

ICTSI FACTBOOK





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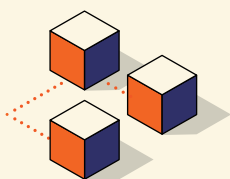
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PROFILE



Fast Facts



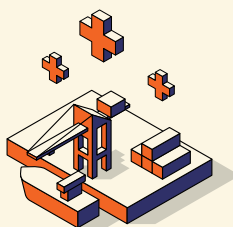
CORPORATE ORGANIZATION

PARENT COMPANY

International Container Terminal Services, Inc.

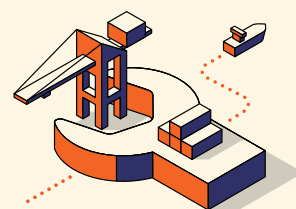
WHOLLY-OWNED SUBSIDIARY

ICTSI Ltd.



CORE BUSINESS

Development, management, and operation of marine and inland ports and terminals across six regional operations



ALLIED COMPETENCIES

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

Core Business

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

ICTSI serves as a partner of long and good standing of 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 and break bulk). In recent years, more ICTSI terminals are offering their expertise and capabilities in heavy-lift requirements and complex project cargo handling.

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

ICTSI is a recognized neutral global port and terminal operator: we provide equal standards of service to all shipping line clients.

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 over 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 (an underdeveloped terminal in the 1980s), ICTSI radically transformed the facility. Today, MICT is the largest and most modern container terminal in the Philippines. As the country's premier international gateway,

MICT adheres to management and operational standards that are on a par with those of global port operations leaders.



Consolidation and Expansion

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

For almost four decades, we have been using and continually sharpening 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.

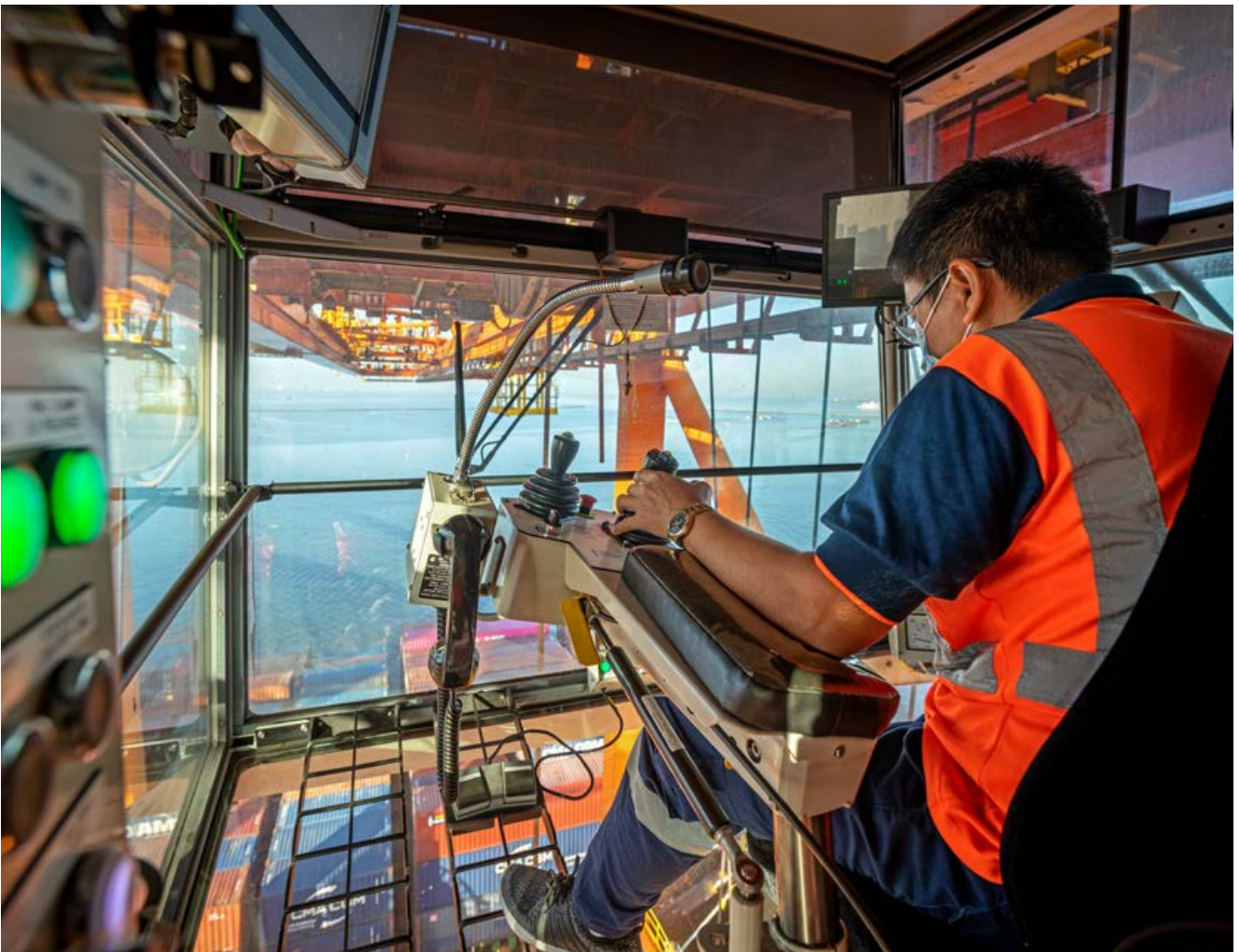
We have built a reputation for performing beyond the expectations of central and regional government stakeholders in privatization processes in advanced, developed and emerging economies. In so doing, we have established ourselves as a proven and preferred partner in privatization efforts around the world.

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

International Operations. Global Opportunities.

Today, ICTSI is involved in the development, management, and operation 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.

Management Strength

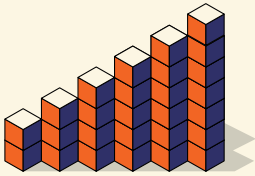
ICTSI, led by its Board of Directors and its Management Team, has weathered upheavals on the national as well as the global level. Their decision-making and direction-setting over the years have resulted in an increasingly stronger, more expansive and intensely competitive organization.

The earliest years of the Company’s operations took place in the Philippines’ volatile years post-EDSA Revolution; nevertheless, the overall business climate was marked by cautious optimism. On the ground, at the MICT facility where ICTSI just secured the 25 + 25-year concession, the challenge loomed: how to transform a largely-

undeveloped terminal port, which then only had two quay cranes among its equipment.

In roughly a decade, ICTSI was able to overcome these challenges, and do so with distinction, as 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



2025

ICTSI’s market capitalization surpassed P1 trillion for the first time. The company also posted record gross revenues of US\$3.23 billion, EBITDA of US\$2.14 billion and attributable net income of US\$1.05 billion, crossing new financial thresholds for the year.

2024

ICTSI retains its position as the world’s largest independent port operator, with impressive revenue growth pegged at 14% (for the first nine months of 2024, vis-a-vis the same period in 2023), and well-positioned to deliver future growth. The Company had earlier earmarked \$450 million in capital expenditures to complete an expansion project in Brazil, develop a new terminal in Indonesia, and continue expansion projects in Mexico, the Philippines, and D.R. Congo. ICTSI chairman and president Enrique Razon, Jr. stated that the group is “very actively looking” for investments in regions where they have achieved success such as Asia, Latin America, Africa, and the Middle East.

2023

ICTSI secures its biggest credit facility, pegged at USD750 million, from Metropolitan Bank & Trust Co. (Metrobank), the Philippines’ second largest private universal bank. The proceeds have been earmarked to refinance short-term obligations, and fund strategic mergers and acquisitions.

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.

Early in the 21st century, 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.

More recently still, through the COVID-19 pandemic, ICTSI delivered a positive performance in very challenging circumstances. In the early days of the pandemic, the ICTSI Group—leveraging both agility and strength—acted swiftly to initiate cost reduction, reduce capital expenditures, and later seized opportunities to lengthen debt maturities at lower rates.

Simultaneously, the Company stepped up its social community support and increased health and safety measures at all ports to ensure resilience across sectors of society.

In retrospect, 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, and has kept moving towards growth that is 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, with largely positive results.

ICTSI rode this wave, beginning in the latter half of the 1980s in the Philippines: one of the early adopters of port privatization. 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 post-turnover, the fees that were being remitted to the government almost doubled. In time, what began as a pilot project would be held up by the PPA itself as a classic success story of its public-private partnership initiative. ICTSI gained invaluable experience from MICT's transformation, and successfully replicated this in other developing markets that took the port privatization track.

Of course, in the wake of crises such as the 2007-2008 financial turmoil and the more recent global pandemic, challenges remain in

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

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 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. ■

Interdependence / Independence



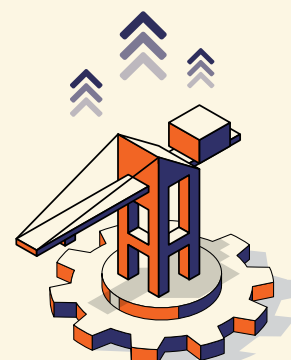
One distinctive mark of the world, the industry, and all the communities in which we operate is the level of interdependence required: first to survive, and then, even more so, to thrive.

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.



THE VALUE WE CREATE



Purpose and Values

Our Purpose

To make ports around the world a driver for positive and sustainable growth

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 by many of the same founding values that have underpinned our sustainable approach to growing our business and our host communities.



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.



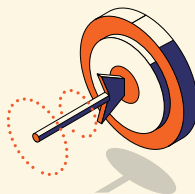
TRUST

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.



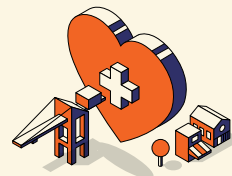
COLLABORATION

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.

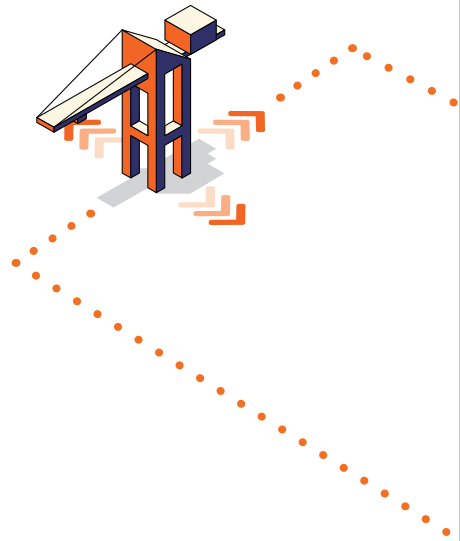


PASSION

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

Since commencing our expansion program in 1994, we have built our track record of success: in penetrating entirely new markets; effectively working closely with local partners and adapting agilely to prevailing market conditions and sociocultural environments in new locations; and more important, performing at ever-higher levels, establishing new benchmarks, and even enabling our ports and terminals to achieve leadership in their markets.



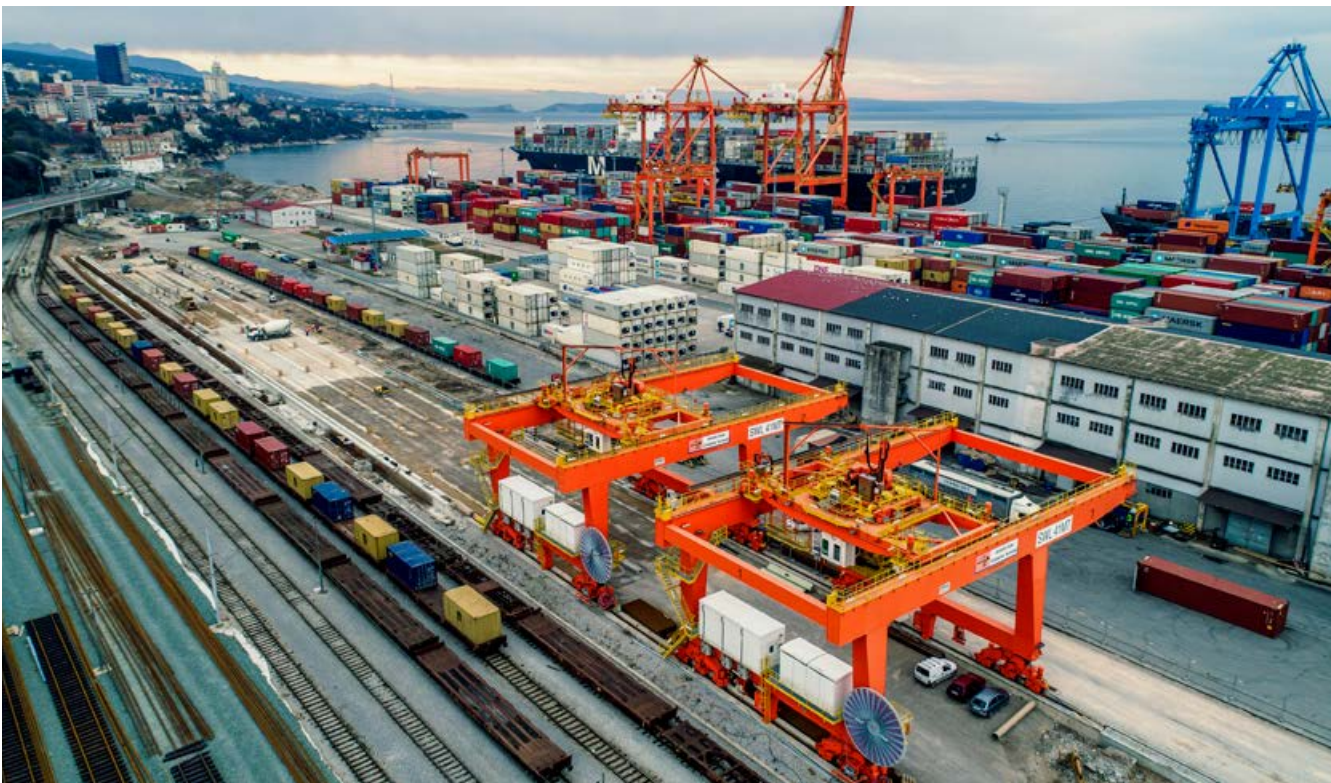
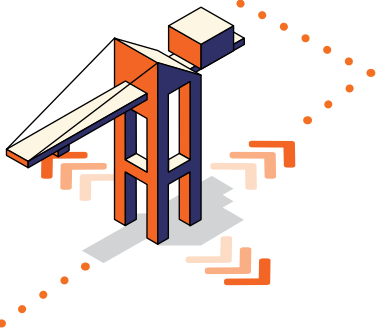
We have accomplished this by leveraging the following strengths, as each new successful acquisition becomes not only a profitable enterprise, but also

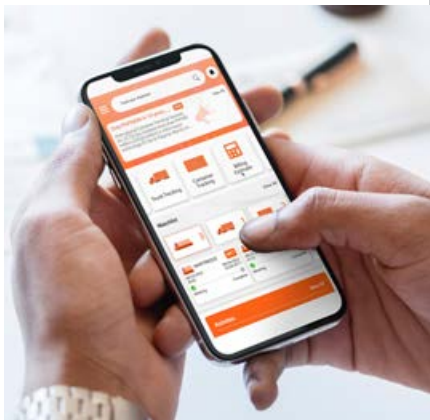
a highly instructive resource of best practices applicable to other operations all across the Group's holdings.

International Experience

ICTSI maintains its corporate headquarters in Manila, with regional representatives (in Dubai, for Europe, Middle East and Africa, and in Panama City for the Americas operations). 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 later foreign acquisitions. We continue to drive the dynamic process of establishing benchmarks: a process that constantly evolves and is continually 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 a top priority for ICTSI. We consistently utilize the leading hardware and software resources in the market, and deploy them in strategic areas to improve not only our specific operations, but also to enhance how we interact with port stakeholders, and develop an increasingly seamless supply chain.

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 factor in the efficient performance of all our ports.

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

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, 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 long-term prospects for sustainable profitability.



A Focus on Developing Markets

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 container ports and terminals in developing markets, 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

From its early days as the Philippines' leading terminal operator, to its present stature as the largest independent Global Terminal Operator, ICTSI has consistently adhered to corporate stewardship, and to partnerships for development.

Both are anchored on the value of the long view: of long-term good, across borders and generations, accomplished as ICTSI lives out its purpose of making each and all of its ports around the world a driver for positive and sustainable growth.



The ICTSI Foundation: Focused on the Youth

Creating positive impact through good global citizenship, the ICTSI Foundation 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.

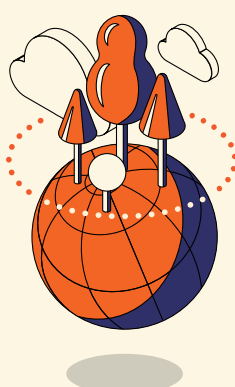
Focused on three program pillars of Youth Development, Community

Welfare, and the Protection of the Environment, ICTSI Foundation helps keep ICTSI's host communities safe, sustainable, thriving, and empowered.

YOUTH DEVELOPMENT



ENVIRONMENTAL PROTECTION



COMMUNITY WELFARE



ICTSI has always put a premium on the timeless values of prudence, discipline, and stewardship. Today, the Company continues to uphold these values in their contemporary contexts, even as it works to sustain profitability accomplished with integrity, and to advocate for quality of life within and beyond the organization. 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, of corporate resources, and of the environment. ICTSI is committed to the constant 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 play an ever-

increasing role on-ground, as active partners in the development of communities and sectors.

ICTSI maximizes multiple tracks for creating positive impacts. These tracks include Group-wide community/sectoral initiatives of the Head Office; similar efforts initiated at the subsidiaries' level; and ICTSI's official CSR arm, the ICTSI Foundation.

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

Nurturing People

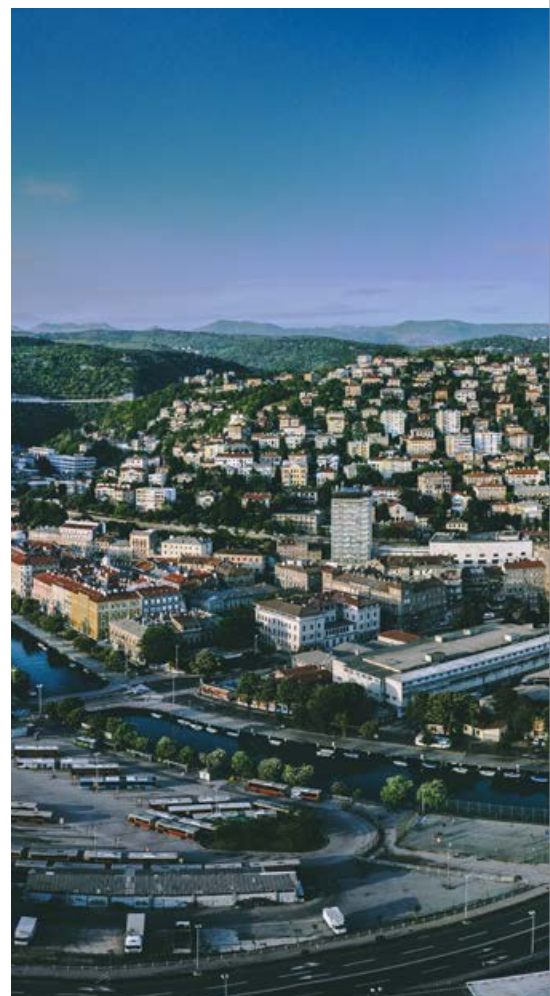
ICTSI is committed to continuously investing in human resource development.

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 continually strengthens the institutionalization of workplace health and safety management across the terminals,

communicating consolidated health and safety performance data and improvement plans to Senior Management to review and support, and fostering best practices sharing.

Livable Port Cities

ICTSI is fully committed to promote the most stringent safety culture.

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 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 installation 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. ■



In Flux. In Trust.

As indispensable trade links between sea lanes and inland markets, container terminals are always in a state of flux. The seamless flow of goods remains a constant imperative. In this ever-shifting landscape, International Container Terminal Services, Inc. (ICTSI) continues to strengthen supply chain synergies across its operations—bridging nations, regions, and key globally traded commodities to ensure that trade moves swiftly, securely, and sustainably.

The Philippines: Luzon Ports Cluster

In its home region, ICTSI continues to harness its leadership in the Philippine ports sector to achieve synergy at the heart of the nation's trade: the Port of Manila. Here, the company operates the Manila International Container Terminal (MICT), the country's sole dedicated international container terminal; NorthPort, the largest multi-use domestic cargo hub; and Manila Multipurpose Terminal (MMT), which serves the Philippines' international bulk and breakbulk trade. Together, these facilities streamline the movement of cargo between the National Capital Region (NCR) and markets across Luzon, Visayas, and Mindanao, reinforcing ICTSI's central role in shaping the country's supply chain ecosystem.

■ MICT remains the only Philippine port offering a true multimodal logistics solution. Its holistic freight distribution system links directly with NorthPort and MMT, enabling faster intra-terminal transfers that generate measurable cost savings for customers. These three terminals are in turn connected to key economic zones in Laguna and Cavite through the Laguna Gateway Inland Container Terminal (LGICT) and the Cavite Gateway Terminal (CGT), respectively. These connections not only shorten transit times but also ease congestion across Metro Manila's road networks. Such improvements build on MICT's broad-based reforms,

including the transition to digital payments through the Advance Customer Transaction System and the rollout of the ICTSI App, initially launched in the Philippines and set for expansion to ICTSI's global terminals.

■ Further north, ICTSI's Subic Bay International Terminals (SBITC) serves as the major logistics hub for Northern and Central Luzon. Operating in close collaboration with the Bureau of Customs—Port of Subic and the Subic Bay Metropolitan Authority, SBITC continues to deliver efficient, customer-focused services. Weekly calls from major shipping lines connect exporters directly to intra-Asia and global ports, while importers benefit from excellent road access to the national logistics network. Feeder and on-demand barge operations further strengthen local and domestic connectivity, supporting Subic's role as a vital gateway for regional trade.

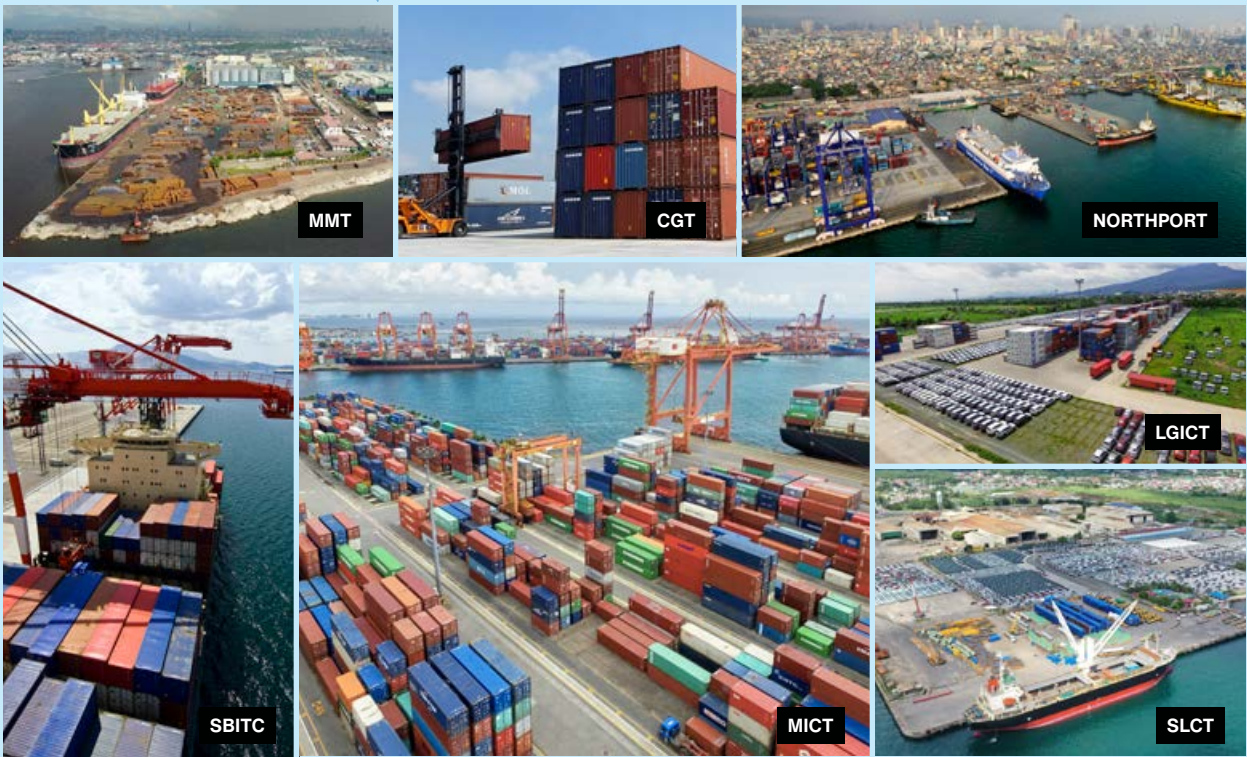
■ South of Manila, ICTSI continues to enhance its network through strategic facilities that support the industrial and manufacturing growth of Southern Luzon. From its site in Calamba, Laguna, the Laguna Gateway Inland Container Terminal (LGICT)—the country's first one-stop inland depot—serves the continuous expansion of industrial zones across Laguna and Batangas within a 5- to 30-kilometer radius.

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

Meanwhile, the Bauan International Port (BIPI) in Batangas has long supported the country's automotive industry—one of Southeast Asia's strongest-performing markets—and remains fully equipped to handle roll-on/roll-off, breakbulk, heavy-lift, general, and project cargo. On the same site, ICTSI is developing a new container terminal, project-named the Luzon International Container Terminal (LICT)—a future-ready gateway representing the Philippines' largest privately funded marine terminal investment. Once completed, LICT will become the country's second-largest container terminal after MICT and will play a

Terminals Synergies

PHILIPPINES: LUZON PORTS CLUSTER



Terminals Synergies

BRAZIL: GREATER RIO DE JANEIRO



pivotal role in advancing the nation's renewable energy transition by addressing the specialized marine handling requirements of this rapidly expanding sector.

■ Maritime connectivity also continues to evolve through the Cavite Gateway Terminal (CGT) in Tanza, Cavite—the Philippines' pioneering container roll-on/roll-off barge terminal. CGT enhances supply chain efficiency by linking

the Port of Manila with Cavite's industrial zones, enabling faster and more sustainable freight movement between Luzon and other islands. Its location—just 12 kilometers from the Cavite Export Processing Zone and 32 kilometers from the First Cavite Industrial Estate—offers manufacturers and cargo owners shorter truck turnaround times and lower logistics costs, while easing traffic congestion in Metro Manila.

Brazil: Strengthening Synergies in Latin America

Beyond the Philippines, ICTSI is also strengthening synergies across its Latin American operations, particularly in Brazil, where it manages six facilities: Rio Brasil Terminal (RBT) at the Port of Rio de Janeiro; iTracker facilities in Rio de Janeiro, Barra Mansa, and Suzano; CLIA Pouso Alegre in Minas Gerais; and Tecon Suape (TSSA) in Pernambuco, which serves the country's northeast.

At the heart of this network, RBT stands strategically within Brazil's largest economic region, serving as a major gateway for import and export activities. Its deep draft and modern container handling equipment allow simultaneous berthing of large vessels, while its access to robust road and rail connections ensures operational efficiency and closer proximity to customers.

Supporting RBT's operations is iTracker, ICTSI's end-to-end logistics arm that delivers integrated, technology-driven solutions. With facilities in Rio de Janeiro, Floriano, and a new site in Suzano, iTracker extends the Port of Rio de Janeiro's reach to São Paulo's hinterland, and connects Brazil's key trade and industrial hubs. Its rail-centric logistics model significantly reduces truck traffic and CO₂ emissions while offering greater safety, security, and cost efficiency. The system also allows door-to-door protection against theft, eliminates port queues, streamlines pre-stacking for loading and scheduling,



and facilitates the fast movement of goods between customs-controlled areas—further enhancing supply chain performance.

Further inland, CLIA Pouso Alegre extends ICTSI's reach into Minas Gerais, one of Brazil's primary export-producing regions. Its location near São Paulo and Rio de Janeiro—two of Brazil's busiest ports—positions it to efficiently serve a vast and economically vibrant hinterland.

In the northeast, TSSA anchors ICTSI's presence at the Suape Port and Industrial Complex in Pernambuco. The terminal plays a vital role in serving the agricultural and industrial hinterlands of Northeast Brazil,

ICTSI reaffirms its mission: to keep trade moving efficiently and reliably—in flux, yet always in trust.

including the rapidly growing Recife Metropolitan Area.

Brazil stands among six major Latin American economies where ICTSI maintains a significant footprint, underscoring the region's importance to the company's long-term global

growth strategy. By continuously fostering collaboration and synergy among its global terminals, ICTSI reaffirms its mission: to keep trade moving efficiently and reliably—in flux, yet always in trust.

Supply Chain Synergies for Selected Commodities

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

In the global banana trade, leading producers such as Ecuador and the Philippines utilize ICTSI ports.

In Ecuador—the world's top banana producer and exporter—Contecon Guayaquil (CGSA) is the first terminal able to serve two mega vessels simultaneously. Superbly equipped to facilitate Ecuador's top exports, CGSA pioneered the Guayaquil Banana Gateway, a new cold storage service designed to preserve the freshness and quality of the country's banana produce.

CGSA has also previously led the industry in other vital areas. For instance, through the efforts of the CGSA-led Logistics Community of the Port of Guayaquil, the innovative integral insurance for banana exporters was launched, enabling banana growers to have peace of mind that their product is covered until delivery at the destination of their customers. CGSA is also the first port in South America to obtain a carbon-neutral certification.

In Asia, Ecuador's counterpart is the Philippines. Supporting the country's dominance in banana production and exports are two ICTSI ports that are strategically located in the agri-production powerhouse region, Mindanao: Mindanao Container Terminal (MCT) and South Cotabato Integrated Port Services, Inc. (SCIPSI). Here, major investments support demand spikes for banana exports; in MCT, for instance, an extended berth now

enables alongside berthing of two larger foreign vessels.

As one of the world's top oil exporters, Iraq counts its Basra oil fields as some of the most important for the country. Equipped with three post-Panamax ship-to-shore cranes—considered to be the largest and most modern port equipment in Iraq—Basra Gateway Terminal (BGT) is more than capable of handling up to 14,000-TEU vessels.

The only terminal in Iraq to have handled four million TEUs, BGT 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 utilize ICTSI ports for exports of fresh and processed tuna: Gen. Santos City (Philippines) and Lae (Papua New Guinea).





Our clients—from Manila to Manzanillo, from Rio de Janeiro to Melbourne, from Basra to Toamasina, and elsewhere around the globe—trust us to handle their cargo with the utmost care.

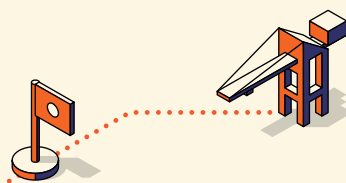
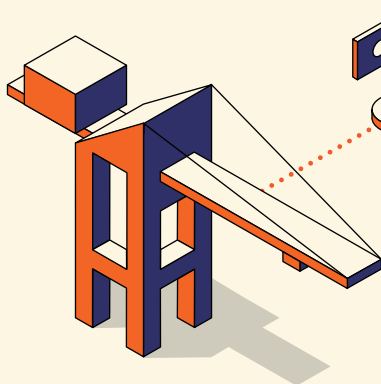
Beyond Handling: Holding In Trust

Our clients—from Manila to Manzanillo, from Rio de Janeiro to Melbourne, from Basra to Toamasina, 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

- Wins bid and takes over MICT operations. Sets benchmark for future concessions: upgrades infrastructure and equipment, streamlines processes, and pioneers computerization.

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

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

1997

1999

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

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



- Services, Inc. (stevedoring and cargo handler in Makar Wharf, Gen. Santos City) leads to Group's 2nd Philippine terminal.

2000

- ISO 9002-certified MICT sets pace for Group-wide ISO rollout.
- ICTSI investment in South Cotabato Integrated Port

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

2001

- Wins 30-year management concession of Suape Container Terminal, northern/northeastern Brazil's largest, most modern container facility.

- MICT blazes trails in Philippine ports sector: MICT iBox (e-commerce) and TopMan v.1. (terminal monitoring).

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



BRAZIL

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*).

2004

- 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.



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

MADAGASCAR



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

2006

**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."

2007

- Enters China market via Yantai Rising Dragon International Container Terminal in Shandong.
- Wins 30-year concession for greenfield project in Colombia's Port of Buenaventura.

2008

- 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).

- 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.



ARGENTINA

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

- MICT, as 1st Philippine port in the Megaports Initiative (as commissioned by US and Philippine governments), gets stronger security systems.

- Enters Croatian market, investing in Adriatic Gate Container Terminal (AGCT), holder of the 30-year concession to operate and develop Bradjica Container Terminal in Rijeka.



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



2012

- Raises US\$200 million for greenfields and new acquisitions through the Philippines' and Asia's first hybrid bond.

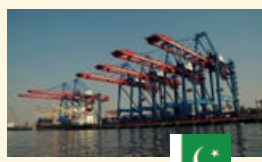
- Lauded as Philippines' Best Investor Relations Company (*Corporate Governance Asia*).

- US\$ 200 million hybrid issue (2011) is hailed "Philippine Capital Markets Deal of the Year" (*IFR Asia*), "Philippine Deal of the Year" (*Alpha Southeast Asia*), and "Best Deal of the Year" (*The Asset*).

- Boosts Asian operations: enters Jakarta's Port of Tanjung Priok.



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



- Enters Pakistani market via Pakistan International Container Terminal Ltd.

2013

- Through subsidiaries, ICTSI and PSA International Pte. Ltd. ink deal to jointly develop, construct, and operate the container terminal and ancillary facilities in Aguadulce, Buenaventura (Colombia).
- Launches US\$1 billion Medium Term Note Program.

- Wins bid for the Specialized Container and General Cargo Terminal in Puerto Cortés (Honduras).



HONDURAS



- ICTSI marks 25th anniversary.
- MICT handles 25th million TEU (since 1988).

- Corporate Governance Asia confers Asian Corporate Director Recognition to ICTSI Chairman and President Enrique K. Razon Jr.

- Cited as Asia's best managed transportation/shipping company (*Euromoney*); ranked among Philippines' Best Managed and Best Investor Relations Companies (*FinanceAsia*).

2014

- According to *Corporate Governance Asia*: ICTSI is "one of the country's Best Investor Relations Companies"; Enrique K. Razon Jr. is among Asia's Best CEOs; ICTSI is one of Asia's Icons on Corporate Governance.

- Recognized as one of Asia's elite companies with All-Round Excellence (*The Asset Corporate Awards*' Platinum category).

- Wins bid for Webb Dock Empty Container Park at the Port of Melbourne, Australia's largest container terminal.



- Expands in Africa, in the Democratic Republic of the Congo, with ICTSI DR Congo Terminal: a venture with Ledyia Group and SCTP SA, serving Matadi's hinterland, including Kinshasa (Central Africa's largest city).

- Closes Loan Facility Program and US \$350 million syndicated revolving credit facility: a first by an Asian corporate.

- World Finance* "Sponsor of the Year," with 8 ICTSI Group deals included in the publication's Best Project Finance Index). 1st Runner-Up, Most Admired ASEAN Enterprise (ASEAN Business Awards, Myanmar).



D.R. CONGO

2015

- ICTSI's US \$450 million perpetual bonds issue is the Best Corporate Bond in the Philippines (*The Asset Triple A Country Awards*), and the Philippine Capital Market Deal of the Year (*IFR Asia*).

- Acquires full ownership of Terminal Maritima de Tuxpan (TMT) in Tuxpan, Mexico.

- Partners with Transnational Diversified Group and Nippon Container Terminals to revive the dry port business in Laguna, launching Laguna Gateway Inland Container Terminal.

2016

- ICTSI inaugurates first phase of Basra Gateway Terminal expansion.

- Manila International Container Terminal hits its first year-to-date 2 million TEUs.



2017

- ICTSI and PSA International formally open Puerto Aguadulce in March, a joint venture terminal in the Port of Buenaventura, Colombia with His Excellency, Juan Manuel Santos, President of the Republic of Colombia, leading the inaugural rites.

- ICTSI signs 25-year terminal operations agreement with PNG Ports Corp. Limited in September for the acquisition of two new ports in Papua New Guinea: Motukea International Terminal serving the capital of Port Moresby, and the South Pacific International Container Terminal at the Port of Lae.



PAPUA NEW GUINEA

- ICTSI acquires shares in Manila North Harbor Philippines Inc. (MNHPI), holding the domestic concession at the Manila North Harbor Terminal (NorthPort). The transaction allows ICTSI to contribute its experience, expertise and state-of-the-art technology and infrastructure to the country's premier domestic terminal, and improve the traffic condition in Metro Manila.

- In October, the Philippine government, through the Board of Investments of the Department of Trade and Industry, presents to ICTSI the 2017 Guinogulan Award for Large Enterprises for the latter's significant contribution to the country's economic growth.

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.

ICTSI Foundation celebrates its 10th year.

ICTSI takes over operations of Terminal de Containeres 1 in the Port of Rio de Janeiro in Brazil, and rebrands it to ICTSI Rio Brasil 1.



2018 2019

ICTSI marks its 30th year.

ICTSI and its Chairman and President, Enrique K. Razon Jr. wins the Priority Integrated Sector – Logistics Category of the Asean Business Awards (ABA) 2018, hosted by the ASEAN Business Advisory Council Singapore.

ICTSI opens the new Cavite Gateway Terminal (CGT), the Philippines' first container roll-on/roll-off barge terminal in Tanza town, allowing trans-shipment of cargo from the Manila port to Cavite via barges, a move seen to reduce congestion through fewer trucks on roads.

2020



the MICT's annual capacity to over 3.3 million TEUs.

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."

2021

ICTSI starts commercial operations at Onne Multipurpose Terminal in Nigeria.

ICTSI acquires Manila Harbor Center, the Philippines' largest multipurpose port handling foreign and domestic non-containerized cargoes and vessels.

ICTSI starts commercial operations at the Kribi Multi-Purpose Terminal in Cameroon.

ICTSI completes the Manila International Container Terminal's Berth 7 expansion, effectively raising

2022

ICTSI launches the new ICTSI App for cargo visibility and is now available for download in the Philippines. ICTSI's latest innovation grants port users real-time access to critical logistics data across ICTSI's global operations.

IRB Logistica Ltda. partners with Tracker Logistica to form iTracker Logistica Inteligente, a new multimodal business

operating at Rio de Janeiro and Barra Mansa in Brazil.



ICTSI acquires majority ownership in a multi-purpose terminal in Lamongan Regency, East Java,



Indonesia. The East Java Multipurpose Terminal is ICTSI's 15th terminal in APAC.

ICTSI signs a new 30-year lease with the Port Authority of Gdynia SA to operate the Baltic Container Terminal (BCT) in Poland. The new lease will run until 2053.

2023

2024

ICTSI continues to go above and beyond its concession obligations with the Philippine Ports Authority, adding another berth at the MICT. The expansion will increase MICT's capacity by 200,000 TEUs to 3.5 million TEUs, which will be key in addressing the increase in cargo volume as the country's economy fully reopens.

ICTSI commits to achieve net zero by 2050. Five terminals in Latin America—Contecon Guayaquil in Ecuador, Contecon Manzanillo in Mexico, Rio Brasil Terminal and Tecon Suape in Brazil, and TecPlata in Argentina—have been certified as carbon neutral.

2025

ICTSI and its partner, PT Interport Sarana Infrastruktur Indonesia, formalized a 30-year agreement with PT Batam Terminal Petikamas (BTP) to become the strategic partner for the operation and development of the Batu Ampar Container Terminal (BACT) in Batam Island, Indonesia.

Subic Bay International Terminals Corp. (SBICT) and ICTSI Subic Inc. (ISI) secured a 25-year extension of their concession agreements with the SBMA. This secures ICTSI's continued operation and management of the New Container Terminals 1 and 2 (NCT-1 and NCT-2) until 2058.



GLOBAL OPERATIONS



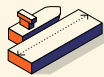


Manila International Container Terminal

Manila, Philippines

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
🌐 www.ictsi.com
🌐 www.mict.com.ph

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

 ANNUAL CAPACITY 3.5 MILLION TEUS	 TERMINAL AREA 94.8 HECTARES	 BERTH LENGTH 1,850 METERS	 QUAY CRANES 18 UNITS
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HIGHLIGHTS	
Start of Commercial Operations:	1988
Concession Period:	25 + 25 years
Regulator:	Philippine Ports Authority

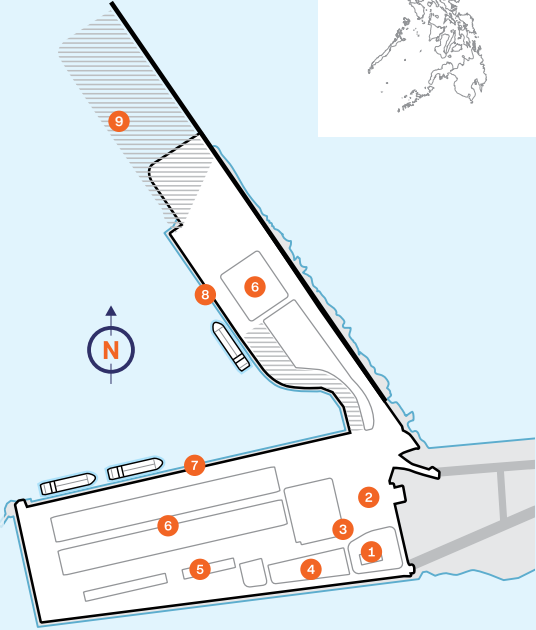
EQUIPMENT	
Rubber-Tired Gantry Cranes	60



LOCATION

Latitude **14.5981358**
Longitude **120.9495839**

Located at the heart of the Philippine capital, MICT is one of the four 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.



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

* Future development

INFRASTRUCTURE & FACILITIES	
Container Yard (ha)	68
Berth depth (m)	13



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.



NorthPort

Manila, Philippines

Manila North Harbour Port, Inc. (MNHPI)
Northport Corporate Office
Manila North Harbor, Tondo
Manila 1013 Philippines
☎ +632 8588 9000
✉ customercare@northport.ph
🌐 www.northport.ph

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

 ANNUAL CAPACITY 2.2 MILLION TEUS	 TERMINAL AREA 61 HECTARES	 BERTH LENGTH 5,758 METERS	 QUAY CRANE 8 UNITS
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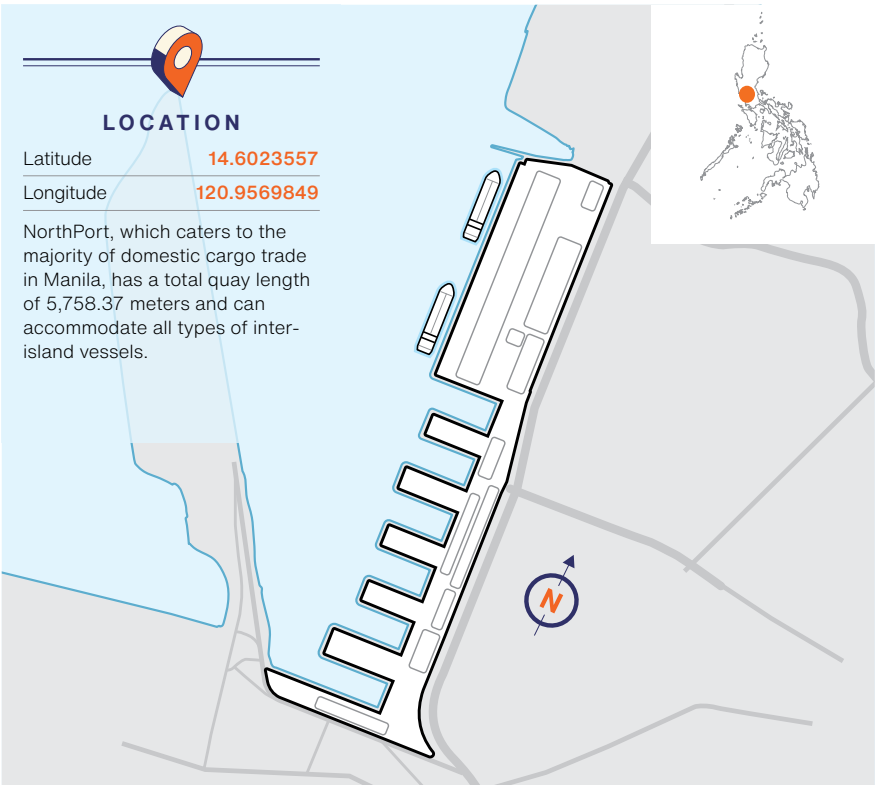


HIGHLIGHTS

Start of Commercial Operations	2010
Concession Period	25 years
Regulator	Philippine Ports Authority

EQUIPMENT

Mobile Harbor Cranes	2
Rubber-Tired Gantry Cranes	27
Reach Stacker	18
Empty Handler	10
Forklift	62



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.



Manila

Multipurpose Terminal

Manila, Philippines

Manila Harbor Center Port Services, Inc. (MHCPSI)

Manila Harbor Center
Mel Lopez Blvd. Vitas, Tondo, Manila 1013,
Philippines

+632 8516 7888

info@mmt.ictsi.com

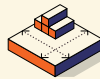
www.mmt.ictsi.com

Offering operational efficiencies and multi-port synergies within the Port of Manila system, the terminal capably serves the Philippines' international bulk and breakbulk trade.



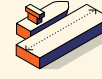
ANNUAL CAPACITY

10 MILLION
METRIC TONS



TERMINAL AREA

13.2
HECTARES



BERTH LENGTH

1,035
METERS



HIGHLIGHTS

Start of Commercial Operations **2021**

Regulator **Philippine Ports Authority**

EQUIPMENT

Various Landside Handling Equipment

INFRASTRUCTURE & FACILITIES

Berth depth (m) **up to 10.5**

Bulk Cargo Bays **7 with total capacity of 61,000 cbm**

Warehouses **3 with 3,900 sqm total area**

Weigh Bridges **3 with 100-120 ton capacity each**

Bulk Cargo Capacity (mt) **195,500**



LOCATION

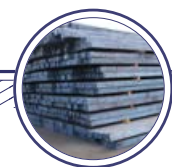
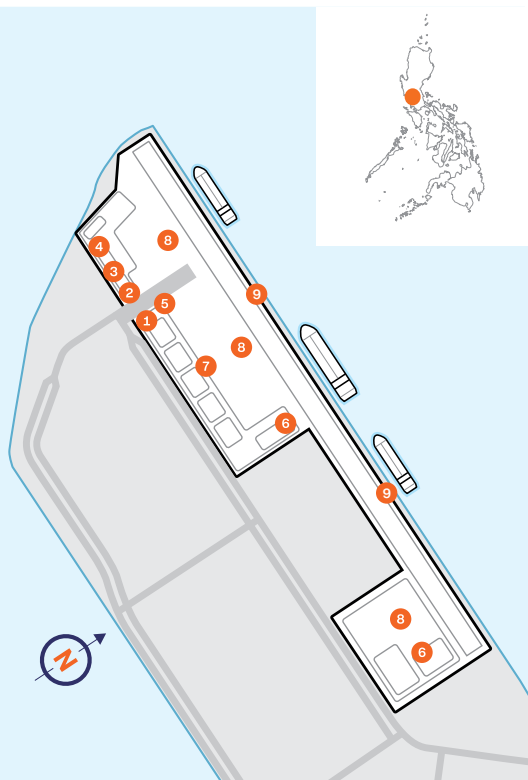
Latitude **14.632938**

Longitude **120.943562**

An integral part of the Manila Bay waterfront and the Port of Manila, the Manila Multipurpose Terminal is located farther north of the Manila International Container Terminal and NorthPort. The facility handles international bulk and breakbulk cargo.

FEATURES

- 1 Gate
- 2 Administration and Government Offices
- 3 Operations Building
- 4 Main Building
- 5 Weigh Bridges
- 6 Warehouse
- 7 Bulk Cargo Bay
- 8 Yard
- 9 Berths 1 to 10



Strategically situated in the Philippines' premier gateway, the Port of Manila, Manila Multipurpose Terminal supports the country's import and export trade in bulk and breakbulk. 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 steel, which serves the nation's booming construction and infrastructure industries.



Subic Bay International Terminals

Zambales, Philippines

Subic Bay International Terminal Corp. (SBITC)
San Bernardino Road, Subic Port District,
Subic Bay Freeport Zone, 2222 Zambales
Philippines
☎ +63 47252 6477 (Finance)
✉ customercare@sbitc.ph (Customer Care)
✉ sbitc-commercial@sbitc.ph (Commercial Dept.)
✉ Mikaela_Arcenal@sbitc.ph (Commercial Office)
✉ sbitc@ictsi.com
🌐 www.sbitc.ph

With worldwide connectivity—located in Subic Bay Freeport Zone (SBFZ), along major sea lanes and easily accessible to regional markets and international ports—SBITC is the gateway to northern and central Luzon, serving the region's free port zones and 15 economic zones.

 ANNUAL CAPACITY 600,000 TEUS	 TERMINAL AREA 26.32 HECTARES	 BERTH LENGTH 560 METERS	 QUAY CRANE 4 UNITS
--	--	---	--



HIGHLIGHTS	
Start of Commercial Operations	2007 (New Container Terminal 1) 2011 (New Container Terminal 2)
Concession Period	25 years
Regulator	Subic Bay Metropolitan Authority

EQUIPMENT	
Rubber-Tired Gantry Cranes	7
Reach Stacker	5
Side Lifter	4

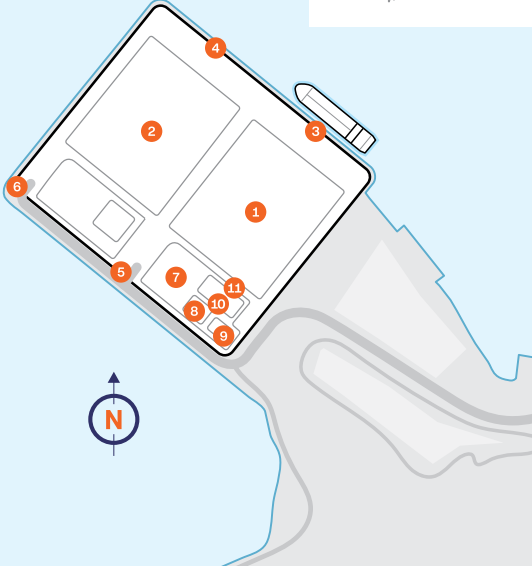
INFRASTRUCTURE & FACILITIES	
Container Yard (ha)	11.15
Berth Depth (m)	13.5
Channel Depth (m)	35



LOCATION

Latitude **14.7967**
Longitude **120.2638015**

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 - Yard Stacking
- 2 NCT 2 - Yard Stacking
- 3 Berth 1
- 4 Berth 2
- 5 Entry Gates
- 6 Exit Gates
- 7 Trucks Holding Area - Empty Container Inspection
- 8 Administration Office
- 9 Substation
- 10 One-Stop Shop*
- 11 Maintenance Workshop

* Proposed 2025



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.

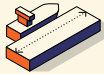


South Luzon Container Terminal

Batangas, Philippines

Bauan International Port, Inc. (BIPI)
Port Area, Barangay San Roque, Bauan 4201,
Batangas, Philippines
☎ +6343 779 8240
☎ +6343 779 8241
☎ +6343 779 8242
✉ fsmagtalas@biipi.icts.com

ICTSI will transform Bauan International Port into the South Luzon Container Terminal, the country’s second largest by 2028.

 TERMINAL CAPACITY >2 MILLION* TEUs	 QUAY LENGTH 800* METERS	 QUAY CRANE 8* UNITS (REMOTE CONTROLLED)
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*Full build figures for SLCT



- Calabarzon's Port of the Future**
- US\$800M investment. Operations by 2028.
 - PH's second-largest container terminal.
 - Direct links to South Luzon's key corridors.



HIGHLIGHTS	
Start Of Commercial Operations	1999
Regulator	Philippine Ports Authority
EQUIPMENT (FULL BUILD)	
Rail Mounted Gantry	20
Shuttle Carriers	20
Empty Handler	12



LOCATION

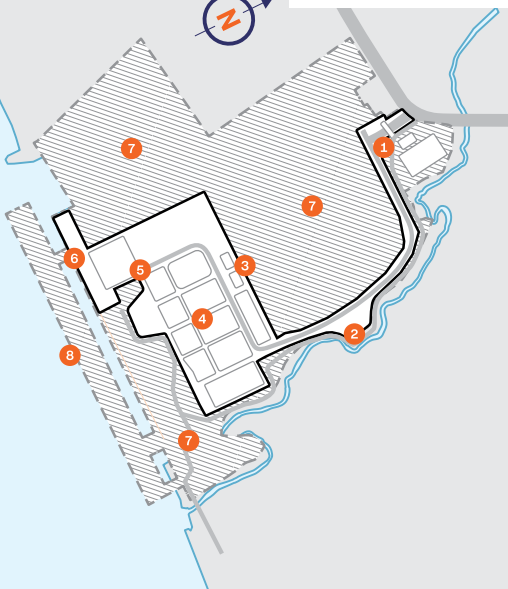
Latitude **13.7832268**

Longitude **120.9869756**

The Bauan terminal is approximately 110 kilometers south of Manila and nine kilometers west of Batangas City. Facing the Batangas Bay, the terminal is within a natural cove, and is protected from adverse weather conditions by several islands, which are clearly visible from the bay.

FEATURES

- 1 Truck Scale
- 2 Pre-delivery Inspection Warehouse
- 3 BIPI One-Stop Shop
- 4 Vehicle Storage Compound
- 5 Container Storage Area
- 6 Berth
- 7 Future Development
- 8 Berth Expansion



INFRASTRUCTURE & FACILITIES	
Berth Depth (meters)	18
Yard (hectares)	38



An agro-industrial hub, Bauan is a first-class municipality in Batangas province. Batangas, in turn, is one of five provinces that compose the Calabarzon region, the Philippines’ automotive hub. For instance, shipments from the Philippine operations of Japanese car makers Mitsubishi and Honda pass through the Bauan port.



Cavite Gateway Terminal

Tanza, Philippines

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

The Philippines’ pioneering container barge port. CGT strengthens the supply chain by linking the Port of Manila and Cavite ports for international cargo, and helping move domestic cargo between Luzon and other Philippine islands.



ANNUAL CAPACITY

115,000

TEUS



TERMINAL AREA

6

HECTARES



HIGHLIGHTS

Start Of Commercial Operations **2017**
Regulator **Philippine Ports Authority**

EQUIPMENT

Various Landside Handling Equipment

INFRASTRUCTURE & FACILITIES

- Storage
- Dry laden & empty containers
 - Project cargo
 - ISO tanks

Container Storage/Yard Leasing

Empty Container Maintenance & Repair

Transport/Trucking Services



LOCATION

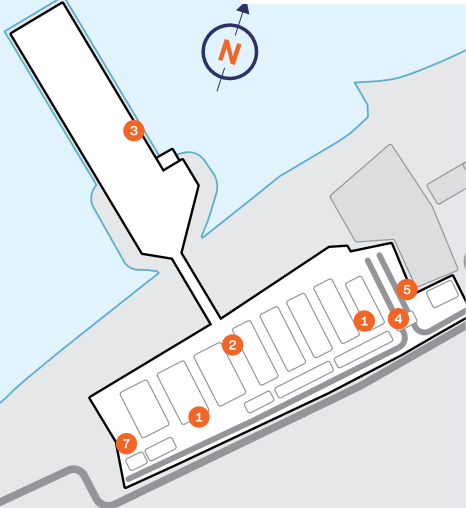
Latitude **14.3583738**
Longitude **120.790188**

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).



FEATURES

- 1 Gate
- 2 Container Yard
- 3 Roll-On/Roll-Off Wharf
- 4 Offices
- 5 Maintenance/Motorpool
- 6 Reefer Plugs
- 7 M&R





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.



Laguna Gateway Inland Container Terminal

Calamba, Philippines

**Laguna Gateway Inland
Container Terminal (LGICT)**
San Cristobal, Calamba City,
Laguna 4027, Philippines
☎ +63 559 4432 44
✉ crodriguez@lagunagateway.ph
✉ lgict.csg@lagunagateway.ph
🌐 www.lgict.com.ph

The Philippines’ first dry port brings the Port of Manila closer to the economic zones in Cavite, Laguna, Batangas, Rizal, and Quezon (the larger CALABARZON region).



ANNUAL CAPACITY
250,000
TEUS



TERMINAL AREA
21
HECTARES



HIGHLIGHTS

Start Of Commercial Operations **2015**
Regulator **Bureau of Customs**

EQUIPMENT

Rubber-Tired Gantry Cranes **(On order)**
Reach Stacker **2**
Side Lifter **3**
Reefer Plugs **60**
Various Landside Handling Equipment

INFRASTRUCTURE & FACILITIES

One-stop logistics shop for reefer and dry cargo
Efficient storage for empty containers



Laguna plays host to a large number of economic zones. The larger CALABARZON region, in general, is home to hundreds of locator businesses, many of them global leaders in their respective industries and sectors. Some consider CALABARZON as the Philippine version of Silicon Valley, given the number of electronics and semiconductor leaders operating in the region.



LOCATION

Latitude **14.2221555**
Longitude **121.147191**

At 58 kilometers south of Metro Manila, LGICT is at the heart of Southern Tagalog/CALABARZON (Cavite, Laguna, Batangas, Rizal, and Quezon provinces). The region hosts major industrial parks and economic zones. The dry port offers viable logistics options to these locators and other businesses, and supports the Port of Manila’s growing volumes.

FEATURES

- 1 Truck Holding Area
 - 2 Central Pass Control
 - 3 Administration Building
 - 4 Weigh Bridge
 - 5 Fuel Station
 - 6 Reefer Plug In
 - 7 Preheating Facility
 - 8 CFS
 - 9 Bonded Area
 - 10 Customs Cleared Area
 - 11 Empty Container Terminal
 - 12 Warehouse*
 - 13 Maintenance & Repair Area
- * Future development



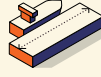


Visayas Container Terminal

Iloilo City, Philippines

International Container Terminal Services, Inc. –
Iloilo Branch (Visayas Container Terminal)
Baseport, Iloilo Commercial Port Complex
Loboc, Lapuz, 5000 City of Iloilo, Philippines
✉ info@vct.ictsi.com
✉ customercare@vct.ictsi.com
🌐 www.vct.ictsi.com

VCT, at the heart of the Philippines' high-growth regions, features modernized infrastructure, and equipment for enhanced connectivity, boosting regional trade and expanding markets for Western Visayas' agriculture and fisheries exports.

 CURRENT VOLUME 95,000 TEUS + 2 METRIC TONS	 TERMINAL AREA 22 HECTARES	 BERTH LENGTH 627 METERS
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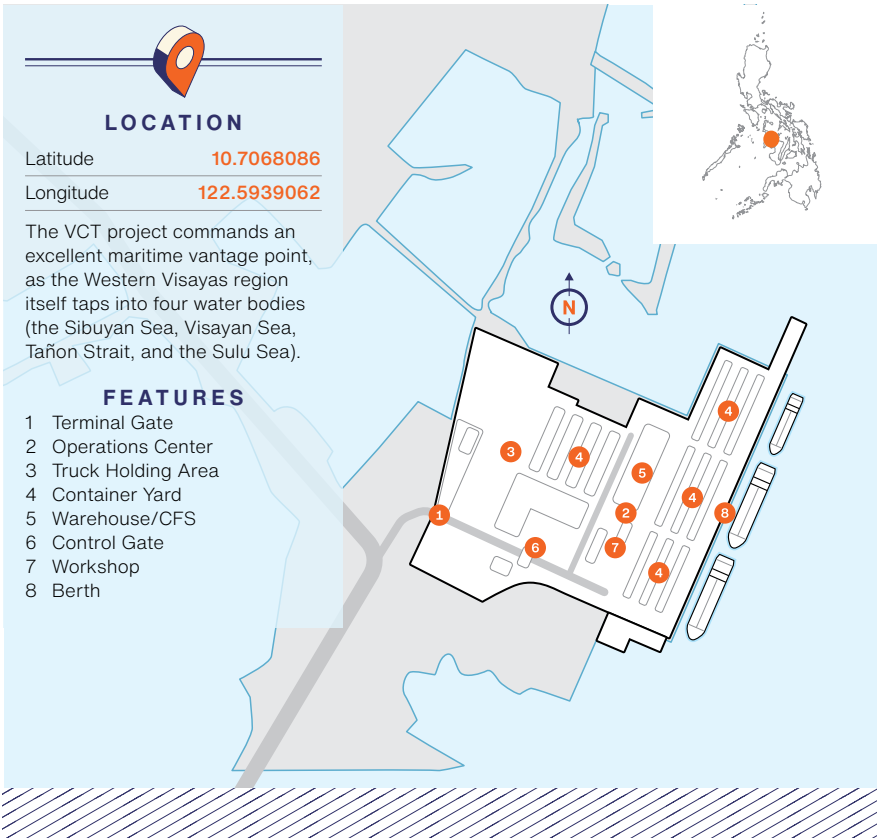


HIGHLIGHTS

Start Of Commercial Operations	2024
Regulator	Philippine Ports Authority

EQUIPMENT

Mobile Harbor Crane	2
Reach Stacker	5
Empty Handler	2
Prime Mover	10
Trailer	10



The Iloilo seaport is undergoing hefty investments through continuous dredging and top-of-the-line handling equipment. These strategically designed thrusts are crucial for servicing newer generation, larger international vessels, propelling the region's existing export trade (marine products, sugar, coal) and bolstering sectoral priorities like bamboo, mangoes, and other agri-business products.

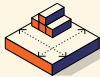
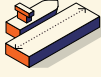


Mindanao Container Terminal

Misamis Oriental, Philippines

Mindanao International Container Terminal Services, Inc. (MICTSI)
Phividec Industrial Estate, Tagoloan 9001, Misamis Oriental, Philippines
☎ +63 917 820 4899 ☎ +63 919 081 7540
☎ +63 917 717 6693
✉ customercare@mictsi.ictsi.com
🌐 www.mictsi.com

MCT supports and builds up the Philippines’ powerhouse agro-industrial sectors in Northern Mindanao with its world-class facilities, secure storage, and efficient cargo handling.

 TERMINAL AREA 24 HECTARES	 BERTH LENGTH 400 METERS	 QUAY CRANE 2 UNITS
---	---	--



HIGHLIGHTS	
Start Of Commercial Operations	2002
Regulator	PHIVIDEC Industrial Authority
EQUIPMENT	
Mobile Harbor Crane	1
Rubber-Tired Gantry Cranes	6



LOCATION

Latitude **8.5233025**
Longitude **124.7490825**

MCT is located within the Phividec Industrial Estate at Tagoloan, Misamis Occidental, which is approximately 20 kilometers from Cagayan de Oro.

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



INFRASTRUCTURE & FACILITIES	
Controlling Depth (meters)	13



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



South Cotabato Integrated Port

General Santos City, Philippines

South Cotabato Integrated Port Services, Inc. (SCIPSI)
Makar Wharf, Port of General Santos, General Santos City, South Cotabato, 9500 Philippines
☎ +63 83 554 6543
☎ +63 83 553 4452
✉ info@scipsi.ictsi.com

The Philippines’ southernmost international gateway, South Cotabato Integrated Port is well-positioned to facilitate trade with ASEAN and other global markets.

 TERMINAL AREA 14 HECTARES	 TOTAL BERTH LENGTH 851 METERS	 BERTH LENGTH WESTERN WHARF 288 METERS	 BERTH LENGTH EASTERN WHARF 300 METERS
--	--	--	--



HIGHLIGHTS

Start Of Commercial Operations	1999
Concession Period	On hold-over
Regulator	Philippine Ports Authority

EQUIPMENT

Reach Stacker	4
Forklifts	5
Yard Tractors	23
Various Landside Handling Equipment	

INFRASTRUCTURE & FACILITIES

Berth - Wharf Extension (meters)	152
Berth - New Wharf Extension (meters)	111



LOCATION

Latitude **6.093638**
Longitude **125.1557133**

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

FEATURES

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



Sarangani Bay





The Philippines’ renowned biodiversity is true for its land-based and aquatic fauna (both freshwater and saltwater species). In the Mindanao region, Gen. Santos City, which hosts the Makar Wharf in the Port of General Santos, has emerged as the Philippines’ so-called “Tuna Capital.”



Victoria International Container Terminal

Melbourne, Australia

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

VICT delivers efficient, fully automated container handling at the Port of Melbourne, connecting Australia’s largest consumer and logistics market with global shipping networks through state-of-the-art port infrastructure.

 ANNUAL CAPACITY 1.4 Million TEUS	 TERMINAL AREA 36 HECTARES	 BERTH LENGTH 769 METERS	 QUAY CRANE 7 UNITS
--	---	---	--



HIGHLIGHTS

Start of Commercial Operations	2017
Concession Period	25 + 25 Years
Regulator	Port of Melbourne Corp.

EQUIPMENT

Automated Container Carriers	21
Automated Stacking Carriers	26

INFRASTRUCTURE & FACILITIES

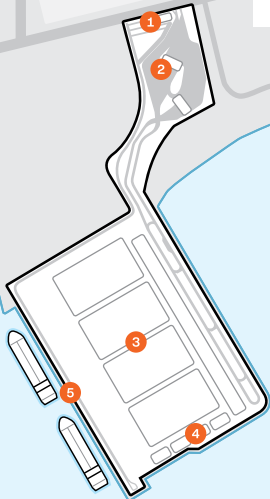
Berth Depth (meters)	14.6
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LOCATION

Latitude **-37.8424145**
Longitude **144.9105997**

Webb Dock East is located in the Port of Melbourne, Australia's largest container port handling more than a third of the country's containerized trade. Unrestricted by the Yarra River, VICT leverages state-of-the-art automation and modern infrastructure to deliver world-class port operations.





Victoria is one of Australia's leading citrus-producing regions, supplying premium oranges, mandarins and lemons to markets across Asia, the Middle East and North America. VICT connects producers to international markets through reliable refrigerated container handling services and an extensive international shipping network.

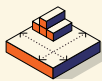


Batu Ampar Container Terminal

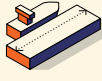
Batam, Indonesia

PT Batu Ampar Container Terminal (BACT)
JL. Yos Sudarso, Batu Merah,
Batu Ampar District, Batam City,
Riau Islands, Indonesia
✉ shuang@ictsi.com

Unpack multiple advantages at the exclusive box port in Batam’s top gateway BACT offers benefits in a prominent Southeast Asia special economic zone along the Malacca Strait.



TERMINAL AREA
12.5
HECTARES



BERTH LENGTH
1,032
METERS



QUAY CRANE
5
UNIT



HIGHLIGHTS

Start of Commercial Operations	September 2025
Concession Period	30 Years

EQUIPMENT

Mobile Harbor Crane	2
Rubber-tired Gantry (Electric)	10
Rubber-tired Gantry (Diesel)	2

INFRASTRUCTURE & FACILITIES

Berth Depth (after dredging)	12m
------------------------------	-----



LOCATION

Latitude	1.168183
Longitude	103.997458

BACT taps into a high-growth hinterland while also offering regional and international access. Hinterland-wise, it is the exclusive international container terminal in Batu Ampar, which taps into Batam’s 30 industrial parks. Located 27 kilometers southeast of Singapore, Batu Ampar offers access to both Singapore Strait and the globally crucial Malacca Strait.

FEATURES

- 1 Gate Lanes
- 2 Yard
- 3 Berth
- 4 Power Plant
- 5 Engineering Workshop
- 6 ETT Charging Station



Already internationally renowned for its large, leading-edge industrial estates, Batam continues to scale up in terms of foreign investments and production capacities. This is particularly true for semiconductors, for which global demand is only set to increase, especially given the phenomenal growth in AI and IoT.

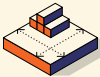
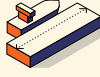


East Java Multipurpose Terminal

Lamongan Regency, Indonesia

PT East Java Development (EJMT)
Jalan Raya Daendels KM. 64-65
Desa Kemantren, Kecamatan Paciran
Kabupaten Lamongan, Jawa Timur, Indonesia
☎ +62 811 8624 994
✉ enquiry@ejmt.co.id
🌐 www.ejmt.co.id

Building on its track record in serving the domestic and international oil and gas sector, EJMT is aligning its project developments to support manufacturing, raw to processed goods; from food and frozen products, to steel and building products and materials, and other commodities to support the growing Lamongan and Central Java hinterland.

 ANNUAL CAPACITY 197,000 TEUS	 TERMINAL AREA 14.2 HECTARES	 BERTH LENGTH 300 METERS
--	---	---



HIGHLIGHTS

Start of Commercial Operations	August 2022
Concession Period	47 Years
Regulator	Indonesia Ministry of Transportation

EQUIPMENT

Mobile Harbor Crane	2
Reach Stacker	2
Empty Handler	1
Trailer	5

INFRASTRUCTURE & FACILITIES

Berth Depth (meters)	13.5
Total yearly capacity - Container and bulk cargo at any one time (TEUs)	90,000

Barge Terminal

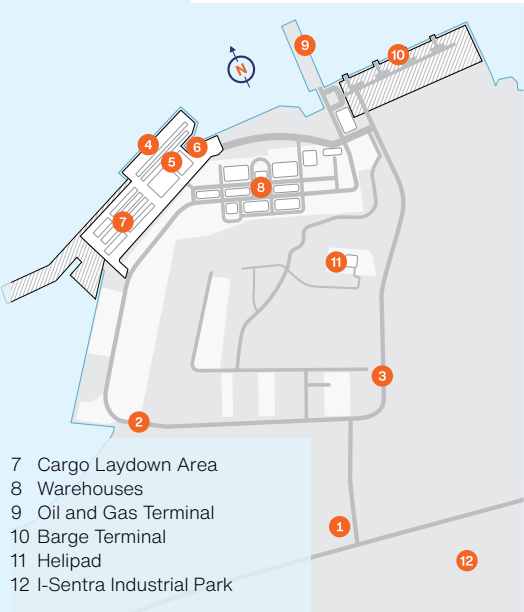
Barge Berths	4
Draft (meters)	6



LOCATION

Latitude -6.864274
Longitude 112.411911

EJMT—with four barge berths and expanding (i.e., new 300m quayline and supporting infrastructure)—is in the 120-hectare Lamongan Shorebase complex. The vast complex serves the specialized offshore oil and gas industry; and Lamongan is an increasingly vital East Java investment area for current and new industries. From this vantage point, EJMT is roughly 60 km from Surabaya (Indonesia's second-largest city), and 86 km away from Juanda International Airport (Indonesia's third largest).



FEATURES

- 1 Terminal Entrance
- 2 Main Access Road
- 3 Spine Road Access
- 4 Deep Water Terminal
- 5 Customs and Container Storage Area
- 6 Roll-on/Roll-off (RORO) Terminal

- 7 Cargo Laydown Area
- 8 Warehouses
- 9 Oil and Gas Terminal
- 10 Barge Terminal
- 11 Helipad
- 12 I-Sentra Industrial Park



A global powerhouse in terms of both marine fisheries and aquaculture, Indonesia counts snapper production as one of its key fisheries sub-sectors. In recent years, the region's snapper production has been enjoying not only continuing demand, but also increasing support—from government and the international community—for its sustainable fisheries initiatives.

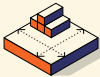


South Pacific International Container Terminal

Lae, Papua New Guinea

South Pacific International Container Terminal Ltd. (SPICTL)
P.O. Box 3549, Lae Tidal Basin, Bumbu Road, 411, Lae, Papua New Guinea
☎ +675 472 8283
✉ customerservice@ictsi.atlassian.net
🌐 www.png.ictsi.com

SPICTL in Lae is Papua New Guinea’s largest port, serving the mineral, agriculture, and fishing industries, among others.

 ANNUAL CAPACITY 306,000 TEUS	 TERMINAL AREA 11.44 HECTARES	 QUAY CRANE 2 UNITS
--	--	--



HIGHLIGHTS	
Start of Commercial Operations	2018
Concession Period	25 Years
Regulator	PNG Ports Corp. Ltd.

EQUIPMENT	
Mobile Harbor Crane (100 tons)	
Various Landside Handling Equipment	

INFRASTRUCTURE & FACILITIES	
Lae Tidal Basin (meters)	240
Berth Depth (meters)	11–12



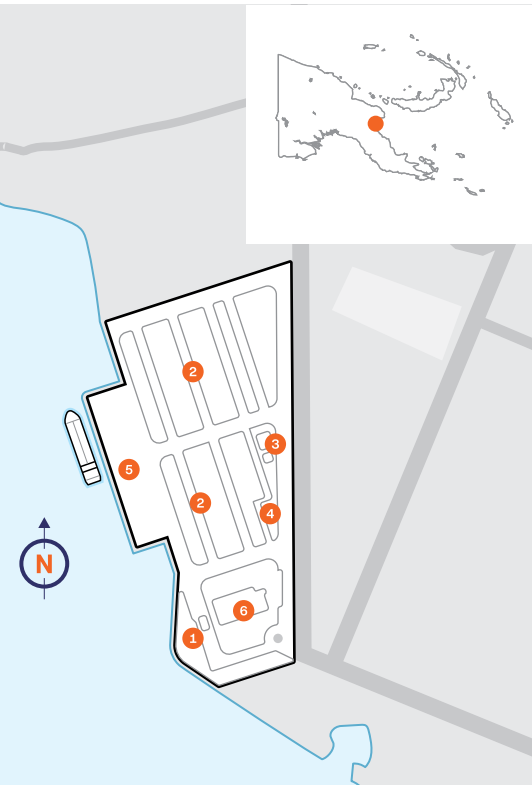
LOCATION

Latitude -6.7359083
Longitude 146.9777272

The seaport helps anchor the growth of Lae City, Monrobo’s capital, and an industrial powerhouse for PNG. Port expansion runs parallel to national government investments in Monrobo’s regional road and airport infrastructure and in building up power capabilities. Lae’s development is crucial: it is the main link between international markets and the province’s industrial region and the larger PNG market.

FEATURES

- Terminal Gate
- Container Yard
- Workshop Area
- Reefer Stack
- Berth
- Warehouse





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.



Motukea International Terminal

Port Moresby, Papua New Guinea

Motukea International Terminal Ltd. (MITL)

Porebada Rd., 121 Port Moresby NCD

Papua New Guinea

+675 7190 0395

+675 7190 0202

customerservice@ictsi.atlassian.net

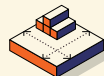
www.png.ictsi.com

As Port Moresby's sole dedicated international container terminal, MITL leverages state-of-the-art equipment and 24/7 operations to provide the high-performance, predictable logistics platform required to drive PNG's economic growth.



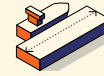
ANNUAL CAPACITY

200,000
TEUS



TERMINAL AREA

8.8
HECTARES



BERTH LENGTH

250
METERS



HIGHLIGHTS

Start of Commercial Operations	2018
Concession Period	25 Years
Regulator	PNG Ports Corp. Ltd.

EQUIPMENT

Mobile Harbor Crane (100 tons)	3
Various Landside Handling Equipment	

LOCATION

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



INFRASTRUCTURE & FACILITIES

Berth Depth (meters)	10-12
----------------------	-------



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) with local presence of international players in this sector. Additionally, the increasing global recognition of the country's strategic position in the South Pacific makes Port Moresby, its capital, a very fast growing service-oriented city. MITL is the perfect partner to support the National Capital District's increasing trade needs with its modern cargo handling capabilities.



TecPlata

Buenos Aires, Argentina

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

Setting Argentina's new logistics benchmark, TecPlata is the country's true gateway. It stands as the most efficient and reliable gateway to Buenos Aires Province, delivering unmatched connectivity and a first-port-of-call advantage with direct access to major sea lanes.

 ANNUAL CAPACITY 611,000 TEUS	 TERMINAL AREA 41 HECTARES	 BERTH LENGTH 660 METERS	 QUAY CRANE 4 UNITS
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HIGHLIGHTS

Start of Commercial Operations:	2015
Concession Period:	30 years
Regulator:	Management Consortium of La Plata Port



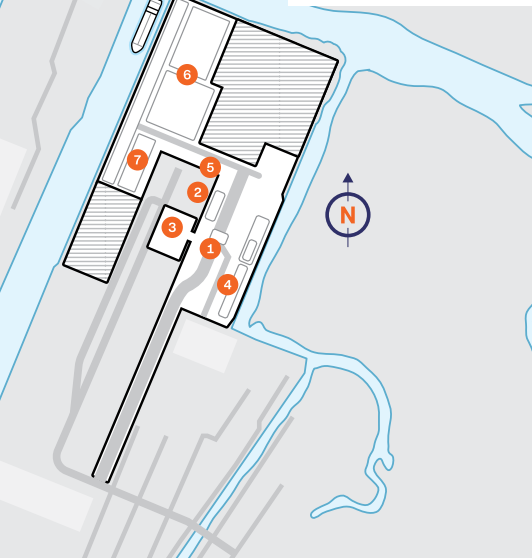
LOCATION

Latitude -34.8555855
Longitude -57.8882004

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

- Gate
- Administration Building
- Parking
- Service Area
- Workshop Area
- Container Yard
- Reefer Station



EQUIPMENT

Rubber-Tired Gantry Cranes	9
----------------------------	---

INFRASTRUCTURE & FACILITIES

Berthing Positions	2
--------------------	---



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.



Tecon Suape

Pernambuco, Brazil

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

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

 ANNUAL CAPACITY 882,000 TEUS	 TERMINAL AREA 40 HECTARES	 OWNED BERTH 660 METERS	 QUAY CRANE 4 UNITS
--	---	--	--



HIGHLIGHTS	
Start of Commercial Operations:	2002
Concession Period:	30 years
Regulator:	Suape Port Authority

EQUIPMENT	
Rubber-Tired Gantry Cranes	12

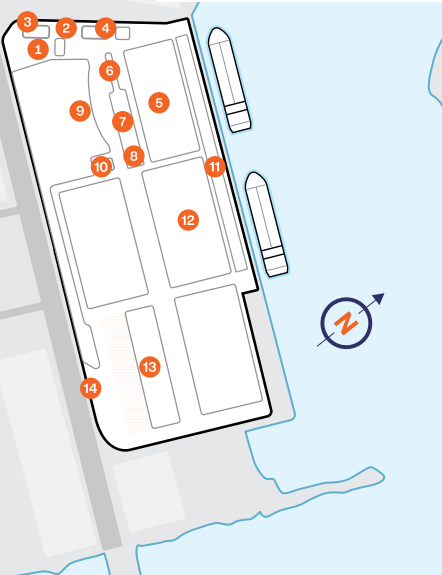


LOCATION

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

- Gate In
- Administrative Building
- Customs Administrative Building
- Truck Weighbridge
- Container Yard
- Customs Inspection
- Container Freight Station
- Customs Warehouse
- Truck Scanner
- Engineering Maintenance
- Berth
- Reefer Container Yard
- Expansion Area
- Gate Off

INFRASTRUCTURE & FACILITIES	
Public Berth (meters)	275
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.



Rio Brasil Terminal

Rio de Janeiro, Brazil

ICTSI Rio Brasil Terminal 1 SA
Av. Rio de Janeiro, s/n, Ponta do Caju,
Rio de Janeiro, RJ, 20931-670, Brazil
☎ +55 21 3090-2525
✉ rc.rio@rio.ictsi.com
🌐 www.riobrasilterminal.com

RBT 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.

 ANNUAL CAPACITY 580,000 TEUS	 TERMINAL AREA 19.8 HECTARES	 BERTH LENGTH 800 METERS	 QUAY CRANE 5 UNITS
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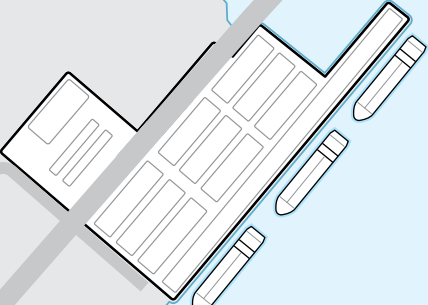
HIGHLIGHTS	
Start of Commercial Operations:	1998
Concession Period:	25 + 25 years
Regulator:	Compania Docas Do Rio de Janeiro

**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.



EQUIPMENT	
Rubber-Tired Gantry Cranes	16 (12 electric)

INFRASTRUCTURE & FACILITIES	
Berth depth (meters)	16.2



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.



iTracker

Rio de Janeiro, Barra Mansa, and Suzano, Brazil

IRB Logística S.A. (iTracker Logística Inteligente)
AV. Brasil No. 3666, Lote 1, Caju,
Rio de Janeiro, Brazil
☎ +55 21 3889-7650
✉ comercial@itracker.com.br
🌐 www.itracker.com.br

iTracker Barra Mansa / Floriano (RJ)
Rua Barros Viana, 530 – Floriano,
Barra Mansa – RJ, 27365-020, Brazil

iTracker Suzano (SP)
Estrada do Areião, 1408 – Vila Monte Sion,
Suzano – SP, 08613-121, Brazil

iTracker is strategically located within the Port of Rio de Janeiro, Brazil’s largest economic region. Serving the surrounding expanse of import-export hubs, the terminal is equipped with state-of-the-art technology offering end-to-end logistics solutions for its customers.



RAIL-MOUNTED GANTRY CRANE
(FLORIANO)

4 UNITS



REACH STACKER (TOTAL)

14 UNITS



HIGHLIGHTS

Start of Commercial Operations: 2022

EQUIPMENT

iTracker Rio de Janeiro (Caju)

Reach Stacker	12
Small Fork Lift	29
Fork Lift	3
Empty Handler	2
Wheel Loader	3
Backhoe Loader	1
Pipes handler	3

iTracker Suzano

Reach Stacker	2
Small Fork Lift	1

iTracker Floriano

Small Fork Lift	1
-----------------	---

LOCATION

iTracker Caju

Latitude -22.87637

Longitude -43.23335

iTracker Suzano (SP)

Latitude: -23.55568

Longitude: -46.28807

iTracker Floriano (RJ)

Latitude: -22.45205

Longitude: -44.29793

iTracker provides eco-efficient solutions to users of the Port of Rio de Janeiro, Brazil as a full intermodal logistics provider with the following services: (i) empty container depot, (ii) export container freight station (CFS), (iii) general warehousing, (iv) distribution center, and (v) road and railway transportation.



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.



CLIA Pouso Alegre

Minas Gerais, Brazil

Armazéns Gerais Sul das Gerais SA
Rodovia Fernão Dias BR-381
s/n, Km 861, Limeira
Pouso Alegre - Minas Gerais, Brazil
☎ +55 (35) 2222-0123
✉ comercial@cliapousoalegre.com.br
🌐 www.cliapousoalegre.com.br

A Customs-Integrated Industrial Logistics Center, CLIA Pouso Alegre is set to capitalize on its excellent accessibility: sitting in Minas Gerais, a Brazilian export powerhouse; near Sao Paulo (with one of the world’s busiest container ports) and Rio de Janeiro (hosting one of Brazil’s leading ports).

 TERMINAL AREA 30,200 SQUARE METERS	 DEPOT AREA 520 TEUS	 BOUNDED YARD AREA 600 TEUS	 EXPORT WAREHOUSE 1,000 SQUARE METERS
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HIGHLIGHTS
Start of Commercial Operations: **2017**

EQUIPMENT
Reach Stackers **2**

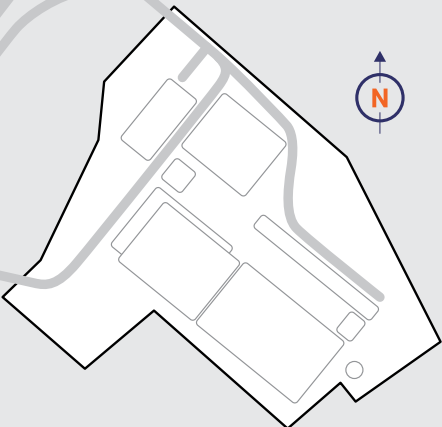
INFRASTRUCTURE & FACILITIES
Warehouse (sqm) **10,600**
Refrigerated Warehouse (sqm) **2,000**



LOCATION

Latitude **-22.33002**
Longitude **-45.91375**

The Brazilian state of Minas Gerais, despite being an inland state in the country's southeast, is a superbly connected business zone, crisscrossed by strategic railroad networks. Strategically located along the Rio-Minas corridor, the new facility takes advantage of the direct multimodal connection to Rio Brasil Terminal and the Port of Rio de Janeiro to establish a more streamlined supply chain from the sea to the hinterlands. CLIA Pouso Alegre is part of a well-planned network of dry ports and logistics centers, offering efficient Customs processing and critical links to the seaports of Rio de Janeiro and São Paulo states.





Minas Gerais and its adjacent areas represent a vast and key consumer market within Brazil. The CLIA Pouso Alegre complex serves as a vital component in the supply chain for various consumer goods, including food, beverages, pharmaceuticals, household appliances, health and wellness products, and automotive parts, among others. Beyond these sectors, the region is experiencing growth in other segments as well, largely motivated by fiscal benefits offered by the State of Minas Gerais.



Puerto Aguadulce

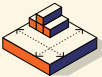
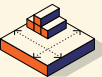
Buenaventura, Colombia

Sociedad Puerto Industrial de Aguadulce
S.A. (SPIA)
ZF PE Soc Puerto Industrial Aguadulce S.A
KM 21 700, Buenaventura-Valle, Colombia
www.puertoaguadulce.com

Calle 3 No 1A-07, oficina 403, Edificio 2
Cosmos Pacífico, Buenaventura-Valle, Colombia
+572 398-9330
servicliente@puertoaguadulce.com

Av. Calle 116 # 7-15, Oficina 403,
Torre Cusezar, Bogotá, Colombia.
(051) 518 8881
comercial@puertoaguadulce.com

As the Pacific gateway with the deepest draft in Buenaventura, SPIA provides shipping lines with the high-productivity, large-vessel capacity and dedicated access road required for maximum logistical efficiency and the fastest connection to Bogotá, Medellín, and Cali.

 ANNUAL CAPACITY 600,000 TEUS	 TERMINAL AREA 84 HECTARES (CONCESSION)	 TERMINAL AREA 44 HECTARES (PRIVATE LANDS)	 QUAY CRANE 4 UNITS
--	--	---	--



HIGHLIGHTS

Start of Commercial Operations:	2016
Concession Period:	30 + 30 years
Regulator:	National Infrastructure Agency

EQUIPMENT

Rubber-Tired Gantry Cranes	14
Empty Container Handlers (ECH)	5



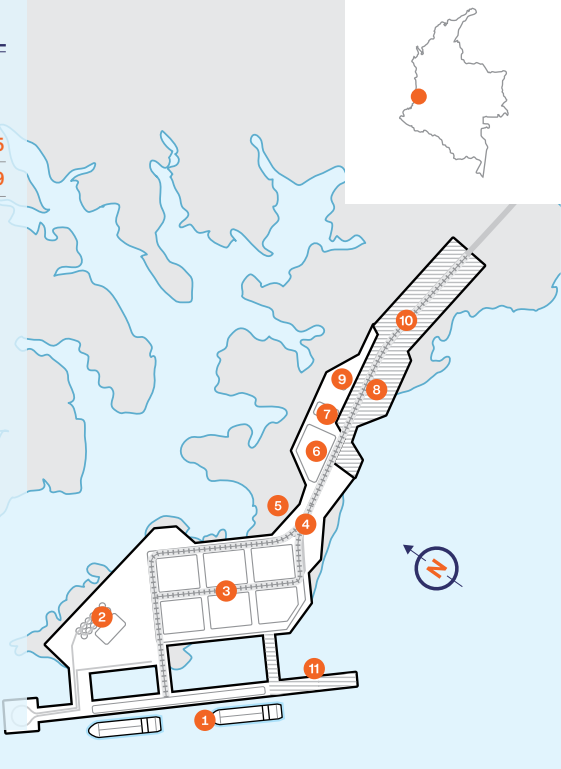
LOCATION

Latitude **3.9046525**
Longitude **77.0860229**

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

FEATURES

- 1 Quay
- 2 Break Bulk Facilities
- 3 Container Yard
- 4 Sugar Warehouse
- 5 Coffee Warehouse
- 6 Pre-Inspection Warehouse
- 7 Inspection Buildings
- 8 Administration Building
- 9 Gates
- 10 Police Compound
- 11 Berth Expansion



INFRASTRUCTURE & FACILITIES

Container Yard (hectares)	13
Berth Length (meters)	600
CFS coffee warehouse (hectares)	1
Inspection bays	41
Sugar warehouse (square meters)	3,500
Berth depth (meters)	14.5



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 and the world-famous Colombian coffee.



Contecon Guayaquil

Guayas, Ecuador

Contecon Guayaquil SA (CGSA)
Ave. De la Marina, Puerto Maritimo,
Guayaquil, Ecuador
☎ +5934 6006300
☎ +5934 3901700
✉ info@cgsa.com.ec
🌐 www.cgsa.com.ec

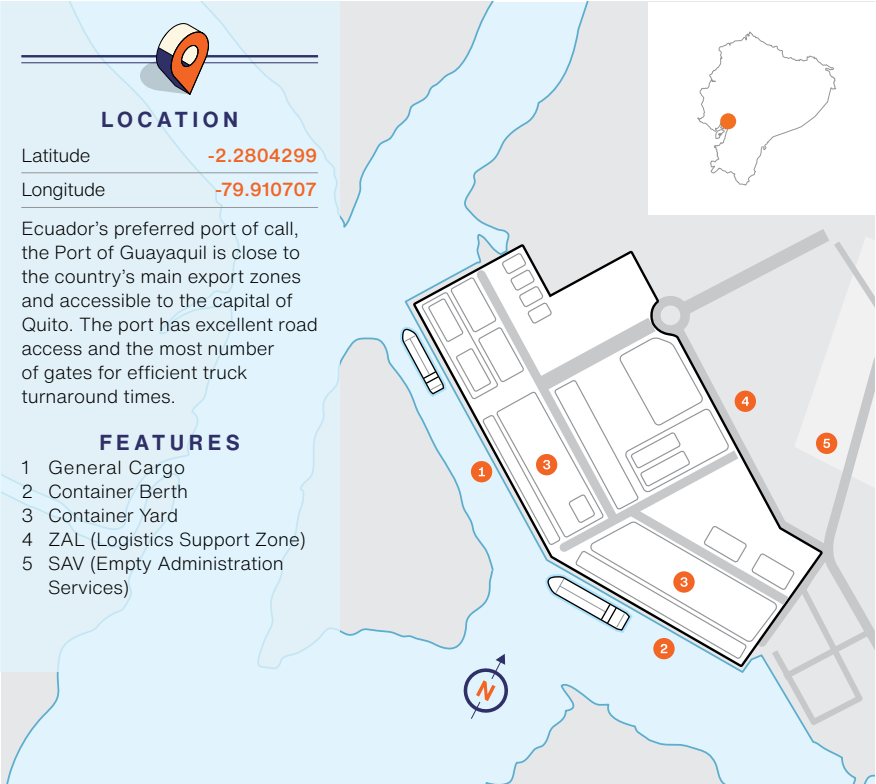
Contecon Guayaquil is Ecuador's preferred international trade gateway, seamlessly connecting the world's largest banana exports and Neo-Panamax vessel capacity to deliver globally benchmarked efficiency and cold chain integrity.

 ANNUAL CAPACITY 1.4 Million TEUS	 TERMINAL AREA 134 HECTARES	 BERTH LENGTH 1,627 METERS	 QUAY CRANE 6 UNITS
--	--	---	--



HIGHLIGHTS	
Start of Commercial Operations:	2007
Concession Period:	39 years
Regulator:	Port Authority of Guayaquil

EQUIPMENT	
Mobile Harbor Cranes	3
Rubber-Tired Gantry Cranes	23



INFRASTRUCTURE & FACILITIES	
Berth Depth (meters)	10-12.5



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. The country's banana exports are mostly shipped out through Contecon Guayaquil, which has the largest reefer facilities in Ecuador.



Puerto Cortés

Cortés, Honduras

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

Located within proximity to major manufacturing areas, industrial zones, and San Pedro Sula (the country's second-largest city), Puerto Cortés is Honduras' largest port and the main gateway on the Atlantic to most of Central America.

 ANNUAL CAPACITY 1 Million TEUS	 TERMINAL AREA 41 HECTARES	 BERTH LENGTH 1,150 METERS	 QUAY CRANE 3 UNITS
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HIGHLIGHTS	
Start of Commercial Operations:	2013
Concession Period:	30 years
Regulator:	Superintendencia de Alianzas Público Privadas (SAPP)

EQUIPMENT	
Mobile Harbor Cranes	4
Rubber-Tired Gantry Cranes (final phase)	10

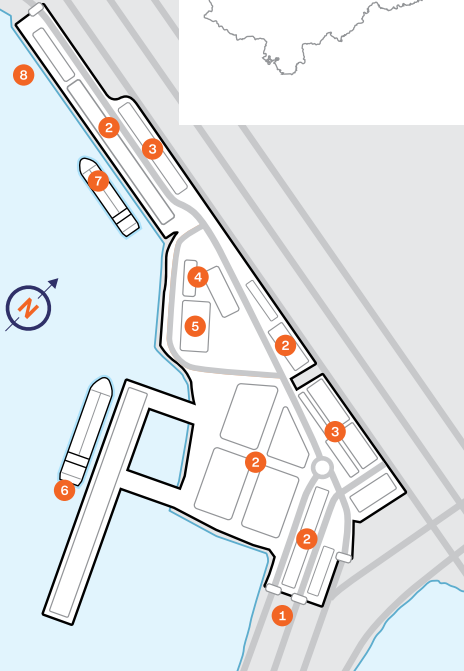
INFRASTRUCTURE & FACILITIES	
Berth Depth (meters)	10.5 - 14



LOCATION

Latitude **15.8406284**
Longitude **-87.9393814**

Puerto Cortés is located in the north and along the Atlantic coast of Honduras. Considered to be one of Central America's most important logistics hub, OPC is the only port in the region that participates in the Container Security Initiative (CSI) of the United States Bureau of Customs and Border Protection. Under the CSI, loaded containers can arrive at US ports already pre-checked and with a lower risk rate, resulting in much speedier dispatch processes and reduced costs at destination.





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



Contecon Manzanillo

Colima, Mexico

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
✉ cmsa.comercial@contecon.mx
🌐 www.contecon.mx

Ideally located to serve growing Asian trade, CMSA 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.

 ANNUAL CAPACITY 2 Million TEUS	 TERMINAL AREA 86 HECTARES	 BERTH LENGTH 1,080 METERS	 QUAY CRANE 12 UNITS
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HIGHLIGHTS	
Start of Commercial Operations:	2013
Concession Period:	34 years
Regulator:	Port Authority of Manzanillo, Inc.

EQUIPMENT	
Rubber-Tired Gantry Cranes	34



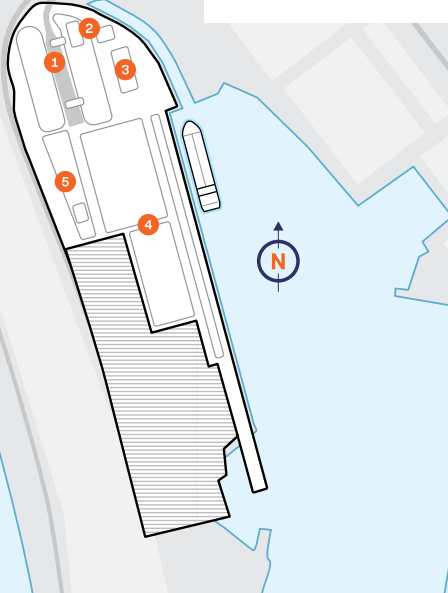
LOCATION

Latitude **19.0848764**
Longitude **-104.3038032**

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





The Port of Manzanillo is close to 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.



Adriatic Gate Container Terminal

Rijeka, Croatia

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@agct.ictsi.com
🌐 www.ictsi.hr

AGCT is the high-performance port of choice for Central Europe, offering the most direct, cost-efficient rail and road link from the Mediterranean to the heart of the continent.

 ANNUAL CAPACITY 600,000 TEUS	 TERMINAL AREA 17 HECTARES	 BERTH LENGTH 628 METERS	 QUAY CRANE 5 UNITS
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HIGHLIGHTS

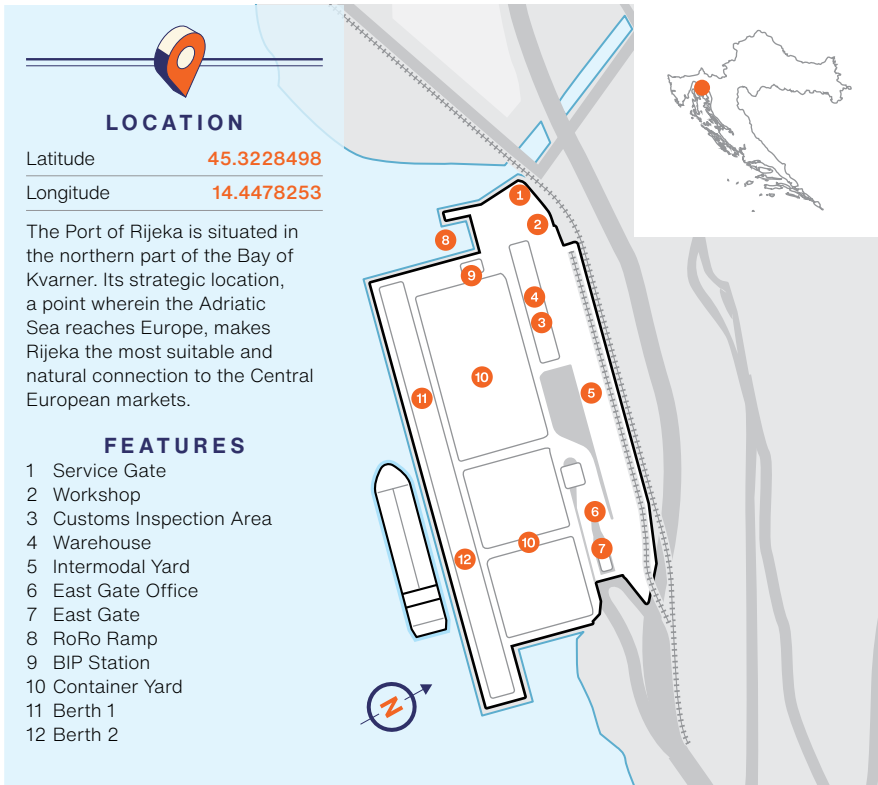
Start of Commercial Operations:	2011
Concession Period:	30 years
Regulator:	Port of Rijeka Authority

EQUIPMENT

Rubber-Tired Gantry Cranes	8
Rail-Mounted Gantry Cranes	2

INFRASTRUCTURE & FACILITIES

Berth Depth (meters)	14.8
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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.



Baltic Container Terminal

Gdynia, Poland

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

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

 ANNUAL CAPACITY 1.2 Million TEUS	 TERMINAL AREA 69 HECTARES	 BERTH LENGTH 976 METERS	 QUAY CRANE 7 UNITS
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HIGHLIGHTS	
Start of Commercial Operations:	2003
Concession Period:	20 + 30 years
Regulator:	Port of Gdynia Authority SA

EQUIPMENT	
Mobile Harbor Crane	4
Rubber-Tired Gantry Cranes	18
Rail-mounted Gantry Crane	2
Straddle Carriers	2
Reach Stackers	5

INFRASTRUCTURE & FACILITIES	
Berth Depth (meters)	13
Reefer Plugs	600



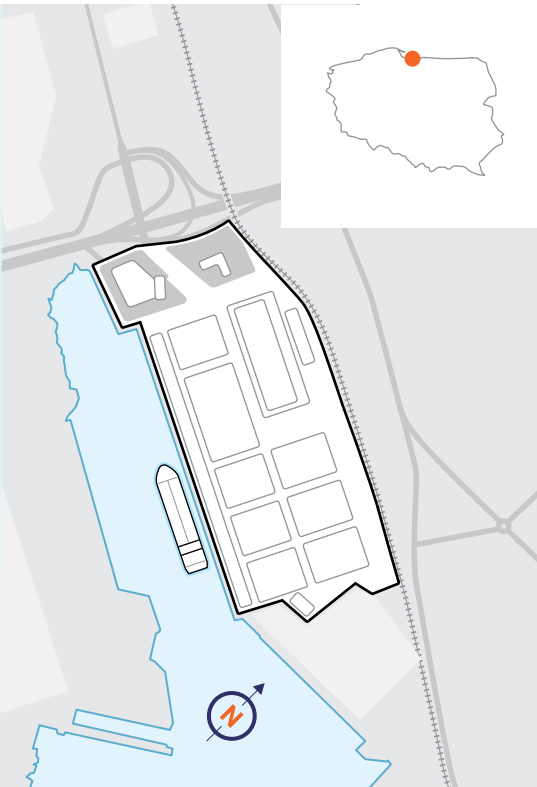
LOCATION

Latitude **54.5473228**

Longitude **18.5038485**

With a current annual handling capacity of 1.2 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.



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.



Basra Gateway Terminal

Umm Qasr, Iraq

ICTSI ME DMCC - Iraq Branch
(Basra Gateway Terminal)
North Port, Umm Qasr Port, Basra Province, Iraq

JBC 1, Suite 401, Jumeirah Lake Towers, Cluster G
PO Box 29335, Dubai, United Arab Emirates
☎ 00964 7834992443
☎ 00971 45547026
✉ info@ictsiiraq.com
🌐 www.ictsiiraq.com

The BGT is the country’s largest port and the primary gateway of Iraq.
It is the only terminal with leading-edge port technology.

 WEST BERTH 20 ANNUAL CAPACITY 490,000 TEUS	 EAST BERTH 25, 26, 27 ANNUAL CAPACITY 1.5 Million TEUS	 QUAY CRANE 7 UNITS	 MOBILE HARBOR CRANE 3 UNITS
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HIGHLIGHTS	
Start of Commercial Operations:	2014
Concession Period:	26 years
Regulator:	General Company for Ports of Iraq

EQUIPMENT	
Rubber-Tired Gantry Cranes	10

INFRASTRUCTURE & FACILITIES	
West Terminal Area (Hectares)	24
West Berth Length (meters)	600
East Terminal Area (Hectares)	50
East Berth Length (meters)	600



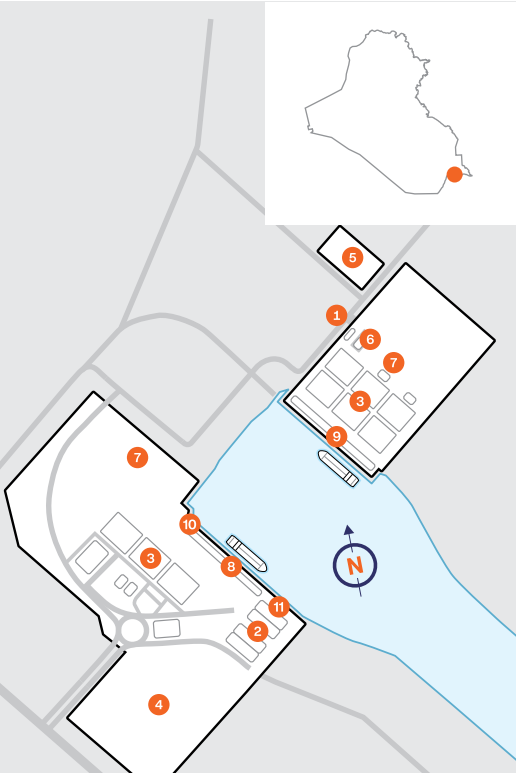
LOCATION

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

- Gate
- Warehouse
- Container Yard
- Stripping Area
- Truck Holding Area
- Administration Block
- Scanner
- Berth 20
- Berth 25–27
- Berth 21: Ro-Ro
- Berth 19: General Cargo





The Port of Umm Qasr is Iraq's largest port and primary trade link. As investment inflows continue and the Iraqi market opens up to the global economy, the port is playing an increasingly vital role. BGT offers 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.



Batumi International Container Terminal

Adjara, Georgia

Batumi International Container Terminal LLC (BICT)
11 Baku Street, Batumi 6010, Georgia
☎ +995 577 172 728
✉ info@bict.ictsi.com
🌐 www.bict.ge

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

 ANNUAL CAPACITY 230,000 TEUS	 TERMINAL AREA 16.9 HECTARES	 BERTH 6 LENGTH 183 METERS	 BERTH 4 & 5 LENGTH 284 METERS
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HIGHLIGHTS

Start of Commercial Operations:	2007
Concession Period:	48 years
Regulator:	Batumi Port Holdings Ltd.

EQUIPMENT

Mobile Harbor Cranes	2
Various landside handling equipment	

INFRASTRUCTURE & FACILITIES

Berth depth (meters)	10.6
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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.



Kribi

Multipurpose Terminal

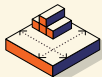
Kribi, Cameroon

Kribi Multipurpose Terminal SAS (KMT)
BP155, Kribi, Cameroon
+237 657 10 24 28
dkinsoen@kmt.ictsi.com
infosKMT@kmt.ictsi.com
www.ictsi.cm

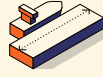
As Cameroon's sole deep-water port and the Gulf of Guinea's transshipment hub, KMT provides versatile, high-capacity services. With strong hinterland links, it forms a key part of the central African logistics corridor, supporting multipurpose shipping and the largest vessels, including essential oil/gas support.



ANNUAL CAPACITY
10 Million
TONS



TERMINAL AREA
33
HECTARES



BERTH LENGTH
615
METERS



HIGHLIGHTS

Start of Commercial Operations:	2020
Concession Period:	25 years
Regulator:	Port Authority of Kribi

EQUIPMENT

Mobile Harbor Cranes	2
Various landside handling equipment	2

INFRASTRUCTURE & FACILITIES

O&G Quay (meters)	63
Berth Depth (meters)	16



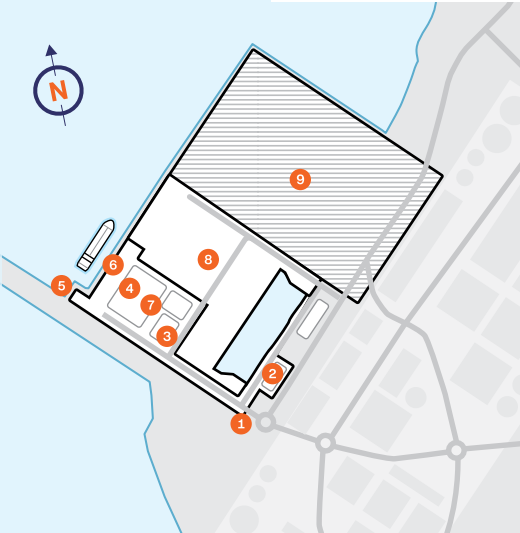
LOCATION

Latitude	2.72444444
Longitude	9.86027778

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 Warehouse and Offices
- 4 Cargo Yard
- 5 O&G Berth
- 6 General Cargo Berth
- 7 Multipurpose Terminal (Stage 1)
- 8 Multipurpose Terminal (Stage 2)
- 9 Future Development



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



Madagascar International Container Terminal

Toamasina, Madagascar

Madagascar International Container Terminal Services Ltd. (MICTSL)
10, Rue du Commerce - Ampasimazava
Toamasina 501 - Madagascar
☎ +261 20 97 352 00 - 352 10
✉ info@mictsl.ictsi.com
✉ mratrimo@mictsl.ictsi.com
🌐 www.mictsl.mg

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

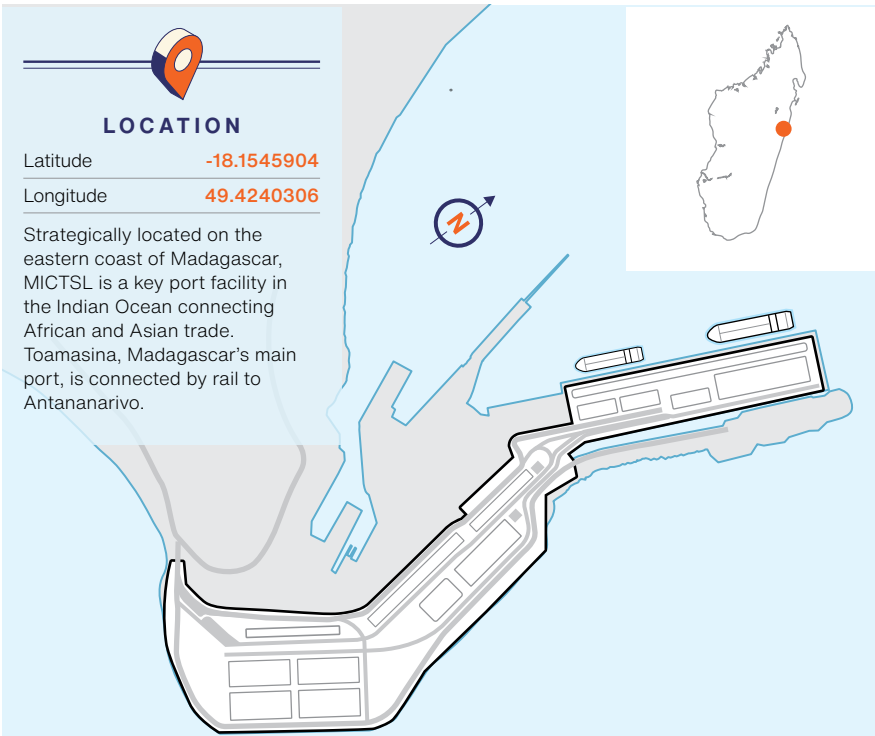
 ANNUAL CAPACITY 400,000 TEUS	 TERMINAL AREA 34 HECTARES	 BERTH LENGTH 287 METERS
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HIGHLIGHTS	
Start of Commercial Operations:	2005
Concession Period:	35 years
Regulator:	Société du Port à gestion Autonome de Toamasina (SPAT)

EQUIPMENT	
Mobile Harbor Cranes	3
Rubber-Tired Gantry Cranes	12

INFRASTRUCTURE & FACILITIES	
Berth depth (meters)	10–12



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.



Matadi Gateway Terminal

Kongo Central, D.R. Congo

ICTSI D.R. Congo S.A.
(Matadi Gateway Terminal)
1/2, avenue Mienze Kiaku, Cellule OEBK
Q. ville haute. Commune de Matadi
Matadi - Kongo Central
Democratic Republic of Congo
☎ +243 829 999 513
✉ Direction_mgt@mgt.ictsi.com
✉ MGTcustserv@mgt.ictsi.com
🌐 www.mgt.cd

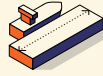
A natural gateway to Kinshasa, MGT is the only terminal in D.R. Congo with modern infrastructure and equipment.



ANNUAL CAPACITY
450,000
TEUS



TERMINAL AREA
14.11
HECTARES



BERTH LENGTH
500
METERS



HIGHLIGHTS

Start of Commercial Operations: **2016**
Concession Period: **99 years**
Regulator: **Ministry of Transport**

EQUIPMENT

Mobile Harbor Cranes **4**
Rubber-Tired Gantry Cranes **8**
Reach stacker **8**
Various Landside handling equipment

INFRASTRUCTURE & FACILITIES

Berth depth (meters) **12**



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.

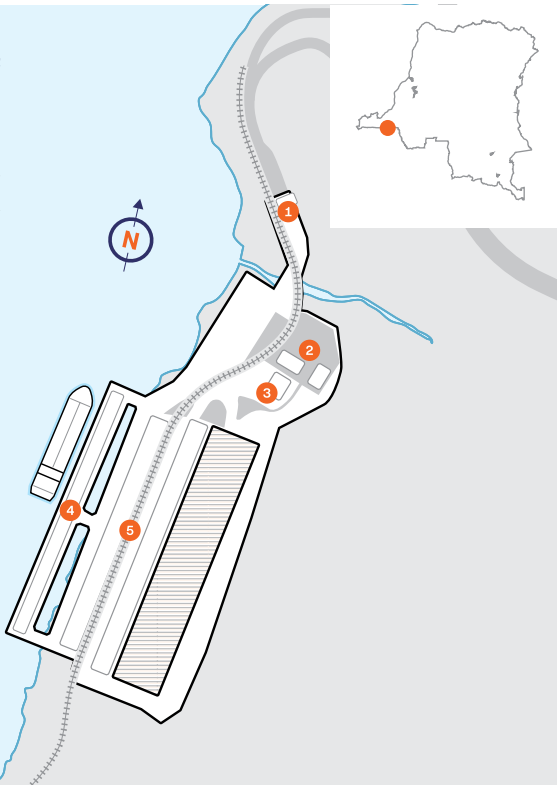
LOCATION

Latitude **-5.83161**
Longitude **13.43409**

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





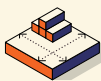
Onne Multipurpose Terminal

Port Harcourt, Nigeria

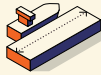
**International Container Terminal Services
FZE (ICTS FZE)**

Onne Port Complex, Federal Ocean Terminal
Onne, Port Harcourt, Rivers State, Nigeria
✉ commercial@omt.ng
🌐 www.omt.ng

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.



TERMINAL AREA
46
HECTARES



BERTH LENGTH
1,000
METERS



HIGHLIGHTS

Start of Commercial Operations: **2021**
Regulator: **Nigerian Ports Authority**

EQUIPMENT

Mobile Harbor cranes **4**

INFRASTRUCTURE & FACILITIES

Berth depth (meters) **12**



LOCATION

Latitude **4.66825**
Longitude **7.150361**

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.



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, and with the deepest allowed draft at 11.5 meters. 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.



Durban Gateway Terminal

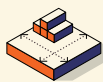
KwaZulu-Natal, South Africa

Durban Gateway Terminal (DGT)

Durban Gateway Terminal - Pier 2
Admin Building, Langeberg Rd, Bayhead
Durban, 4001, South Africa



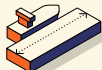
Durban Gateway Terminal serves the industrial and commercial hinterlands of South Africa and neighboring Southern African countries, providing efficient gateway services that connect regional supply chains with global trade.



TERMINAL AREA
122
HECTARES



ANNUAL CAPACITY
2 MILLION
TEUS



BERTH LENGTH
1,760
METERS



QUAY CRANE
15
UNITS



HIGHLIGHTS

Start of Commercial Operations	2026
Concession Period	25 Years
Regulator	Transnet SOC Ltd.

EQUIPMENT

Rail-Mounted Gantry Cranes	2
Straddle Carriers	108

INFRASTRUCTURE & FACILITIES

Container Yard (hectares)	82
Full Container Load Area (hectares)	74
Customs Area (hectares)	2.7
Reefer Area (hectares)	6.8



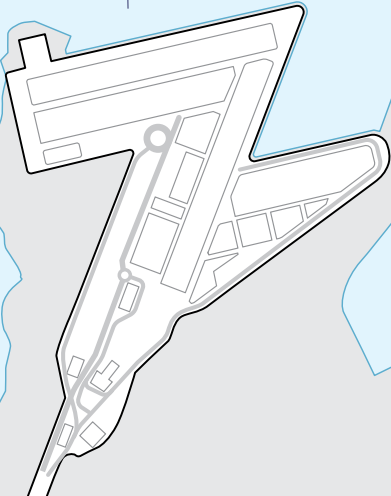
The Port of Durban is a major gateway for South Africa's citrus exports, handling refrigerated shipments destined for markets across Europe, Asia and the Middle East while supporting the country's globally competitive agricultural sector.



LOCATION

Latitude	-29.880556
Longitude	31.017778

Strategically located on South Africa's east coast, the Port of Durban is the country's busiest container gateway. It serves as a key maritime hub linking Southern Africa with major trade routes across Asia, Europe and the Americas. The Port serves the industrial and commercial heartlands of Gauteng and KwaZulu-Natal, as well as neighboring landlocked countries through established road and rail corridors.



Global Operations Map

- ★ **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

- **TECPLATA**
Buenos Aires, Argentina
- **TECON SUAPE**
Pernambuco, Brazil
- **RIO BRASIL TERMINAL**
Rio de Janeiro, Brazil
- **ITRACKER**
Rio de Janeiro, Barra Mansa, and Suzano, Brazil
- **CLIA POUSO ALEGRE**
Minas Gerais, Brazil
- **PUERTO AGUADULCE**
Buenaventura, Colombia
- **CONTECON GUAYAQUIL**
Guayas, Ecuador
- **PUERTO CORTES**
Cortés, Honduras
- **CONTECON MANZANILLO**
Colima, Mexico

Europe, The Middle East and 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
- **ICTSI ONNE MULTIPURPOSE TERMINAL**
Port Harcourt, Nigeria
- **DURBAN GATEWAY TERMINAL**
KwaZulu-Natal, South Africa

Asia Pacific

- **MANILA INTERNATIONAL CONTAINER TERMINAL**
Manila, Philippines
- **NORTHPORT**
Manila, Philippines
- **MANILA MULTIPURPOSE TERMINAL**
Manila, Philippines
- **SUBIC BAY INTERNATIONAL TERMINALS**
Zambales, Philippines





■ **CAVITE GATEWAY TERMINAL**
Tanza, Philippines

■ **LAGUNA GATEWAY INLAND CONTAINER TERMINAL**
Calamba, Philippines

■ **BAUAN INTERNATIONAL PORT**
Batangas, Philippines

■ **VISAYAS CONTAINER TERMINAL**
Iloilo City, Philippines

■ **MINDANAO CONTAINER TERMINAL**
Misamis Oriental, Philippines

■ **SOUTH COTABATO INTEGRATED PORT**
General Santos City, Philippines

■ **BATU AMPAR CONTAINER TERMINAL**
Batam, Indonesia

■ **EAST JAVA MULTIPURPOSE TERMINAL**
Lamongan Regency, Indonesia

■ **SOUTH PACIFIC INTERNATIONAL CONTAINER TERMINAL**
Lae, Papua New Guinea

■ **MOTUKEA INTERNATIONAL TERMINAL**
Port Moresby, Papua New Guinea

■ **VICTORIA INTERNATIONAL CONTAINER TERMINAL**
Melbourne, Australia

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