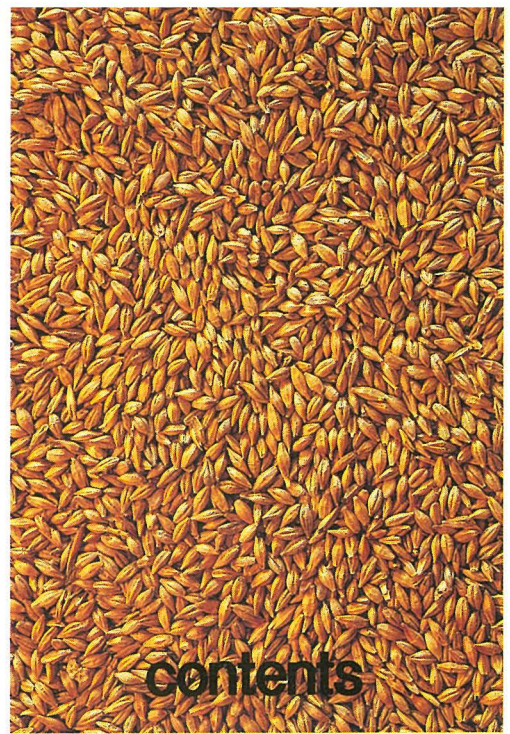


KORDIN GRAIN TERMINAL

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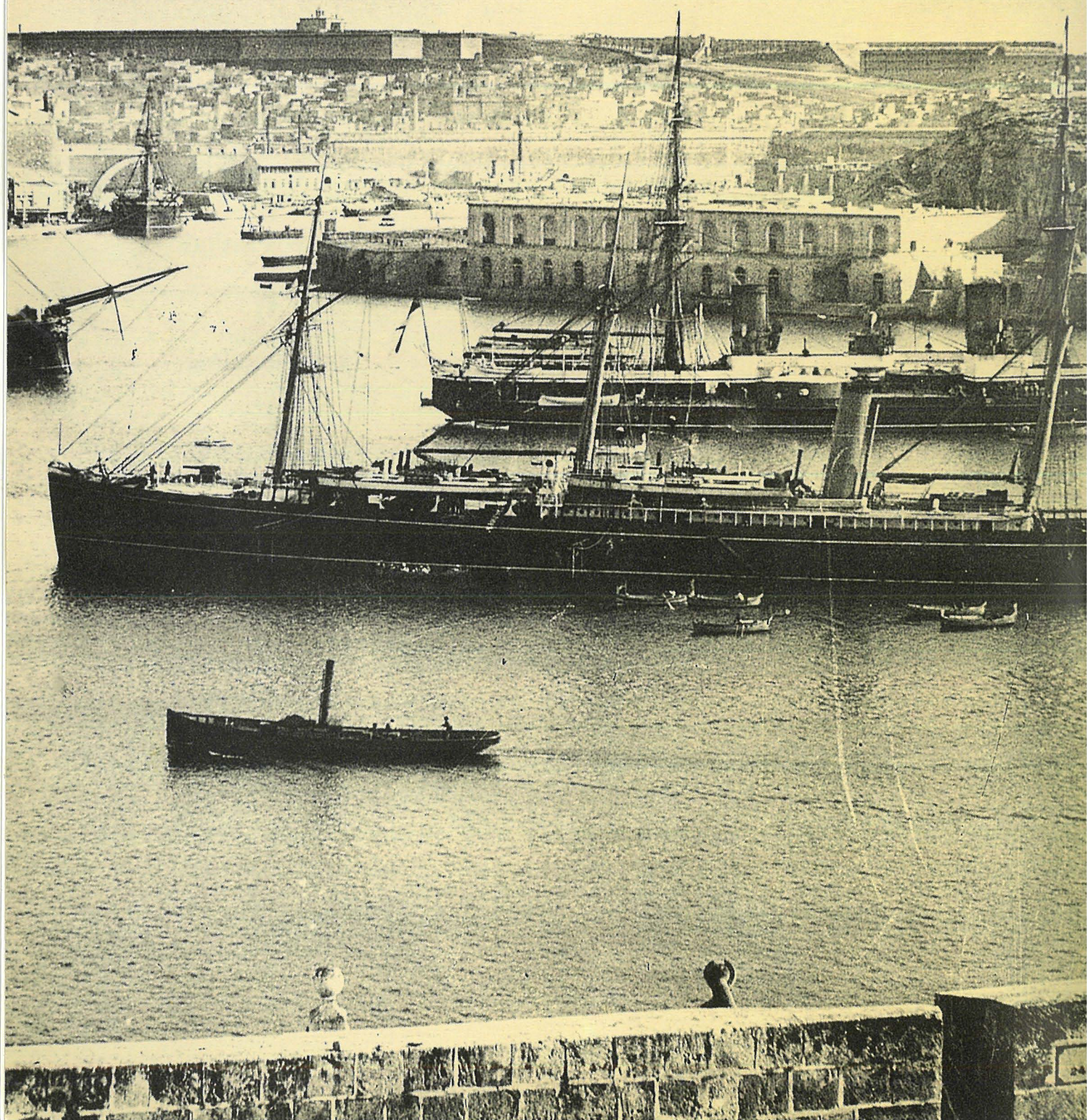
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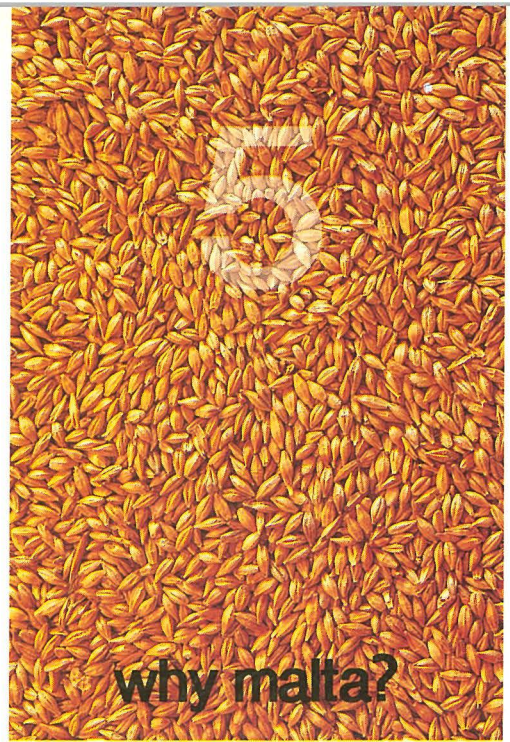
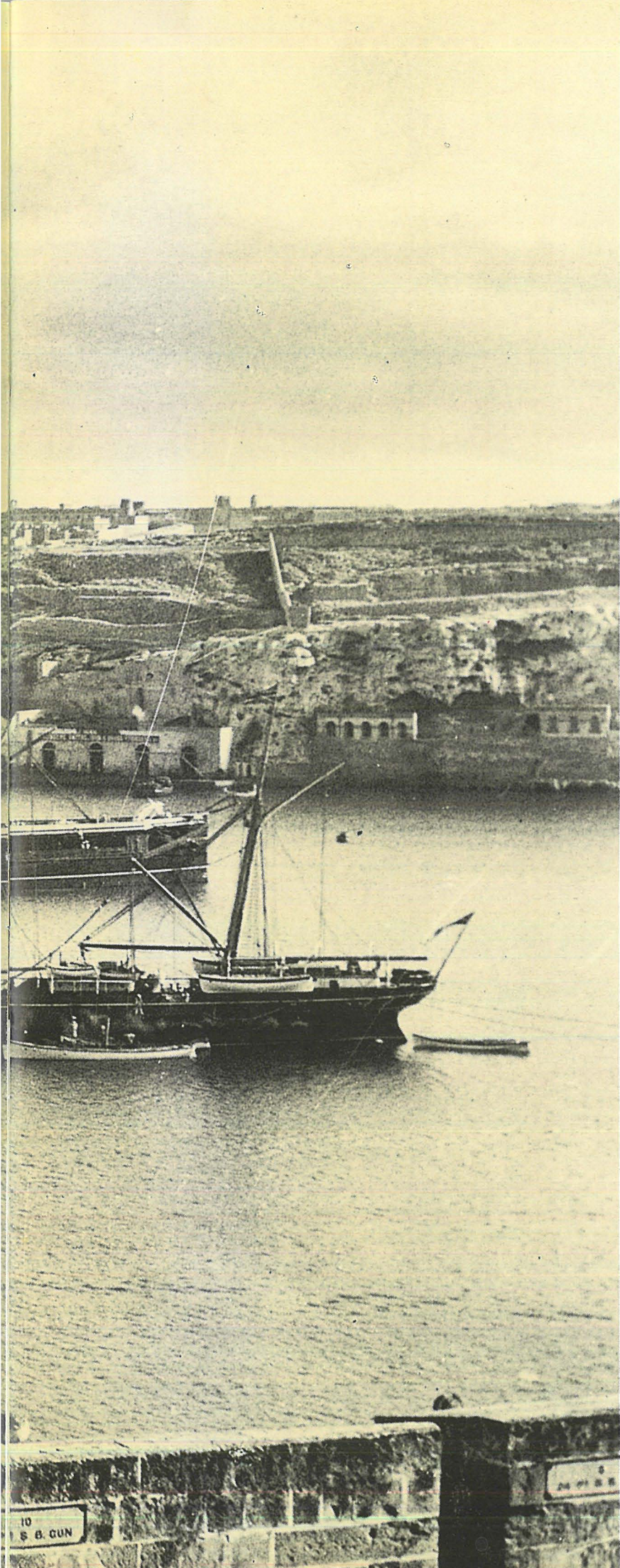
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why malta?

The Maltese Islands have an old tradition in trading and transhipment. The first recorded travellers were the Phoenicians who, as early as 3,700 B.C., began using these islands as a trading port.

They had realised Malta's strategic position could be beneficial to their business.

In return they left megalithic temples, the oldest of their type anywhere in the world.

Although influenced in the course of time by Malta's European connections, the Maltese language - though written in Roman characters - still retains its basic Phoenician origins.

Most Maltese speak English and Italian.

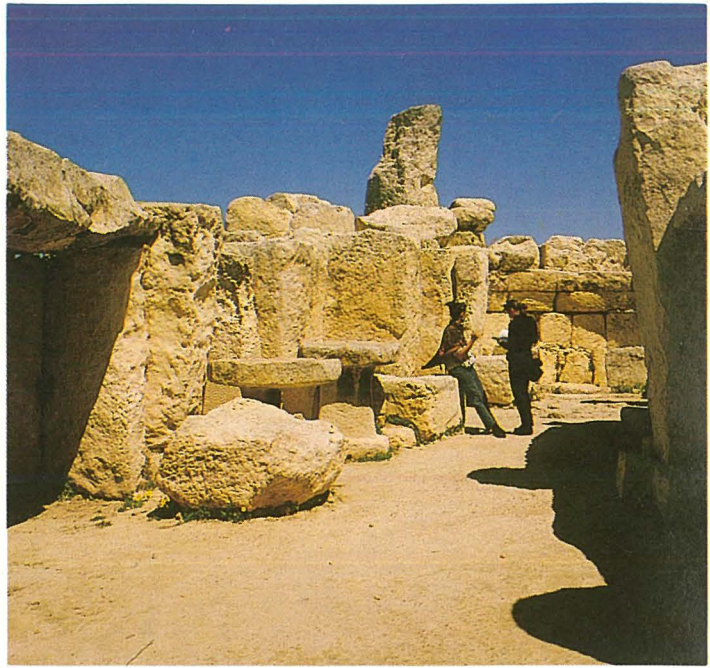
The Maltese have a deep rooted Mediterranean character, they are hard working and generous and their hospitality is renowned worldwide.

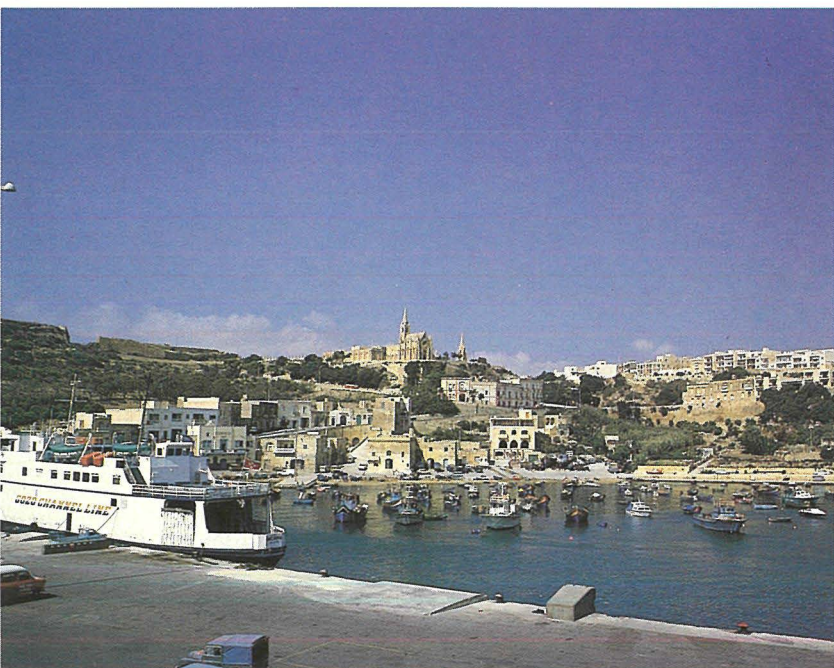
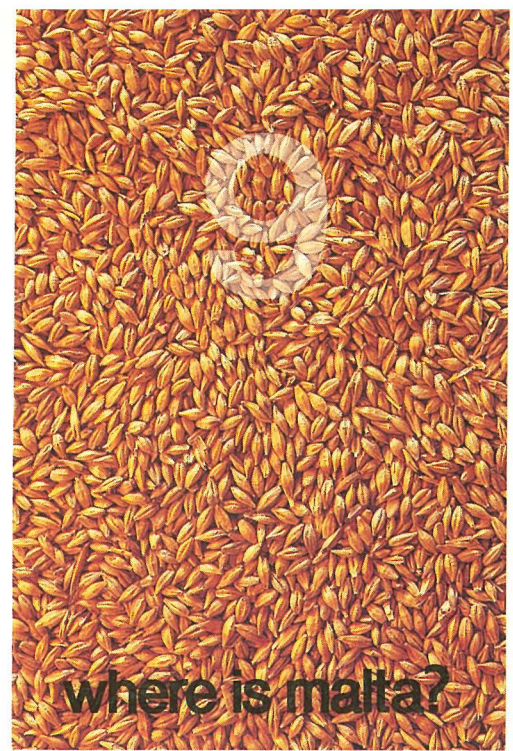
The system of government is by democratic election.

Malta is a stable place for doing business and has a perfect track record to prove it.









The Maltese archipelago consists of a number of small islands lying 90 km to the south of Sicily and 290 km to the north of the African mainland, virtually at the crossroads of all maritime traffic in the Mediterranean.

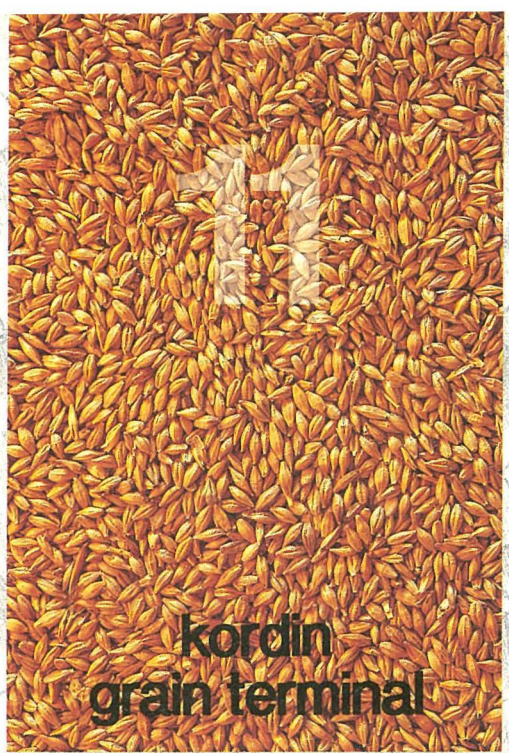
Since time immemorial, this location has enabled Malta to thrive as a busy trading port and supply centre and as a military and naval base in the service of its former rulers.

During the last few decades, however, the Maltese economy has undergone a process of deep structural change.

An export-oriented industrial manufacturing sector has been developed while tourism, with over a million arrivals every year, is a leading source of employment and of foreign exchange earnings. Other important sectors of the Maltese economy are ship repair, agriculture, financial and other services.

Substantial investment has also been undertaken in recent years in a bid to exploit fully the island's potential for transshipment operations by means of the development of Marsaxlokk Freeport for container handling and oil storage and bunkering and by the construction of the Kordin Grain Terminal for grain transshipment.

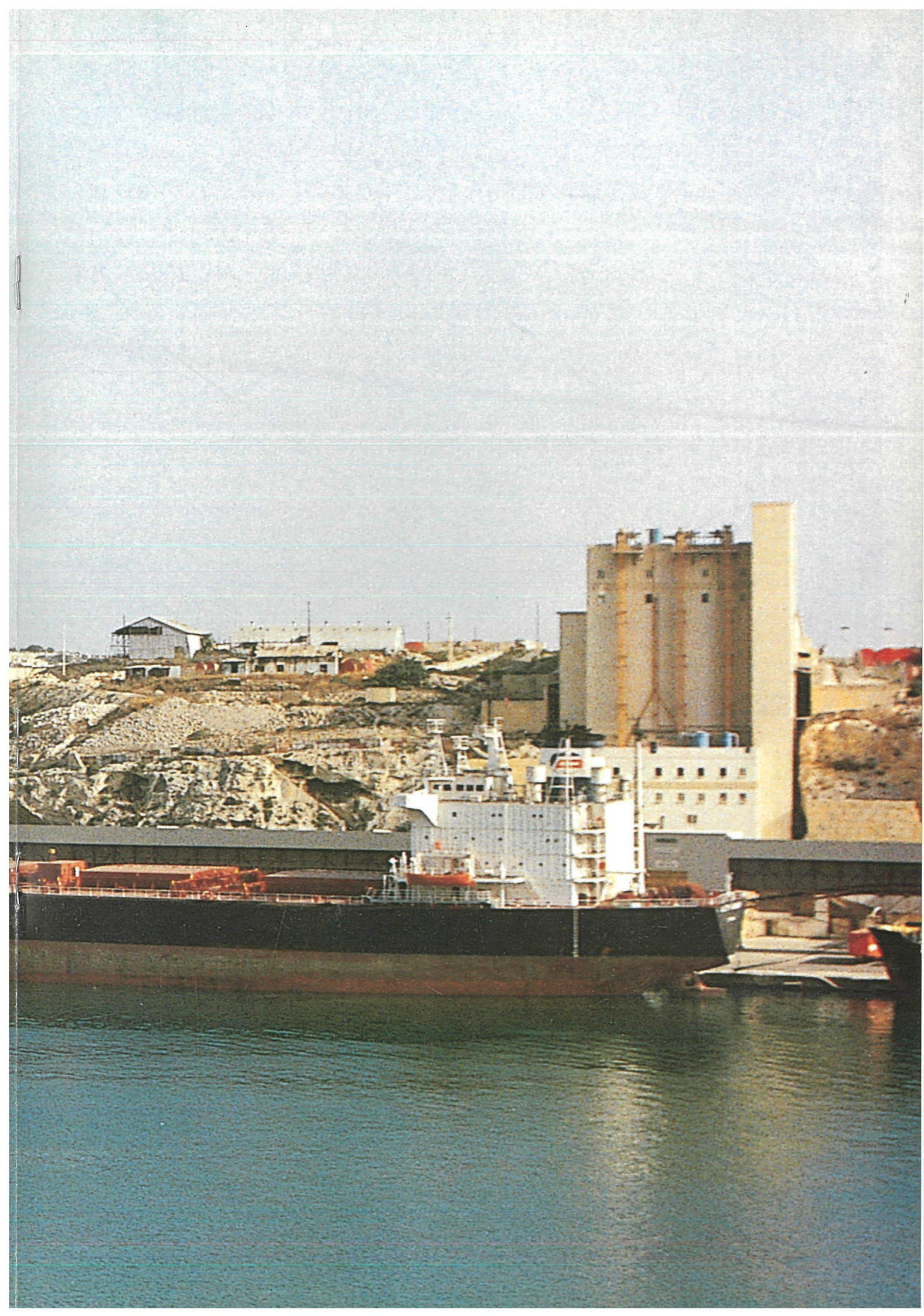




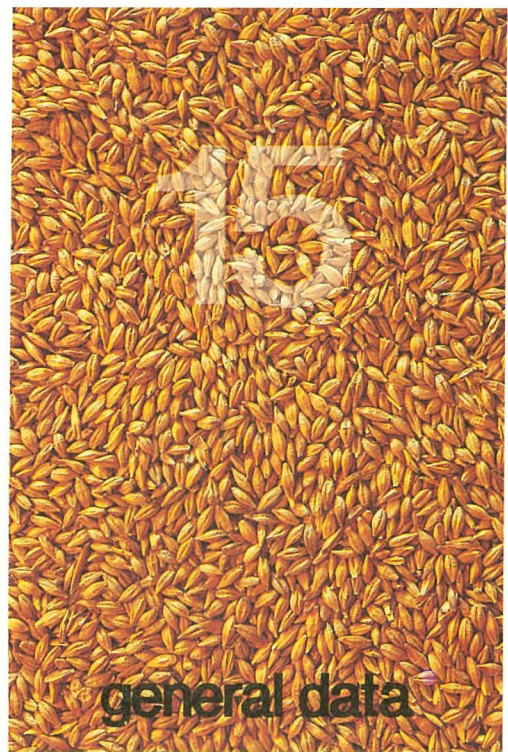
kordin grain terminal

Completed in 1985 and refurbished in 1993, the Kordin Grain Terminal is located in the natural deep-draught Valletta Grand Harbour. The Kordin facility is therefore placed in a most strategic location for the handling, storage and transhipment of all types of free flowing grains such as wheat, maize and barley reaching the Mediterranean from the main grain producing countries.









general data

Discharging facility

Berth:	Magazine Wharf
Length:	252 m (825 feet)
Draught:	15 m (49 feet)

Shorebased
discharging
equipment:

1 mobile mechanical ship
unloader HL-SKT type
with a maximum bulk
unloading capacity of
1,100 metric tons/hour.

Loading facility

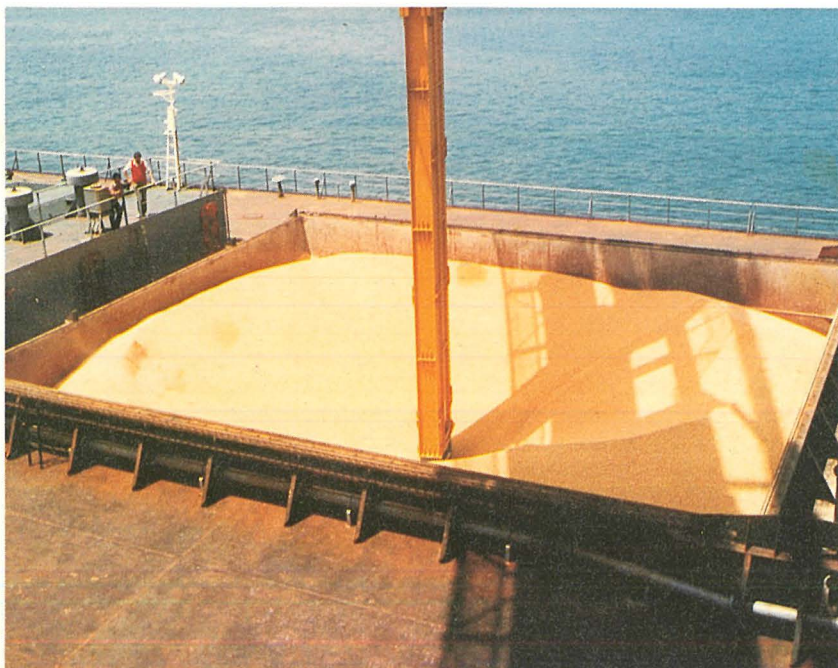
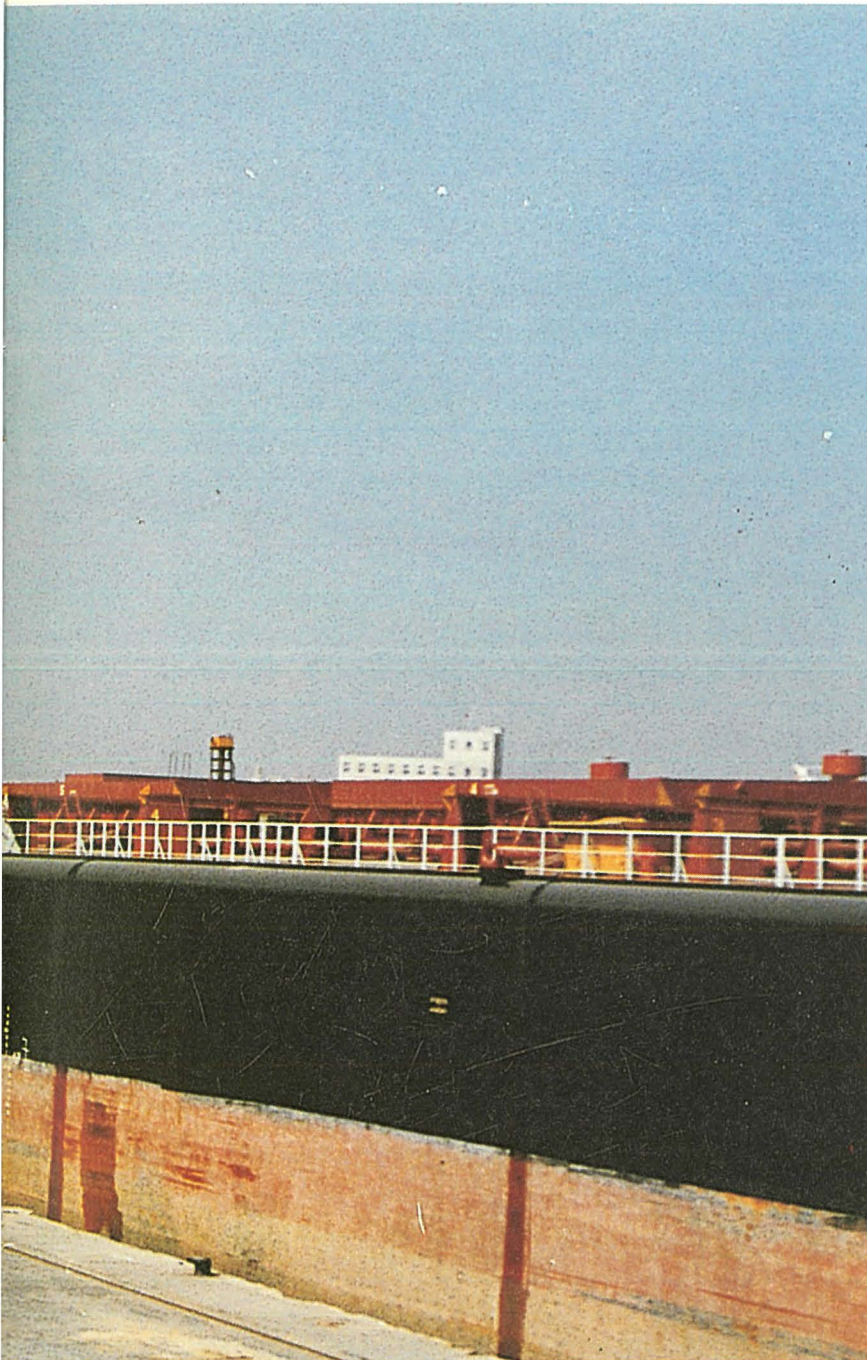
Berth:	Laboratory Wharf
Length:	190 m (623 feet)
Draught:	10.6 m (35 feet)

Shorebased
loading
equipment:

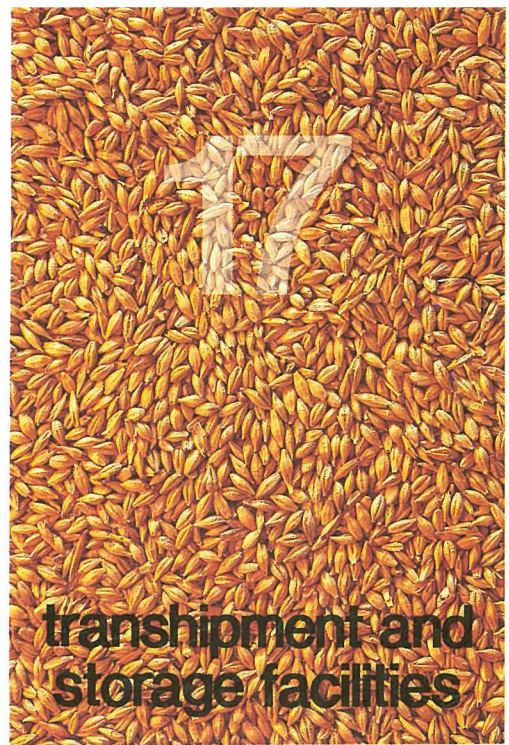
1 mechanical
railmounted ship
outloader (Buhler-Miag)
with a peak capacity of
1,250 metric tons / hour.

Storage facilities

Silo capacity:	87,000 metric tons ★ 12 bins of 1,600 metric tons each ★ 18 bins of 3,800 metric tons each.
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transshipment and storage facilities

Direct ship-to-ship transfer

Direct ship-to-ship transfer facilities are also available and cargo may be discharged from bulk carriers and loaded directly to outgoing coasters and feeder vessels without intake into silo.

Recycling

Facilities are available for the recycling of grains stored inside the silo bins.

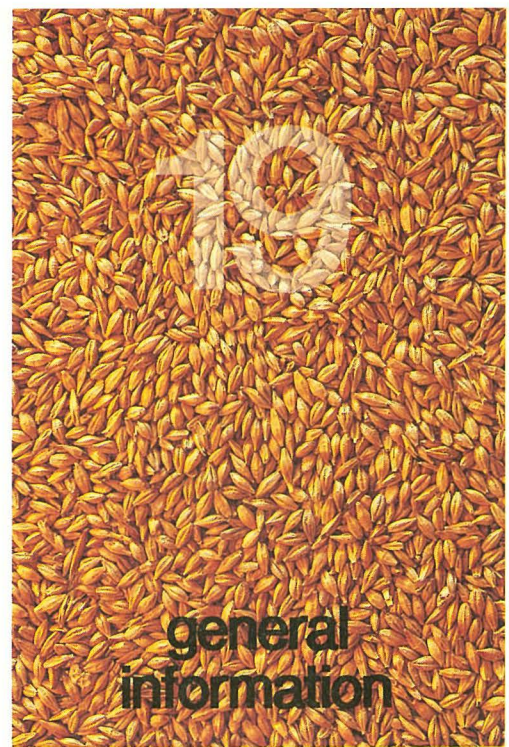
Fumigation

Fumigation pellet dispensers are installed at the distribute conveyors for insect prevention.

Temperature monitoring

A computerized temperature monitoring system is installed inside each of the terminal's thirty storage bins.





general information



Working hours

The company's working hours are from 0800 to 1200 hours, 1300 to 1700 hours daily, Mondays to Fridays except official holidays. All work carried out outside the hours as above and on Saturdays, Sundays and holidays shall be subject to overtime charges.

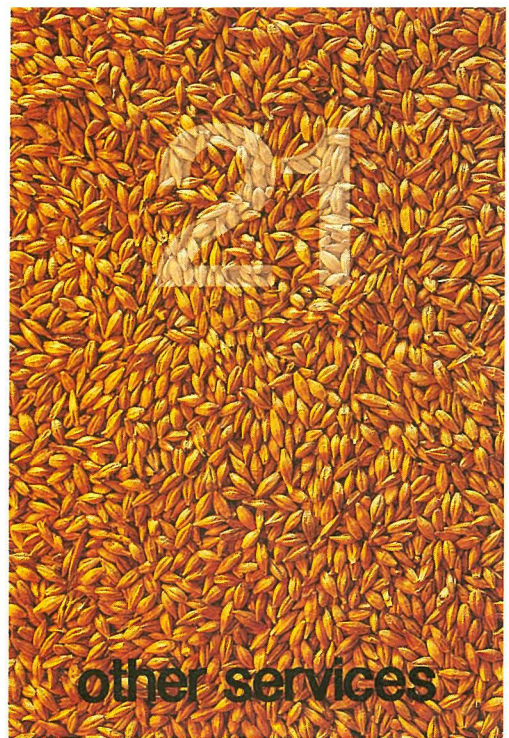
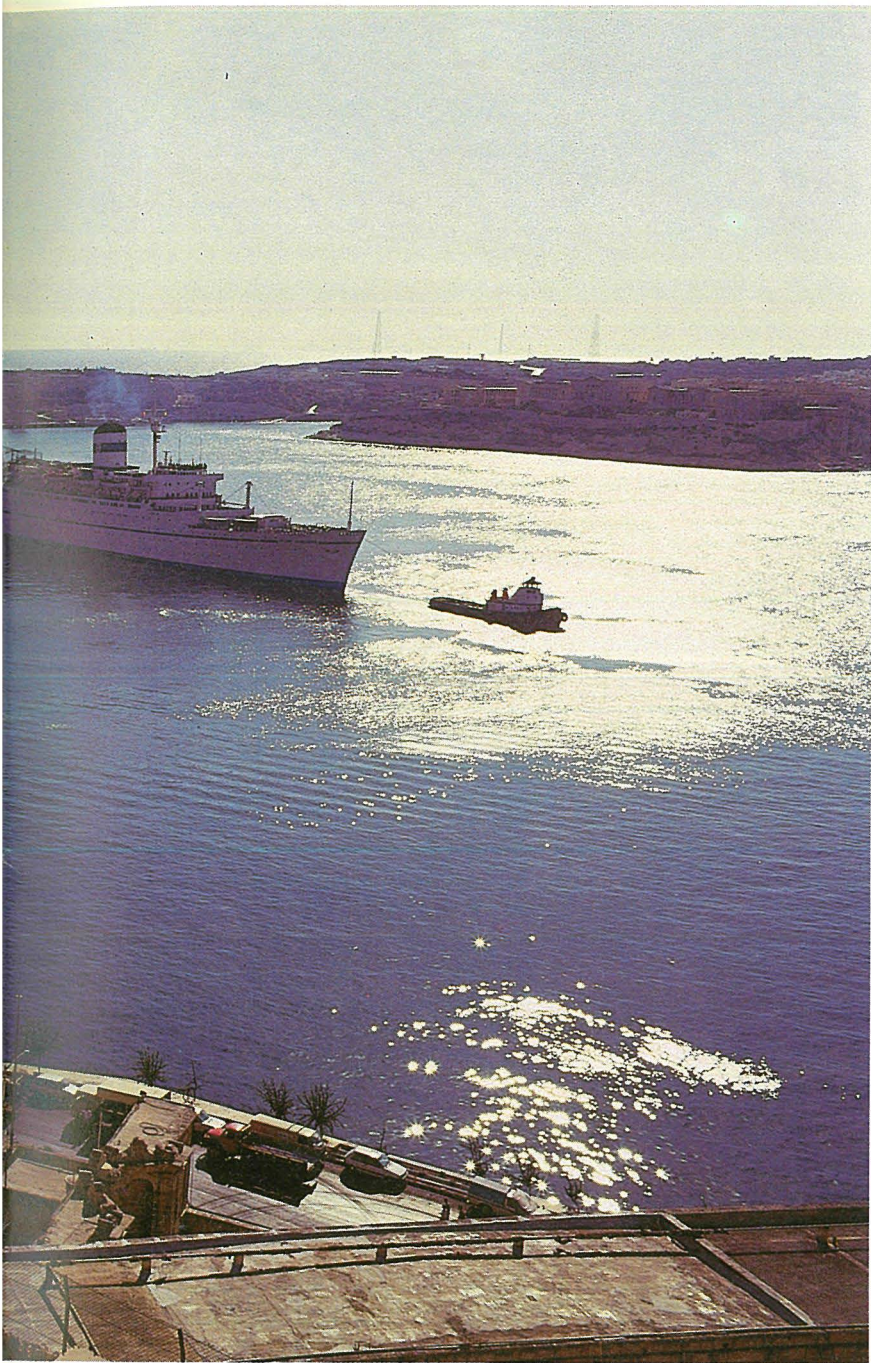
Vessel discharging and outloading operations

The company's vessel discharging and outloading operations also include the inward and outward weighing of grains; the issue of quantity and non-manipulation certificates; and stevedoring services.

Storage

There are no import/export restrictions for grains stored in identity preserved bins and awaiting transshipment at the Kordin Grain Terminal.





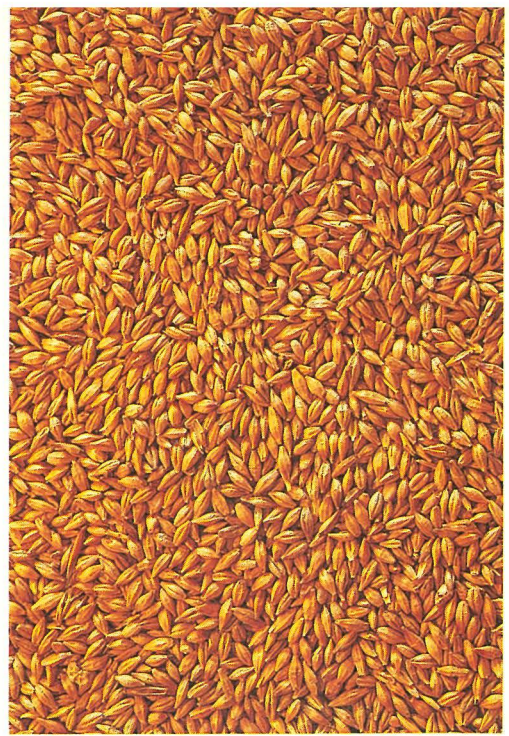
Malta's unique position at the centre of the main shipping lines in the Mediterranean offers various practical and business advantages. Malta is within the European timezone and is easily accessible both by air and sea.

It is also within easy reach of the major European and middle Eastern business centres.

Malta has an outstanding tradition as a leading maritime trading centre in the Mediterranean and various initiatives were undertaken in recent years to further enhance this reputation and to continue to exploit the island's geo-strategic location. At the same time attention was given to the modernization of the country's internal infrastructure, the attraction of international business activities and the continued adaptation and upgrading of the island's human resource base.







Malta can now offer a wide range of services and facilities in the maritime transportation sector and related activities such as:

★ *the registration and operation of vessels under the Malta flag in terms of the Merchant Shipping Act.*

★ *the operation of a supply and service base for the international oil drilling industry.*

★ *extensive ship repair and shipbuilding facilities in the Valletta Grand Harbour.*

★ *onshore and offshore facilities for bunkering.*

★ *fully-serviced, safe and sheltered facilities for the berthing and repair of yachts inside Marsamxett Harbour.*

★ *the growing use of Malta as a port of call for cruise liners.*

★ *the operation of Terminal One at the Marsaxlokk Freeport for the handling of container and breakbulk activities as well as the operation of an independent oil products terminal at the Freeport for storage and blending.*

