



**Batumi International
Container Terminal LLC**



**International
Container Terminal
Services, Inc.**

Batumi International Container Terminal

BICT Terminal Overview

Located in Adjara, Georgia. **Batumi International Container Terminal (BICT)** 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 operations in March 2008. Since then, its annual capacity has grown threefold to today's projected **capacity of 230,000 TEUs**.



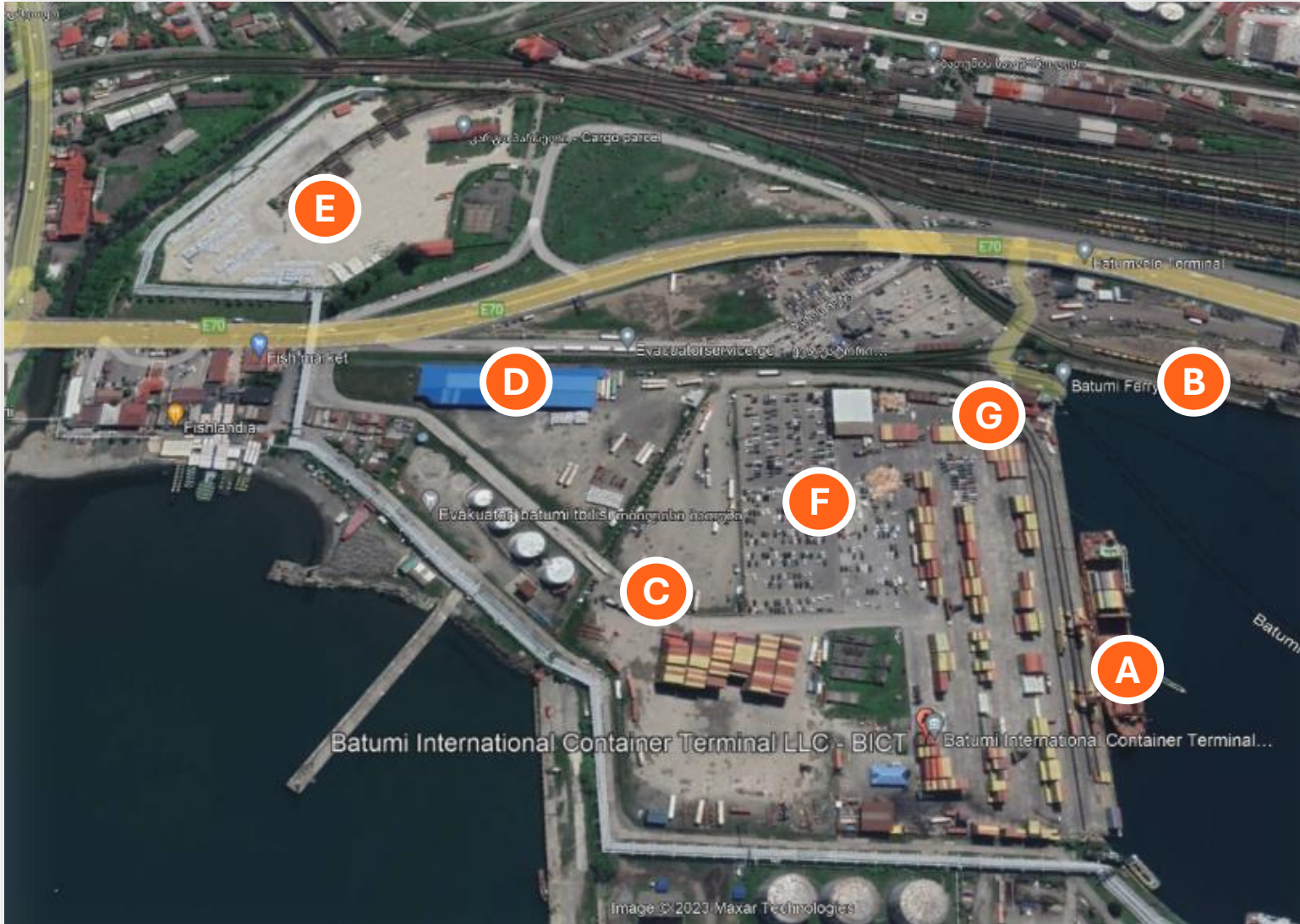
BICT Terminal Facility

INFRASTRUCTURE	
13.6 + 3.3 ha	Terminal area
7.5 + 3.3 ha	Container Yard
284 m	Berth Length
10.8 m	Draft alongside
3,625 sqm	Secure Customs Warehouse
233 m & 228 m	On-Dock Rail Tracks (#10 and #11)
300 m	Off-Dock Rail Tracks (2 x 150m tracks)
SUPER STRUCTURE	
2	Mobile Harbor Cranes
2	Portal Cranes
7	Reach Stackers
2	Empty Handlers/Side Lifters
7	Tractors
16	Chassis
5	Spreaders
12	Forklifts
192	Reefer Plugs

Annual Capacity: 230,000 TEU



BICT Terminal Layout



LEGEND:

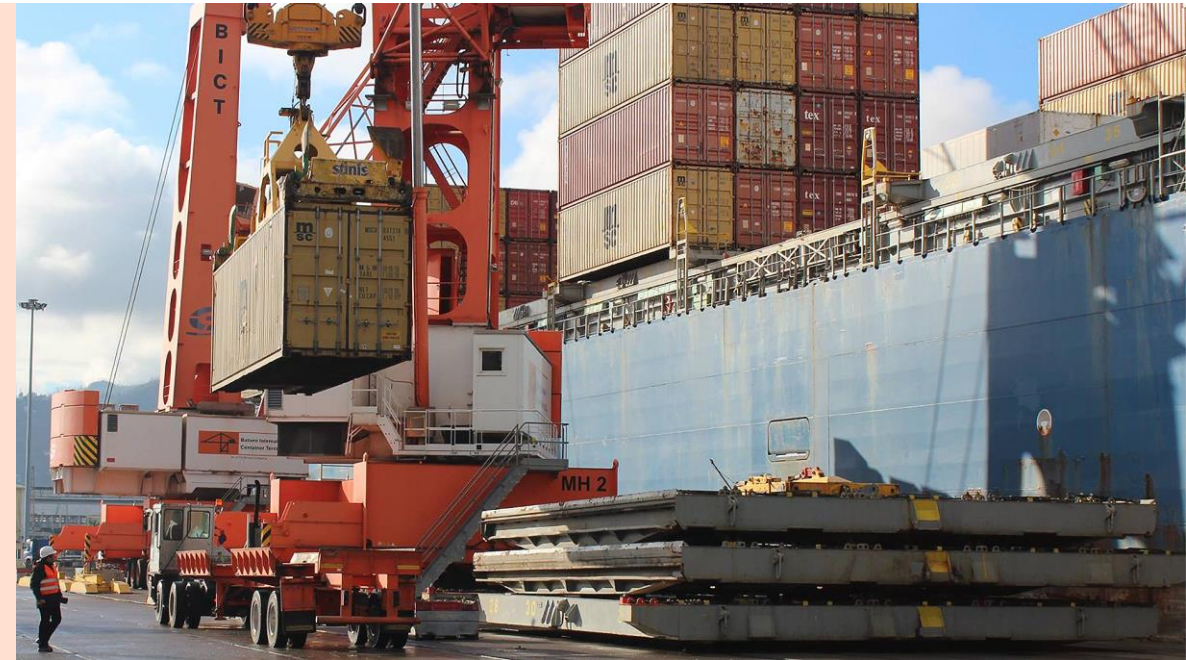
- A** - Berths 4 and 5 (Containers)
- B** - Berth 6 (Ferry and Dry Dock)
- C** - On-Dock Yard
- D** - Container Freight Station
- E** - Off-Dock Yard
- F** - Car Storage
- G** - On-Dock Rail

BICT Capabilities

Berths 4 and 5 (Containers)

Container handling

- Stable vessel and berth productivity
- **2 Mobile Harbor Cranes**
- Berth length: 284 meters
- Max. Draft Allowed: 10.8 meters
- Productivity – 25 mph
- Berth Utilization – 30%
- Yard Utilization – 50%



Berth 6 (Ferry and Dry Dock)

Ferry and General cargo vessels handling

- Equipped with **2 Portal Cranes**
- Berth Length: 183 meters
- Max. Draft: 8 meters
- Rail spur: 175 meters alongside for bulk cargo, but can also be used for containers

BICT Capabilities

On-Dock Yard

- 5 Ha yard space for containers
- 2 Ha for used car parking
- 0.5 Ha used car stripping

Container Freight Station

- 1.9 Ha on-dock yard including:
- 3,625 sqm of warehouse
- 180 m rail spur for cross stuffing to/from railcars to/from containers

On-Dock Rail

- 2 rail tracks on-dock
- Total length of 461 m
- For rail-sea connections
- Utilized for Middle Corridor import and export cargos

Off-Dock Yard

- 33,500 sqm customs bonded territory
- 1,400 TEU capacity
- With railway spurs
- Enhanced ability to handle additional rail container shipments

Direct Cross Stuffing

- To/from containers to wagons/trailers with no warehousing required



BICT Capabilities – On-Dock Rail



2 On-Dock Rail Tracks

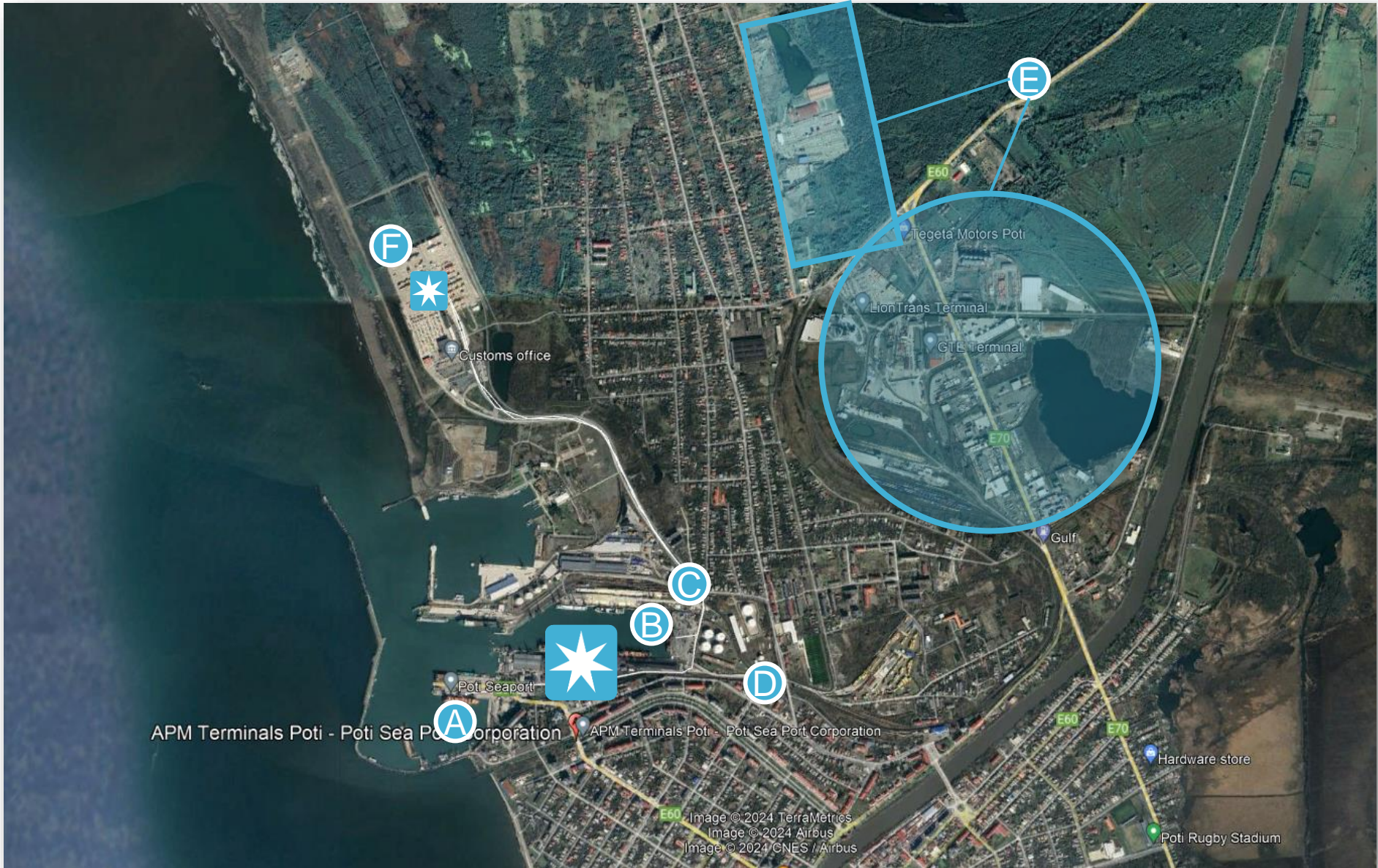
Total of 461 meters

Able to support **Rail-Sea connections**

BICT can support shipping Lines to set up their own block train

Some Shipping Lines are currently utilizing the Rail into BICT for their China import cargos

APMT Poti and Off-Dock Proximity



LEGEND:

- A** – Berth 14
- B** – Berth 7
- C** – Gate 1
- D** – Gate 2
- E** – Various Off-docks (~5 km one-way distance)
- F** – APMT Container Yard (~2 km one-way distance)

BICT Connectivity - Caucasus Region



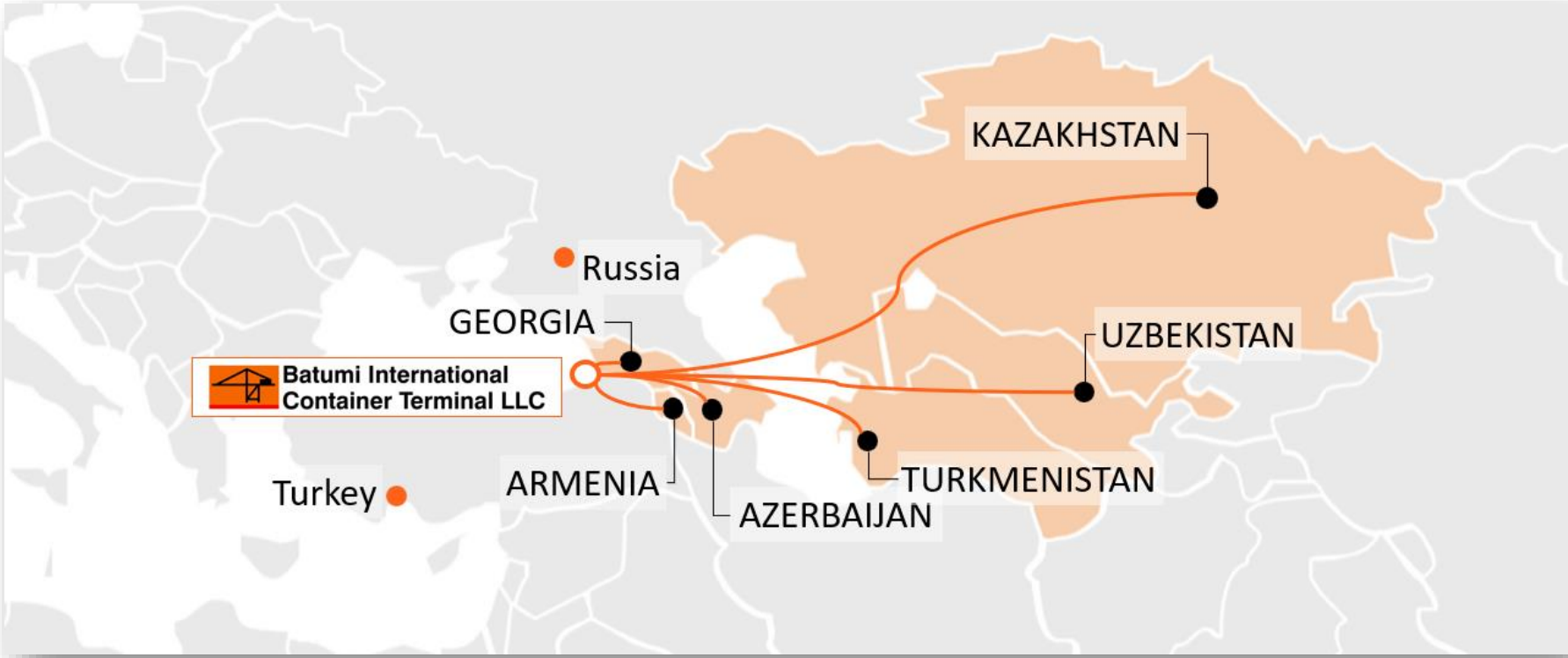
RAIL TRANSPORT	SAMTREDIA	KHASHURI	TBILISI
BATUMI	100 km	219 km	338 km
POTI	62 km	181 km	300 km

*Note: No difference in Container railway transportation tariff difference between Poti and Batumi

BICT Connectivity - Caucasus Region and Central Asia



*BICT, your gateway to
Caucasus and Central Asia
markets*



To/From Batumi*	Distance via Road (km)	Distance via Rail (km)	Transit Time via Rail (hours)
Tbilisi, Georgia	374	338	11
Baku, Azerbaijan	947	889	35
Yerevan, Armenia	656	526	37

*Note: From Poti the difference is minor, approximately minus another 40km

BICT Connectivity – Asia and Europe Markets

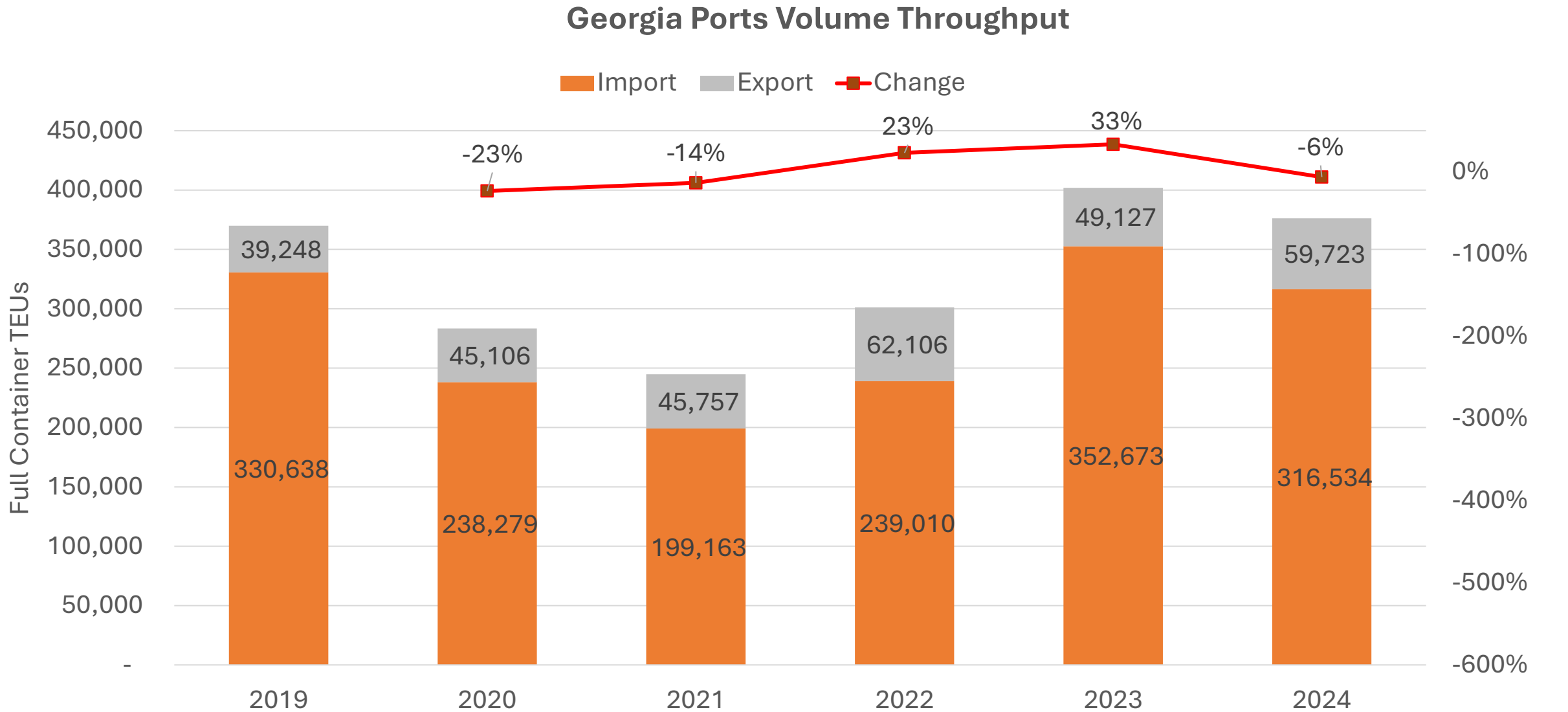
- Rail-Sea connection from Asia to Europe through the Middle Corridor
- Block trains directly from China to Batumi then via Sea from Batumi to the Black Sea and Mediterranean regions
- BICT can support water and rail-bound cargos further to Europe via the Ports of Constanta, Varna, Tekirdag and Gioia Tauro
- Enhanced services can help boost Georgia's foreign trade by establishing a direct link with North Africa, Portugal and Spain

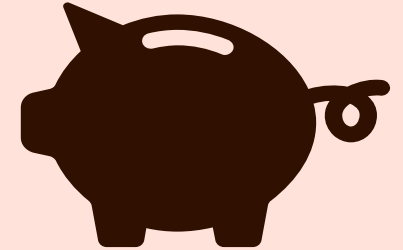
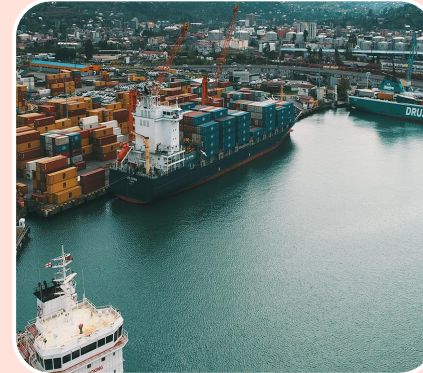
--- RAIL
..... SEA

Note: The Ukrainian corridor presently inactive



Georgia Ports Volume Throughput





Independent Container Terminal Operator

- No prioritization for specific shipping lines
- Equal treatment for all customers

On-Dock Facility

- Cost savings vs. use of Off-dock facilities
- No additional costs for trucking and LoLo charges

Superior Berth Utilization

- 30% Berth Utilization
- Berth Waiting Time 0 to 12 hours
- Favorable weather conditions

Deeper Depth

- Allows bigger vessels
- Max. draft allowed of 10.8 meters vs. 8.5 meters in Poti

Competitive Overall Costs

- Overall total cycle cost (Import Full to Export Empty) cheaper in Batumi
- Savings on on-dock yard

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THANK YOU

