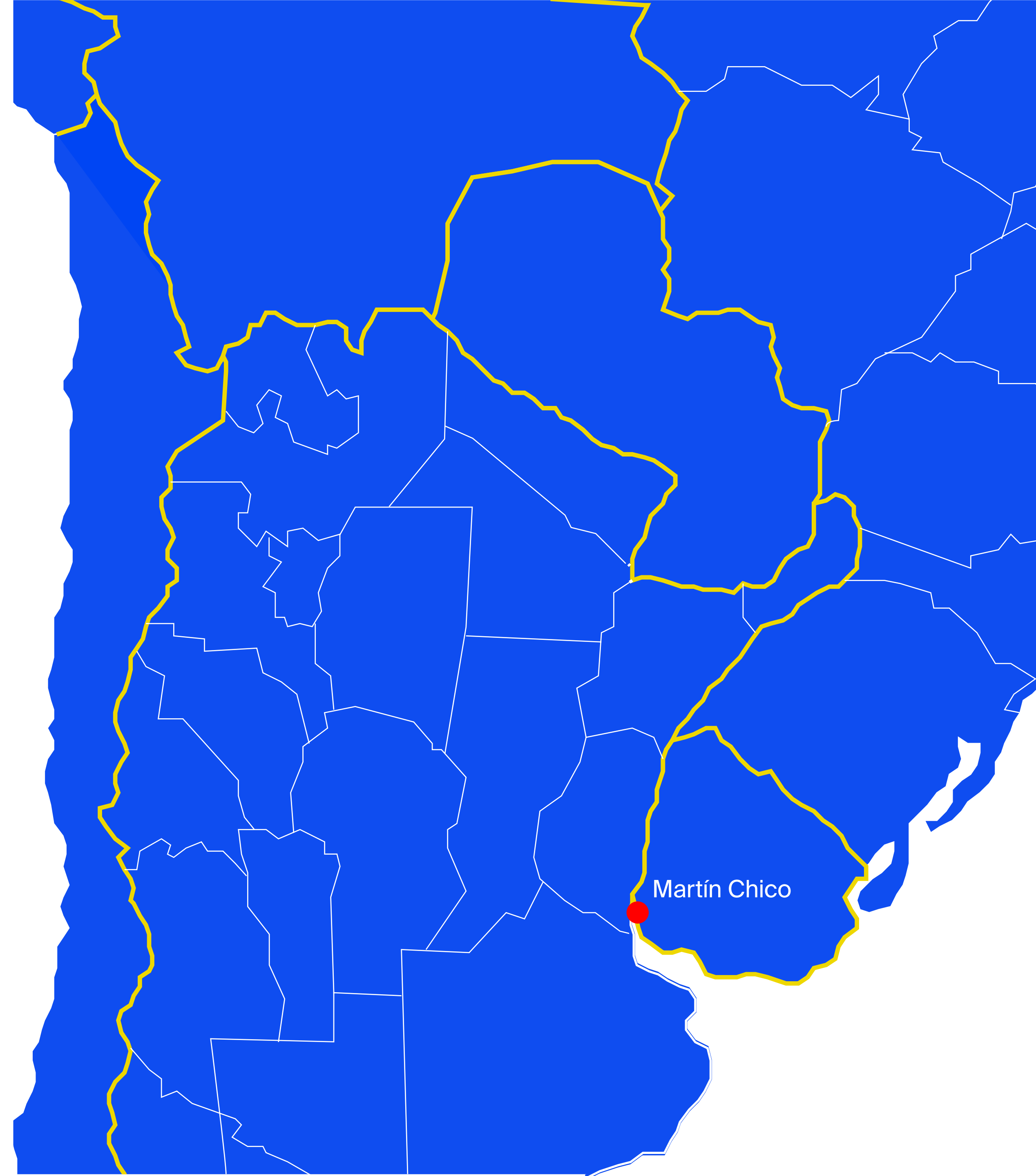


MARTÍN CHICO

Puerto
Multipropósito

The Multipurpose Port Martín Chico is located on the eastern shore of the Río de la Plata, opposite Martín García Island, in the town of Martín Chico, Colonia Department.



Target

To become the transshipment platform for river barges at the Paraguay/Parana waterway for cargoes originating or destined for Paraguay, Bolivia, and Central-West Brazil (MS, south of MT, and west of GO states).



Main import and export products by region

Central-West Brazil		Year		
Export	Cargo (Million Tons)	2025	2030	2050
	Iron ore	10	20	50
	Agri bulk	25	40	60
	Liquid bulk (Alcohol, veg. oil)	2	4	10
Import	Cargo (Million Tons)	2025	2030	2050
	Hydrocarbons	2	5	10
	Fertilizers	2	6	15



Waterway
Paraná-Paraguay

Barge transit

Main import and export products by region

East Bolivia		Year		
Export	Cargo (Million Tons)	2025	2030	2050
	Iron ore	1	5	15
	Agri bulk	3	10	20
	Liquid bulk (Alcohol, veg. oil)	1	2	5
Import	Cargo (Million Tons)	2025	2030	2050
	Hydrocarbons	0,5	1	2
	Fertilizers	0,5	1	2



Waterway
Paraná-Paraguay

Barge transit

Main import and export products by region

Paraguay		Year		
Export	Cargo (Million Tons)	2025	2030	2050
	Iron ore	5	8	15
	Agri bulk	1	5	10
	Liquid bulk (Alcohol, veg. oil)	0,5	2	4
Import	Cargo (Million Tons)	2025	2030	2050
	Hidrocarbons	2,2	3	5
	Fertilizers	1	2	3





Location



URUGUAY

Martín Chico

ARGENTINA

Channels of the Rio de la Plata



DRI / Hydrogen and e-fuels production

Liquid bulk terminals

Iron ore terminal

Agri-bulk terminal

Agri-bulk terminal

300 m

General cargo terminal

Industrial park

Shipyards

100% private project.
Landlord development model:



100% Private project. Landlord development model:

Terminal development will be phased based on demand. Infrastructure and superstructure will be constructed according to the cargo volume requirements of each terminal owner.

6 terminals

The Port will consist of 6 terminals capable of handling solid and liquid bulk cargoes, minerals, and general cargo for both import and export.

Minimum operating draft for ocean-going vessels will be 14 meters.

Industrial Free Zone / shipyard facilities

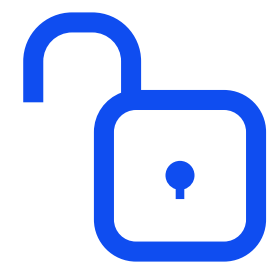
Industrial Free Zone for Green H2/DRI/e-fuels production facilities, grain crushing, vegetable oil/biofuels production industries, etc.
Shipyard facilities for vessel/barge construction and repairs.

Green H2 cluster for Uruguay and hub for the region

Best location

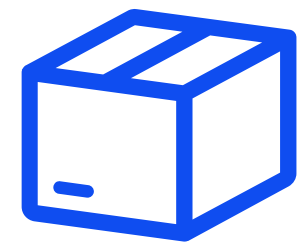
The Port of Martín Chico is situated at the entrance of the Paraguay-Paraná waterway. It is the closest point to the ocean that a barge convoy can reach under the same navigational conditions as they sail from upriver ports.

Legal Framework: Free Port, Industrial Free Zone/DAP



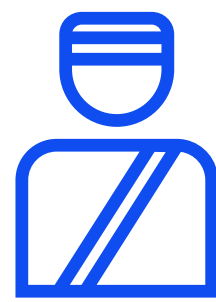
Free port

Guarantees transshipment for third countries without paying taxes or dues to Uruguayan customs. Allows for the consolidation of stocks from five different countries in a single location for later distribution, deferring import duties at the destination countries.



Origin

Cargoes maintain their origin certificates (Mercosur).



Certifying authorities

Possibility for the re-issuance of certificates by third-country agents (e.g., Vigiagro).



International port

It's as if Brazil, Bolivia, or Paraguay had their own port in the Río de la Plata.



Industrial Free Zone

Industrial Free Zone/DAP allows for the addition of value, manufacturing, or industrializing commodities in a tax-free environment, enhancing competitiveness for regional produce.



Self generated renewable energy

All terminals and the industrial Free Zone will have a 100% renewable energy supply and will be equipped with machinery powered by renewable energy sources.



First 100% green port.
gateway to the continental
green corridor.

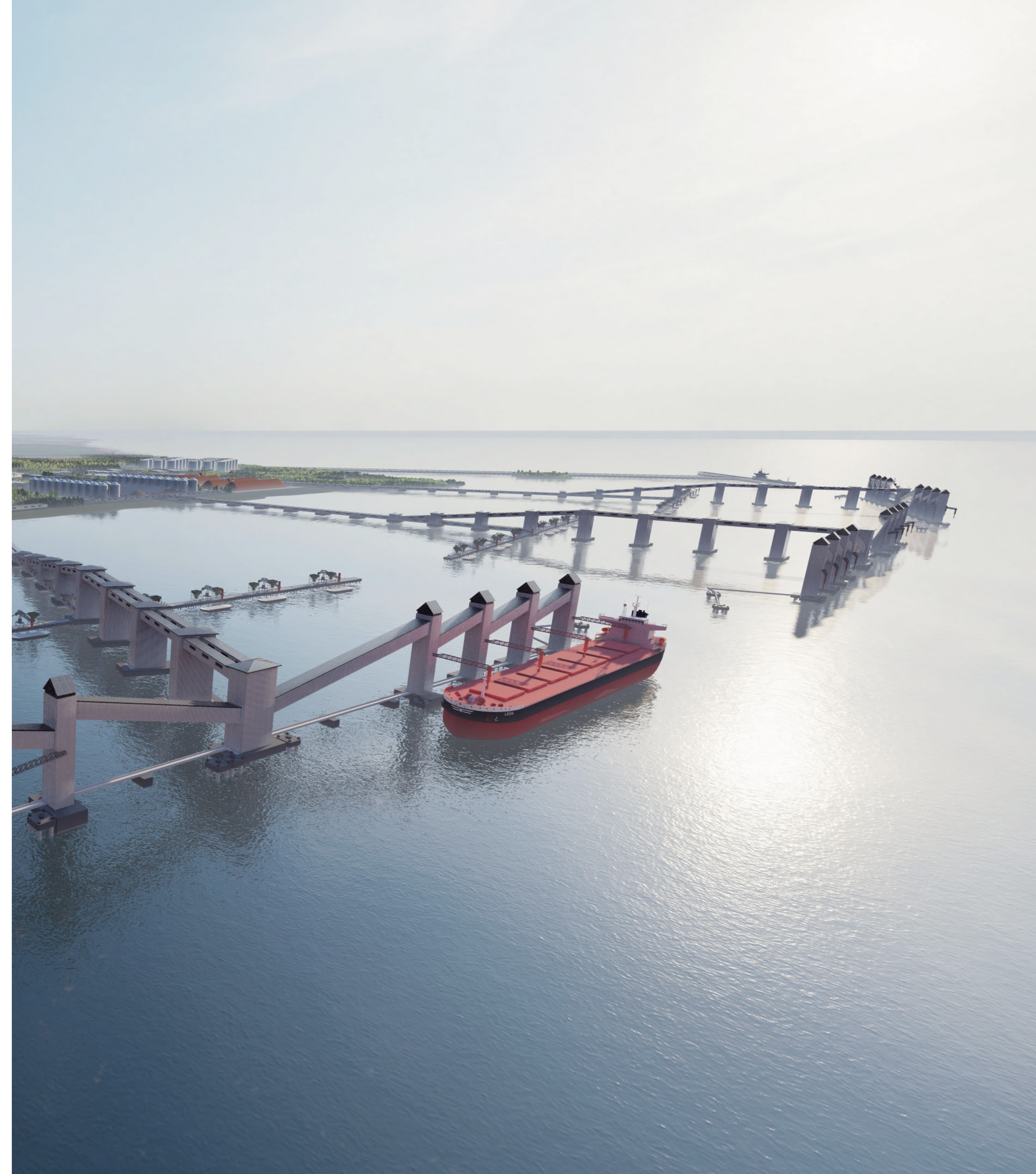
Hybrid wind and solar
power generation plant.

Not only guarantees no CO₂ emissions
but internationally competitive energy
prices (USD 60/MWh).
(Brazil industrial July 2022: USD 112/MWh)



Advantages

- Closest to the ocean location that can be reached with standard waterway convoys at full capacity.
- Direct navigation to Atlantic Ocean via Martín Garcia, Intermedio and Punta Indio channels in the Río de la Plata. 14 meters depth capability (Current 10,36 meters)
- 10 berthing positions for Post Panamá/Baby cape size vessels.
- Greenfield project. No restriction for growth for storage areas for terminals not for the industrial Free Zone.



Green hydrogen cluster for Uruguay

- Best location for electrolysis processes.
- Green H2 DRI facilities (Iron ore feedstock available, based on transshipment Bolivian/Brazilian terminal)
- Availability of 3 million tons/year of Biogenic CO2 located 13 km away for methanol/e-fuels production.
- Liquid bulk terminals for exporting H2 and its vectors (Such as Ammonia, Methanol, etc.)

Regional hub for e-fuels and green H2 Vectors

- Paraguay boasts immense e-fuels capabilities thanks to its 100% renewable energy feedstock.
- Brazilian Ethanol and bio-fuels production will have the best logistics hub.
- Argentina's potential to add value to its up river e-fuels, vegetable oil and bio fuels industries.



Radial Hernandez

Campo Chico

Martin Chico

Islote Alan Fernández

Gil

Conchillas

Montes del Plata

Puerto Ingles

Montes del Plata

Lomínguez

Martin García

3 million tons
Biogenic CO2 per year

Project schedule



E1

Stage 1

Port construcción permission (MTO) and Environmental licence (Min. De Ambiente)

50 years wáterfront use and free port permission. Q2 2024
Environmental licence (notice to proceed) Q1 2024

E2

Stage 2

Contracts signature with clients.

Dredging and civil Works to start Q4 2024

Comparative advantages for waterways vs rail or road transport modes.

1.

Energy
efficiency

Transport
economy

2.

Ecological

Contamination
CO2 and green
house gases

3.

Flexibility

Ability to accompany
cargo volume growth
complementary
independence

4.

Safety

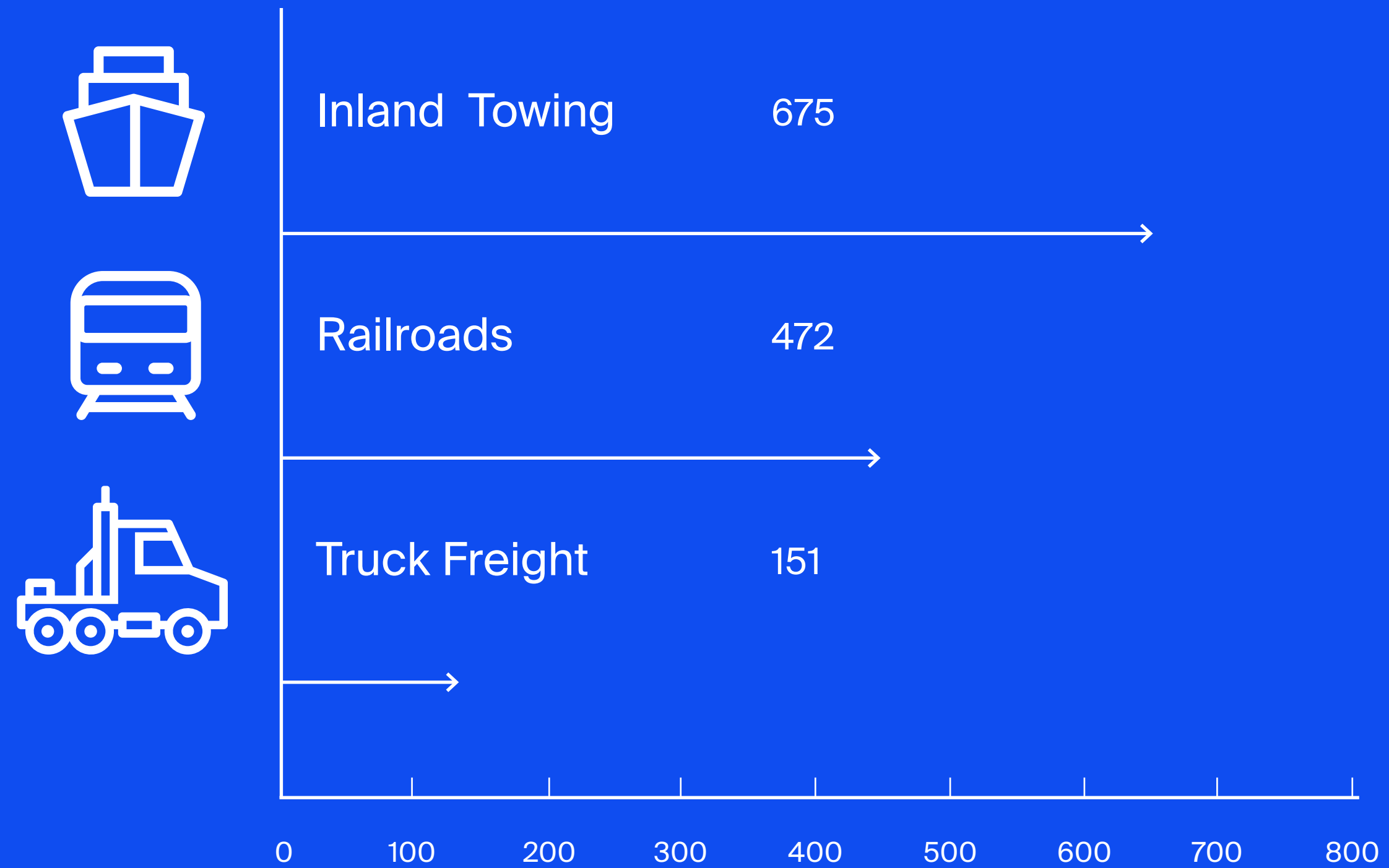
Less accidents
result guarrantee
insurance

5.

Lower
investments

Infraestructure budget
reduction
(Highways and railways)

1. Energy efficiency



Fuel efficiency comparison (2019)

1. Energy efficiency

+ 347 %

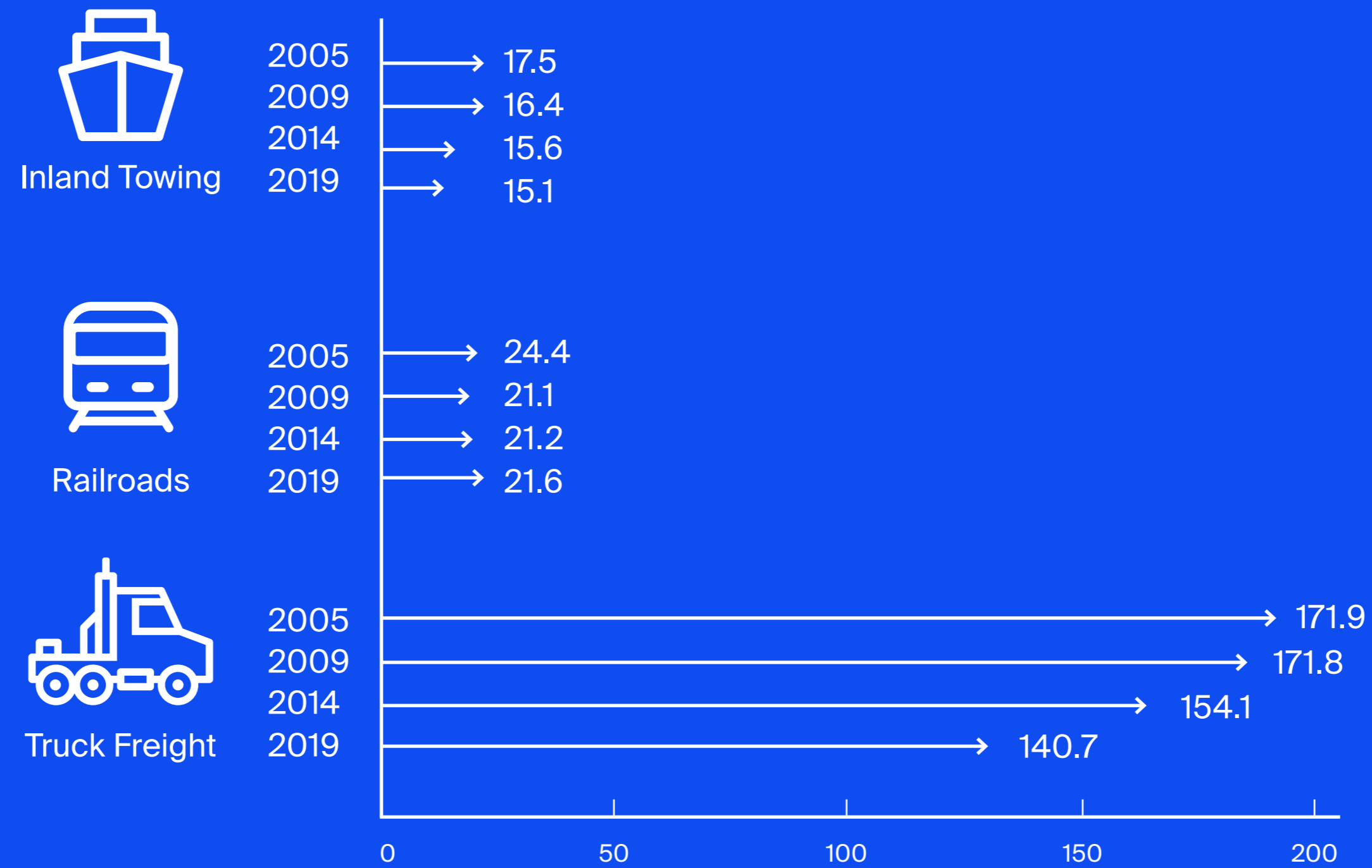
Road transport via truck, consumes 3,5 times more than the waterway transport by barge

- 43 %

Waterway transport consumes 43% less diesel for each Ton/Km than railway

2. Ecology

GHG footprint



GHG metric tons per million ton-mile (evolution 2005, 09, 14, 19)

2. Ecology

■ GHG footprint

- 30 %

Waterway transport produces 30% less Tons of CO₂ for each Ton/Km than railway

x 10

Road transport by truck produces 10 times more Tons of CO₂ than waterway transport





3. Flexibility

Agricultural production increases every year. Brazil doubles its volume every 10 years.

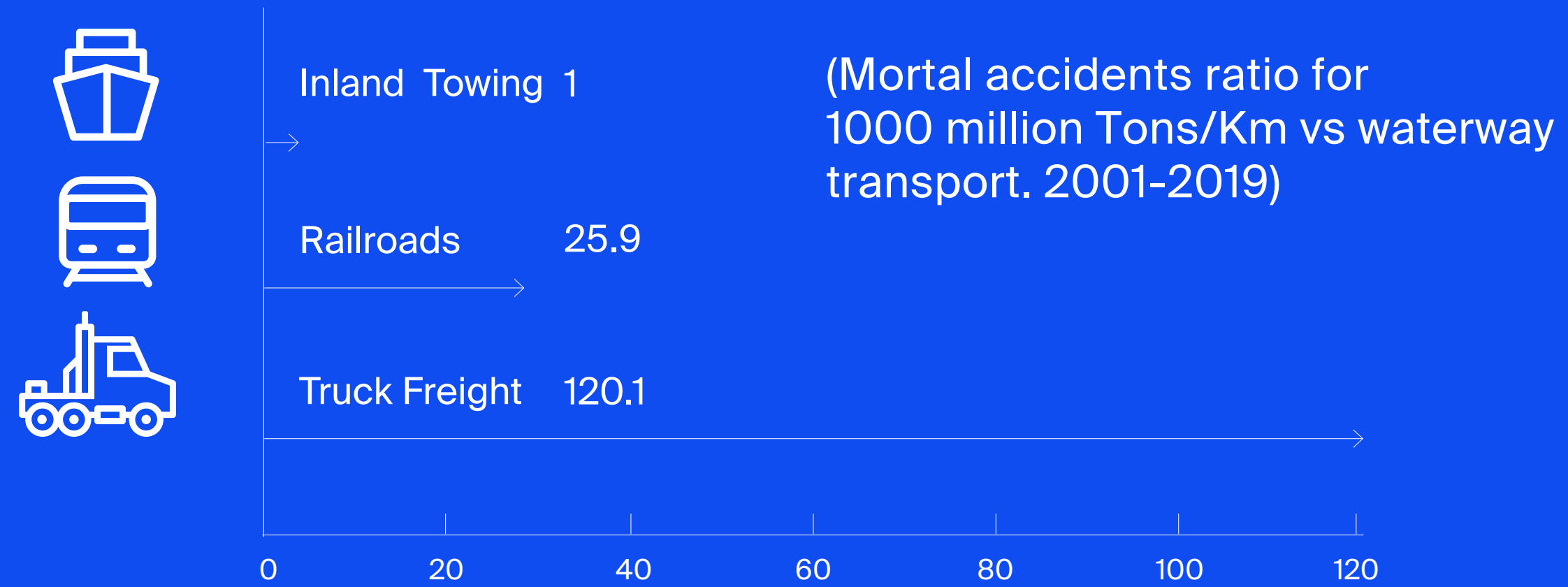
The Paraguay-Paraná waterway already exists and does not require significant investments for current volumes. It can cope with future growth without a significant impact.

Waterway transport is complementary to road and rail modes. It complements existing Atlantic ports and guarantees competitiveness to producers in the short and long terms.

The success of the Amazon waterway serves as a model for the Paraguay-Paraná waterway.

Infrastructure along the waterway already exists and is growing. Porto Murtinho (MS) had only 1 terminal in 2022 and by 2023 already has 5 terminals in different stages of development.

4. Safety



4. Safety

x 26 x 120

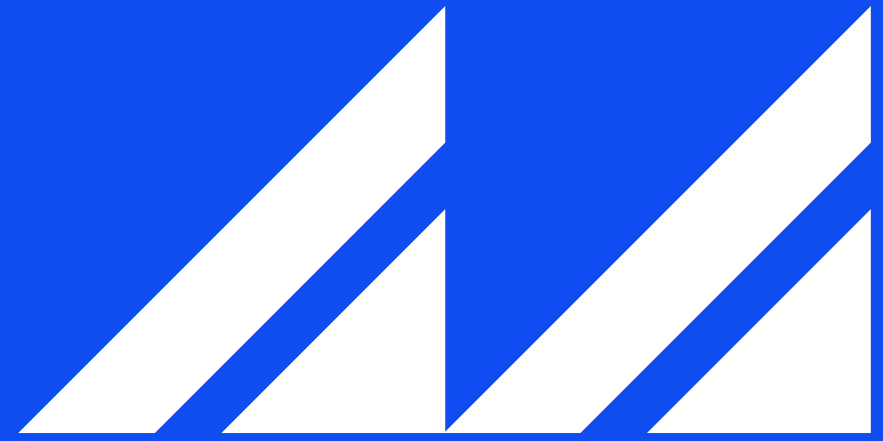
Fatal accidents frequency is 26 times bigger at railroads and 120 times bigger on truck freight than waterway mode.

x 96 x 1145

The possibility to have an accident or an incident in railway mode is 96 times bigger and 1145 bigger on the road transport than on a waterway transport.

x 3

Comparing same base volume of dangerous cargo, the waterway transport is 2 and 3 times safer than rail and road transport modes.



**MARTÍN
CHICO**

Puerto
Multipropósito

Thanks

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