

Heart of the Regional Connectivity



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

DORALEH CONTAINER Railway Plateform to Ethiopia Plateform (Y2019)

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



- 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.



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): 25 ha
- Power plant
- Water plant

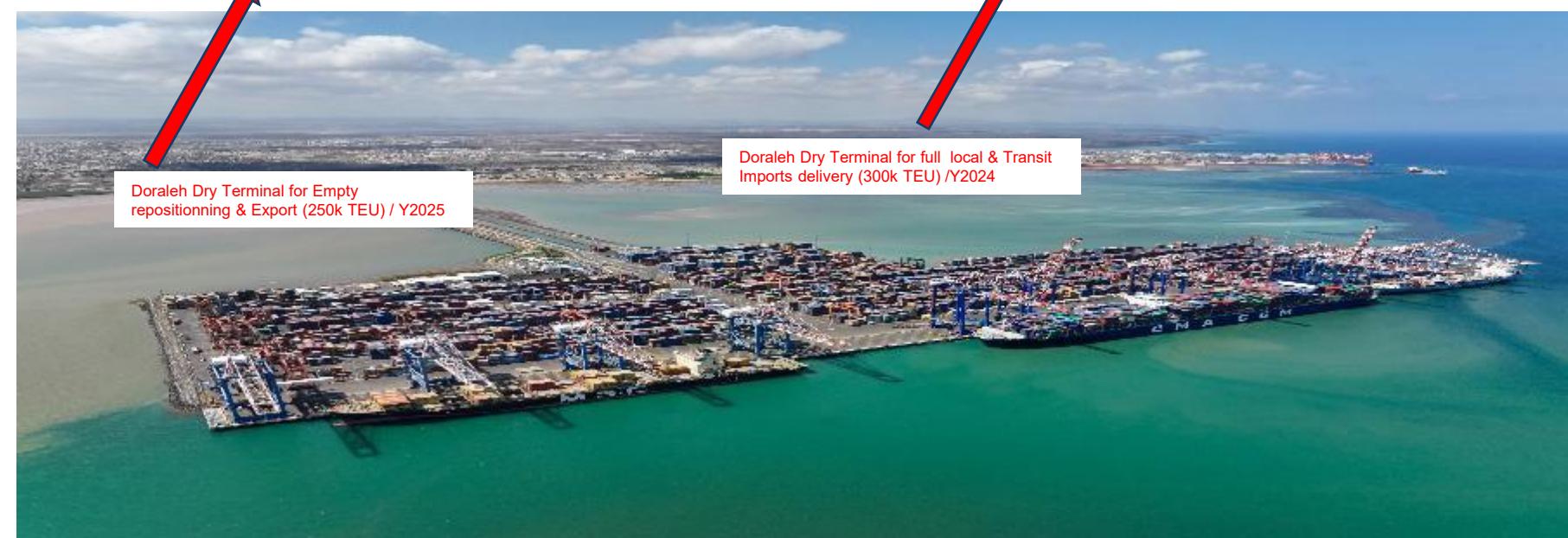
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SGTD Doraleh Terminal – Current Handling Equipments

Main Equipments



- Existing: 12 STS (8 Super-post Panama + 4 ULCV)



- Current: 32 Rubber Tire Gantry cranes (RTG) + 2 Rail Mounted Gantry (RMG)
- **+10 new RTGs commissioned end of March= total of 42 RTGs active from 1st April 2025.**



- 20 Reach Stakers (RS) and ECH existing +15 New = 35 Total Active

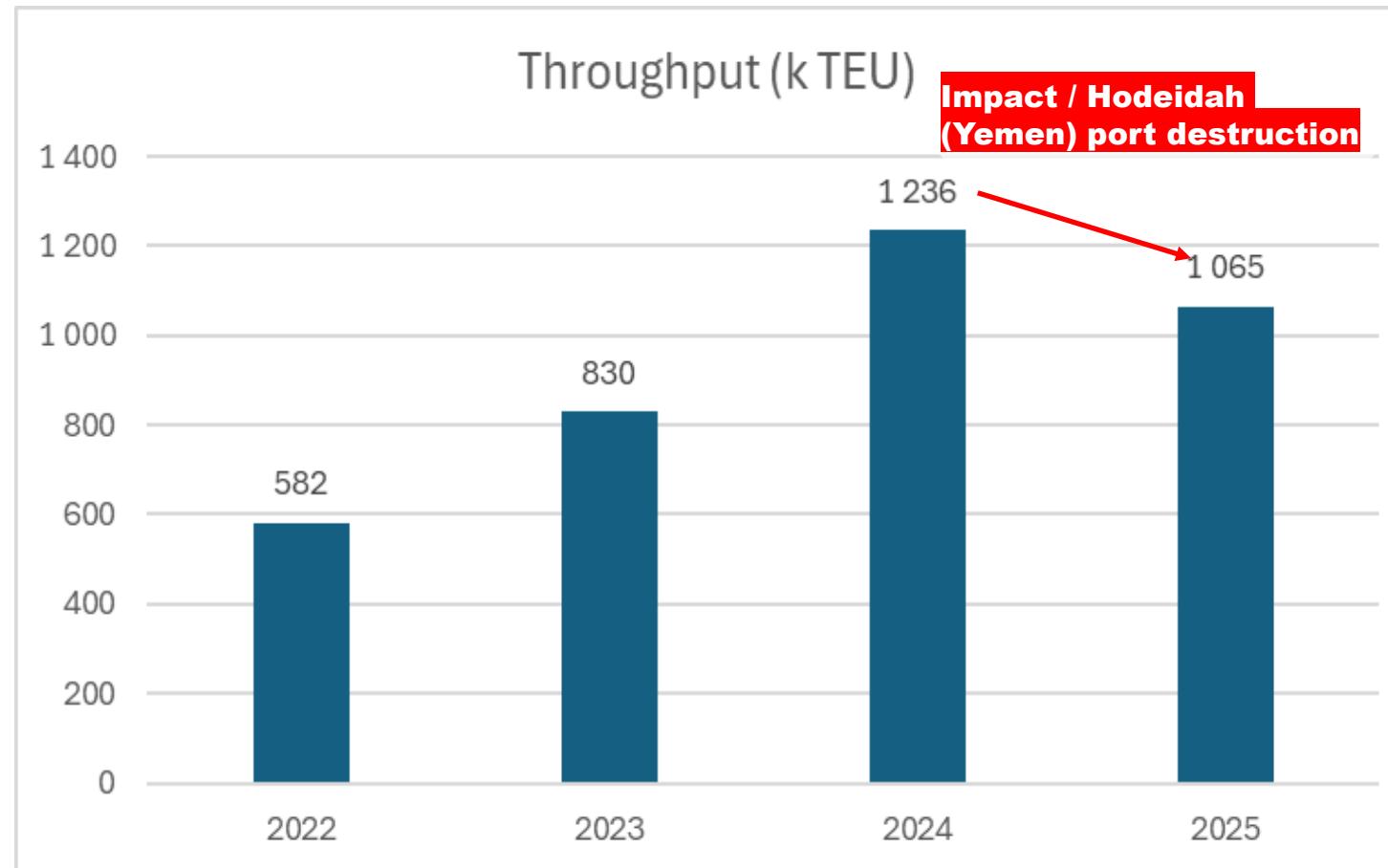
The RS are used to handle the container within the yard in complement to the RTG – very useful when there is a high level of operations both in Quay side (Vessel) and Delivery



- 80 Internal Trucks existing +50 new ITV = 130 total ITV active

Internal Trucks are used for containers moves between Vessel and storage Yard – and moves within the storage yard

01 Throughput in TEUs



02 Vessels Call

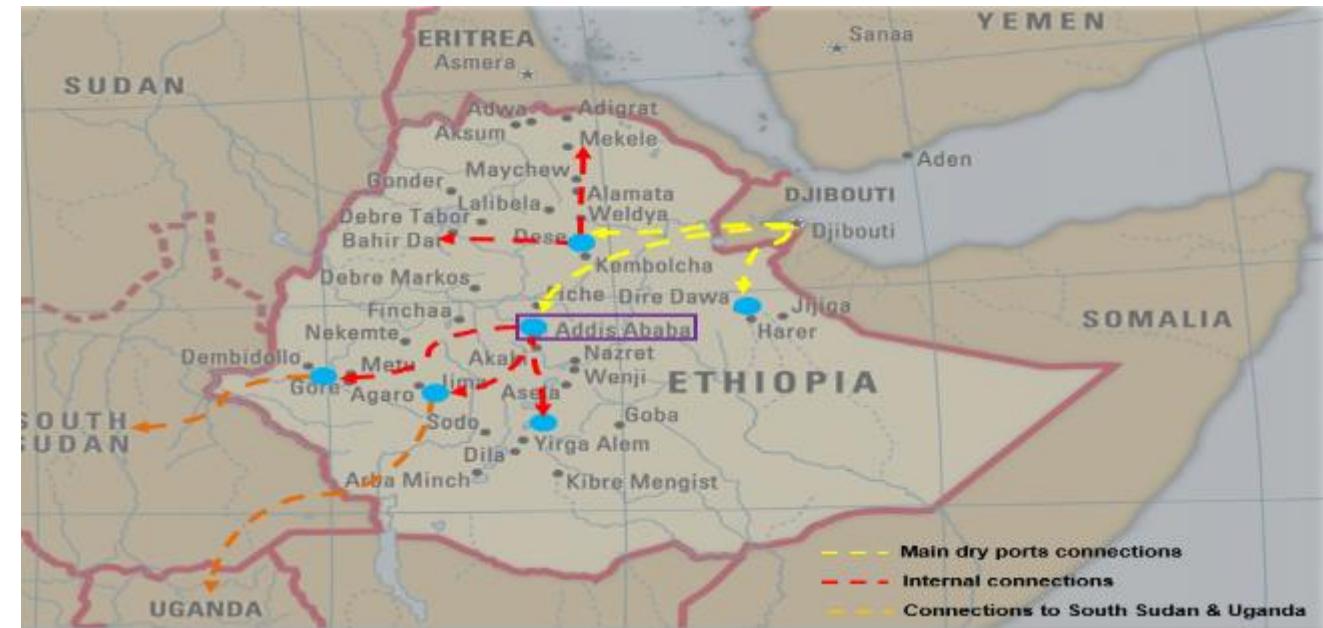
- 2022 : 422
- 2023 : 556
- 2024: 653
- 2025: 741

Preferred gateway port to East Africa

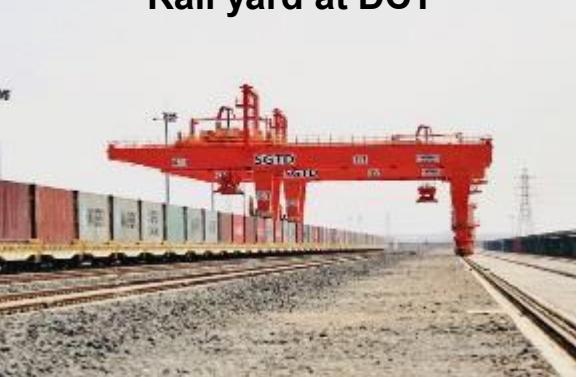
Preferred gateway to serve landlocked countries of Ethiopia and South Sudan

- **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.
- The Free Trade Zone is the largest in Africa, with a total planned area of 48.2 hectares. It has attracted over 400 companies and is located just 6 kilometers from the Doraleh Container Terminal.
- 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.

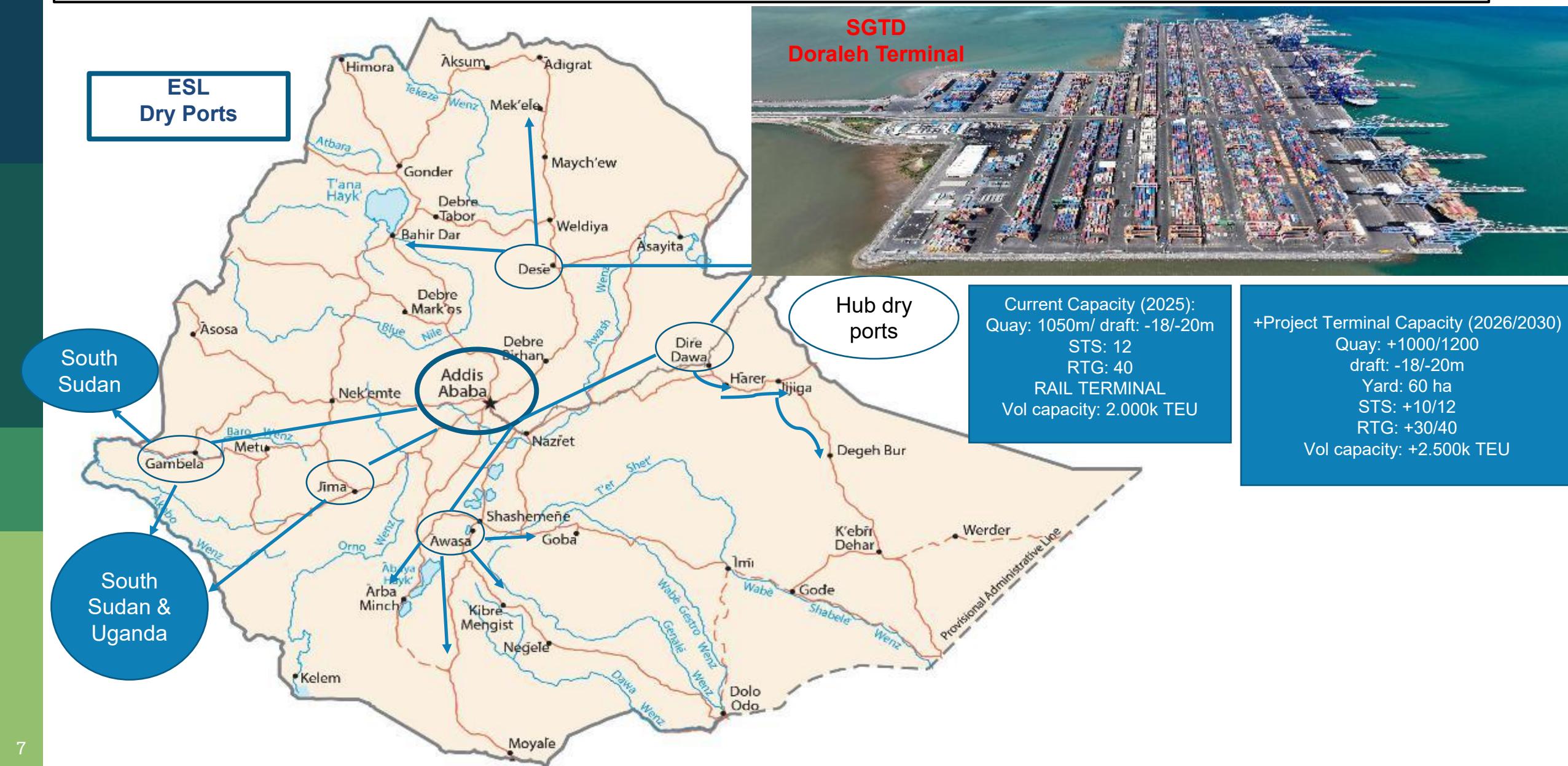
Djibouti Free Trade Zone



Rail yard at DCT



ESL/SGTD : INVESTMENT IN ETHIO-DJIBOUTI CORRIDOR TO CONSOLIDATE AND IMPROVE THE PERFORMANCE TO ETHIOPIA MARKET AND EXPAND THE LOGISTICS SERVICES TO SOUTH-SUDAN AND THE GREAT LACS REGIONS.



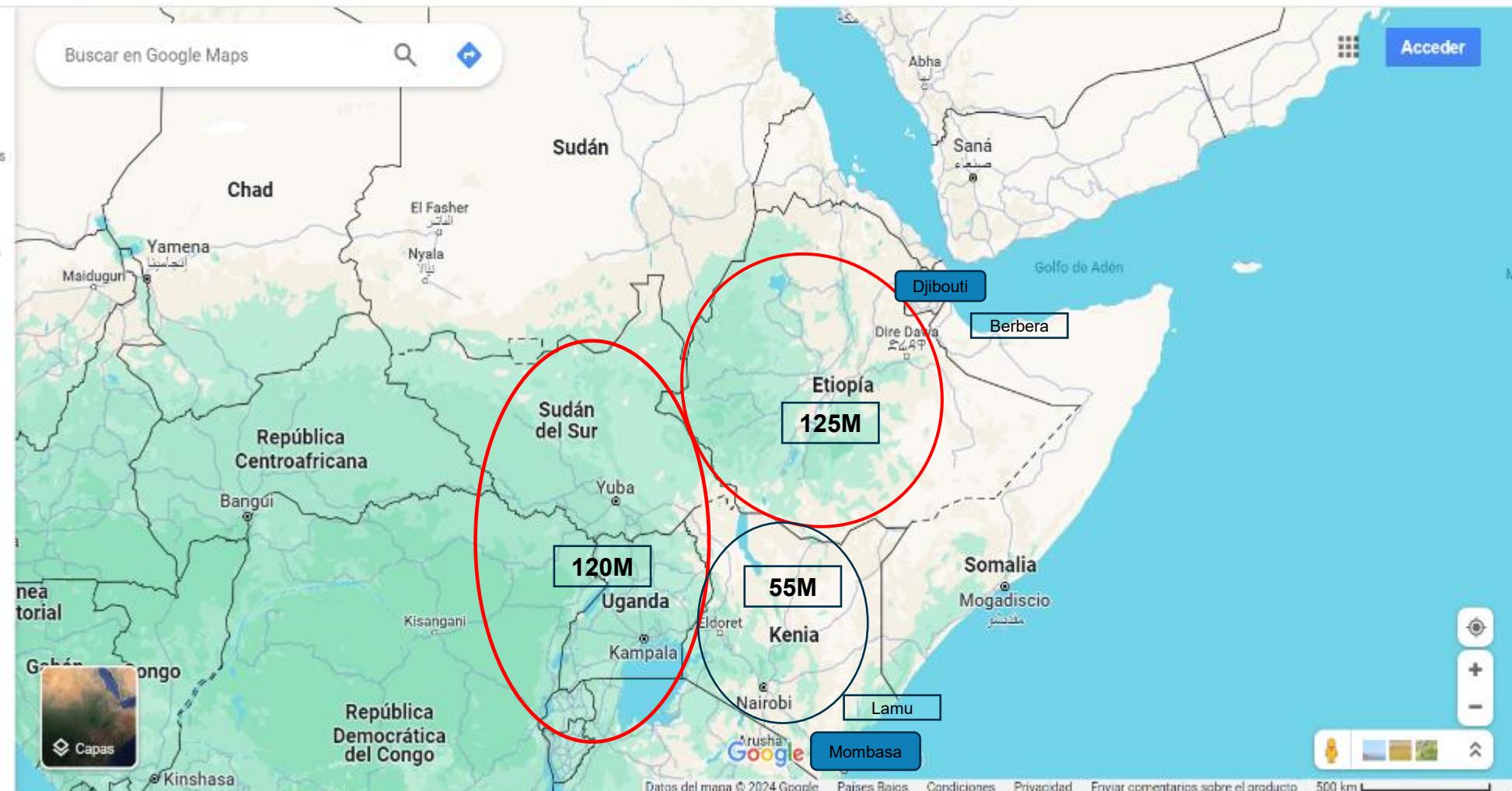
THE SUEZ CANAL ROUTE, A VITAL SHORTCUT FOR THE GLOBAL TRADE



- 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



Potential Collaboration ESL/SGTD – to better serve Ethiopia and extent Logistics Services to other Landlocked countries of the East Africa!



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 2030 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.

2030: 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

DCT – building up operative capacity until 2030

Significant operational capacity for transhipment traffic will be built in the coming years

- Through a combination of different type of investments, Doraleh Terminal will significantly create new capacity for transhipment traffic:

2025-2026

- Yard 06** (empty containers) & **Yard 08** (full imports): completion of works at both external yards to support gateway traffic, freeing more space at marine terminal for transhipment traffic up to 690K TEU.

2027

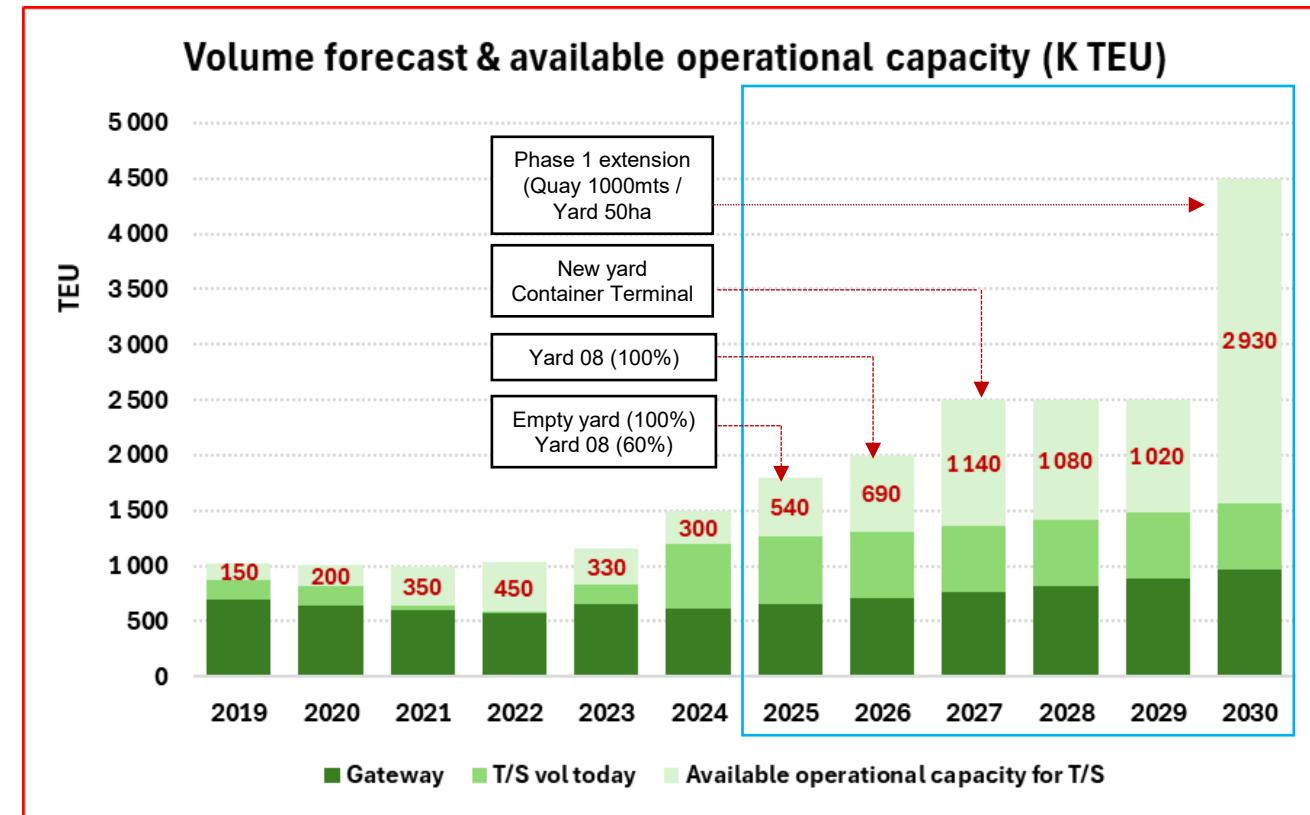
- Completion of works of a new 12ha stacking area of marine terminal, adding more capacity up to 1,14m TEU.

2028-2029

- Available capacity for transhipment to remain above 1m TEU vs current T/S volume.

2030

- After completion of Phase 1 expansion, DCT will have 2,9m TEU available capacity for transhipment traffic vs current T/S volume handled



- When compared to current transhipment volume handled, operational capacity will increase by more than 5 times until the end of the decade, positioning SGTD among the biggest ports in the region



THANK YOU



SGTD
SOCIÉTÉ DE GESTION DU TRANSPORT
MAROCAIN