ARKAS Line

SustainConnect

Issue 3
October 2026



Our Biofuel Collaboration Recognised at the *Sustainable Business Awards*

The "Biofuel Use in Maritime Transport" project, implemented by Arkas Line in collaboration with our group company Arkas Bunker, received an award in the "Collaboration – Private Sector and Private Sector" category at the 13th Sustainable Business Awards, organised by the Sustainability Academy. Selected by an independent jury of 69 experts, the award was presented to Arkas Line at a ceremony held at Swissôtel The Bosphorus on 29 September.

The project involves the use of Türkiye's first ISCC-EU-certified marine biofuel in container shipping. Produced from used cooking oil collected from restaurants and food-processing facilities, the biofuel can be used in vessel machinery without requiring any technical modifications, helping to reduce carbon emissions.

Bringing together Arkas Bunker's expertise in biofuel supply and Arkas Line's maritime transport and operational capabilities, the project highlights the importance of collaboration in the transition to low -carbon fuels and marks a number of firsts for the Turkish maritime sector. This strong collaboration supports the wider adoption of sustainable solutions and contributes to SDG 17: Partnerships for the Goals.

We are pleased to share the latest developments in our sustainability projects and decarbonisation journey in every issue.

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Arkas Line Joins SRTI to Advance Responsible Ship Recycling

Arkas Line has joined the Ship Recycling Transparency Initiative (SRTI), which aims to advance transparency and responsible practices in ship recycling.

Operating under the umbrella of Smart Freight Centre, SRTI encourages shipowners to openly disclose their ship recycling policies and practices, providing a common platform for a more environmentally, socially and economically sustainable maritime sector.

Through our membership, we aim to contribute to industry efforts concerning ship recycling, the circular economy and the sustainable recovery of scrap steel; share our experience with international stakeholders; and keep abreast of good practices.

We will also contribute our views to research examining the role of scrap steel from ship recycling in the steel sector's transition and explore opportunities for collaboration through meetings with SRTI members.

This membership reinforces Arkas Line's commitment to extending its sustainability approach across the value chain, contributing to circularity, and strengthening transparency and responsible asset management in the maritime sector.

Green Office Awards Presented at *Arkas Art Alaçatı*



At the Green Office Awards Ceremony held at Arkas Art Alaçatı on 13 August, we brought together the offices and employees who have made a difference in our sustainability journey.

The Green Office Cup was presented by Bernard Arkas, Vice Chairman of the Board of Arkas Holding, to Wanda Costopoulos, Managing Partner of Arkas Hellas Group.

Another highlight of the ceremony was the “Nature and Sea” themed photo contest organised as part of our Green Office initiative.

Reflecting our employees’ perspectives on nature and coastal ecosystems, the contest saw Oral Oraldağ take first place with “Stranger in the City”, Melih Döğer take second place with “Sustainable Balance”, and Sergei Elizarov take third place with “Cormorant and Big Fish”.

As the event took place in 2026, the year marking the 200th anniversary of photography, our jury member Prof. Dr. Simber Rana Atay, Head of the Department of Photography at Dokuz Eylül University, gave participants a presentation tracing the evolution of photography from its origins to the present day.

The ceremony, which also included a tour of Arkas Art Alaçatı’s current exhibitions and collection, once again demonstrated that sustainability is strengthened not only by corporate performance but also by employee engagement, environmental awareness and creativity.

A New Agenda for Protecting Marine Biodiversity: *Underwater Noise*



Picture: Maritime Cyprus

The environmental impacts of maritime transport are no longer assessed solely in terms of emissions. Underwater noise radiated from ships’ engines, machinery and, in particular, propellers is emerging as one of the invisible pressures on marine ecosystems. As marine species rely on sound for vital functions such as communication, navigation, feeding and reproduction, ship-generated noise can directly affect marine biodiversity.

At the centre of global efforts in this area is the GloNoise Partnership, run by the International Maritime Organization (IMO) together with UNDP and the Global Environment Facility.

GloNoise aims to strengthen countries’ technical capacity to measure, monitor and reduce underwater noise, and to promote good practices.

IMO also recommends establishing baseline noise levels for ships, setting reduction targets and monitoring results on a regular basis. In 2025, propeller upgrades on three of our vessels delivered fuel savings of up to 8%. With the contribution of high-performance hull and propeller coatings, total savings reached 15%. International sources indicate that hydrodynamic efficiency, propeller cavitation control and regular maintenance are areas where energy efficiency and underwater noise can be addressed together.

Marine biodiversity, marine pollution and ocean protection are among Arkas Line’s highest-priority sustainability topics. Accordingly, we closely follow the work of GloNoise and the IMO’s evolving approach and aim to address energy efficiency, emissions reduction and marine life protection in an integrated manner.

Have You Read Our 2025 Sustainability Report?

We invite you to explore Arkas Line’s sustainability progress throughout 2025 and learn more about our future targets.

Prepared under the theme “Transformation Journey for Our Planet”, our 2025 Sustainability Report takes a holistic view of our environmental, social and governance performance, from low-carbon maritime transport and fleet investments to our employee practices and social impact projects.



For the first time, our report includes a double materiality analysis assessing our priority sustainability topics from two perspectives: our impacts on the environment and society, and the potential effects of sustainability matters on our company’s financial performance and operations.

In 2025, we achieved fuel savings of 8% through propeller upgrades on three of our vessels, completed the integration of exhaust gas cleaning systems on eight vessels and conducted our fleet’s first trial using BIO100 fuel.

To strengthen our social impact, we continued to create value across different geographies through Best Impact projects implemented in 12 countries.

To learn more about our sustainability approach, performance and future targets, explore our 2025 Sustainability Report.

Critical Vote on the IMO Net-Zero Framework *on 4 December*

IMO's 22nd Intersessional Working Group concluded in early September 2026 without reaching consensus. As the United States, Saudi Arabia and other oil-producing countries maintained their objections to the Net-Zero Framework (NZF), the lifecycle emissions rules and the initial GFI trajectory were postponed. Around two-thirds of the states that took the floor supported a centralised greenhouse gas pricing and reward mechanism.

MEPC 85 will convene from 30 November to 3 December, with the adoption of the framework to be considered at an extraordinary session on 4 December 2026. If adopted, the framework is expected to enter into force around 2028.

The draft sets a 4% base target and a 17% direct compliance target for 2028, while envisaging remedial unit prices ranging from USD 100 to USD 380 per tonne.



EU Proposes Comprehensive Revision *of Maritime Legislation*

On 17 July 2026, the European Commission published two revision proposals concerning the EU ETS Directive and the MRV and FuelEU Maritime Regulations.

The proposals would consolidate reporting currently carried out in three separate cycles into a single submission, with expected annual administrative cost savings of 10–20%. Offshore operations would be brought within the scope of the EU ETS, while ships of 400–5,000 GT would be covered by the monitoring system for the first time.

A key element of the package is the SMAP mechanism, under which 110 million allowances (approximately EUR 10 billion) would be set aside to bridge the price gap between fossil and alternative fuels. The legislation is expected to be finalised in 2027.



Alternative-Fuel Vessel Orders *Accelerate*



According to DNV, 311 alternative-fuelled vessels were ordered in the first nine months of 2026, up 53% from the same period last year.

The third quarter recorded 168 orders, the highest quarterly total in two years. September alone saw 69 new orders. LNG remained the leading fuel, with 200 vessel orders so far this year. Container ships accounted for 55% of LNG orders, followed by car carriers at 32%. September also included 12 ethanol-fuelled bulk carriers and 9 LPG-fuelled vessels.

The figures show a strong recovery after a slower first half of 2026. However, alternative fuel supply and bunkering infrastructure remain major challenges for the industry.

India's First Coastal Green Shipping Corridor Prepares for Regular Service

A new step has been taken towards establishing a weekly container service on the Kandla–Thoothukudi route, designated as India's first coastal green shipping corridor. The planned two-way service between Deendayal Port and V.O. Chidambaranar Port envisages the deployment of two vessels with a minimum capacity of 1,000 TEU each and the launch of regular sailings.

The route aims to strengthen coastal shipping, reduce reliance on road transport and logistics-related emissions, and support the development of green fuel infrastructure at ports. The service is planned to operate for an initial six months, with the option of extending it for up to two years depending on performance and cargo demand.



COP31 Thematic Day Programme and Action *Agenda Announced*

On 24 August, the COP31 Presidency announced the 12-day thematic programme of the UN Climate Change Conference, which will be held in Antalya on 9–20 November 2026.

The programme will open on 9 November with the theme of Food, Agriculture and Health, while 10 November is dedicated to Energy and Transport and 13 November to Finance and Trade. The World Leaders Climate Action Summit will take place on 11–12 November.

The key day for the maritime sector is 17 November, when the theme "Ocean, Seas, Nature and Land Use" will address marine ecosystems, coastal resilience and the blue economy. Held in Trabzon on 10–11 September 2026 as part of the COP31 preparatory process, the High-Level Ministerial Session on Oceans, Climate and the Blue Economy brought marine ecosystems and the blue economy to greater prominence on Türkiye's climate agenda.

The session was attended by COP31 President Murat Kurum and Minister of Transport and Infrastructure Abdulkadir Uraloğlu, together with representatives of UNFCCC, UNESCO-IOC, OECD and IUCN. Discussions focused on developing the blue economy, ocean finance and the protection of marine ecosystems, and the "Ocean and Seas" theme was included among the priorities of the COP31 Action Agenda.

Attending New York Climate Week on 21 September, COP31 President Murat Kurum presented the Action Agenda, comprising 10 themes and 6 global goals. The goals were stated to have a reduction potential of 8.5–10 gigatonnes of CO_2 by 2035.



A New Era Begins in Green Port Transformation

A new regulation set to accelerate the green transformation of ports in Türkiye has become one of the highlights of the sustainable shipping agenda.

Speaking at the session in Trabzon, Minister of Transport and Infrastructure Abdulkadir Uraloğlu shared the green transformation timeline and announced that compliance with Green Port criteria has been made mandatory for newly built coastal facilities and for ports expanding their area by more than 25%. Renewable energy use, equipment electrification, waste management and shore power systems form the basis of these standards.

By making environmental performance a mandatory criterion at an earlier stage of port investments, the regulation supports the sector-wide transition to low-carbon infrastructure. Uraloğlu stated that Türkiye aims to have a green cruise port by the end of 2028 and a green container port by the end of 2030, adding that four ports currently hold Green Port certification. Under an EBRD-supported project, shore power systems will be installed at two ports.



Türkiye Emissions Trading System Regulation *Enters into Force*

The regulation setting out the procedures and principles of the Türkiye Emissions Trading System (TR ETS) was published in the Official Gazette on 27 August 2026 and has entered into force. The system covers Category B and C installations with annual emissions exceeding 50,000 tonnes of CO_2 equivalent, and EPİAŞ will act as the market operator.

According to the Carbon Market Board's decisions of 3 September 2026, the pilot period covers 2026–2027 emissions and is limited to the electricity generation, cement, iron and steel, aluminium and fertiliser sectors. In 2026, only reporting obligations apply; the pricing mechanism will take effect in 2027.



ARKAS Line

In every issue, we bring you the latest news from Arkas Line,
the sustainability journey of the maritime industry, and innovative,
inspiring projects from around the world.

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all the latest developments are now in Sustain Connect.



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