



Türkiye is a young and growing country marked by conflict in neighbouring countries and economic instability at home. Such challenges drive the country to seek solutions through innovation and deal-making in the Turkish battery industry. Andrew Draper reports.

Türkiye stands in a unique position, partly due to its geography – where Europe, Asia and the Middle East meet – but also because of its ability to survive and thrive in a challenging region marked by economic instability and military conflict.

Abdurrahman Acar, chairman of the Accumulator and Recycling Industrialists Association ([Aküder](#)), told *BEST* its 267 members focus on quality and cost-efficiency, as well as innovation. They cover lead-acid battery manufacturing, importing lead-acid, lithium and nickel batteries, waste battery temporary storage and recycling.



Abdurrahman ACAR

The country has a substantial automotive manufacturing sector and so puts Türkiye in a critical position in the global battery supply chain. Growth of the automotive and motorcycle sectors (in response to urban congestion) has significantly boosted battery demand, strengthening the domestic market potential, he said.

National statistics body Turkstat puts the number of registered vehicles at 31 million and rising in November 2024. Industrial expansion and the widespread use of handling equipment are key factors driving demand for industrial batteries, Acar said.

He said Türkiye’s role as a logistics hub between Europe, Asia and the Middle East has become even more critical following crises in routes like the Suez Canal. “The tax and logistics advantages offered by Turkish ports and free trade zones bolster its position in the global battery supply chain.”

But significant challenges loom, he said. “Global supply chain disruptions and critical raw material shortages increase production costs and hinder export competitiveness. Inadequate infrastructure

for electric vehicles, particularly the lack of charging stations, is another factor limiting growth. Additionally, anti-dumping duties imposed by Gulf countries on motor batteries pose a major obstacle in these export markets.”

Conflicts in neighbouring countries such as Syria, Iraq and Israel-Palestine have complicated export activities and accelerated efforts to explore new markets, he said. “As Aküder, we support our members in mitigating risks and maintaining trade balance by encouraging a focus on African, European and Central Asian markets.”

Association members, including recyclers, are investing in optimising production processes, digitalisation and new technology to enhance operational efficiency, he said.

The Ministry of Industry and Technology’s 2030 targets include a 75% localisation rate in EVs and increasing their market share to 35%. Domestic projects like TOGG (Türkiye’s Automobile Initiative Group) have accelerated lithium-ion battery production and boosted sector momentum. This facilitates meeting domestic demand while gaining a competitive edge.

The growing electrical consumption needs of modern vehicles are driving demand for advanced battery technologies such as AGM and enhanced flooded batteries. “In conclusion, electrification, renewable energy, digitalisation and environmental sustainability are the main trends driving the growth potential of Türkiye’s battery market...

“We anticipate the sector will gain momentum in adapting to global transformation, particularly through increased investments in electric vehicles and renewable energy systems,” he went on. “Additionally, the expected rise in regulations focusing on recycling and environmental sustainability will make circular economy practices more prevalent in the industry.”

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