



Port Aktau

Integration of Port Aktau into
the International container
shipping



Aktau Port

- ✓ Point for “border crossing” in KZ
- ✓ 5 vessel calls pr. day
- ✓ Ice free port
- ✓ Year round navigation

- ✓ Bulk, General cargo, tankers and Containers
- ✓ Full range of handling equipment
- ✓ Sufficient handling capacity
- ✓ Rail access
- ✓ Warehousing (bonded)





Aktau Port

- ✓ Part of the KTZ structure
- ✓ Working in cooperation with "DP World"
- ✓ A key asset in the "New Silk Road" project (OBOR)
- ✓ Founding Partner in the Trans Caspian Trade Route TITR

Infrastructure:

Capacity

➤ 6 Oil Berths	12,5
➤ 3 general cargo	3,5
➤ Containers in TEU	40.000
➤ 1 Ferry terminal	2,0
➤ 1 Grain terminal	1,0

Total

19,0



Trans Caspian Transport Corridor

- Current Sea Route
- New route via Caspian in 14 days
- Trans Caspian Sea Route



Container Shipping line is started

- ✓ A proper service and rate level, will attract cargo that today is moved via China, Baltic or even Russian Far East.
- ✓ Opening up new markets for Central Asian export
 - ✓ China – Azerbaidjan via Aktau (i.e. 12 days Chongqing - Poti)
 - ✓ Mediterranean to Central Asia
 - ✓ Black Sea to Central Asia
 - ✓ East Africa to Central Asia
 - ✓ India/Pakistan to Central Asia
 - ✓ South America/US



Potential of the corridor

- ✓ Volumes?
 - ✓ Turkey – Central Asia in trucks: 75-80 000 Teu
 - ✓ Ukraine – Central Asia in trucks: 2000 Teu
 - ✓ Existing container volumes Import/Export: 5000 Teu
 - ✓ Reefer volume mainly ex. US 10 000 Teu
 - ✓ Central Asian Export presently shipped in wagons to Ports in the Baltics, Far East and Black Sea: 9000 Teu
- ✓ Total volume potential today: 101 000 Teu

*Expected volume from "New Silk Road" 100 – 300 K TEU not considered



Effect of the new service patterns

- ✓ Container trains from China will add another 200 – 300.000 Teu
- ✓ Turkey connected by Rail to Central Asia (opportunities for return cargo to China?)
- ✓ Interconnected Caspian and Black Sea countries via Georgia and Turkey, Ukraine, Romania Bulgaria etc.
- ✓ Diversified supply channels leading to increased trade in the region and new opportunities
- ✓ Increased capacity on the Caspian with projects in all countries along the TITR Baku and Aktau (Port expansions and Free Economic Zones in both places), Port Anaklia
- ✓ Increased focus on the Caspian Region transit potential





Effect of the new service patterns

- ✓ Competitive corridor, on both transit times, price and service levels
- ✓ Capabilities to effectively cater for Central Asian Export and Import (as well as transit)
- ✓ Synergy effects with the equipment availability at Port Aktau, new cargoes can be attracted
- ✓ Consolidation of cargoes and transloading from wagons, trucks to container service (reefer services)
- ✓ Efficient utilisation of rolling stock (decreasing railplatform shortage)
- ✓ Containerisation of "traditional" Bulk cargoes as seen in other ports





JSC Aktau International Commercial Sea Port

- ✓ Competitive corridor, on both transit times, price and service levels
- ✓ Capabilities to effectively cater for Central Asian Export and Import (as well as transit)
- ✓ Synergy effects with the equipment availability at Port Aktau, new cargoes can be attracted
- ✓ Consolidation of cargoes and transloading from wagons, trucks to container service (reefer services)
- ✓ Efficient utilisation of rolling stock (decreasing railplatform shortage)
- ✓ Containerisation of "traditional" Bulk cargoes as seen in other ports





JSC Aktau International Commercial Sea Port

- ✓ Multiple service providers on multiple routes (Baku, Anzali, Turkmenistan and maybe even Astrakhan? You will be surprised 😊)
- ✓ Creating a more balanced corridor than the "nothern route", with increased efficiency and utilisation rate (platforms/containers)
- ✓ Creating a real "hub" where shippers can change transport mode





JSC Aktau International Commercial Sea Port

Thank you for your attention

