GLOBAL PORTS HOLDING

"Ports and Cultures"

Food...

GLOBAL PORTS HOLDING

ANNUAL REPORT 2015

CONTENTS

Each port creates a different and rich identity for the city it is located in. Ports, the most aesthetic and magical gate ways of the city, are also an important indicator of the in home cultures.

As the world's largest independent cruise port operator Global Ports, we present our ports with the tastes they add to life.

World's
largest
independent
cruise
port
operator

10

Operating 10 ports

7

Across 7 countries

5.5

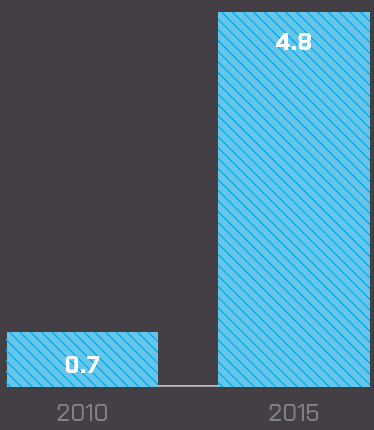
Hosting over
5.5 million
passengers

20%

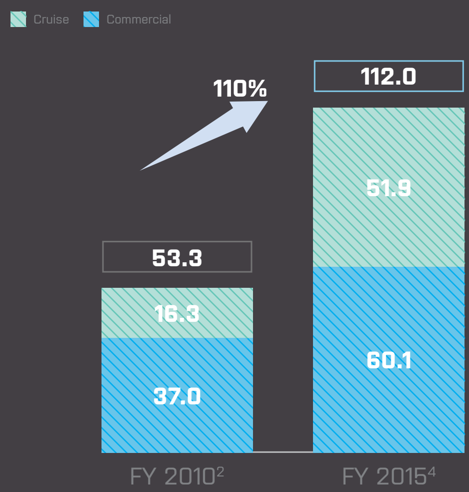
20% market share
in the Mediterra-
nean (as of 2015)

FINANCIAL SNAPSHOT

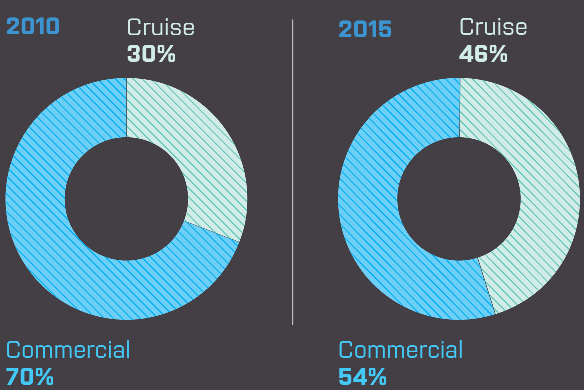
Passenger (million PAX)[1]



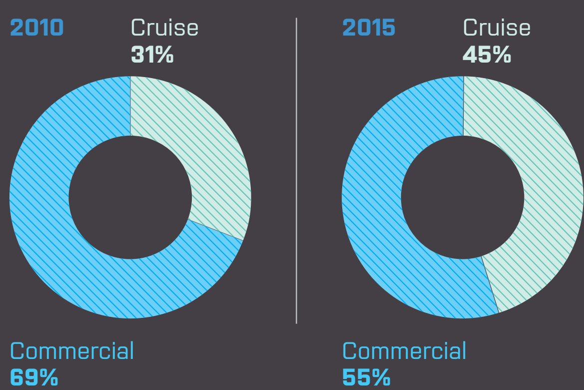
Revenue (US$ million)



EBITDA Breakdown*

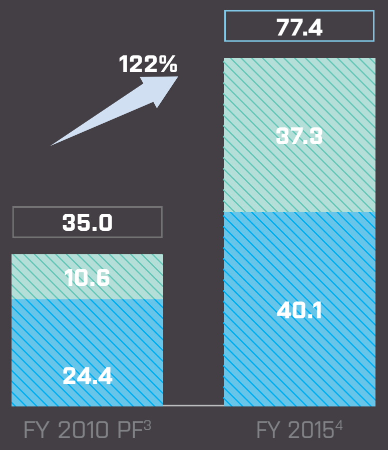


Revenue Breakdown

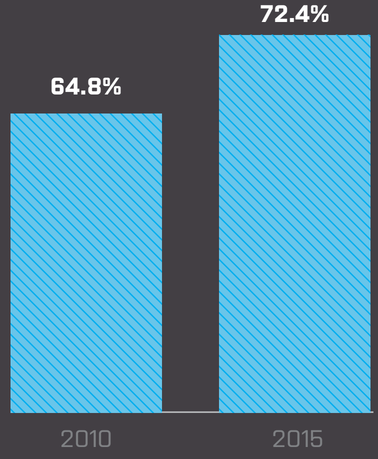


* EBITDA figures indicate only operational results, excluded non-recurring, non-operational revenues and expenses.

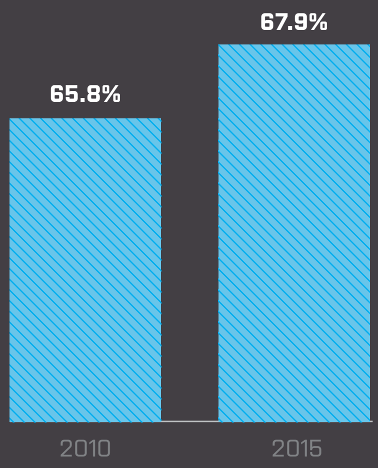
Segmental EBITDA[5] (US$ million)



EBITDA Margin (Cruise)



EBITDA Margin (Commercial)



[1] 2015 passenger figure includes Dubrovnik for which a pre-concession agreement has been signed.

[2] Revenue allocated to cruise segment includes sum of revenues of cruise ports excluding Singapore and Lisbon, as well as cruise portion of revenue from Port Akdeniz, which while mainly a commercial port also has minor cruise operations.

[3] The operator of Port Akdeniz, Ortadoğu Liman, was consolidated by the Group as a joint venture using the proportionate consolidation method until 29 July 2010. Starting from that date, the full consolidation method is applied as a subsidiary. Ortadoğu Liman's revenue and expenses have been consolidated by 39.80% for the period of 1 January – 29 July 2010, and 100% for the period of 29 July – 31 December 2010. If the acquisition had occurred on 1 January 2010, management estimates that the external revenues and the EBITDA of Port Akdeniz would have been TL 56,226,323 and TL 291,841,322, respectively, and the consolidated external revenues and the consolidated EBITDA of the Group would have been TL 80,052,593 and TL 305,417,593, respectively, including the gains arising on acquisition (see Note 7).

[4] 1 FY 2015 Revenue and Segmental EBITDA figures are adjusted for €/$ parity effect. A 6% YoY decrease in EUR/US$ parity in FY 2015 put a cap on revenue growth in US$ terms due to the EUR based ports in GPH's portfolio (Creuers and Adria); yet, when adjusted for the parity effect:

Total revenues indicate a c.1.2% increase, while cruise revenues indicate a c.10% increase in constant currencies in FY 2015 YoY (approximately US$ 1.7 million for Port of Adria, and US$ 4.9 million for Creuers). Total segmental EBITDA reveals a c.6% growth; while EBITDA from cruise ports' operations imply a solid c.18% growth in constant currencies in FY 2015 YoY (c.US$ 0.4 million for Port of Adria, and c.US$ 3.3 million for Creuers)

[5] Segmental EBITDA figures indicate only operational companies; excludes GPH solo expenses.

GLOBAL INVESTMENT HOLDINGS

GLOBAL PORTS HOLDING

Public Shareholders[2]

36.21%

Others[3]

40.0%

99.9%[1]

Ortadoğu Antalya Liman İşletmeleri A.Ş. (Port Akdeniz, Antalya)[1] Public Shareholders[2]

63.79%

Port of Adria JSC, Bar

60.0%

Bodrum Liman İşletmeleri A.Ş. (Bodrum Cruise Port)

100.0%

Global Ports B.V.

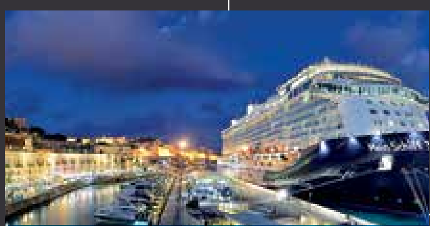
100.0%

Global Ports Melita Ltd.

100.0%

Perquesite Holdings Ltd.

39.3%



Valetta Cruise Port plc. (Valetta Cruise Port)

GPH Effective 55.6%

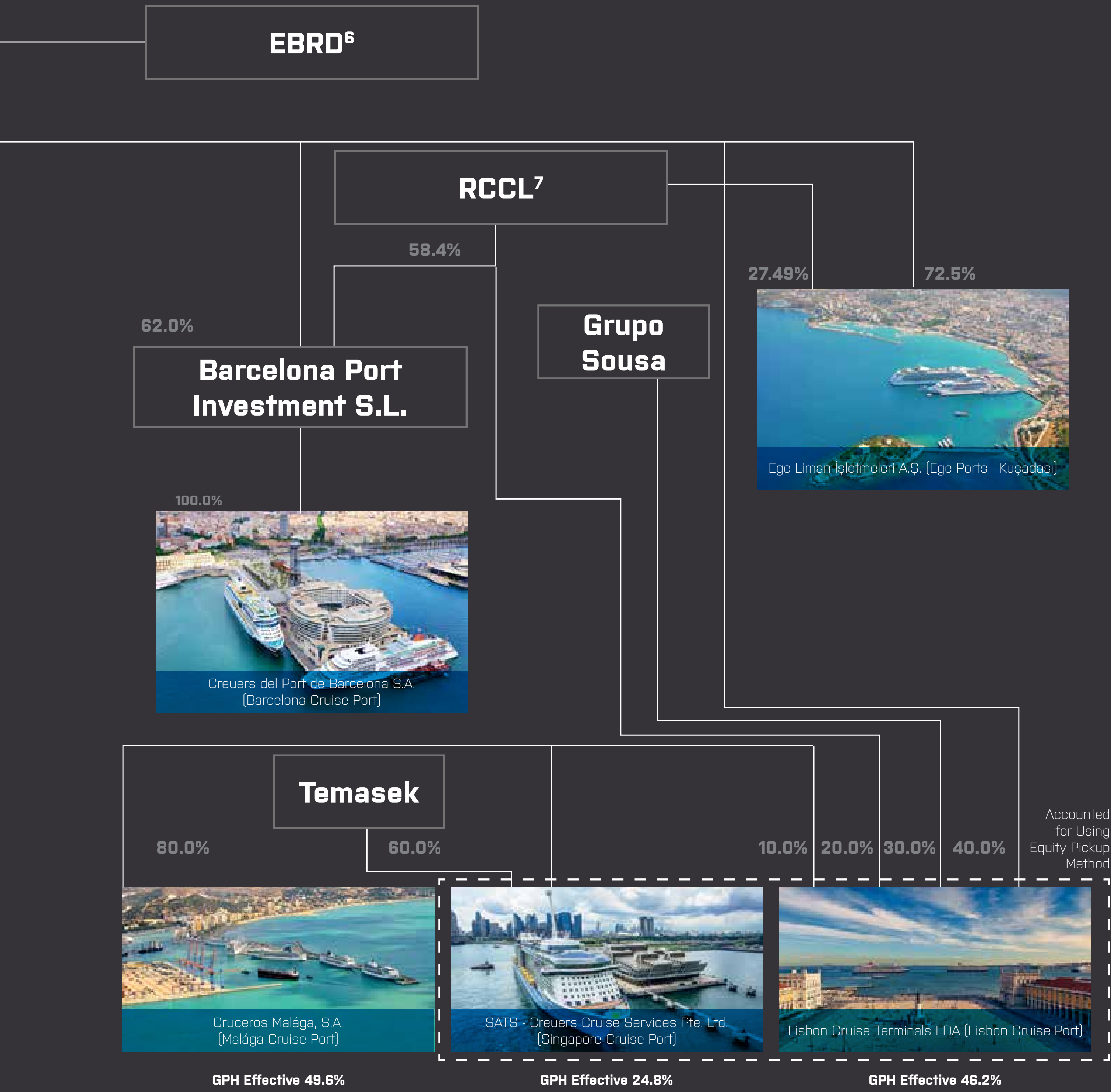
16.3%

36.38%

Ax Holding

8,03%

Others[3]



1. Türkiye Denizcilik İşletmeleri holds 1 share in Ortadoğu Antalya Liman İşletmeleri A.Ş. and Ege Liman İşletmeleri A.Ş.
2. Some 36.21% of Adria Bar is listed on the Montenegro Stock Exchange and publicly held.
3. Yüksel Çağlar (a Turkish businessman and entrepreneur) holds 30% of the shares in Bodrum Liman and Setur (duty-free operator owned by the Koç Group of Turkey) holds 10%.
4. Port Akdeniz - Antalya also has cruise operations.
5. Infrastructure World.
6. European Bank for Reconstruction and Development
7. Royal Caribbean Cruises Ltd.

Global Expertise

Local Flavors

Drawing on global expertise and local know-how, Global Ports Holding is moving forward into the future with confidence. The professional management approach of the Company introduces a platform for growth for each port. Learning from each other and developing customer-oriented experiences adds to our authentic flavors.

Paella

Barcelona's specialty dish, Paella, is a type of rice enriched with seafood, such as shrimp and mussels.

How to cook?

Ingredients

1/4 glass of olive oil - 2 onions (thinly sliced) - 5 cloves of garlic (crushed) - 2 glasses of short white rice - 1/2 dessert spoon saffron (slightly mashed) - 4 glasses of hot chicken broth - 16 raw shrimp (unpeeled) - 400 gr calamari (1 cm sliced) - 12 black mussels, Lemon slices - salt - black pepper.

Instructions

Pre-heat the oven to 220C. Put olive oil into a wide pot, and set it on medium heat, put the onion and garlic into the pot. Cook for about 10 minutes until brown. Add rice and saffron, mix and cook until rice becomes transparent. Add chicken broth and salt, then cover with a lid and simmer on low heat; until the rice absorbs some of the chicken broth (rice should be moist). Remove the pot from the stove. Put the rice into a wide, shallow baking dish. Place the shrimp, calamari and mussels on top. Sprinkle with some green peas. Cover the baking dish with aluminum foil. Cook Paella for about 45 minutes until the mussels open. Remove the foil, and bake for 10 minutes. Serve with lemon slices.

Barcelona, Spain

The Mediterranean's largest cruise port operator Barcelona Port has won numerous awards in recognition of the overall positive experience it offers to its visitors.

With a reputation for its original culture and beauty, Barcelona is Spain's most important port and trade center on the Mediterranean coast.

Spain's second and Catalonia's largest - city, Barcelona in all its beauty hosts millions of visitors every year. Gaudi's magnificent works in the city alone are attracting the attention of tourists. Founded by the Romans, Barcelona with all its charm is today a global destination.

Still bearing traces of the Roman period in its streets, one of Barcelona's most important features is the Mediterranean's most dynamic port, Barcelona Port, which has a major impact on the city's globalization. More than 700,000 ships visit the port each year, reflecting the city's geographic beauty and making a key contribution to the economy by keeping trade vibrant.

Chili Crab

Crab has long enjoyed a special place in the cuisine of coastal regions. And if you like chili pepper, you must taste this dish.

How to cook?

Ingredients

1 large mud crab, cleaned - 2 brown onions, roughly chopped - 8 small red chillies, chopped - 125 ml vegetable oil - 3 tsp shrimp paste (belacan) - 250 ml tomato puree - 60 ml (¼ cup) light soy sauce - 55 g (¼ cup) white sugar - 1 tbsp tomato paste - 2 tsp white vinegar - ½ tsp salt - ¼ tsp corn flour or potato starch, mixed with 125 ml water - 1 egg, lightly beaten - coriander leaves, to serve.

Instructions

Remove the crab's top shell and chop the crab into quarters. Crack the claws to allow the flavors to penetrate. Set aside.

Place the onion and chilli in a food processor and process to a puree.

Heat the oil in a wok over medium-high heat. Add the onion and chilli puree and the shrimp paste, and fry for 6-7 minutes until most of the liquid has evaporated and the paste begins to change color. Add the tomato puree, soy sauce, sugar, tomato sauce, tomato paste, vinegar and salt, and mix through. Add combined corn flour and water and bring to the boil.

Add the crab pieces and cook, covered, over medium heat for 8-10 minutes, turning occasionally, until the shells turn red and the crab is cooked through. Stir through the egg and toss lightly to coat. Garnish with coriander.

Singapore

As being both a country and a city, Singapore enjoys welcome attention for its many historical and cultural features.

With the mystical atmosphere of the Far East, and an equatorial climate throughout the year, Singapore is also a modern country with a vibrant economy, where the population is cultured, well-educated and friendly.

As an important trade center, Singapore hosts many Europeans, Americans, Chinese as well as the citizens of numerous other countries. Being a Far Eastern but Western country in feel, further attracts tourists to Singapore. Besides an important international airport, the country also has a cruise port on the route between the Indian Ocean and South China Sea. As a result, Singapore port holds a special meaning both for the country and the wider region.

Bacalhau

If you enjoy light food, this dish is perfect for you... The aroma of the mixture will take to a different place with each bite.

How to cook?

Ingredients

2 pounds dried salted cod fish - 4 Yukon Gold potatoes - 3 tablespoons butter - 2 yellow onions, thinly sliced - 2 cloves garlic, chopped, divided - 1/2 cup chopped fresh parsley, divided - 3/4 cup olive oil - 1/2 teaspoons red pepper flakes - freshly ground pepper to taste - 4 hard boiled eggs, chopped - 10 pitted green olives - 10 pitted black olives.

Instructions

Soak the dried salted cod in cold water for 24 hours, changing the water several times. Bring a large pot of water to a boil. Add the soaked cod, and boil for about 5 minutes, or until fish flakes easily with a fork. Remove cod from water, and save water for cooking potatoes. Remove skin and bones from the cod, and flake the meat into pieces using a fork. Set fish aside in a large bowl. In a small bowl, stir together the olive oil, 1 clove of garlic, 1 tablespoon of parsley, red pepper flakes, and black pepper. Pour over the fish, and toss lightly to coat. Preheat the oven to 175 degrees C. Place the potatoes into the fish water, and bring to a boil. Cook for 20 minutes, or until tender. Drain under cool water, peel and cut into 1/4 inch slices. While the potatoes are cooking, melt the butter in a large skillet over medium heat. Add the onions, and saute until golden and caramelized. Stir one clove of garlic into the onions. Set aside. Layer half of the potato slices in the bottom of a greased 8x11 inch baking dish. Cover with half of the cod, then half of the onions. Repeat layers, ending with onion.
Bake for 15 minutes in the preheated oven, until lightly browned. Before serving, garnish the top with green and black olives, and hard-boiled eggs. Sprinkle with remaining parsley.

Lisbon, Portugal

With its unique architecture, picturesque streets, Fado music and warm people, Lisbon offers many beauties worth discovering.

The Portuguese capital, Lisbon is one of the European cities most rooted in history. Serving as the capital city since 1260, Lisbon is one of those rare places to have extended the city's past to the modern day.

The most striking aspect of the city is the cultural diversity that has survived strongly for centuries. It is a city where Christian, Muslim and Jewish cultures coexisted. This is reflected diversely, and in the food culture in particular. Lisbon is an important port for all cruise ships, offering ideal circumstances for transatlantic liners travelling from the Western Mediterranean, Northern Europe, the USA and Brazil's east coast to Europe and North Africa.

Lampuki Pie

A unique fish dish for its cooking method and ingredients, it has an appetizing look, and an unforgettable taste...

How to cook?

Ingredients
1 kg lampuki - 3 onions - 400 g tomatoes - 2 kg spinach (previously boiled) - 100 g tomato paste - 100 chopped black olives - 50 g capers - mint - seasoning - 500 g puff pastry - flour.

Instructions
Clean the fish, cut it into slices and roll in the seasoned flour. Fry the fish in hot oil until golden brown, allow to cool and remove the bones. Fry the chopped onions in same oil used to fry the fish, add tomatoes and simmer for around 15 mins on low heat. Add all the remaining ingredients and cook over low heat for another 30 minutes. Add the fish to the mixture and mix well. Line a greased baking dish with the pastry and fill in with mixture, covering the top once filled. Pierce the top with a fork and bake until golden brown.

Valletta, Malta

Declared by UNESCO to be as a World Heritage site in 1980, the City of Valetta perfectly resembles a fortress.

Surrounded by high walls and bastions, the city features a grid of streets parallel and perpendicular to each other. A constant wind brings the city a welcome breeze that refreshes even on the hottest days.

Resembling a museum city surrounded by walls, Valetta fascinates visitors with its yellow stone houses, vivid doors, window shutters, and bay window balconies. The city also presents unique examples of baroque architecture. The port is located at a key position both for the City of Valetta and for tourists. Valletta cruise port is a venue where legendary wars and heroic tales of knighthood abound, in addition to the impressive achievements of military engineering. Moreover, the port has been used on a number of occasions as the backdrop for such movies as The Count of Monte Cristo and U-571.

Bonito on the "Boka Way"

Baked bonito, as opposed to than stew, offers a special taste. The ingredients used in the dish add unique flavor to the bonito.

How to cook?

Ingredients
Bonito 1 kg - 10 olives - 5-6 kicker port garlic - parsley - 2 kućarin breadcrumbs - black pepper - Olive oil - 2 pamid - black wine - salt.

Instructions
Tear off Palamidi fins, put up her gills and cut it to 2.5 cm thick slices. Cut with a knife by the stomach vertically and go to the middle bone, averages, and go on a few more centimeters. Here stop to bonito still remain in one piece. Skillfully remove the stomach of every fete, each lightly with salt, and gently spread bonito as ventulu. Luk combed parsley, chopped couple of olives, salt, bread crumbs, pepper, all together Stuc with the addition of olive oil and the mass smear each slice. In the cavity of the stomach, in each slice, put one olive tree and a sprig parsley, and between each slice of feta bonito put PAMID. Set bonito in roštijeru. Pour the olive oil, with the addition of a little red wine and bake in a hot oven at 180 degrees until toasted.

Bar, Montenegro

Derived from the Italian words Monte; mountain'and negro; black; Montenegro is one of the countries whose popularity is on the rise.

Bar is known as a friendly town on an area of 13 thousand square kilometers with mountains densely covered with pine trees, and one where you can find every shade of green in the streets, on the beaches, and at the restaurants and cafés...

With a population of only 650 thousand, the beaches of Montenegro stretch for 193 kilometers along the Adriatic coast. Montenegro, effectively a new destination in the Balkans, and its surrounding geography, holds the appeal of being a region of new discoveries. Bar, a coastal town and seaport in southern Montenegro, is one of the most important touristic destinations, besides being the main port of Montenegro. The town was largely destroyed in World War II and rebuilt into a modern city, today boasting a thoroughly modern look with new buildings and wide avenues.

Red Gurnard Soup

Its soup as well as the fish itself is delicious. Here is a unique and delicious fish soup recipe for you.

How to cook?

Ingredients
2 Red Gurnards - 1 bunch of parsley - 3 small carrots - 60 gr. margarine (3 tablespoons) - 20 gr. flour (1 tablespoon) - 1 egg yolk - 2 bay leaves - 1 potato.

Instructions
Wash and salt the fish, then drain in a colander. Put 4 glasses of water into a pot, and put in the fish, potato, round cropped carrots, parsley, oregano, bay leaves, salt and black pepper, then boil the mixture for about half an hour. Take the pot off the stove, and then take the fish, carrots and potatoes out of the pot. Melt some margarine in another pot and add flour. Continuously whip the flour, while slowly adding the fish soup from the other pot. Heat the mixture until it boils over. Whip the egg yolk in a bowl and add some fish soup to heat a little. Add pepper, salt and lemon juice. Add the minced fish, potato and carrots to the boiling soup. Sprinkle plenty of parsley on top before serving.

Bodrum, Turkey

Bodrum is not only known in Turkey, but also worldwide in terms of tourism. With its history, nature, and architecture, Bodrum is a unique destination.

First called " Halicarnassus" in the ancient period, then " Petrius" in the name of Saint Petrus (Saint Peter) in the flow of history, Bodrum is located on the western coast of Muğla surrounded by the Aegean Sea to its north, west and south.

Once a small fishing and sponge fishing town, Bodrum's barren hills are adorned by white houses decorated by bougainvillea flowers. Today, Bodrum is recognized as the St. Tropez of Turkey. Compared to other touristic sites, Bodrum is different due to the fact that the town was founded around a single center. Every part of the peninsula offers a different holiday experience. Established on 22,000 square meter tract in total, Bodrum Cruise Port has a capacity to host two large cruise ships or four smaller cruise ships at its cruise piers. Indeed, the Port adds to the charm of Bodrum and neighboring destinations.

Octopus in Red Wine Sauce

Octopus is among the "must taste" sea foods of Aegean cuisine in particular. Here's a different cooking technique for you.

How to cook?

Ingredients

1 kg. Octopus - 8 tablespoons of vegetable oil - 3 onions - 1 glass of red wine - 6 tablespoons of vinegar - 3 tomatoes - 2 tablespoons of tomato paste - 4 bay leaves - 2 dessert spoons of oregano - salt, black pepper - 2 table spoons of chopped parsley.

Instructions

Buy a cleaned or frozen octopus.
Put the octopus in a pot. Add 8 tablespoons of water, put the lid on the pot and cook on very low heat for 1-1.5 hours until tender. Drain the water, and chop the octopus in strips, then set aside to cool.
Put some vegetable oil in the pot. Add the octopus. Stir the pot, make sure oil spreads all over the octopus. Add the diced onion, and cook until slightly browned.
Add wine, vinegar, diced tomato, tomato paste, bay leaves, oregano, salt and pepper. Mix well, and put the lid on. Simmer on low heat for 1.5 hours. Check the water level regularly; if too low add some more wine or water.
To see if the octopus is cooked or not, pierce with a toothpick. If it sticks in easily, the meat is cooked. (Once the octopus is cooked, if the sauce is not thick enough, take the octopus out of the pot, cook the sauce on low heat until it thickens.) When the sauce is ready, take the bay leaves out, add chopped parsley. Serve hot.

Kuşadası, Turkey

With its proximity to the ancient city of Ephesus and the Virgin Mary's home, and its entertainment and facilities, Kuşadası, an important example of "Cruise Tourism," is one of the first places that come to mind when one thinks of a holiday...

A natural port located on the Aegean Sea coast that has maintained its importance throughout history, Kuşadası is a coastal town, and a district of Aydın with a population of 48 thousand in the winter, and about 250 thousand in the summer.

Located amidst the "blue flagged" clean coasts and the sea, and the arable lands where fruits and vegetables, citrus fruits in particular, are intensely produced on the fertile lowlands irrigated by the Küçük Menderes River, this perfect destination serves all types of tourism. Today, Kuşadası hosts the ultra-modern Ege Ports with its secure facilities. The Port plays an important role for hundreds of thousands of tourists' journeys, and for the neighboring regions and the wider economy.

Brodet

In this Croatian seafood stew, the ingredients are layered, but not stirred to keep the delicate fillets intact.

How to cook?

Ingredients
½ cup olive oil, plus more - ¼ cup fresh lemon juice - 14 cloves garlic, thinly sliced - Kosher salt and freshly ground black pepper, to taste - 1 lb. skinless monkfish fillets, pin bones removed - 1 lb. skinless sea bass fillets, pin bones removed - 10 oz. raw medium shrimp, peeled and deveined, tails removed - 6 raw, unpeeled langoustines (optional), heads on - 1 lb. Yukon gold potatoes, peeled and thinly sliced - 2 small leeks, white and light green parts only, halved and thinly sliced - 1 large red onion, thinly sliced - 1 large yellow onion, thinly sliced - 1 cup dry white wine - 1 (28-oz.) can of whole peeled tomatoes, crushed by hand.

Instructions
Purée the parsley, half the oil, the lemon juice, half the garlic, salt, and pepper in a food processor until smooth. Transfer to a bowl with monkfish, sea bass, shrimp, and, if using, the langoustines; toss to combine and chill for 10 minutes.

Grease an 8-qt. Dutch oven with oil. Toss remaining garlic, the potatoes, leeks, and onions in a bowl; spread ⅓ of the mixture in the bottom of pan; add ⅓ each the remaining oil, wine and tomatoes. Remove shrimp and langoustines from marinade and set aside; arrange ⅓ of the remaining fish mixture over the top. Repeat layering and add 1 cup water; cover and boil. Reduce heat to medium-low; cook, shaking pan occasionally, but not stirring, until fish and vegetables are tender, 12–15 minutes. Add shrimp and langoustines; cover and cook until pink for a further 5 minutes.

Dubrovnik, Croatia

Dubrovnik is Croatia's most special, beautiful and natural tourist site. As a charming coastal town, Dubrovnik awaits visitors with its unique charms.

Famous for its historic monuments, Dubrovnik is among the world's 10 best medieval walled cities, and features on UNESCO's World Heritage list.

Dubrovnik, or to use its old name "Ragusa," is on the Adriatic coast, known for its medieval monuments. The city has become a center of attraction for its beaches and botanical gardens, famous Lokrum island, citadel walls, and Dubrovnik cathedral.

According to CNNGo, Dubrovnik ranks among the world's 10 best medieval walled cities. Croatia's most celebrated city, Dubrovnik is a small town with a population of 50 thousand people. And yet by opening its doors to the world through Dubrovnik port, the town welcomes many more each year.

Grouper

The grouper fish, called the "Pearl of the Mediterranean," deserves to be the most famous and delicious fish dish of the region with this enjoyable and easy recipe.

How to cook?

Ingredients
1 kg grouper fillet (chopped into 200 gr pieces) - 5 red capia peppers - 1 teaspoon of salsa sauce - 10 or 15 green asparagus - 5 big slices of entrecote pastrami (fenugreek free) - ground black pepper - 3 tablespoons of olive oil - sea salt.

Instructions
Marinate the grouper fillets in black pepper, olive oil and sea salt and set aside; keep in room temperature for about an hour. Roast the capia peppers, and chop them roughly after peeling them. Grill both sides of the grouper fillets for 2-3 minutes after marinating them. While the fish is cooking, marinate the asparagus in the same mixture and grill them for about 2-3 minutes. Place the roasted capia pepper and a tablespoon of salsa sauce on the service plate, and put the asparagus on top. Above the asparagus, put the fish fillets. Finally, grill the pastrami for about a minute and put them on the fish fillets. Your dish is now ready to serve.

Antalya, Turkey

Turkey's fifth most crowded city with the sixth largest area, Antalya is the engine of tourism in Turkey.

Entirely located on the west of the Mediterranean Region, Antalya has developed rapidly since 1980, with its suitable climate and tourism activities, to become one of the cities driving the Turkish economy.

The region covered by Antalya has hosted many civilizations from the prehistoric period to our day; thus Antalya is the Turkish town with the largest number of ancient cities. Hosting one in three tourists visiting Turkey, Antalya has managed to grow its tourism industry by 2 thousand fold in 30 years. Standing prominently with its sites that have each become brands in their own right, Antalya also features an important port. As a multi-purpose port that includes a cruise port, container port, a bulk cargo port and marina, Port Mediterranean is at the top of the list of Turkey's ports with high development potential.

Harissa Sardines

This seasonal sardine dish, one of Malága's very special tastes, will leave an unforgettable taste in your mouth...

How to cook?

Ingredients
Olive oil - 8 x 60 g sardine - 1 heaped tablespoon harissa paste - 2 lemons - fat-free natural yoghurt, to serve - 4 handfuls rocket, washed and spun dry to serve - 200 gr couscous - a few black olives, stone in, crushed - 2 spring onions finely chopped.

Instructions
Put a griddle pan on high heat until nice and hot. Once ready, rub a tiny bit of oil into the sardines and add them to the pan. Sprinkle over a little salt and cook for about 5 minutes.

To check if your fish is cooked go to the thickest part of the flesh, which should pinch away easily; you will also be able to cleanly pull the bone away. Pile the couscous on a board, or on your plates and top with the sardines. Dollop a bit of yoghurt on the side, topped with some of that fiery harissa sauce. Pop the rocket on the side, squeeze a little of the caramelized lemon over each portion and tuck in.

Malága, Spain

Malága, the sixth largest city in Spain, is located on the Costa del Sol, 130 km from the Strait of Gibraltar, and is a definitive port town.

With its special geographic location, the natural beauty and cultural wealth of Malága City is accessed by the world through the Port of Malága, hosting many visitors every year.

And as the sixth largest city in Spain, Malága is both a port and coastal town, established on the east of the Iberian Peninsula, and south of the autonomous Andalusian Government territory, on the Mediterranean coast Costa del Sol (Coast of the Sun). The town is 100 km east of the Strait of Gibraltar, and at its closest 130 km from the North African mainland. Mediterranean coastal areas known as Costa Del Sol including Malága, had been urbanized on a relatively narrow coastline. Still carrying traces of the Phoenicians and the Andalusian period, the town has today become a center of attraction with an average of 312 sunny days per year, and with its beautiful beaches and historical riches.

GLOBAL PORTS HOLDING IN BRIEF

Global Port Holding presents unique investment advantages on the strength of its significant business volume derived from ten strategic commercial and cruise ports.

Western Mediterranean
- Lisbon
- Malága
- Barcelona
- Valletta

Adriatic
- Bar, Montenegro
- Dubrovnik

Eastern Mediterranean
- Kuşadası
- Bodrum
- Antalya

Asia
- Singapore

Cruise Ports

Commercial Ports

Global Ports Holding ("GPH" or the Company) was founded in 2004 as the infrastructure investment vehicle of Global Investment Holdings ("GIH"), and today, leveraging the strength of its commercial port network in Turkey and Montenegro, in addition to its robust presence in the Mediterranean and Asia Pacific, is the largest cruise port operator in the world. GPH operates ten ports in total including eight-cruise ports and two multi-purpose ports with cruise operations. The Company's activities comprise of cruise operation services for cruise lines, ferryboats, yachts, and mega yachts, in addition to commercial port operations including container, bulk cargo and general cargo handling.

Having grown organically, over the years GPH has registered significant achievements in its sectors. GPH has successfully put in place system and marketing processes at its ports in Turkey, with a focus on maximizing efficiency, and has also initiated inorganic growth.

Having tendered in Turkey and abroad in pursuit of portfolio expansion, GPH acquired a 62.1% stake in Port of Adria in Bar, Montenegro in December 2013, and a 62% stake in Creuers del Port de Barcelona in three tranches between 2013-2014 in partnership with Royal Caribbean Cruise Ltd. (RCCL). Featuring five cruise terminals, Barcelona Cruise Port is the largest cruise port in the Mediterranean with an annual passenger volume of 2.5 million (including privately operated terminal D). Upon its acquisition of Creuers Barcelona, GPH became the largest cruise port operator in the world. Creuers del Port de Barcelona also has a majority stake in Malága Cruise Port and a minority stake in Singapore Cruise Port.

As a 46.2% partner in a consortium comprising Royal Caribbean Cruises Ltd., Creuers del Port de Barcelona, S.A. and Grupo Sousa – Investimentos SGPS, LDA, GPH tendered for building and operations of the new cruise terminal in the Cruise Port of Lisbon in 2014, with the acquisition being concluded in the same year. The contract entails the assumption of all operations at the existing terminal and the construction of a new cruise terminal at Lisbon Cruise Terminal. A public service concession agreement ensures that it will remain the terminal operator for a 35 year period. With the new terminal, GPH is set to increase the number of arriving ships and passengers in the medium term, and boost turnaround traffic, while doubling port passenger numbers, currently at 520,000 per year.

GPH has registered significant achievements in Malta and Croatia (Dubrovnik) in light of recent international investments. It has further enhanced its leading position in the Mediterranean with a 55.6% direct and indirect stake in Maltese company Valletta Cruise Port plc, which holds a 65 year concession for cruise port operations, and manages the waterfront development featuring commercial and retail facilities.

Dubrovnik International Cruise Port Investment, a partnership with French-based Bouygues Batiment International (BBI), won the Dubrovnik Cruise Port tender. A pre-concession agreement has been signed with regards to operating Dubrovnik Cruise Terminal for 40 years.

Besides its commercial port network in Turkey (Antalya) and Montenegro (Bar), its strong presence in the Mediterranean and Asia Pacific has rendered it the largest cruise port operator in the world. Its operations comprise a total of ten ports including eight-cruise ports and two multi-purpose ports (mostly commercial, but also with cruise operations).

Global Port Holding presents unique investment advantages on the strength of its significant business volume derived from ten strategic commercial and passenger ports boasting strong demand potential and perfect hinterland access, namely, Ege Ports – Kuşadası, Port Akdeniz – Antalya, Bodrum Cruise Port – Muğla in Turkey and Barcelona Cruise Port – Spain, Port of Adria (Port of Bar) – Montenegro, Lisbon Cruise Port – Portugal, Malága Cruise Port – Spain, Singapore Cruise Port – Singapore, Valletta Cruise Port – Malta and Dubrovnik Cruise Port - Croatia.

GPH has served over 5.5 million passengers and achieved a market share of c.20% in the Mediterranean by 2015 year-end with the ports it operates (including Dubrovnik, for which it has signed a preliminary concession agreement). 2010, GPH was operating three ports in Turkey, hosting c.600,000 passengers, and handling c.90,000 TEU throughput. Today, GPH is operating in ten ports across seven countries (including Dubrovnik Cruise Port tender, which was awarded in October 2015), hosting over 5.5 million passengers, and handling over 229,000 TEU throughput. Accordingly, it has become the leading international port operator, and the world's largest cruise port operator.

MILESTONES

2004
GPH established (commenced operations at Kuşadası Cruise Port in 2003).

2006
Acquired a 40% stake in Akdeniz-Antalya Commercial Port.

2008
Acquired a 60% stake in Bodrum Cruise Port.

2010
Acquired the remaining 59.8% stake in Akdeniz-Antalya Commercial Port.

2013
Acquired a 62% stake in Adria, Bar commercial port.

Acquired a minority stake in Creuers (Barcelona, Malága and Singapore Cruise Ports) in partnership with Royal Caribbean Cruises Ltd (RCCL).

2014
GPH-RCCL acquired remaining stake in Creuers (GPH stake: 62%, RCCL stake: 38%)

Signed concession agreement for Lisbon Cruise Terminal (GPH's effective stake: 46.2%).

US$ 250 million debut bond issuance.

Formed consortium with Bouygues for Dubrovnik Cruise Port tender (consortium pre-qualified as sole bidder in early 2015).

2015
GPH acquired a 55.6% stake in Valletta Cruise Port.

EBRD acquired a 10.84% stake in GPH.

GPH was awarded the Dubrovnik Cruise Port tender in partnership with Bouygues Batiment International and signed a preconcession agreement.

KEY FINANCIAL INDICATORS

Summary Financial Statement (US$ million)	**2013**	**2014**	**2015**
Revenue	75.5	90.6	105.5
Operating Expenses	(41.0)	(56.3)	(67.3)
Amortizations	23.6	28.1	38.2
Other Operating Income	27.9	6.6	6.7
Other Operating Expenses	(8.0)	(17.5)	(19.4)
Operating Profit	54.4	23.5	25.5
Finance Income	13.1	37.5	32.8
Finance Expenses	(21.0)	(54.3)	(44.1)
Profit before Tax	46.9	26.0	14.9
Net Period Income	44.3	24.1	17.4
EBITDA*	50.4	58.8	71.2
EBITDA Margin	67%	65.0%	68%
Total Current Assets	57.2 1	128.2	152.9
Total Assets	479.6	707.5	769.8
Total Debt	190.5	336.9	351.1
Shareholders' Equity	207.9	240.2	277.8

* EBITDA figures indicate only operational results, excluded non-recurring, non-operational revenues and expenses.

Number of Passenger
(million)

2015
5.5[1]

2014
3.8

2013
0.9

Number of Cruise Calls

2015
1,836

2014
1,753

2013
931

Throughput
(thousand TEU)

2015
218

2014
228

2013
217

[1] 2015 passenger figure includes Dubrovnik for which a pre-concession agreement has been signed.

HIGHLIGHTS OF 2015

In 2015 the European Bank for Reconstruction and Development (EBRD) completed its acquisition of a 10.84% stake in Global Ports Holding (GPH), widely interpreted as a vote of confidence in a dynamic and rapidly-growing sector player.

Having embarked on the IPO process for Global Ports Holding, volatile market conditions beyond our control prompted us to temporarily suspend the process. Nonetheless, we are fully committed to continuing the process among a wider audience, and our goal is to become listed on one of the international exchange(s) within the next 12-24 months. This process, while particularly challenging, is sure to unlock further hidden value in our portfolio companies.

GPH has registered significant achievements in Malta (Valletta) and Croatia (Dubrovnik) in the wake of recent international investments.

Recently, GPH bolstered its leading position in the Mediterranean with a 55.6% direct and indirect stake in Maltese company Valletta Cruise Port plc (VCP), engaged in cruise port operations and managing the waterfront development featuring commercial and retail facilities.

Dubrovnik International Cruise Port Investment (DICPI), a partnership with French-based Bouygues Batiment International, has been awarded the Dubrovnik Cruise Port tender. Duly, a pre-concession agreement has been signed with regards to operating Dubrovnik Cruise Terminal for 40 years.

Key development of 2015: EBRD partnership

In 2015, the European Bank for Reconstruction and Development (EBRD) completed its acquisition of a 10.84% stake in Global Ports Holding (GPH), widely interpreted as a vote of confidence in a dynamic and rapidly-growing sector player.

The Bank's investment proceeds were apportioned to the financing of future port investments in countries in which the EBRD invests.

And while further consolidating the Company's international standing, GPH's expansion will also integrate ports and create additional network synergies.

Following the transaction, the EBRD appointed its Managing Director for Infrastructure as a member of the board of Global Ports. His presence will further enhance the Company's corporate governance, both in Turkey and beyond.

OUR VALUES

GPH has growing human capital of over 650 employees, working in different locations with different management styles. As a company growing in-organically, keeping the local management and teams within the ports, there is a need for glue capable of unifying the approach and actions of management and employees.

Our Values	Our Conduct
Accountability	• Taking ownership and responsibility of one's actions • Sticking one's neck out and getting things done • Being trustworthy and fulfilling promises
Continuous Development	• Developing self to adapt to changing conditions and trends • Developing others, sharing know-how and expertise • Developing business with innovative and progressive solutions
Smart Investment and Productivity	• Investing time and money on tasks/projects with calculated and systematic returns • Creating productive business environments to achieve maximum results with minimum resources
Result and Solution Orientation	• Focusing on future actions and solutions • Resolving issues with thorough and factual analysis of alternatives and solutions
Strong Communication	• Providing timely and accurate information within the organization • Creating teams who share and have a strong relationship

CHAIRMAN'S MESSAGE

Global Port Holding has leveraged its vast business volume and experience to present an appetizing investment proposition.

Dear Friends,

It is both impossible and ill-advised to ignore the confluence of events that have battered international markets in recent times. Commodity prices have plunged as the mover-shaker economies hunkered down to the prospect of sluggish growth, while other economies in mass have felt the heat. And when one adds the less than fortuitous political factor to the equation, it becomes a real challenge to align oneself with the optimists. Yet I do retain a sense of guarded optimism, as we continue to invest in the development and future of our sector, and in turn, that of the broader economy.

Indeed, when we consider the past three decades my confidence, borne out by the numbers alone, some of which I would like to share with you, has merit. Cruise tourism has enjoyed worldwide growth and a striking resilience to global economic distress, even in the 2008-09 period when a crunching sound rang out across the world. The expansion of the sector's overall offering with the addition of fresh and exciting destinations in new markets has facilitated a consistent upward trajectory.

This, in turn, has been underpinned by passenger-centric enhancements that have brought a new level of quality to vessels and port facilities alike, retaining the traveler's interest and loyalty. The international cruise sector gained further momentum in 2015, having expanded year on year by 3%, as around 22.2 million passengers cruised between 2,000 ports. The Mediterranean and its adjoining seas remain among the most vibrant cruise regions of the world. The Mediterranean alone is the second largest cruise region of the world, accounting for an 18% share of the total for the same year, after the Caribbean/ Bahamas at 38%. The persistent appeal of the Mediterranean stems from its hugely diverse cultural and natural offerings, this despite its relatively small geographical area. In consequence, a number of its home ports (i.e. a turnaround port where cruise voyages start and end) and ports of call (i.e. where cruises call at for a short period of time) today rank among the leading cruise ports anywhere in the world.

The key ports of cruise embarkations and disembarkation in the Mediterranean are Barcelona, Civitavecchia, Venice and Piraeus (Athens), which is also indicative of the prevalence of turnaround cruise voyages in the region. Allure of the Seas became the largest ship thus far to sail European waters in 2015, and is home ported at Barcelona Cruise Port, which is a GPH port. Globally, the 2015 cruise fleet comprised about 300 ships, of wide variety ranging from large-to mid-sized to those of a smaller and even intimate nature. The state of the industry may also be gleaned from the fact that in capacity terms, utilization consistently exceeds 100%. Moreover, a record 6.4 million Europeans took a cruise in 2015.

The European cruise market since 2008 has seen growth of 44%. Germany, growing by 5% in 2014 leapfrogged the UK to rank first among European source markets with 1.77 million passengers. This rise came predominantly thanks to the capacity increases of German cruise lines AIDA Cruises and TUI Cruises. And while Italy remained the third largest source market, it shrank 3.1% in terms of its contribution.

Our plan is to become listed on one, or possibly more, of the leading international exchanges in the near future.

Mehmet Kutman
Chairman

Meanwhile, reduced capacity at UK ports resulted in 4.8% fewer British and Irish passengers taking a cruise, and numbering 1.64 million in total for the year. That being said, the number of those passengers taking fly cruises rose by 3%. It is telling, too, that some 32%, by passenger capacity, of new cruise ships being introduced between 2015 and 2019 are likely to be deployed in the Mediterranean, attesting to marked growth potential in passenger numbers for regional cruise ports. And as the world's largest cruise port operator, Global Ports, an international brand, stands to benefit significantly and retain its leader status.

In 2015, the European Bank for Reconstruction and Development (EBRD) completed its acquisition of a 10.84% stake in Global Ports Holding (GPH). This marked a clear and widely acknowledged vote of confidence, both in a strong economic sector, and a dynamic and rapidly-growing player. The Bank's investment will center on the financing of future port investments in its countries of interest. The partnership itself will serve to further consolidate the Company's international standing, while GPH's physical expansion will also see the integration of ports and result in additional network synergies. Subsequent to the deal, the EBRD appointed Thomas Maier, its Managing Director for Infrastructure, as a board member of Global Ports. His presence will enhance corporate governance efforts and competitiveness, in Turkey and further afield. And while Global Ports is not as yet a publicly traded entity, EBRD's partnership will do much to bolster corporate management, and instill further confidence and favor among the investor community.

Global Ports Holding has, of course, already confirmed its interest in going public, having previously set out along the IPO road. As it transpired, market volatility prompted a rational postponement until clearer skies presented themselves. Nonetheless, we remain fully committed to resuming the process, and in light of the strength garnered from our partnership with EBRD, we will be taking our proposition to a wider audience. Our plan is to be listed on one, or possibly more, of the leading international exchanges in the near future. This process, not without its inherent difficulties, will undoubtedly unlock further hidden value in our portfolio companies. And furthermore, it will serve to deepen capital market development in the Turkish port and infrastructure sectors, and hopefully motivate other national infrastructure companies to pursue their own IPO.

CHAIRMAN'S MESSAGE

In 2015, GPH bolstered its leadership position in the Mediterranean by acquiring a 55.6% stake in Malta's Valletta Cruise Port located in the Mid-Mediterranean.

And having actively tendered in our home market and abroad to strategically expand our portfolio, Global Ports Holding has leveraged its vast business volume and experience to present an appetizing investment proposition. Positioned on the Tagus estuary, the Port of Lisbon is an established and diverse facility catering to cruise ships sailing between the Atlantic coast and Europe, the Western Mediterranean and Northern Europe, and the Atlantic Islands and North Africa, as well as for those on transatlantic voyages. GPH holds a 46.2% stake in holding company Lisbon Cruise Terminals Lda, which in January 2014, won exclusive operational rights for three cruise terminals for a 15-year term, and a BOT concession agreement for a new cruise terminal at the Port of Lisbon ("LCP"), which terminates in 2049. Construction of a new cruise terminal, scheduled for completion in 2016 on capital expenditure of EUR 18-20 million will facilitate a minimum annual cruise passenger volume of 550,000. Notable in 2015 was the reopening of the renovated Santa Apolónia Terminal, while a month later, we hosted the maiden visit of the largest cruise ship to have ever called at Lisbon, the Anthem of the Seas.

In September of 2015, we were proud to announce our success for the Dubrovnik Cruise Port tender, a project sighted to the Old Town, a UNESCO World Heritage Site recognized as a marquee, or 'must-see' port and home to "Game of Thrones", widely acclaimed TV series. In fact, this Mediterranean investment will benefit from ongoing infrastructural work to increase the capacity of Cilipi (Dubrovnik) Airport, and a scheduled direct highway connection to the city.

In addition to assuming all cruise operations and constructing a new cruise terminal, set for completion in late 2016, GPH will also build and operate a shopping center at the concession area, and several commercial spaces within the terminal building, generating further revenue streams. Construction is set to commence in 2016, and be completed by the end of 2018.

Simultaneously in 2015, GPH bolstered its leadership position in the Mediterranean by acquiring a 55.6% stake in Malta's Valletta Cruise Port located in the Mid-Mediterranean. Malta's clear upside potential in the cruise sector, stems from a unique geographic location suitable for West-Med itineraries departing from Barcelona and Civitavecchia, and for East-Med itineraries departing from Istanbul and Piraeus.

I anticipate a total passenger number of 750,000 for 2016, delivered in style by industry giants such as Carnival, Royal Caribbean Cruises, MSC, Celebrity, TUI Cruises, and Costa. Indeed, VCP seems set to annually generate over US$ 10 million in revenues and around US$ 5 million of EBITDA, supported by our management of its waterfront commercial and retail facilities.

In short then, when we consider the added advantages to be reaped from our two consecutive acquisitions of Malta and Dubrovnik, we are operating at 10 ports in seven countries, and servicing around 5 million passengers, whereby our Mediterranean market share is just shy of 20%.

It is my firm hope going forward that by improving our passenger-centric offering, we will continue to justify the leading position we have built up over the years. Our investments in portfolio assets and state of the art technologies to boost operational efficiency will meet the demands of the sector and better serve the rising number of travelers worldwide who feel the joy of the cruising.

Mehmet Kutman
Chairman

In 2015, GPH bolstered its leadership position in the Mediterranean by acquiring a 55.6% stake in Malta's Valletta Cruise Port located in the West-Mediterranean.

BOARD OF DIRECTORS

Mehmet Kutman
Chairman

Mr. Kutman has served as Chairman of GPH since April 2012. He was reappointed to the Board of GPH at the GPH ordinary general assembly of March 12, 2015 to serve until the following year's ordinary general assembly meeting. Mr. Kutman was a founding Shareholder of Global Menkul Değerler A.Ş., or GMD and GIH, and formerly served as GMD's Chief Executive Officer. In addition to his active involvement in the business development and project management of GPH on a transaction-by-transaction basis, Mr. Kutman is the Chairman of the Board of Directors of GIH, Orta Doğu Antalya, Ege Liman and Bodrum Liman. Prior to founding GMD in 1990, Mr. Kutman had been Project Manager at Turkish corporate group Net Holding A.Ş., involved in tourism and related sectors, from 1989 to 1990. Between 1984 and 1989, he resided in the United States, where he served as Vice President of North Carolina National Bank, Sexton Roses Inc. and Philip Bush & Associates. Mr. Kutman holds a BA (Hons.) degree from Boğaziçi University and an MBA from the University of Texas.

Ayşegül Bensel
Vice Chairperson

Mrs. Bensel has served as a member of the Board since April 2004. She was reappointed to the Board of GPH at a GPH ordinary general assembly of March 12, 2015 to serve until the following year's ordinary general assembly meeting. Mrs. Bensel also serves as a Member of the Board of Directors of GIH, Ortadoğu Antalya and Bodrum Liman, and is currently Managing Director of the Real Estate Division of GIH. In addition, she has served as a Member of the Board of Directors of Dağören Enerji, Global Enerji, Global Insurance, Mavi Bayrak and Torba, and Chairperson of the Board of Directors of Salıpazarı İnşaat. Until the sale of Global Hayat in 2005, Mrs. Bensel had been Chairperson of the Board of Directors of Global Hayat, and had served as its Chief Executive Officer since its formation in 2003. Mrs. Bensel has also been a Member of the Board of Directors of Global Securities since its formation in 2004. In addition, she has also served as the CEO of Pera REIT Company. Previously, Mrs. Bensel was Co-Director of Research within GMD from 1998 to 1999, and Assistant Director of Research from 1993 to 1998. Prior to joining GMD as an equity research analyst in 1991, Mrs. Bensel was a Manager in foreign exchange dealings in the Turkish banking sector. Mrs. Bensel holds a BA in Business Administration and Finance from Hacettepe University, Ankara.

Serdar Kırmaz
Board Member

Mr. Kırmaz graduated from Middle East Technical University in 1987 with a degree in Business Administration. Following a brief stint with OYAK Group in Ankara he joined PricewaterhouseCoopers ("PWC") Turkey in 1988, where he became a Partner in 1996. He worked at PWC until 1997, including a short period at PWC Hungary. Mr. Kırmaz then worked as a freelance consultant advising various Turkish companies between 1997 and 1999. He continued his career as CFO, at STFA Group between 1999 to 2005, followed by GIH between 2005 to 2007 and then at Doğan Group between 2007 to 2010. Mr. Kırmaz has built considerable experience in mergers and acquisitions and company restructurings, as well as corporate governance. He rejoined GIH in June 2010 and is a Board Member at the holding company and its various subsidiaries. He was reappointed to the Board of GPH at the GPH ordinary general assembly of March 12, 2015 to serve until the following year's ordinary general assembly meeting.

Dr. Ayhan Paksoy
Board Member

Dr. Paksoy has served as a Member of the Board since September 2010. He was reappointed to the Board of GPH at the GPH ordinary general assembly of March 12, 2015 to serve until the following year's ordinary general assembly meeting. Dr. Paksoy also serves as a Member of the Board of Directors of Ortadoğu Antalya. Beyond the Group, Dr. Paksoy serves on the Board of Directors of the European Ready Mixed Concrete Organization and the Turkish Ready Mixed Concrete Organization, as well as holding the position of Councilor in the Turkish Maritime Organization. Prior to his appointment as a Member of the Board, Dr. Paksoy was the Chairman and Vice-Chairman of Kumport Port between 1990 and 2004. During the same period, he also served as Chairman in various companies in the maritime and construction sectors, including Alyans and Paksoy Yapı, which he established in 1983. Dr. Paksoy holds a degree in Medicine from Cerrahpaşa Medical University.

Jérôme Bayle
Independent Board Member

Mr. Bayle has held top executive positions in various countries for Tetra Pak for 32 years. Among others, as the former Managing Director of Tetra Pak Turkey he was also responsible for developing Tetra Pak operations in the region, including Central Asia and the Caucasus. He has also worked in the Balkans. Since then, Mr. Bayle has established Magnetic North, a management consulting firm providing mentoring and consulting services to large multinational companies in the greater Middle East region, with a particular emphasis on human resources, organizational processes and development. Mr. Bayle holds a Master's degree in Business and Finance from France's Dauphine Université. He is also an alumnius of the Swiss Business School İMD. He has garnered numerous awards during his professional career, and has been recognized for his many contributions to business and social organizations.

Thomas Maier
Board Member

Mr. Maier is the Managing Director for Infrastructure at the European Bank for Reconstruction and Development (EBRD). As such, he oversees the Bank's operations in the Municipal and Environmental Infrastructure and Transport sectors. Mr. Maier joined the EBRD as Senior Project Manager in August 1993 and later worked as Senior Banker on the Romania, Moldova, Croatia and Ukraine country team. In 1999, he moved to the Municipal and Environmental Infrastructure team as Deputy Director and became Team Director in October 2001. Previously, Mr. Maier worked at NatWest Markets engaged in acquisitions, management buy-outs and highly leveraged transactions in the UK and Western Europe. Mr. Maier is a German national and holds a degree in Public Management and an MA in Development Economics.

SENIOR MANAGEMENT

Emre Sayın
CEO
Mr. Sayın was appointed Chief Executive Officer of Global Ports Holding in 2016. After graduating from the Department of Industrial Engineering, Boğaziçi University, Mr. Sayın completed his postgraduate degree in Systems Engineering at Rutgers and Princeton Universities. He began his career as Management Expert at Merrill Lynch, Princeton in 1992. In 1993, he joined Unilever and worked in high level positions for seven years in various departments including Marketing and Management of chain stores. Following Unilever he moved to Microsoft where he was the Marketing Deputy General Manager for the subsequent three years. He continued his career as the General Manager of Kodak until 2005. From 2005 to 2007, he worked as Chief Marketing Officer at Evyap. Mr. Sayın worked in high-level positions such as Chief Commercial Officer, Consumer and Chief Marketing Officer at Turkcell reporting directly to the CEO, for seven years. Over the past three years, he has worked as Chief Business Development Officer at Vimpelcom, Amsterdam, and Senior Advisor at Verizon, New York.

Ferdağ Ildır
CFO
Ms. Ildır was appointed Chief Financial Officer at Global Ports Holding in 2010. Previously, she was the Chief Financial Officer at Kuşadası Cruise Port, Bodrum Cruise Port and Port Akdeniz – Antalya. She had a chance to be a part of all GPH's past port projects, taking active role in the formation of the current portfolio. And between 2010 and 2012, besides port operations, she was also responsible for the energy operations before joining Global Ports Holding; Ms. Ildır was Accounting Division Manager at the Teba Group from 2004 to 2005. She held various positions at Arthur Andersen and Ernst&Young until 2004 Ms. Ildır holds a BSc degree in Economics from Dokuz Eylül University.

Arpak Demircan
Deputy CEO
Mr. Demircan was appointed Deputy Chief Executive Officer at Global Ports Holding in 2010. Since 2007, he had been the Vice President of Business Development at Global Investment Holding. From 2004 to 2007, Mr. Demircan held a range of positions within the Business Development department of Global Investment Holding. In this capacity, he assumed such key responsibilities as establishing GPH's portfolio of ports, and also led a number of M&A and major privatization transactions in the infrastructure and transportation sectors, both in Turkey and abroad. Mr. Demircan serves on the Board of Directors of Port Akdeniz – Antalya, Kuşadası Cruise Port and Bodrum Cruise Port. He holds a BSc degree in Industrial Engineering from Eastern Mediterranean University, and an MBA degree with a concentration in Finance from United States International University-San Diego, California.

Carla Salvado
Director of Cruise Marketing

Ms. Salvado was appointed Director of Cruise Marketing at Global Ports Holding in 2016. She began her professional career at Port of Barcelona in 1992 and was first active in the cruise industry in 2003. She holds a Bachelor's degree in Economics and Business Sciences from Pompeu Fabra University, Spain. She successfully completed the Program for Management Development (PMD) at ESADE and attended the Value Innovation Program at INSEAD, Paris. She worked as Secretary General of MedCruise, the Association of the Mediterranean Cruise Industry between 2003 and 2006. She joined Barcelona Port Authority in 2006 as Cruise Manager, where in 2010, she was appointed Marketing and Cruise Director. She has taken roles in the Board of Directors at Creuers del Port de Barcelona, Cruceros Malága, and MedCruise. In September 2014, she was appointed President of MedCruise Association. She is also member of the Passenger Committee Network of European Sea Ports Association (ESPO).

Özgür Sert
Port Akdeniz GM

Mr. Sert has been the General Manager at Port Akdeniz – Antalya since late 2012. Prior to his appointment as Commercial Manager at Port Akdeniz, Mr. Sert had been Business Development Manager at GPH. The holder of an ocean-going master's license, he graduated from Istanbul Technical University's Maritime Faculty in 2000. He also worked as a merchant marine between 2000 and 2007, and as an Operations Manager in Ship Management, Agency & Container Terminals between 2006 and 2011.

Sedat Kara
Port of Adria GM

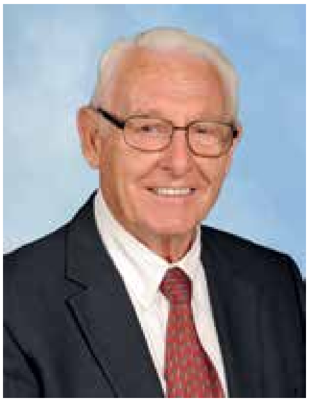
Mr. Kara was appointed General Manager of Port of Adria in December 2015, having joined the GPH family at Port Akdeniz – Antalya in 2012. Since then, he has overseen Commercial Activities at Port Akdeniz – Antalya and Port of Adria-Bar. He was transferred from Port Akdeniz to Port of Bar in November 2013. He was also the Commercial Coordinator at Bar – MNE. Sedat Kara graduated from Dokuz Eylül University, Izmir from the Department of Maritime Business and Management in 2009.

SENIOR MANAGEMENT

Aziz Güngör
Ege Ports & Bodrum Cruise Port GM
Mr. Güngör has been the General Manager of Ege Ports – Kuşadası since 2006. He also serves as the General Manager at Bodrum Cruise Port since 2008. Prior to starting his career at Global Ports Holding, he served not only as the Marina Manager at Setur Kusadasi Marina but also as the Sales and Marketing Director at Setur Marinas Group, a privately operated marina chain of 11 marinas, which is a subsidiary of Koç Holding, the largest private holding company in Turkey. Mr. Güngör served as a Board Member of DTB – Turkish Marine Tourism Association between 2011-2013 and as a Board Member of MedCruise – Association of Mediterranean Cruise Ports in 2014. At present, he has served as a Board Member at TÜRKLİM – Port Operators Association of Turkey since 2014. Aziz Güngör began his career in the marine tourism sector in 1994 as a management trainee in the Tourism Division of Koç Holding (Koç Group) and has held a variety of executive positions within the Group since 2006. Aziz Güngör holds a Bachelor's degree in Tourism Administration and Hospitality Management from Mediterranean University, Turkey.

Stephen Xuereb
Valletta Cruise Port GM
Mr. Xuereb was appointed General Manager at Valletta Cruise Port in June 2014. He has been employed by the company since its inception in 2002, and was appointed as Group Chief Financial Officer in 2009. He was responsible for establishing the finance and administration function, overseeing the financing of the € 37million capital-intensive project, and playing an active role in developing the cruise line business and ancillary support services in Malta. Stephen Xuereb has over 20 years of senior management experience, 13 of which in the cruise Industry. Previously, he has held positions in the audit and financial advisory sectors, as well in the retail, property and hospitality industries. Mr. Xuereb is a Fellow of the Chartered Institute of Accountants and a Henley MBA graduate.

Ricardo Ferreira
Lisbon Cruise Terminals GM
Mr. Ferreira has served as General Manager at LCP since June 2014. Prior to his appointment, Mr. Ferreira had worked as Hotel & Resort Operations Manager (Deputy GM) at Praia D'El Rey Marriott Golf & Beach Resort, from November 2013 until June 2014, and as Operations Director of Sonae Turismo, and Troia resort, between January 2013 and October 2013. He received a PGG in the General Management Program from the Lisbon School of Business & Economics in 2011, and a degree in Corporate Sciences from Universidade Fernando Pessoa in 2009.



Carles Domingo
Cruers Barcelona GM

Mr. Domingo Pages has been the General Manager at Creuers (Barcelona) since 1999. Prior Mr. Domingo Pages was Vice-President of Standard Electrical Materials at ABB Spain S.A., and General Manager at Metron S.A., a Spanish subsidiary of Swiss Company Brown Boveri. He holds a Doctorate in Engineering from Escola Superior d'Enginyers Industrials de Barcelona, and completed the Management Development Program at IESE Business School in Barcelona. He launched his career as General Manager at Mapor S.A., a container handling and logistics company based out of the Port of Barcelona, where he was a special contractor for the transportation to the site of NASA components for satellite tracking stations in Spain.

Lionel Wong
SATS Crueurs Singapore GM

Mr. Wong has been the General Manager at SATS Creuers Cruise Singapore since January 2016. He was previously the Regional Head of Corporate Business Development at SATS, and was responsible for establishing and developing SATS's business operations and scope through strategic partnerships, joint ventures, and mergers and acquisitions in the Middle East, ASEAN, Japan, and South Korea regions. Mr. Wong was also previously responsible for the Low-Cost Carrier Catering division of Asia Pacific Star (APS) Pte Ltd, a subsidiary of SATS, where he spearheaded innovative drives to optimize operations, manage costs and drive revenues by implementing ambient shelf-stable ready-to-eat meals featured on some low-cost airline customers today. He also revamped marketing and ancillary revenue streams by creating fresh approaches to marketing and promotions with a B2C focus. Mr. Wong holds a Master's degree in Business Administration from Murdoch University, Perth, Australia.

Susana Gutierrez
Cruceros Malága GM

Ms. Gutierrez has been the General Manager at Cruceros Málaga since 2008. Prior Ms. Gutierrez had worked for three years as Planning and Coordination Manager at Málagaport, also coordinating Málaga Port Services' publicity and commercialization activities. Ms. Gutierrez graduated from the University of Málaga with a Translation and Interpreting degree, holds a Cruise Ship Industry Master's degree from Cambridge University, and has completed Professional Cruise Ship Education at the Med Cruise Association and received Port Facility Security Certification from Universidad Politècnica de Catalunya.

Gonca Uygun
Bodrum Cruise Port Manager

Mrs. Uygun is the Harbor Manager at Bodrum Cruise Port. Having held the position of Operations Manager of D-Marin Turgutreis Marina for eight years, she was the Managing Director of several privately owned marinas. She was also previously the Marina Manager at Kemer Turkiz Marina in the Antalya region, Aganlar Boat and Shipyard in Bodrum, Marinturk Pendik Marina in İstanbul, before joining GIH. Mrs. Uygun holds a Bachelor's degree in Management from Middle East Technical University, Turkey. She is a Member of SKAL Turkey – the International Association of Travel and Tourism Professionals. She speaks fluent English, and has two children.

CRUISE INDUSTRY OUTLOOK

The cruise industry expects to reach 30 million cruise passengers by 2022.

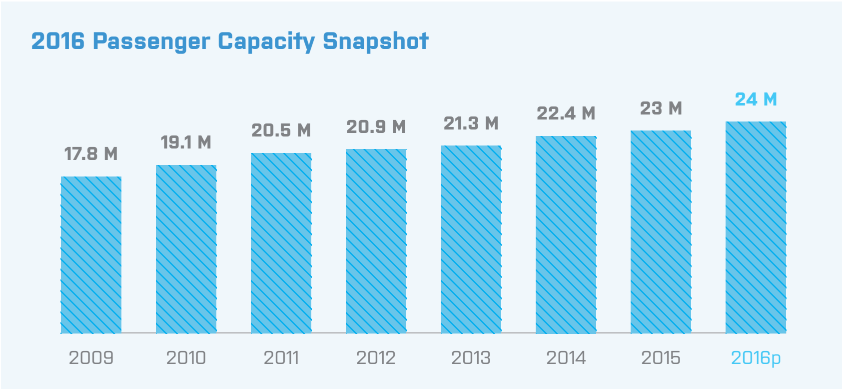
Cruise tourism has been one of the fastest growing sectors of the tourist industry for the past 25 years and the popularity of cruise holidays is increasing day by day among international travelers.

From 2003 to 2014 period, worldwide demand for cruises had increased from 12 million passengers to 22.1 million passengers, depicting a CAGR of 6%. Reflecting this momentum, cruise ship capacity, too, expanded by 18% for the same period.

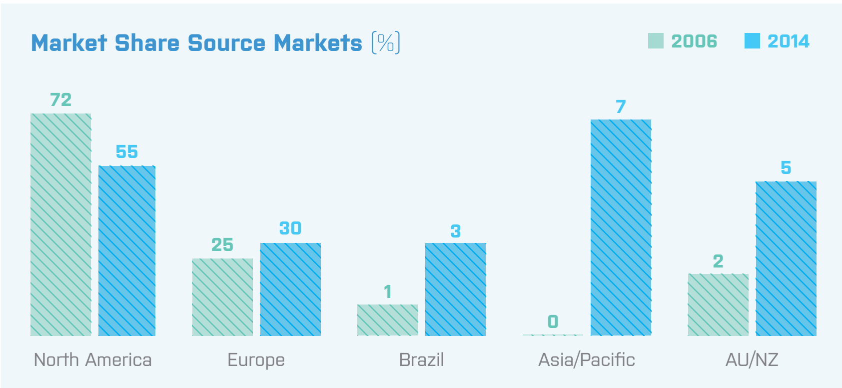
Ports not only serve to keep a country's goods on the move, but also contribute significantly to its broader economic development. The marked contribution they make to local and regional economies arises from their catalytic effect on commerce and industry, and the employment opportunities they create. Indeed, it is notable that port regions appear to be at a clear advantage when compared to geographic regions not situated on the coast, or other waterways.

CRUISE DEMAND

The globalization of the cruise as a holiday option, the low penetration in the main source markets and the wide offer of ships which attracts all ages and economic classes are signs of the positive trend.



Source: CUA



Source: Cruise Industry News

Source Markets

Historically, North America has been the major source market. Nevertheless, over the past decade other markets have experienced the most spectacular growth. While North America grew by 43.6% in the period 2004-2014, Europe and the rest of the world experienced 136.2% and 186.1% growth, respectively. This fact demonstrates two things. First, that the cruise industry has offered an appealing product for more and more people. And second, that there is a trend towards a globalized cruise industry.

The above graphic shows the evolution of each market during the recent years.

The Asia region is currently considered as one of the most important emerging markets for cruise lines and is expected to experience spectacular growth over the coming years, reaching 4 million cruisers by 2020. (Source: CLIA)

Despite the remarkable growth of recent years, these figures correspond to low levels of penetration in the source markets, which allow us to consider further growth potential.

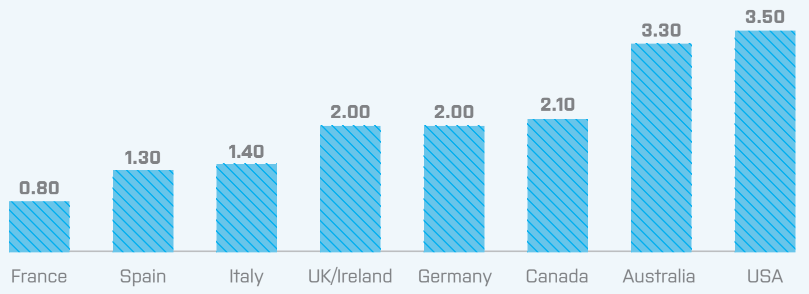
We anticipate that for the next six years the global passenger mix will remain skewed towards North America. This being said, the bulk of the growth will likely originate from European and Asian markets. If Europe reaches a market penetration equal to North America by 2022, it will mean more than 10 million passengers a year, 4 million more than it carried last year. Furthermore, Asia is expected to continue growing until it reaches 4 million in 2020.

With the foreseen good performance of the source markets mentioned above, the industry expects to reach 30 million cruise passengers by 2022. (Source: Cruise Industry News).

Cruise Demographics

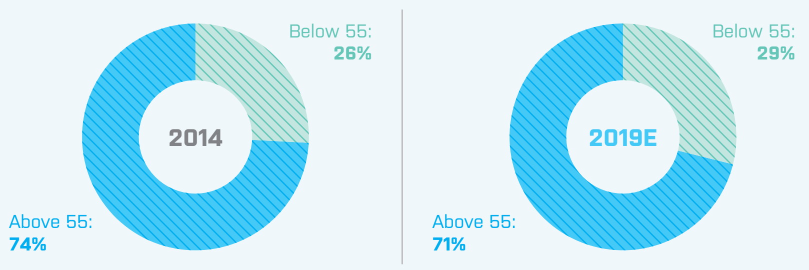
Concerning the profile of the cruise passenger, an ageing and rich population has been a mainstay of the demand. Nevertheless, thanks to a wide offer of cruise ships focused on families and certain niche markets, today's average cruise is much younger, covering all ages in the family, as well as people from different economic levels, thereby expanding the potential market.

Penetration in Leading Cruise Markets as of 2014 (%)



Source: Seatrade Insider, Cruise Industry News, EIU, CLIA UK & Ireland, CLIA Europe, Cruise Market Watch, Association of Mediterranean Cruises.

Cruise Passenger Age Demographics (%)



Source: Seatrade Insiders, Cruise Industry News, EIU, CLIA, Cruise Market Watch, Med Cruise

SHIP SUPPLY

As far as the supply side is concerned, cruise lines are expanding their fleet constantly to meet the growing pace of demand.

A fleet of more than 300 cruise vessels was deployed all around the globe during 2015. Nowadays, there are 41 cruise ships on the order books, adding more than 132,000 lower-priced berths to the cruise offering.

According to Cruise Industry News, a large number of these new ships will be deployed in Europe. From 1999 to 2015, the number of ships in the region has risen from 84 to 113. This figure will rise to 125 ships in 2022.

CRUISE INDUSTRY OUTLOOK

Resilience to Economic Downturns, Demonstrated by High Occupancy Rates.

Passenger numbers is a key factor determining cruise port revenues. Consequently, investors can justifiably be confident about the outlook for passenger numbers based on available ship order book data.

Although new ships will be built with the right size and services to serve a specific market the progression towards larger, wider, and higher passenger capacity has been the main driver of vessels in recent years. New cruise ships are being built with between 130,000 and 230,000 gross register tons (GRT) with capacities for up to 6,000 passengers. GRT as well as number of passengers per ship has doubled in the space of 15 years, while the length of the largest vessels has increased 12% per year over the same period.

Underlying the growth of vessels is the cost per passenger, as larger vessels tend to be able to offer lower cost per passenger, thereby broadening the potential cruise market, and making cruising one of the more economical types of holiday.

Occupancy Rate vs. Ticket Pricing
Two Major Cruise Lines' Occupancy Rates

Source: Seatrade Insider, Cruise Industry News, EIU, CLIA UK & Ireland, CLIA Europe, Cruise Market Watch, Association of Mediterranean Cruises.

Despite this general trend toward bigger ships, market segmentation obliges the offering of ships of varying size, with different amenities and itineraries to attract a specific target. Thus, we also observe a remarkable number of luxury vessels on the order book.

All cruise lines tend to maximize the level of occupancy, regardless of the vessel size, due to the high fixed cost of the business model. Despite economic fluctuations, there is a strong track record of consistently high occupancy, at rates of 100-105%, due to dynamic pricing.

Although the cruise fleet is operated under 52 different brands, the industry is dominated by a few large groups. Carnival Corporation (48% of passengers worldwide), Royal Caribbean Cruise Ltd & plc (24%) and Norwegian Cruise Lines (11%). Those three corporations, together with MSC (5%), control 88% of the sector.

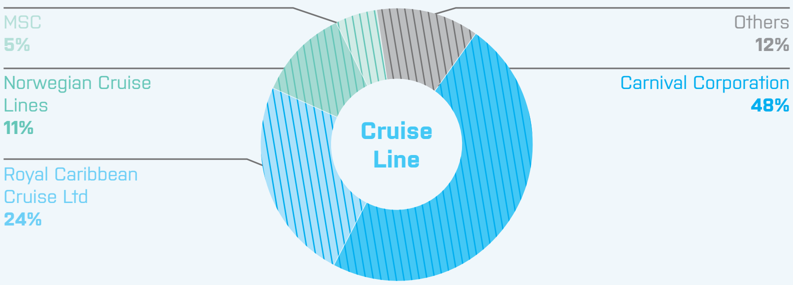
The three major companies are listed corporations. Both Carnival Corporation & plc and Royal Caribbean Cruises Ltd have experienced good levels of

High Visibility of the Cruise Industry

profitability in recent years, while Norwegian Cruise Line Holdings Ltd has found stability after some restructuring. MSC is part of a family that owns one of the major global container shipping lines, Mediterranean Shipping Company S.A., founded in 1970.

The three big groups are composed of different brands, targeting different markets. Carnival Corporation has 10 brands covering all sectors, from contemporary to luxury, with a fleet of over 100 vessels focused on diverse markets (USA, Germany, and Great Britain, among others). Royal Caribbean Cruises Ltd follows the same strategy with six brands and 48 vessels. And Norwegian Cruise Lines Holding with three brands and 24 ships. MSC, a Mediterranean company, has deployed its fleet in the Med historically. Nevertheless, with a more global cruise industry, the European company has started to deploy ships in other regions, like Cuba and Asia.

Market Share of Cruise Lines by to Worldwide Passengers



Source: CLIA

Besides the major operating groups, the growing prospects of the industry are attracting new players; some of them are outsiders like Virgin Cruises, with others coming from river cruising, like Viking Cruises. Chinese and Asian cruise brands are also expected to emerge. Global Ports hosts almost all cruise lines and the most modern and largest ships (Allure of the Seas, Splendida, and Norwegian Epic are deployed at various GPH ports).

Harmony of the Seas (Royal Caribbean Cruises), the biggest ship in the world, will enter into service in 2016 based in Barcelona and offering itineraries in the Mediterranean.

CRUISE INDUSTRY OUTLOOK

Three major cruise corporations compose 83% of the cruise industry.

CRUISE DESTINATIONS

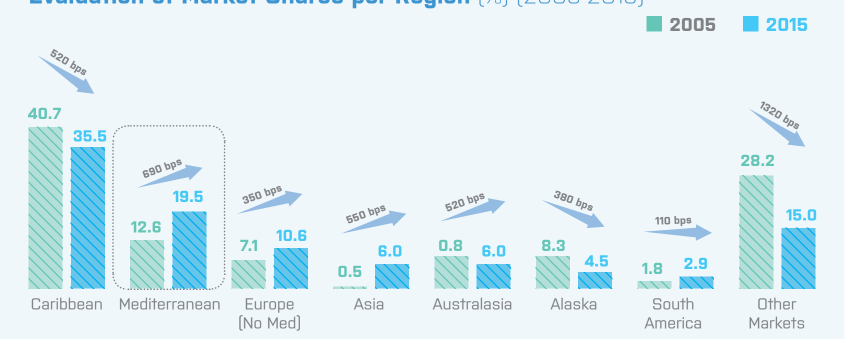
The market shares of each region depend on many factors: the tourist attraction of the area, its seasonality, proximity to source markets, and the willingness of cruise lines to develop new markets, among others.

The Caribbean has been the cradle of the cruise industry, and in 2015 is the leading destination with a 35.5% share, followed by the Mediterranean (19.5%), northern Europe (10.6%), Australasia (6.0%), Asia (6.0%), Alaska (4.5%), South America (2.9%) and other regions (15.0%).

According to CLIA, fleet deployment for 2016 shows few changes in this distribution.

When we look at the changes and trends of ships deployments of the past decade, we see that the Caribbean has been losing market share, while Europe, notably the Mediterranean, became in the 2000s the center of the cruise business and now It is the time of Asia. Indeed, the Mediterranean, Asia and Australia have been the forerunners in gaining market share over the past ten years.

Evaluation of Market Shares per Region (%) (2005-2015)



Source: MedCruise Statistics 2015

The chart above illustrates the evolution of the market shares per regions in the last ten years, and that the Mediterranean recorded the fastest growth in market share in the 2005-2015 period.

Cruise lines have mobile assets, ships, moving them to areas of the highest revenue generation potential. The profitability of an itinerary depends on many factors: fuel costs, geopolitical issues, ticket prices, onboard spend, environmental regulations, and local fees, among others.

For the future, the European region, and especially the Mediterranean, will continue to be a strategic area due to its proximity to an increasing source market and the attraction of its destinations. The Caribbean could potentially experience incredible growth depending on the new proximity to Cuba. Cruise lines are eager to offer itineraries including the Caribbean island, and would change existing ships deployments were Cuba to finally open for business. In early 2016, we have seen MSC relocating one ship from the Canary Islands to Cuba to cover this existing demand.

The Mediterranean recorded the fastest growth in market share between 2005-2015.

For the time being, Asia appears to be the region of greatest near term growth for cruise lines and indeed, most of them are deploying ships to that area.

Whatever the future market share per region, one thing is clear: the cruise industry is becoming increasingly global, which helps to stimulate demand in the source markets, which ultimately is good for all regions.

And it is both good and important for the regions because the cruise industry makes an important contribution to local economies, creating vital local jobs and wealth. According to the Cruise Lines International Association (CLIA), the total economic impact of the industry in 2014 was US$ 119.19 billion, and it helped to support nearly 940,000 jobs and US$ 40 billion in wages worldwide.

In this context of growth and good health of the industry, many cities and ports are more and more interested in improving their facilities to meet cruise lines demands, or to enter into the cruise market as a new destination. From the cruise line point of view, new and bigger ships need improved facilities and different itineraries. Port infrastructure is one of the key elements to take into account by cruise lines when designing their itineraries.

Global Ports Holding appears to be an ideal stakeholder in this scenario: it offers the possibility of improving or building port facilities to help cities to develop their tourist industry, and to provide the cruise lines with points of access to these destinations.

Global Ports Holding is now the leading cruise port operator in the world, managing 10 ports in the Mediterranean/Asia Pacific. Most of these ports are now the biggest in their respective areas: Barcelona, Dubrovnik, Valletta, Lisbon, Málaga, Singapore, Bar and Turkish ports.

WESTERN MEDITERRANEAN

BARCELONA CRUISE PORT

The largest cruise port in the Mediterranean and fourth in the world

Barcelona has long been considered one of the world's leading tourist, trade fair, and sports centers. Its influence in commerce, education, entertainment, media, fashion, science, and the arts attest to its status as one of the world's key global cities. Barcelona is also a principal cultural center in southwestern Europe, as well as a financial hub. The Port of Barcelona has a 2,000-year history and today, vast commercial importance.

Creuers del Port de Barcelona S.A. (Creuers) was founded in 1999 to operate five public cruise terminals, Barcelona Cruise Port, at the Port of Barcelona. On the strength of highly trained professionals and companies, the Port's operations have been further refined and developed, contributing to an increase in cruise passenger traffic. With its five public and one private terminal the Port of Barcelona increased its traffic from 562,397 in the year 2000, becoming the largest cruise port in Mediterranean and fourth in the world with an annual throughput of 2.5 million passengers. Moreover, the Port of Barcelona is one of Europe's leading turnaround bases with 1.4 million homeport passengers in 2015.

GPH holds a 62% stake in Creuers through Barcelona Port Investment (BPI), which was founded in partnership with Royal Caribbean Cruises Ltd (RCCL), one of the world's leading cruise line operators.

Creuers holds 27-year port operational rights for four cruise terminals at the Barcelona Cruise Port and an annual operating license contract for the fifth cruise terminal; an 80% stake in the port operating rights for the Malága Cruise Port; and a 40% stake in the Singapore Cruise Port.

Operating five cruise terminals, Terminal A, B, C at Adossat pier and Terminal North & South at World Trade Center, Barcelona Cruise Port hosted 1.8 million passengers in 2015, with 1.1 million homeport passengers and 0.7 million transit passengers. Total passengers surged by 12.8% YoY, driven by homeport passengers. For 2015, total revenues increased by 15% YoY, reaching EUR 22.3 million while EBITDA increased by 25% reaching EUR 14.9 million, translating into a 500 bps rise in EBITDA margin to 67%.

In a first time for the Mediterranean, Barcelona Cruise Port hosted the world's largest cruise ships "Oasis of the Seas" and its sister ship "Allure of the Seas" thanks to ramped up port facilities. In order to serve as a homeport for such vessels, a new concourse has been built connecting Terminals B and C, while a new gangway has also been installed.

With constant attention to increased comfort levels, over 2014 and 2015, all passenger boarding bridges operating at Terminals A, B and C had air-conditioning systems installed. To enhance the passenger experience by reducing queuing time upon entry, two new X-ray machines were installed, and two archways were built. Furthermore, in terms of IT infrastructure at Terminals A, B and C, the processing capacity has been increased to 1 GB enabling the convenient check-

BARCELONA CRUISE PORT

MAXIMUM SHIP DIMENSIONS FOR BERTH

Length: No Limit
Width: No Limit
Draught: Up to 8 m (Barcelona Pier), Up to 12 m (Adossat Pier)

ANCHORAGE

Available: No
Ship Tender Allowed: No
Tugs Available: Yes
Tidal Movement/Range: None

QUAYS

Total Number Of Quays: 4
Total Length Of Quays: 2,350 m
Quay Depth: Up to 8 m (Barcelona Pier) Up to 12 m (Adossat Pier)
Passenger Terminals: 15

DISTANCES/TRANSPORTATION

City Center: 2,5 km max
Airport: 12 km via high-speed
Shuttle Service: Yes

WESTERN MEDITERRANEAN

BARCELONA CRUISE PORT

in of 4,500 embarking passengers. Additionally, mobile counters with up to 80 units per terminal have been introduced. And meanwhile, the fleet of luggage towing vehicles and forklifts has been replaced by new environmentally friendly electrically powered vehicles.

The operating needs of its clients are the key motivation behind the Port's management. Highly-trained personnel, along with maximum security across all ship operating procedures, as well as collaboration among the authorities and security forces, are among the factors that underpin the Port's safety and reliability. Barcelona Cruise Port is one of the leaders in security and specific logistics for cruise traffic. The Port follows strict guidelines to guarantee that all cruise needs in terms of safety and security are met. Accordingly, the implementation of the International Ship and Port Facility Security Code (ISPS Code) is one of the Port's strengths. Indeed, it has successfully exceeded the inspection levels of the new European Union Regulation (CE) 125/2004, which stipulate that European ports must apply measures that were previously recommendations of the ISPS code, thereby increasing the required level of security. Barcelona Cruise Port has become a permanent member of the Port's working group concentrated on the prevention of operational risk.

Barcelona Cruise Port has garnered several awards for its efficient turnaround, improved terminal facilities and overall destination experience. Indeed, the management and operations of the Port have become a renowned benchmark for the cruise industry. The prestigious magazine "Dream World Cruise Destinations" awarded several prizes to Barcelona Cruise Port in recognition of its exceptional experience and achievements during the annual industry fair in Miami. Additionally, the Port has received certification by Puertos de Estado for compliance with a strict Quality Framework, audited by independent entity SGS. The Port's social responsibility efforts have involved cooperation with the AQR-Lab Laboratory of Applied Economics of the University of Barcelona to study the regional impact of cruise activity in the region.

EBITDA (EUR THOUSAND)

2014
12,223

2015
14,850

One of the Mediterranean's leading turnaround bases

BARCELONA CRUISE PORT	
GPH Acquisition Date	2013-2014
End of Concession	2036 (WTC wharf), 2040 (Adossat wharf)*

* Current concession end is 2026 and 2030. The extension process is ongoing.

CRUISE TRAFFIC	# of calls	# of pax (thousand)
2013	612	1,889
2014	513	1,579
2015	523	1,781

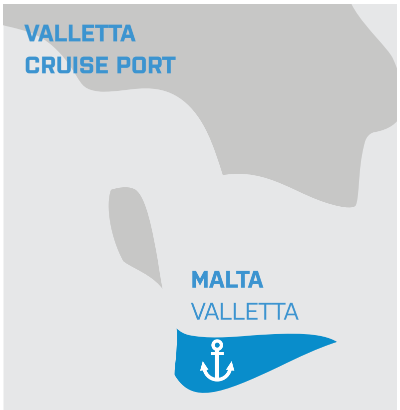
KEY FINANCIALS (EUR THOUSAND)	Revenue	EBITDA*
2013	22,739	13,964
2014	19,333	12,223
2015	22,251	14,850

* EBITDA figures indicate only operational results, excluded non-recurring, non-operational revenues and expenses.

WESTERN MEDITERRANEAN

VALLETTA CRUISE PORT

VALLETTA CRUISE PORT



MAXIMUM SHIP DIMENSIONS FOR BERTH
Length: 333 m
Width: 35 m
Draught: 13.7 m

ANCHORAGE
Available: Yes
Ship Tender Allowed: Yes
Tugs Available: Yes
Tidal Movement/Range: 0.5 m max

QUAYS
Total Number of Quays: 7
Total Length of Quays: 1,327 m
Quay Depth: 11 m
Passenger Terminals: 4

DISTANCES/TRANSPORTATION
City Center: 1.5 km
Airport: 6 km

Valletta Cruise Port is the only licensed cruise and ferry terminal operator in Valletta, Malta.

Established in 2002, Valletta Cruise Port is the only licensed cruise and ferry terminal operator in Valletta, Malta. Valletta Cruise Port, the gateway to Malta's capital city Valletta, welcomes in excess of half-a-million cruise passengers into what is deemed as an open air museum. Malta is strategically positioned at the center of the Mediterranean, offering endless possibilities for Eastern and Western itineraries.

The award-winning Valletta Cruise Port is situated in a natural deep water harbor, with ease of access to ships of sizes, all year round. There are three passenger facilities with the main terminal located in the historic Magazino Hall, which is fully modernized and equipped with state of the art technology. Fiber optic and wi-fi links from the Magazino Hall to the ship allow for simultaneous onboard registration and check-in. The facilities are easily capable of processing a minimum of 500 guests per hour. Malta's diminutive size means that all attractions are within

VALLETTA CRUISE PORT

close proximity. Furthermore, Valletta Cruise Port is just ten minutes away from Malta International Airport, ideal for both homeporting and turnaround operations.

While in port, passengers disembark immediately onto the Valletta Waterfront, a favorite landmark on the island of Malta. There are 19 beautifully restored 18th century warehouses and bastions, built during the Baroque period to enjoy. The exquisite gemstone buildings, originally constructed by Grand Master Pinto to be used as stores by the Knights of St. John, are today restored to offer a host of diverse services.

Global Ports Holding acquired a 55.60% stake Valletta Cruise Port in 2015.

The Company took over the cruise and ferry terminal operations in Valletta, Malta in 2002 with a 65-year concession agreement won at the international tender held by the Government of Malta. The concession includes a 65-year lease of 48,000 m^2 of land and buildings adjacent to the quays. VCP, through its 90% subsidiary Travel Shopping Ltd., also runs the port's duty-free operations. The Company is also currently assessing a second phase investment involving a 12,000 m^2 office and retail development within the concession territory.

With a total passenger number of c.0.7 million in 2015, the port anticipates increasing its home-porting activities in parallel to the foreseen rise in total passenger traffic. VCP generates over US$ 10 million in revenues and around US$ 5 million of EBITDA annually.

Located Mid-Mediterranean, Malta offers notable upside potential in the cruise sector, given its unique geographic location, rendering it suitable for West-Med itineraries departing from Barcelona and Civitavecchia, as well as for East-Med itineraries departing from Istanbul and Piraeus. In addition, the growth of Malta's cruise market is expected to outperform overall market growth in the medium term, with the potential addition of North-African destinations.

The Valletta Waterfront

Passengers disembark immediately onto the Valetta Waterfront, an award winning and favorite landmark on the island of Malta. There are 19 beautifully restored 18th century warehouses and bastions, built during the Baroque period. The iconic doors of the heritage buildings have been revived today with an artistic impression of color. Ushering in a modern era while delicately blending the old with the new, these treasured structures have been transformed into a diverse variety of commercial services stretching along the water's edge. Comprising more than 20 shops and 10 restaurants, and home to the offices of several international companies, the Valletta Waterfront is visited by cruise passengers, residents and tourists every day. Offering world famous restaurants, such as Hard Rock Café and duty free shopping, the structure stands on a 1,643m^2 area. Its award-winning architectural design also brings a breath of fresh air to its surroundings.

VALLETTA CRUISE PORT	
GPH Acquisition Date	2015
End of Concession	2066

CRUISE TRAFFIC	# of calls	# of pax (thousand)
2013	277	478
2014	302	518
2015	306	668

KEY FINANCIALS (EUR THOUSAND)	Revenue	EBITDA*
2013	7,501	3,394
2014	7,826	3,500
2015	9,377	4,110

* EBITDA figures indicate only operational results, excluded non-recurring, non-operational revenues and expenses.

WESTERN MEDITERRANEAN

LISBON CRUISE PORT

LISBON CRUISE PORT

PORTUGAL
LISBON

MAXIMUM SHIP DIMENSIONS FOR BERTH
Length: No Limit
Width: No Limit
Draught: (-12) ZH

ANCHORAGE
Available: Yes
Ship Tender Allowed: Yes
Tugs Available: Yes
Tidal Movement/Range: 4 m

QUAYS
Total Number of Quays: 3
Total Length of Quays: 1,425 m (possibility to use another 900 m upon permission from Port Authority)
Quay Depth: (-8.3) ZH Till (-12) ZH
Passenger Terminals: 2 (possibility to use another 2 terminals upon permission from Port Authority)

DISTANCES/TRANSPORTATION
City Center: 500 m to 3 km
Airport: 11 km
Shuttle Service: Yes When Required Traffic

Once completed, the new terminal will increase the passenger capacity to 2 million.

Located on the banks of the Tagus estuary, near the historic and cultural city center, the Port of Lisbon is the port of call for cruise ships sailing between the Atlantic coast and Europe, the Western Mediterranean and Northern Europe, and the Atlantic Islands and North Africa, as well as for those on transatlantic voyages. Lisbon hosts a diversity of cruise ships, from the smallest to the world's largest, and today welcomes over 0.5 million passengers each year.

The Lisbon Cruise Terminals Ltd. (Lisbon Cruise Port), is a privately owned company that operates three cruise terminals of the Port of Lisbon. Established by Global Ports Holding Grupo Sousa, SA - Investimentos SGPS, LDA, Royal Caribbean Cruises Ltd and Creuers del Port de Barcelona, it commenced operations in August 2014.

GPH holds a 46.2% stake in Lisbon Cruise Port, of which 40% is held directly and 6.2% indirectly through GPH's 62% stake in BPI's

PASSENGERS (THOUSAND)

2014
501

2015
512

LISBON
CRUISE TERMINALS

100% holding in Creuers. Other shareholders of Lisbon Cruise Port are RCCL, Creuers and Grupo Sousa with 20%, 10%, and 30% stakes, respectively. Lisbon Cruise Port holds the exclusive operational rights for three cruise terminals and a BOT concession agreement for a new cruise terminal at the Port of Lisbon.

The Port's current total ship capacity is 1,095 calls per year; with the addition of the new terminal the Port will have a passenger capacity of 2 million. Increased calls and cruise passenger numbers, as well as the turnaround of operations will boost both regional tourism and the broader local economy. Construction of the new terminal commenced in 2015, and it is expected to become fully operational by the beginning of 2017. Once construction of the new terminal is completed, the existing three terminals will be closed.

A EUR 22 million terminal investment

The terms for the tender included committed capital expenditure of EUR 22 million to complete the construction of the new cruise terminal. Of the EUR 22 million capital expenditure, 46.2% is the commitment of GPH. Nevertheless, 60% of the construction signed is to be funded through external financing from Santander Totto and Caixa Geral de Depositos.

The new terminal, which houses shops, catering and tourist services on a 13,000 m^2 area, will be a contemporary interpretation of Lisbon's vibrant lifestyle. The new facilities will have a capacity of 1.8 million passengers and a pier of 1,425 meters in length, capable of receiving vessels of various types and sizes with draught of up to 12 meters. GPH management expects capacity and passenger numbers to increase upon completion of the new terminal.

2015 saw a number of landmark operational developments. In April, the renovation of the Santa Apolónia Terminal and the construction of a new food and retail area commenced. A month later, the Port saw the first arrival of Anthem of the Seas, the largest cruise ship to have called at Lisbon. Then in October, the construction of the new terminal began.

Meanwhile, activities on the social responsibility front in 2015 saw the realization of social partnerships with two NGOs, namely SOS CHILDREN'S VILLAGES PORTUGAL and ASSOCIAÇÃO DE PARALISIA CEREBRAL DE LISBOA – APCL (Portuguese Association of Cerebral Palsy). Accordingly, donation boxes were installed at both terminals.

LISBON CRUISE PORT	
GPH Acquisition Date	2014
End of Concession	2049

CRUISE TRAFFIC	**# of calls**	**# of pax** (thousand)
2013	353	558
2014	319	501
2015	306	512

WESTERN MEDITERRANEAN

MALÁGA CRUISE PORT

New cruise terminal offers state-of-the-art technology in baggage handling and services offered to passengers.

Located at one of the principal Mediterranean Ports, and established in 2008 as part of Creuers Barcelona, Cruceros Malága (Malága Cruise Port) manages the three cruise terminals of the Port of Málaga: Terminal A, Terminal B and the Palm Grove Terminal. It provides a comprehensive range of services to passengers and crew. The Port's new cruise terminal features state-of-the-art technology in terms of baggage handling and passenger services.

As part of the acquisition of Creuers, GPH acquired a controlling 80% stake in Malága Cruise Port, the operating concession of which expires in 2038 (Levante) and 2042 (Palerma). Under the terms of the concession agreement, Malága Cruise Port automatically renews the concession up to three times. The first renewal would be for a 5-year period. The second and third extensions can have different terms, provided that they do not exceed a 10 - year period in total. Consequently, the concession has a potential maximum term of 45 years.

Malága Cruise Port comprises a single wharf of 1,350 meters in length, allowing Malága to receive cruise ships of all sizes from all over the world. The Port has invested heavily in port facilities to provide full turnaround and transit services at its three cruise dedicated terminals. The Port's infrastructure is also suitable to receive megaships. It has a small shopping center offering duty free and souvenir shopping. A shuttle service to the city center is also available for cruise passengers. In 2015, Malága Cruise Port hosted 234 cruise calls. Cruise traffic jumped by an impressive 25% YoY, exceeding 0.5 million passengers.

NUMBER OF CRUISE CALLS

2014
227

2015
234

MALÁGA CRUISE PORT

MALÁGA CRUISE PORT	
GPH Acquisition Date	2013-2014
End of Concession	2050 (Levante), 2054 (Palerma)*

* Current concession end is 2038 (Levante) and 2042 (Palerma). The extension process is ongoing.

CRUISE TRAFFIC	# of calls	# of pax (thousand)
2013	248	397
2014	227	409
2015	234	418

MAXIMUM SHIP DIMENSIONS FOR BERTH

Length: No Limit
Width: No Limit
Draught: Max 17m

ANCHORAGE

Available: Yes
Ship Tender Allowed: Yes
Tugs Available: Yes
Tidal Movement/Range: 0.87 m

QUAYS

Total Number of Quays: 5
Total Length of Quays: 1,350 m
Quay Depth: 11-17 m
Passenger Terminals: 3

DISTANCES/TRANSPORTATION

City Center: 5-10 m
Airport: 8 km
Shuttle Service: No

ADRIATIC

DUBROVNIK CRUISE PORT

MAXIMUM SHIP DIMENSIONS FOR BERTH
Length: No Limit
Width: No Limit
Draught: Max 11 m

ANCHORAGE
Available: Yes
Ship Tender Allowed: Yes
Tugs Available: Yes
Tidal Movement/Range: -/+0.30 m

QUAYS
Total Number of Quays: 7
Total Length of Quays: 1,455 m
Quay Depth: Between 7 - 11 m
Passenger Terminals: No

DISTANCES/TRANSPORTATION
City Center: 2 km
Airport: 20 km

Dubrovnik has been very popular among Game of Thrones fans, as it stands in for King's Landing, the capital of the Seven Kingdoms in the popular TV series.

Surrounded by walls, the city Dubrovnik has been under the protection of UNESCO since 1979. Dubrovnik is recognized as one of the most remarkable tourist destinations in the Mediterranean, and plays host to over 5 million overnight stays annually, in addition to cruise passengers and daily tourists. Dubrovnik Cruise Port is located 3 km from the Old Town, and is a popular tourist destination in southern Croatia. Recognized as a Marquee, or 'must-see' port, the Cruise Port is the world's 10th largest, and the third largest in the Mediterranean in terms of cruise transit passengers.

NUMBER OF CRUISE CALLS

2014
463

2015
475

In October 2015, Global Port's Holding was awarded the Dubrovnik Cruise Port tender in partnership with French-based Bouygues Batiment International (BBI) through a consortium in which GPH and BBI held respective stakes of 75% and 25%. A preliminary concession agreement was signed in February 2016. The closing is subject to a number of procedural conditions, including the signing of the Concession Agreement.

The Dubrovnik Cruise Port project comprises the construction and 40 year operating rights of a cruise terminal, shopping center, multi-story parking lot, and a garage in the city of Dubrovnik, a key tourist destination in the Mediterranean. In addition to taking over the cruise operations and building the new cruise terminal, GPH will also construct and operate a shopping center in the concession area, as well as several commercial spaces within the terminal building, as a future source of revenue stream. The total surface area subject to the concession is 28,000 m^2, with a corresponding total length at 845 m. Construction is set to commence in 2016, and be completed by the end of 2018, at an estimated cost of c.EUR 60 million. GPH is considering the financing of up to 70% of the investment works through a consortium of development and commercial banks.

The Dubrovnik Cruise Port is an important facility in Europe for both transit passengers and higher revenue turnaround calls, with total passengers standing at 0.8 million passengers in 2015. Ongoing efforts to increase the capacity of Cilipi (Dubrovnik) Airport, along with the scheduled direct highway connection to Dubrovnik will underpin efforts to increase the number of cruise passengers To capitalize on such potential increase in cruise volume, the new terminal building will have the capacity to accommodate 5,000 turnaround passengers at one time, as well as serving as a baggage storage facility. It is estimated that the Dubrovnik Cruise Port will be generating c.EUR 10 million by 2018, and hence contributing to GPH's consolidated financials.

Having a relatively underdeveloped retail market presents considerable upside potential in this business line. Therefore, GPH aims to capitalize on Dubrovnik's underpenetrated retail market and lack of direct competition, through the shopping mall with c.15,000 m^2 leasable area to be built in the concession zone. Through the integration of the cruise and shopping complex, the business model will be similar to that of Ege Ports, albeit on a larger scale. The scheme overall is set to provide the center of Dubrovnik with a brand new attraction besides the Old Town itself, while curbing congestion levels.

DUBROVNIK CRUISE PORT	
GPH Acquisition Date*	2016
End of Concession	2056

* Expected.

CRUISE TRAFFIC	**# of calls**	**# of pax** (thousand)
2013	553	943
2014	463	807
2015	475	769

ADRIATIC

PORT OF ADRIA, BAR

In addition to serving as Montenegro's main seaport, the surrounding area also has major tourism appeal.

Port of Adria, Bar, located on the western border of Montenegro Bar, is a commercial port with separate harbors for container ships and general cargo vessels, and with a pier length of 1,440 meters. In addition to serving as Montenegro's main seaport, the surrounding area also has major tourism appeal. Modern Bar was built almost entirely after World War II in a contemporary architectural idiom featuring wide boulevards. On top of its natural and historic appeal Port of Adria is a strategically located Non-European port in the Adriatic region.

Global Ports Holding acquired the operating rights of Port of Adria, Bar Montenegro through privatization in 2013. GPH owns a 64.5% stake in Port of Adria, Bar, which has an operating concession of 30 years, terminating in 2043. The acquisition not only marked GPH's first overseas acquisition investment, but was also the first-ever Turkish acquisition of a controlling stake in an overseas port operation.

PORT OF ADRIA

Bar has many attractive attributes to breathe new life into Adriatic cruise itineraries. Since GPH management took over, Port of Adria has allocated one of its piers for cruise ships. A cruise terminal building is planned to increase the appeal of the Port to cruise passengers. Scheduled cruise calls will commence in Bar as of 2016.

PORT OF ADRIA, BAR	
GPH Acquisition Date	2013
End of Concession	2043

MAXIMUM SHIP DIMENSIONS FOR BERTH

Length: 280 m
Width: No Limit
Draught: Max 10.4 m

ANCHORAGE

Available: Yes
Ship Tender Allowed: Yes
Tugs Available: Yes
Tidal Movement/Range: 0.5 m

QUAYS

Total Number of Quays for Cruise: 2
Total Length of Quays for Cruise: 470 m
Quay Depth: 10,5 – 12 m
Passenger Terminals: No

DISTANCES/TRANSPORTATION

City Center: 5 min
Airport: Podgorica 68 Km/Tivat 56.9 km
Shuttle Service: Yes

EASTERN MEDITERRANEAN

EGE PORTS, KUŞADASI

Ege Ports is attractive to cruise operators for being located approximately 25 minutes by coach from Ephesus.

Kuşadası combines the glorious contrast of a vibrant holiday destination, with the profound silence of ancient ruins. Situated on the west coast of Turkey, Kuşadası is one of the most appealing towns of the Aegean with its proximity to key historical sites. Indeed, the dynamic cruise ship port and beach resort town of Kuşadası is the gateway to Ephesus, which ranks among the most visited ancient cities in the Mediterranean. Being located close to the House of the Blessed Virgin Mary brings further tourism appeal. Enjoying a typical Mediterranean climate of hot summers and mild winters, the region sees a long tourism season, truly making Kuşadası one of Turkey's most bountiful holiday destinations.

Ege Ports, Kuşadası, operated by Ege Liman İşletmeleri A.Ş., can berth up to four large vessels, or up to four small and two large vessels. It features two roll-on/roll-off ramps and a quay to service ferry and tender traffic. The terminal buildings comprise the Scala Nuova retail complex, a duty free shopping area, first-aid care facilities, and a passenger and crew center equipped with internet and other communication facilities.

Ege Ports was GPH's first acquisition. In 2003, 30-year operating rights for Ege Ports were acquired by a consortium of Global Ports Holding with a 72.5% stake and Miami-headquartered Royal Caribbean Cruise Lines Ltd., the world's second largest cruise operator, with a 27.5% stake. Since then, the Group has committed to substantial capital investments in Ege Ports of US$ 18.5 million, introducing improvements in security scanning, tugboats and the construction of the retail shopping area, and pier extension. By extending the two finger piers' length by 50% in 2011, Ege Ports-Kuşadası can berth either: four large vessels; two large vessels and four small vessels; or quantum class vessels.

On top of favorable facilities and genuine service, Ege Ports is attractive to cruise operators for being located approximately 25 minutes by coach from Ephesus. This proximity helps to support high passenger participation in onshore excursions, which generates higher margin revenue for the cruise lines. In 2015, Ege Ports, Kuşadası was the busiest cruise port in Turkey in terms of vessels received, with 513 calls, and the second busiest in passenger arrivals with 567,290 passengers. Meanwhile, Ege Ports hosted 70,379 ferry passengers at its terminal.

Ege Ports generates revenues from cruise port and ferry operations, as well as duty free shopping, and rental income from retail tenants at the Scala Nuova shopping center. As the unique characteristics of GPH's Turkish Ports portfolio, additional to terminal services, marine services are also provided by Ege Ports, which contributes significantly to cruise revenues and margins. The revenues of Ege Ports increased by 6% in 2015 to US$ 17.3 million, while EBITDA rose 11% to US$ 14.2 million. Accordingly, the EBITDA margin increased by a further 400 bps to an impressive 82%.

EGE PORTS, KUŞADASI

MAXIMUM SHIP DIMENSIONS FOR BERTH

Length: 387 m
Width: No Restrictions
Draught: 19 m

ANCHORAGE

Available: Yes
Ship Tender Allowed: Yes
Tugs Available: Yes
Tidal Movement/Range: 30 cm

QUAYS

Total Number of Quays: 8
Total Length of Quays: 1.297 m
Quay Depth: 11 m
Passenger Terminals: 1

DISTANCES/TRANSPORTATION

City Center: 50 m
Airport: 80 km
Shuttle Service: Not Applicable

EASTERN MEDITERRANEAN

EGE PORTS, KUŞADASI

Since the acquisition of the Port in July 2003, Global Ports Holding has always placed special emphasis on maritime and civil security at Ege Ports. As a result, Ege Ports was the first cruise port in Turkey to be International Ship and Port Facility Security Code (ISPS) compliant, and to receive ISPS certification in 2004. Security is a byword for the Port, which has adopted leading practices and introduced vital security-related equipment to achieve related goals. These include the installation of X-ray machines, digital under-vehicle scanning platforms and infrared cameras. Meanwhile, the security committee meets weekly with senior authorities.

The Port was awarded Green Port accreditation for the first time in Turkey at the end of 2015. An onshore power supply protocol has also been signed with the Maritime General Directorate.

Ege Ports' social responsibility commitments manifested in a number of fields in 2015. Within the context of the sea pollution urgent action response plan, and having taken responsibility for tackling pollution in the Gulf of Kuşadası in late 2015, an investment of roughly US$ 200,000 has been made. Meanwhile, on the sporting front, in 2015 GPH became the sponsor of the Kuşadası Spor football team. Meanwhile, in education we purchased software for the Adnan Menderes University Faculty of Tourism and Hotel Management.

EBITDA MARGIN

2014
78%

2015
82%

The first port in Turkey certificated with International Ship and Ports Facility Security Code ("ISPS").

CRUISE TRAFFIC	# of calls	# of pax (thousand)
2013	451	583.5
2014	458	553.2
2015	513	567.3

FERRY TRAFFIC	# of calls	# of pax (thousand)
2013	484	62.3
2014	555	69.0
2015	607	70.4

KEY FINANCIALS (US$ THOUSAND)	Revenue	EBITDA*	EBITDA Margin
2013	16,470	12,645	77%
2014	16,340	12,746	78%
2015	17,347	14,189	82%

* EBITDA figures indicate only operational results, excluded non-recurring, non-operational revenues and expenses.

EGE PORTS, KUŞADASI	
GPH Acquisition Date	2003
End of Concession*	2033

* (Necessary legal) process is still ongoing for potential extension of Ege Ports' concession period until 2052.

Scala Nuova

Located in Ege Ports, Kuşadası, Scala Nuova is the first shopping mall in Kuşadası with 4,500 m^2 leasable space in a total area of 6.000 m^2. It is named after historical name of Kuşadası, Scala Nouva, which means "new port." It has hosted not only cruise passengers but regional residents and tourists since 2005. The Scala Nuova shopping complex, comprises 45 stores, featuring leading national and international retail brands.

EASTERN MEDITERRANEAN

PORT AKDENİZ, ANTALYA

MAXIMUM SHIP DIMENSIONS FOR BERTH

Length: 340 m
Width: No Restrictions
Draught: 9.5 m

ANCHORAGE

Available: Yes
Ship Tender Allowed: Yes
Tugs Available: Yes
Tidal Movement/Range: 30 cm

QUAYS

Total Number of Quays for Cruise: 3
Total Length of Quays for Cruise: 510 m
Quay Depth: 10 m
Passenger Terminals: 1

DISTANCES/TRANSPORTATION

City Center: 15 km
Airport: 30 km
Shuttle Service: Yes

The primary objective of the company was to position Port Akdeniz as a turn-around port in the Eastern Mediterranean.

Port Akdeniz is located in Antalya on the Mediterranean coast. The Port is in close proximity to popular and heavily-visited beaches, hotels and golf resorts, as well as being close to important archaeological sites. Antalya is the number one holiday destination in Turkey and attracts 39% of total tourists coming to the country. Antalya took 10th place in Euromonitor International's 'World's Top 100 Cities Visited' list in 2015 by accounting for 11.1 million foreign visitors in 2014. Moreover, Antalya has the fastest growing population in Turkey.

Port Akdeniz is a multipurpose port with separate harbors for cruise ships, container ships and bulk cargo vessels, as well as a yacht marina that covers a total marine area of approximately 136,000 m^2. Given the proximity of Antalya to a major international airport, its wide range of hotels and a variety of important archaeological sites such as

Aspendos, Perge and Side, it has all the assets needed to become a key homeport of the Mediterranean.

GPH today holds a 99.99% stake in Ortadoğu Antalya Liman İşletmeleri A.Ş. (Port of Akdeniz, Antalya), while the TDI owns 0.01% share. The Port of Akdeniz holds a 30 - year operating concession terminating in 2028.

Port Akdeniz has three berths for cruise vessels, a marina with 250 berths and a dry dock with a capacity of 150 yachts. The terminal building houses a duty-free shopping area. Located only 25 kilometers from the airport, Port Akdeniz commenced turnaround/cruise operations in 2010 and transformed into a new turnaround base for the Eastern Mediterranean. Moreover, given the capacity and convenience of its own yacht basin facilities, Port Akdeniz also plays a key role in domestic and international yacht tourism in the Turkish Mediterranean.

Port Akdeniz has three piers totaling 510 m in length, a 1,830 m^2 passenger terminal and 990 m^2 luggage area at the service of cruise passengers. Port Akdeniz hosted 13,842 passengers in 2009; thanks to the promotion of the Port as a turn-around, this number had increased significantly to c.0.2 million passengers by 2015. The primary objective of the Company was to position Port Akdeniz as a turn around port in the Eastern Mediterranean. Subsequent to the start of turn around operations for Aida Cruises in 2010, and TUI Cruises in 2012, the Port's cruise traffic increased ten-fold.

Port Akdeniz provides pilotage, tugging, mooring, sheltering, security, fresh water supply, waste collection and full terminal services including luggage operations, to cruise ships. A recipient of the prestigious "Most Improved Terminal Facilities" award in 2011, Port Akdeniz offers quality services that enable passengers to experience a pleasant journey.

In 2015, following GPH's efforts toward developing the cruise experience in Antalya, in collaboration with the Municipality of Antalya, a free shuttle service was initiated from Port Akdeniz to the city center.

PORT AKDENİZ, ANTALYA	
Acquisition Date	2006
End of Concession*	2028

* (Necessary legal) process is still ongoing for potential extension of Port Akdeniz's concession period until 2055.

CRUISE TRAFFIC	# of calls	# of pax (thousand)
2013	70	168
2014	65	175
2015	56	168

KEY FINANCIALS (US$ THOUSAND)	Cruise Revenue	Cruise EBITDA*
2013	2,235	1,796
2014	2,185	1,647
2015	2,149	1,697

* EBITDA figures indicate only operational results, excluded non-recurring, non-operational revenues and expenses.

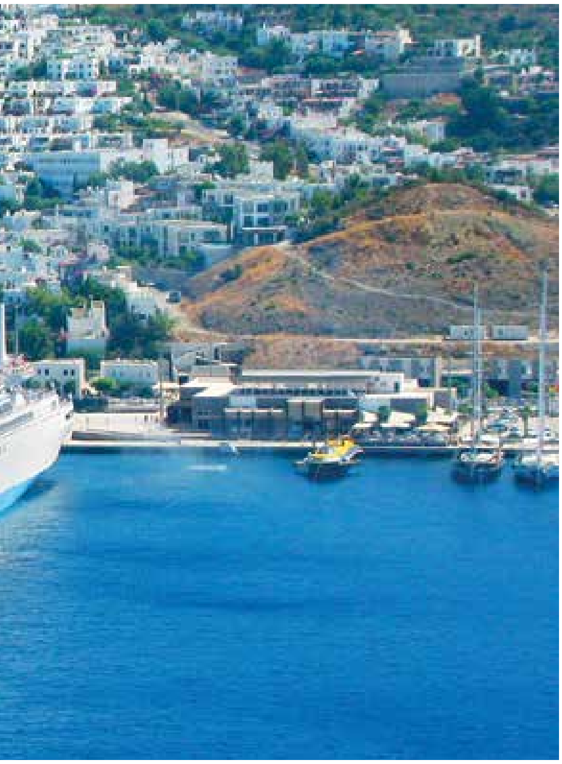
EASTERN MEDITERRANEAN

BODRUM CRUISE PORT

Bodrum Cruise Port has become the preferred port for super and mega yachts, providing yachting patrons comprehensive service to include fresh water, power, duty free fuel and provisions.

Situated on an exquisite peninsula, Bodrum is undoubtedly one of the most attractive coastal cities of Turkey, appealing to both Turkish and foreign holiday-makers. Bodrum is located on the Aegean coast of Turkey. In addition to its luxury tourist destination characteristics, Bodrum hosts some very important historical sites, including the Castle of Saint Peter, the Museum of Underwater Archaeology, King Mausolus' Mausoleum (one of the seven wonders of the ancient world), and a Roman amphitheater. The surrounding area is known for its nightlife, beaches, natural beauty and history.

Bodrum Cruise Port is located a brief stroll from the city center and 36 km from the Milas International Airport. The Port has a finger pier, which can accommodate two large-sized, or four smaller cruise ships at a time, along with three motorboats. Other than the cruise pier, the Port features several quays that can harbor up to 30 mega yachts, and has three ferryboat ramps. The state-of-the-art terminal building offers diverse facilities including duty free shopping, travel agency, car rental office and restaurants.



GPH holds a 60% stake in Bodrum Yolcu Limanı İşletmeleri A.Ş. ("Bodrum Cruise Port"), which has held a Build Operate Transfer concession since 2008. The other shareholders of Bodrum Cruise Port are Setur Turistik Servis A.Ş., a duty free operator owned by the Koç Group of Turkey, and Yüksel Çağlar, a local entrepreneur, with respective stakes of 10% and 30%. GPH holds the operational rights, which includes the passenger terminal, pilotage, towage, mooring, sheltering, security, fresh water supply, waste collection, diving and bunkering services for the cruise ships and ferries visiting the Port.

Bodrum Cruise Port has invested US$ 5.3 million to date, having become a brand new luxury destination for cruise lines. While the Port served just six cruise lines in 2008, its first year of operations, it now serves up to 19 cruise lines. The Port has committed capital expenditure to broaden Bodrum's appeal to both local tourists and cruise passengers alike. Investments have included construction of the Terminal Building and the pier extension, as well as establishing the Free Sea Shuttle Service. Bodrum Cruise Port has also completed the installation of additional marine structures, including trim anchors for hydrofoils and mega yachts. And meanwhile, the construction of two mooring dolphins has enabled larger cruise vessels to call. As a result of these investments, since 2008 Bodrum Cruise Port has become the preferred port for super and mega yachts, providing yachting patrons comprehensive service to include fresh water, power, duty free fuel and provisions.

With a total quay length of 660 meters the port can berth Oasis class vessels (360 meter ships), two large cruise ships, or four smaller ships. In addition to two long quays of 350 meters and 330 meters, which can accommodate the largest vessels cruising the regions waters, the port houses quays for smaller ferries and mega-yachts. Bodrum Cruise Port also includes three roll-on/roll-off ferry ramps. The terminal

MAXIMUM SHIP DIMENSIONS FOR BERTH

Length: 350 m
Width: No Restrictions
Draught: 22 m

ANCHORAGE

Available: Yes
Ship Tender Allowed: Yes
Tugs Available: Yes
Tidal Movement/Range: 30 cm

QUAYS

Total Number of Quays: 3
Total Length of Quays: 680 m
Quay Depth: 8 m to 22 m
Passenger Terminals: 1

DISTANCES/TRANSPORTATION

City Center: 2 km
Airport: 35 km
Shuttle Service: Sea Shuttle Available

EASTERN MEDITERRANEAN

BODRUM CRUISE PORT

building houses a duty-free shopping area, ATM, café, bar, restaurant, travel agency, ferry ticketing agency and souvenir store, and offers internet access and international calling access.

In 2015, cruise passengers more than doubled reaching 70,038 passengers compared to 33,407 in 2014. The increase was primarily attributable to a pier extension in 2011, following which Bodrum Cruise Port can host larger vessels. Thanks to the marketing efforts of communicating the pier extension, Tui added Bodrum to its East Med itineraries with a remarkable 13 calls in 2015. Moreover, Royal Caribbean International, with its large ships, increased its calls to Bodrum significantly. The Port has also concentrated its portfolio on boutique and niche cruise operators, which contributed to a higher number of cruise calls from such companies. This diversification was driven by a strategic decision to market Bodrum Cruise Port as a luxury cruise destination for niche and boutique cruise operators.

In 2010, two agencies operated between Bodrum and Kos. And after 2010, Rhodes calls had begun, whereby ferry calls increased year by year, reaching 104K passengers in 2015.

Two operational landmarks have recently been reached. In late 2015, the Port received Green Port accreditation upon approval of the Maritime Transport and Communications Ministry General Directorate of Merchant Marine and the Turkish Standards Institution. As a result of the 2015 audit, Bodrum Cruise Port Services were accredited by the International Standards

NUMBER OF CRUISE PASSENGERS

2014
33,407

2015
70,038

In 2015, cruise passengers more than doubled reaching 70,038 passengers compared to 33,407 in 2014.

Organization (ISO). And meanwhile, with an approximate investment of US$ 30 thousand, a new package chemical treatment system was integrated into the temporary liquid waste storage facility covered within the scope of an already approved environmental permit.

Since its acquisition by GPH, Bodrum Cruise Port has participated in international cruise events and leading tourism fairs to maximize its profile. It has also hosted a series of cultural events to draw greater attention from both local and foreign tourists to its facilities, and to promote Bodrum as a must-see tourism destination.

CRUISE TRAFFIC	# of calls	# of pax (thousand)
2013	136	29.1
2014	82	33.4
2015	93	70.0

FERRY TRAFFIC	# of calls	# of pax (thousand)
2013	495	88.4
2014	500	90.1
2015	554	103.2

KEY FINANCIALS (US$ THOUSAND)	Revenue	EBITDA*
2013	2,520	1,336
2014	2,826	1,410
2015	2,840	1,683

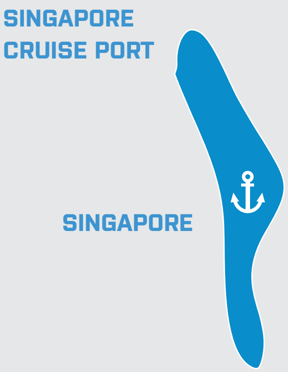
* EBITDA figures indicate only operational results, excluded non-recurring, non-operational revenues and expenses.

BODRUM CRUISE PORT	
GPH Acquisition Date	2007
End of Concession	2056*

* Current concession end is 2019. The extension process is ongoing.

ASIA

SINGAPORE CRUISE PORT



MAXIMUM SHIP DIMENSIONS FOR BERTH

Length: Max 360 m at CM2
Width: NA
Draught: 11.3m at CM2

ANCHORAGE

Available: Yes
Ship Tender Allowed: No
Tugs Available: Yes
Tidal Movement/Range: 1-3 m

QUAYS

Total Number of Quays: 2
Total Length of Quays: 695 m
Berth 1: 335 m
Berth 2: 360 m
Quay Depth:
Berth 1: 11.5 m
Berth 2: 11.3 m
Passenger Terminals: Yes

DISTANCES/TRANSPORTATION

City Center: 5 min
Airport: 25 km
Shuttle Service: No

With its prominent location on the waterfront, and with the backdrop of Singapore's skyline, Singapore Cruise Port is a marine gateway to the heart of the city.

Singapore is located in Southeast Asia, and is blessed with tropical weather all year round and calm waters. Known as the Lion City, Singapore is a thriving cosmopolitan island-state with a colorful and diverse culture.

With its prominent location on the waterfront, and with the backdrop of Singapore's skyline, the Marina Bay Cruise Center Singapore (Singapore Cruise Port) is a marine gateway to the heart of the city. On an area of 28,000 m^2, equivalent to three football fields, the Singapore Cruise Port is an architectural landmark in its own right.

The terminal was designed to complement a number of Singapore's other iconic projects, such as the Business Financial Center, Marina Bay Integrated Resort, Singapore Flyer, Esplanade, and Gardens by the Bay. Indeed, all these schemes together serve to promote a holistic image of Singapore as a comprehensive destination of world-class attractions, infrastructure, and leisure facilities.

As part of the acquisition of Creuers, GPH acquired a 40% stake in SATS Creuers Cruise Services, which holds the port's operational rights for the Singapore Cruise Port. The remaining 60% stake is held by SATS Ltd., Singapore's leading service provider to the aviation industry and other businesses in hospitality, food, healthcare, freight and logistics. Under the terms of the concession agreement signed with the Singapore Tourism Board, SATS Creuers holds a 10-year concession, with the option to renew the agreement for an additional term of five years at the discretion of the Singapore Tourism Board. GPH has made an application to exercise the concession renewal option.

One of the largest terminals in Asia, Singapore Cruise Port is built to accommodate the mega-ships (cruise ships with a gross registered tonnage ("GRT") of over 100,000 GRT and passenger capacity of over 3,000). Singapore Cruise Port comprises two piers with 335 m and 360 m, capable of berthing ships of up to 220,000 GRT. Its capacity to accommodate two such ships simultaneously renders it one of the largest cruise terminals in Asia. The terminal features a spacious arrival and departure hall, and sizable ground transportation area that afford passengers an effortless and seamless experience. The terminal is just a 20 minute drive from the ultra-modern Changi International Airport with a direct highway exit, and is 5 km from midtown. In 2015 calendar year (from April 2014 to April 2015), Singapore Cruise Port hosted c.0.4 million passengers.

In order to enhance the passenger experience by offering a smooth and sheltered access for cruise passengers, in 2015 a new permanent canopied taxi stand was completed.

SINGAPORE CRUISE PORT	
GPH Acquisition Date	2014
End of Concession	2027*

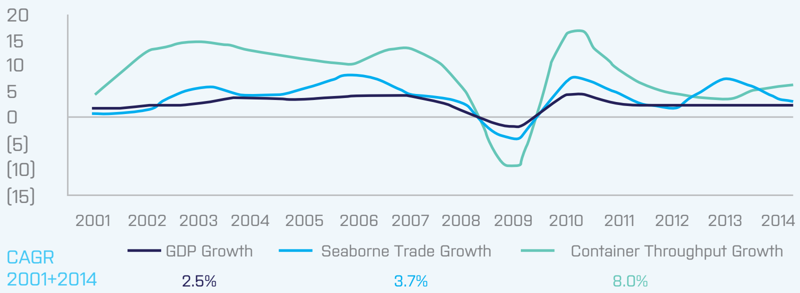
* Current concession end is 2022. The extension process is ongoing.

CRUISE TRAFFIC	# of calls	# of pax (thousand)
2013	99	365
2014	89	337
2015	105	460

GLOBAL MARITIME TRANSPORTATION INDUSTRY

The maritime transportation industry represents the most significant mode of transport globally, with the UN estimating that in 2015 about 80% of merchandise trade was shipped by sea. With an annual growth rate of 5% since 1975, the volume of merchandise trade (that is, trade in value terms, but adjusted to account for inflation and exchange rate movements) has outperformed global economic growth by 2%. Although the responsiveness of trade to GDP growth may have moderated over recent years, demand for maritime transport services and seaborne trade volumes continue to be shaped by global economic growth and the need to carry merchandise trade. As such, the maritime transportation industry is not only an efficient and cost effective method of transporting large volumes of goods, but also a crucial link in international trade and the global economy, according to the United Nations Conference on Trade and Development ("UNCTAD") (source: UNCTAD Review of Maritime Transport, 2015).

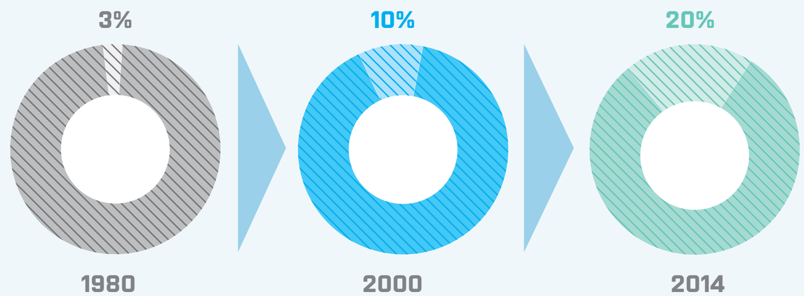
Container Trade Development (%)



Source: EIU, Drewry Global Container Terminal Operators Annual Report 2015, UNCTAD review of Maritime Transport 2014.

Global container trade experienced a significant expansion over the past decade and represented c.20% of total seaborne trade volumes in 2014.

Containerized Trade as % of Seaborne Trade (Volume)



Source: EIU, Drewry Global Container Terminal Operators Annual Report 2015, UNCTAD review of Maritime Transport 2014.

The industry is generally divided into three distinct segments based on type of cargo:

1. Containers: standardized intermodal containers used for the storage and movement of materials and products, which are loaded and sealed intact onto container ships. Containers generally come in 20, 40 and 45 foot sizes, (the standard industry measurement of a 20-foot equivalent unit, the "TEU"), and can carry a wide range of products. Goods that fit into this category include marble, chrome and aluminum.
2. Bulk cargo: commodity cargo that is transported unpackaged in large quantities. It can either be dry ("dry bulk") or liquid ("liquid bulk"). Major dry bulk cargo products include iron ore, coal, grain, bauxite/alumina and phosphate rock. Liquid bulk cargo is typically oil and gas.

3. General or break bulk cargo: good that required special handling at port, and which are typically transported in bags, boxes, crates or barrels. They must be loaded and unloaded individually. Goods that fit into this category include motor vehicles (transported in roll on/roll off vessels), refrigerated cargo in reefer vessels, large items of equipment, or other items that do not fit into containers.

Global Container Demand

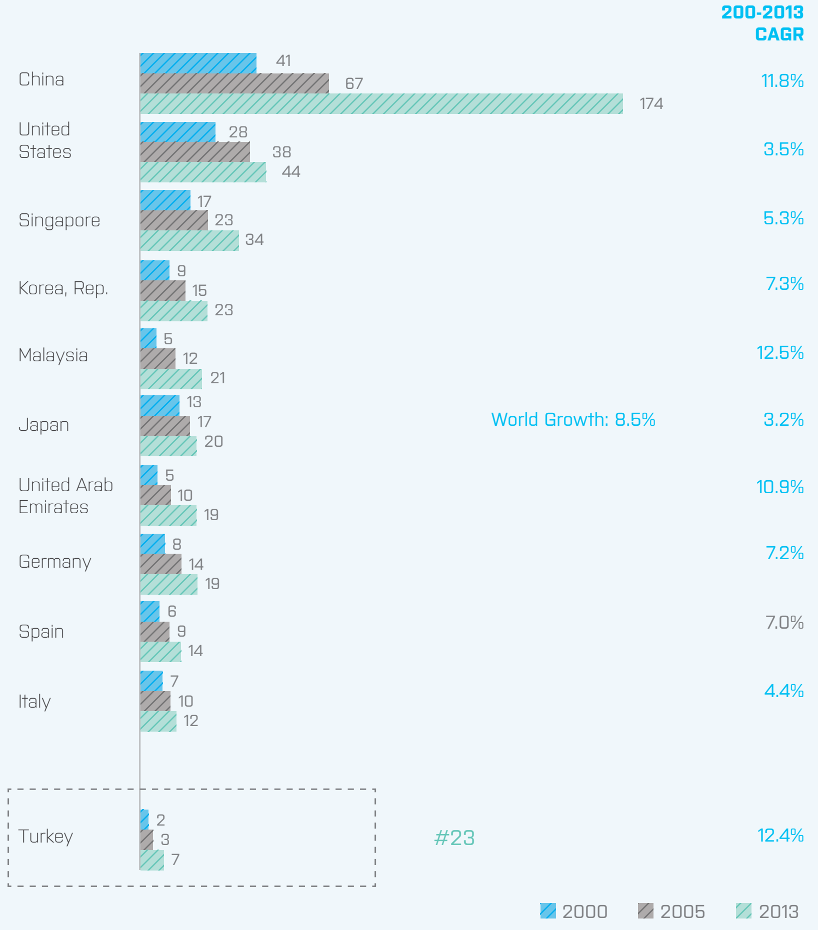
There is a strong correlation between GDP growth and container & general cargo traffic, with demand growth rising at 2-3x global GDP in recent decades. Cyclical and structural factors have both contributed to global container demand growth rising at 2-3x global GDP over the past three decades. Container growth at a multiple of GDP reflects economic growth and longer supply chains, but also that GDP only includes the monetary value of finished goods, whereas container volume includes the movement of raw materials, components and semi-finished goods, plus the repositioning of empty containers. Structural drivers include general cargo, temperature controlled (e.g. meat, fish, fruit) and neo-bulk products (e.g. minerals, timber, grain, soya) being increasingly conveyed in containers, rather than specialist vessels due to:

(1) handling efficiencies;

(2) heavy investments in container terminals and larger vessels with lower unit costs;

(3) introduction of temperature and humidity controlled container and container liners to allow loose products to be conveyed without cleaning.

Container Throughput - Turkey in a World Context (TEU million)



Source: EIU, World Bank Indicators

Turkey's Container Demand

The figure above illustrates that growth in container volume in Turkey has been at a higher rate than many other countries, and the scope for increased container penetration in Turkey as the economy evolves. This could help to boost medium to long-term growth in container imports and also increase the demand for new container facilities to be built. Turkey has one of the highest container growth rates; container throughput registered a compound annual growth rate (CAGR) of 12.4% in the 2000-2013 period, notably outpacing the world average of 8.5% for the same period.

While the Turkish port industry has witnessed swift growth over recent years fueled by privatization and general economic expansion, it has not reached its full potential.

What is more, the prevailing low penetration rates of Turkey's container business imply considerable opportunities to tap. Indeed, Turkey's relatively late arrival on the container operations scene when compared to many other developed countries confirms this significant room for growth.

GLOBAL MARITIME TRANSPORTATION INDUSTRY

Yet, despite posting higher growth rates, Turkey's containerization rate in sea transportation remains quite low compared to global averages. Turkey's TEU per person was at 0.10 as of 2013, thus notably below the global average of 0.18, or the Mediterranean average of 0.19. This again affirms considerable growth potential in the higher margin container handling business.

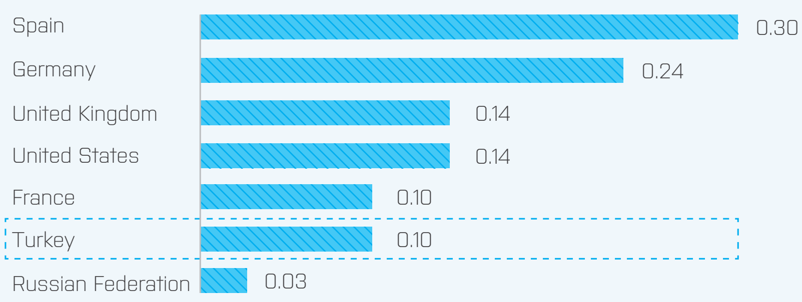
The cargo handled by Turkish ports witnessed sustained growth averaging at 7% p.a. in the 2005–2015 period as depicted in the chart above.

A key strength of the Turkish maritime transport industry is Turkey's geo-strategic location between the Mediterranean and the Black Sea, placing it at the epicenter of trade among Europe, Asia and the Middle East. Its accessible 8,333 km-long coastline offers clear advantages for global seaborne trade.

With its GDP expected to expand at a 2015-2020 CAGR of 3.8%, and its heavy reliance on seaborne cargo, Turkey presents a supportive environment for the commercial ports sector.

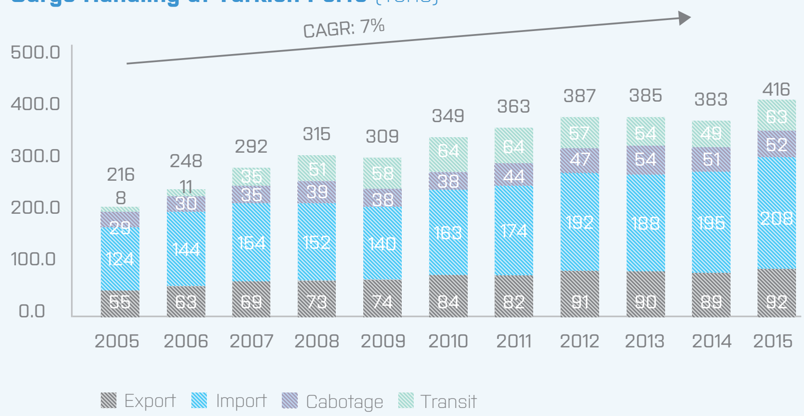
Containerization Levels

Containers per Head 2013, Turkey and Selected Trade Partners (TEUs/Person)



Source: EIU, World Bank, World Bank Indicators.

Cargo Handling at Turkish Ports (Tons)



Source: Turkish Ministry of Transport, Maritime Affairs and Communications, Maritime Statistics.

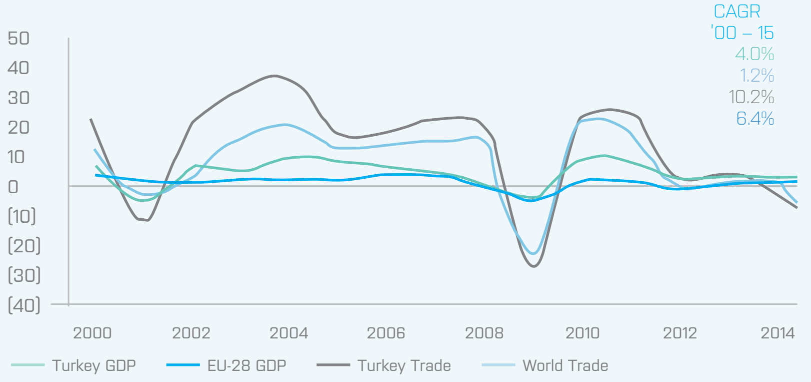
Port Akdeniz is well-positioned to benefit from the continued up trend in containerization at Turkish ports.

General & Bulk Cargo in Turkey

Turkey has an abundance of the resources required in the manufacture of cement. Combined with a skilled work force and robust industrial base, these resources allow Turkey to produce large quantities of cement, thus benefiting from economies of scale. Turkey is an important regional and global player in the production and export of cement. It is the fourth largest global producer of cement in weight behind China, India and the United States (by order of importance), the country's total production being c.75,000 metric tons in 2014 and c.77,000 metric tons in 2015 (source: U.S. Geological Survey, Mineral Commodity Summaries, January 2016).

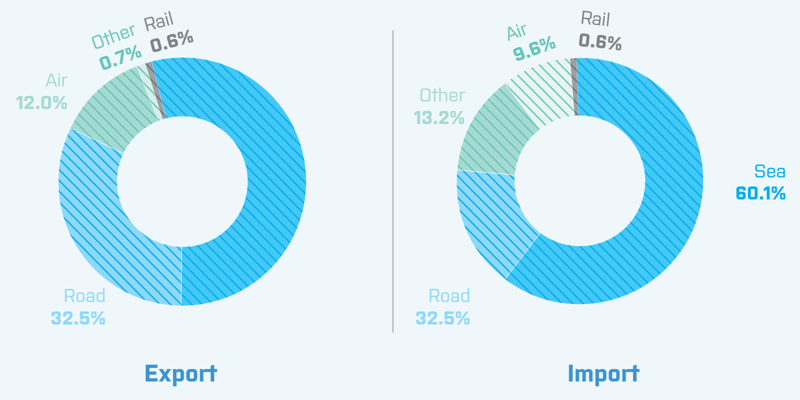
To date, fluctuation in Turkey's domestic cement demand and consumption have been offset by strong export growth. Key drivers of the country's cement and clinker exports include the growing construction markets in the Middle East and North Africa ("MENA"), the western Mediterranean (France, Spain, Italy) and the Black Sea (Russia, Georgia, Bulgaria) as well as China. However, the economic downturn in the Middle East due to the Arab Spring has had a negative effect on construction activity in the Middle East and North Africa, and on Turkish exports to these regions.

Strong Fundamental Growth Profile



Source: EIU UTIKAD, Turkish Freight Forwarders and Logistics Service Providers Association, TUIK.

International Freight Trade Volume 2015



Source: EIU UTIKAD, Turkish Freight Forwarders and Logistics Service Providers Association, TUIK.

PORT AKDENİZ, ANTALYA

PORT AKDENİZ
ANTALYA

Port Akdeniz, Antalya, places first among Turkish ports with the highest development capacity.

The Group's main commercial port business currently operates at Port Akdeniz-Antalya, located in the city of Antalya on southern Turkey's Mediterranean coast. Antalya is a principal trading center and its surrounding area encompasses seven organized industrial zones and the Antalya Free Trade Zone. As of December 31, 2014, the city of Antalya had a population of 2.2 million inhabitants. Tourism is also thriving in the area due to popular and heavily-visited beaches, hotels, golf resorts and important archaeological sites.

Port Akdeniz, Antalya, places first among Turkish ports with the highest development capacity. Port Akdeniz is a multipurpose port that includes a cruise terminal, container terminal, bulk cargo, general cargo, project cargo terminal and a marina. Port Akdeniz is the only port on the 700 mile coastline between Izmır and Mersin. The Port area is situated on 136,000 m^2 in Antalya, which has seen significant growth in business and tourism. Millions of tourists visit Antalya every year, and the Port of Akdeniz, Antalya holds a 30 - year operating concession that terminates in 2028.

Port Akdeniz, Antalya has ten berths that can accommodate container, dry bulk cargo and general cargo vessels. The Port can handle 5.0 million tons of dry bulk and general cargo a year, and 500,000 TEU per year.

Antalya's hinterland is characterized by marble and cement plants, with marble exports to China, and cement exports to the MENA region. Within a radius of 300 kilometers of Port Akdeniz, Antalya there are more than 300 active mines. Port Akdeniz's location and its surrounding mineral wealth and mining operations have enabled the Port to position itself as a strategic gateway for exporters to diverse global markets for clinker, aluminum, and chromium, as well as marble and cement. Port Akdeniz, Antalya is well-placed to benefit from the continued increase in exports of these types of goods. In addition, Port Akdeniz stands to benefit from the continued increase in containerization at Turkish ports. As Turkey began to implement container cargo operations later than many other developed countries, there is significant room for future growth. At the same time, the Turkish government has also announced that it intends to connect Antalya to the Turkish High-Speed Rail Network as part of a program of infrastructure improvements to be completed so as to coincide with the 100th anniversary of the founding of the Turkish Republic in 2023. Once the rail connection is completed, it should significantly expand the catchment area of Port Akdeniz-Antalya.

The determining factors of strong container volume growth were:

1. Rising containerization trend in the export market: Over the past ten years, across all Turkish ports, container handling volumes have grown approximately 2.3x faster than Turkey's real GDP, and this trend is expected to continue.

   Between 2005 and 2015, the container volume of Port Akdeniz surged from 28k TEU to 178k TEU, posting a robust CAGR of 20%, while substantially exceeding that of the Turkish market (9%) and GDP (4%). Accordingly, between 2005 and 2015, container volume growth for Port Akdeniz was 5.0x GDP growth and 2.2x Turkey's handling growth.

2. Rich marble reserves of the hinterland: According to Mineral Research and Exploration Directorate data, Turkey holds the largest marble reserves in the world with visible reserves of 1.6 bn tons and overall potential of 13 bn tons. This figure accounts for 40% of the world's overall marble reserves.

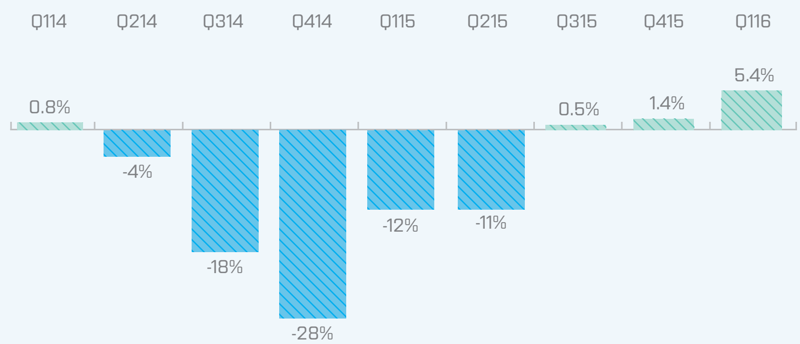
PORT AKDENİZ, ANTALYA

Port Akdeniz, Antalya has ten berths that can accommodate container, dry bulk cargo and general cargo vessels.

Container demand for Port Akdeniz is mainly influenced by levels of construction activity – in particular the use of block marble in China (for luxury construction projects and also for general construction), by population growth and increasing urbanization.

Port Akdeniz's (in line with Turkey's) block marble exports to China have deteriorated considerably since 2014, mainly due to economic and political stress in China, recession in the Chinese construction sector (mainly due to increased local restrictions on the mortgage system), and consequently accumulated marble stocks in China. Accordingly, after having registered an impressive 25% CAGR in TEU volumes between 2005-2014, Port Akdeniz's container volumes entered a declining period in Q2 2014, which continued until Q3 2015. After five consecutive quarters of decline, the TEU throughput of Port Akdeniz has been posting positive growth again since Q3 2015. Accordingly, the expectation of the awaited recovery and stabilization in TEU volumes is rising thanks to the Chinese Government's actions to ease mortgage requirements in support of the Chinese construction market.

Quarterly Throughput (TEU) Growth Rates (%, YoY)



Source: Company Information.

Although Port Akdeniz's TEU volumes were negatively affected by stress in the Chinese construction sector Port Akdeniz has been much more resilient when compared to Turkey overall as far as marble exports to China are concerned:

-Turkey's marble exports to China decreased by 13% YoY in 2015, while Port Akdeniz's exports to China declined at a slower pace of 8% YoY for the year, increasing its share in total exports.

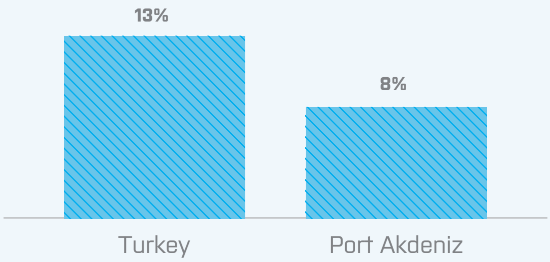
OPERATIONAL FIGURES	2013	2014	2015
General Cargo (thousand tons)	1,111	994	603
Dry Bulk (thousand tons)	617	651	492
Container (thousand TEU)	217	189	178

The Port of Akdeniz, Antalya is the only port on the 700 mile coastline between Izmır and Mersin.

Accordingly, Port Akdeniz's share in Turkish block marble exports rose to 42.5% in 2015, from 40.9% in 2014 (TUIK).

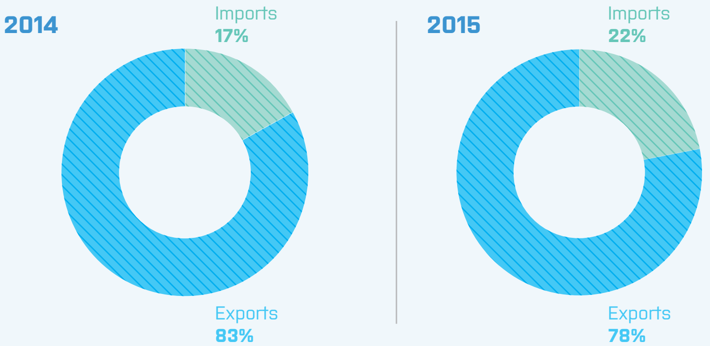
Moreover, thanks to the diversification strategy geared at further reducing dependence on marble and China imports' share in Port Akdeniz's TEU volume rose from 17% to 22% in 2015 YoY, while the share of exports declined from 83% to 78%. The imports of Port Akdeniz mainly comprise consumer goods and furniture.

Decrease in Marble Exports to China, Turkey, vs. Port Akdeniz (2015)



Source: TUIK, Company Information.

Port Akdeniz TEU Volume Mix



Source: Company Information.

PORT OF ADRIA, BAR

Global Ports Holding is executing a capital expenditure program to improve the superstructure of the Port of Adria.

Economic activity in Montenegro exceeded expectations in 2013, with YoY real GDP growth of 3.5% subsquently GDP growth remained over 2% in 2014, this despite ongoing recession in the euro zone. Exports in the 2015-2016 period are the likely beneficiaries of increased growth in euro zone markets.

The Port of Bar is Montenegro's main commercial port. Historically, it was the main port for the former Yugoslavia, and remains a vital node for trade with neighboring countries. In particular, it is the principal port serving Belgrade. Port of Bar offers an attractive turnaround opportunity with the key drivers being the Port's historic position as the main harbor for the Former Republic of Yugoslavia, and its direct rail links to Belgrade. Global Ports Holding is executing a capital expenditure program to improve the superstructure of the Port.

GPH owns a 63.79% interest in Container Terminal and General Cargo JSC-Bar, the company that operated the cargo terminal at Port of Adria-Bar, which has an operating concession for 30 years (terminating in 2043).

The Port represents an important link in the chain of intermodal transport in the region because of its integration with the Belgrade-Bar railway and road traffic network, and benefits from a Free Zone regime. The "Free Zone" regime covers the entire area of the Port of Adria, Bar and provides exemption from customs duties, taxes and other duties.

EBITDA (EUR)

2014
1,240

2015
1,530

PORT OF ADRIA

In 2015, the Port of Adria, Bar had a pier length of 1,440 meters, 288 vessel arrivals, 365,268 tons of general cargo, and US$ 8.6 million in revenue. (For the 12 months ended December 31, 2014, 8% of the Group's total revenues and 2% of the Group's EBITDA were generated by the Port of Adria, Bar.)

Tariffs are regulated pursuant to the terms of the concession agreement with the Montenegro Port Authority.

KEY FINANCIALS (THOUSANDS)	**2013**	**2014**	**2015**
Revenue (EUR)	6,723	6,971	7,685
EBITDA* (EUR)	775	1,240	1,530

* EBITDA figures indicate only operational results, excluded non-recurring, non-operational revenues and expenses.

OPERATIONAL FIGURES (TONS)	**2013**	**2014**	**2015**
TEU throughput	33,029	39,186	39,050
General Cargo	221,069	229,071	365,268

SOCIAL RESPONSIBILITY

Hosted by Global Ports Holding at Bodrum Cruise Port, Bodrum Global Run 3 brought celebration to local streets April 15 - 17, 2016 with its enthusiastic participants and colorful activities.

Bodrum Global Run 3

Staged by Global Ports Holding, the largest cruise port operator in the world, Bodrum Global Run 3 was participated in by around 1,000 runners.

Bodrum Global Run 3 effectively brought a three-day festival to the city of Bodrum. Hosted by Global Ports Holding at Bodrum Cruise Port, Bodrum Global Run 3 brought celebration to local streets April 15 - 17, 2016 with its enthusiastic participants and colorful activities.

Race preparations, as well as boat trips and various activities, were carried out in a celebratory atmosphere between April 15 and 16, followed by the start of Bodrum Global Run 3 at Bodrum Cruise Port on April 17. Supported by the Bodrum Municipality and Athleticism Federation, the traditional race was run by around 1,000 participants. Chairman of Global Investment Holding Board, Mehmet Kutman, managers and employees of Global Investment Holding and its affiliates joined the goodwill race, in addition to NGOs, and other institutional teams from the worlds of sport and business.

Non-governmental organizations were supported with revenue generated at Bodrum Global Run 3, as was the case following the first two races. Part of the revenue from this year's now traditional race was allocated to TOÇEV and the Parıltı Association. For this purpose, some brands sponsored the Bodrum Global Run 3.

First staged as the Bodrum Global Run three years ago, the Global Run goodness chain extended to the international arena for the first time in Montenegro. Global Run, which started at Port of Adria within Global Ports Holding in Montenegro in 2015, is planned to be hosted by Valletta Cruise Port in Malta this year.

International Global Adria Half Marathon & 10K

Global Ports staged the "Global Run" in Montenegro.

World leading cruise port operator Global Ports Holding, has extended the Global Run, held in Bodrum for the past two years, to the international level. The International Global Adria Half Marathon & 10K, held in Montenegro for the first time on September 6, 2015, offered an exciting sporting and travel experience to athletes from various countries.

With its outstanding natural environment and course, the Global Adria International Half Marathon & 10K race started from the center of Kotor. Eight hundred athletes run along the shores of Kotor in 10 km and 21 km categories. Furthermore, attendees also enjoyed various activities around the city.

Global Ports Holding, a supporter of social responsibility projects, will donate collected registration fees to the Secondary School of Economics and Hospitality in Bar, Montenegro.

Bodrum Global Run 2

As a key component of its social responsibility activities, the company promotes sports tourism by organizing and sponsoring the Bodrum Global Run.

Bodrum Global Run 2, which took place at the Bodrum Cruise Port on Sunday, May 1, was a three-day festival with colorful events, and soaking up Bodrum's unique atmosphere. Bodrum Global Run, organized for the second time, had a field of 1,250 runners in total. All registration fees were donated to the Parilti Association, a support foundation for blind and visually impaired children.

Participating runners were welcomed to its 10 km race course for an event that both started and finished at Bodrum Cruise Port. GPH aims to transform this run into an annual tradition for the years to come. It also plans to introduce the event at its other ports in Turkey and abroad.

EVENTS

With the "mermaids" show and food areas from the seven countries home to the ports that GPH operates, the event was a great success.

Seatrade Cruise Global – 2016

Global Ports Holding, had another successful event at Seatrade Cruise Global 2016. For more than 30 years, Seatrade Cruise Global – formerly named Cruise Shipping Miami – has been the leading international exhibition and conference serving the cruise industry. As the epicenter of the cruise industry, Seatrade Cruise Global draws more than 11,000 registered attendees, over 800 exhibiting companies from 93 countries and more than 300 international journalists to become the cruise industry's center of ideas, products and services.

This year, Seatrade Cruise Global took place March 14 - 17, 2016 at the Fort Lauderdale Broward County Convention Center, 45 minutes' drive away from the "Cruise Capital of the World." Attendees had access to a highly regarded educational conference program, explored the trade show floor covering all sectors of the international cruise industry, and attended a wide variety of networking and social events. Located strategically, Global Ports Holding had one of the largest island booths that brought everyone together. All 10 ports were represented under the GPH umbrella and assigned their representatives at all times.

During Seatrade Cruise Global, many meetings took place in which the GPH booth welcomed numerous representatives from cruise lines, ports and industry executives. With day long treats, our presence in seven countries was highlighted.

Throughout Seatrade Cruise Global, Global Ports Holding was very active: attending seminars, welcoming all industry experts and organizing special treat hours. As the world's largest cruise port operator, Global Ports Holding proudly represented both itself and its ports by highlighting the culture of its own, as well as of the countries where the ports are located.

GPH presented the culture of its 10 ports with various treats.

On the second day of Seatrade Cruise Global, GPH hosted its annual cocktail party. The event took place in W. Fort Lauderdale on the night of March 15, where we welcomed many invitees including government officials and representatives of cruise lines and ports. Guests enjoyed live music and cocktails overlooking the stunning Fort Lauderdale waterfront. With the "mermaids" show and food areas from the seven countries home to the ports that GPH operates, the event was a great success.

Both events gave GPH a unique opportunity to promote and communicate its existing portfolio and potential growth. With a large booth at the Seatrade Cruise Global and the annual Cocktail Party, GPH one again successfully presented itself to the executives of the industry.

Global Ports Holding Training Programs

GPH gathered managers from eight ports and five countries in Antalya to participate at the Global Holding Managers Meeting.

Managers of eight ports in which GPH has investments, gathered together in the city of Antalya in February 2015. The GPH Managers Meeting, held for the first time this year, ran for two days. Throughout the meeting, which had a busy agenda, managers evaluated the structures of their ports, the services they provide and their performances relative to 2014. Furthermore, the managers shared their objectives for 2016.

This meeting in Antalya has become a significant step towards establishing a platform where diverse port applications, knowledge and experience can be shared. The second of these annual meetings will be held in the city of Málaga.

GPH Managers meet to Shape Their Future

The 2nd Global Ports Holding Management Meeting took place in Malága February 22 - 24, 2016. Managers of GPH ports attended the two day training in Malága. The meetings comprised a variety of networking activities.

This year's meeting focused on the "Shaping Our Future" theme. The training was facilitated by two experienced trainers from Wilson Learning Worldwide. The management teams of respective ports had the opportunity to discuss local and global challenges and opportunities; share their visions for the future; and define actions to develop our business, while contributing to strategic alignment and collaboration among ports. Between sessions, the team was pleasantly challenged at a Sangria workshop, which showcased Malága's culture. The farewell dinner was held at the traditional ALEA restaurant, where GPH managers enjoyed a traditional Flamenco show.

On the last day, with the hospitality of the Cruceros Malága team, the GPH group was given a tour of the Malága Cruise Port. This was followed by the highlight of the program, namely an excursion to the King's Pathway, built in 1905 for King Alphonso XIII, where GPH managers enjoyed a hike and took in the amazing view.

Once again the managers' meeting proved to be a major success. It has provided a unique platform on which diverse knowledge, experience and best practices may be shared. The third of the meetings, planned as an annual event, will take place in Lisbon in 2017.

EVENTS

The GPH Coktail Party at SLS Hotel was the highlight of the conference with over 800 attendees.

Cruise Shipping Miami 2015

Global Ports Holding attended, and was one of the official sponsors of the 31st Cruise Shipping Miami (CSM), the leading international exhibition and conference where buyers and suppliers gather for a week of networking, sourcing, and education. This year, Cruise Shipping Miami was held in Miami, USA March 16 - 19, 2015 at the Miami Convention Center; where over 2,000 participant companies, industry leaders, cruise line directors and journalists from the world over attended. GPH has registered its presence as the "Leading Cruise Port Operator with Expanding Presence in the World." Representing all of its 8 ports, GPH's booth welcomed numerous industry executives.

The VIP/Speakers reception and GPH's Cocktail Party took place on two consecutive days. At the VIP/Speakers reception, of which GPH was the exclusive sponsor, GPH branding and a speech was given. On the second night of the CSM, GPH hosted a cocktail party at the SLS Hotel that welcomed many cruise line directors and industry leaders. With over 200 people in attendance, the night proved to be the highlight of the conference. Both of these events ensured that GPH's name gained broad visibility among conference attendees during CSM.

AWARDS

Golden Anchor

In September 2015, collecting a Golden Anchor, Global Ports Holding was named the Best Cruise Port Operator in Turkey. The Golden Anchor Awards are presented jointly by Turkish business newspaper Dünya Gazetesi, and the marine news agency Deniz Haber Ajansı in recognition of excellence in Turkey's maritime sector.

Brand Leader Award
Adria 2015
Best market positioned company in the field of handling and storing of containers and general cargo

Ministry of Transport, Maritime Affairs & Communications
Bodrum 2016
Green Port

Cruises News
Valletta 2015
Best Mediterranean Port

Cruise Insight
Barcelona 2015
Best Turnaround Port Operations

Ministry of Transport, Maritime Affairs & Communications
Kuşadası 2016
Green Port

Cruise Insight
Valletta 2015
Best Terminal Operator

World Travel Awards
Barcelona 2015
Europe's Leading Cruise Port

Travel Media Awards
Lisbon 2015
Best City of Short-Break Destination

Golden Anchor
GPH 2015
Best Cruise Port Operator in Turkey

Cruise Insight
Barcelona 2016
Best Turnaround Port Operations

Cruise Insight
Singapore 2016
Best Turnaround Port Operations

CORPORATE GOVERNANCE

Global Ports Holding ("GPH" or the "Company"), shares of which are owned by Global Investment Holdings ("GIH") and European Bank for Reconstruction and Development ("EBRD"), is a private non-listed company that aims for long-term sustainable achievements. The Company is committed to increasing shareholder value and stakeholder satisfaction by adopting and adhering to world class corporate governance guidelines. In addition to the Company's trajectory and vision, through its partnership with the EBRD in 2015, GPH has gained further strength in pursuing its goals.

I. Board of Directors

I.I Composition

The Company's businesses and management are carried out by the Board of Directors (or the "Board"), which consists of 7 (seven) members elected by the General Assembly, under the provisions of the Turkish Commercial Code and the Articles of Association. GIH is entitled to nominate 6 (six) candidates and EBRD 1 (one) candidate to the Board.

I.II Independent Directors

Although GPH is not subject to any legislation or regulation requiring independent Board Members, the Company has adopted a policy of having at least 2 (two) independent Board Members. Ayhan Paksoy and Jerome Bayle have been appointed to the Board as independent directors.

I.III Corporate Secretary

A Board Secretary has been appointed by the Board to support the activities of the Board, Committees, and individual Board Members.

I.IV Board Evaluation

A formal annual evaluation of the Board, assessments of Committees and individual Board members' performances will be conducted once a year by the Chairman, and once every three years by a reputable external consultant.

II. Audit and Risk Committee

The Company has established an Audit and Risk Committee majority of which is comprised of independent Board members. As of the date of this report, Jerome Bayle and Ayhan Paksoy are the members of this Committee which is chaired by Serdar Kirmaz.

II.I Audit

The Committee serves as a focal point for communication between directors, the external auditor and the internal auditor as regards their duties relating to financial and other reporting, internal controls, external and internal audits and other such matters the Board determines from time to time.

The Committee assists the Board in fulfilling its responsibilities by providing an independent review and supervision of financial reporting, by satisfying themselves as to the effectiveness of the internal controls of the Company, and as to the adequacy of the external and internal audits.

II.II Risk

The Committee takes actions on the purposes of early detection and identification of risks, which may endanger the development, existence and survival of the Company, as well as for the implementation of measures relating to the determined risks, and for management of risks.

III. Remuneration and Corporate Governance Committee

The Company has established a Remuneration and Corporate Governance Committee. As of the date of this report, Ayşegül Bensel, Ayhan Paksoy, and Thomas Maier are the members of this Committee which is chaired by Jerome Bayle.

III.I Remuneration

The Committee determines the principles as to the compensation of top management of the Company, including the Board, CEO and the executive team as well as ensuring the existence and monitoring the performance of proper compensation policies and procedures for all the employees of the Company.

III.II Corporate Governance

The Committee further provides assistance to the Board in fulfilling its responsibility to the shareholders, potential shareholders and investors, and stakeholders by developing and recommending a set of corporate governance principles and reviewing ongoing developments and best practice in corporate governance affecting the Company to the Board of Directors.

IV. Internal Audit

GPH has an internal audit function reporting directly to the Board of Directors of the Company, the principal responsibility of which is to review the application and effectiveness of the internal control procedures and systems, and to ensure the prevention and detection of irregularities.

V. Organizational Chart

The Organizational Chart as amended and approved in September 2015 is as follows. In the opinion of the Board of Directors, the organization of the Company provides clear accountability and reporting lines and the organizational chart maps the key functions and businesses of the Company. The definitions of the functions and responsibilities, reporting and accountability lines among the management and Board, to enhance the effectiveness of reporting, accountability and monitoring are established and closely monitored by the Board at all the times.

VI. Dividend Policy

The Dividend Policy has been approved by the Board of Directors and the Shareholders at the General Shareholders' Meeting.

VII. Code of Ethics

The Company's Code of Ethics is a set of essential rules that have been formulated to govern company-wide relationships, the relationships between the Company and its employees, and the relationships of all employees and the Company with customers, suppliers, and other stakeholders; to achieve the most effective use of resources; and to prevent unfair competition.

VIII. Investor Relations & Enhanced Disclosure

In order to ensure effective, continuous two-way communication between the investment community and the Company, GPH has an investor relations function reporting directly to the CEO of the Company.

In order to ensure an accurate, clear and reliable information flow to its investors and analysts, Investor Relations Department make announcements on major developments affecting the strategy and operations of the Company on the Company's corporate website. The IR department also prepares and publishes quarterly financial presentations on the Company's corporate website and organizes teleconferences on them. All questions directed to the Investor Relations Department are answered, promptly in view of public information.

The Company regularly updates its website, and the Company webpage also includes IR contact information, annual report, financial statements, reports, and detailed corporate governance information for its shareholders and stakeholders.

The IR Department actively pursues opportunities to communicate with the investment community through all available channels.

All current and potential investors are encouraged to contact the Company at investor@globalports.com.tr and to visit the website at www.globalports.com.tr.

Please find GPH's Investor Relations contact information below:

Name-Surname	Title	Phone	Email
Aslı Su Ata	Director	+90 (212) 244 60 00	investor@globalports.com.tr

CREDIT RATINGS

JCR Eurasia Rating

JCR Eurasia Rating has evaluated Global Ports Holding in a high-level investment category at the national level and affirmed its long-term national rating and outlook as 'A-(Trk) /Positive'. Meanwhile, the Company's Long Term International Foreign and Local Currency Ratings have been affirmed as 'BBB-.' Other notes and details of the ratings are given in the table below.

Long Term International Foreign Currency: BBB- / (Stable Outlook)

Long Term International Local Currency: BBB- / (Stable Outlook)

Long Term National Local Rating: A- (Trk) / (Positive Outlook)

Short Term International Foreign Currency: A-3 / (Stable Outlook)

Short Term International Local Currency: A-3 / (Stable Outlook)

Short Term National Local Rating: A-1+ (Trk) / (Stable Outlook)

Sponsor Support: 3

Stand Alone: AB

Fitch Ratings

Fitch Ratings has affirmed Global Ports Holding's US$ 250 million senior unsecured notes due 2021 at 'BB-' with a Stable Outlook.

Fitch has reviewed GPH's ratings as part of its regular annual review schedule. The affirmation considers GPH's recent financial performance, which is broadly in line with Fitch's rating case expectations.

Moody's

Moody's has affirmed the credit rating of Global Ports Holding as 'B1' with a Stable Outlook.

GPH's B1 Corporate Family Rating (CFR) is supported by: (1) the positive cash flow generation and realized operating margins associated with the Company's cruise and cargo ports operated under concession agreements with very limited operating covenants; (2) the increasing diversification deriving from its strengthening position in the cruise market through its ownership interests in the ports of Creuers, Ege and Bodrum; and (3) some flexibility associated with the Company's capital expenditure requirements.

However, the B1 CFR assigned to GPH is constrained by: (1) the Company's relatively small-scale operations, dominated by container activity concentrated at the Port of Akdeniz; (2) the relatively short remaining concession life of the Port of Akdeniz (13 years); (3) the limited diversification of cargo activities with a strong bias towards exports of marble and cement and the absence of long-term take or pay agreements related to these activities; (4) some cyclicality and relatively limited cash flow visibility associated with cruise operations, when compared with other infrastructure companies exhibiting a lower exposure to the leisure segment and/or a more extended period of contracted cash flows; (5) the risks stemming from the Company's highly acquisitive strategy; and (6) the weak credit quality of GPH's parent company, GIH.

2015 FISCAL YEAR REVIEW

- **Outstanding set of results in cruise ports operations with impressive growth in passenger numbers, cruise revenues and cruise EBITDA (adj. for EUR/US$ parity effect).**
- **Pleasing performance on the commercial ports front with continuing growth in TEU throughput at Port Akdeniz in Q4 2015, strengthening the expectation for awaited recovery and stabilization.**

2015 registers itself as a period with an outstanding financial and operational performance in cruise ports operations; and a pleasing quarter on the commercial ports front with continuing growth in TEU throughput at Port Akdeniz, which started in Q3 2015 after five consecutive quarters of decline. Cruise revenues and cruise EBITDA imply 4.4% and 6.1% increases, consecutively, in Q4 2015 compared to Q4 2014, when adjusted for the EUR/US$ parity effect. On a FY 2015 basis, cruise revenues posted c.10% increase (adjusted for the EUR/US$ parity effect), and cruise EBITDA grew by a solid 18% (adjusted for the EUR/US$ parity effect).

GPH reports consolidated revenues of US$ 105.5 million, and a consolidated EBITDA of US$ 71.2 million in FY 2015; which translated into 68% consolidated EBITDA margin, indicating a 420 bps increase YoY. Consolidated EBITDA registered a 2% increase; while consolidated revenues indicate c. 5% decline in FY 2015 YoY in US$ terms, yet, when adjusted for the EUR/US$ parity effect, consolidated revenues indicate a 1.2% increase.
GPH continued to expand its passenger base in Q4 2015 considerably, driven by both organic and inorganic growth, despite Q4 being partially a low season period. Even when the Valletta Cruise Port acquisition (November 2015) effect is excluded, total passengers posted a remarkable 10% YoY increase in FY 2015 driven by Creuers, Bodrum, Ege Ports, and Lisbon cruise ports along with tariff increases; while also registering strong margin increases in FY 2015 YoY in all of the cruise ports in the portfolio. The solid 10% YoY organic growth in the passenger base well surpasses the global cruise passenger growth rate of 3.2% YoY as well as Mediterranean cruise passenger growth of c.6% in 2015. Nevertheless, when the full year effect of the Valletta Cruise Port acquisition, which took place in Q4 2015 is included, total passengers indicate a striking 28% YoY growth in FY 2015.

A c.15% tariff increase has been in place in Lisbon effective July 1, 2015, demonstrating GPH's commitment to its strategy to adopt rational and optimal pricing at the ports it acquires.

Revenues came out at US$ 105.4 million in FY 2015, as opposed to US$ 110.7 million in FY 2014 on a proforma basis (pro-forma for FY 2014 effect of Creuers acquisition), indicating a 4.7% decline. The 16% YoY decrease in EUR/US$ parity in FY 2015 compared to FY 2014 put a cap on revenue growth in US$ terms due to the EUR based ports in GPH's portfolio (Creuers and Adria constitute 32% of revenues); yet, when adjusted for the parity effect (approximately US$ 1.7 million for Port of Adria, and US$ 4.9 million for Creuers), total revenues indicate a 1.2% increase, while cruise revenues indicate a strong c.10% increase in constant currencies for FY 2015 YoY.

On the EBITDA front, total segmental EBITDA (including operational companies only, excluding GPH solo expenses) posted a 1% increase in FY 2015 compared to FY 2014 on a pro-forma basis. Yet, when adjusted for the parity effect, total segmental EBITDA reveal a 6% increase, driven by the solid 18% growth in cruise ports' EBITDA.

As for leverage, net debt stood at US$ 253 million as of 2015 YE on a pro-forma basis (2014 pro-forma for Creuers acquisitions and its financing; 2015 pro-forma for Malta acquisition and its financing); Net Debt/EBITDA declined to 3.3x at 2015 YE from 3.9x at 2014 YE. Additionally, the bond leverage covenant stood at 4.3x as of 2015 YE, comfortably below the 5.0x threshold.

2015 FISCAL YEAR REVIEW

Cruise Ports Operations

GPH registered a significant 10% YoY expansion in its cruise passenger base in 9M 2015 on the back of Creuers, Bodrum, Ege Ports, and Lisbon cruise ports along with tariff increases; consequently registering EBITDA and margin increases in FY 2015 YoY in all of the cruise ports in the portfolio. Cruise EBITDA margin registered a 510 bps increase YoY, reaching 72.4%.

Creuers' (including Malaga) revenues increased by 15% in FY 2015 YoY in EUR terms, reaching EUR 22.3 million, while EBITDA surged by 25% YoY, reaching EUR 14.9 million in FY 2015, and translating into a 67% EBITDA margin in FY 2015, which indicates a 500 bps increase YoY. Nevertheless, due to the 16% YoY decrease in EUR/US$ parity in FY 2015, Creuers' revenues indicate a 4% decline, and EBITDA indicates a 4% increase in US$ terms.

Ege Port, a major cruise port of GPH in Turkey, posted US$ 17.3 million in revenues, implying a 6% increase YoY in FY 2015; US$ 14.2 million EBITDA in FY 2015, indicating a solid 11% YoY increase, and translating into a striking 82% EBITDA margin (as opposed to 78% in FY 2014).

Commercial Ports Operations

On the commercial front, TEU throughput of Port Akdeniz, which started a positive growth in Q3 2015 after five consecutive quarters of decline due to the stress on marble exports to China, continued to grow in Q4 2015 with an increasing pace of 1.4% YoY, strengthening the expectation for the awaited recovery and stabilization in TEU volumes.

The decline in TEU throughput has been driven by the recession in the Chinese construction sector and accumulated marble stocks in China; yet, Port Akdeniz has been more resilient to the stress in China compared to Turkey as a whole. To illustrate: Turkey's marble exports to China decreased by 13% in FY 2015, while Port Akdeniz's marble exports to China declined at a slower pace of 8% in in the same period YoY, leading to a 7% decline in TEU throughput at Port Akdeniz in FY 2015. (Source: Turkish Statistical Institute).

Container yield increased by 6% in FY 2015 YoY, reaching US$ 191, continuing to compensate for the sluggish volume to a large extent at Port Akdeniz; accordingly EBITDA margin increased by 300 bps, reaching 75% in FY 2015.

Meanwhile, the share of imports in full container volume increased from 17% in FY 2014 to 22% in FY 2015, while the share of exports declined from 83% to 78% during the same period. Imports are driven by PVC and furniture imports (Antalya is the sole seaport for custom clearance for furniture since November 2014). Moreover, imports (full TEU) posted a 26% increase YoY in FY 2015.

Port of Bar: Thanks to the 17% volume growth in FY 2015 YoY, total revenues registered 10% YoY increase in EUR terms in FY 2015, reaching EUR 7.7 million; while EBITDA registered 3% YoY growth in FY 2015. Again, due to the 16% YoY decrease in EUR/US$ parity in FY 2015, Port of Adria's' revenues indicate an 8% decline, while EBITDA indicate an 14% decline in US$ terms.

Container yields came out at US$ 96/TEU in FY 2015, 49% lower compared to those of Port Akdeniz (US$ 191/TEU), bringing the weighted average yield to US$ 174/TEU. The 23% YoY decline in container yield in US$ terms in FY 2015 is mainly attributable to the 16% decrease in EUR/US$ parity in the same period; the decline in EUR terms is 8%. All in all, the commercial EBITDA margin, despite the sluggish volume at Port Akdeniz, was up by 270 bps, reaching 67.9% in FY 2015.

KEY OPERATIONAL AND FINANCIAL FIGURES	2014	2014PF [1]	2015	2014PF-2015 YoY Change
Passengers (million PAX)[4]	1.6	3.8	4.8	27.8%
Passengers (million PAX) exc ferry	1.5	3.6	4.6	28.6%
Passengers (million PAX) excl Malta	1.6	3.8	4.1	10.1%
Cargo ('000 tons)	5,158	5,158	4,589	-11.0%
Throughput ('000 TEU)	228	228	218	-4.6%

Revenue (US$ million)	90.7	110.7	105.5	-4.7%
Cruise Revenue (US$ million)[2]	27.0	47.0	47.0	0.1%
Commercial Revenue (US$ million)	64.0	63.7	58.5	-8.2%
Segmental EBITDA (US$ million)[3]	62.0	73.2	73.8	0.8%
Segmental EBITDA Margin	68.4%	66.1%	69.9%	+380 bps
Cruise EBITDA (US$ million)	20.0	31.6	34.0	7.6%
Cruise Margin	75.0%	67.3%	72.4%	+510 bps
Commercial EBITDA (US$ million)	42	42	39.7	-4.4%
Commercial Margin	65.0%	65.2%	67.9%	+270 bps
Consolidated EBITDA (US$ million)	59.0	70.1	71.2	1.6%
Consolidated EBITDA Margin	65%	63.3%	68%	+420 bps

[1] Proforma for full year 2014, and Q4 2014 effect of Creuers acquisition.
[2] Revenue allocated to cruise segment includes sum of revenues of cruise ports excluding Singapore and Lisbon, as well as cruise portion of revenue from Port Akdeniz, which while mainly a commercial port also has minor cruise operations.
[3] EBITDA figures indicate only operational companies; excludes GPH solo expenses.
[4] Passenger numbers include Lisbon and Singapore Pax fully, 2015 passenger figure also includes Malta for full year 2015. Q4 2015 passenger number includes Malta Q4 2015 numbers.

GLOBAL LİMAN İŞLETMELERİ A.Ş.
AND ITS SUBSIDIARIES

CONSOLIDATED FINANCIAL
STATEMENTS FOR THE
YEAR ENDED
31 DECEMBER 2015 AND
INDEPENDENT AUDITOR'S REPORT

26 February 2016

This report includes 1 page of independent auditors' report and 87 pages of consolidated financial statements together with their explanatory notes.

Global Liman İşletmeleri A.Ş. and its Subsidiaries

Table of Contents

Deloitte.

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INDEPENDENT AUDITOR'S REPORT

To the Board of Directors of
Global Liman İşletmeleri A.Ş.
Istanbul, Turkey

We have audited the accompanying consolidated financial statements of Global Liman İşletmeleri A.Ş. (the "Company") and its subsidiaries (together the "Group"), which comprise the consolidated statement of financial position as at 31 December 2015, the consolidated statement of profit or loss and other comprehensive income, consolidated statement of changes in equity and consolidated statement of cash flows for the year then ended, and a summary of significant accounting policies and other explanatory information.

Management's Responsibility for the Consolidated Financial Statements

Management is responsible for the preparation and fair presentation of these consolidated financial statements in accordance with International Financial Reporting Standards, and for such internal control as management determines is necessary to enable the preparation of consolidated financial statements that are free from material misstatement, whether due to fraud or error.

Auditor's Responsibility

Our responsibility is to express an opinion on these consolidated financial statements based on our audit. We conducted our audit in accordance with International Standards on Auditing.

Those standards require that we comply with ethical requirements and plan and perform the audit to obtain reasonable assurance about whether the consolidated financial statements are free from material misstatement.

An audit involves performing procedures to obtain audit evidence about the amounts and disclosures in the consolidated financial statements. The procedures selected depend on the auditor's judgment, including the assessment of the risks of material misstatement of the consolidated financial statements, whether due to fraud or error. In making those risk assessments, the auditor considers internal control relevant to the entity's preparation and fair presentation of the consolidated financial statements in order to design audit procedures that are appropriate in the circumstances, but not for the purpose of expressing an opinion on the effectiveness of the entity's internal control. An audit also includes evaluating the appropriateness of accounting policies used and the reasonableness of accounting estimates made by management, as well as evaluating the overall presentation of the consolidated financial statements.

We believe that the audit evidence we have obtained is sufficient and appropriate to provide a basis for our audit opinion.

Opinion

In our opinion, the consolidated financial statements present fairly, in all material respects, the financial position of Global Liman İşletmeleri A.Ş. and its subsidiaries as at 31 December 2015, and their financial performance and their cash flows for the year then ended in accordance with International Financial Reporting Standards.

Other Matter

The audit of the consolidated financial statements of the Group for the year ended 31 December 2014 was performed by another independent auditor. The predecessor independent auditor expressed an unqualified opinion in the auditor's report dated 6 March 2015 on consolidated financial statements as of 31 December 2014.

DRT BAĞIMSIZ DENETİM VE SMMM A.Ş.

DRT BAĞIMSIZ DENETİM VE SERBEST MUHASEBECİ MALİ MÜŞAVİRLİK A.Ş.
Member of **DELOITTE TOUCHE TOHMATSU LIMITED**

26 February 2016

GLOBAL LİMAN İŞLETMELERİ A.Ş. AND ITS SUBSIDIARIES
CONSOLIDATED STATEMENT OF FINANCIAL POSITION
AS AT 31 DECEMBER 2015
(AMOUNTS EXPRESSED IN TURKISH LIRA [“TL”])

	Notes	31 December 2015	31 December 2014
Assets			
Property and equipment	13	348,247,559	221,996,571
Intangible assets	14	1,344,115,290	1,048,418,490
Goodwill	15	37,392,970	29,822,038
Equity-accounted investees	16	19,268,404	2,815,305
Other investments	17	101,232	101,232
Deferred tax assets	18	11,060,395	11,617,246
Due from related parties	30	5,029,659	5,029,659
Other non-current assets	20	28,542,657	23,524,930
Total non-current assets		**1,793,758,166**	**1,343,325,471**
Trade and other receivables	19	31,235,557	20,249,829
Due from related parties	30	110,991,399	109,666,354
Other investments	17	49,159,145	34,953,397
Other current assets	20	28,105,961	27,864,153
Cash and cash equivalents	21	225,115,739	104,570,431
Total current assets		**444,607,801**	**297,304,164**
Total assets		**2,238,365,967**	**1,640,629,635**
Equity			
Share capital	22	74,323,982	66,269,683
Share premium	22	157,672,601	--
Reserves	22	162,062,188	158,825,964
Retained earnings		169,675,302	180,583,041
Total equity attributable to equity holders of the Company		**563,734,073**	**405,678,688**
Non-controlling interests		**244,066,978**	**151,385,265**
Total equity		**807,801,051**	**557,063,953**
Liabilities			
Loans and borrowings	23	914,521,489	711,092,049
Other financial liabilities		6,268,098	--
Derivative financial liabilities	31	2,771,205	2,689,103
Deferred tax liabilities	18	302,884,650	227,219,093
Provisions	26	41,225,657	30,929,352
Employee benefits	25	4,255,299	3,597,886
Total non-current liabilities		**1,271,926,398**	**975,527,483**
Loans and borrowings	23	106,478,192	70,053,801
Other financial liabilities		759,767	--
Trade and other payables	24	42,641,272	30,757,512
Due to related parties	30	2,037,837	1,118,840
Current tax liabilities	18	5,525,114	4,697,304
Provisions	26	1,196,336	1,410,742
Total current liabilities		**158,638,518**	**108,038,199**
Total liabilities		**1,430,564,916**	**1,083,565,682**
Total equity and liabilities		**2,238,365,967**	**1,640,629,635**

The accompanying notes are an integral part of these consolidated financial statements.

GLOBAL LİMAN İŞLETMELERİ A.Ş. AND ITS SUBSIDIARIES

CONSOLIDATED STATEMENT OF PROFIT OR LOSS AND OTHER COMPREHENSIVE INCOME FOR THE YEAR ENDED 31 DECEMBER 2015

(AMOUNTS EXPRESSED IN TURKISH LIRA [“TL”])

	Notes	2015	2014
Revenue	8	286,907,103	198,279,837
Cost of sales	8	(182,945,665)	(123,079,036)
Gross profit		**103,961,438**	**75,200,801**
Other income	9	18,123,735	14,416,491
Selling and marketing expenses	10	(862,504)	(1,028,494)
Administrative expenses	11	(30,735,273)	(22,007,422)
Other expenses	9	(21,321,745)	(15,273,625)
Operating profit		**69,165,651**	**51,307,751**
Finance income	12	89,250,396	81,995,442
Finance costs	12	(119,890,890)	(118,650,080)
Net finance costs		**(30,640,494)**	**(36,654,638)**
Share of profit of equity-accounted investees	16	1,824,895	42,244,652
Profit before income tax		**40,350,052**	**56,897,765**
Income tax benefit / (expense)	18	6,872,073	(4,297,403)
Profit for the year		**47,222,125**	**52,600,362**
Profit attributable to:			
Owners of the Company		40,958,222	48,846,212
Non-controlling interests		6,263,903	3,754,150
		47,222,125	**52,600,362**
Other comprehensive income			
Items that will not be reclassified subsequently to profit or loss			
Remeasurement of defined benefit liability	18	98,020	(28,260)
Related tax	18	(19,604)	5,652
		78,416	**(22,608)**
Items that may be reclassified to profit or loss			
Foreign currency translation differences	18	164,490,539	41,796,902
Cash flow hedges - effective portion of changes in fair value	18	253,756	(2,685,205)
Net investment hedge, net loss	18	(175,791,087)	(44,615,348)
Related tax		35,094,778	9,594,370
		24,047,986	**4,090,719**
Other comprehensive income for the year, net of income tax		**24,126,402**	**4,068,111**
Total comprehensive income for the year		**71,348,527**	**56,668,473**
Total comprehensive income attributable to:			
Owners of the Company		44,710,485	52,763,371
Non-controlling interests		26,638,042	3,905,102
		71,348,527	**56,668,473**
Earnings per share (Full TL)	27	**0.6083**	**0.7373**

The accompanying notes are an integral part of these consolidated financial statements.

GLOBAL LİMAN İŞLETMELERİ A.Ş. AND ITS SUBSIDIARIES
CONSOLIDATED STATEMENT OF CHANGES IN EQUITY
FOR THE YEAR ENDED 31 DECEMBER 2015
(AMOUNTS EXPRESSED IN TURKISH LIRA ["TL"])

	Note	Share capital	Share Premium	Legal reserves	Hedging reserve	Translation reserves	Retained earnings	Total	Non-controlling interests	Total equity
Balance at 1 January 2015		**66,269,683**	**--**	**21,705,317**	**(50,487,390)**	**187,608,037**	**180,583,041**	**405,678,688**	**151,385,265**	**557,063,953**
Total comprehensive income										
Profit for the year		--	--	--	--	--	40,958,222	40,958,222	6,263,903	47,222,125
Other comprehensive income	22	--	--	--	(140,442,553)	144,116,400	78,416	3,752,263	20,374,139	24,126,402
Total comprehensive income		**--**	**--**	**--**	**(140,442,553)**	**144,116,400**	**41,036,638**	**44,710,485**	**26,638,042**	**71,348,527**
Transactions with owners of the Company										
Contributions and distributions										
Issuance of share capital	22	8,054,299	157,672,601	--	--	--	--	165,726,900	--	165,726,900
Transfer		--	--	(3,194,570)	--	--	3,194,570	--	--	--
Dividends	22	--	--	2,756,947	--	--	(55,138,947)	(52,382,000)	(8,709,118)	(61,091,118)
Total contributions and distributions		**8,054,299**	**157,672,601**	**(437,623)**	**--**	**--**	**(51,944,377)**	**113,344,900**	**(8,709,118)**	**104,635,782**
Changes in ownership interests										
Acquisition of subsidiary	6(ii)	--	--	--	--	--	--	--	74,752,789	74,752,789
Total changes in ownership interests		**--**	**--**	**--**	**--**	**--**	**--**	**--**	**74,752,789**	**74,752,789**
Total transactions with owners of the Company		**8,054,299**	**157,672,601**	**(437,623)**	**(140,442,553)**	**144,116,400**	**(10,907,739)**	**158,055,385**	**92,681,713**	**250,737,098**
Balance at 31 December 2015		**74,323,982**	**157,672,601**	**21,267,694**	**(190,929,943)**	**331,724,437**	**169,675,302**	**563,734,073**	**244,066,978**	**807,801,051**

The accompanying notes are an integral part of these consolidated financial statements.

GLOBAL LİMAN İŞLETMELERİ A.Ş. AND ITS SUBSIDIARIES

CONSOLIDATED STATEMENT OF CHANGES IN EQUITY FOR THE YEAR ENDED 31 DECEMBER 2015

(AMOUNTS EXPRESSED IN TURKISH LIRA [“TL”])

	Note	Share capital	Legal reserves	Hedging reserve	Translation reserves	Retained earnings	Total	Non-controlling interests	Total equity
Balance at 1 January 2014		**66,269,683**	**18,909,630**	**(12,781,207)**	**145,962,087**	**160,650,342**	**379,010,535**	**73,702,635**	**452,713,170**
Total comprehensive income									
Profit for the year		--	--	--	--	48,846,212	48,846,212	3,754,150	52,600,362
Other comprehensive income	22	--	--	(37,706,183)	41,645,950	(22,608)	3,917,159	150,952	4,068,111
Total comprehensive income		**--**	**--**	**(37,706,183)**	**41,645,950**	**48,823,604**	**52,763,371**	**3,905,102**	**56,668,473**
Transactions with owners of the Company									
Contributions and distributions									
Transfer		--	2,795,687	--	--	(2,795,687)	--	--	--
Dividends	22	--	--	--	--	(27,976,278)	(27,976,278)	(3,107,757)	(31,084,035)
Total contributions and distributions		**--**	**2,795,687**	**--**	**--**	**(30,771,965)**	**(27,976,278)**	**(3,107,757)**	**(31,084,035)**
Changes in ownership interests									
Acquisition of subsidiary with non-controlling interests	6(i)	--	--	--	--	--	--	79,640,816	79,640,816
Acquisition of non-controlling interests without a change in control	7	--	--	--	--	1,881,060	1,881,060	(2,755,531)	(874,471)
Total changes in ownership interests		**--**	**--**	**--**	**--**	**1,881,060**	**1,881,060**	**76,885,285**	**78,766,345**
Total transactions with owners of the Company		**--**	**2,795,687**	**--**	**--**	**(28,890,905)**	**(26,095,218)**	**73,777,528**	**47,682,310**
Balance at 31 December 2014		**66,269,683**	**21,705,317**	**(50,487,390)**	**187,608,037**	**180,583,041**	**405,678,688**	**151,385,265**	**557,063,953**

The accompanying notes are an integral part of these consolidated financial statements.

GLOBAL LİMAN İŞLETMELERİ A.Ş. AND ITS SUBSIDIARIES
CONSOLIDATED STATEMENTS OF CASH FLOWS
FOR THE YEAR ENDED 31 DECEMBER 2015
(AMOUNTS EXPRESSED IN TURKISH LIRA ["TL"])

	Notes	2015	2014
Cash flows from operating activities			
Profit for the year		47,222,125	52,600,362
Adjustments for:			
Depreciation and amortization expense	13,14	103,861,949	67,209,518
Bargain purchase gain	6, 9	(16,566,729)	(13,065,544)
Share of profit of equity-accounted investees, net of tax	16	(1,824,895)	(42,244,652)
Interest expense	12	65,555,459	34,163,010
Interest income		(12,738,789)	(8,812,586)
Income tax (benefit) / expense	18	(6,872,073)	4,297,403
Unrealized foreign exchange differences on loans and borrowings		25,452,516	63,947,402
Operating cash flow before changes in operating assets and liabilities		**204,089,563**	**158,094,913**
Changes in:			
- employment termination indemnity		714,770	729,911
- trade and other receivables		(17,398,430)	(7,923,730)
- other current assets		972,757	(14,640,464)
- other non-current assets		(5,017,727)	(7,151,136)
- trade and other payables		6,338,863	6,031,515
- provisions		10,081,899	15,696,356
Cash generated by operating activities		**199,781,695**	**150,837,365**
Employee benefits paid	25	(425,295)	(985,702)
Income taxes paid	18	(18,002,961)	(12,332,504)
Net cash generated by operating activities		**181,353,439**	**137,519,159**
Investing activities			
Acquisition of property and equipment	13	(20,778,534)	(28,671,048)
Acquisition of intangible assets	14	(213,162)	(444,493)
Proceeds from sale of property and equipment		83,835	--
Change in financial investments		(7,304,703)	2,592,785
Interest received		5,837,744	4,311,675
Acquisition of subsidiary	6	(71,481,146)	56,094,552
Advances given for tangible assets		(1,066,109)	(907,316)
Net cash used in investing activities		**(94,922,075)**	**32,976,155**
Financing activities			
Increase in share capital	6	165,726,900	--
Change in due from related parties		(1,325,045)	(88,965,021)
Change in due to related parties		918,997	(18,499,519)
Dividends paid	22	(61,091,118)	(31,084,035)
Equity injection to investments		(13,902,000)	--
Interest paid		(57,588,700)	(28,411,691)
Proceeds from borrowings		78,564,942	678,929,671
Repayments of borrowings		(53,317,541)	(564,981,519)
Net cash from financing activities		**57,986,435**	**(53,012,114)**
Effect of movements in exchange rates on cash held		(35,548,667)	(56,593,694)
Net increase in cash and cash equivalents		**108,869,132**	**60,889,506**
Cash and cash equivalents at 1 January	21	**103,514,972**	**42,625,466**
Cash and cash equivalents at 31 December	21	**212,384,104**	**103,514,972**

The accompanying notes are an integral part of these consolidated financial statements.

GLOBAL LİMAN İŞLETMELERİ A.Ş. AND ITS SUBSIDIARIES
NOTES TO THE CONSOLIDATED FINANCIAL STATEMENTS AS AT AND FOR THE YEAR ENDED 31 DECEMBER 2015
(AMOUNTS EXPRESSED IN TURKISH LIRA ["TL"])

Notes to the consolidated financial statements

GLOBAL LİMAN İŞLETMELERİ A.Ş. AND ITS SUBSIDIARIES
NOTES TO THE CONSOLIDATED FINANCIAL STATEMENTS AS AT AND FOR THE YEAR ENDED 31 DECEMBER 2015
(AMOUNTS EXPRESSED IN TURKISH LIRA [“TL”])

1 Reporting entity

Global Altyapı Hizmetleri ve İşletmecilik A.Ş. was originally incorporated to invest in Global Yatırım Holding A.Ş. ("Global Yatırım Holding")'s infrastructure projects in Istanbul, Turkey in 2004. On 13 September 2007, Global Altyapı Hizmetleri ve İşletmecilik A.Ş changed its trade name to Global Liman İşletmeleri A.Ş. ("Global Liman" , "the Company" or "GPH"). The main operation of the Company is to invest in the capital and management of companies that operate or will operate in the ports and port management industry.

Global Liman and its subsidiaries are together referred to as "the Group".

As at 31 December 2014, 100% of the shares of the Company were owned by Global Yatırım Holding. In 2015, European Bank of Reconstruction and Development ("EBRD") has invested Euro 53.4 million (TL 165.7 million) including the share premium of TL 157.7 million and acquired 10.84% of the Company's shares. As at 31 December 2015, 89.16% of the shares of the Company are owned by Global Yatırım Holding and 10.84% by European Bank of Reconstruction and Development ("EBRD").

Global Yatırım Holding was established in 1990 with the trade name Global Menkul Değerler A.Ş. as a brokerage company in İstanbul, Turkey. In 2004, Global Menkul Değerler A.Ş. changed its trade name to Global Yatırım Holding A.Ş and changed its field of activity into that of a holding company. The main activity of Global Yatırım Holding is to participate in the capital and management of companies that operate or will operate in the fields of finance, energy, infrastructure and transportation and to minimize the volatility of its investments against economic fluctuations by handling the capital expenditure, financing, organization and administration of those companies within a portfolio, while contributing to the achievement of sustainable growth and ensuring the going concern of those companies to the benefit of the national economy, and to engage in commercial, industrial and financial activities in line with these goals.

Global Yatırım Holding is registered with the Capital Market Board of Turkey ("CMB") and its shares have been traded on the İstanbul Stock Exchange (Borsa İstanbul - "BIST") since May 1995 (From May 1995 to October 2004, traded as Global Menkul Değerler A.Ş.).

As at 31 December 2015, the number of employees of the Group was 702 (31 December 2014: 679). The address of the registered office of the Company is "Rıhtım Caddesi No: 51 Karaköy / İstanbul".

The nature of the operations and the locations of the subsidiaries of the Company are listed below:

Subsidiaries	Locations	Operations
Ege Liman İşletmeleri A.Ş. ("Ege Liman")	Aydın-Turkey	Port operations
Ortadoğu Antalya Liman İşletmeleri A.Ş. ("Ortadoğu Liman")	Antalya-Turkey	Port operations
Bodrum Liman İşletmeleri A.Ş. ("Bodrum Liman")	Muğla-Turkey	Port operations
Container Terminal and General Cargo – Bar ("Port of Adria")	Montenegro	Port operations
Barcelona Port Investments, S.L ("BPI")	Spain	Port investments
Creuers del Port de Barcelona, S.A. ("Creuers")	Spain	Port operations
Cruceros Malaga, S.A. ("Malaga Port")	Spain	Port operations
Global Ports Europe B.V ("Global BV")	Netherlands	Port investments
Perquisite Holdings Ltd. ("Perquisite")	Malta	Port investments
Global Ports Malta Ltd. ("GP Malta")	Malta	Port investments
Valetta Cruise Port PLC ("VCP")	Valetta – Malta	Port operations
Torba İnşaat ve Turistik A.Ş. ("Torba") [*]	İstanbul-Turkey	Real estate
Global Depolama A.Ş. ("Global Depolama")	İstanbul-Turkey	Storage
Randa Denizcilik San. ve Tic. Ltd. Şti. ("Randa") [*]	Antalya-Turkey	Marine vehicle trade

[*] See to note 3 (a) (iii).

GLOBAL LİMAN İŞLETMELERİ A.Ş. AND ITS SUBSIDIARIES
NOTES TO THE CONSOLIDATED FINANCIAL STATEMENTS AS AT AND FOR THE YEAR ENDED 31 DECEMBER 2015
(AMOUNTS EXPRESSED IN TURKISH LIRA [“TL”])

1 Reporting entity (continued)

Ege Liman

Kuşadası Cruise Port was constructed in 1968 and was operated by the Turkish Maritime Organization Inc. (Türkiye Denizcilik Isletmeleri A.Ş.) ("TDI") until its privatization in 2003. On 2 July 2003, Ege Liman entered into a transfer of operational rights agreement ("TOORA") for Kuşadası Cruise Port for a period of 30 years with the Privatization Administration (Özelleştirme İdaresi Başkanlığı) ("OIB") and TDI. The TOORA will end in 2033. Kuşadası Cruise Port is the largest cruise ship terminal in Turkey and is a popular port of call for cruises originating from Greece, Italy, France, Spain and Turkey.

Global Liman acquired 72.50% of the shares of Ege Liman on 6 July 2005. The other shareholder of Ege Liman is Royal Caribbean Cruises Ltd ("RCCL").

Ege Liman offers the following basic services to ships calling at the port: tugging, pilotage, sheltering, security, clean water supply, disposal of solid waste, underwater diving inspection, fuel supply and liquid waste collection.

Ortadoğu Liman

Antalya Port, constructed in 1977, is a multi-functional facility harbouring a cruise port, a marina and a commercial port and was operated by the TDI until its privatization in 1998. Operational rights for Antalya Port were taken over for a period of 30 years by Ortadoğu Liman in August 1998. In 2001, due to the difficulties in the other commercial activities of the former shareholders of Ortadoğu Liman, Savings Deposit Insurance Fund ("SDIF") confiscated the company.

Akdeniz Liman İşletmeleri A.Ş. ("Akdeniz Liman"), a joint venture of Global Liman, acquired 99.99% of the shares of Ortadoğu Liman which were subsequently tendered by the SDIF. Akdeniz Liman merged with Ortadoğu Liman in December 2006 and all the rights and obligations of Akdeniz Liman were transferred to Ortadoğu Liman which was denoted the successor entity. The concession period will end in 2028.

Until 29 July 2010, Global Liman owned 39.80% shares of Ortadoğu Liman. On 29 July 2010, Global Liman acquired the 60% of the shares of Ortadoğu Liman from other shareholders and obtained control by raising the ownership to 99.80%.

Bodrum Liman

Bodrum Cruise Port was tendered by the State Railways, Ports and Airports Construction Company (Demiryolları, Limanlar ve Havayolları) ("DLH") in September 2003 through a 12-year Build-Operate-Transfer ("BOT") tender agreement, which commenced in December 2007. The BOT agreement period will end in 2019. The winning bidder of the BOT concession was a consortium, which later established Bodrum Liman to carry out the operations of Bodrum Cruise Port.

Global Liman acquired 60% of the shares of Bodrum Liman on 16 June 2008. As at 31 December 2015 and 2014, shareholders of the remaining 30% and 10% of the shares of Bodrum Liman are Yüksel Çağlar and Setur Servis Turistik A.Ş. ("Setur"), respectively.

GLOBAL LİMAN İŞLETMELERİ A.Ş. AND ITS SUBSIDIARIES
NOTES TO THE CONSOLIDATED FINANCIAL STATEMENTS AS AT AND FOR THE YEAR ENDED 31 DECEMBER 2015
(AMOUNTS EXPRESSED IN TURKISH LIRA ["TL"])

1 Reporting entity (continued)

Port of Adria

On 23 July 2013, Global Liman won the tender for the repair, financing, operation, maintenance and transfer of Port of Adria and the right to acquire 62.09% of the shares in Port of Adria from the Montenegro Government through Container Terminal and General Cargo JSC-Bar, which has an operating concession for thirty years (terminating in 2043). Global Liman finalized a share purchase agreement with the Montenegro Government on 15 November 2013 and it was approved by the tender commission, the Montenegro Privatization and Capital Investments Authority and the Montenegro Council of Ministers. The shares were transferred to the Group on 30 December 2013.

Port of Adria represents an important link in the chain of intermodal transport because of its integration with the Belgrade-Bar railway and road traffic network, and benefits from a free zone regime.

For the first three years of its ownership, the Group is obliged to implement certain investment programs and social programs outlined in the share purchase agreement.

BPI and Creuers

The Group acquired 43% and 57% interests in Creuers on 30 December 2013 and 30 September 2014, respectively through Barcelona Port Investments, S.L ("BPI") which is a special purpose joint venture between the Global Liman and Royal Caribbean Cruises Ltd. Creuers is the cruise port in Europe with having the 80% of controlling interest in Malaga Port and 40% of non-controlling interest in Singapore Port. BPI was recognized in equity-accounted investee in the consolidated financial statements as at for the year ended 31 December 2013 and 30 September 2014.

However, Global Liman increased it interest in BPI from 49% to 62% with the agreement of RCCL and became the shareholder of Creuers with 62% of interest indirectly on 30 September 2014 and BPI and Creuers have been recognized as subsidiaries as from 30 September 2014.

Global BV, Perquisite, GP Malta and VCP

Global BV was established in Netherlands for the investments made through European Ports. As of 15 November 2015, Global BV acquired 55.60% of VCP shares through Holding Companies of GP Malta and Perquisite. VCP was set up to develop the Valletta Waterfront, situated on the Grand Harbour, Malta, for the purpose of the operation and management of a cruise liner passenger terminal and an international ferry passenger terminal together with complementary leisure facilities. The company is also responsible for the handling of international cruise and ferry passengers. For this purpose the company was granted a licence by the Malta Maritime Authority.

Torba

Torba was incorporated in İstanbul, Turkey, in 2006, for the purpose of developing a real estate project in Bodrum, Muğla. On 4 January 2008, a trustee was appointed to Torba due to the legal dispute with the previous shareholders. Torba is not consolidated with effect from 4 January 2008 in the consolidated financial statements, due to lack of control.

Global Depolama

Global Depolama was established on 9 July 2008 for the purpose of investing in the wharehousing sector.

Randa

Randa was acquired by Global Liman on 17 February 2011 for the purpose of marine vehicle trade for a consideration of Euro 10,000. As at 31 December 2015 and 2014, Randa is inactive and is excluded from the scope of consolidation.

GLOBAL LİMAN İŞLETMELERİ A.Ş. AND ITS SUBSIDIARIES
NOTES TO THE CONSOLIDATED FINANCIAL STATEMENTS AS AT AND FOR THE YEAR ENDED 31 DECEMBER 2015
(AMOUNTS EXPRESSED IN TURKISH LIRA [“TL”])

1 Reporting entity (continued)

The nature of the operations and the locations of the equity-accounted investees of the Company are listed below:

Equity-accounted investees	Locations	Operations
LCT - Lisbon Cruise Terminals, LDA ("Port of Lisbon") (*)	Portugal	Port operations
SATS – Creuers Cruise Services Pte. Ltd. (" Singapore Port") (**)	Singapore	Port operations

(*) The Group has entered into the concession agreement of Lisbon Cruise Port within the framework of a public-service concession on 18 July 2014 as a part of the consortium comprised of Global Liman, RCCL, Creuers and Group Sousa – Investimentos SGPS, LDA.The operation right of Lisbon Cruise Port has been transferred by the Port Authority of Lisbon to LCT-Lisbon Cruise Terminals, LDA, which was established by the Consortium, on 26 August 2014. The Group has a 46.2% effective interest in Port of Lisbon as at 31 December 2015. Port of Lisbon has been recognized in in equity-accounted investee in the consolidated financial statements as at and for the year ended 31 December 2015 and 2014.
(**) The Group acquired 43% and 57% interests in Creuers on 30 December 2013 and 30 September 2014, respectively through Barcelona Port Investments, S.L ("BPI"). Creuers is the cruise port in Europe and has a 80% of controlling interest in Malaga Port and 40% of non-controlling interest in Singapore Port. BPI was recognized in equity-accounted investee in the consolidated financial statements as at for the year ended 31 December 2013.

However, Global Liman increased its interest in BPI from 49% to 62% with the agreement of RCCL and became the shareholder of Creuers with 62% of interest indirectly on 30 September 2014 and BPI and Creuers have been recognized as subsidiaries as from 30 September 2014. The Group holds a non-controlling interest in Singapore Port, it has been recognized as an equity-accounted investee as at and for the year ended 31 December 2015 and 2014.

2 Basis of preparation

(a) Statement of compliance

The consolidated financial statements are prepared in accordance with International Financial Reporting Standards ("IFRSs").

The Group's consolidated financial statements were approved by the Board of Directors (the "Board") on 26 February 2016. Authority for restatement and approval of consolidated financial statements belongs to the same Board. Additionally, the General Assembly has the authority to amend and approve these annual consolidated financial statements.

The Company and its subsidiaries operating in Turkey maintain their books of account and prepare their statutory financial statements in Turkish Lira ("TL") in accordance with the Turkish Commercial Code, tax legislation and Turkish Uniform Chart of Accounts. The subsidiaries operating in Montenegro, Spain and Malta maintain their books of account and prepare their statutory financial statements in Euro in accordance with their respective local laws. The accompanying consolidated financial statements are based on these statutory records with adjustments and reclassifications for the purpose of fair presentation in accordance with IFRS.

GLOBAL LİMAN İŞLETMELERİ A.Ş. AND ITS SUBSIDIARIES
NOTES TO THE CONSOLIDATED FINANCIAL STATEMENTS AS AT AND FOR THE YEAR ENDED 31 DECEMBER 2015
(AMOUNTS EXPRESSED IN TURKISH LIRA [“TL”])

2 Basis of preparation (continued)

(b) Basis of measurement

The consolidated financial statements have been prepared on the historical cost basis except for the following items, which are measured at fair values on each reporting date. Historical cost is generally based on the fair value of the consideration given in exchange for assets.

Items	Measurement bases
Available-for-sale financial assets	Fair value
Non-derivative financial instruments at fair value through profit or loss	Fair value

(c) Functional and presentation currency

The accompanying consolidated financial statements are presented in TL which is Global Liman's functional currency. All financial information presented in TL has been rounded to the nearest digit.

US Dollar ("USD") is the most significant currency to the operations of the subsidiaries, Ege Liman, Ortadoğu Liman and Bodrum Liman. Therefore, USD has been determined as the functional currency of Ege Liman, Ortadoğu Liman and Bodrum Liman in line with IAS 21 "The Effects of Changes in Foreign Exchange Rates".

Euro is significantly used in the operations of the Port of Adria, VCP, Malaga Port, Global BV, BPI and Creuers. Therefore, Euro has been determined as the functional currency of these companies in line with IAS 21 – "The Effects of Changes in Foreign Exchange Rates".

(d) Use of estimates and judgments

The preparation of the consolidated financial statements in conformity with IFRS requires management to make judgments, estimates and assumptions that affect the application of accounting policies and the reported amounts of assets, liabilities, income and expenses. Actual results may differ from these estimates.

Estimates and underlying assumptions are reviewed on an ongoing basis. Revisions to accounting estimates are recognized in the period in which the estimate is revised and in any future periods affected.

Information about critical judgments in applying accounting policies that have the most significant effects on the amounts recognized in the consolidated financial statements is included in the following notes:

Note	Definition
Note 3 (d)	Property and equipment
Note 3 (e)	Intangible assets
Note 4	Determination of fair values
Note 6 and 7	Business combinations
Note 15	Allowances for recoverable amounts of cash generating units-goodwill

GLOBAL LİMAN İŞLETMELERİ A.Ş. AND ITS SUBSIDIARIES

NOTES TO THE CONSOLIDATED FINANCIAL STATEMENTS AS AT AND FOR THE YEAR ENDED 31 DECEMBER 2015

(AMOUNTS EXPRESSED IN TURKISH LIRA ["TL"])

2 Basis of preparation (continued)

(d) Use of estimates and judgments (continued)

Information about critical assumptions and estimation uncertainties that have a significant risk of resulting in a material adjustment in the year ending 31 December 2015 is included in the following notes:

Note	Definition
Note 25	Measurement of reserve for employee benefits: key actuarial assumptions
Note 18	Recognition of deferred tax assets: availability of future taxable profit against which carryforward tax losses can be used
Note 26 and 28	Recognition and measurement of provisions and contingencies: key assumptions about the likelihood and magnitude of an outflow of resources
Note 6	Acquisition of subsidiary: fair value measurements
Note 15	Impairment test: key assumptions underlying recoverable amounts

(e) Finalization of accounting for business combinations

(i) BPI and Creuers

As explained in Note 6 (i) (c), the Group had provisionally recognized the acquisition of BPI in equity-accounted investee as at 31 December 2013. However, Global Liman increased its interest in BPI from 49% to 62% with the agreement of RCCL and became the shareholder of Creuers with 62% of interest indirectly on 30 September 2014 and BPI and Creuers have been recognized as subsidiaries as from 30 September 2014. The acquisition accounting of BPI has been completed after that the Group has obtained the controlling interest of BPI on 30 September 2014. As a result of this transaction:

- The equity-accounted investees increased by TL 9,049,851 from TL 46,420,009 to TL 55,469,860.
- Share profit of equity-accounted investees increased by TL 9,049,851 from TL 721,380 to TL 9,771,231.
- Other identifiable assets and liabilities and goodwill/gain on bargain purchase calculations have not been changed. The adjustments to the provisional amounts have been applied retrospectively in compliance with IFRS 3 and reflected in the consolidated financial statements as at 31 December 2013.

GLOBAL LİMAN İŞLETMELERİ A.Ş. AND ITS SUBSIDIARIES
NOTES TO THE CONSOLIDATED FINANCIAL STATEMENTS AS AT AND FOR THE YEAR ENDED 31 DECEMBER 2015
(AMOUNTS EXPRESSED IN TURKISH LIRA ["TL"])

3 Significant accounting policies

The accounting policies set out below have been applied consistently to all periods presented in these consolidated financial statements and have been applied consistently by the Group entities except for the adoption of new and amended IFRS and IFRIC interpretations effective as of 1 January 2015. The effects of these standards and interpretations on the Group's financial position and performance have been disclosed in the related paragraphs.

(a) Basis of consolidation

The accompanying consolidated financial statements include the accounts of the parent company, Global Liman, its subsidiaries and joint arrangements on the basis set out in sections below. The financial statements of the entities included in the consolidation have been prepared as at the date of the consolidated financial statements.

(i) Subsidiaries

As at 31 December 2015, the consolidated financial statements include the financial results of Global Liman and its subsidiaries that the Group has control over its financial and operational policies which are listed at Note 1.

The financial statements of the parent and its subsidiaries used in the consolidated financial statements have the same financial year ended 31 December 2015 except for subsidiaries VCP which has a financial year ended 30 November 2015. It is not practicable for VCP to prepare a separate set of financial statements for the consolidation, the financial statements of VCP for the period ended 30 November 2015 have been included in the consolidated financial statements after adjusting for the effects of significant transactions or events that occur between the date of those financial statements and the date of the consolidated financial statements.

Control is normally evidenced when the Company controls an investee if and only if the Company has all the following; a) power over the investee b) exposure, or rights, to variable returns from its involvement in the investee and c) the ability to use its power over the investee to affect the amount of company's returns. The results of subsidiaries acquired are included in the consolidated statements of income from the effective date of acquisition as appropriate.

The Company reassesses whether or not it controls an investee if facts and circumstances indicate that there are changes to one or more of the three elements of control listed above.

When necessary, adjustments are made to the financial statements of subsidiaries to bring their accounting policies in line with those used by the Group. The consolidated financial statements are prepared using uniform accounting policies for similar transactions and events and are prepared with the same chart of accounts of the Company.

As at 31 December 2015 and 2014, the subsidiaries in which the Group owned a majority shareholding and/or effectively controlled their operations are as shown below:

	Effective ownership (%)		Voting power held (%)	
	2015	**2014**	**2015**	**2014**
Ege Liman	72.50	72.50	72.50	72.50
Ortadoğu Liman	100.00	100.00	100.00	100.00
Bodrum Liman	60.00	60.00	60.00	60.00
Port of Adria	64.50	64.50	64.50	64.50
Malaga Port	49.60	49.60	80.00	80.00
Creuers	62.00	62.00	62.00	62.00
BPI	62.00	62.00	62.00	62.00
Global Depolama	100.00	100.00	100.00	100.00
Global BV	100.00	--	100.00	--
VCP	55.60	--	55.60	--

GLOBAL LİMAN İŞLETMELERİ A.Ş. AND ITS SUBSIDIARIES
NOTES TO THE CONSOLIDATED FINANCIAL STATEMENTS AS AT AND FOR THE YEAR ENDED 31 DECEMBER 2015
(AMOUNTS EXPRESSED IN TURKISH LIRA ["TL"])

3 Significant accounting policies (continued)

(a) Basis of consolidation (continued)

(ii) Interests in equity-accounted investees

The Group's interests in equity-accounted investees comprise interests in joint ventures and equity accounted investees. A joint venture is an arrangement in which the Group has joint control, whereby the Group has rights to the net assets of the arrangement, rather than rights to its assets and obligations for its liabilities. Equity accounted investees are those entities in which the Group has significant influence, but not control or joint control, over the financial and operating policies.

Interests in the joint venture are accounted for using the equity method. They are recognized initially at cost, which includes transaction costs. Subsequent to initial recognition, the consolidated financial statements include the Group's share of the profit or loss and other comprehensive income of equity-accounted investees, until the date on which significant influence or joint control ceases.

The table below demonstrates the rates of the effective ownership and the voting power held in terms of percentages (%) as of 31 December 2015 and 2014 for the joint ventures which is under the direct or indirect joint control of the Group and the associate on which the Group has significant influence and included in the scope of consolidation:

	Effective ownership rates		Voting power held	
	31 December 2015	31 December 2014	31 December 2015	31 December 2014
	(%)	(%)	(%)	(%)
Port of Lisbon	46.2	46.2	50	50
Singapore Port	24.8	24.8	40	40

(iii) Available for sale financial assets

As at 31 December 2015 and 2014, Torba, in which the Group owns 79% of the shares but does not have control, and Randa in which the Group owns 99.99% of shares but is inactive, were not consolidated and are classified and measured as an available for sale financial assets in accordance with IAS 39 Financial Instruments: Recognition and Measurement. Available for sale financial assets is measured at cost due to the fact that there is no determinable fair value in an active market.

(iv) Non-controlling interests

The Group treats transactions with non-controlling interests as transactions with equity owners of the Group. For purchases from non-controlling interests, the difference between any consideration paid and the relevant share acquired of the carrying value of net assets of the subsidiary is deducted from equity. Gains or losses on disposals to non-controlling interests are also recorded in equity. For disposals to non-controlling interests, differences between any proceeds received and the relevant share of non-controlling interests are also recorded in equity.

(v) Transactions eliminated on consolidation

Subsidiaries except Torba and Randa are consolidated by using the full consolidation method. Therefore, the carrying value of subsidiaries is eliminated against the related equity. The equity and net income attributable to non-controlling interests are shown separately in the consolidated statement of financial position and profit or loss and other comprehensive income. Intra-group balances, and any unrealized income and expenses arising from intra-group transactions, are eliminated in preparing the consolidated financial statements.

GLOBAL LİMAN İŞLETMELERİ A.Ş. AND ITS SUBSIDIARIES
NOTES TO THE CONSOLIDATED FINANCIAL STATEMENTS AS AT AND FOR THE YEAR ENDED 31 DECEMBER 2015
(AMOUNTS EXPRESSED IN TURKISH LIRA ["TL"])

3 Significant accounting policies (continued)

(a) Basis of consolidation (continued)

(vi) Business combinations

The acquisition of subsidiaries and businesses from third parties are accounted for using the acquisition method. The cost of the acquisition is measured at the aggregate of the fair values, at the date of exchange, of assets given, liabilities incurred or assumed, and equity instruments issued by the Group in exchange for control of the acquiree, plus (up to 31 December 2009) any costs directly attributable to the business combination. The acquiree's identifiable assets, liabilities and contingent liabilities that meet the conditions for recognition under IFRS 3 Business Combinations are recognized at their fair values at the acquisition date.

The excess of the consideration transferred over the fair value of the identifiable assets, liabilities and contingent liabilities acquired is accounted for as goodwill. Goodwill arising from business combinations is not amortized, but tested for impairment annually or more frequently if there is any evidence that the goodwill may be impaired.

If the initial accounting for a business combination is incomplete by the end of the reporting period in which the combination occurs, the Group reports provisional amounts for the items for which the accounting is incomplete. Those provisional amounts are adjusted during the measurement period, or additional assets or liabilities are recognized, to reflect new information obtained about facts and circumstances that existed at the acquisition date that, if known, would have affected the amounts recognized at that date.

If the share of the fair value of the identifiable assets, liabilities and contingent liabilities of the acquiree exceed the cost of a business combination, the excess is recognized immediately in profit or loss as a bargain purchase gain.

Non-controlling interests that are present ownership interests and entitle their holders to a proportionate share of the entity's net assets in the event of liquidation may be initially measured either at fair value or at the non-controlling interests' proportionate share of the recognized amounts of the acquiree's identifiable net assets. The choice of measurement basis is made on a transaction-by-transaction basis. Other types of non-controlling interests are measured at fair value or, when applicable, on the basis specified in another IFRS.

When a business combination is achieved in stages, the Group's previously held equity interest in the acquiree is remeasured to fair value at the acquisition date (i.e. the date when the Group obtains control) and the resulting gain or loss, if any, is recognized in profit or loss. Amounts arising from interests in the acquiree prior to the acquisition date that have previously been recognized in other comprehensive income are reclassified to profit or loss where such treatment would be appropriate if that interest were disposed of.

Business combinations arising from transfers of interests in entities that are under the control of the shareholder that controls the Group are accounted for as if the acquisition had occurred at the beginning of the earliest comparative period presented or, if later, at the date that common control was established; for this purpose comparatives are revised. The assets and liabilities acquired are recognized at the carrying amounts recognized previously in the Group controlling shareholder's consolidated financial statements. The components of equity of the acquired entities are added to the same components within the Group equity except that any share capital of the acquired entities is recognized as part of share premium. Any cash paid for the acquisition is recognized directly in equity.

GLOBAL LİMAN İŞLETMELERİ A.Ş. AND ITS SUBSIDIARIES
NOTES TO THE CONSOLIDATED FINANCIAL STATEMENTS AS AT AND FOR THE YEAR ENDED 31 DECEMBER 2015
(AMOUNTS EXPRESSED IN TURKISH LIRA ["TL"])

3 Significant accounting policies (continued)

(b) Foreign currency

(i) Foreign currency transactions

Transactions in foreign currencies are translated into the respective functional currencies of the Group entities by using exchange rates at the dates of the transactions. Monetary assets and liabilities denominated in foreign currencies at the reporting date are retranslated to the functional currency at the exchange rate at that date. Foreign currency differences arising on retranslation are recognized in profit or loss.

The Group entities use USD, Euro or TL as their functional currency since these currencies are used to a significant extent in, or have a significant impact on, the operations of the related Group entities and reflect the economic substance of the underlying events and circumstances relevant to these entities. All currencies other than the currency selected for measuring items in the financial statements are treated as foreign currencies. Accordingly, transactions and balances not already measured in the functional currency have been re-measured to the related functional currencies in accordance with the relevant provisions of IAS 21 The Effect of Changes in Foreign Exchange Rates. The Group uses TL as the reporting currency.

Assets and liabilities of those Group entities with a different functional currency than the reporting currency of the Group are translated into the reporting currency of the Group at the rate of exchange ruling at the reporting date. The income and expenses of the Group entities are translated into the reporting currency at the average exchange rates for the period. Equity items, except for net income, are presented at their historical costs. These foreign currency differences are recognized in "other comprehensive income", within equity, under "Translation Reserves".

As at 31 December 2015 and 2014, foreign currency exchange rates of the Central Bank of the Turkish Republic were as follows:

	2015	2014
USD/TL	2.9076	2.3189
Euro/TL	3.1776	2.8207

For the year ended 31 December 2015 and 2014, average foreign currency exchange rates of the Central Bank of the Turkish Republic were as follows:

	2014	2014
USD/TL	2.7200	2.1865
Euro/TL	3.0183	2.9042

(ii) Foreign operations

For the purpose of presenting consolidated financial statements, the assets and liabilities of the Group's foreign operations are translated into TL using exchange rates prevailing at the end of each reporting period. Income and expense items are translated at the average exchange rates for the period, unless exchange rates fluctuated significantly during that period, in which case the exchange rates at the dates of the transactions are used. Exchange differences arising, if any, are recognized in other comprehensive income and accumulated in equity (attributed to non-controlling interests as appropriate).

On the disposal of a foreign operation (i.e. a disposal of the Group's entire interest in a foreign operation, or a disposal involving loss of control over a subsidiary that includes a foreign operation, a disposal involving loss of joint control over a jointly controlled entity that includes a foreign operation, or a disposal involving loss of significant influence over an associate that includes a foreign operation), all of the exchange differences accumulated in equity in respect of that operation attributable to the owners of the Company are reclassified to profit or loss.

GLOBAL LİMAN İŞLETMELERİ A.Ş. AND ITS SUBSIDIARIES
NOTES TO THE CONSOLIDATED FINANCIAL STATEMENTS AS AT AND FOR THE YEAR ENDED 31 DECEMBER 2015
(AMOUNTS EXPRESSED IN TURKISH LIRA ["TL"])

3 Significant accounting policies (continued)

(b) Foreign currency (continued)

(ii) Foreign operations (continued)

In addition, in relation to a partial disposal of a subsidiary that does not result in the Group losing control over the subsidiary, the proportionate share of accumulated exchange differences are re-attributed to non-controlling interests and are not recognized in profit or loss. For all other partial disposals (i.e. partial disposals of associates or jointly controlled entities that do not result in the Group losing significant influence or joint control), the proportionate share of the accumulated exchange differences is reclassified to profit or loss.

Goodwill and fair value adjustments to identifiable assets acquired and liabilities assumed through acquisition of a foreign operation are treated as assets and liabilities of the foreign operation and translated at the rate of exchange prevailing at the end of each reporting period. Exchange differences arising are recognized in other comprehensive income.

If the settlement of a monetary item receivable from or payable to a foreign operation is neither planned nor likely to occur in the foreseeable future, then foreign currency differences arising from such item form part of the net investment in the foreign operation. Accordingly, such differences are recognized in other comprehensive income ("OCI") and accumulated in the translation reserve.

(c) Financial instruments

The Group classifies non-derivative financial assets into the following categories: financial assets at fair value through profit or loss, loans and receivables and available-for-sale financial assets.

The Group classifies non-derivative financial liabilities into the other financial liabilities category.

(i) Non-derivative financial assets and financial liabilities - recognition and derecognition

The Group initially recognizes loans and receivables on the date that they are originated. All other financial assets (including assets designated at fair value through profit or loss) are recognized initially on the trade date at which the Group becomes a party to the contractual provisions of the instrument.

The Group derecognizes a financial asset when the contractual rights to the cash flows from the asset expire, or it transfers the rights to receive the contractual cash flows on the financial asset in a transaction in which substantially all the risks and rewards of ownership of the financial asset are transferred. Any interest in transferred financial assets that is created or retained by the Group is recognized as a separate asset or liability.

Financial assets and liabilities are offset and the net amount presented in the statement of financial position when, and only when, the Group has a legal right to offset the amounts and intends either to settle on a net basis or to realize the asset and settle the liability simultaneously.

(ii) Non-derivative financial assets - measurement

Financial assets at fair value through profit or loss

A financial asset is classified at fair value through profit or loss if it is designated as such upon initial recognition or is classified as held for trading. Financial assets are designated at fair value through profit or loss if the Group manages such investments and makes purchase and sale decisions based on their fair value in accordance with the Group's documented risk management or investment strategy. Upon initial recognition attributable transaction costs are recognized in profit or loss as incurred. Financial assets at fair value through profit or loss are measured at fair value, and changes therein are recognized in profit or loss.

GLOBAL LİMAN İŞLETMELERİ A.Ş. AND ITS SUBSIDIARIES
NOTES TO THE CONSOLIDATED FINANCIAL STATEMENTS AS AT AND FOR THE YEAR ENDED 31 DECEMBER 2015
(AMOUNTS EXPRESSED IN TURKISH LIRA ["TL"])

3 Significant accounting policies (continued)

(c) Financial instruments (continued)

(ii) Non-derivative financial assets - measurement (continued)

Loans and receivables

Loans and receivables are financial assets with fixed or determinable payments that are not quoted in an active market. Such assets are recognized initially at fair value plus any directly attributable transaction costs. Subsequent to initial recognition loans and receivables are measured at amortized cost using the effective interest method, less any impairment losses.

Loans and receivables comprise bank deposits and trade and other receivables. Bank deposits with original maturities of three months or less are classified as cash and cash equivalents.

Cash and cash equivalents

Cash and cash equivalents comprise cash balances, bank deposits with original maturities of three months or less. Bank overdrafts that are repayable on demand and form an integral part of the Group's cash management are included as a component of cash and cash equivalents for the purpose of the consolidated statement of cash flows.

Available for sale financial assets

Available for sale financial assets are measured at fair value subsequent to initial recognition. Unrealized gains or losses from the changes in fair value of the available for sale financial assets are accounted for in the statement of profit or loss and other comprehensive income and "fair value reserve" under equity. If the market for an available for sale financial asset is not active, the Group establishes fair value by using a valuation technique. Valuation techniques include using recent arm's length market transactions between knowledgeable, willing parties, if available, reference to the current fair value of another instrument that is substantially the same and discounted cash flow analysis. Investments in equity instruments that do not have a quoted market price in an active market and whose fair value cannot be reliably measured are measured at cost less impairment losses. Fair value reserves accounted for under equity are recycled to the profit or loss when available for sale financial assets are derecognized.

(iii) Non-derivative financial liabilities – recognition, derecognition and measurement

Financial liabilities are recognized initially on the trade date at which the Group becomes a party to the contractual provisions of the instrument.

The Group derecognizes a financial liability when its contractual obligations are discharged or cancelled or expire.

The Group has the following non-derivative financial liabilities: loans and borrowings and trade and other payables. Such financial liabilities are recognized initially at fair value plus any directly attributable transaction costs. Subsequent to initial recognition these financial liabilities are measured at amortized cost using the effective interest method.

(iv) Share capital

Ordinary shares

Ordinary shares are classified as equity. Incremental costs directly attributable to the issue of ordinary shares and share options are recognized as a deduction from equity, net of any tax effects.

GLOBAL LİMAN İŞLETMELERİ A.Ş. AND ITS SUBSIDIARIES
NOTES TO THE CONSOLIDATED FINANCIAL STATEMENTS AS AT AND FOR THE YEAR ENDED 31 DECEMBER 2015
(AMOUNTS EXPRESSED IN TURKISH LIRA [“TL”])

3 Significant accounting policies (continued)

(c) Financial instruments (continued)

(v) Derivative financial instruments

The Group holds derivative financial instruments to hedge its foreign currency and interest rate risk exposures.

The fair value of interest rate swap contracts is determined by reference to market value for similar instruments.

For the purpose of hedge accounting, hedges are classified as; cash flow hedges when hedging exposure to variability in cash flows that is either attributable to a particular risk associated with a recognized asset or liability or a highly probable forecast transaction or the foreign currency risk in an unrecognized firm commitment.

At the inception of a hedge relationship, the Company formally designates and documents the hedge relationship to which the Company wishes to apply hedge accounting and the risk management objective and strategy for undertaking the hedge. The documentation includes identification of the hedging instrument, the hedged item or transaction, the nature of the risk being hedged and how the Company assesses the hedging instrument's effectiveness in offsetting the exposure to changes in the hedged item's fair value or cash flows attributable to the hedged risk. It is expected that hedge transaction is to be effective in stabilizing changes between changes in fair value or cash flow. During all financial reporting periods in which it is defined, hedge transaction is evaluated continuously for identification of effectiveness and it is expected to be consistent with documented risk management strategy. The Group makes an assessment, both at the inception of the hedge relationship as well as on an ongoing basis, whether the hedging instruments are expected to be "highly effective" in offsetting the changes in the fair value or cash flows of the respective hedged items during the period for which the hedge is designated, and whether the actual results of each hedge are within a range of 80-125 percent.

For a cash flow hedge of a forecast transaction, the transaction should be highly probable to occur and should present an exposure to variations in cash flows that could ultimately affect reported net income.

The derivatives are recognized initially at fair value; attributable transaction costs are recognized in profit or loss when incurred. Subsequent to initial recognition, derivatives are measured at fair value, and changes therein are accounted for as described below.

Cash flow hedges

When a derivative is designated as the hedging instrument in a hedge of the variability in cash flows attributable to a particular risk associated with a recognized asset or liability or a highly probable forecast transaction that could affect profit or loss, the effective portion of changes in the fair value of the derivative is recognized in other comprehensive income and presented in the hedging reserve in equity.

The amount recognized in other comprehensive income is removed and included in profit or loss in the same period as the hedged cash flows affect profit or loss under the same line item in the statement of comprehensive income as the hedged item. Any ineffective portion of changes in the fair value of the derivative is recognized immediately in profit or loss.

GLOBAL LİMAN İŞLETMELERİ A.Ş. AND ITS SUBSIDIARIES
NOTES TO THE CONSOLIDATED FINANCIAL STATEMENTS AS AT AND FOR THE YEAR ENDED 31 DECEMBER 2015
(AMOUNTS EXPRESSED IN TURKISH LIRA ["TL"])

3 Significant accounting policies (continued)

(c) Financial instruments (continued)

(v) Derivative financial instruments (continued)

If the hedging instrument no longer meets the criteria for hedge accounting, expires or is sold, terminated, exercised, or the designation is revoked, then hedge accounting is discontinued prospectively. The cumulative gain or loss previously recognized in other comprehensive income and presented in the hedging reserve in equity remains there until the forecast transaction affects profit or loss. When the hedged item is a non-financial asset, the amount recognized in other comprehensive income is transferred to the carrying amount of the asset when the asset is recognized. If the forecast transaction is no longer expected to occur, then the balance in other comprehensive income is recognized immediately in profit or loss. In other cases the amount recognized in other comprehensive income is transferred to profit or loss in the same period that the hedged item affects profit or loss.

Net investment hedge accounting

A net investment hedge is a hedge of the foreign currency exposure arising from a net investment in a foreign operation using derivative or non-derivative financial items as the hedging instrument. If a monetary item is a part of net investments made to subsidiaries of the Company whose functional currency is other than TL, foreign exchange differences arise in financial statements of the Company. Those foreign exchange differences are recognised in other comprehensive income in consolidated financial statements when the differences are considered as hedging instruments.

Transactions for the purpose of avoiding net investment risk made to subsidiaries whose functional currency is other than TL are recognised as transactions for the purpose of cash flow accounting hedge including financial accounting hedge transactions of monetary items which are recognised as a part of net investment.

- The effective portion of gain or loss arising from financial hedging instrument is recognised in other comprehensive income or expense, and
- Non effective portion of gain or loss arising from financial hedging instrument is recognised in profit or loss. Gain or loss on financial hedging instrument related to effective portion of financial hedging transaction and recognised in other comprehensive income or expense is excluded from equity and classified to profit or loss as reclassification adjustment when there is a disposal of related subsidiary or disposal period.

(d) Property and equipment

(i) Recognition and measurement

Items of property and equipment related to operations whose functional currency is TL and were acquired before 1 January 2006 are measured at cost restated for the effects of inflation in TL units current at 31 December 2005 less accumulated depreciation and accumulated impairment losses, and items of property and equipment acquired after 31 December 2005 are measured at cost less accumulated depreciation and accumulated impairment losses.

Property and equipment of companies, whose functional currencies are not TL, are denominated in the original currencies, stated at cost, less accumulated depreciation and accumulated impairment losses and are translated to TL by using the exchange rate ruling at the reporting date.

Cost includes expenditure that is directly attributable to the acquisition of the asset. Borrowing costs related to the acquisition, construction or production of qualifying assets are capitalized up to the point when the asset is substantially complete.

When parts of an item of property and equipment have different useful lives, they are accounted for as separate items (major components) of property and equipment.

GLOBAL LİMAN İŞLETMELERİ A.Ş. AND ITS SUBSIDIARIES
NOTES TO THE CONSOLIDATED FINANCIAL STATEMENTS AS AT AND FOR THE YEAR ENDED 31 DECEMBER 2015
(AMOUNTS EXPRESSED IN TURKISH LIRA ["TL"])

3 Significant accounting policies (continued)

(d) Property and equipment (continued)

(ii) Subsequent costs

The cost of replacing part of an item of property and equipment is recognized in the carrying amount of the item if it is probable that the future economic benefits embodied within the part will flow to the Group and its cost can be measured reliably. The carrying amount of the replaced part is derecognized. The costs of the day-to-day servicing of property and equipment are recognized in profit or loss as incurred.

(iii) Depreciation

Depreciation is calculated over the depreciable amount, which is the cost of an asset, or other amounts substituted for cost, less its residual value.

Depreciation is recognized in profit or loss on a straight-line basis over the estimated useful lives of each part of an item of property and equipment, since this most closely reflects the expected pattern of consumption of the future economic benefits embodied in the asset. Leased assets are depreciated over the shorter of the lease term and their useful lives unless it is reasonably certain that the Group will obtain ownership by the end of the lease term. Land is not depreciated.

Leasehold improvements are amortized over the periods of the respective leases, also on a straight-line basis.

The estimated useful lives for the current and comparative periods are as follows:

	Years
Leasehold improvements	4-50
Furniture and fixtures	4-20
Machinery and equipment	4-30
Motor vehicles	4-18

Depreciation methods, useful lives and residual values are reviewed at each reporting date and adjusted if appropriate.

(iv) De-recognition

An item of property and equipment is derecognized upon disposal or when no future economic benefits are expected to arise from the continued use of the asset. Any gain or loss arising on the disposal or retirement of an item of property and equipment is determined as the difference between the sales proceeds and the carrying amount of the asset and is recognized in profit or loss.

(e) Intangible Assets

(i) Recognition and measurement

Intangible assets comprise port operation rights, contract-based customer relationships and software.

Intangible assets related to operations whose functional currency is TL and which were acquired before 1 January 2006 are restated for the effects of inflation in TL units current at 31 December 2005, less accumulated amortization and accumulated impairment losses. Intangible assets acquired after 1 January 2006 are stated at cost less accumulated amortization and permanent impairment losses.

Intangible assets related to operations whose functional currencies are not TL, are denominated in the original currencies, stated at cost, less accumulated amortization and accumulated impairment losses and are translated to TL by using the exchange rate ruling at the reporting date.

GLOBAL LİMAN İŞLETMELERİ A.Ş. AND ITS SUBSIDIARIES
NOTES TO THE CONSOLIDATED FINANCIAL STATEMENTS AS AT AND FOR THE YEAR ENDED 31 DECEMBER 2015
(AMOUNTS EXPRESSED IN TURKISH LIRA ["TL"])

3 Significant accounting policies (continued)

(e) Intangible assets (continued)

(ii) Subsequent expenditures

Subsequent expenditures are capitalized only when they increase the future economic benefits embodied in the specific asset to which they relate. All other expenditures are recognized in profit or loss as incurred.

(iii) Intangible assets recognized in a business combination

Intangible assets acquired in a business combination and recognized separately from goodwill are initially recognized at their fair value at the acquisition date (which is regarded as their cost). The Group's intangible assets recognized in a business combination comprise the port operation rights and the customer relationships. Subsequent to initial recognition, intangible assets acquired in a business combination are reported at cost less accumulated amortization and accumulated impairment losses, on the same basis as intangible assets that are acquired separately.

(iv) Service concession arrangements

The Group recognizes an intangible asset arising from a service concession arrangement when it has a right to charge for use of the concession infrastructure. An intangible asset received as consideration for providing construction or upgrade services in a service concession arrangement is measured at fair value on initial recognition with reference to the fair value of the services provided. Subsequent to initial recognition, the intangible asset is measured at cost, which includes capitalized borrowing costs, less accumulated amortization and accumulated impairment losses.

The estimated useful life of an intangible asset in a service concession arrangement is the period from when the Group is able to charge the public for the use of the infrastructure to the end of the concession period.

(v) Amortization

Amortization is calculated over the cost of the asset, or other amount substituted for cost less its residual value.

Amortization is recognized in profit or loss on a straight line basis over the estimated useful lives of intangible assets from the date they are available for use, since this most closely reflects the expected pattern of consumption of future economic benefits embodied in the assets.

The estimated useful lives for the current and comparative periods are as follows:

	Years
Port operation rights	12-50
Customer relationships	12
Software	5

(vi) Derecognition

An intangible asset is derecognized on disposal, or when no future economic benefits are expected from use or disposal. Gains or losses arising from derecognition of an intangible asset, measured as the difference between the net disposal proceeds and the carrying amount of the asset, are recognized in profit or loss when the asset is derecognized.

GLOBAL LİMAN İŞLETMELERİ A.Ş. AND ITS SUBSIDIARIES
NOTES TO THE CONSOLIDATED FINANCIAL STATEMENTS AS AT AND FOR THE YEAR ENDED 31 DECEMBER 2015
(AMOUNTS EXPRESSED IN TURKISH LIRA ["TL"])

3 Significant accounting policies (continued)

(f) Goodwill

Goodwill arising on an acquisition of a business is carried at cost as established at the date of acquisition of the business less accumulated impairment losses, if any.

For the purposes of impairment testing, goodwill is allocated to each of the Group's cash-generating units (or groups of cash-generating units) that is expected to benefit from the synergies of the combination.

A cash-generating unit to which goodwill has been allocated is tested for impairment annually, or more frequently when there is an indication that the unit may be impaired. If the recoverable amount of the cash-generating unit is less than its carrying amount, the impairment loss is allocated first to reduce the carrying amount of any goodwill allocated to the unit and then to the other assets of the unit pro rata based on the carrying amount of each asset in the unit. Any impairment loss for goodwill is recognized directly in profit or loss in the consolidated statement of profit or loss. An impairment loss recognized for goodwill is not reversed in subsequent periods.

On disposal of the relevant cash-generating unit, the attributable amount of goodwill is included in the determination of the profit or loss on disposal.

(g) Leased assets

(i) Determining whether an arrangement contains a lease

At inception of an arrangement, the Group determines whether the arrangement is or contains a lease.

At inception or on reassessment of the arrangement, the Group separates payments and other consideration required by such an arrangement into those for the lease and those for other elements on the basis of their relative fair values. If the Group concludes for a finance lease that it is impracticable to separate the payments reliably, then an asset and a liability are recognised at an amount equal to the fair value of the underlying asset; subsequently the liability is reduced as payments are made and an imputed finance cost on the liability is recognised using the Group's incremental borrowing rate.

(ii) Leased assets

Assets held by the Company under leases which transfer to the Company substantially all of the risks and rewards of ownership are classified as finance leases. Assets held under finance leases are initially recognized as assets of the Group at their fair value at the inception of the lease or, if lower, at the present value of the minimum lease payments. The corresponding liability to the lessor is included in the consolidated statement of financial position as a finance lease obligation. Subsequent to initial recognition, the assets are accounted for in accordance with the accounting policy applicable to that asset.

Assets held under other leases are classified as operating leases and are not recognised in the Group's statement of financial position.

GLOBAL LİMAN İŞLETMELERİ A.Ş. AND ITS SUBSIDIARIES
NOTES TO THE CONSOLIDATED FINANCIAL STATEMENTS AS AT AND FOR THE YEAR ENDED 31 DECEMBER 2015
(AMOUNTS EXPRESSED IN TURKISH LIRA ["TL"])

3 Significant accounting policies (continued)

(g) Leased assets (continued)

(iii) Lease payments

Operating lease payments are recognized as an expense on a straight-line basis over the lease term, except where another systematic basis is more representative of the time pattern in which economic benefits from the leased asset are consumed. In the event that lease incentives are received to enter into operating leases, such incentives are recognized as a liability. The aggregate benefit of incentives is recognized as a reduction of rental expense on a straight-line basis, except where another systematic basis is more representative of the time pattern in which economic benefits from the leased asset are consumed. Lease payments are apportioned between finance expenses and reduction of the lease obligation so as to achieve a constant rate of interest on the remaining balance of the liability. Finance expenses are recognized immediately in profit or loss, unless they are directly attributable to qualifying assets, in which case they are capitalized in accordance with the Group's general policy on borrowing costs.

(h) Impairment

(i) Non-derivative financial assets

Financial assets not classified as at fair value through profit or loss, are assessed at each reporting date to determine whether there is objective evidence of impairment.

Objective evidence that financial assets are impaired includes;

- default or delinquency by a debtor,
- restructuring of an amount due to the Group on terms that the Group would not consider otherwise,
- indications that a debtor or issuer will enter bankruptcy,
- adverse changes in the payment status of borrowers or issuers.

Financial assets measured at amortised cost

The Group considers evidence of impairment for these assets at both an individual asset and a collective level. All individually significant assets are individually assessed for impairment. Those found not to be impaired are then collectively assessed for any impairment that has been incurred but not yet individually identified. Assets that are not individually significant are collectively assessed for impairment. Collective assessment is carried out by grouping together assets with similar risk characteristics.

In assessing collective impairment, the Group uses historical information on the timing of recoveries and the amount of loss incurred, and makes an adjustment if current economic and credit conditions are such that the actual losses are likely to be greater or lesser than suggested by historical trends.

An impairment loss is calculated as the difference between asset's carrying amount, and the present value of the estimated future cash flows discounted at the asset's original effective interest rate. Losses are recognised in profit or loss and reflected in an allowance account. When the Group considers that there are no realistic prospects of recovery of the asset, the relevant amounts are written off. If the amount of impairment loss subsequently decreases and the decrease can be related objectively to an event occurring after the impairment was recognised, then the previously recognised impairment loss is reversed through profit or loss.

GLOBAL LİMAN İŞLETMELERİ A.Ş. AND ITS SUBSIDIARIES
NOTES TO THE CONSOLIDATED FINANCIAL STATEMENTS AS AT AND FOR THE YEAR ENDED 31 DECEMBER 2015
(AMOUNTS EXPRESSED IN TURKISH LIRA ["TL"])

3 Significant accounting policies (continued)

(h) Impairment (continued)

(i) Non-derivative financial assets (continued)

Available-for-sale financial assets

Impairment losses on available-for-sale financial assets are recognized by reclassifying the losses accumulated in the fair value reserve to profit or loss. The amount reclassified is the difference between acquisition cost (net of any principle repayment and amortization) and the current fair value reserve, less any impairment loss previously recognized in profit or loss. If the fair value of an impaired available-for-sale debt security subsequently increases and the increase can be related objectively to an event occurring after the impairment loss was recognized, then the impairment loss is reversed through profit or loss; otherwise, it is reversed through OCI.

(ii) Non-financial assets

The carrying amounts of the Group's non-financial assets, other than deferred tax assets are reviewed at each reporting date to determine whether there is any indication of impairment. If any such indication exists, then the asset's recoverable amount is estimated. For goodwill and intangible assets that have indefinite lives or that are not yet available for use, the recoverable amount is estimated each year at the same time.

The recoverable amount of an asset or cash-generating unit is the greater of its value in use and its fair value less costs to sell. In assessing value in use, the estimated future cash flows are discounted to their present value using a pre-tax discount rate that reflects current market assessments of the time value of money and the risks specific to the asset. For the purpose of impairment testing, assets are grouped together into the smallest group of assets that generates cash inflows from continuing use that are largely independent of the cash inflows of other assets or groups of assets (the "cash-generating unit"). The goodwill acquired in a business combination, for the purpose of impairment testing, is allocated to cash-generating units that are expected to benefit from the synergies of the combination.

An impairment loss is recognized if the carrying amount of an asset or its cash-generating unit exceeds its estimated recoverable amount. Impairment losses are recognized in profit or loss. Impairment losses recognized in respect of cash-generating units are allocated first to reduce the carrying amount of any goodwill allocated to the units and then to reduce the carrying amount of the other assets in the unit (group of units) on a pro rata basis.

Impairment losses recognized in prior periods are assessed at each reporting date for any indications that the loss has decreased or no longer exists. An impairment loss for an asset other than goodwill is reversed if there has been a change in the estimates used to determine the recoverable amount. An impairment loss is reversed only to the extent that the asset's carrying amount does not exceed the carrying amount that would have been determined, net of depreciation or amortization, if no impairment loss had been recognized.

(i) Employee benefits

Under Turkish law and union agreements, lump sum payments are made to employees retiring or involuntarily leaving the Group. Such payments are considered as being part of defined retirement benefit plan as per IAS 19 (revised) Employee Benefits ("IAS 19"). The retirement benefit obligation recognized in the consolidated statement of financial position represents the present value of the defined benefit obligation. The actuarial gains and losses are recognized in other comprehensive income. The key assumptions used in the calculation of the retirement pay liability are detailed in Note 25.

GLOBAL LİMAN İŞLETMELERİ A.Ş. AND ITS SUBSIDIARIES
NOTES TO THE CONSOLIDATED FINANCIAL STATEMENTS AS AT AND FOR THE YEAR ENDED 31 DECEMBER 2015
(AMOUNTS EXPRESSED IN TURKISH LIRA ["TL"])

3 Significant accounting policies (continued)

(j) Provisions, contingent assets and liabilities

Provisions are recognized when the Group has a present obligation (legal or constructive) as a result of a past event, it is probable that the Group will be required to settle the obligation, and a reliable estimate can be made of the amount of the obligation. The amount recognized as a provision is the best estimate of the consideration required to settle the present obligation at the end of the reporting period, taking into account the risks and uncertainties surrounding the obligation. When a provision is measured using the cash flows estimated to settle the present obligation, its carrying amount is the present value of those cash flows.

When some or all of the economic benefits required to settle a provision are expected to be recovered from a third party, the receivable is recognized as an asset if it is virtually certain that reimbursement will be received and the amount of the receivable can be measured reliably.

(k) Revenue

Revenue is recognized on an accruals basis when services are rendered, the significant risks and rewards of ownership have been transferred to the buyer, recovery of the consideration is probable and the amount of revenue can be measured reliably.

(i) Port administration services

Port administration revenues comprise of services provided to ships and motorboats (pilotage, tugboat rents, passenger landing fees, etc.), and cargo handling fees (general cargo, dumping, container) recognized on an accrual basis.

(ii) Rental income

Rent income comprises rental income from marina, shopping centers and duty-free stores. Rental income is recognized in profit or loss on a straight line basis over the term of the lease.

(iii) Other service revenue and other sales

Other service revenues and other sales are presented on profit or loss on an accrual basis.

(l) Finance income and finance costs

Finance income comprises interest income, gains on sale of marketable securities and net foreign currency gains that are recognized in the profit or loss. Interest income is recognized as it accrues, using the effective interest method.

Finance costs comprise interest expense on borrowings, net foreign currency losses and losses on sale of marketable securities. Borrowing costs that are not directly attributable to the acquisition, construction or production of a qualifying asset are recognized in profit or loss using the effective interest method.

Borrowing costs directly attributable to the acquisition, construction or production of qualifying assets, which are assets that necessarily take a substantial period of time to get ready for their intended use or sale, are added to the cost of those assets, until such time as the assets are substantially ready for their intended use or sale.

GLOBAL LİMAN İŞLETMELERİ A.Ş. AND ITS SUBSIDIARIES
NOTES TO THE CONSOLIDATED FINANCIAL STATEMENTS AS AT AND FOR THE YEAR ENDED 31 DECEMBER 2015
(AMOUNTS EXPRESSED IN TURKISH LIRA ["TL"])

3 Significant accounting policies (continued)

(m) Income tax

Turkish tax legislation does not permit a parent company and its subsidiary to file a consolidated tax return. Therefore, provisions for taxes, as reflected in the accompanying consolidated financial statements, have been calculated on a separate-entity basis.

Income tax expense represents the sum of the tax currently payable and deferred tax.

(i) Current tax

The tax currently payable is based on taxable profit for the year. Taxable profit differs from 'profit before tax' as reported in the consolidated statement of profit or loss because of items of income or expense that are taxable or deductible in other years and it excludes items that are never taxable or deductible. The Group's current tax is calculated using tax rates that have been enacted or substantively enacted by the end of the reporting period.

(ii) Deferred tax

Deferred tax is recognized on temporary differences between the carrying amounts of assets and liabilities in the financial statements and the corresponding tax bases which are used in the computation of taxable profit. Deferred tax liabilities are generally recognized for all taxable temporary differences. Deferred tax assets are recognized for all deductible temporary differences to the extent that it is probable that taxable profits will be available against which those deductible temporary differences can be utilized. Such deferred tax assets and liabilities are not recognized if the temporary difference arises from goodwill or from the initial recognition (other than in a business combination) of other assets and liabilities in a transaction that affects neither the taxable profit nor the accounting profit.

Deferred tax liabilities are recognized for taxable temporary differences associated with investments in subsidiaries and associates, and interests in joint ventures, except where the Group is able to control the reversal of the temporary difference and it is probable that the temporary difference will not reverse in the foreseeable future. Deferred tax assets arising from deductible temporary differences associated with such investments and interests are only recognized to the extent that it is probable that there will be sufficient taxable profits against which to utilize the benefits of the temporary differences and they are expected to reverse in the foreseeable future.

The carrying amount of deferred tax assets is reviewed at the end of each reporting period and reduced to the extent that it is no longer probable that sufficient taxable profits will be available to allow all or part of the asset to be recovered.

Deferred tax assets and liabilities are measured at the tax rates that are expected to apply in the period in which the liability is settled or the asset realized, based on tax rates (and tax laws) that have been enacted or substantively enacted by the end of the reporting period.

The measurement of deferred tax liabilities and assets reflects the tax consequences that would follow from the manner in which the Group expects, at the reporting date, to recover or settle the carrying amount of its assets and liabilities.

(iii) Current and deferred tax for the period

Current and deferred tax are recognized as in profit or loss, except when they relate to items that are recognized in other comprehensive income or directly in equity, in which case, the current and deferred tax are also recognized in other comprehensive income or directly in equity respectively. Where current tax or deferred tax arises from the initial accounting for a business combination, the tax effect is included in the accounting for the business combination.

GLOBAL LİMAN İŞLETMELERİ A.Ş. AND ITS SUBSIDIARIES
NOTES TO THE CONSOLIDATED FINANCIAL STATEMENTS AS AT AND FOR THE YEAR ENDED 31 DECEMBER 2015
(AMOUNTS EXPRESSED IN TURKISH LIRA ["TL"])

3 Significant accounting policies (continued)

(n) Earnings per share

The Group presents basic earnings per share ("EPS") data for its ordinary shares. Basic EPS is calculated by dividing the profit or loss attributable to ordinary shareholders of the Company by the weighted average number of ordinary shares outstanding during the period, less own shares acquired.

(o) Related parties

Parties are considered related to the Company if;

(a) directly, or indirectly through one or more intermediaries, the party:
(b) controls, is controlled by, or is under common control with the Company (this includes parent, subsidiaries and fellow subsidiaries);
(c) has an interest in the Company that gives it significant influence over the Company; or
(d) has joint control over the Company;
(e) the party is an associate of the Company;
(f) the party is a joint venture in which the Company is a venturer;
(g) the party is member of the key management personnel of the Company and its parent;
(h) the party is a close member of the family of any individual referred to in (a) or (d);
(f) the party is an entity that is controlled or significantly influenced by, or for which significant voting power in such entity resides with directly or indirectly, any individual referred to in (d) or
(g) the party is a post-employment benefit plan for the benefit of employees of the Company, or of any entity that is a related party of the Company.

(p) Government subsidies and incentives

All subsidies and incentives, including non-monetary incentives stated at fair market values, are included in the consolidated financial statements when there is reasonable certainty that the Group will qualify and receive such subsidies and incentives. Government incentives utilized by the Group comprises investment allowances (Note 18).

(q) Lease payments

Payments made under operating leases are recognized in profit or loss on a straight-line basis over the term of the lease. Lease incentives received are recognized as an integral part of the total lease expense, over the term of the lease.

Contingent lease payments are accounted for by revising the minimum lease payments over the remaining term of the lease when the lease adjustment is confirmed.

(r) Segment reporting

An operating segment is a component of the Group that engages in business activities from which it may earn revenues and incur expenses, whose operating results are regularly reviewed by the Group's management to make decisions about resources to be allocated to the segment and assess its performance and for which discrete financial information is available.

For the years ended 31 December 2015 and 2014, the reportable segments of the Group are Kuşadası Port, Antalya Port, Bodrum Port, Port of Adria, Valetta Cruise Port and Creuers which are operated by Ege Liman, Ortadoğu Liman and Bodrum Liman, Port of Adria, Global BV and BPI, respectively. The detailed information is disclosed in Note 5.

GLOBAL LİMAN İŞLETMELERİ A.Ş. AND ITS SUBSIDIARIES
NOTES TO THE CONSOLIDATED FINANCIAL STATEMENTS AS AT AND FOR THE YEAR ENDED 31 DECEMBER 2015
(AMOUNTS EXPRESSED IN TURKISH LIRA ["TL"])

3 Significant accounting policies (continued)

(s) New and Revised International Financial Reporting Standards

i. Amendments to IFRSs affecting amounts reported and/or disclosures in the consolidated financial statements

None.

ii New and revised IFRSs applied with no material effect on the consolidated financial statements

Amendments to IAS 19	*Defined Benefit Plans: Employee Contributions* [1]
Annual Improvements to 2010-2012 Cycle	*IFRS 2, IFRS 3, IFRS 8, IFRS 13, IAS 16 and IAS 38, IAS 24* [1]
Annual Improvements to 2011-2013 Cycle	*IFRS 1, IFRS 3, IFRS 13, IAS 40* [1]

[1] Effective for annual periods beginning on or after 1 July 2014.

Amendments to IAS 19 *Defined Benefit Plans: Employee Contributions*

This amendment clarifies the requirements that relate to how contributions from employees or third parties that are linked to service should be attributed to periods of service. In addition, it permits a practical expedient if the amount of the contributions is independent of the number of years of service, in that contributions, can, but are not required, to be recognised as a reduction in the service cost in the period in which the related service is rendered.

Annual Improvements to 2010-2012 Cycle

IFRS 2: Amends the definitions of 'vesting condition' and 'market condition' and adds definitions for 'performance condition' and 'service condition'.

IFRS 3: Require contingent consideration that is classified as an asset or a liability to be measured at fair value at each reporting date.

IFRS 8: Requires disclosure of the judgments made by management in applying the aggregation criteria to operating segments, clarify reconciliations of segment assets only required if segment assets are reported regularly.

IFRS 13: Clarify that issuing IFRS 13 and amending IFRS 9 and IAS 39 did not remove the ability to measure certain short-term receivables and payables on an undiscounted basis (amends basis for conclusions only).

IAS 16 and IAS 38: Clarify that the gross amount of property and equipment is adjusted in a manner consistent with a revaluation of the carrying amount.

IAS 24: Clarify how payments to entities providing management services are to be disclosed.

Annual Improvements to 2011-2013 Cycle

IFRS 1: Clarify which versions of IFRSs can be used on initial adoption (amends basis for conclusions only).

IFRS 3: Clarify that IFRS 3 excludes from its scope the accounting for the formation of a joint arrangement in the financial statements of the joint arrangement itself.

IFRS 13: Clarify the scope of the portfolio exception in paragraph 52.

IAS 40: Clarifying the interrelationship of IFRS 3 and IAS 40 when classifying property as investment property or owner-occupied property.

GLOBAL LİMAN İŞLETMELERİ A.Ş. AND ITS SUBSIDIARIES
NOTES TO THE CONSOLIDATED FINANCIAL STATEMENTS AS AT AND FOR THE YEAR ENDED 31 DECEMBER 2015
(AMOUNTS EXPRESSED IN TURKISH LIRA ["TL"])

3 Significant accounting policies (continued)

(s) New and Revised International Financial Reporting Standards (continued)

iii. New and revised IFRSs in issue but not yet effective

The Group has not applied the following new and revised IFRSs that have been issued but are not yet effective:

IFRS 9	*Financial Instruments* [2]
IFRS 14	*Regulatory Deferral Accounts* [1]
Amendments to IFRS 11	*Accounting for Acquisition of Interests in Joint Operations* [1]
Amendments to IAS 16 and IAS 38	*Clarification of Acceptable Methods of Depreciation and Amortisation* [1]
Amendments to IAS 16 and IAS 41	*Agriculture: Bearer Plants* [1]
IFRS 15	*Revenue from Contracts with Customers* [2]
Amendments to IAS 27	*Equity Method in Separate Financial Statements* [1]
Amendments to IFRS 10 and IAS 28	*Sale or Contribution of Assets between an Investor and its Associate or Joint Venture* [1]
Annual Improvements to	
2012-2014 Cycle	*IFRS 5, IFRS 7, IAS 19, IAS 34* [1]
Amendments to IAS 1	*Disclosure Initiative* [1]
Amendments to IFRS 10, IFRS 12 and IAS 28	*Investment Entities: Applying the Consolidation Exception* [1]
IFRS 16	*Leases* [3]

[1] Effective for annual periods beginning on or after 1 January 2016.
[2] Effective for annual periods beginning on or after 1 January 2018.
[3] Effective for annual periods beginning on or after 1 January 2019.

IFRS 9 *Financial Instruments*

IFRS 9, issued in November 2009, introduces new requirements for the classification and measurement of financial assets. IFRS 9 was amended in October 2010 to include requirements for the classification and measurement of financial liabilities and for derecognition, and in November 2013 to include the new requirements for general hedge accounting. Another revised version of IFRS 9 was issued in July 2014 mainly to include a) impairment requirements for financial assets and b) limited amendments to the classification and measurement requirements by introducing a "fair value through other comprehensive income ("FVTOCI") measurement category for certain simple debt instruments.

GLOBAL LİMAN İŞLETMELERİ A.Ş. AND ITS SUBSIDIARIES
NOTES TO THE CONSOLIDATED FINANCIAL STATEMENTS AS AT AND FOR THE YEAR ENDED 31 DECEMBER 2015
(AMOUNTS EXPRESSED IN TURKISH LIRA ["TL"])

3. Significant accounting policies (continued)

(s) New and Revised International Financial Reporting Standards (continued)

iii. New and revised IFRSs in issue but not yet effective (continued)

IFRS 14 Regulatory Deferral Accounts

IFRS 14 Regulatory Deferral Accounts permits an entity which is a first-time adopter of International Financial Reporting Standards to continue to account, with some limited changes, for 'regulatory deferral account balances' in accordance with its previous GAAP, both on initial adoption of IFRS and in subsequent financial statements.

IFRS 14 was issued by the IASB on 30 January 2014 and is applied to an entity's first annual IFRS financial statements for a period beginning on or after 1 January 2016.

Amendments to IFRS 11 *Accounting for Acquisition of Interests in Joint Operations*

This amendment requires an acquirer of an interest in a joint operation in which the activity constitutes a business to:

- apply all of the business combinations accounting principles in IFRS 3 and other IFRSs, except for those principles that conflict with the guidance in IFRS 11,
- disclose the information required by IFRS 3 and other IFRSs for business combinations.

Amendments to IAS 16 and IAS 38 *Clarification of Acceptable Methods of Depreciation and Amortisation*

This amendment clarifies that that a depreciation method that is based on revenue that is generated by an activity that includes the use of an asset is not appropriate for property, plant and equipment, and introduces a rebuttable presumption that an amortisation method that is based on the revenue generated by an activity that includes the use of an intangible asset is inappropriate, which can only be overcome in limited circumstances where the intangible asset is expressed as a measure of revenue, or when it can be demonstrated that revenue and the consumption of the economic benefits of the intangible asset are highly correlated. The amendment also adds guidance that expected future reductions in the selling price of an item that was produced using an asset could indicate the expectation of technological or commercial obsolescence of the asset, which, in turn, might reflect a reduction of the future economic benefits embodied in the asset.

Amendments to IAS 16 *and IAS 41 Agriculture: Bearer Plants*

This amendment include 'bearer plants' within the scope of IAS 16 rather than IAS 41, allowing such assets to be accounted for a property, plant and equipment and measured after initial recognition on a cost or revaluation basis in accordance with IAS 16. The amendment also introduces a definition of 'bearer plants' as a living plant that is used in the production or supply of agricultural produce, is expected to bear produce for more than one period and has a remote likelihood of being sold as agricultural produce, except for incidental scrap sales, and clarifies that produce growing on bearer plants remains within the scope of IAS 41.

GLOBAL LİMAN İŞLETMELERİ A.Ş. AND ITS SUBSIDIARIES
NOTES TO THE CONSOLIDATED FINANCIAL STATEMENTS AS AT AND FOR THE YEAR ENDED 31 DECEMBER 2015
(AMOUNTS EXPRESSED IN TURKISH LIRA ["TL"])

3 Significant accounting policies (continued)

(s) New and Revised International Financial Reporting Standards (continued)

iii. New and revised IFRSs in issue but not yet effective (continued)

IFRS 15 *Revenue from Contracts with Customers*

IFRS 15 provides a single, principles based five-step model to be applied to all contracts with customers.

The five steps in the model are as follows:

- Identify the contract with the customer,
- Identify the performance obligations in the contract,
- Determine the transaction price,
- Allocate the transaction price to the performance obligations in the contracts,
- Recognise revenue when the entity satisfies a performance obligation.

Amendments to IAS 27 *Equity Method in Separate Financial Statements*

This amendment permits investments in subsidiaries, joint ventures and associates to be optionally accounted for using the equity method in separate financial statements.

Amendments to IFRS 10 *and IAS 28 Sale or Contribution of Assets between an Investor and its Associate or Joint Venture*

This amendment clarifies the treatment of the sale or contribution of assets from an investor to its associate or joint venture.

Annual Improvements 2012-2014 Cycle

IFRS 5: Adds specific guidance in IFRS 5 for cases in which an entity reclassifies an asset from held for sale to held for distribution or vice versa and cases in which held-for-distribution accounting is discontinued.

IFRS 7: Additional guidance to clarify whether a servicing contract is continuing involvement in a transferred asset, and clarification on offsetting disclosures in condensed interim financial statements.

IAS 19: Clarify that the high quality corporate bonds used in estimating the discount rate for post-employment benefits should be denominated in the same currency as the benefits to be paid.

IAS 34: Clarify the meaning of 'elsewhere in the interim report' and require a cross-reference.

***Amendments to IAS 1* Disclosure Initiative**

This amendment addresses perceived impediments to preparers exercising their judgment in presenting their financial reports.

GLOBAL LİMAN İŞLETMELERİ A.Ş. AND ITS SUBSIDIARIES
NOTES TO THE CONSOLIDATED FINANCIAL STATEMENTS AS AT AND FOR THE YEAR ENDED 31 DECEMBER 2015
(AMOUNTS EXPRESSED IN TURKISH LIRA ["TL"])

3 Significant accounting policies (continued)

(s) New and Revised International Financial Reporting Standards (continued)

iii. New and revised IFRSs in issue but not yet effective (continued)

Amendments to IFRS 10, IFRS 12 and IAS 28 Investment Entities: *Applying the Consolidation Exception*

This amendment addresses issues that have arisen in the context of applying the consolidation exception for investment entities by clarifying the following points:

- The exemption from preparing consolidated financial statements for an intermediate parent entity is available to a parent entity that is a subsidiary of an investment entity, even if the investment entity measures all of its subsidiaries at fair value.
- A subsidiary that provides services related to the parent's investment activities should not be consolidated if the subsidiary itself is an investment entity.
- When applying the equity method to an associate or a joint venture, a non-investment entity investor in an investment entity may retain the fair value measurement applied by the associate or joint venture to its interests in subsidiaries.
- An investment entity measuring all of its subsidiaries at fair value provides the disclosures relating to investment entities required by IFRS 12.

IFRS 16 *Leases*

This new standard brings most leases on-balance sheet for lessees under a single model, eliminating the distinction between operating and finance leases. Lessor accounting however remains largely unchanged and the distinction between operating and finance leases is retained. IFRS 16 supersedes IAS 17 "Leases" and related interpretations and is effective for periods beginning on or after 1 January 2019, with earlier adoption permitted if IFRS 15 'Revenue from Contracts with Customers' has also been applied.

The Group evaluates the effects of these standards, amendments and improvements on the consolidated financial statements.

GLOBAL LİMAN İŞLETMELERİ A.Ş. AND ITS SUBSIDIARIES
NOTES TO THE CONSOLIDATED FINANCIAL STATEMENTS AS AT AND FOR THE YEAR ENDED 31 DECEMBER 2015
(AMOUNTS EXPRESSED IN TURKISH LIRA [“TL”])

4 Determination of fair values

A number of the Group's accounting policies and disclosures requires the measurement of fair values, for both financial and non-financial assets and liabilities.

When measuring the fair value of an asset or a liability, the Group uses market and observable data as far as possible. Fair values are categorised into different levels in a fair value hierarchy based on the inputs used in the valuation techniques as follows:

- Level 1: quoted prices (unadjusted in active markets for identical assets or liabilities).
- Level 2: inputs other than quoted prices included in Level 1 that are observable for the asset or liability, either directly (i.e. as prices) or indirectly (i.e. derived from prices).
- Level 3: inputs for the asset or liability that are not based on observable market data (unobservable inputs).

If the inputs used to measure the fair value of an asset or liability might be categorised in different levels of the fair value hierarchy, then the fair value measurement is categorised in its entirety in the same level of the fair value hierarchy as the lowest level input that is significant to the entire measurement.

Further information about the assumptions made in measuring fair values is included in Note 31 - Financial risk management.

5 Segment reporting

(i) Basis for segmentation

Operating segments considered in performance evaluation by the Group management are determined by considering the Group's risks and resources and internal reporting structure. The Group's operating segments are Kuşadası Port, Antalya Port, Bodrum Port, Port of Adria, Valetta Cruise Port and Creuers which are operated by Ege Liman, Ortadoğu Liman and Bodrum Liman, Port of Adria, Global BV and BPI, respectively. Other operations of the Group, which include Global Liman and Global Depolama, do not generate external revenues and therefore are presented to reconcile to the consolidated financial statements. Valetta Cruise Port was acquired at the end of 2015 and did not generate revenue for the Group in 2015.

The controlling interests of Creuers have been acquired on 30 September 2014, therefore, the profit or loss effect of the last three-month period of the year 2014 has been included in the consolidated financial statements for the year ended 31 December 2014. It was recognized as equity-accounted investee in the consolidated financial statements until 30 September 2014.

Information regarding all the segments is stated below. External revenues and earnings before interest, tax, depreciation and amortization ("EBITDA") are reviewed in the assessment of the financial performance of the operating segments. The Group management assesses EBITDA as the most appropriate method for the review of the segment operations, based on comparability with other companies in the same industry. The reconciliation of EBITDA to profit before tax and elements of EBITDA are disclosed as follows.

GLOBAL LİMAN İŞLETMELERİ A.Ş. AND ITS SUBSIDIARIES
NOTES TO THE CONSOLIDATED FINANCIAL STATEMENTS AS AT AND FOR THE YEAR ENDED 31 DECEMBER 2015
(AMOUNTS EXPRESSED IN TURKISH LIRA ["TL"])

5 Segment reporting (continued)

(ii) Information about reportable segments

As at and for the year ended 31 December 2015, the details of reportable segments comprised the following:

	Kuşadası Port	Antalya Port	Bodrum Port	Port of Adria	BPI	VCP	Other	Total
Segment assets	196,620,034	790,575,602	28,438,941	171,214,329	489,797,906	280,876,834	261,573,917	2,219,097,563
Equity-accounted investees	--	--	--	--	6,189,975	--	13,078,429	19,268,404
Segment liabilities	39,064,759	149,323,921	4,484,180	30,250,205	281,326,652	48,261,255	877,853,944	1,430,564,916
Capital expenditures	1,566,750	12,655,954	311,377	5,126,059	3,274,989	--	55,848	22,990,977

	Kuşadası Port	Antalya Port	Bodrum Port	Port of Adria	BPI		Other	Total
External revenues	47,185,193	141,642,585	7,724,691	23,195,641	67,158,993	--	--	286,907,103
EBITDA	37,718,027	103,003,917	4,257,035	(428,199)	37,152,227	--	(6,850,512)	174,852,495
Depreciation and amortization expense	(6,272,865)	(57,928,045)	(5,108,962)	(5,685,406)	(28,761,137)	--	(105,534)	(103,861,949)
Significant non-cash income/ expenses, net	--	--	--	--	--	--	16,566,729	16,566,729
Share of profit (loss) of equity-accounted investees	--	--	--	--	820,114	--	1,004,781	1,824,895
Interest income	5,500,862	2,728,449	--	89,165	96,072	--	18,996,649	27,411,197
Interest expense	(3,931,771)	(11,262,011)	(436,285)	(1,013,984)	(8,965,408)	--	(54,618,408)	(80,227,867)

GLOBAL LİMAN İŞLETMELERİ A.Ş. AND ITS SUBSIDIARIES
NOTES TO THE CONSOLIDATED FINANCIAL STATEMENTS AS AT AND FOR THE YEAR ENDED 31 DECEMBER 2015
(AMOUNTS EXPRESSED IN TURKISH LIRA ["TL"])

5 Segment reporting (continued)

(ii) Information about reportable segments (continued)

As at and for the years ended 31 December 2014, the details of reportable segments comprised the following:

	Kuşadası Port	Antalya Port	Bodrum Port	Port of Adria	BPI	Other	Total
Segment assets	123,473,528	630,625,508	27,118,337	152,261,606	485,699,922	218,635,429	1,637,814,330
Equity-accounted investees	--	--	--	--	2,029,702	785,603	2,815,305
Segment liabilities	32,792,513	125,645,408	5,438,425	25,846,151	302,994,823	590,848,362	1,083,565,682
Capital expenditures	17,739,703	8,798,666	73,908	1,712,681	607,311	183,272	29,115,541

	Kuşadası Port	Antalya Port	Bodrum Port	Port of Adria	BPI	Other	Total
External revenues	35,749,435	123,807,623	6,183,760	20,257,691	12,281,328	--	198,279,837
EBITDA	27,265,669	87,174,891	3,077,519	961,690	6,103,904	36,178,247	160,761,920
Depreciation and amortization expense	(5,168,257)	(45,828,865)	(4,081,497)	(5,145,534)	(1,617,322)	(5,368,043)	(67,209,518)
Significant non-cash income/expenses, net	--	--	--	--	--	13,065,544	13,065,544
Share of profit (loss) of equity-accounted investees	--	--	--	--	3,367,658	38,876,994	42,244,652
Interest income	4,589,672	1,064,231	8,451	239	13,104	7,301,160	12,976,857
Interest expense	(1,688,318)	(5,838,757)	(554,591)	(2,029,231)	(2,517,189)	(29,489,637)	(42,117,723)

GLOBAL LİMAN İŞLETMELERİ A.Ş. AND ITS SUBSIDIARIES
NOTES TO THE CONSOLIDATED FINANCIAL STATEMENTS AS AT AND FOR THE YEAR ENDED 31 DECEMBER 2015
(AMOUNTS EXPRESSED IN TURKISH LIRA ["TL"])

5 Segment reporting (continued)

(iii) Reconciliation of information on reportable segments to IFRS measures

	Note	2015	2014
Revenues			
Total revenue for reportable segments	*8*	286,907,103	198,279,837
Consolidated revenue		**286,907,103**	**198,279,837**
Consolidated EBITDA		174,852,495	160,761,922
Finance income	*12*	89,250,396	81,995,442
Finance costs	*12*	(119,890,890)	(118,650,080)
Depreciation and amortization		(103,861,949)	(67,209,519)
Consolidated profit before income tax		**40,350,052**	**56,897,765**
Interest income			
Total interest income for reportable segments		27,411,197	12,976,857
Elimination of inter-segments		(14,672,408)	(4,164,271)
Consolidated interest income	**12**	**12,738,789**	**8,812,586**
Interest expense			
Total interest expense for reportable segments		(80,227,867)	(42,117,723)
Elimination of inter-segments		14,672,408	4,164,271
Consolidated interest expense	**12**	**(65,555,459)**	**(37,953,452)**
Significant non-cash income/expenses			
Gain on bargain purchase	*6, 9*	16,566,729	13,065,544
Share profit of equity-accounted investees		1,824,895	42,244,652
Depreciation and amortization	*13, 14*	(103,861,949)	(67,209,519)
Total		**(85,470,325)**	**(11,899,323)**

(iv) Geographic information

The Port operations of the Group are managed on a worldwide basis, but operational ports and management offices are primarily in Turkey, Montenegro, Spain and Singapore.

The geographic information below analyses the Group's revenue and non-current assets by the Company's country of domicile and other countries. In presenting the following information, segment revenue has been based on the geographic location of port operations and segment assets were based on the geographic location of the assets.

Revenue

	2015	2014
Turkey	**196,552,469**	**165,740,818**
All foreign countries	**90,354,634**	**32,539,019**
Montenegro	23,195,641	20,257,691
Spain	67,158,993	12,281,328
	286,907,103	**198,279,837**

GLOBAL LİMAN İŞLETMELERİ A.Ş. AND ITS SUBSIDIARIES
NOTES TO THE CONSOLIDATED FINANCIAL STATEMENTS AS AT AND FOR THE YEAR ENDED 31 DECEMBER 2015
(AMOUNTS EXPRESSED IN TURKISH LIRA ["TL"])

5 Segment reporting (continued)

(iv) Geographic information (continued)

Assets

	2015	2014
Turkey	**1,277,208,494**	**999,852,802**
All foreign countries	**961,157,473**	**640,776,833**
Spain	489,797,906	485,699,922
Montenegro	171,214,329	152,261,606
Malta	280,876,834	--
Singapore (equity-accounted investee)	2,920,368	1,833,302
Portugal (equity-accounted investee)	16,348,036	982,003
	2,238,365,967	**1,640,629,635**

6 Acquisition of subsidiary

(i) Acquisition of Creuers

The acquisition of the control of Creuers has been completed with 3 tranches as below:

Tranche A:

Barcelona Port Investments, S.L ("BPI") was established with partnership of RCCL on 26 July 2013 to make investment in Barcelona cruise port. BPI is a special purpose joint venture between the Group and RCCL. The Group holds a 49% interest in BPI. The Group acquired 43% interest in Creuers through BPI on 30 December 2013. Creuers holds a 100% interest in the port operation rights for the Barcelona cruise port, as well as 80% in the port operation rights for the Malaga cruise port and a 40% in the port operation rights for the Singapore cruise port. BPI was recognized in share of profit of equity-accounted investees in the consolidated statement of profit or loss and other comprehensive income for the year ended 31 December 2013.

Tranche B:

The Group acquired additional 57% interest in Creuers on 30 September 2014 through BPI.

Tranche C:

The Group increased its interest in BPI from 49% to 62% with the agreement of RCCL and became the shareholder of Creuers with 62% of interest indirectly on 30 September 2014.

Obtaining controlling interest in Creuers enabled the Group to take the position of becoming the leading cruise port operator in Europe. In addition to that, Global Liman has become the first Turkish cooperation reaching the position of operating abroad in the port sector. The Group plans to increase port investments overseas and expands its port portfolio overseas by new port investments.

GLOBAL LİMAN İŞLETMELERİ A.Ş. AND ITS SUBSIDIARIES
NOTES TO THE CONSOLIDATED FINANCIAL STATEMENTS AS AT AND FOR THE YEAR ENDED 31 DECEMBER 2015
(AMOUNTS EXPRESSED IN TURKISH LIRA ["TL"])

6 Acquisition of subsidiary (continued)

(i) Acquisition of Creuers (continued)

In the three months to 31 December 2014, BPI contributed revenue of TL 12,281 thousand and loss of TL 240 thousand to the group's results, if the acquisition had occurred on 1 January 2014, management estimates that consolidated revenue would have been TL 56,146 thousand, and consolidated profit for the year would have been TL 9,797 thousand. In determining these amounts, management has assumed that the fair value adjustments, determined provisionally, that arose on the date of acquisition would have been the same if the acquisition had occurred on 1 January 2014.

a) Consideration transferred

The total acquisition cost amounting to TL 91,047,006 was totally paid in 2014.

b) Acquisition-related costs

The Group incurred acquisition-related costs of TL 11,212,520 on legal fees and due diligence costs. These costs have been included in "other expenses".

c) Identifiable assets acquired and liabilities assumed

The following table summarizes the recognized amounts of assets acquired and liabilities assumed at the acquisition date.

Tranche B - Acquisition of additional 57% of Creuers' interest:

The Group acquired additional 57% interest in Creuers on 30 September 2014 through BPI.

In TL as at 30 September 2014 (acquisition date)	Note	
Property and equipment	*13*	6,923,446
Port operation rights	*14*	426,175,058
Other intangible assets	*14*	32,331
Investments		1,886,830
Other assets		598,453
Trade and other receivables		17,236,402
Cash and cash equivalents		67,082,511
Loans and borrowings		(21,274,898)
Trade and other payables		(17,904,150)
Non-current provisions	*26*	(23,113,791)
Deferred tax liabilities		(97,373,437)
Total identifiable net assets acquired		**360,268,755**

GLOBAL LİMAN İŞLETMELERİ A.Ş. AND ITS SUBSIDIARIES
NOTES TO THE CONSOLIDATED FINANCIAL STATEMENTS AS AT AND FOR THE YEAR ENDED 31 DECEMBER 2015
(AMOUNTS EXPRESSED IN TURKISH LIRA ["TL"])

6 Acquisition of subsidiary (continued)

(i) Acquisition of Creuers (continued)

c) Identifiable assets acquired and liabilities assumed (continued)

Tranche C - Acquisition of additional 13% of BPI's interest:

The Group increased its interest in BPI from 49% to 62% with the agreement of RCCL and became the shareholder of Creuers with 62% of interest indirectly on 30 September 2014.

In TL as at 30 September 2014 (acquisition date)	**Note**	
Property and equipment	*13*	6,923,446
Port operation rights	*14*	426,175,058
Other intangible assets	*14*	32,331
Investments		1,886,830
Other assets		6,624,816
Trade and other receivables		17,240,051
Cash and cash equivalents		67,999,892
Loans and borrowings		(195,480,713)
Trade and other payables		(12,225,425)
Non-current provisions	*26*	(23,113,791)
Deferred tax liabilities		(97,329,775)
Total identifiable net assets acquired		**198,732,720**

Measurement of fair values

The valuation techniques used for measuring the fair value of the assets acquired were as follows.

Identifiable assets, liabilities and contingent liabilities are recognized at fair value according to IFRS 3 "Business Combinations". The fair value of the identifiable monetary assets of Creuers are assessed to be equal to the carrying value and the fair value of the property and equipment is determined by a fixed asset expert. A separate intangible asset was recognized as a result of the acquisition as port operation right due to the fact that there is no any other identifiable asset directly attributable to the operations of Port of Adria after net assets and liabilities mentioned above are excluded.

The fair value of the Creuers has been determined by using the weighted average of the value based on the market approach and income approach methods prepared by an independent appraisal company.

According to income approach method, the enterprise value has been determined by using discounted cash flow method over cash flows in specified future. The Company value was determined by discounted cash flow method, on the basis of Euro at rate 8.80% was used as discount rate and weighted average capital cost. In valuation process, current and forecast port traffic of 30 years, existing capacity and capacity which the Group is targeting to have after investing the planned amount, discounted cash flow has been calculated over 30 years projections in consideration with commitments of contract articles and planning restructuring operations. In the market approach method, the valuation methods which respect to relative valuation approach and comparable share trading transactions were used based upon Price/Sales and Firm Value standard rates of similar companies.

GLOBAL LİMAN İŞLETMELERİ A.Ş. AND ITS SUBSIDIARIES
NOTES TO THE CONSOLIDATED FINANCIAL STATEMENTS AS AT AND FOR THE YEAR ENDED 31 DECEMBER 2015
(AMOUNTS EXPRESSED IN TURKISH LIRA [“TL”])

6 Acquisition of subsidiary (continued)

(i) Acquisition of Creuers (continued)

d) Gain on bargain purchase

Tranche B - Gain on bargain purchase arising from the acquisition of 57% of Creuers' interest has been recognized as follows:

In TL as at 30 September 2014 (acquisition date)	**Note**	
Consideration transferred	*(a)*	79,141,666
NCI, based on their proportionate interest in the recognized amounts of the assets and liabilities of Creuers (51%)		186,995,768
Fair value of identifiable net assets	*(c)*	(360,268,755)
Fair value of identifiable net assets before the acquisition (43%)		74,507,681
Gain on bargain purchase		**(19,623,640)**

Gain on bargain purchase amounting to TL 19,623,640 has been recognized in share of profit of equity-accounted investees in the consolidated statement of profit or loss and other comprehensive income for the year ended 31 December 2014.

Tranche C - Gain on bargain purchase arising from the acquisition of additional 13% of BPI's interest has been recognized as follows:

In TL as at 30 September 2014 (acquisition date)	**Note**	
Consideration transferred	*(a)*	11,905,340
NCI, based on their proportionate interest in the recognized amounts of the assets and liabilities of BPI		79,640,816
Fair value of identifiable net assets	*(c)*	(198,732,720)
Fair value of net assets previously held (49%)	*16*	94,121,020
Gain on bargain purchase		**(13,065,544)**

The acquisition of the BPI's interests contributed a net profit of TL 13,065,544 which was accounted for as gain on bargain purchase under other income for the year ended 31 December 2014.

Consideration paid:	11,905,340
Cash associated with acquired assets (-)	67,999,892
Net cash inflow	**(56,094,552)**

In TL as at 30 September 2014 (acquisition date)	**Note**	
Fair value of existing interest in BPI (43%)		(74,507,681)
Carrying amount of existing interest in BPI		54,195,021
Gain on re-measurement to fair value of previously held interest		**(20,312,660)**

Gain on re-measurement to fair value of previously held interest amounting to TL 20,312,660 has been recognized in share of profit of equity-accounted investees in the consolidated statement of profit or loss and other comprehensive income for the year ended 31 December 2014.

Global Liman has become the firm in the port sector and made a close relationships with other cruise firms. The realized and expected growth in the operations due to the locations of other ports with Creuers ensure a strong network in the Mediterranean See that would contribute to the value of the operations resulted in gain on bargain purchase as a result of the acquisition of Creuers.

GLOBAL LİMAN İŞLETMELERİ A.Ş. AND ITS SUBSIDIARIES
NOTES TO THE CONSOLIDATED FINANCIAL STATEMENTS AS AT AND FOR THE YEAR ENDED 31 DECEMBER 2015
(AMOUNTS EXPRESSED IN TURKISH LIRA ["TL"])

6 Acquisition of subsidiary (continued)

(i) Acquisition of Creuers (continued)

d) Gain on bargain purchase (continued)

The acquisition of 13% of BPI and 57% of Creuers' interests resulted in gain on bargain purchase amounting to TL 51,890,318 has been recognized in other income in the consolidated statement of profit or loss and other comprehensive income for the year ended 31 December 2014.

TL 13,065,544 of the gain on bargain purchase has been recognized in other income and the remaining TL 38,824,774 has been recognized in share of profit of equity-accounted investees for the year ended 31 December 2014.

(ii) Acquisition of Valetta Cruise Port

As of 30 November 2015, the Group has purchased 55.60% shares of Valetta Cruise Port in Malta and as it was not practicable for VCP to prepare a separate set of financial statements for the consolidation as at 31 December 2015, the financial statements of VCP for the period ended 30 November 2015 has been included in the consolidated financial statements as explained in Note 3. If the acquisition had occurred on 1 January 2015, management estimates that consolidated revenue would have been TL 27,855 thousand, and consolidated profit for the year would have been TL 4,331 thousand more.

In determining these amounts, management has assumed that the fair value adjustments, determined provisionally, that arose on the date of acquisition would have been the same if the acquisition had occurred on 1 January 2015.

a) Consideration transferred

The total acquisition cost amounting to TL 77,042,620 was totally paid in 2015.

b) Acquisition-related costs

The Group incurred acquisition-related costs of TL 253,369 on legal fees and due diligence costs. These costs have been included in "other expenses" as project expenses.

c) Identifiable assets acquired and liabilities assumed

The following tables summarize the recognized amounts of assets acquired and liabilities assumed at the acquisition date.

In TL as at 30 November 2015 (acquisition date)	**Note**	
Property and equipment	*13*	84,558,698
Port operation rights	*14*	183,581,260
Other investments		275,816
Other assets		1,214,565
Trade and other receivables		4,197,365
Cash and cash equivalents		5,285,658
Loans and borrowings		(34,977,423)
Other financial liabilities		(7,027,865)
Trade and other payables		(4,152,593)
Corporate taxes payable		(628,968)
Deferred income		(1,474,406)
Deferred tax liabilities		(62,489,969)
Total identifiable net assets acquired		**168,362,138**

GLOBAL LİMAN İŞLETMELERİ A.Ş. AND ITS SUBSIDIARIES
NOTES TO THE CONSOLIDATED FINANCIAL STATEMENTS AS AT AND FOR THE YEAR ENDED 31 DECEMBER 2015
(AMOUNTS EXPRESSED IN TURKISH LIRA ["TL"])

6 Acquisition of subsidiary (continued)

d) Gain on bargain purchase

In TL as at 30 November 2015 (acquisition date)	Note	
Consideration transferred	(a)	77,042,620
Fair value of identifiable net assets	(c)	168,362,138
Fair value of identifiable net acquired assets (55.60%)		93,609,349
Gain on bargain purchase		**(16,566,729)**

The acquisition of Valetta Cruise Port's interests contributed a net profit of TL 16,566,729 which was accounted for as gain on bargain purchase under other income for the year ended 31 December 2015.

Consideration paid:	77,042,620
Cash associated with acquired assets (-)	5,561,474
Net cash outflow	**71,481,146**

Global Liman as sole consolidator of cruise ports made close relationships with other cruise firms. The realized and expected growth in the operations due to the locations of other ports with Malta ensure a strong network in the Mediterranean Sea that would contribute to the value of the operations resulted in gain on bargain purchase as a result of the acquisition of Valetta Cruise Port.

7 Acquisition of non-controlling interests

In 2014, the Group acquired an additional %2.41 interest in Port of Adria increasing its ownership from 62.09% to 63.79% in Port of Adria. The Group recognized:

- a decrease in NCI of TL 2,755,531; and
- an increase in retained earnings of TL 1,881,060.

GLOBAL LİMAN İŞLETMELERİ A.Ş. AND ITS SUBSIDIARIES
NOTES TO THE CONSOLIDATED FINANCIAL STATEMENTS AS AT AND FOR THE YEAR ENDED 31 DECEMBER 2015
(AMOUNTS EXPRESSED IN TURKISH LIRA ["TL"])

8 Revenue and cost of sales

Revenue

For the years ended 31 December, revenue comprised the following:

	2015	2014
Container revenue	103,271,567	85,412,514
Port service revenue	88,933,963	45,983,839
Cargo revenue	29,348,921	26,943,045
Landing fees	38,826,602	21,548,312
Rent revenue [*]	17,558,925	11,581,477
Setur rent revenue	3,586,505	3,099,801
Domestic water sales	3,498,036	1,426,038
Other revenue	1,882,584	2,284,811
Total	**286,907,103**	**198,279,837**

[*] Includes all rent revenue except Setur rent revenue.

Cost of sales

For the years ended 31 December, cost of sales comprised the following:

	2015	2014
Depreciation and amortization expenses	99,169,098	65,271,549
Personnel expenses	36,485,114	28,285,134
Subcontractor crane and container service expenses	7,303,913	7,757,679
Fuel expenses	2,199,376	2,761,524
Commission fees to government authorities and pilotage expense	6,447,016	2,625,694
Security expenses	4,718,633	2,408,857
Repair and maintenance expense	4,558,081	2,269,322
Container shipping expenses	2,029,578	1,871,907
Insurance expenses	2,626,535	1,558,069
Electricity expenses	2,237,233	1,373,609
Tugboat rent expenses	1,492,079	984,612
Shopping mall expenses	974,680	754,695
Dumping expenses	906,351	699,013
Fresh water expenses	2,046,134	623,395
Port rental expenses	356,635	307,624
Other expenses	9,395,209	3,526,353
Total	**182,945,665**	**123,079,036**

GLOBAL LİMAN İŞLETMELERİ A.Ş. AND ITS SUBSIDIARIES
NOTES TO THE CONSOLIDATED FINANCIAL STATEMENTS AS AT AND FOR THE YEAR ENDED 31 DECEMBER 2015
(AMOUNTS EXPRESSED IN TURKISH LIRA ["TL"])

9 Other income and expenses

Other income

For the years ended 31 December, other income comprised the following:

	Note	2015	2014
Gain on bargain purchase	6	16,566,729	13,065,544
Income from reversal of provisions		167,412	244,937
Other		1,389,594	1,106,010
Total		**18,123,735**	**14,416,491**

Other expenses

For the years ended 31 December, other expenses comprised the following:

	2015	2014
Project expense (*)	17,969,424	11,212,520
Taxes other than on income	626	1,532,448
Concession fee expense	1,358,235	1,306,890
Other	1,993,460	1,221,767
Total	**21,321,745**	**15,273,625**

(*) The project expenses are mainly related to the projects for new acquisitions.

10 Selling and marketing expenses

For the years ended 31 December, selling and marketing expenses comprised the following:

	2015	2014
Personnel expenses	337,146	--
Commission expense	--	525,890
Advertising and promotion expenses	419,450	389,546
Representation expense	75,322	52,748
Travelling expenses	18,320	21,573
Other	12,266	38,737
Total	**862,504**	**1,028,494**

GLOBAL LİMAN İŞLETMELERİ A.Ş. AND ITS SUBSIDIARIES
NOTES TO THE CONSOLIDATED FINANCIAL STATEMENTS AS AT AND FOR THE YEAR ENDED 31 DECEMBER 2015
(AMOUNTS EXPRESSED IN TURKISH LIRA ["TL"])

11 Administrative expenses

For the years ended 31 December, administrative expenses comprised the following:

	2015	2014
Personnel expenses	13,264,754	11,074,568
Consultancy expenses	4,432,550	2,800,878
Depreciation and amortization expenses	4,692,854	1,937,969
Taxes other than on income	1,970,712	882,463
Representation expenses	1,245,422	401,399
Travelling expenses	805,458	643,268
IT expenses	559,742	589,354
Vehicle expenses	341,756	338,494
Communication expenses	591,767	294,796
Stationary expenses	216,778	177,115
Office operating expenses	163,227	153,146
Repair and maintenance expenses	192,470	135,999
Rent expenses	34,711	27,367
Allowance for doubtful receivables	(279,561)	1,617,685
Other expenses	2,502,633	932,921
Total	**30,735,273**	**22,007,422**

12 Finance income and costs

For the years ended 31 December, finance income comprised the following:

Finance income	2015	2014
Foreign exchange gain	75,295,742	71,434,200
Interest income on marketable securities [*]	6,901,045	4,500,911
Interest income on related parties	5,070,895	--
Interest income on banks and others	677,684	4,311,675
Interest income from housing loans	89,165	1,311,214
Premium income on option contracts	920,247	--
Gain on sale of marketable securities	295,618	437,442
Total	**89,250,396**	**81,995,442**

[*] Interest income on marketable securities comprises the interest income earned from the Global Yatırım Holding's bonds during the year.

For the years ended 31 December, finance costs comprised the following:

Finance costs	2015	2014
Interest expense on loans and borrowings	64,579,590	36,234,121
Foreign exchange losses	51,191,171	68,903,968
Other interest expenses	975,869	1,719,331
Letter of guarantee commission expenses	60,423	21,374
Loan commission expenses	1,185	8,461,827
Loss on sale of marketable securities	45	817,237
Other	3,082,607	2,492,222
Total	**119,890,890**	**118,650,080**

GLOBAL LİMAN İŞLETMELERİ A.Ş. AND ITS SUBSIDIARIES
NOTES TO THE CONSOLIDATED FINANCIAL STATEMENTS AS AT AND FOR THE YEAR ENDED 31 DECEMBER 2015
(AMOUNTS EXPRESSED IN TURKISH LIRA ["TL"])

13 Property and equipment

Movements of property and equipment for the year ended 31 December 2015 comprised the following:

Cost	1 January 2015	Additions	Disposal	Transfers	Acquisition through business combinations [*]	Currency translation differences	31 December 2015
Leasehold improvements	168,432,293	3,768,065	--	4,701,250	80,676,118	31,896,105	289,473,831
Machinery and equipment	82,351,393	7,649,550	(416,809)	1,641,730	348,300	20,120,832	111,694,996
Motor vehicles	38,199,308	107,123	(104,292)	--	25,722	9,735,346	47,963,207
Furniture and fixtures	11,052,463	1,296,297	(11,373)	--	3,508,558	2,454,230	18,300,175
Construction in progress	5,011,663	9,956,780	(64,383)	(6,190,965)	--	1,951,114	10,664,209
Land improvement	19,187	--	--	--	--	4,871	24,058
Total	**305,066,307**	**22,777,815**	**(596,857)**	**152,015**	**84,558,698**	**66,162,498**	**478,120,476**

Accumulated Depreciation	1 January 2015	Current charge	Disposal	Transfers	Acquisition through business combinations	Currency translation differences	31 December 2015
Leasehold improvements	31,843,014	9,447,297	--	--	--	8,375,423	49,665,734
Machinery and equipment	36,044,327	9,964,199	(416,809)	--	--	9,747,844	55,339,561
Motor vehicles	10,397,833	3,596,079	(84,840)	--	--	3,142,778	17,051,850
Furniture and fixtures	4,782,695	1,782,196	(11,373)	--	--	1,258,951	7,812,469
Land improvement	1,867	900	--	--	--	536	3,303
Total	**83,069,736**	**24,790,671**	**(513,022)**	**--**	**--**	**22,525,532**	**129,872,917**
Net book value	**221,996,571**						**348,247,559**

[*] See note 6 (ii) (c).

GLOBAL LİMAN İŞLETMELERİ A.Ş. AND ITS SUBSIDIARIES
NOTES TO THE CONSOLIDATED FINANCIAL STATEMENTS AS AT AND FOR THE YEAR ENDED 31 DECEMBER 2015
(AMOUNTS EXPRESSED IN TURKISH LIRA ["TL"])

13 Property and equipment (continued)

Movements of property and equipment for the year ended 31 December 2014 comprised the following:

Cost	1 January 2014	Additions	Disposal	Transfers	Acquisition through business combinations [*]	Currency translation differences	31 December 2014
Leasehold improvements	158,685,260	2,266,820	--	3,931,459	--	3,548,754	168,432,293
Machinery and equipment	69,338,875	2,801,632	(5,129)	--	4,514,430	5,701,585	82,351,393
Motor vehicles	18,953,791	16,716,928	(9,658)	--	35,582	2,502,665	38,199,308
Furniture and fixtures	6,866,657	623,482	(685)	--	2,213,083	1,349,926	11,052,463
Construction in progress	1,802,310	6,262,186	--	(3,931,459)	160,351	718,275	5,011,663
Land improvement	17,660	--	--	--	--	1,527	19,187
Total	**255,664,553**	**28,671,048**	**(15,472)**	**--**	**6,923,446**	**13,822,732**	**305,066,307**

Accumulated Depreciation	1 January 2014	Current charge	Disposal	Transfers	Acquisition through business combinations	Currency translation differences	31 December 2014
Leasehold improvements	22,152,100	7,553,519	--	--	--	2,137,395	31,843,014
Machinery and equipment	26,134,238	7,266,342	(5,129)	--	--	2,648,876	36,044,327
Motor vehicles	6,899,309	2,890,058	(9,658)	--	--	618,124	10,397,833
Furniture and fixtures	3,266,705	1,191,453	(685)	--	--	325,222	4,782,695
Land improvement	1,755	--	--	--	--	112	1,867
Total	**58,454,107**	**18,901,372**	**(15,472)**	**--**	**--**	**5,729,729**	**83,069,736**
Net book value	**197,210,446**						**221,996,571**

[*] See note 6 (i) (c).

GLOBAL LİMAN İŞLETMELERİ A.Ş. AND ITS SUBSIDIARIES
NOTES TO THE CONSOLIDATED FINANCIAL STATEMENTS AS AT AND FOR THE YEAR ENDED 31 DECEMBER 2015
(AMOUNTS EXPRESSED IN TURKISH LIRA ["TL"])

13 Property and equipment (continued)

As at 31 December 2015, the net book value of machinery and equipment purchased through leasing amounts to TL 8,181,541 (2014: TL 6,991,231), the net book value of motor vehicles purchased through leasing amounts to TL 32,795,113 (2014: TL 10,434,336), and the net book value of furniture fixture purchased through leasing amounts to TL 867,296 (2014: None). In 2015, the capital expenditures amounting to TL 1,999,281 was through finance leases.

As at 31 December 2015 and 2014, according to the "TOORA" signed with Ege Liman and Ortadoğu Liman and the "BOT" tender agreement signed with Bodrum Liman, at the end of the agreement periods, real estate with their capital improvements will be returned as running, clean, free of any liability and free of charge. The details of the pledge or mortgage on property and equipment regarding the loans and borrowings are explained on Note 23.

For the years ended 31 December 2015 and 2014, there is no capitalized borrowing cost on property and equipment.

As at 31 December 2015, the insured amount of property and equipment amounts to TL 521,241,490 (2014: TL 322,153,881).

14 Intangible assets

Movements of intangible assets for the year ended 31 December 2015 comprised the following:

Cost	1 January 2015	Additions	Transfers	Acquisition through business combinations (*)	Currency translation differences	31 December 2015
Port operation rights	1,262,946,680	--	--	183,581,260	245,426,987	1,691,954,927
Customer relationships	8,706,518	--	--	--	2,210,327	10,916,845
Software	995,620	18,205	--	--	95,832	1,109,657
Other intangibles	595,369	194,957	(152,015)	--	115,829	754,140
Total	**1,273,244,187**	**213,162**	**(152,015)**	**183,581,260**	**247,848,975**	**1,704,735,569**

Accumulated amortization	1 January 2015	Amortization expense	Transfers	Acquisition through business combinations	Currency translation differences	31 December 2015
Port operation rights	219,288,238	77,975,296	--	--	55,371,755	352,635,289
Customer relationships	4,534,644	855,120	--	--	1,210,190	6,599,954
Software	756,565	102,643	--	--	83,863	943,071
Other intangibles	246,250	138,219	--	--	57,496	441,965
Total	**224,825,697**	**79,071,278**	**--**	**--**	**56,723,304**	**360,620,279**
Net book value	**1,048,418,490**					**1,344,115,290**

(*) See note 6 (ii) (c).

GLOBAL LİMAN İŞLETMELERİ A.Ş. AND ITS SUBSIDIARIES
NOTES TO THE CONSOLIDATED FINANCIAL STATEMENTS AS AT AND FOR THE YEAR ENDED 31 DECEMBER 2015
(AMOUNTS EXPRESSED IN TURKISH LIRA ["TL"])

14 Intangible assets (continued)

Movements of intangible assets for the year ended 31 December 2014 comprised the following:

Cost	1 January 2014	Additions	Acquisition through business combinations [*]	Currency translation differences	31 December 2014
Port operation rights	765,334,673	--	426,175,058	71,436,949	1,262,946,680
Customer relationships	8,013,421	--	--	693,097	8,706,518
Software	245,083	333,997	--	16,289	595,369
Other intangibles	810,167	110,496	32,331	42,626	995,620
Total	**774,403,344**	**444,493**	**426,207,389**	**72,188,961**	**1,273,244,187**

Accumulated amortization	1 January 2014	Amortization expense	Acquisition through business combinations	Currency translation differences	31 December 2014
Port operation rights	157,362,260	47,443,956	--	14,482,022	219,288,238
Customer relationships	3,505,871	684,055	--	344,718	4,534,644
Software	169,822	62,882	--	13,546	246,250
Other intangibles	614,345	117,290	--	24,930	756,565
Total	**161,652,298**	**48,308,183**	**--**	**14,865,216**	**224,825,697**
Net book value	**612,751,046**				**1,048,418,490**

[*] See note 6 (i) (c).

15 Goodwill

Movements of goodwill for the years ended 31 December comprised the following:

1 January 2014	**27,448,004**
Currency translation differences	2,374,034
31 December 2014	**29,822,038**
Currency translation differences	7,570,932
Balance as at 31 December 2015	**37,392,970**

As at 31 December 2015 and 2014, the Group recognized goodwill related to the acquisition of Ege Liman in its consolidated financial statements.

As at 31 December 2015 and 2014, the Group tested impairment by comparing the goodwill from the acquisition of Ege Liman with the values in use of the cash generating units and concluded that no impairment exists. Cash flow forecasts are prepared up to the end of the port usage rights, which is 2033. The key assumption is that the expected increase in the intensity of the port activity will increase operational profit. Cash flows used to calculate value in use are prepared in USD. An interest rate of 11% (2014: 11%) was used for discounting future cash flows to reporting date. The EBITDA growth rate was assumed at 15.3% (2014: 15.3%).

If the budgeted gross margin, the estimated interest rate and the EBITDA growth rate used in the value-in-use calculation for CGU had been 1% higher/lower than management's estimates at 31 December 2015, the Group would have not recognized any impairment against goodwill.

GLOBAL LİMAN İŞLETMELERİ A.Ş. AND ITS SUBSIDIARIES
NOTES TO THE CONSOLIDATED FINANCIAL STATEMENTS AS AT AND FOR THE YEAR ENDED 31 DECEMBER 2015
(AMOUNTS EXPRESSED IN TURKISH LIRA ["TL"])

16 Equity-accounted investees

At 31 December 2015, Port of Lisbon and Singapore are equity accounted investees in which the Group participates. The following table summarizes the financial information of Port of Lisbon and Singapore Port as included in the consolidated financial statements as at 31 December 2015. The table also reconciles the summarized financial information to the carrying amount of the Group's interest in Port of Lisbon and Singapore Port.

In TL	Port of Lisbon	Singapore Port
Percentage ownership interest	50%	40%
Non-current assets	6,822,572	11,136,101
Current assets	31,499,333	11,090,060
Non-current liabilities	--	(8,425,133)
Current liabilities	(5,625,833)	(6,500,108)
Net assets (100%)	32,696,072	7,300,920
Group's share of net assets	16,348,036	2,920,368
Carrying amount of interest in equity accounted investees	**16,348,036**	**2,920,368**
Revenue	8,516,966	22,536,095
Expenses	(6,005,014)	(21,113,798)
Profit for the period (100%)	2,511,952	1,422,297
Group's share of profit or loss	**1,255,976**	**568,919**

For the year ended 31 December 2015, the Group's share of profit and total comprehensive income is set out below:

In TL	Net profit / (loss)
Port of Lisbon	1,255,976
Singapore Port	568,919
Group's share of profit and total comprehensive income	**1,824,895**

At 31 December 2014, Port of Lisbon and Singapore are equity accounted investees in which the Group participates.

The following table summarizes the financial information of Port of Lisbon and Singapore Port as included in the consolidated financial statements as at 31 December 2014. The table also reconciles the summarized financial information to the carrying amount of the Group's interest in Port of Lisbon and Singapore Port.

In TL	Port of Lisbon	Singapore Port
Percentage ownership interest	50%	40%
Non-current assets	1,283,603	10,094,004
Current assets	4,798,132	7,376,553
Non-current liabilities	--	(7,236,646)
Current liabilities	(4,117,730)	(5,650,656)
Net assets (100%)	1,964,005	4,583,255
Group's share of net assets	982,003	1,833,302
Carrying amount of interest in equity accounted investees	**982,003**	**1,833,302**
Revenue	2,929,868	15,497,584
Expenses	(2,799,317)	(16,777,418)
Profit / (loss) for the period (100%)	130,551	(1,279,834)
Group's share of profit or loss	**65,276**	**(511,934)**

GLOBAL LİMAN İŞLETMELERİ A.Ş. AND ITS SUBSIDIARIES

NOTES TO THE CONSOLIDATED FINANCIAL STATEMENTS AS AT AND FOR THE YEAR ENDED 31 DECEMBER 2015

(AMOUNTS EXPRESSED IN TURKISH LIRA ["TL"])

16 Equity-accounted investees (continued)

For the year ended 31 December 2014, the Group's share of profit and total comprehensive income is set out below:

In TL	Net profit / (loss)
Port of Lisbon	65,276
Singapore Port	(511,934)
BPI's effect before acquiring the control for the nine months period ended 30 September 2014	3,866,536
Gain on bargain purchase (Note 6 (i) (d))	38,824,774
Group's share of profit and total comprehensive income	**42,244,652**

17 Other investments

Financial assets available for sale

As at 31 December 2015 and 2014, financial assets available for sale, comprised the following:

	2015	2014
Global Yatırım Holding bonds	41,678,871	31,881,979
Other bonds	406,176	--
Time deposits with the maturity more than 3 months	439,299	3,071,418
Other financial assets	6,634,799	--
Total	**49,159,145**	**34,953,397**

(*) The Group has purchased Global Yatırım Holding's bonds. The bonds' maturity is 30 June 2017 with an annual nominal interest rate of 11% and nominal amounts of USD 14.240.000 (31 December 2014: the bonds' maturity is 30 June 2017, annual nominal interest rate of 11% and a nominal amount of USD 14,750,000).

As at 31 December 2015 and 2014, investments in equity instruments that are not quoted in an active market comprised the following:

	Share ratio (%)	31 December 2015	Share Ratio (%)	31 December 2014
Torba (*)	79.00	79,000	79.00	79,000
Randa (**)	99.99	22,232	99.99	22,232
Total		**101,232**		**101,232**

(*) Torba is excluded from consolidation due to appointment of a trustee at 4 January 2008 and loss of control. Torba is carried at cost in the consolidated financial statements, since its shares are not quoted in an active market and there is no way to determine the fair value using a valuation technique.
(**) Randa was purchased by Global Liman on 17 February 2011 for a consideration of Euro 10,000. As at 31 December 2015 and 2014, Randa is inactive and is excluded from the scope of consolidation due to immateriality.

GLOBAL LİMAN İŞLETMELERİ A.Ş. AND ITS SUBSIDIARIES
NOTES TO THE CONSOLIDATED FINANCIAL STATEMENTS AS AT AND FOR THE YEAR ENDED 31 DECEMBER 2015
(AMOUNTS EXPRESSED IN TURKISH LIRA [“TL”])

18 Taxation

Corporate tax

Corporate income tax is levied at the rate of 20% on the statutory corporate income tax base, which is determined by modifying income for certain tax exclusions and allowances.

In Turkey, advance tax returns are measured and accrued on a quarterly basis. The advance corporate income tax rate as at 31 December 2015 is 20% (2014: 20%).

The corporate tax rate in Spain for the 2015 year is determined at 28% (2014: 30%). There has been a reduction in the corporate income tax rate from 28% to 25% in 2016, according to the enacted law in Spain. The corporate tax rates in Netherlands, Malta and Montenegro are 25%, 35% and 9%, respectively.

In Turkey, the tax legislation does not permit a parent company and its subsidiaries to file a consolidated tax return. Therefore, provision for taxes shown in the consolidated financial statements reflects the total amount of taxes calculated on each entity that is included in the consolidation.

Losses can be carried forward for offsetting against future taxable income for up to 5 years while it is for up to 18 years in Spain. Losses cannot be carried back. In Spain, since this year, it is possible to carry them forward indefinitely with certain limitations.

In Turkey, there is no procedure for a final and definitive agreement on tax assessments. Companies file their tax returns within four months following the close of the accounting year to which they relate. Tax returns are open for five years from the beginning of the year that follows the date of filing during which time the tax authorities have the right to audit tax returns, and the related accounting records on which they are based, and may issue re-assessments based on their findings.

There is also a withholding tax on the dividends paid and is accrued only at the time of such payments. The withholding tax rate on the dividend payments other than the ones paid to the non-resident institutions generating income in Turkey through their operations or permanent representatives and the resident institutions is 15% as at 31 December 2015 (31 December 2014: 15%).

Transfer pricing

The transfer pricing provisions are set out under the Article 13 of the Corporate Tax Law under the heading of "disguised profit distribution via transfer pricing". The General Communiqué on disguised profit distribution via transfer pricing dated 18 November 2007 sets out details about the implementation of these provisions. If a tax payer enters into transactions regarding the sale or purchase of goods and services with related parties, where the prices are not set in accordance with an arm's-length basis, the related profits are considered to be distributed in a disguised manner through transfer pricing. Such disguised profit distributions through transfer pricing are not accepted as a tax deductible for corporate income tax purposes.

Income withholding tax

In addition to corporate taxes, companies should also calculate income withholding taxes on any dividends distributed, except for companies receiving dividends who are resident companies in Turkey and Turkish branches of foreign companies. The rate of income withholding tax was 10% from 24 April 2003, rising to 15% from 21 September 2006. Appropriation of retained earnings to capital is not considered a profit distribution and therefore is not subject to withholding tax.

Investment allowance

With effect from 24 April 2003, the investment incentives scheme was amended such that companies directly deduct 40 percent of qualifying capital investments from their annual taxable income. In addition, corporations that had unused qualifying capital investment amounts from periods prior to 24 April 2003 were entitled to carry these forward.

GLOBAL LİMAN İŞLETMELERİ A.Ş. AND ITS SUBSIDIARIES
NOTES TO THE CONSOLIDATED FINANCIAL STATEMENTS AS AT AND FOR THE YEAR ENDED 31 DECEMBER 2015
(AMOUNTS EXPRESSED IN TURKISH LIRA ["TL"])

18 Taxation (continued)

Investment allowance (continued)

The tax law was then changed retrospectively on 8 April 2006 such that with effect from 1 January 2006, no new investment incentives were allowed, and taxpayers could only deduct the amount of the investment allowance exemption to which they were already entitled from the taxable income of 2006, 2007 and 2008. Investment allowances could not be carried forward at 31 December 2008.

However, on 15 October 2009, the Turkish Constitutional Court cancelled parts of the revised tax law such that new investment allowances created prior to 8 April 2006 were re-allowed and the restriction on the carry forward of allowances after 31 December 2008 was removed; the carry forward is now indefinite. This change to the tax law became substantively enacted when the Court's decision was made and became law on 8 January 2010.

The usage of investment incentives was revised again with the amendments to the related tax law published in the Official Gazette dated 1 August 2010. Accordingly, with effect from the 2010 calendar year taxable income, investment incentives that will be deducted from income shall not exceed 25% of income for a particular year, while determining the tax base. The unused investment incentives continue to be deductible without time limit.

Tax exemption on maritime operations

The Turkish International Ship Registry Law, authorized on 16 December 1999, is designed to accelerate the development of the Turkish maritime sector and increase its contribution to the Turkish economy. The law supports the procurement and operation of ships registered on the Turkish International Ship Registry, and yachts registered to the inventory of tourism companies. Income generated through the vessels covered by the law is not subject to income tax and expenses related to these operations are considered as disallowable expenses.

Tax expense

For the years ended 31 December, income tax expense comprised the following:

	2015	2014
Current tax charge	(18,201,803)	(12,013,140)
Deferred tax benefit	25,073,876	7,715,737
Total	**6,872,073**	**(4,297,403)**

As at 31 December 2015 and 2014, current tax liabilities for the period comprised the following:

	2015	2014
Current tax liability at 1 January	4,697,304	5,016,668
Current tax charge	18,201,803	12,013,140
Business combination effect (Note 6 ii.c)	628,968	--
Taxes paid during year	(18,002,961)	(12,332,504)
Total	**5,525,114**	**4,697,304**

GLOBAL LİMAN İŞLETMELERİ A.Ş. AND ITS SUBSIDIARIES
NOTES TO THE CONSOLIDATED FINANCIAL STATEMENTS AS AT AND FOR THE YEAR ENDED 31 DECEMBER 2015
(AMOUNTS EXPRESSED IN TURKISH LIRA ["TL"])

18 Taxation (continued)

The tax reconciliation for the years ended 31 December is as follows:

	%	2015	%	2014
Profit before income tax		**40,350,052**		**56,897,765**
Tax using the Company's domestic tax rate	20	(8,070,009)	20	(11,379,553)
Effect of tax rates in foreign jurisdictions and effect of permanent differences in foreign acquisitions	(13)	5,219,006	10	(5,481,630)
Tax effect of:				
tax-exempt income	(12)	4,972,018	(7)	3,917,834
unrecognized tax losses	5	(1,909,234)	(2)	1,386,159
permanent differences	24	(9,541,015)	(7)	3,718,147
non-taxable income	17	(6,940,745)	14	(8,212,464)
change in tax rate	(38)	15,269,263		--
Disallowable expenses	(0)	17,254	2	(1,090,109)
Business combination	(8)	3,313,346	(27)	15,567,096
Donations	--	--	(3)	1,836,216
Other	(11)	4,542,189	8	(4,559,099)
	(17)	**6,872,073**	**8**	**(4,297,403)**

GLOBAL LİMAN İŞLETMELERİ A.Ş. AND ITS SUBSIDIARIES
NOTES TO THE CONSOLIDATED FINANCIAL STATEMENTS AS AT AND FOR THE YEAR ENDED 31 DECEMBER 2015
(AMOUNTS EXPRESSED IN TURKISH LIRA ["TL"])

18 Taxation (continued)

Deferred tax

Deferred tax is recognized in respect of temporary differences between the carrying amount of assets and liabilities for financial reporting purposes and the amounts used for taxation purposes. Deferred tax assets and liabilities are measured at the tax rates that are expected to apply to the period when the asset is realized or the liability is settled, based on tax rates (and tax laws) that have been enacted or substantively enacted by the reporting date.

In Turkey, the tax legislation does not permit a parent company, its subsidiaries and joint ventures to file a consolidated tax return. Therefore, deferred tax positions of companies with deferred tax assets and companies with deferred tax liabilities are not netted and are disclosed separately.

Deferred tax assets and deferred tax liabilities as at 31 December 2015 and 2014 are attributable to the items detailed in the table below:

	2015		2014		2015	2014
	Deferred tax assets	Deferred tax liabilities	Deferred tax assets	Deferred tax liabilities	Deferred tax assets/ (liabilities), net	Deferred tax assets/ (liabilities), net
Property and equipment and intangible assets	6,733,768	(295,205,052)	4,779,929	(223,087,347)	(288,471,284)	(218,307,418)
Tax losses carried forward	3,916,365	--	3,730,760	--	3,916,365	3,730,760
Provision for employment termination indemnity and vacation pay	1,031,169	--	476,759	--	1,031,169	476,759
Available for sale financial assets	--	(3,033,486)	--	--	(3,033,486)	--
Other	1,636,386	(6,903,405)	4,447,890	(5,949,838)	(5,267,019)	(1,501,948)
Subtotal	**13,317,688**	**(305,141,943)**	**13,435,338**	**(229,037,185)**	**(291,824,255)**	**(215,601,847)**
Set off of tax	(2,257,293)	2,257,293	(1,818,092)	1,818,092	--	--
Total deferred tax assets/ (liabilities)	**11,060,395**	**(302,884,650)**	**11,617,246**	**(227,219,093)**	**(291,824,255)**	**(215,601,847)**

GLOBAL LİMAN İŞLETMELERİ A.Ş. AND ITS SUBSIDIARIES
NOTES TO THE CONSOLIDATED FINANCIAL STATEMENTS AS AT AND FOR THE YEAR ENDED 31 DECEMBER 2015
(AMOUNTS EXPRESSED IN TURKISH LIRA ["TL"])

18 Taxation (continued)

Deferred tax (continued)

The movement of deferred taxes for the years ended 31 December, is as follows:

	2015	2014
Balance at the beginning of the year	(215,601,847)	(104,861,085)
Deferred tax benefit in profit or loss	25,073,876	7,715,737
Acquired in business combination (Note 6 (ii)c)	(62,489,969)	(97,329,775)
Currency translation difference	(38,806,315)	(21,126,724)
	(291,824,255)	**(215,601,847)**

As at 31 December 2015 and 2014, the breakdown of the tax losses carried forward in terms of their final years of utilization is as follows:

	2015		2014	
Expiry years of the tax losses carried forward	**Recognized**	**Unrecognized**	**Recognized**	**Unrecognized**
2015	--	--	1,713,723	10,938,672
2016	12,500,081	18,373,624	12,500,081	16,309,945
2017	--	7,889,043	--	7,002,966
2018	--	2,333,966	--	2,071,821
2019	3,551,991	17,220,638	3,551,991	15,719,138
2020	3,529,752	9,083,227	--	--
	19,581,824	**54,900,498**	**17,765,795**	**52,042,542**

Unrecognized deferred tax assets

At the reporting date, the Group has statutory tax losses available for offsetting against future profits which are shown above. Such carried forward tax losses expire until 2020. Deferred tax assets have not been recognized in respect of some portion of these items since it is not probable that future taxable profit will be available against which the Group can utilize the benefits there from.

Amounts recognized in OCI

	2015			2014		
In TL	**Before tax**	**Tax (expense)/ benefit**	**Net of tax**	**Before tax**	**Tax (expense)/ benefit**	**Net of tax**
Remeasurements of defined benefit liability	98,020	(19,604)	78,416	(28,260)	5,652	(22,608)
Foreign operations - foreign currency translation differences	164,490,539	--	164,490,539	41,796,902	--	41,796,902
Net investment hedge	(175,791,087)	35,158,217	(140,632,870)	(44,615,348)	8,923,069	(35,692,279)
Cash flow hedges	253,756	(63,439)	190,317	(2,685,205)	671,301	(2,013,904)
Total	**(10,948,772)**	**35,075,174**	**24,126,402**	**(5,531,911)**	**9,600,022**	**4,068,111**

GLOBAL LİMAN İŞLETMELERİ A.Ş. AND ITS SUBSIDIARIES
NOTES TO THE CONSOLIDATED FINANCIAL STATEMENTS AS AT AND FOR THE YEAR ENDED 31 DECEMBER 2015
(AMOUNTS EXPRESSED IN TURKISH LIRA ["TL"])

19 Trade and other receivables

As at 31 December 2015 and 2014, trade and other receivables comprised the following:

	2015	2014
Trade receivables	30,078,666	18,733,854
Deposits and advances given	40,136	186,235
Other receivables	1,116,755	1,329,740
Total trade and other receivables	**31,235,557**	**20,249,829**

As at 31 December 2015 and 2014, trade receivables comprised the following:

	2015	2014
Receivables from customers	30,078,666	18,733,854
Doubtful receivables	3,256,178	2,050,904
Allowance for doubtful receivables (-)	(3,256,178)	(2,050,904)
Total	**30,078,666**	**18,733,854**

Movements in the allowance for doubtful trade receivables for the years ended 31 December, comprised the following:

	2015	2014
Balance at the beginning of the year	(2,050,904)	(455,630)
Allowance for the year	(515,808)	(1,617,685)
Business combination	(1,689,328)	--
Collections	795,369	--
Translation difference	(168,979)	--
Written off during the year	373,472	22,411
Balance at the end of the year	**(3,256,178)**	**(2,050,904)**

As at 31 December 2015 and 2014, current trade receivables mature between 0-1 months.

Credit risk and foreign currency risk with respect to trade and other receivables are disclosed in Note 31.

Bad debt expense on doubtful receivables is recognized in administrative expenses.

GLOBAL LİMAN İŞLETMELERİ A.Ş. AND ITS SUBSIDIARIES
NOTES TO THE CONSOLIDATED FINANCIAL STATEMENTS AS AT AND FOR THE YEAR ENDED 31 DECEMBER 2015
(AMOUNTS EXPRESSED IN TURKISH LIRA ["TL"])

20 Other assets

Other non-current assets

As at 31 December 2015 and 2014, other non-current assets comprised the following:

	2015	2014
Prepaid expenses	12,489,658	13,833,420
Housing loans given to personnel (*)	8,980,684	8,321,194
Advances given (**)	7,031,844	741,302
Deposits and guarantees given	40,471	629,014
Total	**28,542,657**	**23,524,930**

(*) As a state-owned company before being acquired by the Group, Port of Adria had granted housing loans to its personnel with a maturity of 35 years.
(**) Advances given are mainly composed of the advances given by Ortadoğu Liman for the purchase of machinery and for the investments related to the passenger terminal.

Other current assets

As at 31 December 2015 and 2014, other current assets comprised the following:

	2015	2014
Prepaid expenses	8,884,346	10,615,597
Advances given	12,753,960	6,478,634
Value added tax receivable	3,441,934	5,094,392
Prepaid taxes	458,431	3,806,958
Other	2,567,290	1,868,572
Total	**28,105,961**	**27,864,153**

GLOBAL LİMAN İŞLETMELERİ A.Ş. AND ITS SUBSIDIARIES
NOTES TO THE CONSOLIDATED FINANCIAL STATEMENTS AS AT AND FOR THE YEAR ENDED 31 DECEMBER 2015
(AMOUNTS EXPRESSED IN TURKISH LIRA ["TL"])

21 Cash and cash equivalents

As at 31 December 2015 and 2014, cash and cash equivalents comprised the following:

	2015	2014
Cash on hand	279,702	302,157
Cash at banks	218,871,160	104,268,274
- Demand deposits	127,931,803	44,100,926
- Time deposits	90,939,357	60,167,348
Reverse repo	5,964,877	--
Cash and cash equivalents	**225,115,739**	**104,570,431**

	2015	2014
Cash and cash equivalents	225,115,739	104,570,431
Restricted cash	(12,731,635)	(1,055,459)
Cash and cash equivalents for cash flow statement purposes	**212,384,104**	**103,514,972**

As at 31 December 2015 and 2014, maturities of time deposits comprised the following:

	2015	2014
Up to 1 month	90,939,357	57,848,448
1-3 months	--	2,318,900
Total	**90,939,357**	**60,167,348**

As at 31 December 2015 and 2014, the ranges of interest rates for time deposits are as follows:

	2015	2014
Interest rate for time deposit-TL (highest)	13.00%	8.65%
Interest rate for time deposit-TL (lowest)	13.00%	8.65%
Interest rate for time deposit-USD (highest)	0.25%	0.50%
Interest rate for time deposit-USD (lowest)	0.25%	2.75%
Interest rate for time deposit-EUR (highest)	0.10%	2.70%
Interest rate for time deposit-EUR (lowest)	0.10%	0.05%

As at 31 December 2015, cash at banks amounting to TL 12,731,635 (31 December 2014:

TL 1,055,459) is restricted due to the bank loan guarantees and subscription guarantees (Note 23).

The Group's exposure to interest rate risk and sensitivity analysis for financial assets and liabilities is disclosed in Note 31.

GLOBAL LİMAN İŞLETMELERİ A.Ş. AND ITS SUBSIDIARIES
NOTES TO THE CONSOLIDATED FINANCIAL STATEMENTS AS AT AND FOR THE YEAR ENDED 31 DECEMBER 2015
(AMOUNTS EXPRESSED IN TURKISH LIRA ["TL"])

22 Capital and reserves

a) Share capital

As at 31 December 2014, the Company's statutory nominal value of paid-in share capital consists of 66,253,100 registered ordinary shares with a par value of TL 1 each.

On 12 November 2015, the Company issued 8,054,299 new shares with a 1 TL par value which was purchased by EBRD for a consideration of TL 165,726,900. The difference between the consideration received and the value of shares amounting to TL 157,672,601 is recorded as premium on issued shares. As at 31 December 2015, the Company's statutory nominal value of paid-in share capital consists of 74,307,399 registered ordinary shares with a par value of TL 1 each.

As at 31 December 2015 and 2014, the share ownership structure of the Company was as follows:

	31 December 2015		31 December 2014	
	Value of Share	Proportion of share %	Value of Share	Proportion of share %
Global Yatırım Holding A.Ş.	66,253,100	89.16	66,253,100	100.00
European Bank of Reconstruction and Development	8,054,299	10.84	--	--
Paid in capital (nominal)	**74,307,399**	**100.00**	**66,253,100**	**100.00**
Inflation accounting adjustment	16,583		16,583	
Inflation adjusted capital	**74,323,982**		**66,269,683**	

b) Nature and purpose of reserves

(i) Translation reserves

The translation reserves amounting to TL 331,724,437 (2014: TL 187,608,037) is recognized as a separate account under equity and comprises foreign exchange differences arising from the translation of the financial statements of subsidiaries and equity accounted investees from their functional currencies (of Euro and USD) to the presentation currency, TL.

(ii) Legal reserves

Under the Turkish Commercial Code, Turkish companies are required to set aside first and second level legal reserves out of their profits. First level legal reserves are set aside as up to 5% of the distributable income per the statutory accounts each year. The ceiling of the first level reserves is 20% of the paid-up share capital. The requirement to set aside ends when the 20% of the paid-up capital level has been reached. Second level legal reserves correspond to 10% of profit actually distributed after the deduction of the first legal reserves and the minimum obligatory dividend pay-out, but holding companies are not subject to this regulation. There is no ceiling for second level legal reserves and they are accumulated every year. First and second level legal reserves cannot be distributed until they exceed 50% of the capital, but the reserves can be used for offsetting the losses in case of running out of arbitrary reserves. As at 31 December 2015, the legal reserves of the Group amounted to TL 21,267,694 (2014: TL 21,705,317).

(iii) Hedging reserves

Investment hedge

As at 31 December 2015, the effective portion of gain or loss arising from investment hedging instrument is recognized in other comprehensive income, net of tax amounting to TL 140,632,870 (31 December 2014: TL 35,692,279).

GLOBAL LİMAN İŞLETMELERİ A.Ş. AND ITS SUBSIDIARIES
NOTES TO THE CONSOLIDATED FINANCIAL STATEMENTS AS AT AND FOR THE YEAR ENDED 31 DECEMBER 2015
(AMOUNTS EXPRESSED IN TURKISH LIRA [“TL”])

22 Capital and reserves (continued)

b) Nature and purpose of reserves (continued)

(iii) Hedging reserves (continued)

Cash flow hedge

The Group entered into interest rate swaps in order to hedge it position against changes in interest rates. Accordingly, effective fair value changes of these instruments amounting to TL 190,317 (31 December 2014: TL (2,013,904)) is recognized directly in equity at cash flow hedge reserve.

c) Dividends

Dividend distributions are made by the Company in TL in accordance with its articles, after deducting taxes and setting aside the legal reserves as discussed above. In 2015, General Assembly of GPH decided to distribute TL 55,138,947, TL 2,756,947 of this amount was transferred to the legal reserves, TL 52,382,000 was distributed to its shareholders. Another dividend distribution was made by Ege Liman to RCCL on which it has a non-controlling interest amounting to TL 6,998,518 and by Cruceros Malaga to Malaga Port Authority on which it has a non-controlling interest amounting to TL 1,710,600 (In 2014, the General Assembly decided to distribute TL 31,084,035. The dividend was paid in 2014).

d) OCI accumulated in reserves, net of tax

	Attributable to owners of the Company					
In TL	**Translation reserve**	**Hedging reserve**	**Retained earnings**	**Total**	**NCI**	**Total OCI**
2015						
Net investment and cash flow hedge	--	(140,442,553)	--	(140,442,553)	--	(140,442,553)
Foreign currency translation differences	144,116,400	--	--	144,116,400	20,374,139	164,490,539
Remeasurements of defined benefit liability	--	--	78,416	78,416	--	78,416
Total	**144,116,400**	**(140,442,553)**	**78,416**	**3,752,263**	**20,374,139**	**24,126,402**

	Attributable to owners of the Company					
In TL	**Translation reserve**	**Hedging reserve**	**Retained earnings**	**Total**	**NCI**	**Total OCI**
2014						
Net investment and cash flow hedge	--	(37,706,183)	--	(37,706,183)	--	(37,706,183)
Foreign currency translation differences	41,645,950	--	--	41,645,950	150,952	41,796,902
Remeasurements of defined benefit liability	--	--	(22,608)	(22,608)	--	(22,608)
Total	**41,645,950**	**(37,706,183)**	**(22,608)**	**3,917,159**	**150,952**	**4,068,111**

GLOBAL LİMAN İŞLETMELERİ A.Ş. AND ITS SUBSIDIARIES
NOTES TO THE CONSOLIDATED FINANCIAL STATEMENTS AS AT AND FOR THE YEAR ENDED 31 DECEMBER 2015
(AMOUNTS EXPRESSED IN TURKISH LIRA ["TL"])

23 Loans and borrowings

As at 31 December 2015 and 2014, loans and borrowings comprised the following:

Short term loans and borrowings	2015	2014
Short term Eurobonds issued	56,219,614	44,846,642
- USD bank borrowings with fixed interest rates	56,219,614	44,846,642
Short term bank loans	9,288,935	5,005,317
- TL Loans	295,175	1,500,000
- Foreign currency loans	8,993,760	3,505,317
Short term portion of long term bank loans	36,816,802	16,529,397
- TL Loans	--	37,069
- Foreign currency loans	36,816,802	16,492,328
Finance lease obligations	4,152,841	3,672,445
Total	**106,478,192**	**70,053,801**

Long term loans and borrowings	2015	2014
Long term Eurobonds issued	678,119,076	540,850,456
- USD bank borrowings with fixed interest rates	678,119,076	540,850,456
Long term bank loans	225,162,399	158,785,244
- TL Loans	--	--
- Foreign currency loans	225,162,399	158,785,244
Finance lease obligations	11,240,014	11,456,349
Total	**914,521,489**	**711,092,049**

As at 31 December 2015 and 2014, maturity profile of long term bank loans comprised the following:

Year	2015	2014
Between 1-2 years	90,336,485	60,647,514
Between 2-3 years	85,670,118	55,318,962
Between 3-4 years	82,296,609	51,175,305
Over 5 years	644,978,263	532,493,919
Total	**903,281,475**	**699,635,700**

As at 31 December 2015 and 2014, maturity profile of finance lease obligations comprised the following:

	2015			2014		
	Future minimum lease payments	Interest	Present value of minimum lease payments	Future minimum lease payments	Interest	Present value of minimum lease payments
Less than one year	4,661,731	508,890	4,152,841	4,763,086	1,090,641	3,672,445
Between one and five years	13,399,135	2,159,121	11,240,014	13,745,079	2,288,730	11,456,349
Total	**18,060,866**	**2,668,011**	**15,392,855**	**18,508,165**	**3,379,371**	**15,128,794**

GLOBAL LİMAN İŞLETMELERİ A.Ş. AND ITS SUBSIDIARIES
NOTES TO THE CONSOLIDATED FINANCIAL STATEMENTS AS AT AND FOR THE YEAR ENDED 31 DECEMBER 2015
(AMOUNTS EXPRESSED IN TURKISH LIRA ["TL"])

23 Loans and borrowings (continued)

Details of the loans and borrowings as at 31 December 2015 are as follows:

				31 December 2015			
Loans and borrowings type	Company name	Currency	Maturity	Interest type	Interest rate %	Principal (TL)	Carrying value (TL)
Loans used to finance investments and projects							
Unsecured Eurobonds (i)	Global Liman	USD	2021	Fixed	8.13	726,900,000	734,338,690
Unsecured Loan	Bodrum Liman	USD	2016	Fixed	7.75	444,330	452,766
Secured Loan (ii)	BPI	EUR	2023	Floating	Euribor + 4.00	129,997,036	126,327,865
Secured Loan (iii)	Malaga Port	EUR	2025	Floating	Euribor + 1.75	21,171,510	21,066,895
Secured Loan	VCP	EUR	2026	Floating	Euribor + 4.00	33,940,476	34,977,423
Secured Loan (vii)	Global BV	EUR	2020	Floating	Euribor + 4.60	69,907,200	70,240,927
Secured Loan	Port of Adria	EUR	2015	Floating	Euribor + 6.20	2,001,091	2,001,091
Secured Loan	Port of Adria	EUR	2017	Fixed	8.20	859,883	858,706
						985,221,526	**990,264,363**
Loans used to finance working capital							
Unsecured Loan	Global Liman	TL	2016	Fixed	11.70	295,175	295,175
Unsecured Loan	Ege Liman	USD	2016	Fixed	6.25	2,907,600	2,776,649
Unsecured Loan	Ege Liman	USD	2016	Fixed	5.20	3,779,880	3,779,880
Unsecured Loan	Ege Liman	USD	2016	Fixed	5.75	436,140	436,140
Secured Loan (ii)	Creuers	EUR	2024	Floating	Euribor + 4.00	7,622,242	7,435,533
Secured Loan	Port of Adria	EUR	2017	Fixed	8.00	619,710	619,086
						15,660,747	**15,342,463**
Finance lease obligations							
Leasing (iv)	Ortadoğu Liman	USD	2,019	Fixed	7.35	4,143,257	4,143,257
Leasing (v)	Ortadoğu Liman	USD	2,020	Fixed	7.35	913,771	913,771
Leasing	Ortadoğu Liman	USD	2,018	Fixed	7.35	604,068	604,068
Leasing	Ortadoğu Liman	USD	2,017	Fixed	7.35	373,400	373,400
Leasing	Ortadoğu Liman	USD	2,019	Fixed	5.75	339,730	339,730
Leasing	Ortadoğu Liman	USD	2,019	Fixed	7.35	73,751	73,751
Leasing (vi)	Ege Liman	EUR	2020	Fixed	7.75	8,330,527	8,330,527
Leasing	Ege Liman	USD	2017	Fixed	6.50	215,318	215,318
Leasing	Ege Liman	USD	2018	Fixed	6.00	223,843	223,843
Leasing	Ege Liman	USD	2017	Fixed	5.75	61,078	61,078
Leasing	Ege Liman	USD	2017	Fixed	6.00	114,112	114,112
						15,392,855	**15,392,855**
						1,016,275,128	**1,020,999,681**

GLOBAL LİMAN İŞLETMELERİ A.Ş. AND ITS SUBSIDIARIES
NOTES TO THE CONSOLIDATED FINANCIAL STATEMENTS AS AT AND FOR THE YEAR ENDED 31 DECEMBER 2015
(AMOUNTS EXPRESSED IN TURKISH LIRA ["TL"])

23 Loans and borrowings (continued)

Details of the loans and borrowings as at 31 December 2014 are as follows:

				31 December 2014			
Loans and borrowings type	Company name	Currency	Maturity	Interest type	Interest rate %	Principal (TL)	Carrying value (TL)
Loans used to finance investments and projects							
Unsecured Eurobonds (i)	Global Liman	USD	2021	Fixed	8.13	579,725,000	585,697,098
Unsecured Loan	Bodrum Liman	USD	2016	Fixed	7.75	1,021,875	1,041,014
Secured Loan	Ortadoğu Liman	TL	2015	Fixed	11.76	36,805	37,069
Secured Loan (ii)	BPI	EUR	2023	Floating	Euribor + 4.00	144,712,471	144,883,247
Secured Loan (iii)	Malaga Port	EUR	2025	Floating	Euribor 3m + 1.75	20,443,692	20,603,521
Secured Loan	Port of Adria	EUR	2015	Floating	Euribor + 6.20	1,186,417	1,186,417
Secured Loan	Port of Adria	EUR	2017	Fixed	8.20	1,164,554	1,170,320
						748,290,814	**754,618,686**
Loans used to finance working capital							
Unsecured Loan	Bodrum Liman	TL	2015	Fixed	11.00	1,500,000	1,500,000
Unsecured Loan	Ege Liman	USD	2015	Fixed	6.25	2,318,900	2,318,900
Secured Loan (ii)	Creuers	EUR	2024	Floating	Euribor + 4.00	6,766,132	6,766,132
Secured Loan	Port of Adria	EUR	2017	Fixed	8.00	794,854	813,339
						11,379,886	**11,398,371**
Finance lease obligations							
Leasing	Ortadoğu Liman	USD	2015	Fixed	5.92	626,584	626,584
Leasing	Ortadoğu Liman	USD	2017	Fixed	5.75	439,898	439,898
Leasing (iv)	Ortadoğu Liman	USD	2020	Fixed	7.35	3,895,409	3,895,409
Leasing vi)	Ortadoğu Liman	USD	2019	Fixed	7.35	908,081	908,081
Leasing	Ortadoğu Liman	USD	2019	Fixed	0.00	72,211	72,211
Leasing (vi)	Ege Liman	EUR	2020	Fixed	7.75	8,694,737	8,694,737
Leasing	Ege Liman	USD	2017	Fixed	6.50	274,430	274,430
Leasing	Ege Liman	USD	2017	Fixed	5.75	73,192	73,192
Leasing	Ege Liman	USD	2017	Fixed	6.00	144,251	144,251
						15,128,793	**15,128,793**
						774,799,493	**781,145,850**

GLOBAL LİMAN İŞLETMELERİ A.Ş. AND ITS SUBSIDIARIES
NOTES TO THE CONSOLIDATED FINANCIAL STATEMENTS AS AT AND FOR THE YEAR ENDED 31 DECEMBER 2015
(AMOUNTS EXPRESSED IN TURKISH LIRA [“TL”])

23 Loans and borrowings (continued)

The detailed information related to the significant loans borrowed by the Group is as follows:

(i) The sales process of the Eurobond issuances amounting to USD 250,000,000 with 7 years of maturity, and 8.125% coupon rate based on 8.250% reoffer yield was completed on 14 November 2014.

The bonds are now quoted at Irish Stock Exchange.

Eurobonds contains the certain following covenants;

- If a concession termination event occurs at any time, Global Liman must offer to repurchase all of the notes pursuant to the terms set forth in the indenture (a "Concession Termination Event Offer"). In the Concession Termination Event Offer, the Issuer will offer a "Concession Termination Event Payment" in cash equal to 100% of the aggregate principal amount of Notes repurchased plus accrued and unpaid interest and Additional Amounts, if any, on the Notes repurchased, to the date of purchase (the "Concession Termination Event Payment Date"), subject to the rights of holders of Notes on the relevant record date to receive interest due on the relevant interest payment date.
- The consolidated leverage ratio would not exceed 5.0 to 1. Notwithstanding the foregoing clause (a), the Issuer and any Restricted Subsidiary will be entitled to Incur any or all of the following Indebtedness;
  - Indebtedness incurred by Global Liman ("the Issuer"), Ege Ports ("Guarantor") or Ortadoğu Liman ("Guarantor") pursuant to one or more credit facilities in an aggregate principal amount outstanding at any time not exceeding USD 5,000,000;
  - Purchase Money Indebtedness Incurred to finance the acquisition by the Issuer or a Restricted Subsidiary (all subsidiaries except Malaga Cruise Port and Lisbon Cruise Port) of assets in the ordinary course of business in an aggregate principal amount which, when added together with the amount of Indebtedness Incurred pursuant to this sub-clause and then outstanding, does not exceed USD 10,000,000;
  - (a) additional Indebtedness of the Issuer or any Guarantor (other than and in addition to Indebtedness permitted above) and (b) Port of Adria Indebtedness, provided, however, that the aggregate principal amount of Indebtedness outstanding at any time under sub-clauses (a) and (b) of this clause does not exceed USD 20,000,000; and provided further, that more than 50% in aggregate principal amount of any Port of Adria Indebtedness incurred pursuant to this clause is borrowed from the International Finance Corporation and/or the European Bank for Reconstruction and Development.

(ii) On 30 September 2014, BPI and Creuers have entered into a syndicated loan amounting to Euro 60,250 thousand. The tranche A of this loan, amounting to Euro 54,000 thousand, is paid every semester, at the end of June and December, being the last payment in 2023. Tranche B has been already paid for Euro 3,851 thousand. Tranche C amounting to Euro 2,399 thousand has a unique payment in 2024. The interest rate of this loan is Euribor 6m + 4.00%. The syndicated loan is subject to a number of financial ratios and restrictions, breach of which could lead to early repayment being requested. Under this loan, in the event of default, the shares of BPI and Creuers are pledged together with certain rights of these companies. The agreement includes terms about certain limitations on dividends payments, new investments, change in the control of the companies, change of the business, new loans and disposal of assets.

(iii) On 12 January 2010, the Malaga Port obtained a Euro 9,000 thousand loan from Unicaja to finance the construction of the new terminal. This loan had an 18-month grace period, it is linked to Euribor and has a term of 180 months from the agreement execution date. Mortgage has been taken out on the administrative concession to guarantee repayment of the loan principal and accrued interest thereon.

GLOBAL LİMAN İŞLETMELERİ A.Ş. AND ITS SUBSIDIARIES
NOTES TO THE CONSOLIDATED FINANCIAL STATEMENTS AS AT AND FOR THE YEAR ENDED 31 DECEMBER 2015
(AMOUNTS EXPRESSED IN TURKISH LIRA ["TL"])

23 Loans and borrowings (continued)

(iv) On June 2014, Ege Liman has signed a finance lease agreement for financial investments with the interest rate of 7.75% with the maturity at 2020.
(v) On 12 June 2014, Ortadoğu Liman has signed a finance lease agreement for a port tugboat with the interest rate of 7.35% having the maturity of 16 July 2020.
(vi) On 27 June 2014, Ortadoğu Liman has signed a finance lease agreement for a port forklift with the interest rate of 7.35% having the maturity of 16 August 2019.
(vii) Global Ports Europe BV entered into a loan amounting to EUR 22,000, thousand in total on 16 November 2015 with a 6-year maturity, 12 months grace period and an interest rate of Euribor+4,60%. Principal and interest is paid twice, on May and November of each year. Under this loan agreement, in the event of default, the shares of Global Ports Europe BV are pledged in accordance with a share pledge agreement. The remaining principle amount of the loan as at 31 December 2015 is Euro 22,000 thousand (31 December 2014: None).

24 Trade and other payables

As at 31 December 2015 and 2014, current trade and other payables comprised the following:

	2015	2014
Payables to suppliers	18,056,884	11,723,849
Taxes payable and social security contributions	6,826,937	6,739,315
Due to subsidiaries' other shareholders	6,773,803	5,349,295
Payables to personnel	3,228,915	2,963,426
Deposits received	1,293,796	1,281,907
Advances received	1,483,823	805,249
Expense accruals	2,796,835	740,413
Deferred revenue	1,483,288	8,493
Other	696,991	1,145,565
Total	**42,641,272**	**30,757,512**

The Group's exposure to currency and liquidity risk related to the trade and other payables is disclosed in Note 30.

25 Employee benefits

Under Turkish Labor Law, the Group is required to pay termination benefits to each employee who has completed certain years of service and whose employment is terminated without due cause, who is called up for military service, dies or retires after completing 25 years of service and reaches the retirement age (58 for women and 60 for men)

The amount payable consists of one month's salary limited to a maximum of TL 3,828.37 for each period of service at 31 December 2015 (2014: TL 3,438.22).

Retirement pay liability is not subject to any kind of funding legally. Provision for retirement pay liability is calculated by estimating the present value of probable liability amount arising due to retirement of employees. IAS 19 Employee Benefits stipulates the development of company's liabilities by using actuarial valuation methods under defined benefit plans. In this direction, actuarial assumptions used in calculation of total liabilities are described as follows:

The principal assumption is that the maximum liability for each year of service will increase parallel with inflation. Thus, the discount rate applied represents the expected real rate after adjusting for the anticipated effects of future inflation. Consequently, in the accompanying financial statements as at 31 December 2015, the provision has been calculated by estimating the present value of the future probable obligation of the Company arising from the retirement of the employees.

GLOBAL LİMAN İŞLETMELERİ A.Ş. AND ITS SUBSIDIARIES
NOTES TO THE CONSOLIDATED FINANCIAL STATEMENTS AS AT AND FOR THE YEAR ENDED 31 DECEMBER 2015
(AMOUNTS EXPRESSED IN TURKISH LIRA ["TL"])

25 Employee benefits (continued)

Ceiling amount of TL 4,092.53 which is in effect since 1 January 2016 is used in the calculation of Groups' provision for retirement pay liability (1 January 2015: TL 3,541.37). The principal statistical assumptions used in the calculation of the total liability in the accompanying consolidated financial statements at 31 December were as follows:

	2015	2014
Discount rate	4.23%	3.81%
Turnover rate for the expectation of retirement probability	90%-100%	90%-100%

Movements in the reserve for employee termination indemnity during the years ended 31 December comprised the followings:

	2015	2014
1 January	**3,597,886**	**3,641,454**
Included in profit or loss		
Current service costs and interest	812,790	729,911
Included in OCI		
Actuarial (gain) / losses	(98,020)	28,260
Other		
Benefits paid	(425,295)	(985,702)
Foreign currency translation differences	367,938	183,963
31 December	**4,255,299**	**3,597,886**

26 Provisions

Non-current	31 December 2015	31 December 2014
Replacement provisions for Creuers (*)	33,762,103	23,085,063
Restructuring provisions for Port of Adria (**)	7,463,554	7,844,289
Total	**41,225,657**	**30,929,352**

(*) The replacement provisions are related to the acquisition of Creuers in compliance with TOORA Contract, executed by and between Creuers and the Barcelona and Malaga Port Authorities
(see Note 28 (c)).
(**) The restructuring provisions are related to the acquisition of the Port of Adria in compliance with TOORA Contract dated 15 November 2013, executed by and between Global Liman and the Montenegrin Government (see Note 28 (c)).

Current	31 December 2015	31 December 2014
Other	1,196,336	1,410,742
Total	**1,196,336**	**1,410,742**

GLOBAL LİMAN İŞLETMELERİ A.Ş. AND ITS SUBSIDIARIES
NOTES TO THE CONSOLIDATED FINANCIAL STATEMENTS AS AT AND FOR THE YEAR ENDED 31 DECEMBER 2015
(AMOUNTS EXPRESSED IN TURKISH LIRA ["TL"])

26 Provisions (continued)

For the years ended 31 December, the movements of the provisions as below;

	2015	2014
Balance at 1 January	**32,340,094**	**16,643,739**
Assumed in a business combination (Note 6)	--	23,113,791
Provisions made during the year	7,867,622	4,457,502
Provisions used during the year	(2,094,469)	(11,112,481)
Currency translation difference	4,050,579	(762,457)
Balance at 31 December	**42,163,826**	**32,340,094**
Non-current	41,225,657	30,929,352
Current	1,196,336	1,410,742
	42,421,993	**32,340,094**

27 Earnings per share

For the years ended 31 December, earnings per share is calculated by dividing the net profit attributable to ordinary shareholders, by the weighted average number of shares outstanding.

	2015	2014
Net profit for the period	40,958,222	48,846,212
Weighted average number of shares	67,336,588	66,253,100
Earnings per share with par value of TL 1	0.6083	0.7373

28 Commitment and contingencies

(a) Lawsuits

There are pending lawsuits that have been filed against or by the Group. The management of the Group assesses the possible results and financial effects of these lawsuits at the end of each period and as a result of these assessments, the required provisions are recognized for the possible expenses and liabilities. The amount of provision that has been accounted for as at 31 December 2015 is TL 189,658 (31 December 2014: TL 289,289).

The information related to the significant lawsuits that the Group is directly or indirectly a party to is as follows:

(i) The operating rights of Kuşadası Port were transferred by OIB to Ege Liman for 30 years in July 2003. In October 2006, two former members of the Kuşadası Municipal Council filed a lawsuit with the Council of State, requesting the cancellation of those 'zoning plan and planning notes' of the Region of Kuşadası, which were to enable the construction of the new 'Cruise Port Upper Structure Facilities'. The relevant Chamber of the Council of State ordered the cancellation of the zoning plan and planning notes in November 2009. That decision was appealed by the the Ministry of Public Works as well as the lawyers for the Group, however, the Plenary Session of Administrative Law Divisions, affirmed the decision of the Council of State in March 2013. Following, the request for revision of the decision was denied by the Plenary Session of Administrative Law Divisions, and the file has finalized.

While that above mentioned appeal was pending, the Group lawyers filed a lawsuit for the cancellation of each and all the administrative acts of the Kuşadası Municipality against Ege Liman including "termination of the occupancy and construction permit", "termination of cease and desist order", "demolishment", "evacuation and demolishment" acts, based on the cancellation award of the Council of State.

GLOBAL LİMAN İŞLETMELERİ A.Ş. AND ITS SUBSIDIARIES
NOTES TO THE CONSOLIDATED FINANCIAL STATEMENTS AS AT AND FOR THE YEAR ENDED 31 DECEMBER 2015
(AMOUNTS EXPRESSED IN TURKISH LIRA ["TL"])

28 Commitments and contingencies (continued)

(a) Lawsuits (continued)

TDİ and Ege Lİman intervened specifically for the "evacuation" and "evacuation and demolishment" cases, and the court of first instance first issued the stay of execution; however, then the court dismissed the case. This judgment of the court was appealed by the Group and the TDİ, the Council of State decided to reverse the decision of the court of first instance in favour of Ege Liman. The Municipality applied for the revision of such decision, however such request was denied by the Council of State. Aydın 1st Administrative Court, in accordance with the reverse award of the Council of State, decided for cancellation of "evacuation" and "demolishment and evacuation" acts of the Kuşadası Municipality. This judgment was appealed by the Municipality and the case is pending.

Upon cancellation of the zoning plan dated 2006 in 2009, the Ministry of Public Works has approved the new zoning plan for Kuşadası on 28 October 2010 but there have been objections. However, the Ministry of Public Works evaluated the objections and rejected them on the below-mentioned grounds and approved the new zoning plan with its writ dated 31 January 2011:

i) The zoning plan approved on 28 October 2010 is in line with the 1/100.000 "Environment Plan" of Aydın-Muğla-Denizli.
ii) Kuşadası is one of the most important cruise ports of the country and has served for this very purpose for years; Kuşadası Port would become an idle facility due to the cancellation of the zoning plan which will consequently have a negative effect on the economy of the country.

Court rendered a stay of execution decision and the Group lawyers have appealed the stay of execution. Plenary Session of Administrative Law Divisions of the Council of State has sustained such objection. This decision of the Council of State has been challenged by the plaintiffs requesting a stay of execution; however Council of State has rejected this request. The new zoning plan has entered into force. Later on, upon cancellation of the newly enacted article by the Constitutional Court regarding some privatization transactions and a stay of execution decision by the Council of State regarding the relevant Council of Ministers' decision, the Plaintiff raised an objection to the former decision of the Council of State regarding rejection of the stay of execution and the Plenary Session of Administrative Law Divisions of the Council of State has accepted the claim of the Plaintiff and decided that the stay of execution request should be reviewed and resolved again in the light of above mentioned developments. The file is examined by the 6th Chamber of Council of State and a stay of execution is granted.

The Council of State decided on 26 November 2015, that "there are no grounds to make a judgment on a court file without a merit" based on the fact that a new zoning plan is issued for Ege Liman in 2015, as stated below.

Ministry of Environment and Urbanization has approved a new zoning plan. The plan has become known to public on 9 November 2015, and it received some objections from the local authorities in Kuşadası. The Ministry is now evaluating such objections.

GLOBAL LİMAN İŞLETMELERİ A.Ş. AND ITS SUBSIDIARIES
NOTES TO THE CONSOLIDATED FINANCIAL STATEMENTS AS AT AND FOR THE YEAR ENDED 31 DECEMBER 2015
(AMOUNTS EXPRESSED IN TURKISH LIRA ["TL"])

28 Commitments and contingencies (continued)

(a) Lawsuits (continued)

(ii) The former owner of the shares of Torba filed a lawsuit against the Group for the restitution of the shares. The expert appointed by the local court submitted his report which was against the defendants. On 2 March 2010, the court decided to restore the shares to the former owners and the trustee, previously appointed by the Court on 4 January 2008, shall remain in charge until the final decision. The Group lawyers appealed the decision on 28 April 2010 upon the notification of the decision. The Court of Appeals has overruled the decision and the case has been tried in the court of first instance. The court has decided in favor of the former owners. The Group lawyers have appealed such decision and the file is being tried in the court of appeals. As a trustee was appointed to the management of Torba by the Court in January 2008, this subsidiary has been excluded from the scope of consolidation.

Global Yatırım Holding, the Company and Ege İhracatçı Birlikleri Liman Hizmetleri ve Taşımacılık A.Ş. filed a lawsuit against the Privatization Administration at İzmir 4th Commercial Court with respect to the İzmir Port Privatization tender for the granting of operating rights for a definite period claiming the plaintiffs should be granted a period of 6 months as a preliminary junction in order to enable them to perform their duties, and that the provisions of the agreement regarding duration and payment should be adjusted, and arguing that in case such adjustment request is not accepted then there should be termination of the agreement without any indemnification as well as release of the plaintiffs from their obligations and the return of their bid bonds. İzmir 4th Commercial Court denied the lawsuit on the ground that it was not the authorized court for the lawsuit but that decision of the court has been appealed.

The decision was approved by the Court of Appeals, and the Group lawyers requested a revision of the decision, which the court has rejected. The Group lawyers have commenced enforcement proceedings, which were objected by the Privatization Authority. Upon this, the Group lawyers have filed a lawsuit in Ankara 5th Commercial Court, but the court has denied the lawsuit on the basis that such lawsuit is subject to administrative law, and such decision has been finalized. Accordingly, the Group lawyers have filed a lawsuit before the administrative court, which was also denied based on the lack of subject matter jurisdiction. The file was sent to the Court of Conflicts, and the Court of Conflicts decided that the file should be tried by the ordinary courts and sent the file back to Ankara 5th Commercial Court. The file is pending. The Court decided that the file should receive an expert opinion and the expert reported in favor of the Group. Upon this, the defendant has objected to the expert report, and the new expertise was as well on behalf of the Group, however with lack of some information. The Group lawyers requested the revision of the expert report accordingly.

(iii) Upon the decision of the Constitutional Court dated 6 June 2013 governing the cancellation of the phrase "...except for specific arrangements..." included in the Provisional Article 8 that has been added to the Law No: 4706 amending the contractual terms of agreements regarding easement rights or utilization rights concerning the immovable that are fully owned by the state or private properties of the Treasury, the terms of which are shorter than 49 years, to be extended to 49 years starting from the validity of the relevant agreements, Ortadoğu Antalya Liman İşletmeleri A.Ş. ("Port Akdeniz"), Ege Liman İşletmeleri A.Ş. ("Ege Ports") and Bodrum Yolcu Limanı İşletmeleri A.Ş. ("Bodrum Cruise Port") (together "Plaintiffs") filed their applications regarding extension of the operation periods of the ports in accordance with the cancellation decision of the Constitutional Court and the applicable legislation, to the relevant authorities. Such applications are rejected and left unattended by the authorities.

GLOBAL LİMAN İŞLETMELERİ A.Ş. AND ITS SUBSIDIARIES
NOTES TO THE CONSOLIDATED FINANCIAL STATEMENTS AS AT AND FOR THE YEAR ENDED 31 DECEMBER 2015
(AMOUNTS EXPRESSED IN TURKISH LIRA ["TL"])

28 Commitments and contingencies (continued)

(a) Lawsuits (continued)

Upon this, the Plaintiffs filed below lawsuits against the unfavorable actions of the governmental authorities:
Port Akdeniz filed lawsuits against Privatization Administration and the General Directorate of Turkey Maritime Organization requesting cancellation with respect to rejection of the extension applications. Privatization Administration filed its defense on 12 May 2014 and Port Akdeniz submitted its reply to the defense in due time. The Court decided for the dismissal of the case with prejudice, which will be appealed once the judgment is delivered.

Ege Ports filed lawsuits against Privatization Administration and General Directorate of Turkey Maritime Organization requesting cancellation with respect to rejection of the extension applications. Both authorities filed their defense, the file was rejected by its court. Ege Ports appealed this decision and the case is pending before the Council of State.

Bodrum Cruise Port filed a lawsuit against (i) Ministry of Finance General Directorate of National Estate, (ii) the District Governorship of Bodrum and (iii) the Ministry of Transportation, Maritime Affairs and Communication requesting cancellation with respect to rejection of the extension applications. The Ministry of Transportation, Maritime Affairs and Communication filed its defense and Bodrum Cruise Port submitted its reply in due time. Bodrum Cruise Port succeeded in the case and Muğla Administrative Court, in favor of the Company, cancelled the governmental authorities' unfavorable decisions. The decision is appealed by the governmental authority and the appeal is pending.

(b) Guarantees

As at 31 December 2015 and 2014, the letters of guarantee given comprised the following:

Letters of guarantee	2015	2014
Given to Privatization Administration / Port Authority	13,821,870	6,818,046
Given to Electricity Distribution Companies	119,184	534,793
Given to courts	--	154,590
Others	315,373	738,284
Total letter of guarantee	**14,256,427**	**8,245,713**

Other collaterals are disclosed in Note 23.

(c) Contractual obligations

Ege Liman

The details of the TOORA dated 2 July 2003, executed by and between Ege Liman and OIB together with TDI are stated below:

Ege Liman will be performing services such as sheltering, installing, charging, discharging, shifting, terminal services, pilotage, towing, moorings, water quenching, waste reception, operating, maintaining and repairing of cruise terminals, in Kuşadası Cruise Port for an operational period of 30 years.

Ege Liman is liable for the maintenance of Kuşadası Cruise Port together with the port equipment in good repair and in operating condition throughout its operating right period. After the expiry of the contractual period, the real estate and the integral parts of it shall be surrendered to the TDI, while the movable properties stay with Ege Liman.

GLOBAL LİMAN İŞLETMELERİ A.Ş. AND ITS SUBSIDIARIES
NOTES TO THE CONSOLIDATED FINANCIAL STATEMENTS AS AT AND FOR THE YEAR ENDED 31 DECEMBER 2015
(AMOUNTS EXPRESSED IN TURKISH LIRA ["TL"])

28 Commitments and contingencies (continued)

(c) Contractual obligations (continued)

Ortadoğu Liman

The details of the TOORA dated 31 August 1998, executed by and between Ortadoğu Liman and OIB together with TDI are stated below:

Ortadoğu Liman will be performing services such as sheltering, installing, charging, discharging, shifting, terminal services, pilotage, towing, moorings, water quenching, waste reception, operating, maintaining and repairing of cruise terminals, in Antalya Port for an operational period of 30 years. Ortadoğu Liman is liable for the maintenance of Antalya Port together with the port equipment in good repair and in operating condition throughout its operating right period. After the expiry of the contractual period, the real estate and the integral parts of it shall be surrendered to the TDI, while the movable properties stay with Ortadoğu Liman.

Bodrum Liman

The details of the BOT Contract dated 23 June 2004, executed by and between Bodrum Liman and the DLH are stated below:

Bodrum Liman had to construct the Bodrum Cruise Port in a period of 1 year and 4 months following the delivery of the land and thereafter, will operate the Bodrum Cruise Port for 12 years. The final acceptance of the construction was performed on 4 December 2007, and thus the operation period has commenced. Bodrum Liman is liable for the maintenance of the port together with the port equipment in good repair and in operating condition throughout its operating right period. The facilities, equipment, installations and the systems together with the tools and other equipment belonging thereto shall be surrendered to the DLH after the expiry of the contractual period.

Port of Adria

The details of the TOORA Contract dated 15 November 2013, executed by and between Global Liman and the Montenegrin Government are stated below:

Global Liman will be performing services such as repair, financing, operation, maintenance in the Port of Adria for an operational period of 30 years (terminating in 2043). For the first three years of its ownership, the Group must implement certain investment programs and social programs outlined in the share purchase agreement. Global Liman is liable for the maintenance of the Port of Adria together with the port equipment in good repair and in operating condition throughout its operating right period. After the expiry of the contractual period, the real estate and the integral parts of it shall be surrendered to the Government of Montenegro, while the movable properties stay with Global Liman.

Barcelona Cruise Port

The details of the TOORA Contract dated 29 July 1999, executed by and between Creuers del Port de Barcelona and the Barcelona Port authority are stated below:

Creuers del Port de Barcelona, S.A. ("Creuers") will be performing the management and exploitation of the port service related to the traffic of tourist cruises on the Port of Adriacelona, as well as the development of commercial complementary activities corresponding to a sea station, in World Trade Center Wharf in Barcelona for an operational period of 27 years. However, the Port concession period can be extended automatically for three years provided that (i) Creuers has complied with all the obligations set forth in the Port Concession; and (ii) Creuers remains rendering port services on tourist cruises until the expiry of the extended term. Therefore, the concession period is considered as 30 years. Creuers is liable for the maintenance of World Trade Center Wharf terminals North and South together with the port equipment in good repair and in operating condition throughout its operating right period.

GLOBAL LİMAN İŞLETMELERİ A.Ş. AND ITS SUBSIDIARIES
NOTES TO THE CONSOLIDATED FINANCIAL STATEMENTS AS AT AND FOR THE YEAR ENDED 31 DECEMBER 2015
(AMOUNTS EXPRESSED IN TURKISH LIRA [“TL”])

28 Commitments and contingencies (continued)

(c) Contractual obligations (continued)

Barcelona Cruise Port (continued)

After the expiry of the contractual period, the real estate and the integral parts of it shall be surrendered to the Barcelona Port Authority.

The details of the TOORA Contract dated 26 July 2003, executed by and between Creuers and the Barcelona Port authority are stated below:

Creuers will be performing the management and exploitation of the port service related to the traffic of tourist cruises on the Port of Adriacelona, as well as the development of commercial complementary activities corresponding to a sea station, in Adossat Wharf in Barcelona for an operational period of 27 years. However, the Port concession period can be extended automatically for three years provided that (i) Creuers has complied with all the obligations set forth in the Port Concession; and (ii) Creuers remains rendering port services on tourist cruises until the expiry of the extended term. Therefore, the concession period is considered as 30 years. Creuers is liable for the maintenance of Adossat Wharf Terminals A, B and C together with the port equipment in good repair and in operating condition throughout its operating right period. After the expiry of the contractual period, the real estate and the integral parts of it shall be surrendered to the Barcelona Port Authority.

Malaga Cruise Port

The details of the TOORA Contract dated 9 July 2008, executed by and between Cruceros Malaga and the Malaga Port authority are stated below:

Cruceros Málaga, S.A. obtained an administrative concession to adapt the Terminal Levante of the Malaga Port and its exploitation, for a 30-year period. However, the Port concession period can be extended automatically for 5 years provided that Creuers has complied with all the obligations set forth in the Port Concession. Therefore, the concession period is considered as 35 years. Cruceros will perform passenger services, terminal usage and luggage services. Cruceros is liable for the maintenance of Terminal Levante together with the port equipment in good repair and in operating condition throughout its operating right period. After the expiry of the contractual period, the real estate and the integral parts of it shall be surrendered to the Malaga Port Authority.The details of the TOORA Contract dated 11 December 2011, executed by and between Cruceros Malaga and the Malaga Port authority are stated below:

Cruceros Málaga, S.A. obtained an administrative concession to adapt the of Terminal El Palmeral of the Malaga Port and its exploitation, for a 30-year period. However, the Port concession period can be extended automatically for 5 years provided that Creuers has complied with all the obligations set forth in the Port Concession. Therefore, the concession period is considered as 35 years. Cruceros will perform passenger services, terminal usage and luggage services. Cruceros is liable for the maintenance of Terminal El Palmeral together with the port equipment in good repair and in operating condition throughout its operating right period. After the expiry of the contractual period, the real estate and the integral parts of it shall be surrendered to the Malaga Port Authority.

Valetta Cruise Port

On 22 November 2001, VCP signed a deed with the Government of Malta by virtue of which the Government granted the buildings and lands situated in Floriana, having an area of 46,197sqm by title of temporary emphyteusis, for a period of 65 years. VCP will perform operation and management of a cruise liner passenger terminal and an international ferry passenger terminal together with complementary leisure facilities. The area transferred is used as follows: retail 6,854sqm, office 4,833sqm, terminal 21,145sqm and potential buildings 13,365sqm.

GLOBAL LİMAN İŞLETMELERİ A.Ş. AND ITS SUBSIDIARIES
NOTES TO THE CONSOLIDATED FINANCIAL STATEMENTS AS AT AND FOR THE YEAR ENDED 31 DECEMBER 2015
(AMOUNTS EXPRESSED IN TURKISH LIRA ["TL"])

28 Commitments and contingencies (continued)

(d) Operating leases

Lease as lessee

The Group entered into various operating lease agreements. Operating lease rentals are payable as follows:

	31 December 2015	31 December 2014
Less than one year	4,305,071	1,990,916
Between one and five years	15,885,157	6,246,257
More than five years	218,902,208	30,463,560
	239,092,436	**38,700,733**

In the periods presented, the Group's main operating lease arrangements as lessee are the port rent agreement of Valetta Cruise Port until 2066, Port of Adria until 2043 and Bodrum Liman until 2019.

For the year ended 31 December 2015 payments recognized as rent expense were TL 2,304,701 (2014: TL 1,319,603).

Lease as lessor

The future lease receipts or future lease receivables under operating leases are as follows:

	31 December 2015	31 December 2014
Less than one year	8,675,965	7,080,839
Between one and five years	14,365,218	18,910,234
More than five years	20,259,377	14,389,315
	43,300,560	**40,380,388**

The Group's main operating lease arrangements as lessor are a marina lease agreement of Ortadoğu Liman until 2028, and various shopping center rent agreements of Ege Liman and Bodrum Liman of up to 5 years.

During the year ended 31 December 2015, TL 18,670,840 (2014: TL 14,681,278) was recognized as rental income in the consolidated statement of profit or loss and other comprehensive income.

29 Service concession arrangement

The port operation rights, which belongs to Creuers, recognized under intangible assets includes fixed asset elements built or acquired from third parties to adapt Sea Stations North and South of the World Trade Center and A and B of the Adossat Wharf of Port of Adriacelona, according to administrative concession contracts to adapt and exploit such terminals in order to render the basic passengers' boarding and disembarkation port services and luggage and vehicle loading and unloading under passage system on cruise terminals.

The fixed assets model are applied to such agreements, since the consideration received consists on the right to collect the corresponding rates on the basis of the usage degree of the public service. Rates applied by Creuers are annually reviewed and approved by the Port Authorities of Barcelona.

Creuers pays an occupancy and utilization royalty to the Port Authorities of Barcelona on the basis of surfaces occupied and the value of fixtures made available. Additionally, an activity rate is accrued on the basis of the turnover generated by the activity.

On the basis of obligations assumed on the concession agreement, the corresponding provision for reposition and large repair actions is allocated (Note 26).

GLOBAL LİMAN İŞLETMELERİ A.Ş. AND ITS SUBSIDIARIES
NOTES TO THE CONSOLIDATED FINANCIAL STATEMENTS AS AT AND FOR THE YEAR ENDED 31 DECEMBER 2015
(AMOUNTS EXPRESSED IN TURKISH LIRA [“TL”])

29 Service concession arrangement (continued)

In accordance with the administrative concession contracts signed between the Port Authorities of Barcelona and Creuers, described below:

- Contract to adapt the Sea Station and render the tourist cruise port service of North and South terminals of the World Trade Center, signed for a 27-year period from its granting date, in October 1999.
- Contract to adapt the Sea Station A of the Adossat Wharf of Port of Adriacelona and render the tourist cruise port service signed for a 27-year period from its granting date, in May 2003.
- Contract to adapt the Sea Station B of the Adossat Wharf of Port of Adriacelona and render the tourist cruise port service signed for a 27-year period from its granting date, in May 2003.

The Creuers' main actions in relation to the adaptation of the Sea Station refer to the construction of a building, fixed fixtures and equipment of terminals for their exploitation under the terms contemplated on concession agreements.

Under the syndicated loan agreement signed on 23 May 2008 the Company had undertaken a mortgage commitment on the concessions in favour of the lenders. In 2014, after settling all the amounts outstanding, the Company cancelled the guarantees extended to secure compliance with the obligations arising from this loan. On 26 September 2014 the Company arranged new guarantees in accordance with the new syndicated loan arranged (see Note 23), for which it pledged the receivables from the concession arrangements in favour of the lenders.

The Group's policy is to formalize insurance policies to cover possible risks to which certain elements related to administrative concessions are subject. There is a pledge commitment of credit rights derived from insurance policies by virtue of the syndicate loan contract signed on 23 May 2008 in favour of the lenders.

30 Related parties

The related parties of the Group which are disclosed in this note comprised the following:

Related parties	Relationship
Mehmet Kutman	Shareholder
Global Yatırım Holding	Parent Company
Torba	Investment
Global Sigorta Aracılık Hizmetleri A.Ş. ("Global Sigorta")	Parent Company's subsidiary
IEG Kurumsal Finansal Danışmanlık A.Ş.	Parent Company's subsidiary
Global Menkul Değerler A.Ş. ("Global Menkul")	Parent Company's subsidiary
İzmir Liman	Subsidiary
Naturel Gaz	Parent Company's subsidiary

GLOBAL LİMAN İŞLETMELERİ A.Ş. AND ITS SUBSIDIARIES
NOTES TO THE CONSOLIDATED FINANCIAL STATEMENTS AS AT AND FOR THE YEAR ENDED 31 DECEMBER 2015
(AMOUNTS EXPRESSED IN TURKISH LIRA ["TL"])

30 Related parties (continued)

Due from related parties

As at 31 December 2015 and 2014, current receivables from related parties comprised the following:

Current receivables from related parties	2015	2014
Global Yatırım Holding (*)	103,239,493	103,412,152
Adonia Shipping (**)	5,235,237	3,833,034
IEG Kurumsal Finansal Danışmanlık A.Ş. (**)	--	1,306,468
Naturel Gaz (**)	210,067	274,622
Mehmet Kutman	224,957	207,952
Torba	90,105	85,667
Others	1,991,540	546,459
Total	**110,991,399**	**109,666,354**

(*) The receivable from Global Yatırım Holding represents charges and expenses incurred by the Group companies on behalf of Global Yatırım Holding and amounts advanced before 2014. There is no defined payment schedule for these receivables.
(**) These amounts are related with the work advances. The charged interest rate is 10.50% as at 31 December 2015 (31 December 2014: 10.50%).

As at 31 December 2015 and 2014, non-current receivables from related parties comprised the following:

Non-current receivables from related parties	2015	2014
Torba (*)	5,029,659	5,029,659
Total	**5,029,659**	**5,029,659**

(*) The balance consists of an advance given for a real estate development project. There is a pledge on the land of Torba against the receivable. Interest was charged over this receivable until the date of loss of the control of Torba.

Other investments

As at 31 December 2015, the Group has Global Yatırım Holding bonds amounting to TL 41,678,871 with a nominal value of USD 14,240,000 (2014: TL 31,881,979 with a nominal value of USD 14,750,000) which are classified as available for sale financial assets. There is no accrued interest as of 31 December 2015 and 2014.

As at 31 December 2015, the Group does not have Global Yatırım Holding share certificates (2014: None).

GLOBAL LİMAN İŞLETMELERİ A.Ş. AND ITS SUBSIDIARIES
NOTES TO THE CONSOLIDATED FINANCIAL STATEMENTS AS AT AND FOR THE YEAR ENDED 31 DECEMBER 2015
(AMOUNTS EXPRESSED IN TURKISH LIRA ["TL"])

30 Related parties (continued)

Due to related parties

As at 31 December 2015 and 2014, current payables to related parties comprised the following:

Current payables to related parties	2015	2014
Mehmet Kutman	717,726	739,755
Global Sigorta [*]	1,214,411	311,490
Global Menkul [*]	34,371	38,431
Other	71,329	29,164
Total	**2,037,837**	**1,118,840**

[*] These amounts are related to professional services taken. The charged interest rate is 10.50% as at 31 December 2015 (31 December 2014: 10.50%).

Transactions with related parties:

For the years ended 31 December, significant transactions with other related parties comprised the following:

	2015		2014	
	Interest received	Other	Interest received	Other
Global Yatırım Holding	7,209,648	--	4,509,631	--
Adonia Shipping	--	--	--	--
Total	**7,209,648**	**--**	**4,509,631**	**--**

	2015		2014	
	Interest Given	Other	Interest given	Other
Global Yatırım Holding	80,854	11,400	68,546	7,200
Global Menkul	2,661	--	4,816	118,920
Total	**83,515**	**11,400**	**73,362**	**126,120**

As at 31 December 2015 and 2014, the Group has Global Yatırım Holding bonds with a nominal value of USD 14,240,000 for a consideration of TL 41,678,871 (2014: Global Yatırım Holding bonds with a nominal value of USD 14,750,000 for a consideration of TL 31,881,979). The bonds' maturity is 30 September 2017 with an annual interest rate of 11%.

For the year ended 31 December 2015, the Group recognized interest income on these bonds amounting to TL 6,901,045 (2014: TL 4,500,911). For the year ended 31 December 2015, the effective interest rate was 14.95% (2014: 14.95%). For the year ended 31 December 2015, the Group accounted for a gain amounting to TL 295,573 from the purchase and the sale of Global Yatırım Holding's publicly traded share certificates (2014: a loss of TL 379,795).

GLOBAL LİMAN İŞLETMELERİ A.Ş. AND ITS SUBSIDIARIES
NOTES TO THE CONSOLIDATED FINANCIAL STATEMENTS AS AT AND FOR THE YEAR ENDED 31 DECEMBER 2015
(AMOUNTS EXPRESSED IN TURKISH LIRA ["TL"])

30 Related parties (continued)

Transactions with key management personnel

For the years ended 31 December, details of benefits to key management personnel comprised the following:

	2015	2014
Salaries	5,761,846	6,127,843
Bonus	134,264	1,913,573
Attendance fees to Board of Directors	1,306,661	1,089,710
Compensation of seniority expenses-including provision and payments	--	1,016,572
Severance indemnity payments	133,088	151,661
Total	**7,335,859**	**10,299,359**

31 Financial risk management

Overview

The Group has exposure to the following risks from its use of financial instruments:

- credit risk
- liquidity risk
- market risk
- operational risk

This note presents information about the Group's exposure to each of the above risks, the Group's objectives, policies and processes for measuring and managing risk, and the Group's management of capital. Further quantitative disclosures are included throughout these financial statements.

Risk management framework

The Board of Directors has overall responsibility for the establishment and oversight of the Group's risk management framework.

The Group's risk management policies which are governed centrally by Global Yatırım Holding are to identify and analyze the risks faced by the Group, to set appropriate risk limits and controls, and to monitor risks and adherence to limits. Risk management policies and systems are reviewed regularly to reflect changes in market conditions and the Group's activities. The Group, through its training and management standards and procedures, aims to develop a disciplined and constructive control environment in which all employees understand their roles and obligations.

Credit risk

Credit risk is the risk of financial loss to the Group if a customer or counterparty to a financial instrument fails to meet its contractual obligations, and arises principally from the Group's receivables from customers.

Management has a credit risk policy in place to monitor the exposure to credit risk on an ongoing basis. The Group has the ability to receive collateral for its financial assets. Furthermore, the Group obtains letters of guarantee or similar collaterals from third parties for specific agreements and projects, if necessary.

Regarding the credibility of the counterparty, letters of guarantee or advance payments are received as collateral for trade receivables from port operations. Within the context of credit risk policies described in this paragraph, the Group does not have significant credit risk from port operations.

GLOBAL LİMAN İŞLETMELERİ A.Ş. AND ITS SUBSIDIARIES
NOTES TO THE CONSOLIDATED FINANCIAL STATEMENTS AS AT AND FOR THE YEAR ENDED 31 DECEMBER 2015
(AMOUNTS EXPRESSED IN TURKISH LIRA ["TL"])

31 Financial risk management (continued)

Liquidity risk

Liquidity risk is the risk that the Group will encounter difficulty in meeting the obligations associated with its financial liabilities that are settled by delivering cash or another financial asset. The Group's approach to managing liquidity is to ensure, as far as possible, that it will always have sufficient liquidity to meet its liabilities when due, under both normal and stressed conditions, without incurring unacceptable losses or risking damage to the Group's reputation.

The Group has access to funding sources from banks and keeps a certain level of assets as cash and cash equivalents required for daily operations of the Group entities. The Group continuously assesses liquidity risk by identifying and monitoring changes in funding required in meeting business goals and targets set in terms of the overall Group strategy.

Current and future loan needs of the Group are supplied by continuous accessibility of a sufficient number of high quality banks for major subsidiaries of the Group.

Market risk

Market risk is the risk that changes in market prices, such as foreign exchange rates, interest rates and equity prices will affect the Group's income or the value of its holdings of financial instruments. The objective of market risk management is to manage and control market risk exposures within acceptable parameters, while optimizing the return.

Market risk for all subsidiaries is monitored and managed by the Global Yatırım Holding's Treasury and Fund Management Department.

Currency risk

The Group is exposed to currency risk on sales, purchases and borrowings that are denominated in a currency other than the functional currency of each company. The currencies in which these transactions primarily are denominated are USD, Euro and TL.

The BPI, Port of Adria, VCP, Ortadoğu Liman, Ege Liman and Bodrum Liman are exposed to currency risk on sales, purchases and borrowings that are denominated in a currency other than their functional currency. The currencies in which these transactions primarily are denominated are TL, USD and Euro.

In respect of other monetary assets and liabilities denominated in foreign currencies, the Group ensures that its net exposure is kept to an acceptable level by buying or selling foreign currencies at spot rates when necessary to address short-term imbalances.

Interest rate risk

The Group's operations are subject to the risk of interest rate fluctuations to the extent that interest-earning assets and interest-bearing liabilities mature or reprice at different times or in differing amounts. As at 31 December 2015 and 2014, the Group uses derivative instruments to hedge interest rate risk as disclosed in Note 31.

Operational risk

Operational risk is the risk of direct or indirect loss arising from a wide variety of causes associated with the Group's processes, personnel, technology and infrastructure, and from external factors other than credit, market and liquidity risks such as those arising from legal and regulatory requirements and generally accepted standards of corporate behavior. Operational risks arise from all of the Group's operations.

GLOBAL LİMAN İŞLETMELERİ A.Ş. AND ITS SUBSIDIARIES
NOTES TO THE CONSOLIDATED FINANCIAL STATEMENTS AS AT AND FOR THE YEAR ENDED 31 DECEMBER 2015
(AMOUNTS EXPRESSED IN TURKISH LIRA ["TL"])

31 Financial risk management (continued)

Operational risk (continued)

The Group's objective is to manage operational risk so as to balance the avoidance of financial losses and damage to the Group's reputation with overall cost effectiveness and to avoid control procedures that restrict initiative and creativity.

The primary responsibility for the development and implementation of controls to address operational risk is assigned to senior management within each business unit. This responsibility is supported by the development of overall Group standards for the management of operational risk in the following areas:

- requirements for appropriate segregation of duties, including the independent authorization of transactions
- requirements for the reconciliation and monitoring of transactions
- compliance with regulatory and other legal requirements
- documentation of controls and procedures
- requirements for the periodic assessment of operational risks faced, and the adequacy of controls and procedures to address the risks identified
- requirements for the reporting of operational losses and proposed remedial action
- development of contingency plans
- training and professional development
- ethical and business standards
- risk mitigation, including insurance where this is effective.

Capital management

The Group's policy is to maintain a strong capital base so as to maintain investor, creditor and market confidence and to sustain future development of the business. The Group aims include the continuity of the Group's operations, and an optimal capital structure to decrease the cost of the capital in order to provide earnings to shareholders when managing the capital.

GLOBAL LİMAN İŞLETMELERİ A.Ş. AND ITS SUBSIDIARIES
NOTES TO THE CONSOLIDATED FINANCIAL STATEMENTS AS AT AND FOR THE YEAR ENDED 31 DECEMBER 2015
(AMOUNTS EXPRESSED IN TURKISH LIRA ["TL"])

31 Financial risk management (continued)

Credit risk

The carrying amount of financial assets represents the maximum credit exposure. The maximum exposure to credit risk at the reporting date was:

	RECEIVABLES					
31 December 2015	**Trade receivables**	**Due from related parties**	**Other receivables**	**Cash at banks**	**Financial investments**	**Total**
Net book value of financial assets not overdue or not exposed to impairment	17,604,558	116,021,058	544,400	224,836,037	49,159,145	408,165,198
Net book value of assets overdue but not exposed to impairment	12,474,108	--	572,355	--	--	13,046,463
Net book value of assets exposed to impairment	--	--	--	--	--	--
- Overdue (gross book value)	3,256,178	--	--	--	--	3,256,178
- Impairment(-)	(3,256,178)	--	--	--	--	(3,256,178)
Maximum credit risk exposure at reporting date	**30,078,666**	**116,021,058**	**1,116,755**	**224,836,037**	**49,159,145**	**421,211,661**
31 December 2014						
Net book value of financial assets not overdue or not exposed to impairment	12,977,059	11,283,861	122,958	104,268,274	34,953,397	163,605,549
Net book value of assets overdue but not exposed to impairment	5,756,795	--	1,206,782	--	--	6,963,577
Net book value of assets exposed to impairment	--	--	--	--	--	--
- Overdue (gross book value)	2,050,904	--	--	--	--	2,050,904
- Impairment(-)	(2,050,904)	--	--	--	--	(2,050,904)
Maximum credit risk exposure at reporting date	**18,733,854**	**11,283,861**	**1,329,740**	**104,268,274**	**34,953,397**	**170,569,126**

The maturity analysis of the assets overdue but not impaired is as follows:

	Trade receivables	
	31 December 2015	**31 December 2014**
1 to 30 days overdue	7,199,524	3,438,859
1 to 3 months overdue	4,133,030	1,699,158
3 to 12 months overdue	1,141,554	618,778
Total	**12,474,108**	**5,756,795**

GLOBAL LİMAN İŞLETMELERİ A.Ş. AND ITS SUBSIDIARIES
NOTES TO THE CONSOLIDATED FINANCIAL STATEMENTS AS AT AND FOR THE YEAR ENDED 31 DECEMBER 2015
(AMOUNTS EXPRESSED IN TURKISH LIRA [“TL”])

31 Financial risk management (continued)

Liquidity risk

The liabilities of the Group by relevant maturity groupings based on the remaining periods to repayment are as follows:

31 December 2015

CONTRACTUAL MATURITIES	Carrying value	Total cash outflow due to contracts	0-3 months	3-12 months	1-5 years	>5 years
NON-DERIVATIVE FINANCIAL LIABILITIES						
Banks loans	1,005,606,826	1,400,102,448	32,799,758	110,521,528	413,303,641	843,477,521
Finance lease liabilities	15,392,855	18,060,866	1,165,433	3,496,298	13,399,135	--
Other financial liabilities	7,027,865	7,906,256	--	782,868	2,150,533	4,972,855
Trade and other payables	30,240,416	30,240,416	3,366,223	26,874,193	--	--
Due to related parties	2,037,837	2,037,837	--	2,037,837	--	--

31 December 2014

CONTRACTUAL MATURITIES	Carrying value	Total cash outflow due to contracts	0-3 months	3-12 months	1-5 years	>5 years
NON-DERIVATIVE FINANCIAL LIABILITIES						
Banks loans	766,017,056	1,126,457,108	1,105,125	173,719,428	247,995,009	703,637,546
Finance lease liabilities	15,128,794	18,508,165	1,190,772	3,572,314	11,300,431	2,444,648
Trade and other payables	21,986,934	21,986,934	2,490,578	19,496,356	--	--
Due to related parties	1,118,840	1,118,840	--	1,118,840	--	--

GLOBAL LİMAN İŞLETMELERİ A.Ş. AND ITS SUBSIDIARIES
NOTES TO THE CONSOLIDATED FINANCIAL STATEMENTS AS AT AND FOR THE YEAR ENDED 31 DECEMBER 2015
(AMOUNTS EXPRESSED IN TURKISH LIRA ["TL"])

31 Financial risk management (continued)

Market risk

Currency risk

As at 31 December 2015, foreign currency risk exposures of the Group comprised the following:

	31 December 2015			
	TL equivalents	**USD**	**EURO**	**TL**
Trade receivables	4,629,103	181,612	308,249	3,121,556
Other financial assets	161,568,987	14,024,536	35,692,901	7,373,484
Current assets	**166,198,090**	**14,206,148**	**36,001,150**	**10,495,040**
Financial assets	19,556,875	4,105,231	-	7,620,505
Non-current assets	**19,556,875**	**4,105,231**	**-**	**7,620,505**
Total assets	**185,754,965**	**18,311,379**	**36,001,150**	**18,115,545**
Trade payables	19,430,086	1,261,058	274,312	14,891,780
Financial liabilities	5,526,911	1,046,642	781,626	-
Other financial liabilities	4,654,629	-	-	4,654,629
Current liabilities	**29,611,626**	**2,307,700**	**1,055,938**	**19,546,409**
Financial liabilities	43,168,359	12,624,562	2,033,353	-
Other financial liabilities	2,171,188	-	-	2,171,188
Non-current liabilities	**45,339,547**	**12,624,562**	**2,033,353**	**2,171,188**
Total liabilities	**74,951,173**	**14,932,262**	**3,089,291**	**21,717,597**
Net foreign currency position	**110,803,792**	**3,379,117**	**32,911,859**	**(3,602,052)**

GLOBAL LİMAN İŞLETMELERİ A.Ş. AND ITS SUBSIDIARIES
NOTES TO THE CONSOLIDATED FINANCIAL STATEMENTS AS AT AND FOR THE YEAR ENDED 31 DECEMBER 2015
(AMOUNTS EXPRESSED IN TURKISH LIRA ["TL"])

31 Financial risk management (continued)

Market risk (continued)

Currency risk (continued)

As at 31 December 2014, foreign currency risk exposures of the Group comprised the following:

	31 December 2014			
	TL equivalents	**USD**	**EURO**	**TL**
Trade receivables	2,259,591	-	643,671	443,988
Other financial assets	60,271,389	18,530,155	2,473,244	10,325,533
Current assets	**62,530,980**	**18,530,155**	**3,116,915**	**10,769,521**
Financial assets	10,964,478	4,360,760	-	852,312
Non-current assets	**10,964,478**	**4,360,760**	**-**	**852,312**
Total assets	**73,495,458**	**22,890,915**	**3,116,915**	**11,621,833**
Trade payables	14,569,235	-	102,323	14,280,613
Financial liabilities	6,116,397	1,160,377	669,525	1,537,069
Other financial liabilities	4,516,707	-	-	4,516,707
Current liabilities	**25,202,339**	**1,160,377**	**771,848**	**20,334,389**
Financial liabilities	39,257,235	13,994,147	2,412,950	-
Other financial liabilities	1,908,403	-	-	1,908,403
Non-current liabilities	**41,165,638**	**13,994,147**	**2,412,950**	**1,908,403**
Total liabilities	**66,367,977**	**15,154,524**	**3,184,798**	**22,242,792**
Net foreign currency position	**7,127,481**	**7,736,391**	**(67,883)**	**(10,620,959)**

GLOBAL LİMAN İŞLETMELERİ A.Ş. AND ITS SUBSIDIARIES
NOTES TO THE CONSOLIDATED FINANCIAL STATEMENTS AS AT AND FOR THE YEAR ENDED 31 DECEMBER 2015
(AMOUNTS EXPRESSED IN TURKISH LIRA ["TL"])

31 Financial risk management (continued)

Market risk (continued)

Currency risk (continued)

TL exchange rate risk of subsidiaries and joint ventures whose functional currency is other than TL, is shown in TL line in the foreign currency risk table.

Sensitivity Analysis

A 10 percent strengthening or depreciation of the Turkish Lira against the following currencies as at 31 December 2015 and 2014 would have increased equity or profit or loss, excluding tax effects, by the amounts shown below. This analysis assumes that all other variables, in particular interest rates, remain constant.

31 December 2015	PROFIT / LOSS		EQUITY	
	Increase	Decrease	Increase	Decrease
	A 10 percent (strengthening)/weakening of USD against TL:			
1- Net USD asset/liability	982,512	(982,512)	--	--
2- Hedged portion against USD risk (-)	--	--	--	--
3- Net effect of USD (1+2)	982,512	(982,512)	--	--
	A 10 percent (strengthening)/weakening of Euro against TL:			
4- Net Euro asset/liability	10,458,072	(10,458,072)	--	--
5- Hedged portion against Euro risk(-)	--	--	--	--
6- Net effect of Euro (4+5)	10,458,072	(10,458,072)	--	--
TOTAL (3+6)	11,440,584	(11,440,584)	--	--

31 December 2014	PROFIT / LOSS		EQUITY	
	Increase	Decrease	Increase	Decrease
	A 10 percent (strengthening)/weakening of USD against TL:			
1- Net USD asset/liability	1,793,992	1,793,992	--	--
2- Hedged portion against USD risk (-)	--	--	--	--
3- Net effect of USD (1+2)	1,793,992	(1,793,992)	--	--
	A 10 percent (strengthening)/weakening of Euro against TL:			
4- Net Euro asset/liability	(19,148)	19,148	--	--
5- Hedged portion against Euro risk(-)	--	--	--	--
6- Net effect of Euro (4+5)	(19,148)	19,148	--	--
TOTAL (3+6)	1,744,844	(1,744,844)	--	--

GLOBAL LİMAN İŞLETMELERİ A.Ş. AND ITS SUBSIDIARIES
NOTES TO THE CONSOLIDATED FINANCIAL STATEMENTS AS AT AND FOR THE YEAR ENDED 31 DECEMBER 2015
(AMOUNTS EXPRESSED IN TURKISH LIRA ["TL"])

31 Financial risk management (continued)

Market risk (continued)

Interest rate risk

The Group's operations are subject to the risk of interest rate fluctuations to the extent that interest-earning assets and interest-bearing liabilities mature or re-price at different times or in differing amounts.

Interest rate exposure

		31 December 2015	31 December 2014
Fixed-rate financial instruments			
Financial assets	Cash at banks	96,904,234	63,238,766
	Available for sale financial assets	49,159,145	31,881,979
Financial liabilities	Loans and borrowings	(758,949,947)	(607,706,533)
	Other financial liabilities	(7,027,865)	--
		(619,914,433)	**(512,585,788)**
Effect of interest rate swap		(133,950,107)	(151,478,602)
		(753,864,540)	**(664,064,390)**
Floating-rate financial instruments			
Financial liabilities	Loans and borrowings	(262,049,734)	(173,439,317)
Effect of interest rate swap		133,950,107	151,478,602
		(128,099,627)	**(21,960,715)**

Cash flow sensitivity analysis floating-rate financial instruments

As at 31 December 2015, had the interest rates been higher by 100 basis points where all other variables remain constant, interest expense would have been higher by TL 1,280,996 (2014: higher by TL 219,607) and equity attributable to equity holders of the Company, excluding tax effects, would have been lower by TL 1,280,996 (2014: lower by TL 219,607).

GLOBAL LİMAN İŞLETMELERİ A.Ş. AND ITS SUBSIDIARIES
NOTES TO THE CONSOLIDATED FINANCIAL STATEMENTS AS AT AND FOR THE YEAR ENDED 31 DECEMBER 2015
(AMOUNTS EXPRESSED IN TURKISH LIRA ["TL"])

31 Financial risk management (continued)

Fair values

Fair values of financial assets and liabilities, together with the carrying amounts shown in the statement of consolidated financial position, are as follows:

		31 December 2015		31 December 2014	
	Note	Carrying Amount	Fair Value	Carrying Amount	Fair Value
Financial assets					
Cash and cash equivalents	21	225,115,739	225,115,739	107,641,849	107,641,849
Trade and other receivables	19	31,235,557	31,235,557	20,249,829	20,249,829
Due from related parties	30	116,021,058	116,021,058	114,696,013	114,696,013
Other assets	20	28,105,961	28,105,961	27,864,155	27,864,155
Other investments	17	49,159,145	49,159,145	31,881,979	31,881,979
Total		**449,637,460**	**449,637,460**	**302,333,825**	**302,333,825**
Financial liabilities					
Loans and borrowings	23	1,020,999,681	1,020,999,681	781,145,850	781,145,850
Other financial liabilities		7,027,865	7,027,865	--	--
Derivative financial liabilities		2,771,205	2,771,205	2,689,102	2,689,102
Trade and other payables	24	30,240,416	30,240,416	21,986,934	21,986,934
Due to related parties	30	2,037,837	2,037,837	1,118,840	1,118,840
Total		**1,063,077,004**	**1,063,077,004**	**806,940,726**	**806,940,727**

Determination of the fair value of a financial instrument is based on market values when there are two counterparties willing to sell or buy, except under the conditions of events of default forced liquidation.

The Group determines the fair values based on the appropriate methods and market information. Fair values have been determined for measurement based on the following methods and assumptions:

The fair values of cash and cash equivalents, other monetary assets, which are short term, trade receivables and payables and long term foreign currency loans and borrowings with variable interest rates and negligible credit risk change due to borrowings close to year end are expected to approximate to the carrying amounts.

The table below analyses the valuation method of the financial instruments carried at fair value. The different levels have been defined as follows:

Level 1: Quoted prices (unadjusted) in active markets for identical assets or liabilities;

Level 2: Input other than quoted prices included within level 1 that are observable for the assets or liabilities, either directly (i.e., as prices) or in directly (i.e., derived from prices);

Level 3: Inputs for the asset or liability that is not based on observable market data (unobservable inputs).

31 December 2015	Level 1	Level 2	Level 3	Total
Derivative financial liabilities	--	2,771,205	--	2,771,205

31 December 2014	Level 1	Level 2	Level 3	Total
Share certificates of Global Yatırım Holding	--	2,689,102	--	2,689,102

32 Events after the reporting date

None.

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