



Sayı : 38591462-010.07.02-2021-2823

19.10.2021

Konu : Türkmen Denizderyayolları Ajanslığı

Sirküler No: 1103

Sayın Üyemiz,

Türkmen Denizderyayolları Ajanslığı'nın ülkemizle Türkmenistan arasındaki ikili ticari-ekonomik iş birliği bağlamında, Türkmenistan'da deniz ulaşımının geliştirilmesi amacıyla gemi inşa alanında ileriye dönük yatırım projelerinin yer aldığı doküman, Ulaştırma ve Altyapı Bakanlığı Denizcilik Genel Müdürlüğü'nün 18.10.2021 tarih ve 66213 sayılı yazısı ile Odamıza gönderilmiş olup üyelerimize duyurulması istenmektedir.

Bilgilerinizi arz/rica ederim.

Saygılarımla,

İsmet SALİHOĞLU
Genel Sekreter

Ek:Yatırım Projeleri Dökümanı (10 sayfa)

Dağıtım:

Gereği:

- Tüm Üyeler (WEB sayfası ve e-posta ile)
- İMEAK DTO Şube ve Temsilcilikleri
- Türk Armatörler Birliği
- S.S. Gemi Armatörleri Motorlu Taşıyıcılar Kooperatifi
- GİSBİR (Türkiye Gemi İnşa Sanayicileri Birliği Derneği)
- VDAD (Vapur Donatanları ve Acenteleri Derneği)
- KOSDER (Koster Armatörleri ve İşletmecileri Derneği)
- Yalova Altınova Tersane Girişimcileri San.ve Tic.A.Ş.
- TAİS (Türk Armatörleri İşverenler Sendikası)
- GEMİMO (Gemi Makineleri İşletme Mühendisleri Odası)
- TMMOB GMO (Gemi Mühendisleri Odası)
- 03,04,05,06,07,08,09,10,12 ve 47 No'Lu Meslek Grupları

Bilgi:

- Yönetim Kurulu Başkan ve Üyeleri
- İMEAK DTO Şube YK Başkanları
- İMEAK DTO Meslek Komite Başkanları

Bu belge, 5070 sayılı Elektronik İmza Kanuna göre Güvenli Elektronik İmza ile İmzalanmıştır.



Evrakı Doğrulamak İçin : <https://ehys.denizticaretodasi.org.tr/enVision/Dogrula/BS5LE9NSZ>
Bilgi için: Faruk HUSİÇ Telefon: 02122520130 E-Posta: faruk.husic@denizticaretodasi.org.tr
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İSTANBUL VE MARMARA, EGE, AKDENİZ, KARADENİZ BÖLGELERİ

ISTANBUL & MARMARA, AEGEAN, MEDITERRANEAN, BLACKSEA REGIONS

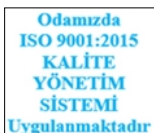
DENİZ TİCARET ODASI



CHAMBER OF SHIPPING

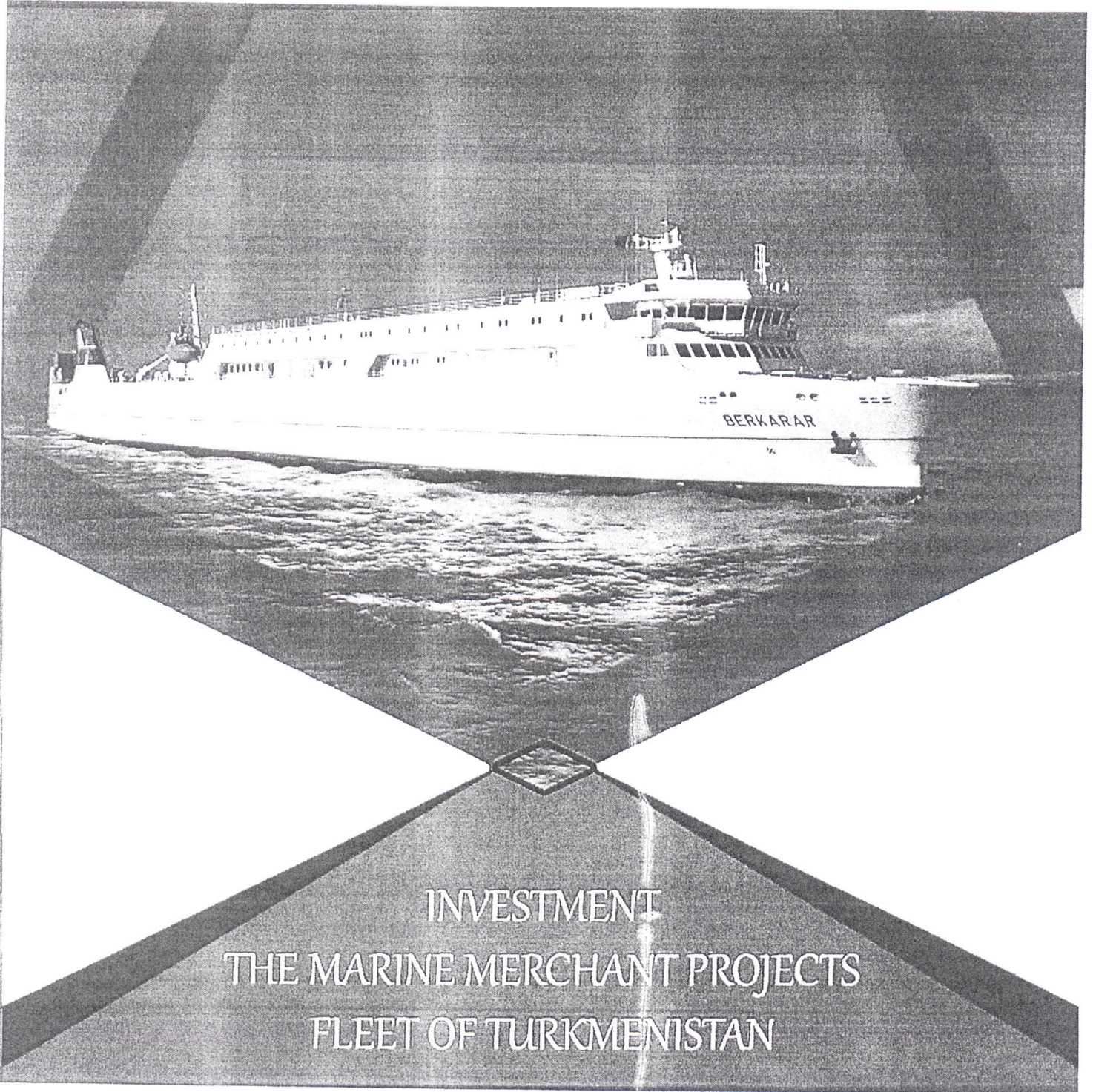
19.10.2021 Uzman : Faruk HUSİÇ
19.10.2021 Müdür : Raif Tansel TİMUR
19.10.2021 Genel Sekreter Yardımcısı : Cengiz ÖZKAN

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INVESTMENT
THE MARINE MERCHANT PROJECTS
FLEET OF TURKMENISTAN



Currently, given the rapid growth of Turkmenistan's economy, including an increase in the quantity of cargo for export and import, as well as increased competition in various industries, measures are being taken to implement projects that will increase the pace of development of the maritime transport sector.

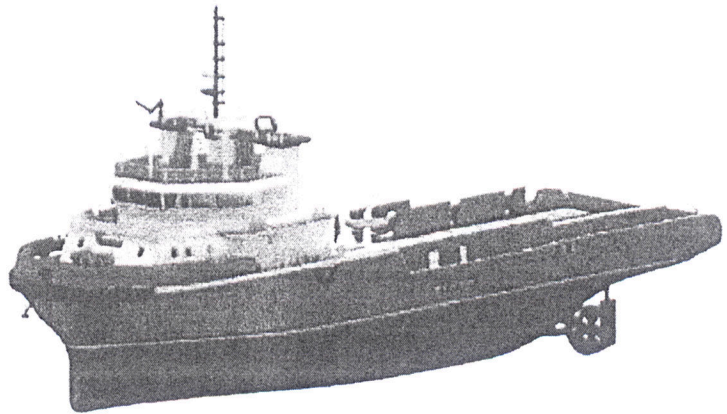
In 2019-2025, in order to increase the cargo and passenger transportation, and improve service quality, to improve production capabilities and obtain effective results, as well as to meet the demand for transport services, a number of measures are being taken to improve services.

In this regard, in order to develop "The Merchant Marine Fleet", as well as to increase competitiveness, including an increase in cargo turnover for export-import and taking into account the increased demand for services provided by marine transport, it is planned to establish in the shortest possible time the construction of different types of vessels.



Participation in projects involves partial or full financing of investment projects by bidders. The return on investment will be made due to the further operation of the vessels on mutually beneficial conditions at a percentage ratio. These vessels will be operated by the national carrier represented by CJSC "The Marine Merchant Fleet". The advantage of operating the vessels by the national carrier is discounts on calls, extraordinary ship calls at the ports of Turkmenistan and cargo loading, as well as training of qualified crew. Also, given the high demand, the program provides for the joint construction of dry cargo vessels, ferries, tankers, and other vessels of various purposes and capacities.

Vessel price \$ 20.21 mln Supply vessel
Payback period 14 years

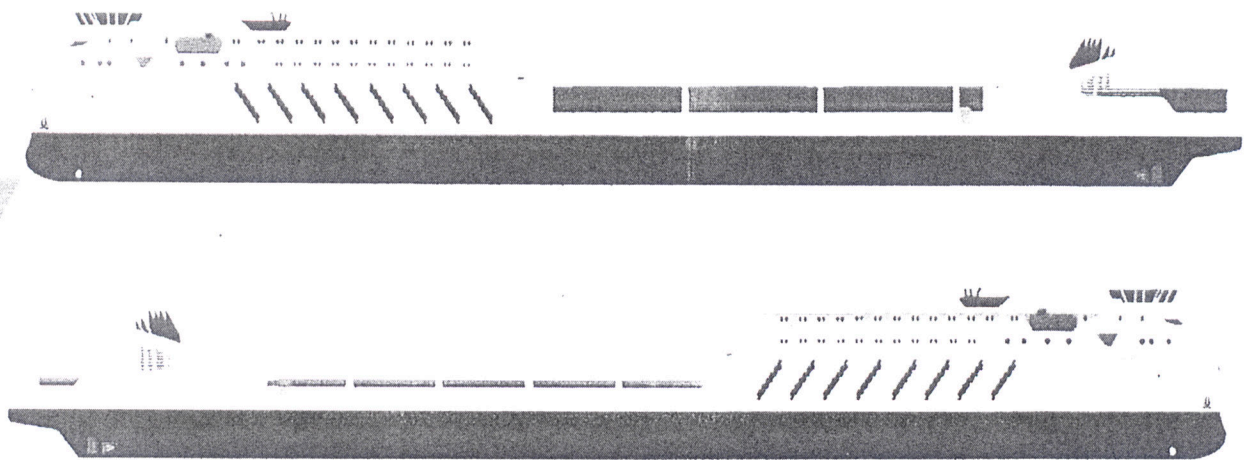


In recent years, oil and natural gas production have been widely deployed in the Turkmen sector of the Caspian Sea. Currently, on the basis of a production sharing agreement concluded between the government of Turkmenistan and large international companies like "Dragon Oil" and "Petronas Çarigali Sdn.Bhd", oil and gas are being produced. These companies currently operate about 20 offshore platforms for oil operations, which are serviced by more than 40 transport and towing, passenger and rescue vessels of contracting foreign and local companies. The construction of new transport and towing vessels in the near future will allow gradually replacing the vessels of foreign companies with vessels of the national fleet.

Length	58,70 m
Width	14,60 m
Height	5,50 m
Draft	4,50 m
Engine power	2 x 2600 kw
Speed	13 knots
Crew	14 person
Passenger	25 person

Vessel price \$ 45.46 mln
Payback period 20 years

RO-PAX Ferries

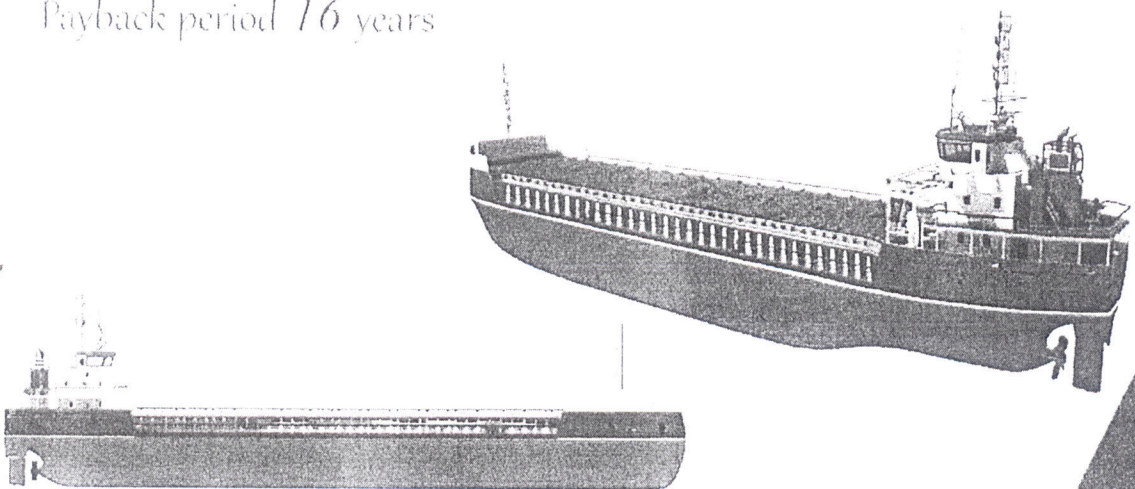


Universal ferries are specialized for rail and road transport. Now between the ports of Turkmenbashi 2 ferries of the RO-PAX type ply. The occupancy rate on these ferries is 80-90%, which indicates high demand. New linear routes are opening to the ports of Astrakhan and Makhachkala. Currently, ferries carrying railway wagons are not at the disposal of CJSC "The Marine Merchant Fleet".

Capacity	56 railway carriage, car trucks
Number of passengers	50 person
Length	154,50 m
Width	17,50 m
Height	7,50 m
Draft	4,0 m
Engine power	4 x 2600 kw
Speed	14 knots
Crew	30 person

Dry cargo ships

Vessel price \$ 18 mln
Payback period 16 years

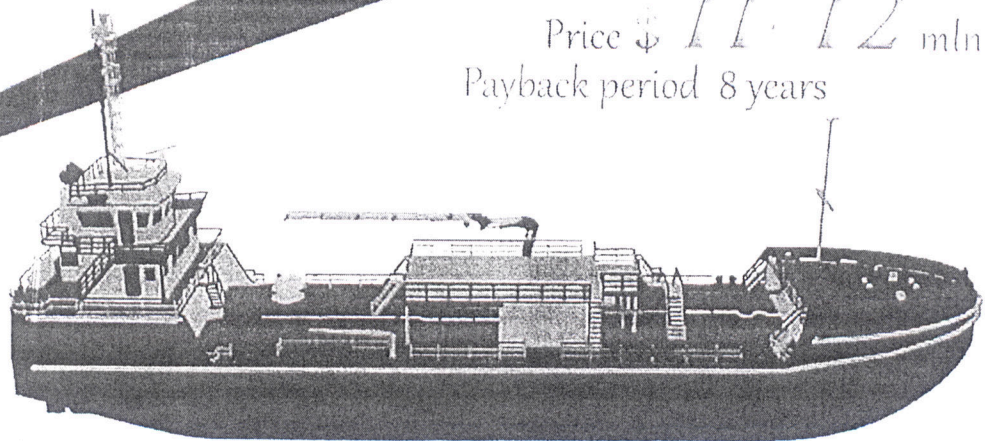


Given the opening of large industrial facilities (plants for the production of urea, polypropylene, sulfur, etc.) in Turkmenistan, the need for universal bulk carriers is growing. At present, the volume of freight traffic by the national vessels of the merchant fleet is about 20% of the country's export-import cargo. Bulk cargo transportation is the cheapest and most competitive transportation option. In addition, given the growth of containerization in the Caspian Sea, this type of vessel is one of the most popular.

Carrying capacity	6100 ton
Length	138,30 m
Width	16,50 m
Height	6 m
Draft	4,10 m
Engine power	2 x 883 kw
Speed	10 knots
Crew	16 person

Ship - oil collector

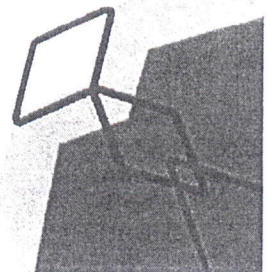
Price \$ 11.12 mln
Payback period 8 years



Project Description

The oil collector will provide an opportunity in a timely manner and in accordance with the requirements to eliminate oil spills that are formed during loading, unloading, loading of oil and oil products. The presence of such funds on the ship makes it possible, in accordance with the requirements, to remove the remnants of the oil spill from the water. The monthly profit from the operation of the vessel will be approximately \$100,000.

Carrying capacity	952 ton
Length	54 m
Width	12 m
Height	4.5 m
Draft	3.5 m
Engine power	2 x 1100 kW
Speed	11 knots
Crew	5 person

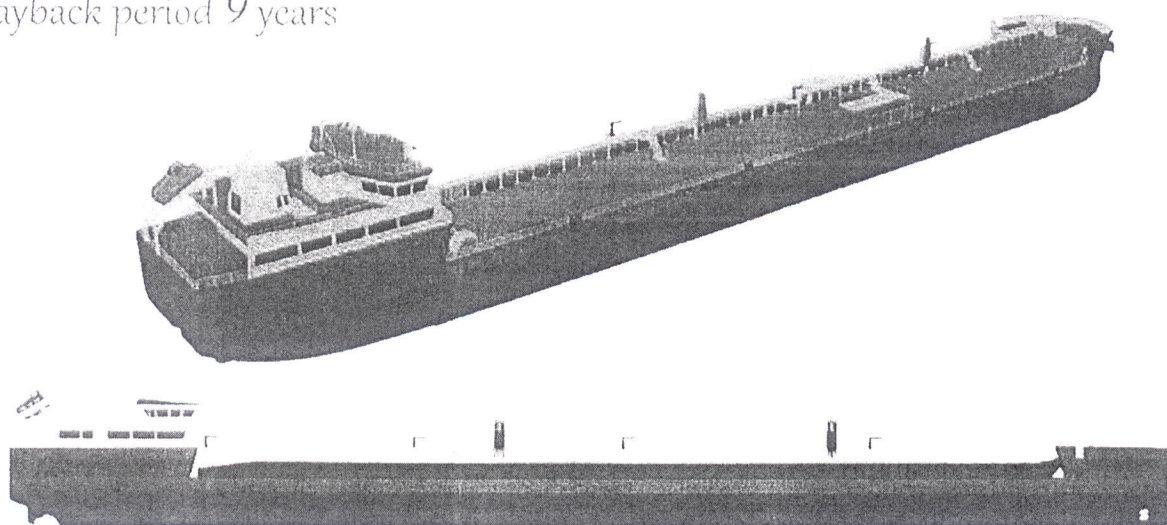


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Price 22.23 mln

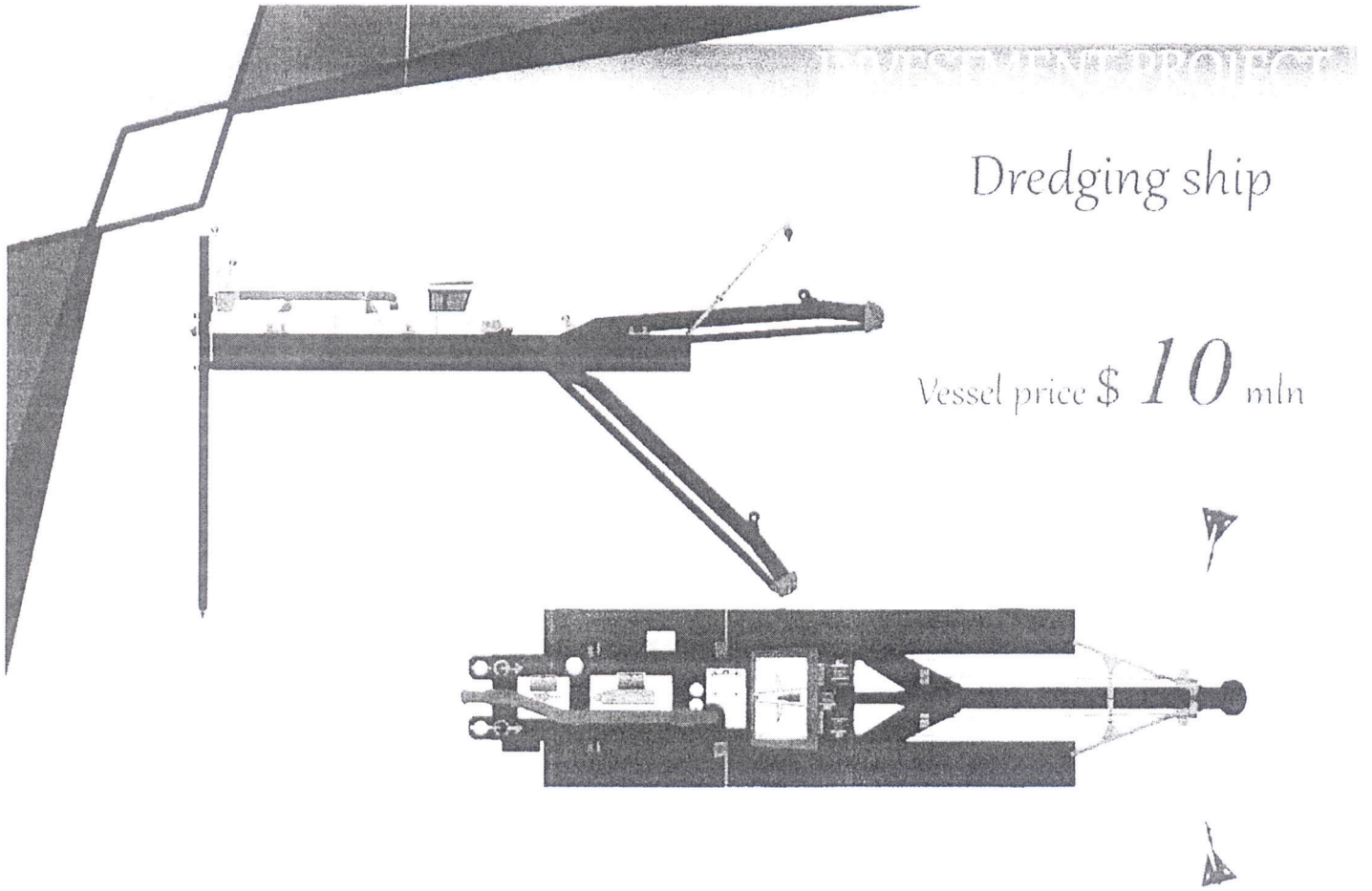
Payback period 9 years

Oil tanker



Turkmenistan is an oil exporting country. At present, the amount of transportation of oil and oil products by the national vessels of "The Marine Merchant Fleet" is about 30% of the country's export cargo. There is a high demand for tankers for transporting oil and oil products from the ports of Ekerem, Aladzha and Turkmenbashi for export.

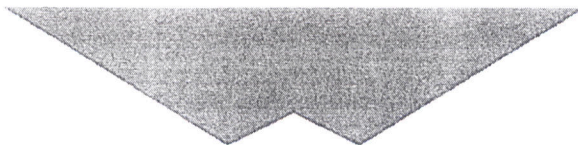
Carrying capacity	7183 ton
Length	141 m
Width	16,98 m
Height	6 m
Draft	4,6 m
Engine power	2 x 1200 kw
Speed	10,2 knots
Crew	12 person



Dredging ship

Vessel price \$ **10** mln

The deepening and expansion of the existing navigation channels of the Turkmenbashi International Sea Port, the port of Ekerem, Aladzha, the port of Garabogaz and others is an important factor in the efficiency of the work of berthing facilities. It is planned that the owner of the vessel will receive income from this type of activity. In addition, the vessel will be able to provide dredging services for oil companies.



"Marine Merchant Fleet" CJSC

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