



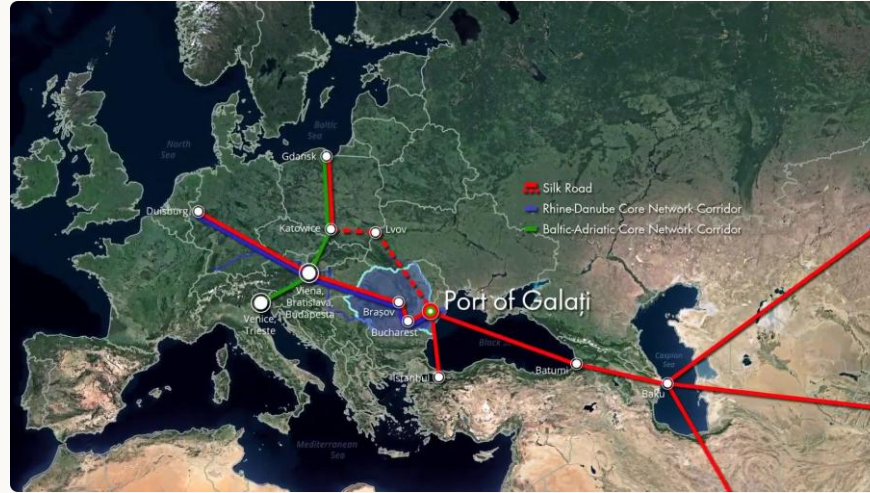
METALTRADE
GROUP

Gateway to Europe

Your Reliable Logistics Partner

— Integrated port operations at the crossroads
of the CIS region and the European market —

Access to European Transport Corridors



Strategic position at EU's eastern border

Due to its strategic location, the Port of Galati serves as a key land bridge between Europe, Middle East, and Far East, providing direct access to major inland waterway, rail, and road transport corridors.

Part of the Rhine-Danube TEN-T corridor

The positioning of the port of Galati as a sea and river port along the central TEN-T network is a significant opportunity given that the EU's transport goals are to complete the corridors by 2030.

Access to the wide-gauge railway

The port of Galati is the only port in South East Europe that benefits from both wide - gauge railway (1520 mm) and normal gauge railway (1435 mm).

Group Overview

Metaltrade Group is a privately owned enterprise under the leadership of **Mr. Corneliu Gavaneanu**, with decades of experience in integrated logistics, port operations, and processing and distribution of metalworks. The strategic positioning at the Danube's maritime mile 79 makes it a critical gateway connecting the CIS region to the European market.



Integrated Port Operations

Full-spectrum port services including handling, transshipment, and storage facilities across multiple specialized terminals.



Naval Transport

Owned fleet of pushers and river vessels operating along the river Danube.



Steel Service Center

On-site steel processing capabilities, including slitting, decoiling, and plasma cutting of flat carbon steel products.



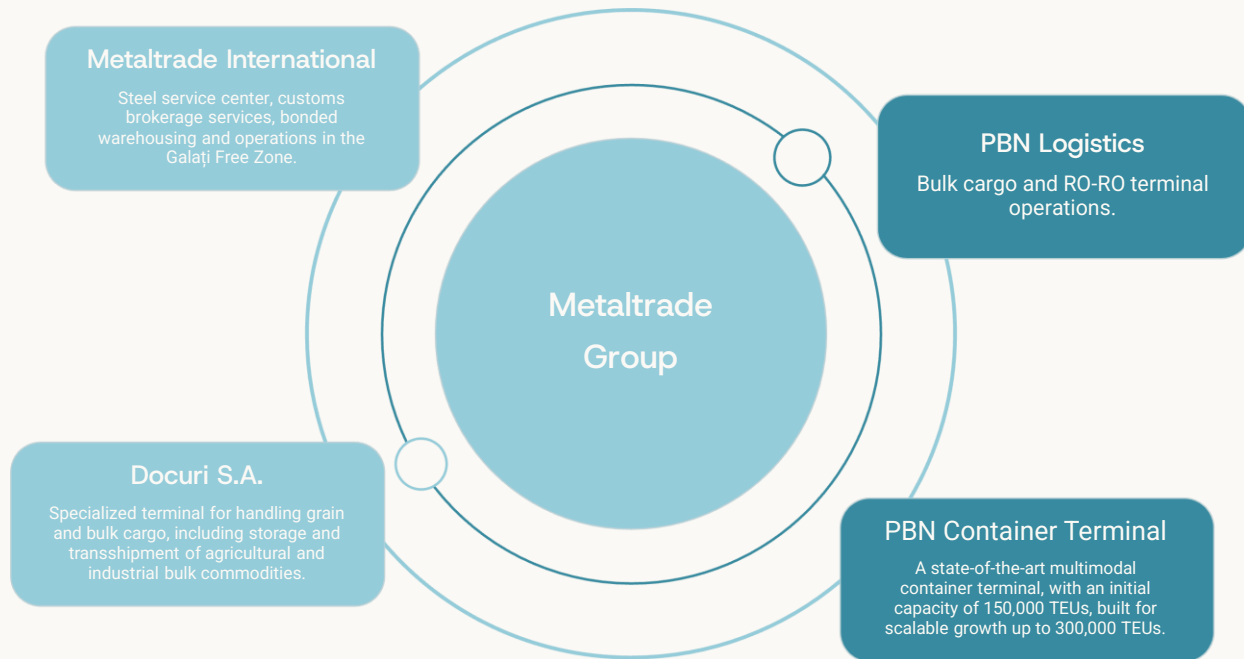
Customs & Warehousing

Customs brokerage, bonded warehousing, and logistics services within the Galați Free Zone.



The Metaltrade Ecosystem

The Metaltrade Group operates as a fully integrated logistics ecosystem, with each entity playing a complementary role in delivering integrated logistics solutions. Together, these four companies form the most comprehensive port operations on the Danube river.



Docuri Port



With a heritage dating back to **1886**, Docuri SA represents one of the most historically significant port facilities on the Romanian Danube. Specialized in bulk and grain handling, the terminal features extensive storage capacity and modern loading equipment.

Maritime & River Capabilities

- Vessels up to **15,000 dwt**
- Total quay length: **1,500m** (500m on Danube)
- 3 berths of **120m** on river
- 4 berths of **90–110m** in basin
- 1 berth of **130m** dedicated to grain

Technical Equipment

- Floating cranes: max. **32 mt**
- Mobile cranes: max. **64 mt**
- Quay cranes: max. **10 mt**
- Forklifts from **3 mt** to **25 mt**



Bulk & Grain Handling

Specialized equipment for efficient loading and unloading of grains and bulk commodities with high throughput capacity.



Storage

Large-capacity silos and warehouses ensuring safe storage for sensitive agricultural and industrial cargo.

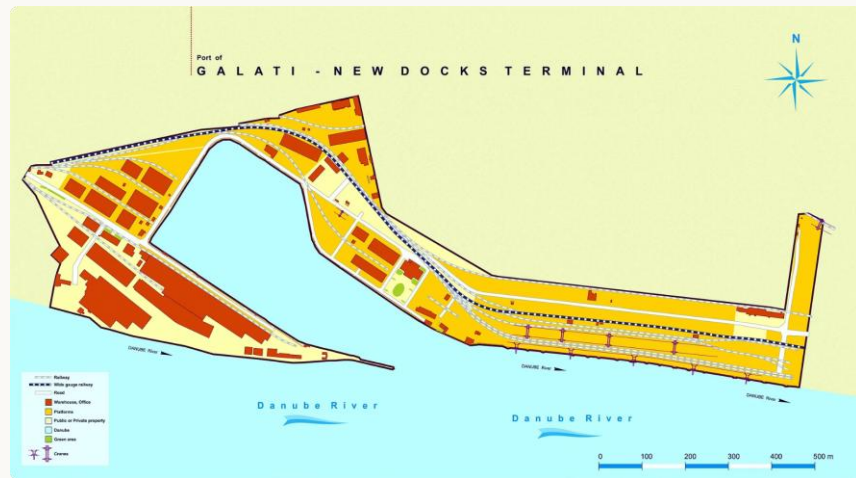


Floating dry dock

Delivers hull repair, maintenance and inspection services for inland and maritime vessels, supported by an experienced technical team and high operational standards.

Bazinul Nou Port

Port Bazinul Nou, developed between 1909 and 1923, is the largest river port on the Danube. Strategically located at maritime mile 79, it provides integrated cargo handling, forwarding, and transshipment services, connecting regional and international trade routes.



Area

Total area is **334,464 sqm**, from which **73,967 sqm** are located inside of Custom Free Zone – Galati.

335K

sqm Total Area

Maritime & River Capabilities

- Vessels up to **15,000 dwt**
- Total quay length: **1,500m** (500m on Danube)
- 6 berths of **120m** on river
- 4 berths of **90–110m** in basin

95K

sqm Open Storage

Technical Equipment

- Floating cranes: max **32 mt**
- Max lifting capacity **64 mt**
- Quay cranes: max **10 mt**
- Forklifts from **3 mt** to **25 mt**

18K

sqm Warehouses

Infrastructure & Operational Highlights

Vessel Specifications

- **Vessel Types:** River barges, sea-going vessels, container ships, RO-RO vessels and bulk carriers.
- **Draft Requirements:** Up to 7.2 meters alongside berths for sea-going vessels.
- **Vessel Dimensions:**
 - Length: Up to 180 meters
 - Width (Beam): Up to 25 meters
 - Air Draft: Unlimited (no bridge restrictions)

Loading Equipment

- **Cranes:** Gantry and floating cranes with capacities up to 64 tons (in tandem), specialized gantry cranes for containers.
- **Reach Stackers:** High-capacity reach stackers for efficient container handling.
- **Loading Ramps:** Dedicated RO-RO ramps for vehicle and wheeled cargo.
- **Grain Loaders:** High-speed bulk and grain loading systems.

Port Capabilities

- **Cargo Handling:** Expertise in bulk, general cargo, containers, project cargo, and RO-RO operations.
- **Throughput Rates:** Optimized for high-volume cargo movement across all commodity types.
- **Vessel Turnaround:** Efficient operations designed to minimize dwell times and maximize vessel utilization.
- **Storage Capacity:** Extensive open and covered storage, including specialized silos for grains and climate-controlled warehouses.

Conectivity

- **Road:** direct access to national and international road system via E87/E584. The port is also in the proximity of EU-MD-UA border via Giurgiulesti customs.
- **Railway lines:** Galati is the only port located in the Rhine – Danube corridor with access to both gauges (standard -1.435mm and wide – 1.520 mm). On the standard gauge terminals have rail connection with both the southern are of the Country and with the northern part. On the wide gauge, it enables access to CIS countries (Rep. of Moldova and Ukraine) via Giurgiulesti border.
- **Navigable path (Danube) :** barges, river vessels and maritime vessels through Sulina channel.

PBN Container Terminal

The **PBN Container Terminal** represents the latest strategic investment of our group, developed to meet the rapidly growing demand for containerized cargo transport observed over the past decade.

Designed as a **state-of-the-art multimodal logistics hub**, the terminal ensures seamless integration between all major transport modes, including:



Sea-going vessels

Inland waterway vessels

Standard European rail (1435 mm)

Wide-gauge rail (1520 mm)

Road transport



Positioned as a key logistics node between **Asia and Europe**, the PBN Container Terminal is designed to ensure **continuous, reliable, and cost-efficient cargo flow**, supporting intermodal connectivity and strengthening regional trade corridors.



The PBN Port Terminal area consists of four objectives:

1. Quay / wharfage (CN APDM responsibility)

868 m in length, to be upgraded and extended in the current basin area. The quay will be capable to accommodate simultaneously two vessels.

2. Road infrastructure (CN APDM)

to enable safe and fluent traffic flow.

3. Terminal area (Metaltrade)

107.799 sqm

4. In-out-gate (Metaltrade)

33.682 sqm - trucks handling and custom facilities. Construction contract to be signed in 2026 / implementation period of 12 months (up to Q3 2027).



Technical Equipment

1 STS crane

1 RMG crane

Reach stackers

Terminal trucks + trailers

2 rail-mounted cranes for terminal handling: one crane for **ship-to-shore** (STS) operations, and one for transshipment between **rail and road (RMG)**. The RMG crane will be purchased subsequently, when the overall traffic will require. Until then, rail traffic will be serviced with **reach stackers**.

With an initial **annual handling capacity of 150,000 TEUs**, the terminal is engineered for high operational efficiency and reduced dwell times. Thanks to its design and scalable infrastructure, the facility can be **easily expanded up to 300,000 TEU annual capacity**, allowing it to adapt to future market growth and evolving supply chain requirements.



Road, Navigable Path & Rail Connections

Navigable Path (Danube River)

- **Accessibility** for barges, river vessels and maritime vessels of max. 15,000 dwt (the dwt capacity and draft depend on the max. allowed draft at the Sulina Channel entrance).
- The **Sulina Channel** is the single access point for maritime ships to the port of Galati:
 - **Distance** between Galati and the Black Sea through the Sulina Channel is 79 NM (146 km).
 - The **Sulina Channel** passage generally ranges from 12 to 48 hours one way, with the final transit time determined by vessel specifications and the availability of crew and pilotage services.

Road Connections

- direct access to national and international road system via E87/E584. The terminal is also in the proximity of EU-MD-UA border via Giurgiulesti customs.



Railway Connections

- **Both standard gauges** are available in Galati. It is the only port located on the Rhine-Danube corridor with access to both gauges (1.435 mm and Russian gauge – 1.520 mm).
- On the **standard gauge**, PBN has rail connection with both the southern area of the Country, primarily via the Buzau railway node and with the northern area of the Country via Tecuci.
- On the **wide gauge**, PBN enables access to northern CIS countries (Rep. of Moldova and Ukraine) via Giurgiulesti border.
- **Transit** onto the rail network on intermodal block trains with ca. 80 TEUs.

Terminal zoning and service process map

RO-RO Terminal



PBN Logistics delivers advanced multimodal capabilities tailored for regional distribution and high-efficiency freight movement. Commissioned in 2026, with the first vessel calls successfully completed. While dedicated to RO-RO operations, the terminal area can also be utilized for bulk and project cargo handling, ensuring efficient use of terminal capacity.



Conectivity

by road: E87 adjacent

by rail: 750 m of track inside the terminal with link to wide-gauge railway nearby

By river: quay berths no.39, 40 and 41 modernized for RO-RO operations



Storage capacity

10,000 m³ covered warehouses

15,000m³ open area suitable for parking and/or truck transit



Suitable RO-RO vessels

150 m length

7.32 m draught

25 m width

120 trailers



Available Land for Future Development



The site offers **45 hectares of available excess land**, creating substantial capacity for **future industrial expansion**, including new **production facilities, storage yards, warehousing, and logistics infrastructure**.

A major competitive advantage is its **immediate proximity to the port area**, enabling highly efficient **import/export operations**, reduced transportation costs, and faster access to international markets. This strategic location is particularly valuable for industries requiring high-volume cargo handling.

In addition, **7 hectares are designated under a Free Trade Zone (FTZ) regime**, offering favorable customs and regulatory conditions that strengthen the site's investment appeal. Combined with port access, this creates outstanding opportunities for various industries, **especially the steel sector**, including processing, manufacturing, and distribution activities.

Your Gateway to European Markets Awaits

We are ready to put our infrastructure, expertise, and strategic Danube location to work for your business. Let's build a partnership that drives growth, efficiency, and reliability for years to come.

Metaltrade Group is more than a port operator — we are a strategic logistics partner committed to driving efficiency, reliability, and growth for every client we serve. Whether you need bulk handling, containerized freight, RO-RO services or a fully integrated supply chain solution, we have the infrastructure, expertise, and vision to deliver.



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Next Step: Contact our team today to schedule a consultation and discover how Metaltrade Group can become your trusted logistics partner on the Danube.

