
**Global Preparatory Meeting on the Mid-Term Review of
the Implementation of the Almaty Programme of Action**

on

**Trade Facilitation Opportunities for Landlocked and
Transit Developing Countries**

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**Recent developments in transit port
operations**

by

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India



- India is spending \$320 billion on infrastructure development, of which ports are due to receive \$11 billion in plans that will double the country's ports' capacity by 2012.
- Kulpi Port project is a greenfield site being developed by DP World. The first phase will have a 450m quay. The second phase will provide an additional 450m.

Pakistan



- In Pakistan plans were announced to dredge to the Port Qasim to 10.5 metres
- In 2008 AMPT sold its 20% stake in Qasim International Container Terminal Pakistan Limited (QICT) to DP World.
- HPH are to build a new container terminal in Karachi.

Ukraine



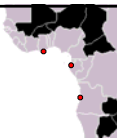
- The port of Illichivsk, Ukraine, was among the first container terminals in CIS countries and the Baltic to accommodate a containership with a capacity over 5,000 TEUs.
- As part of Maersk's regular service between Ukraine and China eight containerships of 5,000 TEU capacity will be deployed on the service.
- Container moves for the port Illichivsk are around 26 moves per hour and throughput is around 800,000 TEUs

West Africa



- While in Dakar, Senegal, DP World will invest more than €100 million in infrastructure and equipment which will more than double the capacity of the existing container terminal to around 550,000 TEUs.

West Africa



- In Gabon, the Singapore based international terminal operator Portek won two 25 year concessions at the ports of Owendo and Port Gentil.
- In 2007 APMT began operations of facilities in the ports of Luanda (Angola) and Tema (Ghana).

South Africa



- The Port of Ngqura, the country's third deepest harbour, is to see the development of a 3m TEU facility which will be capable of accommodating vessels of up to 80 000 tons deadweight and a draught of up to 23m.
- The first two berths should be completed in 2009. The total project is expected to amount R8 billion (\$1bn) this includes R4.7 billion for building four berths, about R1.4 billion for equipping two berths and the balance for upgrades to rail connections between the port and Gauteng. International terminal operator Cosco is reported to be interested in the project.

East Africa



- DP World is investing \$400 million into a new container terminal at Doraleh Port, Djibouti.
- The first phase of the new container terminal will have six super post-Panamax gantry cranes and a quay length of 1,050 m, and is expected to be operational in late 2008 with a capacity of 1.5 million TEUs.
- A second phase doubling this capacity is also planned.

East Africa



- In the United Republic of Tanzania the port group Kuwait Gulf Link Ports International (KGLPI) was awarded a contract to redevelop the northern port of Tanga as part of a \$400 million programme which includes the construction of new quays and dredging of the port.

Container Moves Per Hour in Africa

- In Djibouti, Cameroon, Nigeria and Côte d'Ivoire ports have generally managed to achieve significant improvements in their productivity.
- The average crane productivity from 2002 to 2006 has more than doubled in Djibouti and Douala (Cameroon) with crane moves up from 15 to 35 moves per hour (MPH).
- In Apapa, Nigeria moves tripled from 6 to 18 MPH and in the ports of Abidjan, Côte d'Ivoire the number of moves were up from 15 to 40 MPH.

South America



- Callao
- Arica
- Iquique
- Antofagasta
- Montevideo

Source: Wilmseier and Sánchez, based on various port terminal operators

B. Port Trends

Global terminal operators' percentage share of world container throughput (Percentages)

Global terminal operators	2005	2006	2007	HHI
HPH	13	13	13	175.83
PSA International	11	12	12	138.77
APM Terminals	10	10	12	147.87
DP World*	9	10	9	75.00
Cosco Pacific	7	7	8	
Eurogate	3	3	3	
SSA Marine	3	3	2	
Total share of world throughput	56			
World throughput (in millions of TEUs)	387.7	440.0	489.0	537.46

* This calculation is based upon the total market share where a port operator has an interest. This is against an equity share calculation which would give a lower HHI figure.

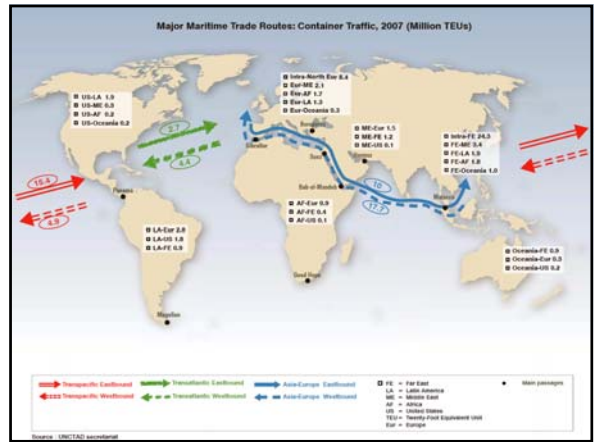
Source: ^a Adapted by the UNCTAD secretariat from information obtained by Dynamar B.V. DP World includes CSX World Terminals and P&O Ports for all three years.

12 of the top 20 ports are in Asia

Port Developments

Port Name	2005	2006	2007	Percentage change 2006-2005	Percentage change 2007-2006
Rotterdam	9250985	9654508	10790604	4.36	11.77
Dubai	7619219	8923465	10653026	17.12	19.36
Hamburg	8087545	8861545	9900000	9.57	11.72
Los Angeles	7484624	8469853	8355039	13.16	-1.36
Antwerp	6482061	7018899	8176614	8.28	16.49
Long Beach	6709818	7290365	7312465	8.65	0.30
New York/New Jersey	4792922	5092806	5400000	6.26	6.03
Bremen/Bremerhaven	3735574	4428203	4892239	18.54	10.48
Total top 20	186445934	208470488	235813816	11.81	13.12

Source: Containerisation International, May 2008.



Ceres Paragon – Amsterdam
Maximum discharge rate- 300 TEUs ph



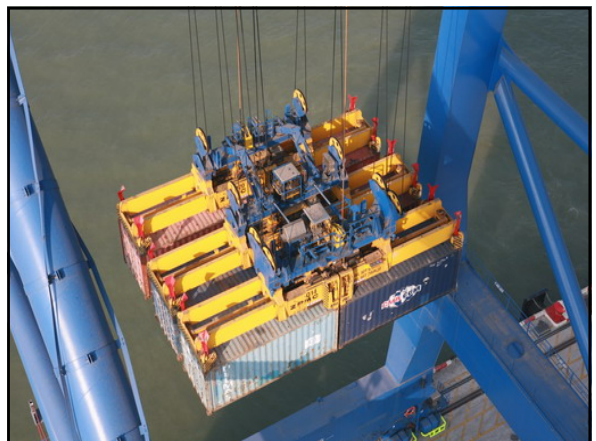
Jebel Ali Port (United Arab Emirates)

- In June 2006 the port made 8,571 moves in 41 hours for the 9,000 TEU ship the MSC Rania.
- Average moves per hour > 60



Twin FEU

Chiwan Container Terminal, Shenzhen, China





Port efficiency has to improve because port customers are getting bigger.



In 2006 the largest containership ever built, Emma Maersk, was launched with a reported capacity of 12,508 TEU capacity she requires a depth of 16 metres 156,907 DWT (carrying capacity)

Opportunities and Challenges

- Ports need:
 - Longer container berths
 - Deeper alongside access
 - Specialised port equipment
 - Sophisticated workflows supported by software programs.
 - An enabling environment which is conducive to creating value added service within or adjoining to ports
- Issues remain of how to retain the necessary safeguards to protect revenue, security, the environment and national land transport systems as well as how to finance projects.

The cost of purchasing terminals (price/earnings ratio)

Sold	}	P/E ratio x 14 - In 2005 DP World purchased CSX Terminals.
		P/E ratio x 15 - In 2006 Admiral Acquisitions bought Associated British Ports
		P/E ratio x 19 - In 2006 DP World's purchase of P&O Ports
		P/E ratio x 16 - In 2007 Deutsche bank bought a share in Peel ports
share price	}	P/E ratio x 29 - Forth Ports (2008)
		P/E ratio x 19 - ICTSI (2008)
		P/E ratio x 36 - CMHI (2007)
		P/E ratio x 58 - SIPG (2007)

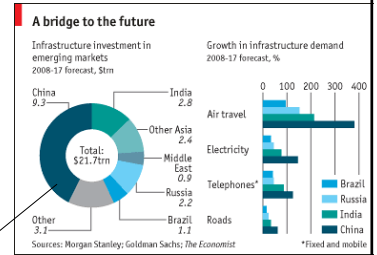
C. Future trends





Infrastructure investment

- Over half of the world's infrastructure investment is now taking place in emerging economies
- Emerging economies are likely to spend an estimated \$1.2 trillion on roads, railways, electricity, telecommunications and other projects in 2008



China 43%

Source: The Economist, Building BRICs of growth, 5th Jun 2008

Conclusion

- Port and infrastructure development projects are plentiful.
- Global terminal operators are constantly looking for new ventures/partnerships.
- Physical barriers to transport are being eroded.
- The challenge for landlocked countries is how to connect to these gateways.