



**MONTHLY REPORT**  
**“OCTOBER 2011”**

**Issue date: 30.11.2011**

**Abbreviations:**

LTM: Last twelve months

YTD: Year-to-date

YoY: Month-on-month

**AKFEN HOLDING**

As of 31 October 2011, the price of Akfen Holding's bond realized at **TRY 101.663** (dirty price). Total trading volume in October was **TRY 1,150,903**. The yield as of 31 October 2011 corresponds to **%8.02 + 241 bps** spread.

**TAV AIRPORTS**

As of 31 October 2011

Passenger Figures*					
	LTM 2011	2010	Δ YTD	Δ YoY	Δ LTM
<b>Atatürk Airport</b>	<b>36.427.968</b>	<b>32.145.619</b>	<b>15,8%</b>	<b>19,4%</b>	<b>14,6%</b>
International	23.218.038	20.344.620	16,8%	19,9%	15,8%
Domestic	13.209.930	11.800.999	14,0%	18,6%	12,6%
<b>Esenboğa Airport</b>	<b>8.414.084</b>	<b>7.759.479</b>	<b>10,2%</b>	<b>-2,2%</b>	<b>12,2%</b>
International	1.396.481	1.325.989	6,3%	2,8%	7,5%
Domestic	7.017.603	6.433.490	11,0%	-3,2%	13,2%
<b>İzmir Airport</b>	<b>2.455.144</b>	<b>2.127.457</b>	<b>17,0%</b>	<b>10,6%</b>	<b>17,2%</b>
<b>TAV TURKEY TOTAL</b>	<b>47.297.196</b>	<b>42.032.555</b>	<b>14,8%</b>	<b>14,9%</b>	<b>14,3%</b>
International	27.069.663	23.798.066	16,3%	18,0%	15,4%
Domestic	20.227.533	18.234.489	13,0%	10,4%	12,8%
<b>Monastir+Enfidha Airports</b>	<b>2.363.425</b>	<b>3.916.977</b>	<b>-42,4%</b>	<b>-40,6%</b>	<b>-39,1%</b>
<b>Tbilisi Airport</b>	<b>1.026.964</b>	<b>821.605</b>	<b>29,6%</b>	<b>25,3%</b>	<b>28,1%</b>
<b>Batumi Airport</b>	<b>129.706</b>	<b>88.624</b>	<b>53,3%</b>	<b>73,2%</b>	<b>48,5%</b>
<b>Macedonia (Skopje &amp; Ohrid)***</b>	<b>822.248</b>	<b>730.095</b>	<b>14,8%</b>	<b>18,5%</b>	<b>14,9%</b>
<b>TAV TOTAL</b>	<b>51.639.539</b>	<b>47.589.856</b>	<b>10,0%</b>	<b>9,9%</b>	<b>10,4%</b>
International	31.341.681	29.307.402	8,1%	9,5%	8,8%
Domestic	20.297.858	18.282.454	13,1%	10,7%	12,9%

\* Both departing and arriving passengers, excluding transit

Air Traffic Movements **					
	LTM 2011	2010	Δ YTD	Δ YoY	Δ LTM
<b>Atatürk Airport</b>	<b>299.781</b>	<b>273.704</b>	<b>11,4%</b>	<b>18,2%</b>	<b>10,1%</b>
International	195.934	178.817	11,5%	20,3%	10,4%
Domestic	103.847	94.887	11,2%	14,3%	9,5%
<b>Esenboğa Airport</b>	<b>71.052</b>	<b>63.385</b>	<b>14,7%</b>	<b>-4,7%</b>	<b>15,6%</b>
International	12.035	11.742	3,0%	-2,5%	3,2%
Domestic	59.017	51.643	17,4%	-5,2%	18,5%
<b>İzmir Airport</b>	<b>17.343</b>	<b>16.149</b>	<b>8,2%</b>	<b>1,9%</b>	<b>7,4%</b>
<b>TAV TURKEY TOTAL</b>	<b>388.176</b>	<b>353.238</b>	<b>11,8%</b>	<b>12,8%</b>	<b>10,9%</b>
International	225.312	206.708	10,8%	17,3%	9,8%
Domestic	162.864	146.530	13,4%	6,8%	12,6%
<b>Monastir+Enfidha Airports</b>	<b>21.186</b>	<b>31.801</b>	<b>-36,3%</b>	<b>-33,6%</b>	<b>-24,9%</b>
<b>Tbilisi Airport</b>	<b>19.490</b>	<b>16.470</b>	<b>22,5%</b>	<b>17,2%</b>	<b>23,2%</b>
<b>Batumi Airport</b>	<b>3.354</b>	<b>2.276</b>	<b>56,4%</b>	<b>81,3%</b>	<b>58,4%</b>
<b>Macedonia (Skopje &amp; Ohrid)***</b>	<b>11.994</b>	<b>11.802</b>	<b>1,9%</b>	<b>-5,5%</b>	<b>-</b>
<b>TAV TOTAL</b>	<b>444.200</b>	<b>415.587</b>	<b>8,2%</b>	<b>8,7%</b>	<b>8,6%</b>
International	277.860	266.919	4,9%	9,0%	5,8%
Domestic	166.340	148.668	14,3%	8,2%	13,5%

\*\* Commercial flights only

\*\*\* As the operations started on 1 March 2010, LTM change data cannot be given

Source: State Airports Authority (DHMI), Georgian Authority for Tbilisi and Batumi, TAV Tunisia for Monastir and Enfidha, TAV Macedonia for Skopje and Ohrid Airports

## TAV CONSTRUCTION

As of 30 September 2011

ONGOING PROJECTS						
Project	Employer	TAV Construction's Share	Contract Value (US\$ mio)	Physical Completion as of 31 August 2011	Physical Completion as of 30 September 2011	Change
DUBAI - SULafa TOWER	MR MOHAMMED ABDULLA MOHAMMED AL SAYYAH	100%	104	100,00%	100,00%	-
DUBAI - EFT	EMIRATES FINANCIAL TOWERS LLC	100%	117	99,70%	99,70%	-
DUBAI - MARINA 101	M/S SHEFFIELD HOLDINGS LIMITED	100%	198	45,10%	45,10%	-
MACEDONIA	TAV MACEDONIA DOEL SKOPJE	100%	111	99,53%	100,00%	0,47%
2010 INVESTMENTS	TAV İSTANBUL TERMINAL İŞLETMECİLİĞİ AŞ	100%	36	100,00%	100,00%	-
2011 INVESTMENTS	TAV İSTANBUL TERMINAL İŞLETMECİLİĞİ AŞ	100%	18		24,60%	6,14%
LIBYA - TRIPOLI	THE LIBYAN CIVIL AVIATION AUTHORITY	25%	2.103	36,90%	36,90%	-
LIBYA - SEBHA	THE LIBYAN CIVIL AVIATION AUTHORITY	50%	229	6,99%	6,99%	-
DOHA	GOVERNMENT OF THE STATE OF QUATAR	35%	3.902	84,30%	87,10%	2,80%
OMAN MC1	SULTANATE OF OMAN MINISTRY OF TRANSPORT AND COMM.	50%	1.178	39,10%	42,60%	3,50%
ABU DABI - PILECAPS	SUPERVISION COMMITTEE FOR THE EXPANSION OF ABU DHABI INTERNATIONAL	50%	57	53,00%	68,10%	15,10%
<b>TOTAL</b>			<b>8.053</b>			

## MERSIN INTERNATIONAL PORT (MIP)

As of 31 October 2011

Container & Conventional Cargo Statistics					
	LTM 2011	2010	Δ YTD	Δ MoM	Δ LTM
Container Volumes (TEU)	1.103.803	1.030.391	8,5%	14,5%	8,4%
Conventional Throughput (Ton)*	6.408.839	6.652.028	-4,3%	-5,2%	-3,9%

\* General Cargo - Dry Bulk - Liquid Bulk

Container Regime Breakdown		
	LTM 2011	2010
Import	41,3%	42,9%
Export	43,1%	43,4%
Transit	11,3%	10,5%
Transshipment	2,8%	2,7%
Cabotage	1,5%	0,5%

## As of 31 October 2011

Occupancy Rate				
Hotels	Room Number*	YTD 2011	LTM 2011	2010
Zeytinburnu Ibis	228	89%	87%	84%
Zeytinburnu Nov	208	86%	85%	84%
Eskişehir Ibis	108	76%	74%	74%
Trabzon Novotel	200	74%	72%	61%
Gaziantep Ibis	177	45%	40%	19%
Gaziantep Novotel	92	50%	47%	29%
Kayseri Ibis	160	44%	41%	31%
Kayseri Novotel	96	48%	45%	36%
Bursa Ibis	200	52%	-	24%

Rev Par (€)**				
Hotels	Room Number*	YTD 2011	LTM 2011	2010
Zeytinburnu Ibis	228	63	62	58
Zeytinburnu Nov	208	74	71	65
Eskişehir Ibis	108	34	34	37
Trabzon Novotel	200	42	41	32
Gaziantep Ibis	177	14	13	7
Gaziantep Novotel	92	22	22	14
Kayseri Ibis	160	14	14	12
Kayseri Novotel	96	23	22	19
Bursa Ibis	200	21	-	11

Total Rev Par (€)***				
Hotels	Room Number*	YTD 2011	LTM 2011	2010
Zeytinburnu Ibis	228	74	72	68
Zeytinburnu Nov	208	99	95	89
Eskişehir Ibis	108	39	39	43
Trabzon Novotel	200	67	65	54
Gaziantep Ibis	177	18	17	9
Gaziantep Novotel	92	37	36	27
Kayseri Ibis	160	19	18	16
Kayseri Novotel	96	35	35	31
Bursa Ibis	200	25	-	13

\* Mercure Hotel in Northern Cyprus with 299 rooms is not included

\*\* Rev Par = Average Room Rate x Occupancy Rate

\*\*\* Total Rev Par = Rev Par + Other Revenues (food & beverage, seminar-congress, banquet revenues etc.)

### Russia & Turkey Projects' Physical Completion Status as of 31 October 2011:

Russia Projects			
City	Type	Status	Completion( %)
Samara	Ibis Hotel	Under construction	99%
Yaroslavl	Ibis Hotel	Operational	100%
Kaliningrad	Ibis Hotel	Project development stage	n.a
Moscow	Ibis Hotel	Project development stage	n.a
Samara	Office	Under construction	99%

Turkey Projects			
City	Type	Status	Completion( %)
Istanbul	Esenyurt Ibis Hotel	Under construction	44%
Adana	Ibis Hotel	Under construction	65%
Izmir	Ibis Hotel	Under construction	10%
İstanbul	Novotel Karaköy	Project development stage	n.a
Ankara	Ankara Havalimanı Oteli	Project development stage	n.a

- ◆ In the first 10 months of 2011, occupancy rate of Ibis and Novotel located in Turkey reached to 65% indicating an increase of 7% compared to the same period of previous year. During the same period, Rev-Par, T-RevPar and rent income increased 21%, 3% and 58%, respectively.

#### AKFEN SU

##### Akfen Su Güllük - As of 30 September 2011

Akfen Su Güllük	Volume (m3)				
	2011 LTM	2010	Δ YTD	Δ MoM	Δ LTM
Invoiced Water Volume (m3)	535.561	467.246	17%	21%	15%

##### Akfen Su Dilovası - As of 31 October 2011

Akfen Su Dilovası	2011 LTM	2010*	Δ YTD	Δ MoM	Δ LTM
Treated Waste Water Volume(m3)	2.460.767	1.220.723	-	-23%	-

\*Akfen Su Dilovası is operational since July 2010.

- ◆ As of the end of September, Akfen Su Güllük serves 5,249 subscribers.
- ◆ As of the end October 2011, the number of operating factories in Dilovası Organised Industrial Zone was 211.

**AKFEN HEPP**

As of October 2011

Company	HEPP	Installed Capacity (MW)	Generation Capacity (GWh/yr)	Operational (Y/N)	Civil Work Progress (%)
Beyobası	Otluca	44,7	207,6	Y	100,0%
	Sırma	5,9	26,7	Y	100,0%
	Sekiyaka	3,5	16,8	N	3,1%
İdeal	Karasu – 1	3,7	23,1	Y	100,0%
	Karasu – 2	3,1	19,6	Y	100,0%
	Karasu – 4.2	9,9	56,4	N	100,0%
	Karasu – 4.3	3,7	16,9	Y	100,0%
	Karasu – 5	4,0	23,2	Y	100,0%
Çamlıca	Çamlıca III	25,8	94,5	Y	100,0%
	Saraçbendi	24,0	86,1	Y	100,0%
<b>HEPP 1</b>		<b>128,4</b>	<b>570,9</b>		
Elen	Doğançay	30,6	171,6	N	40,6%
Pak	Kavakcalı	10,9	48,2	N	19,3%
	Demirciler	9,4	32,3	N	79,7%
	Gelinkaya	7,1	30,9	N	72,2%
BT Bordo	Yağmur	8,5	36,2	N	69,9%
Yenidoruk	Doruk <sup>1</sup>	28,8	82,1	N	36,5%
Zeki	Çatak <sup>2</sup>	10,0	42,9	N	-
Rize Ipek	Tepe <sup>3</sup>	13,6	32,6	N	-
<b>HEPP 2</b>		<b>118,8</b>	<b>476,8</b>		
Laleli	Laleli	99,0	240,5	N	-
Değirmenyanı	Adadağı <sup>4</sup>	4,7	18,2	N	-
<b>HEPP 3</b>		<b>103,7</b>	<b>258,7</b>		
<b>Total</b>		<b>350,9</b>	<b>1.306,4</b>		

(1) There is a pending court case regarding the Environmental Impact Assessment ("EIA") decision. Currently there is no decision which would impact the progress of the project.

(2) Plant area was announced as the first degree protected area in 2010 and court case is ongoing. Application was made to the Ministry of Environment and Urban Development within the scope of Renewable Energy Law for constructing HEPP in the protected area and the process is ongoing. Legal amendment was made for the assessment of the areas which fall under the scope of protected areas.

(3) Due to court case initiated in local court by third parties to cancel EIA decision and higher than budgeted project cost, application was made to EMRA for the cancellation of the licence.

(4) Licence process is ongoing.

- ◆ As of the publishing date of this report, İdeal Enerji Üretimi A.Ş. which is a subsidiary of Akfen HES Yatırımları ve Enerji Üretim A.Ş. ("HEPP 1"), a wholly-owned subsidiary of Akfen Holding A.Ş., obtained provisional acceptance for Karasu 4.2 HEPP Project from the Ministry of Energy. The power plant is located in Erzincan, has an installed capacity of 9.94 MW and a projected annual electricity generation capacity of 56.35 GWh.
- ◆ The so-called Karasu HEPP Project consists of five separate projects namely Karasu 1, Karasu 2, Karasu 4.2, Karasu 4.3 and Karasu 5, having a total installed capacity of 24.5 MW and a projected annual electricity generation capacity of 139.1 GWh. Out of these five projects, Karasu 1, Karasu 2, Karasu 4.3 and Karasu 5 are already operational, thus the entire Karasu HEPP Project became operational with the commissioning of Karasu 4.2 HEPP.
- ◆ Following the commissioning of Karasu 4.2 HEPP, HEPP 1 reached a total installed capacity of 124.96 MW and a projected electricity generation capacity of 554.06 GWh through its nine operating hydroelectric power plants.

## AKFEN ENERGY

- ◆ Akfen Energy Wholesale Company which is a wholly-owned subsidiary of Akfen Enerji Yatırımları Holding A.Ş., 69.75% owned by Akfen Holding A.Ş., established for providing electricity to eligible consumers, has started its operations through a pilot study in July 2011. The portfolio of the company has reached c. 28.9 million kWh total annual consumption which is composed of 49 gauges as of the publishing date of this report.
- ◆ Privatization Administration of Turkey completed the auction for the sale of 58,000 sqm of land located in Mersin on October 4th, 2011. Akfen Enerji Uretim ve Ticaret A.Ş. ("Akfen Enerji"), which is a wholly-owned subsidiary of Akfen Enerji Yatırımları Holding A.Ş., 69.75% owned by Akfen Holding A.Ş., offered the highest bid of TL 40.6 million. Privatization High Commission approved the sales of land to Akfen Enerji. The decision was announced in the Official Gazette on November 1st. The closing will occur with the Asset Sale Agreement signing that will take place until 15 February 2012.

Akfen Enerji submitted the license application for a Combined Natural Gas Power Plant ("NGPP") with an installed capacity of 450 MW to be constructed on this land to EMRA on April 11th, 2008. There is a positive opinion on Environmental Impact Assessment for NGGP Project issued on January 12th, 2010. The land is located 4.5 km east of the Mersin Harbor and 12 km distance to Tarsus Organized Industrial Zone, hence it is close to major consumption centers in the region. On the other hand, its proximity to sea contributes for the availability of sea water cooling as well as its low altitude enables the plant to operate with higher productivity/efficiency.

## AKFEN CONSTRUCTION

- ◆ As of October 31<sup>th</sup> 2011, the total contract value of Akfen Construction assignments in ongoing HEPP projects is **€67,4 million** and the total amount of cumulated progress payments of ongoing HEPP projects reached to **€28,1 million**. This amount corresponds the **41,8%** of the total contract value.
- ◆ As of October 31<sup>th</sup> 2011, with Adana Ibis, Izmir Ibis and Esenyurt Ibis construction contracts, Akfen Construction's total contract value in hotel projects reached to **€17.4 million** (including Akfen Construction's mark up).
- ◆ As of October 30th 2011, Akfen Construction's current backlog (HEPP and REIT projects) is **€52,3 million**.

## IDO

Number of Passengers and Vehicles Transported (000)	2010	2011	Change
	10M	10M	(%)
<b>Number of Passengers</b>	<b>42.365</b>	<b>45.473</b>	<b>7,34%</b>
Fast Ferry	5.581	5.763	3,26%
Sea Bus	5.533	5.666	2,41%
Conventional Ferry	31.251	34.044	8,94%
<b>Number of Vehicles</b>	<b>5.856</b>	<b>6.489</b>	<b>10,81%</b>
Fast Ferry*	1.038	1.086	4,56%
Conventional Ferry **	4.817	5.403	12,16%

\* Vehicle transport numbers by Fast Ferry are measured in Car Equivalent Units ("CEU"). CEU is calculated through applying coefficients for each type of transport compared to a single car.

Mode of Transport	Motorcycles	Automobile	Disabeld Car	Minivan	Mini bus (12 pass.)	Jeep	Mini bus (19 pass.)	Midi bus	Pickup Truck 0-2000 kg	Pickup Truck 2001-2500 kg	Truck 2501-3500 kg	Bus	Towed Vehicles
<b>Coefficient</b>	0,25	1	1	1	1,25	1,25	1,5	2	1,5	2	2	5	1,5

\*\* Number of passangers travelling with vehicles using Eskihsar-Topçular conventional ferry line are calculated through applying coefficients for each type of mode of transport as laid out in the following table :

Mode of Transport	Automobile	Minivan	Jeep/Pickup Truck /Minibus	Midi bus (21+)	Truck / 2 Axles Bus	3 Axles Bus, Tractor and Trailer	Over 4 axles vehicles	Motorcycles
<b>In Vehicle Passenger Coefficient</b>	3	3	6	9	26	26	2	1

Number of passanfers travelling with cars using Sirkeci-Harem conventional ferry line, are calculated applying 3 coefficient of passengers per vehicle.

- ◆ 2011-2012 Winter Tariff is revised for operational efficiency and optimization purposes and the implementation of the new tariff started in October. For this purpose the management reviewed all the inter-city and inner-city lines operations and implemented the necessary measures for improvements of services.