



We are presenting an offer for Ro-Ro Terminal and Warehouse Ro-Ro SOMAT – Vidin Port

Brief Description:

Ro-Ro SOMAT – Vidin is a port of international importance, situated on the Danube River in the town of Vidin, Bulgaria. It is part of European route E-79 and Trans-European Corridors IV, VII and X. The Port is located next to the newly built road and rail Danube Bridge 2. The Terminal is specialized in Ro-Ro operations and provision of river shipping services.

The Port occupies an area of 68,000 square meters embracing the following infrastructure: office buildings, indoor and outdoor warehouses, vehicle weighbridge, facilities for supplying water, electricity and fuel to river vessels, and an outdoor temporary customs warehouse.

The territory of the Port is covered by video surveillance and has permanent security.

The Ro-Ro SOMAT – Vidin Port is an excellent investment opportunity for the development of combined transport and storage solutions at major European road/rail and waterway arteries.

Technical Data:

2.1. Location:

Bulgaria, town of Vidin, North-East region, North Industrial Zone, geographic latitude and longitude 43 59 00 N and 22 54 29 E respectively; Danube River – km 792.65;

Located on Zoned Plot with ID 5589 (former ID 5542) as per the cadastral map of the town of Vidin, Bulgaria; road access – through both European route E-79 and Danube Bridge 2

Pan - European Transport Corridors

2.2. Administrative Licenses

The Port is registered in the Port Register of the Republic of Bulgaria by Order RD-09-148/22.11.2004 of the Executive Director of the Executive Agency Maritime Administration;

SOMAT AD – Vidin Branch is the port operator

The Port has been certified for operational suitability – Certificate of Operational Suitability 308/31.10.2013, valid through 31.10.2016.





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The Port has a licensed outdoor customs warehouse with an area of 4000 square meters – License 2/07.12.1999, issued by the Vidin Customs authorities.

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2.3. Activities

The Port is specialized in providing the following port services and accompanying activities:

Technical services to river vessels:

- Berthing and mooring
- Supplying water, telephone and electricity to river vessels

Ro-Ro operations:

- Roll-on/roll-off loads;
- Parking and storage of motor vehicles, and oversized loads
- Movement of loads on the site of the port

The Port is designed to service two vessels at a time.

Forty-four (44) self-propelled Ro-Ro vessels and barges (data for 2012) visit the Port on average. The maximum gross tonnage of each vessel is 1530 tons. The Port does not service Ro-Ro ferries with passengers or with passengers and cargo. It services only Ro-Ro cargo ferries. It is unable to handle or store hazardous or bulk cargo.





Sketch of the Ro-Ro SOMAT – Vidin Site

2.4. List of the buildings and facilities located at the Port

- Building, 310 square meters, formerly used as a border checkpoint
- Petrol station, 48 square meters
- Building, 70 square meters, formerly used as a medical center
- Vehicle weighbridge, 190 square meters
- Administrative building, 255 square meters, border checkpoint
- Electrical substation
- Dutch-style warehouse
- Outdoor Temporary Customs Warehouse with an area of 4,000 square meters – the site is delineated with fencing stakes and ropes. The warehouse is also used for parking of motor vehicles under the supervision of the Vidin Customs authorities.

2.5. Security

A solid wire fence surrounds the Port. The entrance is through two lift barriers with remote control. The Port is under video surveillance using ten (10) KS-5035N cameras.

3. Additional Information for Investors

One phrase can be used to denote the modern global transport: INTERMODAL/COMBINED TRANSPORT.

Relevant facilities – terminals have been constructed for this type of activity at various geographical locations. The Vidin Intermodal Terminal Project is essential for both Bulgaria and the European Union, but also as a 'bridgehead' to Turkey, Iran, Iraq, Caspian Sea region and the Far East.

The Terminal is also located on a priority axis for the development of combined transport: Vidin - Sofia - Kulata (Corridors 4, 7 & 10).

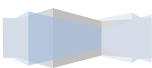
The Port will include two terminals – a Ro-Ro terminal and container terminal, and infrastructure to transfer unit loads between water, road or rail transport modes. Vidin has an airport that can be used for air cargo transport and thus form part of the general Intermodal Transport Scheme.

The advantage of the Project is the existing Ro-Ro terminal with two berths and railway infrastructure near the Terminal. A quay wall with 2 to 4 berths for cargo ships carrying containers can be built, as well as additional office buildings, warehouses, and a loading station with suitable equipment for the rail portion of the Project.

There is no need to expropriate land or redesignate land (which would prevent or delay the project implementation).

The following steps need to be taken to implement this project:

1. Purchase the existing Ro-Ro Terminal with an area of 68,000 square meters – ready for operation immediately after the acquisition, together with catamaran type vessel designed to carry wheeled vehicles, trucks,





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containers and oversized cargo. The vessel is ready to sail after an expert inspection, refueling, provision of materials and supplies, and hiring a crew.

Investment: € 2 million – package price specified

2. Purchase of the adjacent territory – approx. 35,000 – 40,000 square meters, including the rail infrastructure of the former rail ferry terminal and all the existing buildings.

Investment: € 1 million – approximate price

3. Purchase of a second ‘sister ship’ vessel in order to open a Vidin – Western Europe line, with an option for expansion by adding new self-propelled vessels and vessels with additional traction.

Investment: € 1 million – approximate price

4. Overall design of a modern Intermodal Combined Transport Terminal, occupying an area of over 100,000 square meters and consistent with the unique geographical location of the town of Vidin – approximately equidistant from three European capital cities: Sofia – Bulgaria, Bucharest – Romania, and Belgrade – Serbia. The Project should be consistent with the opportunities provided by the following transport directions: Vidin-Istanbul-Iraq-Iran-Caspian Sea region, Vidin-Thessaloniki-Piraeus – cargo connection with China and the Far East.

The investment could reach tens of millions of euros, € 30 – 35 million, depending on the actual design capacity, availability of facilities, and opportunities for prospective development.

4. The investment has the following benefits:

1. Return of investment – 11-14 % annually. Complete return of investment – 7-10 years;
2. High liquidity – the investment project can be resold at high profit during this period;
3. Low risk – political, economic and financial;
4. The longevity of the Project is guaranteed by the site location and cargo flow;
5. Staffing – available local professional management

