
60 Years of History

Joint Stock Company BMGS was established in 1993 on the basis of the BaltMorGidroStroy Trust and is its successor in professional activities.

The BaltMorGidroStroy Trust was founded in 1952 and its purpose was to restore the destroyed marine and commercial ports and shipyards in the Baltic region (Kaliningrad, Klaipeda, Liepaja, Ventspils, Riga and Tallinn).

In subsequent years, the tasks of the trust were expanded due to the reconstruction of restored ports, construction of new fishing and commercial ports, hydraulic facilities and complexes for the Ministry of Defence, shipbuilding, chemical industry, other ministries and governmental agencies of the union and republican subordination.

During its existence from 1952 to 1993, the trust built and put into operation more than 900 objects. Among the most significant constructed objects are:

- reconstruction and construction of 17 new commercial and fishing ports in such cities as Kaliningrad, Klaipeda, Liepaja, Ventspils, Riga, Tallinn, Pionersk, Svetly;
- construction of 12 shipyards in these cities;
- construction of ferry complexes in Lithuania, Latvia and Estonia;
- construction of oil storage facilities in Klaipeda, Ventspils and Kaliningrad;
- creation of offshore drilling platforms;
- for different ministries and departments more than 100 km of berthing, enclosing and coast protective structures were built and renovated;
- a large number of container terminals, warehouses, pile foundations, general utilities, port facilities, industrial and residential buildings, roads, railways and other structures were built.

From **1956 to 1969, Riga Commercial Port** was not only restored, but reconstructed and considerably expanded.

From **1957 to 1965, Riga Fishery Port** was built (port capacity - 1.5 mln. tons).

From **1957 to 1965, Kaliningrad Fishery Port** was built (port capacity – 2,600 ths. tons).

From **1959 to 1968, Tallinn Fishery Port** was built.

From **1963 to 1974 the first reconstruction of the Port of Ventspils** was performed. During this time, about 6 km of berths with the creation of the depth at the berths of up to 8 m were renovated, piers were repaired as well as port warehouses, housing for port workers, a cultural center, hotel, school, hospital were built. The approach canal was

deepened up to 14 m. A petroleum tank farm and three oil piers were built, one of which could receive tankers with capacity of 100 thousand tons, the potassium salt complex is built.

In 1972 the Shipyard in Klaipeda Port was built and put into operation.

In 1975 Ventspils transshipment terminal was erected in its entirety.

It consists of three oil piers, one of which with a depth of 17 m at the pier for tankers with a displacement of 100 thousand tons; a tank farm with capacity of 460 thousand tons; an oil harbour formed by two breakwaters piers; facilities for ballast water treatment; train front discharge with pumping stations; technological pipelines and bunkering pipelines; an automatic system of loading; structures of power supply, water supply, sewerage, transport and utility purposes; administrative and domestic housing and other facilities necessary for the normal operation of a tank farm.

From 1975 to 1980, Ventspils Portside Plant for chemical goods processing and shipment to the export was erected in five stages. In creating this giant chemical company three thousand people took part.

In 1979 the Olympic Sailing Centre was built in Tallinn.

In the early 80s for the first time in the Baltic shelf **construction of fixed offshore platforms** was mastered.

In 1982 in Riga Trade Seaport a new container district with a capacity of 1 million tons was commissioned. The following structures were constructed as part of the district: mooring of length of 400 meters and a depth of 10.5 m at the piers; storage of containers; unit of residential buildings; canteen; fire station; dispatching office; storage of containers with ways for container re-loaders. For railroad construction a bridge across the Daugava arm was built.

From **1982 to 1986**, 20 km from the city of Tallinn in Muuga Bay, construction of **Novotallinsky port** was carried out.

In 1986 the ferry line Klaipeda - Mukran was built and started to operate. The complex was built in less than 3 years.

The 1980s - the most favorable for the company - associated with the development and expansion. During this period, the company employed about 3,000 experienced professionals and skilled workers, and projects were carried out in the entire Baltic region.

On 4th May 1990 the Supreme Soviet of the Latvian SSR adopted the Declaration "On the Restoration of Independence of the Republic of Latvia", and in connection with this event a new stage started in the development of BaltMorGidroStroy Trust.

In 1993, the trust was transformed into a joint stock company called BMGS based on private capital. As a result of the reorganization of the trust construction units came out of it and became independent firms in Lithuania, Estonia and the Kaliningrad region. Despite this, BMGS managed to keep the primary power, personnel, gathered experience and continue its activities in a free market.

In the 90s the second reconstruction and expansion of the port of Ventspils were performed. The approach canal was dredged up to 17.5 meters, the river canal was widened up to 75 meters, new berths with a depth of 15.5 m in the cordon were constructed. The turning basin with a diameter of 320 m and a depth of 14.2 m was created. The container terminal and the second line of the complex of potassium salt were built.

In the second half of the 1990s JSC BMGS significantly expanded its partnership: cooperation was established not only with Russia and the CIS countries, but also with the major western manufacturers.

In **1995-1998** the most significant investments in the development of the company's technical equipment and in buildings and facilities were made, as well as in other funds.

Over the period **1995-2000**, BMGS significantly strengthened its financial position with no bank loans and investment from outside. During this period, net profit increased by 2 times.

2000 - a branch in Russia was opened (St. Petersburg).

2000 - a branch in Estonia was opened (Tallinn).

2001 - the quality management system in accordance with the requirements of the standard **LVS EN ISO 9001-2009** was introduced. The control system is certified by "Bureau Veritas".

2001 - a branch in Lithuania was opened (Klaipeda).

2001 - the system of environmental management in accordance with the requirements of the standard **LVS EN ISO 14001:2005** was introduced. The management system is certified by "Bureau Veritas".

2006 - the management system of occupational health and safety in accordance with the requirements of the standard **LVS OHSAS 18001:2007** was introduced. The control system is certified by "Bureau Veritas".

2008 – the company became a shareholder of the Ukrainian enterprise Closed Joint Stock Company Morstroy, which was created in 1994 on the basis of the Krymmorgidrostroy trust. During the years of its existence since 1965 the Krymmorgidrostroy trust built tens of berths and more than 50 hydraulic structures.

2010 - a branch in Turkmenistan was opened (Ashgabat), during this period a new market was actively developed - Central Asian.

2012 - a representative office in Sweden was opened, during this period a new market was actively developed - Scandinavian.

From **1993 to 2014** in the territory of **Latvia** in Riga the following significant facilities were built and reconstructed with the participation of JSC BMGS:

- construction of the coal terminal "STREK";
- extension of the container terminal "Baltic Container Terminal";

- construction of the berth for light oil products SD-5, general cargo berths SD-4, SD-3, reconstruction of berth EO-14 and the rear storage areas, construction of berth MKR-1 with the ferry ramp, construction of berth JM-22, reconstruction of berth MK-4, reconstruction of berth ZO-18, construction of berths VM-4 and VM-5, a temporary mooring of bollard type MS-2, a temporary mooring of bollard type ZO-19 on Zhurku Island;
- construction of a road bridge over the river Bullupe with approaches;
- construction of the berth and approach trestle of oil terminal "MAN-TESS";
- construction of the retaining wall and pile foundation for "Stockmann";
- construction of the berth of the base of Naval Forces in the port of Daugavgriva;
- construction of Rinuzi oil terminal "Naftimpeks";
- construction of the Southern Bridge over the Daugava in Riga;
- construction of the zero-cycle of the National Library of Latvia;
- construction of the zero cycle and bank fortification of the business centre and multi-storey residential building "Da Vinči";
- extension and reconstruction of the networks of water supply and sewerage in Darzciems;
- construction of the hypermarket building with parking in 1 Grostonas Street, Riga;
- construction of the structures and the quay wall of the complex of short-term storage and transshipment of mineral fertilizers "Riga fertilizer terminal";
- cleaning up the soil from clogging, waste and strengthening of the submarine slopes of the main navigable waterway;
- construction of the station "Bolderaja 2" with the connection road leading to the terminals of Krievu Island;
- reconstruction of the hump at the station Shkirotava,
- development of the infrastructure on Krievu Island to transfer port activities from the city centre.

From 1993 to 2014 in the territory of Latvia in Ventspils the following significant facilities were built and reconstructed with the participation of JSC BMGS:

- The Venta River Project (Extension of Ventspils Free Port);
- Berths No. 3, No. 4, No. 4A, No. 14, No. 15, No. 16, No. 16A, No. 17, No. 26B, No. 26C, No. 34;
- construction of rear crane runways of the Ventspils container terminal "Noord Natie Ventspils Terminal";
- construction of railways in the territory of Ventspils Free Port;
- design and construction the railway terminal, "Juras parks", and the railway bypass in the port;
- construction of the berth for the juice terminal;
- construction of the berth and structures of the grain terminal complex;
- construction of the strong point of floating rigs of the Border Guard in Ventspils;
- construction of the ferry terminal complex in Ventspils Free Port;

- construction of a new road bridge and access roads in Ventspils, Latvia;
- reconstruction of the berths of the small fishing port;
- reconstruction of oil pier No. 3 in the port of Ventspils;
- construction of the bulk cargo terminal in Ventspils Free Port.

From **2000 to 2014** in **Latvia** with the participation of JSC BMGS:

- the systems of water supply and sewerage in 9 cities of Latvia were expanded and renovated (Riga, Ventspils, Dagda, Aluksne, Preili, Ogre, Jaunogre, Ligatne, Saulkrasti);
- the landfill of solid waste "Kivites" in Grobina Parish of Liepaja District was built;
- design and construction of the station for acceptance of goods Rezekne-II were carried out (the East-West railroad corridor);
- the North and South piers in the port of Pavilosta were reconstructed;
- the second railway line Skriveri- Krustpils was built;
- the berths in "small ports" of the cities of Pavilosta, Skulte, Salacgriva, Mersrags were reconstructed.

From **1996 to 2014** in the territory of **Lithuania** the following significant facilities were built with the participation of JSC BMGS:

- reconstruction of the oil terminal in Klaipeda Seaport;
- reconstruction of berths No. 5 and No. 6 and construction No. 143-A in Klaipeda Seaport;
- Education area by reclamation in Palanga,
- land reclamation in Palanga;
- design and construction of the liquid natural gas terminal in Klaipeda Seaport (LNG Terminal).

From **2000 to 2014** in the territory of **Estonia** the following significant facilities were built with the participation of JSC BMGS:

- extension of the Port of Ringsu;
- construction of berths No. 14 and No 15 of Muuga Harbour of the Port of Tallinn;
- construction of the ramp of berth No 6 of Paldiski South Port;
- the first stage of extension of the Eastern part of the Port of Muga;
- the first stage of construction of the multi-level intersection Krodi, in Tallinn;
- construction of a new berth for cruise ships of Tallinn Old Port.

From **2000 to 2014** in the territory of **Russia** the following significant facilities were built with the participation of JSC BMGS:

- the oil- product distribution and transshipment complex on Vysotsk Island (Lukoil-II);

- the universal transshipment complex OJSC "Rosterminal Ruda" in the Commercial Sea Port of Ust-Luga;
- Primorsk Oil Terminal – II;
- the marine passenger terminal on Vasilyevsky Island, St. Petersburg;
- berth No. 48 in St. Petersburg, Russia;
- the protective structure complex from floods in St. Petersburg. Dike D3 and the southern part of the tunnel;
- creation of a cargo area of Sochi Port with formation of the coastal infrastructure in the estuary of the Mzymta River;
- the pile foundation of berth No. 4 of the Marine Multipurpose Complex Bronka, St. Petersburg;
- the structure of the pile foundation of the metallurgical terminal BMT in Ust-Luga;
- the complex of liquefied petroleum gases of LLC "SiburPortenergo";
- major repair of berths No.5 and 6 of St. Petersburg Sea Fishing Port.

From **2010 to 2014** in the territory of **Turkmenistan** the following significant facilities were built with the participation of JSC BMGS:

- construction of highways, bridges, interchanges and overpasses within the territory of Ashgabat and Akhal province (velayat);
- the road interchange with motor roads near the bridge crossing over the Karakum River;
- the road interchange with motor roads at the intersection of K.Kulieva Street and A.Niyazova Street.

From **2012 to 2014** in the territory of **Sweden** the following significant facilities were built with the participation of JSC BMGS:

- mounting of metal and reinforced concrete structures of dwelling houses (Terrinen 1,2) in Sollentuna, Sweden;
- design, manufacture, supply and mounting of metal and reinforced concrete structures for Brf. Liljekonvaljen in Jarvastaden, Solna, Stockholm.

Nowadays JSC BMGS is a powerful competitive company that is equipped with modern technology and equipment and is well-known in the market of hydraulic and civil engineering.