



ElectRA 2200SX



ElectRA 2300SX



ElectRA 2800SX

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Magazine

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Maritime at the Center of
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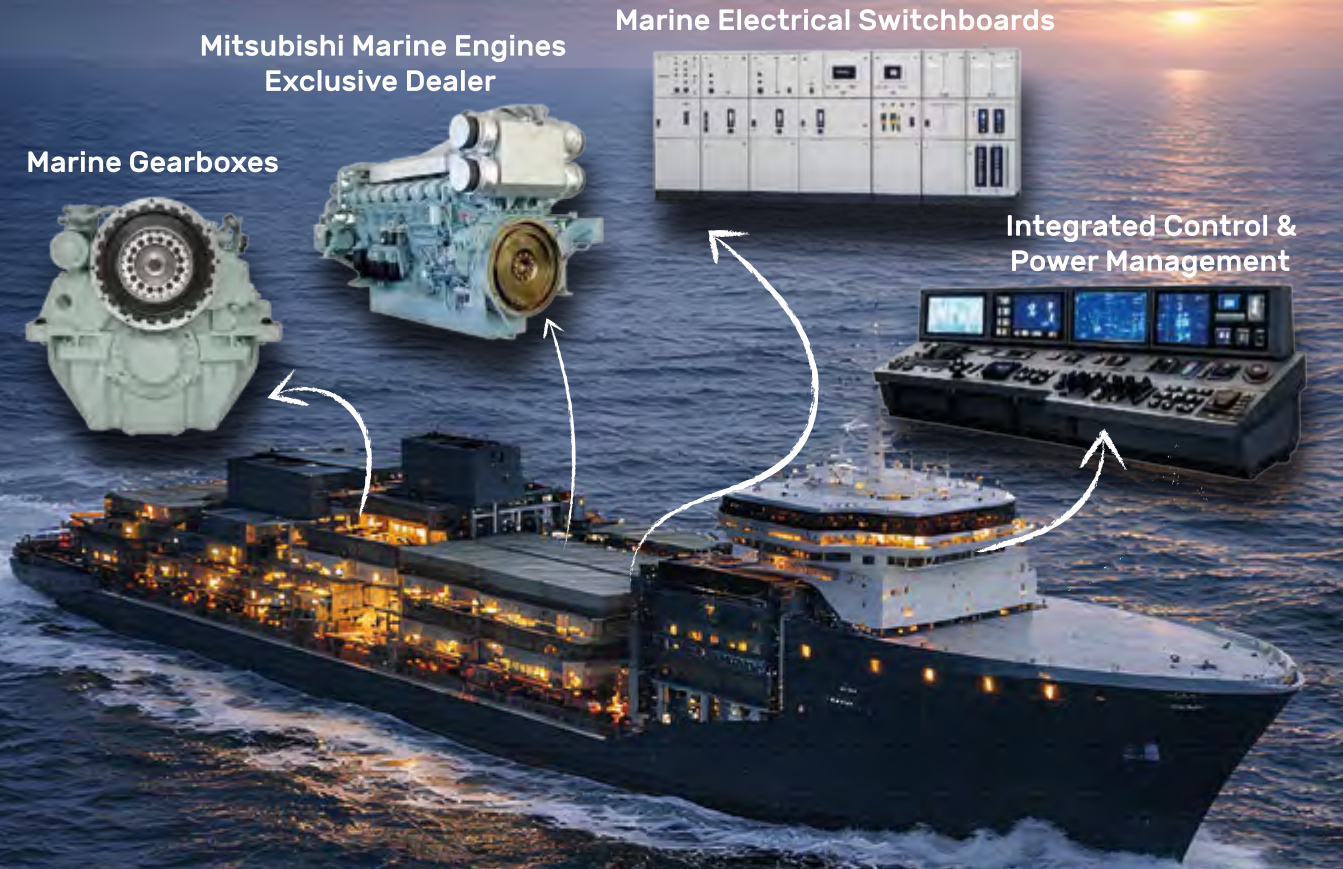
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Meral ER
Editor in Chief

Posidonia 2026 The Agenda and Türkiye's Position

The global maritime industry is undergoing one of the sharpest transformations in its history. Geopolitical fractures, the energy transition, and new security-oriented balances are fundamentally reshaping everything from trade routes to production models. Maritime is no longer a sector positioned around global developments; today, it stands directly at the center of this major transformation.

The agenda of Posidonia 2026, which has opened its doors in Athens, is shaped across a broad spectrum that includes strategic topics such as geopolitical risks, energy transition, and digitalization, as well as operational issues focused directly on field applications, including fleet modernization, technical sustainability, and the adaptation of existing vessels to new regulations.

In the 82nd issue of Neta Sea, we focus particularly on how the framework of Posidonia 2026 is reflected in field practices and operational solutions. In our special feature dossier, which stands at the center of this issue, we examine in detail Türkiye's strategic position in shipbuilding and especially within the maintenance and repair service chain. Dry dock infrastructure, the expanding floating dock network, and regionally specialized shipyards are transforming Türkiye not only into a production base for European-centered fleets, but also into a global service hub offering rapid operations and advanced engineering capabilities.

The security and technology dimension of the sector is also becoming increasingly connected to developments in the defense industry. At SAHA EXPO 2026, one of Europe's leading defense industry gatherings, we closely followed strategic maritime technologies on-site. We compiled the standout developments presented during the exhibition in brief notes. The emerging picture makes the technical convergence between commercial shipping and the defense ecosystem increasingly visible in the field.

In the interview section of our 82nd issue, the shifting logistics balances along the Marmara line, the operational reflections of the energy transition, and the accelerating engineering adaptation in shipyards are examined through assessments from experts across different fields of specialization. Extending from operational efficiency to energy infrastructure, from system integration to human resources, these topics reveal the multilayered structure of the maritime ecosystem through field-driven insights and data.

With more than 20 years of field-oriented publishing experience, Neta Sea continues to go beyond simply reporting developments by presenting the broad structure extending from shipyards to ports, from logistics corridors to defense technologies, within a single strategic framework. Today, maritime stands out as one of the most critical sectors shaping the architecture of the global connectivity system. This transformation continues to be documented through the uninterrupted monitoring of an editorial approach nourished directly by the field.

Sincerely,

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Launch Completed for NB1097 Project at Cemre Shipyard

Cemre Shipyard has successfully reached a major milestone in its NB1097 ESVAGT wind turbine support vessel project. With the completion of the launch operation for the 93-meter vessel, the project has officially moved into the outfitting phase and on-site testing process.

The launch stage represents the vessel's first contact with water, marking a critical point in the shipbuilding process and confirming that the project is progressing in line with its planned schedule. Managed by Cemre Shipyard, this phase reflects the practical execution of engineering planning and production organization on site.



Developed with an e-methanol propulsion system, NB1097 is designed to enable carbon-neutral operations, similar to the world's first service operation vessel, NB1094 Robert Boyle. In this respect, the vessel aims to reduce approximately 4,500 tons of CO₂ emissions annually, positioning itself as an operational contributor to the transition toward lower-emission maritime solutions.



The completion of the launch phase not only indicates physical progress but also demonstrates the project's technical approach to delivering high efficiency, safe access, and superior comfort standards in offshore wind operations. With this project, Cemre Shipyard continues to expand its capabilities in the construction of alternative fuel-powered specialized vessels.

With a capacity of 124 personnel, NB1097 is designed to provide uninterrupted logistical support in offshore wind farms through its advanced onboard systems. When considered alongside the shipyard's ongoing projects across various segments, this development also highlights its ability to manage parallel production and multiple projects simultaneously.



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Launches Stainless Steel Tanker for Albros Shipping

Gisan Shipyard has successfully launched a 6,000 DWT stainless steel chemical tanker, hull number NB-72, as part of its project with Albros Shipping.

This milestone marks a key stage in the series construction program carried out under the agreement between the two companies. The project includes a total of two stainless steel chemical tankers and three dry cargo vessels. With this launch, the entire series is expected to be completed.

The project once again demonstrates Gisan Shipyard's technical expertise in stainless steel tanker construction, while aiming to enhance Albros Shipping's transport capacity with next-generation vessels joining its fleet.



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Med Marine Delivers DRAfter 2400 Tugboat to SEKAVIN Fleet

Med Marine has completed the delivery of the DRAfter 2400 conventional tugboat built for SEKAVIN. Following the plaque ceremony held on April 14 at Ereğli Shipyard, the vessel set sail for Greek waters.

With an overall length of 24 meters and a bollard pull capacity of 40 tons, the DRAfter 2400 stands out with its high performance and superior maneuverability. The tugboat joined the SEKAVIN fleet to enhance operational capability and ensure the highest level of safety.

Built with meticulous engineering, the vessel is equipped with an aft winch and towing hook designed to provide precision and safety during towing, pushing, and mooring operations. Accommodating a crew of six, the tug has been designed to operate efficiently under all weather and operational conditions.



Technical Specifications

Length: 24.00 m
Beam: 11.00 m
Depth: 4.30 m
Gross Tonnage: <400
Bollard Pull: 40 tons
Speed: 10 knots
Crew Capacity: 6 persons



Med Marine, one of Türkiye's leading shipbuilders and tugboat operators, carries out production activities at Ereğli Shipyard. To date, the company has delivered more than 200 projects, including tugboats, chemical/oil tankers, mooring boats, and pilot boats. The shipyard is also authorized to build naval vessels for the Turkish Armed Forces and NATO.

Founded in 1979, SEKAVIN Group specializes in the supply of fuel, distillates, and lubricants in Piraeus, Agioi Theodoroi, and Syros. A member of the group, SEKAVER SA has been providing ship agency services for more than 30 years across ports in Greece, Cyprus, and the Mediterranean region.

This delivery marked another strong reflection of the long-standing cooperation between Med Marine and SEKAVIN. With every newbuild vessel, Med Marine continues to contribute to the maritime industry while further strengthening its international partnerships.



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MED MARINE

Cuts Steel on Three Tugs for the Romanian Navy

MED MARINE officially commenced construction of three RAmports 2500-SD tugboats for the Romanian Navy with a steel-cutting ceremony held on April 15 at Ereğli Shipyard. The ceremony marked the project's first physical milestone, recorded as the transition from the design phase to production.

The 25.40-meter-long tugboats are designed for harbor support operations, towing duties, and emergency response services. Each vessel will combine a compact hull form with a minimum bollard pull of 55 tonnes and a service speed of up to 12 knots.



The RAmports 2500-SD design has been developed for demanding harbor and maritime environments where maneuverability, durability, and operational precision are critical. Upon completion, the three tugboats are expected to enhance Romania's naval operational capabilities in the Black Sea region.

The ceremony was attended by representatives of the Romanian Navy, including Rear Admiral (LH) Daniil-Nicolae Trica, Captain Octavian-Ionuț Pitrașcu, Commander Viorel Drăgan, and Lieutenant Marian Vasile Sava. Representatives from ROMTEHNICA, including Cristina Daniela Livia Robea and Bogdana Păun, as well as TRIMARIN SRL General Manager Paul Galopența, also took part in the event.



Additional attendees included Rear Admiral Erdiç Yetkin, Commander of Pendik Naval Shipyard, local military and coast guard officials, port authorities, and representatives of the Ereğli and Alaplı Chambers of Commerce and Industry.

MED MARINE Chairman Recai Hakan Şen stated during the ceremony that the vessels would contribute to maritime security and regional operational capabilities.

With steel cutting now underway at Ereğli Shipyard, the project has officially entered the construction phase, further strengthening industrial cooperation between Türkiye and Romania in the field of naval support vessels.



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Critical Operation Successfully Completed in Link Galaxy Lengthening Project

Norse Shipyard has successfully completed a key operational phase in the comprehensive conversion project for the 122-meter Ro-Ro cargo vessel Link Galaxy, part of the Norwest Ship Management fleet.



As part of the project, the vessel's length is being extended from 122 meters to 147.2 meters LOA. Within this scope, the docking operation was planned and executed through the integrated use of SPMT, balloon, and strand jack systems. Over the course of the three-day operation, vessel movements and load distribution were managed through real-time monitoring and controlled interventions, strictly following pre-engineered scenarios. The synchronization required by the simultaneous use of multiple systems proved critical to the safe and successful completion of the operation.

Following the docking phase, the vessel proceeded to the cutting stage, which marks the next step in the planned lengthening works. This process, focused on maintaining structural integrity, was completed through a coordinated approach combining detailed engineering calculations with on-site execution.



As part of the lengthening project, a total of 9 blocks, with a combined weight of 726 tons, have been constructed and outfitted, then transferred to the extension area in preparation for the erection phase. The integration of these blocks is being carried out with careful consideration of load distribution and structural continuity in line with the vessel's new configuration.

These completed stages highlight Norse Shipyard's operational capability in large-scale conversion projects, heavy load transfer operations, and engineering-driven shipbuilding processes. In the upcoming phases of the project, block assembly and final integration will be decisive.

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RMK MARINE HAS SUCCESSFULLY COMPLETED THE KEEL LAYING OF CELSIUS PROJECT



RMK Marine has reached a key milestone in the Celsius project, an LNG and bio-LNG bunker tanker, with the successful completion of the keel laying process for the 112.90-meter vessel. With this stage finalized, the ship's construction has officially commenced.

The keel laying phase represents the beginning of structural assembly in shipbuilding and indicates that the project is progressing in line with its planned schedule. Managed by RMK Marine, this stage stands out as a critical phase where engineering planning and production organization are effectively translated into on-site execution.



Designed with LNG and bio-LNG bunkering capacity, Celsius is positioned among projects responding to the growing demand for alternative fuel infrastructure. In this context, the vessel is set to play an operational role in the transition toward fuel solutions that support lower emission targets.

The completion of the keel laying stage highlights not only the project's physical progress but also the practical implementation of technical approaches aimed at more sustainable maritime solutions. With this project, RMK Marine is further expanding its capabilities in the alternative fuel segment.

When considered alongside the shipyard's recent projects across various segments, this development also demonstrates its continued capacity for parallel production and multi-project management.



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T. Florya Launched, Set to Join Ditaş Shipping Fleet

RMK Marine has launched T. Florya, a 125-meter chemical tanker with a deadweight capacity of 12,000 DWT, built for Ditaş Shipping. The project stands out among the shipyard's recent high-specification shipbuilding programs.



Designed by Delta Marine and classed by DNV, the vessel progressed through a project framework where engineering discipline played a defining role from design through to production. From first steel cutting to launch, all stages were executed in full integration with planning and quality control processes.

T. Florya has been constructed with a methanol-ready fuel system infrastructure. This approach provides flexibility for future alternative fuel conversion while establishing a technical foundation for transitioning to lower-emission operations.



With its 12,000 DWT capacity and equipment tailored to the chemical tanker segment, the vessel adds new operational capability to the Ditaş Shipping fleet. The project also serves as a current reference point, reflecting the shipyard's ability to manage design, engineering, and production processes in an integrated manner.



Following the launch, T. Florya will undergo outfitting and testing before entering service. This delivery aligns with the sector's ongoing technical transformation, particularly amid growing demand for environmentally compliant shipbuilding solutions.

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SANMAR'S 14TH ELECTRIC TUG DINAMO IV COMPLETES SEA TRIALS



Sanmar Shipyards has completed sea trials for DINAMO IV, the 14th unit in its fully electric tugboat series. Based on the ElectRA 2500SX design, the vessel stands as a current example of the shipyard's consistent output in alternative propulsion systems.

According to technical specifications, DINAMO IV measures 25.40 meters in length, with a beam of 12.86 meters and a maximum draft of 5.40 meters. Equipped with a 1,808 kWh battery system, the tug delivers 70 tons of bollard pull and a top speed of 12.5 knots. These figures reflect a balanced optimization of power and operational capability within electric propulsion systems.



The vessel's battery system is supplied by Corvus Energy, while the design was developed in collaboration with Robert Allan Ltd.. First introduced in 2021, the ElectRA series has rapidly gained operational traction across multiple regions and is currently in service in Europe, North America, and Latin America. Its operator portfolio includes leading industry players such as HaiSea Marine, SAAM Towage, Svitzer, Buksér og Berging, and BOTAŞ.

Previous units in the series have also attracted international recognition. HAISEA WAMIS received the "ITS Tug of the Year" award in 2023, while SAAM TRAPANANDA has been shortlisted for the 2026 awards.

Sanmar Commercial Director Rüçhan Çıvgın commented:



"We made a strategic decision to be at the forefront of change. From the outset, we knew that these green credentials had to be achieved without compromising power or performance."

Sanmar reported that it has completed the construction of 14 fully electric tugboats to date, with the 15th vessel currently under construction. This development highlights the shipyard's steady expansion of its production capacity for low-emission propulsion systems.



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Next-Generation Factory Fishing Vessel Annie Hillina Delivered Through Tersan-P&P Partnership

Tersan Shipyard has successfully delivered Annie Hillina, a 111.5-meter pelagic factory fishing vessel, to Parlevliet & Van der Plas. The vessel stands out with its strong focus on sustainability and high operational efficiency.

Built under hull number NB1119 and to be registered in the Dutch port of Port of Katwijk, Annie Hillina was designed by long-term partner Skipsteknisk. The project reflects the continuation of a well-established collaboration between the parties.



With an overall length of 111.5 meters, the vessel is equipped with a Wärtsilä 32 main engine-recognized as a high-efficiency solution within its class. The design prioritizes reduced fuel consumption, emissions, and noise levels, while sustainability is further reinforced through the use of environmentally friendly refrigerants in the cooling, freezing, and storage of the catch.

Beyond its operational capabilities, Annie Hillina also offers enhanced onboard living standards. Designed to accommodate a crew of 60, the vessel features spacious and comfortable quarters, complemented by amenities such as a sauna and fitness areas-supporting crew welfare during long voyages. The vessel is expected to operate across a wide geographical range, including Europe, the South Pacific, and West Africa. Pelagic species such as herring, sardine, mackerel, and blue whiting will be processed onboard and frozen for direct human consumption.

CEO of Tersan Shipyard, Mehmet Gazioglu, emphasized the continuity of cooperation with P&P, noting that Annie Hillina represents a strong milestone in this long-term partnership. He also highlighted that the delivery, coinciding with the group's 75th anniversary in 2026, further strengthens strategic ties between the two parties.

CEO of Parlevliet & Van der Plas, Dirk-Jan Parlevliet, expressed satisfaction with the long-standing collaboration with Tersan Shipyard, stating that the vessel meets high standards in sustainability, efficiency, and crew welfare.

The partnership between Tersan Shipyard and P&P Group has previously delivered several notable projects, including M/V Kirkella and M/V Mark in 2015, and NB1108 M/V Jan Maria in the first quarter of 2024. Annie Hillina stands out as the fourth and largest vessel delivered under this collaboration.

Departing from Tersan Shipyard on May 3, Annie Hillina has now embarked on its maiden voyage toward its home port of Katwijk, marking the start of its operational journey.

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Tersan Shipyard Delivers Next-Generation Fishing Vessel NB1124 Takapo

Tersan Shipyard has successfully delivered the state-of-the-art fishing vessel NB1124 Takapo, built for Aurora Fisheries, part of New Zealand-based Solander Group.

Designed for deployment in New Zealand's deep-sea fishing grounds, Takapo stands out with its focus on energy efficiency and sustainability. The vessel marks a significant milestone in the long-term cooperation between Tersan Shipyard and Solander Group, aiming to set a new benchmark for the modern trawler fleet in the region.



Modern Trawler Technology and High Capacity

Designed as a trawler-type fishing vessel, Takapo is optimized for both pelagic and demersal fishing operations. The vessel is configured for the harvesting of species such as southern blue whiting, blue grenadier, jack mackerel, sole, squid, and hake.

It features a 2,135 m³ refrigerated fish hold designed for palletized product storage systems, ensuring efficient and organized preservation of catch onboard.

Technical Specifications and Equipment

Designed by Skipsteknisk and constructed under the supervision of DNV and New Zealand authorities, Takapo is fully compliant with international and environmental regulations.

- Length: 80 meters
- Maximum speed: 16.2 knots
- Beam: 15.4 meters
- Shaft generator: 3,000 kW
- Crew capacity: 50 persons
- Auxiliary generators: 2 units
- Main engine power: 4,800 kW

The vessel also prioritizes crew comfort with modern onboard living accommodations.

Advanced Processing and Sustainability Systems

Takapo features an integrated onboard processing plant. The caught fish are processed into fillet or head-and-gut products and frozen at -30°C before being stored in cold rooms.

Additional onboard systems include:

- Surimi processing line
- Reverse osmosis system with a daily capacity of 250 tons

These systems enhance both operational efficiency and sustainability at sea.

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Clipper Mallorca Completes Its Shipyard Process at Beşiktaş Shipyard as Planned

Beşiktaş Shipyard has announced that the ship Clipper Mallorca, part of the Clipper fleet, has successfully completed its shipyard period in line with the planned schedule.

It was stated that the Clipper Mallorca project progressed according to the program, with all works at the shipyard completed by the planned date. The cooperation with the Clipper team was also noted to have proceeded as efficiently and smoothly as always.



In a statement by Beşiktaş Shipyard, it was emphasized that the project was completed in strict adherence to the planned timeline, while operational alignment and coordination between teams made a positive contribution to the overall process.



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SEDEF SHIPYARD BEGINS CONSTRUCTION OF 23,500-TON FLOATING DOCK FOR COLONNA'S SHIPYARD



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Sedef Shipyard has held the steel cutting ceremony for the NB231 project, a 23,500-ton lifting capacity floating dock to be built for Colonna's Shipyard.

Adding another project to its international portfolio, Sedef Shipyard carried out the steel cutting ceremony for the NB231 floating dock project in the presence of project teams and customer representatives.

During the ceremony, speeches were delivered by Business Development Manager Ethem Rıdvan Çim, Strategic Planning and Business Development Director & Operations Director Fahri Arsoy, and Colonna's Shipyard Facilities Executive Managing Director Mark Essert. In their remarks, the speakers emphasized that the project represents an important step forward in strengthening the cooperation between the two companies.

Officially launched with the steel cutting ceremony, the NB231 project stands out with its technical capabilities and scale. The floating dock to be constructed by Sedef Shipyard is designed to support the maintenance and repair operations of high-tonnage vessels.

The dock will have an overall length of 212 meters and a beam of 43.50 meters, with a planned lifting capacity of 23,500 tons. The project will be certified by the international classification society Bureau Veritas.

With the NB231 project, Sedef Shipyard is expected to further strengthen its position in the global market and pave the way for new international partnerships.



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TURKISH SHIPBUILDERS' ASSOCIATION

Global Ports Holding Enters Mexico Through Acapulco Concession

Global Ports Holding (GPH), the world's largest cruise port operator, has entered the Mexican market as part of its global expansion strategy. The company, a subsidiary of Global Investment Holdings, has been selected as the preferred bidder for the concession to operate the Acapulco Cruise Port, marking a significant milestone in its international growth.

With a portfolio spanning 35 cruise ports across 20 countries on four continents and an annual passenger capacity exceeding 22 million, GPH is among the leading players in the sector. The company plans to implement phased investments in Acapulco aimed at improving cruise operations, enhancing passenger flow, and elevating the overall visitor experience.



24-year concession agreement

GPH has been selected as the preferred bidder in the 24-year concession tender for the Acapulco Cruise Port, conducted by the Administration of the National Port System Acapulco (ASIPONA).

The concession covers the operation and development of the cruise terminal located within a 17,199-square-meter area. Plans include modernizing port infrastructure, developing new commercial and social spaces, and strengthening the passenger experience.

GPH's first port in Mexico

Acapulco will become GPH's first port in Mexico, representing a strategically important addition to its global portfolio. The company aims to support the growth of cruise tourism in the region through its international network and strong relationships with cruise lines.

Following the signing of the concession agreement, operations are expected to commence in the second quarter of the year.



New berth to be completed in 2027

As part of the project, ASIPONA is also expected to construct a new 350-meter berth funded through public investment. The construction is planned for completion in the first quarter of 2027, after which the berth will be integrated into the concession area.

These developments are expected to strengthen Acapulco's position as an important transit destination on cruise routes along the western coast of the Americas.

Mehmet Kutman: "A significant milestone"

Global Ports Holding Chairman and CEO Mehmet Kutman described the entry into Mexico as a strategic milestone for the company:

"Entering Mexico with the Acapulco Cruise Port is an important milestone for us. This will be our first port in the country, which makes it particularly significant. Acapulco has a rich history and strong potential in the regional cruise market. We believe that, in close cooperation with ASIPONA and local stakeholders, we can unlock this potential."

Kutman also emphasized that the company will work closely with local partners to enhance port infrastructure and deliver a high-quality cruise passenger experience.








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Leaders of Turkish Maritime Exports Gathered at the “Award on Water” Night

The leading exporters of the Turkish maritime industry came together at the “Award on Water” Successful Exporters Awards Ceremony organized by the Ship, Yacht and Services Exporters’ Association (GYHİB). Held at the TİM Foreign Trade Complex in Istanbul, the event presented a strong picture of the Turkish shipbuilding and yacht industry’s position in international markets.

Speaking at the ceremony, GYHİB Chairman Mustafa Talha Pepe stated that the Turkish shipbuilding and yacht construction industry has achieved a stronger global position through its high value-added production, engineering capability, and flexible manufacturing structure. Pepe emphasized that the sector’s expertise across different segments is directly reflected in its export performance.



2025 Overall Export Ranking

• Sefine Shipyard • Sanmar • Med Marine • Cemre Shipyard • Cemre Marine Industry • Bilgin Yachts • Sirena Marine • Tersan • Numarine • HAT-SAN

Category-Based Export Leaders

Fishing Vessel Exports

• Sefine • Özata • Company Undisclosed Upon Request

Yacht Exports Over 24 Meters

• Bilgin • Numarine • Mengi-Yay

Yacht Exports Under 24 Meters

• Sirena Marine • VisionF • Telgeren

Tugboat Exports

• Sanmar • Med Marine • Boğaziçi

Cargo Ships and Other Marine Vessels

• Cemre Marine • Tersan • HAT-SAN

Ferry and Passenger Vessel Exports

• Cemre Shipyard • Cemre Marine • Tersan

Marine Equipment and Sub-Industry Exports

• DATA Hydraulic • Gürdesan • Ocean Voyager

The “Award on Water” night concluded as one of the key industry events bringing together the Turkish maritime sector’s production capacity, technical expertise, and export-oriented growth on the same platform.





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Sanmar and Med Tugs Sign €21 Million Agreement for Port of Piraeus

One of Türkiye's leading shipyards, Sanmar Shipyards, has signed a strategic agreement with Greece-based Med Tugs for the construction and delivery of two state-of-the-art tugboats to strengthen the Mediterranean fleet.

The project will be carried out through the SVS joint venture—formed by Vernicos Scafi, Spanopoulos Group, and Lyboussakis Towage—and stands out as a significant investment in the future of Greece's maritime infrastructure.

Scheduled for delivery in September 2026 and September 2027, the vessels will be deployed at Port of Piraeus, one of Europe's busiest maritime hubs. Specifically designed for high-performance harbor maneuvers and escort operations, the tugboats will ensure the safe transit of large container ships and tankers.



The total contract value has been announced as €21 million. This investment reflects the SVS joint venture's commitment to modernizing its Mediterranean fleet with high bollard pull capacity vessels, with the two tugboats set to deliver 80 and 90 tons of pulling power respectively.

Vice Chairman of Sanmar, Ali Gürün, commented:

“We carefully listened to the operational requirements and jointly defined the full scope, resulting in two distinct hull sizes and engine power configurations. We are proud to deliver two of our most capable tugboats to our neighbors.”

Chairman of Vernicos Scafi, Dimitris Vernicos, added:

“These tugboats are not just machines; they represent our passion for excellence and our commitment to keeping Mediterranean waters safe and dynamic for generations to come. This partnership with Sanmar marks a valuable new chapter in our legacy.”

A New Milestone in Sanmar's 50th Year

This contract once again demonstrates Sanmar's ability to deliver customized, high-performance tugboat solutions by combining proven designs with advanced engineering and construction quality. As the company celebrates its 50th anniversary, it further reinforces its strong legacy in the global shipbuilding industry.



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- ✓ Deck Machinery, Hydraulic & HVAC Services
- ✓ Transmission & Propulsion Systems
- ✓ Turbocharger Repairs
- ✓ Boiler Inspection, Survey & Condition Assessment
- ✓ Industrial Plant Maintenance
- ✓ Automation, Instrumentation & Calibration Services
- ✓ Motor Rewinding & Vibration Analysis
- ✓ Gas Free & Fire Free Certification
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- ✓ Cargo Hold Cleaning & Painting
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One of the most strategic tenders in Türkiye's maritime services sector has been concluded. The tugboat operations tender for the Kocaeli-2 Regional Service Area, conducted by the Ministry of Transport and Infrastructure of Türkiye, was awarded to the joint venture of Uzmar and Sanmar.

The tender, opened with a provisional guarantee of 21 million 115 thousand TL and covering a 20-year operating concession, came into the spotlight with a public revenue share reaching 75.5%. Covering the heavily industrial and port-intensive traffic of İzmit Gulf, the bid once again highlighted the scale and competitiveness of tugboat operations in Türkiye.

Two Global Turkish Brands in the Same Operation

The convergence of two internationally positioned Turkish maritime brands under a single operational structure is considered a notable development.

Uzmar has long built a strong global profile through tug services, pilotage operations, and advanced shipbuilding projects. Under the leadership of Noyan Altuğ and Kaan Altuğ, the company has steadily expanded its presence, particularly in high-capacity port services. Its strong performance in the Samsun Regional Service Area tender was also closely followed by the sector.

On the other hand, Sanmar is widely recognized today as one of the most visible global players in the tugboat industry. Led by Ali Gürün and Cem Seven, the company has established a broad operational footprint across Europe, the Americas, the Middle East, and Asia with its high-bollard-pull modern tugboats.



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Strategic Importance of Kocaeli-2

The Kocaeli-2 service area is considered one of Türkiye's busiest industrial maritime traffic zones. Given its refineries, heavy industrial facilities, container ports, and energy-related cargo flows, tug operations in the region carry not only commercial but also strategic importance.

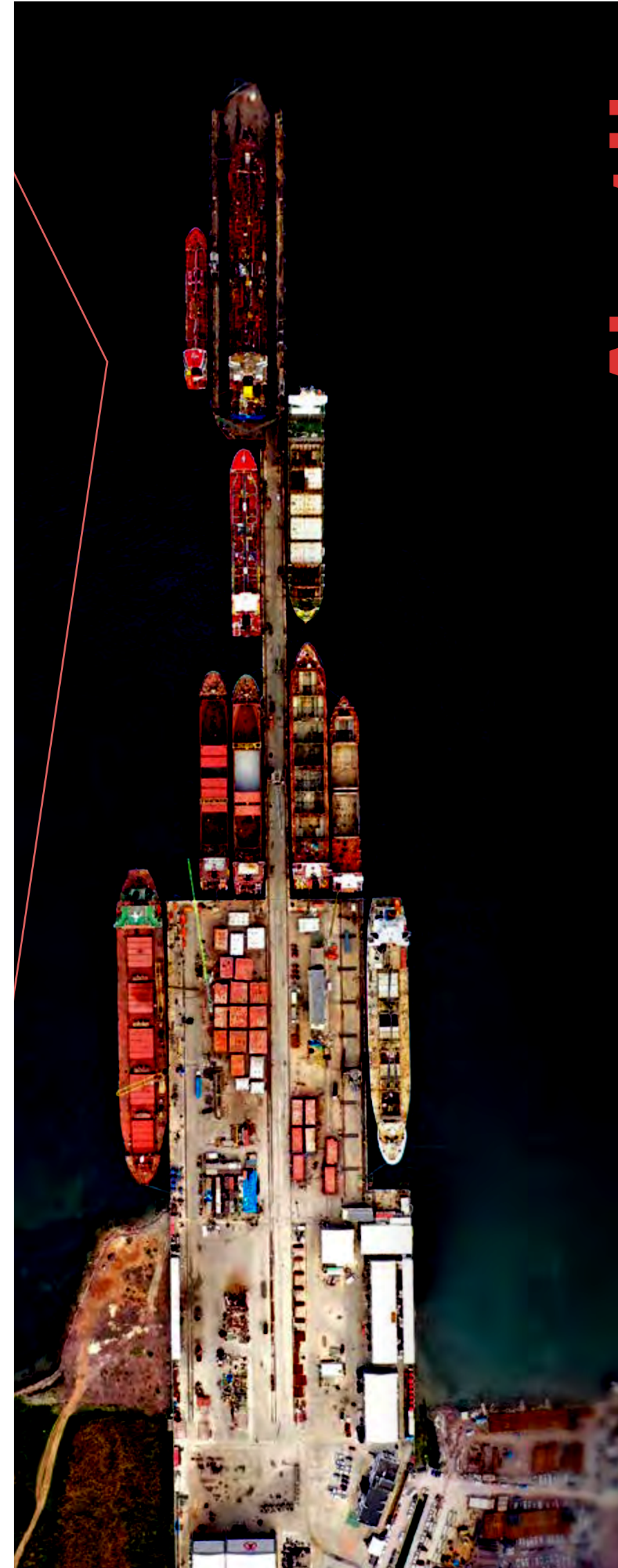
For this reason, the awarding of the area to the Uzmar-Sanmar partnership is being interpreted not merely as a tender success, but as a signal of a new era in operational scale, technical capacity, and service standards. In particular, the 75.5% public revenue share stands out as one of the most remarkable offers in Türkiye's maritime sector in recent years.



A New Showcase for Türkiye's Maritime Industry

The Kocaeli-2 tender outcome once again demonstrates that Turkish maritime companies are not merely regional players. Both Uzmar and Sanmar are now regarded among Türkiye's strongest global representatives in terms of technical expertise, engineering capability, and operational reliability.

This new partnership in İzmit Gulf symbolizes not only the transfer of a service area, but also the international-standard scale now achieved by Türkiye's tugboat industry.



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New Course in Türkiye's Ship and Yacht Exports: The Rising Power of Yalova

Export data for the January–July 2025 period released by the Turkish Exporters Assembly (TİM) clearly demonstrated the momentum of the Turkish shipbuilding industry in international markets. The sector achieved an export volume of \$1.182 billion with a year-on-year growth of 13.8%, presenting a strong performance. The most critical driver behind this success was Yalova.

During the reviewed period, Yalova increased its ship, yacht, and maritime services exports by 25% compared to the previous year, reaching a total volume of \$319 million. This achievement raised the city's share in the sector's total exports to 27%, positioning Yalova as the second-largest export hub of the industry after Istanbul. The rise is regarded as a reflection of the increasing production capacity of regional shipyards and their growing influence in global markets.



Across the whole of 2025, the sector reached its highest annual export figure of all time, generating a turnover of \$2.24 billion. This performance elevated Türkiye to the position of the world's second-largest producer of mega yachts after Italy. Industry representatives emphasized that the 2025 figures marked a historic record, largely driven by the momentum in commercial ship and yacht production excluding naval vessels.

However, attention is also being drawn to a critical reality behind the strong export figures. "Shipbuilding processes vary between 12 and 36 months. The 2025 data reflects the delivery of orders received in previous years." Industry representatives warned that order volumes for 2026 currently remain limited. Rising labor costs and pressure on foreign exchange rates are cited as the main reasons behind this slowdown.



It is emphasized that difficulties in accessing financing must be overcome in order to maintain competitiveness and secure new contracts. According to sector representatives, these financial constraints are causing orders to shift toward competing countries with less industry experience.

Stricter environmental regulations are also creating new demand across the global maritime industry. Turkish shipyards, which have already delivered landmark projects equipped with hybrid and electric propulsion systems, are considered technically prepared for this transformation. Nevertheless, the sector underlines that financial challenges remain one of the most significant obstacles to sustaining this momentum.



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HISTORIC APRIL RECORD AT TURKISH PORTS



Minister of Transport and Infrastructure of the Republic of Türkiye, Abdulkadir Uraloğlu, announced that a historic April record was achieved in cargo and container handling at Turkish ports in April 2026.

According to data from the Ministry's Directorate General of Maritime Affairs, a total of 48,230,930 tons of cargo and 1,179,454 TEU of containers were handled at ports in April. Container throughput increased by 7.6% compared to the same month last year.

In the January–April period, total cargo handled at ports reached 185,600,883 tons, marking a 2.1% increase year-on-year. Container handling also rose by 2.4% to 4,550,209 TEU over the same period.

In April, foreign trade cargo transport increased by 8.3% year-on-year, reaching 35,822,529 tons. Imports through Turkish ports amounted to 24,186,253 tons, while exports stood at 11,636,276 tons.

Among regional port authorities, the highest cargo handling volume was recorded in İskenderun with 7,064,571 tons, followed by Kocaeli and Aliğa.

By cargo type, iron ore and concentrates saw the highest increase in April. The most exported cargo type from ports was Portland cement, while crude oil ranked first among imported cargoes.

Minister Uraloğlu also noted that Italy was the leading destination for maritime export shipments, while Russia was the largest source of import cargo.

Source: Anadolu Agency



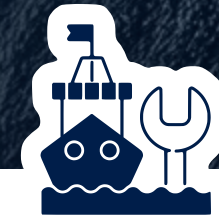
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Maritime Logistics Reshaping the Marmara Corridor

Ege Roro is establishing a new balance in the Marmara logistics flow through a multi-layered structure spanning Ro-Ro operations, dangerous goods transport, and urban maritime services.

The Sea of Marmara serves as a natural logistics corridor connecting Türkiye's most intensive trade and industrial zones. In recent years, Ro-Ro operations-reducing pressure on road transport and reorganizing cargo flows via sea-have become one of the most critical components of regional logistics.

Based in Istanbul, Ege Roro stands at the center of this transformation. The company integrates multiple segments under a single operational framework, including Ro-Ro transport, zero-mile vehicle logistics, dangerous goods transportation, and urban maritime mobility. Rather than merely carrying cargo, Ege Roro focuses on reconfiguring the logistics flow across the Marmara region.

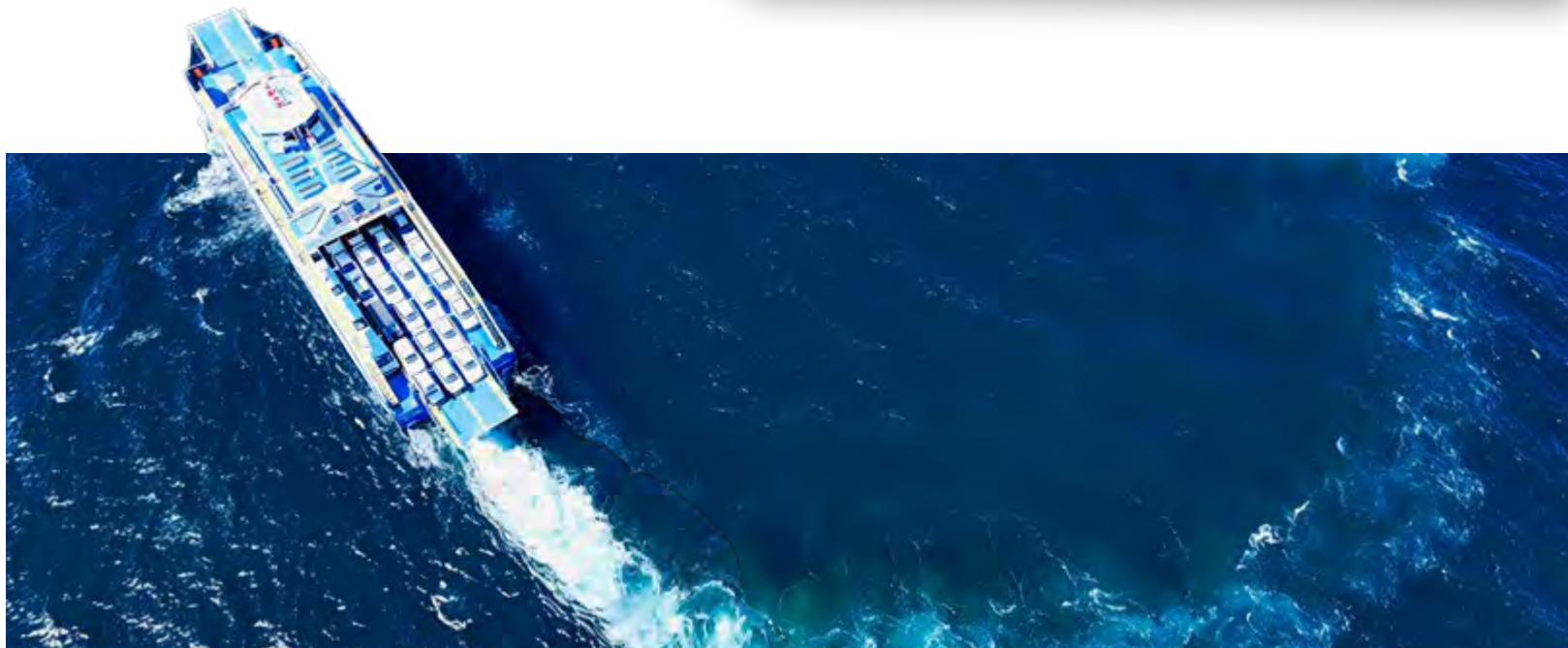
Board Member Anıl Erçin describes the company's model as a "multi-layered maritime logistics structure," emphasizing the growing role of short-sea shipping in Türkiye.



Anıl ERÇİN
Board Member



EGE RO-RO



► What role do Ro-Ro operations play in the Marmara region?

In a region with heavy road congestion like Marmara, Ro-Ro transport is no longer just an alternative—it has become an operational necessity. The ability for vehicles to directly board vessels at port and disembark on the opposite shore provides a significant time advantage within the logistics chain.

Ege Roro supports this structure through scheduled routes and synchronized port operations. Particularly in heavy-duty and commercial vehicle transport, delays caused by road congestion are minimized via maritime routes. The company prioritizes continuity of operations over sheer transit time.

► Where does zero-mile vehicle logistics fit into this structure?

Automotive logistics represents a critical segment within Ege Roro's operational portfolio. Transporting newly manufactured vehicles safely from production facilities to dealerships and distribution centers requires precise planning.

Shipments conducted via Ro-Ro lines reduce the risk of damage while improving delivery predictability. This approach positions maritime transport as a more strategic element within the automotive supply chain.

► What operational model is applied in dangerous goods transportation?

The transport of hazardous cargo—such as LPG and similar gas tankers—requires high safety standards. Full compliance with international maritime regulations and strict operational discipline are central to this segment.

Ege Roro manages the entire chain within a controlled system, from port operations to vessel loading processes. This ensures a safe and sustainable transport infrastructure for clients in the energy sector.



► What role does the Princes' Islands line in Istanbul play within the company structure?

Ege Roro is also active in urban maritime transport through operations on the Princes' Islands line in Istanbul. Conducted in cooperation with the Istanbul Metropolitan Municipality, the company provides regular services to the islands.

While this segment differs from commercial logistics, it strengthens the company's overall maritime capabilities in terms of port management, vessel planning, and operational coordination.

► How is environmental impact reflected in Ege Roro's strategy?

Compared to road transport, maritime logistics offers lower carbon emissions and higher energy efficiency. As such, short-sea shipping has become an essential component of sustainable logistics models.

Ege Roro incorporates environmental considerations into its operational planning, alongside speed and capacity. Reducing traffic congestion in the Marmara region through maritime solutions is a key element of the company's long-term strategy.



► How would you define Ege Roro's position within the Marmara logistics ecosystem?

With increasing trade volumes and logistical demands, the Marmara region is becoming an ever more intensive transportation hub. Within this structure, Ege Roro positions itself as an operator that balances road and sea transport.

The company's approach goes beyond cargo transport—it aims to build an integrated system connecting logistics flows across different sectors. Ro-Ro lines, hazardous cargo transport, automotive logistics, and urban maritime mobility form the layers of this system.

Final assessment

Ege Roro approaches short-sea shipping in the Marmara not merely as an operational model, but as a core component of the regional logistics architecture. This perspective contributes to the development of next-generation logistics systems, where cargo shifts from road to sea routes.



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ENERGY TRANSITION IN MARITIME INDUSTRY

A New Balance from Field Operations to Regulation

The maritime and offshore ecosystem is undergoing a transformation whose impact continues to deepen. From vessel operations to shipyards, ports, and energy management, efficiency and sustainability are now being addressed together. While electrification, shore power, and international regulations redefine the technical framework, energy infrastructure is moving to the center of the system.

We spoke with Emrah Erçek, Marine Platforms Manager at Seapower, about how the energy transition is reflected in field operations.

Emrah ERÇEK
Marine Platforms Manager at Seapower



“Correct engineering and system optimization have now become the key factors determining competitive advantage in the energy transition.”

➤ How do you observe the energy transition in maritime, shipyard, and offshore projects in the field? How practical has this transformation become?

The energy transition is no longer conceptual; it has evolved into concrete engineering solutions. In newbuilding projects, electrification, efficiency, carbon reduction, and system integration have become fundamental criteria. Shipowners and shipyards are no longer focused solely on regulatory compliance; they are turning toward smart systems to reduce operational costs and improve sustainability.

Demand for hybrid power systems, shore power, energy management solutions, and frequency converters is increasing. Retrofit projects are also gaining momentum, with shaft generator converters, shore power-compatible infrastructures, and energy monitoring systems becoming preferred solutions.

Technically, the transformation is already feasible. The decisive factor is not the equipment itself, but rather the correct engineering approach, system architecture, and optimization tailored to operational scenarios.



➤ IMO targets and metrics such as EEXI and CII are reshaping the industry. How do you see the impact of these regulations in practice?

They have become the main drivers of next-generation ship design and operational management. The clearest shift is that energy efficiency has evolved beyond environmental responsibility and become a critical parameter of commercial sustainability.

Shipowners are no longer aiming for minimum compliance. Instead, they are investing in systems that reduce fuel consumption, increase efficiency, and optimize maintenance costs.



“Energy efficiency has become a fundamental parameter of commercial sustainability beyond environmental responsibility.”

Power electronics systems, frequency converters, energy management infrastructures, and intelligent control systems are now playing strategic roles. In port operations, offshore platforms, and high-power applications, energy quality and uninterrupted power continuity have become critical.

“Energy efficiency and operational sustainability are now among the main evaluation criteria in port electrification investments.”

➤ Shore power and port electrification are becoming increasingly critical. How do you assess the current level of transformation in Türkiye and the surrounding region?

While shore power is becoming standardized across Europe, the transformation is accelerating in Türkiye and neighboring regions. With the Ministry of Transport's Greenport regulations, electrification has become a strategic requirement for passenger and container ports.

In new port investments, not only infrastructure capacity but also efficiency, carbon reduction, and grid integration have become decisive factors. Seapower provides end-to-end engineering solutions for shore power systems, static frequency converters, and port energy infrastructures.

Our expectation is that Türkiye can become a regional hub in this field.

➤ What distinguishes Seapower's engineering approach in global projects?

The key factor that differentiates Seapower is its solution-oriented rather than product-oriented engineering approach. Projects are handled with a focus on system integration, energy optimization, and operational performance.

Custom design, high efficiency, modular architecture, flexibility, and sustainability form the core principles of every project. Through domestically developed power electronics solutions created at its R&D center, Seapower delivers operational reliability.

“The 3300V transformerless modular grid frequency converter will offer solutions for next-generation energy infrastructures with high efficiency and a compact structure.”

Planned to join the product family in the second quarter of 2026, the system has been developed for shore power and high-capacity infrastructures. It offers compact dimensions, low losses, high continuity, and ease of maintenance. Globally, only a limited number of manufacturers possess this level of transformerless and modular technology. Seapower aims to achieve a first in Türkiye and position itself among the world's select manufacturers in this field.



➤ Could you elaborate on one particularly notable project? What technical challenges did you face and how did you approach the solution?

One standout example is the high-capacity static frequency converter system implemented at Foça Naval Base. The project was considered critical due to its high-power requirements and the need for uninterrupted operation.

The greatest challenge was achieving both efficiency at high power levels and operational continuity simultaneously. Military platforms also required high reliability, system stability, and rapid response capability.

A modular system architecture offering high reliability and maintenance convenience was developed. The modular structure increased operational continuity while minimizing maintenance interruptions.

Through the developed control infrastructure, rapid adaptation to different operational scenarios was achieved. Power quality management, harmonic control, and fast response to load changes played critical roles.



As a result, a benchmark solution meeting high performance, energy efficiency, and operational reliability criteria was commissioned. The project clearly demonstrates Seapower's engineering capability in military platforms and high-power energy solutions.

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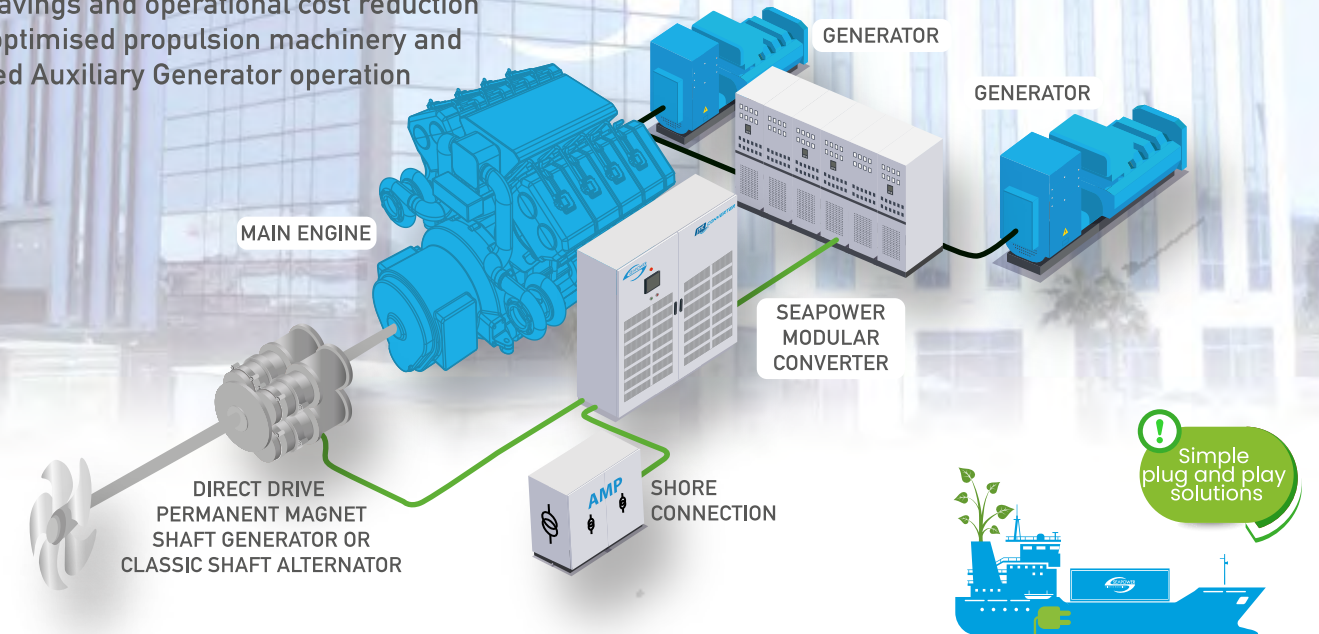
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COMPROMISE OR TRANSFORMATION?

The 50th Term of the Chamber of Naval Architects Under İlham Çelebi's Leadership

The 50th term of the Chamber of Naval Architects (GMO) marks a period in which professional representation is being re-evaluated. The election held at Piri Reis University revealed not only a change in administration, but also an effort to bring together different perspectives under a common direction. Having officially assumed office, İlham Çelebi stands out as the representative of a pluralistic management approach.

We spoke with Çelebi about the new term, in which transparency, participation, stronger ties with young engineers, professional standards, and international outreach are among the key priorities.

“What we call balance can sometimes create a space where decisions are postponed”

You are beginning the 50th term with a management structure that brings together different viewpoints around the same table. How do you evaluate this diversity?

I do not see this as a matter of balance. Balance can sometimes create a space where nobody interferes with anyone else and decisions are postponed. What we need is a structure where different ideas exist, but decisions are made clearly. That requires building a process-based system.

Over the years, I have tried to define a set of ethical and professional principles that I call “Good Engineering.”

The important thing is establishing how the process functions. We are all on the same ship, but if everyone tries to hold the helm, the ship will not move. We are clarifying who will steer and how we will determine the course. There is always a risk of deadlock, but deadlocks emerge from a lack of rules, not from differences of opinion. If the processes are clear, the system works.

İlham ÇELEBİ



“We need to ensure members are involved in the process.”

How do you plan to reflect the expectations of change, transparency, and rejuvenation that stood out during the election process?

During the elections, everyone voiced similar ideas. The real issue is that members gave us the opportunity to put those ideas into practice. We will not rely on intentions alone; we will build sustainable systems. Transparency is not just rhetoric: we will standardize the regular sharing of decisions, activities, and budgets. Participation should not be something remembered only during election periods. We must ensure that members are actively involved in the process. We are open to all practical project proposals with solid foundations. Rejuvenation is not only about age; it is also about access to processes. We must break the perception that the same people will always remain in place by increasing participation.

Trust is not built through words alone. Members must be able to look at the chamber and see that something is happening. The first step is visibility: what decisions were made, what has been done, and where we are heading must all be transparent. The second step is communication: members will ask questions, and the chamber will respond. The third is speed: problems should not wait for weeks before action is taken.

The number of universities offering naval architecture education in Türkiye has increased. While this improves accessibility, it also creates an imbalance between the number of graduates and employment capacity. For this reason, we propose organizing a National Naval Architecture Education Workshop every year under the leadership of the chamber. Alongside this workshop, we aim to establish the infrastructure for an annual Türkiye Naval Architecture Education and Employment Report. If such structures are not created, even the best intentions will eventually be forgotten. We aspire to build something that will endure.

“Being present on international platforms is not enough; contribution is necessary”

In light of global transformations, how do you evaluate GMO's international role?

GMO is known internationally, but its influence is still below its potential. We must begin by acknowledging this reality. Our goal is not merely to be visible, but to be effective. We are focusing on two main areas. First, we want to establish an international structure that directly benefits members; colleagues working abroad or seeking opportunities overseas should not feel alone. Second, we aim to produce content: simply attending international platforms is not enough, meaningful contributions must be made. We will strengthen our network with internationally experienced academics and members working abroad.

One of our goals is to further develop GEMİSEM into GMO Academy. This structure will become a more active center featuring specialization programs, technical training, experience-sharing opportunities, and international speakers. The yacht and boatbuilding sectors in Bodrum, Antalya, and Muğla hold strong positions in the international market. Therefore, the Yacht and Boat Workshop/Congress, organized through the Antalya Branch and Bodrum representation, will become an important platform. In cooperation with the İzmir Branch and the Ministry of Transport, we will also organize a Ship Recycling Workshop. Environmental standards, occupational safety, international regulations, and the future of the sector will be the workshop's core topics.

“For a student, the critical issues are very clear: internships, the first job, and finding direction”

Which areas will you focus on to strengthen young engineers' commitment to the profession and their sense of belonging to GMO?

We want the Chamber of Naval Architects to become a strong professional institution where students can find their path, newly graduated engineers can establish themselves, and working engineers never feel isolated. Young people's connection with the chamber is not weak; rather, the chamber has not touched their lives enough. For a student, the critical issues are very clear: internships, the first job, and finding direction. If the chamber does not contribute in these three areas, a sense of belonging cannot emerge. Connection is formed the moment you make a meaningful impact on someone's life.

We aim to provide temporary accommodation opportunities for students in regions with concentrated shipyard activity such as Tuzla and Yalova. A dedicated Internship Network Platform will also be developed. We will work toward establishing the GMO Future Fund within the chamber. Additionally, a special support program covering the first three years of newly graduated engineers' careers will be introduced, including mentorship, career counseling, professional training, and employment contract guidance.

The minimum wage regulation implemented immediately after taking office is important, but it is only a beginning. The real issue is strengthening professional standards on a global scale. Today, significant differences can emerge between two engineers performing the same job because the definition of the work itself is unclear. Clarifying professional standards, improving working conditions, and ensuring members are not left alone in legal processes are among our priorities. Through legal support, consultancy, and guiding documentation, the chamber will become a genuine point of support for its members.

Our dreams shape our thoughts, and our thoughts shape our strength.

Turkish Shipbuilding, Maintenance-Repair and Maritime Services Sector

| 2026 First Period Outlook

Türkiye is entering 2026 with strong operational momentum in the shipbuilding, maintenance-repair, and retrofit markets, further strengthening its position within the global maritime service supply chain. Thanks to its strategic shipyard infrastructure, flexible production capabilities, and geographic advantages, the country continues to serve as a critical service hub, particularly for Europe-based fleets.

In the first four months of 2026, Türkiye's ship, yacht, and maritime services exports reached approximately USD 932.4 million, demonstrating strong performance. According to data from the Turkish Exporters Assembly (TİM), as reported by Anadolu Agency, the sector recorded a remarkable 103.8% increase compared to the same period of the previous year.

This performance has been driven largely by Europe-based commercial fleets, tanker operators, and technical service requirements. Türkiye continues to stand out in the maintenance, repair, and refit segment thanks to its geographic proximity, rapid operational capability, and competitive cost structure.

2026 First Period: Türkiye As A Maintenance And Repair Hub

2026 is also marked by strong activity in maintenance, repair, conversion, and refit operations alongside newbuilding projects. In the first quarter in particular, dry-dock operations were concentrated across tanker, tugboat, offshore support vessel, and mega yacht segments. Shipyards along the Tuzla, Yalova, and Aegean corridors have demonstrated increased visibility in maintenance and repair capacity.

Seasonal refit operations in the mega yacht segment ahead of the cruising season have further highlighted Türkiye's technical expertise in this field.

Shipyards Capacity And Regional Specialization

According to April 2026 data from the Republic of Türkiye Ministry of Transport and Infrastructure, 85 active shipyards across the country play a role not only in newbuilding projects but also in maintenance, repair, refit, and conversion operations.

Within this structure, maintenance and repair activities are primarily concentrated in three key hubs:

Tuzla: Advanced technical infrastructure for mega yacht and commercial vessel refits

Altınova: Dry-dock and maintenance capacity for large-tonnage vessels

Aliğa: Heavy maintenance operations integrated with ship recycling activities

This regional structure supports Türkiye's positioning as a leading maritime hub in the Mediterranean basin, not only in production but also in technical servicing.

Strategic Trends (2026)

Key drivers shaping the maintenance and repair segment in early 2026 include the rising maintenance demand driven by aging European fleets, increased demand for faster turnaround times in commercial shipping, and the expansion of seasonal refit operations in the mega yacht sector.

Energy efficiency upgrades, emissions compliance, and retrofit projects focused on technical modernization are also among the main contributors to operational growth across shipyards.

These trends enhance Türkiye's visibility in the global maritime services chain while increasing the value-added contribution of its technical service operations.

Aliğa And Heavy Industry Linkage

The Aliğa region is positioned as a strategic center for ship recycling as well as heavy maintenance and dismantling operations. With more than 20 licensed facilities operating in the area, the region has an annual capacity of approximately 1 million tons.

In the first quarter of 2026, more than 30 vessels entered the recycling process, reflecting both the environmental and industrial capacity of the region.

Overall Assessment

First-period 2026 data indicates that Türkiye is playing an increasingly critical global role in the maintenance and repair segment. Its geographic position, rapid operational capability, and integrated shipyard infrastructure position the country as a strategic technical service hub between Europe and Asia.

In the coming period, retrofit projects aligned with carbon regulations, energy-efficiency-focused upgrades, and growth in the mega yacht maintenance market are expected to define the sector's main trajectory.

Sources: Republic of Türkiye Ministry of Transport and Infrastructure official website, Anadolu Agency.

Maintenance And Repair Infrastructure & Dry-Dock Network

Türkiye's maintenance, repair, and retrofit ecosystem is supported by a wide technical operations network consisting of floating docks, dry-dock facilities, and lifting capacities of various scales. This structure enables tailored maintenance solutions ranging from commercial vessels to service craft, depending on shipyard infrastructure and operational capabilities.

The shipyards listed below serve as examples of this broader infrastructure network.



(A major Panamax repair hub in Tuzla Bay operating with vast enclosed workshops)

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DOCK 1 Type: Floating Dock
Length: 230 m
Beam (Width): 38.2 m
Max Draught: 5,8 m
Lifting Capacity: 20.000 tons

DOCK 2 Type: Floating Dock
Length: 190 m
Beam (Width): 35.4 m
Max Draught: 6.5 m
Lifting Capacity: 13.500 tons



BESIKTAS SHIPYARD

Adress : Merkez Mah. Tersaneler Cad.
No:44 Altınova - Yalova / Türkiye
Phone : +90 226 461 50 00

Email: marketing@besiktasshipyard.com
Web: www.besiktasshipyard.com



DOCK 1 Type: Floating Dock
Length: 382 m
Beam (Width): 58 m
Lifting Capacity: 72,000 t (TLC)

DOCK 2 Type: Floating Dock
Length: 345 m
Beam (Width): 70 m
Lifting Capacity: 85,000 t (TLC)
(One of the largest floating docks in Europe)

DOCK 3 Type: Dry Dock
Length: 235 m
Beam (Width): 40 m
Lifting Capacity: 28,000 t



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Length : 139.5 m
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Lifting Capacity: 5.000 t

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DOCK Type : Floating Dock
Length : 142 m
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DENTAS DOCK

Type: Floating Dock
Length: 190 m
Breadth (external): 40 m

Breadth (internal): 34 m
Lifting Capacity: 16.000 ton

EOS DOCK - 2

Type: Floating Dock
Length: 144,2 m
Breadth (external): 30,1 m

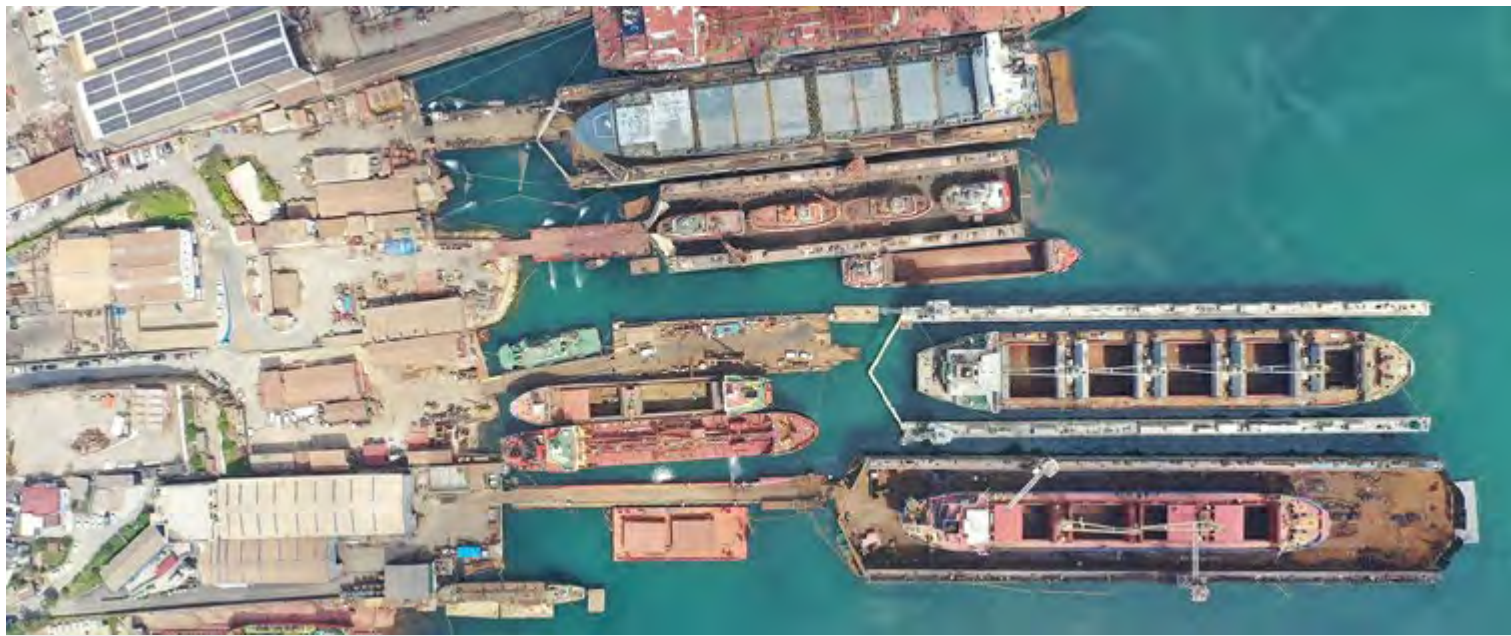
Breadth (internal): 23,5 m
Lifting Capacity: 5.000 ton



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Email: marketingeosgroup.com.tr
Web : www.eosgroup.com.tr



EOS DOCK - 1

Type: Floating Dock
Length: 225 m
Breadth (external): 47,4 m

Breadth (internal): 39 m
Lifting Capacity: 20.000 ton



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**GEMAK SHIPYARD**

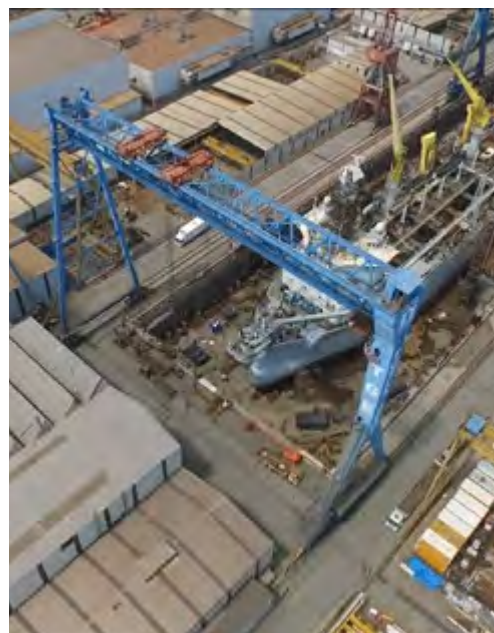
Address : Evliya Çelebi Tersaneler Cad. Email: tuzlagemi@tuzlagemi.com
No: 6 Tuzla/ İstanbul/ Türkiye Web : www.tuzlagemi.com
Phone : +90 216 582 00 00

**DOCK D-9**

Type : Floating Dock (Handymax)
Length : 200 m Draft: 6.5 m
Beam (Width): 32 m Lifting Capacity : 14.000 t

**DOCK D-28**

Type : Floating Dock (Panamax)
Length : 245 m Draft: 7.5 m
Beam (Width): 37 m Lifting Capacity : 28.000 t

**DOCK TGE-DD**

Type : Graving Dock (Capesize) Operational Note:
Length : 300 m Heavy-duty dry dock
Beam (Width): 53 / 56 m capacity for large
Draft: 6.6 m tonnage vessels

**HAT-SAN SHIPYARD**

Address : Hersek Mah. Tersaneler Cad. Email: repair@hat-san.com.tr
No:32 Altınova - Yalova / Türkiye marketing@hat-san.com.tr
Phone : +90 226 461 50 20 Web : www.hat-san.com.tr

**DOCK 1**

Type : Floating Dock (Panamax)
Length : 230 m
Beam (Width): 46 / 38 m (outer / inner)
Lifting Capacity : 19.000 TLC

**DOCK 2**

Type : Floating Dock (Panamax)
Length : 250 m
Beam (Width): 46 / 38 m (outer / inner)
Lifting Capacity : 25.000 TLC

Key Feature: Advanced
lifting capacity for heavy
tonnage vessels

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Adress : Kasımpaşa, Beyoğlu - İstanbul / Türkiye
Web : www.sehirhatlari.istanbul/tr

**DRY DOCK 1**

Type: Stone Dry Dock
Length: 118.75 m
Inner Width: 22.20 m
Depth: 13.50 m

DRY DOCK 2

Type: Stone Dry Dock
Length: 83.50 m
Inner Width: 16.00 m
Depth: 10.50 m

DRY DOCK 3

Type: Stone Dry Dock
Length: 153.40 m
Inner Width: 19.20 m
Depth: 9.56 m

ADDITIONAL FACILITIES

- 475 m quay length
- 2 shipbuilding slipways
- Annual steel processing capacity: 3,000 t



(One of the pioneer private repair yards in Türkiye, maintaining an average of 130-150 vessels annually since 1975)

HİDRODİNAMİK SHIPYARD

Adress : Evliya Çelebi Mah. Tersaneler Cad. No:40 Tuzla - İstanbul / Türkiye
Email: marketing@hidrodinamik.com
Web : www.hidrodinamik.com
Phone : +90 216 395 23 19

**DOCK 1**

Type : Floating Dock
Length : 115.3 m
Inner Width: 16 m
Lifting Capacity : 2.500 t

**DOCK 2**

Type : Floating Dock
Length : 170 m
Inner Width: 27 m
Lifting Capacity: 10,000 t



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Underwater Drones
Freelance Superintendent Services

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Bestankers
ESKO Ship Management
ESKO Marineteck
The Maritime House, Ağaoğlu
My Office Lale Sk. No:1 Kat:13
Daire:54 Ataşehir, 34746
İstanbul / Türkiye

Email:
marine@eskomarine.com.tr
management@eskoshipman.com
ops@eskoshipman.com



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The Tower Plaza Hotel &
Office Tower Sheikh Zayed
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İÇDAŞ SHIPYARD

Adress : Mahmutbey Mah. Dilmenler Cad. No:20,
34218 Bağcılar - İstanbul / Türkiye
Phone : +90 212 604 04 04

Email: icdas@icdas.com.tr
Web : www.icdas.com.tr



DOCK 1 Type: Dry Dock
Length: 370 m
Beam: 70 m



İNEBOLU SHIPYARD

Adress : Eğitim Mh. Poyraz Sk. Ertogay İş Mrk.
No:3, Kat:8 Daire: 23-24, Kadıköy - İst. / Türkiye
Phone : +90 216 337 55 01

Email: info@inebolushipyard.com
Web : www.karavelioglu.com



DOCK Type : Floating Dock
Length : 117 m
Beam : 26 m
Lifting Capacity : 4.500 t

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(NDA CERTIFICATION LIMITED)

EN IEC 60079-19:2019
(IEP ATEX CERTIFICATION)

RECOGNITION FOR BV MODE II SCHEME
(BUREAU VERITAS CERTIFICATION)

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- FERRYBOAT
- LIVE FISH CARRIER VESSELS
- ANTI OIL POLLUTION TUGBOAT
- TANKERS
- DRY CARGO VESSELS
- PILOT BOATS
- LONGLINER
- DRY DOCK

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- VALVE CONTROL SYSTEMS
- SIGNAL LIGHT COLUMN
- BEARING HEATING TOOLS
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- ELECTRICAL PROJECT - DESIGN SERVICE

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satisplanlama@saygielectric.com +90 216 392 60 21 +90 545 580 94 07

SAYGI SAYGI



ISTANBUL NAVAL SHIPYARD COMMAND (Istanbul)



DOCK

Type: Dry Dock
Length: 300 m
Beam: 70 m"

KUZEY STAR SHIPYARD

KUZEY STAR SHIPYARD

Adress : Evliya Çelebi Mah. Tersaneler Cad. No:14 Tuzla - İstanbul / Türkiye
Phone : +90 216 392 62 10
Email: marketing@kuzeystar.com
Web : www.kuzeystar.com



GREEN DOCK 1

Type : Floating Dock
Length : 300 m
Inner Width: 52 m
Lifting Capacity : 43.000 t



GREEN DOCK 2

Type : Floating Dock
Length : 227,5 m
Inner Width: 36,2 m
Lifting Capacity : 20.000 t



GREEN DOCK 3

Type : Floating Dock
Length : 290 m
Inner Width: 46 m
Lifting Capacity : 40.000 t



ÖZATA SHIPYARD

Adress : Hersek Mah. Hakkı Kan Cad. No:34, 7700 Altınova - Yalova / Türkiye
Phone : +90 226 461 50 50 / 51 / 52

Email: marketing@ozatashipyard.com
Web : www.ozatashipyard.com



DOCK 1 FLOATING

Type : Floating
Overall Length: 252 m
Overall Beam (Outside to Outside): 52 m
Clear Width (Inside to Inside): 43 m
Maximum Draft: 7 m
Lifting Capacity: 28.000 Tons



FLOATING DOCK 2

Type : Floating
Overall Length: 227.5 m
Overall Beam (Outside to Outside): 43 m
Clear Width (Inside to Inside): 35 m
Maximum Draft: 6.20 m
Lifting Capacity: 20.000 Tons



PARK SHIPYARD

Adress : Cumhuriyet Mh. Hakkı Kan Cd. No:44/1 Altınova Yalova Türkiye
Phone : +90 226 461 52 22
Email: operation@parkshipyard.com
Web : www.parkshipyard.com



DOCK 1

Type: Floating Dock
Length: 285 m
Beam (Width): 46,4m
(width between inner walls)
Max Draught: 16 m
Lifting Capacity: 52.500 tons

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SHIPYARD

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SEDEF SHIPYARD

Adress : Evliya Çelebi Mah. Tersaneler Cad. No:14 Tuzla - İstanbul / Türkiye
Phone : +90 216 584 18 00
Email: info@sedefshipyard.com
Web : www.sedefshipyard.com



SHIPYARD AREA

Total Area: 230.000 m²
Annual Newbuilding Capacity: 600.000+ DWT
Annual Steel Working Capacity: 100.000+ tons
Annual Panel Fabrication Capacity: 50.000 tons (with 1 heavy and 1 light Panel lines)
Daily Steel Cutting capacity: 300 tons (with 7 automated cutting machines)
6 Blasting and Painting Halls

DOCK 1

Type: Dry Dock
Length: 310 m
Beam (Width): 50 m
Block Lifting Capacity: up to 1.050 tons

SEMI WET SLIPWAY

Length: 250 m
Beam (Width): 41.2m
Slope: 1/20

QUAY

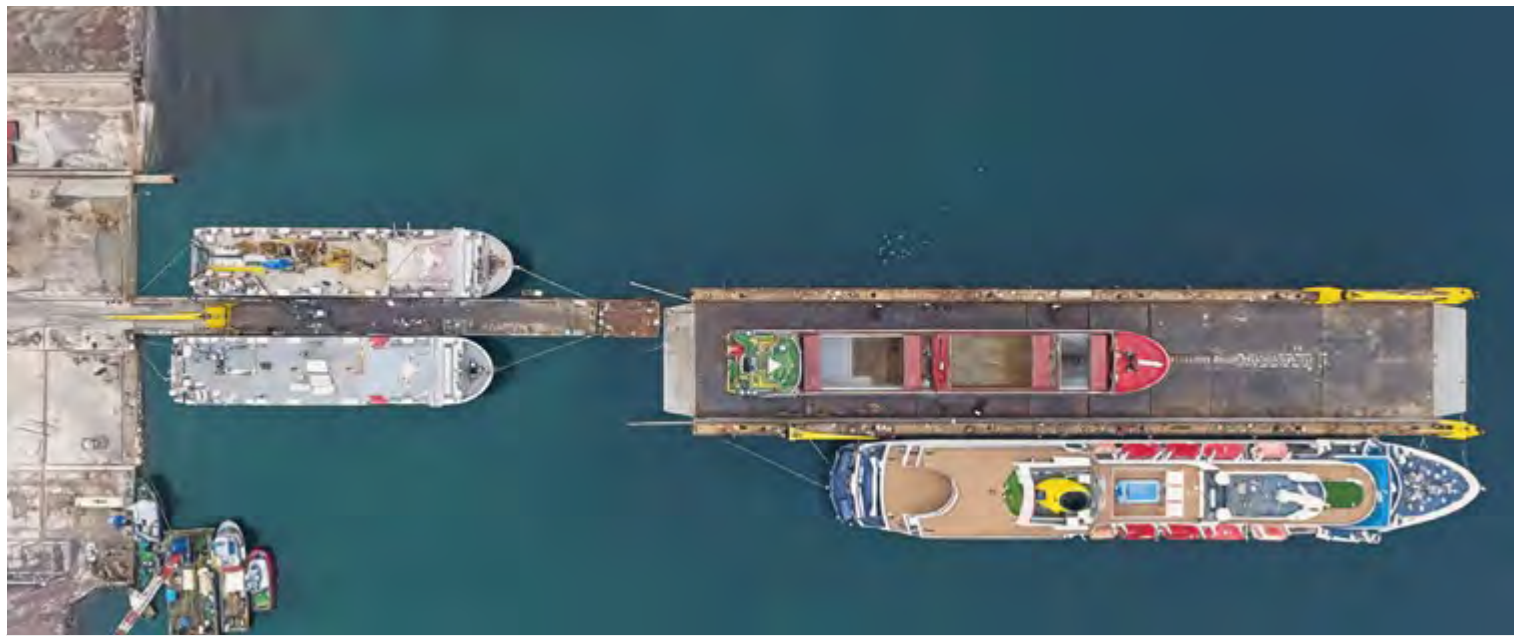
Length: 300 m
Width: 18 m
Draft: ~5-11m
Dual-sided usage: 200-300

SELTAŞ

SELTAŞ DENİZCİLİK SAN. VE TİC. A.Ş.

SELTAŞ SHIPYARD

Adress : Kumluk Mevkii, Tersaneler Bölgesi A-15 Parsel, Hersek Köyü, Altınova - Yalova / Türkiye
Phone : +90 226 461 51 79
Email: info@seltasshipyard.com
Web : www.seltasshipyard.com



DOCK 1

Type: Floating Dock
Length: 260 m
Beam: 45 m
Lifting Capacity: 20,000 t

DOCK 2

Type: Railway Dry Dock
Length: 140 m
Beam: 17 m
Lifting Capacity: 2500 t

SLIPWAY

Type: New Building Slipway
Length: 160 m
Beam: 36 m



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No: 30/4 Yalova / Türkiye
Phone : +90 226 465 62 00

Email: marketing@tersan.com.tr
drydock@tersan.com.tr
Web : www.tersanshipyard.com



DOCK 1 Lifting Capacity: 6.500 tons
Length: 130 mtrs
Inner Breadth:
23,0 mtrs at Tuzla premises

DOCK 2 Lifting Capacity: 9.000 tons
Length: 180 mtrs
Inner Breadth:
29,0 mtrs at Yalova premises

DOCK 3 Lifting Capacity: 50.000 tons
Length: 310 mtrs
Inner Breadth:
51,0 mtrs at Yalova premises

TURQUOISE
YACHTS

TURQUOISE SHIPYARD

Adress : Güzelyalı Mah. Malkoçoğlu Sk.
No: 3/1, 34903 Pendik - İstanbul / Türkiye
Phone : +90 216 493 82 48

Email: info@turquiseyachts.com
Web : www.turquiseyachts.com



DOCK 1 Type: Floating Dock
Length: 66 m
Beam: 27 m
Lifting Capacity: 2,500 t

ARTI
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SHIP DESIGN ENGINEERING CONSULTANCY



INNOVATION IN SHIP DESIGN

TK TUZLA shipyard

TK TUZLA SHIPYARD

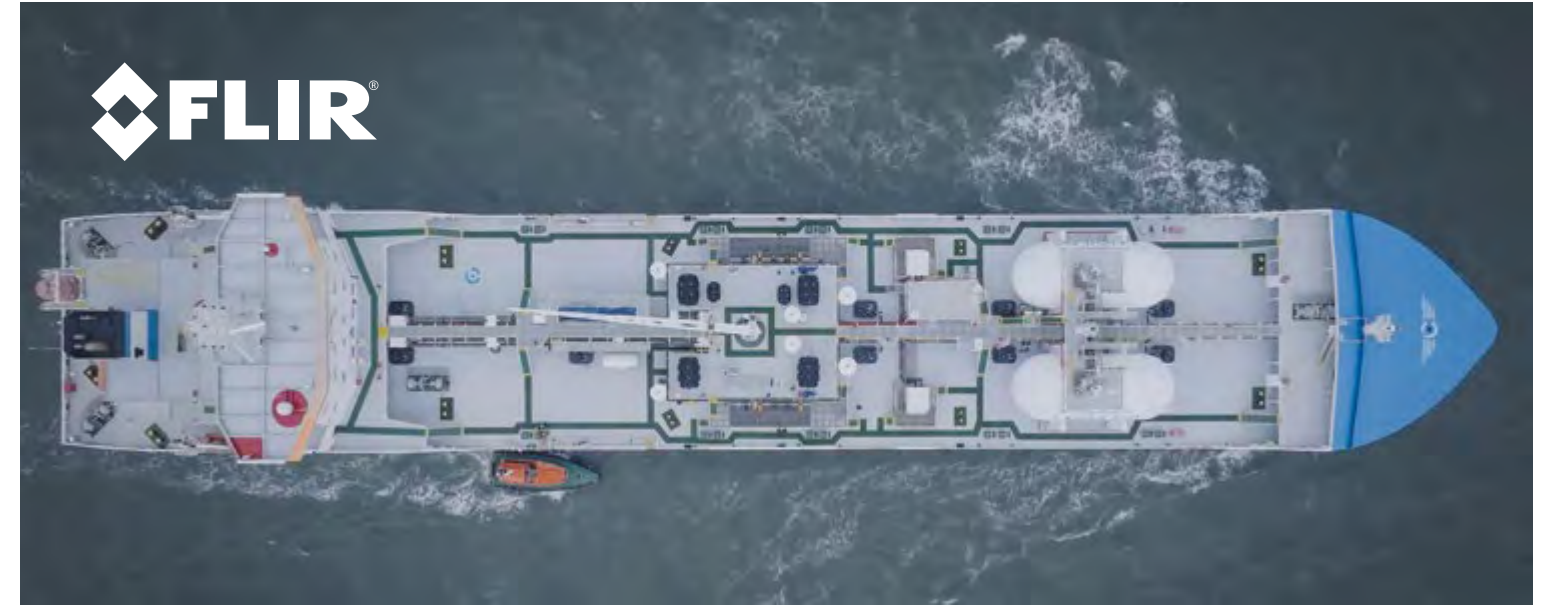
Adress : Evliya Celebi Mah. Tersaneler Cad.
No: 50, 34944 Istanbul-Tuzla / Turkey
Phone : +90 216 446 00 70

Email: info@tktuzlashipyard.com
Web : www.tktuzlashipyard.com



DOCK 1

Type: Floating Dock
Length Over All (LOA): 350 m
Beam (Width): 65 m
Lifting Capacity (TLC): 109,000 tons



M460 / M460-LRF

Elite Multi-Spectral
Marine Camera System

M460 Overview

The M460 is an elite AI powered multi-spectral camera system for marine applications. More than a thermal camera, the M460 is a marine-imaging system that combines a long-wavelength thermal sensor with a 4K ultra low-light visible camera, a 12KM ITAR free laser rangefinder and a long-range laser spotlight. M460 integrates these powerful sensor payloads into a rugged three-axis stabilized gimbal housing, offering superior long-range detection capabilities with best-in-class image stabilization.



Key Features:

Multi-Spectral Imaging

Combines long-wave IR thermal, 4K ultra-low-light visible camera, laser rangefinder, and laser spotlight for unmatched situational awareness.

Three-Axis Stabilized Gimbal

Delivers smooth, distraction-free imagery in rough seas; enhances long-range zoom and target tracking accuracy.

AI Target Tracking

Detects, classifies, and tracks vessels, buoys and people using thermal and visible sensors—minimizing false alarms and improving navigation safety.

High-Sensitivity Thermal Sensor

FLIR long-wave IR sensor with 5.4x optical zoom enables early detection of vessels and obstacles, even in total darkness.

4K Day/Night Camera

25x optical zoom and ultra-low light sensitivity allow for detailed observation and positive identification of targets.

Color Thermal Vision (CTV)

Enhances thermal imagery with visible color overlays—making navigation aids and shoreline features easier to identify.

ITAR Free 12KM Laser Rangefinder

Provides precise distance measurements for tracking and evidence gathering; optional based on system configuration.

Tight Beam Laser Spotlight

Illuminates distant objects with minimal reflection and scatter—ideal for identifying people or vessels at night.

Intuitive User Interface

Operable via JCU-4 joystick and designed to integrate with touchscreen chartplotters from Furuno, Garmin, Raymarine and Simrad,

Radar Tracking

Automatically keeps camera focused on radar targets for enhanced safety and surveillance.

USV & Remote Ops Ready

Built to military-grade standards with ONVIF and FLIR Nexus SDK support; optimized for low-bandwidth remote control and integration.



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26 June 2026
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Posidonia **Ποσειδώνια**
 The International Shipping Exhibition
 1-5 June 2026

Posidonia 2026

The Industry's New Course Between Geopolitics and Artificial Intelligence

Geopolitical Uncertainty and Security

As Posidonia 2026 opens its doors in Athens, the maritime industry is witnessing another key link in a broader dialogue process that has intensified over recent weeks. The exhibition and conference program highlights how shipping is reshaping its course amid one of the most complex operational environments in recent years - marked by wars, sanctions, shifting trade routes, the energy transition, and digitalization. As emphasized by Posidonia Exhibitions Managing Director Theodore Vokos, shipping is no longer positioned at the periphery of global developments, but directly at their center.

Industry events organized ahead of Posidonia revealed that geopolitical themes are becoming increasingly prominent. Sessions held during Marine Insurance Greece focused on how insurance markets are responding to growing geopolitical tensions, sanctions, and the rise of the "dark fleet" phenomenon.

Meanwhile, Naftemporiki's "Shipping Between Global Powers" conference provided a broader framework on the impact of energy security, climate policies, and geopolitical balances on maritime trade. At RightShip's Posidonia session titled "Turning Data Into Trust," discussions centered on how data is being positioned to support safer, more transparent, and more sustainable shipping. Steen Lund, CEO of RightShip, emphasized that a data-driven approach cannot be considered independently from the human factor.

Throughout exhibition week, security remains a recurring theme across multiple platforms. A seminar organized by the Polish Embassy explores defense approaches against hybrid threats, sabotage risks, and energy security challenges in the Baltic and Mediterranean regions. The TradeWinds Shipowners Forum examines resilience against disruption, particularly in relation to U.S.-China tensions and shifts in global trade routes. The Maritime Leaders Summit organized by Capital Link in cooperation with DNV offers a strategic platform evaluating the global position of Greek shipowners.

Artificial Intelligence: A Structured Experimentation Field

Sector-wide assessments conducted ahead of Posidonia indicate that the industry's approach toward artificial intelligence is evolving along a balanced and cautious line between blind adoption and complete hesitation. In Theodore Vokos' words, the process currently resembles "structured experimentation."

Across the industry, companies can generally be grouped into three categories: active adopters, selective integrators, and cautious observers.

Adopting an AI-native approach, Nereus Digital Bunkers positions artificial intelligence not as an add-on but as a structural component of its platform. The company's AI Procurement Advisor combines large language models with maritime and commodity data.

A similar transformation is visible among classification societies and technology providers. Bureau Veritas states that AI is increasingly being integrated into route optimization, fuel consumption forecasting, and risk-based inspection processes. Dynamic Group of Companies highlights the transition from reactive maintenance to predictive asset management through the use of maintenance data.

Some industry players continue to take a more cautious stance. MAS S.A. notes that traditional safety protocols remain essential in critical control systems, while AI primarily serves decision-support functions. Danae Beztantakou, CEO of Navigator Shipping Consultants, stresses that human intervention remains indispensable, particularly during emergencies and complex decision-making processes. A common consensus is emerging across the sector: artificial intelligence is viewed less as a replacement for human expertise and more as a tool that strengthens it.



Technology and New Solutions at the Exhibition

Among the technological solutions drawing attention at Posidonia 2026 are TURBOMED's portable dynamic balancing device, NOZZLE's AI-supported fleet management platform, Carbon Zapp's marine diesel injection testing system, and the renewed commercial repair capacity of Skaramangas Shipyards.

Other highlights of the exhibition include Unimed Maritime Solutions' integrated healthcare platform Searona, Vexve Denmark's fuel-efficiency-focused FUELSAVE® system, Endress+Hauser Hellas' LNG bunkering measurement and emissions monitoring solutions, and Electropneumatic S.A.'s integrated bridge console.

The HELMEPA Conference, held under the theme "Ocean Intelligence in MetaShipping," explores the intersection of ecological, human, technological, and financial intelligence.

Editor's Note
 Posidonia 2026 continues to serve both as a showcase and as a discussion platform for the search for a new stability shaped by geopolitical waves and the winds of technological transformation. As Theodore Vokos underlines, shipping is no longer located at the margins of global developments, but directly at their center.

Exhibitor Name	Stands
ADAMAR INTERNATIONAL MARITIME SERVICES INC	3.533
ADA SHIPYARD	1.403 /3
AGA MARINE	3.533
AKSISFIRE	3.315
ALCON	3.452
ALTANLAR YANGIN SONDURME GUV. SIST. (ALTANLAR MARINE SAFETY)	1.258
ARMADOR SHIP MANAGEMENT	3.532
ARMA INT'L SHIP SUPPLY INC	3.458
ART SHIPYARD	2.115 / 4.213
ASMIRA MARINE	2.539
ATLAS SEA GROUP	4.225
BESIKTAS GROUP	4.213
BESIKTAS SHIPYARD	2.115 / 4.213
CANTAS MARINE SAFETY LTD	3.458
CARETTA ERP	2.217 / LWS 2B
CEKSAN SHIPYARD	1.403 /2
CINDEMIR SHIPYARD	3.532
DENTAS GEMI INSA VE ONARM SANAYI AS	3.532
DESAN SHIPYARD	3.115
EMAS	3.255
ENDA	3.255
ENTES	3.255
EOS SHIPYARD	3.532
ERTEK CHEMICAL PRODUCTS & SERVICES	3.307
EUROASIA MARINE SERVICES	2.543
FLOKI MARINE HIZMETLERI AS	2.265
GEMAK GEMI INS SAN VE TIC AS	2.140
GIMAS SHIP SUPPLY & SERVICES	1.401 /3
GOLDA MARINE	1.403 /7
GUVEN KEPCE MAKINE SANIYI VE TICARET AS	2.505
HAT-SAN SHIPYARD	3.513
HERSEK SHIPYARD	2.509
ICDAS	1.401 /4
KARACA SHIP WINDOWS & WIPERS	2.146
KARDESLER GRAB	1.401 /6

Exhibitor Name	Stands
KINAY AGENCY	2.122
KUZEY STAR SHIPYARD	4.317
LEX MARINE SERVIS DAN. DENIZCILIK VE TIC. LTD STI	2.461
MATRA MOTOR - ORHAN SEVIM MATRA MOTOR YENILEME SANAYI AS	2.543
MED MARINE	1.403 /4
NAUTRON TECHNOLOGY	2.543
NAVTEK NAVAL TECHNOLOGIES INC	1.402
NETSHIP AGENCY & CHARTERING	CWS 3A
NOZZLE SHIP MANAGEMENT SOFTWARE	1.453
OCEAN VOYAGER	3.355
OKT SHIPPING & TRADING LTD	2.102
ONURSAN GEMI	1.401 /1
OPTIMA POWER	3.442
OZATA DENIZCILIK SANAYI VE TICARET AS (OZATA SHIPYARD)	2.121
OZGEN SHIP SUPPLY	1.403 /5
PARK SHIPYARD	2.115 / 4.213
SEAPOWER ELECTRICAL SYSTEMS	1.472
SEFINE SHIPYARD	1.203
SEKERCILER GROUP	1.258
SELTAS SHIPYARD	1.403 /1
SENSEIN	2.265
TERSAN SHIPYARD	1.424
TK TUZLA SHIPYARD	1.402 / 1.317
TRC MARINE ELECTRONICS	3.355
TURKISH AIRLINES (TURK HAVA YOLLARI AO)	1.523
TURKISH SHIPBUILDERS ASSOCIATION	1.401 /8
TURKISH SHIP YACHT AND MARINE SERVICES EXPORTERS' ASSOCIATION	1.401 / 1.403 / 1.401/2
TURK LOYDU	1.403 /6
TURKUAZ - SHELL MARINE LUBRICANTS TURKIYE DISTRIBUTOR	1.252
UNTEL	3.131/1
URTIM SCAFFOLDING SYSTEMS	1.401 /7
VASTMECH ELEKTROMEKANIK SAN TIC AS	2.461
YAF GROUP	1.401 /5
YALOVA SHIPYARD	3.561
YDDO CORPORATE GROUP	1.257

SAHA 2026

INTERNATIONAL DEFENCE & AEROSPACE EXHIBITION

Highlights of the Blue Homeland Axis at SAHA EXPO 2026

This time, the global defense industry agenda was once again shaped in Istanbul. Recognized among Europe's strongest defense industry exhibitions, SAHA EXPO 2026 hosted one of the sector's largest gatherings at the Istanbul Expo Center between 5-9 May. With the participation of more than 1,700 companies, official delegations from over 120 countries, procurement committees, and senior government representatives, the event stood out through an intense schedule of meetings generating business opportunities worth billions of dollars. The extensive B2B, G2B, and G2G engagements held throughout the exhibition once again demonstrated the global scale reached by the defense industry ecosystem.

One of the strongest reflections of the transformation in defense technologies this year was felt in the maritime domain. From unmanned naval platforms to electronic warfare solutions, from platform integration capabilities to next-generation security systems, a broad network of technologies emerged as one of the most notable aspects of the new defense architecture being shaped around the "Blue Homeland" doctrine.

In the following pages, we bring together brief news highlights covering the key developments in maritime and naval defense technologies presented at SAHA EXPO 2026.





SAHA 2026: Defense Industry Cooperation Established Between ASELSAN and Indonesia

At SAHA 2026, two defense industry agreements were signed between ASELSAN and Indonesia-based PT Republic. The agreements cover payload systems for unmanned surface vehicles (USVs) and mission-critical communication systems.

The contracts were signed by ASELSAN Vice President Özgür Taylan Sarı and PT Republic Director Ivandry Febriando Sitepo. ASELSAN CEO Ahmet Akyol also attended the ceremony.



Strategic Cooperation in Defense and Maritime Industries Between Pasifik Teknoloji and Özata Shipyard

Pasifik Teknoloji and Özata Shipyard signed a Memorandum of Understanding (MoU) at SAHA 2026 to cooperate in the defense and maritime sectors.

The agreement covers unmanned surface and underwater vehicles, hybrid platforms, and autonomous systems. Deputy Minister of National Defense Bilal Durdalı also attended the signing ceremony.

The cooperation will include joint project development and technology integration initiatives.



HeliPLAT and Maco Makina Sign Agreement for Helicopter Landing Platforms

At SAHA 2026, HeliPLAT and Maco Makina signed an agreement covering the design, production, installation, and certification of steel and aluminum helicopter landing platforms.

The collaboration aims to develop modular and portable platforms. Through the project, infrastructure capacity in disaster management, healthcare services, and urban air mobility is expected to be enhanced.



Naval Gun Supply Contract Signed Between MKE and ASFAT for Offshore Patrol Vessels

A contract for the supply of naval guns for Offshore Patrol Vessels (OPVs) has been signed between Makine ve Kimya Endüstrisi A.Ş. (MKE) and ASFAT (Military Factory and Shipyard Management Inc.).

Under the agreement, naval guns will be supplied to meet the weapon systems requirements of the Offshore Patrol Vessels. The ceremony is expected to further strengthen cooperation in the defense industry sector.

Compressed Air Systems

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Maritime Montering and ÖZATA Shipyard Sign Memorandum of Understanding

Maritime Montering and ÖZATA Shipyard have signed a Memorandum of Understanding (MoU) to explore cooperation opportunities in military shipbuilding projects within the Turkish market.

The MoU aims to strengthen collaboration in naval platform projects, particularly through the integration of Maritime Montering's outfitting expertise into ÖZATA's shipbuilding programs.

Building on their successful track record in commercial vessel projects, the cooperation will be managed through Maritime Montering's local subsidiary in Türkiye. This structure is expected to strengthen the Group's regional presence in the maritime segment while leveraging its global outfitting expertise.

Murat Korkut, General Manager of Maritime Montering Türkiye, stated:

"Over the years, Maritime Montering has delivered high-quality outfitting solutions for nearly 100 naval vessels worldwide, and this memorandum of understanding reflects the Group's commitment to excellence in naval ship outfitting. Together with ÖZATA Shipyard, we are pleased to explore new opportunities in the naval defense segment."

The MoU is regarded as a strategic step toward strengthening capabilities and enhancing cooperation within Türkiye's maritime industry.



Contracts Signed Between the Presidency of Defense Industries and STM for Unmanned Systems Projects at SAHA 2026

At SAHA 2026, agreements were signed between the Presidency of Defense Industries (SSB) and STM for new projects aimed at strengthening the security of the "Blue Homeland" and "Sky Homeland."

The projects include GÖKSANCAK, kamikaze UAV systems, TIRPAN, and HOSA. The cooperation is intended to further enhance unmanned systems capabilities.

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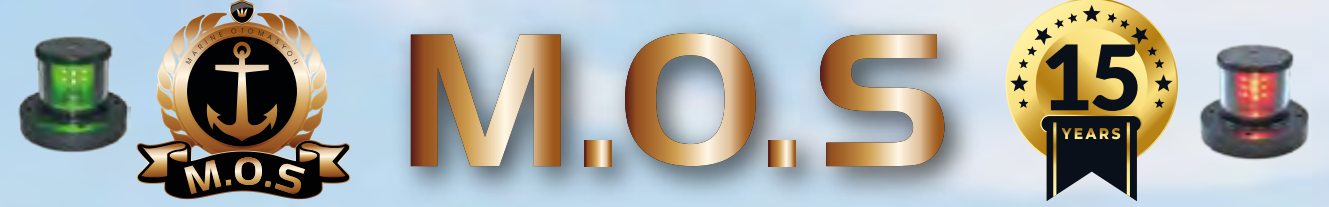
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As YAF GROUP, we wish our National Football Team the best of luck at FIFA 2026.

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