Commitment to Excellence

The Port of Djibouti S.A. is located at the southern entrance to the Red Sea, at the intersection of major international shipping lanes connecting Asia, Africa and Europe.

The port is a minimal deviation from the principal East-West trade route and provides secure regional hub for transshipment and relay of goods.

Since 1998, the port handled 100% of Ethiopia’s maritime traffic, which moves to and from Addis Ababa by truck and rail.

To accommodate this important business, the Port has made an additional 20 ha of dry yard area available.

The port of Djibouti is ideally located to serve the COMESA market, linking 19 countries and 380 million people.

Djibouti as a main maritime passage and a main trading route between East and West stretches back since 3500 years, the time of maritime explorations of the Red Sea.

A strategic meeting point between two worlds (Africa and Asia) the Red Sea was a place of contact and passage used by the Egyptians, the Phoenicians, the Ptolemaisits, the Romans, the Greeks, the Byzantine, the Arabs, and then by the Europeans in search of the spices route. Its apogee came with the opening of Suez Canal.

The port evolved out of Ethiopia’s search for a maritime outlet to its railway line, and Djibouti’s coastline provided both easy access and sheltered anchorage. Work on the railway began in 1897, as did the initial construction of the port. Once the line was completed, in 1917, the port grew rapidly.

Between 1960 and 1970, port activity was developed as part of an international maritime exchange network. The Red Sea had become one of the busiest shipping lanes in the world and Djibouti found itself acting as its service station. Bunkering traffic quadrupled in the ten years from 1954, reaching a peak of 1.8 million tons in 1965.

Djibouti’s strategic location enabled the port authorities to successfully rise to the challenge of turning the port into a regional hub for the Red Sea and Indian Ocean, and in a wider context the three continents of Europe, Africa and Asia.

Containerization was the defining concept behind this new period of development and Djibouti’s first modern container terminal began operations in February 1985.

Starting from June 2000, the Port of Djibouti signed a 10-years management contract with DP World with at end in June 2011. From July 2011 the Port of Djibouti has undergone an organizational changes though a partnership with China Merchants Holdings International in December 2012.
Commitment to Excellence

Port of Djibouti S.A

Port of Djibouti S.A

Commitment to Excellence

China Merchants Holdings International (CMHI): Our Partners

Historic China Merchants

China Merchants, founded in 1872, has left its mark in the late Qing dynasty, the Republic of China, and the People’s Republic of China. As the forerunner of China’s national industry and commerce, China Merchants is renowned as the “epitome of the century-long history of China’s national enterprises.”

Headquartered in Hong Kong, China Merchants started business in 1873 and is the oldest mainland China enterprise operating in this city.

The three core business sectors of China Merchants Group are transportation and related infrastructure (ports, toll roads, energy transportation and logistics); financial investment and management; property development and management. In the end of 2012, it had the total assets of $62.3 billion USD, assets under management of $58.3 billion USD and total profits of $4.196 billion USD.

<table>
<thead>
<tr>
<th>CHINA</th>
<th>INTERNATIONAL</th>
</tr>
</thead>
<tbody>
<tr>
<td>PRD</td>
<td>YRD</td>
</tr>
<tr>
<td>Shenzhen</td>
<td>Shanghai</td>
</tr>
<tr>
<td>Hong Kong</td>
<td>Ningbo</td>
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</tbody>
</table>

At present, CMHI’s investments and operations span across China’s coastal, including Hong Kong, Shenzhen, Shanghai, Ningbo, Qingdao, Tianjin, Zhanjiang, Xiamen Bay, and Taiwan, Sri Lanka, Nigeria, Djibouti, Togo and Vietnam.

In 2012, CMHI-invested terminals handled 60.21 million TEU, topping national rankings and placing CMHI at the forefront of the world’s largest independent port operators.

On 11 June 2013, CMHI completed the purchase of the 49% equity stake in Terminal Link from CMA CGM, which covers 15 container terminals in 8 countries across four major continents.

In addition, CMHI also invests in bonded logistics and cold chain operations and port-related manufacturing operations in China. CMHI’s investment strategy focuses on hub ports located at geographic regions that attract significant foreign investments, with strong economic growth momentum and strong import and export trade growth.

CMHI strives to provide its customers, with its expanding global ports portfolio, the gateway to China’s foreign trade by offering timely, efficient and effective port services and integrated marine logistic support under its proactive but stable, efficient and effective strategy. CMHI seeks to capitalize on the synergy generated by its existing net work of ports to create value for its shareholders.
1. STRATEGIC LOCATION

Djibouti is politically and socially stable state strategically located at the southern entrance to the red sea, at a point where three continents intersect (Asia, Africa and Europe). A staggering 50% of the world’s shipping lines pass in part of Djibouti’s maritime route on their way to Europe and Asia & connected by road and rail to land-locked Ethiopia and thereafter into the heart of Africa.

2. REGIONAL HUB

The strategic location of Djibouti connects the Northern and Southern, Eastern and Western international shipping lane which make of Port of Djibouti the natural Hub in the East African region. With close partnership with China Merchant Holding, the Port efficiency is to be improved significantly. Programs implemented by executive teams can be directly attributed to these high return on performance and include the introduction of management systems and international technical and managerial expertise in operations, maintenance, safety, security, and trainings.

3. THE NATURAL GATE OF COMESA AND HINTERLANDS

80% of the goods handled by Port of Djibouti are destined for the landlocked Ethiopia amongst them petroleum products and food aids. In addition to the Ethiopian market and being the largest and the most developed port on the East African coast, Port of Djibouti is ideally located to serve the COMESA with its 21 countries and 380 millions people.

4. MODERN INFRASTRUCTURES

Port of Djibouti is a major shareholder dedicated terminals at Doraleh and is offering various berth and facilities such as:

- 8 conventional berths,
- 3 bulk berths,
- 2 RORO berths,
- Livestock handling facility,
- Dedicated bulk terminal,
- Open and covered storage spaces,
- 1 Dhow berth.

5. DJIBOUTI CONTAINER TERMINAL SAFE & SECURE

The Container Terminal commissioned in 1985, has a total surface of 22 Hectars of yard in a fully enclosed facility that is ISO 28000 certified. Accessible by rail and road from various locations including Ethiopia, it is illustrating its aim of multipurpose facility. Port of Djibouti Container Terminal has a handling capacity of 350,000 TEU per annum. Reefer containers can be easily accommodated by 126 reefer plug points available in the yard.

Vessels of capacity up to 8000 TEU can be operated along the two berths of 400m.

- Berth 1 (180m) offers a draught of 9.5m
- Berth 2 (220m) has a draught of 12.5m.
- RORO berth set for the operation of RORO vessels
- Four (4) ships to shore cranes are available with a lifting capacity of 50T and an outreach of 40m.
- Fully equipped with latest handling machineries (Reachstaker, Forklifts etc.)

The current globalization affecting the brunt Maritime, this requires a great management and organization skills.

The international certification ISO 9001 crowned the efforts of all the services of the PDSD which since some time have been involved in the quality improvement approach to customer service. After being certified in 2013 for the Surete of the supply chain system (ISO 28000: 2007), the PDSD continues his ambitions and attests to the ISO 9001: 2008 for the quality of his services and became the first Port to be certified in Djibouti.

6. SECURITY, SAFETY & ENVIRONMENT ISO 28000

The Port of Djibouti is in compliance with the International Ship and Port Facility Security (ISPS) standards and since 2006, has ISO 28000 security accreditation from Lloyd’s Register. Our organisation has a dedicated health, safety and environment department and sets the highest safety standards with modern training facilities and a training program. Have its own emergency services equipped with the best fire fighting and rescuing equipments. In addition there is an environmental protection policy, oil spill equipments with technical support from an international organization.

7. A JOURNEY WITH OUR CUSTOMERS

Port of Djibouti, we successfully built on our solid foundations, growing from a single facility to several latest generation terminals in the Republic of Djibouti and thus becoming a regional hub.

This growth has been fuelled so far by investment in equipment and human resources but it is our business philosophy that has allowed us to become a truly regional force. This philosophy is based on a belief that serving our customers must drive every aspect of our business from the services we offer both now and in the future.

It is this focus on our customers that has led us to develop our integrated port management approach, bringing together container terminal, bulk terminal and others cargoes and infrastructures development. Combined with our common-user status, this mean we are able to offer complete solutions in all aspects of port operation, helping to generate efficiencies and financial returns for our customers. In a move to satisfying each and every need of our customers the port of Djibouti has established a hotline operational 24 hours and 7 days a week for any query.

Above all, it is our people who lie at the heart of the service provided to customers. It is their expertise and commitment to quality, combined with the world-class facilities and technology at their disposal that mean we deliver value to customer’s time and gain.

8. OPERATIONAL EXCELLENCE AND TECHNOLOGICAL INNOVATION

We are regarded as an innovator in many aspects relating to port and shipping industry and have been successful in developing and enhancing container terminal and general cargo capacity and efficiency, based on the needs and attributes of particular terminals.

In terms of IT, our sophisticated systems are focused on delivering efficiency and helping customers effectively manage their supply chain. We design IT solutions that best fit the needs of our terminals. This allows us to be agile, flexible and responsive to customers needs.

The strength of productivity of a company today lies in controlling the information system used by the TIC (new technologies). Indeed they are the key element of the competitiveness and the responsiveness of the competition.

The main mission of the IT Department is to maximize the rate of availability of the systems and networks. In line with the operations, IT department works 24 hours a day, 7 days per week to provide a support to all ports activity.
Almost all the activities of the ports (since the Harbour master office, point of entry of ships and billing point of output of goods) are now automated. Besides the real-time monitoring of the operations, the systems used allow the production and edition of information which capital for every step of the decision making process and a help tool for the smooth running of our business. In use at the Port of Djibouti are the following softwares: Maximo, Navis and more recently an integrated ERP Sage X.3.

9. GENERAL CARGO

General Cargo Division manage handles all non-containerized cargo operation, plan vessel at berth and follow stevedoring activity and productivity. GC also offers multiple advantages to shippers moving break-bulk, heavy and over-dimensional project cargo - a strategic central location to distribute to all points in Ethiopia.

The port has adequate and specified berth to accommodate all type of vessels including dhows coming from Yemen. The biggest ships are:
- RORO vessel, LOA 232m
- Bulk carrier 50,000 MT, LOA 200m / Beam 33m

The activities of general cargo have expanded with the import and export of liquid bulk, dry bulk, break bulk, automobiles and livestock. The non-containerized dry cargo volumes have increased exponentially in 2014 and reached 4,195,917 MT mainly due to the high discharge of steel. The port has alarge open storage capacity of 150,000 metric tons of steel.

For bulk terminal, three quays are exclusively dedicated to handle dry bulk: Wheat/Fertilizer/ Sorghum and Clinker. The rate of discharge rises above 8000 tons per day when using Silo because of huge storage capacity of 30,000 tons of wheat and 40,000 tons of fertilizer. In addition, the coal cargo is growing and achieves 383,714 MT in 2014.

An off-dock automobile storage facility with storage capacity of 7000 Units can receive the high demand of RORO before transfer from the Port to storage area at PK12 named XTA and buffer area received trucks from PK12 before dispatched to quays operation (rift valley).

10. DEVELOPING POTENTIAL

We take our responsibilities as employers very seriously. As well as focusing on providing a safe and secure working environment, we invest heavily in training and development at all levels so that people can learn new skills and develop their careers within the Port of Djibouti. This means we can rely on the commitment of our employees, and improve the service our customers receive. Our responsibilities don’t stop at the terminal gate. We invest not just in our employees, but in their families and the wider communities in which they live. A good example is our involvement in numerous socially responsible programs such as but not limited to: orphan sponsoring, recreational activities for employees’ families, schools along the corridor etc. A successful terminal enables the economy of an entire region to grow, and estimate that for every job within a terminal, there are up to five created in the regional economy.

Recently an employee welfare section has been created with the human resources department in order to offer facilities for employee such as overseas medical services, retirement accommodation, preferential interest loan convention with bank etc.

11. TECHNICAL SUPPORT

A wide variety of functions, programs and staff engaged in the port’s civil engineering, construction, maintenance, rehabilitation and repair of the port’s landside infrastructure, roads, jetties, warehouses, gates, fences and weighbridges. The facility and infrastructure service is also responsible for the port’s utilities, electricity, water, and telecommunications and for the cleaning of the port and port offices.
The European Union, NATO, USA TF151, Japan, China, India, the Russian Federation, Saudi Arabia, just to name a few have all used the facilities of the Port of Djibouti during the last twelve months.

On the other hand the IMO has convened on January 2009 a high level meeting in Djibouti which was attended by senior officers from the maritime and port authorities of Comoros, Djibouti, Egypt, Eritrea, Ethiopia, France, Jordan, Kenya, Madagascar, Maldives, Mauritius, Mozambique, Oman, Saudi Arabia, Seychelles, Somalia, South Africa, Sudan, the United Arab Emirates, the United Republic of Tanzania and Yemen as well as from other IMO Member States.

The plan was to adopt a regional agreement to assist countries in the region to build capacity to suppress piracy and armed robbery against ships in the Western Indian Ocean and the Gulf of Aden and a draft agreement further envis aged the setting up of national focal points for piracy and armed robbery against ships and the sharing of information relating to incidents reported.

12. MARINE SERVICES
Port of Djibouti has invested heavily in new, powerful tugs and marine craft to provide the international shipping lines with safe and prompt ship berthing and handling.

• Improvement of berthing capacity
With a view to boost up productivity and reduce operational costs, the marine division has opted for a new organization by the installation of new Jetty that would allow 2 tugs to be dedicated to that area to minimize the fuel cost and for the planification and the management of maneuvering Six vessels simultaneously can operate at doraleh container terminal, port of Djibouti, and the Doraleh Oil Terminal.

• Crisis management and pollution control
Port of Djibouti handles and stocks among others cargoes various other types of hazardous cargoes which are growing significantly in volume and therefore represent a high potential threat and hence the need to consider chemical risk and oil pollution incidents has to be given due consideration. Due to the serious threat they pose to humans and the environment the Port is geared to respond to such types of incidents.

The Environmental and Logistic Department and Port Fire Brigade join their efforts collectively to intervene in case of emergencies threatening the environment and works towards its protection. These two departments are periodically called upon to intervene at any time at the various locations of the port.

• Maritime Piracy
Djibouti is a strategically located port advantageous not only to commercial shipping, but the world’s peace keepers as well. Thus it had been chosen as a logistic station for various operations such as refueling, food and water supply, change of command etc...

The facility and infrastructure service has transport assets and specialized equipment to carry out its function and follow a planned maintenance program. Support and Infrastructure division has specific objectives to make the port ‘greener’ by using alternative sources of power production such as solar street lighting and sourcing building materials such as locally quarried stone and gravel.

• Floating Dock
The Port of Djibouti is proud to offer the most reliable and advanced line docks and modular floating systems with maximum lift capacity. The system consists of a One 1750 Tons Floating DCK with the following specifications:

- Length Pontoon dock .................. 50 meters
- Beam external, approx .................. 26 meters
- Beam internal, approx ............... 20 meters
- Depth, approx .......................... 12 meters
- Maximum lifting capacity, approx ....... 1750 Tons

A floating crane of 80 tones is available to stevedoring societies for the operations of the heavy goods. We have one of the most successful systems of navigation of the region.

Furthermore we dispose a slipway of 500 tones capacity to maintain our units and beside that we offer to third parties (civil or military) the possibility of docking it.
## VESSEL’S ASSISTANCE

### NAVIGATION AIDS OF REPUBLIC OF DJIBOUTI

<table>
<thead>
<tr>
<th>Name</th>
<th>Description</th>
<th>Height above sea level</th>
<th>Characteristics and sectors light</th>
</tr>
</thead>
<tbody>
<tr>
<td>24400</td>
<td>RAS BIR</td>
<td>74</td>
<td>2 E.B.10 x(1.5-2-0.5-7)FL(2)W</td>
</tr>
<tr>
<td>F6072</td>
<td>White tower with red top</td>
<td>50 M 11.588 ‘N – 43.214.7 ‘E</td>
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<tr>
<td>24490</td>
<td>Ile Mushi – Ext West</td>
<td>20</td>
<td>3 E.R.2s (1-1.5)2 X (1-6) R (3) K</td>
</tr>
<tr>
<td>F5075</td>
<td>Pylon on house 17 m</td>
<td>11.43.8 N44.093.9 E</td>
<td></td>
</tr>
<tr>
<td>24520</td>
<td>Ile Mashiaki – Ext West</td>
<td>24</td>
<td>2 E.B.B x (1-1.3-1); R (2) W</td>
</tr>
<tr>
<td>F5076</td>
<td>Red metallic structure 20 m height</td>
<td>11.42.8 N – 43.084 E</td>
<td>Can be hidden by sand storm</td>
</tr>
<tr>
<td>24550</td>
<td>Maskali bank busy marked N° &quot;5&quot;</td>
<td>3</td>
<td>4 E.R.15 x(1-1.5)3 X (1-6.5) R (4) R</td>
</tr>
<tr>
<td>red cone</td>
<td>11.41.8 N – 43.084 E</td>
<td></td>
<td></td>
</tr>
<tr>
<td>24660</td>
<td>Banc du Pingoui – Bouée &quot;1&quot;</td>
<td>5</td>
<td>Iso V4 s (2-7)/ Iso G</td>
</tr>
<tr>
<td>Maskali busy marked N° &quot;1&quot;</td>
<td>3</td>
<td>Cone rouge / red cone</td>
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</tr>
<tr>
<td>24690</td>
<td>Banc du bétail Bouée &quot;2&quot;</td>
<td>3</td>
<td>Iso R 4 s (2-2) / Iso R</td>
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<tr>
<td>Maskali busy marked N° &quot;2&quot;</td>
<td>11.38.4 N – 43.074 E</td>
<td></td>
<td></td>
</tr>
<tr>
<td>24750</td>
<td>Bouée &quot;3&quot; / Bouée busy marked N° &quot;3&quot;</td>
<td>3</td>
<td>2 E.B.B (1-1.3) R (2) G</td>
</tr>
<tr>
<td>Conique vert / green cone</td>
<td>11.37.5 N – 43.073 E</td>
<td></td>
<td></td>
</tr>
<tr>
<td>24810</td>
<td>Bouée &quot;4&quot; / Bouée busy marked N° &quot;4&quot;</td>
<td>3</td>
<td>Iso R 4 s (2-2) / Iso R</td>
</tr>
<tr>
<td>Conique vert / green cone</td>
<td>11.36.8 N – 43.078 E</td>
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<tr>
<td>24930</td>
<td>Banc de salines Ext. Ext.</td>
<td>3</td>
<td>3 E.V12s (1-1-1-1-1-1-1) / FL (2) G</td>
</tr>
<tr>
<td>Salines bank Ext.</td>
<td>4.5</td>
<td>Alignement horizon de la mer</td>
<td></td>
</tr>
<tr>
<td>Ralle carre blanche</td>
<td>11.36.1 N – 43.076 E</td>
<td>Leading lines horizon of the sea</td>
<td></td>
</tr>
<tr>
<td>White square Beacon</td>
<td>Alignement horizon</td>
<td></td>
<td></td>
</tr>
<tr>
<td>50088</td>
<td>Alignment horizon</td>
<td>0730 / leading line 0730</td>
<td></td>
</tr>
<tr>
<td>Alignment horizon</td>
<td>AMBOULI</td>
<td>20</td>
<td>17</td>
</tr>
<tr>
<td>Alignment horizon</td>
<td>AMABLEH</td>
<td>32</td>
<td>19</td>
</tr>
<tr>
<td>Feu de guidage light guide</td>
<td>9</td>
<td></td>
<td></td>
</tr>
</tbody>
</table>

## VESSEL’S ASSISTANCE

### NAVIGATION AIDS OF REPUBLIC OF DJIBOUTI

<table>
<thead>
<tr>
<th>SITES</th>
<th>NAMES</th>
<th>CARACTÈRES NAUTIQUES</th>
<th>POSITION GPS</th>
<th>PORTÉE</th>
</tr>
</thead>
<tbody>
<tr>
<td>Port DCT</td>
<td>BFI-1</td>
<td>Cardinal ouest VQ (9) 10s</td>
<td>11° 36.051’N 043° 06.550’E</td>
<td>2 MN</td>
</tr>
<tr>
<td>Port DCT</td>
<td>BFI-2</td>
<td>Cardinal ouest VQ (6) + LFL 10s</td>
<td>11° 35.978’N 043° 06.623’E</td>
<td>2 MN</td>
</tr>
<tr>
<td>Port DCT</td>
<td>BFI-3</td>
<td>Cardinal ouest VQ (9) 10s</td>
<td>11° 35.989’N 043° 06.722’E</td>
<td>2 MN</td>
</tr>
<tr>
<td>Port DCT</td>
<td>BFI-4</td>
<td>Cardinal ouest VQ (9) 10s</td>
<td>11° 35.981’N 043° 06.666’E</td>
<td>2 MN</td>
</tr>
<tr>
<td>Passe Ouest</td>
<td>Bouée 6</td>
<td>Cardinal ouest VQ (6) + LFL 10s</td>
<td>11° 36.010’N 043° 07.15’E</td>
<td>3.8 MN</td>
</tr>
<tr>
<td>Quai 9</td>
<td>Feu de guidage + feu B, sifflant toute horizon</td>
<td>Secteur Rouge Secteur Vert</td>
<td>11° 36.391’N 043° 07.43’E</td>
<td>3.8 MN</td>
</tr>
<tr>
<td>Banc de Salines</td>
<td>Feu d’alignement antérieur</td>
<td>Éclat vert</td>
<td>11° 35.991’N 043° 06.763’E</td>
<td>5 MN</td>
</tr>
<tr>
<td>Banc de Salines</td>
<td>Feu d’alignement postérieur</td>
<td>Éclat vert</td>
<td>11° 35.897’N 043° 06.955’E</td>
<td>5 MN</td>
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<td>Passe Ouest</td>
<td>Bouée 5</td>
<td>2EVs</td>
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<tr>
<td>Passe Ouest</td>
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<td>Passe Ouest</td>
<td>Bouée 7</td>
<td>2ECs</td>
<td>11° 36.130’N 043° 06.610’E</td>
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<tr>
<td>Passe Ouest</td>
<td>Bouée 9</td>
<td>Scne R</td>
<td>11° 36.15’N 043° 02.760’E</td>
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<tr>
<td>Banc de Météore</td>
<td>Bouée cardinale nord</td>
<td>Scnt. B, continus 0.6-0.6 + Racon D</td>
<td>11° 37.602’N 043° 05.197’E</td>
<td>4 MN</td>
</tr>
<tr>
<td>Banc d’Ambouli</td>
<td>Bouée cardinale sud</td>
<td>6 Scnt. B, continus 155</td>
<td>11° 39.382’N 043° 06.183’E</td>
<td>4 MN</td>
</tr>
<tr>
<td>Doraleh pétrolier</td>
<td>BFI-1</td>
<td>Scnt. jaune continus</td>
<td>11° 36.17’N 043° 04.69’E</td>
<td>2 MN</td>
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<tr>
<td>Doraleh pétrolier</td>
<td>BFI-2</td>
<td>Scnt. jaune continus</td>
<td>11° 36.17’N 043° 04.69’E</td>
<td>2 MN</td>
</tr>
<tr>
<td>Doraleh pétrolier</td>
<td>BFI-3</td>
<td>Scnt. jaune continus</td>
<td>11° 36.17’N 043° 04.74’E</td>
<td>2 MN</td>
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<tr>
<td>Doraleh pétrolier</td>
<td>BFI-4 C. nord</td>
<td>Scnt. B continus 0.6-0.6</td>
<td>11° 36.18’N 043° 04.90’E</td>
<td>2 MN</td>
</tr>
</tbody>
</table>
### DESCRIPTION OF BERTHS & QUAYS

<table>
<thead>
<tr>
<th>Quai / Berth</th>
<th>KG/NO</th>
<th>1</th>
<th>2</th>
<th>3</th>
<th>4</th>
<th>5</th>
<th>6</th>
<th>7</th>
</tr>
</thead>
<tbody>
<tr>
<td>Longueur Length</td>
<td>220 m</td>
<td>180 m</td>
<td>220 m</td>
<td>70 m</td>
<td>150 m</td>
<td>230 m</td>
<td>170 m</td>
<td>97 m</td>
</tr>
<tr>
<td>Niveau de couronnement Quay level</td>
<td>3,5 m</td>
<td>3,5 m</td>
<td>3,5 m</td>
<td>3,5 m</td>
<td>3,5 m</td>
<td>3,5 m</td>
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</tr>
<tr>
<td>Niveau de fonds Depth</td>
<td>11 m</td>
<td>9,5 m</td>
<td>12 m</td>
<td>2 m</td>
<td>3,6 m</td>
<td>7,2 m</td>
<td>7,8 m</td>
<td>7,8 m</td>
</tr>
<tr>
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**Descripción de los berths & quays**

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Security is a baseline service we offer our customers as a leading global terminal operator. Customers entrust hundred of million of dollars worth of their assets and their customers’ to our terminal. But as well as a responsibility to our people and the communities in which we operate, and we need to safeguard our assets as well. We take those responsibilities seriously and are committed to maintaining top quality security services. We have dedicated strategic security resources focused on implementation of our security policy across our platform.

“Port de Djibouti” complies with security regulations whenever it operates.

PORT SECURE DJIBOUTI

The mission of Port Secure Djibouti (PSD) is to provide to the Port of Djibouti with the capability to patrol and monitor the security of the Port at all times. More importantly our service is and continues to be in full compliance with all national and international security regulations in force at this time.

PSD conducts Operational training throughout the year [Practical and classroom theory] and in tandem with other Port departments has implemented a Security Administration and Documentation educational programme which allow us and the port to achieve and maintain a higher understanding of more in depth administration processes required to consistently manage our Security system pertaining to the ISO programme.

PSD boat Detachment

In February 2007, PSD instigated a new operational internal department the Boat Patrol Detachment.

This is achieved by following a flexible maritime patrolling programme encompassing all berth areas in support of land side security force.

Also commensurate operations include:

- Stowaway prevention,
- Individual ship protection,
- Safety and distress cover,
- Combined land/sea tasking.

PORT FIRE BRIGADE

The Port Fire Brigade commonly referred to as Centre de Secours is the first strike force to intervene in case of emergencies in the port.

The Port Fire Brigade operates on a round the clock basis and is placed under the command of the Harbour Master. It has for mission the reception, the treatment and the reorientation of any distress call arising in the port.

The Fire Brigade is composed of men and women who have been trained to respond to the needs of the Port whether they are fires, first aid to victims or maritime pollution.

To better respond to the exigencies of the port in terms of fire safety and first aid administration the Port is committed to the modernisation of the Fire Brigade and the upgrading of its equipment.

To enhance the technical know how of our fire soldiers, strong emphasis is placed on training and in this context all fire fighters are required to undergo training sessions on emergency response in order to better undertake their mission.
Your Gateway to East Africa

1. Djibouti Free Zone JAFZA
Creating the right business environment for investment and trade.
Djibouti Free Zone (DFZ), operational since October 2004, position Djibouti as the regional logistics, trade and marketing hub for the import, warehousing, processing and re-export of goods to and from the eastern African countries.

The DFZ Product Offering
DFZ is developed over 40 hectares near the Port and the Airport.
- Warehouses of 614 m² and 1,340 m² with integrated office units
- Land plots serviced with utilities ranging from 2,000 m² to 15,000 m²
- Light Industrial Units of 510 m² with integrated office units
- Office units fully operational
- 1 hangar of 9,100 m² designed to accommodate aid cargo.

The Business opportunities at DFZ
- Procurement & Distribution Center
  ◊ Foodstuff, Construction Materials, Vehicles
- Logistics Platform
  ◊ Third Party Storage, Consolidation, Deconsolidation, Handling
- Service
  ◊ Audit & Accounting, Stock financing, Express Cargo
- Humanitarian Aid Platform
  ◊ USAID Humanitarian food aid projects for the region
- Light assembly & Minor processing
  ◊ Packaging, Labelling, Blending, Grading

The Package of fiscal & non fiscal incentives
- 100% Foreign Ownership
- Free repatriation of capital and profits
- Exemption of Corporate Tax
- Exemption of Income Tax
- Flexibility to employ Foreign
- Possibility to sell on local market
- No currency restrictions

JAFZA International’s Vision in Djibouti
Jafza International’s vision of development in Djibouti goes beyond the current free zone. Two major projects are already in the pipeline:
- The forthcoming project in Djibouti is the development of an Airport Free Zone which will provide an air-based logistics hub especially for the eastern and central Africa and the Middle East. This project in Djibouti will be a pioneering one in the African continent and will have the added advantage of providing air-sea-land connection for the trade links especially to landlocked countries like Ethiopia and Uganda and Central Africa.
- The second project is a free zone project on some 400 hectares in the region of Doraleh (7 kms from the existing FZ). This project would be conceived to accommodate apart from trading, industrial and major processing activities

For more information, kindly consult our website

Djibouti Free Zone
PO Box 198, Djibouti
Tel +253 35 90 49
Fax + 253 35 90 39
E mail : contact@dfz.dj
www.djiboutifz.com

JAFZA International
PO Box 17000, Dubai/UAE
Tel +971 4 881 9063
Fax + 971 4 881 6714
E mail : info.jafzi@jafza.ae
www.jafza-intl.com
Horizon Djibouti terminal Ltd (HDTL) is a petroleum terminal in deep water, holding in hand all acers in professionalism and performances. This modern terminal is the result of the President of the Republic strategy aiming to make Djibouti “a regional Hub” with all necessary means and acers in terms of security, pollution containment and non accessibility constraints.

HDTL is the only state of the art petroleum terminal in the East of Africa area. Its strategic location on the crossroad of major shipping lanes makes it even more appealing. HDTL offers deep water draft dedicated jetties as well as large tank capacities, which meet local, regional and contango (Trading) storage requirements. Accompanying the great vision of a regional hub structure, HDTL has procured itself of a global storage capacity of 371,000 cubic meters (cbm) with two berths of 30,000 and 80,000 dwt; 12 truck loading bays, 1 LPG bulk truck loading.

This capacity could ensure the supply of local and regional demand and could easily be doubled to sustain the steadily increase in regional demand as well as to cater the booming sector of the independent oil companies.

These storage facilities cover all various grades of fuels and other products of which main are:

- Gas oil
- Jet A1
- Fuel Oils 80 and 180 CST
- Molasses
- Ethanol
- Edible Oil
- Mogas
- LPG

Horizon Djibouti Terminals is staffed with a number of dedicated and well trained employees Djibouti Nationals.

Despite the relatively small size of the staff, HDTL was able to achieve and exceed afar performances of former 3 terminals in the petroleum industry with about 2 Million cbm throughput per annum.

This was possible to a great extent because of the fully automated an integrated operation cycle HDTL is equipped with.

These performances correspond to:

- A plus of global activity increase amounting up to more than 50% of the former achievements in storage and throughput (3 Million cbm vs. 2 Million cbm per annum).
- A plus of global activity increase amounting up to more than 100% of the former achievements in trucks filling (250 trucks a day vs. 120 trucks a day).

Horizon Djibouti Terminals is tailored to respond in an affective and economical manner to local and regional demand in refined petroleum products.

The present 3 Million cbm annual volume turnover goes towards the supply of:

- Neighbouring countries and local needs for one third.
- Strategic Stocks for the Governmental organisations for the remaining balance.

Horizon Djibouti Terminals upcoming projects are:

- An Edible Oil Filling Unit to meet local and regional needs.
- The launch of Phase 3 of the Initial Project

Horizon Djibouti Terminals, by achieving its expansion, aims at being the leading terminal link services provider in the region and din Africa as a whole thru the delivery of world-class services in bulk liquid storage combined with wide range of value added logistics services.

DJIBOUTI CUSTOMS

Always on the move in search of the most advanced and efficient customs techniques and in close cooperation with the world Customs Organization, Djibouti Customs does not cease in taking part in the development and the modernization of the international customs system, “by defying the traditional obstacles, by measuring opportunities and by installing top world class standards to be the leader in the field”.

This public organization is on the lead in advanced technologies as regards to data - processing software and in the development of its own applications to computerize the customs operations.

Djibouti Customs management, is involve in customs management in several countries around the world and thus contributing to the efficiency of their customs system.

Djibouti Customs undertakes economic and customs research of high quality standard and sharing the fruit of its research. It provides moreover a wider scope of development, training and technical aid and maintains a strategic relation with its shareholders and ensures the best offers. It has a highly professional and powerful staff who provides the best customs practices.

In addition to a perfect structural organization, DCW works as one team to arrive at the most convincing results. The majority of its services are accessible on the Net.

Djibouti Customs manages and provides assistance to all customs operations. It proposes reform and modernizes the customs administrations through:

- Systematic Customs Procedures
- Data - processing solution
- Financial rules and payments
- Human resources development.

The development of its system MIRAS - Djibouti Customs, the latest generation in the information processing system of customs control, which integrates a complete series of the customs payments, makes it possible for the customs services to manage and control effectively the complex procedures in conformity with the standards of the World Customs Organization and the World Trade Organization. Its system MIRAS continues to provide and reinforce the modern operational principles for a more efficient customs administration while making it possible to submit the tax statement directly on the Net.

It also uses the information obtained from the information services and those of the government agencies for a more effective control of prohibited goods or other suspicious articles.

Since the signing, in January 2005, of the accord for a strategic development between the customs institutions of Dubai and Djibouti, Djibouti Customs assists in the modernization of all the customs operations and the training of the local staff.

This strategic partnership falls under a broader framework of co-operation and development between the two countries.

The management of the ports and the Djiboutian customs by World and Djibouti Customs increased the national income of almost 125%, passing from 28 million US$ to 67 million US$. Dubai thus reinforces the role reserved for Djibouti to becomes a crossroad for the red sea traffic between the middle east and Africa, particularly the Member States of the COMESA with whom Djibouti Customs has signed a MoU (Memorandum of Understanding) for the development and the modernization of their customs administration.
Commitment to Excellence

Port of Djibouti S.A

FOR ANY INFORMATION CONCERNING VESSELS FACILITIES, PLEASE CONTACT HARBOUR OFFICE

<table>
<thead>
<tr>
<th>Name</th>
<th>Function</th>
<th>Phone</th>
<th>Fax</th>
<th>E-mail Address</th>
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<tr>
<td>Mohamed Moussa Abar</td>
<td>Harbour Master</td>
<td>21 35 40 01</td>
<td>21 35 70 78</td>
<td><a href="mailto:mohamed.abar@port.dj">mohamed.abar@port.dj</a></td>
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<tr>
<td>Djama Ibrahim</td>
<td>Commercial Director</td>
<td>21 32 75 45</td>
<td>21 34 07 62</td>
<td><a href="mailto:diama.ibrahim@port.dj">diama.ibrahim@port.dj</a></td>
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<tr>
<td>Hassan Abdillahi</td>
<td>Resident Representative in Addis Ababa</td>
<td>251 11 55 33 744</td>
<td>251 11 55 34 659</td>
<td><a href="mailto:hassan.abdillahi@port.dj">hassan.abdillahi@port.dj</a></td>
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</table>

Duty Officers on watch 24 hours per day
Pilots, Tugs and Mooring services

21 35 12 84 - VHF channel 12 & 16

Customer Care

21 25 02 29 - customercare@port.dj

PORT OF TADJOURAH

- Developed in the North coast of Djibouti, mainly for exportation of Potash
- 2 linear quays of about 435 m length – 12 to 15 m draft
- 1 RoRo terminal with 190m length quay – 12 m draft
- 40 hectares of total area
- Traffic of 4 million Tons / year
- Under construction - Ready by 2018

ARRIVAL OF NEW CONSTRUCTION EQUIPMENTS
Siege Social: Port de Djibouti
P.O. Box 2107 - Djibouti, Republic of Djibouti
Tel.: (+253) 21 32 75 45, Fax: (+253) 21 34 07 62
E-mail: customercare@port.dj
Hotline: (+253) 21 25 02 29

Addis Ababa Port Office
Tel.: (+251) 11 55 33 744
Fax: (+251) 11 55 34 659

www.portdedjibouti.com