

Construction of RORO Ferries

- Construction
- Supply and Installation
- Fabrication
- Architecture & Design
- Motors
- Media
- Development

Summary of the Project

2025

INTRODUCTION

"ADO-G" LLC is one of the first local private companies operating in the oil and gas industry in Azerbaijan Republic. The

"ADO-G" LLC is one of the first local private companies operating in the oil and gas industry in Azerbaijan Republic. The company is engaged in the supply of oil and gas equipment since its inception in 1998 and currently has accumulated a lot of experience in this field.

"ADO-G" LLC is also engaged in production and installation of construction equipment, delivery of transportation tools, special equipment, leading architectural and design projects, and is continuing to expand its activities.

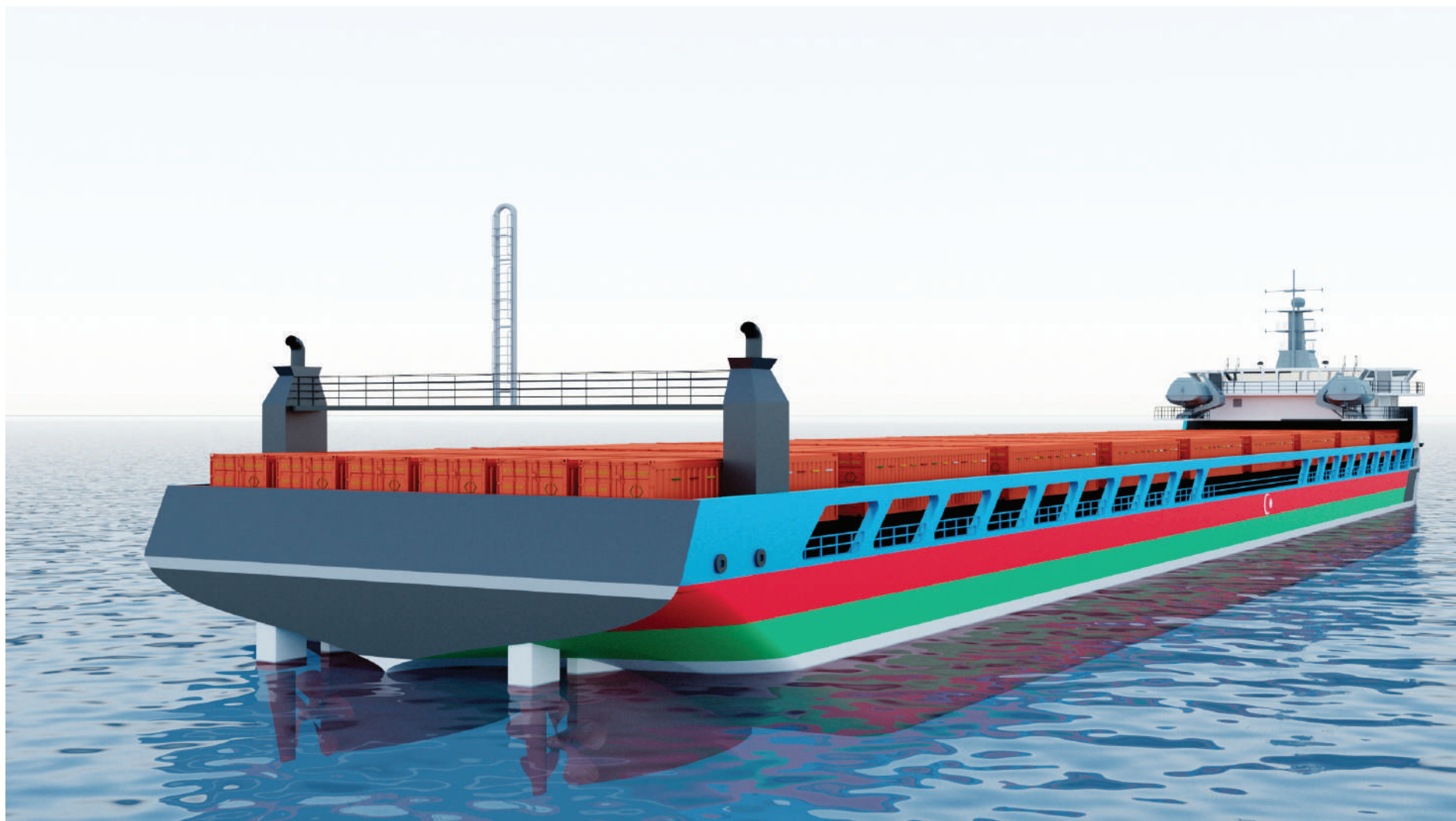
In 2016, "ADO-G" LLC had completed construction of the first phase of the marine industrial complex "Zira Port", and received certified sea port status.

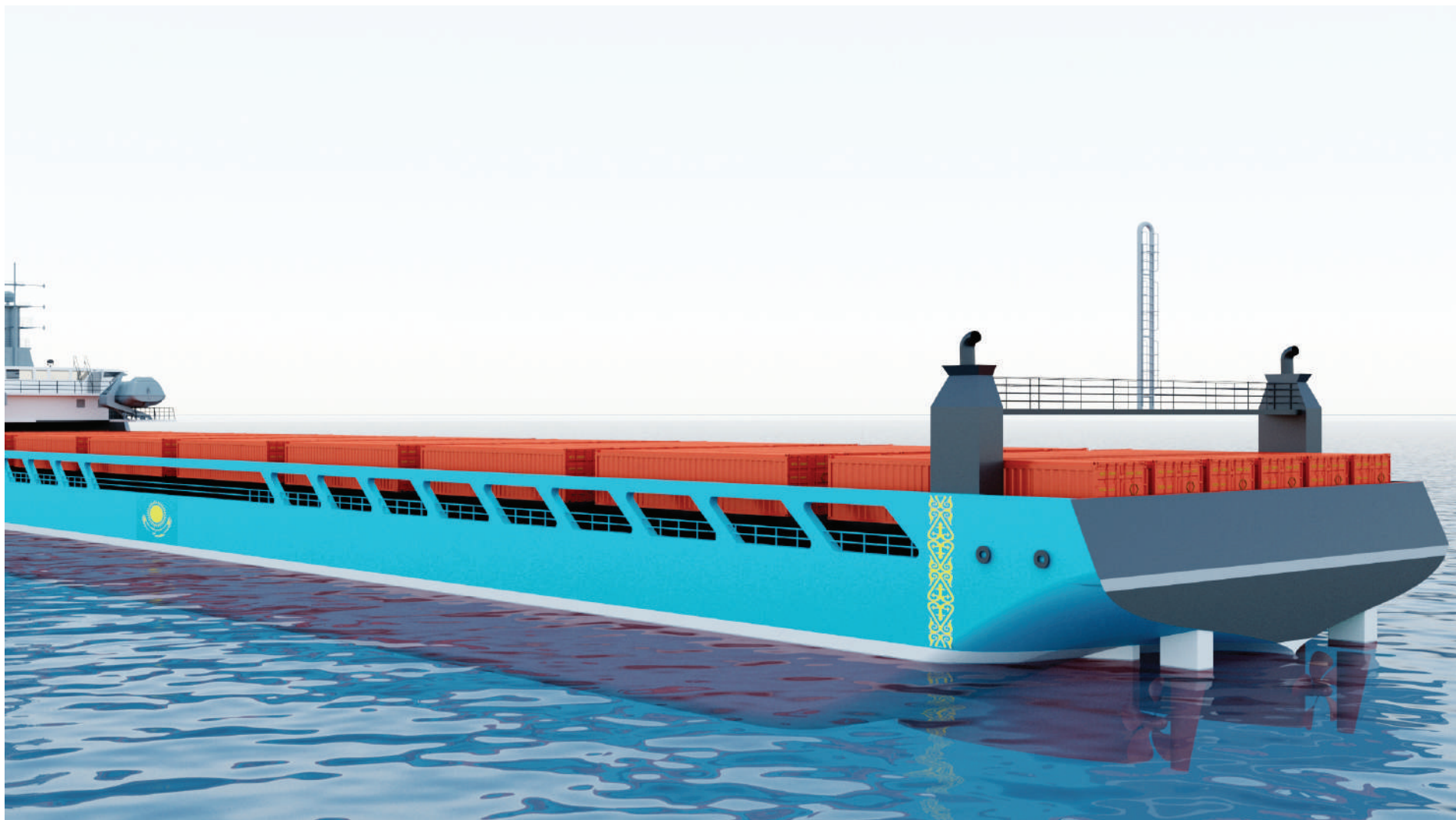
"ADO-G" LLC plans to connect Zira Port with the ports of Kazakhstan and Turkmenistan by a ferry line for transportation of freight trailers. To maintain this line on the Caspian Sea, it is planned to build ferries capable of carrying more than 100 trailers.

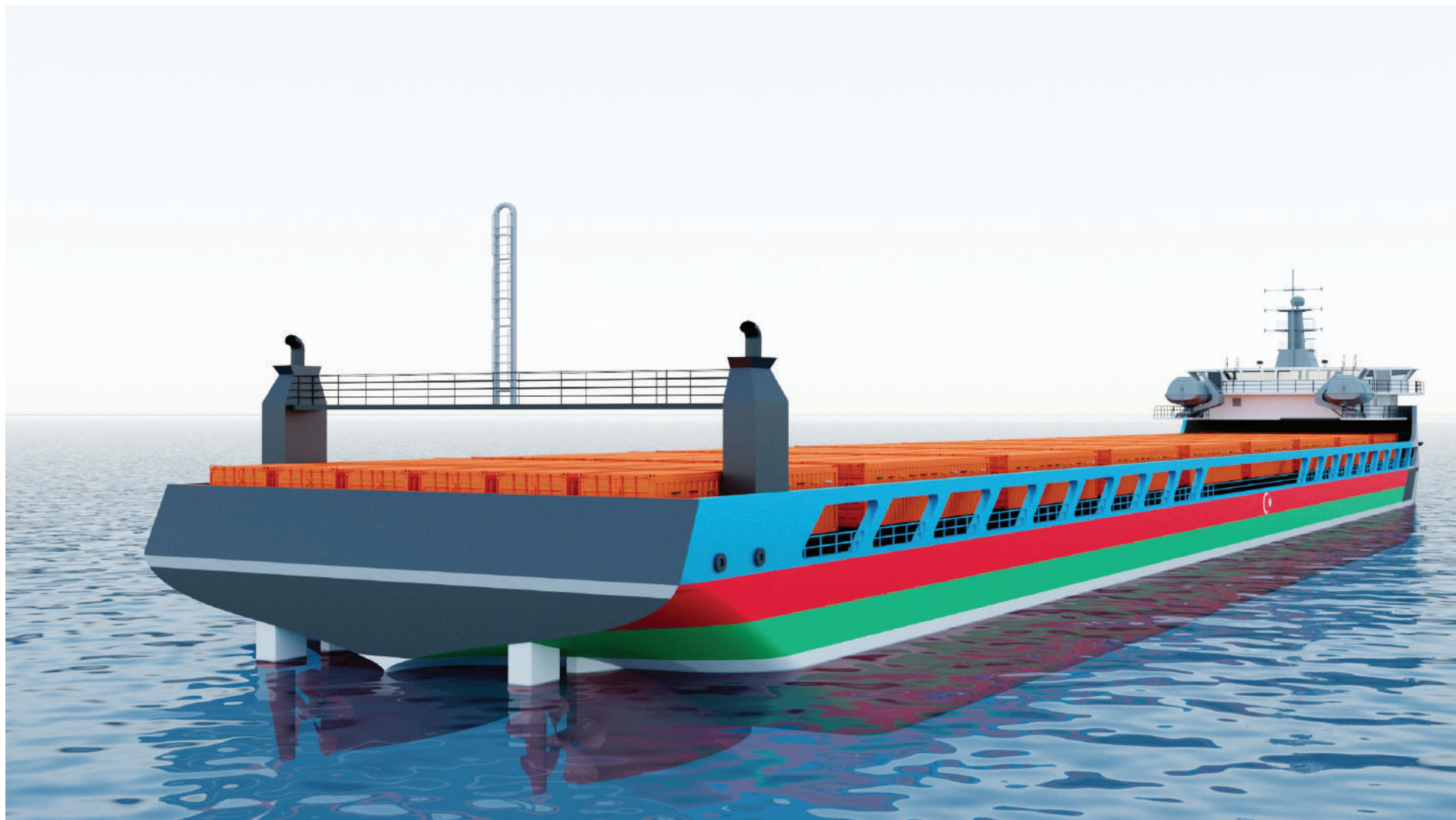
For the future completion of this project, it is necessary to attract additional sources of financing in order to build the first ferry and enter the full-functional phase of the project within 1.5 years.











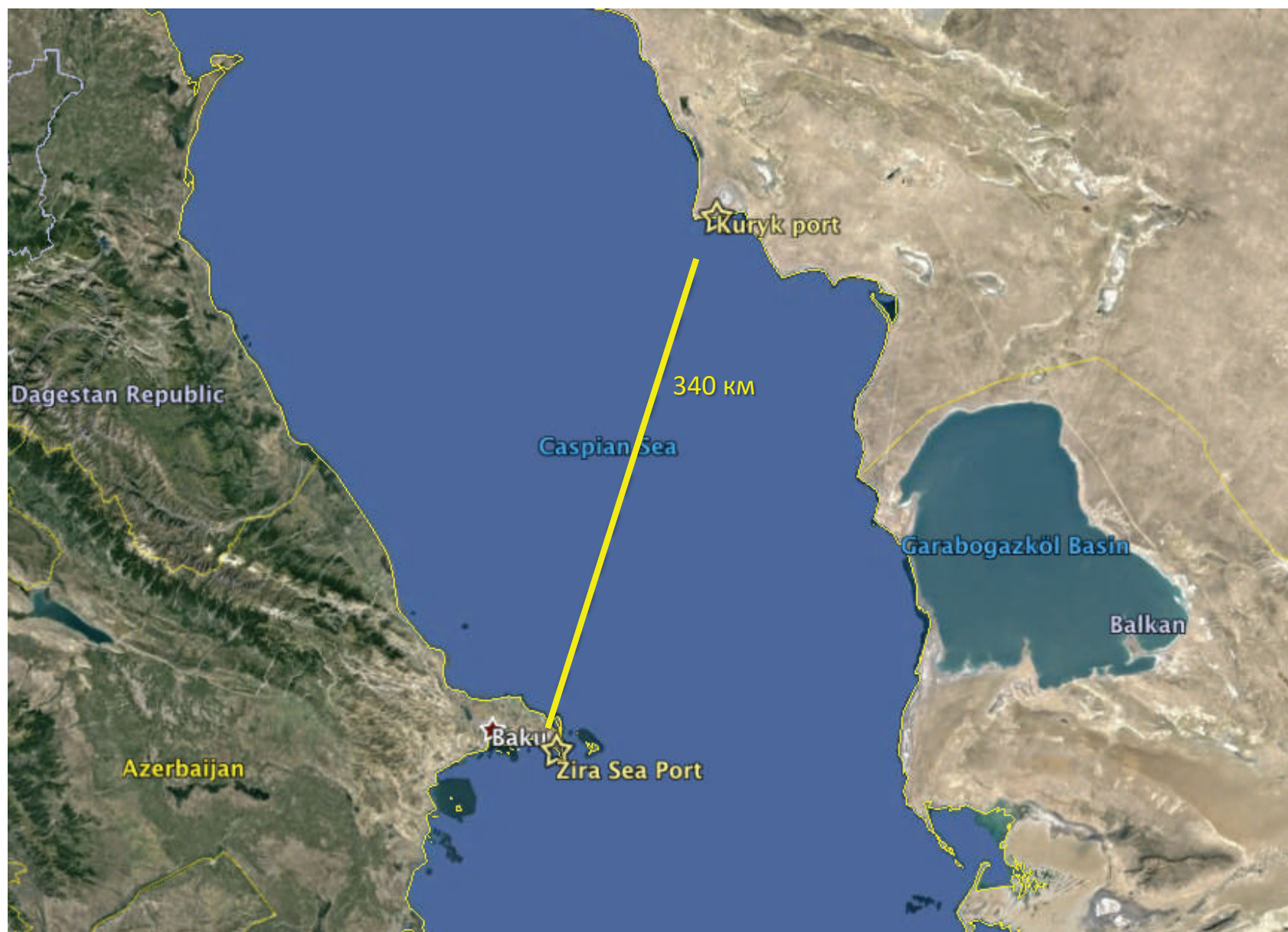
BRIEF SUMMARY

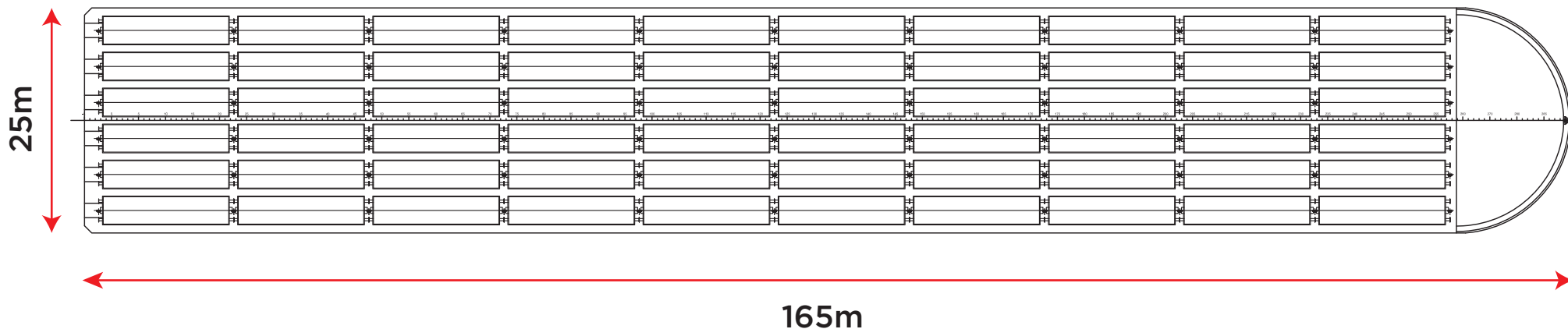
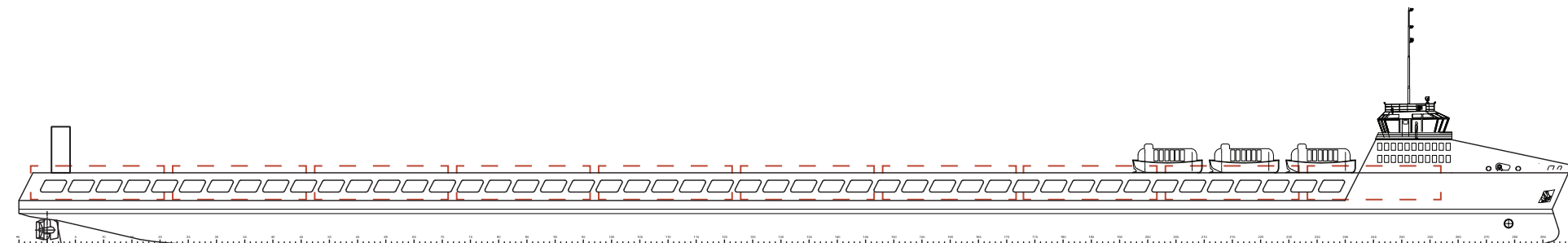
Fabrication of RORO Ferries

The project involves the construction of two RORO ferries on the Caspian Sea to transport freight trailers going from Central Asia to Europe. Unlike other routes, the RORO line through Caspian corridor will save time and costs.

For a successful exploitation of the project ADO-G will involve usage of its own Zira Port marine facilities and assembly site as well as production capacities of the plant named after. B. Sardarov for fabrication of RORO.

Ferry Line Kuryk-Zira





Length overall: 165.00 m	Air draught (Ts): 14.75 m	Total Engine Power: 4800kW	Ramp length: 10.00 m
Beam: 25.00 m	Wagon capacity: 60	Bow Thruster Power: 450kW	Fuel Capacity: 300.000 lt
Depth (D): 7.00 m	Passenger capacity: 150 person	Max. Speed: 12.5knots	F/W Capacity: 100.000 lt
Draught: 4.00 m	Bed place capacity: 100 person	Cruise Speed: 11knots	B/W & G/W Capacity: 120.000 lt
	Crew capacity: 20 person	Ramp Wide: 22.00 m	Rescue Boat Winch: 2 × SWL 1.5 ton

Marketing Advantages

The key advantage compared to similar projects in the Caspian is the capacity of the ferry due to its dimensions (165x25m). Existing vessels in the Caspian Sea are capable of transporting 30-40 vehicles, due to historical restrictions on the size of the Volga-Don canal (145x17 m).

Strategic advantages of the project:

ADO-G owns sea port “Zira Port” (and in the future, it will also own port in Kazakhstan) which allow to offer competitive prices (especially, at the first stage of seizing market share)

Transportation of freight trailers and passengers does not require expensive equipment or modernization of the port

A private enterprise can be more flexible in creating business alliances with carriers compared to state-owned enterprises that own ports and a fleet of ferries in the Caspian Sea.

The growing demand for Europe - Turkey - Central Asia - China are poorly satisfied, and current players are focused on the development of ferry lines for the carriage of railway carriages

THANK YOU!