

SGTD Doraleh Terminal



SGTD Doraleh Terminal (Y2025)– Natural deep water (-18m to -20m)

DORALEH CONTAINER Railway Platform to Ethiopia Platform (Y2019)

- 3 rail lines X 800m each
- 2 RMG
- Stacking yard: 1 ha



Doraleh Dry Terminal for Empty
repositionning & Export (250k TEU) / Y2025

Doraleh Dry Terminal for full local & Transit
Imports delivery (300k TEU) /Y2024

Sea Yard extension Phase
#1 (150k TEU) /Y2023

+4 STS ULCV Libeherr/Y2024

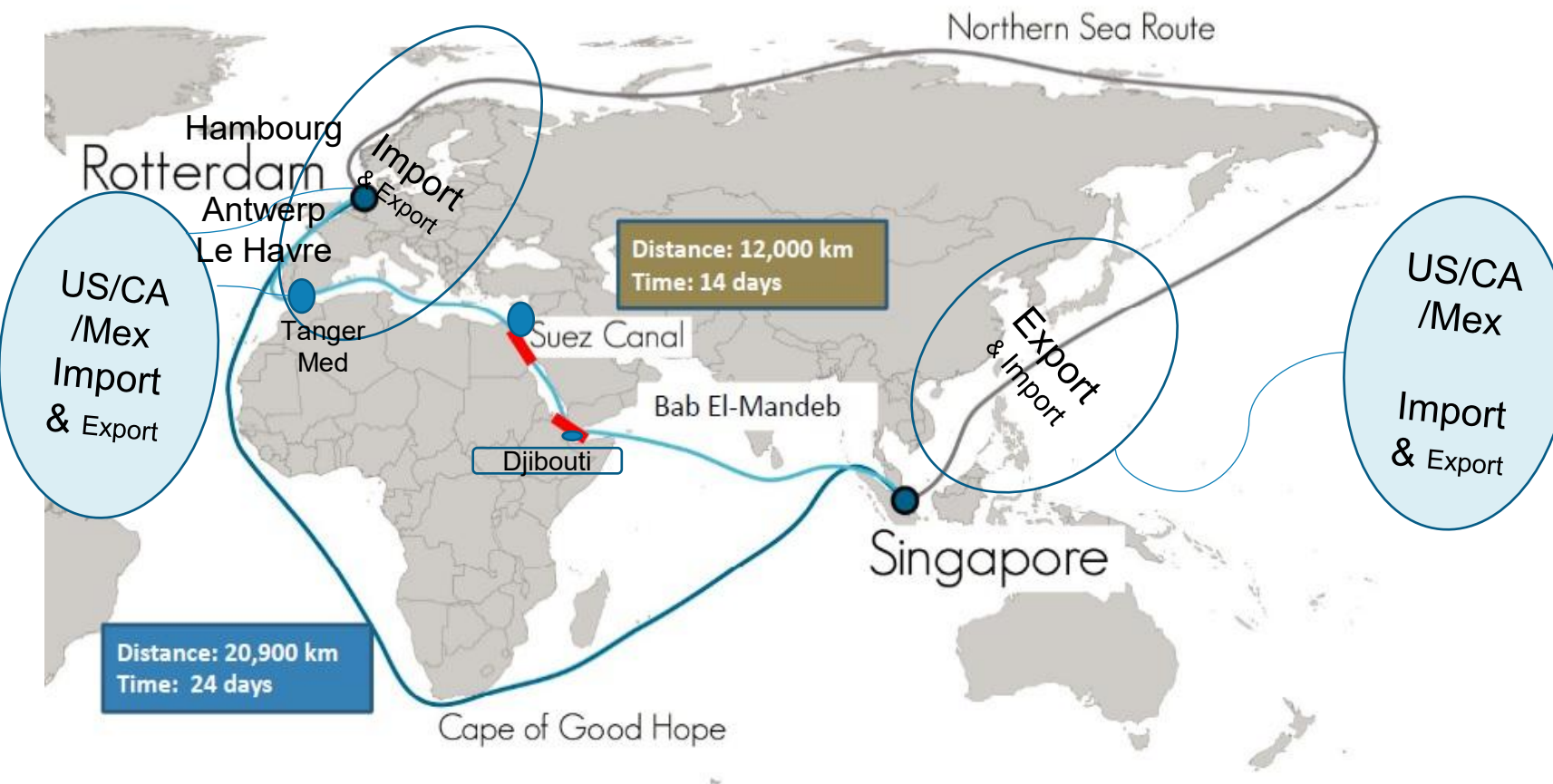
Doraleh Terminal capacity

- Quay: 1 050 m
- Depth: from -18 to -20m
- STS: 8 SuperpostPana,max+4 ULCV
- Main yard space: 33 ha
- External yards (dry port)s: 25 ha
- Power plant
- Water plant

- Most advanced container terminal in East Africa, able to handle last generation container vessels without any kind of restrictions.
- Vessel operations are supported by 12 Ship-to-Shore cranes, of which 8 units Malacca max and 4 units ULCV.
- Depth alongside between -18 and -20mts.
- Adjacent rail terminal with 3 lines, each with 800m length, connecting Doraleh Terminal with the main dry ports in Ethiopia. Rail terminal can handle up to 5-6 trains per day.
- Terminal operations are supported by 2 external yards, currently under development:
 - Yard 08: used for local and transit imports
 - Yard 06: dedicated to store empty containers
- The use of external yards allows Doraleh Terminal to release yard space at marine terminal for the handling of transshipment traffic.



THE SUEZ CANAL ROUTE, A VITAL SHORTCUT FOR THE GLOBAL TRADE



- Djibouti, the Gateway of the Red Sea to/from Asia
- Djibouti, minimal Sea Lane Deviation for the Red Sea and Indian Ocean Services
- Djibouti, ultimate choice for larger vessels call before entering to Bab El-Mandeb.
- The world's top 10 shipping lines call at SGTD
- Safest harbour in the Region for all crew nationalities & for all flag vessels





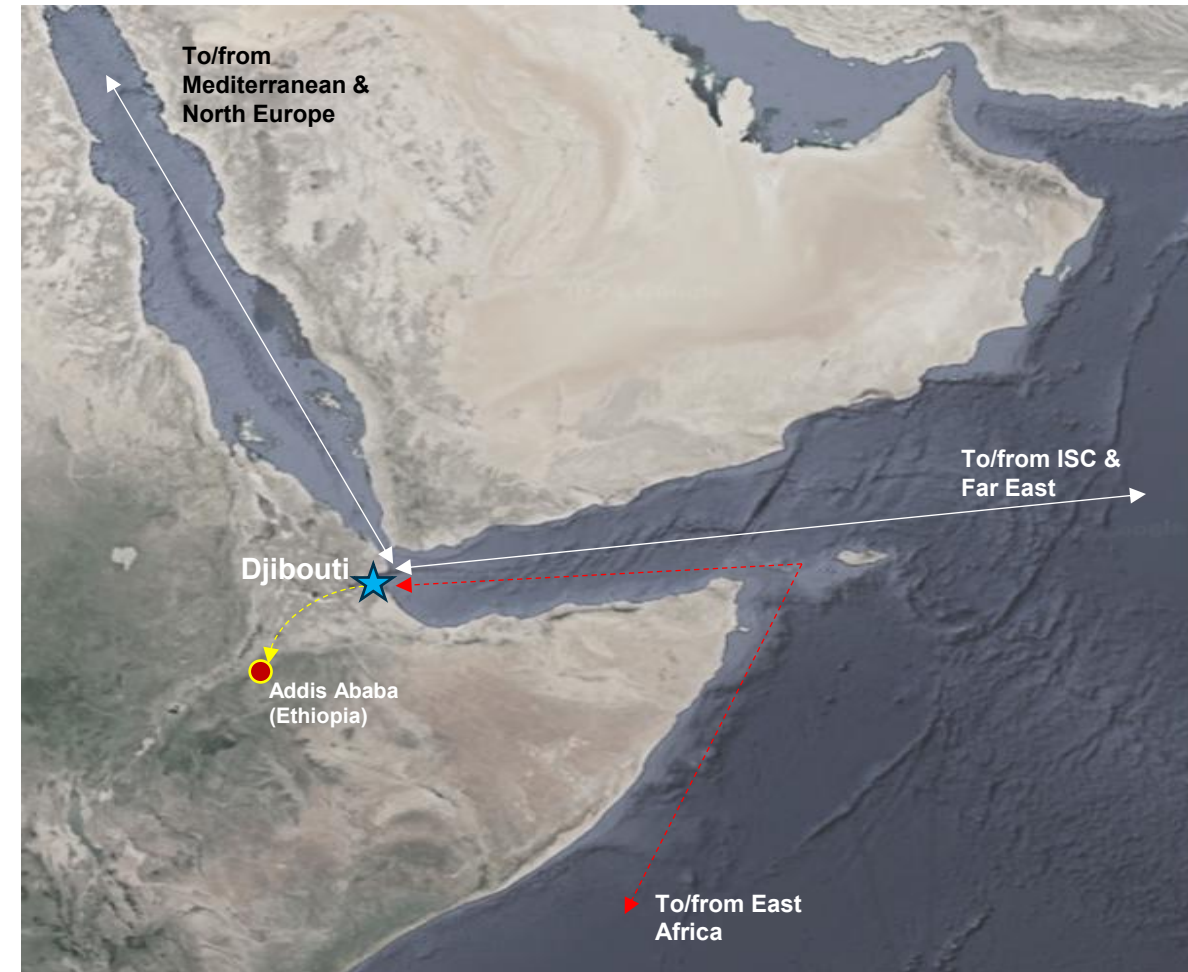
- ✓ Cross Road of 3 continents
- ✓ Minimum maritime deviation from the main commercial sea road



Djibouti – the meeting point of 3 continents

Exceptional geographic location at the crossroads of Europe, Asia and Africa

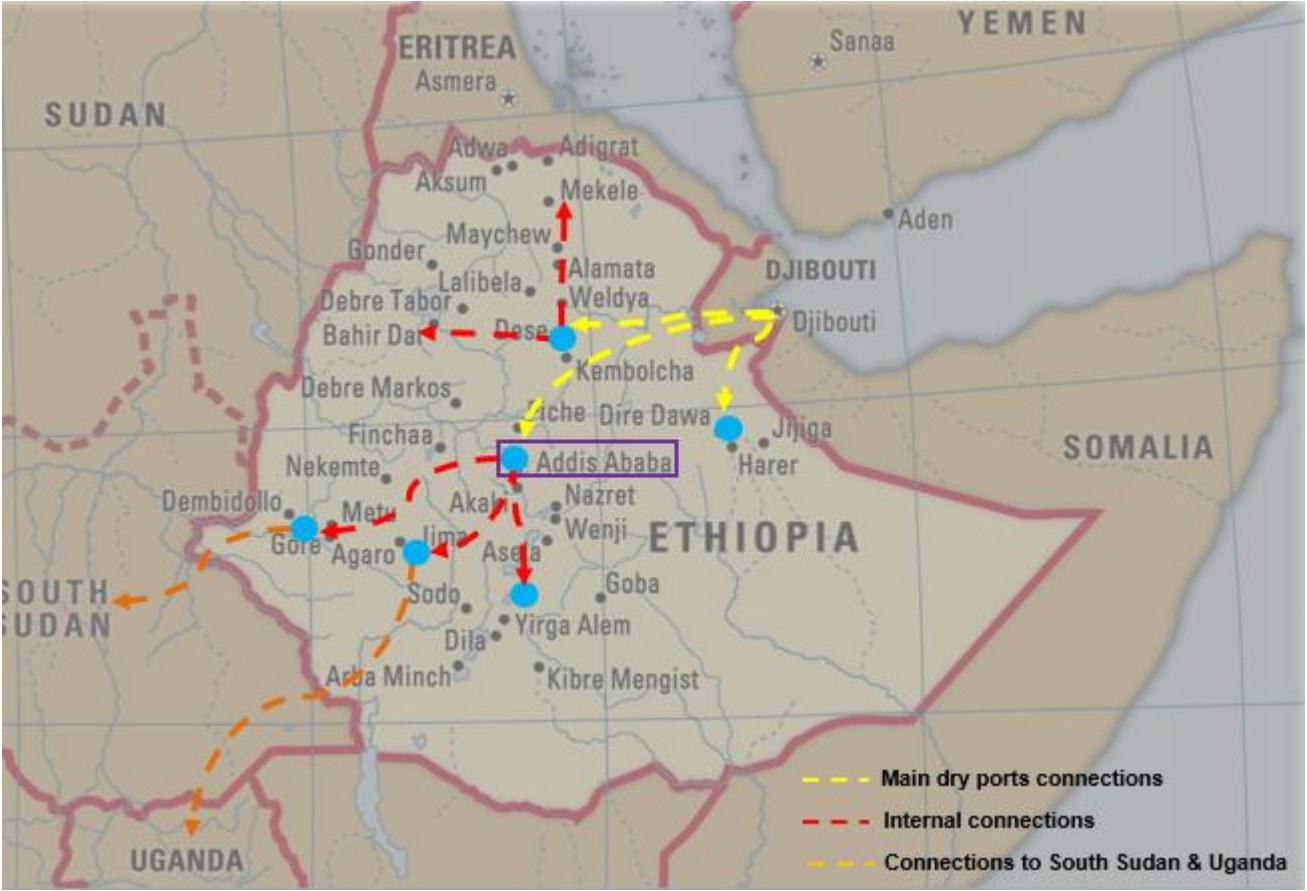
- **Doraleh Terminal** is strategically located at the heart of one of the world's busiest shipping routes, the Red Sea, a vital shipping artery handling around 30% of the global container traffic.
- Most advanced container terminal in East Coast of Africa, able to handle the largest container vessels free of any type of restrictions.
- Its location at the entrance/exit of the Red Sea, provides minimum sea deviation from the main east-west maritime route.
- Ultimate choice for Ultra Large Container Vessels before crossing the strait of Bab El-Mandeb. **Doraleh Terminal** is the safest port in the region for all crew nationalities and vessels of different flags.
- **Doraleh Terminal** plays a major dual role:
 - ✓ Main gateway to Ethiopia, Africa's second most populated country
 - ✓ Relay transshipment hub port connecting East/West with North/South, as well hub-and-spoke to neighbouring ports in Yemen, Eritrea, Somaliland and Somalia.
- **Doraleh Terminal** played a key role in the Red Sea crisis, performing as key transshipment hub for all major shipping lines avoiding transiting through the Red Sea.



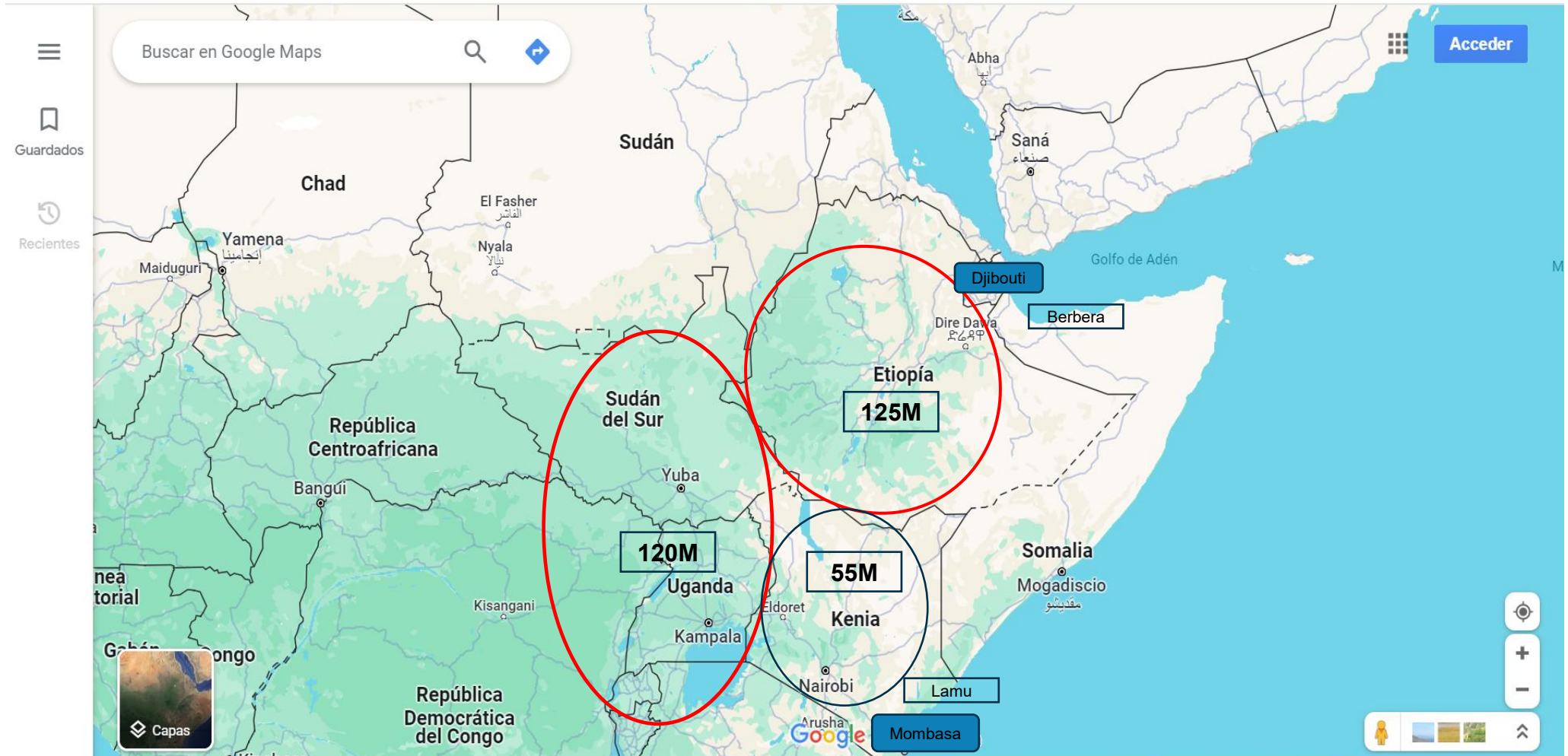
Preferred gateway port to East Africa

Preferred gateway to serve landlocked countries of Ethiopia and South Sudan

- **Doraleh Terminal** is the natural gateway to Ethiopia, Africa's second most populous country with a population of 129m people (source: World Bank).
- Comprehensive road and rail connections to the main hinterland areas of Ethiopia.
- Doraleh Terminal is connected by rail to the hinterland of Ethiopia. Weekly trains connect the port with Modjo dry port near Addis Ababa. Through Addis Ababa's dry port, other hinterland areas of Ethiopia, South Sudan and Uganda are served.
- Djibouti also hosts Africa's biggest free trade zone. With a total planned area of 48.2ha, it has attracted over 400 companies.
- The Djibouti International Free Trade Zone has become an internationally competitive trade and industrial comprehensive service platform, effectively driving local economic and social development and gradually becoming a new engine of Djibouti's economic growth and an important logistics node in the East African logistics corridor.



Investing in Ports and Connectivity – 2 ports for 7 countries with 200M population!



landlocked countries & regions

Ports currently serving landlocked countries

Djibouti & Mombasa

Ports aiming to serve landlocked countries

Berbera & Lamu



Future expansion – SGTD Doraleh Terminal 2

Capacity increase from current 1.5m (in 2024) to final layout of 4.5m TEU by 2029 will position DCT among the biggest ports in Africa



- SGTD Container Terminal will embark on a major capacity expansion in the coming years:

2025: capacity increase to 1.8m TEU by end of the year

- **March:** commissioning of 10 new RTGs bringing to total of 42 RTGs + 50 new ITVs.
- **May:** completion of pavement works at external Yard 06 used for storage of empty containers.
- **June:** start of construction of the new sea yard of 12ha, increasing capacity by approximately 500K TEU. The new yard is expected to be finished by June 2027.
- **December:** Yard 08 to be paved by 60%.

2026: capacity increase to 2m TEU by mid of year

- Completion of works of Yard 08, additional 0,2m TEU
- Launch of construction Phase 1

2027: capacity increase to 2.5m TEU

- **June:** commissioning of additional 12ha, adding more 05.m TEU, bringing terminal's capacity to 2.5m TEU per year.

2029: capacity increase to 4.5m TEU

- Completion of Phase I, adding 2m TEU per year and bringing total handling capacity of DCT to 4.5m TEU.
- Major infra & superstructure works consist of:

- ❖ Quay: 1.000m
- ❖ Yard: 50ha
- ❖ STS: 10
- ❖ E-RTGs: 30
- ❖ ITV: 80

THANK YOU

