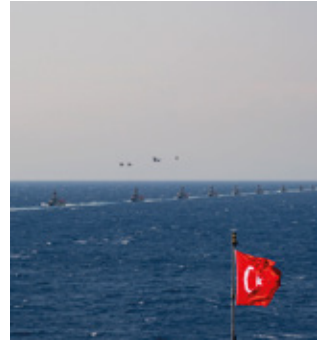




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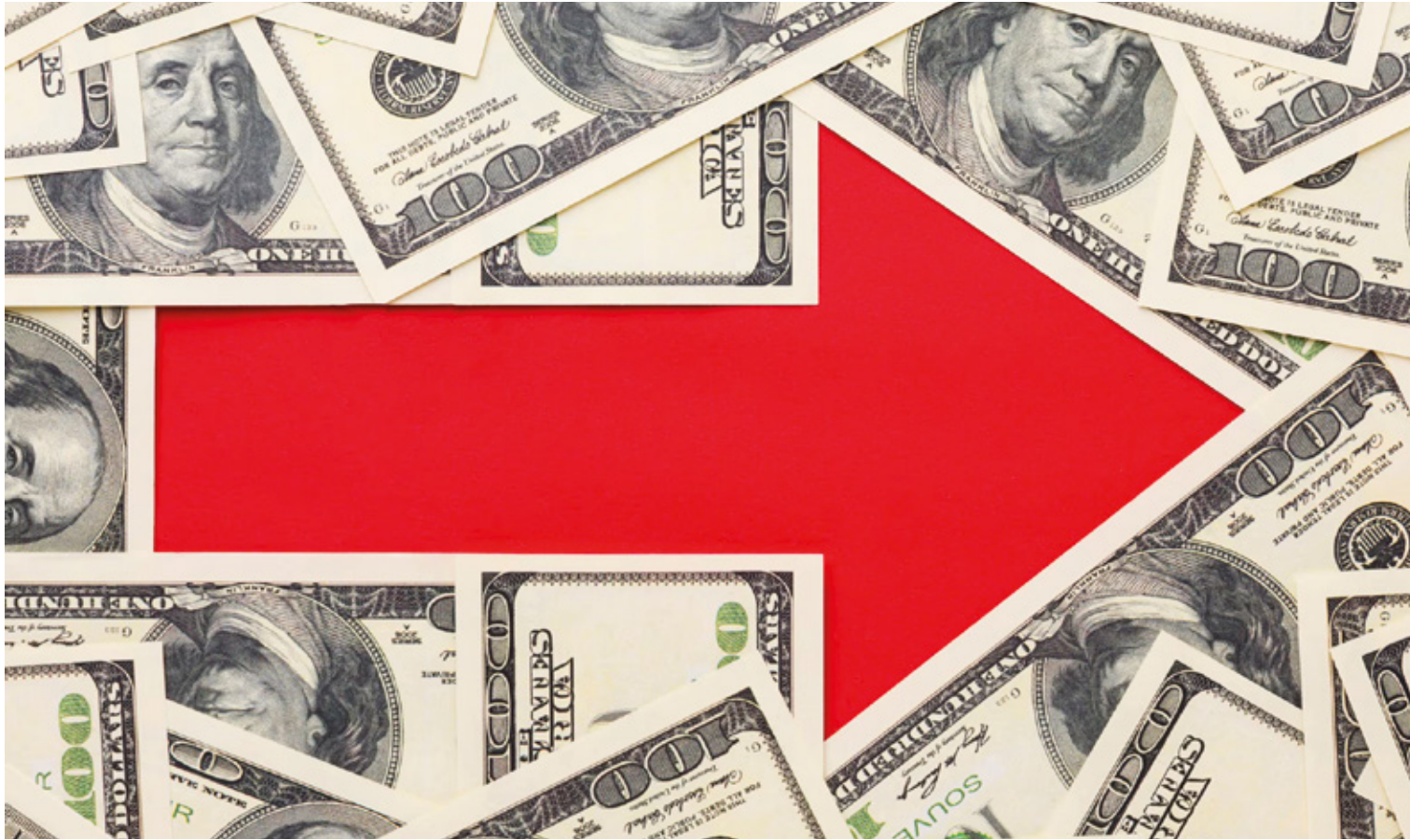
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MarineDeal

NEWS

June 2024 Issue: 198

Turkish Shipping & Economy Newspaper



Central Banks gave direction to the market

The emphasis on achieving the inflation target and the wait-and-see policy in the FOMC meeting minutes and Fed chair Powell's speeches had an impact on pricing. Stating that the next step will not be an interest rate hike, but it is too early to start cutting rates, the veteran Fed governor drew attention to the labor market. Non-farm payrolls data, which has a high macroeconomic significance, came in at 175K, below both expectations and the previous level. US inflation data, which is at the center of global markets, fell in line with expectations with 3.4 percent. The unemployment rate increased by 3.9 percent. Average hourly earnings data failed to meet expectations with 0.2 percent. ISM manufacturing PMI and ISM non-manufacturing PMI data fell below the critical 50 level. Retail sales data, on the other hand, remained below both expectations and the previous level with 0.0 percent. The EURO-USD pair, which displayed a positive outlook

The FED, the captain of reserve money, did not change interest rates and announced the policy rate at 5.50 percent

throughout the month, continued to seek balance at the 1.0850 pivot level.

While a quiet month was left behind on the Asian front, there was intense data flow in the European region and the UK.

The UK central bank left the policy rate unchanged at 5.25 percent. In Q1, the UK economy grew by 0.2 percent on an annual basis, above expectations. Inflation in Germany, the locomotive economy of the European region, was announced in line with expectations with 2.2 percent. Inflation across the region remained unchanged at 2.4 percent. On the Asian side, the highly

anticipated Chinese CPI data recorded a recovery with 0.3 percent. The Australian central bank, like other central banks, did not make any changes in the policy rate and announced it at 4.35 percent.

There were sharp rises on the crypto side, especially the positive atmosphere created by the ETH spot ETF application process caused upward attacks. While BTC gained momentum towards the 72 thousand level, daily rises on the ETH side exceeded the 20 percent level and trials above 3700 were seen. AVAX, web 3 and artificial intelligence cryptocurrencies also saw sharp rises.

In domestic markets, while Borsa Istanbul continued to set new records, foreign demand for TL-denominated assets gained momentum

The orthodox monetary policies implemented by the CBRT on rational grounds started to bear fruit.

02 »



01 » The ongoing positive atmosphere with the meetings held by the central bank and Minister Mehmet Şimşek, who implemented a tight monetary policy in the fight against inflation, caused the CDS level to fall below the 270 threshold. The news of Türkiye's removal from the gray zone and the upward revisions in the outlook with rating upgrades from credit rating agencies prepared the ground for the demand for TL-denominated assets. While interest in government domestic debt securities and bonds issued by the private sector continued, the Borsa Istanbul continued to set new records. In particular, the positive reports prepared by foreign sources for the Turkish banking sector strengthened the upside potential of the index. Inflation data increased below expectations with 69.80 percent. Unemployment rate was announced below the previous level with 8.6 percent. Industrial production increased by 7.7 percent on a monthly basis.



BDDK authorizes Marin Investment Bank to operate

The Banking Regulation and Supervision Agency (BDDK) granted operating licenses to Marin Investment Bank AŞ, Aytemiz Yatırım Bankası AŞ and Adil Katılım Bankası AŞ

These decisions of the BDDK were published in the Govern-

ment Newspaper today.

Accordingly, as a result of the examination and evaluation made within the scope of Articles 7 and 8 of the Banking Law No. 5411, the BRSA has decided, according to Article 6 of the law, to authorize the establishment

of "Marin Yatırım Bankası AŞ" with a capital of TL 1 billion 500 million by the founding shareholders Mehmet Koç, Sefa Koç, Noman Tekin, Meltem Süloğlu and Yavuz Duranoğlu, Aytemiz Finansal Hizmetler AŞ, founding partners Aytemiz Finansal

Hizmetler AŞ, İsmail Aytemiz, Hüseyin Aytemiz, Ahmet Aytemiz and Kerem Aytemiz authorized the establishment of a development and investment bank titled "Aytemiz Yatırım Bankası AŞ" with a capital of 1 billion 500 million TL.

MarineDeal^{NEWS}

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Russia discovers huge oil deposits in Antarctica

It is estimated that the resources discovered under Antarctica could meet the world's oil and natural gas needs for 40 years.

Under the 1959 Antarctic Treaty, the decision that no claim to its territory or resources can be asserted may

change in the near future. It has been claimed that Russia has discovered oil and natural gas deposits of approximately 511 billion barrels. According to various sources, this is equivalent to 10 times the production of the North Sea

in the last 50 years and twice the known reserves of Saudi Arabia.

The discovery was made by Rosgeo, a Russian exploration company that is becoming increasingly active in Antarctica, based on results presented

in London to the Select Committee on Environmental Audit of the House of Commons of the UK Parliament. These results are considered a major event, both from a climatic and geopolitical point of view.

The Antarctic Treaty expires

in 2048, but the magnitude of the discovery could bring it to an earlier end. Considering that the purpose of the treaty was to make Antarctica a neutral zone during the Cold War, it is only a matter of time before it is invalidated.



Türkiye ranks 3rd in the world in blue flags

Minister of Culture and Tourism Mehmet Ersoy announced on his social media accounts that Türkiye maintained its third place in the world in the number of blue flag beaches this year.

Stating that they are proud of their consistent success in the ranking of blue flag awards announced by the International Foundation for Environmental Education (FEE), headquartered in Copenhagen, the capital of Denmark, Ersoy said that they are determinedly progressing towards their first place target.

Stating that they have increased the number of blue flags every year with the successful works carried out under the coordination of the Turkish Environmental Education Foundation (TÜRÇEV) in cooperation with the Ministry of Environment, Urbanization and Climate Change and the Ministry of Health, Minister Ersoy said that 16 more blue flags will fly on 16 more beaches in Türkiye this year.

Spain has the most blue flag beaches in the world again this year, with Greece coming in second. Türkiye ranked third, Italy fourth, and France fifth in the list.

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MATRA is cutting-edge Digital Maritime Solutions offered by HAVELSAN and designed to revolutionize the maritime landscape by enhancing security measures, promoting safety protocols, optimizing operational efficiency, and fortifying overall protection within this dynamic and ever-evolving domain.

MATRA CSS (Coastal Surveillance System) is a state-of-the-art radar system specifically designed for coastal surveillance and security purposes. It provides advanced capabilities for monitoring and tracking maritime activities in coastal regions, improving situational awareness and protecting maritime borders.

The MATRA CSS system uses advanced radar technology to detect and track vessels, small boats and other maritime tar-

gets in real time. It uses a combination of remote surveillance and short-range target identification to provide comprehensive coverage of coastal areas. With its high-resolution capabilities and advanced signal processing algorithms, the CSS ensures accurate and reliable detection, even in challenging weather and sea conditions. By integrating with other sensors, such as the Automatic Identification System

(AIS) and electro-optical systems, CSS enables operators to gather additional information about detected targets, such as vessel identification, speed and course. This holistic view of maritime activities increases the effectiveness of coastal surveillance and enables timely response to potential security threats or illegal activities.

With its cutting-edge technology, comprehensive coverage

and integration capabilities, CSS improves situational awareness, strengthens maritime border security and contributes to the overall safety and security of coastal regions.

MATRA VTS (Vessel Traffic Service) is an advanced surveillance solution designed specifically for maritime environments. Developed by HAVELSAN, a leading technology company, the VTS system provides comprehensive monitoring and management functions for maritime traffic, ensuring safe and efficient navigation on busy waterways.

With the main objective of improving situational awareness, the MATRA VTS solution combines state-of-the-art technologies and robust software applications. Integrating data from multiple sources, including radar systems, Automatic Identification System (AIS) receivers and CCTV cameras, the VTS system provides real-time visualization of vessel movements, accurate vessel tracking and identification, and early detection of potential risks or collisions.

The MATRA VTS solution employs sophisticated algorithms and data fusion techniques to process and analyze the collected data. This enables operators to gain a comprehensive overview of maritime traffic, detect anomalies and potential safety risks, and efficiently manage vessel movements to maintain safe and orderly operations.

MATRA SAR (Search and Rescue) is an indispensable decision support system that plays a cri-

tical role in search and rescue scenarios. With its state-of-the-art information technology, it pioneers advances in search and rescue operations. The seamless integration of Search Area Determination and Search Area Coverage into the system is perfectly aligned with IAMSAR procedures and maximizes efficiency and effectiveness in critical rescue operations.

MATRA SAR is a trusted ally that provides invaluable support to rescuers in the field. Its state-of-the-art capabilities enable rapid and accurate determination of search areas, optimizing resource allocation and reducing response times. In addition, MATRA SAR's advanced features provide comprehensive coverage of search areas, leaving no room for blind spots or overlooked regions. This seamless synchronization gives rescue teams the tools they need to conduct successful and time-critical operations, increasing the chances of saving lives in difficult and urgent situations.

MATRA Digital Maritime Solutions aims to revolutionize the maritime sector. Its main goals are to strengthen safety measures, promote safety protocols, optimize operational efficiency and improve overall protection in this dynamic and ever-evolving field. The innovative features and capabilities of MATRA are designed to address the unique challenges of the maritime industry to ensure safer and more efficient operations across all sectors.



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X-Press Feeder: Singapore's first green methanol refueling by new dual-fuel box ship

Singapore's independent shipping line, X-PressFeeders, the Maritime and Port Authority of Singapore (MPA), and PSA Singapore today marked an important milestone in the sustainable shipping industry by welcoming the first X-PressFeeders double-fuel vessel.

The ship will be the first in Singapore, underscoring the

commitment of the country to supporting the transition towards renewable fuels in the global shipping industry.

The technologically advanced ship, the first of her kind to be built in China, features a German-built MAN 5S50ME dual-fuel engine with the flexibility to operate on green methanol.



DIGITAL MARITIME SOLUTIONS



Australia's Changing Strategies and New Security Concept in the Indo-Pacific

The current use of the Indo-Pacific as a geopolitical concept began in the Indian strategic policy community, but Australia was the first country to use the broader concept to frame the region in a government policy document with the 2012 report 'Australia in the Asian Century'. The idea of the Indo-Pacific has since become a reference point for Australian governments to define the country's foreign and security policy interests. The acceleration of globalization of capital and labor and the strong growth momentum in Asian economies have also affected Australia, which can be defined as a central Indo-Pacific state.

The 2012 report presented the Indo-Pacific as an economically dynamic region with China at its center, with opportunities to be seized through diplomatic and strategic engagement, supported by local education and economic reforms. Later, climate and demographic changes also came to the fore in shaping new global balances of power. The threats emanating from North Korea should not be ignored. International institutions and rules are insufficient to maintain world peace.

Although the United States of America is the most prominent state globally, it is difficult to talk about a single pole in the world anymore. All these developments have brought about significant changes in Australia's foreign policy.

General Evaluations

In Southeast Asia and many parts of the Indo-Pacific, China's power and influence are on par with, and in some cases even exceed, that of the United States. The balance of power in the future of the Indo-Pacific region largely depends on the actions of the great powers - the United States, China, Japan and India. China is the most important trading partner of most of the region's economies and the largest investor, including in infrastructure. China's military modernization is rapidly increasing the capacity of its armed forces. It also has Asia's largest navy and air force and the world's largest coast guard. As China's power grows, it also risks more direct competition with the United States. But most countries in the region, including Australia, continue to see the US role in the



Indo-Pacific as a clear stabilizing influence. Japan and India, large economies and military powers in their own right, are also playing stronger roles in Indo-Pacific security and political affairs and seeking to influence the balance of regional order. In this environment, maritime and land border disputes continue to create new frictions. The region's seas and airspace are increasingly contested, with freedom of navigation threatened in some parts.

While the military arms race in the region is not about Australia, it is indirectly relevant to Australia in many areas. The quality and quantity of missile forces in the Indo-Pacific, including ballistic missiles, are increasing. More submarines and advanced fighter aircraft, more powerful surveillance and reconnaissance systems are emerging.

Australia is not indifferent to military developments in its region. The Australian government continues its efforts to strengthen the Australian Defense Force (ADF). In particular, they want to modernize maritime capabilities and make the ADF capable of applying force more quickly and effectively. Despite these developments, the Australian government recognizes that its interests lie in a stable and lasting peace. Therefore, it prioritizes trade, investment and economic relations with the region to ensure a stable and prosperous Indo-Pacific region. It does so through active diplomacy, promoting economic reform and social stability through develop-

ment cooperation.

The alliance with the United States is central to Australia's security and at the heart of its strategic and defense planning. Australian policymakers are developing policies to broaden and deepen cooperation within this alliance and to encourage the strongest possible US economic and security engagement in the region.

At the same time, the Indo-Pacific democracies of Japan, Indonesia, India and South Korea are of prime importance to Australia, both as major bilateral partners in their own right and as countries that will influence the shape of the regional order. Japan, for example, is the world's fourth largest economy, a cornerstone of global value chains and one of the largest sources of foreign direct investment in Southeast Asia. It remains the catalyst for much of Australia's economic development.

Until recently, Australia has sought to meet its security needs primarily through its mutual defense treaty with the United States of America (USA), the 1951 Australia, New Zealand and the United States of America Security Treaty (ANZUS) and the 'Five Eyes' signals intelligence sharing agreement with the USA, the United Kingdom (UK), Canada and New Zealand.

The State of the Indo-Pacific from a Military and Geo-Political Perspective

"Quad", short for "Quadrilateral Security Dialogue", which brings

together Australia, the United States, Japan and India, is not a formal treaty or agreement, but a framework of sorts for joint military exercises and coordination on responding to common regional challenges, including pandemics, climate change, critical and emerging technologies, counterterrorism, cybersecurity, and disaster relief and recovery. It is supported by bi-monthly meetings of foreign ministry officials and annual meetings of foreign ministers. The "Quad" is perceived as a response to China's growing power and assertiveness in the Indo-Pacific region and is described by China as a kind of 'Asian NATO', although unlike NATO, there is no mutual defense treaty.

The "Quad" was first proposed in 2007 by the government of Japan's then prime minister Shinzo Abe and thus predates Australia's 2016-2020 strategic update. However, after a period of diplomatic stagnation in 2008, triggered in part by Australia's preference for closer economic and strategic ties with China at the time, the "Quad" was revived in October 2017, again at the urging of Abe's Japan and the Trump administration in the US. At this point, both Australia and India had experienced a deterioration in their bilateral relations with China and were therefore more open to the idea of 'Quad 2.0'. On January 6, 2022, the prime ministers of Australia and Japan signed the "Japan-Australia Mutual Access Treaty", a bilateral security and defense agreement that

allows each side's armed forces mutual access to the other side's territory.

On September 15, 2021, one day before the 2021 annual AUSMIN meeting and nine days before the "Quad" leaders gathered in Washington DC, the leaders of Australia, the US and the UK announced the establishment of a new trilateral security partnership called "AUKUS". While the EU's strategy does not include any military hardware procurement arrangements with regional partners, it aims to support EU Member States' efforts to contribute to maritime security in the region. The cornerstone of the agreement is for the Royal Australian Navy to procure at least eight nuclear-powered submarines, with the US and the UK selling and helping to build them. Australia will also purchase long-range missiles and the military hardware part of the deal is intended to promote joint capability and interoperability.

In a press release issued on September 16, 2021, Australia's prime minister, foreign and defense ministers stated that 'AUKUS will complement Australia's network of strategic partnerships, including with our ASEAN friends, Pacific family, Five Eyes partners, Quad and other like-minded partners'. One partner not explicitly mentioned in this list was France, with whom Australia announced an enhanced strategic partnership in March 2017, following its 2016 agreement with French DCNS (now Naval Group) to supply 12 diesel-electric powered Shortfin Barracuda submarines. The AUKUS announcement necessitated the cancellation of this purchase agreement. France reacted to this news by recalling its ambassadors to Australia and the United States.

Reactions of Australia's other neighbors to the nuclear submarine element of the NPT have been mixed. In Southeast Asia, Indonesia expressed concern about the possibility of a regional arms race and reacted 'cautiously' by urging Australia to abide by its non-proliferation commitments. In October 2021, Indonesia announced that it would seek a review of the 1970 Nuclear Non-Proliferation Treaty, which aims to prevent non-nuclear-weapon states such as Australia from acquiring nuclear propulsion technology.

Malaysia has also stated that it is 'concerned and anxious' about the risk of nuclear proliferation, as well as its implications for 'ASEAN centralism' and the associated Southeast Asia Nuclear Weapons Free Zone (SEANWFZ) and Zone of Peace, Freedom and Neutrality (ZOPFAN). Reactions from the Philippines, a treaty ally of the United States and host to US forces but which has strategically distanced itself from the United States since 2016, have been mixed but ultimately positive. Reactions from Singapore and Vietnam have been 'measured', while those from Thailand have been 'cautious'. In the South Pacific, New Zealand has welcomed increased international engagement in the region, while at the same time confirming that nuclear-propelled vessels will continue to be banned from its waters, while some other Pacific island states, such as Fiji, have expressed concern about the implications for the 1985 South Pacific Nuclear Free Zone Treaty (SPNFZ).

Indo-Pacific from a Geo-Economic Perspective

Asian countries are expected to provide nearly two-thirds of global growth by 2030. The lion's share of this will, of course, belong to the Indo-Pacific countries. In the next 15 years, four of the world's five largest economies in purchasing power parity terms are likely to be in Asia: China, India, Japan and Indonesia. This will provide Australia with many opportunities. Australia's economy is projected to continue to strongly complement the growing Asian economy. It should not be overlooked that Australia will be one of the largest suppliers of goods to China as it seeks to shift

its economy towards a more sustainable model based on domestic consumption. China is also at the industrial heart of the region, having become an urbanized manufacturing hub. Its megacities such as Beijing, Chongqing, Guangzhou, Shanghai, Shenzhen and Tianjin are highly populated.

Millions of containers are shipped each year through the Malacca, Sunda and Lombok straits a few hundred kilometers north of Australia. Singapore, at the entrance to these straits, connects tens of millions of containers annually to hundreds of ports in 120 countries. Asia's people are also constantly on the move, with 1.5 billion passengers traveling in or through the region each year. By 2030, the region is expected to produce more than half of the world's economic output and consume more than half of the world's food and nearly half of its energy. It is also expected that more than 600 million more people will be living in the region's cities by then.

Despite all this, many countries in the Indo-Pacific region need difficult-to-implement reforms to move to the next stage of economic growth. Australia, with a track record of economic reforms that have delivered growth and jobs, can lead the way. Australia is also funding initiatives in services, investment, competition policy and intellectual property to support the development of the ASEAN Economic Community, and is building its engagement with the region to support an increasingly prosperous, outward-looking, stable and resilient Southeast Asia.

What started as a 'pivot to Asia' under President Obama, backed by the Trans-Pacific Partnership (TPP) regional trade agreement,

turned into a full-blown US-China trade war and strategic rivalry when President Trump withdrew the US from the TPP.

Australia has also begun building a network of 'comprehensive strategic', 'special strategic', 'enhanced strategic' or simply 'strategic' partnerships to regulate its bilateral relations with its neighbors, starting with Japan and China in 2014 and including Singapore (2015), France (2017), Indonesia (2018), Vietnam (2018), India (2020), Papua New Guinea (2020), Thailand (2020), Malaysia (2021), ASEAN (2021) and Germany (2021). Other important developments include the quadrilateral strategic dialogue with the US, Japan and India, which was launched in 2007 and reactivated in 2017, followed by the announcement of the AUKUS partnership with the US and the UK in September 2021.

Maritime Security

High seas routes connect the Pacific and Indian oceans, enabling the trade in goods and energy that has driven the region's growth. The region's major economies are particularly dependent on energy transported through the Indian Ocean. Australia is naturally connected to the world through our maritime lines of communication.

Australia is increasingly investing in maritime security capacity building in Southeast Asia. It is also seeking to strengthen the focus on maritime issues in regional forums, including EAS and IORA.

In addition, as a member of the Pacific Islands Forum (PIF), Australia has long provided development assistance and security support to its South Pacific island state neighbors, including New

Zealand, the United States, Japan, France and the EU.

The South China Sea is home to rich natural resources and trade routes. For years, it has been a sensitive point in China's relations with neighboring states and the United States. China claims sovereignty over almost all South China Sea islands and adjacent waters. In 2016, the Permanent Court of Arbitration in The Hague ruled that most of China's claims in the disputed sea were illegal. Another goal of China's foreign policy in the region is to seize Taiwan.

Results

Australia's foreign policy has been undergoing a sharp transformation, especially since the early 2010s. One of the most important aspects of this has been the authorization and even encouragement of a rapid increase in the American military presence on Australian soil. Australia's view of the United States has not changed, on the contrary, it continues to strengthen; it sees the US commitment to Asia as a guarantee of regional security and prosperity. For example, starting in 2012, it has sought to facilitate the rebalancing of the US military to Asia by hosting the US Rotary Marine Force in Darwin. In 2021, Australia and the United States committed to "significantly advance" force posture cooperation in the air, sea and land domains. The first two practical manifestations of this policy were the expansion of the Tindal airbase in the Northern Territory to enable the regular deployment of US B-52 bombers, and the use of HMAS Stirling in Western Australia to host a rotational presence of nuclear-powered submarines from the

United States.

Another situation that points to a new balance of power in the region is the territorial claims of China, which has been conducting military exercises in the South China Sea. China continues to make extensive claims in these areas, which according to international law belong to neighboring countries.

Australia's changing approach to the Indo-Pacific is undoubtedly underpinned by a shift in its perspective towards China. However, many states in the region believe that the US military presence in the region, in particular, is not a net positive and does not guarantee regional security. As can be seen, there is a divergence between Australia and the countries in the region. Australia's policy of pointing to China's unilateral actions as a potential source of regional instability is the clearest manifestation of this. Australia's future nuclear-powered submarines are also seen to disturb some countries in the region.

Apart from this, a strong Australia is important for the Washington administration as the US hopes to strengthen its position in the region and gain an alliance-based advantage in the face of the growing power of the Chinese navy. While Japan is stabilizing the situation in the north of the region, Australia aims to do the same in the south. The position of these two US-backed countries is aimed at containing the rising Chinese threat in the South China Sea.

The development of the situation and security situation in the Indo-Pacific will be one of the main determinants of the future of the world and the distribution of power between the two rival superpowers.



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Exercise Denizkurdu-II/24 impresses with its Elite Observer Day



Photos: Ekrem Şerif Egeli

The Distinguished Observer Day of Exercise Denizkurdu-II/24 was held in the Eastern Mediterranean on May 11 with the participation of Yaşar Güler, Minister of National Defense. The exercise was conducted by the Turkish Naval Forces Command in the Eastern Mediterranean between May 7-18, 2024. A large number of ships, submarines, aircraft and helicopters, as well as special forces elements participated in the exercise. Minister of National Defense Yaşar Güler, the Turkish Armed Forces Command and military attachés of 18 foreign countries watched the exercise from the TCG SALİHREİS Frigate departing from Aksaz Port and closely followed the moments when naval and air elements destroyed the targets. During the program, various scenarios

such as tactical claw operation, submarine and airborne landing were reenacted at sea. The exercise ended with the official parade of surface and air vehicles at sea, and for the first time, four unmanned sea vehicles took part in the exercise.

Minister Güler: "The Turkish Century has started with strong and confident steps"

Yaşar Güler, Minister of National Defense, spoke about the exercise as follows:

"With Exercise Denizkurdu-II/24, we have once again demonstrated the deterrence and high combat capability of the Turkish Naval Forces to the whole world. All of our personnel participating in the exercise have once again demonstrated their readiness and determination. The effectiveness of the systems produced by our ever-





developing domestic and national defense industry and the skill of our personnel in using these systems were observed with great satisfaction. I sincerely believe that within the framework of the lessons to be learned from this activity, the upcoming exercises will be carried out with the same success. Our country, which has always emerged stronger from all the adversities it has experienced, has started the second century of our Republic with strong and confident steps with the goals of the 'Century of Turkiye'. Our Ministry of National Defense is carrying out the most comprehensive and intensive activities of the last century in order to carry our country to the future with confidence and to make our Republic last forever. I would like to take this opportunity to thank the distinguished personnel of the Naval Forces Command, the Air Force Command and the Coast Guard Command for their outstanding efforts in all the planning and execution phases of the exercise." Güler also expressed his

gratitude to the military attachés of foreign countries participating in the exercise.

15,000 personnel participated in the exercise

Denizkurdu-II/24 Exercise Distinguished Observer Day was attended by

- 94 Surface Ships,
- 7 Unmanned Naval Vehicles,
- 8 Submarines,
- 54 Air Elements (10 D/K Aircraft, 16 Helicopters, 28 S/UAVs),
- 2 Underwater Assault Teams (SAT),
- 3 Underwater Defense Teams (SAS),

Coastal Troops from the Naval Forces Command:

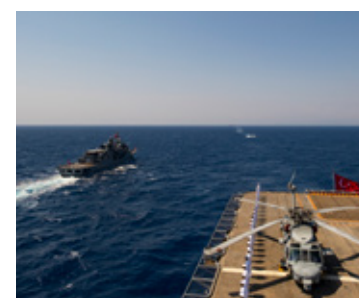
- 26 Attack Aircrafts (13 Task Flights),
- 1 Airborne Warning and Control (HIK) Aircraft (2 Task Flights),
- 1 Target Towing Aircraft (5 Task Flights),
- 1 A-400 M Transport Aircraft (1 Mission Flight),

From the Coast Guard Command, 6 Coast Guard Boats and

a total of 15 thousand personnel participated.

Within the scope of the exercise:

- 'Operational Readiness Trainings' and 'Actual Weapon Trainings' between 7-8 May 2024,
 - 'Logistic Integration' between 9-10 May 2024,
 - Distinguished Observer Day (DOD) activities of the exercise based in Aksaz/Marmaris on 11 May 2024,
 - Between 12-13 May 2024, 'Actual Weapons Training' was conducted,
 - Between 14-16 May 2024, 'Operational Training in a Multi-Threat Environment (OOTE)' was conducted,
 - Between 17-18 May 2024, 43 ships visited 27 ports.
- The exercise aims to improve the command and control capability of the Turkish Naval Forces, increase deterrence against threats at sea and contribute to the protection of the Blue Homeland.



Developing deterrent power of the seas: Turkish Naval Forces

The aspiration to gain and maintain dominance in the littoral seas and beyond has been a driving force behind the competition between coastal countries for commercial and military superiority in these waters for thousands of years. This desire has been fuelled by the economic riches of the seas, which have been known to humankind since time immemorial. Conversely, attempts to market the wealth of their own country to other overseas countries have led to the problem of transporting these riches to recipient countries in a cost-effective and secure manner. In the transportation of goods by road and later by rail, the high initial costs of these routes and the lengthy and perilous journeys inevitably led humanity to the relatively less risky and cheaper sea route. This resulted in the establishment and operation of commercial sea fleets of various sizes.

Furthermore, coastal countries have initiated the formation of naval forces in response to the necessity to safeguard a diverse array of economic assets, both living and non-living, within their immediate maritime domain. This includes assets that are exported to other countries and transported by sea.

A review of the history of the Republic of Türkiye and Anatolia reveals that the sea, which the Turks encountered upon their arrival in Anatolia following the Battle of Manzikert in 1071, has been a constant presence in their lives for approximately 1,000 years. Over this period, the sea has shaped their culture and influenced their development. Çaka Bey, regarded as the inaugural Turkish admiral, secured the victory over Smirni in 1081, thereby establishing the inaugural Turkish fleet comprising 40 ships. The year 1081, during which this navy was established, is also regarded as the founding date of the Turkish Naval Forces.

The Turkish Naval Forces, which was established in 1081 and has a history of approximately 950 years, has become a significant naval power, both in the surrounding seas and in the world's seas. Its deterrent capabilities are increasing on a daily basis.

The establishment of the Republic of Türkiye by Mustafa Kemal Atatürk in 1923 marked

the beginning of a period of rapid growth for the Turkish Navy. Drawing inspiration from a rich history of maritime excellence, the Navy has since expanded its capabilities, developing a range of vessels, including Fast Attack Boats, Corvettes, Frigates, and Submarines, with the assistance of its own engineers and utilizing indigenous resources.

It should not be forgotten that, behind this war ship design and construction capability is the Turkish Naval Academy, which was established in 1773 during the Ottoman Empire, and the engineer naval officers who have been trained in this school for 250 years.

Indigenous Turkish Naval Forces: As mentioned above, the majority of naval officers, who were raised in a tradition of approximately 250 years and graduated from the Turkish Naval Academy, work on naval ships for many years and then take an active role as headquarters' officers. Some of these officers have obtained master's degree and doctorate degrees from reputable technical universities in Türkiye and countries such as the USA and serve in the Naval Forces as engineer officers.

The combined efforts of the headquarters officers and engineer officers are responsible for determining the future requirements of the Turkish Naval Forces in terms of strike force capabilities. Their objective is to meet these needs as much as possible through indigenous means.

Undoubtedly, the most significant and distinctive example of these endeavors is the MİLGEM (National Ship) project. Its design

commenced in 2004 with a limited number of engineers and has since become the subject of admiration among the world's navies. The initial four vessels of the project, designated as the ADA class corvettes, represent a significant enhancement to the Turkish Navy's operational capabilities. With the fifth ship, TCG İSTANBUL (F-515), the ship underwent further expansion, becoming a frigate class vessel with the integration of the national vertical launch system.

Conversely, the MİLGEM project has enhanced the capacity of the civilian shipbuilding sector to construct warships. In this context, the tender for the sixth, seventh, and eighth ships of the project has been concluded, and the construction of the ships has commenced with the successful contractor. It is anticipated that all three national frigates will commence their duties in the Turkish Blue Homeland simultaneously within 36 months.

The ships tendered by the Turkish Presidency of Defense Industries in the last 25 years are not limited to these, here we should of course mention that the largest ship of the Turkish Navy, the Multi-Purpose Amphibious Assault Ship TCG ANADOLU (L-400), which changed the balances at sea, was also built by a private shipyard and delivered to the Navy. TCG ANADOLU, which is a dock landing and helicopter carrier, was designed and built to accommodate the deployment of STOVL-capable short-distance take-off and vertical landing aircraft.

Additionally, the TCG DERYA (A-1590) is a replenishment and combat support ship, the largest of its kind. It was constructed by a local private shipyard in Türkiye using a 100% indigenous design. The preliminary design was created by the Turkish Navy Design Project Office, which is responsible for the design of the country's national corvettes and frigates. This colossal vessel, which distinguishes itself from its counterparts in the global naval community with its 24-knot speed, was commissioned in January 2024.

Another important project is the Reis class Air Independent Propulsion (AIP) Submarine Project. This project, consisting of 6 submarines, continues at Gölcük Shipyard Command, first ship TCG PİRİREİS (S-330) will be delivered this year and all ships are planned to be in service by 2027.

Apart from all these projects, dozens of medium and small-scale ship and boat projects continue successfully and strengthen the strength of the Turkish Naval Forces day by day.

In addition to these realized projects, it is planned to complete the designs of the TF-2000 Air Defense Warfare Destroyer, MİLDEN-National Submarine and the final point in design, the Turkish Aircraft Carrier projects, which are currently being designed by the Turkish Navy, within the next 10 years, and begin construction activities to support the power of the Turkish Navy.

All the platforms mentioned so far were suitable for conventional and manned operations. Now, I would like to tell you, our valued



Kerem Orçun Yüksekdağ

readers, about Armed Unmanned Surface Vehicles, which will be a very important multiplier for the Turkish Naval Forces both in maintaining peace and in winning the war. Fully autonomous, remote-controlled armed unmanned marine vehicles, whose construction was completed and testing activities are continuing within the scope of the contracts signed approximately 3 years ago; I would like to tell you about the one for surface warfare and Mine Countermeasures purposes among these AUSVs produced by 4 different local business partnerships in 4 different types and mission descriptions.

This AUSV, produced from 100% high-tech composite material by a private shipyard in line with the technical requirements created according to the needs of the Turkish Naval Forces; Maximum speed over 40 knots; It has a cruising range of approximately 400 miles at economical speed and the ability to operate at sea for 40 hours. In addition to the remote-controlled stabilized machine gun, it is independent of the ground control station (fully autonomous) with its entire infrastructure ready and a laser-guided long-range missile that can be installed as plug-and-play when necessary, or a side-scanning sonar crane and towable sonar fish that can be mounted on the same field for the purpose of MCM operations. will also be able to carry out operations. AUSV, whose majority of its hardware and 100% of its autonomous software are local and national, will be delivered to the Navy by the end of this summer.

In summary; Turkish Naval Forces with all its new/old, manned/unmanned, floating/diving platforms; As the Developing Deterrent Power of the Seas, Türkiye is an exemplary Naval Force that displays its flag in all seas of the world, especially in its Blue Homeland, and fulfills all duties assigned by NATO and the United Nations with meticulousness and success.



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Multipurpose Amphibious Assault Ship

TCG Anadolu (L-400)

TCG Anadolu (L-400), the LHD Class (Multi-purpose amphibious assault ship with helicopters and a pool deck for landing craft) warship in the inventory of the Turkish Naval Forces Command, is the first LHD ship in the history of the Turkish Navy. Named after the Anatolian peninsula, the ship, which is 70 percent domestically produced, was built at Istanbul-based Sedef Shipyard and joined the inventory in 2023.

TCG Anadolu, which can go on intercontinental missions, has a length of 231 m, a width of 32 m, a height of 58 m and a fully loaded displacement of 27,436 tons. Capable of a maximum speed of at least 20.5 knots with full load, the ship can cover 9 thousand nautical miles at an economical speed. TCG Anadolu, which has six landing areas and a 12-degree flight ramp on the flight deck, can deploy 10 helicopters or 11 armed unmanned aerial vehicles.

It also has the capacity to deploy 19 helicopters or 30 UCAVs on the hangar floor below the flight deck.

The ship, which has two elevators,



has the capacity to carry 25 AV-8B Harrier and F-35B type fighter jets in the hangar and 6 on the flight deck. The ship, which is used as a multi-purpose amphibious assault ship and has a capacity of 1,223 people, can land an amphibious battalion in the desired area without the need for communication, combat and support vehicles.

The ship, which can be used as a hospital ship or aid transport ship in times of peace, has a full-fledged military hospital with a capacity of at least 30 beds, including two oper-

ating rooms, dental treatment units, intensive care and infection rooms. TCG Anadolu has two 20 mm, 6-barreled Phalanxes on the starboard side, one on the bow of the ship and one on the bridge, to be used for self-air defense. In addition, there are five 25 mm ASELSAN STOPs on the ship, two in the stern, two on the starboard and port sides of the bow, and one under the flight ramp on the bow of the ship.

The Powerful Sword of Our National Defense İstif Class Frigate TCG İstanbul(F-515)

TCG İstanbul (F-515), the first ship of the Stack Class, which was started to be built by Istanbul Shipyard Command in 2017 for the Turkish Navy, was launched in 2021 and entered the inventory in January 2024. TCG İstanbul, one of the most advanced ships produced by the Turkish Defense Industry with national capabilities, has a length of 113.2 m, a width of 14.4 m and a displacement of 3 thousand tons. The ship, which uses an advanced sonar system to detect underwater threats, is equipped with the MKE Head Cannon with a range of 40 kilometers, Aselsan GÖKDENİZ CIWS as a close air defense system, Atmaca Cruise Missile, MİDAS Vertical Launch Launcher System, ASELSAN ALPER LPI radar and AKREP (AKR-D Block B-1/2) radar. It can be used in various missions such as protecting naval bases and coastal facilities, ensuring the security of sea routes, conducting patrol and reconnaissance activities and conducting operations together with other warships.

MİLGEM Class Corvettes

The MİLGEM (National Ship) project is a national project that aims to develop multi-purpose corvettes

and frigates for the Turkish Navy that can be used in a wide range of missions, including reconnaissance, surveillance, early warning, anti-submarine warfare, surface-to-surface warfare, surface-to-air warfare and amphibious operations. The MİLGEM project is an important milestone for Türkiye in the naval defense industry. With this project, Türkiye has become one of the few countries capable of designing, developing and producing its own warships. The ships produced under the project are equipped with the latest technology and have all the features of modern warships.

Features of MİLGEM Class

Corvettes

Ada Class Corvettes: These are the first MİLGEM class corvettes developed for the Turkish Navy. 4 Ada-class corvettes are still actively serving in the Turkish Navy inventory.

Babur Class Corvettes: This is the export version of the Ada class corvettes built for the Pakistan Navy. 4 Babur class corvettes are still active in the Pakistan Navy.

Reis Class Submarines

TCG Piri Reis (S-330)

TCG Piri Reis (S-330), which has a modern and powerful structure, is a 214 class type submarine. TCG Piri Reis, the first of this class in the Turkish Navy, was put into service in 2015, launched in 2020 and officially entered service in 2022. TCG Piri Reis, one of the most advanced submarines of the Turkish Navy, has a length of 68.35 m, a width of 6.3 m and a displacement of 1,850 tons. TCG Piri Reis has an air-independent propulsion system, which is rare among submarines. In this way, it can stay under water for a long time without a periscope and can perform missions. TCG Piri Reis, equipped with the latest technology, is very quiet and agile. It is equipped with modern weapons such as torpedoes and guided missiles. In this way, it is highly effective in submarine defense and attack. TCG Piri Reis was built with a significant amount of domestic products. This shows Türkiye's sophistication in the defense industry.

Tank Landing Ships

TCG Bayraktar (L-402)

TCG Bayraktar is one of the largest and most modern amphibious tank landing ships in the inventory of the Turkish Navy. TCG Bayraktar, which significantly increases Türkiye's deterrence power at sea, has a length of 140 m, a width of 18 m, a displacement of 23 thousand tons and a maximum speed of 20 knots. With a crew capacity of 250 people, the ship has the capacity to accommodate 20 tanks, 1,200 tons of cargo and an amphibious unit of 450 people. TCG Bayraktar (L-402) can be used in many missions, including landing troops and ammunition from sea to land, amphibious operations, disaster and emergency response, peacekeeping missions and humanitarian aid activities. The ship served the region by turning into a hospital during

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the 2023 Gaziantep-Kahramanmaraş earthquake.

TCG Sancaktar (L-403)

TCG Sancaktar (L-403), the pride of the Turkish Navy, is an amphibious tank landing ship built entirely in Türkiye. Together with its twin ship TCG Bayraktar (L-402), it serves as one of the most important elements of the Turkish navy. TCG Sancaktar has a length of 169.9 m, a width of 19.6 m, a displacement of 21 thousand tons, a crew of 500 people and an amphibious unit of 2700 people, and the capacity to carry 60 main battle tanks, 80 armored vehicles or 130 trucks. TCG Sancaktar, which has many missions such as amphibious operations, disaster relief and humanitarian aid operations, logistic support from sea to land, also has 2, 76 mm cannons, 4, 35 mm cannons, 2 RAM missile systems, 2 GÖKDENİZ CIWS, 2 12.7 mm machine guns, 2 SAR helicopters. TCG Sancaktar has taken part in many important operations since its commissioning in 2018. In 2019, it provided support to Operation Peace Spring in Syria, in 2020, it participated in exercises in the Aegean and Eastern Mediterranean, and in 2021, it contributed to humanitarian aid activities during the flood disaster in Pakistan.

Fast Supply and Combat Support Ship

TCG Derya (A-1590)

TCG Derya (A-1590), one of the newest and most modern ships built at Sefine Shipyard as Türkiye's Maritime Supply Combat Support Ship (DIMDEG), entered service in January 2024. TCG Derya (A-1590), which plays an important role in regional maritime security with its modern equipment and high capacity, has a length of 199.8 m, a width of 24.4 m and a displacement of 26 thousand tons. TCG Derya, which can operate together with unmanned naval vehicles, has a cargo capacity of nine thousand tons of F-76, one thousand tons of F-44, 800 tons of fresh water, 48 containers, and a crew capacity of 326 people. TCG Derya, the first ship in Türkiye to have a gas turbine propulsion system integrated in a civilian shipyard, is 77 percent indigenously produced. The ship is equipped with indigenous and national combat systems developed by ASELSAN and HAVELSAN, including national electronic and weapon systems, advent battle management system, two GÖKDENİZ close air defense systems, two 25 mm stop close air defense cannons, satellite communication and integrated communication systems, national search radars and electro-optical sensors, and a national friend or foe identification system.

Their duties include participating in humanitarian aid activities during disasters and emergencies, supplying floating troops with fuel and water at sea, performing certain levels of maintenance and repair of manned and unmanned surface and

underwater vehicles, helicopters and unmanned aerial vehicles on board ships, and providing emergency repair support to ships damaged during combat.

Submarine Rescue Ship

TCG Alemdar (A-582)

TCG Alemdar (A-582) is the pride of the Turkish Navy and the Alemdar class submarine rescue mother ship, known as the saving angel of the seas. Commissioned on 28 January 2017, this magnificent ship has brought Türkiye to an important position in the international arena in submarine rescue. TCG Alemdar (A-582) has a length of 91 m, a width of 18.5 meters, a displacement of 4,200 tons and a crew capacity of 130 people. Thanks to its 600-meter-deep rescue capsule and advanced diving systems, it is a beacon of hope for saving lives even in harsh conditions. TCG Alemdar, which can also operate above water, can be used to rescue survivors from sunken ships, marine vessels and aircraft. It can also perform various underwater missions such as repairing submarine hulls and removing sunken wreckage. It contributes to the uninterrupted continuation of operations at sea by providing supply and support to auxiliary ships.

TCG Alemdar significantly increases the safety and effectiveness of Türkiye's submarine fleet. By participating in international naval exercises and search and rescue operations, the ship reinforces Türkiye's international cooperation and prestige in the maritime field. TCG Alemdar is a ship that incorporates the latest developments in Turkish maritime technology. TCG Alemdar (A-582) is not only a ship, but also a hero of the seas and a source of pride for Türkiye. This magnificent ship adds strength to the Turkish Naval Forces and con-

stitutes an important step towards Türkiye becoming a country that has a say in the seas.

TCG Akın (A-584)

TCG Akın (A-584), built by Istanbul Shipyard in 2017, is the second ship of the Işın Class Rescue and Towing Ships. With a length of 68.02 m, a width of 14.2 m and a draft of 4.25 m, the ship has a displacement of 2,400 tons. With a crew of 130, TCG Akın can reach a maximum speed of 18 knots and a cruising speed of 14 knots. TCG Akın (A-584), one of the most important rescue and towing ships of the Turkish Navy, plays an important role at sea. This modern ship is equipped for various missions such as submarine rescue, ship rescue and towing, rescue of unsubmerged aircraft and emergency evacuation. Equipped with various modern equipment to fulfill its missions, TCG Akın has a towing power of 75 tons and offers the opportunity to easily tow damaged or malfunctioning ships.

TCG Akın has systems specially designed for submarine rescue and support activities. Thanks to these systems, submarines can be provided with emergency air and energy and evacuation operations can be carried out from submarines. TCG Akın's helipad allows the use of helicopters in search and rescue and evacuation operations. It is equipped with advanced sensors and communication systems. In this way, the ship can easily communicate with other platforms at sea and command centers on shore. TCG Akın is assigned to support submarines in emergency situations and to carry out evacuation operations from submarines. One of the important missions of this ship is to tow damaged or malfunctioning ships to a safe harbor. TCG Akın supports search and rescue activities

for ships and people lost at sea or involved in accidents. In case of natural disasters or other emergencies, the ship can be used to evacuate people in the area.

TCG Işın (A-583)

TCG Işın (A-583) was delivered to the Turkish Naval Forces Command (TNFC) on July 22, 2017 at a ceremony held at Istanbul Shipyard Tuzla. This national ship is named after Lieutenant Commander Zeki Işın, Commodore of the II Submarine Flotilla, who was martyred in the 1941 Refah Freighter disaster. TCG Işın, which is a Rescue and Towing Ship (ARS), has an important place in Turkish maritime history. Built with a national design, this ship demonstrates the power and capability of the Turkish maritime industry in many aspects. TCG Işın (A-583) has a length of 68.02 m, a width of 14.2 m, a displacement of 2,400 tons and a crew capacity of 130 people. TCG Işın (A-583)'s missions include underwater search and rescue activities, the destruction of mines and explosive materials floating at sea, the repair and maintenance of underwater facilities and the refueling of watercraft while underway. At the same time, the ship provides rescue operations by detecting and identifying the wreckage of aircraft, ships, submarines, etc. that have suffered accidents and sunk at sea, and rescues the personnel trapped in the submarine in case of accidents and malfunctions that may occur in submarines. TCG Işın, which shows how far the Turkish maritime industry has progressed with national design and production, is a source of pride for the Turkish maritime industry. This national ship makes an important contribution to Türkiye becoming a stronger and safer country at sea.

Modern Maritime Patrol Aircraft and UAVs

AKSUNGUR (Operative UAV)

Developed by Turkish Aerospace Industries (TAI) for the Turkish Armed Forces (TAF), the AKSUNGUR UAV (Unmanned Aerial Vehicle) is in the Medium Altitude Long Endurance (MALE+) class. The indigenous and national element, which can play a critical role in missions such as surveillance, intelligence, maritime patrol and armed attack, entered the TAF inventory in 2021. The AKSUNGUR UAV has a length of 12 m, a wingspan of 24 m, a height of 3 m, a payload capacity of 750 kg and a maximum take-off weight of 3,300 kg. The AKSUNGUR UAV has an impressive endurance of 40 hours, allowing it to conduct uninterrupted reconnaissance and surveillance. AKSUNGUR, which can be customized for different missions with its 750 kilogram payload capacity, has been developed to play an effective role in both intelligence gathering and offensive operations by carrying various sensors, cameras and weapons. AKSUNGUR can reach an altitude of up to 40 thousand feet, allowing it to dominate over a wide area. It can perform its missions covertly and safely by being protected from enemy radars and air defense systems. Equipped with two 170 horsepower turbodiesel engines, AKSUNGUR stands out with its high performance and durability. The vehicle performs its missions without interruption even in harsh weather conditions. On December 15, 2023, the newest model of the AKSUNGUR UAV, produced as part of the Operative UAV Project, was delivered to the Turkish Naval Forces Command. With this development, the Turkish Naval Forces also started to benefit from the power of Aksungur.

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Gemak Ship Repair Marketing Manager Barkın Sunay: Quality-conscious customers prefer us



Barkın Sunay

Yeşim Yeliz Egeli | We had a conversation with **Barkın Sunay** about the current production status, technical investments and future projects of Gemak Shipyard, which has stood out among the shipyards in Türkiye and the Mediterranean basin for 55 years thanks to its engineering investments and the importance it attaches to technical infrastructure.

Could you introduce yourself to our readers?

V. Barkın Sunay: I graduated from Yıldız Technical University in 1996. After working in different shipyards for a short part of my 28 years of working life following graduation, I devoted almost all of

my professional life to Gemak Shipyards. Starting as a field engineer, I have worked in almost all positions, including Project Manager, Planning Manager, Shipyard General Manager; in all 3 shipyards.

I have been working as a marketing manager from 2020. Gemak is a very large shipyard with more than 900 employees, of which more than 250 are engineers. It is one of the highest number of engineers within Turkish Shipyards. Since the founders of the company and the members of the board of directors are also engineers, we have a large staff on the engineering side. I have never thought of working in another shipyard because we have a very organized system of work-

ing together and a corporate shipyard which is an exception.

Could you tell us about your current business diversity and construction projects?

Since the 3rd Bosphorus Bridge, where Gemak is also the contractor, there is a new division called Industrial Division that manages shipbuilding, offshore and green energy project structures. The department I manage is responsible for ship maintenance, repair, and retrofit projects. We do a lot of work on both sides these days, so we are very busy.

In 2022 and 2023, there was an incredible amount of intensity in all the shipyards because China was closed during the pandemic and stayed closed even longer than other

countries. In terms of work intensity, we broke record after record. It was a slightly different process for us as Gemak.

There was no increase in ship maintenance by means of vessel quantity as we worked more intensively on the modification and retrofit side during these years which stayed longer than ordinary repair projects. Although the number of ships remained the same, we received large projects. Because we received larger and therefore longer projects, we had to turn down maintenance projects. In terms of revenue, we had record years for us. However, when China opened up towards the end of 2023, they started to attract a very serious number of customers

because of the competitive environment that was created between the shipyards in the country due to the gap that had existed for years. That is why shipowners started to turn to China intensively. In this period, there was a 3-4 month business decline. Even though it coincided with a time of mandatory price increase, we returned to 2021-2022 levels.

What makes Gemak stand out in terms of the projects you carry out?

On a country basis, there are several regions. In the Far East, all Pacific vessels go to China. We would like to be able to service ships going through the Mediterranean, to the Black Sea, and even to East America. European customers do not

prefer to go to China for several reasons. European, especially our neighbors, Greek ship-owners prefer us because we are close in terms of culture and location. Customers who are looking for quality also prefer Turkish Shipyards. "We are coming to Türkiye to get a better overall quality of work done," is what they say. The Europeans and Japanese stand out in this respect. We are equipped both as a shipyard and as a sub-industry. We take advantage of the fact that we have been doing repairs in Tuzla for 40 years. We can service 12-14 ships at the same time. In terms of ship diversity, we can repair and maintain all types of ships except cruise ships. Recently, we started to repair and maintain LNG vessels, and the inquiries that we receive for these vessel types increase day by day.

Gemak is the main hub in Türkiye for the repair, maintenance and drydocking of dredger vessels. The reason for that is such advanced vessels with large equipment need "know-how" more. It is one thing to do this kind of work for the first time, it is another thing to have seen it before and to have done it because even the terminology of these ships is different. The companies that own such vessels are mostly from Benelux. The ship management system of these ships are also different, they work project-oriented. They have dry-docking depending on these projects. For example, when a port is to be built, more than one ship can undergo maintenance simultaneously. Although I am not very knowledgeable about domestic sub-industry production, we can find solutions with domestic production even in the most specific issues. We have no difficulties in this regard.

What investments are you making in new-generation technologies, ERP systems and the use of artificial intelligence in production?

Gemak is by far the leader in this field. We have been laying the foundation of ERP in our shipyards since 1999. We use our own ERP software that we developed with our own software team following the vision of our founder Mr. İsmet Üner. Microsoft Access is the platform on which we started the ERP foundation and we improved it with new software implementations. Since we have adapted this software to our own way of doing business, our program is also special to

us. All our projects are active in this program and when we receive an order, we carry out the process in the smoothest way with this ERP program that contains all our information. For example, we always give customers the right date with the use of our ERP system so we never keep their ships waiting at anchorage to enter the Yard. We also keep their budgets update. Invoices are also checked and approved from ERP because the whole system is connected. All departments are integrated with more than 600 diEuropeanscreens. About 10 years ago we also started to use SAP and we run it integrated with our own system called SAMS. We are trying to be more active in artificial intelligence. It is a new technology and we are still researching how much we can integrate it into our business.

Could you also give us some information about the figures?

Even in such a busy time, we did not keep any ships waiting. We have undertaken very large projects. We have carried out projects that are the first in Türkiye. We are the leader in the Mediterranean region in the installation of scrubbers. We have installed 66 scrubbers and ballast water treatment systems on more than 200 ships.

We frequently attend seminars and events and follow energy efficiency projects as the marketing department. We are in contact with manufacturers and have even made offers to some of them to produce new generation systems such as wind sails in our shipyard. In October this year, we will assemble a sailing project for the first time in Türkiye.

For the first time in Türkiye, we installed carbon capture systems on two ships, and we installed "Air lubrication" on three different ships. These are also projects implemented for the first time in Türkiye. We have also replaced propellers and installed "energy saving ducts" and "rudder bulbs", which we manufactured in our shipyard, on various ships.

Could you evaluate the continuity of your cooperation with your customers?

Gemak is a 55-year-old company. Therefore, we are a shipyard where many people know about us. In addition, there are companies that only work with Gemak. There are European, Singaporean, and Japanese companies that do not even get offers from elsewhere.

Of course, our relations with these clients are at a different level, and they have priority.

Are there any firsts and bests realized by Gemak?

We are the first shipyard in Türkiye and Europe to apply silicone paint, which has become very popular in recent years. We are the first shipyard in the sector to perform ship lengthening with the "skidding system" and with the equipment we designed and patented in our R&D center which is the first one approved by the Ministry beyond shipyards. We have lengthened 4 ships of DFDS with this system and unlike similar ones, with this 6-axis equipment, we have completed the cutting and sliding of 5,400 tons of block and the assembly of 1,300 tons of block between two slices in a remarkable period of 18 hours.

We did bulb retrofits. These are bulbs of 90-130 tons and we have completed 10 projects in the last two years. We have carried out all these projects completely with our own resources.

We have completed nearly

3,000 maintenance and repair projects, which is the highest number in the sector as far as I know. We also have the largest dry dock in Türkiye. One of the reasons why dredger ships prefer us is this drydock. In this dock, we can reach up to 570 tons of lifting capacity which is an advantage for conversion, major repair and retrofit projects.

We treat the ship washing water from our floating docks in our purification facility and then discharge it into the sea without causing harm to nature. We are currently constructing a 2,000 square meter solar power plant that will provide %100 percent of our shipyard's electricity need. We aim for high efficiency and low maintenance costs by differentiating this investment and establishing a facility in Anatolia instead of lying in the shipyard. Currently, we are also using %100 renewable energy companies for all our energy supply.

On the industrial side, for example, we manufacture transformer platforms for

offshore wind turbines. We are currently producing an unmanned offshore fish farm that will be fully automated and inhabited by 2 million salmon. We also make barges for wind turbines which is another green energy production. Simultaneously, we are manufacturing a floating dock for a US company.

Do you work with foreign brokers?


Yes, the strategy depends on the country. We have broker agreements worldwide, some exclusive in some countries and some non-exclusive in others, depending on the working principles of the shipowners.

Do you have anything to add about the future of shipbuilding?

Although I have no experience in new buildings, the impression I got from the seminars and shipowner meetings I attended is that a new wave of new buildings is coming. The occupancy in China has increased and hopefully, we expect a similar intensity in Türkiye in the near future.

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Cem Hüroğlu: We had a very fast 2 years

We had an interview with Cem Hüroğlu, about the company's development, future projects and the important role they play in the defense industry

Yeşim Yeliz Egeli
İSTANBUL

First of all, how was your year 2023?

2023 gone like the wind for us as it was

for the whole sector. It was a very busy year, the workload was quite high. It is possible to say that this was already evident in previous years, the acceleration that started after the pandemic peaked in 2023. Although we are a little tired, we are happy about this, and we are trying to keep our company strong by making the necessary developments where needed while working intensely.

The sector caught a break during the pandemic period. How did you meet this intensity? In terms of personnel, infrastructure, systemic requirements...

As you said, everything has changed a lot after 2021. We are a company that has been working with ERP enterprise resource planning software for many years. We work through this program at many stages from the first offer to the order of the product.

We use planned program in our stocks and in production. This abnormal change after 2021 also disrupted our program. There was a supply shortage in the world, which inevitably led us to work more stocked and more intensively. The team started to work faster, we expanded our machine park, the number of subcontractors we work with increased, and on the other hand, we improved our

Obviously, we have developed our company in a lot way. The team is constantly growing, we have outgrown our current location, we have made some changes within the company and we have reached today... It has been a very fast 2 years. Even though we tried to take precautions, there were places where we could not keep up, but we are trying to improve ourselves. We are a well-known brand in Türkiye and we aim to become a well-known brand globally in line with our goals.

Speaking of abroad, you have made important business agreements. Could you tell us about your investments abroad?

We receive good deals from abroad. Currently, we allocate approximately 45 to 47 percent of our production to direct exports. We ship equipment mainly for



Cem Hüroğlu

Photo: Ekrem Şerif Egeli

work boats and yachts abroad. We have recently entered into big projects, especially in the yacht sector. One example of a very prestigious project is the one with Damen. We started working on Damen Yachting's 60 and 80 meter Limited Edition series. We received 10 orders for 60 meter yachts and 5 orders for 80 meter yachts...

For Damen's Antalya Shipyard?

No, Netherlands.

We received the order for San Lorenzo's 53-meter yacht from Italy for the first time this April, and now we are continuing to negotiate an order for 60 meters.

Apart from that, there are projects from France and Greece that we are following and negotiating. We work with a dealership system. We currently have dealerships in 21 countries around the world. In countries where we do not have a representative, we work with shipyards or certain companies on a project basis. As an organization, we have our own service team. This team deals with international and domestic services. Apart from this, there are contracted companies abroad that provide services for our products.

So what will be the effect of your new orders on the intensity of your schedule and how long will the productions last?

We have already completed 2024 in our order list. I can say that we are almost in the middle of 2025. In these large projects, delivery times vary between 8 and 12 months. For 2025, we have started to fill the remaining gaps. Apart from these, we also have gaps reserved for orders of a certain smaller size.

We reserve a separate line for smaller projects. We currently have a staff of 120 people, but we are constantly

growing. We are constantly renewing. On the other hand, ERP also benefits us a lot. By combining all these in one pot, we are trying to produce a quality, fast and smooth production and after sales.

As far as I understand, you also care about the use of artificial intelligence based systems. As an engineer, how do you evaluate the use of these systems? What would you like to say about the development of artificial intelligence in the maritime sector?

ERP and artificial intelligence are different things when compared. We have been using ERP since 2006. Since 2012, all departments started to use this software and it has been very beneficial for us. On the other hand, artificial intelligence is a concept that has been talked about a lot recently. Although it has not been mentioned much in our sector -at least as far as I know- I am sure we will hear more about it in the near future.

In addition, computer-aided manufacturing is increasing. Work is being done towards more automation, and the priority is to reduce costs. As a company, we are trying to do something in our own way for automation.

So where has the local production rate in your productions reached?

We are a company that cares a lot about domestic goods. We try to use domestic goods as much as possible. We produce in many segments, including yachts, tugboats, military vessels, even rope windlasses. Although the ratio varies from product to product, while there is a local content share of around 70 percent where it is the lowest, it can go up to 95 percent or even higher according to this system. We try to keep this ratio as high as possible.

Is there a difference in quality between your local productions and

those of global companies?

We always prefer local goods, and another "sine qua non" is quality. We use products that have proven themselves.

Are local products better when you compare?

We do not encounter any negativity. We try to choose the right product as much as possible.

Is your production in line with IMO's 2050 utilization targets? Are you able to produce in accordance with different green shipping engineering products?

There is no change for our side in both the requests of class organizations and customer demands. But of course, we have had some special studies on environmental issues that have been talked about recently. These were made upon requests from the user. There are points such as systems being more economical and working more efficiently. We supplied the rudder systems of the yachts built in Germany. Here we manufactured a rudder system similar to those in cars (with start-stop system) to be more environmental. They are currently working without any problems.

Which European countries do you mainly work with? Do you have a ranking?

We work with all countries in Europe. But mainly the Netherlands and France are in the first place, followed by Germany, then Italy, Greece, Poland, Spain, England, etc. We have included East Asian countries in our portfolio. We work with companies in various places such as China, Indonesia, Maldives, Singapore, Dubai, North Africa.

Can you be competitive like in an environment like this?

We are competitive in an interesting way. We present ourselves as a quality

product, not a cheap one. In some big projects, some people have stated that they prefer us because we are not cheap but high quality. We entered the Croatian market 7-8 years ago. 80 percent of the yachts built in Croatia use our equipment, even though there are local brands. These, of course, make us happy and enthusiastic. The vessels we supply are not cars, you cannot pull over and call a taxi when they break down. The load of a ship is too much and a ship can be found anywhere in the world. You can not use a short cut when building a ship.

Do you have the possibility to expand?

We actually think differently from the traditional structure. We have a certain machine park, a certain production capacity. We think about how to grow faster, how do we grow faster when we do a job? We grow faster by outsourcing. How can we not reduce quality while outsourcing? Obviously, we are working on all of these. We are structured in this way.

In order to grow more elastic as much as possible, we care about outsourced services, we work with a significant number of subcontractors and we make an effort to strictly control them because we want to make more niche manufacturing. For this reason, we want to be a company that grows faster by outsourcing and shrinks faster when necessary, that is, we want to be a company that adapts faster to the conditions of the day. So far, this strategy has gone smoothly.

We wanted to have a chance, and when we have a chance, we have always used it very well. Our local companies have given us a lot of chances, and we have never let them down. When you put all these things together, success in abroad comes. We have always tried to keep our relations with our customers at good.

Our new motto is to be sustainable. You are now the 3rd generation, right?

Yes, my grandfather is the one who founded the business, but my father and uncle founded the original company under the name Data Hidrolik.

Is the 4th generation being prepared?

Yes, they are all studying at the receiving their university education right now.

Did you have any guidance in their education choices?

Of course, we have a family constitution that we all signed and within certain rules there, we guide our children's education.

At the same time, you have many activities within the scope of social responsibility, you are also a manager in NGOs, but you don't talk about them much. Would you like to talk about them right now?

I am a member of the board of directors of the Ship Yacht and Services Exporters' Association and vice president of YATED. There are also social responsibility projects that we carry out as a company. We don't publicize

them much, but we try to take part in meeting the demands of universities and NGOs.

I can say that YATED has changed its shell in recent years. I have been in different positions in the management for about 12 years and this year I am the vice president. We are the locomotive of the sector and we are constantly trying to represent the sector both in Türkiye and in abroad.

We are in contact with our ministries, we provide the necessary information. We constantly meet with our members and try to eliminate the problems in the functioning by also getting information from non-member companies. Apart from this, of course, we have social responsibility activities.

For example, during the February 6 Kahramanmaraş earthquake, we helped the maritime class at İskenderun Sefa Atakaş Technical Anatolian High School. They received the necessary training to produce boats and their molds were renewed by Murat Telgeren. We hosted the teachers and students here and they were informed about boat manufacturing.

Because the sea is where we "all eat our bread from" we need to take good care of it. TURMEPA is doing its best for this. We thought about "what we can do" in our own way, so we decided to manufacture a boat for them. We are manufacturing a boat in Bodrum and it will be launched in about a month.

We are also in constant communication with state institutions. One of the problems of our country is the mooring problem. Mooring areas need to increase. Since there is a lack of mooring facilities, boats pollute the sea. Ankara is helping us in this regard and we are working to find a solution to this problem.

What exactly are your hiring criteria here so that young people can hear it?

We try to host students in our company, we host them as interns, that is, to support them. Of course, each company has its own characteristics. This can be success on the education side of the business or on the kitchen side. Apart from that, I know many universities or maritime high schools and we have a budget allocated for them. We try to help all of them at certain rates.

YATED now organizes its own boat show. Could you tell us a little bit about it?

As you said before, our sector has always held fairs with organizers and we have experienced many negativities so now we are organizing the fair ourself.

Could you tell us what kind of negativities you have experienced?

First of all, financial negativities, especially the negativities reflected on the exhibitors, and then I can say the negativities experienced in the conditions of the fairground, for example, there have been problems for years about the transportation of boats to and from the fairground. Until today, our members said to us, "Wouldn't it

be better if we organize this fair", so we established a company called YATED Fair. We are currently organizing this event. As an association, we have a land fair in February and a sea fair in October. We received very important and positive feedback.

Some boats' dirty water goes directly into the sea? Wouldn't it be better to take a joint decision on this issue? What do you think as an engineer? Would there be a change in the draft law for this?

You have put your finger on a good point. There is an authorized organization that decides on this issue, actually it is called European Boating Industry. We are a member here as an association. We get information about the developments there, and we are members to contribute to the decision-making process. Therefore, this issue is very important. I know that many users here have additional tanks built on their own boats.

We have heard that these tanks will be brought as standard in these mass production boats in the new decisions to be taken in the near future, but of course we cannot give an exact date. For myself, I have an additional tank on my own boat.

The dangerous thing is that the kitchen sink water goes directly into the sea, of course, because it mixes chemicals. There should be a consensus here.

There are international organizations here, as I said. We aim to have an idea about decisions contribute to them.

Which projects are you involved in the defense industry?

We have a long history; we are a company founded in 1979, and we are involved in yachts, work boats, ships, tugboats and military vessels built in Türkiye in recent years. We address 95 percent of the yacht market in Türkiye, and the same is true for military vessels. In military projects, starting in the 80s, we took part in projects such as coast guard boats and military personnel transportation boats built at Gölçük Shipyard. Of course, this continued for many years, and now MİLGEM has become a very important milestone in this business. If I remember correctly, we went to a meeting for the first MİLGEM project in 2007. Of course, we were like fish out of water.

They wanted a rudder system, and there were a few other companies there with us, none of them were rudder system manufacturers, maybe they were companies that had made hydraulic cylinders. "When I look back, we built more than 50 ships for the Turkish Naval Forces. What are these ships? We were involved in MİLGEMs, SGAks, Patrol Boats, YTKBs, LCTs, LJTs, LSTs, RATSHIP, MOSHIP projects, and many other projects that I can't think of right now. We did many things for special purposes that you can think of. As for military projects abroad, we were involved in projects in Turkmenistan, Pakistan, Ukraine, Taiwan, Nigeria and projects in Qatar and Bahrain.

In addition to these, we continue to work on how we can increase localization. The Turkish Naval Forces are also very supportive for us, and they tell us that they are very pleased to work with us, and of course we are very pleased to work with them. We will be designing and manufacturing the gas turbine hydraulic start systems in MİLGEM projects 6-7-8, and this will be the first time this will be done. Now we are talking about projects 9 and 12. We are involved in all of them.

How are you doing on the submarine side?

We are currently on the sea not under it. (smiles)

I think you were asked to do a study on this subject.

That is a very different case, the product requested has very different specifications. It required a very serious work, but we have not reached that point yet. For this reason, we are now interested in offshore projects.

What steps can the representatives of the two countries, both in NGOs and companies, take to improve Turkish-Greek maritime

relations? Although Greek shipyards mostly prefer Türkiye for maintenance and repair, how can relations here be improved?

As you said, we have a long-standing friendship with Greece. The ships in their fleet are generally above the lengths/tonnage we manufacture. For this reason, they prefer us more on the maintenance and repair side. There are many reasons for this, first of all, the location is very close. We have a lot of experience and quality work is being done in our country. DTO and GISBİR are very active in relations with Greece. They keep the relations very warm. Bilateral meetings are held, of course, there may be different balances apart from this. Everything can change very fast in today's world. On behalf of the sector, we are trying to provide the best service to the Greek Fleet, especially maintenance and repair, under the best possible conditions.

Are there any developing countries that would like to benefit from our experience? Are there delegations from these countries visiting our country?

Of course there are, DTO hosts foreign delegations here, sometimes they themselves go and meet, we can say that DTO has assumed this role in the promotion of the sector for Türkiye.

I am especially curious about Africa, it is a very large and very virgin market, do you have inputs in this sense?

Although there are demands coming to us from there, there is no regular business relationship. The reason for this is the lack of regular construction, but I think this will continue to increase in the coming years. In the bilateral conversations

I have heard that people in these regions have a love for Türkiye and that they have serious trust in the Turkish Armed Forces. What do you think about this?

Of course, of course, this is true. There is definitely love and trust.

How does the fact that our shipbuilding industry cannot benefit from the strong financing sources required for international competition due to embargoes and restrictions affect export rates?

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What advice can you give as a business person? This issue is beyond us as a sector. There are decisions taken by governments and we have to comply with these decisions. We have to act according to the mutual agreements of the countries.

So are you also present in Africa and North Africa?

We are. If you ask me, Europe and Arab countries are the most active markets. Mainly yachts and workboats.

Is the production of workboats predominantly in the Baltic countries?

The Netherlands, France and Germany are predominant. I can also say that there are also Northern Countries like Estonia. Since we work with Damen Shipyards, I can say that we work with shipyards all over the world. The Far East is also active. There are very active projects especially in Taiwan and Vietnam.

Could you give an example of the projects you have taken in 2024, if possible?

I can give an example. Yacht equipment is our initial production. The domestic projects we received in 2024 are the apple of our eye, but Damen Shipyard's 80-meter yacht project was a good start for us. We are working with all of the big yacht building shipyards in Türkiye and all of them make us happy.

We face unexpected climatic con-

ditions due to climate change. In this regard, your products actually play the role of a savior in a sense. What can you say about your impact on this issue and the spiritual dimension of the work? Are there any interesting stories?

I can say that there are interesting demands. Recently, with the increase in the number of projects working in polar regions, designs that will work in harsher weather conditions have been

requested in certain product groups. We are making improvements in our designs accordingly.

Off-shore platforms, wind turbines, offshore wind farms are slowly developing in Türkiye, have you sold to companies working in this direction?

Yes, up to a certain extent. We have a certain manufacturing capacity as Data Hidrolik. As long as it is within this capacity, of course we produce. We go up to certain lengths by considering all our possibilities. We are trying to make the best product possible in our current portfolio.

You express your opinion in making certain decisions on behalf of the sector. Qualified personnel are necessary for companies like yours to sustain their business. Do you have expectations in this regard? Would you like to say something about the need to revitalize vocational high schools?

What can you say about the establishment of a specialized bank that can serve the sector?

The issue of qualified personnel is a big problem for our sector. Although companies sign long-term agreements with high schools and universities, this is unfortunately not enough. Vocational high schools and universities need to increase their branches in this field. There are many universities offering engineering education, but the number of vocational high schools should also increase.

I was at a meeting in Antalya last week and believe me, this was discussed and we even hear similar things from our European colleagues. Of course, this can be prevented by a change in the education system, but this is a long-term process, we are trying to structure it by having various trainings on our behalf and certifying our employees, but this education should come from high school, the policy of the state is important, this issue should be given importance. Countries have credit scores.

We are also talking about these issues on the side of the exporters' association, and no matter how positive the talks are, it is not easy and fast to reflect this on the field, and unfortunately this seems to be a course that will take some time. In order for large projects to come to Türkiye, we need a higher credit score.

Loan collateral is a big problem for shipyards. Countries have credit scores. On the exporters' association side, we open these issues and talk about them, and no matter how positive the talks are, it is not easy and fast to reflect this on the field, and unfortunately this seems to be a course that will take some time. Credit is needed for big projects to come to Türkiye. Although support is provided for export projects abroad, unfortunately it is not enough as the cash needs of our sector are very large...

Do you have a last message for our readers?

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Merkez Bankaları piyasaya yön verdi

FOMC toplantı tutanaklarında ve Fed başkanı Powell'ın konuşmalarında geçen enflasyon hedefine ulaşma vurgusu ve bekle gör politikası fiyatlamalar üzerinde etkili oldu. Bir sonraki adımın faiz artırım olmayacağı fakat indirimlere başlamak için de henüz erken olduğunu belirten usta isim istihdam piyasasına dikkat çekti. Makroekonomik açıdan önem düzeyi yüksek olan tarım dışı istihdam verisi 175K ile hem beklentilerin hem de bir önceki seviyenin altında kaldı. Küresel piyasaların odağında yer alan ABD enflasyon verisi ise yüzde 3,4 ile beklentilere paralel bir şekilde düşüş gösterdi. İşsizlik oranı ise yüzde 3,9 ile artış gösterdi. Ortalama saatlik kazançlar verisi yüzde 0,2 ile takvime yansırken beklentileri karşılayamadı. ISM imalat PMI verisi ve ISM imalat dışı PMI verileri kritik 50 seviyesinin altında kalarak düşüş kaydetti. Perakende satışlar verisi ise yüzde 0,0 ile hem beklentilerin hem de bir önceki seviyenin altında kaldı. Ay boyunca pozitif bir görünüm sergileyen Euro-dolar paritesi 1,0850 pivot seviyesinde denge arayışına devam etti.

Asya cephesinde sakin bir ay geride kalırken, Avrupa bölgesi ve İngiltere'de yoğun veri akışı yaşandı
İngiltere Merkez Bankası politikası faizinde herhangi bir değişikli-

Rezerv paranın kaptanı FED, faiz oranlarında herhangi bir değişikliğe gitmeyerek politika faizini yüzde 5,50 olarak açıkladı

ğey gitmeyerek yüzde 5,25 oranında sabit bıraktı. Birinci Çeyrekte yıllık bazda İngiltere ekonomisi beklentilerin üzerinde yüzde 0,2 oranında büyümeye kaydetti. Avrupa bölgesinin lokomotif ekonomisi olan Almanya'da enflasyon yüzde 2,2 ile beklentilere paralel açıklandı. Bölge genelinde ise enflasyon yüzde 2,4 ile değişim göstermedi. Asya tarafında merakla beklenen Çin TÜFE verisi yüzde 0,3 ile toparlama kaydetti. Avustralya Merkez Bankası da diğer merkez bankaları gibi politika faizinde herhangi bir değişikliğe gitmeyerek yüzde 4,35 oranında açıkladı.

Kripto tarafında sert yükselişler yaşandı, özellikle ETH spot ETF başvurusu sürecinin yarattığı pozitif hava yukarı yönlü atakların yaşanmasına neden oldu. BTC 72 bin seviyesine doğru ivme yakalarken ETH tarafında günlük yükselişler yüzde 20 seviyesini aşarak 3700 üzeri denemeler görüldü. AVAX, web 3 ve yapay zeka kripto paralarında da sert yükselişler gözlemlendi.

Yurt içi piyasalarda ise Borsa İstanbul rekor tazelemeye devam ederken TL cinsi varlıklara olan yabancı talebi ivme kazandı

TCMB'nin uygulamış olduğu rasyonel zemindeki Ortodoks para politikaları meyvelerini vermeye başladı. Enflasyon ile mücadelesinde sıkı para politikası uygulayan Merkez Bankası ve Bakan Mehmet Şimşek'in gerçekleştirdiği görüşmeler ile birlikte devam eden olumlu hava CDS seviyesinin 270 eşliğinin altına düşmesine neden oldu. Türkiye'nin gri bölgeden çıkarılma haberleri ve kredi derecelendirme kuruluşlarından gelen not artışları ile görünümde yukarı yönlü revizeler TL cinsi varlıkların talep görmesinin zeminini hazırladı. Devlet, iç borçlanma senetleri ile özel sektörün ihraç ettiği tahvillere olan ilgi devam ederken, Borsa İstanbul cephesi rekor tazelemeye devam etti. Özellikle yabancı kaynakların Türk bankacılık sektörü için hazırlamış olduğu olumlu raporlar endeks tarafında yukarı yönlü potansiyelin kuvvetlenmesini sağladı. Enflasyon verisi yüzde 69,80 ile beklentilerin altında artış kaydetti. İşsizlik oranı yüzde 8,6 ile bir önceki seviyenin altında açıklandı. Sanayi üretimi ise aylık bazda yüzde 7,7 ile yükseliş kaydetti.



Akmar, Dalian Cosco ile sözleşme imzaladı

İstanbul merkezli Akmar Denizcilik şirketi, sosyal medya hesabından yeni bir anlaşma imzaladığını duyurdu

Denizcilik şirketi Akmar, Çin merkezli gemi mühendislik şirketi Dalian Cosco KHI Ship Engineering

(DACKS) ile 4 tane 'dökme yük gemisi' siparişi için anlaşma imzaladı.

Akmar Denizcilik'ten yapılan açıklamada, "Yakın gelecekte meslektaşımız ile daha fazla iş birliği yapmayı istiyoruz" şeklinde bilgi verildi.



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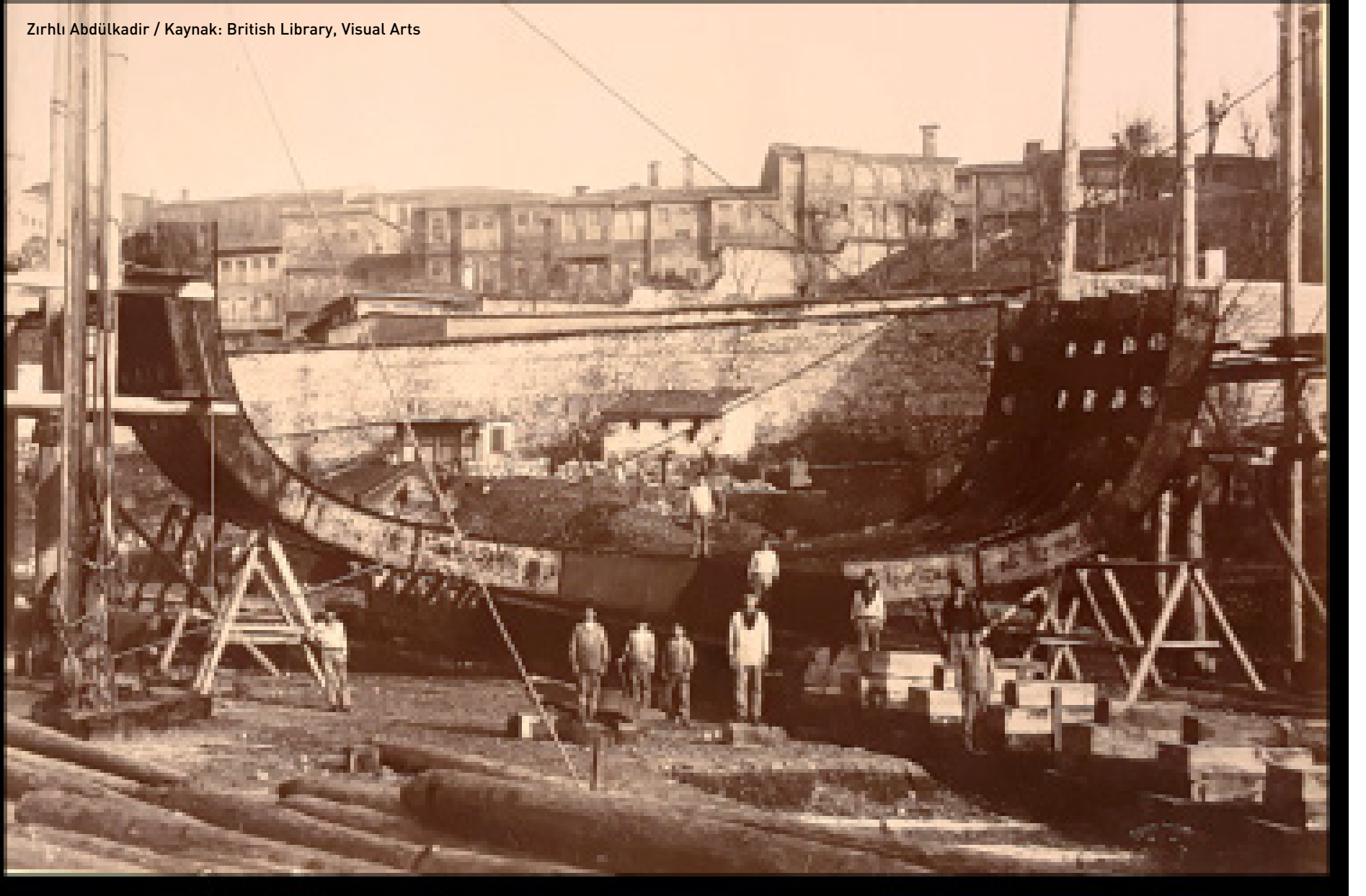
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Haziran 2024

Modern Osmanlı Bahriyesi'nde Gemi Tipleri III

Zırlı Abdülkadir / Kaynak: British Library, Visual Arts



Dr. Funda Songur

Bu yazı dizisinin birinci ve ikinci bölümlerinde, modern Osmanlı Bahriyesi'nde hizmet veren gemi tiplerini genel olarak tanıtmaya çalıştım. Bu bölümde ise bahriyede bulunan gemilerden örnekler verecek devam edeceğim.

Osmanlı Donanması, modernleşen Batı donanmalarını ekseninde, çağın gereklerine uygun olarak Abdülaziz Dönemi'nde daha hızlı bir şekilde modernleşmeye başlamıştı. Bu alandaki teknik ilerleme gemi ithal edilerek kazanılıyordu. Gemi alımı için öncelikle İngiliz ve Fransız tezgâhları seçilmiş ve yeni siparişler bu ülkelerde

bulunan tersanelere verilmişti. Aynı zamanda Osmanlı tersanelerinde de gemi inşa faaliyetleri devam etmişti. 1860'lı yıllarda Zühaf, Beyrut, İskenderiye, Utarid, Merih, Mansûre, Muzaffer ile Ertuğrul ahşap fırkateyni; Selîmiye ahşap fırkateyni; Zîver-i Deryâ sınıfı dört gambot; 1870'li yılların başında Mukaddime-i Hayr ve Hamîdiye zırhlı tezgâhlarda yerini almıştı. Osmanlı'da gemi inşa devam ediyordu fakat esas problem, gemilerin mali sıkıntıları neticesiyle tamamlanamaması ya da uzun inşa süreleriydi. Uzun yılları alan inşalar, Osmanlı tersanelerinde kalite ve personel problemlerini artırma nedeni haline almıştı.

Modern dönemlerin Osmanlı Donanması; yurt dışından satın alınan, yabancı ya da yerli tersanelerde onarıma alınarak iyileştirilen, çok yaşlandığı için hizmet dışına çıkarılan ya da yerel imkânlarla yeni inşa edilen gemilerden oluşmaktaydı. Bu nedenle yıllar içerisinde filonun sayısı ve niteliği değişiklik gösterdi. Örneğin, 93 Harbi sırasında Osmanlı Donanması'nda

aktif olan gemiler döneme ait arşiv kaynaklarında, Mesudiye, Azîziye, Osmaniye, Âsâr-ı Tefrik, Necm-i Şevket, Feth-i Bülend, Âsâr-ı Şevket, Lütf-i Celil, İclâliye, Hıfzu'r-rahmân, Fethiye, Şadiye, Hudâvendigâr, Selîmiye, Sinop, Muzaffer, Edirne, Lübnan, İzmir, Sultaniye, Şiar-ı Nusret, İsmail, Asîr, Tâif, İzzeddin, Resmo, Arkadi, Feyzi Bahrî, Hanya, Âsâr-ı Nusret, Kavâid, Eser-i Cedîd, Gemlik, Akka, Sünne, Musul, Müjdesân, Seyyar, Şeref-resân, Sâhir, Pesendide, Mecidiye, Beyrut, Vâsita-i Ticâret, Babil, Şehid, Ereğli ve Seddü'l-bahr gemileri olarak listelenmişti. Donanmada aktif görev alan gemiler hizmet dışına ya da bakım onarıma alındığında bu listeler değişiklik gösterirdi. Bu nedenle tarih akışı içerisinde hazırlanan raporlarda ya da bürokratik belgelerde donanmada rol alan gemi isimlerinin hızlı bir şekilde değiştiği görülmektedir.

Osmanlı Bahriyesi'nde bir dizi değişimin gözlemlendiği 1890'lı yılların başında Birleşik Krallık'ın Osmanlı'nın da içerisinde

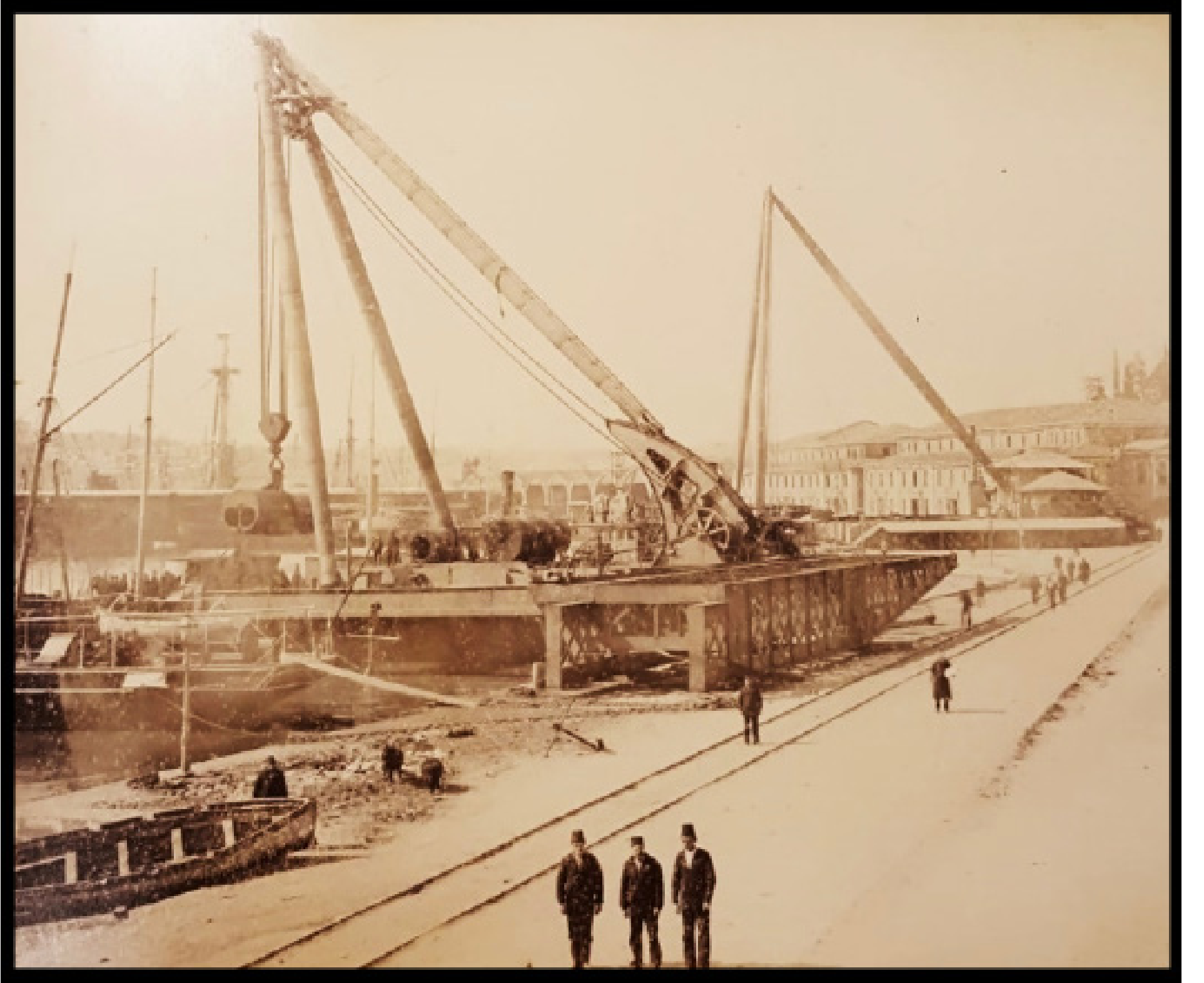
bulunduğu çeşitli raporlar hazırladığı görülmektedir. Bu raporlar, o yıllarda Osmanlı Bahriyesi'nde görevde olan gemilerin listelerini de vermektedir. Bu bilgiler yalnızca gemilerin isimleri değil aynı zamanda teknik özellikleri ile gemi planlarını da içermektedir. Ayrıca, gemilerin mevcut durumları da açıkça belirtilmektedir. Zira deniz kuvvetleri, salt gemi sayısına değil, bu gemilerin ne kadar denize elverişli ve modern olduklarına da bağlıdır. Bu nedenle yalnızca kemiyet, özellikle deniz kuvvetleri için çok az şey ifade etmektedir.

Yıllar ilerledikçe Osmanlı Devleti için gerçekliğini koruyan mali bunalıma rağmen donanma için gemi ithalatı devam ediyordu. 1900'lü yılların başında İngiltere, Almanya, Fransa, ABD ve İtalya'ya çeşitli tip ve boylarda gemi siparişi verildi ve aynı zamanda hazır ama yaşlı gemiler de alındı. Osmanlı Donanması sayıca iyileştirilirken yeni gemi sipa-

rişleri sayesinde modernleştirilmeye çalışılıyordu. Gemi alımlarına ek olarak gemilerin onarımı ve silâh sistemlerinin yenilenmesi için benzer ülkelerle çalışıldığı görülmektedir. Örneğin İtalyan Ansaldo firmasına tamir için gönderilen korvetlerle birlikte sipariş edilen torpido botlar, 160 tona varabilen ağırlığa ve her biri iki adet 45 cm'lik torpido kovanına sahipti. Fransız Schneider firmasından ise Demirhisar sınıfı olarak adlandırılan 97 tonluk dört adet ikinci sınıf torpido bot alındı. Samsun, Basra, Yarhisar ve Taşoz isimli dört adet Samsun sınıfı muhrip siparişi verildi. Gemi ve silâh sistemlerinde çeşitlilik artarak devam etti ve bu süreç içerisinde Osmanlı Donanması'nda yelkenli ve buharlı gemi mevcudu sürekli bir şekilde değişti.

1911 yılında Trablusgarp Harbi'nin başlarında Osmanlı donanmasına ait gemiler şu şekilde belirtiliyordu:

Âsâr-ı Şevket, Orhaniye, Hamîdiye, Hıfzu'r-rahmân, Osmaniye, Azîziye, Mahmûdiye, Mukaddime-i Hayr, Necm-i



Turgut Alp Maçanası / Kaynak: British Library, Visual Arts

Şevket, Mesudiye, Feth-i Bülend, Âsâr-ı Tevfik, Avnullah, Mu'în-i Zafer, Fethu'l-İslâm isimli toplam on beş zırhlı gemi 92.240 ton olup seksen dört büyük topa sahipti. Hamîdiye, Mecidiye, Heybet-nümâ, Lütf-i Hümayun, Kilidü'l-bahr, Zühaf, Berk-i Satvet, Peyk-i Şevket, Nimet, Peleng-i Deryâ, Şahin-i Deryâ isimli toplam on bir adet kruvazör 16.000 ton olup otuz adet büyük topa sahipti. Burhaneddin, Tevfik, Eser-i Terakkî, Timsah, Tîr-i Zafer, Satvet, Şanâver, Şimşîr-i Hücum, Şihab, Saika, Tank, Tayyar, Kilyum, Fâtih, Mecidiye, Mehâbet, Nusret, Nâsır, Vesîle-i Nusret, Basra, Samsun, Yarhisar, Taşoz, Berk-i Efşan, Nâsır, Ejder, Pervin, Alpagot, Akhisar, Ankara, Antalya, Draç, Kütahya, Musul, Tokat, Urfa, Hamidabad, Sultanhisar, Sivrihisar, Demirhisar olmak üzere toplam kırk torpido bot,

3.458 tondu. Tahtelbahir bot Abdülhamid ve Abdülmecid olarak iki gemi; Sultaniye, Âsâr-ı Nusret, Medar-ı Zafer, Fuad, İsmail, İzzeddin, Talya, İstanbul, Resmo, Hasiye, Kandiyeye, Nûru'l-bahr, Arkadi, Süreyya, Muâsır, Ertuğrul, Müjde-resân, Söğütlü padişah yatı, Sâhir, Zîver-i Deryâ, Seyyar, İskanköy, Tîr-i Müjgân, Bezm-i Âlem, Aynalıkavak, Alos, Bozcaada,

Tevfikiye, Hudâvendigâr, Hayreddin, Ziyet-i Deryâ, Zafiros, Suda, Sakız, Şahin, Şems, Şat, Silahiye, Sanyer, San'a, Utarid, Fırat, Lütf-i Hümayun, Musul, Mecidiye, Midilli, Memdûhiye, Mansûre, Kılıç Ali, Gemlik, Nimet-i Hudâ, Yalıköşkü olmak üzere toplam 52 vapur vardı. Marmaris, Seyyad-ı Deryâ, Seddü'l-bahr, Ayıntab, Malatya, Ordu, Taşköprü olmak üzere

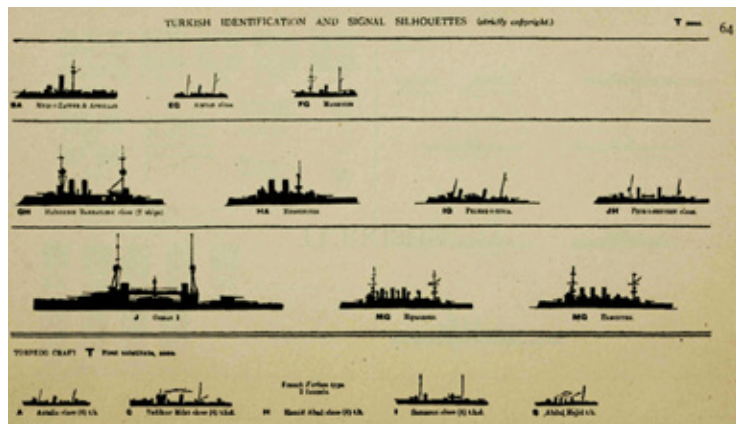
toplam 1.692 ton olan yedi gambot bulunmaktaydı.

Arşiv belgeleri tarihte yüzen gemiler üzerine liste yapmaya ve bilgi toplamaya yardımcı olurken, Batı'nın 18'inci yüzyıldan itibaren gemi kayıtlarını tutması ve 19'uncu yüzyıl itibarıyla da her ülkenin savaş gemilerini listeleyen yıllıkları, farklı bir tarih kaynağıdır. Conway's All the World's Fighting Ships isimli yayın bunlardan birisidir. Bu kaynakta modern Osmanlı gemileri, sınıflarıyla ve teknik özellikleriyle beraber detaylı bir şekilde aktarılmıştır. Ana muharebe gemileri, kruvazörler, lojistik amaçlı kullanılan gemiler, torpidobotlar ve gambotlar, görsellerde görüldüğü şekliyle, tek tek listelenmiştir.

Görüldüğü üzere, Modern Osmanlı Donanması'na ait gemi listelerine, Türk arşivlerinden ulaşılabileceği gibi,

yabancı kaynaklar ve referans kitaplar vasıtasıyla da ulaşılabilmektedir. Bu kaynakların karşılaştırılması vasıtasıyla dönemlere ilişkin doğru listeler oluşturulabilmektedir.

Bir sonraki yazımda Osmanlı'nın gemi tedariki konusunu yazı dizisine dahil ederek Osmanlı askerî gemilerini anlatmaya devam edeceğim.



¹Funda Songur, *Osmanlı Bahriyesinde Lojistik-İmkânlar, Kabiliyetler ve Üslerin Durumu (1867-1914)*. Timaş Akademisi, 2022.

²Eski Deniz Tarihi Arşivi, *Muhasebe, Dosya No: 689, Sayfa No: 49*.

³Türkiye, Greece and Roumania: *War Vessels and Torpedo Boats, Great Britain: Admiralty, 1891*.

⁴Ali Haydar Emir Alpagut, *Osmanlı Devleti Tarihi, Türkiye-İtalya Deniz Savaşları (1327-1328)*, İstanbul: Bahriye Matbaası, 1339.

⁵Fred T. Jane, *Warships at a Glance: Silhouettes of the World's Fighting Ships, Third Edition*, London: Sampson Low, Marston & CO, LTD, 1914.

50'nci yılı kutlanacak Kıbrıs Barış Harekâtı'na nasıl gelindi (Bölüm 1)

Kıbrıs Adası'nın tarihi ve arkeolojik bulguları tarafsız ve iyi değerlendirildiğinde ortaya çıkan gerçek şudur; Kıbrıs Adası hiçbir dönemde bir Yunan adası olmamış ve Yunanlar tarafından yönetilmemiştir. Son dönemde adada yapılan araştırmalarda milattan önceki (MÖ) dönemlere ait birçok Türk kurganı ve yazıtlar bulunmuştur. Ada, Türkler tarafından Katolik Venedik Cumhuriyeti'nden 1571 tarihinde alınmıştır. Adada o tarihlere kadar Türklerin 5 ayrı grup altında yaşadıklarını da biliyoruz. Bunlar; Haçlı krallıklar döneminde adaya gelenler, Lüzinyan döneminin başından beri mevcut olan Türk ticaret kolonisi, Karamanlı askerler, Türk esirleri ve Türkopoller (Kırsal kesimin güvenliğini sağlayanlar). Bu gruplar Osmanlı Devlet Arşivi'nde de yer almaktadır.

Sonuç olarak fethedilişinden önce adada çoğunlukla Katolik Hristiyanlar ve Müslüman Türkler bulunmaktaydı. Venedik hakimiyet döneminde azınlık Ortodoks Hristiyanlar ve Müslüman Türkler bir hayli katliama uğramıştır. Baskı ile Hristiyan olan bazı Türklerin ada ahalisi ile karışmış olması sonucunda ana dili Türk-

çe olan bir küçük topluluk oluşmuştur. Poli mezarlığında bulunan balbal şeklindeki (Türk mezar taşlarına verilen isim) mezar taşları da bunu bir yerde tasdikler. Zaman içinde karışmalarla bir Kıbrıs halkı oluşmuştur. Kıbrıs, Türklere geçtikten sonra azınlık Ortodoks tebaanın müracaatları ile İmparatorluk'un, Katolik nüfusun adayı terk etmesi için bir politika izlendiği de bir gerçektir. Özetle Kıbrıs Adası bir Yunan adası olmamıştır. Tarih ve arkeoloji bilimini çaptırmak ve dünya kamuoyunu aldatmak, gerçekleri bir yere kadar gizleyebilir.

1571 tarihinden 1878'e kadar Türk toprağı olarak kalan Kıbrıs'ta, Osmanlı İmparatorluğu'nun en kötü dönemlerinde adanın İngiltere'ye kiralanması sonucunda ilk defa Yunan nüfus oluşmuştur. Biz Türklerin geleneksel bir tavır vardır. Topraklarımızı kaybedince büyük oranda orayı terk edip anavatana kavuşmak isteriz. 1878'den itibaren bunu görmekteyiz. Ada, farklı diller konuşan, farklı kültür ve dine mensup insanlar nedeniyle hiçbir zaman bir Kıbrıs ulusunu oluşturmamıştır. Mart 1963 tarihinde Cumhur-

başkanı Makarios, "Bağımsızlık anlaşmaları bir devlet yaratır, ancak bir ulus yaratmaz," demiştir. (The Greek Cyprus Mail 28/03/1963) Dolayısı ile adada salt Yunan ulusunun olmadığını bizzat kendileri söylemiştir. 1821 tarihine Yunanistan Türklerden bağımsızlığını kazandığında, çökmekte olan İmparatorluk'un topraklarında "Megali İdea" algısı ile milliyetçilik duyguları üst seviyeye çıkmış, 1914 yılı ve sonrası küçük Asya felaketine kadarki nüfus kaydırması Kıbrıs Adası'nda da oluşmuştur. Kıbrıs Adası'nda 1821'den önce barış içinde yaşayan topluluğun huzuru adanın 1923' de İngiltere'ye Lozan anlaşması ile geçmesi sonrası ilk olarak Rum toplumunun İngiltere'ye başkaldırması ile bozulmuştur. 1955 tarihinde doruk noktası oluştu ve adanın Yunanistan ile birleşmesi anlamındaki Enosis ilan edildi. İngiltere yönetimine karşı tedhiş hareketleri başladı. Amaç önce İngiltere'den kurtulmaktır. Sonunda 1960 tarihinde Kıbrıs Cumhuriyeti kuruldu. İngiliz yönetiminden kurtulan Kıbrıs Rumları, Yunanistan'ının açık desteği ile Türkleri de adadan soyutlamak için Eoka örgütünü kurdular. 1963'te Makarios'un

anayasada eşit haklar verilmiş olan Türk toplumunu yeniden azınlık statüsüne sokmak için bazı düzenlemeler getirme isteği İngiltere ve Türkiye tarafından reddedildi. Bu tarihten sonra Makarios iki büyük hata yaptı. Birincisi, Türklerin adadan çıkartılması ve yıldırılması için uyguladığı Akritas Planı'nı Eoka örgütünün işleme koyması, ikincisi ise Makarios'un o dönemde üçüncü dünya devletlerinin liderliğine oynaması ve SSCB'ye (Sovyet Sosyalist Cumhuriyetler Birliği) yaklaşması hatta SSCB'ye adada üsler verilmesi gibi konuların gündeme gelmesidir. Birincisinden Türkiye, ikincisinden de ABD /NATO ve dolayısı ile yine Türkiye rahatsız olmuştur. Adadaki Rum ve Eoka'nın Türklere karşı hareketleri ile 1963, 64 ve 67 tarihlerindeki tedhiş hareketleri Türkiye'nin siyasi ve kısıtlı askerî hareketlerle önlenmişse de Yunanistan cunta yönetiminin 15 Temmuz'da darbe yapması sonun başlangıcı olmuştur. Bu, ABD'nin de istediği bir durumdu. O zaman SSCB amacına ulaşamayacaktı. ABD'nin siyasi çıkarı kendine göre bir hak sayılabilir ancak Kıbrıs Cumhuriyeti'nin darbe ile Yuna-



Özhan Bakkalbaşoğlu

nistan'a ilhak olma hareketi ve Londra anlaşmasının 5'inci Maddesi'nin ayaklar altına alınması Türkiye'nin kabul edeceği bir durum değildi.

Makarios, aslında Enosis taraftandı ancak iyi bir zemin kolluyordu. Cuntanın bunu göremeden Türkiye'nin de müdahalede bulunacağını hiç düşünmeden, ABD'nin bir yerde isteği ile Makarios'u saf dışı etmek için darbe yapması Türkiye'nin müdahalesine neden olmuştur.

15 Temmuz'da Nikos Sampson'un darbe yaparak iktidar gelmesi ve Yunanistan'a ilhak etme beyanları sonunda Türkiye diplomatik yolu öncelik olarak almıştır. Darbe, Yunanistan destekli olduğundan İngiltere ile müdahale işleminin başlatılması görüşmeleri yapmıştır. İngiltere'nin olumsuz tavrı sonucunda müdahale düşüncemize karşı ABD devreye girmiş fakat Türkiye, ABD'nin garantör ülke olmaması nedeniyle uyanıklara kulak asmayarak Kıbrıs Devleti'nin kuruluş anlaşması maddesini yürürlüğe koymuştur. Darbe olduğunda Rumlar bir iç savaşa girmişlerdir. Barış Harekâtı adını verdiğimiz bu askerî harekât aslında Rumlar içinde bir şanstı. Çünkü anayasal düzen 1960'taki duruma getirilecek ve Türkler ile Rumlar eşit şartlarda yeniden yaşamaya devam edecekler, iç savaş bitecekti. Yunanistan bu şansı kaybetti.

Başbakan Bülent Ecevit'in, "Biz Kıbrıs'a barış için gidiyoruz. Sadece Türkler için değil Rumlar için de geliyoruz," mealindeki sözleri aslında iki toplumlu bir devlet altında yaşama şansıydı. 20 Temmuz Kıbrıs Barış Harekâtı ve 2023 yılına kadar uzlaşılmayan bir anlayışın getirdiği tek nokta artık iki ayrı egemen devletin BM içinde yer almasıdır.

Gelecek ay Kıbrıs Barış Harekâtının deniz safhasını ve TCG Kocatepe olayını anlatacağım

Her zaman yazdığım gibi Türkiye güçlü olursa bölgesinde barış korunur. Deniz hak ve menfaatlerimizi sonuna kadar savunacağız, Mavi Vatan, Misak-ı Millîmizdir.



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TCMB'nin son dönemlerde uyguladığı rasyonel zemindeki Ortodoks para politikası meyvelerini vermeye başladı

Enflasyonla mücadelede kararlılıkla yoluna devam eden TCMB politika faizini yüzde 50 seviyesinde sabit bıraksa da zorunlu karşılık oranlarında artışa giderek likiditeyi azaltmaya devam etti. Atılan doğru adımların sonuçlarını ise düşen CDS seviyesi ile görmekteyiz. Kredi derecelendirme kuruluşlarından gelen not ve görünümde yapılan yukarı yönlü revizeler yabancı yatırımcıların ilgisini TL cinsi varlıklara çekmeye devam ediyor. Borsa İstanbul ve tahvillere olan ilgi her geçen gün artarken dolar cephesinde yaşanan yükseliş hız kesti. Borsa tarafında 12.700 seviyelerine doğru bir genişleme hareketi görebiliriz. Bu seviyenin piyasada hem teknik hem de psikolo-

TL cinsi varlıklara ilgi artıyor

jik anlamda orta vadede direnç oluşturacağını düşünmekteyim. Olası kar satışlarında ise 9.700 seviyesi pivot destek olarak güncelliğini korumaya devam etmektedir.

ABD tarafında veri akışı olumlu, Fed faiz indirim beklentileri canlandı

Enflasyon verisinin beklentilere paralel düşüş göstermesi ve ekonomik takvimde yüzde 3,4 olarak açıklanmasının ardından aralık ayına ertelenen faiz indirimi beklentisi yakın bir tarihe çekildi. İşsizlik oranında yaşanan artış ve istihdam piyasasında yaşanan daralma her ne kadar Fed'in takibinde olsa da kasımdaki ABD başkan-

lık seçimlerinden önce minimum 1 kere yüzde 25 oranında faiz indirimi gerçekleştireceğini düşünmekteyim. ECB ve BOE daha erken davranabilir. Çünkü iki tarafta da enflasyon ciddi düşüş göstererek kontrol altına alındı. Euro-USD paritesinde ise 1,0850 pivot seviyeli 1,0640-1,0790 band aralığında yatay bir fiyatlama gözlemlenmesi ihtimali kuvvetle muhtemel.

Jeopolitik riskler altın tarafında yukarı yönlü algının korunmasını sağlıyor.

2.700 kritik seviyesinin altın- ons için karar yeri olacağını söyleyebilirim. Bu seviyenin aşılması ve üzerinde kalıcılık

sağlanması durumunda yukarı yönlü potansiyelin artış göstereceğini ve ons başına 3.500 seviyelerine doğru yükseltiler yaşanabileceğini belirtmek isterim. Gümüş tarafında ise hikâye henüz tamamlanmış değil. 54 dolar hedef seviyesini bu sene içinde görebiliriz.

Kripto tarafında piyasa dalgalansa da hava pozitif diyebiliriz

Jeopolitik riskler her ne kadar baskı unsuru olarak fiyatlamalar üzerinde etkili olsa da BTC'nin ardından ETH'nin de spot ETF başvurusunun kabul edilmesi, ETH başta olmak üzere birçok alt coinde rallilerin yaşanmasına zemin hazırladı. ETH için 4.500 direnç seviye-

si BTC için ise 74.000 direnç seviyesi dikkatle takip edilmelidir. Bu seviyelerden tekrar kâr satışları yaşanabilir.

Genel anlamda öne çıkan sektörlere değinecek olursam, gıda ve tarım sektörünün perakende sektörü ile iç içe geçtiği şirketler, alternatif ve yenilenebilir enerji alanına yatırım yapan şirketler, savunma sanayi alanında hizmet veren otomotiv ve yazılım şirketleri, bankacılık ve holdingler ile özellikle Çin, Güney Kore ve Hindistan uzay madenciliği şirketleri olarak sıralayabilirim. Vadeli işlemlerde ise mısır ve buğday başta olmak üzere kahve ve kakao futuresleri sepetlerde değerlendirilebilir ürünler olarak göze çarpmakta.



Barışcan Yücel
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Rusya'ya yönelik yaptırımların Batıya etkileri artmaya devam ediyor



Ukrayna - Rusya Savaşı'nın başladığı Şubat 2022'den bu yana ABD ve Avrupa Birliği Rusya'ya karşı 16.000'den fazla yaptırım uyguladı. Bunlardan biri de Rus petrol ihracatına yönelik oldu. Varil başına konulan 60 dolarlık fiyat sınırı sadece Rusya'nın ekonomik gelirlerine değil, aynı zamanda Rus gemilerinin sigorta yaptırmasını engellemek suretiyle bu gemile-

rin çalışmasını zorlaştırma amacı taşıyordu.

Denizcilik sigortalarının yaklaşık yüzde 95'i Batı kontrolünde ve çoğunlukla Londra merkezlidir. Bayrağı ne olursa olsun hiçbir tanker sigorta olmadan limana yanaşamaz. Ayrıca yaptırımları delmek gibi yasadışı faaliyetlerde bulunan hiçbir gemi yasal olarak sigortalanamaz. Ancak Hindis-

tan'ın tankerler için kendi poliçelerini yazmaya başlaması ve Rusya'nın devlete ait sigorta şirketleri Rosgosstrakh ve Ingosstrakh'in da aynı şeyi yapmasıyla Uluslararası Koruma ve Tazminat Kulüpleri Grubu'nun dünya denizcilik sigortası üzerindeki tekeli hızla kırılmaya başladı. Savaşın ilk yılının geride kalmasıyla sonra sigortalan Batı tarafından düzenlenmiş

gemiler küresel deniz taşımacılığının yüzde 68'inin altına düştü.

Yaptırımları atlatmanın ise birçok yolu var. Rus petrol şirketlerinin Avrupa'daki iştiraklerine tavan fiyatın altında petrol satması bunlardan biri. Örneğin, Rusya'nın ikinci, dünyanın ise en büyük 12'nci Petrol üretim şirketi olan Lukoil, Romanya ve Bulgaristan'da büyük petrol rafinerile-

ri işletmeye devam ediyor ve Hollanda'daki bir rafineride yüzde 45 hisseye sahip.

Bir diğer "atlatma" yöntemi ise denizde, tankerden tankere petrol pompalamak. Bu yolla petrol; Rus ham petrolünden diğer geminin evraklarında listelenen başka bir şeye dönüştürerek yaptırımların etrafında dolanmaktadır. Örneğin İsveç'e bağlı Gotland Adası açıklarında düzenli olarak gemiden gemiye petrol taşındığı bilinmektedir.

Uluslararası Deniz Hukuku da Rusya'nın bu faaliyetlerinde kullandığı yöntemlere en büyük dayanaklardan biri. Dünya deniz ticaretinin temel taşlarından biri olan Masum Geçiş Hakkı, düşmanca bir askeri faaliyette bulunmadıkları sürece gemilerin uluslararası sularda taciz, engelleme ya da denetim olmaksızın seyretmelerine olanak tanımaktadır. Bu da Rus gemilerinin faaliyetlerinin denetlenmesini neredeyse imkansız kılmaktadır. Ancak Gotland açıklarında gemiden gemiye yapılan petrol transferlerini sona erdirmenin bazı yöntemleri bulunmaktadır. Örneğin, 2007 yılında, Rusya'nın dahil olduğu Baltık Denizi Eylem Planında denizde çevresel denetimlerin başlatılması kararlaştırılmıştır.

Avrupa Birliği'nin koymuş olduğu 2027'e kadar Rus enerjisinden bağımsız olma hedefine rağmen, Rusya İspanya ve Belçika gibi pek çok ülkenin ikinci sırasında olmaya devam ediyor.



Recep Düzgüt



VDAD Yönetimi

'Vapur Donatanları ve Acenteleri Derneği Özlem Yemeği' Çırağan'da yapıldı

Vapur Donatanları ve Acenteleri Derneği (VDAD) Özlem Yemeği, kuruluşunun 122'nci senesinde 23 Mayıs 2024 günü Çırağan Sarayı'nda gerçekleşti. Dernek üyelerinin katıldığı yemekte gemi acenteciliğinin durumu ve geleceği ile makineleşmenin ve yapay zekânın sektöre olası etkilerinden söz edildi

Yemeğe katılan meslek büyüklerine ve davetlilere teşekkürleriyle açılış konuşmasına başlayan Vapur Donatanları ve Acenteleri Derneği Başkanı Recep Düzgüt, "Bu sene aramızda Sayın İzzet Hatem ve Sayın Adil Göksu yok. Onları rahmetle anıyorum, toprakları bol olsun. Çok sevdiğimiz insanlardı. Allah gani gani rahmet eylesin. Acentelik mesleğinin duayenleri olan, bu mesleğin gelişmesine, rekabete açılmasına, çeşitlenmesine ve acentelikten kaç tane kalem

çıkanlabileceğini gösteren birkaç büyüğüm buradalar. Onlara söz vermek istiyorum" dedi.

Düzgüt'in ardından konuşan Zihni Denizcilik Yönetim Kurulu Başkanı Asaf Güneri, "Vapur Donatanları Cemiyeti'nin üyelerine maziden gelen bir sorumluluğum var. Bu sebeple bütün üyelerine gönülden teşekkür ederim. Recep Bey, beklediğimizin çok üstünde bir performansla Vapur Donatanları Derneği'ne sahip çıktı. Tebrik ediyorum kendisini" ifadelerini kullandı.

Martı Denizcilik Acentesi CEO'su Rifat Karakimseli, "Salim (Düzgüt) Bey, bize bir baba gibi sahip çıktı zamanında. Onun sayesinde buralara geldik. Çok teşekkür ediyorum kendisine. Tabii, aynı şekilde bize destek olan Asaf Bey'e de aynı teşekkür ediyorum. Bize hiç kızmadı, onun bünyesinden neredeyse elli kişi ayrıldı, elli şirket kuruldu ama Asaf Bey aynı bugünkü gibi dimdik ayakta. Çok teşekkür ediyorum hepsine..." dedi.

Yemeğe katılanlar arasında bulunan Cerrahgil Şirketler Grubu Yönetim Kurulu Başkanı Eşref Cerrahoğlu, "O dönemlerde Türkiye'de hiçbir kural yok. Deniz Polisi kendi kuralını koyuyor, Gümrük Muhafaza

za kendi kuralını koyuyor. Dolayısıyla yurt dışından bir gemiye bir parça göndermek 1 ay sürüyordu. Yolunuz açık olsun. Biz acentelerin de muvaffak olmasını sağlıyorsunuz. Daha da ileriye gideceğinize inanıyorum. Başarılarınızın devamını diliyorum" şeklinde konuştu.

Konuşmacılardan Cato-ni Denizcilik Yönetim Kurulu Başkanı Jonathan Beard, "Biz 1965-70'den beri rekabet ediyoruz. Fakat o zamanki rekabetle şimdiki farklı. Bizim rekabetimiz tamamen yüz yüze görünür bir şekildeydi, birbirimizin arkasından iş çevirmedik. Maalesef ki şu anda öyle değil. Biz güzel dostluklar edindik. Merak ediyorum, bundan 5 sene sonra gelişen yeni teknoloji, yapay zekâ ile bu masalarda tekrar toplanabilecek miyiz? Makineleşiyoruz. Ben buradaki arkadaşlarımla olmaktan mutluluk duyuyorum" dedi.

Konuşmasında duygu dolu anlar yaşayan Vapur Donatanları ve Acenteleri Derneği Eski Genel Sekreteri Neslihan Başarslan ise "Recep Bey'in başkanlığında Vapur Donatanları ve Acenteleri Derneği'nde çok güzel günlerim geçti. Çok teşekkür ederim her şey için" diyerek konuşmasını sonlandırdı.



Soldan Sağa: Kenan Türkantos, Neslihan Başarslan, Ali Kayalı, Yeşim Yeliz Egeli, Hakan Kayalı, Hüseyin Yangın



Soldan Sağa: Barbaros Tangüzel, Jonathan Beard, Yeşim Yeliz Egeli, Asaf Güneri, Salim Düzgüt, Eşref Cerrahoğlu, Rifat Karakimseli, Recep Düzgüt



Mahmut Aydın, Rifat Karakimseli, Yeşim Yeliz Egeli, Rezzan ve Selçuk Batuk, Recep Düzgüt, Neslihan Başarslan, Şükriye Vardar, Emin Eminoğlu



Metin Düzgüt, Yeşim Yeliz Egeli, Hakan Kayalı

Yeni inşa siparişleri artarak devam ediyor

Meltem Süloğlu
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Yeni gemi inşa siparişleri hızla devam ediyor. Cosco, toplamda 120 yeni gemi inşası için tersanelerle konuşuyor.

Hong Kong merkezli China Merchants Energy Shipping'in (CMES) iki yerli tersaneye (devlete ait Qingdao Beihai SB ve New Times Shipbuilding) 950 milyon dolar karşılığında 12 adet 210.000 dwt Newcastlemax yeni inşa kuru yük gemisi siparişi verdi. (CMES üniteleri için 78 milyon dolar ve Qingdao üniteleri için 80 milyon dolar).

Alman Oldendorff Carriers, Jiangsu New Hantong Ship Heavy Industry'de hâlihazırda siparişte olan 10 kardeş gemiye ek olarak 2 adet 82.000 dwt yeni inşa Kamsarmax siparişi verdi. Gemilerin her birinin kontrat fiyatı yaklaşık 36,5 milyon dolar.

Tanker tarafında piyasa yine çok hareketli. M/T "PETRONILLA" (49.000 dwt/Güney Kore Daewoo'da 2005 inşa) 16,3 milyon dolara satıldı.

Bu hafta, ABD'de halka açık Tampa Overseas Shipholding Group (OSG)'un beş ay süren müzakerelerin ardından Seattle'daki özel Saltchuk Resources'a satıldığı açıklandı. OSG 1948 yılında özel bir şirket olarak kuruldu ve 1973 yılında halka açılmadan önce bir tanker filosu oluşturarak kamu sektörüne giren ilk ABD merkezli armatörlerden biri oldu. Mevcut filo 10 adet 46.000 dwt ürün tankerinden oluşuyor.

Kuru yükler

Newcastlemax: "TRUST QINGDAO" ve "TRUST SHANGHAI" (209.301 dwt, SWS, 2021 inşa) her biri 73 milyon dolara alıcı buldu.

Capesize: "CORINTHIAN PHOENIX" (179.223 dwt, Hyundai H.I, 2009 inşa) 29 milyon dolara, "HAI-TI" (174.766 dwt, SWS, 2004 inşa) 15 milyon dolara alıcı buldu. "LILA SINGAPORE" (175.980 dwt, China Shipbuilding Taiwan, 2003 inşa) 14 milyon dolara Çinli alıcıya satıldı.

Kamsarmax: "VINCENT TALISMAN" (81.577 dwt, Jiangsu Hantong, 2020 inşa) 32,5 milyon dolara Çinli alıcıya satıldı. "GIA AMBITION" (84.990 dwt, CSSC Tianjin, 2022 inşa, 38,5m en) 38,5 milyon dolara Egyptian National Navigation Company şirketine satıldı.

Panamax: "CHAILEASE GLORY" (76.633 dwt, Imabari, 2003 inşa) 11 milyon dolara, "YING HAO 03" (76.037 dwt, Hudong-Zhonghua, 2012 inşa) 17,2 milyon dolara satıldı. "BRAVERY" (76.606 dwt, Imabari, 2004 inşa) 12,5 milyon dolara alıcı buldu.

Ultramax: "SSI PRIVILEGE" (63.566 dwt, Jinling, 2019 inşa) 31,8 milyon dolara, "PING HAI" (62.623 dwt, Oshima Shipbuilding, 2017 inşa) 32 milyon dolara satıldı.

Supramax: "BELTIDE" (57.679 dwt, Tsuneishi Cebu, 2016 inşa) ve kardeş gemisi "BELFRIEND" her biri 28,3 milyon dolara Pangaea Logistics şirketine satıldı. "DELTA AVON" (56.897 dwt, Cosco Guangdong, 2012

inşa) 14,3 milyon dolara Çinli alıcıya, "PACIFIC HONOR" (58.912 dwt, Kawasaki, 2011 inşa) 19,45 milyon dolara satıldı.

Handy: "CIELO DI VALPARAISO" (39.232 dwt, Yangfan Group, 2015 inşa) 21,8 milyon dolar gibi çok yüksek bir paraya satıldı. Geared MPP "CHIPOL BAOAN" (33.217 dwt, Zhejiang Ouhua, 2009 inşa) 10,8 milyon dolara Alman alıcıya satıldı. "DAYDREAM BELIEVER" (37.114 dwt, Onomichi Dockyard, 2012 inşa) 17,5 milyon dolara satıldı.

Tankerler

VLCC: Onaylanmamış rapora göre "SM VENUS 2" (299.696 dwt, Hyundai Samho, 2020 inşa), "SM VENUS 1" (299.696 dwt, Hyundai Samho, 2019 inşa), "SM WHITE WHALE 1" (300.759 dwt, Daewoo, 2019 inşa) ve "SM WHITE WHALE 2" (300.759 dwt, Daewoo, 2019 inşa) gemilerinin her biri 116 milyon dolara alıcı buldu.

Suezmax: "DEMETRIOS" (149.999 dwt, New Times, 2010 inşa) 554/55 milyon dolar civarında Dubaili alıcıya satıldı.

Aframax: "NIPPON PRINCESS" (105.392 dwt, Sumitomo, 2008 inşa) 38 milyon dolara, "SANMAR SANGEET" (106.516 dwt, Tsuneishi Japan, 2004 inşa) 26,8 milyon dolara satıldı.

LR2: "SANMAR SONNET" (99.999 dwt, Namura, 1997 inşa) onaylanmamış rapora göre 28,6 milyon dolara satıldı.

LR1: "UOG AEOLUS" (73.427 dwt, New Times, 2009 inşa) 28,8 milyon dolara alıcı buldu.

MR2: "STI MANHATTAN" (49.990 dwt, SPP Güney Kore, 2015 inşa) 41 milyon dolara, "BOLERO" (50.094 dwt, SLS Güney Kore, 2009 inşa) 27,5 milyon dolara satıldı. BACHATA" (50.179 dwt, SLS Korea, 2008 inşa) 27,5 milyon dolara satıldı.

MR: "ARS ET LABOR" (40.416 dwt, Constanta, 2008 inşa) 25 milyon dolara İtalyan alıcıya satıldı. "DEE4 LARCH" (49.737 dwt, Hyundai-Vinashin, 2016 inşa) 41 milyon dolara, "NYON EXPRESS" (45.996 dwt, Shin Kurushima, 2010 inşa) 27 milyon dolara satıldı. Gemi 2022 yılında ise 15,5 milyon dolara satılmıştı.

Stainless steel chemical tankers: "TRF KIRKENES" (19.997 dwt, Kitanihon, 2016 inşa) 32,5 milyon dolara satılırken, "G BRIGHT" (19.931 dwt, Kitanihon, 2004 inşa) 15 milyon dolara alıcı buldu.

Konteynerler

"NAVIOS LAPIS" (4.253 TEU, 50.506 dwt, Jiangsu Newyangzi, 2009 inşa, 32,25 m en) 24 milyon dolara Çinli alıcıya satıldı. "NORTHERN GUILD" (4.294 TEU, 53.870 dwt, Hyundai Mipo, 2009 inşa, 32,21 m en) 26 milyon dolara alıcı buldu.

"BAO ZHOU CI TONG" (1.900 TEU, 27.161 dwt, Fujian Changxin, 4/2024 inşa) 21,7 milyon dolara Malezyalı alıcıya satıldı.

Yeni inşalar

Gas:

LPG/NH3: Tianjin Southwest Maritime, Huangpu Wenchong Tersanesi'ne 2 adet 25.000 cbm amonyak çift yakıtlı gemi siparişi verdi.

VLEC: SP Chemicals, Singapore, Jiangsu New Yangzjiang Tersanesi'ne 3 adet 99.000 cbm gemi siparişi verdi. 2027/2028 yıllarında teslim edilecek olan gemilerin kontrat fiyatları açıklanmadı.

VLAC: AW Shipping (a j/v between Adnoc and Wanhua Chemical), Jiangnan Tersanesi'ne 2+2 opsiyonlu 93.000 cbm gemi siparişi verdi. Gemilerin 2026 yılının ikinci yarısında teslim edilmesi bekleniyor.

VLGC: MOL Energia Pte Ltd, Hyundai Samho Tersanesi'ne 2 adet 88.000 cbm gemi siparişi verdi. 2026 yılının ikinci yarısında teslim edilecek olan gemilerin kontrat fiyatları açıklanmadı.

Tankerler:

Suezmax: Yunan bir armatör, DH

Shipbuilding'e 2 adet 157.000 dwt gemi siparişi verdi. 2026 yılının sonlarında 2027 yılının başlarında teslim edilecek olan gemilerin her birinin kontrat fiyatı 86/87 milyon dolar.

LR2s: Union Maritime, Fujian Mawei Tersanesi'ne 2 adet 114.000 dwt çift yakıtlı gemi siparişi verdi.

LR1s: Mercuria, New Yangzjiang Tersanesi'ne 2+2 opsiyonlu 75.000 dwt LNG çift yakıtlı gemi siparişi verdi. Gemileri 2027 yılında teslim edilmesi bekleniyor. Performance Shipping, Jiangsu New Yangzi Tersanesi'ne 75.000 dwt gemi siparişi verdi. 2027 yılının ocak ayında teslim edilecek olan geminin kontrat fiyatı 54,1 milyon dolar.

Product tankers: Navigazione Montanari, New Yangzjiang Tersanesi'ne 2 adet 41.000 dwt gemi siparişi verdi. 2027 yılında teslim edilecek olan gemilerin her birinin kontrat fiyatı 45 milyon dolar.

Stainless steel chemical carriers: Shanghai Junsheng, Wuchang tersanesi'ne 5+5 opsiyonlu 25.900 dwt gemi siparişi

verdi. 2026/2028 yıllarında teslim edilecek olan gemilerin her birinin kontrat fiyatı yaklaşık 44,2 milyon dolar.

Kuru yükler:

Capesize: Foremost Maritime, Japonya merkezli Namura Tersanesi'ne 2 adet 182.000 dwt gemi siparişi verdi. Gemilerin 2027 yılında teslim edilmesi bekleniyor.

Kamsarmax: Oldendorff, Jiangsu New Hantong tersanesine 2 adet 82.000 dwt gemi siparişi verdi. Gemiler 2026 yılında teslim edilecektir.

Konteynerler:

Evergreen, Huangpu Wenchong Tersanesi'ne 6 adet 2.400 TEU metanol çift yakıt gemi siparişi verdi. 2026 yılında teslim edilecek olan gemilerin her birinin kontrat fiyatı 53 milyon dolar.

8.000 TEU: TS Lines, SWS Tersanesi'ne 2+2 opsiyonlu 8.000 TEU gemi siparişi verdi. Gemilerin her birinin kontrat fiyatı yaklaşık 89 milyon dolar.

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Roketsan, EFES-2024 Tatbikatı'na damga vurdu



Türkiye'nin millî gururu Roketsan, Türk Silâhli Kuvvetleri'nin en büyük tatbikatlarından biri olan EFES-2024 Birleşik, Müşterek Bilgisayar Destekli Komuta Yeri ve Fırlı Atışlı Arazi Tatbikatı'nda kullanılan ürünleriyle sahada başarıyla kendisini kanıtlarken oyun değıştirici mühimmatlarıyla sergilediği son teknolojiye sahip ürünleriyle de beğenileri topladı.

EFES-2024 Birleşik, Müşterek Bilgisayar Destekli Komuta Yeri ve Fırlı Atışlı

Arazi Tatbikatı; Türkiye'nin ev sahipliğinde, Ege Ordusu Komutanlığının sevk ve idaresinde, dost ve müttefik ülke unsurlarının da katılımıyla 25 Nisan - 8 Mayıs tarihlerinde Bilgisayar Destekli Komuta Yeri ve 9-30 Mayıs tarihleri arasında da Fırlı Atışlı Arazi Safhası olmak üzere iki bölümde Batı Anadolu, Orta Ege, İzmir Körfezi ve Doğanbey Atış ve Tatbikat bölgesinde icra edildi.

Kırk dokuz ülkeden askerî personel,

birlik ve unsurlarının katılımıyla düzenlenen tatbikatın Seçkin Gözlemci Günü 29-30 Mayıs'ta gerçekleşti. Sahadaki unsurlar tarafından kullanılan Roketsan'ın oyun değıştirici ürünleri görevini üstün başarıyla yerine getirerek yerli ve yabancı gözlemcilerin beğenisini topladı.

Roketsan, seçkin ürünlerini gözlemcilerle sergiledi

Birçok yabancı gözlemci ve basın mensubunun da katıldığı Tatbikat'ta, Türk Savunma Sanayisinin gözde ürünleri de sergilendi. İhracat potansiyeli yüksek, geniş ürün yelpazesıyla bu sergide yerini alan Roketsan; CİRT Lazer Güdümlü Füze, OMTAS Orta Menzilli Tanksavar Füze Sistemi, KARAOK Kısa Menzilli Tanksavar Silâhı, UMTAS-GM Genişletilmiş Uzun Menzilli Tanksavar Füze Sistemi, L-UMTAS-GM Lazer Güdümlü Genişletilmiş Uzun Menzilli Tanksavar Füze Sistemi, MAM-L IIR, MAM-T IIR, MAM-T Dual Seeker, TEBER-82 Güdüm Kiti, LAÇIN Güdüm Kiti, Milli Dikey Atım Lançer Sistemi (MİDLAS), ÇAKIR Seyir Füzesi, ATMACA Gemisavar Füzesi, SUNGUR Hava Savunma Füze Sistemi, HİSAR-A Alçak İrtifa Hava Savunma Füzesi, HİSAR-O Orta İrtifa Hava Savunma Füzesi, HİSAR-O RF Orta İrtifa Hava Savunma Füzesi, LEVENT Yakın Hava Savunma Füze Sistemi, AKYA Yeni Nesil Ağır Sınıf Torpido, ORKA Yeni Nesil Hafif Sınıf Torpido, TRLG-122 ve TRLG-230 füzeleri, İHA-230 Havadan Karaya Balistik Süpersonik Füze, CİRT ve L-UMTAS-GM taşıyan KMC-U Silâh Sistemi ve BURÇ Mobil Hava Savunma Sistemi'ni katılımcıların beğenisine sundu. Sergi sayesinde gözlemciler Roketsan'ın ürünlerini yakından inceleme fırsatı bulurken firma yetkililerinden de bilgi aldı.

"Ürünlerimizin başan ve kalitesi kanıtlandıkça ihracatımız artıyor"

EFES-2024'e katılımları hakkında değerlendirmelerde bulunan Roketsan Genel Müdürü Murat İkinci, "Burada çağır açan ürünlerimizi sergilerken, Tatbikat esnasında da bu son teknoloji çözümlerimizin birçokunun sahada performanslarını kanıtıyoruz. Tüm dünyada Türk Savunma Sanayi ürünlerinin başanlara imza attığı dönemde uluslararası katılımıyla gerçekleştirilen EFES-2024 Tatbikatı bizim için son derece önemli fırsatlar sunuyor. Hem Türk Silâhli Kuvvetleri'nin hem de dost ve müttefik ülkelerin önemli bir tedarikçisi olarak millî ve özgün imkânlarla geliştirdiğimiz teknolojilerimizin başan ve kalitesi kanıtlandıkça ihracatımız artıyor. Buraya katılan üst düzey yabancı yetkililer ve askerî heyetlerin Tatbikat sahasında ürünlerimizin performansını kendi gözleriyle izliyor olmasının bizim için pek çok yeni iş birliklerine kapı açacağına inanıyorum. Başlıca hedeflerimiz olan Türkiye'mizin savunmasına güç katmak ve gerçekleştirdiğimiz ihracatlar ile de ülkemize ekonomik katkı değer sağlamak için var gücümüzle çalışıyoruz" ifadelerini kullandı.



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Dinamik pazardan kaynaklanan operasyonel değışiklikler zorlu çevre koşulları ile birleştiğinde kirlenme riskini artırır.

Bu da yakıt maliyetlerinin ve sera gazı emisyon salınımlarının artmasına sebep olur.

Jotun Hull Skating Solutions, geminizin su altı alanlarını her koşulda kirlenmeden korumak için tasarlanmıştır.

Devrim niteliğinde olan bu yaklaşım, lider iş ortaklarımızın da desteği ile birlikte son aşamaya gelmiştir.

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Emin Yaşacan:

The importance of having a white flag in insurance



Emin Yaşacan

Photos: Ekrem Şerif Egeli

We had a conversation with Emin Yaşacan, the founder and General Manager of Kuzey Insurance, about the importance of P&I clubs in insurance, the current situation and future of Turkish shipowners and the investments made by his company

First of all, could you tell us about Kuzey Insurance, what it does and your future plans?

Yeşim Yeliz Egeli
İSTANBUL

We were established under the name of Kuzey Marine to cater to the maritime industry and meet its needs. Although we generally serve Turkish shipowners and local shipowners in our geography, we also provide services to shipowners abroad. We help not only shipowners but also cargo owners who buy and sell cargo,

and those who charter ships. We generally make insurance placements to western European countries. We also make placements in Türkiye when needed.

Due to the nature of shipping, we have responded to the needs of our international customers throughout our working life. In the last seven years, we have also helped domestic renewable energy investors with their insurance needs. As such, we have branded ourselves as Kuzey Marine and Kuzey Energy, and Kuzey Insurance. We are currently focusing on wind turbines. Although I do not remember the number of wind turbines in Türkiye very clearly, one out of every 3 wind turbines is insured through Kuzey Insurance.

Can you explain a little bit?

We provide all kinds of parametric insurance for onshore wind turbines. We brought this to Türkiye. The reason we set out was the question of what can be done if the wind does not blow.

This insurance is like a guarantee of return on investments.

We create a guarantee against the risks that will arise in cases where the wind does not blow or blows too much. Of course, we were inspired by the maritime industry. There is a type of insurance called loss of rent. We thought why not in energy investments. We provide coverage against sudden events. In addition, we said how can we combine maritime and renewable energy. We established the Offshore Wind Energy Association (DÜRED). We established this association in order to create awareness on this issue. We believe that we have created sufficient awareness on this issue. Both investors and state mechanisms. Our government also supported these projects. Investment areas were opened for DÜRED investors in 3 places in our country. In the Marmara Sea, the east and west of the Kapıdağ Peninsula and the Saroz Gulf, there is currently a search for a patriot to invest there. Foreign bankers, investors and producers are ready to

support. Only one father valiant is expected. Kuzey Insurance established DÜRED by combining marine and energy. We will of course respond to insurance needs from here.

How has the post-pandemic period unfolded? How did new expectations develop?

During the pandemic, everyone questioned themselves when they were locked in their homes. What are we doing, where are we going? Of course, this led to expectations such as whether to return to a simple life. When the pandemic ended, on the contrary, consumption frenzy started. This created the need for more transportation of commodities all over the world. Prices also increased up to 5 times. Since it was thought that there would be less consumption 2 years after the pandemic and no investment was made, ship values and freights suddenly increased 2-3 times.

Our shipowners made a great fortune after the pandemic. Transportation fees, which were

enough to support a household before that, started to bring enough capital to buy new ships. The biggest problem faced by insurers during this period was the unexpected and 3-5 times increased costs incurred due to the Covid-19 quarantines, which caused ships to be tied up at ports. This disturbed the P&I clubs the most. Afterwards, they were not greatly affected. Because P&I clubs have almost the best reinsurance structures in the world. They were not affected too much, insurance payments were very comfortable.

In fact, it would be more accurate to say that it is the largest reinsurance structure in terms of capacity. According to the latest calculations, this reinsurance structure provides coverage in the event of a catastrophe that damages the environment and human beings with a value close to 5 billion dollars. To put it simply, the P&I club absorbs the first 10 million dollars of the damage within itself. 12 P&I clubs cover

up to 30 million dollars within their own pool. The rest is covered layer by layer by insurance companies. According to the latest calculations, an amount of 4.1 billion dollars emerges. Of course, although it has not been tested, it can technically go up to this point. Among the insurances, only P&I clubs have this amount of assurance.

Can you explain the difference between P&I clubs and others?

The P&I club is actually a hull and machinery centered system that shipowners gathered among themselves in the 1800s when the insurance was monopolized by giving insurance to 2 companies in England and said "we are not actually an insurance company, we are a club established for cooperation". Later on, they became members of this club and paid dues.

In the following processes, P&I clubs continued to be established by hull and machinery manufacturers to cover damages to third parties and became indispensable in international trade due to this feature. Apart from this, shipowners, who did not need such large limits, did not want to be partners in the losses of other ships and container companies, and P&I companies emerged. These companies have coverage limits of 50 million dollars, 500 million dollars, 1 billion dollars, but they do not provide as wide coverage as P&I clubs.

You started in this field in the late 90s. How do you evaluate the growth and diversification of the Turkish maritime sector since then?

The Turkish maritime sector generally proceeds in the way that one shipowner goes out and makes an investment and others follow. For example, one shipowner invests in tankers and everyone else invests in tankers. Someone makes a chemical investment and everyone makes a chemical tanker investment. Someone invests in containers, everyone invests in containers. To some extent, as Turkish investors, we follow the fashion.

Is that a good thing?

Following fashion is actually a more comfortable option. Because being a shipowner means risking a lot of unknown risks. Our shipowners prefer to try what has been done instead of investing millions of dollars in places full of unknowns. A shipowner makes 200-odd critical decisions in a day and one day is not like the other. This is very tiring.

On top of that, they do not want to take the risk of ship



investments with an uncertain future. In the newspapers, the giant container ship that hit the Baltimore bridge and caused it to collapse also knocked down 3 cranes in our country. The damage in Baltimore is much bigger. Unfortunately it cost 6 lives. Everyone there thought that there would be a huge damage of 2-3 billion dollars, especially because of the American waters and courts. But that was not the case.

In fact, one should not choose a profession where so much risk can be taken. The damage caused by a ship to third parties is limited to the current value of the ship. The one that hit Baltimore was worth 90 million dollars. As it was, it was reduced to almost half its value. Shipowners can limit their liability with what they call "Special Drawing Rights". They can apply and say I am responsible for this much. If a ship of 5 thousand tons goes and hits a tanker of 200 thousand tons and sinks it, will he pay for it? No, his liability consists of a damage close to the value of his own ship. Otherwise, no one can take such a risk and become a shipowner.

These contracts, agreements and regulations are correct. P&I clubs have a very special clause. The damage to human life cannot be limited. It cannot limit the oil pollution to the environment.

It cannot limit its liability for oil cleanup. Because of these articles, the importance of P&I clubs increases a lot. P&I clubs are environmentalists. In this sense, they are indispensable to eliminate the damage caused by ships to the environment. No other insurance organization can do this.

Global warming measures will also have an impact on shipowners.

Yes, in fact, especially the measures introduced by European countries to reduce carbon emissions also affect our shipowners. The impact of maritime transportation on carbon emissions is around 3 percent. Despite this, necessary financial measures are taken to reduce the carbon emissions of ships. For example, when a ship travels from port A to port B in Europe, it is taxed for its carbon footprint. For this reason, ships and machinery with lower carbon footprints have started to be preferred. These ships started to be insured for better premiums. Therefore, the phenomenon that we say insurance is a panacea, a medicine, emerges here.

Forests are increasing in Turkey, Europe and especially in the Amazon. Because of the carbon footprint, companies are forced to invest in green energy, or if they cannot, to plant trees.



When they do this, the tax they pay decreases. For this reason, forests started to increase in the Amazon for the first time. Trainings on preventive measures and recommendations for the environment are given to shipowners by P&I clubs. But here, since P&I clubs are actually indemnification organizations, they are not able to be even more prominent. They provide preventive trainings, but the most important thing is that they cover the costs incurred when the damage occurs. And they cover that without much questioning.

It has been 17 years since your establishment, and you are turning 18. You also opened an office in London. Could you tell us a bit about it?

Due to the internationalization of P&I clubs and the sector, we needed to open an office in London. We opened our office 3 years ago. It became operational exactly 1 year ago. It was very important to open this office abroad in the heart of Lloyd's. In addition, due to the energy sector in our country, we opened an office in Ankara and we are opening an office in Izmir. We will also have an office in Bursa soon.

How many of you are there now, have you reached the targets you set in your board?

There are 27 of us in total. My initial goal was to work with up to 15 people, we have almost doubled that. The reason for this is our love of service to the sector. We have endeavored to be the king who serves the kings. For this purpose, we make sure that each of our colleagues are competent people who have reached a certain point in their careers. This has made us a center of attraction. In the meantime, we have also become a school in 17 years. Many people who grew up with us have gone to other insurance companies.

What percentage of the market do you address?

Apart from energy, we are the oldest large company in Turkey that provides marine insurance and marine brokerage services. We are selective in determining our customer portfolio. For 17 years, there is not a single file that has not been paid to the satisfaction of the shipowner-customer. For example, a customer who has paid 5 million dollars gets 5 million dollars. We cannot work with any customer with whom we cannot be friends.

How much tonnage do you manage in terms of dwt?

We manage the insurance business of approximately 3 billion dollars worth of fleet.

Do you also work with non-Turkish shipowners?

We serve the needs of every shipowner in this geography.

Is there a difference between working with Turkish-flagged and foreign-flagged vessels?

There is an escape from the Turkish flag among our shipowners, but the most important thing in terms of insurance is to have a white flag. If it is not white-flagged, different payments can be made according to the variable quality segments of P&I clubs. There are also shipowners who prefer P&I clubs other than those in the UK to avoid the UK embargo. P&I clubs as far as New Zealand can be preferred. The British have a strict attitude especially towards Russia. For this reason, P&I clubs in the UK are demanded to report every ship going to Russia. P&I clubs that do not submit these reports may have their insurance licenses suspended. In fact, it is not forbidden to go to Russian ports. It is allowed under certain rules and cargoes. For example, fuel will be under 60 dollars per barrel. Steel products are under embargo. Some institutions, companies and ports are on the embargo list. When damage occurs while transporting products purchased from these ports, it is not covered by P&I clubs. For this reason, shipowners prefer P&I clubs outside the UK to stay away from reports.

How will this situation and the current conjuncture affect the relationship between P&I clubs and Turkish shipowners?

Turkish shipowners do not exceed 5 percent in the portfolio of P&I clubs. Even 3 percent. Therefore, even if all Turkish shipowners leave, it will not be very effective. It is a very challenging issue for our shipowners. Don't go to Russia, don't go to Israel. Ukraine does not exist anyway. What will happen? They



will move their goods elsewhere. There is no possibility of going to the Far East.

There are thousands of ships there, big and small, and it is impossible for them to compete. When they go to Europe, they have to pay a fine if they cannot make a proper declaration due to their carbon footprint. In the Mediterranean, Libya is east of Libya and you cannot go to the west. Until recently, when there was a Turkish shipowner in Egypt, all kinds of difficulties were created. Syria is naturally excluded from P&I agreements. When you look, where will they carry cargo? God help them, all these countries used to be open. Now all of our neighbors are in trouble.

Could you also tell us about your investments in the field of training?

I continue to give insurance lectures at ITU. We used to give training in the form of seminars and conferences, but we have changed that now. We realized that employees in most companies do not have the afternoon off, so we go to shipowners one by one and get involved in their internal training. We try to explain the tricks of insurance. For example, how to keep a report, how to prepare the first letter. For example, we do not let them use the expression "I went on board and hit the ship", we make them write "collision occurred". Saying "I hit the ship" means taking full responsibility.

The most important thing is the first half hour, 3 hours, 6 hours and 12 hours in case of an accident. Here, if we put the train on the right tracks, we will not have any problems in terms of insurance. But if you say you hit the ship, you take away the insurer's right to defend you.

Are there any insurance-related applications in developing artificial intelligence technology?

There used to be 26 personnel on a ship. Now it is down to 11-12 people. There are unmanned engine rooms. Nevertheless, I see unmanned marine vehicles as close to impossible because we need a man to blame. It is said that 80 percent of accidents are human-caused. I think it is com-

mercial pressure but we like to say human error. Artificial intelligence and the internet age actually make tracking easier. You can learn why the accident happened and how to take precautions with artificial intelligence, but what about commercial pressure? I don't think artificial intelligence will be very effective in insurance, because insurance is a service sector.

What are your expectations for the sector for 2024?

In 2024, I anticipate a shift towards reconstruction efforts as wars end locally. This will likely increase demand for special multipurpose ships, presenting growth opportunities for shipowners willing to invest in this area.



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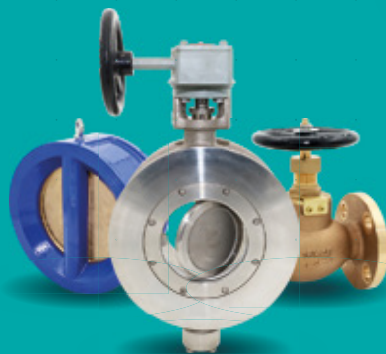
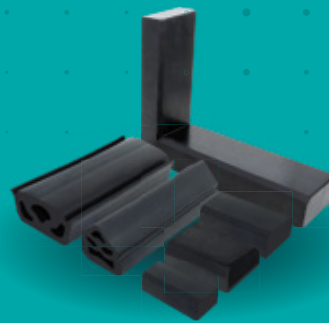
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Artificial intelligence technologies have begun to have a significant impact on our lives, and the maritime industry has also started to be affected by these transformations. We conducted an interview with Piri Reis University Rector Prof. Dr. Nafiz Arca about the effects of artificial intelligence technology in the maritime sector and how to create a maritime education curriculum that incorporates developments in artificial intelligence

How will Artificial Intelligence, as one of the leading disruptive technologies today, affect our lives?

Yeşim Yeliz Egeci
ISTANBUL | Artificial intelligence (AI) is expected to have a transformative impact on our lives across on a wide range of areas, from personal convenience and professional productivity to health and education.

Virtual assistants, home automation systems, personalized shopping and entertainment are some examples, which improve the quality of our lives. Content moderation and personalized feeds in social media platforms and real-time language translation tools are other examples in social interaction and communication between people. Early detection of diseases, personalized medicine, robotic surgery and healthcare monitoring devices provide support to healthcare. In education and learning, adaptive learning platforms and tutoring systems create personalized learning experiences to humans. Autonomous vehicles promise to reduce accidents, lower transportation costs, and increase mobility for those who unable to drive. These examples can be given as artificial intelligence applications that are and will directly affect our daily lives. I am not going into the details of these applications, because we have all started to use AI in some way in some part of our lives.

I cannot help but mention chatbots, which have been on the world's agenda for the last few years. Natural language

AI will have a transformative impact on our lives



Prof. Dr. Nafiz Arca

Photos: Ekrem Şerif Egeci

processing chatbots, developed with Generative AI methods, allow us to have human-like conversations. For example, the AI tool can answer questions and help us with tasks such as creating emails, articles, and code. Even this interview may have been done with chatbots!

In professional life, job automation and creation of new jobs are the main concern. AI can perform repetitive and manual tasks which traditionally performed by humans. This could lead to people working in industries such as manufacturing, transportation and customer service losing their jobs. However, AI will also lead to the emergence of new professions. It creates new job opportunities in areas such as artificial intelligence development, data analysis and cyber security. It should also be stated that; tasks that require human creativity, emotional intelligence, and complex problem solving are less likely to be automated. Therefore, there will be a growing need to upskill and reskill the workforce to adapt to

the changes in business caused by AI.

AI applications also bring up important issues such as data privacy, security and ethical use of artificial intelligence. As AI continues to evolve and integrate into our daily lives in the coming years, balancing the benefits with these challenges will be crucial.

How do you evaluate the effects of Artificial Intelligence in the maritime industry?

AI applications will have a profound impact on the maritime industry. This impact will generally be towards increasing efficiency, safety and sustainability. The first example is autonomous shipping, which uses artificial intelligence for route planning, obstacle detection and decision-making. Autonomous ships reduce human error, lower operating costs, and increase efficiency.

Another example is predictive maintenance through AI-supported monitoring on ships. These devices collect data on machine and equipment per-

formance and analyze this data to predict when maintenance is required. Reducing fuel consumption through engine performance and route optimization are other important AI applications that save costs and reduce greenhouse gas emissions.

AI can provide real-time navigation assistance by optimizing routes based on current conditions and advanced weather forecasts. AI-powered smart ports increase port efficiency, reduce congestion, and improve turnaround times.

AI can analyze historical data to predict and prevent potential safety hazards, such as equipment malfunctions or adverse weather conditions. Thus, it reduces accidents and increases overall safety by improving safety protocols both at sea and in ports.

Cargo optimization, supply chain optimization, crew planning and environmental monitoring are other examples of artificial intelligence applications in the maritime industry.

Successful implementation of AI in maritime requires addressing challenges such as data quality, cybersecurity and the need for skilled personnel. International regulations regarding navigational safety and data privacy are particularly important for implementation. Finally, I would like to say that the initial costs for the implementation of Artificial Intelligence technologies may be high and will require careful planning and gradual investments. I think it is vital to take action as soon as possible instead of postponing these investment costs, otherwise companies that fall behind Artificial Intelligence technologies, which are advancing at an incredible speed, will face the danger of extinction.

Do you have any predictions about how Artificial Intelligence will affect the maritime professionals in the short and long term?

In 5 to 10 years, as the level of autonomy of ships increases, and advanced monitoring systems become more com-

mon, the need for traditional deck and engine room crew may decrease. Automation in cargo handling could lead to a reduced need for manual labor in ports. AI-driven supply chain and logistics management systems might reduce the demand for human logistics coordinators.

Crew members will need to adapt to working alongside autonomous systems, focusing more on oversight and decision-making rather than manual control. Remote operators and technicians who oversee and manage autonomous vessels from shore-based control centers will become more prevalent. These roles require a strong understanding of AI systems, remote monitoring technologies, and emergency response protocols.

In the long term, with the maturation of autonomous navigation technology, the roles of human navigators and pilots could be significantly diminished. Advanced predictive maintenance technologies may eventually reduce the need for a large maintenance workforce.

While some traditional roles may diminish, new opportunities, such as AI and robotics specialists, data analysts and cybersecurity experts, will arise for those who adapt to the changing landscape. Investing in education and training for current and future workers will be essential to navigate this transition successfully.

How might artificial intelligence applications affect the shipbuilding industry?

AI applications will significantly transform the shipbuilding industry as well. In ship design, AI can assist in creating optimal ship designs by analyzing a wide range of parameters and constraints, leading to more efficient and innovative ship structures. In addition, AI-driven simulations can predict how designs will perform under various conditions, reducing the need for physical prototypes and extensive testing. In production and manufacturing, AI-powered robots can perform repetitive and hazardous tasks. AI systems can monitor production in real-time, identifying defects or deviations from specifications. AI can analyze data from sensors on ships to predict when maintenance is needed, preventing breakdowns and reducing downtime.

The introduction of AI in shipbuilding is likely to lead to shifts in the job market within the industry. In the short term, positions involving repetitive,



manual tasks are likely to be automated. Workers in these roles may face displacement unless they reskill for more technologically advanced positions. There will be a growing demand for technicians skilled in operating and maintaining AI and robotic systems, leading to new opportunities for those with the right training. In the long term, engineers and designers will increasingly collaborate with AI tools, shifting from traditional design methods to overseeing AI-driven processes. Maintenance professionals will need to become adept at predictive maintenance technologies.

How can the maritime industry benefit from the use of "big data"? Which departments are likely to benefit the most from this development?

First, we should not forget that; Artificial Intelligence performs the necessary functions by learning from big data. Therefore, big data revolutionize the maritime industry by enhancing operational efficiency, safety, maintenance, and regulatory compliance. The departments that stand to benefit the most include operations and logistics, maintenance and engineering, safety and security, supply chain and cargo management, and environmental compliance. By leveraging big data, the maritime industry can achieve significant cost savings, improve service delivery, and enhance overall operational effectiveness.

How can a quantum-supported artificial intelligence

modeling that can effectively use "big data" information, which includes all factors in the maritime field, change world trade if it works efficiently?

Quantum-supported AI models can process vast amounts of data at unprecedented speeds, leading to more accurate and timely decision-making. Efficiently utilizing big data can streamline global supply chains, reduce transit times, and minimize operational costs, thus transforming world trade by making it more resilient, responsive, and sustainable. Quantum AI can also enhance risk management by predicting and mitigating potential disruptions in the supply chain. This can lead to more reliable and efficient global trade, increasing the competitiveness of maritime businesses.

Will the transition to AI models mean the end of traditional shipping altogether?

No. While AI models will significantly transform traditional shipping practices, it is unlikely to completely replace traditional shipping. Instead, AI will augment and enhance existing processes, making them more efficient and reliable. Human oversight and decision-making will remain crucial, particularly in complex and unpredictable scenarios where human intuition and experience are invaluable. AI will serve as a powerful tool to support human operators, providing them with real-time data and insights to make



informed decisions. The future of shipping will likely involve a hybrid approach, combining the strengths of AI with human expertise.

How long will it take for these systems, which have very high costs, to pay off?

The pay-off period for high-cost AI systems depends on various factors, including the scale of implementation, the specific use cases, and the initial investment. Generally, companies can expect to see returns within three to five years, as AI systems start delivering cost savings, efficiency improvements, and revenue enhancements. The speed of return on investment can be accelerated by prioritizing high-impact areas and ensuring effective implementation and integration of AI systems.

What are the security risks of being fully integrated into these systems?

Fully integrating AI systems introduces several security risks. The first risk is cyber attack. Increased vulnerability to cyber attacks targeting AI systems and the data they process. AI systems can become targets for hackers looking to exploit vulnerabilities. Another one is data privacy. Risks related to unauthorized access and misuse of sensitive data. Ensuring data privacy and compliance with regulations is critical. The last risk can be system reliability. Dependence on AI systems may lead to significant disruptions in case of system failures

or malfunctions. Ensuring the reliability and robustness of AI systems is essential to prevent operational downtime.

How long will it take to meet the need for qualified employees that will arise when artificial intelligence is used and "big data" is evaluated? Should countries and companies prepare for this future now?

Meeting the demand for qualified employees skilled in AI and big data will take several years. It requires a concerted effort from educational institutions, governments, and industry stakeholders to develop relevant training programs and curricula. Countries and companies should proactively invest in education and workforce development to ensure they are prepared for the future. Initiatives such as partnerships with academic institutions, continuous professional development programs, and promoting STEM education can help bridge the skills gap.

How will the differences between countries and companies' specific AI-based software affect maritime trade?

Differences in AI-based software capabilities and implementation across countries and companies can create disparities in operational efficiency, competitiveness, and regulatory compliance. Standardization and interoperability initiatives will be crucial to mitigate these differences and ensure a level playing field in maritime trade.

Collaborative efforts to establish common standards and frameworks for AI in the maritime industry can facilitate smoother integration and enhance overall efficiency.

Could the widespread use of artificial intelligence in the shipbuilding industry and maritime trade lead to legal vulnerabilities? What measures should be taken to prevent these vulnerabilities from occurring?

The widespread use of AI can indeed lead to legal vulnerabilities, such as liability issues, intellectual property disputes, and compliance with international regulations. To prevent these vulnerabilities, it is essential to establish clear legal frameworks, standardize regulations, and promote transparency and accountability in AI deployment. Legal measures should be put in place to address issues such as data ownership, liability

for AI decisions, and cross-border data flows.

How effective can the use of artificial intelligence in the selection of seafarers and the realization of changes at sea be in preventing man-made accidents? Should we completely rely on artificial intelligence when making these choices or should the decision maker continue to be human?

AI can significantly enhance the selection process of seafa-

rers and operational changes by analyzing comprehensive data sets, identifying patterns, and predicting potential issues. However, human oversight remains critical to account for factors that AI may not fully capture, such as contextual understanding and ethical considerations. Therefore, a balanced approach, where AI aids but does not replace human decision-making, is recommended. AI can provide valuable support in

identifying the best candidates and optimizing operations, but the final decisions should involve human judgment.

What steps is the university taking to integrate AI education and training into the curriculum for future maritime personnel?

Our university is integrating AI education and training into its curriculum by developing specialized courses, fostering industry partnerships, and promoting research initiatives in AI. Course designs on Artificial Intelligence should be made at four levels. At the first level, to increase artificial intelligence awareness, and improve artificial intelligence literacy in all students, the "Artificial Intelligence for All" course will be given in all programs. At the second level, it is aimed to increase the professional productivity of students by teaching current Artificial Intelligence applications in the corresponding program. The third level includes courses necessary for the development of Artificial Intelligence algorithms and applications. Finally, there are advanced design and programming courses for Artificial Intelligence research, especially at the graduate level.

These efforts aim to equip future maritime professionals with the necessary skills and knowledge to leverage AI technologies effectively. The curriculum includes hands-on training, case studies, and collaborative projects with industry partners to provide practical experience. Additionally, the university is investing in cutting-edge research facilities and encouraging interdisciplinary collaboration to advance AI research and education.

What are the university's key research priorities in the field of AI for maritime applications, and how can these advancements benefit the sector?

Our university's key research priorities include developing AI algorithms for autonomous and sustainable systems, enhancing cybersecurity measures, and exploring AI applications in logistics and maintenance. These advancements can benefit the maritime sector by improving operational efficiency, reducing costs, and enhancing mission success rates. Research efforts focus on creating robust and reliable AI systems that can operate in dynamic and challenging environments. By advancing AI technology, the university aims to provide the maritime sector with cutting-edge tools and solutions that enhance its capabilities and readiness.





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Sakarya field will supply natural gas to 1.8 million households

Minister of Energy and Natural Resources Alparslan Bayraktar said that the Sakarya gas field produces 4.5 million cubic meters per day, which can meet the needs of 1.8 million house-

holds.

Referring to Türkiye's net-zero target for 2053, Bayraktar noted that this will bring about changes in many sectors.

Recalling that work started

with a fleet of 4 ships under the National Energy and Mining Policy developed in 2016, Bayraktar said, "In 2020, we made a historic discovery in the Sakarya gas field. As of today, we have

reached 4.5 million cubic meters of natural gas production per day. This means that the natural gas needs of 1.8 million households will be met from the Sakarya gas field."



Unmanned naval vehicle MARLIN used in the DENİZKURDU exercise

MARLIN, an unmanned naval vehicle, was used for the first time in the DENİZKURDU-II/2024 exercise with combatant surface platforms.

In the post shared on the social media account of the Ministry of National Defense, it was stated that "TCB 1101 MARLIN-Unmanned Naval Vehicle (UUV), which has integrated Electronic Warfare payloads, participated in the activities of Exercise DENİZKURDU-II/2024 between 9-17 May 2024 and was deployed for the first time within the scope of an exercise scenario together with our combatant surface platforms."

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We had a conversation with Yüksel Yıldız, Research and Development Director at Akim Metal which is a subsidiary of A Group, which carries out the domestic production of Helicopter Visual Landing Support Systems, which are very important in naval aviation, and Mehmet Ünal, Overseas Sales and Business Development Manager at YMB, about their company vision, technology investments and the features of the system.

How did the establishment and technology development process of Akim Metal progress? Can you tell us a little bit about your journey?

As Akim Metal, we have been playing an important role in the supply chain of the home appliance and automotive industries

for 50 years with our experience. Our commitment to excellence, which has sustained us in this long adventure, led us to establish a research and development center in 2011 and we have become a group of companies producing advanced technologies in various fields, including the defense industry.

Working with enthusiasm and meticulousness on limited production projects in unexplored regions has always been our priority. As a company, we work with a focus on innovation, and this determination, combined with our long history, allows us to continually evolve to maintain our leadership in the industry. We continue our journey by leveraging our pioneering role in the metalwork-

ing industry to add value for our customers, helping them achieve the highest standards of quality and continuous improvement.

How was Akim Metal's transition to the defense industry?

We started entering the defense industry in 2011 by establishing our R&D Center, where we've developed our latest technology products. We offer domestic production services from design to production, eliminating foreign dependency in servo motors, which are critical in defense industry production. In 2018, we carried out the modernization of the helicopter visual landing support systems in the inventory of the Naval Forces Command and the systems to be included

in the new shipbuilding projects under the TÜBİTAK project as a fully indigenous and domestic production. We have also successfully completed the testing of these products under real conditions.

Can you also tell us about the production process of the Helicopter Visual Landing Support System?

The Stabilized Landing Angle Indicator System (SGSI), which is part of the Helicopter Visual Landing Support Systems, creates a corridor of light with three different colors that continuously spreads parallel to the horizon line so that the helicopter can approach the landing platform at a safe angle. Launched in 2019 as a TÜBİTAK project, the SGSI system was successfully completed

in May 2023.

Another part of the system, the Horizon Line Reference System (HRS), is used to show the pilot the angular difference between the helicopter landing platform and the horizon line. The HRS project was started as a TÜBİTAK project in 2019 and was successfully completed in December 2022.

The SGSI and HRS systems have been field tested on helicopters at the military airport under real-life conditions in accordance with the standards. We've found that their performance far exceeds expectations.

The entire system was completed including the lighting elements in line with our expertise in LED Lighting Technologies and was produced indigenously

and domestically.

To give a brief overview of the Helicopter Visual Landing Assistance System, it is a system that is a completely indigenous design and has been put into operation with the combination of our domestic and national engineering and production power in line with the best practices and experiences of our Naval Forces and Coast Guard Command. We would like to say that we are very proud to have successfully completed the Helicopter Visual Landing Assistance System, which greatly contributes to increasing the safety and operational efficiency of naval aviation.

What is your domestic product usage rate in your productions?

The amount of domestic goods in our productions is 90 percent and above.

What are the areas you prioritize in your R&D investments?

Our R&D investments focus primarily on servo motor and driver systems under Motion Control Technologies, street and road lighting fixtures, helicopter visual landing support system and search and rescue lighting systems under Lighting Technologies, and investments in CNC machines designed for special needs.

Do you benefit from defense industry incentives, and if so,

how did they affect the pace of development in this field?

We carry out all of our defense industry product studies with our own resources. I recommend companies that want to benefit from these incentives to create an independent and strong infrastructure with their own resources. While government incentives are important, it is necessary to adopt a growth strategy based on own resources for sustainable success.

How did the transition to the defense industry affect your technological development?

The factor that enables us to reach the best quality in our work in the defense industry is our R&D center, which we established in 2011. Thanks to this transition, our technological development has accelerated and we have been able to move towards more innovative and advanced technologies.

Are your naval investments and productions focused solely on the defense industry, or do you also work in the civil navy?

Our naval investments and productions are not only focused on the defense industry. We also have products and studies targeting international markets for the civil navy. With our investments in this field, we aim to contribute to the civil maritime sector.



Titra Teknoloji, which developed ALPİN, and Airbus signed a cooperation protocol at the main homeland security exhibition SEDEC.

or Manager (CEO) Abdulkadir Şener said in a statement that they have been working with Airbus on the project for about 4-5 months.

Stating that they signed a protocol to develop a platform together at SEDEC, Şener said that ALPİN is Türkiye's first unmanned helicopter and is among the few helicopters in its class in the world.

Sanmar-built greenest tugboat fleet in the world goes on parade

HaiSea Marine has celebrated the completion of the world's greenest tug fleet by delivering a fifth environmentally friendly tug built at Sanmar Shipyards in Türkiye to Vancouver, Canada. HAISEA WARRIOR is an extremely powerful dual-fuel (LNG and diesel) IMO Tier III compliant heavy-duty LNG escort tug and joins her sister tug HAISEA KERMODE and three of Sanmar's pioneering zero-emission, battery-electric

ElectRA series harbor tugs, HAISEA WAMIS, HAISEA WEE'GIT, and HAISEA BRAVE, to complete the ultra-eco-friendly fleet. The fleet was built to service LNG Canada's new export facility in Kitimat, British Columbia. HaiSea Marine is a joint venture majority-owned by the Haisla Nation in partnership with Seaspan ULC that will provide tugboat and escort services in the environmentally sensitive region.



The Situation of Transnistria in Moldovan Geopolitics



Moldova gained independence from the Soviet Union in 1991, but immediately became embroiled in a low-intensity conflict over Transnistria and its separatist forces backed by Russia. More recently, the Transnistrian region has once again been in the spotlight, with its leadership seeking protection from Moscow.

In early March 1992, just two months after the collapse of the Soviet Union, the small former Soviet Republic of Transnistria, located on Moldova's border with Ukraine, was recognized as a region of Moldova, but the political structure governing the region claimed to have seceded from Moldova after the collapse of the Soviet Union. The region has political and economic interests as part of a larger group of ethnic enclaves that, like Abkhazia and South Ossetia, are largely dependent on Russia for their political survival.

Russian troops have been present in Transnistria for nearly 25 years. The reason for this is the conflict between Moldova and Russian-backed Transnistrian forces that lasted until 1992. As a result of a ceasefire that year,

Russia established peacekeeping forces consisting of troops from Transnistria and Moldova. Russia continues to maintain around 1,500-2,000 forces in Transnistria today, far more than the number agreed in the ceasefire. As a result, the Moldovan government and NATO have repeatedly called for the immediate withdrawal of Russian forces.

Recently, in fact just one day before Putin's State of the Nation address, the region requested protection in Moscow.

In July 2020, a pro-European, reformist president, Maia Sandu, and Prime Minister Gavrilita took office. Seeing Russia as the source of the country's economic and political problems, the government started to move away from Moscow as a solution. Since coming to power in 2020, Moldova's pro-Western president Maia Sandu has been trying to crack down on illegal economic activities in Transnistria. However, the decline in Transnistria's role as a smuggling and money laundering hub was not the result of Sandu's policies, but rather due to the Russia-Ukraine War that started in 2022. The Kiev govern-

ment closed the country's border with Transnistria to prevent any acts of sabotage or aggression by the Russian military against the region, which is only 70 kilometers from the port city of Odessa, which naturally led to a significant reduction in smuggling.

At the end of 2023, the European Union decided to open accession negotiations with Moldova.

The Strategy of Transnistria and the "Russian World"

Historically part of the territory of Romania, it was later known as Moldova. It was taken from the Ottoman Empire by Russia in the early 19th century as part of Moscow's expansion into the Balkans. After the First World War, it was ceded to Romania. It was then annexed by the Soviet Union in 1940 and again occupied by German-allied Romania before falling to the advancing Red Army in 1944. Since the beginning of his war with Ukraine in 2014, Putin has utilized the symbolism of the Red Army's victory over Nazism to advance his agenda of asserting Russian influence in the region.

In Transnistria, Russia is play-

ing a similar role, acting as a protector of Russian-speaking and so-called oppressed groups and a supporter of separatist states such as the Donetsk and Luhansk People's Republics in eastern Ukraine and Abkhazia and South Ossetia in Georgia. Transnistria is a pro-Russian separatist region in eastern Moldova, with a population of approximately 470,000. It declared its independence from the Soviet Socialist Republic of Moldova in 1990, a move that was not recognized internationally. Since 2006, Transnistria has been seeking annexation to Russia. In 2006, it held a referendum on joining the Russian Federation, and in 2006, it held a referendum on reunification with Moldova, which it rejected.

In late February, the Transnistrian regional government adopted a resolution in which it condemned Moldova for its "economic and political blockade" of the region. Tensions then escalated further when the Transnistrian regional government called on Russia, the UN, the OSCE, and the EU to intervene and protect the rights of its own people, comprising some 460,000 Russians

and Ukrainians and a significant ethnic Moldovan minority.

There is an effort to liken the region to Ukraine. In his November 2023 speech on the "Russian World," Putin referred to individuals residing in the former Soviet Union who feel a "spiritual connection" to the motherland, consider themselves indigenous, are Russian speakers, and bearers of Russian history and culture, regardless of their national affiliation. This also indicates that Russia will continue its annexation of various countries, despite the illegality of such actions within the international system. It is not uncommon for politicians in Transnistria, the Kremlin-backed breakaway region of Moldova, to seek protection from Russian President Vladimir Putin. Moreover, politicians in the region have been requesting that Moscow integrate Transnistria into Russia for some time.

It is estimated that more than 220,000 Russian citizens reside in the region. For some time, Moscow has pursued a policy of facilitating the acquisition of Russian citizenship. In a recent statement, Russian Foreign Minister Lavrov reassured the public that Russia would not abandon its citizens residing in the region.

Transnistria, located on Moldova's border with Ukraine and populated by Russians, Ukrainians and Moldovans, has been considered an unrecognized state in the international system since the collapse of the Soviet Union. In 2006, an internationally unrecognized referendum on "Transnistria's accession to the Russian Federation" was held, officially supported by 98 percent of Transnistrian voters, but without any concrete results. Another referendum was held in February 2024.

On December 18, 2023, Russian President Vladimir Putin enacted a decree that facilitates the naturalization of citizens of Belarus, Kazakhstan, and Moldova. The decree stipulates that individuals from the aforementioned countries are exempt from the requirement of demonstrating a minimum of five years' residence in Russia subsequent to the acquisition of a residence permit. Additionally, they are exempt from citizenship examinations, such as knowledge of Russian history and statehood. In this context, it has been asserted that approximately 200,000 Russian passports have been distributed in the region.

The central government has consistently denied allegations of repression in the region. The argument is that Russia is using

its activities in the breakaway region as a means of destabilizing the situation in the country.

Transnistria has developed its own armed forces, public services, and pension schemes. Russia's utilization of groups in these former Soviet states enables it to maintain its influence and prevent the region from gravitating towards the West. Moreover, the region houses Europe's largest ammunition depot, which contains Soviet-era ammunition and equipment.

The Effects of the Ukrainian War on the Region and Moldova's Economy

The Moldovan government, which has traditionally been aligned with the West, has demonstrated its support for Kyiv since the Russian invasion. In fact, it has made a formal request to join the European Union just a week after Russian troops entered Ukraine.

Since the invasion of Ukraine, relations between Moldova and Russia have deteriorated rapidly. Moldova's pro-European government has condemned Russia's actions and sided with the West, maintaining its firm support for Ukraine's territorial integrity. Russia's actions have the potential to create a new area of tension in the region. It has sought to destabilize Moldova by raising gasoline and gas prices, banning agricultural imports, sponsoring protests, and even allegedly planning a coup.

The Ukrainian crisis has resulted in a division of opinion among the Transnistrian population, with two distinct camps emerging: those who advocate for an intensification of the conflict and even a formal alliance with Russia in its conflict with Ukraine, and those who seek to avoid direct involvement in the war, citing concerns about the potential for devastation.

In response, the Moldovan President, who had attended the Davos Summit in 2023, requested that the Western allies reinforce Moldovan air defenses, citing the situation in Ukraine.

Prior to the Russian invasion of Ukraine in 2022, 99% of Moldova's energy needs were met through a Kremlin-controlled pipeline. In just two years, Moldova has largely ceased purchasing Russian natural gas, continues to criticize Russia's expansionist policies, and is on track to become a full member of the EU. Nevertheless, Russia continues to supply energy to the Transnistrian region and does not charge for it.

Moldova, one of the poorest countries in Europe in terms of GDP, is also struggling with high inflation. Given that Moldova has the second highest inflation



rate in Europe, it depends heavily on Ukraine's energy infrastructure for a significant portion of its electricity. Furthermore, the ongoing conflict between Russia and Ukraine has resulted in power outages in Moldova. Russia also exerts influence by influencing Moldova's domestic and foreign policy, including matters pertaining to Transnistria and relations with the EU.

Moldova is pursuing a strategy of diversifying its energy imports with the objective of reducing its dependence on Russia. It is developing energy cooperation with its neighbors Romania and Ukraine, while simultaneously utilizing EU and US experts to enhance national capacity and standards for participation in the European gas market.

European leaders are demonstrating their support for pro-European leadership in Chisinau, taking action to mitigate the impact of Moscow's economic pressure on Moldova. In mid-2023, the EU issued an arrangement providing for the temporary liberalization of trade in Moldovan agricultural products. This decision is also significant as it replaces Russia as the largest market for Moldova's award-winning wines, one of its most valuable export products.

European Political Community The primary objective of French President Emmanuel Macron's 2022 proposal to establish a more extensive political community of democratic states is to facilitate dialogue between countries on the European continent. This is of particular significance for countries such as Moldova and Ukraine, which are striving to extricate themselves from Moscow's sway. Belarus is deliberately excluded.

The recent and rapid deterioration of relations with Russia is also causing discontent among the Gagauz, a Turkic but heavily Russified minority living mainly in the south of Moldova. The

repercussions of Russia's efforts to destabilize Moldova are being keenly felt in Gagauzia. The region's already limited economic resources are being further constrained by rising inflation and energy costs. In the summer of 2022, the drought that devastated the majority of the region's crops and Russia's temporary ban on

importing Moldovan agricultural products further exacerbated the situation.

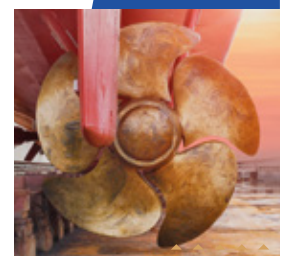
Demonstrating the tangible benefits of closer relations with the European Union would encourage Moldova to fulfill the European Commission's nine criteria for opening accession negotiations, thereby mitigating

the potential domestic objections to reforms. The achievement of unanimity among member states is necessary for the advancement of Moldova's accession. This requires a high level of confidence among member states regarding their capacity to successfully integrate the country and the stability of Moldova against Russian influence operations. Given that Brussels is likely to be preoccupied with the European Parliament elections in 2024 and the subsequent election of the new European Commission and European Council presidents, it is of particular importance to advance key decisions on enlargement this year.

It is anticipated that Moldova will be admitted as a member by 2030. For the Kremlin, the prospect of Moldova joining the EU is at least as unacceptable as Ukraine's accession. The most significant aspect of Transnistria for Russia is the integration of the remainder of Moldova into the Russian sphere of influence.

Ingenuity That Floats

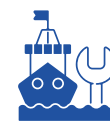
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Carrier's Liability for Loss and Damage of Goods According to The Hague Rules and Turkish Commercial Code

Derya Kandil,
Managing Partner of
GLED Partners Law
Firm, evaluates for
our readers the carrier's
responsibilities in
commercial contracts
under the Turkish
Penal Code and inter-
national law

1. Introduction

In international maritime transport of goods, the carrier's liability for the loss or damage of goods is governed by the International Convention for the Unification of Certain Rules of Law relating to Bills of Lading, dated August 25, 1924, ("The Hague Rules") and the Protocol to Amend the International Convention for the Unification of Certain Rules of Law relating to Bills of Lading, signed in Brussels on February 23, 1968, ("Visby Rules"), among other subsequent conventions. These rules have played a significant role in the formulation of the Turkish Commercial Code No. 6102 ("TCC"). The Hague Rules outline the carrier's liability for the loss or damage of goods resulting from breaches of certain obligations under the carriage contract, and also specify certain exemptions from liability in favor of the carrier. In Turkish law, the carrier's liability for the loss or damage of goods in maritime transport is regulated by the TCC. This article evaluates the carrier's liability for the loss and damage of goods within the framework of The Hague Rules and the provisions of the TCC.

2. Liability for Initial Unseaworthiness

According to the TCC, the carrier's liability is categorized into liability for initial unseaworthiness and liability for subsequent unseaworthiness. Liability for initial unseaworthiness, which covers the period from the beginning of loading until the completion of loading and the ship's departure, is regulated under Article 1141 of TCC. According to this provision, in all freight contracts, the carrier is obliged to ensure that the ship is in a seaworthy, roadworthy, and cargo-worthy condition. If the carrier has exercised the due diligence expected of a prudent carrier and the defect remains undiscovered until the start of the voyage, the carrier is liable for

damages arising from the ship's unseaworthiness to the parties concerned with the cargo.

The Hague Rules stipulate certain contractual obligations of the carrier, and in the event of a breach of these obligations resulting in the loss or damage of the cargo, the carrier is held liable. It is important to note that for The Hague Rules to apply to maritime transport of goods, a bill of lading must be issued, and The Hague Rules do not distinguish between the carrier and the actual carrier. However, certain exemptions from liability are also acknowledged. According to Article 3/1 of The Hague Rules, the carrier's obligation to ensure the seaworthiness, roadworthiness, and cargo-worthiness of the ship before and at the beginning of the voyage includes the duty to properly man, equip, and supply the ship and to make the cargo areas, including the holds, refrigeration and cooling chambers, and all other parts of the ship in which goods are carried, fit and safe for their reception, carriage, and preservation.

The Hague Rules also state that the carrier is not liable for damages resulting from the unseaworthiness, roadworthiness, or cargo-worthiness of the ship during the voyage if the carrier has exercised the necessary due diligence to ensure the ship is seaworthy before and at the beginning of the voyage. In such cases, the carrier must prove that they have exercised this due diligence.

Thus, under the provisions of TCC and the regulations of the Hague Rules, the carrier's liability for damages arising from initial unseaworthiness requires that the carrier be at fault. Therefore, the burden of proving the absence of fault lies with the carrier.

3. Liability for Subsequent Unseaworthiness

The carrier's liability for the loss or damage of goods extends to the period after the voyage has commenced, which is referred to in the doctrine as subsequent unseaworthiness. The carrier's liability for the loss or damage of goods is regulated under Article 1178 and subsequent articles of the TCC, within the context of the carrier's duty to care for the goods. According to this provision, the carrier's liability for the loss or damage of goods requires that the damage occurs while



Derya Kandil

the goods are under the carrier's control.

Article 1178 of the TCC, titled "Carrier's Liability," stipulates that the carrier must exercise the care and diligence expected of a prudent carrier in the performance of the freight contract. The carrier is obliged to protect the goods and take all necessary precautions to prevent damage from the moment they are received for transport until they are delivered to the consignee. In determining fault, the criterion of "care and diligence expected of a prudent carrier" is applied.

The article further states that the carrier is liable for damages arising from the loss or damage of goods, or delay in delivery, provided that the loss, damage, or delay occurs while the goods are under the carrier's control. Thus, for the carrier to be held liable, the goods must suffer loss or damage while within the carrier's domain.

As can be seen, the carrier's liability for the loss or damage of goods is regulated as a strict liability similar to the initial obligation to ensure the seaworthiness of the ship. According to Article 1178 of the TCC, if the carrier breaches the duty of care for the goods, the carrier is presumed to be at fault.

In the decision of the General Assembly of Civil Chambers of the Court of Cassation dated 27.11.1996, No. 1996/11-632 E. and 1996/822 K., it was empha-

sized: "...the carrier is liable for the loss and damage occurring to the goods from the moment they are delivered to the carrier until they are delivered to the consignee. The carrier can only be relieved from this liability by proving the exemption specified in the mentioned article. Although the defendant carrier claimed that the stowing and loading were the responsibility of the consignor, that the damage was due to stowing and poor packaging errors, and that supervision of the stowing was not provided, even if the consignor gave incorrect loading instructions, the carrier is responsible for taking all necessary measures to ensure the safe transport of the goods and should object to improper loading, thus the carrier is liable for not acting with the prudence expected of a diligent carrier."

The carrier's liability for damages resulting from the loss or damage of the cargo is not directly regulated in the Hague Rules. The carrier's liability is primarily governed by specifying instances of the carrier's non-liability. The instances where the carrier is not liable are outlined in Article 4/2: "The carrier is not liable for cases arising due to war; dangers, perils, or accidents at sea or other navigable waters; fire, unless caused by the fault or neglect of the carrier; acts of public enemies; riots or civil commotions; arrest or restraint of princes, rulers, or

people, or seizure under legal process; quarantine restrictions; acts or omissions of the shipper or owner of the goods, his agent or representative; strikes, lock-outs, or stoppages or restraints of labor from whatever cause, whether partial or general; wastage in bulk or weight or any other loss or damage arising from inherent defect, quality, or vice of the goods; attempts to save life or property at sea; Act of God; insufficiency of packing; latent defects not discoverable by due diligence; and any other cause arising without the actual fault or privity of the carrier or without the fault or neglect of the agents or servants of the carrier." By including the statement in the final clause of this article, "the carrier is not liable for any loss or damage arising from causes without the actual fault or privity of the carrier or without the fault or neglect of the agents or servants of the carrier," the carrier's liability is significantly limited. Therefore, a presumption of non-liability for the carrier is established within these rules. Under the Hague Rules, the carrier's liability for the loss and damage of the goods is based on the principle of fault liability. Due to fault liability, the carrier is responsible for damage caused by both their own fault and the negligent acts of the ship's crew.

4. Exemptions from Liability

Article 1179 of the TCC states that the carrier shall not be liable for damages arising from causes not attributable to the carrier's or its agents' intent or negligence. The burden of proof lies with the carrier. The term "carrier's agents" includes the crew of the vessel used in transportation, persons employed by the carrier in its transportation operation or authorized by it to represent itself, and other persons used in the performance of the carriage contract even if they do not work in the carrier's transportation operation. The provisions concerning the actual carrier remain applicable. Meanwhile, under the Hague Rules, while the carrier is free to waive rights granted to it and to extend the obligations imposed on it, permission to enter into agreements that limit liability through exemption agreements has not been granted.

5. Carrier's Right to Limit Liability

Article 1186 and 1187 of the

TCC respectively regulate the carrier's right to limit its liability for damages arising from loss or damage or delayed delivery of the cargo, and the circumstances under which it will lose the right to benefit from limited liability.

According to the TCC, the limitation of the carrier's liability is based on a dual distinction. Accordingly, if the type and value of the goods have been declared by the shipper before loading but not written on the bill of lading, the carrier shall not be liable, in any case, for any loss or damage to the goods or any kind of loss or damage relating to the goods, except for the amount which exceeds, whichever is higher, either 666.67 Special Drawing Rights per package or unit or the amount equivalent to two Special Drawing Rights per kilogram of gross weight of the lost or damaged goods. The Special Drawing Right is converted into Turkish Lira based on the value determined by the Central Bank of the Republic of Türkiye on the actual payment date or any other date agreed upon by the parties. Accordingly, the carrier's liability for compensation is determined based on either per package or

unit or per kilogram of gross weight of the damaged goods.

In the second calculation method, the total amount of compensation payable by the carrier is calculated based on the value of the goods at the time and place of discharge from the vessel according to the contract of carriage. The value of the goods is determined based on the market price or, if there is no such price, the current market price, or in the absence of both, the usual value of goods of the same type and quality. Here, the value of the damaged goods is taken into account, and compensation is determined based on the market price of the goods.

According to the Hague Rules, if the shipper intentionally misrepresents the type or value of the goods in the bill of lading, the carrier shall not be liable in any way for the loss or damage to the goods or other matters related to them. If the shipper's declarations regarding the value of the cargo are not recorded on the bill of lading, the carrier's liability for loss or damage is limited to 666.67 SDR per package or unit, or - if higher - per kilogram of the goods affected by the loss or

damage. One of the innovations introduced by the Hague Rules is the possibility for the shipper to declare individual packages and packaged units within a container on the bill of lading. Thus, each unit or package within the container will be considered as a separate unit; otherwise, the container itself will be considered as one unit. The amount of compensation to be collected under the Hague Rules is calculated based on the value of the goods at the time and place of discharge from the vessel. This value is determined based on the market price of the cargo, or if there is no market price, based on the current market price of the goods, but if both are absent, based on the usual value of goods of the same type and quality.

6. Loss of the Carrier's Right to Limit Liability

The loss of the carrier's right to limit liability is regulated in

Article 1187 of the TCC. According to this article, if it is proven that an act or omission, committed intentionally or recklessly and with awareness of the possibility of such damage or delay occurring, caused the damage or delay, the carrier cannot benefit from the liability limits provided in Article 1186. Similarly, if it is proven that an act or omission, committed intentionally or recklessly and with awareness of the possibility of such damage or delay occurring, by the carrier's agents, based on the provision of the second paragraph of Article 1190, then they also cannot benefit from the liability limits specified in Article 1186. Therefore, the carrier's right to limit liability is not absolute. It is forfeited if the carrier or its agents act with intent or recklessness, knowing the probability of damage occurring.

Furthermore, in the Hague Rules, which are the source of the

regulation in the TCC, the loss of the carrier's right to limit liability is stipulated if the carrier's intent or reckless conduct has caused the damage, or if it is proven that an act or omission, committed intentionally or recklessly and with awareness of the possibility of such damage occurring, by the carrier.

In maritime carriage of goods, as evident from our comparative discussions above regarding the carrier's liability in case of loss or damage to the transported goods, although Türkiye is not a party to the Hague/Visby Rules or the Hamburg Rules, there is no doubt that these treaties have an impact on the TCC regarding the carrier's limited liability. Therefore, it can be said that the issue of carrier liability in the TCC is addressed within the framework of the 1924 Hague Rules, along with the Hague/Visby and Hamburg Rules, to which Türkiye is a party.



Black Sea activity means busy times ahead for offshore gas field

Trillion Energy, a Canadian oil and gas company, will begin operations in a Black Sea natural gas field offshore Türkiye.

The Company has confirmed the commencement of work on its SASB natural gas field program, which will be in place for two months. These activities, which will be conducted in phases, will involve seven or eight wells on the gas field, including all six wells drilled last year, as well as some older wells that have historically experienced water loading issues.

Earlier this year, after the

company's six-well 2022-2023 development drilling program resulted in large volumes of gas reserves tied into the pipeline for production, Trillion announced its intention to deploy artificial lift solutions at the field to monetize the reserves for sale.

The Canadian player has ordered approximately 16,500 meters of velocity strings, new well heads and other tangible assets for its planned activities over the next two months. These items will be received at the land base near the port of Akcakoca.

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ABS Black Sea Regional Committee met in İstanbul



ABS Black Sea Region Committee Meeting was hosted by ABS Türkiye & Caspian Regional Director Mr. Seyfettin Tatlı on May 16, 2024 at Adile Sultan Palace in İstanbul.

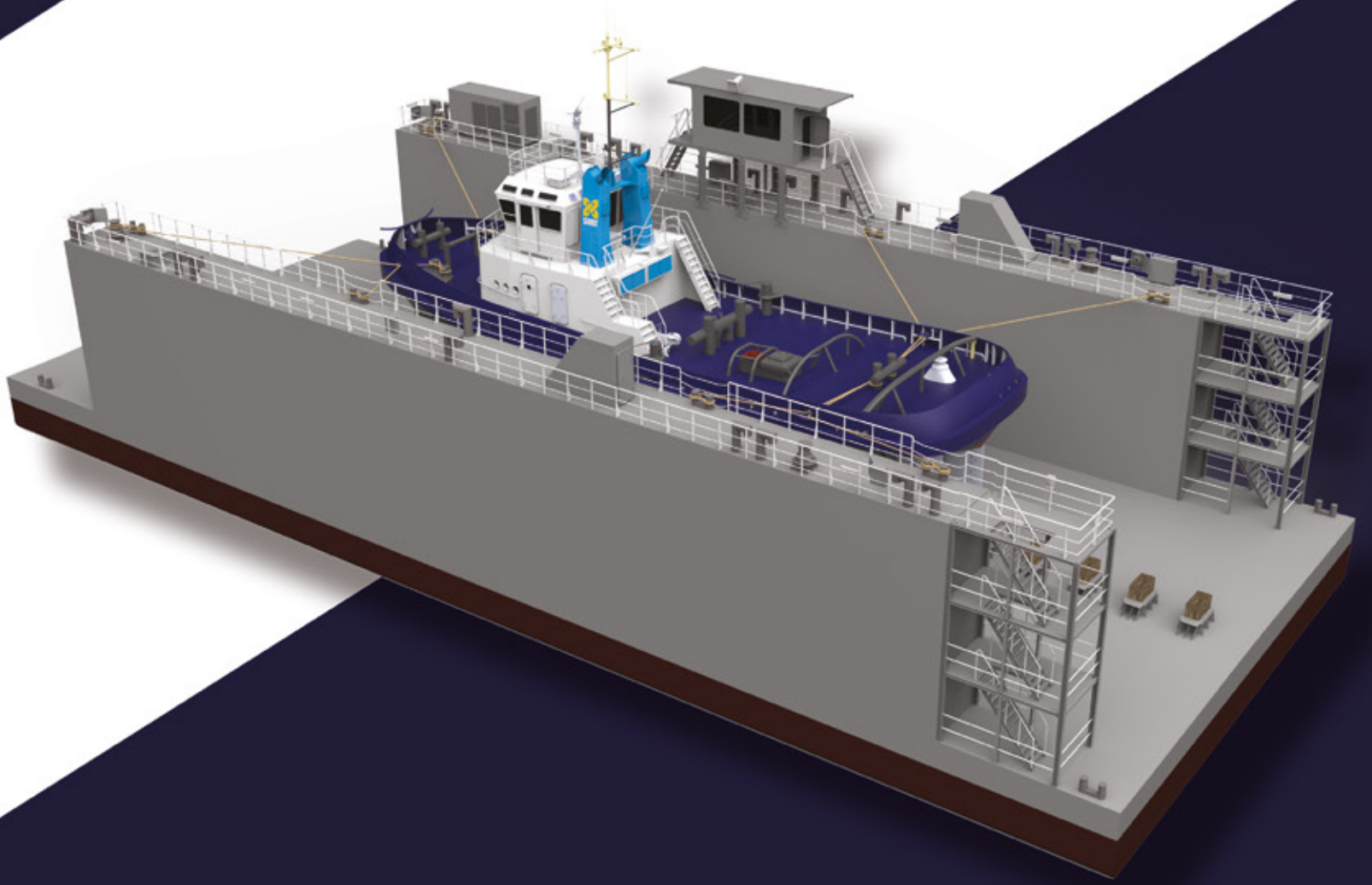
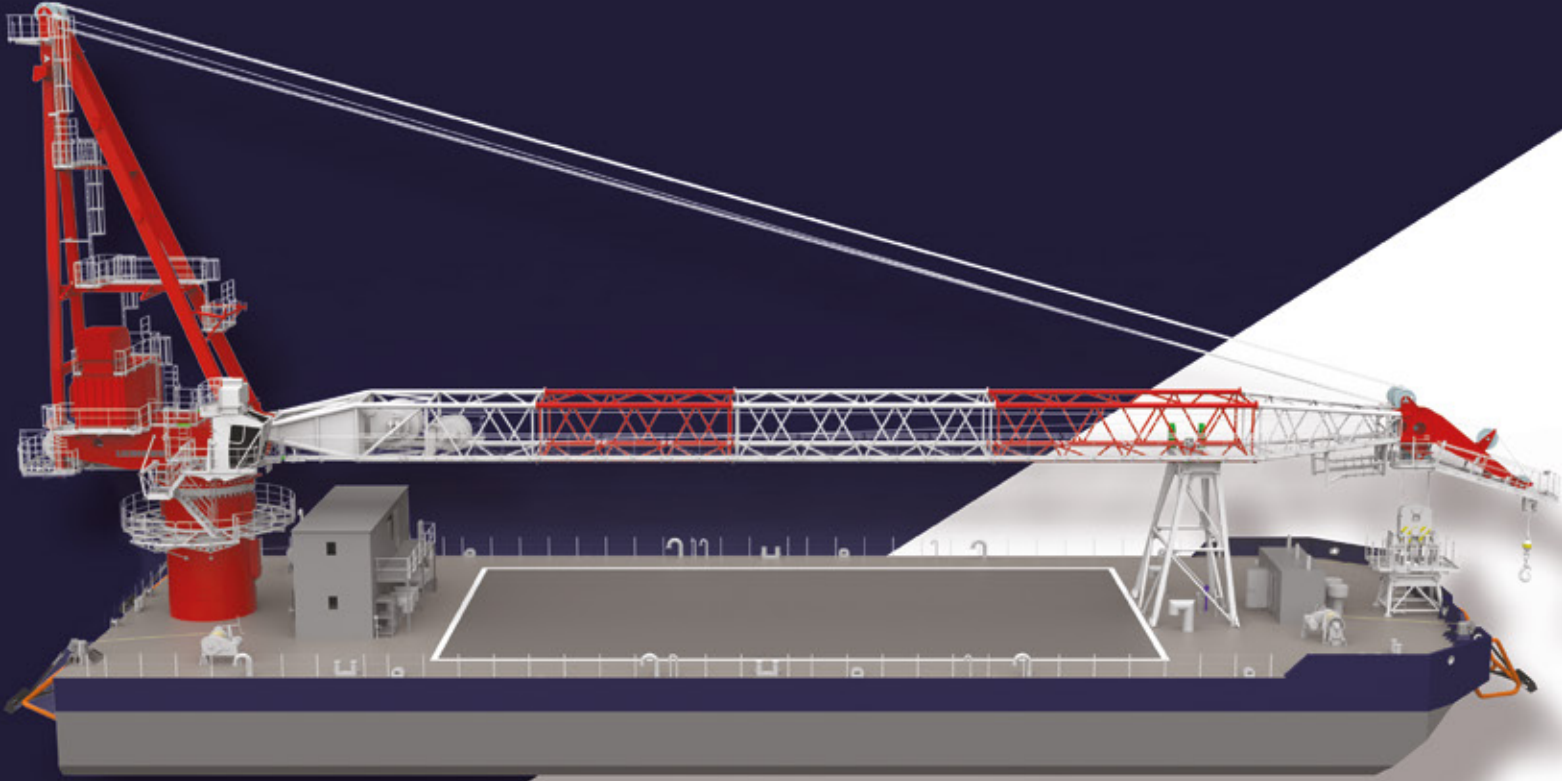
Seyfettin Tatlı made the opening speech at the event, which started at 14.30, while Vassilios Kroustallis, Ezekiel Davis, Cem Seven, Rene Laursen, Alistair McConnachie, Stamatis Fradelos, Eyüp Güveli took part as speakers.

ABS Senior Vice President Vassilios Kroustallis made a speech about ABS Address than ABS Vice President Ezekiel

Davis told explained about the Market Outlook & Trends, Seyfettin Tatlı after that, spoke about ABS in the Black Sea Region. Guest speaker of the program was Cem Seven who is the Chairman of Turkish Ship and Yacht Exporters Association. After the break there were other speeches about different topics such as sustainability, technology updates and regulatory updates.

The meeting addressed key issues on how new rules and systems will shape the future of the maritime industry.

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