



**Batumi International
Container Terminal LLC**

An ICTSI Group Company

**Batumi International
Container Terminal**
Batumi, Georgia



**International Container
Terminal Services Inc.**



CONTENTS

BICT Value Proposition

Terminal Overview

Facilities

Capabilities

Expansion

Ongoing Projects

Market Overview

Gallery

Appendix



BICT Value Proposition

1 Strategically Situated

Its central geographic location and natural deep-water harbor makes BICT the gateway for container and general cargo traffic to the Caucasus and Central Asia regions.

2 Year-Round Favorable Berthing Conditions & Availability

Laden Feedermax vessels can be easily accommodated in BICT all year-round.

3 Politically Stable

BICT is housed in a corruption-free and pro-business country. Georgia's "Free Trade Agreements with 900 million markets and access without customs duty¹" greatly contribute to the stability of this continuously growing investment destination.

4 One-Stop Shop

With its modern container handling equipment and operating systems, BICT is Georgia's one-stop shop for stevedoring, handling, storage, stripping and delivery or receipt of containers and cargo.

5 Further Improved Performance with Completed Expansion

BICT has an average dwell time of 5.35 days. With the completion of the yard expansion, new warehouse and new dedicated gate for container trucks, BICT is set to have further improved performance and much better services.



Terminal Overview

Batumi International Container Terminal (BICT) is a subsidiary of International Container Terminal Services, Inc. (ICTSI). ICTSI is the largest port operator in Philippines and has a portfolio of 32 container terminal operations in 19 countries across six continents.

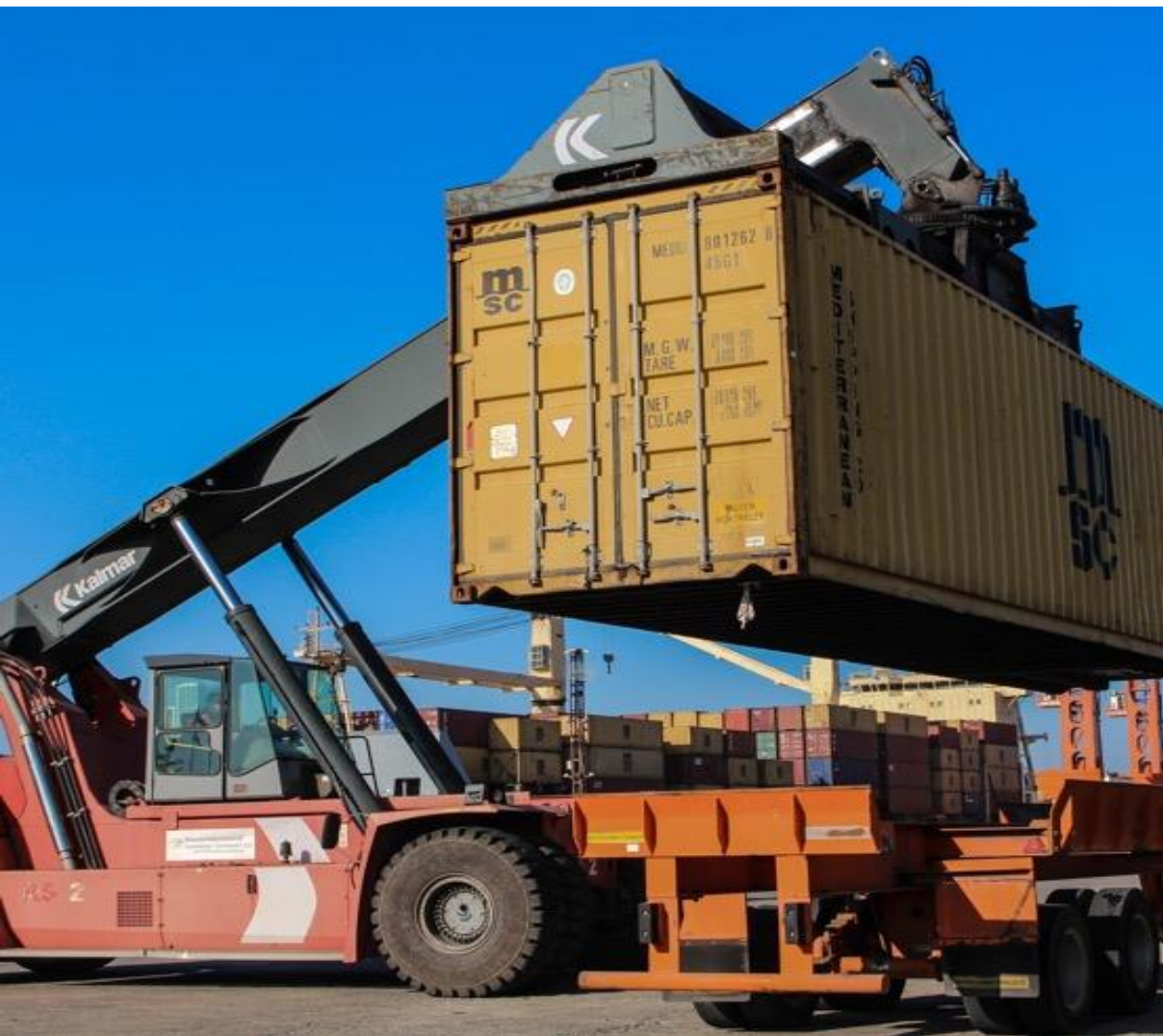
BICT, located in Adjara, Georgia was granted a 48 year lease contract in 2007 to develop and operate a container terminal, ferry bridge and dry bulk general cargo facility at the Batumi Sea Port.

The container terminal officially started its containerized cargo handling service on the 2nd of March, 2008. Since then, its annual capacity has grown threefold to today's projected capacity of 150,000 TEUs.

Situated in Georgia's resort city, BICT is surrounded by resorts, casinos, and scenic waterfront promenades --- a place where the East meets the West; a revitalization of the historical Silk Road.



Facilities



Infrastructure

284	Berth Length (m)
11	Draft Alongside (m)
13.6	Terminal Area (ha)
6.5	Container Yard (ha)
625	Closed Customs Warehouse (sq. m)
233/228	On-Dock Rail Tracks #10 and #11 (m)

Equipment

2	Mobile Harbor Crane
2	Portal Cranes
4	Reach Stackers
2	Empty Handlers/Side Lifter
7	Tractors
16	Chassis
5	Spreaders
8	Forklifts
192	Reefer Plugs

Capabilities

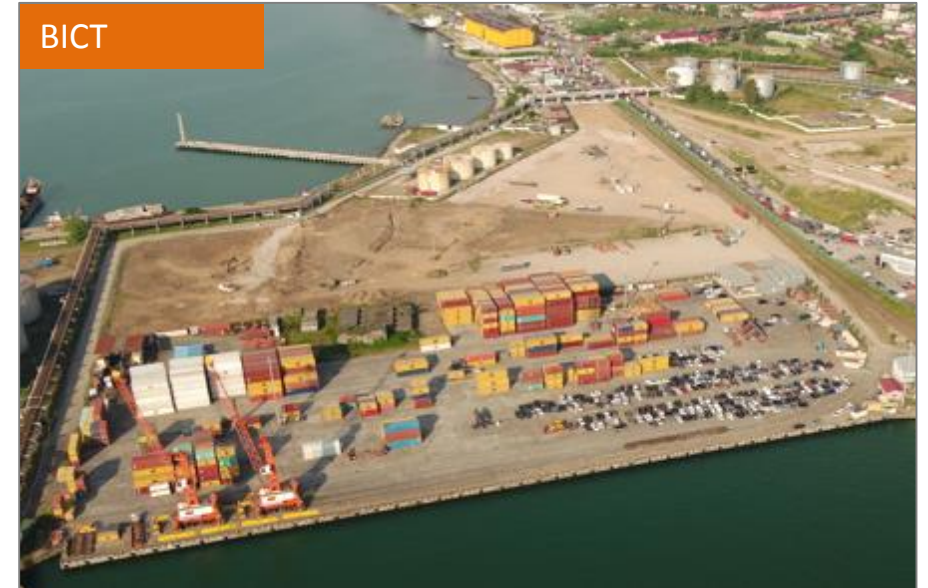
Category	BICT	Poti
LOA Restrictions (m)	205	185
Crane outreach (rows)	13	13
Crane Lift Height above rail (m)	25	25
Draft on approach (m)	12.5	10.5
Draft alongside (m)	11	8.4

⊖ Possible with Limitation

✓ Possible

✗ Not Possible

Vessel type		Navigation	
Vessel Class	Nominal Capacity (teu)	BICT	Poti
Feeder	> 2,000	✓	⊖
Feedermax	2,001 – 3,000	✓	✗
Panamax	3,000 – 4,000	✗	✗
Post Panamax	4,000 – 5,000	✗	✗
Post Panamax Plus	5,000 – 8,000	✗	✗
New Panamax	11,000 – 15,500	✗	✗
Triple E	18,000	✗	✗



Capabilities



Batumi Sea Port

- Responsible for Port Expenses and vessel related services
- 4 tugs with total 9500 HP
- Port sits on Natural Deep Water Canyon –no consistent dredging required
- Better Weather Conditions -Less windy Location as Batumi is surrounded by hills

BICT

- Responsible for Terminal Operations and Container Handling
- On Dock storage area versus Off Dock setup in Poti- Berth Productivity –30mph
- Berth Utilization –25%
- Yard Utilization –49% (ave2018 before expansion)

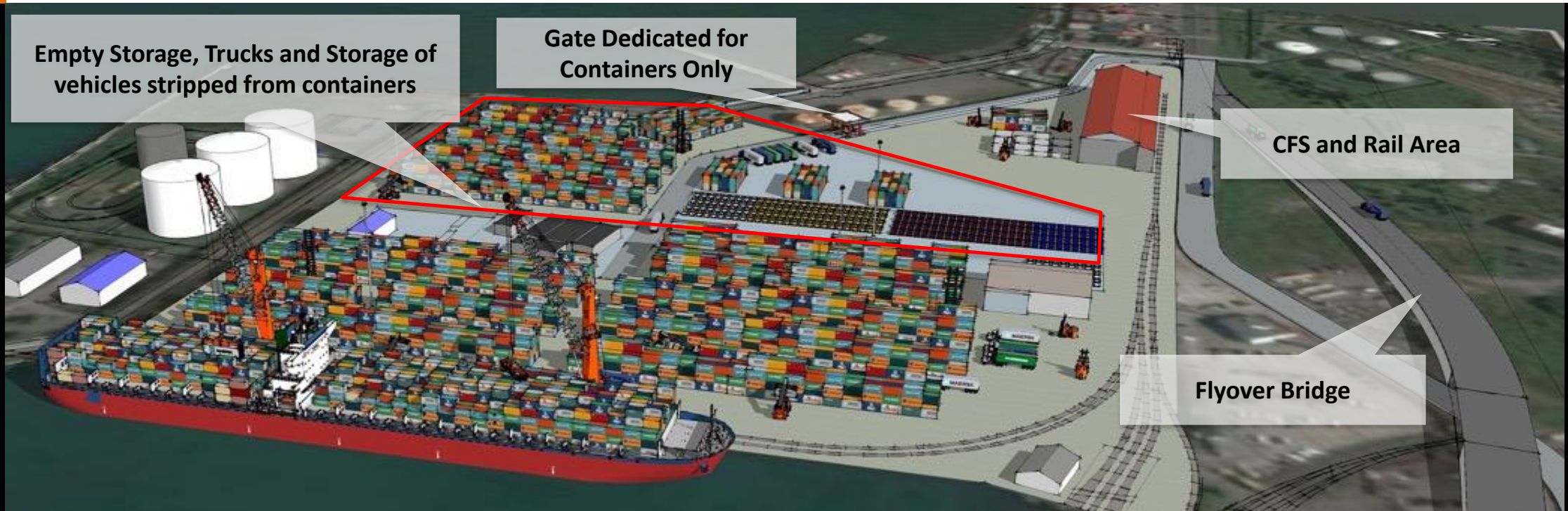
EXPANSION: BICT JUNE 2018



100,000 TEU ANNUAL CAPACITY

Two Mobile Harbor Cranes (100MT Cap. each), four Reach Stackers (45MT Cap. Each), two Empty Handlers (8MT Cap. each)

BICT EXPANSION: COMPLETED



01 180,000 TEU ANNUAL CAPACITY
The new annual capacity is almost double its old capacity.

02 DREDGING
Minimum depth alongside 11.3 meters has been completed – acceptable draft of 10.8 meters allowing to deploy Feedermax vessels.

03 FLYOVER BRIDGE
The flyover bridge opened last July 7, 2018, and it allows BICT to have its own dedicated gate.

04 NEW GATE
In November 2018 BICT opened its own container traffic dedicated two-lane gate strategically position to avoid any congestion.

05 EMPTY STORAGE, TRUCKS AND STORAGE OF VEHICLES STRIPPED FROM CONTAINERS
1.1 HA has been paved for full container storage and for parking of vehicles stripped from containers. Additionally 2.7 ha is graveled for empty storage and truck parking. Construction works were completed last November 2018.

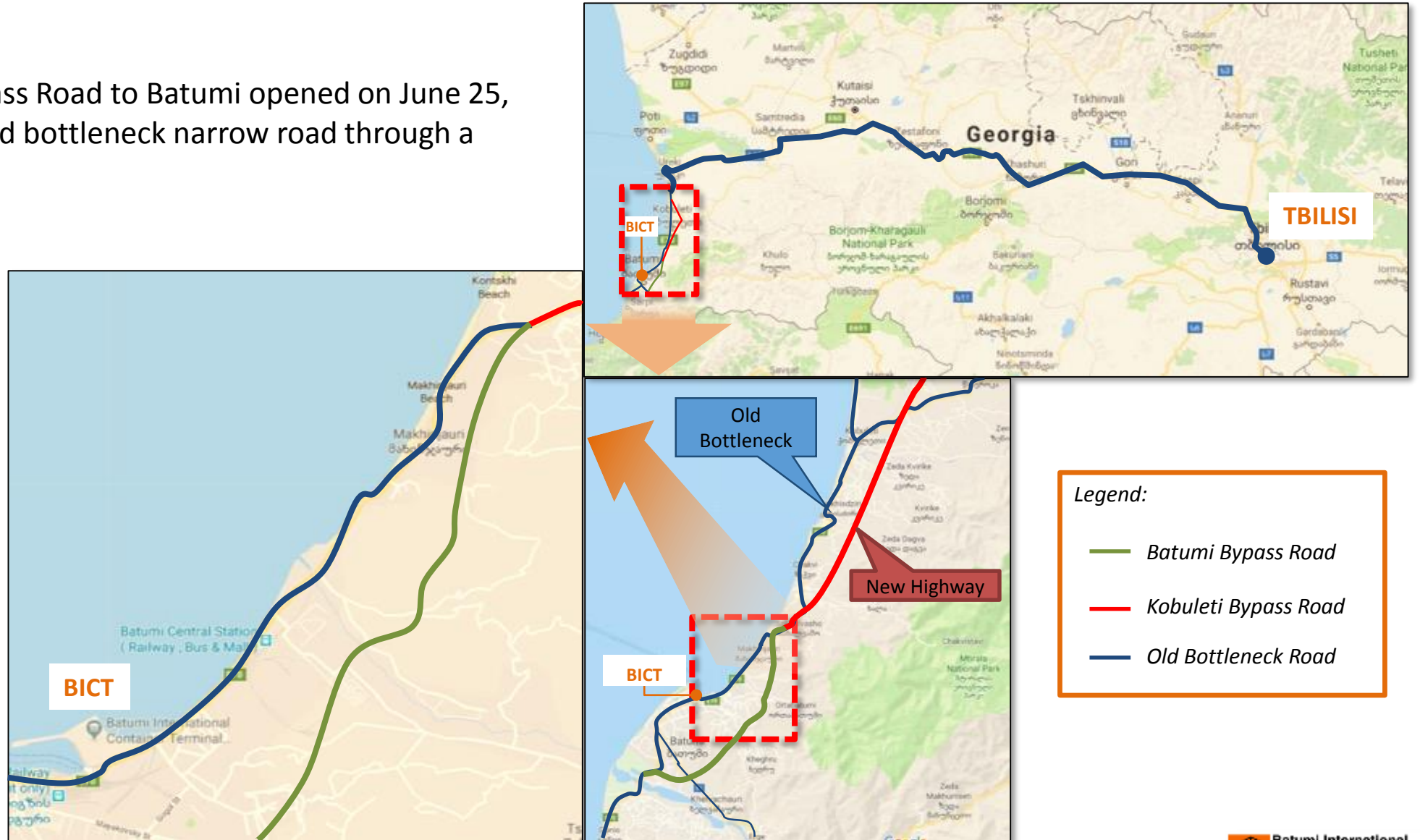
06 NEW CFS
2 ha of BICT's land has been developed for CFS operations – 3000 sq. m of warehouse and 180 meter rail spur for cross stuffing from/to railcars from/to containers. This new CFS will help customers reload/store their cargos before customs clearance commence. Construction was completed last December 2018.

ONGOING PROJECTS: BICT, BATUMI and the REGION

NEW HIGHWAY

The new Kobuleti Bypass Road to Batumi opened on June 25, 2018 and avoids the old bottleneck narrow road through a mountain range.

Decreased transportation time by 30mins and reduced trucking costs



IMPORT CARGOS' GATEWAY to CAUCASUS and CENTRAL ASIA MARKETS

Baltic Sea

Both Riga and Klaipeda can compete for Europe and US Cargos for CAUCASUS and CENTRAL ASIA markets.

Black Sea, Mediterranean

Novorossiysk, Samsun and Trabzon are competitive for cargoes going to CAUCASUS and CENTRAL ASIA markets same with Mersin and Iskenderun.

Persian Gulf

Bandar Abbas can serve Azerbaijan with Asian Cargo.



MSC GIOIA TAURO TO/FROM BLACK SEA FEEDER SERVICE

WEEKLY SERVICE:

GIOIA TAURO (Italy)

THESALONIKI (Greece)

BURGAS (Bulgaria)

ODESSA (Ukraine)

CHERNOMORSK (Ukraine)

BATUMI (Georgia)

TEKIRDAG (ASYA PORT Turkey)

GIOIA TAURO (Italy)



MSC GEORGIA SERVICE STRING 1

TEKIRDAG (ASYA PORT Turkey)

BATUMI (BICT Georgia)

TRABZON (Turkey)

GEMLIK (Turkey)

TEKIRDAG (ASYA PORT Turkey)



PROXIMITY TO MAIN MARKETS



RAIL TRANSPORT	BATUMI	MAERSK POTI
Tbilisi, Georgia	337.8 Km	300 Km
Baku, Azerbaijan	889 Km	851 Km
Yerevan, Armenia	526 Km	488 Km

ROAD TRANSPORT	BATUMI	MAERSK POTI
Tbilisi, Georgia	374 Km	325 Km
Baku, Azerbaijan	947 Km	898 Km
Yerevan, Armenia	656 Km	607 Km

PROXIMITY TO MAIN MARKETS



- ▶ From Poti 3 block trains per week / No block trains from Batumi – trains only leave depending on demand.
- ▶ Travel Time:
 - Batumi/Poti – Tbilisi – 11hours
 - Batumi/Poti – Yerevan – 37hours
 - Batumi/Poti – Baku – 35hours

RAIL TRANSPORT	SAMTREDIA	KHASHURI
BATUMI	100.7 Km	219.9 Km
POTI	62.5 Km	181.7 Km

ROAD & RAIL



- 1. Railway Spur #1: 175 meters**
 - For bulk cargo but can also be used for containers too.
- 2. Railway Spur #10: 233 meters**
 - Can accept 7-8 wagons for loading/discharging of containers.
- 3. Railway Spur #11: 228 meters**
 - After completion of first line it can accept wagons on second line, same quantity of wagons.
- 4. Railway Spur #19: 177 meters**
 - Operated by MEDLOG in new CFS for cross stuffing purpose only.

GALLERY



BICT Before November 2018

GALLERY



THANK YOU!

