

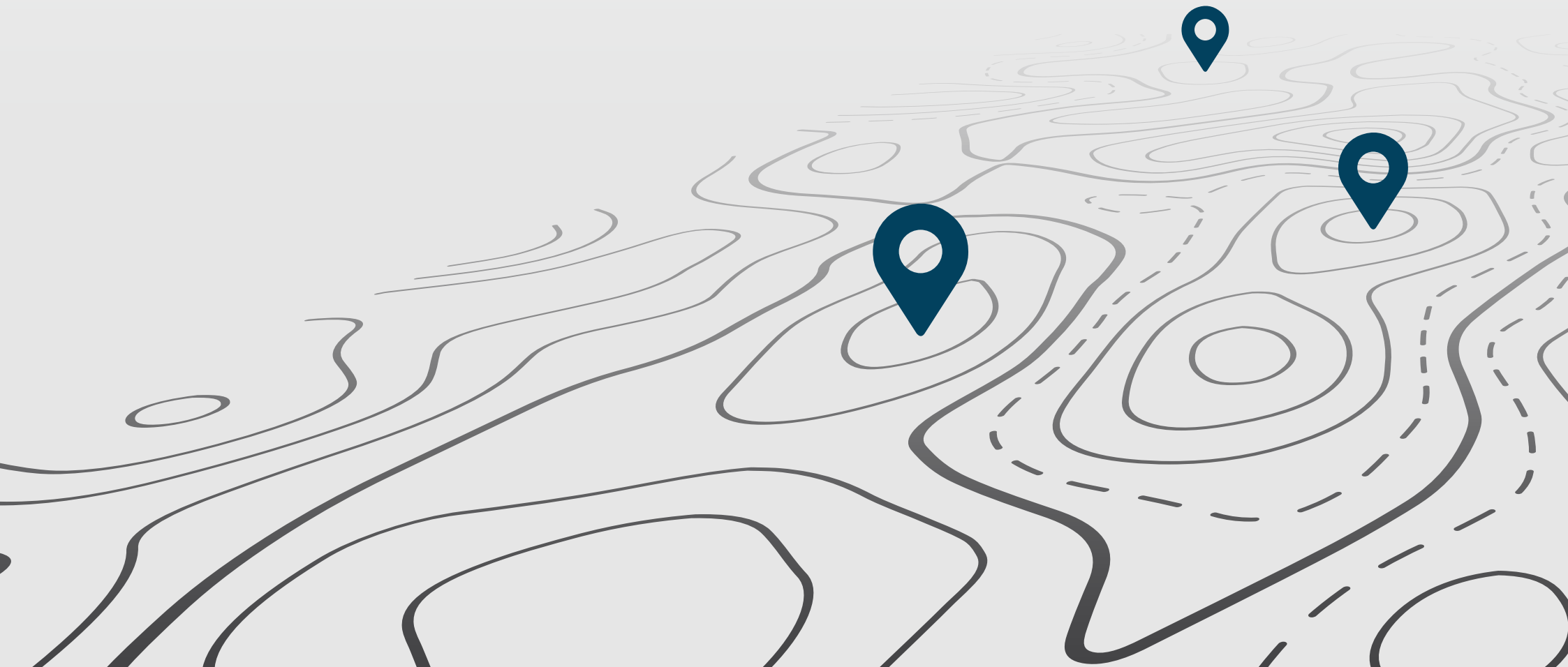
Your
future
starts
with **us**



METALTRADE
GROUP



Your
future
starts
with **us**





Galați

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Merișani

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Galati

Shortest route for the
Europe - China logistics

Rotterdam - Duisburg - Passau - Vienna -
Budapest - Curtici - Braşov - **Galati** -
Poti - Baku - Aktau - Almaty - Urumqi

Galati offers:



River-to-maritime
transfer



EU-to-Russian rail
transfer



Maritime-to-rail
transfer

LEGEND



Road



Rail



River



Sea

LEGEND

- Russian rail
- European rail





Strategic position at EU's eastern border

Due to its strategic location on the eastern border of the EU, as well as the two types of railways it benefits from, the port of Galați can position itself as a land-and-sea point of entry into the EU and can thus attract freight flows between EU member states and countries of the former Soviet Union and the Caspian region.

Part of the Rhine-Danube TEN-T rail corridor

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

Access to the Russian wide-gauge railway

The port of Galați is the only port in South East Europe that has both a wide gauge railway (1,524 mm) and normal gauge railway (1,435 mm). This is a strategic advantage especially in terms of proximity to states with wide gauge railways.

Capitalizing on this advantage, the Port of Galați can become an important transit point for goods coming from, having as destination or transiting states such as Ukraine and the Republic of Moldova, but also states in the Caspian region.

Wo we are

Established in 1996 as private enterprise, controlled directly by Corneliu Găvăneanu, **Metaltrade Group** is currently engaged in a wide range of activities, from port operations, naval shipping, processing and distribution of metalworks, extraction and sale of ballast, and hydro engineering.

Since its establishment, the group structure suffered several changes, to better adapt its business to new market dynamics, economic developments, business development priorities and investments in asset upgrades.

The motto “Quality First” prevails in all our activities.

I pledge my full authority to meet the quality objectives, to put into practice all that is new and to allocate the necessary resources to continuously improve the quality of our products and services.

We are always concerned about satisfying the current and future needs of our customers in terms of quality made in the context of protecting the health of our employees and the environment.

CORNELIU GĂVĂNEANU
PRESIDENT & CEO

GROUP STRUCTURE



Commerce, Construction

Metaltrade Products & Services SRL
Hidrotehnica Romconstruct SA



Real estate, Securities

Metaltrade International Investments SRL
Park Land SRL



Port infrastructure & superstructure

Port Bazinul Nou SA
Docuri SA
PBN Logistics SA



Naval shipping

Metaltrade International SRL



Logistics

Multi Services
Metaltrade In&Out Gate SRL



Oltenița Port

Size: 750-meter dock, 250-meter passenger dock, 300-meter commercial dock.

Storage: 3-hectare open concrete platform, warehouses and a grain silo.

Services: loading, unloading, handling of bulk goods, concrete production, transport of bulk goods and quarry products, renting of open air storage spaces.



Bazinul Nou Port

Size: 33 hectares, receives 15,000 TDW maritime ships, standard and wide-gauge railway, takes regular and oversize cargo.

Equipment: 32-ton floating crane, 64-ton handling capacity, 16-ton quay cranes, 50-ton mobile cranes, 28-ton forklifts, 3.5-ton loader.

Unique points: access to second-largest European river in terms of freight traffic, connecting the Black Sea to the North Sea along Rhine-Main-Danube corridor; access to standard and wide-gauge rail; incorporates 7.4-ha free zone.

Unique opportunity: 200,000-sqm area ready for (re)development to be used for transport operations (transshipment, spedition, repackaging etc.).



Docuri Port

Size: 23-ha pentamodal logport, receives 8,500 TDW maritime ships, standard and wide-gauge railway, takes regular and oversized cargo.

Equipment: 28-ton bridge crane, 63-ton mobile cranes, 28-ton forklifts, auto handling cranes (for scraps, logs).

Storage: open storage, warehouse, 10,000-ton grain silo.



Siret Port

Size: one 70-meter berth, receives barges.

Equipment: one floating crane.

Storage: 2-ha open storage area, warehouse of approx. 1,000 m².

LEGEND

— Port railway connection

Bazinul Nou PORT

Danube

Bazinul Nou Port

Sea and river port

The port of Galați benefits from the advantage of being both a seaport, with access to the Black Sea through the Sulina branch and Danube - Black Sea Canal, and a river port, located on the maritime sector of the Danube, the largest river in Europe.

The main advantage of a river-sea port is that it allows access to both sea and river vessels, ensuring a faster transfer of goods brought by sea to the transport networks in the hinterland. This avoids congestion in transshipment areas in the port, allowing efficient operations.

This strength contributes to the transformation of the port of Galați into an important transshipment point for goods traveling along routes like Asia - Europe, Europe - Caspian Sea and Northern Europe - Southern Europe.

Takes both sea and river ships

Given the depths of the berths in the port of Galați, the port can berth any type of river vessel, while also accepting seagoing ships up to 15,000 tdw. However, there is a limitation on the size of seagoing vessels that can access the port due to the depth of the Sulina bar (the maximum draft needed to cross the bar is 7.32 m).

All utilities are available on site

The existing infrastructure of the Bazinul Nou Port and adjacent land owned by Metaltrade Group is already connected to the gas mains, the power grid and local water distribution network. This facilitates further development and redevelopment of existing functionalities to better suit the needs of any investor seeking to establish a base of operations here.

A stylized map of the Galați area, showing the Galați Free Zone and Galați Industrial Park. The map is primarily green, with a light blue area representing the Danube River at the bottom. The Galați Free Zone is outlined in white and labeled 'Galați FREE ZONE'. The Galați Industrial Park is also outlined in white and labeled 'Galați INDUSTRIAL PARK'. The map includes various lines representing roads, rivers, and boundaries. The text 'Galați FREE ZONE' and 'Galați INDUSTRIAL PARK' is written in a bold, sans-serif font.

Galați
FREE ZONE

Galați
INDUSTRIAL PARK

Close to **Free Zone** and **Industrial Park**

The two areas are intended for the development of production activities and value - added services, namely activities related to the shipping sector, activities specific to a “dry port” and standard activities of a terminal.

The existence of the Free Zone that offers fiscal facilities can be an important factor in terms of the development of production activities in the area of Galați port since customs duties and VAT are exempt from payment for goods introduced in the Free Zone for processing, storage or marketing.

Galați Industrial Park offers advantages through exemptions from paying taxes on rented / leased land and buildings located on these lands, as well as exemptions from paying taxes related to obtaining planning certificates and building construction / demolition permits.



Bazinul Nou Port Expansion

EXISTING FACILITIES

1

PBN Logistics
port operator,
existing activities
(8.5 ha)

2

PBN Logistics
port operator,
existing activities
(7.5 ha)

3

PBN Logistics
terminal
assistance
& maintenance
(3 ha)

4

PBN Logistics
port operator,
Free Zone areas,
bulk/wet storage
(7.5 ha)

A

**Multimodal
Container
Terminal**
(16 ha)

B

**RO-RO
Terminal**
(2.5 ha)

C

**Metaltrade Logistics,
storage, packing and
production facilities**
(110 ha)

PLANNED FACILITIES (IN ORDER)



4

Galați
FREE ZONE

Galați
INDUSTRIAL PARK

Multimodal Container Terminal

Strategic value

The Project's strategic location, in both commercial and geographical terms, with links to national and European rail and road networks, creates synergies between Western Europe, the Black Sea region and beyond, into the Caucasus and Asia.

The Port of Galați is ideally connected, with integration in the planned European rail network TEN-T (Corridor IV Rhine-Danube), as well as the TRACECA network, due to its location at the border between EU and CIS.

Competitive advantages

Galați Port is strategically located along the shortest route of the Pan-European Corridor IX that crosses the city (road E87).

Galați is better positioned for attracting traffic on the West-East European corridor.

Galați is the only port in Europe with two rail systems: standard (EU), wide (CIS).

Improving the port's infrastructure will offer integrated solutions with efficient terminal capacities and up to 110 ha of logistic area in a free trade zone.

Strong outlooks

Metaltrade's solid financial performance and strong cash generation enable it to sustain growth and debt service capacity.

The Investment in the port's infrastructure will bring a reduction in handling fees together with time savings as a result of speeding up the handling process.

The investment in Bazinul Nou Port will generate lower transport costs becoming an incentive for companies to easily switch between rail-and-road to river-and-sea.

Modern infrastructure

The project aims to upgrade and improve port infrastructure by:

- developing an intermodal terminal with a capacity of **150,000 TEU/year**
- procuring and installing modern intermodal facilities and equipment like STS and RMG cranes, reach stackers etc.
- integrating modern intermodal facilities to provide a variety of logistic services such as container stuffing, storage, packaging etc.

LEGEND



Road access



European & Russian rail



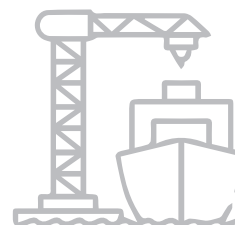
River access



Maritime access



Planned rail connection



With a minimal investment (more STS and RMG cranes) we could increase annual capacity to **300,000 TEU**





RO-RO Terminal

STORAGE CAPACITY

10,000 m³ covered warehouses

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

CONNECTIVITY

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 to be modernized for RO-RO operations

SUITABLE RO-RO VESSELS

130 m length

20 m width

7.32 m draught

100 trailers



Metaltrade has over 25 years of experience in port activities

One of PBN Logistics' medium-term projects is to modernize and upgrade existing berths no. 39, no. 40, and part of no. 41 of Bazinul Nou Port to make them suitable for roll-on/roll-off (RO-RO) operations, creating one of the fastest ways of connecting Europe with the Black Sea and Middle East.

In developing this project, we are willing to create a partnership between APDM Galați, PBN Logistics (to be involved in the construction of the floating linkspan) and any other interested third party. The terminal will be suitable for any existing vessel which already operates in Black Sea terminals.

LEGEND



Road
access



European &
Russian rail



River
access



Maritime
access

METALTRADE INTERNATIONAL

Strada Portului nr. 56,
800201 Galați, România
Tel. +40 236 449 215 /
Fax +40 236 449 997

Strada Teheran nr. 13.
011931 Bucharest, România
Tel. +40 21 231 4727
Fax +40 236 449 997

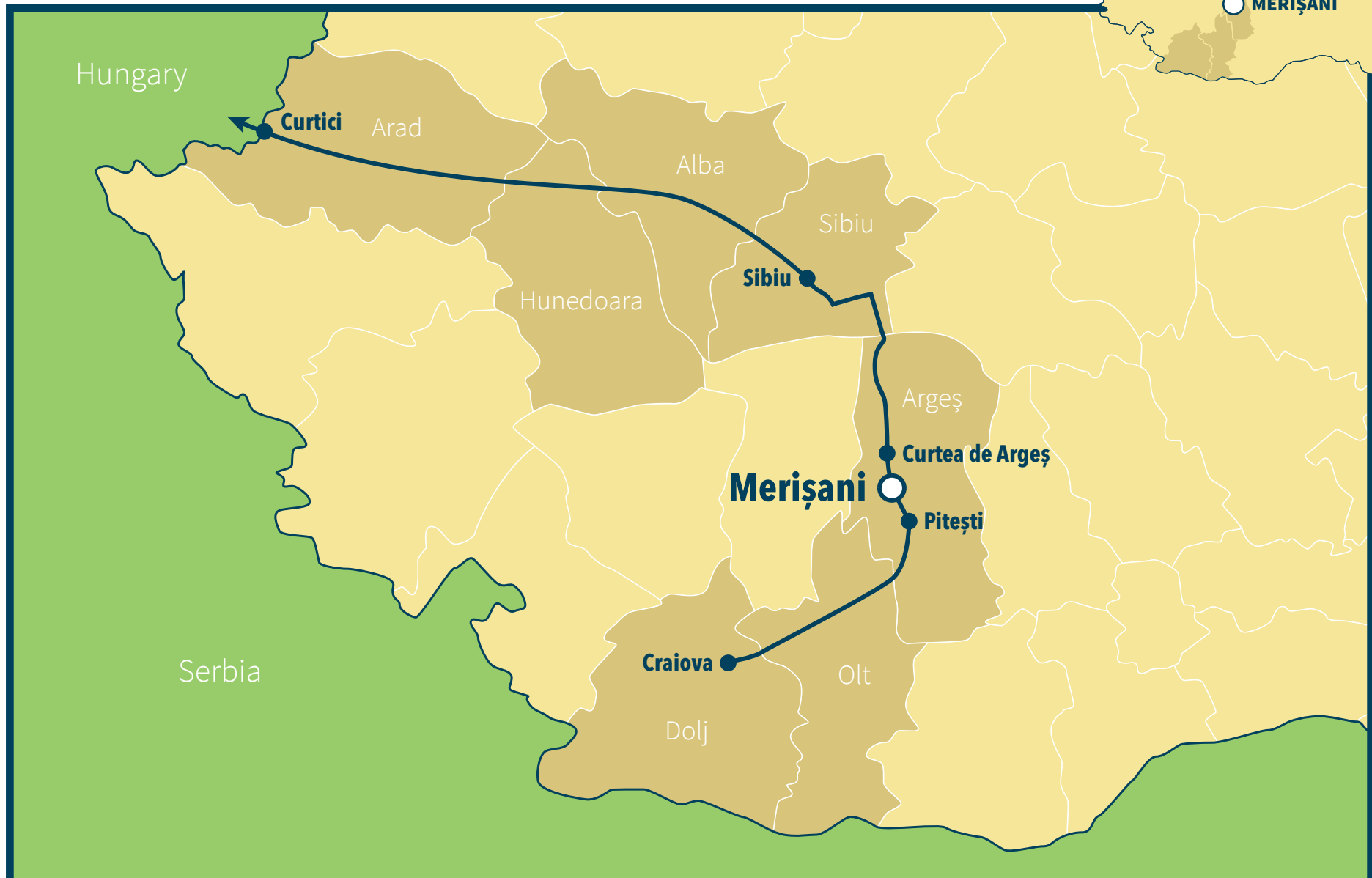
office@metaltrade.ro
www.metaltrade.ro



Merișani

A crucial link in the
South-West logistics
chain in Romania:

Craiova - Pitești -
Merișani -
Curtea de Argeș -
Sibiu - Curtici





Intermodal Terminal

Merișani will be a private intermodal terminal, ideally situated to benefit from modern infrastructure and ample development opportunities.

Located on the route of the Pitești - Sibiu highway, it can take over part of the freight traffic along the Craiova - Pitești - Sibiu route and link it by rail with the rest of Romania and to Western Europe through Hungary and Austria all the way to Germany's North Sea coast.

The terminal itself will be located in the South part of Merișani commune, Argeș county, and will offer quick access to highways and railways, as well as proximity to industrial areas in the cities of Pitești, Câmpulung, Curtea de Argeș, Mioveni and Topoloveni. The terminal will cover an area of 15 ha and will have an operating capacity of 100,000 TEU/year.

The commune is crossed by the Pitești - Curtea de Argeș railway, serviced by the Borlești Argeș and Merișani stops.

