard daily to work. This employment potential makes us very happy. Our goal is to increase this potential three to fourfold in the short term and increase foreign exchange inflows to the country. Our country’s prosperity level will increase with the export of services and/or goods.

Türkiye is challenging the top ranks in yacht building worldwide. Where will we be in 2025 in the custom-built superyacht segment or the semi-custom yacht sector? Design is also very important in yacht building, of course... Some rankings are based on gross tonnage building, while others determine their criteria based on total meters.

Accordingly, Türkiye ranks 2nd or 3rd in the world in super and mega yacht building. This is a tremendous success, and the quality of workmanship is approaching that of Germany and the Netherlands with each passing day. Some of our yachts are even better than theirs. Therefore, we are in a good position. If the problem between the currency and inflation is also eliminated, this upward momentum will continue.

**Bodrum, Blue Voyage, Bodrum Gulet... they have all become brands... What needs to be done for the Bodrum Boat Show to become a global brand?**

This is proportional to marketing, networking, and demand. As I mentioned above, we can bring the Bodrum Boat Show to the level of the Monaco Yacht Show. To achieve this, we need to join forces.

For example, when we ask our manufacturers for discounts during contract negotiations, they can in turn put a condition requiring participation in the Bodrum Boat Show. We can



strategically develop the Bodrum Boat Show with small details like this. Of course, if Istanbul, Antalya, and Marmaris do not support us, no matter how hard we try on our own, we will not be able to reach the desired level. Therefore, institutions such as DTO, TOBB, and the Ship Exporters' Association (TİB) should lead us in joining forces, and marketing and networking strategies should be scientifically analyzed and prepared by professionals. We must not forget that we are all in the same boat.

**Important people, world-renowned artists come to Bodrum on super yachts. Are we able to meet their demands?**

Honestly, you know that service is our Turkish thing. Whether it's tourism, gastronomy, or entertainment, we know how to make our customers happy. It's just that our prices have started to become uncontrollably expensive. If we

can balance that out, these celebrities and wealthy businesspeople will continue to visit. In the past, big brands' T-shirts said Paris, NYC, Miami, London. Now I ask you. If someone had said 20 years ago that in the 2020s, these big brands' T-shirts would say Bodrum, what would you have said? Today, Bodrum has become such a brand. Now, when a brand restaurant is going to open its first location in Türkiye, it no longer opens in Istanbul first and then Bodrum; it opens in Bodrum first. With this brand value, it seems that if we don't make any mistakes, we will be hosting these celebrities and wealthy people for many years to come.

**What benefits could this fair bring to Bodrum and companies like yours? What kind of support is needed for it to be a long-term fair?**

The fair will definitely bring direct or indirect benefits not only to us but to the

entire yacht sector. Ultimately, even the invitation ads in the press are a form of advertising and marketing and will have a positive impact. As I mentioned before, everyone must pitch in to combine our synergies and make it even better every year.

**Foreign companies and visitors are important. What should be the right approach in this regard?**

This is the most important issue. Personally, I gave DTO a list of 15-20 names to invite. I also personally invited about 20 guests from abroad, and many of them are coming.

Everyone should bring as many people as possible through their own efforts, but this is the job of professionals, especially the fair organizer. I hope we see plenty of foreign visitors. I would like to thank everyone involved in advance. Fair winds and following seas...



# “Boat Show: A Great Opportunity For The Economy Of Bodrum And The Aegean”



**HÜSEYİN MENGİ**  
CEO & CHAIRMAN | MENGİ YAY YACHTS

**We are excited about the Bodrum Boat Show. Can we hear your thoughts on the fair?**

Bodrum boasts one of the most beautiful yacht tourism destinations in Türkiye and the world and has long been one of the world's most popular destinations for yacht tourism. Organized for the first time this year under the leadership of İMEAK DTO and with the support of Bodrum Municipality, the Bodrum Boat Show will further showcase the region's natural beauty and strong yachting ecosystem on an international stage. We believe this fair will be a great opportunity not only for yacht enthusiasts but also for the economy of Bodrum and the Aegean.

**Important brands are participating in the fair, and you are one of them. Could you tell us a little about Mengi Yay?**

Our production tradition, which we have passionately pursued for over 60 years, is combined with our desire to be at sea. Today, our biggest goal is to deliver our current projects to our customers exactly as planned. We work without

compromising on quality for sustainable success, continuing to showcase the power of Mengi Yay and Turkish craftsmanship on the world's waters. With this motivation, we aim to shape the future by combining innovation and the elegance of handcraftsmanship in our new projects.

**Türkiye is challenging the top ranks in yacht building worldwide. Where will we be in 2025? Design is also very important in yacht building, of course...**

Türkiye currently ranks among the top in the world in yacht production and is strengthening its position every year. We are a globally competitive country, especially in the custom-built superyacht segment, thanks to our experience and craftsmanship.

As we enter 2025, our goal is to reinforce Türkiye's strong position by delivering our projects on time and with the highest quality. In semi-custom models, we continue to develop innovative and sustainable solutions that appeal to a wider customer base. Design is one of the most critical elements of this process. While collaborating with world-renowned design offices, we also shape our projects to meet future expectations with our own creative teams. Our goal is not just to build yachts, but to offer a lifestyle and experience to our users.

**Bodrum, Blue Voyage, Bodrum Gulet are our brand values... What needs to be done for the Bodrum Boat Show to become a global brand?**

For that, strong promotional efforts, collaborations with major names in the industry on an international scale, and a unified stance that enhances our country's brand value are crucial.

Believe that as these steps are taken, the fair will gain more attention not only locally but also globally.

**What benefits could this fair bring to Bodrum and brands like yours? What kind of support is needed for it to be a long-term fair?**

Visibility is of great importance for every brand. One of our most important goals is to convey our products, craftsmanship, and vision to a wider audience. In this sense, the Bodrum Boat Show presents a great opportunity for brands like ours and for the region. For it to be a long-term fair, the support of local administrations, industry stakeholders, and international partnerships plays a critical role. When working towards a common goal, we believe that the fair will grow each year, turning Bodrum into a global attraction center.

**Foreign companies and visitors are important. What should be the right approach in this regard?**

To encourage the participation of foreign companies and visitors, it is necessary to follow international exhibitions closely and create compelling reasons for them to visit this exhibition. One of the most effective ways to do this is to bring together the region's most important yachts and brands at the Bodrum Boat Show. So that it can become a center of attraction internationally.

**Finally, what message would you like to convey?**

For 40 years, we have been working tirelessly in the yachting sector with passion, discipline, and dedication to represent our country in the best possible way and to win international awards and achievements.

We strive to create employment opportunities in line with our production capacity and capabilities. Our goal is to pass on our experience to qualified young generations who will benefit their country, nation, and state, sustain the yachting sector, and even take it further.



A STORY BEHIND HERITAGE AND INSPIRATION  
**TURKISH TAILORS OF YACHTING**





# “Bodrum Boat Show Draws Global Attention”



**NOYAN MUTLUGİL**  
**YBA-GENERAL SECRETARY**

**With only a few days left until the first Bodrum Boat Show, organized under the leadership of IMEAK DTO, what are your thoughts on Bodrum hosting such an event?**

The organization of such an important fair for our country and industry, hosted by Bodrum—a globally recognized destination—is a highly positive development. Bodrum holds a unique place in the yachting sector, not only as one of Türkiye’s most prominent centers but also as one of the Mediterranean’s strongest brands. Therefore, having this event take place here will undoubtedly increase the visibility of our yachting industry on the international stage.

**What kind of activities will your association be involved in during the fair?**

From the very moment we learned that such a fair would be held in Bodrum, we

gave the matter great importance and signed a protocol with the organizing company, ED Fair Organisations Ltd. Within this framework, we requested space at the pier for 30 yachts to be exhibited by our members and officially declared our support for the fair. We see this as a valuable opportunity both for the promotion of our members and for the advancement of our sector as a whole.

**Bodrum is a destination with a strong brand value for Turkey. What should be done to ensure that this fair also becomes a recognized brand in time?**

Achieving brand recognition is not something that can be accomplished overnight; it requires long-term dedication, perseverance, and consistency. At this point, strong international promotion of the fair is essential. Invitations and announcements should be delivered directly to

awareness of Bodrum Boat Show!

**In addition to exhibitors, the visitor profile is also very important at fairs. What kind of visitor profile do you expect?**

As an association, our primary focus is on yacht sales. Therefore, we expect that the majority of visitors to the Bodrum Boat Show will be potential buyers considering the purchase of a yacht. By carefully selecting and showcasing the most relevant yachts for this audience, we aim to capture the interest of visitors and create the right connections with potential buyers.

**How do you think this fair will contribute to the industry?**

I believe the Bodrum Boat Show will bring significant momentum, particularly to the second-hand yacht market. At the end of the season, when both private and commercial yachts are either



professionals in the yachting industry, expanding the network of participants. Furthermore, with the involvement of leading yacht brokerage companies in the sector, the prestige and recognition of the event will quickly grow, enabling the Bodrum Boat Show to reach the brand value it deserves. Also participation of the international yachting media and press in this event and their coverage of this event is highly important in terms of strengthening brand

docked in marinas or hauled ashore, the opportunity to be present at such a fair will create a positive dynamic for both sellers and buyers. This, in turn, will stimulate activity in the market and directly contribute to the overall vitality of our sector.

**Finally, could we hear your closing message and wishes?**

“Our wish is for Türkiye’s yachting industry to continue advancing.

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# FONASBA ANNUAL GENERAL MEETING 2025 – ISTANBUL

Istanbul to Host The Federation of National Associations of Ship Brokers and Agents (FONASBA) Meeting.



The London-based The Federation of National Associations of Ship Brokers and Agents (FONASBA) will hold its 2025 Annual General Meeting in Istanbul. For the first time, the event will be hosted by Türkiye's member organizations: The Turkish Chamber of Shipping, The Maritime Association of Shipowners and Agents, and The Turkish Shipbrokers Association.

The Annual General Meeting will take place from 14–17 October 2025 at Swissôtel The Bosphorus, where delegates will exchange insights on current topics including the maritime industry's green transition, sustainability, digitalization, logistics, and the impact of geopolitical developments on global trade.

Over the course of the three-day program, expert speakers from the international shipping community will share their knowledge and perspectives on global shipping regulations, standards, and strategies for the future of maritime transport. In addition, panels featuring speakers from Türkiye's

maritime sector will offer a valuable opportunity to showcase the nation's growing maritime potential, port and logistics infrastructure, and regional advantages.

## A MARITIME SUMMIT IN ISTANBUL'S UNIQUE ATMOSPHERE

Held annually in a FONASBA member country, the Annual General Meeting took place last year in Athens. This year, it will be hosted in Istanbul by The Turkish Chamber of Shipping, The Maritime Association of Shipowners and Agents, and The Turkish Shipbrokers Association.

With its rich history, vibrant culture, and unique geographical position, Istanbul has long been a highly anticipated destination for FONASBA delegates. The city will welcome distinguished representatives of the international maritime industry in carefully chosen venues that reflect its character and heritage.

Alongside conferences and panels, the program will also feature various social

events designed to introduce Istanbul's historical and cultural treasures to delegates and their spouses from approximately 40 different countries. In this way, the meeting will highlight not only Türkiye's progress in the maritime sector but also Istanbul's cultural significance.

## A FIRST FOR FONASBA ANNUAL MEETINGS: THE FONASBA GOLF TOURNAMENT

One of the most remarkable highlights of this year's event will be the inaugural FONASBA Golf Tournament, to be held in Istanbul. Scheduled prior to the main agenda of the Annual General Meeting, the tournament will offer delegates a chance to come together socially for the first time in such a format, creating memorable experiences for FONASBA members.

Actively representing ship brokers and agents on a global scale, FONASBA promotes fair and standardized professional practices, and voices the views and proposals of its members from 72 countries and multiple continents before leading international bodies such as the International Maritime Organization (IMO), United Nations Conference on Trade and Development (UNCTAD), and World Customs Organization (WCO).

The Annual General Meeting in Istanbul promises three days of insightful sessions and engaging social events, delivering an unforgettable program for delegates while making a significant contribution to the international representation of Türkiye's maritime sector.



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# FONASBA Annual Meeting 2025 – Istanbul Awaits

Istanbul to Host The Federation of National Associations of Ship Brokers and Agents (FONASBA) Meeting.



**FULVIO CARLINI, FICS**  
**PRESIDENT OF FONASBA**

When, some years ago, the Federation resolved that our 2025 Annual Meeting should be held in Türkiye, we did so with a quiet confidence that we had chosen wisely.

Today, with the event upon us, that confidence has been handsomely rewarded. For in October this year, we shall gather in Istanbul for what promises to be not merely a meeting, but a truly memorable celebration of our community, our profession, and indeed our common maritime spirit.

To say that we are honoured and humbled would be no mere formality. Istanbul is no ordinary city: it is a city

of history and grandeur, of trade and diplomacy, a city that has stood for centuries as the very bridge between continents. To convene the global family of FONASBA in so singular a place feels altogether fitting, and we approach the occasion with gratitude.

## **HOSPITALITY WITHOUT EQUAL**

From the outset, our Turkish hosts have been true to character. In Istanbul, nothing is done by halves. The hospitality is generous, the ambition bold, and the execution second to none. What elsewhere might be considered extravagant is, here, simply customary.

Thus, the stage for our meeting has been set with vertiginous choices: a hotel commanding some of the most enviable views across the Bosphorus, a vista that alone speaks to the maritime soul.

Our traditional Gala Dinner, meanwhile, will unfold at the Kempinski Palace - a once-in-a-lifetime setting that shall lend the evening a dignity and splendour worthy of our Federation's proud tradition.

## **A PROGRAMME TO MATCH THE SETTING**

Yet, it is not only in surroundings that the Istanbul meeting excels. The programme is rich with opportunities - for discussion, for debate, and for the forging of friendships across borders.

Plenary sessions, seminars, and our formal Council Meeting will be balanced by a wealth of networking occasions and social gatherings, all of which will allow delegates to share perspectives and to strengthen the bonds that make FONASBA a unique organisation in the global shipping family.

For our Turkish colleagues, this meeting is also an opportunity: to showcase the energy, professionalism, and vision of their shipping community to the wider world. It is our sincere hope — and indeed our expectation - that the Annual Meeting will serve as a landmark not only for FONASBA, but for the maritime industry in Türkiye.

## **A WORD OF THANKS**

No account of these preparations would be complete without acknowledging the steadfast leadership of Mr. Recep Düzgüt, VP of the Turkish Chamber of Shipping, who has committed himself wholeheartedly to this undertaking.

With his guidance, and with the unwavering support of the Turkish Chamber of Shipping, the Maritime Association of Shipowners and Agents, and the Turkish Shipbrokers Association, the task of bringing FONASBA to Istanbul has been executed with admirable dedication and vision. To them all, we owe our warmest thanks - even in advance.

## **LOOKING AHEAD**

Thus, as October approaches, we look forward with excitement and gratitude. This Annual Meeting will not only reaffirm FONASBA's mission - to support shipbrokers and agents across the globe - but also remind us of the enduring value of gathering together, face to face, in fellowship and in shared purpose.

In Istanbul, nothing is small, nothing understated. Everything is generous and on another level. And so it shall be for the FONASBA Annual Meeting 2025 - an event to remember, and one we shall long treasure in the annals of our Federation.



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# “We Will Host Guests From 40 Different Countries At Fonasba”



**RECEP DÜZGÜ**

**VICE CHAIRMAN OF TURKISH CHAMBER  
OF SHIPPING /CHAIRMAN OF MARITIME  
ASSOCIATION OF SHIPOWNERS AND AGENTS**

**FONASBA will hold its 2025 General Assembly in Istanbul. You are also the host. The fact that such a meeting will be held in Istanbul is important not only for the maritime industry but also for Türkiye. Could you tell us a little about this?**

FONASBA held a general assembly in Istanbul about 25 years ago. We worked hard to make it happen again. A voting was held regarding the location of the general assembly, which was previously competitive.

Jordan won that vote, and the 2023 FONASBA General Assembly was held in Jordan. So we also got to see Jordan and Petra; we already had many dear friends there. In that first election, Jordan, Türkiye, and Greece were candidates. After Jordan, the General Assembly was held in Greece, and now it is our turn. The FONASBA General Assembly to be held in Istanbul will

probably be the most striking general assembly in recent years. We will hold the meeting at the Swiss Hotel, where our guests will also stay. The Gala Dinner of the Federation of National Associations of Ship Brokers and Agents (FONASBA) will be held at the Çırağan Palace. The gala will be hosted by the Maritime Association of Shipowners and Agents, our country's oldest professional NGO (founded in 1902).

There will be tours of the Bosphorus and Istanbul's historical sites. We received support for this organization from the Istanbul Chamber of Shipping and the Brokers Association, as well as the Shipowners and Agents Association. Of course, we received the greatest support from our Chamber, which made a very significant contribution to the organization. Otherwise, it would not be possible to realize them with our own income. We have made an effort to organize an event befitting our country.

**What is the program, and what will be discussed?**

Currently, 101 delegates from 40 different countries have registered. There are also 31 partner registrations, bringing the total number of registrants to 132. In fact, when it comes to Istanbul, FONASBA President Fulvio Carlini stated that 15-20 people could bring their own guests. General Assembly delegates will exchange ideas on current issues such as the green transformation of the maritime, sustainability, digitalization, logistics, and the impact of geopolitical developments on global trade. The opening speeches will be open to the press, after which the delegates will discuss these topics among themselves. I suggested, “Since this event is being held in Istanbul, there should also be an item on the Turkish Straits.” Over

40,000 ships pass through the Turkish Straits each year, so our topic will be ships and shipping agents. I will be one of the speakers on this topic. There will be other speakers, of course.

**How will this organization benefit Türkiye and the maritime industry?**

We will have guests from 40 countries. Among them are very valuable people who have been attending these general assemblies for 30 years. For example, there is a Jordanian member, Dr. Dureid Mahasneh... He is the CEO of Gargour Shipping Co. and also the President Designee of FONASBA. There is no one from the British Queen to American presidents that he hasn't sat down with. FONASBA has many members like this... They come with their spouses, and the better we host them, the better memories they will take back and share in their countries. That's the best kind of advertising, after all. In the past, there were some unfortunate events in Istanbul; back then 600 cruise ships would come, and the next year only 3-4. Now we've caught an upward trend again, and we need to take it further. So many people with business connections and networks are coming to the FONASBA General Assembly. We will host them very well.

**What advantages does FONASBA offer its members?**

As the Association of Shipowners and Agents and the Istanbul Chamber of Shipping, we used to attend FONASBA's general assemblies. Usually, Kenan Türkantos, a veteran in our industry, would attend these meetings. For about 15 years, they had been criticizing us: There is a certificate called the FONASBA Quality Certificate, or more formally, the FONASBA Quality Standard for Ship Agents and Brokers. No company in Türkiye had obtained

this certificate. As the criticism grew, we took on this task. It was a very meticulous process of determining the criteria. This is because, even if the standards are clear, they can vary from country to country. We have determined these criteria. The IMEAK Chamber of Shipping could have issued this FONASBA certificate, but it deemed it appropriate to transfer the authority to issue this certificate to the Association of Shipowners and Agents, which is involved in these matters. With the consent and approval of our chamber, the authority to issue the certificate was granted to the Association of Shipowners and Agents. We made an announcement to the entire industry. Some companies were

eagerly awaiting this certificate, so they applied immediately. This is because they operate in the international market, and this certificate is useful for their business and serves as a reference point. About 5-6 companies obtained it quickly. A few others followed suit, and they received it too. Ultimately, this is a certificate with specific criteria...

#### **Are there any members from Türkiye on the FONASBA board?**

There is no one from Türkiye on the board of directors. We didn't do the necessary lobbying there at the time. Now we need to do the necessary work and get names onto the board by achieving the same success we have achieved in other organizations.

#### **Finally, can we get some brief information about the program?**

The program will start with a welcome reception on the evening of October 14, 2025. The General Assembly, seminars, and Council Meeting will take place between October 15-17, 2025.

The official program will conclude with a Gala Dinner on the evening of October 17, but we have also prepared optional tours for our guests on October 18, 2025.

We have completed all the preparations to create a wonderful event together. We will gather in Istanbul to showcase the energy, professionalism, and vision of the maritime community to the world.

## **Türkiye's Strong Presence within FONASBA: Istanbul AGM 2025**



**ONUR TÜRKES**  
**PRESIDENT, SHIPBROKERS ASSOCIATION**  
**OF TÜRKİYE (GBD)**

Türkiye is one of the very few countries represented within FONASBA by three distinct member associations: our umbrella body, the Turkish Chamber of Shipping (IMEAK DTO), the respected Turkish Ship Agents' Association (VDAD), and our own association, the Turkish Shipbrokers Association (GBD), which joined the federation in 2011, shortly after its establishment. This diversity reflects

both the richness of our maritime sector and the importance our nation attaches to contributing to FONASBA's mission. Through the years, GBD has always embraced the principle of contributing, directly or indirectly, to FONASBA's work. It is therefore a source of true honor for us to see this year's Annual General Meeting held in Istanbul, an event that carries special meaning for all three Turkish associations.

It is also a particular honor for GBD that one of our founders, Mr. Bahadır Tonguç, serves as Chairman of FONASBA's Shipbrokers Committee and as a member of the Executive Committee. His role not only demonstrates the recognition of Turkish shipping professionals in general and shipbrokers in particular, but also amplifies the voice of our profession worldwide. Another proud moment for us came last year when our young colleague, Mr. Mustafa Öztaskın, was awarded the prestigious Young Agent and Broker Award (YABA). He continues to pursue his work within FONASBA with remarkable dedication. Mustafa is currently on the Education and Quality Committee and

we once again congratulate him. This year's AGM also highlighted the broader themes that will define our profession's future: collaboration, digitalization, and sustainability. Shipbrokers are no longer only intermediaries between cargo and tonnage; we are becoming architects of global trade, helping the maritime world adapt to innovation and change.

For Türkiye, hosting this gathering is more than just an honor, it shows that our maritime industry is ready to play an even stronger role on the global stage, led by a dynamic and ambitious new generation of brokers.

As the Turkish Shipbrokers Association (GBD), we believe the FONASBA Annual Meeting in Istanbul is not the end of a chapter but the beginning of new opportunities. Our responsibility is to build on this momentum and ensure that Turkish shipping remains visible, influential, and forward-looking in the international arena.

The sea connects us all. And we, as brokers, will continue to be the bridge-builders of this global connection.





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# ISTANBUL HOSTS BIMCO BOARD OF DIRECTORS MEETING



On the occasion of the Baltic and International Maritime Council (BIMCO) Board of Directors Meeting, to be held in Istanbul on 3–4 November 2025, members of the BIMCO Board, its Secretariat, our Chamber's Board of Directors, and BIMCO members operating in Türkiye will convene at a joint event hosted by our Chamber and BIMCO.

BIMCO, one of the world's oldest and most influential maritime organizations, founded in Copenhagen, Denmark in 1905, will hold its autumn Board of Directors Meeting in Istanbul this year. Representing shipowners, operators, brokers, agents, and service providers

engaged in maritime transportation on both local and international scales, BIMCO stands as the largest global shipping association. The Turkish Chamber of Shipping has proudly been a member of BIMCO since 1986. BIMCO's membership comprises shipowners and operators who collectively represent 64% of the world's fleet, ranging from small-scale shipping companies to major global players. With around 2,100 members across more than 120 countries, BIMCO serves as one of the most influential voices of international shipping.

In Türkiye, BIMCO counts approximately 120 members, including shipping companies and associations. Membership is offered in five categories: Shipowner, Broker, Agent, Club, and Associate. As a Club Member, the Turkish Chamber of Shipping and club members benefit from access to BIMCO's updated contracts, publications, clauses, market analyses, as well as technical and legal advisory services, training programs, and seminars. The BIMCO Board of Directors convenes twice a year to evaluate global maritime issues, address industry challenges, and set strategies for the future of shipping.

This year's Autumn Board Meeting will take place in Istanbul on 3–4 November 2025. Hosting such a prestigious gathering holds great significance for Türkiye, highlighting the country's strategic location, growing maritime capacity, and industry expertise to the global shipping community. The Istanbul meeting will serve as a valuable platform for dialogue and cooperation among BIMCO's international leadership and its members in Türkiye, once again underscoring the rising role of Turkish maritime on the global stage.

## BIMCO Meets in Türkiye: Strengthening Maritime Ties

Merhaba Değerli İMEAK DTO Üyeleri, (Hello Dear Chamber of Shipping Members). This November, BIMCO's Executive Committee and Board of Directors will gather in Istanbul for two days of meetings, bringing together colleagues from across the globe. I'm very pleased to be joining in person, to connect with our members in Türkiye and to enjoy this beautiful city. On Monday, November 3, BIMCO will host a Turkish Symposium for local members and non-members, alongside BIMCO staff and several members of our Executive Committee and Board.

On Tuesday, November 4, we'll hold our formal meetings and, in partnership with the Turkish Chamber of Shipping, host a cocktail reception and dinner, providing another opportunity to engage with the Turkish maritime community. This is far from our first collaboration

with the Turkish Chamber of Shipping. Over the years, we've worked together toward shared goals, including advancing the interests of our members and strengthening the maritime industry.

Notably, the Chamber was a signatory to BIMCO's Gulf of Guinea Declaration on Suppression of Piracy in 2021, which is testament to our aligned values and mutual commitment. Choosing Türkiye as the location for these meetings was a natural decision. With its proud heritage and strategic position at the crossroads of Europe, Asia and the Middle East, Türkiye has long been a vital hub for global trade. Surrounded by the Black Sea, the Mediterranean, the Aegean, and the Sea of Marmara, it is a country deeply connected to the sea and our industry. At BIMCO, we are grateful for the warm hospitality consistently extended to us by the Turkish



**PAUL PATHY**  
**PRESIDENT OF BIMCO**

Chamber of Shipping and our Turkish members. I look forward to meaningful conversations, renewed connections, and the opportunity to experience Istanbul once again. Saygılarımla, (Best Regards)



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# A glance at the Turkish Port Sector from the past to the future



\* AYDIN ERDEMİR

## THE FIRST REGULATIONS MADE IN THE TRANSITION FROM THE OTTOMAN EMPIRE TO THE REPUBLIC

The first goal of the Republic of Türkiye, established in place of the Ottoman Empire, which had been largely devastated by long years of occupation and war, was to find sufficient capital for the country's development and progress. Believing that this capital could be obtained primarily by exploiting the country's underground and surface resources as well as wealth and increasing export opportunities, Mustafa Kemal ATATÜRK, in line with the importance he placed on maritime affairs in general, began to prioritize ports and piers, which served as gateways for domestically produced goods to foreign countries. He took swift and effective steps in this regard.

The ports and piers built and operated by foreign companies particularly through

capitulations and other privileges in the final century of the Ottoman Empire were primarily taken into consideration by introducing a regulation enacted in 1925, aimed to set tariffs for ports in a way that would develop and support the country's exports. This regulation established control over the ports and piers, paving the way for the transfer of port facilities and piers to Turkish companies established with domestic capital. Following the proclamation of the Republic, numerous legal regulations initially enacted regarding ports and piers to develop maritime trade and revitalize the economy. Various efforts were also undertaken to include port activities within the scope of public services.

Following the abolition of capitulations, the process of acquiring a national identity for maritime trade began with the adoption of Cabotage Law No. 815 on July 1, 1926, granting ships flying the Turkish flag the right to transport and trade along all coasts of Türkiye. The adoption of the Cabotage Law not only initiated the nationalization of maritime transport but also paved the way for the development of Turkish port operations through a series of regulations implemented for ports, the main gateways to maritime transport. In addition to the nationalization of maritime transport and trade, Law No. 3633, "On the Organization and Duties of the General Directorates of State Maritime Lines and State Ports Operations," adopted in 1939, established the General Directorate of State Maritime Lines Operations and the General Directorate of State Ports Operations, both affiliated with the Ministry of Transport. Thus, port services were transferred to the General Directorate of State Ports Operations. With Law No. 4517, enacted on January 24, 1944, "Abolishing the General Directorate of State Ports Operations

and Assigning Its Duties to the General Directorate of State Seaways and Ports Operations," the General Directorate of State Seaways Operations was divided and restructured as the General Directorate of State Seaways and Ports Operations. With these regulations, the Republican governments allocated a significant budget to ports, despite the limited budget at the time, and between 1950 and 1959, they found external financing sources in addition to domestic resources. During this period, significant efforts were also undertaken to construct, rehabilitate, and restructure ports and piers. The country's foreign trade volume was boosted by improving port facilities, increasing their loading and unloading capacities, and enhancing their port capabilities.

Until the 1980s, Türkiye's public ports were primarily managed by the Turkish Maritime Administration (TDİ) and the Turkish State Railways Company (TCDD), and these public institutions largely met the country's port needs. Throughout this period, port capacity was always adequate for the country's economic size and foreign trade, and there were no significant port congestion or bottlenecks encountered. Similarly, vessels belonging to the public sector (TDİ) were predominantly used in maritime transport, while private ship operations, albeit in smaller tonnages, continued to develop.

## DEVELOPMENTS IN THE PORT SECTOR FROM THE 1980S TO 2024

The influence of the globalization and liberalization movement that emerged from the late 1970s began to affect Türkiye after a certain period. Import-substitution development policies, which continued until the first half of the 1980s, gave way to export-oriented liberalization and privatization initiatives. This process

also triggered industrial and commercial developments. Consequently, the impact of increasing foreign trade led to significant increases in cargo movement at ports. Until this decision was made, port services provided solely by public ports (TDİ and TCDD ports) due to the state's monopoly rights were relatively self-sufficient for the country's needs. However, with export-focused growth initiatives, both import and export cargo began to increase rapidly. Consequently, public ports, limited in both number and capacity, began to experience significant bottlenecks and vessel delays. Due to this emerging situation, the government of the time, starting in the second half of the 1980s, granted the right to provide port services to third parties to some private industrial ports and piers, primarily operating in

the Gulf of İskenderun and İzmit, which were built solely to handle their own cargo. This decision also marked the beginning of the development of private port operations in Türkiye. Numerous new private ports were built over time to meet the demand. Port investments accelerated further in the 2000s, particularly with the increasing foreign trade.

Furthermore, with privatizations undertaken in the 1990s, the operation of a large portion of publicly owned ports (TDİ and TCDD) were transferred to the private sector. Today, with almost 95% of the existing port capacity operated by the private sector, there are no significant publicly owned port facilities remaining, with the exception of the TCDD Haydarpaşa Port and the TCDD İzmir Alsancak Port. While the vast

majority of dry bulk and general cargo is currently handled by private ports built and operated by industrial facilities such as iron and steel, chemical, cement etc industries, newly constructed private ports which were solely built to provide port services, serve primarily container, RO-RO, and cruise ships. Türkiye has made significant progress, particularly in the container sector. In terms of operations, nearly 65% of container capacity has been managed and operated by global port operators and container lines such as DP World, PSA, MSC and COSCO and still foreign port operators continue to show interest in Türkiye.

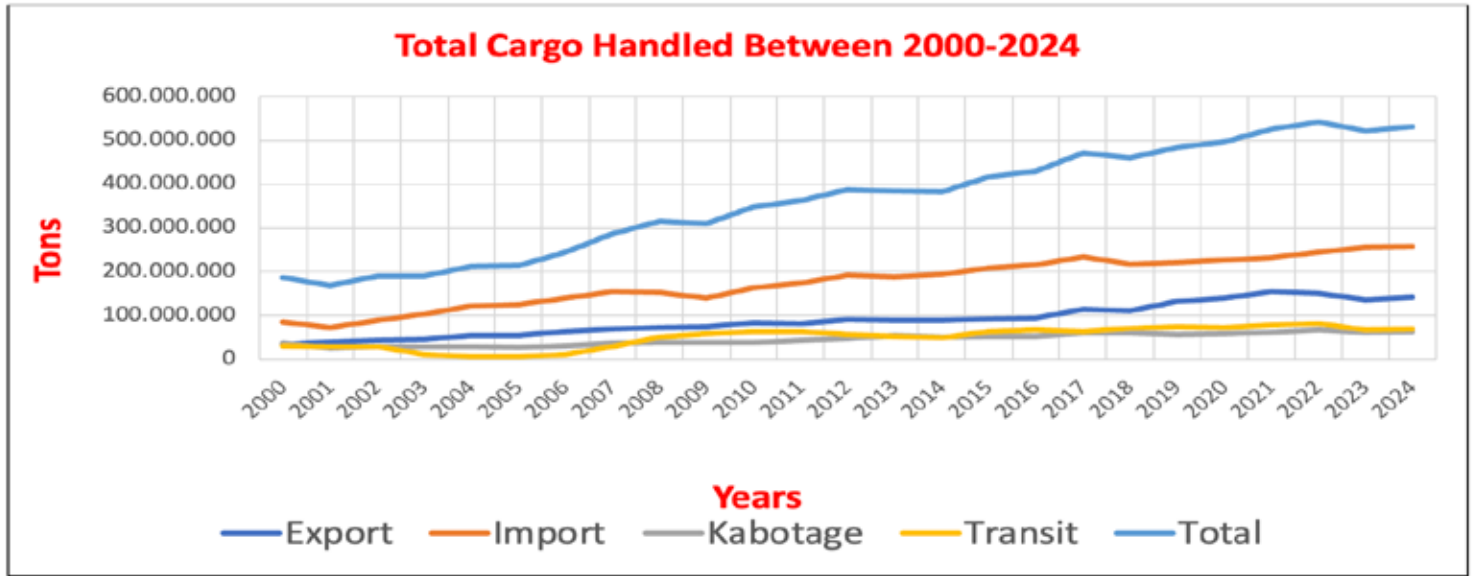
#### DEVELOPMENTS IN TOTAL CARGO

Table-1 shows the development and growth rates of Turkish ports' Total Cargo over the last 25 years (2000-2024).

**Table-1: Total Cargo Handling Tonnages and Growth Rates Between 2000 and 2024**

Total Cargo Based on Custom Regimes (TON)						
Years	Export	Import	Cabotage	Transit	Total	Growth Rate
2000	32.284.859	85.828.331	37.150.155	30.770.006	186.033.351	9,16%
2001	40.633.756	72.780.602	26.281.398	28.723.744	168.419.500	-9,47%
2002	43.004.046	89.828.533	28.779.030	28.541.114	190.152.723	12,90%
2003	46.054.532	103.430.982	29.204.041	11.217.198	189.906.753	-0,13%
2004	55.118.561	121.043.378	29.881.351	5.491.810	211.535.099	11,39%
2005	54.494.224	126.169.107	28.068.537	5.621.659	214.353.527	1,33%
2006	63.311.978	139.406.306	30.604.004	11.144.059	244.466.347	14,05%
2007	68.660.270	153.399.349	35.728.923	28.486.106	286.274.648	17,10%
2008	73.245.177	151.553.750	39.059.185	50.744.950	314.603.062	9,90%
2009	73.770.263	139.862.090	37.791.767	58.012.586	309.436.706	-1,64%
2010	83.933.388	162.588.728	37.991.041	64.122.710	348.635.867	12,67%
2011	81.776.692	173.546.398	43.644.483	64.379.150	363.346.723	4,22%
2012	91.307.486	192.474.928	46.919.387	56.724.431	387.426.232	6,63%
2013	89.553.990	187.781.615	53.937.938	53.657.215	384.930.758	-0,64%
2014	88.544.792	194.771.428	50.731.578	49.072.821	383.120.619	-0,47%
2015	92.152.622	208.326.308	52.472.668	63.085.097	416.036.695	8,59%
2016	94.805.120	215.132.519	53.300.216	66.963.307	430.201.162	3,40%
2017	113.692.068	233.656.024	60.396.079	63.429.725	471.173.896	9,52%
2018	110.424.635	218.544.820	59.555.845	71.628.260	460.153.560	-2,34%
2019	131.676.578	221.404.812	56.112.724	74.974.298	484.168.412	5,22%
2020	138.902.823	226.539.472	58.797.384	72.402.972	496.642.651	2,58%
2021	153.763.658	232.633.060	61.901.122	78.008.944	526.306.784	5,97%
2022	150.172.902	243.917.119	67.501.276	81.018.986	542.610.283	3,10%
2023	135.510.681	256.206.627	62.627.093	66.735.403	521.079.804	-3,97%
2024	142.278.137	257.136.420	63.258.440	69.064.361	531.737.358	2,05%



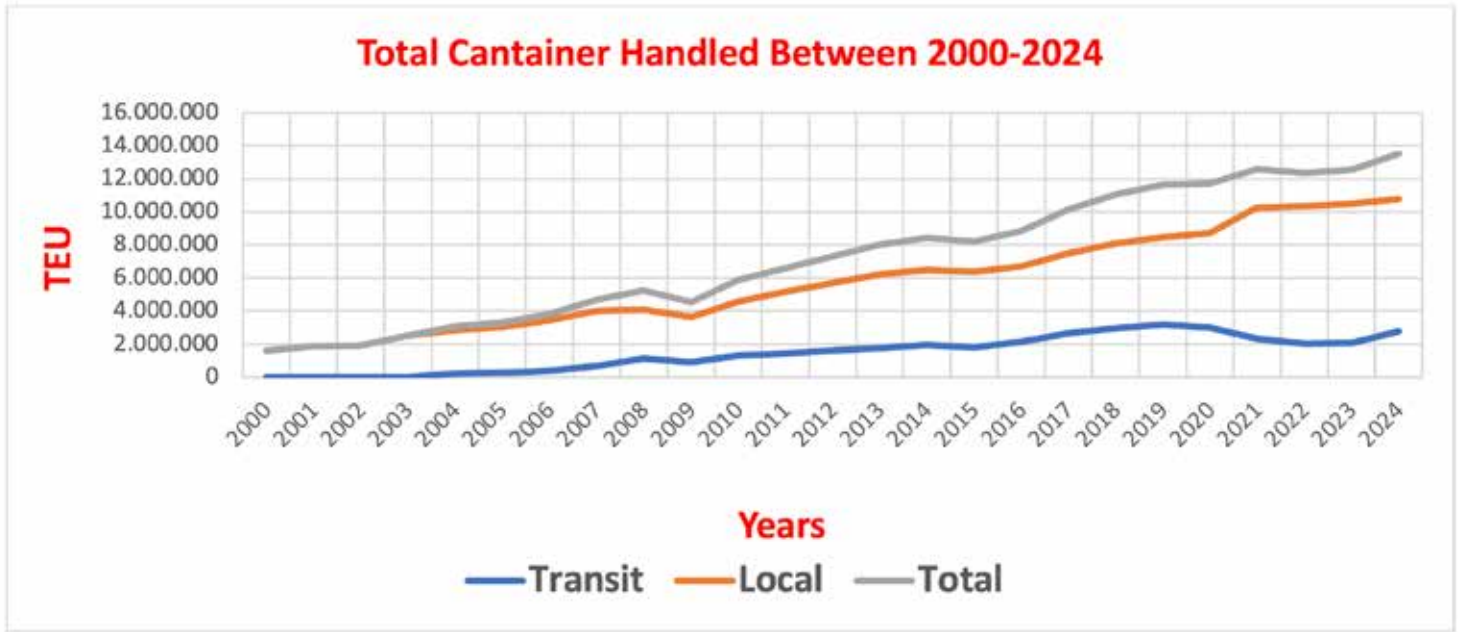


## DEVELOPMENTS IN CONTAINERS

Table-2 shows the development and growth rates of Turkish ports in Containers over the last 25 years (2000-2024).

**Table 2: Container Handling Tonnages and Growth Rates Between 2000 and 2024**

Container Based on Cargo Types (TEU)				
Years	Transit	Local	Total	Growth Rate
2000	-	1.602.593	1.602.593	16,88%
2001	-	1.874.242	1.874.242	16,95%
2002	-	1.917.002	1.917.002	2,28%
2003	-	2.498.883	2.498.883	30,35%
2004	245.353	2.843.803	3.089.156	23,62%
2005	249.822	3.054.834	3.304.656	6,98%
2006	390.333	3.432.394	3.822.727	15,68%
2007	695.462	4.004.067	4.699.529	22,94%
2008	1.143.576	4.084.578	5.228.154	11,25%
2009	887.827	3.632.959	4.520.786	-13,53%
2010	1.309.735	4.556.850	5.866.585	29,77%
2011	1.435.339	5.177.696	6.613.035	12,72%
2012	1.621.518	5.698.587	7.320.105	10,69%
2013	1.768.751	6.232.759	8.001.510	9,31%
2014	1.942.898	6.475.882	8.418.780	5,21%
2015	1.815.394	6.388.117	8.203.511	-2,56%
2016	2.153.001	6.700.057	8.853.058	7,92%
2017	2.656.230	7.508.209	10.164.439	14,81%
2018	2.974.343	8.090.893	11.065.236	8,86%
2019	3.180.858	8.464.776	11.645.633	5,25%
2020	3.017.567	8.711.278	11.728.845	0,71%
2021	2.337.843	10.253.627	12.591.470	7,35%
2022	2.035.758	10.330.624	12.366.382	-1,79%
2023	2.055.441	10.500.966	12.556.407	1,54%
2024	2.763.368	10.766.361	13.529.729	7,75%



**TURKISH PORTS’ AVERAGE GROWTH RATE FAR EXCEEDED GLOBAL GROWTH FIGURES**

Between 2000 and 2024, Turkish ports grew by 186% in total cargo, while the average annual growth rate during the same period was 4.84% as seen in the table below.

TOTAL CARGO		
Years	Growth Rate in Total Cargo	Average Annual Growth Rate in Total Cargo
1990-2024	256%	3,56%
2000-2024	186%	4,84%
2010-2024	53%	3,77%
2020-2024	7%	1,94%

Container growth, on the other hand, was 744% between 2000 and 2024, with an average annual growth rate of 10.04% during the same period. As the potential for container transit cargo in our country’s ports increases, container growth figures have reached extraordinary levels, as seen in the table below.

CONTAINER		
Years	Growth Rate in Container	Average Annual Growth Rate in Container
1990-2024	7797%	13,07%
2000-2024	744%	10,04%
2010-2024	131%	7,84%
2020-2024	15%	3,11%

An analysis of data from both CLARKSON and UNCTAD for the period 2011-2021 reveals that the global average growth rate for Total Cargo was 2.3%, while the annual average growth rate for Containers was 3.8%. Looking at Turkish ports for the same period, the annual average growth rate for Total Cargo was 3.88%, while the annual average growth rate for Containers was 7.30%. As can be seen from this data,

the Turkish port sector has grown at a much higher rate than the global annual average.

**THE STATUS OF OUR MARITIME AND PORT TRANSPORTATION IN FOREIGN TRADE**

The global logistics sector operates through five main modes of transportation (sea, road, air, rail, and pipelines). Maritime transport

holds a special place among all other modes of transportation because approximately 90% of global traded goods are transported by sea. Maritime transport, by its nature, has a complex and dynamic structure, involving many parties and stakeholders. With a transport volume nearly 13 billion tons, tens of thousands of merchant ships, approximately six thousand ports, and millions of employees, the global



maritime sector continues to successfully fulfil its mission today, as it has in the past.

As stated in the Turkish Port Sector Report-2025 published by the Turkish Port Operators Association (TÜRKLİM), the number of coastal facilities serving maritime trade in Turkey reached 217 by the end of 2024. This number includes piers, docks, ports, buoys, dolphins, and platforms of various shapes and sizes. Of these coastal facilities, 194 are actively serving maritime transport. In Turkey, approximately 87 of (45% of total) these coastal facilities are in the Marmara

Region, 49 of them (25% of total) are in the Mediterranean Region, 32 of them (17% of total) are in the Black Sea Region 26 of them (13% of them) are in the Aegean Region. By province, Kocaeli boasts 35 active maritime trade facilities. Hatay, which ranks second, boasts 20 ports, Izmir boasts 18 ports, and Istanbul boasts 17 ports of varying sizes and characteristics.

78 of the ports operating in Türkiye are members of the Turkish Port Operators Association (TÜRKLİM), the sector's leading organization. TÜRKLİM plays a decisive role in our country's maritime

sector with ports operating in all regions and cargo types. Tables-3 and 4 below show the figures prepared by the Turkish Statistical Institute (TÜİK) and included in the Turkish Port Sector Report 2025 published by TÜRKLİM. These tables include data on maritime transport in foreign trade in both value (USD) and tonnage (TON). As can be seen from TÜİK's relevant statistics, 55.9% of our exports and 54.6% of our imports in 2024 were transported by sea, that is, through our ports. In terms of the volume of cargo transported, 87.8% of our foreign trade in 2024 was transported by sea, that is, through our ports.

**Table-3: Shares (%) of Value (USD) in Foreign Trade by Transportation Types and Regimes**

Years	Seaway		Road		Air		Rail	
	İhracat	İthalat	İhracat	İthalat	İhracat	İthalat	İhracat	İthalat
2019	60,3	53,7	30,1	17,7	8,2	13,9	0,5	0,7
2020	59,5	52,3	31,3	19,1	7,5	17,0	0,8	1,0
2021	59,4	58,0	30,5	18,0	8,3	9,6	0,7	1,1
2022	59,1	53,3	31,6	17,1	8,1	10,6	1,0	0,8
2023	56,0	53,9	32,5	18,5	9,9	14,9	8,0	0,6
2024	55,9	54,6	32,8	19,2	9,9	13,8	0,7	0,8

Source: TÜRKLİM, Türkiye Port Sector Report-2025

**Table-4: Tonnage (TON) Shares in Foreign Trade According to Transportation Types and Regimes (%)**

Years	Seaway	Road	Pipelines and Other	Rail	Air
2014	86,2	11,2	1,7	0,4	0,5
2015	87,7	10,7	0,7	0,5	0,4
2016	88,0	10,8	0,4	0,5	0,3
2017	88,5	10,3	0,5	0,4	0,3
2018	88,7	10,3	0,2	0,4	0,4
2019	88,6	10,3	0,3	0,4	0,4
2020	88,8	9,4	1,1	0,6	0,2
2021	87,5	10,7	0,9	0,7	0,2
2022	86,8	11,5	0,6	0,7	0,6
2023	87,5	11,3	0,3	0,5	0,4
2024	87,8	10,7	0,7	0,5	0,4

Source: TÜRKLİM, Türkiye Port Sector Report-2025

Nearly 95% of globally traded cargo is transported by sea. Like the global situation, as seen in Table-4, sea routes and ports play a crucial role in the transportation of cargo in Turkey's foreign trade, both in terms of value and quantity. In this respect, our ports, the starting

and ending points of sea routes, are the main logistics hubs and lifelines for our country's foreign trade. This demonstrates the strategic importance of sea routes and ports. Ports are the most important logistics investments in their regions, both as vital components of the supply chain

and in terms of regional development and employment initiatives. Ports provide both economic and social benefits to the country and the region in which they are located, increasing competition by expanding companies' market reach, thus enabling lower prices for consumers.

These encompass all sectors of economic activity, including manufacturing, heavy industry, and retailers. Therefore, the economic benefits of ports vary depending on the hinterland they serve and the diversity of industry and trade within that hinterland. Ports also play a key role in economic development for countries because they act as catalysts, stimulating economic development in specific economic sectors and in areas or corridors adjacent to ports. The economic benefits of ports are generally categorized as direct, indirect, and induced/triggered. The superiority of maritime transport over other modes of transport in terms of its economics, environmental features, and transportation costs is gradually increasing, and the share of maritime transport is also increasing. In this respect, the ports, the main hubs of maritime transport, are becoming the most strategic logistics hubs for countries in global competition. Despite the prolonged suspension or closure of road, air, and rail transport between countries during the pandemic, maritime transport

and ports have operated uninterruptedly on a global scale, both for humanitarian and commercial purposes, enabling transportation on long-distance routes between Asia, Africa, Europe, and the Americas, as well as within the same geographical regions (e.g., between countries in the Mediterranean and Black Sea regions, North and South America, the Pacific, and Europe). In this respect, maritime transport is not only the most environmentally friendly and economical mode of transport, but also the most sustainable and strategic mode, enabling simultaneous large-scale transport. As is well known, considering the investments already made by our ports during their current lifespan, the extension of their operating periods, and the new investments and capacity increases that must be undertaken, we see that making investments aligned with the growth of our country's foreign trade is essential for the public good and a significant advantage in preventing any bottlenecks in our ports in the future.

## THE FUTURE OF THE TURKISH PORT SECTOR: TÜRKLİM'S VISION 2050 REPORT

The report titled "Vision 2050" published by TÜRKLİM in 2023, is the only study in Türkiye that foresees the future of port operations in terms of the tonnage and the capacity required until 2050. This study presents a significant estimate or forecasts of the cargo tonnage that Turkish ports will handle in 2050, based on data from the past 25 years. According to this study, the Total Cargo handled by the end of 2022, which was 542.6 million tons, is expected to grow by 150%, reaching an estimated 1.3 billion tons in 2050. The number of Containers handled by the end of 2022, which was 12.4 million TEU, is expected to grow by 235%, reaching an estimated 41.5 million TEU in 2050. In this study published by TÜRKLİM, the Reference scenario primarily is taken into consideration.

Table-5 below shows the 2025-2050 Total Cargo projections by port sub-region in the "Vision 2050" report published by TÜRKLİM.

**Table-5: TÜRKLİM: Vision 2050 – Total Cargo Estimates Tonnage Total (Million Tons)**

Sub Region	Senario	2025	2030	2035	2040	2045	2050
Kuzey Batı Marmara	Pessimistic	72,5	88,0	106,2	127,6	153,0	183,1
	Reference	82,2	99,2	119,3	143,3	171,9	206,2
	Optimistic	92,0	110,6	132,9	159,7	192,4	232,4
Kuzey Doğu Marmara	Pessimistic	95,6	109,8	123,9	138,2	153,1	168,8
	Reference	99,8	119,1	139,2	160,7	183,6	208,6
	Optimistic	100,5	123,0	147,8	174,9	204,9	238,2
Güney Marmara	Pessimistic	48,7	58,0	68,3	80,0	93,8	110,3
	Reference	52,5	64,8	78,5	94,2	112,5	134,6
	Optimistic	56,3	71,8	89,0	109,0	132,7	161,6
Kuzey Ege	Pessimistic	92,5	106,3	119,1	135,0	152,7	173,4
	Reference	98,7	115,7	132,5	153,1	176,4	203,5
	Optimistic	104,8	125,2	146,1	171,7	200,9	234,9
Güney Ege	Pessimistic	7,1	9,5	13,0	17,9	24,2	32,5
	Reference	9,4	11,8	15,4	20,2	26,7	35,0
	Optimistic	11,7	14,2	17,8	22,8	29,4	37,9
Batı Akdeniz	Pessimistic	7,6	8,7	9,9	11,4	13,1	15,1
	Reference	7,9	9,6	11,7	14,2	17,4	21,2
	Optimistic	8,3	10,7	13,8	17,8	23,1	30,1
Doğu Akdeniz	Pessimistic	193,0	221,3	247,9	273,5	298,7	324,4
	Reference	203,5	240,9	278,6	317,1	357,2	400,2
	Optimistic	211,6	258,6	308,2	361,1	418,5	482,1



Batı Karadeniz	Pessimistic	42,8	51,9	62,8	76,2	92,3	111,9
	Reference	43,8	54,0	66,6	82,1	101,1	124,5
	Optimistic	44,8	56,3	70,6	88,4	110,7	138,6
Doğu Karadeniz	Pessimistic	7,6	9,3	11,3	13,9	17,1	21,0
	Reference	7,7	9,8	12,4	15,7	19,8	25,1
	Optimistic	7,9	10,4	13,6	17,7	23,2	30,3
Türkiye / Total Cargo	Pessimistic	560,2	653,1	749,5	855,9	973,8	1.108,1
	Reference	596,2	713,2	838,9	980,3	1.139,8	1.323,8
	Optimistic	626,2	766,5	921,8	1.100,4	1.306,4	1.548,2

According to the 2050 Reference Scenario, Total Cargo demand at Turkish ports is projected to reach 1.3 billion tons. The Eastern Mediterranean region has the highest cargo handling volume

with 400 million tons, followed by the Northern Marmara, Northeastern Marmara, and Northern Aegean regions with over 200 million tons. Table-6 below shows the total Container forecasts

for 2025-2050, broken down by local and transit containers, as published in the "Vision 2050" report published by TÜRKLİM.

**Table-6: TÜRKLİM: Vision 2050 - Local and Transit Container Forecast (Million TEU)**

Cargo Regime	Senario	2025	2030	2035	2040	2045	2050
Local Container	Pessimistic	10,2	12,6	15,2	18,1	21,3	25,2
	Reference	11,6	14,4	17,3	20,4	23,7	27,4
	Optimistic	13,1	16,3	19,5	22,7	25,9	29,0
Transit Container	Pessimistic	3,7	4,5	5,5	6,7	8,1	9,9
	Reference	4,2	5,3	6,8	8,7	11,1	14,2
	Optimistic	4,3	5,8	7,8	10,4	13,9	18,6
Türkiye / Total Container	Pessimistic	13,9	17,1	20,7	24,8	29,5	35,1
	Reference	15,8	19,8	24,1	29,1	34,8	41,5
	Optimistic	17,5	22,1	27,3	33,1	39,8	47,7

According to forecasts, the 2050 Reference Scenario projects local container volumes to reach 27 million TEUs, while transit container volumes reach 14 million TEUs. These projections project Total Container volume handled at container terminals in Türkiye to exceed 41.5 million TEUs by 2050.

#### TOTAL PORT CAPACITY WILL NEED TO TRIPLE BY 2050

When we consider the future projections of TÜRKLİM's "Vision 2050" study, Türkiye's current port capacity must be gradually increased by 2.5-3 times by 2050. Otherwise, it seems that the current capacity in Turkish ports will not be sufficient to handle forecasted tonnages and that serious ship waiting and bottlenecks may arise in the future. Regarding to the "Vision 2050" report' conclusion which signifies the capacity requirements as a priority for the future development, timely implementation of all

these investments will need substantial amount of finance in favourable conditions as well as specially provided government support and incentives for the port industry. Moreover, the importance of extending the operating licences of ports well in advance becomes even more evident. Considering the planning, project design, permit and leasing processes, especially the EIA permit, project approvals, and construction work, it appears that a minimum of 3-4 years is required for a port to become fully operational. Furthermore, considering the investment costs, the feasibility studies and returns on port investments, which involve very high investment amounts, also take a long time.

Therefore, the operating licences of existing ports needs to be extended with Treasury, both to enable them to increase capacity and modernize their operations and to implement new port projects.

As we experienced from the earthquake happened in 1999 and at the beginning of 2023, 72% of our operating ports in Türkiye are in a first-degree earthquake zone, 8% in a second-degree earthquake zone, 13% in a third-degree earthquake zone, and 7% in a fourth-degree earthquake zone. As we can see from these reality that our most active ports in foreign trade are located in areas that will be affected by the earthquake. Considering the earthquake-resistant capabilities of our ports, capacity increases, equipment and technology modernization, and the extraordinary investments awaiting our ports in green transformation and digitalization, we face large-scale investments and responsibilities. In this regard, the need for the state to play a crucial and supportive role also becomes evident.

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# TURKISH PORTS IN THE WORLD RANKING FOR CONTAINER HANDLING

Transport and Infrastructure Minister Abdulkadir Uraloğlu announced that the number of Turkish ports among the world's top 100 ports for container handling has risen to five.



The Minister of Transport and Infrastructure, Abdulkadir Uraloğlu announced that five ports from Türkiye have made to the 2025 List of the World's Top 100 Container Ports

published by the UK-based maritime publication Lloyd's List. Recalling that four ports were on the list last year, Uraloğlu said, "With the inclusion of the Port of Aliğa in the list compiled

based on 2024 container handling data, the number of Turkish ports has risen to five. This success once again demonstrates our strength in shipping and the return on our investments in port infrastructure."

## ALİAĞA PORT ENTERS THE LIST AT 91ST PLACE

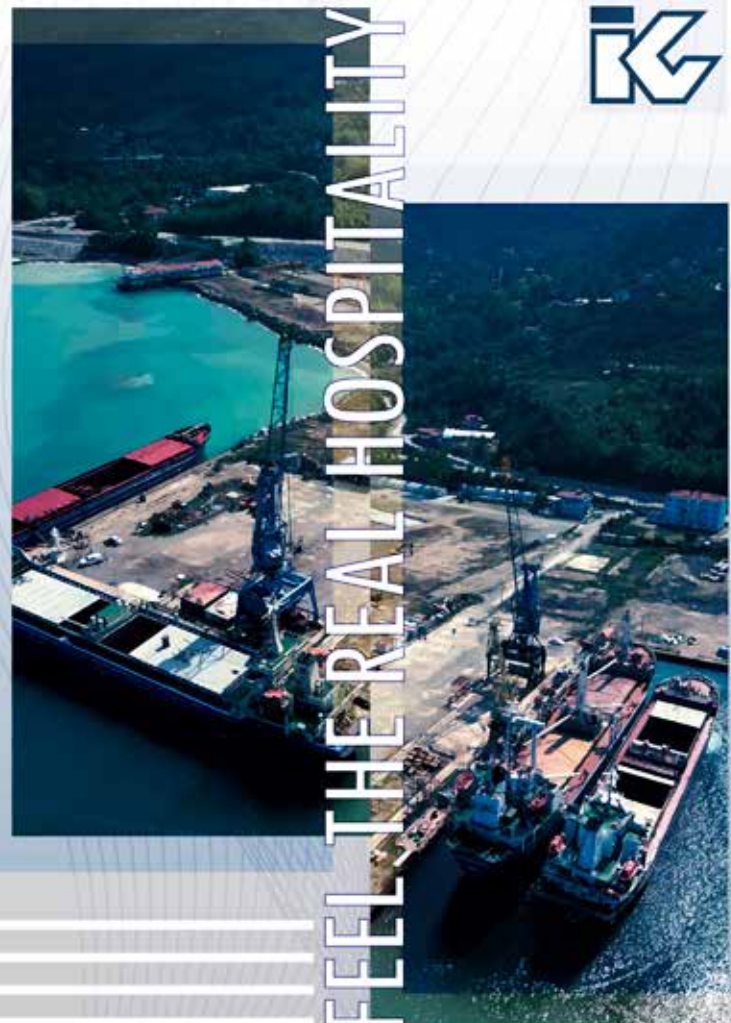
Uraloğlu also announced the rankings of the ports that strengthen Türkiye's position in global shipping. "In this year's list of the world's top 100 container ports, Ambarlı Port ranked 72nd, Kocaeli Port 86th, Tekirdağ Port 94th, and Mersin Port 98th. Aliğa Port entered the list for the first time this year, ranking 91st" said Minister Uraloğlu.

Minister Uraloğlu added: "The five ports included in the list account for a very large share of Türkiye's total container handling volume. According to data from our General Directorate of Maritime Affairs, a total of 13.5 million TEU containers were handled in our country's ports in 2024. The five ports in question handled 11.4 million TEU, accounting for 84.1% of the total container handling in our country in 2024."

Minister Uraloğlu noted that the container handling volume in the administrative area of the Aliğa Regional Port Authority, which entered the list for the first time, also increased significantly.

Uraloğlu said, "The container handling volume at the Aliğa Regional Port Authority reached approximately 2.1 million TEU in 2024 from approximately 1.6 million TEU in 2023 with an increase of 33.6%."







# PIRİ REİS UNIVERSITY'S ARTIFICIAL INTELLIGENCE-SUPPORTED EDUCATION SERIES

“Training on the Use of Artificial Intelligence in Higher Education” organized by Piri Reis University in collaboration with Microsoft in September will continue its education series.



Piri Reis University aims to provide training in artificial intelligence and digital transformation to Piri Reis University academic and administrative staff and industry leaders by organizing the “Training on the Use of Artificial Intelligence in Higher Education” and to continue this training series.



The training program “Training on the Use of Artificial Intelligence in Higher Education” took place at the Rıdvan Kartal Conference Hall at Piri Reis University's Maritime Campus on September 2-3-4. It began with a presentation on “Introduction to Artificial Intelligence” by Prof. Dr. Nafiz Arica, Rector of Piri Reis University, and continued with presentations by Prof. Dr. Yıldırım Yalman and Dr. Tanju Sirmen, faculty members at Piri Reis University.

In the second session, Middle East Technical University Faculty Member Assoc. Prof. Dr. Tarkan Gürbüz gave a presentation on topics such as Digital Competencies, Digital Trends,



Dimensions and Requirements of Digital Transformation, Digital Transformation in Education and Training, Design Thinking, Current Challenges and Opportunities. He then discussed “Innovative Learning Environments” and “Creating Presentations and Course Content Using Artificial Intelligence Tools,” sharing his assessments in this context.

Sharing his views on collaboration, Barbaros Günay, Microsoft Türkiye Cloud Solutions Team Leader, said, “Piri Reis University has launched a new AI-focused education series with the aim of taking the opportunities offered by Microsoft cloud services, which it has been benefiting from for many years, to the next level.

In this context, it aims to equip its teaching staff with solution development knowledge on Azure, Microsoft 365, and Dynamics 365 services; make them compatible with artificial intelligence and ‘agentic’ technologies; increase the university's solution production capacity; and graduate students as competent individuals ready for the world of artificial intelligence. As a technology company that places extra value on collaborations in education, we are providing all our knowledge and experience to support Piri Reis University in achieving this goal.”

Speaking on behalf of Bilge Adam, Microsoft Türkiye's education partner,



on the last day of the training, Artificial Intelligence Security Engineer Cihan Özhan shared the following in his presentation titled “Applied Artificial Intelligence Training in the Microsoft Ecosystem”: “As a university, we prepare our students not only for today's world but also for the world of tomorrow. Through this training, we aim to increase our students' digital competencies by integrating artificial intelligence technologies into our courses.

This collaboration with Piri Reis University demonstrates the transformative power of artificial intelligence in education. Students will gain not only theory but also practical skills they can use in real life.”

With this strategic step, Piri Reis University will continue to equip its students with the most up-to-date digital skills of the era by integrating into Microsoft's global technology ecosystem.

The training program aims to provide students with hands-on experience through Microsoft's latest artificial intelligence tools: Copilot Chat, M365 Copilot, Bookings, Power Automate, and Copilot Studio. Participants will have the opportunity to experience the role of artificial intelligence in education in many areas, from lesson material production to process automation, student assessment, and chatbot development.

# DEFNE KURT CLAIMS FIFTH WORLD TITLE IN SINGAPORE

Turkish national athlete Defne Kurt has made history by claiming her fifth gold medal at the World Para Swimming Championships, marking a first in Turkish sports history.




Held in Singapore from 22 to 27 September, the 2025 World Para Swimming Championships witnessed a landmark achievement for Türkiye: Defne Kurt secured gold medals in five different disciplines, setting a historic precedent both individually and nationally.

On the final day of the championships, Defne Kurt once again became world champion in the women's 100m backstroke S10 category, clocking a time of 1:06.95.


With this victory, Kurt earned her fifth gold medal at the event, having previously triumphed in the 50m freestyle, 100m butterfly, 200m individual medley, and 100m freestyle - breaking records along the way.


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# MARITIME VISION IN THE LIGHT OF SCIENCE AND INDUSTRY

On September 16, the symposium titled “Maritime at the Intersection of Science and Industry: Vision and Applications,” organized in collaboration with the Turkish Lloyd Foundation and Istanbul Technical University, discussed innovative, sustainable, and competitive solutions in maritime.



A symposium titled “Maritime at the Intersection of Science and Industry: Vision and Applications,” was organized by the Turkish Lloyd Foundation in collaboration with Istanbul Technical University (İTÜ) in Istanbul on September 16 with the participation of Durmuş Ünüvar, Deputy Minister of Transport and Infrastructure. Bringing together numerous representatives from the public and private sector, academia, and civil society, the symposium comprehensively addressed the transformation of scientific developments in maritime into industrial applications, industrial opportunities, and strategic priorities.

## **DURMUŞ ÜNÜVAR: “41% OF THE R&D PROJECTS SUPPORT IN 2024 IS ALLOCATED TO THE MARITIME INDUSTRY”**

In his opening speech at the symposium, Deputy Minister of Transport and Infrastructure Durmuş Ünüvar highlighted Türkiye's strategic position in maritime and shared the incentive and regulatory packages implemented by the ministry.



He said, “The process of complying with international regulations brought both opportunities and responsibilities to the industry. 66 million TL, representing 41% of the support given to R&D projects in 2024, has been allocated to the maritime; 15.5 million dollars in support has been provided to date under the scrap incentive program. 69 green ships have been built in Türkiye and 52 ship projects are currently under construction.” Ünüvar added that Turkish Lloyd will continue to classify ships under the General Directorate of Coastal Safety and that the number of classified ships will be increased to 100. He also emphasized that the institution's competence in certifying railways and land vehicles will be increased.

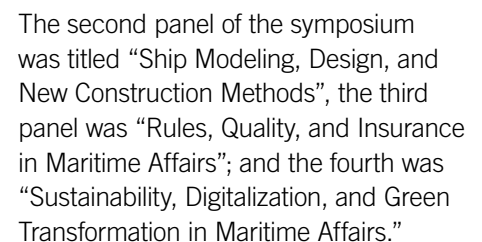
Rear Admiral Assoc. Prof. Uçar, Commander of Naval Technical Forces, then took the stage and stated that the MİLGEM Project represents the current state of Turkish shipbuilding and engineering, adding that it is not only a product of shipbuilding but also of

imagination and vision. İTÜ President Prof. Hasan MANDAL referred to İTÜ's research centers and projects in the field of maritime and emphasized that university-industry integration plays a critical role in preparing young engineers for the industry.

## **TAMER KIRAN: “INFRASTRUCTURE, SHIP AND PORT MODERNIZATION, AND R&D ARE OF CRITICAL IMPORTANCE”**

Another of the symposium's opening speakers was Tamer Kiran, Chairman of Turkish Chamber of Shipping (DTO). Kiran stated that the meeting, organized in collaboration with Turkish Lloyd and Istanbul Technical University, offered an important vision and knowledge sharing for the future of the maritime industry. He said, “Global crises have reduced transportation demand and caused fluctuations in the freight market. The war in Ukraine, conflicts in the Middle East, attacks on maritime trade routes, and natural disasters have all increased costs.”

Referring to the importance of reducing greenhouse gas emissions, energy efficiency, the introduction of alternative fuels, and green port applications, Kiran stated that climate change and environmental protection are among the industry's top priorities, and that infrastructure investments, ship and port modernization, and R&D studies are critical. Regarding Türkiye's maritime vision, he said “the Turkish Merchant Fleet ranks 11th in the world with over 2,000 ships and a capacity of approximately 52 million DWT. The transition from fossil fuels to alternatives is mandatory in line with the 2050 net





# TURMEPA LEADS COASTAL CLEANUP CAMPAIGN

TURMEPA collected 3 tons of waste with 800 volunteers as part of the International Coastal Cleanup® (ICC), for which it serves as the coordinator in Türkiye.



Every year, the Turkish Marine Environment Protection Association (TURMEPA) takes responsibility with thousands of volunteers as part of the International Coastal Cleanup (ICC) campaign. On September 20, they were on the coast to protect our oceans, which are a source of oxygen. With intense

participation in Istanbul, Izmir, Antalya, Samsun, and Fethiye, 800 volunteers collected a total of 3 tons of waste. By removing various types of waste from the shores, ranging from plastic bottles to cigarette butts, packaging waste to glass bottles, not only the coasts but also our seas and oceans have been protected.

The ICC event, led by TURMEPA, was held simultaneously this year in Istanbul, Izmir, Antalya, Samsun, and Fethiye.

Hundreds of people gathered under the slogan “Where there is sea, there is life,” demonstrating a shared commitment to the future of our seas.



At the coastal cleanup held at Moda Beach in Istanbul, 400 volunteers sorted the 330 kg of waste they collected and handed it over to municipal teams. Volunteers collected 1,550 kg of waste in Urla, Izmir, while 250 kg of waste was collected in Samsun and handed over to municipal teams. Approximately 600 kg of waste was collected by 200 volunteers participating in the cleanup effort held at Konyaaltı Beach in Antalya. And in Kızılada, Fethiye, 110 kg of waste was collected and removed from the sea.

SSA Kimya provided gloves to ensure the event in Istanbul was hygienic and safe.

# SANMAR TUG FOR ULTRATUG PROVES ITS STRENGTH IN SEA TRIALS

Sanmar Shipyards latest tugboat, built for Ultratug, has successfully completed a comprehensive programme of sea trials in Tuzla, Türkiye.



Known during construction as Boğaçay LXXIX, the tug is based on the RAMPARTS 2400SX-MKII design by Canadian naval architects Robert Allan Ltd., a model exclusive to Sanmar. Compact yet powerful, the design has been tailored to meet the demanding operational needs of Ultratug.

The trial results were witnessed by representatives from Ultratug, Sanmar, and classification and quality teams, underscoring their importance as a milestone for both companies. With a 12m moulded beam, 24.4m length, 4.5m moulded depth and 5.45m navigational draft, the tug demonstrated excellent stability and manoeuvrability.

Rüçhan Çıvgın, Commercial Director of Sanmar Shipyards, said: “Completing these sea trials is a significant milestone in our partnership with Ultratug.. We are confident it will provide reliable service while supporting Ultratug’s sustainability goals. At Sanmar, our mission is to deliver vessels that are efficient, safe, future-ready and environmentally responsible - qualities that define every Sanmar vessel.”

As part of Sanmar's best-selling and constantly evolving Boğaçay Series, this latest delivery reflects the shipyard's dedication to combining compact design with high performance. With trials now completed, the vessel will move into final delivery preparations before joining the Ultratug fleet, where it will provide safe, powerful and eco-friendly support in port operations.



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# İSKENDERUN-BAŞPINAR ROUTE REVIVES WITH MEDLOG TÜRKİYE

Medlog, one of Türkiye's leading combined transport companies, carried out the first shipment on the reopened İskenderun-Başpınar route from its newly commissioned Medlog Akçay Depot.



With the İskenderun-Başpınar route, producers in Gaziantep and its surroundings, a strong center of production and foreign trade, have regained access to rail transport after 2.5 years. The İskenderun-Başpınar route was damaged in the major earthquakes of 2023 and became unusable. With the reopening of the line, Medlog Türkiye began offering regular service with one train in each direction every weekday.

With a weekly capacity of 10-12 trains, it contributes to the supply chain continuity, capacity, and cost advantages of the

regional economy, which had been disrupted after the earthquake. With 383 cars, it offers an always-accessible transportation model on the railway network and encourages rail transport, particularly for cargo coming from and going to neighboring cities such as Gaziantep, Kahramanmaraş, and Adana, through the new Medlog Akçay Depot opened with the support of Turkish State Railways.

As an alternative to road transport, railway solutions reduce costs and increase profits while strengthening predictability in supply chains, facilitating capacity planning, and contributing to reducing the carbon footprint, especially for a greener future. Medlog Türkiye has adopted an environmentally friendly transportation approach since its establishment and received the Green Logistics Certificate last year. It currently operates a total of 27 warehouses, 19 of which are connected to the railway. With its recent strategic

railway investments, it is focused on increasing its capacity and growing trade at many critical trade points. Whereas the Sariseki Station, which was previously used intensively, could only handle 7 cars at a time due to its physical conditions, Medlog Türkiye can handle 25 cars at a time in Akçay, increasing its average annual transport capacity from 100,000 tons to approximately 300,000 tons. Furthermore, warehouse loading operations, which were not possible in Sariseki due to unfavorable field conditions, are now possible in Akçay with internal loading and unloading capabilities, offering alternative, fast, and efficient solutions to industrialists and supporting the region's economic recovery.

Medlog Türkiye will continue to offer its customers end-to-end, environmentally friendly, and low-cost solutions on railway lines with its combined transport expertise and operational strength.

## BLACK SEA ANCHOVY SEASON EXCEEDS EXPECTATIONS

September has brought one of the most bountiful anchovy seasons in recent years to the Black Sea. For the first time in a long while, anchovies have appeared early and in large quantities, brightening up fish markets across the region.

Although the fishing season officially began on September 1 with expectations of bonito catches, fishermen have so far been disappointed by the lack of bonito. Instead, the early days of the season saw an abundance of horse mackerel, and more recently, anchovies have dominated the catch. Bonito fishing has been nearly nonexistent, but the unexpected anchovy boom has brought joy to both fishermen

and consumers. Typically seen in mid-October, anchovies have arrived much earlier this year, exceeding expectations. Local fishmonger Mehmet Örseloğlu commented: "Anchovy fishing has been going quite well so far. No one expected anchovies in September, but due to the absence of bonito, they arrived early. Trabzon's native anchovies usually appear around mid-October.

Since the start of the season, we've had a great variety-horse mackerel, whiting, and anchovies-and prices have been quite reasonable. There hasn't been any major change in prices so far. The weather has started to cool down gradually, and it's expected to get harsher in the coming days, which may cause prices to rise slightly."



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# IBIA URGES DIALOGUE ON ADN 2025 IMPACT

The International Bunker Industry Association (IBIA) has voiced concern over the ADN 2025 regulations, which restrict manual tank access for certain fuel types in inland waterways.



The International Bunker Industry Association (IBIA) has issued a statement in response to the implementation of the ADN 2025 regulations, which introduce new restrictions on manual tank access

for fuel classified under UN-3082 in inland waterway transport. These changes directly affect bunkering operations in the ARA region-one of the world's most critical hubs for marine fuel supply.

Under the revised framework of the European Agreement concerning the International Carriage of Dangerous Goods by Inland Waterways (ADN), cargo tanks containing certain fuel types can no longer be opened for sampling or measurement.

While the intent is to enhance safety and sustainability, IBIA warns that the current form of the regulations may lead to unintended consequences, including disruptions in operational trust and transparency.

"Safety is a cornerstone of our sector, and we fully support the authorities' commitment to high standards," said IBIA Chair Constantin Capetanakis. "However, it's essential that these standards are implemented in ways that preserve the integrity of bunkering operations."

IBIA is calling for closer engagement between regulators and industry stakeholders to ensure that the ADN 2025 objectives are met without compromising the credibility of bunkering practices. As a global association representing all facets of the marine energy industry, IBIA has offered its expertise to facilitate constructive dialogue and help shape practical, effective solutions.

# 210,000 LOGGERHEAD SEA TURTLE HATCHLINGS REACH THE SEA

The 2025 nesting season has ended on the Mersin coast, one of the world's most important reproduction centers for loggerhead sea turtles (*Caretta Caretta*) and green sea turtles (*Chelonia mydas*).



The 2025 nesting season has ended in Mersin, which has 321 kilometers of coastline on the Mediterranean Sea, one of the most important nesting areas for loggerhead and green sea turtles, which are protected at the national and international level as endangered species. Thousands of hatchlings successfully

reached the sea from protected nests. The egg-laying process began in June in five nesting areas, and hatchlings emerged starting in July.

The peak period was reached in August, and all emergences from the designated nests were completed in the last week of September. Approximately 210,000 hatchlings from five nesting areas and various coastal nests reached the Mediterranean Sea. Dr. Mahmut Ergene, Instructor at the Mersin University (MEÜ) Sea Turtle Application and Research Center, stated that the 2025 season has been successfully completed and that there are no longer any active nests on the beaches. "This year, we identified 246 nests only in Davultepe 100.Yıl Nature

Park" said Dr. Ergene. "Of these nests, 17 belonged to *Caretta caretta* turtles and 229 belonged to *Chelonia mydas* sea turtles. A large number of nests were also found on beaches outside the main nesting areas and work has begun in these areas as well."

Emphasizing that Mersin is one of the rare regions where both *Caretta caretta* and *Chelonia mydas* species nest together, Ergene said, "Five of the 21 nesting beaches in Türkiye are located in Mersin.

From east to west, these are Kazanlı, Davultepe 100. Yıl Nature Park, Erdemli Alata Beach, Silifke Göksu Delta, and Anamur Beaches. Mersin represents the meeting point of the two species".





# LAUNCH MEETING FOR CARBON NEUTRALITY AND GREEN MARITIME TRANSPORT PROJECT

Launched in collaboration between the Ministry of Transport and Infrastructure and the EBRD, the project aims to reduce greenhouse gas emissions in maritime transportation.



The opening meeting of the “Project on Regulatory Framework, Market Mechanisms, and Institutional Capacity Development for Decarbonization of the Maritime Industry in Türkiye,” implemented in cooperation between the Ministry of Transport and



Association President Cihan Ergenç, bureaucrats, industry stakeholders, and academics.

The opening speeches of the meeting were delivered by Elisabetta Falcetti, EBRD Country Manager for Türkiye and

In this context, Prof. Mustafa Insel also gave a 15-minute presentation, sharing a summary of the initial findings of the Awareness Survey. During the day-long meeting, Camille Bourgeon from the International Maritime Organization (IMO) provided an overview of the IMO's current regulatory work, key policy initiatives shaping the decarbonization agenda in maritime, and recent developments. Göktuğ Kara, Transport Policy and Climate Change Team Coordinator at the European Commission, also provided an overview of the European Commission's current regulatory work, key policy initiatives shaping the decarbonization agenda in maritime, and recent developments. Kara also noted that opportunities for harmonization for Türkiye should be discussed.



Infrastructure and the European Bank for Reconstruction and Development (EBRD), was held in Ankara on September 11, 2025.

Held at the JW Marriott Hotel, the meeting was attended by Deputy Minister Durmuş Ünüvar, Board Member İsmail Görgün representing the Turkish Chamber of Shipping (DTO), Board Alternate Member Serdar Akdemir, Turkish Shipowners'



the Caucasus; Christian Ballaró, Head of the Green Growth and Inclusive Growth Section of the EU Delegation to Türkiye; Ambassador Mehmet Kemal Bozay, Director for EU Affairs; and Durmuş Ünüvar, Deputy Minister of Transport and Infrastructure.

The activities and developments to be carried out within the scope of the project were evaluated in the sessions.

The project aims to reduce greenhouse gas emissions from maritime transport in Türkiye. In this context, it is planned to assess the potential use of alternative fuels, develop solutions to reduce adaptation costs, establish a country-specific monitoring, reporting, and verification (MRV) system, and conduct feasibility studies for green maritime transport corridors.

Speeches at the opening of the meeting emphasized the importance of steps to be taken in the maritime industry's green transformation process. Participants shared that the project will increase Türkiye's competitiveness in maritime transport in line with international climate goals. As part of the project, a training meeting was also held on September 12, 2025, at the Istanbul Wyndham Grand Levent Hotel & Conference Center. Here, industry representatives were briefed on regulatory work, market mechanisms, and institutional capacity development.

# IBIA SUPPORTS THE ADOPTION OF THE IMO NET-ZERO FRAMEWORK

IBIA – The International Bunker Industry Association has announced its support for the IMO Net-Zero Framework in a recent statement.

IBIA – The International Bunker Industry Association issued a statement outlining its position on the adoption of the IMO Net-Zero Framework. The statement included the following remarks: “Next month the International Maritime Organization will consider one of the most important decisions in its history: the adoption of the IMO Net-Zero Framework. There is increasing speculation over this decision and IBIA – the International Bunker Industry Association – as the global advocate and representative of maritime energy, appreciates the sensitivity of the matter.

At stake though is not just the future energy transition of international shipping and the goal of decarbonising the sector but also the credibility of the governance framework for regulating shipping that has enabled the vast expansion of global trade and commerce over the past 50 years.

IBIA’s position can be summarised as follows:

- IBIA considers it imperative that IMO adopt the IMO Net-Zero Framework to ensure the goal for international shipping of ‘net-zero’ GHG emissions ‘by or around i.e., close to 2050’ can still be achieved.
- IBIA supports the role of IMO as the primary regulator of international shipping. A failure to maintain this role risks the proliferation of national and regional carbon-pricing mechanisms, leading to additional barriers to trade.
- Following adoption, IBIA supports, as a priority, the development of and finalisation of the mechanism for rewarding ships that use Zero/Near-Zero (ZNZ) fuels so incentivising their uptake. This is to ensure that the earliest possible signal is sent to ZNZ fuel producers to make the necessary investments.
- IBIA supports the outcome of informal intersessional work undertaken since MEPC 83 on ‘operationalisation of fuel supply chain’ but notes there is an urgent need for further clarification on key issues including the possible use of default emission factors for bunkering.”

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# TUGS OF THE FUTURE BY SANMAR

Sanmar launches the third of four fully-electric tugs it is building for BOTAŞ, Türkiye's state-owned crude oil and natural gas pipeline and trading company.



Sanmar has launched the third of four revolutionary fully electric ElectRA Series tugs that it is building for BOTAŞ, Türkiye's state-owned crude oil and natural gas pipeline and trading company. All four of the game-changing, emissions-free tugboats are based on the award-winning ElectRA 2500SX design from renowned Canadian naval architects Robert Allan Ltd. The first was launched on July 5 this year, and the second on August 9. ElectRA Series tugs are exclusive to Sanmar and are the result of the company's ongoing collaboration with Robert Allan Ltd and battery provider

Corvus Energy to build a new generation of eco-friendly low and no-emission tugs, by utilising alternative fuels and innovative technological advances.

With a battery capacity of 5,085 kWh each of the BOTAŞ tugs can achieve 70 tonnes of bollard pull and a speed of 12 knots. They have accommodation for a crew of up to eight people, and include backup diesel gensets for fire-fighting and extended endurance.

The tugs to be named BOTAŞ HİLAL, BOTAŞ BAYRAK, BOTAŞ AY, and BOTAŞ YILDIZ will measure 25.4m overall, with a 12.8m beam, 5.2m depth, and a maximum draft of 5.8m. They are designed to carry out a wide range of tasks, including escort duties. Available in a range of sizes (19-28m) and power outputs (40-85 TBP), each ElectRA tug eliminates approximately 1,700 tonnes of CO<sub>2</sub> per annum compared to even the cleanest modern diesel-powered alternatives. This roughly equates to the carbon emissions of nearly 1,000 cars.

## FAR QUIETER THAN TRADITIONAL TUGS

ElectRAs also achieve major reductions of NOX, SOX, CO, and particulate matter. They are also far quieter than traditional tugs, drastically reducing the impact of noise pollution on both marine and land-based wildlife. Speaking at the ceremony to mark the launch of the first BOTAŞ ElectRA, Sanmar Chairman Cem Seven said: "Each ElectRA tug will have a major positive impact on the environment where ever they operate. Advances in technology and alternative power sources are enabling us to take huge strides forward when it comes to protecting our planet. At Sanmar we are proud to be at the forefront of this revolution."

Dubbed "Tugs of the Future" by the maritime media, ElectRA tugs are now being operated in Europe and both North and Latin America. Sanmar has so far delivered nine fully electric tugs and continues production of six more, including the four ElectRA 2500SX tugs for BOTAŞ which will operate in Türkiye.

# KOCAELİ GULF COMES BACK TO LIFE

With the sediment dredging project initiated by Kocaeli Metropolitan Municipality, the marine population in İzmit Gulf is steadily increasing.



Kocaeli Metropolitan Municipality is carrying out Europe's largest environmental project in İzmit Gulf. Through the sediment dredging initiative, the Gulf is being cleansed of mud that has accumulated over the years. In



the second phase of the project, 1.6 million cubic meters of sludge have been removed from the sea so far. Thanks to these efforts, İzmit Gulf has begun to breathe again. Additionally, the fish release and reef projects conducted

by the Metropolitan Municipality have significantly boosted the marine population in the Gulf.

Footage captured by amateur fishermen has once again revealed the remarkable transformation in the Gulf.

In the videos, schools of sea bass and gilt-head bream can be clearly seen swimming at the very bottom of İzmit Gulf. The footage also shows that the reefs placed in the Gulf are beginning to serve as natural habitats for the fish.







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The maritime industry plays a strategic role in the Turkish economy as the backbone of global trade. Despite challenging geographical and economic conditions, its resilience and success have made our country a powerful player in global maritime transport. In 2024, 88% of global freight transport was carried out by sea. It increased by 2.4% compared to the previous year, reaching 12.643 billion tons. In Türkiye, 86% of foreign trade transport is carried out by sea. This ratio clearly demonstrates the strategic importance of maritime in international trade. Since 2002, the amount of cargo handled in Türkiye ports has increased by 180%, while the amount of containers has increased by 443%. In 2024, the amount of containers handled in ports reached 13.529 million TEU. In the January-August period of the same year, the total amount of cargo handled at ports increased by 3% compared to

the same period of the previous year, reaching 366.799 million tons. The amount of containers handled also increased by 3.5% in the same period, rising to 9.381 million TEU. This growth in Türkiye's port sector has also been realized internationally. In addition to the ports of Ambarlı, Kocaeli, Tekirdağ, and Mersin, the Port of Aliğa has also been ranked among the world's top 100 ports in terms of container handling this year. Thus, Türkiye has confirmed its power on the global maritime by being represented by a total of five ports on this prestigious list. On the other hand, the Turkish-owned merchant fleet has also achieved great success.

capacity of 53.1 million deadweight tons. This development represents approximately sixfold growth in terms of deadweight. All these data show that Türkiye is experiencing a strong rise in the maritime industry and is steadily progressing towards its goal of becoming one of the leading maritime countries.

## COMMITMENT TO ETHICAL AND STRATEGIC MARITIME PRACTICES

As maritime transport in Türkiye grows year after year, UTİKAD continues its work with determination as one of the leading non-governmental organizations contributing to the development of



Ranked 17th in the world in 2002 with a capacity of 8.9 million deadweight tons, the Turkish fleet has risen from 11th to 10th place as of the first half of 2025, reaching 2,203 ships and a

the industry. The Maritime Transport Working Group, operating under the umbrella of UTİKAD, both follows the industry's priority agenda and actively supports regulatory work. UTİKAD

strengthens cooperation and knowledge sharing by creating platforms that bring together industry stakeholders and also prepares various publications to serve as a guide for maritime transport-related practices. Among these is the Recommendation Guide on Measures to Take Against Fraud Attempts. The guide shares recommendations with the public on issues that should be considered when dealing with companies that raise suspicion, in order to prevent unethical practices in the industry as a prudent trader. In addition, guides sharing recommendations have been published to support the resolution of problems related to unclaimed cargo in imports and exports.

#### **BUILDING STRATEGIC IMPACT THROUGH INDUSTRY REPRESENTATION**

UTİKAD also represents its members in leading industry structures such as TOBB Turkish Maritime Council and

Turkish Chamber of Shipping and voices its opinions and suggestions regarding maritime transport, particularly from the perspective of freight forwarders. This representation enables effective participation in sectoral decision-making processes and allows the voice of logistics service providers to be heard.

Despite challenging economic and political conditions such as crises in the Suez Canal, security threats in the Red Sea, global trade wars, and geopolitical tensions, the Turkish maritime industry has demonstrated strong performance through the cooperation of all stakeholders and achieved notable successes on an international scale. As a result, this strong position in maritime transport enables Türkiye's foreign trade to grow, its economy to develop, and it to become a more active player in global logistics networks. As UTİKAD, we continue to work towards the

sustainability of these successes and we are determined to continue taking steps that produce solutions to the industry's problems, provide advantages in global competition, and strengthen Türkiye's strategic role in logistics.


To contribute to Türkiye's strong growth and competitiveness in maritime transport, we invite all stakeholders to the Türkiye Logistics Summit 2025, a landmark event organized by UTİKAD on November 7. This important event will comprehensively address strategies, current developments, and cooperation opportunities that will shape the future of logistics and maritime transport. Take your place at this summit to be part of Türkiye's logistics vision, meet with the sector's leading players, and contribute to success stories in maritime transport.

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# ECUADOR STRENGTHENS MARITIME SECURITY GOVERNANCE

Backed by IMO expertise, Ecuador is shaping a resilient maritime security framework from the ground up.



Ecuador is the latest country to benefit from a national workshop (held from 1–5 September) aimed at enhancing decision-making, policy development, and implementation processes in national maritime security.

Held in Guayaquil, the workshop covered technical topics under IMO's

“Whole-of-Government Approach to Maritime Security” program. The initiative focused on strengthening inter-agency coordination and highlighted the importance of national information-sharing mechanisms.

This program provides a practical framework tailored to the specific needs of Member States, incorporating integrated workshops and targeted support to help establish systems, registries, and strategies that strengthen national maritime security governance and decision-making.

The event gathered 28 participants from various public institutions, including representatives from the Ecuadorian Maritime Authority. The workshop addressed global maritime threats such as piracy, terrorism, and cybercrime.

With IMO's support, Ecuador aims to establish a National Maritime Security Committee, a National Risk Register, and national security strategy frameworks.

**Source: IMO website, 09.09.2025**

<https://www.imo.org/en/mediacentre/pages/whatsnew-2320.aspx>

# STATES LAUNCH NEW FRAMEWORK TO BOOST REGIONAL MARITIME SECURITY

Western Indian Ocean and Gulf of Aden states unite under a new cooperation framework to turn policy into action and build resilient, region-led maritime security.



States in the Western Indian Ocean and Gulf of Aden region have established a

new regional cooperation framework to support joint maritime operations, with the backing of 15 partner organizations. The framework will serve as a roadmap to translate policy commitments into tangible operational cooperation at sea, enhancing regional maritime security for navies, law enforcement agencies, and regulatory authorities.

The agreement was reached during the first meeting of the Working Group 3 on Operational Cooperation and Coordination at Sea, held in Mombasa, Kenya from 1–4 September 2025 under the Djibouti Code of Conduct / Jeddah Amendment (DCoC/JA). A total of 21 DCoC signatory states are involved in this initiative, aimed at combating regional maritime crime.

In his opening speech, the Danish Maritime Ambassador H.E Nicolai Ruge, emphasized that while the international community can provide short-term support, long-term solutions to maritime threats must be developed and led by the region's own countries.

Major General Paul Otieno, Commander of the Kenya Navy, stated that the Working Group 3 will be a critical mechanism to bridge policy and implementation, ensuring the regional maritime security architecture is both responsive and resilient.

**Source: IMO website, 12.09.2025**

<https://www.imo.org/en/mediacentre/pages/whatsnew-2324.aspx>

# THAILAND PROGRESSES TOWARD MARITIME SINGLE WINDOW

Thailand takes a decisive step toward maritime digitalization—bringing together national stakeholders to advance the Maritime Single Window system and streamline port call procedures in line with global standards.



Thailand's Marine Department has brought together key national maritime stakeholders to advance the development of a centralized Maritime Single Window (MSW) system to promote digitalization in the country's maritime sector. The national, multi-stakeholder workshop was held in Bangkok from 25–29 August 2025 and jointly organized by IMO and

the Marine Department of Thailand. The event focused on raising awareness about the MSW and outlining practical steps for its mandatory implementation. As of 1 January 2024, all IMO Member States are required to use a single digital platform – the Maritime Single Window – to collect and share ship-related data during port calls. This system simplifies arrival, stay, and departure procedures, significantly enhancing global maritime logistics efficiency. Around 50 participants attended, representing key institutions such as the Marine Department, Port Authority of Thailand (PAT), Thai Customs, Immigration Bureau (Royal Thai Police), Department of Disease Control, Department of Agriculture, as well as shipping agents (Bangkok Shipowners

and Agents Association – BSAA) and freight forwarders (Thai International Freight Forwarders Association – TIFFA).

The workshop reviewed core requirements of the IMO Convention on the Facilitation of International Maritime Traffic (FAL Convention) relating to port call digitalization and facilitated one-on-one consultations to assess Thailand's current situation and potential for advancement in the digital era. Key steps for MSW implementation, possible challenges, and success factors specific to Thailand were also discussed.

**Source: IMO website, 05.09.2025**  
<https://www.imo.org/en/mediacentre/pages/whatsnew-2323.aspx>

# SEAFARERS' RIGHTS IN FOCUS AT PHILIPPINES CONFERENCE

International conference in the Philippines focuses on seafarers' human rights, safety, and well-being.

The international conference themed “No One Left Adrift: Seafarers at the Cross Currents of Commerce, Conflict and Change” was held in Manila from 1–3 September. IMO's Women in Maritime Programme Lead, Mariana Noceti, participated to reflect on gender equality in the maritime sector. Noceti highlighted IMO's ongoing support for women's empowerment and emphasized the importance of the Women in Maritime Survey as a key tool for monitoring progress in this field. She concluded by stating that true gender equality benefits not only women but also men, as safe, respectful,

and inclusive workplaces allow everyone's voices to be heard.

The conference underscored the crucial role of seafarers in global supply chains and the wider economy, emphasizing the need to strengthen protection mechanisms for seafarers. Improving their rights and welfare contributes to achieving the Sustainable Development Goals. The event brought together high-level government officials, international organizations, and industry stakeholders to provide a platform for discussing the challenges seafarers face and how these impact the resilience and

sustainability of global maritime transport. The conference concluded with the adoption of the Manila Declaration on Seafarers' Human Rights, Safety, and Well-being, affirming that human rights apply to all seafarers—regardless of nationality, vessel, or jurisdiction. The conference also called for stronger collaboration between governments, shipowners, and international organizations to ensure the protection of seafarers' well-being.

**Source: IMO website, 04.09.2025**  
<https://www.imo.org/en/mediacentre/pages/whatsnew-2318.aspx>



# CARBON CAPTURE NEEDS A NEW BUSINESS MODEL

Carbon capture and storage (CCS) technology is seen as vital in the fight against climate change, but its widespread adoption is hindered mainly by the lack of a viable business model.



Until now, many CCS projects have relied on government support and favorable geographical conditions (such as proximity to depleted oil fields). However, experts argue that a new, sustainable commercial model is essential for lasting growth in the sector. According to experts, low carbon prices and limited demand for carbon-free

products prevent projects from reaching investment decisions. Additionally, for projects to be economically feasible, they must have a high CO<sub>2</sub> storage capacity, which often requires the aggregation of multiple emission sources.

In Europe, for CCS projects to become profitable without government support, carbon prices would need to rise to €150–€200 per ton.

Currently, the EU Emissions Trading System (EU ETS) sits at around €75 per ton. Therefore, industry representatives emphasize the critical importance of publicly supported policies like the EU's "Clean Industry Deal." On the financing

side, although banks are showing interest in CCS projects, significant capital inflows are difficult without clear regulations and stable revenue models that build investor confidence. Since these investments take many years to yield returns, income must be In conclusion, as with wind and solar energy, the CCS sector needs a sustainable business model supported by clear carbon pricing, customer demand, and transparent monitoring systems.

While capturing emissions from ships is also being researched, implementing CCS in land-based facilities appears more practical in the short term.

*(Source: Lloyd's List website)*

## SCALING ONSHORE USE OF CAPTURED CO<sub>2</sub>

China's pilot project showcases maritime CO<sub>2</sub> capture potential, but regulatory shifts are key to scaling onshore applications.



A pilot project in China has converted CO<sub>2</sub> captured from the exhaust of a container ship into precipitated calcium

carbonate (PCC), a filler used in plastics and paper manufacturing. However, the EU Emissions Trading System (EU ETS)

only recognizes the use of CO<sub>2</sub> as valid if it is permanently stored in materials like building products.

To enable its transport and use on land, captured CO<sub>2</sub> needs to be classified as "hazardous cargo" rather than "hazardous waste."

The Singapore-based Global Centre for Maritime Decarbonisation (GCMD) emphasizes that in order to scale up CO<sub>2</sub> capture from ships, more onshore applications for the captured CO<sub>2</sub> must be allowed.

*(Source: Lloyd's List website)*



# EU INTEGRATES INDIA'S CARBON CREDIT SCHEME INTO CBAM

EU announces integration of India's Carbon Credit Trading Scheme into Carbon Border Adjustment Mechanism (CBAM).



The European Union has decided to include India's Carbon Credit Trading Scheme in the Carbon Border Adjustment Mechanism (CBAM). This means that any carbon price already paid in India will be deducted from the amount due under CBAM.

The system, which is based on carbon content, is expected to give an advantage to Indian exporters working to decarbonize their goods covered by CBAM. The rules are also being

simplified to make it easier for small businesses. The step is part of the new Strategic EU-India Agenda and is seen as an important move to support low-carbon production and closer trade ties between the EU and India.

(Source: <https://www.businessworld.in/article/eu-to-include-indias-carbon-credit-scheme-in-cbam-easing-export-costs-572046>)

<https://www.financialexpress.com/policy/economy-eu-relief-to-india-on-cbam-exporters-to-benefit-3981246/>)

Prepared by the R&D and Project Development Unit and the Environmental Unit.



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## DETENTION STATISTICS OF TURKISH-FLAGGED VESSELS WITHIN THE SCOPE OF MEMORANDUMS

PORT STATE CONTROL REGIONS	JANUARY 2025	FEBRUARY 2025	MARCH 2025	APRIL 2025	MAY 2025	JUNE 2025	JULY 2025	AUGUST 2025	SEPTEMBER 2025
PARIS MOU (Port State Control)	NO DETENTION	FRANSA (MARSEILLE)	NO DETENTION	NO DETENTION	NO DETENTION	AMSTERDAM (ROTTERDAM) YUNANİSTAN (RHODES)	NO DETENTION	İTALYA (PORTO NOGARO)	İTALYA (PORTO NOGARO)
TOKYO MOU (Port State Control)	NO DETENTION	NO DETENTION	NO DETENTION	NO DETENTION	NO DETENTION	TİANJİN (ÇİN)	TİANJİN (ÇİN)	NO DETENTION	NO DETENTION
BLACK SEA MOU (Port State Control)	NO DETENTION	NO DETENTION	NO DETENTION	NO DETENTION	NO DETENTION	NO DETENTION	NO DETENTION	NO DETENTION	NO DETENTION
MEDITERRANEAN MOU (Port State Control)	NO DETENTION	NO DETENTION	NO DETENTION	NO DETENTION	NO DETENTION	NO DETENTION	NO DETENTION	NO DETENTION	NO DETENTION
UNITED STATES COAST GUARD (USCG)	NO DETENTION	NO DETENTION	NO DETENTION	NO DETENTION	NO DETENTION	NO DETENTION	NO DETENTION	NO DETENTION	NO DETENTION

### DETENTION TABLE BY YEARS (2017 – 22.09.2025) \*

PORT STATE CONTROL REGIONS	2017	2018	2019	2020	2021	2022	2023	2024	2025 (January-September)
PARIS MOU	14	7	4	3	1	7	7	11	5 Detentions (162 Inspections)
TOKYO MOU	3	0	2	0	0	0	0	0	2 Detentions (19 Inspections)
BS MOU	11	2	0	1	0	2	1	1	0 Detentions (103 Inspections)
MED MOU	0	5	0	0	0	0	0	1	0 Detentions (41 Inspections)
USCG	-	1 **	0 **	1 **	1 **	0 **	0 **	0 **	0 Detentions **

\*The figures subject to statistics may change following the acceptance of objections made to detentions.

\*\*Inspection figures could not be obtained from the USCG website.

**\*\*Prepared under the auspices of the Deputy Secretary General for Maritime Trade and Maritime Transportation at the IMEAK Chamber of Shipping. Prepared by: Mustafa YAVUZYILMAZ (Director of Maritime Transportation)**

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# Rate Dynamics in Motion: Bulk Stability, Tanker Acceleration



\* **ULUÇ KEDME**

Looking at the dry bulk market, we observe that in recent weeks, supply-demand balances and regional developments across the Capesize, Panamax, and Supramax segments have been key factors shaping market direction.

In the Capesize segment, operators are showing strong demand, particularly for dates up to mid-October. Volumes from East Australia and other parts of the Pacific have remained robust since last week. Spot loadings from West Australia continue to see excess demand, while a typhoon in South China and increased ballast incentives have limited the number of available vessels in the Pacific. The Panamax market shows regional variation. In the North Atlantic, limited fresh inquiries and an abundance of available tonnage are weighing on sentiment, as charterers push for lower rates. In South America, grain flows help absorb short-term tonnage, while forward positions remain relatively flat.

In the Supramax segment, the Atlantic remains firm, driven by steady demand from the US Gulf and northern regions. However, the South Atlantic is showing signs of excessive optimism. In the Pacific, charterers control the market, while owners remain cautious with vessel positioning, and negative sentiment persists.

Finally, in the Handysize segment, the South Atlantic remains strong, the Mediterranean and European regions are stable with a slightly upward bias, and the US Gulf is quieter, with limited gains.

Overall, regional demand, weather conditions, and changes in tonnage availability continue to drive segment-specific rate movements across the dry bulk market.

When we look up to the tanker segment especially as of September, it is fair to say that the dynamics of crude oil transportation have shifted. In particular, the recent activity in the VLCC segment signals a momentum not seen in the market for quite some time. Daily earnings, which stood at around USD 45,000 at the beginning of the month, nearly doubled within just a few weeks, approaching USD 90,000 by mid-September. Considering that the highest level seen until late summer was around USD 60,000, it would be accurate to state that the market has entered a “new pricing regime.”

Current figures, as mentioned above, are more than twice the year-to-date average and nearly five times higher compared to the five-year average. The last time the market reached such levels was during the pandemic, when floating storage demand drove a sharp surge. Therefore, the rally observed in September stands out as the strongest move in recent years. Several key factors lie behind this sharp rise. First, voyage distances have once

again extended, and loadings out of the Middle East have accelerated, driving ton-mile demand higher. VLCC voyages from the Atlantic to the Pacific have recovered compared to the summer months, forcing charterers to fix at elevated levels despite the volatility. Second, geopolitical developments and sanctions have diverted tonnage away from traditional routes. The rerouting of Russia-related flows has boosted compliant tonnage demand, while stagnant fleet growth since late 2020 has tightened supply.

Although OPEC+ has been gradually increasing production, these additional volumes have not yet fully impacted the market. However, forward loading programs already show higher rates. Reports also indicate that refinery maintenance periods, the need to build inventories, and the tendency for future (forward) prices to be higher than spot prices are additional factors that could tighten available capacity.

Market reports already suggest that more than 100k daily earnings are being discussed. Consequently, in the sale and purchase market, negotiation margins for modern tonnage are expected to narrow, while in the period charter market, owners are acting cautiously so as not to miss out on the upside momentum in the spot market.

In summary, the rapid surge observed in the VLCC market during September appears less like a temporary spike and more like the beginning of a new cycle. Unless there is a sudden increase in fleet supply or a sharp deterioration in global risk appetite, it would not be surprising to see strong momentum continue into the final quarter of the year.

\* **KERTE SHIPPING SHIP SALE AND PURCHASE BROKERAGE**



## SEPTEMBER 2025 REPORTED SECONDHAND SALES

Vessel' Name	DWT	Bit Year	Bit Country	Type	Buyer	Price US\$ M
CAPE PROGRESS	185.920	2006	JAPAN	BULK	NA	20,20
FRONTIER NEIGE	182.737	2011	JAPAN	BULK	* GREEK	25,00
CAPE JACARANDA	181.452	2011	JAPAN	BULK	*	25,00
NBA RUBENS	107.290	2011	JAPAN	BULK	GREEK	15,00
KAYA OLDENDORFF	82.155	2024	CHINA	BULK	NA	34,50
ETERNAL BLISS	82.071	2010	JAPAN	BULK	GREEK	16,80
AQUABEAUTY	82.023	2020	JAPAN	BULK	NA	32,00
ULTRA JAGUAR	81.922	2016	CHINA	BULK	INDIAN	24,20
SILVER NAVIGATOR	80.312	2011	KOREA	BULK	GREEK	15,50
JAL KALPAVRIKSH	66.337	2021	JAPAN	BULK	* THAI	32,55
JAL KALPATARU	66.264	2021	JAPAN	BULK	*	32,55
DSI DRAMMEN	63.379	2016	JAPAN	BULK	NA	25,00
HAKATA QUEEN	60.481	2016	JAPAN	BULK	GREEK	23,50
PACIFIC ACE	59.963	2012	VIETNAM	BULK	* NA	13,90
PACIFIC PRIDE	59.944	2012	VIETNAM	BULK	*	13,90
LYCAVITOS	58.786	2007	PHILIPPINES	BULK	CHINESE	12,00
JIN RONG	58.729	2008	PHILIPPINES	BULK	HK	11,93
SAGAR KANYA	58.609	2013	CHINA	BULK	GREEK	16,80
MARINOR	56.784	2009	CHINA	BULK	NA	10,80
ELIZABETH RIVER	55.955	2005	JAPAN	BULK	NA	9,80
LILAC HARMONY	38.581	2020	PHILIPPINES	BULK	GREEK	25,20
ZUDAR	38.273	2011	JAPAN	BULK	NA	13,30
MADRID	30.976	2013	CHINA	BULK	* TURKISH	11,00
MYKONOS	30.976	2013	CHINA	BULK	*	11,00
STELLAR ARAGVI	28.368	2014	JAPAN	BULK	INDONESIAN	12,50
KARADENIZ P. RAUF OSMAN BEY	207.945	2010	JAPAN	BULK	CHINESE	33,20
YASA NESLIHAN	82.849	2005	JAPAN	BULK	FAR EASTERN	10,60
SEA VENUS	80.888	2013	CHINA	BULK	NA	16,50
ADAM I	79.775	2010	CHINA	BULK	NA	11,30
SEA ORPHEUS	79.520	2015	CHINA	BULK	NA	18,50
INTERSEA VOYAGER	74.117	2001	JAPAN	BULK	CHINESE	4,50
THE ABLE	71.671	1998	JAPAN	BULK	NA	5,00
PAVO BREEZE	64.263	2023	JAPAN	BULK	NA	36,00
BEAUTY LOTUS	63.685	2015	CHINA	BULK	NA	20,50
CP SHENZHEN	63.540	2017	CHINA	BULK	* NA	24,30



CP NANJING	63.526	2017	CHINA	BULK	*	24,30
METEORA	58.740	2007	PHILIPPINES	BULK	CHINESE	11,65
DORIC VICTORY	58.091	2010	PHILIPPINES	BULK	NA	15,00
MARMARA S	57.195	2012	KOREA	BULK	TURKISH	13,85
MAUBERT	53.828	2008	CHINA	BULK	NA	10,00
MAGNUM ENERGY	53.628	2009	CHINA	BULK	CHINESE	10,50
FRATZIS STAR	53.533	2005	CHINA	BULK	CHINESE	8,50
ONE UNION	46.492	2001	JAPAN	BULK	NA	5,80
MINANUR CEBI 1	33.810	2011	KOREA	BULK	NA	11,60
MINERAL UTAMARO	207.469	2016	JAPAN	BULK	* MIDDLE EASTERN	* 165,00
MINERAL EDO	207.469	2015	JAPAN	BULK	*	*
MINERAL HOKUSAI	207.469	2015	JAPAN	BULK	*	*
FRONTIER BONANZA	179.435	2010	KOREA	BULK	NA	26,20
PACIFIC SOUTH	176.000	2012	CHINA	BULK	NA	22,75
CONSTANZA	92.672	2010	JAPAN	BULK	INDONESIAN	16,20
AFEA	88.279	2006	JAPAN	BULK	NA	11,30
DARYA SHANTI	82.028	2016	CHINA	BULK	CHINESE	22,30
LC ARAMIS	81.501	2011	KOREA	BULK	NA	13,50
NAVIOS HOPE	75.397	2005	JAPAN	BULK	NA	8,50
ULTRA DIVERSITY	63.490	2017	JAPAN	BULK	NA	26,80
AFRICAN JACANA	58.753	2012	CHINA	BULK	NA	16,20
PORT MACAU	58.730	2008	CHINA	BULK	CHINESE	10,90
MYSTRAS	57.300	2013	CHINA	BULK	UAE	15,40
ENDEAVOR	53.496	2008	VIETNAM	BULK	NA	9,00
ASTON TRADER	39.486	2017	CHINA	BULK	GREEK	19,00
ATILLA	35.331	2011	KOREA	BULK	NA	13,20
DVADESETPRVI MAJ	34.987	2012	CHINA	BULK	* TURKISH	10,50
KOTOR	34.987	2012	CHINA	BULK	*	10,50
ADRIENNE	34.845	2020	JAPAN	BULK	GREEK	23,00
ANGLO SAXON	114.135	2010	CHINA	BULK	INDIAN	14,50
RED MARLIN	85.015	2017	JAPAN	BULK	ASIAN	26,00
SHANDONG FU YUAN	81.781	2018	CHINA	BULK	NA	25,08
ISTRIA	81.699	2013	CHINA	BULK	GREEK	17,00
NORD BERING	61.186	2015	JAPAN	BULK	NA	23,20
CI YUN SHAN	56.687	2010	CHINA	BULK	NA	11,50
MOANA BAQ	56.625	2012	CHINA	BULK	MALAYSIAN	13,25
SEA SAPPHIRE	32.550	2010	CHINA	BULK	NA	8,50
MARAN CAPRICORN	320.513	2008	KOREA	TANKER	NA	52,50



KRITI VIGOR	159.156	2005	KOREA	TANKER	NA	29,00
SAMURAI	149.993	2009	JAPAN	TANKER	INDIAN	39,50
JASMINE KNUITSEN	148.644	2005	KOREA	TANKER	NA	33,00
CHB 3027	115.000	2027	CHINA	TANKER	* GREEK	66,50
CHB3026	115.000	2027	CHINA	TANKER	*	66,50
FAIR WINDS	73.976	2007	CHINA	TANKER	NA	NA
CONDOR TRADER	22.423	2016	JAPAN	TANKER	KOREAN	28,80
EASTERN ORCHID	13.498	2018	CHINA	TANKER	NA	18,00
SUN IRIS	12.602	2020	JAPAN	TANKER	DANISH	27,50
BW LORD	54.691	2008	KOREA	GAS	CHINESE	61,50
MONACO LOYALTY	307.284	2007	CHINA	TANKER	NA	42,00
SOFIA	164.716	2010	KOREA	TANKER	INDIAN	40,00
CONSTANTINOS	157.985	2009	KOREA	TANKER	NA	40,00
HAFNIA NORDICA	53.520	2010	JAPAN	TANKER	NA	20,10
HAFNIA LUPUS	52.550	2012	CHINA	TANKER	NA	20,00
HAFNIA ANDROMEDA	49.999	2011	CHINA	TANKER	NA	18,30
FENG YI 6	5.184	2024	CHINA	GAS	UAE	17,00
BUNGA KASTURI LIMA	300.246	2007	JAPAN	TANKER	* FAR EASTERN	* 88,00
BUNGA KASTURI ENAM	299.319	2008	JAPAN	TANKER	*	*
SEARACER	297.259	2009	CHINA	TANKER	CHINESE	48,00
PACIFIC SKY	115.395	2009	KOREA	TANKER	CHINESE	34,50
SAN JULIAN	69.554	2003	KOREA	TANKER	NIGERIAN	8,80
STI MAESTRO	47.499	2020	VIETNAM	TANKER	GREEK	42,00
FRONT BRAGE	156.557	2011	CHINA	TANKER	UAE	38,00
CLARICE	25.926	2014	JAPAN	TANKER	INDIAN	29,50
CAPE FRANKLIN	1.440	2006	GERMANY	CONTAINER	NA	17,80
ALEXANDER L	1.368	2011	CHINA	CONTAINER	MIDDLE EASTERN	19,80
NORDIC PORTO	1.085	2011	CHINA	CONTAINER	NA	12,50
JI TAI	950	2026	CHINA	CONTAINER	VIETNAMESE	16,00
PFL MATAI	1.730	2001	POLAND	CONTAINER	NA	10,50
HT CAMELLIA	1.030	2007	SINGAPORE	CONTAINER	UASE BASED	9,80
NAVIOS MAGNOLIA	4.730	2008	CHINA	CONTAINER	NA	30,00
HONRISE	1.675	2001	JAPAN	CONTAINER	NA	13,00
EASLINE DALIAN	1.675	1998	JAPAN	CONTAINER	NA	10,00

\*The transaction refers to an enbloc sale.

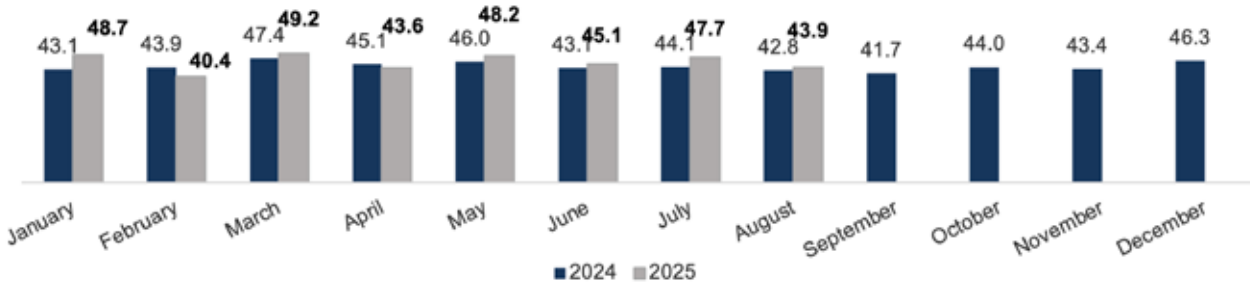
Sources: KERTE Shipping broker network, IHS-Seaweb, Equasils



# 2024-2025 CARGO HANDLING STATISTICS

In August 2025, the total cargo handling volume at Turkish ports increased by 2.7% year-on-year, reaching 43,940,259 tons.

Graph 1. Cargo Handling Statistics at Turkish Ports, (Million Tons), August 2025



Source: General Directorate for Maritime Affairs -Department of Merchant Trade Development, Cargo Handling Statistics, August 2025

## International transportation by sea increased by 3.6% year-on-year in August 2025.

- In August 2025, the loading volume (export cargo) at Turkish ports increased by 2% year-on-year to 11,840,118 tons, while the unloading volume (import cargo) rose by 4.6% to 20,775,326 tons. Consequently, the total foreign trade cargo volume grew by 3.6% year-on-year, reaching 32,615,444 tons.

- During the January–August 2025 period, compared to the same period of the previous year, the loading volume at Turkish ports increased by 1.4% to 97,303,513 tons, while the unloading volume rose by 4.2% to 179,092,814 tons. As a result, the total foreign trade cargo volume grew by 3.2%, reaching 276,396,327 tons.

Graph 2. International Transportation by Sea (Tons), August 2025



Source: General Directorate for Maritime Affairs -Department of Merchant Trade Development, Cargo Handling Statistics, August 2025

Graph 3. International Transportation by Sea (Tons), January-August 2025



Source: General Directorate for Maritime Affairs -Department of Merchant Trade Development, Cargo Handling Statistics, August 2025

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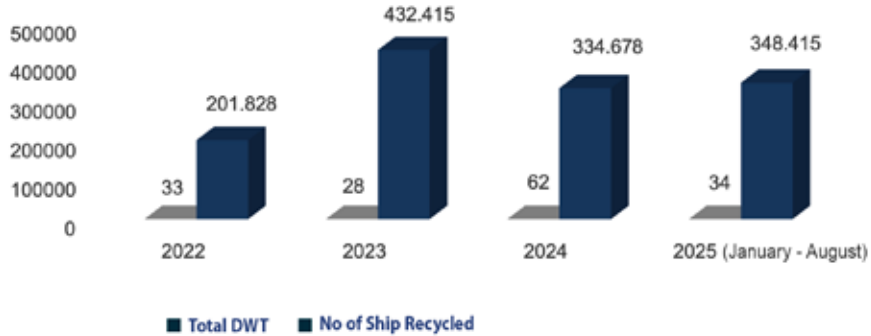
## SHIP RECYCLING IN TÜRKİYE

### (Listed according to Flag Countries) JANUARY - AUGUST 2025

Pos No	Ship Name	IMO NO	Type	Flag	Tonnage GT	Tonnage DWT	Build Year	Arrival Date
1	Luiz	9055113	Bulk Carrier	Brazil	25,039	42,815	1994	9.01.2025
2	Repubblica Argentina	9138410	Ro-Ro	Italy	51,925	23,882	1998	26.02.2025
3	Logudoro	8506555	Ro-Ro/Passenger Ship	Italy	6,505	2,007	1989	14.02.2025
4	Stella di Lipari	7128899	Chemical Tanker	Italy	1,520	2,137	1972	24.04.2025
5	Repubblica del Brasile	9138422	Ro-Ro/Container Ship	Italy	51,925	23,882	1998	25.07.2025
6	Ocean Star	8004129	Dry Cargo Ship	Comoros	3,145	5,207	1980	1.01.2025
7	Eladia Isabel	8869581	Ro-Ro/Passenger Ship	Comoros	7,799	383	1986	28.04.2025
8	CSL Elbe	8001024	Bulk Carrier	Comoros	6,944	10,110	1982	19.05.2025
9	Sormovskiy-119	8035154	Dry Cargo Ship	Comoros	2,466	3,134	1982	19.05.2025
10	SMS Cayenne	9118238	Bulk Carrier	Comoros	10,421	17,386	1996	6.05.2025
11	Emona	8008101	General Cargo Ship	Comoros	2,959	4,878	1981	25.07.2025
12	Yeoman Bank	7422881	Bulk Carrier	Liberia	24,870	43,728	1982	29.08.2025
13	Ocean Atlantic	8325432	Passenger Ship	Madeira	12,798	2,059	1986	9.05.2025
14	Grande Brasile	9198123	Ro-Ro/Container Ship	Malta	56,660	26,169	2000	24.04.2025
15	Moby Dada	7911533	Ro-Ro/Passenger Ship	Malta	34,093	3,898	1981	9.06.2025
16	GMA Nadia	8631491	Dry Cargo Ship	Palau	1,880	3,194	1988	3.04.2025
17	Jaguar	7726990	Dry Cargo Ship	Palau	1,925	2,360	1978	8.05.2025
18	Irkutsk	7636767	Dry Cargo Ship	Panama	2,827	3,761	1979	11.04.2025
19	Altair	7700001	General Cargo Ship	Panama	3,086	3,960	1978	8.01.2025
20	Cenk T	7528635	Ro-Ro/Passenger Ship	Panama	21,162	8,408	1978	29.05.2025
21	Athina D	7703015	Dry Cargo Ship	Tanzania	1,952	3,265	1978	13.03.2025
22	Christ	8203529	Dry Cargo Ship	Tanzania	1,988	2,857	1982	30.06.2025
23	Boceanica	9267132	Oil Tanker	Tanzania	42,058	71,864	2004	1.08.2025
24	Diamond Arrow	8221911	Dry Cargo Ship	Togo	4,113	6,654	1982	1.01.2025
25	Las	9162681	Container Ship	Togo	6,378	7,147	1998	10.04.2025
26	Kriti I	7814046	Ro-Ro/Passenger Ship	Togo	27,239	5,398	1979	21.05.2025
27	Arel 2	8205216	Dry Cargo Ship	Türkiye	1,908	3,170	1983	6.02.2025
28	Zekai Onel	8132603	Dry Cargo Ship	Türkiye	2,547	4,147	1980	2.04.2025
29	Vista 2	8850657	Dry Cargo Ship	Türkiye	499	813	1968	27.05.2025
30	Sarı Kanarya	8421896	Survey Vessel	Türkiye	2,081	583	1984	25.07.2025
31	Tevfik Kuyumcu	8836986	Oil Tanker	Türkiye	992	1,598	1990	18.08.2025
32	Limba	8947618	Dry Cargo Ship	Ukraine	1,866	2,132	1964	19.03.2025
33	Kriti II	7814058	Ro-Ro/Passenger Ship	Greece	27,239	5,339	1979	7.03.2025
34	Taxiarchis	6714536	Tugboat	Greece	281	90	1967	20.05.2025

Source: Clarksons Research Services Limited and İMEAK Chamber of Shipping Visuals

## SHIPS RECYCLED IN TÜRKİYE BY YEARS (Qty and DWT)



Source: Clarksons Research Services Limited and İMEAK Chamber of Shipping Visuals

## SHIP RECYCLING IN THE WORLD (Listed by Ship Types) AUGUST 2025

AUGUST			
Ship Type	Quantity	Avg. Age	Total DWT
Open-Hatch Bulk Carrier	1	34.0	17,012
Bulk Carrier	9	29.7	535,700
Chemical Tanker	1	30.0	37,374
Chemical/Oil Tanker	3	31.3	112,303
Dry Cargo Ship	5	26.8	34,721
LPG Tanker	1	33.0	1,275
Oil Tanker	4	26.5	225,187
Tugboat	1	28.0	24
<b>Grand Total</b>	<b>25</b>	<b>29.0</b>	<b>963,596</b>

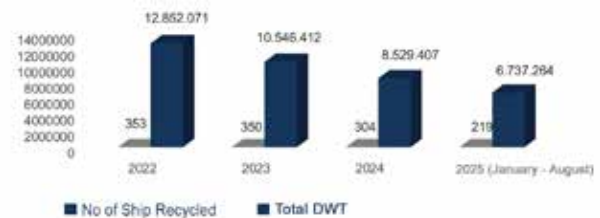
Source: Clarksons Research Services Limited and İMEAK Chamber of Shipping Calculations

## SHIP RECYCLING BY COUNTRIES (Qty and DWT) AUGUST 2025



Source: Clarksons Research Services Limited and İMEAK Chamber of Shipping Visuals

## SHIPS RECYCLED IN THE WORLD BY YEARS (Qty and DWT)



Source: Clarksons Research Services Limited and İMEAK Chamber of Shipping Visuals

İMEAK Chamber of Shipping Prepared under the Deputy Secretary General for Shipping and Transport.  
Prepared by: Ayca KULAKSIZ HACİBEKOĞLU (Sector Researches Specialist) Meryem ÇELİK (Shipping Specialist)





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