



ТЕМПЕРИ ЛОДЖИСТИКС ЕООД
TEMPERI LOGISTICS LTD



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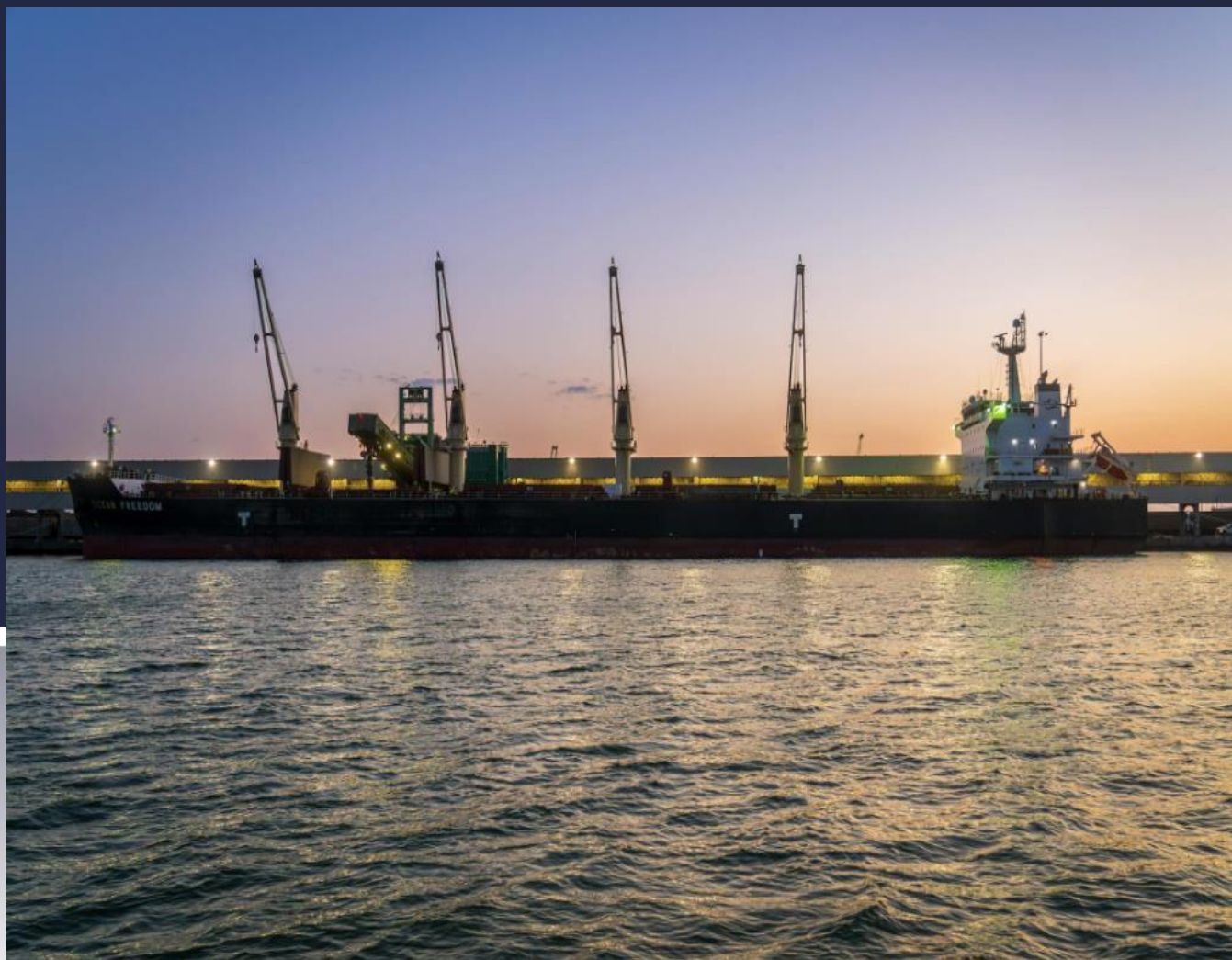
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Port terminals of the Danube

Ukraine. Moldova. Romania. Bulgaria.



2022г.

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Introduction

With a navigable length of 2414 km, the Danube plays a major role in connecting:

- *the regions of Western, Central, and Eastern Europe with the Black and North Seas,*
- *Coastal countries among themselves,*
- *at the national level, different regions of the riparian countries.*

The Danube links 14 countries: Germany (Baden-Württemberg and Bavaria), Austria, Slovakia, Czech Republic, Hungary, Slovenia, Croatia, Serbia, Bosnia and Herzegovina, Montenegro, Romania, Bulgaria, Republic of Moldova and Ukraine (regions along the Danube). Eight are EU member states and six are not.

The Danube Region comprises 20% of the total EU territory and has 115 million inhabitants. The trade potential across the Danube includes the export and import flow of products distributed across all ports on the river. On the banks of the rivers, there are four main capitals - Vienna, Bratislava, Budapest, and Belgrade. Others like Bucharest are only 75 km from the river and Munich is at a distance of 140 km.

1. Ukraine

Name	River km	General cargo	Bulk cargo	Liquid cargo	Containers	Ro-ro
Port of Reni	127,80	✓	✓	✓	✓	✓
Port of Izmail	85-94	✓	✓	X	✓	X
Port of Chilia	46,50-47,00	✓	✓	X	X	X
Port of Ust-Dunaisk	0,01	✓	✓	X	X	X

1.1. Port of Reni

Port of Reni – a major transport hub on the Danube (Ukraine). It is located at the junction of the Ukrainian, Romanian and Moldovan borders at the intersection of 4 international transport corridors: Danube No. 7, Crete No. 9, TRACECA, and the Black Sea.

Port of Reni is located between 66.7 and 69.3 miles, 63 miles from the mouth. Shipping in Reni is open all year round. The depth at the piers is 7.5 m, which allows servicing any type of vessel construction on the Danube.

Territory area - 940 thousand sq.m. m2. The length of the berthing line is 3,927 m. The port consists of 3 cargo areas, oil areas, and a ferry complex.

The area of covered warehouses is 30 thousand square meters. m2, open storage areas - 195 thousand square meters. m2. Equipped with an extensive network of railway tracks. It has a large fleet of reloading equipment and load-handling devices, which allows for reloading loads weighing up to 250 tons.

Oil district

Specialization: crude oil and oil products (crude gasoline, gasoline, diesel fuel, vacuum gas oil, gas condensate, fuel oil, coal tar).

Throughput: 2 million tons of oil and oil products per year.

The total length of the berths is 258 m. The depth at the berths is 12 m. The maximum draft of ships to be received is 7 m. The carrying capacity of ships to be received is up to 20,000 tons.

Loading methods: by direct option "sea tanker - river tanker", "river tanker - sea tanker", through the reservoir according to the option "tanker - tank - tanker".

Discharge intensity: simultaneously from 8 railway tanks, daily throughput - 10 - 12 thousand tons.

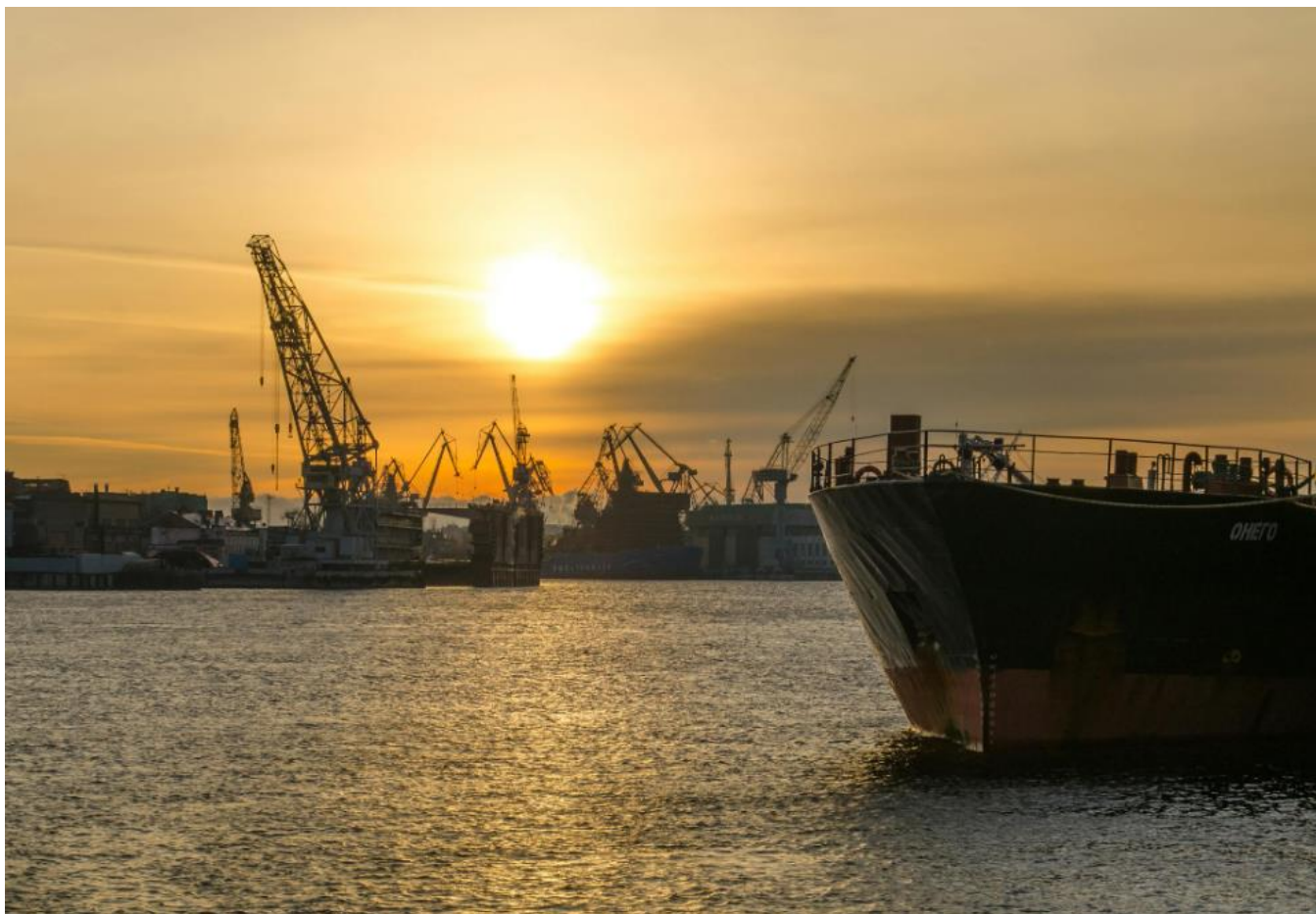
Specifications of the tank farm: 3 floating berths are connected via a pipeline to the tanks of JSK EXIMNAFTOPRODUCT.

ORC JSC «EXIMNAFTOPRODUCT» in Reni

Type of activity: transshipment and storage of petroleum products

Tank farm type: transshipment (rail-water)

Specialization: oil, gas condensate, gasoline of all types, diesel fuel of all types, vacuum gas oil, fuel oil M-40, M-100, base oils SAE-10, SAE-30, UB-300, UB-500.



Tank farm capacity: light oil products - 35,000 m3, dark oil products - 45,000 m3. The total capacity is 80,000 m3.

Oil cargo loading speed: light oil products – 400 m3/hour, dark oil products – 300 m3/hour.

Characteristics of railway tracks: length 800m.

Simultaneous reception of railway tanks: light oil products 12 pcs., dark oil products 24 pcs., oils 12 pcs.

Complex for transshipment of oil products LLC «TRANSBUNKER-DANUBE»

Specialization: transshipment of light, dark oil products, and petrochemical products, ship bunkering Capacity: 350 thousand tons per year, 42 railway tanks per day, one-time storage of 14 thousand tons.

Loading is carried out both by direct variant and through own tanks. Drainage can be carried out on two overpasses simultaneously from 20 railway tanks. 4 cars are waiting for heating.

Complex for reloading LPG, PE "ReniLes"

Capacity: unloading/loading is carried out around the clock according to the direct option of 10 railway tanks at the same time, the daily throughput is 1 thousand tons

Specialization: transshipment of vinyl chloride, propane-butane.

Complex for loading, storage, and discharge of LPG, LLC «Laguna-Reni»

Intended for reloading LPG from land and water transport. It occupies 16,276 m2 of the territory of the cargo area leased within the framework of the "CEZ Reni" in the rear of berth No. 38, adjacent to the coastline of the port's backwater.

Specifications: double-sided railway overpass for 10 railway tanks of simultaneous processing.

Overpass capacity - 900 tons/day of liquefied gas, taking into account the supply and cleaning of railway tanks

The storage of liquefied gas with a total volume of 3000 m3 consists of 15 tanks of 200 m3 each.

The loading and unloading unit for gas carrier ships is installed at berth No. 37. The nominal diameter of the pipeline for the vapor phase of liquefied gas is 100 mm, and the nominal diameter of the pipeline for the liquid phase of liquefied gas is 200 mm. The capacity of the loading and unloading unit for gas carrier ships is 1,000 tons/day.

The loading and unloading unit for autogas carriers is installed on the territory of the Complex and simultaneously receives two tankers. The nominal diameter of the liquefied gas vapor phase pipeline is 50 mm, and the nominal diameter of the liquefied gas vapor phase pipeline is 100 mm. The capacity of the loading and unloading unit for gas carrier ships is 500 tons/day or 20-24 tank trucks.

The design capacity of Reni is 14.5 million tons. The maximum cargo turnover of 10.5 million tons was reached in 1989. After the collapse of the Soviet Union and the crisis in Yugoslavia, cargo turnover fell to less than 2 million tons in the late 1990s. Since then, it has gradually increased, reaching 3.448 million tons in 2008 and falling again to 1.062 million tons in 2012.

Bulk cargoes account for 93% of the total cargo turnover (iron ore - more than 30%, coal - more than 20%, corn - about 15%, fertilizers - 15%, and liquid cargoes from 10 to 15%). Almost 85% of the port's cargo turnover is transit cargo. The only rail link to Reni is through Moldova (section over 292 km), which means that the port is heavily dependent on the tariff policy followed by the Moldovan Railways.

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1.2. Port of Izmail

The state port of the city of Izmail is located on the left bank of the Danube, between km 85 and km 94, at the junction of the borders of Ukraine, Romania, and Moldova and the intersection of Pan-European transport corridors VII and IX.

Duration of navigation - all year round.

Navigation mode: when passing through the port waters, all vessels, except for hydrofoils, must move at a speed of not more than 6 km/h when moving up and 12 km/h when moving down.

The procedure for the movement of vessels in the port water area is regulated. The traffic regulation zone is established from 78 to 100 km of the Kiliya mouth of the Danube River. All transport vessels, harbor tugs, and hydrofoils must follow the main fairway. Small-tonnage vessels with a capacity of 200 gross tons or less should navigate in the port water area at a distance of no more than 150 m from the left bank.

The pilot operator regulates the entrance to the backwater at 90 km and the exit, along with the passage in the area of 88-91 km.

Overtaking in the port water area is prohibited for all ships, except for hydrofoils.

The port can accommodate ships with a length not exceeding 150 m, a width of 30 m, and a draft of 7 m.



The draft of ships entering the port is limited by the passage depths of the Sulinsky Canal or the canal on the Ukrainian section of the Danube River.

The port of Izmail is equipped with modern equipment, reloading machines, and mechanisms that allow the processing of bulk and dry bulk, container-artificial, and container cargo.

Specialization:

The port mainly handles bulk cargo (iron ore concentrate, iron ore pellets, coal, coke, fertilizers, chemicals, grains, ferrous and non-ferrous metals) and piece cargo packed in bags, cases, flexible containers, or loose (wood pulp, lumber, scrap metal, steel and paper products) transported to/from the port via railway, sea and river waterways from/to Ukraine, as well as to/from foreign destinations (from Russia to Austria).

The draft is limited at the berths of the Industrial transshipment complex-2 and in the backwater near the Industrial transshipment complex-3 for receiving and servicing ships of the mixed river-sea type.

The port is divided into 3 non-specialized terminals (industrial transshipment complex 1, 2, and 3 with the corresponding length of the berthing line 908.6, 860, and 1134 m).

The draft of vessels entering the port is limited by the depth of the Bystry Canal (5.85 m).

There are 24 berths in the port with a total length of 2619 m. Depths at the quay wall are from 3.5 to 7.5 m.

The port is divided into three production and transshipment complexes.

1st complex.

Berths No. 1-8. Cultivated mainly artificial goods and goods in bags, equipment, agricultural machinery, metals, packaged goods, and grain. Production capacity - 1205 thousand tons of cargo per year.

2nd complex.

Berths No. 19-22. The complex is designed for handling bulk cargoes: ore, coal, coke, concentrate, pellets, metal products, grain, and containers. Production capacity - 5400 thousand tons of cargo per year.

3d complex.

Berths No. 16-18; 23-26. Bulk and general cargoes are cultivated: equipment, coal, metal, ore, and grain.

An open area of 10,500 m² was equipped at the cargo handling area of PPK 2 for handling containers. It holds 416 TEU. Necessary infrastructure facilities have been erected and staff has been trained in relevant customs procedures and requirements. The object was put into operation on August 28, 2013.

The single-track railway has a capacity of 300 wagons per day, which is a maximum freight turnover of 6.5 million tons per year.

The design capacity of Izmail is 8.5 million tons.

After a sharp decline in the late 1990s cargo turnover did not recover, reaching 2.873 million tons in 1999 and 6.881 million tons in 2008 and falling to 2.907 million tons in 2012 (iron ore accounts for approximately 44% and coal and coke 50% of total cargo turnover).

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1.3. Port of Kiliya

Port of Kiliya – is a river port point of the commercial seaport of Ust-Dunaysk. It is located on the 47-km section of the coast of the Kiliya mouth of the Danube River, in the city of Kiliya.

The length of the berthing front is 150 m, and the depth of the berths is 4 m.

Duration of navigation - all year round.

Assigned to the port of Ust-Dunaisk.

Specialization:

Currently, the port specializes in the handling of bulk and bulk cargo, in particular, grain, which is exported to the countries of the Middle East and the Mediterranean.

The port has a grain processing complex, and equipped storage areas, both covered (960 m²) and open (17.6 thousand m²).

The port has a Kiliya shipbuilding and ship repair plant with 50 years of experience in the field of shipbuilding, which allows it to carry out all types of supply and maintenance of ships, both sea and river fleet.

Depths at the berth allow receiving ships with a deadweight of 5175 tons.

The capacity of the complex is 100-120 thousand tons per month. Transshipment intensity - 2500, etc. grains per day.

The storage tanks of the complex are designed for 2000 tons of grain.

Storage features: short-term storage of up to 15 days.

Transshipment is carried out according to the schemes:

- car - conveyor - hold;
- car - bunker - warehouse;
- wagon train – conveyor - hold;
- car - crane - hold;
- wagon train – crane - hold;

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1.4. Port of Ust-Dunaysk

The State Enterprise "Sea Commercial Port of Ust-Dunaysk" (45°28' N, 29°42' E) is located in the Zhebriyanskaya Bay, directly at the entrance to the Kiliya arm, and by its specialization is one of the Danube ports.

The sea approach channel to the port of Ust-Dunaysk has a length of 7 km. Another connecting channel 1.5 km long runs from the port bucket to the Prorva branch.

Port potential: the passage of transit cargoes; connects the countries of the Danube basin with the countries of the Black Sea-Azov basin, the Mediterranean, the Red Sea, and Southeast Asia. It is an integrated part of the 7th Transport Corridor.

Duration of navigation - all year round.

Navigation mode: Vessels entering and leaving the port of Ust-Dunaysk, as well as navigation in the port water area with wind strength of less than 12 m/s, is carried out around the clock. For vessels over 160 m in length and with a draft over 7 m, entry and exit from the port through the sea approach channel is allowed only during daylight hours and in good visibility.

Specialization:

SE "SCP Ust-Dunaysk" has a cargo area in the port point of Kiliya, which specializes in the transshipment of bulk cargo. The length of the berth is 150 m. Depths at the berth: 1 m from the cordon - 2.8 m; 3 m - 3.4 m; 5 m - 4.4 m.

The Ust-Danube port transships and provides freight forwarding services for transit, foreign trade, and coastal cargoes, as well as warehouse operations. It can provide reception, safe parking, and processing of barges, and their accumulation for further transportation. The basis of the port's cargo turnover is bulk and bulk cargo: grain (wheat, sunflower seeds, barley, corn), metal, crushed stone, sugar in bags, and salt in big bags. Cargo is delivered by ships, non-self-propelled barges, and lighters.

Vessels carrying bulk cargo and having a draft exceeding the one declared for the port can be handled in the outer road in full or in part with subsequent additional unloading in the port.

The port of Ust-Dunaysk has two cargo areas - sea and river.

There are no berths as hydraulic structures **in the sea area**. There were 3 barrel moorings for the mooring of the processed vessels, but the depths necessary for the vessels were lost there.

The cargo berth in Vilkovo specializes in the transshipment of bulk and general cargo. The length of the berth is 117 m, and the depth at the berth is 1.6 m.

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<https://ust-dunaysk.com>

2. MOLDOVA

Name	km		General cargo	Bulk cargo	Liquid cargo	Containers	Ro-ro
Port of Giurgiuilesti	133,8		X	√	√	X	X

2.1. Port of Giurgiuilesti

Giurgiuilesti International Free Port is a port located 133.8 km from the Black Sea on the left bank of the Prut and Danube rivers in the village of Giurgiuilesti.

The port was established in 2006 thanks to the transfer of 430 meters of the coast of the Danube and the Prut by Ukraine to Moldova. The port is located close to the Moldovan border with Romania and Ukraine. The only port of the Republic of Moldova with access to the Black Sea.

The entire territory of the port of Giurgiuilesti has the status of a free economic zone until 2030. The free economic zone of the port provides national and international investors with favorable conditions for investment and business. The port is a regional logistics hub on the border with the EU. The port is managed by the state-owned Giurgiuilesti International Free Port (GIFP) and operated by the private company Danube Logistics (DL), a joint venture between a Dutch company and the EBRD. The territory of the port covers a land area of 120 hectares.



The port has road and rail links with Romania via two nearby bridges across the Prut River. The port also has a railway and several road links with Chisinau. The total length of the berths is 300 m. The depth of the berths is 8.9 m.

At the moment, the port can handle oil products with a volume of up to 1 million tons per year, 4 berths allow for handling such cargoes as grain (there are grain storage capacities of 45 thousand tons), an area for storing general cargo, and containers (2.7 thousand sq. meters), open storage areas for storage of bulk cargoes (5.6 thousand sq. meters).

Oil Products Terminal

In September 2007, an oil terminal was opened, which is owned and operated by Danube Logistics. The port receives tankers carrying oil from various origins, including Turkmenistan, through the Volga-Don complex). The permissible draft is 7 m, which allows servicing ships with a deadweight of up to 12,000 tons.

The terminal consists of a berth on the Danube River, a tank farm consisting of eight tanks, an autoloading station, and, starting from mid-2012, a station for the transshipment of oil products to/from wagons/wagons of the combined railway. The total volume of the tank farm is 63,600 cubic meters, divided among 8 tanks, with capacities ranging from 4,200 to 12,600 cubic meters. Four of the eight tanks are equipped with pontoons for storing gasoline and other light petroleum products. Currently, 6 tanks are used to store diesel fuel and 2 tanks are used to store gasoline.

Domestic transport is carried out by trucks.

Grain terminal

Following the oil terminal, a grain terminal was opened in September 2009, which has road and rail access roads. The storage capacity for corn, sunflower seeds, wheat, and barley is 50,000 tons. The berth with a draft of 5 m can accommodate ships with a deadweight of up to 5000 tons.

Dry-cargo terminal

In 2010, a dry-cargo terminal was put into operation with a storage area of 4 hectares for the processing of crushed stone, slag, and petroleum coke, mainly intended for the Lafarge cement factory in the city of Rezina. Vessels are unloaded by a floating crane on a berth with a draft of 5 m.

Vegetable oil transshipment terminal, container terminal, and general cargo terminal

In November 2011, a vegetable oil terminal was opened, consisting of 2 tanks with a total capacity of 6,000 tons, and in January 2012, a container and general cargo terminal with an open storage area of 2 hectares. The terminal is equipped with 48 outlets for refrigerated containers, a mobile crane with a lifting capacity of 70 tons, and a stacker.

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3. ROMANIA

Name	Km	General cargo	Bulk cargo	Liquid cargo	Containers	Ro-ro
Port of Moldova Veche	1047-1050,50	√	√	X	X	X
Port of Orshova	953 – 957	√	√	X	X	X
Port of Drobeta - Turnu Severin	927- 934	√	√	X	X	X
Port of Cetate	810 – 813	No data				
Port of Calafat	793 – 796	√	√	X	X	√
Port Becket	678-681	√	√	X	√	√
Port of Korabiya	627,6-633	√	X	X	X	X
Port of Giurgiu	489-497	√	√	X	√	X
Port of Oltenita	428-431	√	√	X	√	X
Port of Kalarasi	372-377	√	√	X	√	X
Port of Chernavoda	297,4-299,8	√	√	X	√	X
Port of Braila	160-176,5	√	√	√	X	X
Port of Galati - Docuri	80 – 80, 6 Mm	√	√	X	X	X

Port of Galați - Romportmet	79 Mm	X	X	X	X	X
Port of Galati-Bazinul Nou	155,4 – 157,6	✓	✓	X	X	X
Port of Isakcha	53-56,5 Mm	X	✓	X	X	X
Port of Tulcea	34-42 Mm	✓	✓	X	X	X
Port of Mahmudia	86-90 km from the Gergievsky branch	X	✓	X	X	X
Port of Medgidia	37,50 km of the Danube-Black Sea Canal	✓	✓	✓	✓	X
Port of Basarab (Murfatlar)	25,00 km of the Danube-Black Sea Canal	✓	✓	✓	X	X
Port of Ovidiu	11 km of the Poarta Alba canal - Midia Navodar	✓	✓	✓	X	X
Port of Luminita	0,2 km of the Poarta Alba canal - Midia Navodar	✓	✓	✓	X	X

3.1. Port of Moldova Veche

The port of Moldova Veche is located on the left bank of the Danube River, in the area of the upper reaches of the existing reservoir - the Hydropower and Navigation Complex "Iron Gates I" of the Karas-Severinsky district. The total area of the port is 32,000 sq. meters. The port is located in the Romanian city of Moldova Nou.

The port is a public property of the Romanian state, transferred by the Ministry of Transport to the concession CN APDF Giurgiu.

Operators: SCEP Drobeta SA Orsova, SC Tehnosteel Vest SRL

Specialization: The main specialization of this port is general and bulk cargo.

Operated cargoes: general goods, wood products, ballast products, bricks, bulk fertilizer products.

The port has six berths with a total length of 560 meters and a depth of 3.0 m:

- 3 berths with a total length of 300 m, equipped with vertical berths (in the past for ore processing) and general cargo;
- 2 berths with a total area of 160 m, equipped with fenced sloping queues to control the movement of wood products and other general goods;
- 1 berth 100 m long, equipped with fenced queues for passenger traffic.

To serve tourist lines, there is a passenger terminal that receives cruise ships making regular crossings along the Danube.

3.2. Port of Orshova

The port of Orshova is located 955 km up the Danube River near the reservoir and hydroelectric power station "Iron Gates" Mehanditi district.

The port of Orsova is the property of the Romanian state.

Port area 50439 sq.m.

Specialization of the port:

In the port, such products as iron ore, timber, gene cargo, building materials, bauxites, fertilizers, etc. are reloaded.

In addition, the port has a modern passenger terminal of the river station.

The total length of the berths is 500 meters. The maximum depth near the quay wall is 3.5 meters.

Portal cranes with a lifting capacity of 5 and 16 tons.

3.3. Port of Drobeta - Turnu Severin

Port of Turnu Severin is located on the left bank of the Danube River in Mehudinti County.

The total area of the port of Turnu Severin with its infrastructure is 137.59 square meters, of which 44084.55 square meters. m occupies an instructor of the passenger fleet, 72,662.42 sq.m. The area is occupied by the commercial activities of the port for the transshipment of cargo.

Specialization:

The port processes such cargoes as fertilizers, laminate, ore, grains, and coal.

Main characteristics of the port of Turnu Severin:

- a river-type port, that will allow handling barges with a carrying capacity of up to 3000 tons near the quay wall.
- access to the berth is made directly from the vessel through the gangway;

The mooring front with a total length of 1400 meters.

The maximum depth at the berths is 3-3.5 meters.

Port turnover: 725,000 tons/year.

3.4. Port of Cetate

Administrator: The port is a public property of the Romanian state.

The port area provided by the Ministry of Transport and Infrastructure to CN APDF SA Giurgiu is 95,689 square meters.

Main operator: SC PORT CETATE SRL

The Cultural Port of Cetate is a cultural center organized by the Mircea Dinescu Poetry Foundation on the banks of the Danube, in southwestern Romania, near the city of Cetate, Dolj county.

The port has rough stone walled piers built over a length of 1000m and can be made available to all economic agents for commercial and tourism activities.

Coordinates: 44.0874589097, 23.0355275536

Address: 207190, Cetate, Mehedinti, Romania

3.5. Port of Calafat

The port is located on the left bank of the Danube in the county of Dolj. It is the state property of the Romanian state.

Operators: DUNAGRICOL LOGISTICS & SHIPPING SRL, DUNAGRICOL SRL, CEREALCOM Dolj SA

The total area of the port premises has been transferred to the concession of CN APDF SA Giurgiu and amounts to 50,968 sq. m. **Operated cargoes:** various general cargoes.

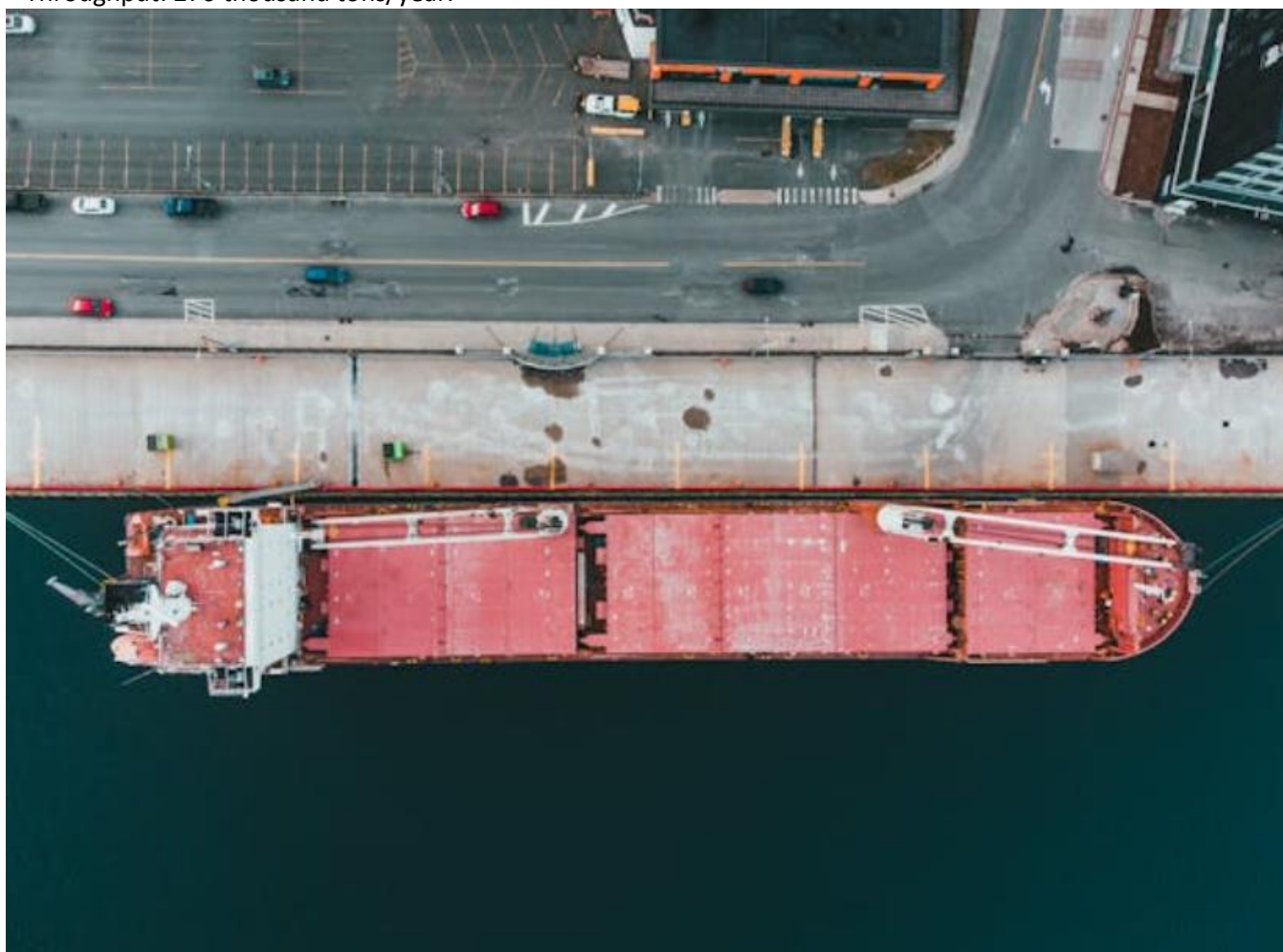
River port, allowing to receive barges up to max. 2000 tons;

Access to water is provided directly from the navigable channel of the Danube; Mooring depth 3.00 m;

The port has the following mooring fronts, equipped with walls, from the upstream to the downstream:

- RO-RO ramp;
- 100 ml operating front;
- 100 ml passenger seat;
- cargo berths with a capacity of 350 ml, on which 2 gantry cranes with a capacity of 5 ft x 32 m are mounted.
- ferry.
- In the area of the RO-RO ramp, a checkpoint (BCP) is organized, and equipped with all amenities.
- In the lower reaches of the port there is a ferry providing a connection between Calafat from Romania and Vidin from Bulgaria;
- The port has storage areas with an area of 11,000 sq.m.;
- Operational equipment: 2 berthing gantry cranes 5 ft x 32 m, and on the other berths work is carried out by floating cranes;

Throughput: 270 thousand tons/year.



3.6. Port Becket

The port of Becket is located on the left bank of the Danube, Dolj county.

The port is a public property of the Romanian state.

The port area has been leased to CN APDF SA Giurgiu 76,287 m².

Main operators: SPET SA Craiova, SC CEREALCOM Dolj.

The port has walled berths with a capacity of 600 m³ and a berthing ramp for river vessels of the RO-RO type, as well as a platform for loading oversized cargo.

Communication methods: access to DN 54A, DN 55, and DN 55A.

3.7. Port of Korabiya

Korabiya Port is a city and port in Romania, in Olt County, in the historical region of Wallachia on the left bank of the Danube, on the border with Bulgaria.

The port is a public property of the Romanian state.

The port area provided by the Ministry of Transport and Infrastructure to CN APDF SA Giurgiu is 226,315.36 square meters.

Main operator: SCAEP Giurgiu Port SA.

The port has 1,400 m walled berths that serve elevators.

In the port of Korabiya, there is a port captain, customs, a sanitary service, there is a telephone, and a water-metering post has been installed.

Communication routes: has road access to the Korabiya urban network and access to DN 56 A, also has rail links.

3.8. Port of Giurgiu

Complex Giurgiu Port is located 66 km from Bucharest, on the 493rd km of the Danube in George County.

Port of Giurgiu is a major Romanian port on the Lower (or river) Danube, with rail and road connections (including with the Bulgarian port of Ruse on the other side of the river through the bridge). The head office of CN APDF SA is located there. The port is a public property managed by APDF Giurgiu

Main operators: SCAEP Giurgiu Port, SC DUNAPREF SA, CNF GIURGIU NAV SA

The port complex consists of 4 terminals, including a transshipment port base for fuel and lubricants (Giurgiu Cioroiu) and a shipyard (Basin Veriga).

The port has berths for the transshipment of dry and liquid cargoes and accepts passenger ships. The port has a port captain, customs, a sanitary service, a telegraph and a telephone, and a water-measuring station. Supply of vessels with drinking water is provided. There is a ship repair shop.

Operated cargo: bulk cargo, general goods, grain, and oil products. The mooring front is 500 meters, whereas the slanting coast is 500 meters. The maximum depth at the berth is 2.5 meters.

There are handling facilities: portal cranes - 8/5-16, floating cranes - 5/up to 10. Warehouse area: covered - 900 sq.m, open - 10000 sq.m. There is also a rail connection.

River-type port, which allows mooring of barges up to max. 2000 tons.

Giurgiu Port is being developed in three locations:

1. Terminal Ramadan - with the functions of mooring on the Danube.
2. Verigi Basin - where there is an important shipyard with a syncrolift for 5000-ton ships, a queue of weapons, production and repair shops, machines, etc. It is currently part of the Giurgiu Free Zone.
3. Terminal Canal Plantelor, where berthing fronts with a total length of 740 m are arranged. In the direction of Choroyu Island, a berth for ballast products has been arranged.

The Giurgiu-Ruse ferry, built in the period 1940-1941, has also been preserved here.

Terminal Ramadan

The first commercial terminal, Giurgiu Ramadan, has a capacity of 435 thousand tons per year at 15 berths (including a passenger station, a bunkering area, a Ro-Ro ramp, berths for waiting for loading and unloading operations, and loading of general and grain cargoes), with a total length of 1500 m. Access to water is carried out directly from the shipping signal.

Mooring depth -3.50 m.

The berthing front has fenced berths in the following direction (from the upper to the lower reaches):

450 m - in front of the prefabricated concrete products plant, 250 m (2 berths) - operational goods front, 400 m (4 berths) - berth for passenger ships.

Warehouse area: 8,000 sq.m. Warehouse area: 3,000 sq.m.

Throughput: 435 thousand tons/year.

Verigi basin

The Veriga basin is located in the area of 492 km of the Danube and currently has a length of approx. 1000 m and a width of 120÷150 m. The entrance to the pool has a width of 40÷50 m and a depth of approx. -2.5 m in front of the "0" (zero) of the Giurgiu world.

In the Verigi basin, there is an important shipyard with a syncrolift for 5000-ton ships, a queue of weapons, production and repair shops, machines, etc. It is currently part of the Giurgiu Free Zone. The Giurgiu-Ruse ferry, built in the period 1940-1941, has also been preserved here.

Terminal Canal Plantelor, is a natural basin with mooring fronts, mostly located on the urban side of the basin. A specific activity carried out in the Canal Plantelor terminal is the transport of goods, especially the unloading of both quarry and ballast products, as well as grain from ships.

The terminal has a throughput capacity of 1,320 thousand tons/year at 14 berths with a length of 1,390 m. Most of the berths are designed for vertical loading of grain, crushed stone, etc. The port has 13 cranes with a maximum lifting capacity of 16 tons.

River port, allowing mooring of barges up to max. 1500 tons. Mooring depth -2.0 m. Warehouse area - 29,000 sq.m.

The oil port of Giurgiu, located on the island of Choroyu, is of the river type, which allows mooring barges up to max. 2000 tons.

Access to water is provided directly from the shipping signal. Mooring depth -3.50 m. The mooring front with a total length of 680 m is equipped with a wall of slabs.

Operations on ships are carried out by pumping oil products from tanks located on the shore. Throughput: 550 thousand tons/year.

Water access is provided on the Danube for the Ramadan and Choroyu sectors and, respectively, through the Smarda arm in the Planter basin;

The total area of the port premises is 59 hectares, of which 70,000 sq.m.

Throughput - 2,305 thousand tons/year.

The port has facilities for supplying electricity, water, and sewerage;

Ways of communication:

- the port has an automobile exit from the street network of the city and further entrances to DJ 504, DJ 507, DN 5, DN 5B, DN 5C
- the port has a railway connection, provided by rebrusting lines to all 4 sectors, from the city station.

3.9. Port of Oltenita

The port of Oltenita is located on the left bank of the Danube in Calarasi County.

The port is the state property of the Romanian state.

The area of the port facilities leased to CN APDF SA Giurgiu is 88.7 hectares, of which 9,600 sq.m. have been built.

Main operators: SCAEP Giurgiu Port, SC TTS SA Bucharest.

Operated cargoes: grain, ballast, and quarry products.

River port, allowing to receive barges up to 2000 tons.

Access to water is provided directly from the navigable channel of the Danube; mooring depth -3.00 m;

The port consists of the following mooring fronts, located from top to bottom of the stream:

- 4 mooring ramps for transportation of oversized cargo;
- 200 ml non-surgical anterior wall canal;
- 300 ml of bulk water for loading/unloading goods.

Operating equipment: 3 berthing gantry cranes 5 ft x 32 m;

Throughput: 525 thousand tons/year;

Ways of communication:

- entrance to the street network of the city and further entrances to DN 4, DN 31, and DN 41;
- railway communication, provided with a connection with the city station.

3.10. Port of Kalarasi

The port of Kalarasi is located on the left bank of the Danube in Calarasi County, on the branch of the Danube - Borcea.

The port is the state property of the Romanian state.

The area of the port facilities transferred to the concession of CN APDF SA Giurgiu is 149,096.42 sq. m (Calarasi commercial 81,505 sq m, Calarasi industrial 62,500 sq m, Calarasi Quichu 5,091.42 sq m).

Main Operator: SC AGROVET SRL, SC MERIDIAN (Km 97 Brat Borcea)

Operated cargoes: ballast products

The port has a vertical pier made of reinforced concrete, built on reinforced concrete piles, a wall, and a drywall made of raw stone.

The mooring front is 585 meters, where the berth is 150 meters, and the sloping coast is 435 meters. The maximum depth at the berth is 5.5 meters. There are reloading facilities: portal cranes - 2/5-16, floating cranes - 2/up to 10. In the working point of Kalarasi-Kitiu, a modernized mooring ramp has been made for ships that are engaged in tourism in the area, and the wall on one side and the other is made of prefabricated concrete slabs placed on a beam of prefabricated boxes filled with broken stone.

Communications:

- access to the network of the municipality of Kalarasi and DN 3 Bucharest - Kalarasi - Contanza, DN 3B Calarasi - Fetesti, DN 31 Oltenica - Calras,
- rail access (industrial port CFR Station Kalarasi Sud - Ciulnita).

3.11. Port of Chernavoda

The port of Chernavoda is located on the right bank of the Danube in Constanta County, downstream from the entrance to the Danube-Black Sea Canal.

The port is the state property of the Romanian state. The port land, with an area of 126,322 sq.m, was transferred to the concession of CN APDF SA Giurgiu.

Main operators: SC Dobroport SA, SC ARGOS SA Cernavoda.

Exploited goods: grain, bulk fertilizers -urea, ballast products.

Cement industry, hardware production, winemaking.

Chernavoda port is located on the right bank of the Danube, directly below the entrance to the Danube Canal - M. Nyagra, it develops both on the river bank and in the port basin.

Starting from the upstream-downstream, from the connection of the port with the left front of the channel, the port of Chernavoda has:

- passenger berths
- front of waiting for river vessels, up to the pier area at the beginning of the basin
- berth for oil products
- commercial berths in the basin adjacent to the upper berth
- waiting in front on the opposite side of the pool

The basin also contains a slipway for lifting and lowering ships, owned by the ARGOS shipyard. The pool is provided with a depth of 1.50 m, and platforms at +13.00 m.

Working equipment: 2 berthing gantry cranes 5 ft x 32 m and 1 crane 16 tf x 32 m.

Ways of communication:

car access connected to the local network and further links to DN 3A.

3.12. Port of Braila

The port of Braila is located on the left bank of the Danube.

Port of Braila is the Danube port farthest from the mouth, accepting sea vessels with a draft of up to 7.0 m. There are berths for receiving sea, river, and passenger ships. On the territory of the port, there is a port captaincy, customs, sanitary service, a pilot station, a telephone, and a water-measuring station that has been installed. Ships are supplied with potable water. Vessels are being repaired in the port.

The mooring front is 400 meters, whereas the slanting coast is 400 meters.

The maximum depth at the berth is 7.0 meters. There are reloading facilities: portal cranes - 19/8, floating cranes - 7 / up to 16.

Warehouse area: covered - 30 sq.m, open - 20000 sq.m. There is also a rail connection.

3.13. Port of Galati

The port of Galati is located in Romania, it consists of two basins - the Old and the New (Forest), which are the place for the winter sedimentation of ships, and the port of the metallurgical plant, which has berths for receiving sea and river vessels. There are 36 berths in Galati, including 20 for sea, 13 for river and 3 for passenger ships.

In the port, there is a captaincy of the port of Galati, a port operations service, a customs office, a pilot station, and a sanitary service. A water meter has been installed. There is a telegraph and a telephone, and the supply of ships with drinking water is provided. The capacities of Galati shipbuilding and ship repair enterprises provide all types of ship repair work.

With a design capacity of 28,500,000 tons of dry cargo, Galati is the largest port along the entire length of the Danube, especially since it forms a single port complex with the neighboring port of Braila (design capacity of 2 million tons) under the general management of the National Company "Authority of the Ports of the Coastal Danube in Galati (APDM).

By Romanian standards, Galati (0.231 million inhabitants) and Braila (0.210) are relatively large cities, as well as important industrial centers. 62 The steel plant opened in Galați in 1965 (by then the largest in Eastern Europe) and is today owned by the Arcelor-Mittal Group. It is still the largest among similar enterprises in Romania and provides 50% of the total volume of river cargo transportation in both Galați and Braila.

The largest **shipyard** on the Danube is also located in Galati. This shipyard, owned by the Dutch group Damen Shipyards since 1999, can build any type of floating craft and ships with a deadweight of up to 50,000 tons.

The mooring front is 900 meters, whereas the berth is 900 meters.

The maximum depth at the berth is 7.6 meters. There are handling facilities: portal cranes - 84/5-16, floating cranes - 10 / up to 100. **Warehouse area:** open -29500 sq.m.

There is also a rail connection.



The total facilities for the ports of Braila and Galati are represented by a total of 83 berths along 10,368 m of inclined or vertical quay walls, where any type of cargo can be handled: bulk, general, and containers. Due to the presence of heavy industry enterprises, these ports are equipped with better lifting equipment than the ports on the Lower Danube: floating and port cranes with a lifting capacity of up to 32 tons, reach stackers, heavy forklifts, etc.

In addition, they cover vast areas, with a total of 86.41 ha in Galati and almost 38.96 ha in Braila. In addition to the European standard gauge rail links connecting the port with other parts of the country, Galati also has Russian standard gauge rail links with Giurgiulesti (Moldova), which allows railcars to be received and handled directly from the CIS.

The main processed commodities are coke, coal, mineral ores (carried on barges from Constanta either along the canal connecting the Black Sea and the Danube and the Primorsky Danube or along the Black Sea and the Sulina Canal); scrap steel imported from Turkey and Cyprus via Sulina; grain transported to Constanta and steel products exported by the Arcelor Mittal plant mainly to Turkey (1 Mt out of 8 Mt per annum average turnover before the crisis in Galati (Total traffic of 3 main Romanian ports on the Maritime Danube and Tulcea) peaked at 15264 Mt in 2007 and dropped to 7784 Mt in 2009. More recent partial statistics show a clear rise from 2010))

In total, about 60-65% of the region's exports are transported directly by river-sea vessels (Turkey is the main destination for exports and imports), while the rest is transported by barges upriver to Constanta, where they are transhipped to other ships and export, mainly to Asia.

In 2008, **a container terminal**, The Docks Port, was built in the port of Galati with a capacity of 30,000 TEU. In the first stage, it was planned to achieve annual volumes of 7600 TEU by transporting in containers partially sheet metal produced at the steel plant and developing a marketing policy with regional shippers and recipients of containerized cargo. However, no significant cargo turnover has been served so far.

In Galati, only 30% of the port's capacity is used.

3.14. Port of Isakcha

Port of Isakcha is a port in Dobruja, in the Tulchinsky district, on the right bank of the Danube.

There is a ferry complex with an international checkpoint connecting Ukraine with Romania, which was put into operation on August 10, 2021.

The ferry terminals are located near the villages of Orlovka in the Izmail district of the Odessa region and the Romanian city of Isakcha, Dobruja in the Tulchinsky district.

On the ferry line (distance 900 m), two ferries are constantly operating - one of the Ukrainian operators, the second - of the Romanian. The ferry schedule is at least every 30 minutes. Every day, the Orlovka-Isakcha ferry will be able to transport about 1,000 vehicles and 1,000 passengers in each direction.

Ukraine mainly imports citrus and seasonal fruits, dishes, textiles, aluminum hydroxide, and various metal structures, while soot, spare parts for locomotives, joinery, cardboard, and other goods are exported to the EU countries.

3.15. Port of Tulcea

Port of Tulcea - located in Romania, has two areas - industrial and commercial. In the industrial port, there is an overpass for receiving sea vessels with a maximum tonnage of 25,000 gross tons.

Port Authority: Compania Nationala Administratia Porturilor Danarii Maritime

The commercial port of Tulcea has berths for receiving cargo, passenger, and ballast ships. Here are located the captain of the port of Tulcea (whose competence also includes the industrial port), the customs service, the Romanian Maritime Register, the post office, the sanitary service, and a water metering post. Ships are supplied with potable water in the port of Tulcea. Ship repair work is underway.

The mooring front is 730 meters, where the berth is 330 meters, and the sloping coast is 400 meters. The maximum depth at the berth is 6.0 meters. There are handling facilities: portal cranes - 12 / up to 16, floating cranes - 2/16. Warehouse area: open -11340 sq.m. There is also a rail connection.

3.16. Port of Mahmudia

Mahmoudia Port is located on the right side of the Gheorghe branch between km 87 and km 88 of the Danube River.

Port restrictions: maximum draft 3.5m.

The main activities of the port are the transportation of limestone to Galati, passenger traffic, and general regional goods. Traffic figures: about 1,220,000 tons of cargo and 500 ships handled annually.

3.17. Port of Medgidia

The port of Medgidia is located 37.5 km on the right bank of the Danube-Black Sea Canal, about 45 km. inland from Constanta occupies an area of 0.050 sq. km. The official UN/Locode of this port is ROMED.

Services provided in the port: fresh water and electricity.

Information about maritime and port operations can be obtained from the regional RoRIS ACN center by radio on channel 71VHF.

The port has a river station, general cargo warehouses, and specialized berths. It has rail and road links. Various agents for cargo and barge operations operate in the port, coordinated with the Administration of navigation channels.

The commercial port is equipped for an annual cargo turnover of 1.2 million tons and has a 5-berth berth.

An industrial port equipped with an annual cargo turnover of 11.5 million tons. It has 15 workplaces, 3 waiting places, and 1 passenger seat. It occupies an area of 19 hectares, the platform is 18 hectares.

Has 22 available berths.

Channel: deadweight 5000 tons, length 138 m, width 16.5 m, draft 5.5 m. Depth 7.0 m.

Specialization: Riverport serves passengers, scrap metal, bulk, and bulk cargo.

Vessel types regularly calling at MEDGIDIA include inboard, motor cargo ships (18%), inboard, pusher, two cargo barges (9%), general cargo (7%), inland (7%), inboard, pusher, six cargo barges (7%). The last vessel that called at this port was VICTORIA, 25 m. The maximum length of vessels that are called at this port is 276 meters. The maximum draft is 4.9 meters. Maximum deadweight 9084 tons.

3.18. Port of Basarabi (Murfatlar)

Basarabi is a port on the right bank of the Danube-Black Sea canal, located 25 km.

General review:

The port is equipped with a river station, general cargo, a warehouse for basic materials for ships and specialized berths, and a shipyard for technical ships. Services offered: drinking water, meals, new crew, medical assistance, and existing resting places in the port.

The port's annual cargo turnover is 700,000,000 tons. Includes 6 working berths, 4 waiting berths, port area 14 ha, platform area 9 ha, minimum depth 6.5 meters.

Traffic data: Approximately 840 ships and 414,000 tons of cargo are handled annually. **Maximum size:** draft from 5.5 m to 6.5 m.

Basarabi port is the only port on the canal without a railway.

3.19. Port of Ovidiu

OVIDIU is located on the Black Sea, Black Sea in Romania at the coordinates 44° 16' 11.90" N - 028° 32' 55.48" E. The official UN/Locode of this port is ROOVI.

OVIDIU is a medium-sized port. Types of vessels regularly calling at OVIDIU include river, motor tankers, liquid cargo, type C (18%), river, motor tankers (11%), river, pushers, two cargo barges (11%), river, motor tankers, liquid cargo, type N (7%), river, Pashtove, two barges of at least one tanker (7%). The last vessel to call at this port was CALYPSO IC, 19 hours, 49 minutes, and 15 seconds ago. The maximum length of ships that have entered this port is 188 meters. The maximum draft is 2.9 meters. Maximum deadweight 2477 tons.

3.20. Port of Luminita

Port of Luminita is a Romanian river port located on the northern side of Lake Tasaul, 7 km from the Navodari lock, in Constanta County, on the Danube-Black Sea canal. The port size is 22 acres.

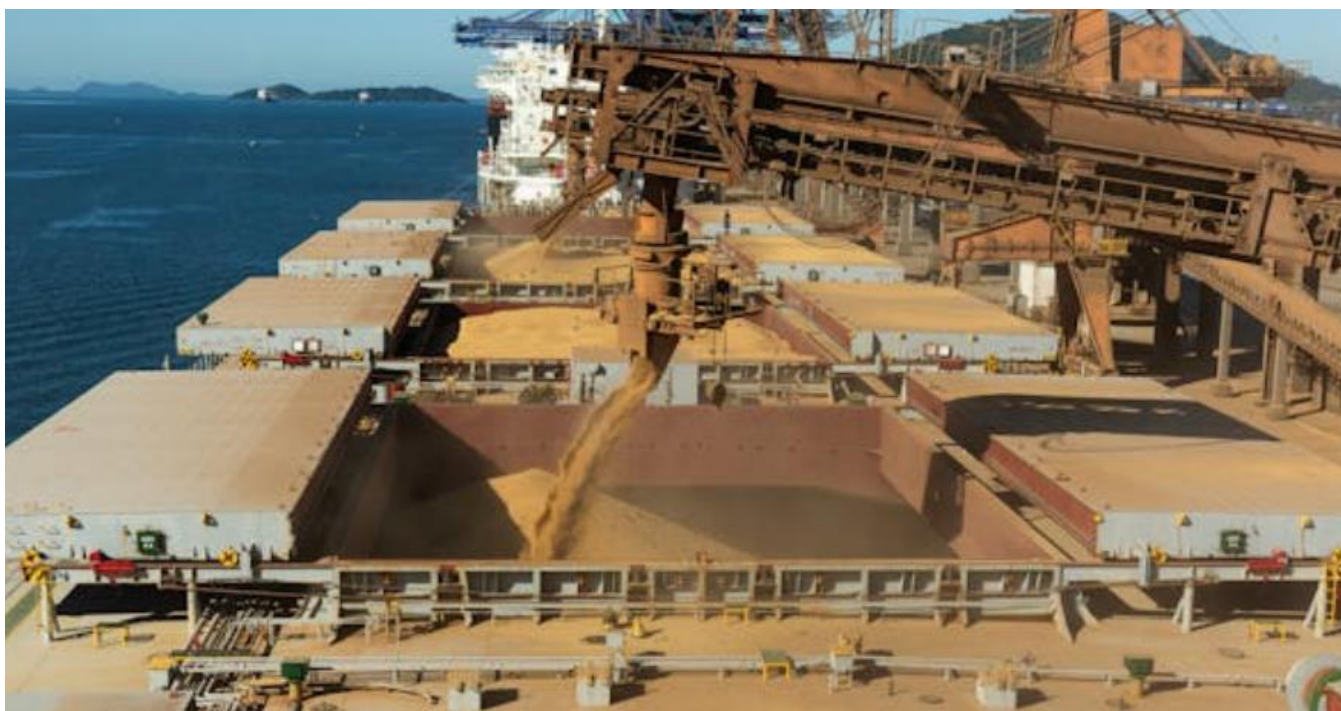
Owned by the Shipping Canal Administration (ACN Constantza).

The annual throughput is 6.5 million tons. The length of the berths is 280 meters.

There are 4 workplaces and 1 waiting area.

Permission to work in the port can be obtained from the RoRIS ACN Regional Center by radio (71 VHF channels).

The port specializes in loading raw materials for the cement plant from Medgidia and iron scrap.



4. BULGARIA

Name	Km		General cargo	Bulk cargo	Liquid cargo	Containers	Ro-ro
Port of Vidin	785-795		√	√	X	X	√
Port of Lom	743		√	√	X	X	X
Port of Oriahovo	674		√	√	X	X	X
Port of Somovit	608		√	√	X	X	X
Port of Svishtov	554		√	√	X	√	X
Port of Ruse - west	496		√	√	√	X	X
Port of Ruse - east	489		√	√	√	√	√
Port of Tutrakan	433		√	√	X	X	X
Port of Silistra	375		√	X	X	X	X

4.1. Port of Vidin

Port of Vidin is the westernmost Bulgarian port on the Danube, a large port on the Bulgarian section of the Danube, connected by Ro-Ro routes Vidin - Passau Ro-La and Vidin - Kalafat, located in the city of [Vidin](#).

This port has taken a geographically strategic position at the intersection of Pan-European Transport Corridors IV and VII, offering the shortest route from Central Europe to the Mediterranean region in Northern Greece, as well as from the Black Sea to Central Europe.

The port consists of 4 terminals: 2 public (Southern and Central) and 2 private (Vidin Sever, transferred in 2010 under a concession agreement BRP (Bulgarian river shipping company), and car ferry Ro-Ro terminal SOMAT-VIDIN).

Specialization: Designed for the following types of combined transport: Ro-Ro - Vidin - Passau; Rho – La, train ferry Vidin – Calafat, and car ferry Vidin – Kalafat, together with ferry-boat transport between Vidin and Western Europe.

In the port of Vidin (792.0-792.4 km) there is a ferry complex that provides handling and transportation of railway cars across the Danube to the Romanian port of Calafat, as well as ferry transportation of passengers.

The central port is located in the central part of the city within the marks of 789 km - 791.3 km on the Danube River, its area is 17 thousand m². Mooring wall with a length of 1440 m, inclined type. Four pontoons have been installed in front of the dock for receiving and loading goods onto Bulgarian and foreign ships with incoming and outgoing control. The existing building of the river station is well connected in terms of logistics with three transport facilities designed to transport passengers: the main railway station, the bus station, and the river station. It shortens travel routes for passengers (arriving and departing) without the use of additional vehicles.

The southern port is located in the southern industrial zone within the marks of 785 km - 785.2 km on the Danube River, its area is 48 thousand m² (or 48 decares). Designed for receiving and storing bulk and ordinary cargoes that do not require special handling conditions. Mooring wall with a length of 200 m, inclined type. Loading and unloading are carried out with the help of electro-portal cranes equipped with all necessary devices for capturing the object. Works in direct and indirect modes. The main cargo is coal.

An anchorage is equipped in the port. The port of Vidin is in the competence of the captain of the port of Lom. Vidin serves as a dispatch center for cargo transportation between Europe, Turkey, the Middle East (Iraq and formerly Iran), and Central Asia (Kazakhstan, Uzbekistan, Tajikistan, and Afghanistan)

Car ferry terminal SOMAT is the Bulgarian subsidiary of the leading German trucking company Willy Betz. Its 3 barges and 4 catamarans for Ro-Ro cargo make regular trips from Ruse and Vidin to Passau (Germany).

Today, the company's **cargo turnover** includes • loaded/empty trucks (by Willy Betz and other companies) to/from Passau, • new Mercedes and BMW vehicles from Germany to Turkey, • Dacia vehicles (transported from Romania) to Passau (which became a Western European storage and distribution center for the Romanian automaker); • equipment for public works, cranes and other construction equipment (Hyundai, Liebherr) from Europe; • Hyundai cars from Turkey to Western Europe; • harvesters/harvesters to Bulgaria from Western Europe; • blades and other windmill equipment manufactured by Vestas, exported from Denmark via Passau on low loaders to Vidin and Ruse73, • and oversized cargo transported on Turkish low loaders to Germany. Cargo turnover is unbalanced, exports from Bulgaria far exceed imports. Willy Betz / SOMAT, operating its fleet and its terminals, manages the entire logistics supply chain for the goods transported by the company. Their terminal in Vidin, located at km 792.7 of the Danube, consists of 2 zones covering a total of 68,000 m². The entire territory is asphalted.

The berth, and the Ro-Ro ramp, have a width of 130 m and allow the mooring and operation of two vessels at the same time (one barge and one catamaran). The whole area is guarded and surrounded by a high fence with an electronic alarm system. The open area adjacent to the pier can hold 2,000 cars. The customs office is located inside the port building, where, in addition, the office of the passport and visa border control service is located. Barges owned by BRP have 3 decks for vehicles only. Usually, the convoy includes 2 barges and 1 pusher tug.

Catamarans owned by SOMAT have 2 decks, one for cars and the main deck for trucks and trailers. The draft of the catamarans is only 1.3 m, which means that they have no problems with navigation, even when the water level is exceptionally low.

At this terminal, SOMAT maintains and services 280 trucks, 500 standard trailers, and 98 special trucks for transporting cars.

Vidin North this port is located between the dam and the Danube, adjacent to the adjacent car ferry terminal. Currently, the main types of cargo handled in the port of Vidin Sever are bulk and piece cargo (cereals, gypsum, timber, coal, etc.). The port is equipped with a rail crane with a maximum lifting capacity of 20 tons. 2 railway lines along the quay make it possible to simultaneously place 2 x 14 railway grain hopper cars along the quay to load grain. The railway station is located 10 km from Vidin North. In addition, the port has a small Ro-Ro terminal for the Vidin-Calafat ferry service operated from 2010 to 2013. Bulgarian River Shipping Company (BRP). 4 vessels (2 x 6 and 2 x 16 TIR operating in pairs) operated only during the daytime by the regular schedule, reaching a volume of 75 thousand TIR per year. With the opening of the bridge, ships stopped running along the route and they were transferred to the BRP Nikopol - Turnu Magurele route.

Ro-ro cargo handling. Service is provided over a short railway bridge, formerly used by a railway crossing. Trucks are weighed using mechanical and electronic scales. There is a free zone in the port. In June 2010, the Vidin North terminal was handed over to BRP under a 35-year concession agreement.

By the agreement for the development and modernization of the port during the first four years, BRP must invest about 8 million euros⁷⁵. BRP wants to turn the terminal into a universal port and is focusing on the development of the container business.



4.2. Port of Lom

Port of Lom is located on the right bank of the Danube River, in the central part of the city of Lom, Montana region, North-Western Bulgaria. It is 162 km. north of Sofia, 56 km. southeast of Vidin, 49 km north of Montana, and 42 km west of Kozloduy.

The port includes 5 berths and 13 berths, three of which (1, 2, and 3) are located on the open Danube, and the remaining 10 - in the inner basin - estuaries. The total length of the berths is 1335 m. The total length of the berthing front is 1422 m, and the length of the breakwater is 140 m.

The port is equipped with a berth for dry cargo ships (742.1-742.5 km), and there are three anchorages. The mooring front is 700 meters. The maximum depth at the berth is 1.8 meters. The main handling facilities are 19 electric port gantry cranes with a lifting capacity of 5 to 20 tons.

The territory of the port is 371,129 sq.m., and the main port infrastructure and facilities are built on the territory of 302,379 sq.m.

Warehouse area: monolithic warehouses and sheds with a total area of 11,547 sq.m. and open warehouses with a total area of 117,921 sq.m.

Border passports and visas, customs, and sanitary control are carried out on the territory of the port. The terminal is guarded and has organized access control. There is a ship repair base.

The port is connected to the national railway network and the republican road network. Through the city of Montana, there is a connection with the international road E 79.

4.3. Port of Oriahovo

Port of Oriahovo is a city and port in Bulgaria. It is located in the Vratsa region, on the right bank of the Danube, not far from the city of Mizia.

On the Danube in Oriahovo, there is a ferry, and a border checkpoint - on the opposite left bank is Romania.

The port of Oriakhovo has a customs office, a sanitary service, a telephone, a telegraph, and a water-measuring station. The port of Somovit is within the competence of the port of Rousse.

The maximum depth at the berth is 2.0 meters.

There are reloading facilities: portal cranes - 2/5. Warehouse area: covered - 1000 sq.m., open -10000 sq.m. There is also a rail connection.

4.4. Port of Somovit

Somovit Port is a village and a port in Bulgaria. It is located on the Danube River in the Pleven region, is part of the Gulyantsi community, and has a railway station of the same name on the Yassen-Cherkovitsa branch from the Varna-Pleven-Sofia line.

The port of Somovit has a customs office, a sanitary service, a telephone, a telegraph, and a water-measuring station. The port of Somovit is within the competence of the port of Rousse.

4.5. Port of Svishtov

The port of Svishtov is located in the southern part of the river. The Danube on the 7th Trans-European Transport Corridor (Rhine-Main-Danube). It is located on the right bank of the river, (430 and 37' north latitude) - on the 554th km. from the mouth of the river Danube and at 1,825 km. from the Port of Regensburg.

Since the beginning of the 16th century, it has been an important transport and trade hub for the processing of goods from Western Europe to the Balkan countries and the Middle East and vice versa.

From Central and Western Europe, Ukraine, and Russia, transportation of large cargo to and from Bulgaria is most advantageous along the Danube River - and the Port of Svishtov is the most convenient port for distribution within the country because it is located in the center of Bulgaria.

The International Port of Svishtov provides the shortest connection for Central and Southern Bulgaria and from there to Turkey and the Middle East.

Services:

- Making maneuvers with your port fleet;
- Loading and unloading, trimming, separation, packing, and unpacking of cargoes, dry cleaning of vehicles before and after loading;
- Warehousing of goods, according to the established customs regime;
- Loading and unloading ships on the raid;
- Transport and forwarding services and customs representation;
- Registration of commodity and transport documents /waybills, specifications, etc./;
- Provision of loading equipment and inventory;
- Mooring, towing, aerobatics, crew change.

On section 558.3-558.8 km of the port of Svishtov, there is an external berth for handling dry cargo ships, a 553.5 km pontoon for passenger ships, and a berth for oil tankers. There are three anchorages in the port. The competence of the captaincy extends to the port of Svishtov.

Berthing area -1000 m. Maximum depth at the berth -2.2 meters. There are handling facilities: portal cranes - 15/5 - 32. Warehouse area: covered - 5400 sq.m., open - 21000 sq.m. There is also a rail connection.

4.6. Port of Ruse

Ruse is the largest city, industrial center, and port of Bulgaria on the Danube. Near Ruse, there is a large two-tier bridge (length 2800 m) across the Danube. It is the mainland gate for the transport of goods and passengers between Bulgaria and Romania and between Bulgaria and Russia.

Port complex - Ruse EAD is a commercial company headquartered in the city of Rousse. It manages the activities of several major Bulgarian ports located on the Danube River: Ruse, Tutrakan, and Silistra. The ports of the complex are located on the route of European transport corridors No. 7 and No. 9. They provide convenient communication between the countries of Western Europe - South-Eastern Europe - Asia - Transcaucasia.

Ruse Port - has berths for dry cargo (496.0-496.5 km) and tankers (about 491.0 km), a passenger berth (495.2-495.6 km), seven anchorages, eight pontoons, as well as a specialized berth for transshipment of large-tonnage containers of international standard.

Berthing area -1100 m. Maximum depth at the berth -2.2 meters. There are handling facilities: portal cranes - 25/5 - 32. Warehouse area: covered - 11500 sq.m., open -155000 sq.m. There is also a rail connection.

On 24 berths, equipped with 29 cranes, giving a maximum lifting capacity of 64 tons, any type of bulk, general and heavy cargo can be handled. There are 42-ton Kalmar loader cranes equipped with hydraulic traverses for handling 20 and 40-foot containers.

The port hosts the port captain, customs, sanitary service, post office, and a water-measuring station. The shipbuilding and ship repair plant in Ruse performs all types of repair work, including docking of vessels up to 96 m in length. Repair work is also carried out in the ship repair workshops of the Bulgarian River Shipping Company.

Port Ruse-East is located at km. 489-490 in the eastern industrial zone of the city of Ruse. It is the largest port on the Bulgarian stretch of the Danube. The port of Ruse-East is also the only river port in Bulgaria where the river and sea vessels can receive and handle high water levels in the Danube River. The port has the technical capabilities to handle large-capacity units up to 60 tons. It is also possible to transship cargo of larger weights or non-standard sizes using a 100-ton floating crane.

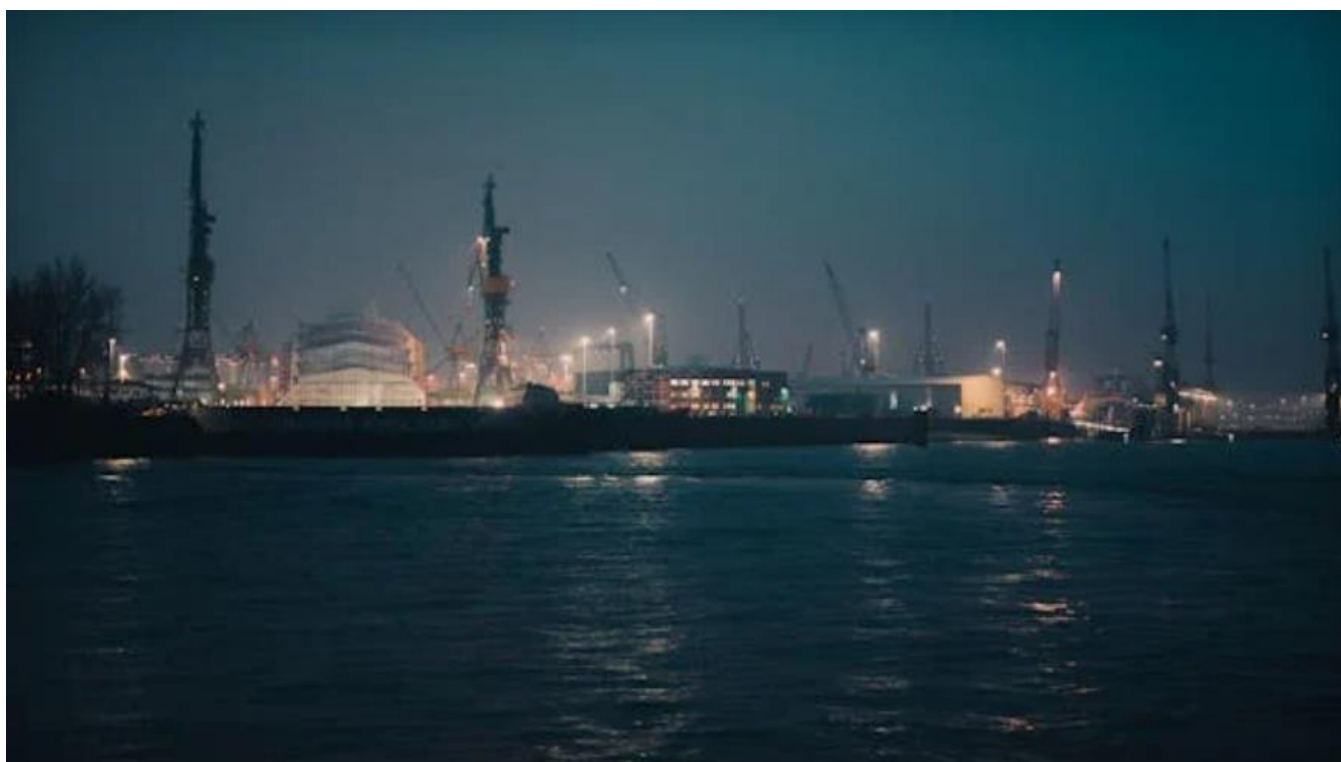
In the port of Ruse-East, all types of cargo are handled, including oversized cargo and equipment.

The port of Ruse-East also includes a Ro-Ro terminal, where 2 vessels (of the Danube type) can moor at the same time. Two adjacent parking areas equipped with all the necessary amenities for drivers can accommodate 160 trucks.

Functions:

- area 825 533 sq.m.
- 14 berths
- estuary depth at 0 - from 1 to 2 m for different ship locations
- 17 cranes with a maximum lifting capacity of 5 to 32 tons
- 196,300 sq.m. warehouses:
- 15 800 sq.m. covered storage room
- 190,500 sq.m. open storage area
- Connection with the railway and road transport network of Bulgaria
- Reserved area 825,533 sq.m. provides opportunities for the future development of the port

Ro-ro terminal Rouse is built in the area of the port of Ruse-East for the horizontal handling of vehicles.



The Ro-Ro terminal in Ruse has:

- Covered parking area of 11,719 sq.m.
- Outdoor parking area of 11,484 sq.m.
- Connection with the road network of Bulgaria;
- Phytosanitary complex, bathroom, and toilet.

Port terminal Ruse-Center is managed by the Port Complex-Ruse EAD. The company provides 1 pontoon for the mooring and maintenance of ships. The terminal is located in the central part of the city of Rouse and is near the central square of the city and most of the major hotels. In the immediate vicinity are also all the administrations serving to ship - IA "Maritime Administration", IA PPD, DP "Port Infrastructure", customs, and border crossing.

Cargo turnover in Ruse exceeded 1 million tons in 2010, and consisted of 77% liquid and bulk cargo, with a significant imbalance between imports (76% of total cargo turnover) and exports (24%). Imported coal (from Ukraine) is processed for the Iztok thermal power plant in Ruse, and although this figure is declining, it still accounts for 25% of the total turnover. In recent years, there has been a significant drop in traffic volumes due to unfavorable conditions for navigation on the river: for example, grain carriers have transferred their cargo transportation to Varna from the river to rail transport.

4.7. Port of Tutrakan

The port of Tutrakan is located at km. 433 from the mouth of the Danube. The harbor is of local importance in the area. It has one berth, one pontoon, open storage areas, and a connection to the national road network.

Tutrakan Port handles both bulk and general cargo.

The Port of Tutrakan has an **area** of 4414 m², 1 place for a ship, and 1 pontoon for passenger and merchant ships. The depth of the estuary is at a height of 0 - 1 m on average.

There is 1 crane with a maximum lifting capacity of 5 tons and 2500 m² of open storage area.

Connection with the Bulgarian road network.

4.8. Port of Silistra

Port of Silistra is a port and administrative center in Bulgaria.

Located just one kilometer from the Bulgarian-Romanian border, the port of Silistra receives cargo and passenger ships. Has customs, and sanitary service. A water metering station has been installed in the port.

The port of Silistra is a passenger port and in the recent past served the year-round regular line Silistra - Reni - Izmail - Silistra. It is located 375 km from the mouth of the Danube River. Its mooring wall is 300 meters long.

The port of Silistra has an area of 17,770 m², 900 m² of parking, and 2 pontoons to receive passenger ships. The depth of the estuary is at the level of 0 1 m and 2 m. The maximum depth at the berth is 2.0 m. There are reloading facilities: portal cranes - 4/5-20.

Warehouse area: open - 9960 sq.m.

Connection with the Bulgarian road network.



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