

# Ukrainian Operational Terminal LNG Black Sea Cargo Port



**MERGERSCORP**

## Ukrainian Operational Terminal LNG Black Sea Cargo Port

Investing in port operations within the Black Sea region offers distinct, compelling strategic advantages for global trade and logistics enterprises. As a pivotal maritime artery, the Black Sea serves as the **critical connector** between Europe, the Southern Caucasus, Central Asia, and the Eastern Mediterranean. This unique geographic positioning transforms the region into an essential corridor for international commerce, energy transit, and, most critically, **global food security**.

### Keypoints

| Cargo Type            | Monthly Volume | Annual Volume (12x) |
|-----------------------|----------------|---------------------|
| <b>Liquefied gas</b>  | 30,000 m3*     | 360,000 m3*         |
| <b>Grain crops</b>    | 50,000 t       | 100,000 t           |
| <b>Vegetable oil</b>  | 50,000 t       | 600,000 t           |
| <b>Vegetable meal</b> | 50,000 t       | 600,000 t           |
| <b>Glass</b>          | 20,000 t       | 240,000 t           |

\*With a small investment it will be possible to load two LNG carriers per week using the direct option by road transport;

### Infrastructure & Storage Capacity

| Asset Category                | Specification & Capacity                                      |
|-------------------------------|---|
| <b>Global Distribution</b>    | Supplies of grain crops to <b>20 countries</b> worldwide      |
| <b>Operational Overpasses</b> | <b>2 units</b> with a total capacity of <b>8,000 tons/day</b> |
| <b>Bulk Warehouse</b>         | Grain storage warehouse with <b>25,000 tons</b> capacity      |
| <b>Silo Storage (Tower A)</b> | High-capacity tower: <b>36,000 tons</b>                       |
| <b>Silo Storage (Tower B)</b> | Support tower: <b>18,000 tons</b>                             |

### Key benefits

- **Gateway to Global Markets:** The ports in this region are indispensable in linking landlocked Eastern European and Central Asian producers with world markets, making them vital nodes in global supply chains, especially for commodities like grain and oil.
- **Infrastructure Connectivity:** The Black Sea coast is a strategic integration point for extended multimodal transport networks, including the Trans-European Networks (TEN-T), offering crucial connectivity that drives economic growth and trade competitiveness.
- **Resilience and Growth Potential:** Despite geopolitical challenges, the Ukrainian maritime sector has demonstrated extraordinary resilience, with port activity showing a strong capacity for rapid volume recovery and growth, underscoring

### TARGET PRICE

\$75,000,000

### GROSS REVENUE

\$25,000,000

### EBITDA

\$0

### BUSINESS TYPE

Port

### COUNTRY

Ukraine

### BUSINESS ID

L#20251058

the long-term viability and strategic importance of these assets.

This profile presents an exceptional opportunity to acquire a high-capacity, specialized terminal facility poised to capitalize on the sustained demand for agricultural, liquid, and energy exports from this strategically vital region.

This is an established, privately-operated marine asset boasting a substantial annual throughput capacity and specialized terminals for key global commodities.

## Core Infrastructure and Capacity

The facility maintains a robust maritime operational profile designed for scale and efficiency:

- **Vessel Handling:** The primary berths are engineered to service vessels with a carrying capacity up to **15,000 DWT**. Crucially, the operational flexibility allows for additional loading at the roadstead, effectively increasing the served cargo capacity to a substantial **30,000 DWT**.
- **Loading Equipment:** Transshipment operations are supported by two high-specification **“Albatros” type gantry cranes**, featuring a **32-meter outreach**. These cranes offer dual-mode capability:
  - Grapple mode: 10 tons lifting capacity.
  - Hook mode: 20 tons lifting capacity.
- **Logistics Efficiency:** The port includes its **own, fully-regulated customs zone** on-site, a critical feature that significantly accelerates cargo processing, reducing dwell times for international trade.

## Proven Cargo Throughput

The port demonstrates consistent operational scale, with an audited total cargo turnover of **2 Million tons per year**. This volume is underpinned by specialization across high-value commodity terminals.

| Cargo Type   | Monthly Transshipment Volume |
|--|------------------------------|
| <b>Agricultural Bulk (Grain Crops, Vegetable Meal)</b> | 100,000 tons total           |
| <b>Vegetable Oil (Liquid Bulk)</b>                     | 50,000 tons                  |
| <b>Liquefied Gas (LNG/LPG)</b>                         | 30,000 m3                    |
| <b>General/Packaged Cargo (Glass)</b>                  | 20,000 tons                  |

The asset’s core value is derived from its three dedicated, high-efficiency terminals:

### 1. Advanced Grain Terminal

This facility is a primary gateway for Ukrainian agricultural exports, boasting a high nominal throughput capacity and extensive storage solutions.

- **Handling Rate:** Designed for a nominal capacity of **8,000 tons of grains per day**.
- **Storage Complex:** Features an impressive combined storage capability of **79,000 tons**, segmented into:

- Warehouse Storage: 25,000 tons capacity.
- Silo Storage: Two silo towers with capacities of 36,000 tons and 18,000 tons, providing secure, modern storage.
- **Multimodal Access:** Equipped with two dedicated overpasses and capable of executing complex loading schemes (including direct car-to-ship, car-to-barge-to-ship, and barge-to-warehouse-to-ship), supporting supply to over **20 international markets**.

## 2. Integrated Vegetable Oils Terminal

A comprehensive liquid bulk operation with proprietary logistics assets ensuring efficient and controlled product flow.

- **Storage Capacity:** Offers a significant stationary oil storage volume of **21,000 tons**.
- **Proprietary Fleet:** Enhancing supply chain control, the terminal benefits from its **own tanker fleet**, which includes barges providing an additional **6,000 tons** of mobile storage capacity.
- **Logistics Velocity:** Achieves a rapid vessel loading speed of **400 tons per hour** and provides the capability for simultaneous drainage from **eight (8) tank trucks**, maximizing receiving efficiency.

## 3. Own Tariff Policy & Own Customs Warehouses

The facility operates under the regulatory framework of the **Law on Inland River Transport**, distinguishing it from seaports subject to mandatory government tariff policies. This regulatory standing, combined with the **private ownership of the berth walls**, grants the port full autonomy in establishing its own pricing structures for transshipment, berthing, and lighthouse dues.

Operational efficiency is further enhanced by the presence of **licensed customs warehouses**, which enable the port to facilitate comprehensive export-import operations directly on-site.

## 4. Strategic LNG/LPG Terminal

This terminal provides critical infrastructure for the energy sector, offering rapid turnaround for gas carriers.

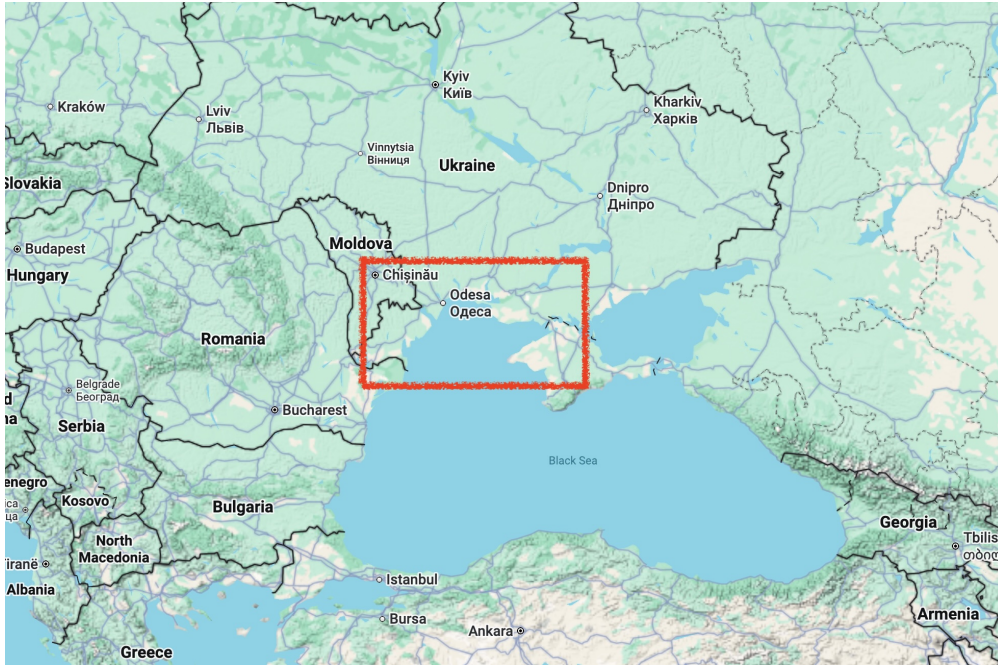
- **Capacity:** A total storage capacity of **30,000m** for liquefied gas.
- **Throughput:** The facility is optimized to load **two LNG carriers per week** utilizing the efficient direct-option road transport system.

## 5. Development

New storage capacity at the port:

- vegetable oil – 21'000 tons;
- bioethanol, diesel fuel, gasoline – 21'000 tons;

NOTE :The port facility is currently non-operational for commercial maritime traffic due to localized security constraints in the Black Sea basin. While the asset remains under Ukrainian sovereign control and the physical infrastructure is secured, its primary deep-water access route is currently restricted by nearby military positioning.



*The information contained herein does not constitute an offer to sell or a solicitation of an offer or a recommendation to purchase securities under the securities laws of any jurisdiction, including the United States Securities Act of 1933, as amended, or any US state securities laws, or a solicitation to enter into any other transaction*

*The projected financial information contained in the Memorandum is based on judgmental estimates and assumptions made by the management of the target Company, about circumstances and events that have not yet taken place. Accordingly, there can be no assurance that the projected results will be attained. In particular, but without prejudice to the generality of the foregoing, no representation or warranty whatsoever is given in relation to the reasonableness or achievability of the projections contained in the Memorandum or in relation to the bases and assumptions underlying such projections and you must satisfy yourself in relation to the reasonableness, achievability and accuracy thereof.*

*By delivering this Memorandum, neither MergersUS Inc., nor its authorized agents are making any recommendations regarding the acquisition or strategies outlined herein. Interested parties shall exercise independent judgment in, and have sole responsibility for, determining whether an acquisition of the Company is suitable for them, and neither MergersUS Inc, nor its authorized agents have responsibility to, and will not, monitor the condition of interested parties to determine that an acquisition is or remains suitable for them. Among other things, suitability of an acquisition will depend upon an interested party's investment and business plans and financial situation.*

*This document is prepared for information purposes only. It is made available on the express understanding that it will be used for the sole purpose of assisting the recipients to decide whether they wish to proceed with a further investigation of the Proposed Transaction.*

*The recipients realize and agree that this document is not intended to form the basis of any investment decision or any other appraisal or decision regarding the Proposed Transaction, and does not constitute the basis for the contract which may be concluded in relation to the Proposed Transaction.*

*All information contained in this document may subsequently be updated and adjusted. MergersUS Inc. has not independently verified any of the information contained herein or on which this document is based. Neither the Company, nor its management or shareholders, nor MergersUS Inc. , nor any of their respective directors, partners, officers, employees or affiliates make any representation or warranty (express or implied) or accept or will accept any responsibility or liability regarding or in relation to the accuracy or completeness of the information contained in this document or any other written or oral information made available to any interested party or its advisers. Any liability in respect of any such information or any inaccuracy in or omission from the document is expressly disclaimed.*

## MERGERSCORP

© 2026 MergersCorp M&A International. All rights reserved.

© 2026 MergersCorp M&A International. MergersCorp™ M&A International is the collective brand name of independent affiliates of MergersCorp M&A International. For more details on the nature of our affiliation, please visit us on our website <https://www.mergerscorp.com/disclaimer>. MergersCorp M&A International is not a registered broker-dealer under the U.S. securities laws. MergersCorp M&A International does not offer or sell securities or provide investment advice or underwriting services. The articles or publications contained in this presentation are not intended to provide specific business or investment advice. The author or MergersCorp M&A International shall not be liable for any errors or omissions, or for any loss suffered by any person or organization acting or refraining from acting as a result of the content of this website. It is recommended that specific independent advice be sought before making any business or investment decision.

**MERGERSCORP**

[WWW.MERGERSCORP.COM](http://WWW.MERGERSCORP.COM)