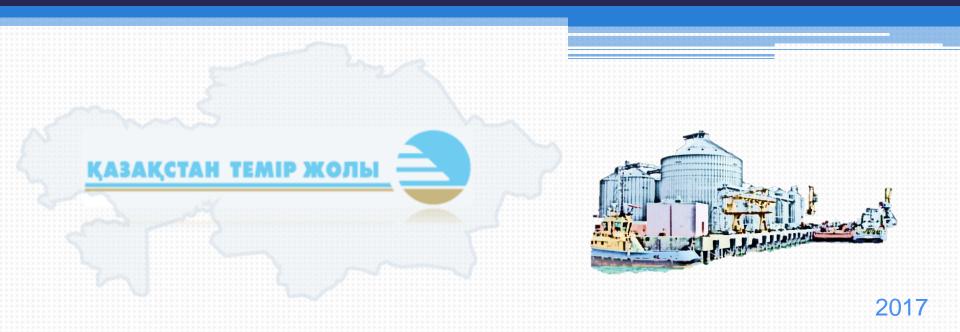


### Integration of Port Aktau into the International container shipping





## **Aktau Port**

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



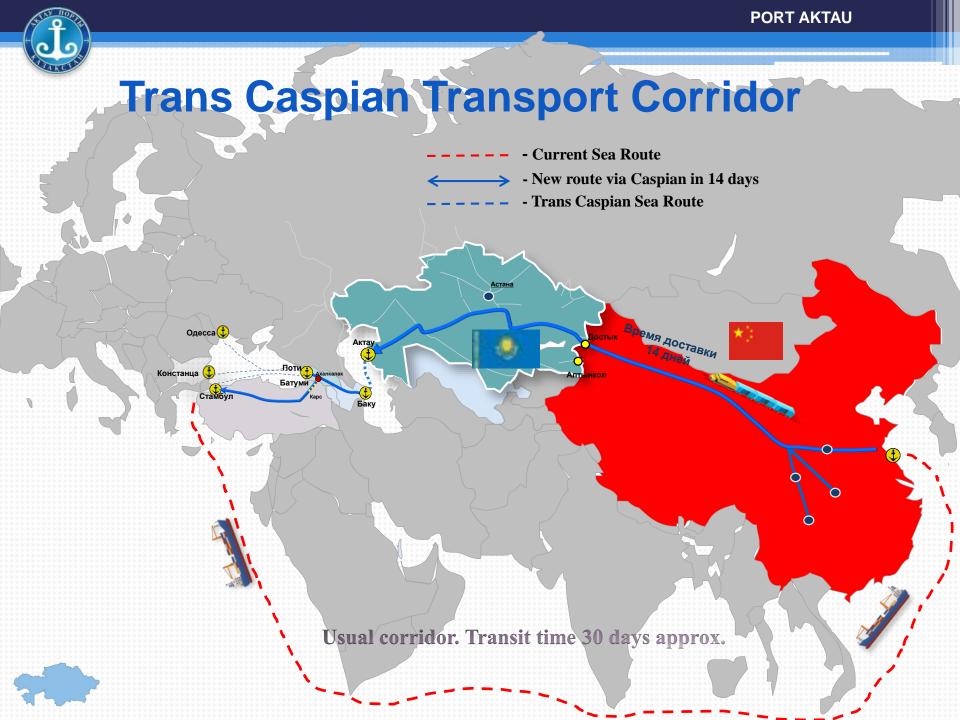
- Bulk, General cargo, tankers and Containers
- Full range of handling equipment
- Sufficient handling capacity
- Rail access
- Warehousing (bonded)



## **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	





### **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?

 $\checkmark$ 

- ✓ Turkey Central Asia in trucks:
- ✓ Ukraine Central Asia in trucks:
- 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:
- Total volume potential today:

9000 Teu 101 000 Teu

75-80 000 Teu

2000 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 (opportunites 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
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#### JSC Aktau International Commercial Sea Port

 Multiple service providers on multiple routes (Baku, Anzali, Turkmenistan and maybe even Astrakhan? You will be surprised<sup>©</sup>
 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

