



**DORALEH  
MULTI-PURPOSE  
PORT**

**21<sup>st</sup> Intermodal**



**AFRICA**

**2019**

**Conference**

**« Strategic Investment in handling the challenge of growth in cargo  
throughput » the case of Djibouti Ports  
Wahib Daher Aden, CEO of DMP**

**20 March 2019 , Djibouti Palace Kempinsky,  
DJIBOUTI**

- 1. Port of Djibouti: Before 2006**
  - a. Port Capacities.
  - b. The limitations
- 2. The Strategy for the liquid bulk**
  - a. The throughput of the liquid bulk
  - b. The first Strategic Investment
- 3. The Strategy for the Containers**
  - a. The throughput of the containers
  - b. The second Strategic Investment
- 4. The Strategy for General cargo**
  - a. The throughput of the general cargo
  - b. The third Strategic Investment
- 5. Other investment**
- 6. Strategic Investment Result**
  - a. Customer satisfaction
  - b. Business sustainability



# Port of Djibouti: historical port





## Conventional Berth

- 2500 m of berth with RoRo berth
- Only two berths with a draft of 12 meters
- Yard storage very limited
- Storage capacity for the bulk very limited

## Liquid bulk

- Berth draft very limited
- Storage capacity not important
- Oil depot in the middle of the city
- High risk of safety

## Container Berth

- 400 m of berth with RoRo berth
- 4 quay cranes with an outreach of 13 containers
- 350,000 TEU annual for the maximum capacity

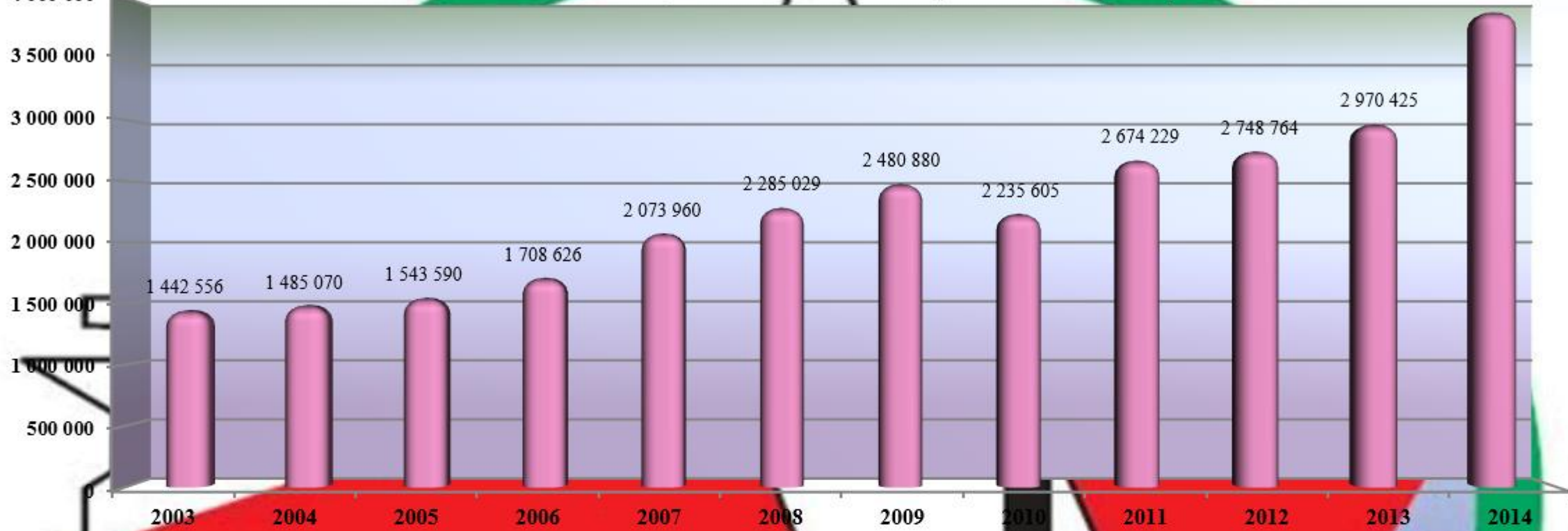


- Berth Limitation (only 3 berth at 12 meter draft)
- Yard storage capacity limitation
- Safety issue (the port in the middle of the city)
- Congestion of the road access of the city

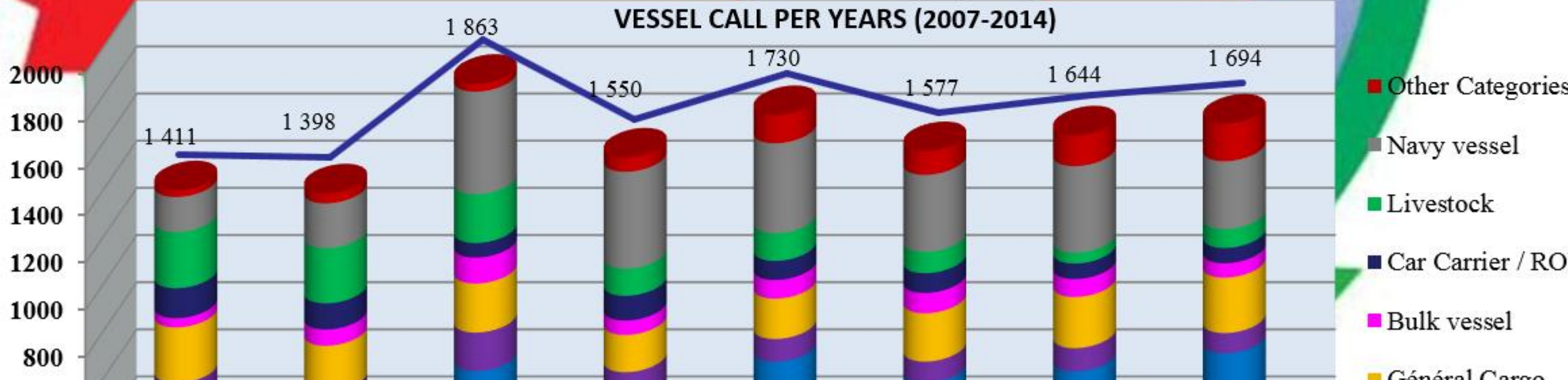


In the middle of the city





**VESSEL CALL PER YEARS (2007-2014)**



- Other Categories
- Navy vessel
- Livestock
- Car Carrier / RO
- Bulk vessel
- Général Cargo

## Strategy of the liquid bulk

**Storage Capacity : Over 3 000 000 tones annually (with 30 day turnover)**

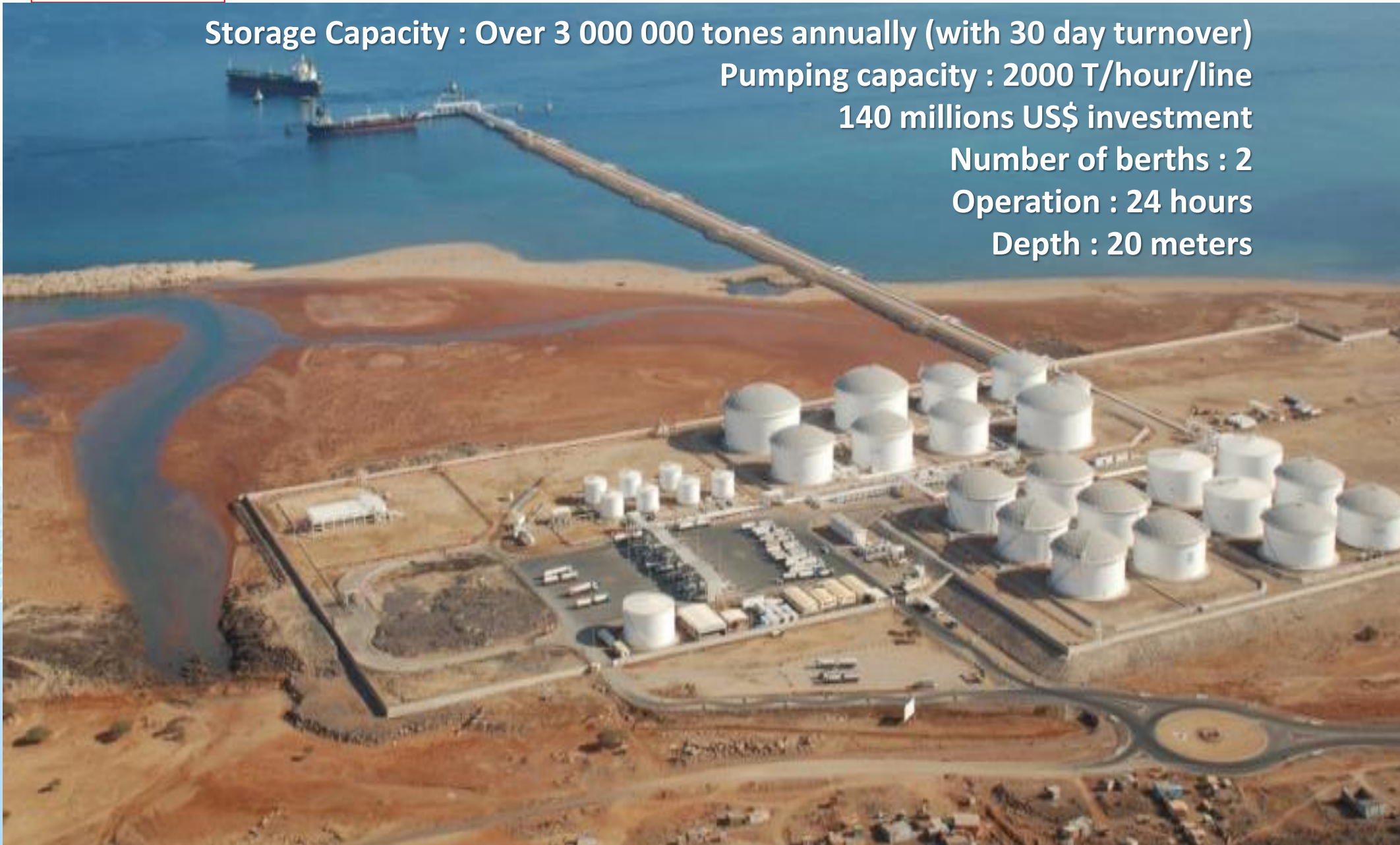
**Pumping capacity : 2000 T/hour/line**

**140 millions US\$ investment**

**Number of berths : 2**

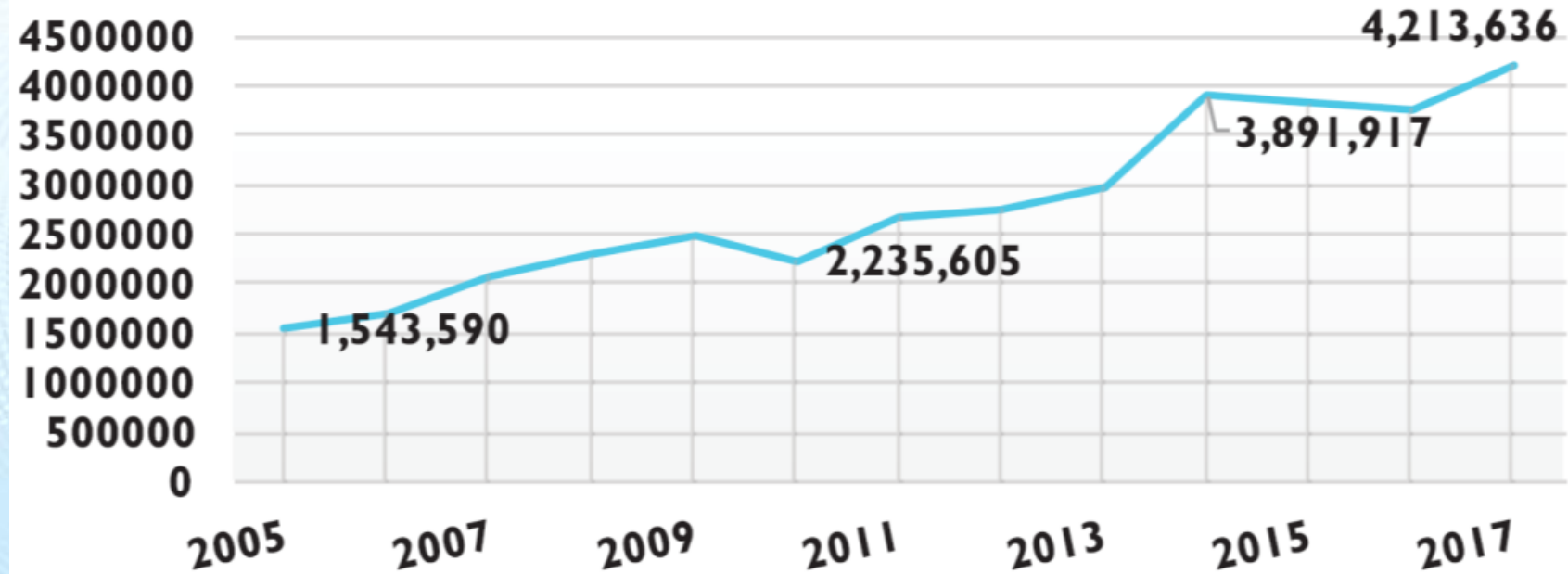
**Operation : 24 hours**

**Depth : 20 meters**



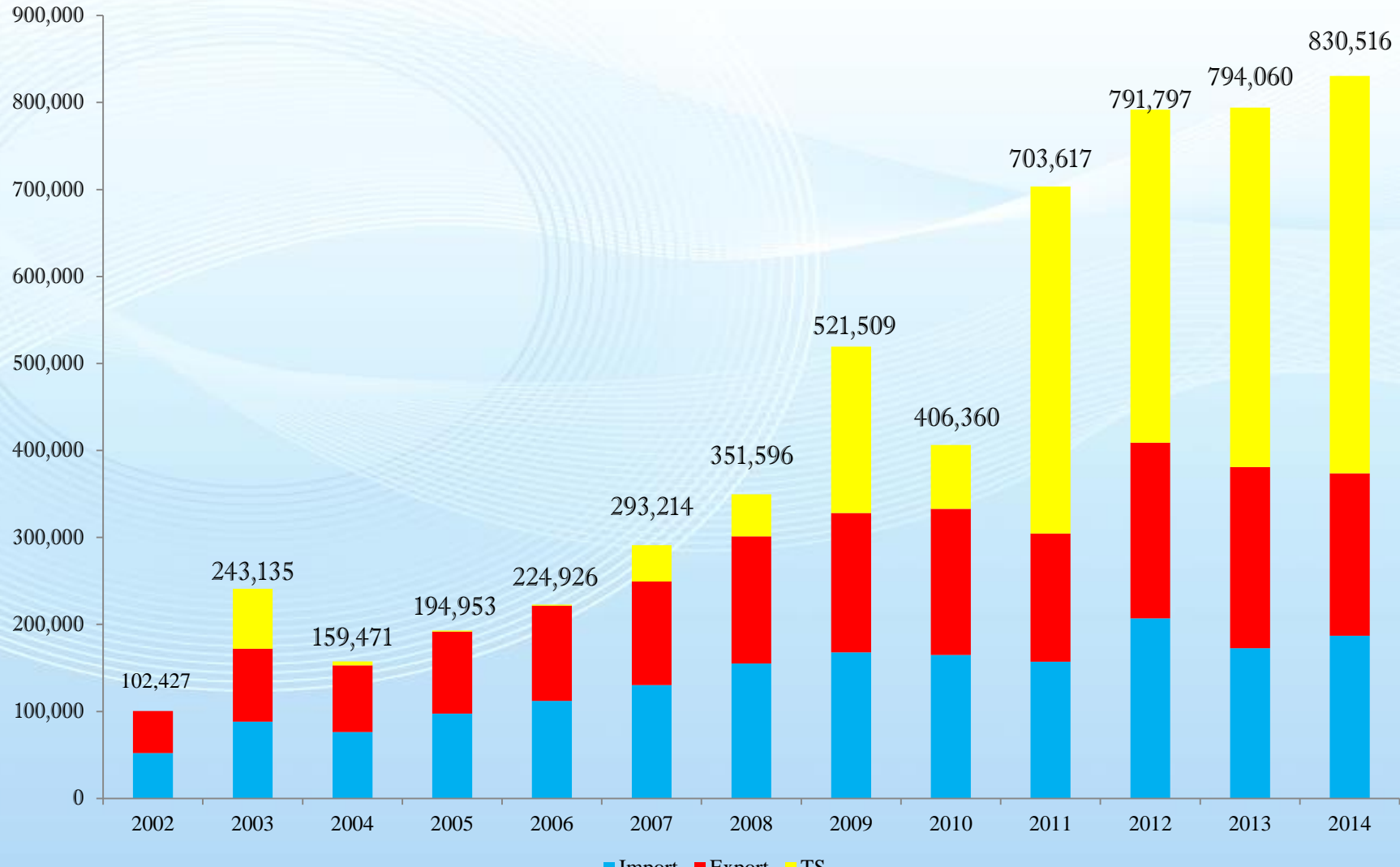


## Import Evolution of Liquid bulk 2005-2017





# Strategy of the containers : Throughput





November 11th 2006 : SGTD construction

14 December 2008, first vessel

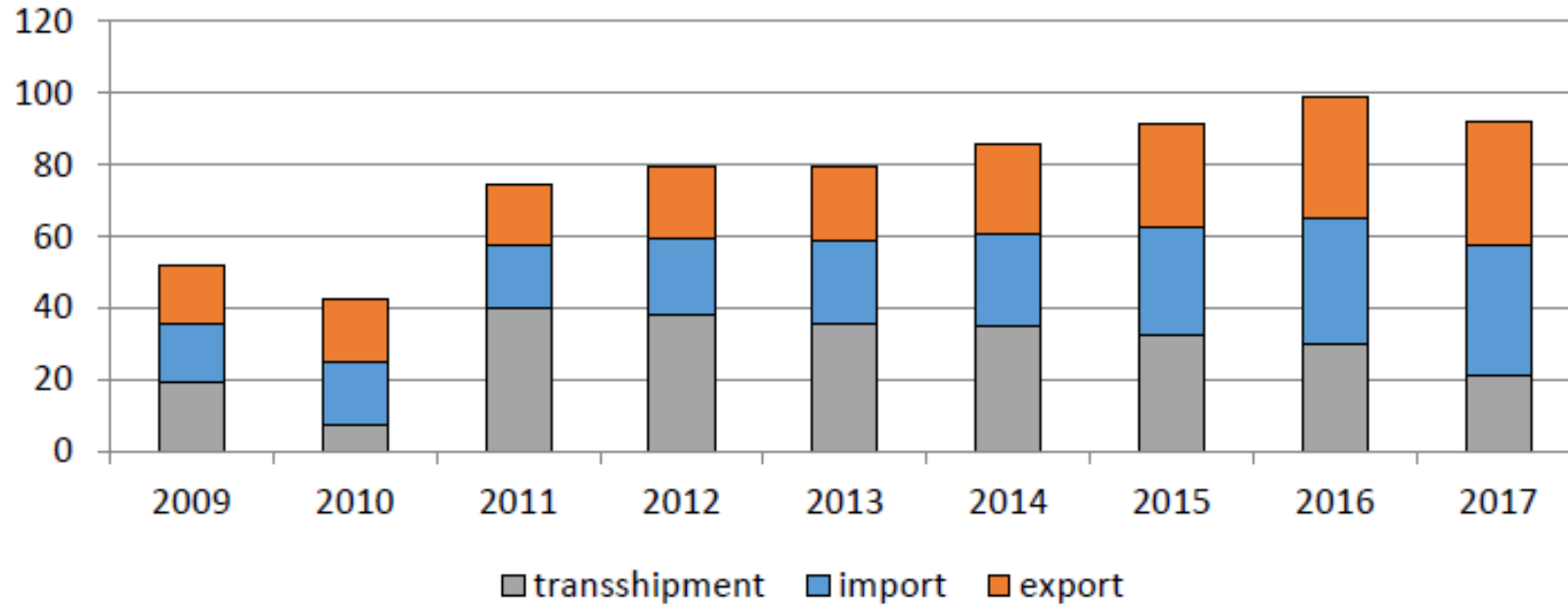


- 400 millions US\$ investment
- First Container Terminal in East of Africa
- New and Modern Facilities
- 1050 m of berth, 18 m berth depth
- 1.5 million TEU capacity

- 6 Super Post Panamax gantry cranes (+2 in 2012), 16 RTGs (+4 in 2012) , 480 TEU Reefer points
- Certified ISO 28000 and ISO 9001
- World Class Productivity: 34 m/hr average
- 800 employees, 100% local



# Throughput of the containers after investment

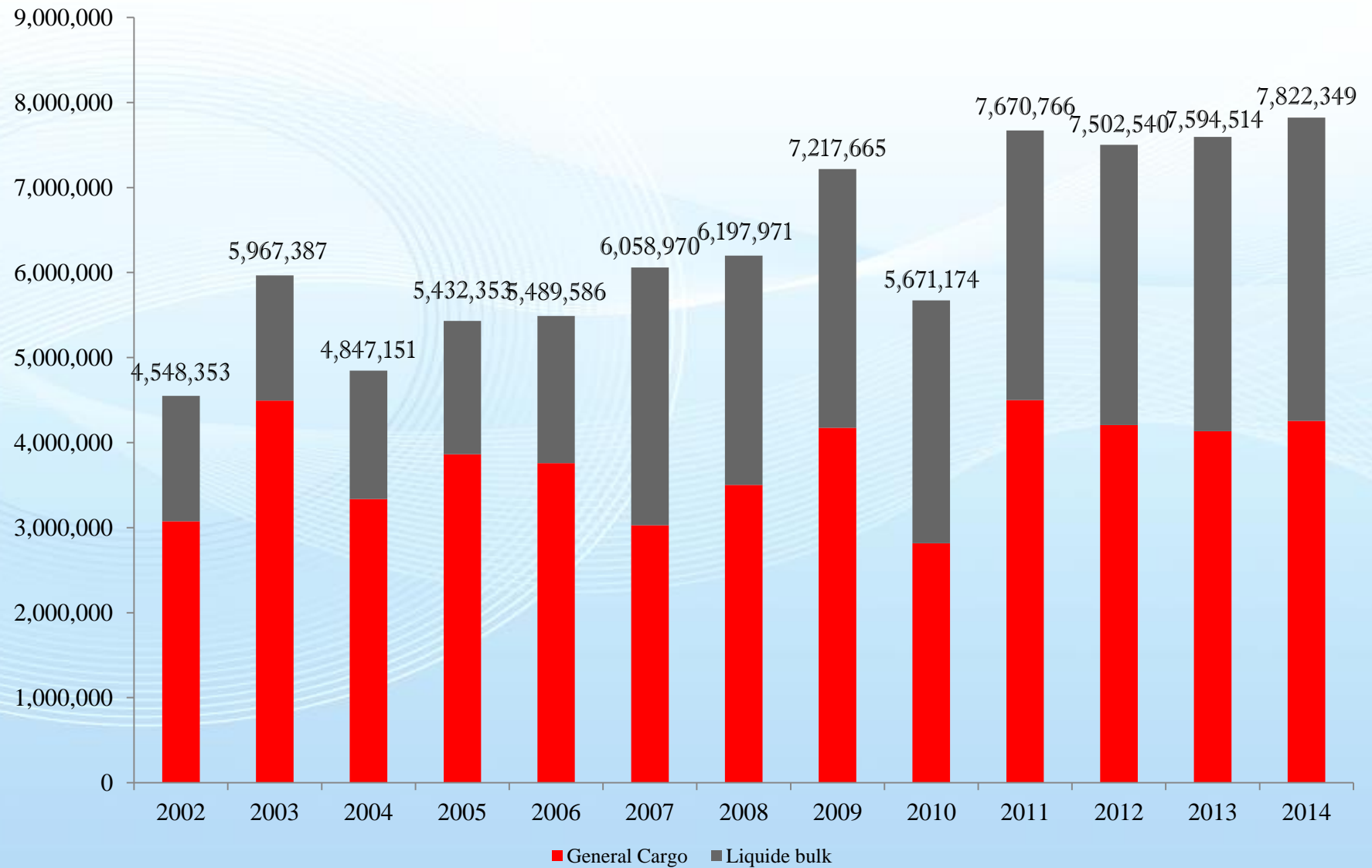


(Data Sources: Research Data)

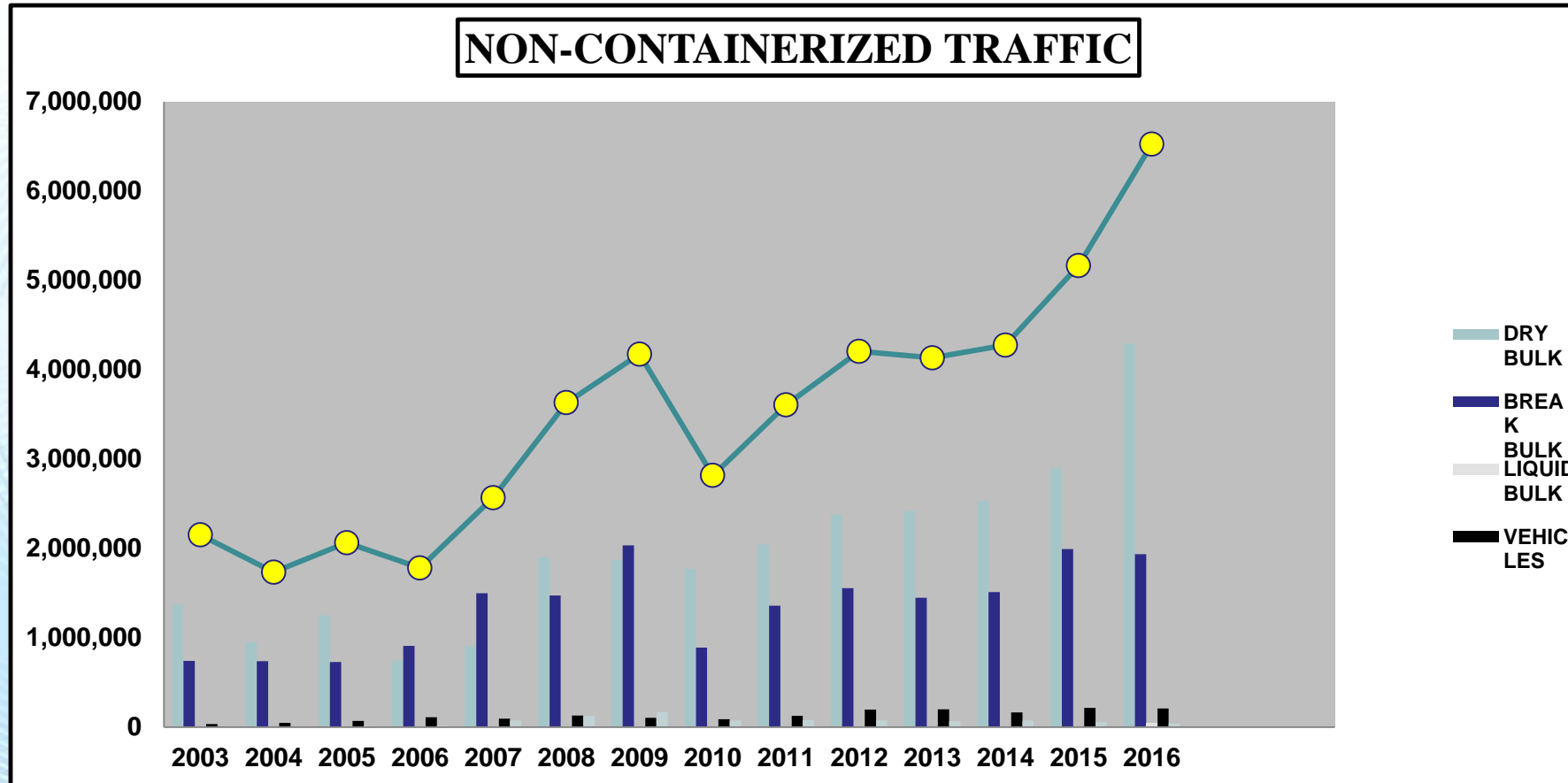
Fig. 3-4 Import, export and, transshipment container throughput of Djibouti Port  
(Unit: 10 thousand TEUs)



# Strategy of the General Cargo: Throughput



# Throughput of non containerized traffic before investment in DMP





September 17th 2013 : DMP starting construction

16 April 2017, first vessel operating



- 580 millions US\$ investment
- Leading Multipurpose Port in East of Africa
- New and Modern Facilities
- 1400 m of berth, 15.3 m berth depth
- 8 million Mt (GC) and 400 000 TEU Capacity

- Container Terminal with 4 Gantry crane
- General Cargo Terminal
- Roro Terminal
- Bulk Terminal
- Certified ISO 28000
- World Class Productivity
- 700 employees, 100% local



# V. BENEFITS TO DMP CLIENTS



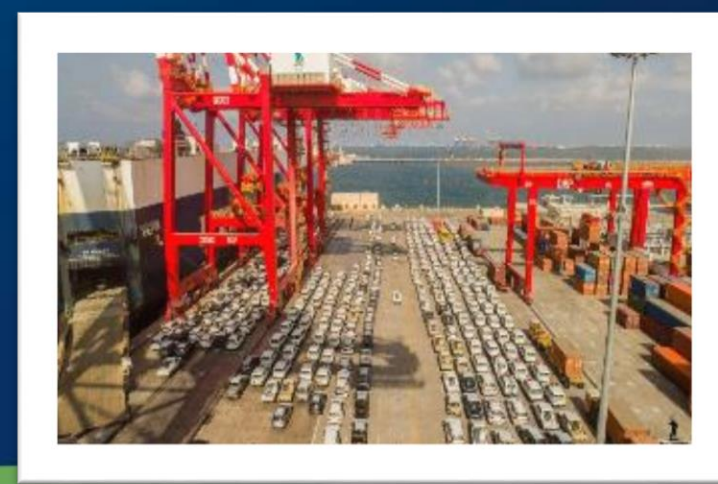
More Efficiency



More Storage capacity



Better yard strategy



More Productivity



# Investments in Port terminals: Specialization



**Djibouti Platform has a specialized facility in every port activity**

## 1. Tadjourah Port

For mineral and general cargo

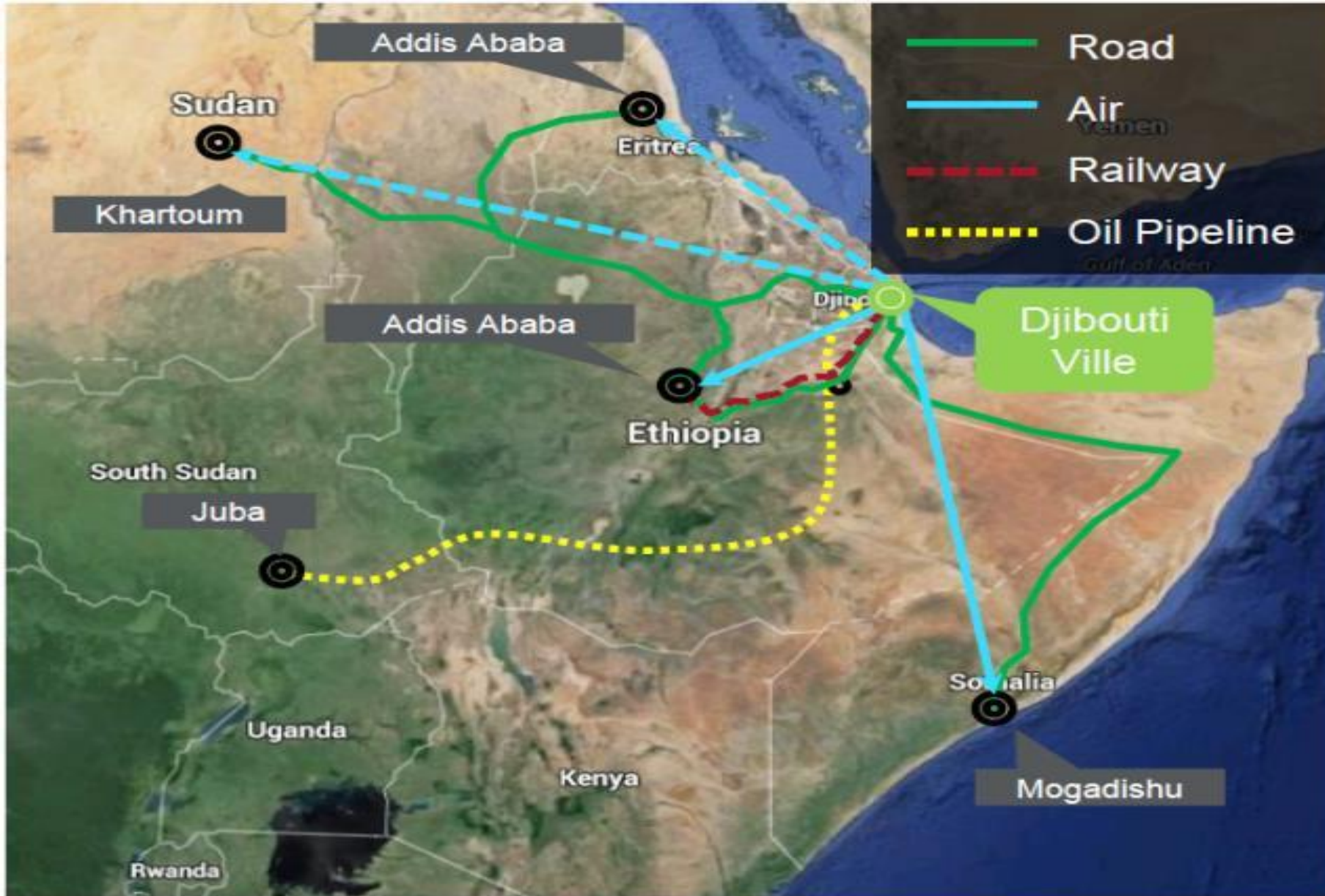


## 2. Ghoubet Port

For salt export

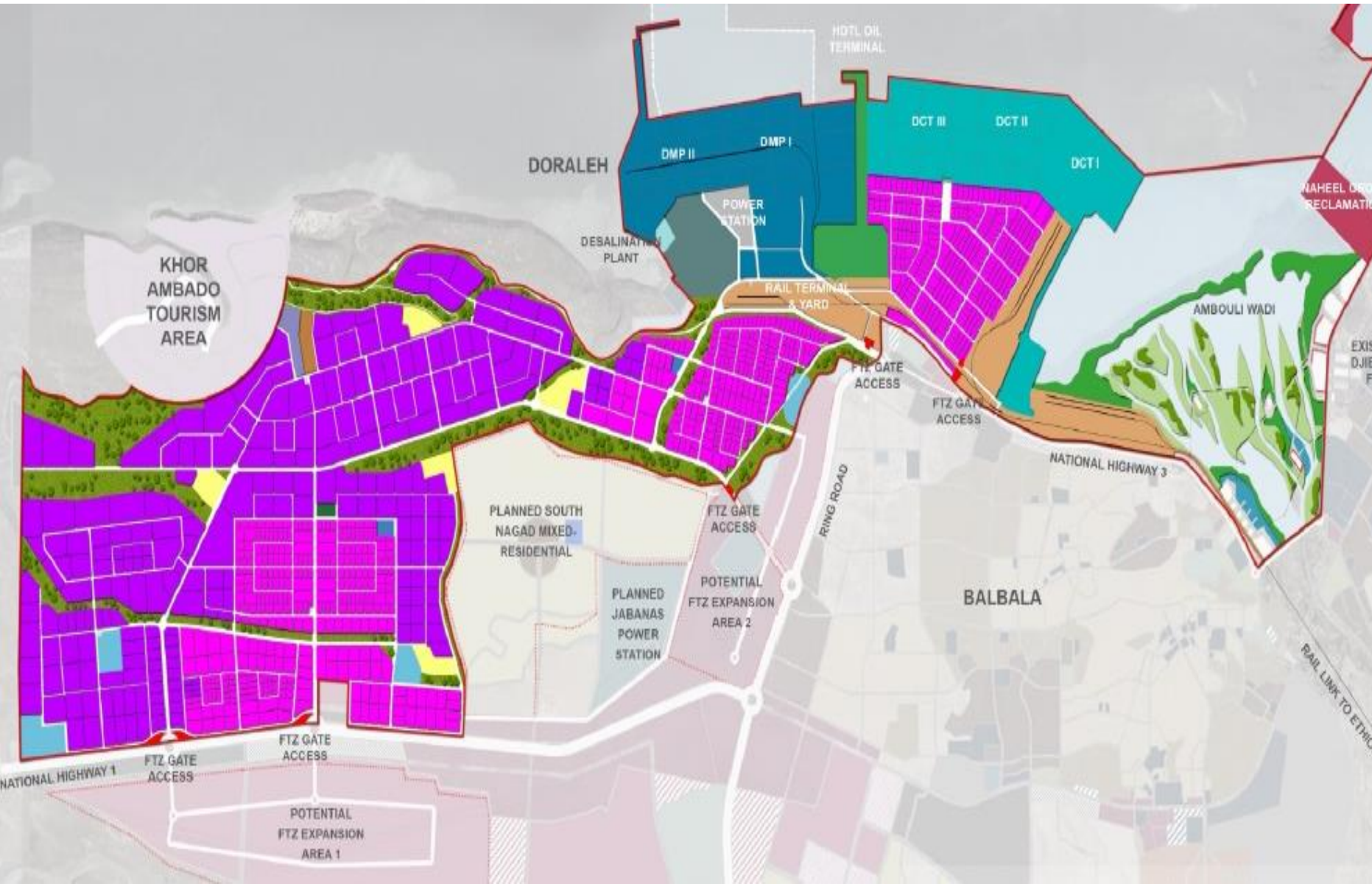






- Connecting Djibouti to main cities in the region is essential: rail and road for Ethiopian market but also air freight for perishable goods and passengers.
- For South Sudan, the road up to the border with Ethiopian is ready but peace is the key.
- For Great lake countries, optimal solutions based on a multimodal transport is under review for this year,
- [Distance to the main city overview.](#)





- Storage area: 4820 ha.
- Different area allocated to different commodity or activity.
- Expansion area for terminal purpose and potential area,



## A HARDWARE

- Infrastructure (**Seaport/Airport/Dry port**)  
Terminals(Container/Cruise/Yacht)  
Road Traffic and the Infrastructure Facilities  
Bonded Logistics Parks
- Other Supplementary Infrastructures  
(Power/Water Supply; Communication  
Networks etc.)

## B SOFTWARE

- One stop investment service center: DPCS
- Highly efficient administrative service
- Free transfer of HR, capital and merchandise
- Comprehensive incentives
- Industry oriented policy

- Provide a special authorized area to create world-class investment environment for investors.
- Physically isolated area with state-of-art infrastructures, comprehensive services and unparalel incentives.

## Investments in qualify labor : Well trained



- Djibouti has a qualified young human resource and flexible Labor Code, issued in 2006 which is regulating the labor market by protecting employees rights.
- A regional training center specialized in ports and logistics



## ❑ Strategic investment result:

- Customer Satisfaction
- Business sustainability
- Establishing Djibouti As a Logistic Hub
- Employment



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THANK YOU