

Roda on an investment roll

Turkey's newest port, on Gemlik Bay, is investing for growth. And it is looking to attract not just containers and unitised cargo, but also general cargo and bulk



ESTABLISHED WITH an initial investment of \$80m, Roda Port is brand new. It accepted its first vessel on December 25, 2007, but despite its youth, the port is already planning further investments in the anticipation of strong growth.

Located in the southeast corner of the Sea of Marmara on Gemlik Bay, Roda has been designed as a general service port to serve the needs of industrial and commercial enterprises in its hinterland – the northwest of Anatolia as far inland as the Turkish capital, Ankara.

The port comprises a 103,600 sq m custom-bonded area and a 67,000 sq m custom-free area.

River vessel

"Although we initially only made general cargo operations, the port is also fully operational for container vessels as well," says Ali Acil, general manager at Roda. The first ship to dock at the port last December was a river-type vessel that discharged timber and logs.

Roda is the result of a joint venture between two of Turkey's largest companies, Bursa Cement Group and Dora Investment Group, which realised the need for a new port in the region to meet

growing export and import volumes. The major city of Bursa is only 30 km from the port.

So, unlike some Turkish ports, Roda chose to concentrate not just on the container sector and unitised cargoes, but also on general cargo and bulk, including forestry products, vehicles and other special cargoes such as project materials. The Bursa province is home to many textile producers.

Bursa Cement is itself a customer of Roda, "but we have contracts as well with other customers and are in negotiations with new ones, including liners", says Capt Acil. Roda also offers services that ships can request, such as waste collection and a fresh water supply.

Although the port is new, the number of vessels it serves has increased every month since opening, from two in December to 44 in April.

"We are just in the first phase of operations, but based on the vessels to date, we can easily reach around 700 vessels and 2m tonnes of general cargo per year," claims Capt Acil.

Container prospects

The company expects to handle 20,000 teu in 2008, but Roda's annual handling capacity is 225,000 teu – an indication of the growth prospects in the container sector.

The port's pier, which is 640 m long and 35 m wide, has six quays with lengths ranging from 148 m to 253 m and depths of seven to 15 m. Quay one is already being extended in length, while quays three and five are being deepened to 13 m from 7 m.

The container terminal covers an area of 50,000 sq m, has computerised automation and is separate from areas dealing with other activities at the port. The terminal is equipped with three Gotwald 100-tonne capacity mobile cranes that can work with post-panamax sized container-ships. There are also three Kalmar stackers and two Kalmar rubber-tyred gantry cranes.

Roda expects to reach \$100m in investments over the next two years. The current warehouse located next to the port has a 3,000 sq m fully covered area and 1,000 sq m semi-covered area.

"We are planning to construct two portable tents with steel frames for warehousing to meet the increasing demand for covered area that is already coming from some enterprises in the region," says Capt Acil.

"An additional sea area of about 16,000 sq m, just next to the port, will be filled to increase our stacking facilities. With our planned further expansion investments, we also believe that in the future, Roda will be a transshipment port for Black Sea cargo," he adds. ■

Ali Acil: believes that expansion will allow Roda to become a transshipment port for Black Sea cargo.

Roda Port: A Trustable Partner in Waste Water Extraction

Established with \$80 million investment, Rodaport aims to be the driving force of the sector with its advanced technology and skilled personnel. We talked with the General Manager of Rodaport, Ali Ağı, about Roda Port and its goals.



When did construction of Roda Port begin and when did the port officially open?
Construction of Roda port began on July 2006. License was guaranteed on 17th of December 2007 and port officially accepted first vessel 25th of December 2007.

Please confirm the port is jointly owned by Bursa Çimento Group and Dora Investment Group.

Confirmed that Roda Port jointly owned by Bursa Çimento Group and Dora Investment Group.

Why did these two companies decide to build the port?

The main reason to build a new port of these two companies is to put together the sources to meet growing needs of the region.

At what stage are the operations at the port?

Although we made only general cargo operations up to now, we can say that the port is fully operational at the moment not only for general cargoes but also for container vessels too.

How many ships are you currently handling per month and how fast do you expect this number to grow?

Number of the ships per month as follow:

December	: 2
January	: 8
February	: 13
March	: 28
April	: 44
May	: 17 (By the day of 12th)

Figures show a sharp increase on the number of vessel that the port serve. Because of on just the first phases that we are in, it's too hard to estimate the figures what the next months conceive about us. But according to the numbers above it's not too difficult to say that we can easily reach the figures of around 700 vessels and 2,000,000 tons per year in general cargo that we estimated in forehand.

What goods are being shipped at the port and what will be shipped in the future? Also what is the current percentage breakdown between general/bulk cargo and containers? Do you expect this ratio to change?

Please refer the attachment for the first part of the question. We can not answer the second part of the question because we haven't put a container on stacking yard yet. And for the third part of the question; no doubt to say "yes" in container's favour.

How many TEUS do you expect to handle this year and what is the TEU handling capacity of the port?

We expect to handle 20,000 teus till the end of this year. Teu handling capacity of the port is 225,000 teus annually.

What investments have been made so far in the port and what are future investment plans?

Purchased 3 GOTWALD mobile harbour crane (30 tons capacity for post Panamax container vessels), 2 KALMAR RTG with capacity of 40 tons and 3 KALMAR reach stacker for container stacking yard. And also have various capacity fork lift, 640 meters length pier and the whole port area is concrete, 3000 m² fully covered and 1000 m² semi covered warehouse, administration and custom buildings, illumination plants, addressing lines of stacking area are completed. Port automation software is ready to use. In near future we are planning to construct two portable tent with steel frames for the purpose of warehousing to meet increasing demand of covered area that is coming from some enterprises in the region. And also additional sea area (about 16000 m²) adjacent to our port will be filled to increase our stacking facilities.

Is Roda Port purely for Turkish imports and exports, or is it also the intention to use it as a transshipment centre for the Black Sea.
Presently we are not a hub port to be a transshipment center for the Black Sea. But with our planned further expansion investments we believe that Roda Port will be a transshipment port in the future.

What are the advantages of Roda Port's location?

RODA port is constructed at Gemlik Bay (Gemlik territory) has been designed as a General Service Port by considering the requirements of industrial and commercial enterprises having operations in the area ranging from Northwest Anatolia to Ankara. RODA Port which is 8 km away from Gemlik, the nearest settling area, will have services such as waste water extraction and water supply, besides Bursa metroopolitan city, which is 30 km away from RODA have great service and material possibilities.

What was the first ship to be discharged at Roda Port and what was its cargo?

The first ship was a river type vessel name M/V TWIN and discharged timber and logs.

Bursa Çimento is a customer of the port. Do you have contracts with other customers or lines?

Yes Bursa Çimento is a customer of port, but as you know Roda is a general service port and we are serving and handling a lot of cargo in bulk, forestry, utilised cargo, project cargo etc. and beside containers in a very near future. So we have some other contracts with other customers and new negotiations have been in progress.