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for Reconstruction and Development

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Financing the Maritime Sector in the Black Sea

Bucharest, 30 January 2014

What is the EBRD?

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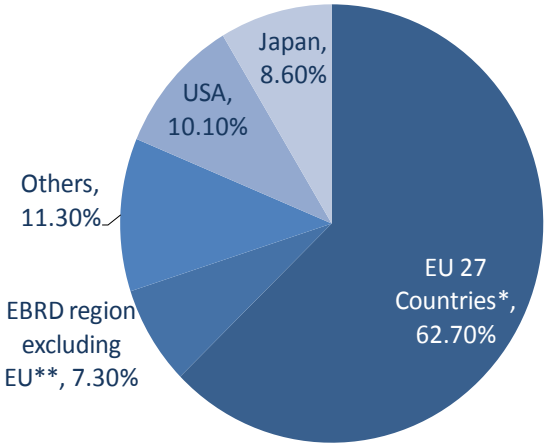
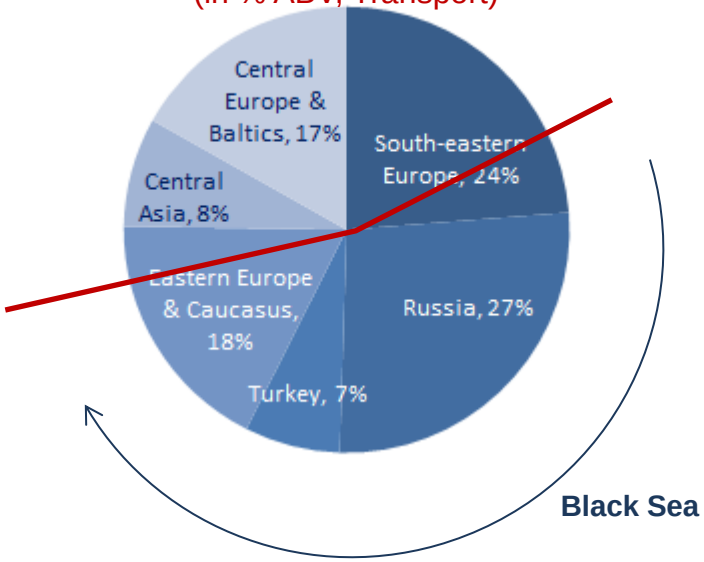
- IFI to promote transition to market economies in 34 countries
- Largest single investor in the region: over € 78.8 bln invested in 3,644 projects since 1991
- Private sector oriented (80%)
- Owned by 64 countries and two intergovernmental institutions (AAA/Aaa rated)
- Established in 1991. HQ in London, the Bank has 36 regional offices

Shareholding structure



Geographic Split
(in % ABV, Transport)



Note: As at 13th July 2012

EBRD in the Maritime Sector

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More than 2.5 bln EUR invested in than 50+ projects to support the development of the maritime sector

Both in the port side

- Active support of private sector involvement in greenfield projects
- Terminal and port structures and development of state-owned infrastructure
- Commercialisation of port infrastructure
- Introduction of EE best practices

… and shipping:

- Promotion of short sea shipping operations and inland river shipping
- Fleet modernization and Introduction of EE best practices
- Compliance with IMO Conventions

Our experience in the Black Sea

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3. Illichivsk

- Modernization,
- Commercialization

4. Odessa

- Logistics Terminal (2009)
- Grain Terminal (2014) *

10. VBTH

Fleet modernization inland river shipping operator

2. Giurgulesti Intl. Free Port

- Mixed Gauge Rail terminal

5. Tuapse*

- EE Plan

1. Constanza Port

- Barge Terminal (2004)
- Commercialization

6. Poti Port

- Berth rehabilitation
- Adaptation Impact

7. Aysa Port

- Transhipment Terminal

Shipping Fleet Renewal:

7. Arkas (Turkey) (multimodal fleet)

8. Yugretransflot (2 vessels to diversify from reefer to dry cargo short sea operations)

9. BSSM (5 drycargo vessels)

* Pending signing

How we deliver Transition

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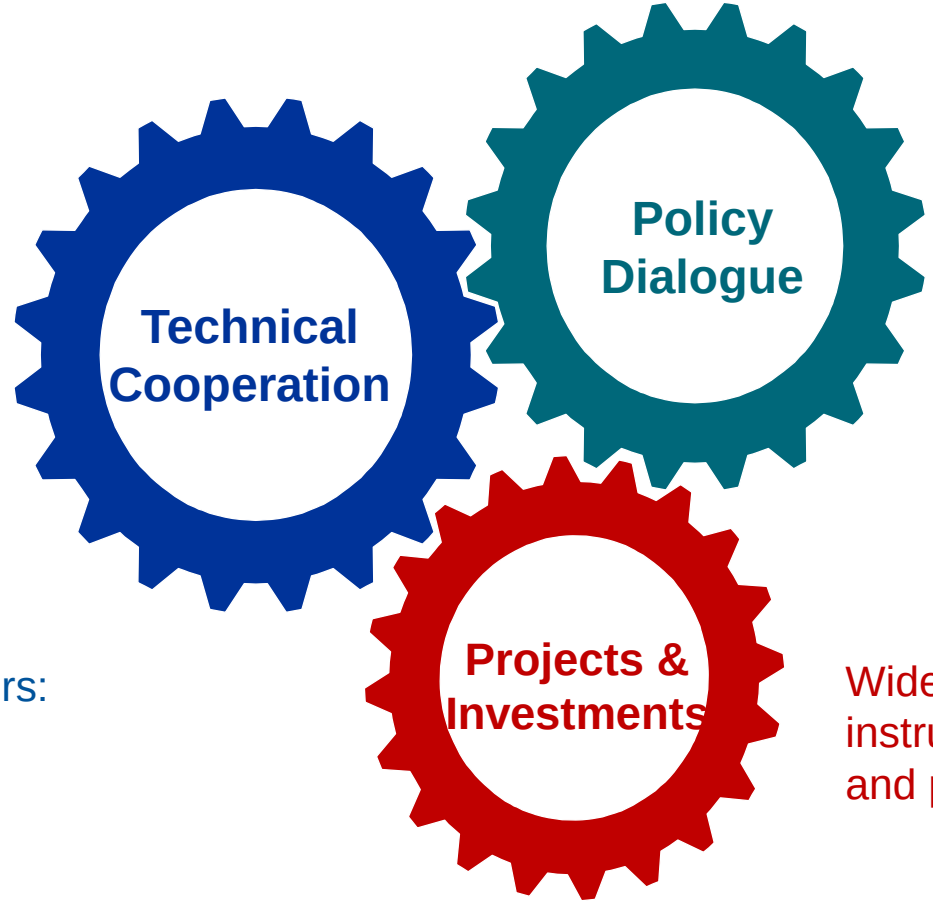

Development of strong institutional and regulatory frameworks to facilitate investment

Donor funded technical cooperation to overcome barriers:

Wide range of financing instruments for public and private clients

Ballast Water Management (GloBallast)

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- The Importance of Ballast Water Management:
  - To tackle the global spread of invasive species and pathogens in the ballast tanks of international cargo vessels. (eg. Jellyfish in the Black Sea)
  - To comply with regulations (IMO BWM Convention) expected to come into force soon →
- Partnership with IMO to deliver a capacity building programme:
  - Phase 1 - introductory training for both private and public sector stakeholders;
  - Phase 2 - specialized training for private sector stakeholders
- Five workshops organized in 2011-2013 in Yuzni (Ukraine), Gelendzhik (Russia), Odessa (Ukraine), Istanbul (Turkey) and Batumi (Georgia)

IMO

GloBallast Partnerships

Green Shipping Programme*

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- Need for action to reduce CO2 emissions in Russian Shipping sector
- Low penetration of EE Technologies
- Components of the Green Shipping Programme (10 mln USD):
  - Technology Platform to improve access to high quality information
  - Technical Cooperation funds to identify opportunities and overcome barriers for financing
  - Performance incentives to cover first-mover and pilot projects
- It covers a wide range of EE Technologies (e.g. LPG / LNG, low friction painting, remotely operated hull cleaning systems, cold ironing, etc.)
- Funded by GEF (Global Environmental Facility), in close collaboration with Russian Gov, IMO and other stakeholders

gef

* Under Preparation

Thank you

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