



ECO EXERCISE TOWARDS IMPROVED HAZARD AND CRISIS MANAGEMENT IN THE DANUBE DELTA REGION

ENERGY MANAGEMENT SYSTEM (EnMS) PROJECT | INDUSTRIAL ENERGY EFFICIENCY PROGRAM

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OPERATIONAL RESULTS FOR THE FIRST 9 MONTHS OF 2015

MAIN EXPORT & IMPORT RATES AND DESTINATIONS



Port Operation



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Business Park

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EXERCISE TOWARDS IMPROVED HAZARD AND CRISIS MANAGEMENT IN THE DANUBE DELTA REGION

On 2 September 2015, at Giurgiulesti International Free Port's Oil Terminal was conducted an oil spill simulation exercise. Being part of the trilateral project "Hazard and Crisis Management in the Danube Delta region as a result of Industrial Activities" between Republic of Moldova, Romania and Ukraine, the main goal of the exercise was to identify the methods that would eliminate the potential industrial accidents as well as to test the training level of the intervention teams and the efficiency of collaboration between the institutions of the three member countries.

Within the scope of the exercise, there were rescue and fire brigade teams with special technical units who proved their

expertise in working under dangerous circumstances.

"The conducted exercise was impressive by its scale and very well coordinated organization. The professionalism of the working teams conveyed safety and trust for a successful trilateral, transborder cooperation in case of an eventual incident. We appreciate the effort of the Ministry of Environment put in this project and we encourage the initiative by offering the necessary help and support" said Ala Aydov, Deputy General Director of Danube Logistics.



ENERGY MANAGEMENT SYSTEM (EnMS) PROJECT | INDUSTRIAL ENERGY EFFICIENCY PROGRAM



The commercial activities and facilities of Danube Logistics and its port operation demand significant quantities of energy resources. The management decided to implement an Energy Management System (EnMS) and to apply energy efficiency measures within the company.

For this purpose Danube Logistics entered into cooperation with UNIDO, the United Nations Industrial Development Organization, in the framework of the UNIDO Industrial Energy Efficiency Program. This program aims to reduce Green House Gas emissions and enhance

competitiveness of industry through improved energy efficiency and the transformation of the market for industrial energy efficiency products and services.

In Moldova this program is represented by the Climate Change Office of the Ministry of Environment. UNIDO will provide technical assistance in order to ensure the implementation of EnMS according to international standards respectively ISO 50001.

“Our major goals are to minimize energy use and pollution reflecting global, regional and local environmental aims. On company level we envisage to reduce operational and unnecessary costs and to improve reliability and productivity as well as working conditions. We are happy to lead by example and would be glad if our clients and business partners also consider contributing to a more efficient and sustainable usage of energy along their supply chains“ said Mathias von Tucher, Business Development Director of Danube Logistics.

AWARD: HIGHEST GROWTH RATE PORT ON THE BLACK SEA

Traditionally in the beginning of September, in Odessa, took place the 9th “Black Sea Container Summit 2015”.

During the summit, achievements of the ports on the Black Sea for year 2014 were presented and so here are the categories and leaders:

Top ports in container transshipment volumes:

1. DPW Constanta (Romania) — 487 635 TEU;
2. Poti (Georgia) — 384 992 TEU;
3. «Novoroslesexport» (Russia)— 297 026 TEU.

The fastest growth rate ports:

1. **Giurgiulesti (Moldova) —61,9 % growth;**
2. Samsun Port (Turkey) —30,6 % growth;
3. Bourgas Port (Bulgaria)— 29,7 growth%.



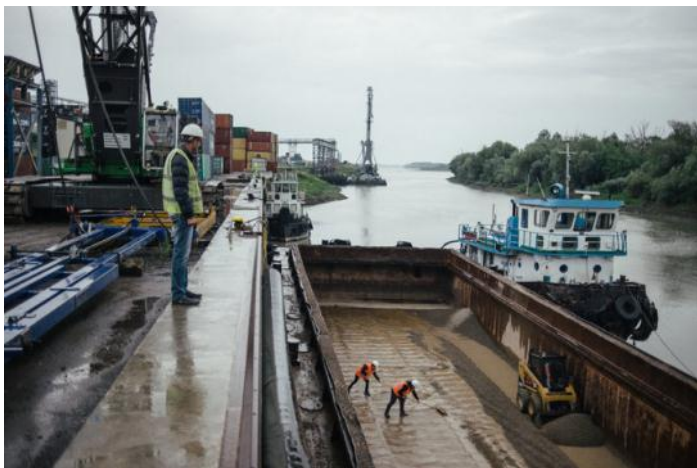
For the second consecutive year Giurgiulesti Port is awarded this title. “While it is not surprising to register significant annual increases at an early development stage, we are still very happy to register constant growth and send a positive signals, especially during these challenging times for Moldova and the entire region” said Thomas Moser, General Director of Danube Logistics.

EVENT IN CONSTANTA: “BUSINESS OPPORTUNITIES IN THE REPUBLIC OF MOLDOVA”

On 16th of September, the administration of Constanta Chamber of Commerce, Industry, Navigation and Agriculture, in partnership with the Ministry of Economy of Moldova and the Moldovan embassy in Romania organized a promo event “Business Opportunities in the Republic of Moldova”. The event gathered business people, government representatives, shipping agencies and others from both, Romania and Moldova.

One of the key points on the agenda was the presentation of Giurgiulesti International Free Port by Ala Aydov, Deputy General Director of Danube Logistics. The presentation gave a brief overview of the Port’s services and capabilities, including its significance a regional logistics hub, as well as highlighted the investment opportunities in Giurgiulesti Free Economic Zone.

GIFP STORY AS TOLD AND SEEN BY THE NEW YORK TIMES



A story by Kit Gillet

Photo by Dmitry Kostyukov for The New York Times

The Giurgiulesti International Free Port in Moldova sits along a small stretch of the Danube River. Until recently, Moldova relied on Romania and Ukraine for access to foreign goods and trade.

GIURGIULESTI, Moldova — Like many rural villages throughout Europe, Giurgiulesti was shrinking. The young had left, seeking work and better futures, and they never came back. The old had stayed behind, tilling the fields and nurturing the grapes on backyard vines that they used to make wine.

But in 1999, partly in exchange for ceding a stretch of contested road in the east of the country to Ukraine, Moldova was given a 1,476-foot strip along the Danube that had been in Ukrainian hands since the fall of the Soviet Union. From the strip, the borders with both Romania and Ukraine can be

seen.

In 2007, after years of faltering progress, the oil terminal at Giurgiulesti's port became active, and in 2009, the first shipments left its grain terminal. A small container terminal opened in 2012.

What is now called the Giurgiulesti International Free Port can receive seagoing vessels, and since Russia banned imports of most Moldovan food products last year, the port has played an increasingly important role as a way to access new markets for Moldova.

Last year, the port increased its shipping volume by more than 65 percent, said Thomas Moser, a German businessman and the general director of Danube Logistics, the company that operates the port.

"There is absolutely no history or tradition of ports or maritime transportation in Moldova," he said. "So it's been quite difficult, but we've managed to get this place off the ground."

Certainly, the port has been a lifeline for the farming village of Giurgiulesti, less than half a mile away. The village is a three-hour drive south of the capital, Chisinau, and much of that journey is along pocked roads. Until the port came along, there were few reasons to visit.

OPERATIONAL RESULTS FOR THE FIRST 9 MONTHS OF 2015

Transshipment volumes for the three quarters of 2015 exceeded half a million, reaching 546,017 thousand tons.

The breakdown of general cargo goods by type of products:

Oil products	187,460mt in 2015		+91%		98,127mt in 2014
Vegetable Oil	64,889mt in 2015		+18%		54,791mt in 2014
Grain products	239,817t in 2015		-8%		260,023t in 2014
Construction Material	53,582t in 2015		+102%		26,537t in 2014
Other goods 206 tons.					

While export containers are on a slow rise, reaching 2,137 full containers compared 1,764 full containers in the same period, January-September last year, containerized goods imported in the country via GIFP decreased significantly totaling in 2,742 containers compared to 3,210 in the same period of 2014.

Majority of goods exported via GIFP in containers during the first 9 months of 2015 were grain in containers, wine, spirits....



Jul-Sep 2015

MAIN EXPORT RATES AND DESTINATIONS VIA GIPF FOR NOVEMBER 2015

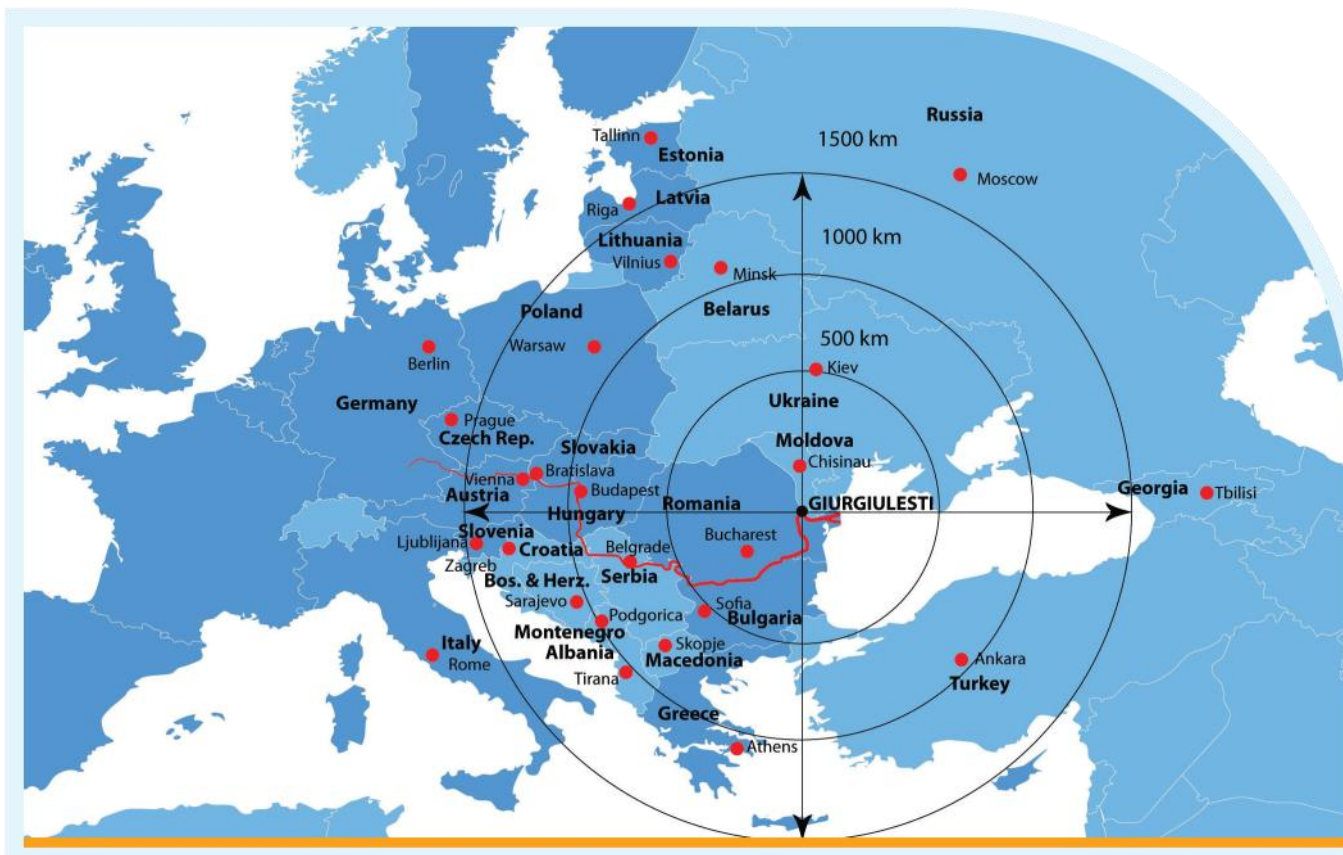
USD	20ft Container	40ft Container
Asia		
China	1,100	1,150
Vietnam	1,300	1,600
Philippines	1,400	1,750
Indonesia	1,030	1,465
Thailand	1,015	1,465
India	1,630	1,990
North America		
USA	2,500	2,850
Canada	2,400	3,090
Europe		
Germany	1,050	1,460
Holland	1,050	1,460
England	1,200	1,460
France (Med)	900	1,000
Italy	1,665	2,300
Turkey	1,050	1,050
Russia (Black Sea)	1,400	2,000
Russia (Baltic Sea)	1,600	2,300
Middle East		
Jebel Ali	1,430	1,730
Africa		
Northern Africa	1,450	1,810
Western Africa	1,850	2,950

MAIN IMPORT RATES AND PORTS OF ORIGIN VIA GIFP FOR NOVEMBER 2015

Please note, the rates below are FOB port of loading, unless specified otherwise

USD	20ft Container	40ft Container
China		
Shanghai	1,485	2,605
Ningbo	1,485	2,605
Shenzhen	1,485	2,605
Qingdao	1,510	2,655
Tianjin	1,485	2,605
India		
Mundra	2,195	3,145
Japan		
Kobe	1,920	2,895
Pakistan		
Karachi	1,995	3,045
Turkey		
Istanbul	900	1,135
U.A.E		
Jebel Ali	1,795	2,945
U.S.A.		
New York	2,500	3,500
Spain		
Castelon*	1,730	-
*EXW		

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