The ICTSI Factbook offers an institutional, corporate and operational overview of International Container Terminal Services, Inc. Information on the container ports and terminals is provided pertaining to location, background, infrastructure, equipment complement and systems, as are quick facts or trivia on the host port or country. Whenever possible, maps shown provide guides to the facilities. Photographs provided for trivia are mere representations.
## ICTSI IN PROFILE

### CORE BUSINESS
- Experience and Expertise
- Consolidation and Expansion
- International Operations
- Global Opportunities
- Financial Muscle

### RIDING THE WAVE: PORT PRIVATIZATION
- Management Strength

## ICTSI GLOBAL OPERATIONS

### ASIA PACIFIC

<table>
<thead>
<tr>
<th>Terminal Name</th>
<th>Location</th>
<th>Country</th>
</tr>
</thead>
<tbody>
<tr>
<td>MANILA INTERNATIONAL CONTAINER TERMINAL</td>
<td>Manila, Philippines</td>
<td>Philippines</td>
</tr>
<tr>
<td>MANILA NORTH HARBOR (NORTHPORT)</td>
<td>Manila, Philippines</td>
<td>Philippines</td>
</tr>
<tr>
<td>SUBIC BAY INTERNATIONAL TERMINAL</td>
<td>Zambales, Philippines</td>
<td>Philippines</td>
</tr>
<tr>
<td>LAGUNA GATEWAY INLAND CONTAINER TERMINAL</td>
<td>Batangas, Philippines</td>
<td>Philippines</td>
</tr>
<tr>
<td>CAIITE GATEWAY TERMINAL</td>
<td>Tanza, Philippines</td>
<td>Philippines</td>
</tr>
<tr>
<td>BAUAN INTERNATIONAL PORT</td>
<td>Batangas, Philippines</td>
<td>Philippines</td>
</tr>
<tr>
<td>SASA WHARF</td>
<td>Daan, Philippines</td>
<td>Philippines</td>
</tr>
<tr>
<td>MAKAR WHARF</td>
<td>General Santos City, Philippines</td>
<td>Philippines</td>
</tr>
<tr>
<td>MINDANAO CONTAINER TERMINAL</td>
<td>Misamis Oriental, Philippines</td>
<td>Philippines</td>
</tr>
<tr>
<td>HIJIO INTERNATIONAL PORT</td>
<td>Tagum City, Philippines</td>
<td>Philippines</td>
</tr>
<tr>
<td>TANJUNG PRIOK TERMINALS 300-303</td>
<td>Jakarta, Indonesia</td>
<td>Indonesia</td>
</tr>
<tr>
<td>MAKKASSAR CONTAINER TERMINAL</td>
<td>South Sulawesi, Indonesia</td>
<td>Indonesia</td>
</tr>
<tr>
<td>YANTAI INTERNATIONAL CONTAINER TERMINALS</td>
<td>Shandong, China</td>
<td>China</td>
</tr>
<tr>
<td>PAKISTAN INTERNATIONAL CONTAINER TERMINAL</td>
<td>Karachi, Pakistan</td>
<td>Pakistan</td>
</tr>
<tr>
<td>VICTORIA INTERNATIONAL CONTAINER TERMINAL</td>
<td>Melbourne, Australia</td>
<td>Australia</td>
</tr>
<tr>
<td>SOUTH PACIFIC INTERNATIONAL CONTAINER TERMINAL</td>
<td>Lae, Papua New Guinea</td>
<td>Papua New Guinea</td>
</tr>
<tr>
<td>MOTUKEA INTERNATIONAL TERMINAL</td>
<td>Port Moresby, Papua New Guinea</td>
<td>Papua New Guinea</td>
</tr>
</tbody>
</table>

### AMERICAS

<table>
<thead>
<tr>
<th>Terminal Name</th>
<th>Location</th>
<th>Country</th>
</tr>
</thead>
<tbody>
<tr>
<td>CONTECON MANZANILLO</td>
<td>Colima, Mexico</td>
<td>Mexico</td>
</tr>
<tr>
<td>PUERTO CORTES</td>
<td>Cortes, Honduras</td>
<td>Honduras</td>
</tr>
<tr>
<td>PUERTO AGUADULCE</td>
<td>Buenaventura, Colombia</td>
<td>Colombia</td>
</tr>
<tr>
<td>CONTECON GUAYAQUI</td>
<td>Guayaquil, Ecuador</td>
<td>Ecuador</td>
</tr>
<tr>
<td>TECNO SUAPE</td>
<td>Pernambuco, Brazil</td>
<td>Brazil</td>
</tr>
<tr>
<td>TECPLATA</td>
<td>Buenos Aires, Argentina</td>
<td>Argentina</td>
</tr>
<tr>
<td>TUXPAN MARITIME TERMINAL</td>
<td>Veracruz, Mexico</td>
<td>Mexico</td>
</tr>
</tbody>
</table>

### EUROPE, THE MIDDLE EAST & AFRICA

<table>
<thead>
<tr>
<th>Terminal Name</th>
<th>Location</th>
<th>Country</th>
</tr>
</thead>
<tbody>
<tr>
<td>ADRIATIC GATEWAY CONTAINER TERMINAL</td>
<td>Rijeka, Croatia</td>
<td>Croatia</td>
</tr>
<tr>
<td>BALTIC CONTAINER TERMINAL</td>
<td>Gdynia, Poland</td>
<td>Poland</td>
</tr>
<tr>
<td>BATUMI INTERNATIONAL CONTAINER TERMINAL</td>
<td>Adjara, Georgia</td>
<td>Georgia</td>
</tr>
<tr>
<td>BASRA GATEWAY TERMINAL</td>
<td>Umm Qasr, Iraq</td>
<td>Iraq</td>
</tr>
<tr>
<td>MADAGASCAR INTERNATIONAL CONTAINER TERMINAL</td>
<td>Tonnamasina, Madagascar</td>
<td>Madagascar</td>
</tr>
<tr>
<td>MATADI GATEWAY TERMINAL</td>
<td>Port Sudan, Republic of Sudan</td>
<td>Sudan</td>
</tr>
</tbody>
</table>

## ICTSI MILESTONES
ICTSI IN PROFILE

INTERNATIONAL CONTAINER TERMINAL SERVICES, INC. IS A PIONEER AND INNOVATOR IN THE ACQUISITION, DEVELOPMENT, MANAGEMENT AND OPERATION OF CONTAINER PORTS AND TERMINALS WORLDWIDE.

CORRE BUSINESS

ICTSI is focused upon the development, operation and management of common-user container terminals worldwide, particularly in strategically located gateway ports. In the majority of the facilities in which we operate, ICTSI serves as a partner of long and good standing for national governments which have sought to maximize the potential of their maritime port assets, primarily through privatization or sale.

ICTSI terminals are fully equipped to handle international containerized dry cargoes, containerized refrigerated cargoes, and non-containerized cargoes (including bulk), among others. As an independent port operating company, ICTSI is a recognized neutral global port and terminal operator that can provide equal standards of service to all shipping line clients.

In all of our operations and activities we dedicate ourselves to the achievement of the highest standards of transportation and distribution efficiency. We work ceaselessly to drive these efficiencies to continually higher levels, with the goal of continuously building customer and shareholder value.

ICTSI FACTBOOK

ICTSI FAST FACTS

CORPORATE ORGANIZATION

PARENT COMPANY
International Container Terminal Services, Inc.

WHOLLY-OWNED SUBSIDIARY
ICTSI Ltd.
Manages the ICTSI Group’s overseas operations with subsidiaries and affiliates in Asia-Pacific, the Americas, Europe and the Middle East, and Africa.

UNIQUELY QUALIFIED
Experienced in handling port operations in transitioning economies. With proven track record in improving efficiencies in newly-privatized ports. Meets shipping line clients’ needs as a neutral operator with no logistics/shipping interests.

ALLIED COMPETENCIES
- Maintenance of port equipment and entire terminal facility
- Management of tugs, pilotage, berthing
- Management of vessel traffic

BUSINESS
Development, management and operation of ports and terminals.

OPERATIONS
Marine terminals and port projects across six regional operations.

RECEIVED: [Date]
ACKNOWLEDGED: [Date]

EXPERIENCE AND EXPERTISE
Established in 1987 with headquarters in Manila, Philippines, ICTSI built a solid foundation in the port industry as it took part in the Philippine government’s first port privatization effort for the Manila International Container Terminal (MICT). At its creation, ICTSI also drew from three generations of experience of the Razon Group, one of the original incorporators of ICTSI. The Razon Group has honed nearly a century’s worth of local and global expertise in integrated cargo handling, stevedoring and allied port services.

Having been awarded the 25+25-year concession for MICT (in the 1980s, still an underdeveloped terminal), ICTSI undertook a development program that gradually remade the facility. Today, MICT is the largest and most modern container terminal in the Philippines. As the country’s premier international gateway, MICT adheres to management and operational standards that are on a par with those of global port operations leaders.

CONSOLIDATION AND EXPANSION
As we consolidated our base and flagship operations at MICT, we strengthened our specific port management expertise focused on quality of service in all key areas. When the global potential for an independent international terminal operator was recognized, we leveraged our expertise with the introduction of an aggressive international and domestic expansion program in 1994.

Through the past two decades we have proven our ability to rapidly adapt to different operating environments. ICTSI has also consistently added value to the facilities we operate, enhancing their efficiency at every level. We have built a reputation for performing beyond the expectations of central and regional government stakeholders in privatization processes in advanced, developed and emerging economies, and in doing so have established ourselves as a proven and preferred partner in privatization efforts around the world.

INTERNATIONAL OPERATIONS. GLOBAL OPPORTUNITIES.
Today, ICTSI is involved in the development, operation and management of ports and terminals in Asia-Pacific, the Americas, Europe, the Middle East and Africa — including in the world’s advanced economies.

ICTSI continues to seek port privatization opportunities and port asset sales across the globe, particularly with governments looking to divest or monetize port assets.

FINANCIAL MUSCLE
Already a leading global developer, manager and operator of container terminals, ICTSI remains active in expanding its portfolio of such facilities. Prospects for new acquisitions are being pursued across the globe. This drive is made possible by ICTSI’s strong financial position, as well as by the prudent overall management that has successfully steered the Company throughout its first 30 years of existence. Indeed, the ability to carefully navigate through seasons of crisis is a unique characteristic of the Company.

Thus, global economic and political volatility notwithstanding, both revenues generated and volumes handled have been on a growth track for the last few years. The Company’s mixed market portfolio — with operations in advanced, developing, and especially emerging market economies — ensures sound financial balance overall.

In line with the multiregional expansion plans, major fund generation programs to raise additional capital have been and are still being accomplished.

Since 1994, ICTSI shares have been listed and publicly traded in the Philippine Stock Exchange. In recent years, strategically timed initiatives such as equity placement, medium-term notes program, long-term notes issuances under the program, and bond exchange as part of a liability management exercise, were met with enthusiastic market response. In the case of the 10-year bonds (also listed in the Singapore Exchange Securities Trading or S$STO which were offered in early 2013, this enthusiasm translated into an 18-fold oversubscription for the first tranche, and 15-fold oversubscription for the second tranche.

The Company is strongly positioned to fully carry out its existing long-term port infrastructure projects, and has the financial muscle to similarly implement plans for projects it is set to acquire.

ICTSI is involved in the development, operation and management of dozens of ports and terminals in Asia-Pacific, the Americas, Europe, the Middle East and Africa.

2019
- ICTSI’s US$400 million fixed-for-life perpetual securities issued in January 2018 was cited as the “Best Corporate Bond” in the Philippines during the Asia-Pacific Capital Market Awards 2018. The transaction was cited to have “allowed ICTSI to bolster its capital management strategy by extending its funding profile to match its long-term port concessions.”

2018
- For the fifth year in a row, ICTSI was honored by Hong Kong-based financial magazine The Asset Corporate Awards in the Platinum Category as one of the elite companies in Asia that has shown All-Round Excellence in Financial Performance, Management, Corporate Governance, Social Responsibility, Environmental Responsibility and Investor Relations.

2017
- The Philippine government, through the Board of Investments of the Department of Trade and Industry, presented ICTSI the 2017 SunGard Award for Large Enterprises for the Company’s significant contributions to the country’s economic growth.

2016
- ICTSI’s US$450 million perpetual securities issue is hailed as the Philippines’ Capital Markets Deal of the Year by International Financing Review.
- ICTSI’s US$340 million tender offer and US$375 million perpetual bonds issued on 15 August 2015 is cited as the Perpetual Bond of the Year at the Corporate Finance Deals of the Year 2016 organized by World Finance.

Today, MICT is the largest and most modern container terminal in the Philippines.
In the earliest years of our operations, we had to contend with the volatile years post-EDSA Revolution. Politically, power shifts were occurring at all levels; the newly-reinstated democracy was under pressure from public demand for change, and from a restive minority in the military the overall business climate was marked by cautious optimism. On the ground, at the MCT facility where we had just secured the 25 + 25-year concession, we had to contend with the challenge of building upon a largely undeveloped terminal port which then only had two dilapidated quay cranes among its equipment.

In roughly a decade, ICTSI was able to overcome these challenges, and do so with distinction. MCT emerged as the Philippines’ premier port, the ICTSI Group gained enough traction to jumpstart local and overseas expansion, particularly with the rising trend among developed and developing economy governments to divest themselves of port assets and seek profitable partnerships with private operators.

Approaching the turn of the millennium, Asian nations struggled with the financial crisis. ICTSI’s leadership accepted an offer to buy its foreign terminals. In the course of a few years, the Company rebuilt its foreign operations, with the consequent number of new terminals surpassing the number of those that had been lost.

More recently, during the global financial crisis, ICTSI’s management drive for debt refinancing and fund-raising eventually resulted in the Company becoming one of the few in Southeast Asia to generate wealth during such a critical period. New York-based management consulting firm Stern & Stewart has cited ICTSI for this resilience.

From the initial stages of building the Company, specifically with MICT, to the early attempts at expansion, and to the current aggressive drive towards increased ports presence in both developed and developing economies across the continents, the ICTSI Group’s experience has borne clear evidence of visionary yet prudent leadership of skillful management; of the right things done and things done right, day after business day after business day.

More importantly, ICTSI’s management has accomplished this at critical junctures where one decision might drive an entire organization either towards short-term survival leading to inevitable failure, or towards growth sustainable over the long term.

These are but some of the factors that drove the privatization wave that began in the last few decades of the 20th century, and gained greater momentum globally in the 21st century. The push for privatization spread across entire industries and sectors, with transportation — particularly the ports sector — being one of the more widely affected, and largely with positive results.

ICTSI rode this wave, beginning in the Philippines in the latter half of the 1980s. The country was one of the early adopters of port privatization, and the formalization of the concession agreement between the Philippine Ports Authority (PPA) and ICTSI for the Manila International Container Terminal represented a pilot project. Within the first five years alone after the turnover, the fees that were being remitted to the government almost doubled; in time, what started out as a pilot project would be held up by the PPA itself as a classic success story of its public-private partnership initiative. The invaluable experience gained from MICT was successfully replicated in other developing markets that took the privatization track.

Of course, post-global crisis challenges remain in terms of achieving and sustaining long-term success for privatized enterprises and infrastructures. This is as true in the more established economies as it is in the emerging markets and developing countries that ICTSI has chosen to focus on.

However, regardless of the privatization model employed (sale, concession, management, etc.), ICTSI operations tend to flourish in regions where government has ensured a conducive environment, providing key elements such as clearly defined privatization objectives, transparent tender processes, comprehensive planning for pre-implementation and transitioning stages, and active monitoring of privatized entities.

In such environments, public-private partnerships in the ports sector are more likely to be win-win scenarios for port authorities, port users, nearby communities, and ultimately, entire economies.
OUR VISION, OUR COMMITMENT

OUR VISION:
LONG-TERM SHAREHOLDER VALUE
Leadership in global port management is, for ICTSI, a means to a greater end: the vision of continuously building long-term shareholder value.

The conditions of the natural environment in which we operate may be changing in many, perhaps even permanent ways; local economic and political circumstances around the globe may be in transition as well. The technologies we deploy and depend upon for much of our operations are rapidly evolving at a historically unprecedented pace.

Despite such fluctuating conditions, our vision remains fixed, nevertheless; we continue to pursue optimization of efficiency, leading to an increasingly seamless integration of transport and distribution systems, and our direct clients — and, as a consequence, those they represent and serve — also gain a competitive advantage. In the larger context, the governments of the countries in which we operate see these benefits reflected in greater job creation and economic development. Over the long-term, these gains are ultimately accrued to our shareholders.

BUILDING VALUE
ALL ACROSS THE PORT, AND BEYOND

COMMIT TO GOALS, DELIVER COMMITMENTS, EXCEED EXPECTATIONS.

This is a simple summation of how ICTSI builds value all around, as a profitable port operator, manager and developer, ensuring good returns on our shareholders' investments, and optimized port assets for our key partners.

When we develop and manage a terminal, our ultimate goal is to enhance its efficiency at every level. Efficiency metrics are inherent in all aspects of our operations. Off the berths and the yards, optimal efficiency remains of paramount importance to our administrative operations.

WE LOOK CLOSELY AT EFFICIENCY WHILE FOCUSING ON THE LARGER CONTEXT.

When we invest in a port's development — making substantial inputs in terms of facility construction (e.g. the construction of additional berths), in equipment procurement and maintenance, in human resource development, in the development and/or deployment of essential information and communications and other technologies — we do so with the overall goal of maximizing the facility's potential.

We create high-performing container terminals at the crucial cargo transition point for both inbound and outbound cargo flows. Our facilities thus serve as a key nexus in the global supply chain around the world. In turn, the sustained and increasing profitability of domestic, regional and transcontinental trade impacts directly upon the economic performance of our partners, and local and national governments. When ICTSI commits to goals and consistently delivers upon these commitments and exceeds expectations, we build value year-round, and all around.

OUR MANIFOLD COMMITMENT:
LONG-TERM, AND DAY-TO-DAY

With our clients and with the host governments of our ports, we have long-term contractual obligations, defined in measurable outputs, in time-bound deliverables.

Then there are our inherent commitments as a business organization: to provide excellent growth opportunities for our employees; to build successful, mutually rewarding businesses with our corporate partners; and to deliver equitable shareholder returns.

Last, but certainly not the least, there are the day-to-day, transaction-per-transaction commitments we uphold: to provide superior services marked by efficiency, reliability, professionalism and profitability. It is by fulfilling these goals on a daily basis that we are ultimately able, over the long term, to meet and often surpass our contractual obligations, and to honor our commitments to our employees, partners, and shareholders.
1. Victoria International Container Terminal
Melbourne, Australia
2. Aguadulce Multi-user Container Terminal
Buenaventura, Colombia
3. Baltic Container Terminal
Gdynia, Poland
4. Basra Gateway Terminal
Umm Qasr, Iraq
5. Yantai International Container Terminal
Shandong, China
6. Specialized Container Terminal - 2
Colima, Mexico

**OUR STRATEGY**

**FOCUSED & EXPANSIVE**
We are singularly focused on our core competencies: port development, operations and management. We are actively exploring new opportunities in strategically located ports, in both developed and developing economies, diversifying geographically across the world’s continents. Specifically, we seek to develop, acquire, own and operate common user container terminals in markets with superior growth and profit potential.

**OUR VALUES**

**DILIGENCE.**
We work hard, and are dedicated to performing at only one standard: the highest. Going beyond what is expected, we are determined to go the extra mile. Mediocrity and doing just enough to get by are not part of our vocabulary. Focus, punctuality and dedication are a few of these indelible attributes that ICTSI employees possess.

**COMPASSION.**
We care, we respect. We work closely together to ensure that ICTSI remains successful, and that relations with stakeholders of the port community are mutually beneficial. We work to support our families, fulfill our responsibilities, or help a neighbor in need. We value — and strive to promote — workplace harmony, recognizing the vital role that interdependence has played in ICTSI’s ongoing efforts to achieve excellence.

**ACCOUNTABILITY.**
We value our work and take responsibility for our actions. We also carry a positive attitude, believing that by working with optimism and self-fulfillment, we will produce positive results for the Company and for ourselves. ICTSI management and employees enjoy a special pride of purpose.

**GROWTH.**
Our main purpose is to grow as individuals, expand as a business, and progress as a global organization. More than simply earning a livelihood, we are motivated by pride in our organization, in our corporate mission and in ourselves. As we further improve ourselves personally and professionally, we believe that the stability and continuous growth of ICTSI will follow.

We will pursue these opportunities while we continue to:

- Maintain and consolidate our leadership position in the markets where we now operate;
- Constantly improve our current operations, with strategic investments in enhanced organizational capability and human resources, information technology, support structures, and cargo handling equipment; and;
- Develop our allied businesses.

**OUR STRATEGY, OUR VALUES**
Operating from Strength to Strength

Competition defines every industry and every business sector. Pressure from competition can be more intensely felt in markets where one is a new entrant. In the ports sector, the rise of the privatization model and its various specific structures has attracted a significant number of competing bidders from all parts of the globe, with governments in both developed as well as emerging economies presenting new opportunities for global port operators to pursue.

Since ICTSI commenced its expansion program in 1994, we have gained specialized experience in developing, managing and operating container terminals in the Philippines, Asia and other global markets. This successful track record is significant in a number of ways: demonstrating how ICTSI has been able to penetrate entirely new markets despite a variety of competing bidders; how the Company, usually working closely with a local partner, has agilely adapted to the prevailing market conditions and sociocultural environment; and more importantly, how we have been able to perform effectively, establish new benchmarks, and even achieve a leadership position.

We have accomplished this by leveraging the following strengths, as each new successful acquisition becomes not only a profitable enterprise, but also a highly instructive resource of best practices applicable to other operations all across the Group’s holdings.

Our experience in Manila and our other Philippine ports prepared us well for our eventual overseas expansion as we replicated standards developed and implemented in our Philippine operations in our later foreign acquisitions. The establishment of benchmarks, however, is a dynamic process: continuing, evolving, and constantly enriched by newer best practices in port systems and procedures that we are able to adopt or develop in all locations. We access this wealth of knowledge and ensure that, wherever applicable, we can bring such best practices into our network of operations all across the Group.

International Experience

ICTSI maintains its corporate headquarters in Manila, with regional representatives in Dubai for Europe, Middle East and Africa, and Panama City for Americas. The Manila International Container Terminal (MICT) was our first concession venture, and remains our flagship operation and benchmark terminal.

Our experience in Manila and our other Philippine ports prepared us well for our eventual overseas expansion as we replicated standards developed and implemented in our Philippine operations in our...
Efficient and top-notch port technology has always been on top of ICTSI’s priority — consistently utilizing the leading hardware and software resources in the market, and deployed them in strategic areas not only to improve our operations, but how we interact with port stakeholders and make seamless the supply chain as well. Running parallel to this is our continuing effort to develop programs in-house.

From communication to maintenance monitoring, from inventory control to billing (particularly where seamless integration with local regulatory agencies is crucial), from automated gate and yard operations, the effective use of the most appropriate technologies has remained a vital, major factor in our efficient performance, in all of our ports.

Despite a spate of adverse developments within the global port industry in recent years, ICTSI has notably remained on a growth trajectory.

Externally, what may account in part for this achievement is the Group’s diverse and balanced portfolio of port holdings, which includes facilities in developing and emerging economies, as well as operations in more advanced and developed markets. A number of our operations are in niche markets. Regardless of the location, all our ports are chosen carefully, with an eye toward prospects for profitability over the long-term.

Among the many major developments in the latter decades of the preceding century, two have a direct bearing on our long-term prospects for growth: the continuing growth of containerized trade, and the rapid growth of developing markets.

We remain focused on developing market container ports, particularly strategically located gateway or end-destination cargo ports.

In a number of our ports, we employ an all-local workforce in others, it is a mix of nationals comprising the majority, and complemented by workers from other localities or of other ethnicities. Such sociocultural diversity, combined with the regulatory policies, and even particular working conditions as dictated by the physical surroundings, all form a complex and intricate port labor environment that is to some degree unique to each port. ICTSI has a track record of skillfully handling such intricacies.

At the same time, we have sought to ensure the continuity of ICTSI’s corporate culture and system of operations across the Group. One way we have done this is through the deployment of deserving personnel to different locations. In this way, we have also helped ensure job stability and career pathing for our best employees.
GOOD GLOBAL CITIZENSHIP

As the Philippines’ leading multinational enterprise in the transportation and logistics industry, ICTSI pays heed to a multiplicity of bottom lines. ICTSI has had a long-standing adherence to corporate stewardship on one hand, and an equally long advocacy of development partnerships. Both are anchored on the value of the long view: of long-term good, across borders and generations.

ICTSI’s CSR work focuses on the youth, using a context-based approach, while also promoting environmental stewardship, community empowerment, and supporting disaster resiliency and response.

ICTSI maximizes multiple tracks for creating positive impact: Group-wide community/sectoral initiatives of the

THE ICTSI FOUNDATION: FOCUSED ON THE YOUTH

In January 2010, the ICTSI Foundation, Inc. was launched as an organization committed to supporting the youth sector in the host countries and immediate communities in which ICTSI operates. The purpose of the Foundation is to help today’s youth become effective citizens and future leaders in their respective communities.

The Foundation is keen to address both internal and physical wellbeing (through Education and Sports programs) and external and community concerns (through Social Welfare). Program areas include technology and livelihood education and opportunities, financial literacy, reading proficiency, health, and community leadership.
ICTSI is fully committed to promote the most stringent safety culture

NURTURING PEOPLE
ICTSI is committed to continuously investing in human resource development.

Key thrusts include: nurturing a dedicated staff of permanent employees; working with public sector/government partners to ensure full compliance with applicable socioeconomic laws, regulations, and policies, including those that pertain to the right to freedom of association, collective bargaining agreements, benefits, and the like; and, fostering a diverse workforce.

Group-wide, ICTSI is fully committed to promote the most stringent safety culture. Safety programs and improvements across the terminals include safety induction and training, regular safety engagements with workers, safety audits, establishment of safe working procedures based on risk assessments, and usage of safety software applications.

Aside from ensuring that all its business units are at the minimum, compliant with regulatory requirements, the ICTSI Group also continually invests in adopting other international regulations and standards pertinent to health, safety, and security, as well as the environment (HSSE). These include the International Ship and Port Facility Security (ISPS) Code, the Occupational Health and Safety Management System (OHSAS), and various standards as released by the International Standards Organization (ISO).

ICTSI’s Global HSSE Department strengthens the institutionalization of workplace health and safety management across the terminals — communicating consolidated health and safety performance data and improvement plans to Senior Management to review and support, and fostering best practices sharing.

LIVABLE PORT CITIES
Ports are often located in port cities. The responsibility to prevent, mitigate, and eradicate negative impacts of port operations is an ongoing one. For privatized ports such as the MICT, the matter is within the purview of effective public-private sector-community relationships. Constant multi-stakeholder consultations often lead to solutions ranging from more responsive government policies, to innovative business processes and procedures.

For its part, ICTSI continues to find ways to more seamlessly integrate large-scale logistics operations in such urban centers.

For new developments, the emphasis is on more sustainable design. Examples include the installment of high-efficiency plasma lighting systems that provide safe working environments, reduce the company’s carbon footprint and maintenance costs, while minimizing obtrusive lighting to surrounding communities.

For existing operations, the company is constantly exploring the redesign and increasing greening of systems and facilities.

INTERDEPENDENCE / INDEPENDENCE

One distinctive mark of the world, the industry, and all the communities in which we operate is the level of interdependence required: first to survive, and then, even more so, to thrive.

While our primary contractual obligations are to the host governments and to the shipping lines (our direct clientele), ICTSI operates in the larger context of a port community.

We recognize and respect the specific roles of these port community sectors and stakeholders: regulatory bodies and agents; business entities such as trucking companies, exporters and importers, to name a few; local residents and workers; local, regional, and national government units.

As much as we value this interdependence, we also value our independence.

ICTSI is an independent port operator. We have no vested interests in shipping line activity. Neutrality as a port operator is thus another of our distinctives: we can assure an equal standard of service to all our shipping line clients.
IN FLUX. IN TRUST.

As indispensable trade links between sea lanes and hinterland markets, container terminals are always in a state of flux; regardless of trade surges or declines, the ever-smoother flow of goods is a constant imperative. Thus, the ICTSI Group is continuously building and increasing supply chain synergies: across its operations in nations and regions, and in selected globally traded commodities.

THE PHILIPPINES: LUZON PORTS CLUSTER

In its home region, ICTSI leverages its ports sector leadership to achieve synergy right at the heart of Philippine trade: the Port of Manila, with the MICT (the country’s sole dedicated international container terminal) and the Manila North Harbor or NorthPort (the largest multi-use domestic cargo hub). The goal is to further streamline international-domestic cargo flows between the National Capital Region (NCR) and markets in Luzon, Visayas, and Mindanao.

MICT is the only Philippine port providing a multi-modal solution. This holistic freight distribution links MICT to MNHP/North Port for faster intra-terminal transfers that offer customers cost savings. In turn, the two terminals are directly linked to economic zones in Laguna (via a future rail and Laguna Gateway Inland Container Terminal or LGICT) and Cavite (via Cavite Gateway Terminal or CGT). These links offer additional cost and time savings, and further decong Mega Manila’s road networks, building on gains from the implementation of the MICT Terminal Appointment Booking System (TABS) and its broad-based reforms.

ICTSI’s Subic Port (SBITC), the mega-logistics hub serving central and northern Luzon, has a One-Stop-Shop for seamless transactions: customers can now toggle between counters to address Bureau of Customs (BOC) and Subic Bay Metropolitan Authority (SBMA) requirements. SBITC’s Container Freight Station (CFS) is the region’s first and only on-dock warehouse, serving as Regional Distribution Center (RDC) for the growing E & M-commerce direct-to-customer model, for last mile fulfillment and last mile logistics.

South of Manila, MICT serves Mega Manila and CALABARZON (the Cavite, Laguna, Batangas, Rizal, and Quezon provinces).
From its Calamba, Laguna location, Laguna Gateway Inland Container Terminal or LGICT, the country’s first one-stop inland container depot, supports the continuous growth of industrial zones within 5 to 30 km radius in Laguna and Batangas (where the Bauan International Port serves the automotive industry in one of the ASEAN’s strongest-performing auto sales markets). With time-sensitive transport of fast-moving goods, port-to-port customer service and ultimately, seamless cargo transfer, LGICT proactively offers enhanced logistics to benefit customers beyond shipping laden and empty container storage, OCF (Off-Dock Customs Facility) transfers, CFS & Warehouse and future freight train connectivity.

The Bauan International Port (BIP) facilitates roll-on, roll-off, and project cargo in Batangas. In particular, it serves the automotive industry in the Philippines, one of the ASEAN’s strongest-performing auto sales markets. The BIP has a One-Stop Shop (hosting BOC and PPA satellite offices), dedicated vehicle storage facilities onsite, and will eventually offer even faster transport advantages with the completion of planned Batangas City-Bauan Toll Road Project.

ICTSI maximizing opportunities for strategic investments in maritime connectivity (for faster freight turnarounds, while decongesting roads), offers CGT, the country’s first container roll-on roll-off barge terminal in Tanza, Cavite. Facilitating seaborne transport between MICT and Cavite, CGT improves port accessibility to support Cavite’s economic zones (being only 12 kms away from Cavite Export Processing Zone, and 12 kms from First Cavite Industrial Estate), and enables cargo owners to save on costs and have quicker truck turnaround times.

ICTSI actively explores different avenues for amplifying synergy in its other operations. In Mexico — one of six major Latin American economies with ICTSI ports — plans are underway to consolidate operations in the Manzanillo and Tuxpan ports, and expand import/export services through the Pacific and Atlantic seaboards.

At the Adriatic Gate Container Terminal in Rijeka, Croatia’s largest port, growing wood exports triggered freight transport innovation: an intermodal service connecting MICT via rail to one of the country’s largest wood producers. From the Rijeka port, the wood products are exported to North Africa, Middle East, India and the Far East region via sea.

**SUPPLY CHAIN SYNERGIES FOR SELECTED COMMODITIES**

A number of ICTSI terminals offer specialized expertise in handling selected products from a leading global or regional supplier.

In the global banana trade, leading producers such as Ecuador and the Philippines utilize ICTSI ports. Contecor Guayaquil is Ecuador’s first and only terminal able to serve two mega vessels simultaneously. CGS is equipped to facilitate Ecuador’s top exports, with a 3.627-plug reefer facility, and dedicated storage and consolidation areas for bananas. In the Philippines, Asia’s largest banana exporter, ICTSI’s Sasa Wharf and Hijo International Port in Mindanao support this trade.

As one of the world’s top oil exporters, Iraq counts its Basra oilfields as some of the most important for the country. ICTSI’s Basra Gateway Terminal made a crucial diversification in early 2018, supporting the oil and gas sector market, offering complex and/or heavy-duty handling of project cargo typically used in the exploration, development, and production phases of the onshore oil fields. These include steel pipes, Oil Country Tubular Goods (OCTG) pipes, land rigs, and various equipment — such as a shipment of transformers that each weighed 139 tons, the heaviest ever pieces of cargo to transit through the BGT storage area.

In Africa, ICTSI’s Madagascar International Container Terminal is not only the island-nation’s main container port, it is also a vital gateway in the global vanilla supply chain, with Madagascar as an acknowledged vanilla bean export leader.

In the Asia-Oceania region, two important producers — Gen. Santos City (Philippines) and Lao (Papua New Guinea) — utilize ICTSI ports for exports of fresh and processed tuna.

**BEYOND HANDLING: HOLDING IN TRUST**

Our clients — from South Cotabato to Colombia, from Makar to Madagascar, from Yantai to Melbourne, and elsewhere around the globe — trust us to handle their cargo with the utmost care. This is the case whether during a loading or unloading process, as we meet the precise temperature requirements of refrigerated cargo, or as we ensure that the cargo is released only to authorized trucking personnel.

Beyond the transactional, box-handling context, the stability of our business is equally founded on trust. Every port we acquire, particularly within the lessee-lesser agreements with our partner governments, is an asset that we are holding in trust. We are expected to invest in its current and continuing performance and profitability. And we are expected to drive towards ever-increasing synergy — for facilitating trade growth, and ultimately, development.
ICTSI MILESTONES

1987: Founded and takes over MCT operations; sets benchmark for future container terminal infrastructure, technology and processes.

1988: Completes 1st major infrastructure (MCT Berth 1) ahead of schedule.

1992: Serves "one of the world's 20 Best Small Foreign Companies" (Forbes).

1997: Subsidiary Bosan International Port, Inc. (BIP), begins work on Bosan Terminal (now the country's top built-up container port).


2000: Co-receives Best Port Project (Forbes Asia). Cited as one of the world's 100 Best Under a Billion companies in 2000 (Forbes Global).

2001: Wins bid and takes over joint venture (TVS) concession.


2003: Wins 34-year concession for the 2nd Specialized Container Terminal in Mexico's Port of La Plata (Argentina).


2005: Signs 20-year concession for greenfield project in Latin America's Port of Buenaventura.

2006: Wins 20-year concession for greenfield project in Latin America's Port of Buenaventura.

2007: For Bronze Sponsorship Award (ICTSI Far East Pte. Ltd. purchases OPEX shares of ICTSI Makkah Terminal Services (Makassar Container Terminal joint operation)).


Image 2: Named "one of the world's 10 Best under a Billion" companies in 2000 (Forbes Global).

Image 3: Ranked 8th in best-managed companies in 2003 (Euromoney).

Image 4: Listed in Stern Stewart & Partners' "Forbes Asia's 200 Best Small Foreign Companies."

Image 5: Included as the only Philippine company in Forbes Asia's "Asia's 200 Best Under A Billion Companies."

Image 6: Cited in UNCTAD World Investment Report as the only Philippine firm among top infrastructure-transnational (i.e. in foreign assets) in developing transition economies.
ICTSI IN PROFILE

ICTSI MILESTONES

- MICT is the 1st Philippine port in the Megaports Initiative (an internationally commissioned by US and Philippine governments) to secure stronger security features.
- Enters Croatian market, investing in Atlantic Gate Container Terminal (AGTC)’s 30-year concession to operate and develop Rezeva Container Terminal in Rijeka.
- ICTSI US$600 million bond issuance in the Best Corporate Bond in the Philippines (The Asia Times) and the Philippine Capital Market Deal of the Year (IFR Asia).
- Acquires full ownership of Comercial y Terminal de Contenedores (CTC) in Tampico, Mexico.
- Partners with TransOceanic diversified Group and Nippon Terminal joint operation to revive the dry port in Motukea, Port Moresby in the Papua New Guinea: Motukea International Container Terminal at the Port of Lae.
- ICTSI signs 25-year terminal operations agreement with St. Helier Port Co. Limited in September for the acquisition of one new port in Port St. Helier, Jersey International Port (PSJIP) and the South Pacific International Container Terminal at the Port of Tauranga.
- ICTSI marks its 30th year during Country Awards 2018. The Asset, Singapore, ICTSI acquires shares in Manila North Harbor Philippines Inc. (MNHPI), leading the domestic concession at the Manila North Harbor Terminal (NorthPort). The transaction allows ICTSI to contribute its experience, expertise and state-of-the-art technology and infrastructure to the country’s premier domestic terminal and improve the traffic condition in Metro Manila.
- In October, the Philippine government, through the Board of Investment of the Department of Trade and Industry, presents to ICTSI the 2017 Grandinvestment Award for Large Enterprises for the latter’s significant contribution to the country’s economic growth.
- ICTSI marks 25th anniversary.
- MICT handles 18.6 million TEUs (since 1988).
- Corporate Governance Asia confers Asian Best Investor Relations (Asia’s best Investor Relations) to ICTSI (2011) is hailed “Philippine Capital Market Deal of the Year” (IFR Asia), “Philippine Deal of the Year” (Euromoney). 1st in the publication’s Best Corporate Bond of the Year (IFR Asia).
- Launches US$1.5 billion Medium Term Note Program.
- Wins bid for the Specialized Container and General Cargo Terminal in Puerto Cortes (Honduras).
- ICTSI inaugurates first phase of Basra Gateway Terminal (NorthPort).
- ICTSI acquires share in Manila North Harbor Philippines Inc. (MNHPI), leading the domestic concession at the Manila North Harbor Terminal (NorthPort). The transaction allows ICTSI to contribute its experience, expertise and state-of-the-art technology and infrastructure to the country’s premier domestic terminal and improve the traffic condition in Metro Manila.
- In October, the Philippine government, through the Board of Investment of the Department of Trade and Industry, presents to ICTSI the 2017 Grandinvestment Award for Large Enterprises for the latter’s significant contribution to the country’s economic growth.

ICTSI HITS 2 MILLION TEUs

- ICTSI acquires share in Manila North Harbor Philippines Inc. (MNHPI), leading the domestic concession at the Manila North Harbor Terminal (NorthPort). The transaction allows ICTSI to contribute its experience, expertise and state-of-the-art technology and infrastructure to the country’s premier domestic terminal and improve the traffic condition in Metro Manila.
- In October, the Philippine government, through the Board of Investment of the Department of Trade and Industry, presents to ICTSI the 2017 Grandinvestment Award for Large Enterprises for the latter’s significant contribution to the country’s economic growth.

25 YEARS RISING FROM CREST TO CREST

- US$200 million hybrid issue (2011) is hailed “Philippine Capital Market Deal of the Year” (IFR Asia), “Philippine Deal of the Year” (Euromoney). 1st in the publication’s Best Corporate Bond of the Year (IFR Asia).
- Acquires 35.5% stake in TMT in Tuxpan., Mexico.
- ICTSI signs a 30-year concession agreement with the Sea Ports Corporation of Sudan (SPC) to operate, manage and develop the Africa Gateway Terminal (AfGT) at Port Sudan, Republic of Sudan.
- ICTSI opens the new Cascais Gateway Terminal (CGT) into the Philippine first container roll-on/roll-off large terminal in Tanza town, allowing trans-shipment of cargo from the Manila port to Cascais via barges, a more cost to reduce congestion through fewer trucks on roads.
- ICTSI marks its 30th year during Country Awards 2018. The Asset, Singapore, ICTSI acquires shares in Manila North Harbor Philippines Inc. (MNHPI), leading the domestic concession at the Manila North Harbor Terminal (NorthPort). The transaction allows ICTSI to contribute its experience, expertise and state-of-the-art technology and infrastructure to the country’s premier domestic terminal and improve the traffic condition in Metro Manila.
- In October, the Philippine government, through the Board of Investment of the Department of Trade and Industry, presents to ICTSI the 2017 Grandinvestment Award for Large Enterprises for the latter’s significant contribution to the country’s economic growth.

ICTSI FACTBOOK
Established in 1987 and headquartered in the Philippines, ICTSI has built a solid local and international portfolio of successful port privatization partnerships with governments.

In 2014, World Finance, the United Kingdom-based leading financial magazine, conferred on ICTSI the “Sponsor of the Year Award,” acclaiming the company’s “exceptional work in sponsoring a wide variety of deals.” Of the operations detailed in this Factbook, eight were highlighted in the World Finance Best Project Finance Index: a compilation of 17 of the most impressive infrastructure projects and deals in the world.
ASIA PACIFIC

International Container Terminal Services, Inc.
ICTSI Administration Building, Manilla International Container Terminal
MICT South Access Road, Port of Manila, Manilla 1012, Philippines
(+63 2) 245 4101 (+63 2) 245 2245
info@ictsi.com
www.ictsi.com www.mictweb.com

The country’s largest and most advanced international container terminal with operational efficiencies at par with the best terminals in the world.

Located at the heart of the Philippine capital, MICT is one of the three terminals in the Port of Manila (the core of the country’s port system). Situated between the North and the South Harbors, MICT protrudes westward into the Manila Bay at the mouth of the Pasig River, the city’s major waterway.

FEATURES

1. Administration Building
2. Pre-Gate Area
3. Central Gate
4. Marshaling Yard
5. Maintenance Building
6. East Gate Weigh Bridge
7. West Gate Weigh Bridge
8. Container Yard
9. Berth 6/7
10. Berths 8/9/10*

* Future development

HIGHLIGHTS

- START OF COMMERCIAL OPERATIONS: 1988
- CONCESSION PERIOD: 25 + 25 years
- REGULATORY AUTHORITY: Philippine Ports Authority

INFRASTRUCTURE & FACILITIES

- TERMINAL AREA: 94.8 ha
- ANNUAL CAPACITY: 11.6 million TEUs
- CONTAINER YARD: 50 ha
- CONTAINER FREIGHT STATIONS: 2.88 ha
- BERTH LENGTH: 1,700 m
- BERTHING POSITIONS: 6
- BERTH DEPTH (along side): 13.5 m
- REEFER STACK: 1,534
- TRUCK HOLDING AREA: 4 ha

EQUIPMENT

<table>
<thead>
<tr>
<th>CONTAINERS HANDLING</th>
<th></th>
</tr>
</thead>
<tbody>
<tr>
<td>QUAY CRANES</td>
<td>16</td>
</tr>
<tr>
<td>RUBBER-TIRED GANTRY CRANES</td>
<td>45</td>
</tr>
<tr>
<td>REACH STACKERS</td>
<td>7</td>
</tr>
<tr>
<td>SIDE LIFTERS</td>
<td>9</td>
</tr>
<tr>
<td>PRIME MOVERS</td>
<td>96</td>
</tr>
</tbody>
</table>

MANILA INTERNATIONAL CONTAINER TERMINAL
MANILA, PHILIPPINES

The Manila-Acapulco galleon trade of the 16th to 19th centuries is part of the city’s rich heritage as an interregional and international trade hub. Today, from the vibrant magnificence to international markets, MICT supports high-value export champions, including some of the world’s most coveted furniture masterpieces from Philippine design houses.
NorthPort, which caters majority of domestic cargo trade in Manila, has a total quay length of 5,758.37 meters and can accommodate all types of inter-island vessels.

**MANILA NORTH HARBOR (NORTHPORT)**

**MANILA, PHILIPPINES**

The Philippines’ domestic gateway linking Metro Manila to the archipelago with passenger, inter-island and container handling facilities.

**HIGHLIGHTS**

- **START OF COMMERCIAL OPERATIONS:** 2010
- **CONCESSION PERIOD:** 25 years
- **REGULATOR:** Philippine Ports Authority

**INFRASTRUCTURE & FACILITIES**

<table>
<thead>
<tr>
<th>TERMINAL AREA</th>
<th>81.4ha</th>
</tr>
</thead>
<tbody>
<tr>
<td><strong>ANNUAL CAPACITY</strong></td>
<td>2.2 million TEUs</td>
</tr>
<tr>
<td><strong>TEU GROUND SLOTS</strong></td>
<td>6,920</td>
</tr>
<tr>
<td><strong>BERTH + NUMBER OF Berthing POSITIONS</strong></td>
<td>41</td>
</tr>
<tr>
<td><strong>BERTH + LENGTH</strong></td>
<td>3,919.52m</td>
</tr>
</tbody>
</table>

**EQUIPMENT**

- **QUAY CRANES**
- **RUBBER-TIRED QUAY CRANES**
- **REACH STACKERS**
- **EMPTY HANDLERS**
- **PRIME MOVER (HD-4X2)**
- **YARD TRACTORS**
- **TRAILERS**
- **PROLIFERANDER**

With international and domestic operations in the Port of Manila synergized, external trucks can now conduct inter-terminal transfers between MICT and NorthPort more efficiently for seamless trade movement and sustainable operations within Manila port city communities.

**SUBIC BAY INTERNATIONAL TERMINAL**

**ZAMBALES, PHILIPPINES**

Located within the Subic Bay Freeport Zone, SBITC is directly connected to world-class superhighways, while its strategic location along major sea lanes makes it easily accessible to regional markets and international shipping ports.

**HIGHLIGHTS**

- **START OF COMMERCIAL OPERATIONS:** 2007 (NCT-1)
- **2011 (NCT-2)**
- **CONCESSION PERIOD:** 25 years
- **REGULATOR:** Subic Bay Metropolitan Authority

**INFRASTRUCTURE & FACILITIES**

<table>
<thead>
<tr>
<th>TERMINAL AREA</th>
<th>26.32ha</th>
</tr>
</thead>
<tbody>
<tr>
<td><strong>ANNUAL CAPACITY</strong></td>
<td>600,000 TEUs</td>
</tr>
<tr>
<td><strong>CONTEAINER YARD STORAG AREA</strong></td>
<td>11.14ha</td>
</tr>
<tr>
<td><strong>CONTAINER YARD REEFER STATIONS</strong></td>
<td>240 units at 440v</td>
</tr>
<tr>
<td><strong>BERTH + LENGTH OF QUAY</strong></td>
<td>560m</td>
</tr>
<tr>
<td><strong>BERTH + NUMBER OF Berthing POSITIONS</strong></td>
<td>2</td>
</tr>
<tr>
<td><strong>BERTH + CONTROLLING DEPTH</strong></td>
<td>13.7m</td>
</tr>
<tr>
<td><strong>GATES</strong></td>
<td>12</td>
</tr>
<tr>
<td><strong>POWER STATIONS</strong></td>
<td>2</td>
</tr>
</tbody>
</table>

Subic Freeport is the gateway to northern and central Luzon, serving the Subic and Clark free ports and economic zones, and the hinterlands of Pampanga, Bataan, Tarlac and La Union.

Hurdling the Mt. Pinatubo eruption and transforming a military base into a Freeport Zone, Subic now hosts scuba tourism, a shipyard, and one of the country’s most technologically advanced ports. SBITC, for the global fashion bags logistics chain, SBITC. For the global fashion bags logistics chain, SBITC helps bring these upscale products to runways/retailers on schedule.
LAGUNA GATEWAY INLAND CONTAINER TERMINAL  
CALAMBA, PHILIPPINES

The country’s first dry port brings the Port of Manila closer to Laguna, Batangas, Rizal and Quezon economic zones.

**INFRASTRUCTURE & FACILITIES**

- **TERMINAL AREA**: 21 ha
- **ANNUAL CAPACITY**: 250,000 TEUs

**EQUIPMENT**

- Rubber-tired gantry cranes
- Reach Stackers
- High Lifters
- Prime Movers

**HIGHLIGHTS**

- **START OF COMMERCIAL OPERATIONS**: 2015
- **REGULATOR**: Bureau of Customs

Laguna Gateway Inland Container Terminal (LGICT)
San Cristobal, Calamba City, Laguna 4027, Philippines
+632 917 852 2146  
lgict.csg@lagunagateway.ph

LGICT is at the heart of the region. The region hosts major industrial parks and economic zones. The dry port offers viable logistics options to these locators and other businesses, and supports the Port of Manila’s growing volumes.

LAGUNA GATEWAY INLAND CONTAINER TERMINAL

At 58 kilometers south of Metro Manila, LGICT is at the heart of Southern Tagalog’s CALABARZON region. The second contributor to national gross domestic product (17 percent), the region hosts major industrial parks and economic zones. The dry port offers viable logistics options to these locators and other businesses, and supports the Port of Manila’s growing volumes.

CAVITE GATEWAY TERMINAL  
TANZA, PHILIPPINES

Cavite offers proximity to Metro Manila, and an extensive coastline encompassing Cavite City, Bacoor, and CGT host Tanza, a first-class municipality accessible by land and sea (via a 10-plus kilometer coastline). Effectively bypassing limited road access for cargo transport, CGT helps draw more investments in Cavite economic zones and urban centers.

**INFRASTRUCTURE & FACILITIES**

- **TERMINAL AREA**: 6 ha
- **ANNUAL CAPACITY**: 115,000 TEUs

**EQUIPMENT**

- Reach Stackers
- Empty Palletisers
- Prime Movers
- Forklifts

**HIGHLIGHTS**

- **START OF COMMERCIAL OPERATIONS**: 2017
- **REGULATOR**: Philippine Ports Authority

Cavite Gateway Terminal (CGT)
Capasina East, A. Soriano Highway, Tanza 4108, Cavite, Philippines
rsilvestre@ictsi.com

CGT offers faster, cost-effective maritime links to Cavite locators, whose outputs include top electronic exports (e.g., auto and audio parts), garments, toys and packaging materials.
BAUAN INTERNATIONAL PORT

BAUAN, BATANGAS, PHILIPPINES

The Bauan port is a roll-on/roll-off and project cargo terminal serving the region’s automobile and construction industries.

An agro-industrial hub, Bauan is a first-class municipality in Batangas province. Bauan, in turn, is one of five provinces that comprise the CALABARZON region, the Philippines’ automotive hub. For instance, shipment from the Philippine assemblers of Japanese car makers Toyota and Honda pass through the Bauan port.

The Bauan terminal is approximately 120 kilometers south of Manila and nine kilometers west of Batangas City. Facing the Batangas Bay, the terminal is within a natural cove, and is protected from adverse weather conditions by several islands, which are clearly visible from the bay. The terminal supports cargo movements in and out of the Calo-Laguna-Batangas-Rizal-Quezon area (CALABARZON).

Features

- Various heavy-lift cranes (up to 250 ton)
- Rubber-tired forklifts
- Portable tower lights
- Service road
- Paved area
- Transit shed

HIGHLIGHTS

- Various lifting gear for breakbulk, heavy lifts and project cargoes
- Portable tower lights
- Truck scale
- Back-up power supply

INFRASTRUCTURE & FACILITIES

- Terminal area: 20 ha
- Pre-delivery inspection compound for warehouse storage: 0.331 ha
- Container storage: 0.08 ha
- One Stop Shops: Headquarters, satellite offices of Bureau of Customs and Philippine Ports Authority
- Berthing positions: 2
- Berth length: 240 m
- Berth depth: 10 m
- Open storage: 1.5 ha

STORAGE + PAKED AREA: 0.9 ha
STORAGE + UNPAVED AREA: 0.50 ha
STORAGE + FOR FUTURE DEVELOPMENT: 3.4 ha
CAR COMPRESSOR + AREA: 7.04 ha
CAR COMPRESSOR + CAPACITY: 4,200 cfm
TRUCK SCALE: 100 ton
BACK-UP POWER SUPPLY: 75 KVA

The Philippines owes a good deal of its stature—as one of the world’s leading producers of bananas—to the excellent natural conditions of the Mindanao region. Included here is Davao province, where the Sasa Wharf is located. Among other commodities, Davao grows bananas intended for export markets, especially Asia, pass through this port.

SASA WHARF

DAVAO CITY, PHILIPPINES

Sasa Wharf is situated on the southeastern coast of Mindanao Island, and is bounded on the east by the islands of Samal and Talikod along the Pakiputan Strait of Davao Gulf.

Features

- Various heavy-lift cranes
- Rubber-tired gantry cranes
- Reach stackers
- Stackers
- Reachstackers
- Spreader
- Forklifts
- Reelers
- Reefers
- Power stations
- Transit shed
- Passenger terminal
- Weigh bridge

HIGHLIGHTS

- Various lifting gear for breakbulk, heavy lifts and project cargoes
- Portable tower lights
- Truck scale
- Back-up power supply

INFRASTRUCTURE & FACILITIES

- Terminal area: 16.75 ha
- Container yard (full container yard): 3.3 ha
- Berth + length of quay: 980 m
- Berth + number of berthing positions: 10
- Berth + controlling depth: 113 m
- Storage area: 16.06 ha
- Warehouse area: 0.6 ha

Mindanao’s largest port; serves the island’s southeastern agro-industrial provinces and handles banana, a top export of the country.
The Philippines’ renowned biodiversity is true for its land-based and aquatic faunas (both freshwater and saltwater species). In the Mindanao region, Gen. Santos City, which hosts the Makar Wharf in the Port of General Santos, has emerged as the Philippines’ so-called “Tuna Capital.”

Makar Wharf is well-positioned to facilitate trade as the Philippines’ southernmost international gateway, which hosts the Makar Wharf in the Port of General Santos, General Santos City, as the Philippines’ so-called “Tuna Capital.”

At the heart of Sarangani Bay in Mindanao’s southern coast is Makar Wharf in the Port of General Santos. It serves as the gateway to the national and international markets of agricultural and marine products from South Cotabato, Cotabato, Sultan Kudarat, Sarangani, General Santos City, the nearby Davao del Sur and North Cotabato.

The Makar Wharf is located within the Phividec Industrial Estate at Tagoloan, Misamis Oriental, which is approximately 20 kilometers from Cagayan de Oro.

MCT is helping reinforce the Philippines’ powerhouse agro-industrial sectors in Northern Mindanao, as well as the country’s reputation as a leader in the international fresh and canned pineapple trade. MCT is fully equipped to handle the complexities of pineapple product logistics—particularly the fresh fruit which are pressure-sensitive—at keeping with strict standards of markets such as the US, Asia, and the Middle East.

MCT is the trading gateway of Phividec Industrial Estate and northern Mindanao.
The Hijo International Port is located inside the Hijo Estate in Tagum City. Long known as a banana plantation, the estate is now being transformed into an expansive planned township. The mixed-use estate includes a modern port, an agro-industrial zone, and recreational areas. Recently, the estate has increased its coconut production.

**KEY INFRASTRUCTURE & FACILITIES**

**TERMINAL AREA (full development)**

- 54 ha
- 1,770 TEUs
- 2 million TEUs
- 2
- 2,120 m
- 270 m
- 13 m
- 192 units

**EQUIPMENT**

- Mobile Harbor
- 1
- Empty Handlers (interim operations)
- 1
- AutoTwist Spreader
- 4
- Forklifts
- 3

**HIGHLIGHTS**

- START OF COMMERCIAL OPERATIONS: 2014
- REGULATOR: Philippine Ports Authority

**FEATURES**

- Supports the region’s agricultural and coconut exports, as well as its industrial products.

---

**HIJO INTERNATIONAL PORT**

**TAGUM CITY, PHILIPPINES**

---

**LOCATION**

- LATITUDE: 7° 21’ 49” N
- LONGITUDE: 125° 49’ 09” E

---

**PT PBM Olae Jasa Andal (OJA)**

Graha Kinoa, 7th Fl., Suite 701, Jl. Yos Sudarso No. 88
Jakarta Utara 14230, Indonesia

+62 21 6531 4710
+62 21 6531 4711
info@oja.co.id

**TANJUNG PRIOK**

**BERTHS 300-303**

**JAKARTA, INDONESIA**

---

**LOCATION**

- LATITUDE: 6° 5’ 60” N
- LONGITUDE: 105° 52’ 60” E

---

**EQUIPMENT**

- Quay Cranes (Panamax)
- 4
- Quay Cranes (Post Panamax)
- 3
- Rubber-Tired Gantry Cranes
- 2
- Rail-Mounted Gantry Cranes
- 5
- Ladin Reach Stackers
- 8
- Forklift (5 TON)
- 1
- Prime Movers
- 30
- Chasis
- 30

---

**HIGHLIGHTS**

- START OF COMMERCIAL OPERATIONS: 2002
- CONCESSION PERIOD: 15 years (Cooperation Agreement for Containers Stevedoring Services)
- REGULATOR: PT. Peabuhan Indonesia II

---

**FEATURES**

- Berths 300A-300X provides the highest level of cargo-handling and stevedoring services to Indonesia’s largest and most advanced seaport.

---

**KEY INFRASTRUCTURE & FACILITIES**

- TERMINAL AREA: 8.2 ha
- CONTAINER YARD: 5.86 ha
- STORAGE CAPACITY: 4,691 TEU
- BERTH LENGTH: 600 m
- BERTHING POSITIONS: 3
- CONTROLLING DEPTHS: 11-12 m
- REEFER FACILITY: 140
- GATES: 2 lanes
- WEIGHTING SCALE: 1

---

**FEATURES**

- The Port of Tanjung Priok is located in Tanjung Priok and Kapa, which are both sub-districts of North Jakarta. The terminal is surrounded by different means of transport—to the east is the Laxamana Yos Sudarso Tollway and the Kali Sunter Canal; the Jakarta Soekarno-Hatta International Airport to the west; and the Jakarta Bay to its north.
MAKASSAR
CONTAINER TERMINAL
SOUTH SULAWESI, INDONESIA

Makassar is the Indonesian gateway to South Sulawesi and eastern Indonesia, and facilitates the country’s nickel and cocoa trade.

LOCATION
LATITUDE 5° 8’ N
LONGITUDE 119° 25’ E

PT Makassar Terminal Services (MTS)
Jalan Berekempangan 78, Makassar, Sulawesi Selatan, Indonesia
+62411 363 1774 +62411 363 2808 info@ptmts.co.id

HIGHLIGHTS
START OF COMMERCIAL OPERATIONS 2002
CONCESSION PERIOD 15 years
REGULATOR PT Pelabuhan Indonesia IV

KEY INFRASTRUCTURE & FACILITIES

| TERMINAL AREA (Developed) | 12.4ha |
| CONTAINER YARD | 11.4ha |
| CONTAINER FREIGHT STATION | 0.4ha |
| ANNUAL CAPACITY | 500,000 TEUs |
| BERTH LENGTH | 850m |
| NUMBER OF BERTHS | 6 |
| CONTROLLING DEPTH | 11m |
| REEFER PLUGS | 36 |

EQUIPMENT

| QUAY CRANES | 2 |
| RUBBER TIRED GANTRY CRANES | 3 |
| REACH STACKERS | 2 |
| TRUCK HEADS | 9 |
| CHASSIS | 10 |
| FORKLIFTS (3-TON) | 57 |

TERMINAL FEATURES

Makassar is southern Sulawesi’s major port, with regular domestic and international shipping connections. It serves as a commercial center and transshipment point for goods being transported to and from the eastern Indonesian islands. The port city is located at the southwest coast of the island of Sulawesi facing the Makassar Strait.

YANTAI
INTERNATIONAL CONTAINER TERMINALS
SHANDONG, CHINA

Yantai is at the eastern tip of the Shandong peninsula, bordering the Yellow Sea and Bohai Bay. The port area consists of five parts: Zhifu Bay, Western Port, Penglei Port, Longkou Port and Shougang Port. The port lies across the heavily industrial base in northern China, as well as South Korea and Japan. The terminal primarily handles containerized cargo. It also handles re-ro cargo, bulk and break bulk cargo.

LOCATION
LATITUDE 37° 34’ 54” N
LONGITUDE 121° 22’ 48” E

Yantai International Container Terminals Ltd. (YICTL)
158 Gangwan Dadao, Yantai 264000 Shandong, China
+86 0 535 674 0866 +86 0535 674 5556 service@ictsiyantai.com www.ictsiyantai.com

HIGHLIGHTS
START OF COMMERCIAL OPERATIONS 2014
CONCESSION PERIOD 29 years
REGULATOR Yantai Port Group Ltd.

KEY INFRASTRUCTURE & FACILITIES

| TERMINAL AREA | 76.6ha |
| BERTH LENGTH (Berth 61-62) | 700m |
| NUMBER OF BERTHS (Berth 61-62) | 2 |
| CONTROLLING DEPTH (Berth 61-62) | 14m |
| BERTH LENGTH (Berth 51-52) | 600m |
| NUMBER OF BERTHS (Berth 51-52) | 2 |
| CONTROLLING DEPTH (Berth 51-52) | 17m |

EQUIPMENT

| QUAY CRANES | 7 |
| RAIL-MOUNTED GANTRY CRANES | 20 |
| RUBBER TIRED GANTRY CRANES | 3 |
| REACH STACKERS | 5 |
| SIDE LIFTERS | 1 |
| FORKLIFTS | 14 |
| TRUCK HEADS | 17 |
| CHASSIS | 31 |

FEATURES

With road and rail networks linking Shandong province to China’s 21st Century Maritime Silk Road Initiative.

Shandong is one of China’s powerhouse regions, with manufacturing and agriculture helping push economic growth. YICT’s international-standard operations support the province’s vegetable and fruit trade; the port is committed to first-rate handling of fresh produce, such as Yantai apples for export.
**PAKISTAN INTERNATIONAL CONTAINER TERMINAL**

**Karachi, Pakistan**

PICT is part of the larger Karachi Port in the country’s largest metropolitan city, and capital of Sindh province. Hosting the nation’s main seaport and financial district, Karachi is a major export centre of cement, machinery, chemicals, and textiles. PICT’s enhanced productivity, technology, and standards help preserve the top-rate competitiveness of another Pakistani export: pure, extra-long grain aromatic Basmati rice.

PICT is located at the east wharf of the karachi Port – located between the towns of Keamari and Saddar, and close to the main business district and several industrial areas. It lies on a strategic point along the 600-mile long coastline which stretches from the straits of Hormuz to the border with India: an ideal location close to major shipping routes such as the Straits of Hormuz.

**FEATURES**

- The preferred terminal for Indian subcontinent trade routes, PICT has excellent connections to Central Asia, Afghanistan, and Western China hinterlands.
- **HIGHLIGHTS**
  - **START OF COMMERCIAL OPERATIONS:** 2002
  - **CONCESSION PERIOD:** 21 years
  - **REGULATOR:** Karachi Port Trust

**INFRASTRUCTURE & FACILITIES**

- **TERMINAL AREA:** 21 ha
- **ANNUAL CAPACITY:** 750,000 TEUs
- **YARD CAPACITY:** 13,000 TEUs
- **BERTH LENGTH:** 600 m
- **NUMBER OF BERTHS:** 4
- **CONTROLLING DEPTH (along side):** 13 m
- **REEFER PLUGS:** 450
- **CHECK-IN GATES:** 8 lanes
- **POWER STATION:** 12,5 MW

**EQUIPMENT**

- **QUAY CRANES:** 6
- **REACH STACKERS:** 12
- **EMPTY HANDLERS:** 3
- **FORKLIFTS:** 12
- **PHONE MACHINES (12-24 TEU):** 30
- **TWILERS:** 97

Victoria International Container Terminal Ltd. (VICT) is the only port in Australia capable of servicing the largest existing and next-class vessels on trade.

**VICTORIA INTERNATIONAL CONTAINER TERMINAL**

**MELBOURNE, AUSTRALIA**

Webb Dock East is located in the Port of Melbourne, one of Australia’s largest container and general cargo ports, handling over one-third of its containerized trade. The newly-built, world class container terminal, VICT, is the only port in Melbourne allowing unrestricted navigation and berthing, while delivering a leading global standard in design, innovation and operations.

**FEATURES**

- **HIGHLIGHTS**
  - **START OF COMMERCIAL OPERATIONS:** 2017
  - **CONCESSION PERIOD:** 26 years
  - **REGULATOR:** Port of Melbourne Corp.

**INFRASTRUCTURE & FACILITIES**

- **TERMINAL AREA:** 35.4 ha
- **ANNUAL CAPACITY (phase 1 & 2):** 1 Million+ TEUs
- **ANNUAL CAPACITY:** 1.8 Million TEUs
- **YARD BLOCKS:** 10
- **BERTH LENGTH:** 664 m
- **BERTHING POSITIONS:** 2
- **REEFER PLUGS:** 945

**EQUIPMENT**

- **QUAY CRANES:** 5
- **AUTOMATED CONTAINER CARRIERS:** 11
- **AUTOMATED STACKING CARRIERS:** 20

**LOCATION**

- **LATITUDE:** 37° 50’ 46.48” S
- **LONGITUDE:** 144° 54’ 47.35” E

**FEATURES**

- **INFRASTRUCTURE & FACILITIES**
  - **TERMINAL AREA:** 35.4 ha
  - **ANNUAL CAPACITY:** 1 Million+ TEUs
  - **ANNUAL CAPACITY:** 1.8 Million TEUs
  - **YARD BLOCKS:** 10
  - **BERTH LENGTH:** 664 m
  - **BERTHING POSITIONS:** 2
  - **REEFER PLUGS:** 945

**EQUIPMENT**

- **QUAY CRANES:** 5
- **AUTOMATED CONTAINER CARRIERS:** 11
- **AUTOMATED STACKING CARRIERS:** 20

With pioneering technologies from quayside to landside, VICT can handle 1 million+ TEUs annually, the port serves the state of Victoria—a major Asia Pacific, food production hub, and renowned for sustainably farmed dairy products—and ensures Australia’s leading role in the global dairy industry.
South Pacific International Container Terminal Ltd. (SPICT)
Lae Tidal Basin, International Wharf, Bumbu Road,
Lae, Morobe Province, Papua New Guinea
marketingpng@ictsi.com

SOUTH PACIFIC INTERNATIONAL CONTAINER TERMINAL
LAE, PAPUA NEW GUINEA

PNG’s largest container port, the Port of Lae is poised to maximize its potential as a major port of call. SPICT is committed to serve Papua New Guinea’s flourishing fishing industry, which includes first-class skipjack, bigeye, and yellowfin tunas. Moreover, the port expansion comes with complimentary programs for community development.

HIGHLIGHTS
START OF COMMERCIAL OPERATIONS: 2018
CONCESSION PERIOD: 25 years
REGULATOR: PNG Ports Corp. Ltd.

INFRASTRUCTURE & FACILITIES
LEASE AREA: 11.44 ha
CONTAINER YARD: 6.55 ha
BERTH LENGTH (Lae tidal Basin): 240 m
BERTH DEPTH (Lae tidal Basin): 12 m
BERTHING POSITIONS: 2
REEFER PLUGS: 306

EQUIPMENT
FULL BUILD
1. Mobile Harbor Crane (100 Tons)
2. Reach Stackers
3. Empty Handlers
4. ITV

LOCAATION
LATITUDE: 6° 44’ 1.04” S
LONGITUDE: 147° 6’ 50.55” E

As PNG’s largest container port, the Port of Lae is poised to maximize its potential as a major port of call. SPICT is committed to serve Papua New Guinea’s flourishing fishing industry, which includes first-class skipjack, bigeye, and yellowfin tunas. Moreover, the port expansion comes with complimentary programs for community development.

Features
- PNG’s largest port serving the mineral, agriculture and fishing industries.
- Considered to be in an optimal location—benefiting from access to both Southeast Asia and the South Pacific regions—PNG’s continuing growth makes the Port of Motukea a vital development. The new port infrastructure is located roughly 12 kilometers from the Central Business District in Port Moresby.

Motukea International Terminal Ltd. (MIT)
International Wharf, Motukea Island
Port Moresby, Papua New Guinea
marketingpng@ictsi.com

MOTUKEA INTERNATIONAL TERMINAL
PORT MORESBY, PAPUA NEW GUINEA

PNG’s economy rests on a rich combination of renewable and nonrenewable resources. The mining and energy sectors are among its drivers (with liquified natural gas, crude petroleum, gold, and copper exports) along with the revised agricultural sector. The increasing global recognition of PNG’s high-quality “finest or flavor” cocoa bodes well for trade prospects, especially with support from MITL’s modern cargo handling capabilities.

HIGHLIGHTS
START OF COMMERCIAL OPERATIONS: 2018
CONCESSION PERIOD: 25 years
REGULATOR: PNG Ports Corp. Ltd.

INFRASTRUCTURE & FACILITIES
LEASE AREA: 8.6 ha
CONTAINER YARD: 5.5 ha
BERTH LENGTH: 250 m
BERTH DEPTH: 12.5 m

EQUIPMENT
FULL BUILD
1. Mobile Harbor Crane (100 Tons)
2. Reach Stackers
3. Empty Handlers
4. ITV

Features
- PNG’s newest international seaport and trading gateway.
- Considered to be in an optimal location—benefiting from access to both Southeast Asia and the South Pacific regions—PNG’s continuing growth makes the Port of Motukea a vital development. The new port infrastructure is located roughly 12 kilometers from the Central Business District in Port Moresby.

Features
- PNG’s largest port serving the mineral, agriculture and fishing industries.
- Considered to be in an optimal location—benefiting from access to both Southeast Asia and the South Pacific regions—PNG’s continuing growth makes the Port of Motukea a vital development. The new port infrastructure is located roughly 12 kilometers from the Central Business District in Port Moresby.
The Port of Manzanillo is close to the Mexico’s largest automotive exporting state, Jalisco. An important automotive corridor runs in the cities of Guadalajara, Aguascalientes, San Luis Potosi, Leon, Silao and Queretaro – serving manufacturing and aftermarket operations for Honda, Toyota, Nissan, GM, BMW, Mazda and Mercedes Benz.

Ideally located to serve growing Asian trade, the terminal is near main consumer markets such as Mexico City and Mexico’s largest industrial zones. It is the gateway of choice on the Mexican Pacific coast.

CONTECON MANZANILLO
COLIMA, MEXICO

Contecon Manzanillo S.A. de C.V. (CMSA)
+52 310 13 8 2009  www.contecon.mx

The Port of Manzanillo is located on the Pacific Coast of Mexico and is the busiest port of the country. The port is connected by Ferromex rail lines to Guadalajara and Mexico City.

The Port of Manzanillo is close to the Mexico’s largest automotive exporting state, Jalisco. An important automotive corridor runs in the cities of Guadalajara, Aguascalientes, San Luis Potosi, Leon, Silao and Queretaro – serving manufacturing and aftermarket operations for Honda, Toyota, Nissan, GM, BMW, Mazda and Mercedes Benz.

The Port of Manzanillo is located on the Pacific Coast of Mexico and is the busiest port of the country. The port is connected by Ferromex rail lines to Guadalajara and Mexico City.

The Port of Manzanillo is located on the Pacific Coast of Mexico and is the busiest port of the country. The port is connected by Ferromex rail lines to Guadalajara and Mexico City.

The Port of Manzanillo is located on the Pacific Coast of Mexico and is the busiest port of the country. The port is connected by Ferromex rail lines to Guadalajara and Mexico City.

The Port of Manzanillo is located on the Pacific Coast of Mexico and is the busiest port of the country. The port is connected by Ferromex rail lines to Guadalajara and Mexico City.

The Port of Manzanillo is located on the Pacific Coast of Mexico and is the busiest port of the country. The port is connected by Ferromex rail lines to Guadalajara and Mexico City.

The Port of Manzanillo is located on the Pacific Coast of Mexico and is the busiest port of the country. The port is connected by Ferromex rail lines to Guadalajara and Mexico City.

The Port of Manzanillo is located on the Pacific Coast of Mexico and is the busiest port of the country. The port is connected by Ferromex rail lines to Guadalajara and Mexico City.

The Port of Manzanillo is located on the Pacific Coast of Mexico and is the busiest port of the country. The port is connected by Ferromex rail lines to Guadalajara and Mexico City.
**PUERTO CORTES**

CORTÉS, HONDURAS

Honduras is well-known internationally as a leading exporter of textiles. The country also produces and exports bananas, coffee, palm oil and seafood.

**PUERTO AGUADULCE**

BUENAVENTURA, COLOMBIA

The Aguadulce Peninsula is across the channel to the Port of Buenaventura — the first major port on the Pacific before and after the Panama Canal, and the only Colombian port on the Pacific Isthmus.

---

**HIGHLIGHTS**

- **START OF COMMERCIAL OPERATIONS:** 2013
- **CONCESSION PERIOD:** 30 years
- **REGULATOR:** Commission for the Public-Private Alliance (COALIANZA)

**INFRASTRUCTURE & FACILITIES**

- **TERMINAL AREA (current):** 42ha
- **TERMINAL AREA (phase 2):** 50ha
- **ANNUAL CAPACITY (current):** 1 million TEUs
- **ANNUAL CAPACITY (phase 2):** 2 million TEUs
- **BERTH + LENGTH (current):** 1,150 m
- **BERTH + LENGTH (phase 2):** 1,500 m
- **BERTH + CONTROLLING DEPTH:** 10.5 - 14 m
- **REEFER PLUGS (current):** 1,800
- **REEFER PLUGS (phase 2):** 2,500

**EQUIPMENT**

- **GUARD CUSHIONS:** 3
- **MOBILE GUARD CUSHIONS:** 4
- **RUBBER-TIRED GANTRY CRANES (current):** 17
- **TERMINAL TRUCKS (CURRENT):** 19
- **TERMINAL TRUCKS (PHASE 2):** 48
- **TERMINAL TRUCKS (TOTAL):** 83

---

**HIGHLIGHTS**

- **START OF COMMERCIAL OPERATIONS:** 2016
- **CONCESSION PERIOD:** 30 + 30 years
- **REGULATOR:** National Infrastructure Agency

**INFRASTRUCTURE & FACILITIES**

- **TERMINAL AREA (Concession):** 84ha
- **ANNUAL CAPACITY (Main RoRo):** 600,000 TEUs

**EQUIPMENT**

- **GUARD CUSHIONS:** 4
- **RUBBER-TIRED GANTRY CRANES:** 10
- **REACH STACKERS:** 3
- **EMPTY HANDLERS:** 3
- **TRACTORS:** 32
- **TRAILERS:** 46

---

Puerto Cortes is located in the north and along the Atlantic coast of Honduras. Considered to be one of Central America’s most important logistics hubs, OPC is the only port in the country pre-checked and with a lower risk rate, resulting in greater speed for dispatch processes aside from reducing costs at destination.

As the main gateway of Colombia, the Port of Buenaventura plays a key role in the movement of exports and imports in the country. Located in the Valle del Cauca area — known for its sugarcane industry — the port is the main gateway to Colombian sugar as well as the world famous Colombian coffee.
the country’s main export zones, the Port of Guayaquil is close to Ecuador’s preferred port of Quito. The port has excellent road access and most number of gates for efficient truck turnaround times.

**CONTECON GUAYAQUIL**

**GUAYAS, ECUADOR**

Contecon Guayaquil is the largest multi-purpose terminal within the world’s largest banana exporting port. The port and approach channel are being expanded to service new-Panamax class vessels. And a USD1-billion investment in port access roads is being built.

**HIGHLIGHTS**

- **START OF COMMERCIAL OPERATIONS:** 2007
- **CONCESSION PERIOD:** 20 years
- **REGULATOR:** Port Authority of Guayaquil

**INFRASTRUCTURE & FACILITIES**

- **TERMINAL AREA:** 115.4 ha
- **ANNUAL CAPACITY:** 1.4 million TEUs
- **CONTAINER YARD:** 38 ha
- **BERTH + LENGTH:** 1,627 m
- **BERTH + NUMBER OF BERTHS:** 9
- **DRAFT ALONGSIDE:** 10.5 m to 12.5 m
- **DRAFT ON APPROACH:** 8.20 m to 9.75 m
- **QUAY APRON WIDTH:** 8 m
- **REEFER PLUGS:** 3,700 plugs
- **GENERAL INSTALLATION (entry & exit gates):** 15
- **STORAGE (full container yard):** 19.16 ha
- **STORAGE (empty container yard):** 6.07 ha
- **STORAGE (multi-purpose yard):** 3.9 ha
- **STORAGE (banana unloading area):** 7.36 ha
- **STORAGE (CFS Area):** 3.21 ha
- **ON DOCK LOGISTICS ZONE FOR SPECIAL PORT SERVICES:** 1,200 ground slots (in hourly)
- **(truck plugs):** 200
- **(in warehouses):** 700

**EQUIPMENT**

| QUAY CHAINES | 6 |
| RUBBER-TIRED QUAY CRANES | 23 |
| BEACH FORKLIFTS | 10 |
| TRAILERS | 42 |
| FORKLIFTS (between 2.5 & 20 TM) | 42 |

Ecuador’s preferred port of call, the Port of Guayaquil is close to the country’s main export zones and accessible to the capital of Quito. The port has excellent road access and most number of gates for efficient truck turnaround times.

**TECNOSUAPÉ**

**PERNAMBUCO, BRAZIL**

Located at the Suape Port and Industrial Complex, Tecon Suape serves the agricultural and industrial hinterlands in northeast Brazil.

**HIGHLIGHTS**

- **START OF COMMERCIAL OPERATIONS:** 2002
- **CONCESSION PERIOD:** 30 years
- **REGULATOR:** Suape Port Authority

**INFRASTRUCTURE & FACILITIES**

- **TERMINAL AREA:** 40 ha
- **ANNUAL CAPACITY:** 721,500 TEUs
- **CONTAINER YARD:** 30 ha
- **CONTAINER YARD + FULL CONTAINER YARD (full build):** 1.2 ha
- **CONTAINER YARD + TRUCK HOLDING AREA:** 0.5 ha
- **CONTAINER FREIGHT STATION:** 660 m
- **BERTH + LENGTH (total linear berth):** 275 m
- **BERTH + NUMBER OF BERTHS (owned berth):** 2
- **BERTH + CONTROLLING DEPTH (of quay):** 15.5 m
- **REEFER PLUGS:** 576
- **TRUCK WEIGH SCALE:** 1

**EQUIPMENT**

| QUAY CHAINES | 6 |
| RUBBER-TIRED QUAY CRANES | 14 |
| BEACH FORKLIFTS | 6 |
| EMPTY CONTAINERS | 4 |
| PRIME MOVERS | 38 |
| CHASSIS | 48 |
The Port of La Plata is located on the south bank of the River Plate estuary, close to the city of La Plata, the capital of Buenos Aires province. The province has a high concentration of population and industrial activities.

A new and better alternative to Port of Buenos Aires as Argentina’s gateway, TecPlata is the first port of call to the country due to its easy access to major sea lanes.

The Port of La Plata is located on the south bank of the River Plate estuary, close to the city of La Plata, the capital of Buenos Aires province. The province has a high concentration of population and industrial activities.

**HIGHLIGHTS**

- **START OF COMMERCIAL OPERATIONS:** 2015
- **CONCESSION PERIOD:** 30 years
- **REGULATOR:** Management Consortium of La Plata Port

**INFRASTRUCTURE & FACILITIES**

- **TERMINAL AREA:** 41 ha
- **ANNUAL CAPACITY:** 450,000 TEUs
- **CONTAINER YARD:** 9 ha
- **BERTH + LENGTH (current):** 660 m
- **BERTH + LENGTH (full build):** 820 m
- **REEFER STATIONS:** 1,020 units
- **STORAGE AREA:** 450,000 TEUs/year
- **TRUCK HOLDING AREA:** 200 parking bays
- **GATES + TRUCK LANES:** 5
- **GATES + WEIGH BRIDGES (service area):** 2
- **HAZARDOUS CARGO CONTROL AREA:** 0.4 ha
- **POWER STATION:** 4

**EQUIPMENT**

- **QUAY CRANES:** 4
- **REACH STACKERS:** 5
- **RUBBER-TIRED GANTRY CRANES:** 9

**FEATURES**

- Close to Mexico’s capital, Tuxpan is envisioned to become the alternative gateway to Veracruz for Atlantic and regional Americas trade.

**INFRASTRUCTURE & FACILITIES**

- **FULL BUILD**
  - **TERMINAL AREA:** 37.75 ha
  - **ANNUAL CAPACITY:** 1.02 million TEUs
  - **GATES:** 12
  - **BERTH + LENGTH:** 815 m
  - **BERTH + BERTHING POSITIONS:** 3
  - **REEFER SLOTS:** 330

**EQUIPMENT**

- **QUAY CRANES:** 7
- **RUBBER-TIRED GANTRY CRANES:** 16
- **TOP LOADERS:** 4
- **SIDE LIFTERS:** 9
- **POM LIFTS:** 1
- **PRIME MOVERS:** 44
- **CHASSIS:** 72
The Port of Rijeka, situated in the northern part of the Bay of Kvarner. Its strategic location, a point wherein the Adriatic Sea reaches Europe, makes Rijeka the most suitable and natural connection to the Central European markets.

Rijeka is Croatia’s largest seaport, second economic center and third largest city. With room to grow, AGCT has road and rail connectivity to European hinterlands.

**ADRIATIC GATEWAY CONTAINER TERMINAL**

RIJEKA, CROATIA

**Rijeka’s importance owes much to its strategic location: as the Mediterranean gateway of Croatia and Eastern Europe, especially the landlocked countries. Wood is among the main cargo being shipped in Rijeka.**

**Features**

- **Location**
  - Latitude: 54°32' N
  - Longitude: 18° 24' E

- **Adriatic Gate Container Terminal (AGCT)**
  - Brajdica 16, Box 129, 51000 Rijeka, Croatia
  - +385 51 332 806
  - +385 51 373 007
  - info@ictsi.hr
  - www.ictsi.hr

- **HIGHLIGHTS**
  - **START OF COMMERCIAL OPERATIONS:** 2011
  - **CONCESSION PERIOD:** 30 years
  - **REGULATOR:** Port of Rijeka Authority

- **Equipment**
  - **Quay Cranes:** 4
  - **Rubber-Tired Gantry Cranes:** 6
  - **Rail Mounted Gantry Cranes:** 2
  - **Reach Stackers:** 6
  - **Forklifts:** 3
  - **Tractors:** 14
  - **Trailers:** 22

- **Infrastructure & Facilities**
  - **Terminal Area:** 17 ha
  - **Storage Area:** 11.1 ha
  - **Container Freight Stations:** 1.5 ha
  - **Berth + Length:** 628 m
  - **Berth + Controlling Depth:** 14.8 m
  - **Berthing Positions:** 2
  - **Reefar Facility:** 212 reefer outlets
  - **Intermodal Facility + Rail Tracks:** 4
  - **Rail Siding Capacity:** 378 m
  - **Total TEU:** 360,000
The Port of Gdynia serves the hinterlands of Eastern Europe. Situated on Gdańsk Bay, this seaport is home to the Baltic Container Terminal, a vital link in the Polish logistics gateway for steel import/export and project cargo.

**LOCATION**
LATITUDE 54° 32’ N
LONGITUDE 18° 24’ E

**INFRASTRUCTURE & FACILITIES**
TERMINAL AREA 60 ha
CONTAINER YARD 30 ha
CONTAINER FREIGHT STATIONS 2 ha
BERTH LENGTH 800 m
BERTHING POSITIONS 5
STORAGE AREA 2 ha
REEFER PLUGS 675

**FEATURES**
Poland’s window to the world, BCT is strategically located within pan-European transport corridors and railway routes, and with excellent truck and on-dock rail connectivity to inland Europe.

**HIGHLIGHTS**
START OF COMMERCIAL OPERATIONS: 2003
CONCESSION PERIOD: 20 years
REGULATOR: Port of Gdynia Authority SA

**EQUIPMENT**
PORTAIL CRANES 6
MOBILE HARBOR CRANES 2
HUBRB CREED
QUAY CHAINES 23
RAIL-MOUNTED GANTRY CRANES 2
STRADDLE CARRIERS 2
REACH STACKERS 3
TRACTORS 30
FORKLIFTS (5-7 TON) 16
FORKLIFTS (12-20 TON) 4
CHASSIS 32

**INFRASTRUCTURE & FACILITIES**
TERMINAL AREA 13.6 ha
ANNUAL CAPACITY 200,000 TEUs
BERTHS 4 & 5 (Multipurpose Container Terminal)
BERTH DEPTH 11 m
BERTHING POSITIONS 2
REEFER PLUGS 192
CLOSED CUSTOMS WAREHOUSE 625 m²

**FEATURES**
Its central geographic location and natural deep-water harbor makes BICT the gateway of container and general cargo to Caucasus and Central Asia.

**HIGHLIGHTS**
START OF COMMERCIAL OPERATIONS: 2007
CONCESSION PERIOD: 48 years
REGULATOR: Batumi Port Holdings Ltd.

**EQUIPMENT**
PORTAL CRANES 2
MOBILE HARBOR CRANES 2
REACH STACKERS 2
SHELF LIFTERS 5
FORKLIFTS (1.5/3/5/16 MT SWL) 8
TRACTORS 7
CHASSIS 16

Batumi International Container Terminal LLC (BICT)
11 Baku Street, Batumi 6010, Georgia
+995 42227 6269
info@bict.ge

With a favorable strategic and geopolitical location, Batumi Sea Port has historically been a logistics center in the Caucasus. Georgia has another storied reputation: as the world’s “cradle of wine,” with BICT helping bring the country’s distinctive wines to European, Asian, and other markets.
The Port of Umm Qasr is Iraq’s largest port and primary trade link. As investment inflows continue and the Iraqi market opens up to the global economy, the port is playing an increasingly vital role. BGT offers non-stop, robust support to one of the world’s top oil and gas-producing economies, via complex handling of steel pipes, land rig, and other infrastructure project cargo, for oil and gas exploration and production facilities.

Strategically located on the eastern coast of Madagascar, MICTSL is a key port facility in the Indian Ocean connecting Africa and Asian trade. Toamasina, Madagascar’s main port, is connected by rail to Antananarivo. Toamasina 501, Madagascar 10 Rue Du Commerce, Ampasimazava BP 138 Services Ltd. (MICTSL) info@ictsi.mg | mratrimo@ictsi.mg

As investment inflows continue and the Iraqi market opens up to the global economy, the port is playing an increasingly vital role. BGT offers non-stop, robust support to one of the world’s top oil and gas-producing economies, via complex handling of steel pipes, land rig, and other infrastructure project cargo, for oil and gas exploration and production facilities.

Madagascar’s main international trading gateway, MICTSL is a key port facility in the Indian Ocean connecting Africa to global markets.
The economy of the Democratic Republic of Congo is largely agricultural with coffee, palm, oil, rubber, cotton, sugar, tea, cassava, plantains, maize, groundnuts and rice as its main produce. Its mining sector, however, has been driving the economy with copper, cobalt, gold, coltan, tin, zinc and diamond as among its major exports. Diamonds account for about 10 percent of the country’s revenue.

Matadi is the most important port on the Congo River. Approximately 150 kilometers upstream from the Atlantic, Matadi is a major import and export point for the whole of D.R. Congo.

A natural gateway to Kinshasa, MGT is the only terminal in D.R. Congo with modern infrastructure and equipment.

Located on the Red Sea coast, Port Sudan is the only deepwater port on the Sudan Coast, and is on the main international sea routes. AGT, at the port’s southern quay, is the newest and only container handling facility in Sudan.

With state-of-the-art facilities and capacity to handle the largest vessels, strategic AGT serves Sudan and landlocked north and central African nations.
ICTSI’s portfolio of terminals and projects spans developed and emerging market economies in the Asia Pacific, the Americas, and Europe, the Middle East and Africa.

As a leader in the business of port development, management and operations, ICTSI is committed to offer the unique advantage of being an independent port operator with no shipping, logistics or consignee-related interests.

This distinctive assures our partners and clients worldwide that we offer an equal standard of service to all shipping line clients.