

YILPORT HOLDING – CMO  
ERHAN CILOGLU

# GAME CHANGER IN PORT OPERATIONS AND MANAGEMENT

BLACK SEA PORTS AND SHIPPING WEBINAR – 17.SEP.2020 / THURSDAY

INDUSTRIAL  
PORT  
OPERATOR

# YILPORT HOLDING OVERVIEW



1963

Foundation of  
YILDIRIM Group



The  
**FASTEST  
GROWING**  
international  
container terminal  
operator in the world.



Vision to rank  
Among **TOP 10**  
international  
container terminal  
operators  
by 2025



PORTUGAL

SPAIN

ITALY

TURKEY

Ferrol

Huelva

Malta Freeport

SWEDEN

NORWAY



Taranto



Malta Freeport



**10**  
Countries

**6**  
Dry Terminals

**22**  
Ports & Terminals

**+5,000**  
Employees

# YILPORT Regions / TURKEY



**CONTAINER**  
**2,600,000 TEUs**



**RO-RO**  
**650,000 CEUs**

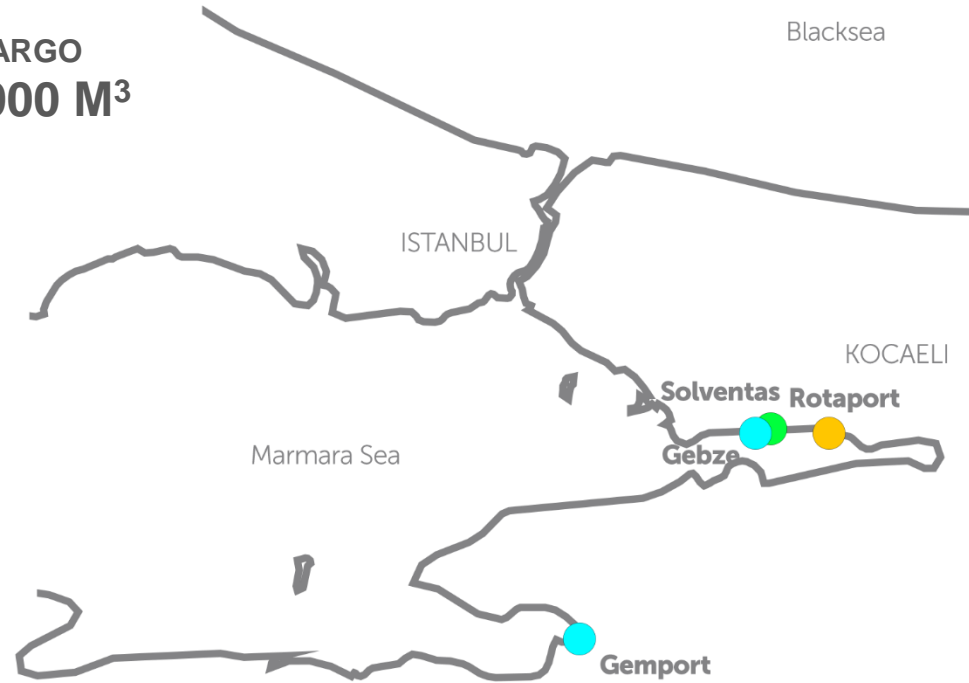


**GENERAL CARGO**  
**17,000,000 TON**



**LIQUID CARGO**  
**5,220,000 M<sup>3</sup>**

- Located in the Marmara region, YILPORT's multipurpose Turkish terminals offer the best solutions among local competitors. Each terminal is located at different coasts of Marmara Region. All of them are located at the hearts of industrial zones.
- The terminals are also closely connected to main highways and offer easy access. All Terminals utilize bonded and non-bonded areas, warehouses, supported by end-to-end logistic services. YILPORT Turkey's terminals in Marmara offer customers 24/7 import and export operations with the famous YILPORT discipline and global know-how.



BURSA

- Multi Purpose** ●
- Bulk & Grain** ●
- Liquid** ●



Gebze

Gempport

Solventas

Rotaport

# Black Sea – Challenges / Opportunities

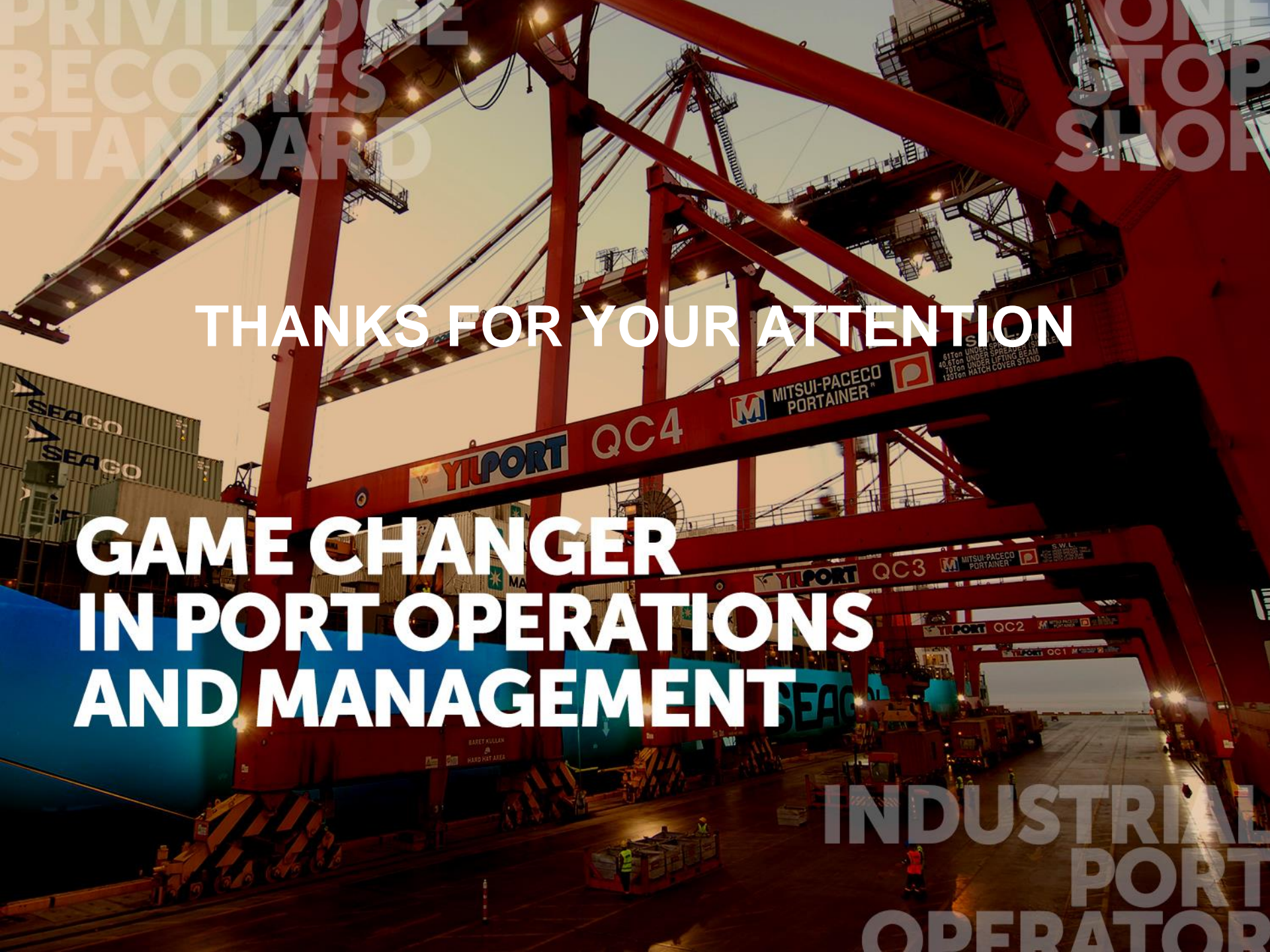


- Location;
  - Main Black Sea countries' close inland connection to Europe market brings them advantages on road transport, however, this causes the reduced volume on sea transportation which blocks development on seaway.
  - Navigation to Black Sea or reaching to Med on main trade routes is disadvantage as vessels have to pass the Aegean Sea – Dardanel – Marmara Sea and Bosphorus Canal or use weak inland connections in Turkey,
  - Istanbul-Marmara Region with its economy and population (consumption) positions as a natural HUB for Black Sea turning Black Sea ports mainly as feeder ports, multimodal transportation is the key.
  - Limited vessel size due to Bosphorus canal – low impact on the vessel size development, no need for new facilities, more development on brown-field terminals for improving the existing conditions of the ports,
- Market and Industry;
  - Improving trade relations in between the Black Sea countries still is not enough for developing extra capacity on ports side,
  - New industrial development areas together with port projects do not justify the investment of the projects due to limited trade volume – limited globalization

- Energy
- Petroleum products – Rubber
- Minerals - Coal
- Iron Ore - Steel Products
- Agriculture - Cereals
- Automotive

Technology? Aviation- Space Industry? Robotic Systems? Tourism?





PRIVILEGE  
BECOMES  
STANDARD

ON  
STOP  
SHOP

THANKS FOR YOUR ATTENTION

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AND MANAGEMENT

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