

FACTSHEET GIURGIULESTI INTERNATIONAL FREE PORT



I. General information about port:

1. Location: on the left bank of the Danube at 133,8 rkm (45°46' N 28°21' E)
2. Managing authority: ICS Danube Logistics SRL
Address: MD 5318 Giurgiulesti village, Cahul region,
Phone: +373 22 999 225;
E-Mail: info@danlog.md
Contact: General Director Mathias von Tucher +373 79 887171; Commercial Ala Aydov +373 79 702003;
3. Port's specialization: Dry bulk; Liquid bulk, Petroleum products refined; Break bulk; High & heavy cargo; Container;
4. Maximum cargo handling capacity: 3 million tons per year;
5. General turnover: 1.4 mln tons in 2021; 28.1% of the cargo turnover in 2021 is the export of cereals (about 395,000 tons);
6. Port has a status of free economic zone until 2030;
7. Total area: 552,000 m², extension planned up to 1.200.000 m²

II. Port infrastructure:

1. Total number of berths/total length: 5/ 1200 m (Danube & Prut);
2. Maximum vessel's parameters:
Draft ≤ 7,0 m;
Deadweight -500 - 9000 tons.
3. Road/rail connection wide & standard;

III. Port superstructure:

Transshipment facilities:

- Oil jetty for transshipment of petroleum products, vegetable oil and liquid fertilizer
- Two grain terminals with fixed grain loading installations
- General cargo and container terminal which also is used for dry bulk
- RoRo ramp unfinished which is used for unloading of dry bulk
- Railway terminal for liquid bulk with both wide and narrow gauge connections

Storage facilities:

- Open storage areas
- Grain storage facilities operated by various port residents (70,000 t capacity); another 60,000 tons in development
- Storage facilities for petroleum products, vegetable oil, ethanol/wine/fertilizer (liquid)
- Warehouse for general cargo

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Business park:

- Available greenfield land plots for long-term and short-term lease

Handling devices:

Mobile port crane:

Quantity: 1

Type: Sennebogen 6130 HCC, max. lifting capacity: 70 tons (single use)

Material handler:

Quantity: 2

Types: Fuchs MHL 360 E, Fuchs MHL 365 E

Container handling:

Quantity: 1

Type: Kalmar reachstacker 45 t

Devices:

bunker for grain loading, capacity up to 30 t

IV. Major terminal operators:

1. Danube Logistics SRL

Contacts: Mathias von Tucher, m.vtucher@danlog.md, +37379887171; Ala Aydov, a.aydov@danlog.md, +37379702003;

Oil terminal

Single berth for maritime vessels with draft of up to 7 m and river barges; transshipment of petroleum products, vegetable oil, liquid fertilizer; storage facilities: storage capacity for petroleum products of 45,000 tons in 8 tanks (6 diesel, 2 gasoline); storage of ethanol, wine or liquid fertilizer of 3,500 tons;

Mixed gauge railway terminal

1. Oil terminal railway loading and unloading facility for petroleum products with mixed gauge line; currently 4 wide gauge and 5 standard gauge unloading stations, 4 loading stations for both wide and standard gauge; extension planned up to 10 loading stations on short-term;
2. Mixed gauge railway terminal for general cargo and containers

GenCargo terminal

Universal quay for maritime vessels with draft between 4.5 m and 7 m depending on the water level and for river barges; transshipment of dry bulk cargo: grain and seeds, coal and petcoke, construction materials as aggregates, stones, sand, break bulk cargo: big bags, equipment, machinery, containers; grain loading with mobile port crane and bunker achieves average loading rate of 140 t/h; wide gauge railway at the quay;

RoRo Ramp

not finished but with minor investment could be used for loading of grain to river barges

2. Trans-Oil Group

Trans Cargo Terminal Prut

Jetty construction for maritime vessels with draft between 4.5 and 7 m depending on the water level and for river barges; grain berth equipped with a fixed conveyor belt loading system with approx. 150 t/h loading rate operated by a port resident; storage capacity: 50,000 tons;

Trans-Oil Terminal Danube

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Grain berth for maritime vessels with draft of up to 7m and river barges equipped with a radial conveyor belt loading system with approx. 350 t/h loading rate; storage capacity: 10,000 tons and connected via pneumatic pipeline to main storage facilities;

Transshipment capacity for export of grain at both terminals: > 1 million tons p.a.

Vegetable oil terminal

The initial storage capacity of 6,000 tons has been significantly extended in course of the construction of the sunflower oil crushing plant by Danube Oil Company within the port.

V. Connectivity situation:

The Port of Giurgiulesti has a strategic location in close proximity to Moldova's borders with Romania and Ukraine. Due to its easy access to the Black Sea with maritime vessels, to countries located along the Danube with river barges as well as inland rail/road connections to both the CIS and EU countries, the port is developing into a major logistics hub not only for Moldova, but for the entire region. In particular importance is that both the wide and the standard railway gauges are located within the port territory. Further the port can be accessed from the port of Constanta on two routes: on the Maritime route via Sulina channel and on the inland route via the Cernavoda channel.

VI. Conditions for transshipment of agricultural products:

Options:

1. Trans Oil Group Terminal

All facilities are in place and operational. Direct contact needs to be made directly to Trans Oil Group in order to elaborate about transshipment and storage capacities. Trans Oil Group is already transshipping grain originating from Ukraine. Usually they do not provide storage and transshipment services for third parties but prefer to purchase grain and export by themselves.

2. Danube Logistics

Transshipment facilities

The existing gencargo terminal allowing for transshipment of grain is practically fully utilized for Moldovan clients. There is the following options for building up transshipment facilities:

- a. GenCargo Terminal: Increase of grain loading capacity with additional loading equipment (mobile shiploader).
- b. RoRo ramp: Installation of a loading platform and loading equipment at the ramp for loading of grain into barges.
- c. Shore post 3: Construction of a simple loading platform, jetty or a quay wall between oil jetty and the Ukrainian border.
- d. Shore post 6: Construction of a universal berth suitable for grain loading. This project is in the final design stage.

Investment: mobile shiploader, conveyor belt, loading platform, jetty, quay wall

Storage facilities

Danube Logistics does not have any storage facilities available for grain, all current existing grain storage facilities are operated by port residents. There is the following options for establishing storage facilities:

- a. Construction of storage facilities in the business park area.
- b. Construction of storage facilities in connection with development of option b close to the berth.

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- c. Construction of vertical storage facilities in connection with development of option c. close to the berth.
- d. Floating stock.

Investment: silos, storage facilities

Container service

We expect that the container feeder service between Giurgiulesti and Constanta will be resumed within a short period of time. This is an opportunity for exporters who export grain stuffed in containers. The containers can be transported for example on wide gauge from Ukraine to Giurgiulesti port and from there transhipped either via the European narrow gauge to Romania, or with the maritime vessel via Sulina or with river barges via the Cernavoda channel to the port of Constanta.

Investments: reach stacker, mobile crane, railway shunting machine, construction of handling and storage platform

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