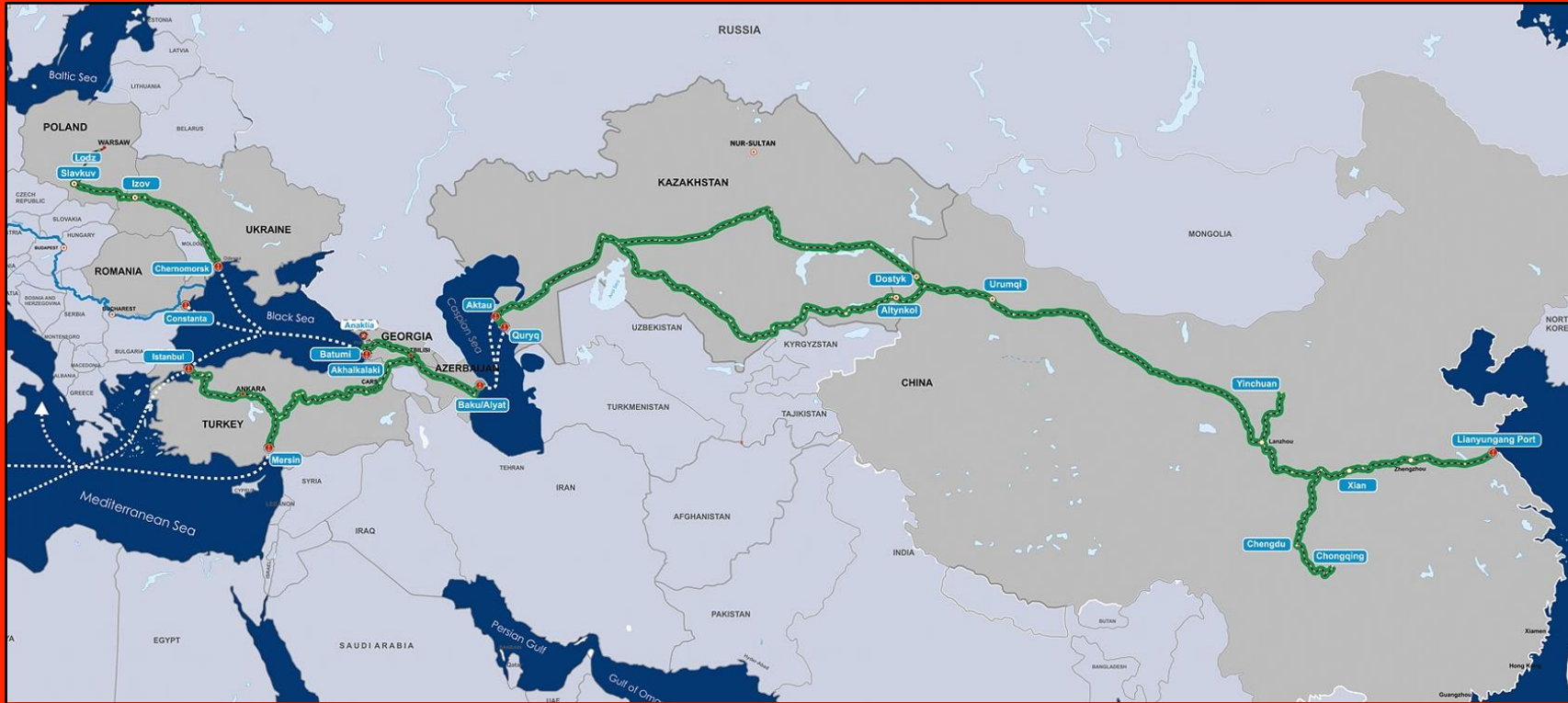


# albayrak



## Positive Effects of Private Sector Investments In Black Sea and Caspian Regions

JULY 2023

# ALBAYRAK GROUP

## CONSTRUCTION

Albayrak group has started its activities in 1952 with construction sector.

- has made more than 5 million m<sup>2</sup> construction area in total. Has construction experience in the fields of infrastructure, superstructure and energy and has built more than 10 thousand housing units. (Metro, stadium, hospital, factory, shopping mall, mass housing, etc.)



## PORT INVESTING AND OPERATING

Trabzon Port

Conakry Port (Guinea)

Mogadishu Port (Somalia)

Bakü (Elet) Port (Azerbaijan)



# ALBAYRAK GROUP

## PRODUCTION FACILITIES

Varaka Paper Factory and Power Plant (Balıkesir)

Sukkar Sugar Factories (Erzurum, Erzincan)

Tümosan, Tractor and Engine Factory (Konya)

Karnawall Textile Factory (Morocco)

Ereğli Textile Factory (Konya)

Kademe Equipped Vehicles (Konya)

## LOGISTICS SECTOR

Nakil Logistics

## SERVICE SECTOR

Mass Transportation

Waste Management (Green Men)

Fleet Renting (Platform)

Tourism (Teos Holiday Village, Birun Hotel)



# ALBAYRAK GROUP

## MEDIA SECTOR

Newspaper Publishing (Yeni Şafak)

Television Broadcasting (Tvnet)

Digital Publishing (Piri Medya)

Book and Magazine Publishing (Ketebe)

Advertisement (Reklam Piri)

Media Distribution (Birlikte Dağıtım)

## MINING SECTOR

Ağa Mining

## SOCIAL RESPONSIBILITY PROJECTS

Albayrak Foundation

Albayrak Sport



# OPERATIONAL COUNTRIES

Has been active for 69 years in 3 different continents, in 8 different countries, more than 20 companies, with more than 15.000 employees,





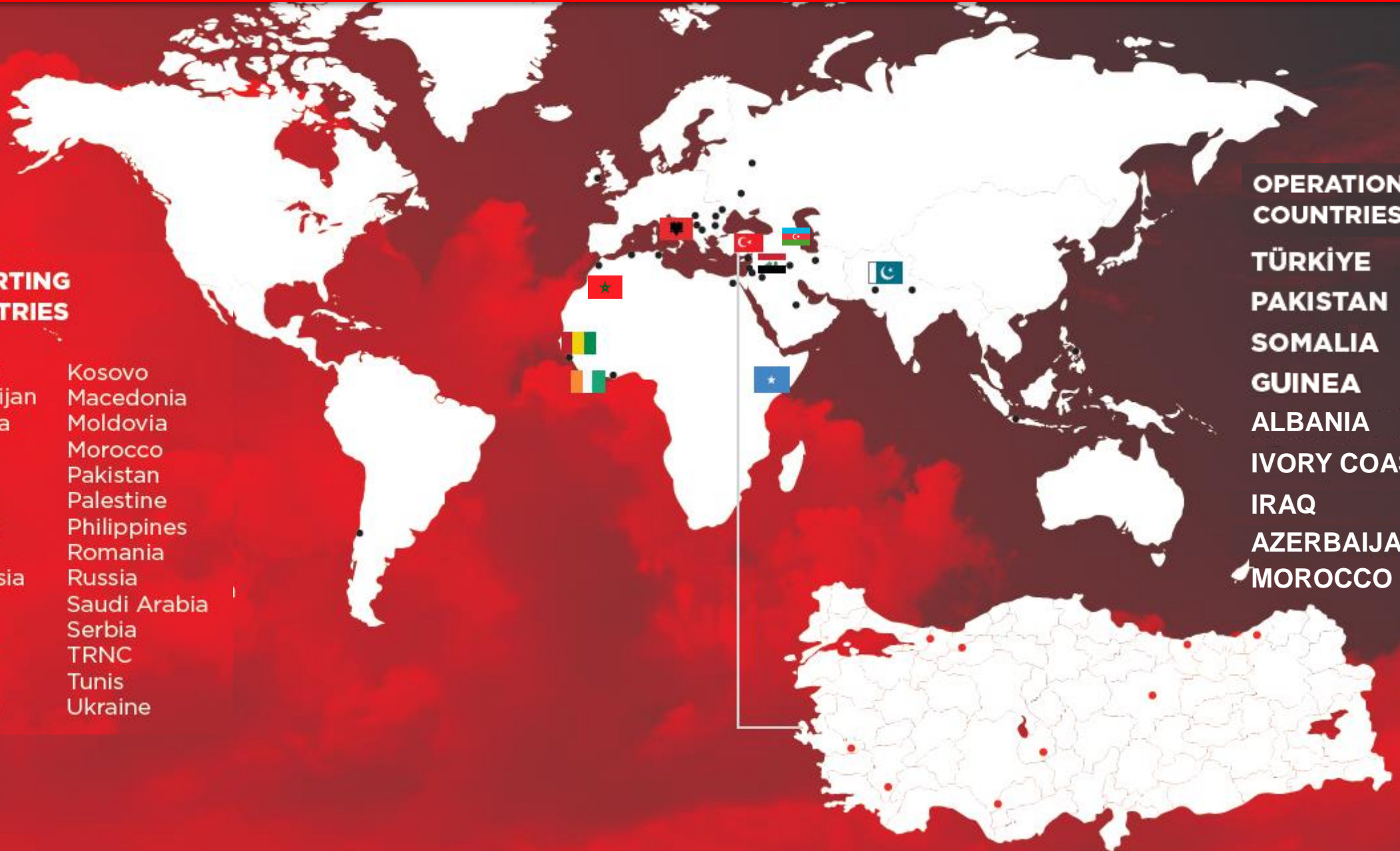
# OPERATIONAL COUNTRIES

## EXPORTING COUNTRIES

- |            |              |
|------------|--------------|
| Algeria    | Kosovo       |
| Azerbaijan | Macedonia    |
| Bulgaria   | Moldovia     |
| Chile      | Morocco      |
| Egypt      | Pakistan     |
| Ghana      | Palestine    |
| Guinea     | Philippines  |
| India      | Romania      |
| Indonesia  | Russia       |
| Iran       | Saudi Arabia |
| Iraq       | Serbia       |
| Ireland    | TRNC         |
| Israel     | Tunis        |
| Jordan     | Ukraine      |

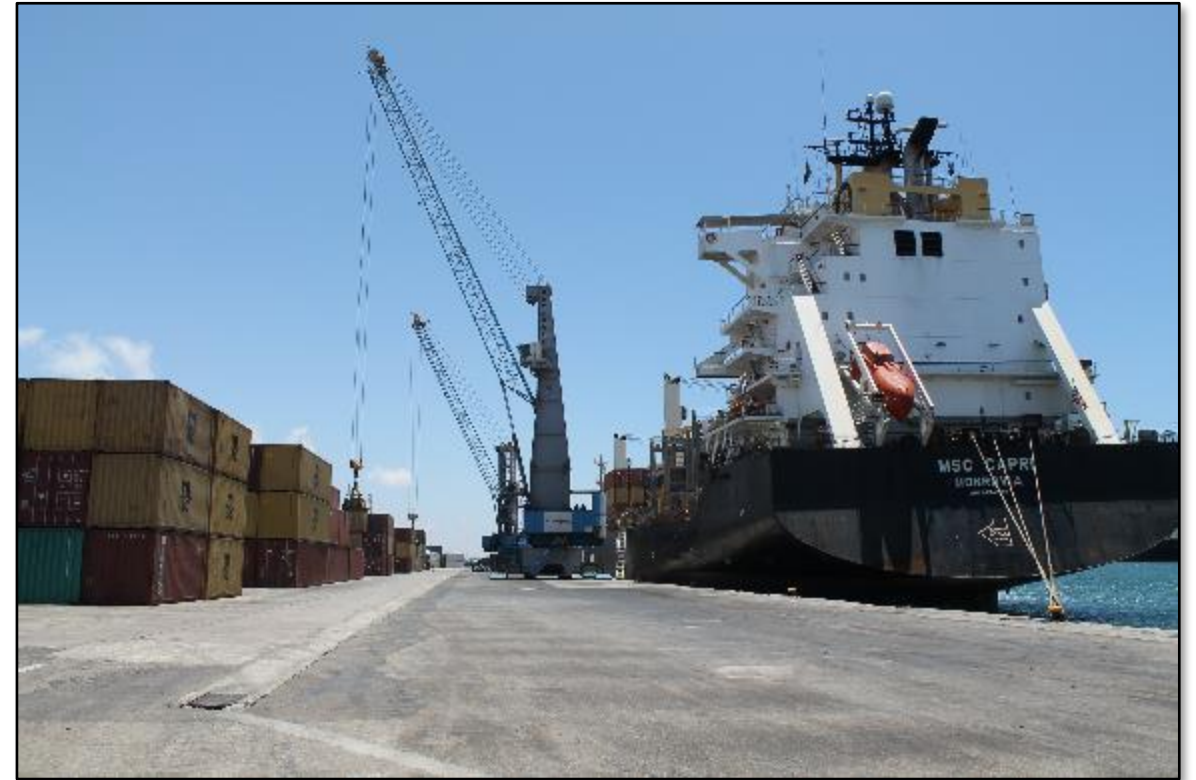
## OPERATIONAL COUNTRIES

- TÜRKİYE
- PAKISTAN
- SOMALIA
- GUINEA
- ALBANIA
- IVORY COAST
- IRAQ
- AZERBAIJAN
- MOROCCO



# PORT INVESTMENTS

## MOGADISHU PORT, SOMALIA





# PORT INVESTMENTS

## CONAKRY PORT, GUINEA





# PORT INVESTMENTS

## TRABZON PORT, TÜRKİYE



# PORT INVESTMENTS

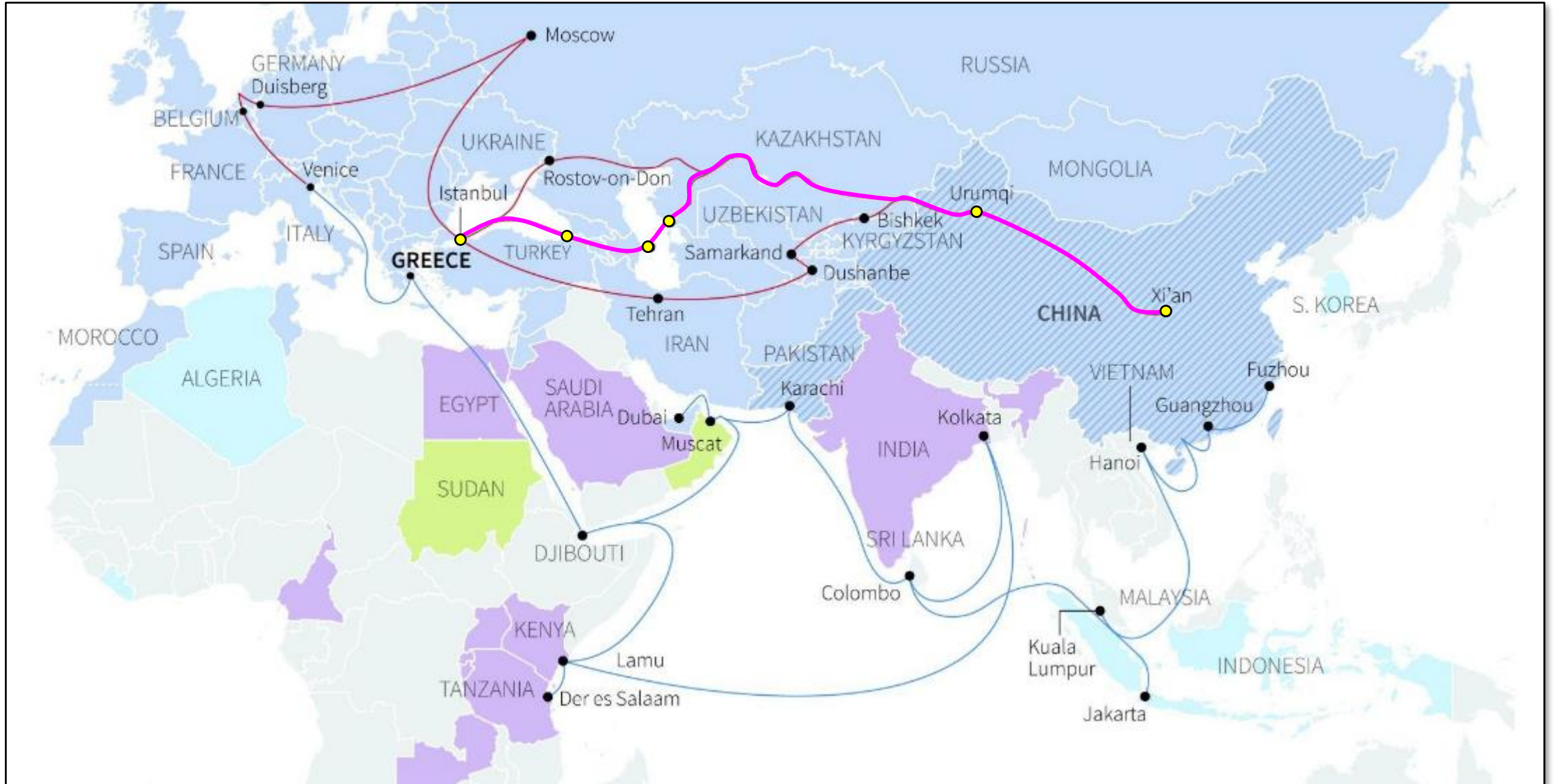
## PORT OF BAKU, AZERBAIJAN



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# SILK ROAD MIDDLE CORRIDOR

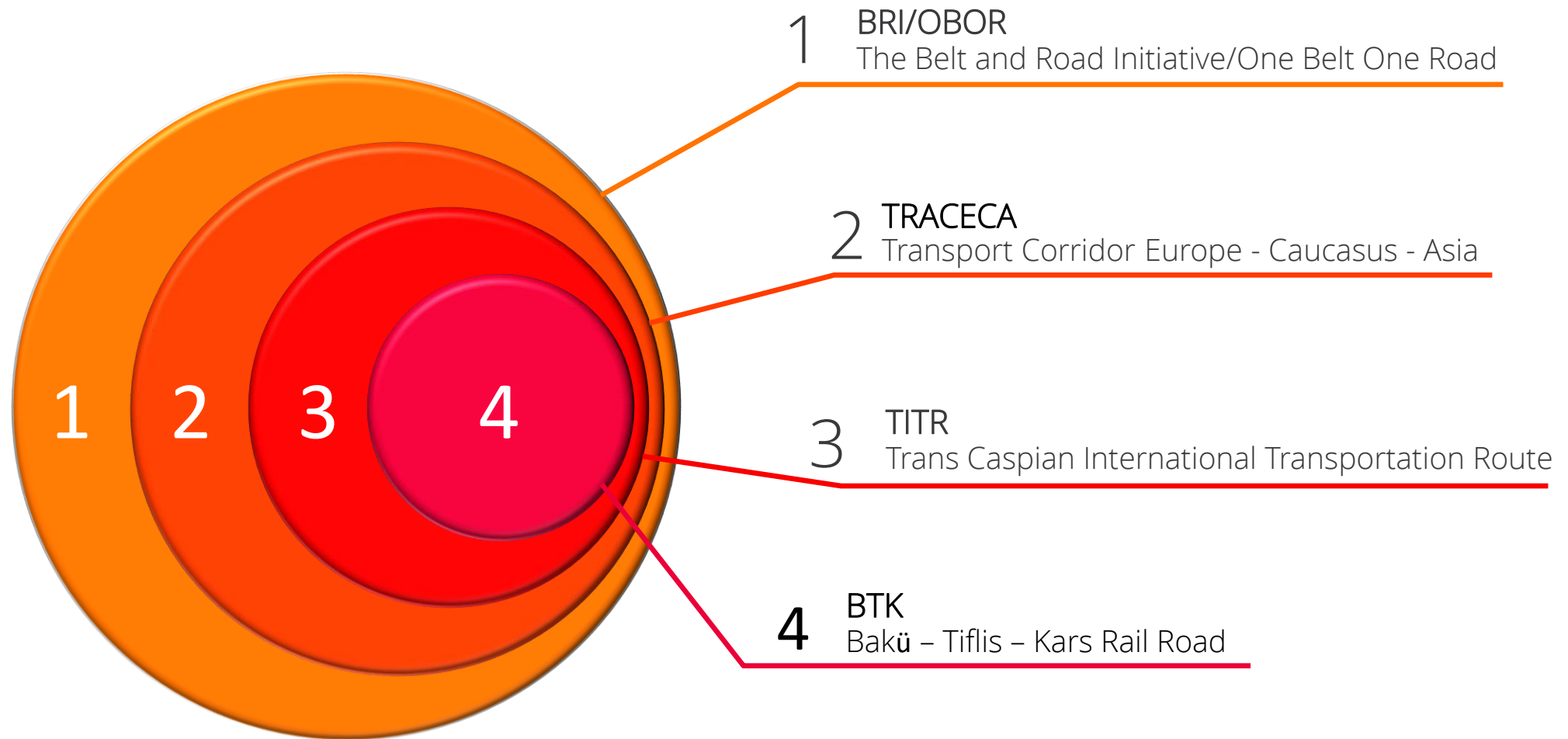




# IRON SILK ROAD – CHRONOLOGICAL PROCESS



# IRON SILK ROAD – CONCEPTUAL



# IRON SILK ROAD MIDDLE CORRIDOR ACCESS POINTS

The flow direction of the load on these routes is predominantly from east to west.





# IRON SILK ROAD MIDDLE CORRIDOR



# CASPIAN CROSSING PROBLEMS

One of the most important transit points in the middle corridor where some disruptions are experienced during the Caspian Crossing.

The most important causes of failures;

- High Ro-Ro tolls (~\$1,100 one way)
- Insufficient number of Ro-Ro expeditions
- Uncertain schedule.
- Disruption of voyages due to breakdowns of old and neglected ships
- Some expeditions may be delayed due to weather conditions.



# INCREASING THE NUMBER OF RORO VEHICLES

- High Ro-Ro tolls (\$1,100 one way)
  - Making transitions attractive at more competitive prices
- Insufficient number of Ro-Ro expeditions
  - Less waiting time by increasing RoRo vehicles
- Uncertain schedule.
  - Making a certain schedule
- Disruption of voyages due to breakdowns of old and neglected ships
  - The ships to be purchased would be newer and their maintenance would be done regularly.
- Some expeditions may be delayed due to weather conditions



# PORT OF BAKU



# ALPORT BAKU

## PORT OF BAKU and ALPORT BAKU INVESTMENTS

- Fertilizer terminal construction with total capacity of 60.000 tons.
- Ro-Ro Terminal Operations
- Heavy Cargo Terminal operations and MHC + RS investment to increase Container Capacity
- Starting amount of investment is about USD 30 Million.



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# ALPORT BAKU – Ro - Ro

## ALPORT BAKU RO-RO TERMINAL





# ALPORT BAKU

## ALPORT BAKU FERTILIZER TERMINAL

- 600 tons/hour discharge capacity
- 60.000 tons storage capacity



# GLOBAL SHIPPING LINES

## ALBAYRAK GROUP

- Bringing global shipping lines to the Caspian Region.



# KAZAKHSTAN PORTS



AKTAU PORT

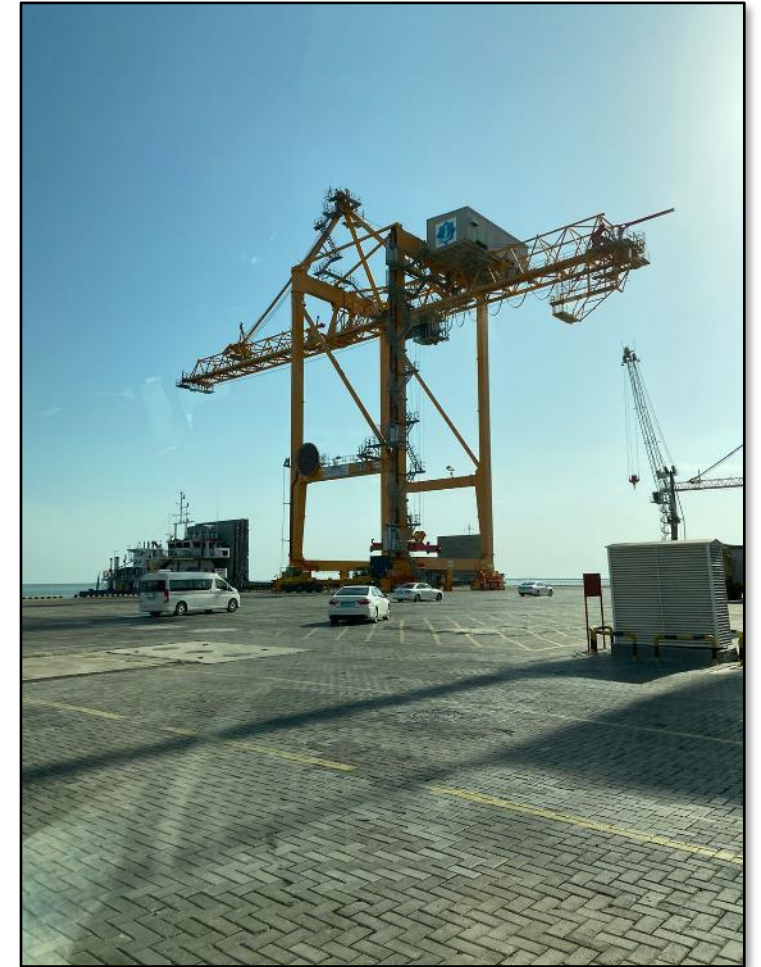
KURYK PORT





# TURKMENISTAN PORTS

## TURKMENBASHI PORT





# CONCLUSION

- The top priority problem is that the containers piled up in the port of Baku (Alat) cannot be transported to Poti or Kars on a regular basis. For this, the way should be opened to increase the capacity and transport the accumulated materials with a multi-model system.
- Batumi and Trabzon ports should be included in the system by using multi-model transportation in order to shorten the warehouse waiting and transfer times of the containers coming to Poti and to reduce the density.
- Additional investments are required to increase and regularize both ferry and container ship capacity and voyages in the Caspian Sea.
- The expansion project of Kuryk port should be accelerated, and Ro-Ro, Ferry and container terminal constructions should be given priority for container and wagon transportation.
- Turkmenistan Railways and Ports should be integrated into the Central Corridor formation as an alternative and capacity increaser in order to include Central Asian and Chinese capacities more efficiently.
- For all the above items, our group is ready to do its part as the private sector.

# CONCLUSION



***albayrak***

THANK YOU

HARUN ÖNCÜ  
ÖZGÜR ÇAKICI

***albayrak***