



TTS GROUP

Integrated logistics solutions on
the Danube
Since 1997



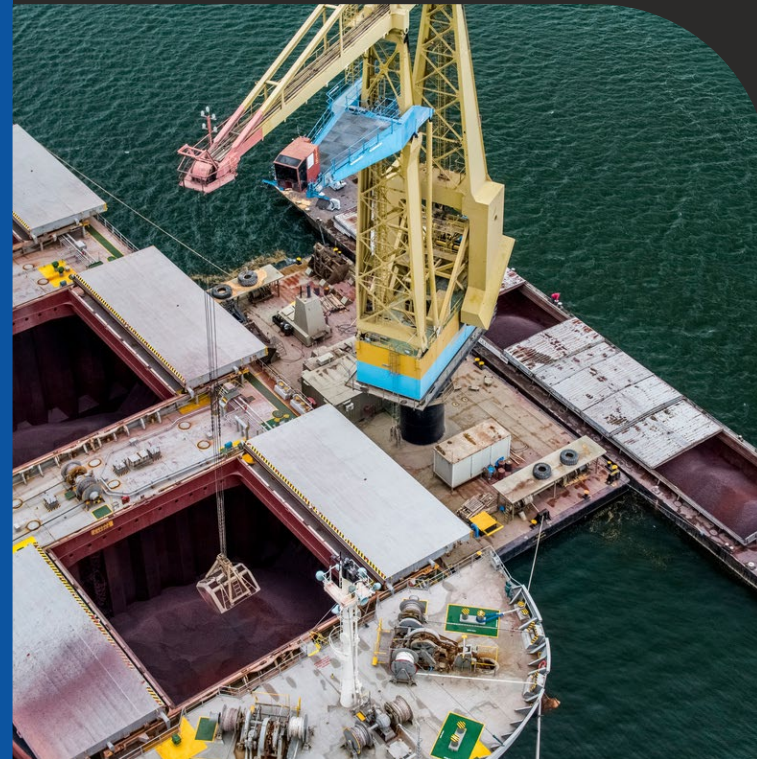
WHO WE ARE

Constanta Port

CANOPUS GRAIN TERMINAL



TTS OPERATOR



DECIROM GENERAL CARGO TERMINAL





DANUBE PORTS

- 7 port terminals: Galati, Braila, Oltenita, Giurgiu, Bechet, Severin, Fajsz
- 40 000 sqm of open storage capacity
- 5 500 Sqm of covered storage capacity
- 42 000 tons silo storage capacity
- Rail/truck connections, bagging installation

Modernization of TTS Port in Giurgiu- 50% funded by EU



RIVER FLEET

- 800 000 to transport capacity
- 450 barges
- 50 pushers
- 5 selfpropelled vessels

4 new built Europa IIB barges
in operation

4 new Europa IIB barges to be
delivered this year





GEOGRAPHY

- Romania
- Austria
- Hungary
- Ukraine

The main cargoes we are moving are dry bulk cargo

Forwarding, river transportation, port operations, and logistics management services in any combination





IMPROVEMENTS IN WATERWAY CONDITIONS

Increased passage depths in km340 by
100 cm over 4-5 years

- Reduced average detour days from 118 to 46.1 per year
- Nearly threefold improvement in navigational efficiency





REQUIREMENTS OF THE SHIPPING SECTOR ON FAIRWAY CONDITIONS

MAINTAINING A NAVIGATION DEPTH OF 2.5 M



COVERAGE

200 thresholds and difficult crossings on the navigable Danube section, covering 470 km (20% of the total length)



CHALLENGES

Each Danube country faces 3-4 major navigation challenges



CONSEQUENCES

The Danube makes river transport less effective and attractive compared to road and rail (extra resource consumption, vessel damages) and indirect losses (delays, unfulfilled contracts, dissatisfied customers)



CONSEQUENCES OF 1 LOW WATER AREA (DEPTH >2 M)

CONVOY OF 9 UNITS PASSING ZIMNICEA-GIURGIU SECTOR



DISTANCE

Covering an extra 912 km (8 additional round trips of 57 km for each barge)



CONSUMPTION

13 000 liters of additional fuel consumption



TIME

5-7 days additional voyage time





INFRASTRUCTURE CHALLENGES TO BE MET IN THE FUTURE



CLIMATE

Adverse climate changes: decreased flow rates and passage depths in the Danube



INFRASTRUCTURE

Aging port infrastructure requiring upgrades



REGULATORY

Environmental regulation imposing expensive technology



OUTLOOK TO A FUTURE MODERN SHIPPING SECTOR

- Advancements in technology
- Harmonizing regulations and standards across all Danube countries
- Digital solutions for customs/transit paperwork and cargo tracking
- Upgrading waterway infrastructure: ports, locks, fairway maintenance
- Collaboration among European countries, stakeholders, and international organizations and implementing specific measures



CONCLUSIONS

Cooperation among Danube countries, motivated by their shared trade interests and the EU's efforts to cut emissions, is essential for advancing the shipping industry





LET'S TALK and collaborate

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