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Chamber of Commerce and Industry Stara Zagora member

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Poti Port



Port Poti is a seaport of the Georgian city of Poti, located at the mouth of the Rioni River, with coordinates 42° 09' 17.99" - 041° 39' 21.59" east longitude. It is a key point of the Transcaucasian corridor and the TRACECA program, which includes the Romanian port of Constanta and the Bulgarian port of Varna, cooperating with the countries of the Caspian region and Central Asia.

Код UN/LOCODE — **GEPTI**.

The seaport of Poti is the largest port in Georgia, handling containers, liquids, bulk cargo and passenger ferries. The multi-purpose complex has 15 berths, a total berth length of 2900 m, more than 20 mooring cranes and 17 km of railway tracks.

The port of Poti begins with an approach channel 1.6 km long and consists of 2 knees. The first knee has a length of 950 meters and a width of 100 meters, and the second knee has a length of 650 meters and a width of 50 meters. Throughout the approach channel has a depth of 12.5 meters.

The types of vessels that regularly call at Poti include general cargo (56%), bulk carriers (9%), container ships (7%), sailing vessels (5%), oil/chemical tankers (5%). The maximum length of ships entering this port is 200 meters. The maximum draught is 10 meters. The maximum deadweight is 61350 tons.



According to the principle of the structure, Poti is a landlord-type port that provides and is responsible for the development of infrastructure with the subsequent transfer of terminals to operator companies on a long-term basis. At the same time, some terminals, such as ferry and container terminals, are operated directly by the port. Currently, all types of terminals are fully functioning in the port, such as for general, bulk cargo, oil loading, ferry and container. More than 2 thousand are carried out annually. ship calls in Poti, and these complexes ensure the growth of the port's cargo turnover. It is worth noting that bulk and general cargoes are the types of cargo on which the port of Poti mainly specializes, unlike other ports and terminals of Georgia, where from 85 to 100% of cargo is oil and oil products of the Caspian region.

Of the general cargoes handled by ship lots, in most cases it is frozen products: meat, fish, fruits, etc. As for bulk cargo, one of its types is bulk type cereals. Poti is the main port in Georgia for transshipment of this cargo, which transships a total of up to 1 million tons of grain, as a rule, in the direction of the Transcaucasian countries.

It is also worth paying attention to the currently important type of general cargo - this is container cargo. In the Black Sea basin, Georgia transships only 18% of all containerized cargo, while Ukraine - 26%, Romania - 22%, the Black Sea ports of Russia - 28%. However, despite this, the container terminal of the port of Poti ranks 2nd in the Black Sea in terms of transshipment in comparison with other terminals, ahead of the terminal of the Port of Odessa, but inferior to the leader - the container terminal of the port of Constanta (Romania).

The owner of the port is the world-famous global company **APM TERMINALS**. APM Terminals acquired the port in April 2011 and renovated infrastructure and service facilities with a total investment of \$80 million.



In May 2013, the company opened a grain processing terminal with a capacity of 500,000 tons per year. The terminal provides an alternative route for wheat exports from Central Asia to the Mediterranean and Black Seas.

In January 2022, a new seaport was opened in Poti, which is a joint venture of Pace Group and the US International Development Finance Corporation (DFC). It is noted that the new port is one of the largest projects ever implemented in the maritime sector of Georgia. Large hydraulic structures and modern port infrastructure have been built, including:

- berth with a length of 260 meters;
- the structures of the breakwaters were completely reconstructed;
- 1.5 million cubic meters of soil were removed from the harbor of the New Port of Poti to further increase its depth to 13 meters;
- closed warehouses with a capacity of 50,000 tons, equipped with fully automated transshipment systems of European production; – open warehouse areas with an area of 6 hectares;
- two new portable cranes with a lifting capacity of 100 tons each, exclusively manufactured and installed in the seaport.

After the completion of the project, the capacity of the unified port infrastructure of Georgia will increase by 3.5 million tons. Poti predicts the main traffic flows from Central Asia in connection with the construction of a new terminal.

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