



DP WORLD
PORTS & TERMINALS

DAKAR

PORT OF NDAYANE: THE PORT OF FUTURE

June 2022

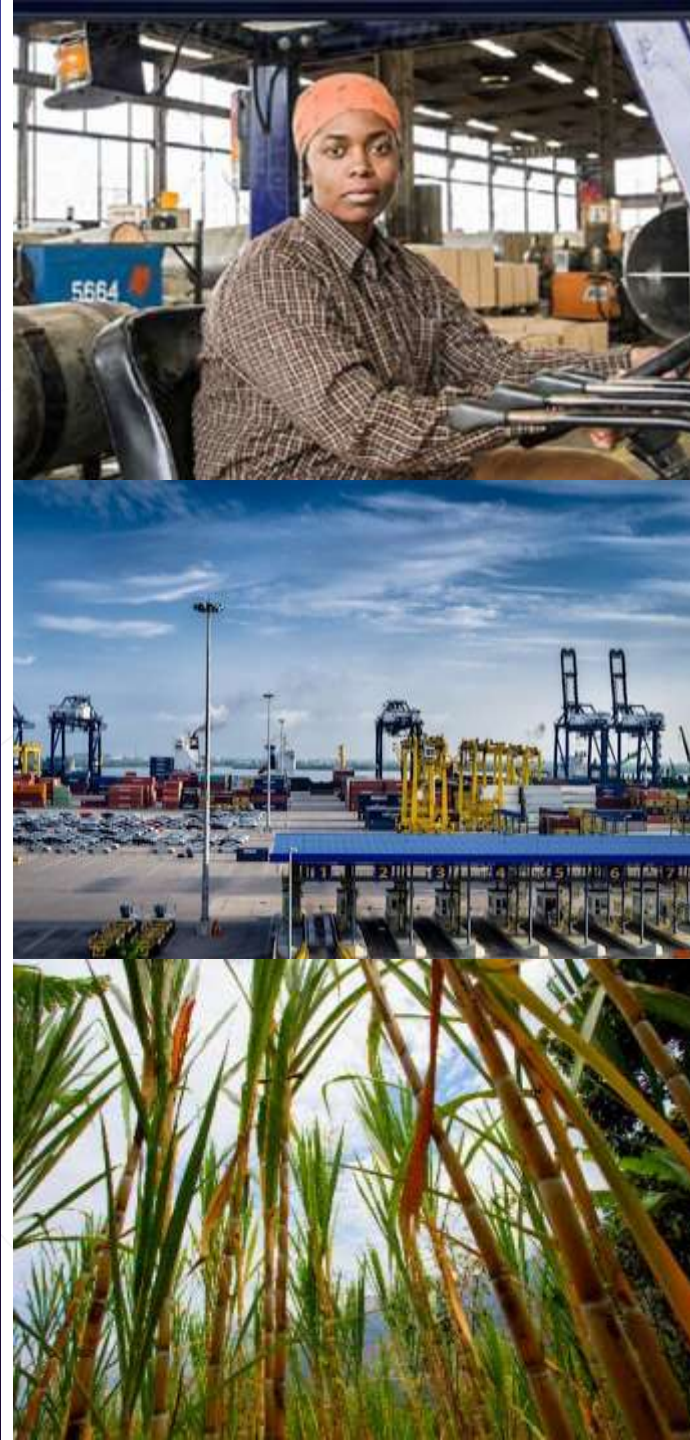
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WHO WE ARE AND WHAT WE DO



TO BE THE WORLD'S LEADING PROVIDER OF SMART LOGISTICS

By leveraging our portfolio of world-class infrastructure, strengthening global supply chains and generating sustainable economic growth.



OUR VISION

WE MAKE TRADE FLOW TO CHANGE WHAT'S POSSIBLE FOR EVERYONE

We're on a mission to **reimagine** the global supply chain. And make the flow of trade smarter, faster and more sustainable.

By building better ways to bring goods to more people, we can all thrive in ways we never thought possible.



OUR PURPOSE

OUR INTEGRATED ECOSYSTEM FOR GLOBAL TRADE

We are in the business of enabling smarter trade along the supply chain from manufacture to consumption



TECHNOLOGY LED SOLUTIONS TO REDUCE INEFFICIENCIES ACROSS THE SUPPLY CHAIN

VISIBILITY AND TRANSPARENCY, AUTOMATED PLANNING, DIGITAL RATES, INSTANT ACCESS AND CONTROL, TRADE FINANCE AND INSURANCE, ENTERPRISE IT SOLUTIONS AND SYSTEMS, B2B E-COMMERCE

HOW WE LEAD OUR BUSINESS

OUR KEY AREAS OF FOCUS

1

PEOPLE, CULTURE
AND SAFETY

2

CUSTOMER FOCUS
AND OPERATIONAL
EXCELLENCE

3

COMMUNITY AND
ENVIRONMENT

4

FINANCE,
GOVERNANCE
AND RISK

5

TECHNOLOGY
AND INNOVATION



WE ARE A RESPONSIBLE BUSINESS

OUR WORLD OUR FUTURE

Is our sustainability strategy designed to deliver responsible business operations and prepare us for a radical shift in how we respond to the great challenges in our world.



To deliver our sustainability strategy we work with leading organisations, partners, institutions and individuals



PORT OF NDAYANE PROJECT

PORT DU FUTUR DEVELOPMENT PLAN

Port du Futur is being developed in conjunction with PAD

PROJECT RATIONALE

Volume growth require port expansion

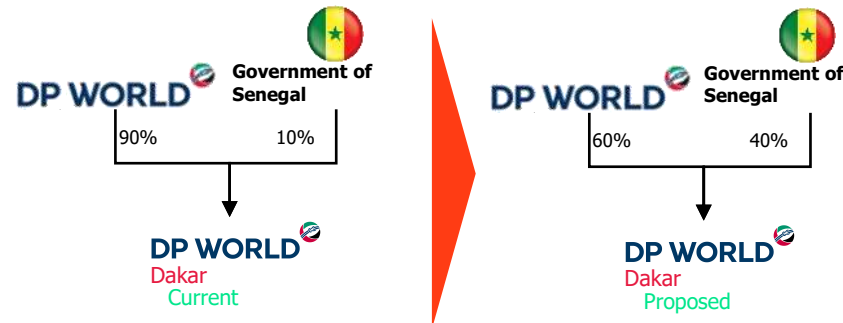
- Additional capacity required by 2026 to avoid congestion due to strong volume growth

Concession

- Secure significant land to develop logistic facilities and Free Zone to maintain long term market captivity
- Ensure that the largest ships servicing West Africa can call at Dakar: up to 18,000 TEU Vessels
- Reduce vehicle congestion caused by limited port area and long dwell times
- In exchange for DP World Dakar funding, PAD/Government of Senegal will award:
 - 25-year nationwide exclusivity for containers handling
 - 50-year exclusivity for containers handling in PdF and the old Port of Dakar

Shareholding

- DP World offered the Government of Senegal to acquire up to an additional 40% stake on a fair market valuation



SUMMARY CONTRACTUAL ARRANGEMENT

Summarized key terms of the contractual agreement between DPW, PAD and Government of Senegal.

Project Structure

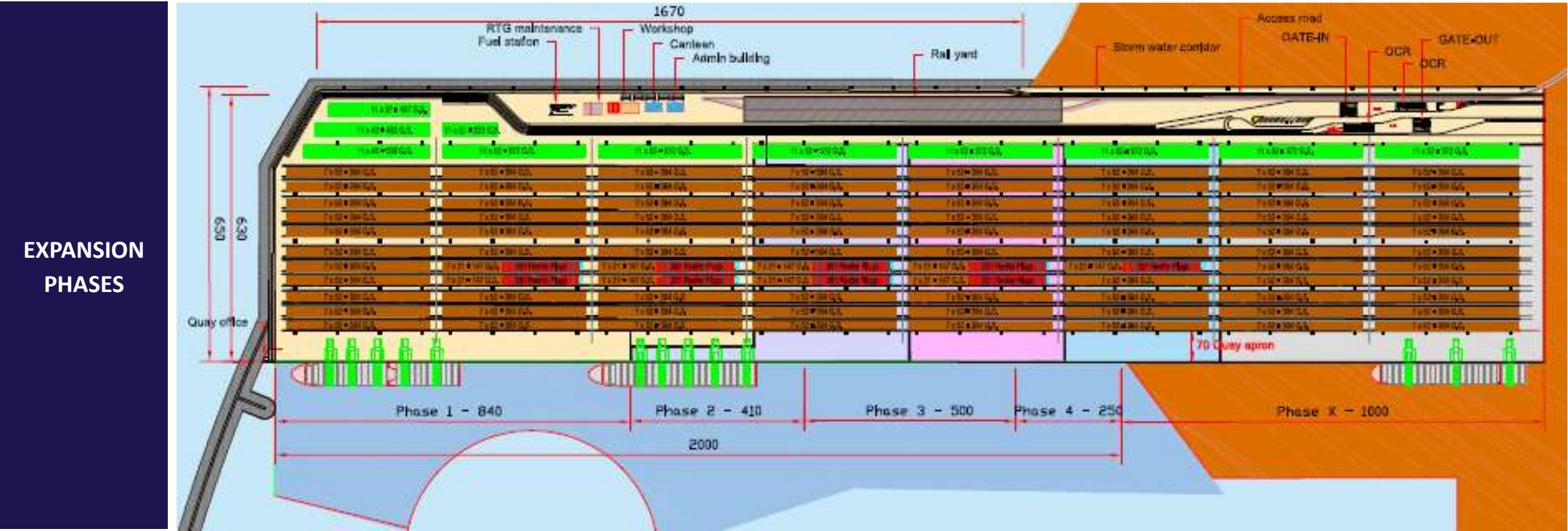
- DP World Dakar to develop the CT (840m phase 1) and the necessary marine and port infrastructure (marine channel, port administrative buildings, internal roads and power).
- DPW to continue to run the old port as a container terminal until the port is closed to CT and Ro-Ro traffic

Summary Terms

- DP World Dakar has been given:
 - Nationwide exclusivity for containers for 25 years since the commissioning of the Ndayane port
 - Exclusivity for 50 years within the Port of Ndayane & existing Port of Dakar since the commissioning of the Ndayane port
- Exclusivity exclusions:
 - 50,000 TEUs a year that can be handled outside of DPW concession
 - 30,000 TEUs a year at secondary ports

PORT OF NDAYANE CT EXPANSION PHASES

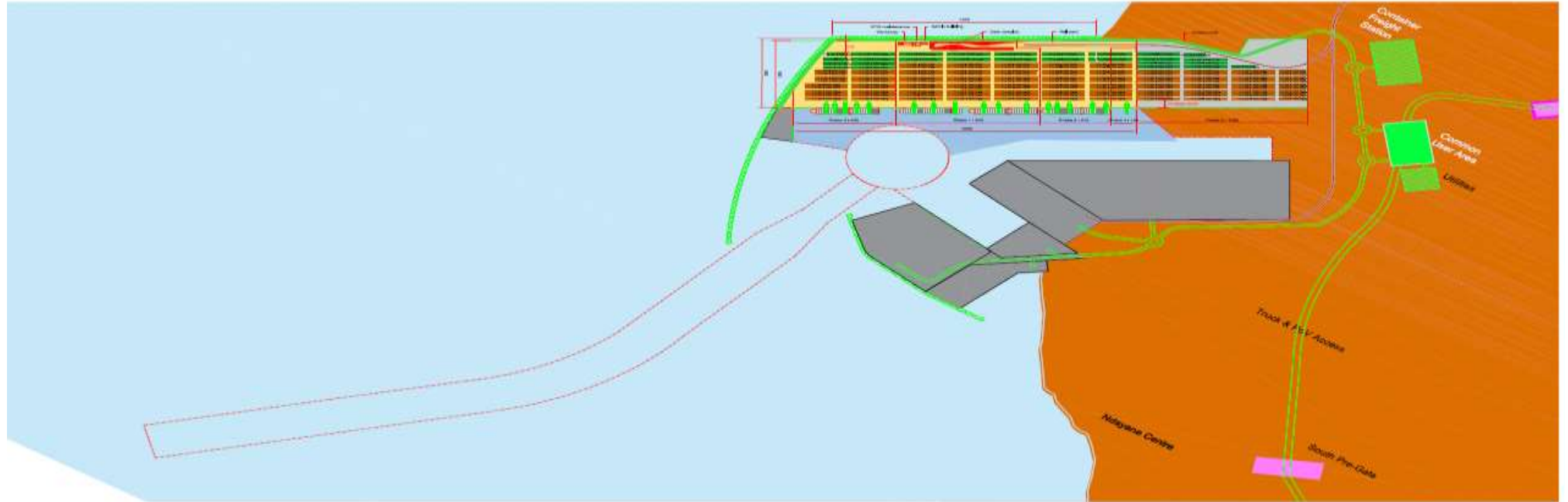
PdN expansion has been proposed to be undertaken in phases with only Phase 1 being committed for now.



Phase	Phase 1 (Committed)	Phase 2 (Non-Committed)	Phase 3 and 4
Planned expansion	<ul style="list-style-type: none"> 840m of quay with a 16m draft Handles Design vessel of 14,000+ TEUs Capacity: 1.2m TEU p.a. Operates along with Port of Dakar 	<ul style="list-style-type: none"> Additional 410m of quay Handles Design vessel 20,000+ TEUs Capacity: 2.6m TEU p.a. (incl Phase 1) Phase 2 is capacity triggered 	<ul style="list-style-type: none"> CT area will enable DP World Dakar to develop 3km of linear key for CT operations
Cost & Timing	<ul style="list-style-type: none"> US\$530 million (2026) 	<ul style="list-style-type: none"> US\$260 million (2032) 	<ul style="list-style-type: none"> TBD

Source: Company information

EXPANSION PHASES



Phase	Design Vessel	Channel Dimensions (5kms long)	Estimated Cost & Timing
Phase 1 (Committed)	<ul style="list-style-type: none">• 14,000+ TEUs• LOA: 366m• Beam: 51.2m• Draught: 15.5m	<ul style="list-style-type: none">• Inner channel depth: 18.2m• Inner channel width: 164m (one way)• Outer channel depth: 21.1m• Outer channel width : 266m (one way)• Turning circle radius: 249m	<ul style="list-style-type: none">• US\$320 million• 2022-2026
Phase 2 (Non-Committed)	<ul style="list-style-type: none">• 20,000+ TEUs• LOA: 400m• Beam: 60m• Draught: 16m	<ul style="list-style-type: none">• Inner channel depth: 19.7m• Inner channel width: 192m (one way)• Outer channel depth: 22.4m• Outer channel width : 312m (one way)• Turning circle radius: 312m	<ul style="list-style-type: none">• US\$70 million• 2029

INFRASTRUCTURE SNAPSHOT

DP World Dakar's expansion plans will allow it to service the largest ships in West Africa.

	Port of Dakar	Port of Ndayane
Concession life	2 x 25 year terms	2 x 25 years terms from commissioning
Container capacity	900k TEU	Phase 1: 900k – 1,200k TEU Phase 2: 1,600k - 2,600k TEU
Quay length	720m	Phase 1: 840m Phase 2: 1,250m
# berths	3	Phase 1: 2 berths Phase 2: 3 berths
Draft	13m	16 – 18m
Ground slots	4,441	Phase 1: 11,506
Reefer points	560	Phase 1: 1,404
STS (Post-panamax)	6	Phase 1: 6 including 2 relocated from Port of Dakar Phase 2: 10 in total
RTG	20	Phase 1: 20



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