



**MOGADISHU
PORT AUTHORITY**
DEKEDDA MUQDISHO



Outline

- I- Somalia's Maritime and Port Untapped Potential
- II- Mogadishu Port: A growing Gateway Hub
- III- Improving Liner Connectivity Index
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- V- What Made these Achievements Possible?
- VI- Challenges with the Current Port
- VII- The City Business District
- VII- New Mogadishu Port Project



OUR SERVICES

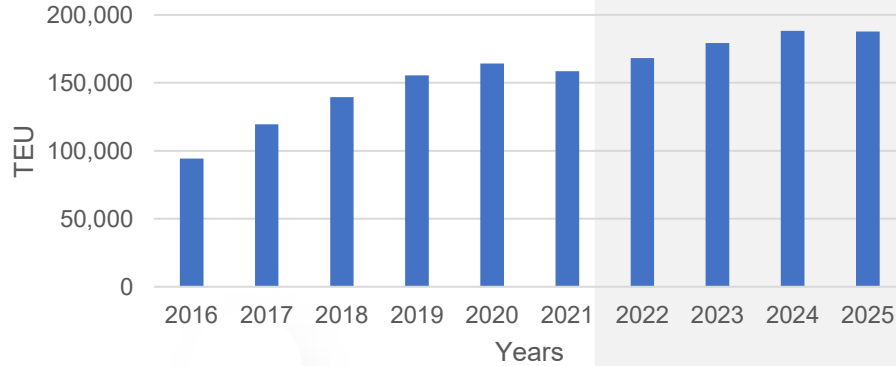
Somalia's Untapped **Maritime and Port Potential**

- Longest Coastline in Mainland Africa (3,330 km)
- Proximity to Major Shipping Lanes
 - Strait of Bab el Mandeb
 - West-Eastbound route to the Suez Canal via the Red Sea
 - East-Westbound route to the Cape of Good Hope via the Indian Ocean
- Abundant Marine & Fisheries Resources



II- Mogadishu Port: A Growing Gateway Hub

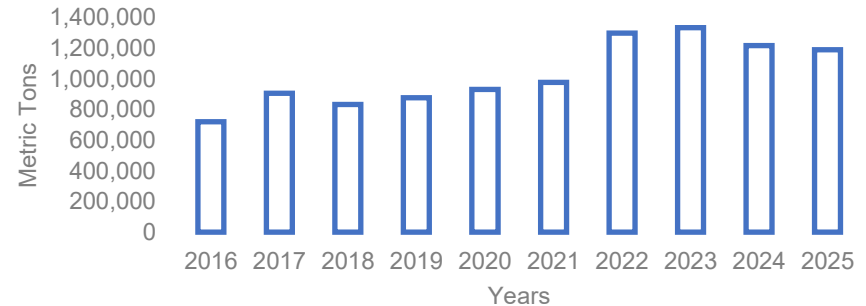
Containerized Traffic (TEU)



- Container volumes increased from 94,404 TEUs (2016) to 188,152 TEUs (2024), representing almost a 100% increase over eight years, an average of 9% per year
- Strong growth during the early phases +26.6% in 2017, +16.7% in 2018, becoming more moderate in the following year (5–7% per year between 2019 and 2024) indicating a transition from recovery-driven growth to demand-led consolidation

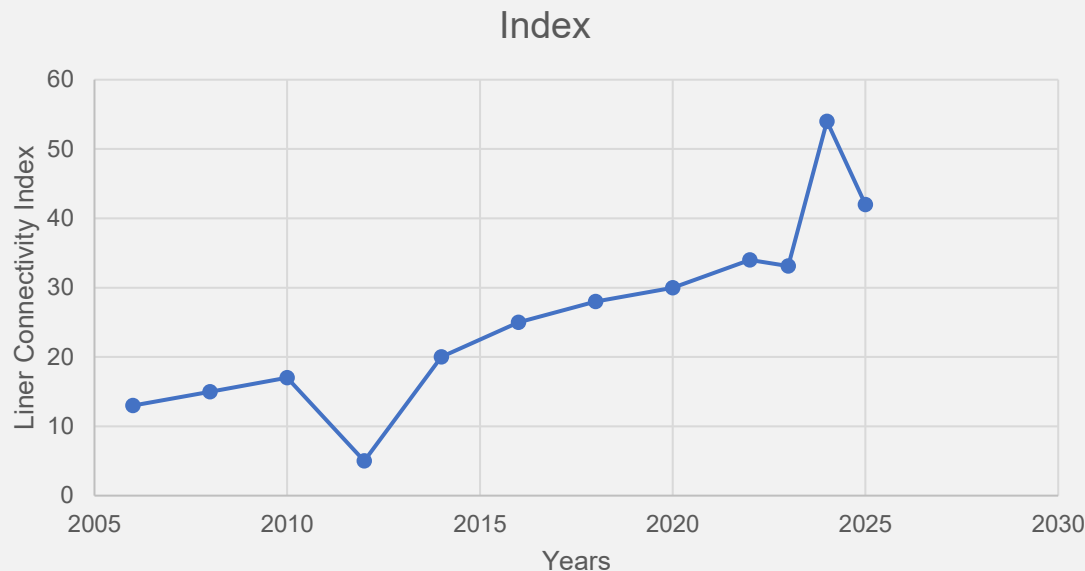
- Non-containerized volumes increased from 719,381 tons in 2016 to a peak of 1.33 million tons in 2023,
- Following moderate fluctuations between 2017–2019, volumes grew steadily from 2020 to 2023, with a sharp increase in 2022 (+33%) driven by a surge in dry bulk
- The decline in **2024–2025** reflects short-term adjustment but remains **well above pre-2020 levels**,

Non-Containerized Traffic (MT)

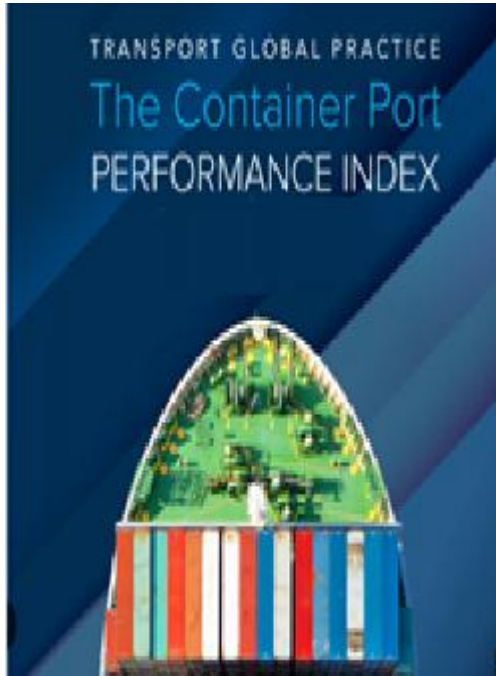


III- Improving Liner Shipping Connectivity Index

- Developed by UNCTAD, the index measures how well a port or country is connected to global liner shipping networks, based on the number of shipping services, shipping companies, vessel size, and total container-carrying capacity deployed.
- Mogadishu's LSCI increased from very low levels (13–17 in 2006–2010) to above 30 by 2020–2023, showing a gradual reintegration into regional and global liner shipping networks.
- The rise to 54 in 2024 marks a step change in connectivity, reflecting more regular services, larger vessels, or additional shipping lines calling at the port



IV-Mogadishu Port Performance: CPPI Rapid Ranking Improvement



- Consistent global improvement: Mogadishu Port improved its global ranking from 221st out of 405 ports in 2024 to 163rd out of 407 ports in 2025, reflecting a significant gain in operational performance.
- Rising African standing: The port moved from 7th in Sub-Saharan Africa (2024) to 4th overall in Africa (2025), confirming its growing competitiveness at the continental level.
- Regional leadership achieved: Mogadishu advanced from 2nd in East Africa (behind Berbera) in 2024 to 1st place in East Africa in 2025, becoming the region's top-ranked container port.

V- What Made these Achievements Possible?

- The improvements in traffic, connectivity, and performance were enabled by USD 50 million of targeted investment over the past five years in the existing Mogadishu Port.
- **How it worked:** The investments focused on renovation and civil works, including quay wall and pavement rehabilitation, yard surface renewal, expansion of usable yard capacity, and the acquisition of new terminal handling equipment, removing key operational bottlenecks.
- **What it delivered:** The upgrades enabled efficiency gain by adding around 100,000 TEUs of effective capacity without terminal expansion.



Equipment

New Cranes, Reach Stackers, Trucks etc



Civil Works

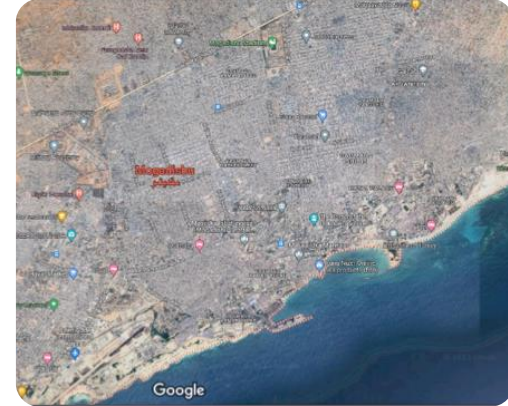
Surface Renovation, Quay Wall Etc



VI- Challenges with the Current Port

- ❖ **Temporary buffer:** Recent operational efficiency gains (better vessel scheduling, and yard reorganization) have helped absorb part of the excess capacity **without major disruption**.
- ❖ **However:** This optimization margin is now exhausted — **no further efficiency measures can offset physical limits**.
- ❖ **Forecast:** At the current traffic growth rate (+6–7 % per year), **the port will be fully saturated by 2028**, even under best-case operational efficiency
- ❖ **Structural constraints:** Inner-city location, lack of expansion space, shallow draft, and weak breakwater make further throughput growth technically unfeasible.

This is why Somalia launched a new ambition: the development of a new City Business District anchored by a new world-class port.



VII- The City Business District



SEZ

Growing the increasingly more robust industry



City

New Port City to accommodate Central Commercial Business District

New Mogdishu Port

Phase 1 and 2:

- 1.2mio TEU
- 5mio Tons General Cargo



Airport

Part of the multi modal approach



VII- The New Mogadishu Port Project

New Mogadishu Port location,
around 35km north-east

- Phase I Investment: USD718 Million including the breakwater for 600K Teu and 1.5 Million MT General Cargo



MPA

New Mogadishu Port Tier 1 Port Model





Thank You