

ICTSI FACT BOOK





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. Wherever possible, maps shown provide guides to the facilities. Photographs provided for trivia are mere representations.

ICTSI FACT BOOK



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ICTSI IN PROFILE

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, 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

CORE 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.

International Container Terminal Services, Inc. is a pioneer and innovator in the acquisition, development, management and operation of container ports and terminals worldwide.

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

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

Today, MICT is the largest and most modern container terminal in the Philippines.

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 more than 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.

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.

2020

▶ *The Asset* cites ICTSI's US\$300 million senior perpetual securities and tender offer issuance in July as the best liability management deal in the Philippines for 2020, saying the bond issuance and liability management exercise "achieved the company's objectives of reducing capital cost, eliminating call redemption risk in 2021, and enhancing the strength of its balance sheet."

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 Asset* Country 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 to ICTSI the 2017 *Guinogulan Award* for Large Enterprises for the Company's significant contributions to the country's economic growth.

33 terminals 20 countries



MANAGEMENT STRENGTH



Times of crisis often redefine an organization. Just as often, however, they can reveal an organization's strengths: its stability, its resilience, the vision and influence that its leadership possesses, and the skillfulness of its managers. Peter Drucker, the foremost management thinker of the preceding century, has rightly said that management is doing things right, and leadership is doing the right things.

In times of crisis these can prove critical.

ICTSI, led by its Board of Directors and its Management Team, has weathered upheavals on both the national as well as the global level. Their decision-making and direction-setting over the

years have resulted in an increasingly stronger, more expansive and intensely competitive organization.

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-reinstituted 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 MICT 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. MICT 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 sold.

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.

RIDING THE WAVE: PORT PRIVATIZATION

The rising demand for aggressive technological investments and overall systems modernization. Market calls for increased efficiency and profitability. National governments challenged with the high costs of financing development, particularly superstructure projects amid the rise of mega vessels. Global political instability and increasing concerns over national security — and environmental sustainability.

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.

What started out as a pilot project would be held up by the PPA itself as a classic success story

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 PURPOSE

TO MAKE PORTS AROUND THE WORLD A DRIVER FOR POSITIVE AND SUSTAINABLE GROWTH

At ICTSI, we work tirelessly to develop and operate efficient and sustainable port facilities and deliver the highest possible benefits to our customers, partners, people, shareholders, and to the communities we serve.

OUR VALUES

ICTSI's commitment to our partners and communities began more than three decades ago in the Philippines. Our projects and terminals now extend across six continents and are anchored around many of the same founding values that have underpinned our sustainable approach to growing our business and our host economies. Our five values guide our behavior and form the foundation of our purpose:



RESPECT FOR ALL

We place the utmost importance on safety, community, and diversity. The well-being and health of all our stakeholders is our number one priority. We strive to have the highest standards in place to ensure our people and stakeholders are safe, respected, and treated fairly.



TRUST

We lead with integrity, respect, and compassion for our people, partners, communities, and our environment. We take great pride in working responsibly to earn trust and keep it



COLLABORATION

We are a diverse and inclusive company working together and exploring new ways of doing things to deliver the best possible outcome for all stakeholders. As a responsible business, we embrace equality of opportunity and empower all our people to adapt, collaborate, and innovate across borders.



TENACITY

Our people work tirelessly with utmost determination to achieve their goals and deliver on commitments to partners, shareholders, host communities, and the environment.



PASSION

We are pioneers in an industry with deep linkages to the host economies and communities in which we operate. Our people relish the challenge of exploring new opportunities, operating terminals, creating sustainable benefits for our host communities, protecting the environment while also delivering returns to our shareholders.



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.

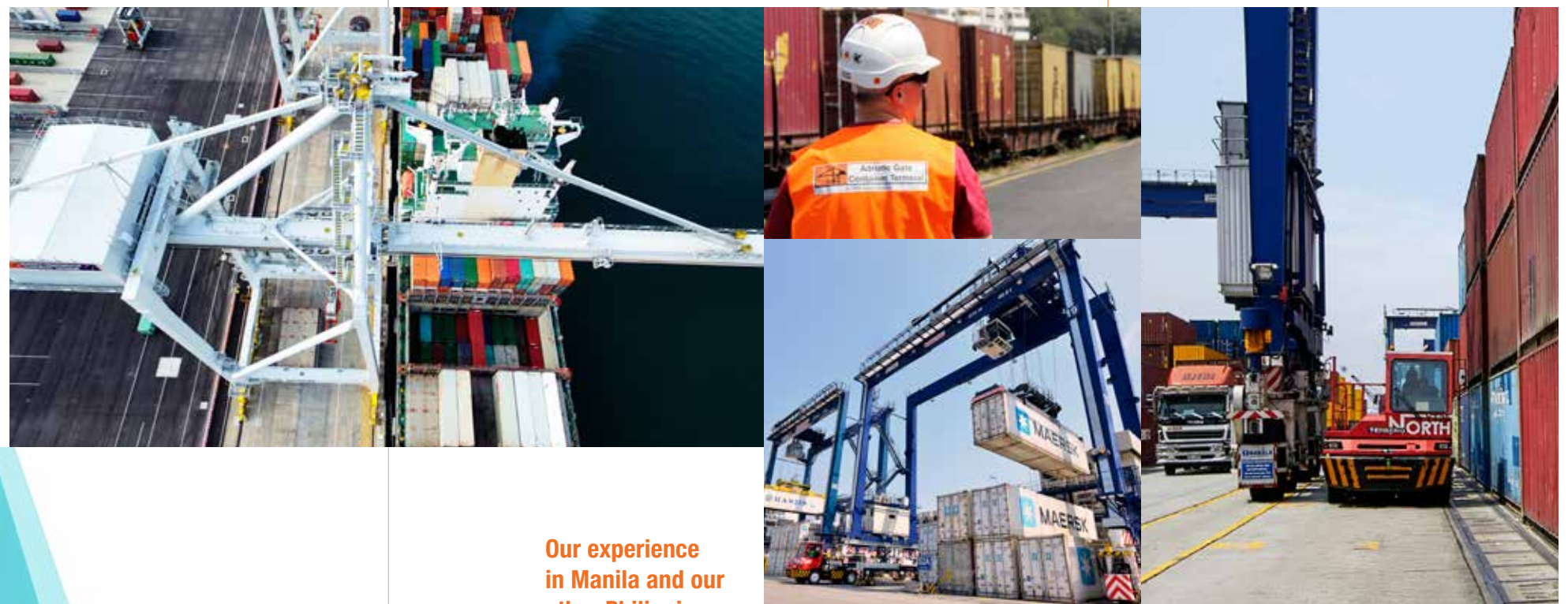


Since ICTSI commenced its expansion program in 1994, we have gained specialized experience in developing, managing and operating container terminals in the Philippines, Asia and other global markets. This successful track record is significant in a number of ways: demonstrating how ICTSI has been able 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

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



Our experience in Manila and our other Philippine ports prepared us well for our eventual overseas expansion

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.

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.

STATE-OF-THE-ART INFORMATION TECHNOLOGY

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.

A KEEN EYE FOR OPPORTUNITIES

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.

DEVELOPING MARKET FOCUS

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.

LABOR EXPERTISE

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.



Having always put a premium on old-fashioned values of prudence, discipline, and stewardship, ICTSI is continuously translating these values into their contemporary equivalent, while working to sustain profitability accomplished with integrity, and to advocate for quality of life within and beyond the organization.

DEVELOPMENT PARTNERSHIPS

Good Global Citizenship

encompasses the organization and beyond. For ICTSI, it is expressed as nurturing harmonious relationships with shareholders and employees, customers and suppliers, host communities, government units and regulatory entities, and other stakeholders.

Corporate Stewardship. The Company values good governance; principled stewardship of people,

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.

of corporate resources, and of the environment. ICTSI is committed to the transition from the embedded-in-practice approach, to formal organizational codes of conduct and systems applicable to various strata of the organization, and replicable globally.

Development Partnerships. ICTSI embraces the call for the corporate sector to become increasingly on-ground and active partners in the development of communities and sectors. 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 2009, 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.

Now on its tenth year, the Foundation is keen to address both internal and physical wellbeing (through the 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.

Head Office; similar efforts initiated at the subsidiaries' level; ICTSI's official CSR arm, the ICTSI Foundation (with its Youth Development, Environment Protection, and Host Community Welfare Assistance advocacies); and, via the Sustainable Development Unit (or SDU, for MICT host communities).

Group-wide, all ICTSI operations have local community engagement or ongoing development partnerships.

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

ICTSI is fully committed to promote the most stringent safety culture



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, the Manila North Harbor or NorthPort (the largest multi-use domestic cargo hub), and Manila Harbor Center (the country's largest multipurpose terminal handling international bulk and breakbulk trade). 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

ICTSI leverages its ports sector leadership to achieve synergy right at the heart of Philippine trade.

Terminal or CGT). These links offer additional cost and time savings, and further declog 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).



TERMINALS SYNERGY

PHILIPPINES • LUZON PORT CLUSTER

MANILA HARBOR CENTER

MANILA INTERNATIONAL
CONTAINER TERMINAL

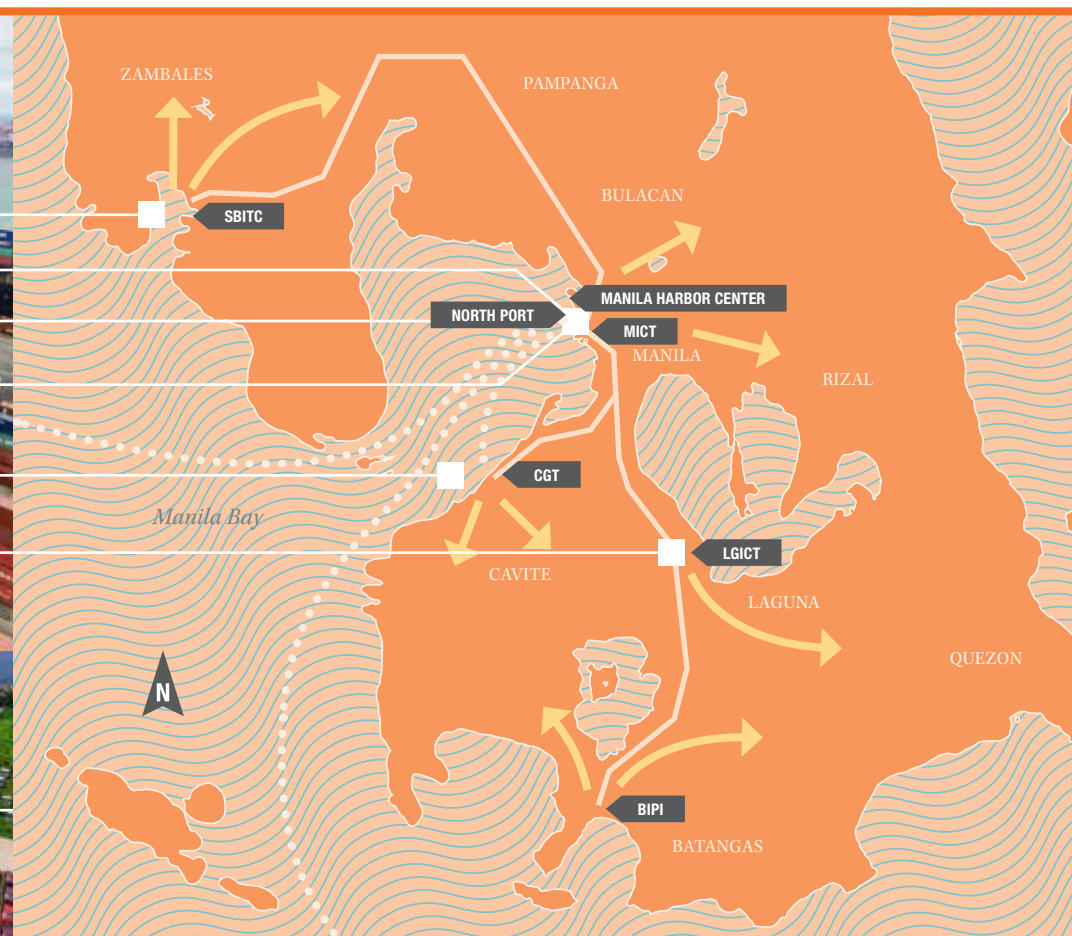
NORTHPORT

CAVITE GATEWAY TERMINAL

SUBIC BAY INTERNATIONAL
TERMINAL

BAUAN INTERNATIONAL PORT

LAGUNA GATEWAY INLAND
CONTAINER TERMINAL





▶ 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 (BIPI) 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 BIPI 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 32 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 AGCT 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. Contecon Guayaquil is Ecuador's first and only terminal able to serve two mega vessels simultaneously. CGSA 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 Lae (Papua New Guinea) — utilize ICTSI ports for exports of fresh and processed tuna.

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.

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-lessor 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

- ↓ Incorporated by the Soriano Group, Razon Group and Sea-Land Services, Inc., to bid for Manila International Container Terminal (MICT) concession.

1988

1992

- ↓ Joins the Makati and Manila Stock Exchanges (now the Philippine Stock Exchange), and Philippine Business for Social Progress, launching ICTSI Group CSR.

1997

- ↓ Receives 1st foreign citation as one of Asia's 100 best managed companies (Asiamoney & Finance Magazine).

1999

- ↓ ISO 9002-certified MICT sets pace for Group-wide ISO rollout.



2000

- ↓ ICTSI investment in South Cotabato Integrated Port Services, Inc. (stevedoring and cargo handler in Makar Wharf, Gen. Santos City) leads to Group's 2nd Philippine terminal

- ↓ Cited as one of Asia's Best Managed Companies (Asiamoney); ranked 8th in the Philippines for management excellence (The Asset).

2001

- ↓ Philippine Chamber of Customs Brokers gives ICTSI two Aduana Awards: one institutional, and another (posthumous) for founding chairman, the late Enrique Razon Sr.



2003

- ↓ Wins 20-year concession for Baltic Container Terminal (BCT, in Gdynia, Poland); ICTSI's first in Europe.

- ↓ Cited as one of the world's 200 "Best Under a Billion" companies in 2003 (Forbes Global).

- ↓ With banking partner Societe Generale, co-receives Best Port Deal of the Year Award for BCT acquisition (Jane's Transport Finance).

2005

- ↓ Enters Indonesian market with ICTSI Far East Pte. Ltd.'s purchase of 95% shareholdings of PT Makassar Terminal Services (Makassar Container Terminal joint operator).

- ↓ Cited "best valued port operator in Asia" (Investors report, Deutsche Bank).

- ↓ Launches African operations with 20-year deal for Madagascar's Toamasina International Container Terminal.



2006

2007

2008

- ↓ Enters China market via Yantai Rising Dragon International Container Terminal in Shandong.

- ↓ Signs 20-year concession for Container and Multi-Purpose Terminals in Guayaquil, Ecuador's top port.

- ↓ Wins 30-year concession for greenfield project in Colombia's Port of Buenaventura.

- ↓ Gets concession for the container terminal and cargo handling facilities at Port of Batumi, Georgia.

- ↓ Brazil, Madagascar and Poland projects are cited at World Bank regional workshop on Public-Private Partnership in Transport (held in Latvia).

2009

- ↓ Wins 34-year concession for the 2nd Specialized Container Terminal in Mexico's Port of Manzanillo

- ↓ Establishes ICTSI Foundation, Inc. for the Group's CSR initiatives.

- ↓ Lands in Stern Stewart & Co.'s top firms in ASEAN Relative Wealth Added Index; one of only two local firms that bucked global economic contraction.

2010

- ↓ ICTSI Foundation officially starts CSR projects in MICT and other Philippine terminals.



- ↓ Enters 30-year deal for greenfield project in Port of La Plata (Argentina).

- ↓ Wins 25-year bid for Mindanao Container Terminal (geared towards Mindanao's greater intra-ASEAN trade role).

- ↓ Cited in UNCTAD World Investment Report as the only Philippine firm among top infrastructure transnationals (i.e., in foreign assets) in developing/transition economies.



- ↓ Post 9/11, the International Maritime Organization launches the ISPS Code, a global anti-terror and security measure; BCT becomes the Group's 1st Code-compliant port, while SCT sets Code-compliance benchmarks in Brazil. Group-wide compliance is achieved ahead of June deadline.

**BEST
TRANSPORTATION
COMPANY**
– Euromoney

- ↓ Cited by Euromoney as Asia's best transportation company.

- ↓ Included as the only Philippine company in Forbes Asia's "Asia's 200 Best Under a Billion Companies."



- ↓ Completes 1st major infrastructure (MICT Berth 5) ahead of schedule.

- ↓ Named "one of the world's 100 Best Small Foreign Companies" (Forbes).

- ↓ Subsidiary Bauan International Port, Inc. (BIPI), begins work on Bauan Terminal (now the country's top built-up-vehicle port).

- ↓ Inks deal with Royal Ports Services, Inc. and Subic Bay Metropolitan Authority to handle and develop the Naval Supply Depot (part of the Japan ODA-funded Subic port development project).

- ↓ Cited by an Asian Development Bank report for MICT's success; listed among major global port operators.

ICTSI MILESTONES



ICTSI GLOBAL OPERATIONS

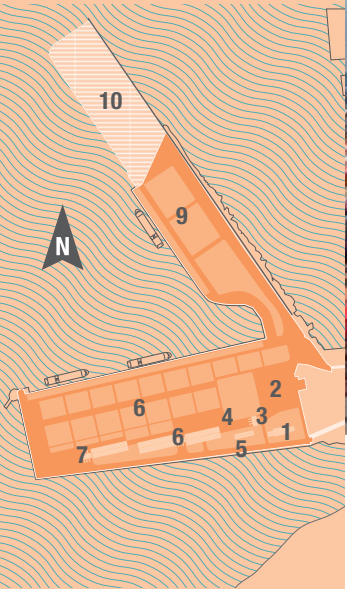
Since 1987, ICTSI has been “Turning ports into turning points” for its partner-nations. In these locations, ICTSI leverages its unique strength: over three decades’ depth of experience in building, managing, and operating ports that drive economic transformation and support peoples’ aspirations for sustainable growth. This is what the Company has done with particular effectiveness in developing markets.

LOCATION
LATITUDE
14.5981358
LONGITUDE
120.9495839



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 Marshalling Yard
 - 5 Maintenance Building
 - 6 East Gate Weigh Bridge
 - 7 West Gate Weigh Bridge
 - 8 Container Yard
 - 9 Berths 6/7
 - 10 Berths 8/9/10*
- * Future development

International Container Terminal Services, Inc.
ICTSI Administration Building, Manila International Container Terminal
MICT South Access Road, Port of Manila, Manila 1012, Philippines
☎ +63 2 8 245 4101 ✉ info@ictsi.com
🌐 www.ictsi.com 🌐 www.mict.com.ph



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 megacity to international markets, MICT supports high-value export champions, including some of the world's most coveted furniture masterpieces from Philippine design houses.



HIGHLIGHTS

START OF COMMERCIAL OPERATIONS: 1988
CONCESSION PERIOD: 25 + 25 years
REGULATOR: Philippine Ports Authority

EQUIPMENT

 QUAY CRANES	17
 RUBBER-TIRED GANTRY CRANES	54

INFRASTRUCTURE & FACILITIES

TERMINAL AREA (hectares)	94.8
ANNUAL CAPACITY (million TEUs)	3.3
CONTAINER YARD (hectares)	68
BERTH LENGTH (meters)	1,850
BERTH DEPTH (meters)	13.5

LOCATION

LATITUDE
14.6023557

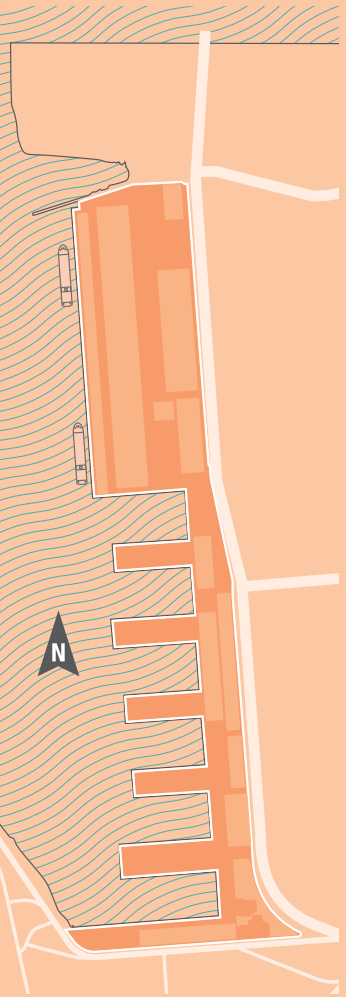
LONGITUDE
120.9569849



Manila
PHILIPPINES

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.

FEATURES



Manila North Harbour Port, Inc. (MNHPI)
Northport Corporate Office
Manila North Harbor, Tondo, Manila 1013, Philippines
📞 +632 8588 9000 📠 +632 8588-9011 🌐 www.northport.ph



NORTHPORT

MANILA, PHILIPPINES

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's port city communities.

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

EQUIPMENT

EXISTING

 QUAY CRANES	8
 RUBBER-TIRED GANTRY CRANES	27

INFRASTRUCTURE & FACILITIES

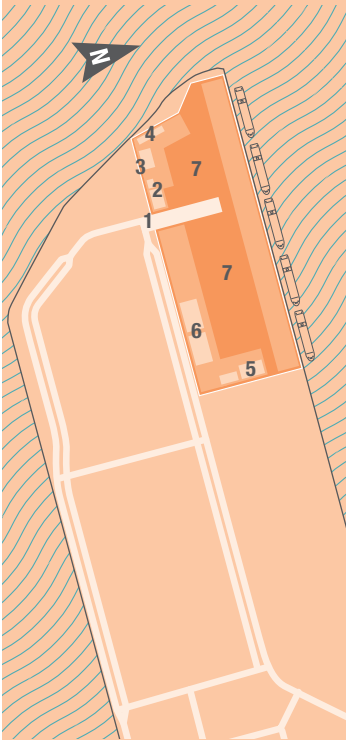
TERMINAL AREA (hectares)	63.5
ANNUAL CAPACITY (million TEUs)	2.7
BERTH LENGTH (meters)	4,862

LOCATION
LATITUDE
14.632938
LONGITUDE
120.943562



An integral part of the Manila Bay waterfront and the Port of Manila, the MHCPSI complex is located farther north of the Manila International Container Terminal and NorthPort. With its 865-meter quay and 10-hectare facility, the port handles international bulk and breakbulk handling and storage.

FEATURES



- 1 Gate
- 2 Administration and Government Offices
- 3 Main Building
- 4 Executive Building
- 5 Warehouse
- 6 Bulk Cargo Bay
- 7 Yard

Manila Harbor Center Port Services, Inc. (MHCPSI)
Manila Harbor Center
Mel Lopez Blvd. Vitas, Tondo, Manila 1013, Philippines
📞 +632 8516 7888 📠 info@mhcpsi.com 🌐 www.mhcpsi.com



MANILA HARBOR CENTER

MANILA, PHILIPPINES

Strategically situated in the Philippines' premier gateway, the Port of Manila, MHCPSI helps support the country's continually thriving export and import trade in bulk and breakbulk cargoes. Apart from the specific demands of handling vital infrastructure materials, the terminal also meets the precise handling and storage requirements of important cargoes such as soy bean meal and milling wheat, which serve the nation's livestock and food production needs.

Offering operational efficiencies and multi-port synergy within the Port of Manila system: ready to capably serve the Philippines' growing international bulk and breakbulk trade.



HIGHLIGHTS

ICTSI TAKEOVER OF OPERATIONS: 2021
REGULATOR: Philippine Ports Authority

EQUIPMENT

 VARIOUS LANDSIDE HANDLING EQUIPMENT

INFRASTRUCTURE & FACILITIES

TERMINAL AREA (hectares)	10
ANNUAL CAPACITY (million metric tons)	4.5
BERTH LENGTH (meters)	865
BERTH DEPTH (meters)	10.5

LOCATION

LATITUDE
14.7967

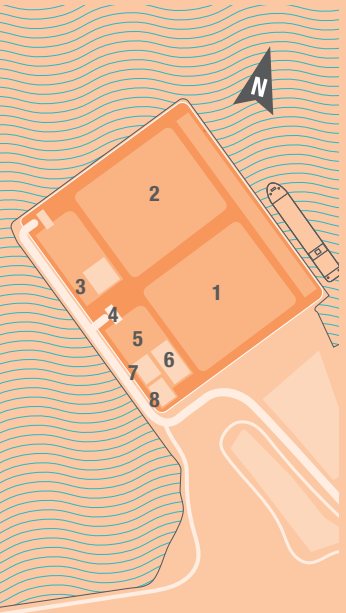
LONGITUDE
120.2638015



Subic Bay
Manila
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.

FEATURES



1 NCT 1

2 NCT 2

3 CFS

4 Checking Bridge

5 One Stop Shop

6 Maintenance Workshop

7 Administration Office

8 Substation

Subic Bay International Terminal Corp. (SBITC)
San Bernardino Road, Subic Port District, Subic Bay Freeport Zone
☎ +6347 252 6477 ☎ +6347 252 6475 ☎ +6347 250 2251
✉ +6347 250 2252 ✉ +6347 252 6474
✉ sbitc@ictsi.com 🌐 www.sbitc.ph



SUBIC BAY INTERNATIONAL TERMINALS

ZAMBALES, PHILIPPINES

Hurdling the Mt. Pinatubo eruption and transforming a military base into a Freeport Zone, Subic now hosts ecotourism, a shipyard, and one of the country's most technologically advanced ports, SBITC. For the global fashion bags logistics chain, SBITC serves export manufacturing hubs in Central and Northern Philippines. Located along major sea lanes and easily accessible to regional markets and international ports, SBITC helps bring these upscale products to runways/retailers on schedule.

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.



HIGHLIGHTS

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

EQUIPMENT

 QUAY CRANES	4
 RUBBER-TIRED GANTRY CRANES	6

INFRASTRUCTURE & FACILITIES

TERMINAL AREA (hectares)	26.32
ANNUAL CAPACITY (TEUs)	600,000
CONTAINER YARD (hectares)	11.15
BERTH LENGTH (meters)	560
BERTH DEPTH (meters)	13.7

LOCATION

LATITUDE
14.3583738

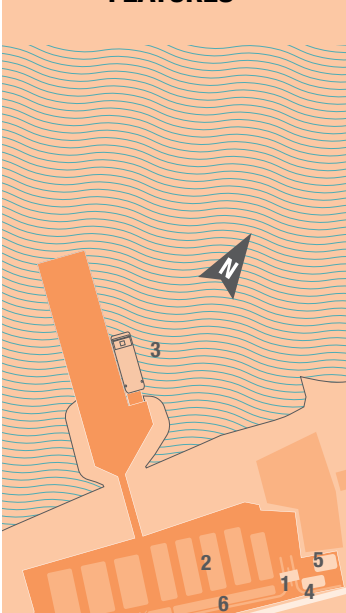
LONGITUDE
120.790188



Cavite
Manila
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.

FEATURES



1 Gate

2 Container Yard

3 Roll-on, Roll-off Wharf

4 Offices

5 Maintenance/Motorpool

6 Reefer Plugs

7 M&R

Cavite Gateway Terminal (CGT)
Capipisa East, A. Soriano Highway, Tanza 4108, Cavite, Philippines
✉ cgt@ictsi.com



CAVITE GATEWAY TERMINAL

TANZA, PHILIPPINES

An industrial powerhouse, Cavite province hosts a multinational range of export processing/manufacturing locators, including American, Japanese, Korean, Singaporean, Swiss, and Belgian investors. 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.

A container barge terminal that strengthens the current supply chain. It links Cavite and Manila ports for international cargo while supporting domestic cargo movements between Luzon and other Philippine islands.



HIGHLIGHTS

START OF COMMERCIAL OPERATIONS: 2017
REGULATOR: Philippine Ports Authority

EQUIPMENT

 VARIOUS LANDSIDE HANDLING EQUIPMENT

INFRASTRUCTURE & FACILITIES

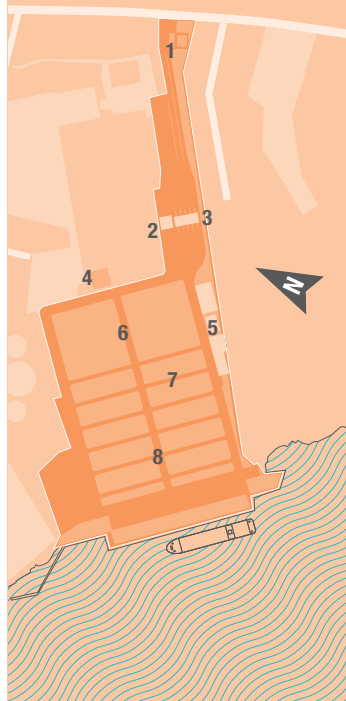
TERMINAL AREA (hectares)	6
ANNUAL CAPACITY (TEUs)	115,000
STORAGE	• Dry laden & empty containers • Project cargo • ISO tanks
CONTAINER STORAGE/YARD LEASING	
EMPTY CONTAINER MAINTAINANCE & REPAIR	
TRANSPORT/TRUCKING SERVICES	

LATITUDE
8.5233025

LONGITUDE
124.7490825



FEATURES



- 1 Terminal Gate
- 2 Terminal Building
- 3 Checking Gate
- 4 Control Tower
- 5 Workers' Facility and Maintenance Building
- 6 Future Expansion
- 7 Reefer Racks
- 8 Container Yard

Phividec Industrial Estate, Tagoloan 9001, Misamis Oriental, Philippines
 ☎ +63 917 820 4899 ☎ +63 919 081 7540 ☎ +63 917 717 6693
 ✉ MICTSI.MCT@mictsi.com ✉ MICTSI.Advisory@mictsi.com
 ✉ MICTSICRO@mictsi.com 🌐 www.mictsi.com



MINDANAO
CONTAINER
TERMINAL
MISAMIS ORIENTAL, PHILIPPINES

MCT is the trading gateway of Phividec Industrial Estate and northern Mindanao.



START OF COMMERCIAL OPERATIONS: 2002
CONCESSION PERIOD: 15 years
REGULATOR: PHIVIDEC Industrial Authority

	QUAY CRANES	2
	MOBILE HARBOR CRANES	1
	RUBBER-TIRED GANTRY CRANES (ON ORDER)	2

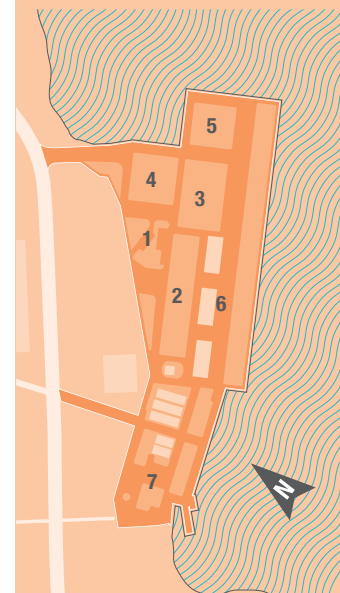
TERMINAL AREA (hectares)	24
BERTH LENGTH (meters)	300
CONTROLLING DEPTH (meters)	13

LATITUDE
6.093638

LONGITUDE
125.1557133



FEATURES



- 1 Administration/Engineering/
Operations Building
- 2 Container Yard 1 - Domestic
Area
- 3 Container Yard 2 - Export
- 4 Container Yard 3 - Foreign
/Import
- 5 Container Yard 4 - Foreign
Empties
- 6 Transit Shed 1, 2 & 3
- 7 Operations & Engineering

Makar Wharf, Port of General Santos, General Santos City,
South Cotabato, 9500 Philippines
☎ +63 83 554 6543 📠 +63 83 553 4452
✉ info@scipsi.com 🌐 www.scipsi.com



MAKAR
WHARF
GENERAL SANTOS CITY, PHILIPPINES

The Philippines' southernmost international gateway, Makar Wharf is well-positioned to facilitate trade with ASEAN and other global markets.



START OF COMMERCIAL OPERATIONS: 1999
CONCESSION PERIOD: 8 years (renewable)
REGULATOR: Philippine Ports Authority

**VARIOUS LANDSIDE
HANDLING EQUIPMENT**

TERMINAL AREA (hectares)	14
BERTH ▶ WESTERN WHARF (meters)	288
BERTH ▶ EASTERN WHARF (meters)	300
BERTH ▶ WHARF EXTENSION (meters)	152
BERTH ▶ NEW WHARF EXTENSION (meters)	111

LOCATION

LATITUDE

7.1286688

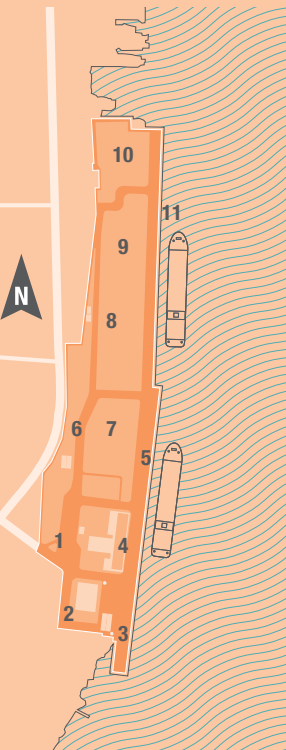
LONGITUDE

125.6606988



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



1 Gatehouse Complex

2 Customs Office Building

3 Motorpool

4 Transit Shed

5 Old Quay

6 Administration Building

7 Container Yard 1

8 Reefer Racks

9 Container Yard 2

10 Container Yard 3

11 New Quay

Davao Integrated Port and Stevedoring Services Corp. (DIPSSCOR)
International Port of Davao, Km 10, Port Area
Sasa Wharf, Davao City, Philippines
📞 +63 82 234 4470 📞 +63 82 234 7618 📞 +63 82 233 1642
✉️ jdomingo@ictsi.com



SASA WHARF

DAVAO CITY, PHILIPPINES

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-grown bananas intended for export markets, especially Asia, pass through this port.

Mindanao’s largest port; serves the island’s southeastern agro-industrial provinces and handles banana, a top export of the country.



HIGHLIGHTS

START OF COMMERCIAL OPERATIONS: 1999
REGULATOR: Philippine Ports Authority

EQUIPMENT

	RUBBER-TIRED GANTRY CRANES	3
	VARIOUS LANDSIDE HANDLING EQUIPMENT	

INFRASTRUCTURE & FACILITIES

TERMINAL AREA (hectares)	16.75
BERTH DEPTH (meters)	10.6
BERTH ▶ OLD QUAY (meters)	980
BERTH ▶ NEW QUAY (meters)	113

LOCATION

LATITUDE

7.3628655

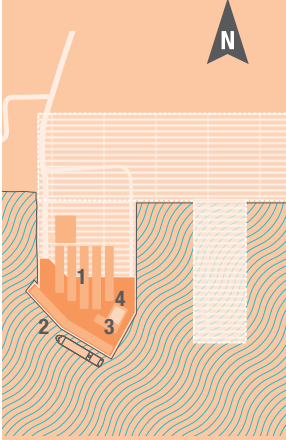
LONGITUDE

125.818301



Located at the crossroad of Davao, Mati, Butuan and Bukidnon cities in southern Philippines, HIPSI is well-positioned to facilitate international trade in Mindanao’s booming fruit industry. (For instance, the Philippines is the third globally in bananas, and the leader in Asia.) HIPSI is accessible by arterial routes: the Davao-Butuan highway, Tagum-Mati highway, Tagum-Maco highway, and Bukidnon-Talaingod road.

FEATURES



1 Container Yrad

2 Beth 1 & 2

3 Reefer Stacks

4 Substation

Hijo International Port Services, Inc. (HIPSI)
Madaum, Tagum City 8100, Davao del Norte, Philippines
✉️ jdomingo@ictsi.com



HIJO INTERNATIONAL PORT

TAGUM CITY, PHILIPPINES

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.

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



HIGHLIGHTS

START OF COMMERCIAL OPERATIONS: 2014
REGULATOR: Philippine Ports Authority

EQUIPMENT

	VARIOUS LANDSIDE HANDLING EQUIPMENT
---	-------------------------------------

KEY INFRASTRUCTURE & FACILITIES

TERMINAL AREA (hectares)	54
ANNUAL CAPACITY (million TEUs)	2
BERTH LENGTH (meters)	1,200
BERTH DEPTH (meters)	13

LOCATION

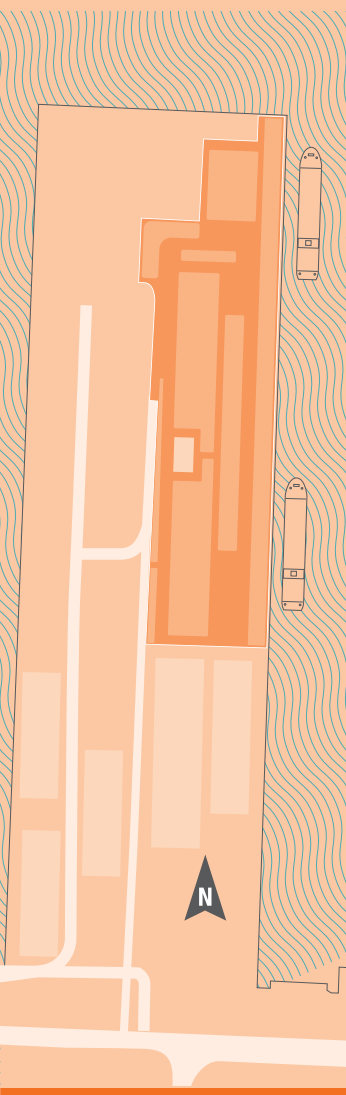
LATITUDE
-6.1014252

LONGITUDE
106.8828687



The Port of Tanjung Priok is located in Tanjung Priok and Koja, 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.

FEATURES



PT PBM Olah Jasa Andal (OJA)
Graha Kirana, 7th Fl., Suite 701, Jl. Yos Sudarso No. 88
Jakarta Utara 14350, Indonesia
☎ +62 21 6531 4710 📠 +62 21 6531 4711 ✉ info@oja.co.id

TANJUNG PRIOK BERTHS 300-303 JAKARTA, INDONESIA



Tanjung Priok holds the distinction of being Indonesia's preeminent port. Paper and steel products are some of the goods intended for export which pass through Tanjung Priok.

Berths 300-303 provides the highest level of cargo-handling and stevedoring services to Indonesia's largest and most advanced seaport.



HIGHLIGHTS

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

EQUIPMENT

 QUAY CRANES	7
 RUBBER-TIRED GANTRY CRANES	2
 RAIL-MOUNTED GANTRY CRANES	5

INFRASTRUCTURE & FACILITIES

TERMINAL AREA (hectares)	8.2
STORAGE CAPACITY (TEUs)	4,691
BERTH LENGTH (meters)	600
BERTH DEPTH (meters)	11-12

LOCATION

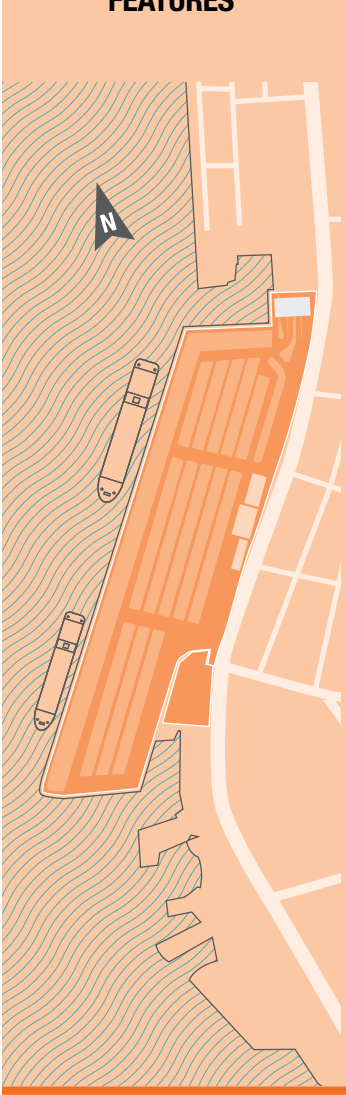
LATITUDE
-5.12975

LONGITUDE
119.402878



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.

FEATURES



PT Makassar Terminal Services (MTS)
Jalan Botolempangan 7B, Makassar, Sulawesi Selatan, Indonesia
☎ +62411 363 1774 📠 +62411 363 2808 ✉ info@ptmts.co.id



MAKASSAR CONTAINER TERMINAL SOUTH SULAWESI, INDONESIA

Makassar is the capital of Indonesia's South Sulawesi province. The Sulawesi region is the major cocoa bean producer in the country, and has helped establish Indonesia's reputation as a leading source of cocoa.

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



HIGHLIGHTS

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

EQUIPMENT

 QUAY CRANES	2
 RUBBER-TIRED GANTRY CRANES	3

INFRASTRUCTURE & FACILITIES

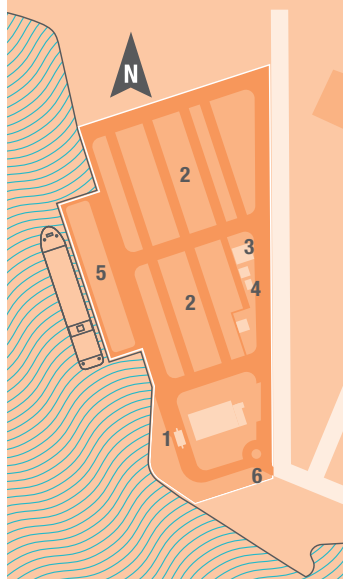
TERMINAL AREA (hectares)	12.4
ANNUAL CAPACITY (TEUs)	500,000
BERTH LENGTH (meters)	850
CONTROLLING DEPTH (meters)	11

LATITUDE
-6.7359083

LONGITUDE
146.9777272



FEATURES



- 1 Terminal Ingate Area
- 2 Container Yard
- 3 RTG Maintenance Area
- 4 Construction Workshop Area
- 5 Berth
- 6 Terminal Outgate Area

P.O. Box 3549, Lae Tidal Basin, Bumbu Road, 411, Lae, Papua New Guinea
 ☎ +675 472 8283 ✉ info@spict.com.pg
 ✉ customer.service@spict.com.pg

Level 1, Harborside West Stanley Esplanade, Port Moresby, 121
NCD, Papua New Guinea 📞 +675 320 0881 🌐 www.ictsispl.com

**SOUTH PACIFIC
INTERNATIONAL
CONTAINER
TERMINAL**
LAE, PAPUA NEW GUINEA

PNG's largest port serving the mineral, agriculture and fishing industries.



Apart from its substantial mineral exports, Papua New Guinea continues to leverage its agricultural richness, exporting coffee, cocoa, and palm oil, among others. The country continues to intensify efforts to maximize international markets for the high-quality coffee beans produced in the nation's provinces. These regions include the Highlands, with their incredibly fertile soils and microclimates that are uniquely conducive to producing the specialty beans. These regions are connected to the Port of Lae via the Highlands Highway. .



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

- MOBILE HARBOR CRANE (100 TONS)
- VARIOUS LANDSIDE HANDLING EQUIPMENT

TERMNAL AREA (hectares)	11.44
LAE TITDAL BASIN (meters)	240
OLD WHARF (meters)	250
BERTH DEPTH (meters)	10-12

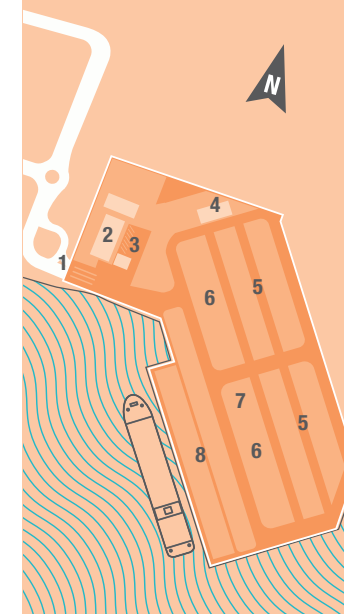
LATITUDE
-9.4263924

LONGITUDE
147.1097294



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



- 1 Terminal Gate
- 2 Admin Building
- 3 Parking Area
- 4 Workshop Area
- 5 Container Yard
- 6 Open Storage Area
- 7 Reefer Stack
- 8 Berth

Porebada Rd., 121 Port Moresby NCD, Papua New Guinea
 +675 7190 0395 +675 7190 0202
 info@mit.com.pg

Level 1, Harborside West Stanley Esplanade, Port Moresby, 121
NCD, Papua New Guinea
☎ +675 320 0881 🌐 www.ictsispl.com



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

**MOTUKEA
INTERNATIONAL
TERMINAL**
PORT MORESBY, PAPUA NEW GUINEA

PNG's newest international seaport and trading gateway.



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

	MOBILE HARBOR CRANE (100 TONS)	1
	VARIOUS LANDSIDE HANDLING EQUIPMENT	

TERMINAL AREA (sqm)	55,000
BERTH LENGTH (meters)	250
BERTH DEPTH (meters)	10-12

LOCATION

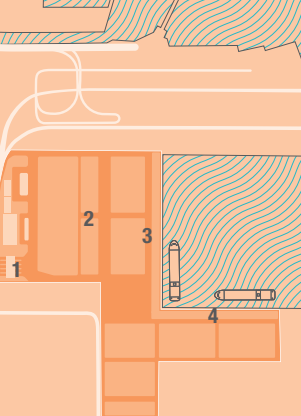
LATITUDE
37.575723

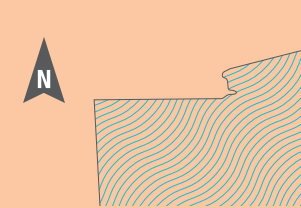
LONGITUDE
121.3781289



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, Penglai 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 ro-ro cargo, bulk and break bulk cargo.

FEATURES





1 Gate

2 Container Yard

3 Berths 61 & 62

4 Berths 51 & 52

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

YANTAI INTERNATIONAL CONTAINER TERMINALS

SHANDONG, CHINA

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.

With road and rail networks linking Shandong province to China's 21st Centry Maritime Silk Road initiative.

HIGHLIGHTS

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

EQUIPMENT

QUAY CRANES	7
RAIL-MOUNTED GANTRY CRANES	20
RUBBER-TIRED GANTRY CRANES	3

INFRASTRUCTURE & FACILITIES

TERMINAL AREA (hectares)	76.6
BERTH LENGTH • BERTH 61-62 (meters)	700
BERTH LENGTH • BERTH 51-52 (meters)	600
BERTH DEPTH (meters)	14-17

LOCATION
LATITUDE
-37.8424145
LONGITUDE
144.9105997

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

1 Administration Building

2 Gate Control Area

3 Container Terminal

4 Engineering Building

5 VICT's 2 Berths

Victoria International Container Terminal Ltd. (VICT)
78 Webb Dock Drive, Port Melbourne, VIC 3207, Australia
☎ +61 3 8547 9700 🌐 www.vict.com.au
✉ enquires@vict.com.au ✉ customer@vict.com.au

VICTORIA INTERNATIONAL CONTAINER TERMINAL

MELBOURNE, AUSTRALIA

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 reinforces Australia's leading role in the global dairy industry.

A fully-automated container terminal; VICT is capable of servicing the largest existing and next-class vessels on trade.

HIGHLIGHTS

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

EQUIPMENT

QUAY CRANES	5
AUTOMATED CONTAINER CARRIERS	11
AUTOMATED STACKING CARRIERS	20

INFRASTRUCTURE & FACILITIES

TERMINAL AREA (hectares)	35.4
ANNUAL CAPACITY (million TEUs)	1.8
BERTH LENGTH (meters)	664
BERTH DEPTH (meters)	15.7

46

ICTSI FACTBOOK

ICTSI FACTBOOK

47

LOCATION

LATITUDE

-22.8750982

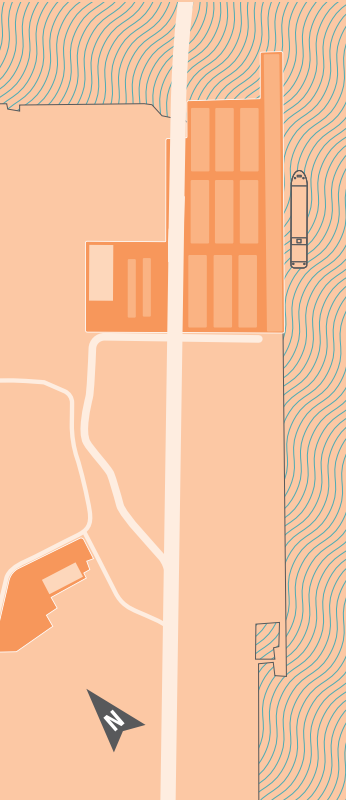
LONGITUDE

-43.2074313



With its prime location in the state of Rio de Janeiro—one of Brazil's top three exporting states—ICTSI Rio Brasil offers unique maritime, road, and rail access. Situated in the Rio de Janeiro port (in what is Brazil's former national capital), the terminal has the advantage of access to superior logistics infrastructure in the state, and proximity to major oil and gas industrial centers.

FEATURES



ICTSI Rio Brasil 1 (ICTSI Rio)
Av. Rio de Janeiro, s/n, Ponta do Caju,
Rio de Janeiro, RJ, 20931-670, Brazil
📞 +55 21 3090-2525 ✉ rc.rio@ictsirio.com
🌐 www.ictsirio.com

ICTSI RIO BRASIL 1

RIO DE JANEIRO, BRAZIL

The terminal is strategically located in Brazil's largest economic region. Serving the surrounding expanse of import-export hubs, the terminal leverages its extensive fleet of container handling equipment and its deep draft to efficiently allow simultaneous berthing of large container vessels of global shipping lines.



HIGHLIGHTS

START OF COMMERCIAL OPERATIONS: 1998
CONCESSION PERIOD: 25 + 25 years
REGULATOR: Companhia Docas
Do Rio de Janeiro

EQUIPMENT

 QUAY CRANES	5
 RUBBER-TIRED GANTRY CRANES	16

INFRASTRUCTURE & FACILITIES

TERMINAL AREA (hectares)	18.8
ANNUAL CAPACITY (TEUs)	530,000
BERTH LENGTH (meters)	715
BERTH DEPTH (meters)	15



The range of resources that pass through the port at Rio de Janeiro is quite diverse, among them, motor vehicles and auto parts, minerals, and stones—including ornamental granite, valued for its durability and timeless elegance.

LOCATION

LATITUDE

-8.3929378

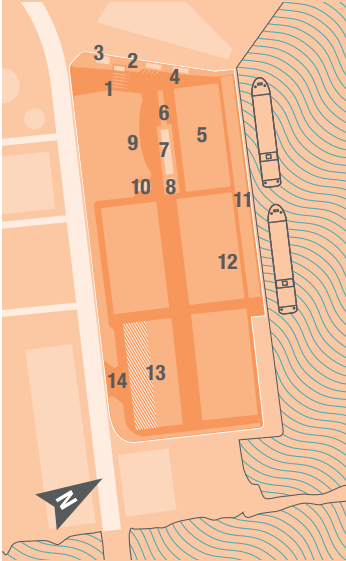
LONGITUDE

-34.9734262



The Suape Industrial and Port Complex sits at the convergence of major long-distance shipping commercial routes. Roughly 40 kilometers south of Recife (Pernambuco's capital), Suape has excellent road networks linking major coastal and inland cities across the country.

FEATURES



- 1 Gate In
- 2 Administrative Building
- 3 Customs Administrative Building
- 4 Truck Weighbridge
- 5 Container Yard
- 6 Customs Inspection
- 7 Container Freight Station
- 8 Customs Warehouse
- 9 Truck Scanner
- 10 Engineering Maintenance
- 11 Berth
- 12 Reefer Container Yard
- 13 Expansion Area
- 14 Gate Off

Tecon Suape S. A. (TSSA)
Avenida Portuária, s/n Porto de Suape,
Ipojuca - PE CEP: 55590-000, Brazil
📞 +55 81 3527 5200 ✉ +55 81 3527 5201
✉ comercial@teconsuape.com 🌐 www.teconsuape.com

TECON SUAPE

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

EQUIPMENT

 QUAY CRANES	6
 RUBBER-TIRED GANTRY CRANES	14

INFRASTRUCTURE & FACILITIES

TERMINAL AREA (hectares)	40
ANNUAL CAPACITY (TEUs)	721,500
PUBLIC BERTH (meters)	275
OWNED BERTH (meters)	660
BERTH DEPTH (meters)	15.5



The Port of Suape, serving major locators in the area's industrial estate, is located in Brazil's Pernambuco region. This region is known as a leading agricultural producer of fruit crops (including grapes and mangoes) and sugarcane. The sugarcane by-product ethanol, one of Brazil's main exports, is shipped in tanktainers.

LATITUDE
3.9046525

LONGITUDE
-77.0860229



FEATURES



- 1 Quay and Trestle
- 2 Break Bulk Facilities
- 3 Container Yard
- 4 Sugar Warehouse
- 5 Container Freight Station
- 6 Pre-Inspection Warehouse
- 7 Inspection Building
- 8 Administration Building
- 9 Gates
- 10 Police Compound

ZF PE Soc Puerto Industrial Aguadulce S.A KM 21 700,
Buenaventura-Valle, Colombia

+572 398-9330 +572 398-9329

servicliente@puertoaguadulce.com www.puertoaguadulce.com

☎ (051) 518 8881-6370533 ✉ comercial@puertoaguadulce.com

 [www.puertoaquadulce.com](https://twitter.com/puertoaquadulce)



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 of Colombian sugar as well as the world-famous Colombian coffee.

**PUERTO
AGUADULCE**
BUENAVENTURA, COLOMBIA

Puerto Aguadulce is the newest terminal at the Port of Buenaventura. With its modern and fully-integrated services, the terminal is best positioned to serve growing Asian trade.



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

	QUAY CRANES	4
	RUBBER-TIRED GANTRY CRANES	10

TERMINAL AREA (hectares)	84
ANNUAL CAPACITY (TEUs)	600,000
BERTH LENGTH (meters)	600
BERTH DEPTH (meters)	14.5



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.

FEATURES



- 1 General Cargo
- 2 Container Berth
- 3 Container Yard
- 4 ZAL (Logistics Support Zone)
- 5 SAV (Empty Administration Services)

Ave. De la Marina, Puerto Marítimo, Guayaquil, Ecuador
 ☎ +5934 6006300 ☎ +5934 3901700
 ✉ info@cgsa.com.ec 🌐 www.cgsa.com.ec



CONTECON
GUAYAQUIL
GUAYAS, ECUADOR

Fresh bananas on tables in households and establishments in the United States and Europe are likely to have had a long journey: perhaps from Costa Rica, the Philippines or the top banana exporter, Ecuador. With the largest reefer facilities, the country's banana exports are mostly shipped out through Contecon Guayaquil.

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 highway with port access roads is being built.



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

	QUAY CRANES	6
	MOBILE HARBOR CRANES	3

TERMINAL AREA (hectares)	115.4
ANNUAL CAPACITY (million TEUs)	1.4
BERTH LENGTH (meters)	1,627
BERTH DEPTH (meters)	10.5-12.5

LOCATION

LATITUDE

19.0848764

LONGITUDE

-104.3038032



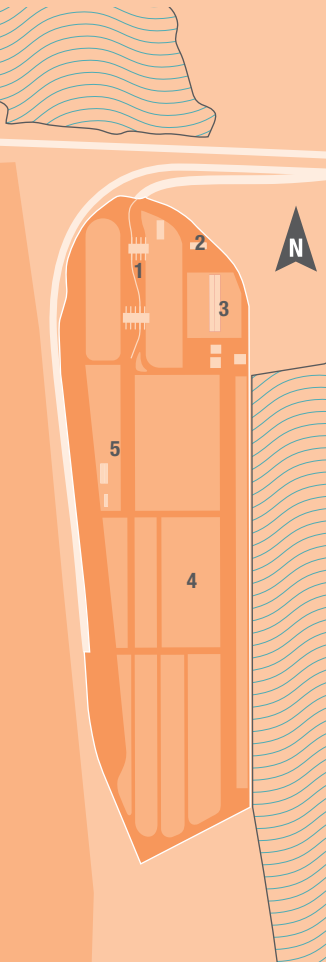
MEXICO

Manzanillo

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.

FEATURES



1 Gate

2 Administration Building

3 Container Freight Station

4 Container Yard

5 Container Repair Area

Contecon Manzanillo S.A. de C.V. (CMSA)
Blvd. Miguel de la Madrid Hurtado, Sin Numero, Colonia Las Brisas, Primera Seccion, TEC II Zona Norte, C.P. 28239, Manzanillo, Colima, México
☎ +52 310 13 8 2009 🌐 www.contecon.mx
✉ cmsa.comercial@contecon.mx



CONTECON MANZANILLO

COLIMA, MEXICO

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.



HIGHLIGHTS

START OF COMMERCIAL OPERATIONS: 2013
CONCESSION PERIOD: 34 years
REGULATOR: Port Authority of Manzanillo, Inc.

EQUIPMENT

 QUAY CRANES	12
 RUBBER-TIRED GANTRY CRANES	30

INFRASTRUCTURE & FACILITIES

TERMINAL AREA (hectares)	72.4
ANNUAL CAPACITY (million TEUs)	1.55
BERTH LENGTH (meters)	1,080

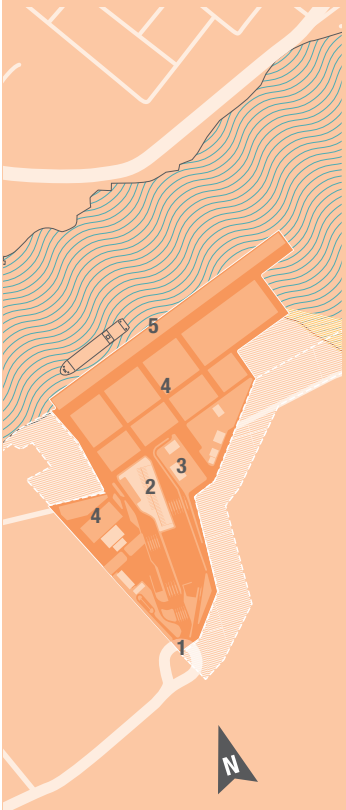
LOCATION

LATITUDE
20.9596849
LONGITUDE
-97.3234797



Located along the banks of Tuxpan River, approximately 11 kilometers away from the Gulf of Mexico, the port is connected to the capital Mexico City via a newly built 36,646 kilometer highway. It is the port closest to the capital and the central Mexican states, which all together generate over half of Mexico's gross domestic product.

FEATURES



- 1 Gate
- 2 Administration Building
- 3 Cargo Services Area
- 4 Container Yard
- 5 Berth

Terminal Maritima de Tuxpan, S.A. de C.V. (TMT)
Carr. A Cobos Km. 7, Barra Sur, C.P. 92770, Tuxpan, Veracruz, Mexico
☎ +52 (783) 837 5060 ☎ +52 (783) 837 5065
☎ +52 (783) 837 5064



TUXPAN MARITIME TERMINAL

VERACRUZ, MEXICO

The Port of Tuxpan is strategically located on the Gulf of Mexico and is a vital entry point for the country's trade with North and South America and Europe. The port handles petroleum and allied products, mineral bulk cargo, and agricultural bulk cargo.

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



EQUIPMENT

FULL BUILD	
 QUAY CRANES	7
 RUBBER-TIRED GANTRY CRANES	16

INFRASTRUCTURE & FACILITIES

FULL BUILD	
TERMINAL AREA (hectares)	37.75
ANNUAL CAPACITY (million TEUs)	1.02
BERTH LENGTH (meters)	815

LOCATION

LATITUDE

-34.8555855

LONGITUDE

-57.8882004



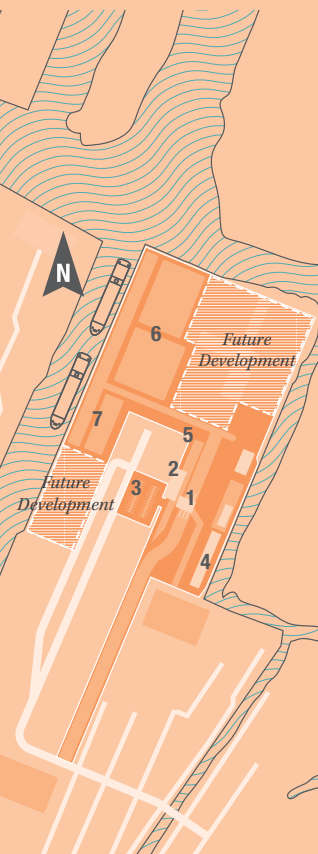
Buenos Aires

ARGENTINA



TecPlata, the first container terminal at the Port of La Plata, is located at the entrance of the port on the east. La Plata is 60 kilometers from Buenos Aires.

FEATURES



1 Gate

2 Administration Building

3 Parking

4 Service Area

5 Workshop Area

6 Container Yard

7 Reefer Station

TecPlata S.A.
Lola Mora 421, 4°, Of. 404, C1107, Buenos Aires, Argentina
+54 (011) 5245-8445
info@tecplata.com commercial@tecplata.com
www.tecplata.com



TECPLATA

BUENOS AIRES, ARGENTINA

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.



HIGHLIGHTS

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

EQUIPMENT

 QUAY CRANES	4
 RUBBER-TIRED GANTRY CRANES	9

INFRASTRUCTURE & FACILITIES

TERMINAL AREA (hectares)	41
ANNUAL CAPACITY (TEUs)	450,000
BERTH LENGTH (meters)	660
BERTHING POSITIONS	2

LOCATION

LATITUDE

15.8406284

LONGITUDE

-87.9393814



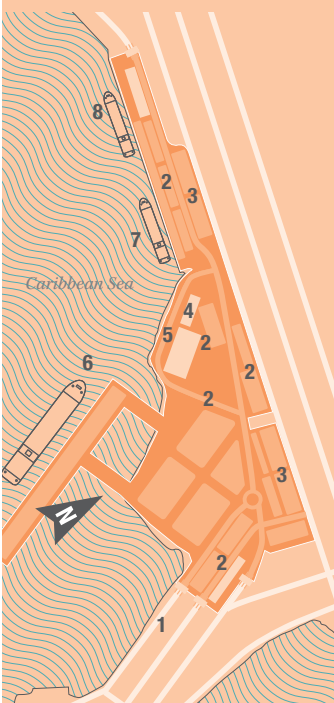
Puerto Cortés

HONDURAS

Tegucigalpa

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

FEATURES



1 Gate

2 Container Yard

3 Reefer Area

4 Warehouse

5 Offices

6 Berth 6

7 Berth 5

8 Berth 4

Operadora Portuaria Centroamericana SA de CV (OPC)
Piso No. 26, Nuevos Horizontes Business Center
1ra Calle, 3ra Av., Bloque S. Col. Rancho El Coco
San Pedros Sula, Cortés, Honduras, C.A.
+504 2564-6770 www.opc.hn



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.

Located beside industrial zones and second-largest Honduran city of San Pedro Sula, Puerto Cortes is Honduras’ largest port and the main gateway on the Atlantic coast to most of Central America.



HIGHLIGHTS

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

EQUIPMENT

 QUAY CRANES	3
 MOBILE HARBOR CRANES	4
 RUBBER-TIRED GANTRY CRANES (FINAL PHASE)	17

INFRASTRUCTURE & FACILITIES

TERMINAL AREA (hectares)	50
ANNUAL CAPACITY (million TEUs)	2
BERTH LENGTH (meters)	1,500
BERTH DEPTH (meters)	10.5-14

LOCATION

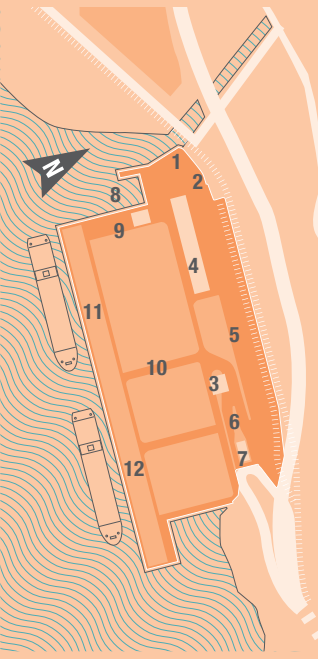
LATITUDE
45.3228498

LONGITUDE
14.4478253



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.

FEATURES



1 Service Gate

2 Workshop

3 Customs Inspection Area

4 Warehouse

5 Intermodal Yard

6 East Gate Office

7 East Gate

8 RoRo Ramp

9 BIP Station

10 Container Yard

11 Berth 1

12 Berth 2

Adriatic Gate Container Terminal JSC (AGCT)
Jadranska vrata, Brajdica 16, P.O. Box 129, 51000 Rijeka, Croatia
☎ +385 51 332 806 ☎ +385 51 496 764 ✉ info@ictsi.hr
🌐 www.ictsi.hr



ADRIATIC GATE 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.

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.



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

INFRASTRUCTURE & FACILITIES

TERMINAL AREA (hectares)	17
RAIL SIDE CAPACITY (TEUs)	360,000
BERTH LENGTH (meters)	628
BERTH DEPTH (meters)	14.8

LOCATION

LATITUDE
54.5473228

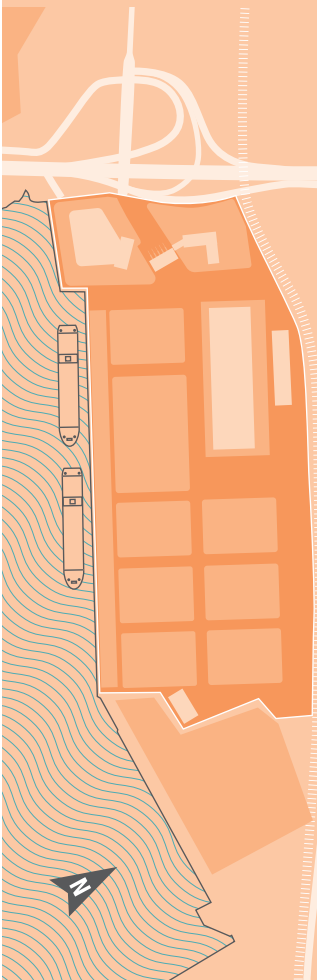
LONGITUDE
18.5038485



With a current annual handling capacity of 1 million TEUs, the Port of Gdynia's Baltic Container Terminal is the leading container terminal in Poland and one of the largest in the Baltic region.

BCT has new and modern container handling equipment and is capable of serving intermodal transportation through its truck and on-rail connectivity to inland Europe.

FEATURES



Baltic Container Terminal Ltd. (BCT)
Kwiatkowskiego Str. 60, 81-127 Gdynia, Poland
☎ +4858 350 6030 ☎ +4858 732 7900 ✉ bct@bct.gdynia.pl
🌐 www.bct.gdynia.pl



BALTIC CONTAINER TERMINAL

GDYNIA, POLAND

The Port of Gdynia serves the hinterlands of Eastern Europe. Situated on Gdansk 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.

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

 QUAY CRANES	6
 MOBILE HARBOR CRANE	2
 RUBBER-TIRED GANTRY CRANES	23
 RAIL-MOUNTED GANTRY CRANE	2

INFRASTRUCTURE & FACILITIES

TERMINAL AREA (hectares)	60
BERTH LENGTH (meters)	800

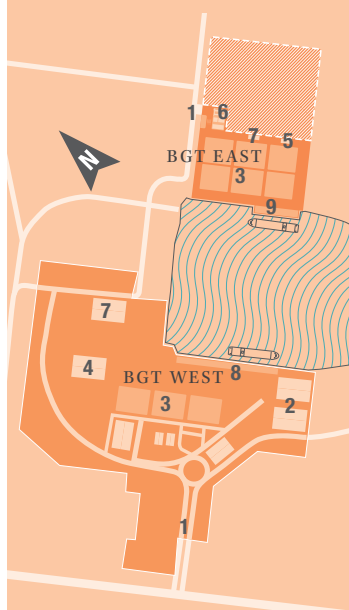
LATITUDE
30.0558097

LONGITUDE
47.9255077



Situated on the Gulf coast, the Port of Umm Qasr is Iraq's only deep water port on the western edge of the al-Faw peninsula – where the mouth of the Shatt al Arab waterway enters the Persian Gulf.

FEATURES



- 1 Gate
- 2 Warehouse
- 3 Container Yard
- 4 One-Stop Shop
- 5 Weigh Bridge
- 6 Administration Block
- 7 Scanner
- 8 Berth 20
- 9 Berth 27

North Port, Umm Qasr Port, Basra Province, Iraq

JBC 1, Suite 607, Jumeirah Lake Towers, Cluster G
PO Box 29335, Dubai, United Arab Emirates

☎ 00964 7834992443 ☎ 00971 45547026 🌐 www.ictsiraq.com
✉ info@ictsiraq.com

BASRA
GATEWAY
TERMINAL
UMM QASR, IRAQ

Country's largest port and the primary gateway of Iraq; the only dedicated container terminal with leading-edge port technology.



The Port of Umm Qasr is Iraq's largest port and primary trade link. As investment inflows continue and the Iraqi markets opens up to the global economy, the port is playing an increasingly vital role. BGT offers nonstop, robust support to one of the world's top oil and gas producing economies, via complex handling of steel pipes, land rigs, and other infrastructure project cargo for oil and gas exploration and production facilities.



HIGHLIGHTS

START OF COMMERCIAL OPERATIONS: 2014
CONCESSION PERIOD: 26 years
REGULATOR: . . . General Company for Ports of Iraq

EQUIPMENT

	QUAY CRANES	7
	MOBILE HARBOR CRANES	2
	RUBBER-TYRED GANTRY CRANES	10

INFRASTRUCTURE & FACILITIES

BGT WEST TERMINAL AREA (hectares)	28.3
BGT WEST BERTH 20 ANNUAL CAPACITY (TEUs)	350,000
BGT EAST TERMINAL AREA (hectares)	30
BGT EAST BERTH 27 ANNUAL CAPACITY (TEUs)	300,000
BGT EAST BERTH 25, 26, 27 ANNUAL CAPACITY (TEUs)	600,000

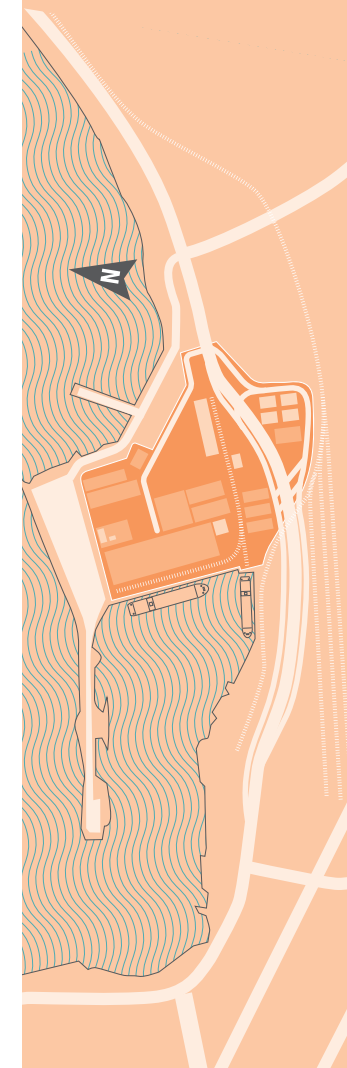
LATITUDE
41.648389

LONGITUDE
41.655189



Batumi Port is a main transportation trade point in the Black Sea basin. Batumi, with its large port and commercial center, is also the last stop of the Transcaucasian railroad and the Baku oil pipeline. It is situated some 20 kilometers from the Turkish border.

FEATURES



11 Baku Street, Batumi 6010, Georgia
 +995 42227 6269 info@bict.ge
 www.bict.ge



**BATUMI
INTERNATIONAL
CONTAINER
TERMINAL**
ADJARA, GEORGIA

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.

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

	QUAY CRANES	0
	MOBILE HARBOR CRANES	7

INFRASTRUCTURE & FACILITIES

TERMINAL AREA (hectares)	13.6
ANNUAL CAPACITY (TEUs)	200,000
BERTH 6 DRY CARGO AND FERRY TERMINAL (meters)	183
BERTH 4 & 5 MULTIPURPOSE CONTAINER TERMINAL (meters)	284
BERTH DEPTH (meters)	13.5

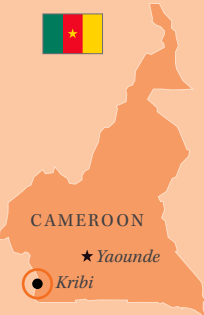
LOCATION

LATITUDE

2.72444444

LONGITUDE

9.86027778



CAMEROON

★ Yaounde

● Kribi

On the Atlantic coast (about 285 km from the capital Yaoundé, and 170 km from Douala), Kribi is well-positioned: in one of West and Central Africa's fastest-growing economies; in the center of the Gulf of Guinea; and facilitating the Logistics Corridor into Cameroon, Chad, Central African Republic, Equatorial Guinea, and as far as Gabon and Congo.

FEATURES



1 Gate

2 Maintenance Workshop

3 Offices and Workshop

4 Cargo Yard

5 O&G Berth

6 General Cargo Berth

A Stage 1

B Stage 2

C Container Terminal

Kribi Multipurpose Terminal SAS (KMT)
BP155, Kribi, Cameroon
☎ +237 657 10 24 28 ✉ kmagne@ictsi.cm
✉ info@ictsi.cm 🌐 www.ictsi.cm

KRIBI

MULTIPURPOSE
TERMINAL

KRIBI, CAMEROON



As one of the fastest-growing economies in West and Central Africa, Cameroon exports agricultural as well as mining products. Increased agricultural productivity, coupled with strategic government investments in public-private trade infrastructures, bode well for the gains to be made from cash crops. These include the cotton trade, where Cameroon is known not only for its quality grading systems but also its fine cottons for the premium market.

Poised to become the Gulf of Guinea's prime transshipment and in-transit hub, the Port of Kribi's unique deep-water advantage, and KMT's full-build infrastructure and equipment offer high-performance potential: for the largest vessels, and for other cargoes.



HIGHLIGHTS

START OF COMMERCIAL OPERATIONS: 2005
CONCESSION PERIOD: 20 years
REGULATOR: Port Authority of Kribi

EQUIPMENT

	MOBILE HARBOR CRANES	2
	VARIOUS LANDSIDE HANDLING EQUIPMENT	

INFRASTRUCTURE & FACILITIES

TERMINAL AREA (hectares)	10
ANNUAL CAPACITY (million tons)	1.5
BERTH LENGTH (meters)	265
O&G QUAY (meters)	63
BERTH DEPTH (meters)	16

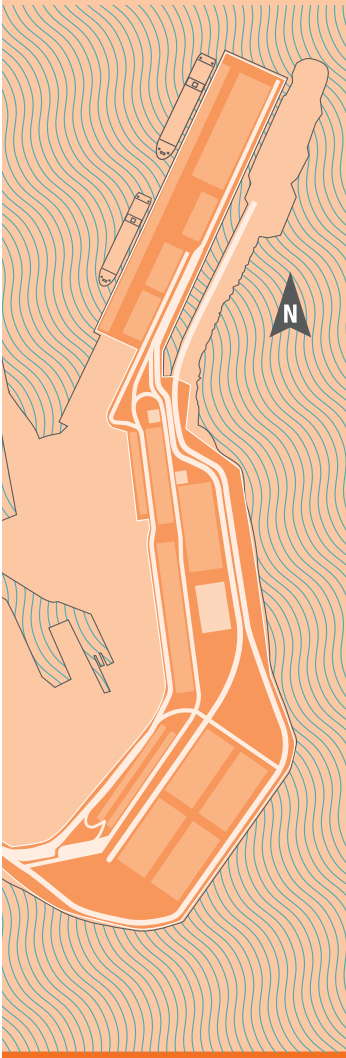
LOCATION

LATITUDE
-18.1545904
LONGITUDE
49.4240306



Strategically located on the eastern coast of Madagascar, MICTSL is a key port facility in the Indian Ocean connecting African and Asian trade. Toamasina, Madagascar's main port, is connected by rail to Antananarivo.

FEATURES



Madagascar International Container Terminal Services Ltd. (MICTSL)
10 Rue Du Commerce, Ampasimazava BP 138
Toamasina 501, Madagascar
☎ +26120 53 352 04 to 06 ☎ +26120 53 352 07
✉ info@ictsi.mg | mratrimo@ictsi.mg 🌐 www.mictsl.mg



The main gateway of the island nation, Toamasina (or Tamatave) reflects the interesting array of products from Madagascar, particularly those bound for international markets. Among Madagascar's exports are minerals and agricultural products such as vanilla beans. It is widely acknowledged that Madagascar is the leading producer of this particular commodity.

MADAGASCAR
INTERNATIONAL
CONTAINER
TERMINAL

TOAMASINA, MADAGASCAR

Madagascar's main international trading gateway. MICTSL is a key port in the Indian Ocean connecting Africa to global markets.



HIGHLIGHTS

START OF COMMERCIAL OPERATIONS: 2005
CONCESSION PERIOD: 20 years
REGULATOR: Société de Gestion Autonome de Toamasina

EQUIPMENT

	MOBILE HARBOR CRANES	4
	RUBBER-TIRED GANTRY CRANES	9

INFRASTRUCTURE & FACILITIES

TERMINAL AREA (hectares)	19
ANNUAL CAPACITY (TEUs)	400,000
BERTH LENGTH (meters)	287
BERTH DEPTH (meters)	10-12

LOCATION

LATITUDE
-5.83161

LONGITUDE
13.43409



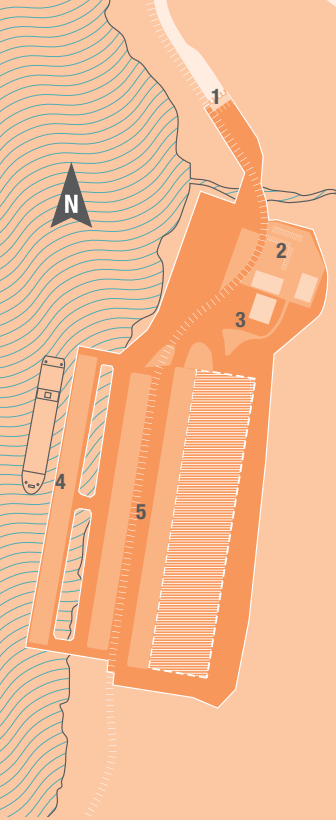
DEMOCRATIC
REPUBLIC OF
THE CONGO

Kinshasa

Matadi

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.

FEATURES



1 Gates

2 Administration Building

3 Maintenance Workshop

4 Mobile Harbor Crane

5 Container Yard

ICTSI D.R. Congo S.A. (Matadi Gateway Terminal)
Avenue Mienze Kiaku nr1/2, Cellule OEBK, Quartier Ville Haute,
Commune de Matadi, Kongo Central, Democratic Republic of the Congo
☎ +243 8299 99527 ✉ pbaudry@idrcsa.com
✉ MGTcustserv@idrcsa.com 🌐 www.mgt.cd



MATADI GATEWAY TERMINAL

KONGO CENTRAL, D.R. CONGO

The economy of the Democratic Republic of Congo is largely agricultural with coffee, palm, oil, rubber, cotton, sugar, tea, cocoa, 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.

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



HIGHLIGHTS
START OF COMMERCIAL OPERATIONS: 2016
CONCESSION PERIOD: 99 years
REGULATOR: Ministry of Transport

EQUIPMENT		
	MOBILE HARBOR CRANES	2
	VARIOUS LANDSIDE HANDLING EQUIPMENT	

INFRASTRUCTURE & FACILITIES	
TERMINAL AREA (hectares)	9.5
ANNUAL CAPACITY (TEUs)	175,000
BERTH LENGTH (meters)	350
BERTH DEPTH (meters)	12

LOCATION

LATITUDE
4.66825

LONGITUDE
7.150361



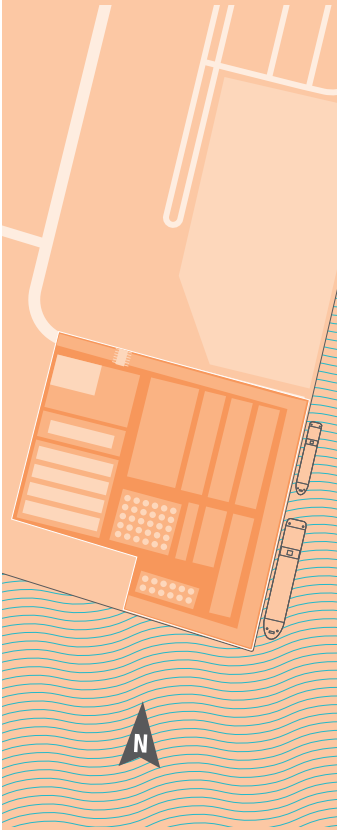
NIGERIA

Abuja

Onne

The sprawling Onne Port Complex--one of the world's largest Oil and Gas Free Zones--robustly serves both onshore and offshore activities, while accessing fields in West Africa and the Sub-Saharan region.

FEATURES



International Container Terminal Services Nigeria Ltd. (ICTSNL)
Onne Port Complex, Federal Ocean Terminal Onne,
Port Harcourt, Rivers State, Nigeria
✉ commercial@omt.ng 🌐 www.omt.ng



ONNE MULTIPURPOSE TERMINAL

PORT HARCOURT, NIGERIA

While the Port of Onne facilitates access to Nigeria's hinterland markets (e.g., Onitsha, Benin City, and Enugu), the OMT facility is itself in prime position within the port: the first terminal of call when entering the Onne Port Complex. The strategic position and the capabilities of the terminal will serve Nigeria's export thrusts—including top commodity exports such as cashew nuts—in good stead.

Onne Multipurpose Terminal, the first port of call at the Onne Port Complex, is equipped to handle containerized, oil and gas, and other types of cargo. Situated in Onne's Oil and Gas Free Zone, OMT is an efficient gateway to Africa's largest oil production region and Nigeria's hinterland markets.



HIGHLIGHTS
START OF COMMERCIAL OPERATIONS: 2021
REGULATOR: Nigerian Ports Authority

EQUIPMENT	
	MOBILE HARBOR CRANES
REACH STACKERS	5
EMPTY HANDLERS	3
TERMINAL TRACTORS	14

INFRASTRUCTURE & FACILITIES	
TERMINAL AREA (hectares)	22
BERTH LENGTH (meters)	750
BERTH DEPTH (meters)	12

LOCATION

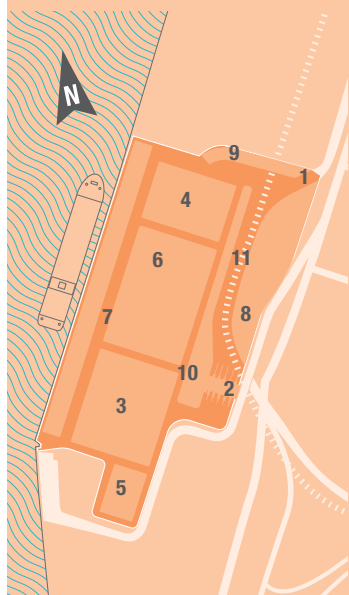
LATITUDE
24.8253514

LONGITUDE
66.9745679



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



- 1 Terminal Entry
- 2 Check-in Gates
- 3 Container Yard 1
- 4 Container Yard 2
- 5 Container Yard 3
- 6 Reefer Plugs
- 7 Power Station
- 8 Container Scanner
- 9 Training Simulator
- 10 Fuel Oil Station
- 11 Rail Connection

Pakistan International Container Terminal Ltd. (PICT)

Berths 6-9, East Wharf, Karachi Port, Karachi, Sindh, Pakistan
 ☎ +92 111 11 PICT (+92 111 11 7428)
 ✉ info@pict.com.pk 🌐 www.pict.com.pk



**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 exporter 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.

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

EQUIPMENT

	QUAY CRANES	6
	RUBBER-TIRED GANTRY CRANES	20

INFRASTRUCTURE & FACILITIES

TERMINAL AREA (hectares)	21
ANNUAL CAPACITY (TEUS)	750,000
BERTH LENGTH (meters)	600



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.

OUR LOCATIONS

- ★ **CORPORATE OFFICES**
Manila, Philippines
- **ICTSI ASIA PACIFIC**
Manila, Philippines
- **ICTSI AMERICAS**
Panama City, Panama
- **ICTSI EUROPE, THE MIDDLE EAST AND AFRICA (EMEA)**
Dubai, United Arab Emirates

AMERICAS

- **ICTSI RIO BRAZIL 1**
Rio de Janeiro, Brazil
- **TECON SUAPE**
Pernambuco, Brazil
- **PUERTO AGUADULCE**
Buenaventura, Colombia
- **CONTECON GUAYAQUIL**
Guayas, Ecuador
- **CONTECON MANZANILLO**
Colima, Mexico
- **TUXPAN MARITIME TERMINAL**
Veracruz, Mexico
- **TECPLATA**
Buenos Aires, Argentina
- **PUERTO CORTES**
Cortés, Honduras

EUROPE, THE MIDDLE EAST & AFRICA

- **ADRIATIC GATE CONTAINER TERMINAL**
Rijeka, Croatia
- **BALTIC CONTAINER TERMINAL**
Gdynia, Poland
- **BASRA GATEWAY TERMINAL**
Umm Qasr, Iraq
- **BATUMI INTERNATIONAL CONTAINER TERMINAL**
Adjara, Georgia
- **KRIBI MULTIPURPOSE TERMINAL**
Kribi, Cameroon
- **MADAGASCAR INTERNATIONAL CONTAINER TERMINAL**
Toamasina, Madagascar
- **MATADI GATEWAY TERMINAL**
Kongo Central, D.R. Congo

- **ONNE MULTIPURPOSE TERMINAL**
Port Harcourt, Nigeria
- **PAKISTAN INTERNATIONAL CONTAINER TERMINAL**
Karachi, Pakistan

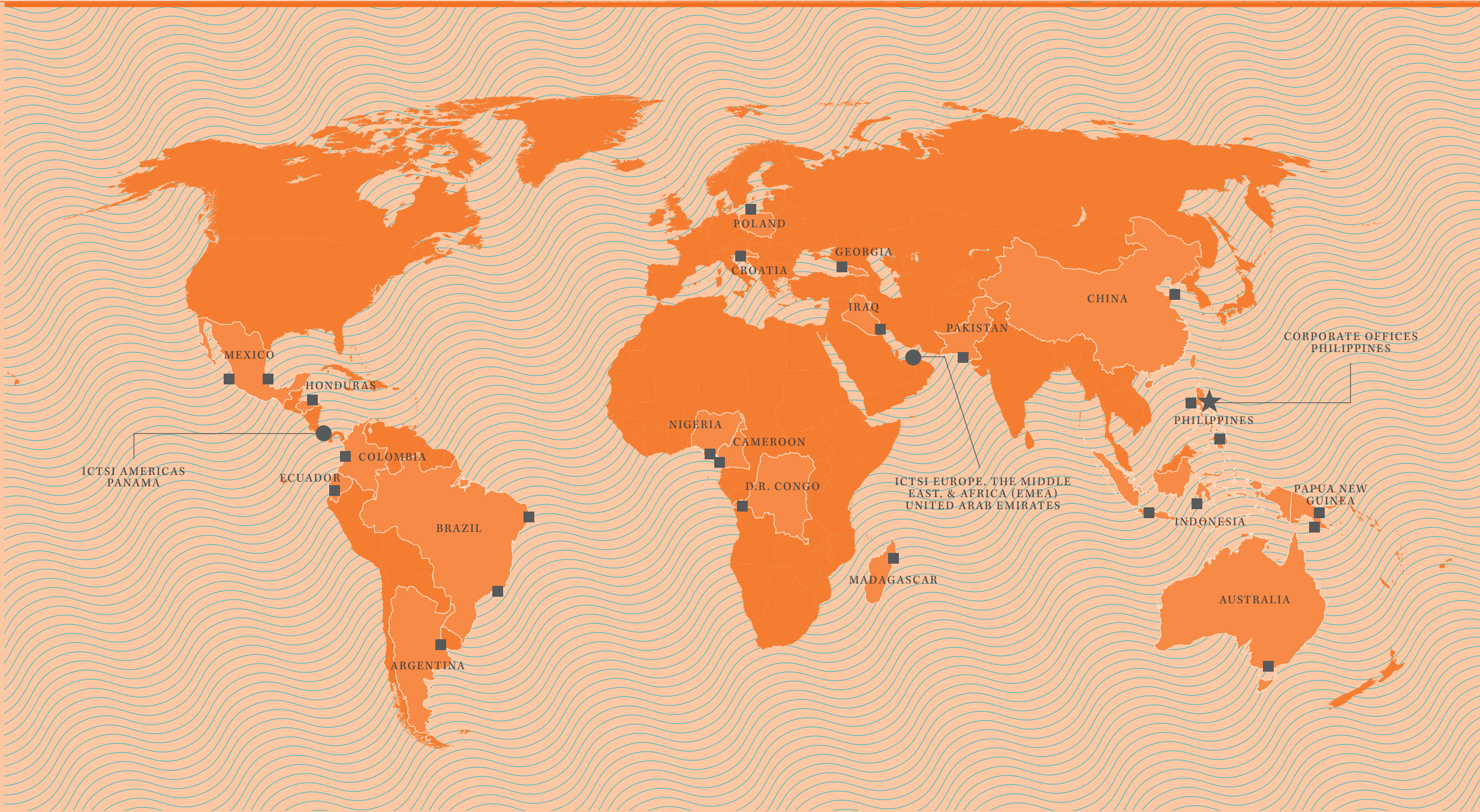
ASIA PACIFIC

- **MANILA INTERNATIONAL CONTAINER TERMINAL**
Manila, Philippines
- **NORTHPORT**
Manila, Philippines
- **MANILA HARBOR CENTER**
Manila, Philippines

- **SUBIC BAY INTERNATIONAL TERMINAL**
Zambales, Philippines
- **CAVITE GATEWAY TERMINAL**
Tanza, Philippines
- **LAGUNA GATEWAY INLAND CONTAINER TERMINAL**
Calamba, Philippines
- **BAUAN INTERNATIONAL PORT**
Batangas, Philippines
- **SASA WHARF**
Davao City, Philippines
- **MAKAR WHARF**
General Santos City, Philippines

- **MINDANAO CONTAINER TERMINAL**
Misamis Oriental, Philippines
- **HIJO INTERNATIONAL PORT**
Tagum City, Philippines
- **TANJUNG PRIOK BERTHS 300-303**
Jakarta, Indonesia
- **MAKASSAR CONTAINER TERMINAL**
South Sulawesi, Indonesia
- **SOUTH PACIFIC INTERNATIONAL CONTAINER TERMINAL**
Lae, Papua New Guinea

- **MOTUKEA INTERNATIONAL TERMINAL**
Port Moresby, Papua New Guinea
- **YANTAI INTERNATIONAL CONTAINER TERMINALS**
Shandong, China
- **VICTORIA INTERNATIONAL CONTAINER TERMINAL**
Melbourne, Australia



ICTSI FACT BOOK

CORPORATE OFFICE

ICTSI Administration Building
Manila International Container Terminal
MICT South Access Road, Port of Manila
Manila 1012, Philippines

+63 2 8 245 4101

info@ictsi.com

www.ictsi.com

