










MATADI GATEWAY TERMINAL

An ICTSI Group Company





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TERMINAL OVERVIEW

MGT is a subsidiary of International Container Terminal Services, Inc. (ICTSI). ICTSI is the largest port operator in Philippines and has a portfolio of 32 container terminal operations in 19 countries across six continents.

In January 2014, ICTSI entered into joint venture with La Societe De Gestion Immobiliere Lengo (SIMOBILE) to develop a river port in Mbengu, Matadi, Democratic of the Congo.

ICTSI is a 52% shareholder, Groupe Ledy 38% and SCTP (Gov. Representative 10%).

ICTSI Matadi is envisioned to become a modern & state-of-the-art port that will support and facilitate the country's economic growth through international trade.



VALUE PROPOSITION



A Modern and Competitive Facility

MGT is a natural gateway to Kinshasa and the Western DRC that brings the most modern and world-class infrastructure and facilities designed to handle up to 68,000 DWT vessels



Only Terminal with Mobile Harbor Cranes and Additional Equipment

MGT is the only facility equipped with mobile harbor cranes allowing gearless vessels to operate in DR Congo for the first time. To complement the expansion, MGT will be adding land side and quay side equipment.



Only Facility with Empty Depot Services

It is the only facility in the region to provide empty depot services and accept empty containers before vessel arrival.



Fastest Turnaround Time

MGT delivers the fastest turnaround time in the region for both vessels and trucks.



Further Dredging and Expansion for Phase 2 to be Commenced

The terminal offers berths upon arrival on its 17m-draft berths (alongside) with plans on further dredging along the river and expansion on the quay and land side confirmed to commence soon.



Sophisticated System for Transparent and Smooth Transactions

It is the only terminal equipped with real-time TOS, full EDI capabilities and integrated billing systems which allow transparent invoicing.

FACILITIES AND TERMINAL LAYOUT

CURRENT BUILD

Infrastructure

350	Berth Length (m)
17	Draft Alongside (m)
9.5	Terminal Area (ha)
5.5	Container Yard Area (ha)
2	Berthing Positions

Equipment

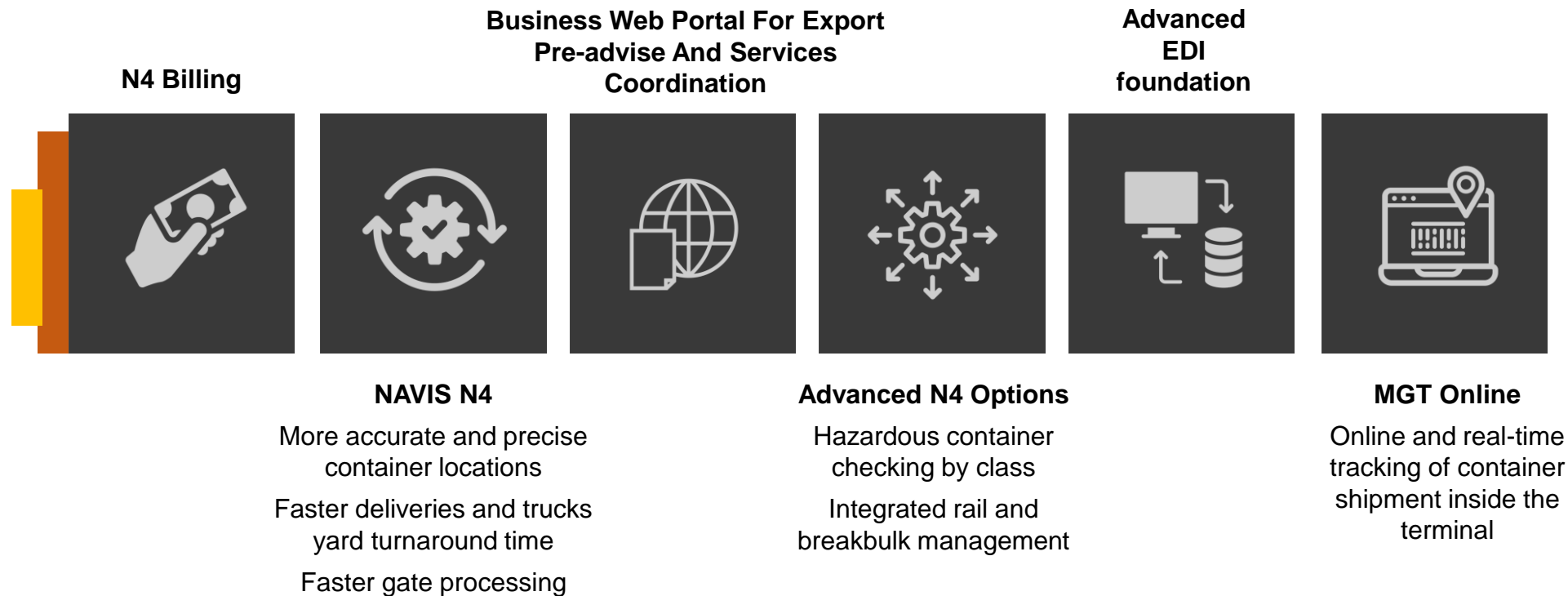
3	Mobile Harbor Crane
5	Reach Stackers
2	Empty Handler
8	Prime Movers
3	Forklifts

175,000 TEUs

Annual Capacity



SYSTEMS AND TECHNOLOGY INTEGRATED CUSTOMER SERVICE



CAPABILITIES

Category	MGT	SCTP
LOA Restrictions (m)*	211	190
Crane outreach (rows)	13	(ships gear only)
Crane Lift Height above rail (m)	48	(ships gear only)
Draft on approach (m)**	8*	8
Draft alongside (m)	17	7

*LOA restrictions may change as the berth will be extended.

**The Congo River fairway will be dredged to a depth of 10 m initially and to 12.5 m eventually starting 2020.

⊖ Possible with Limitation

✓ Possible

✗ Not Possible

Vessel type		Navigation	
Vessel Class	Nominal Capacity (teu)	MGT	SCTP
Feeder	> 2,000	✓	✓
Feedermax	2,001 – 3,000	✓	⊖
Panamax	3,000 – 4,000	✓	✗
Post Panamax	4,000 – 5,000	⊖	✗
Post Panamax Plus	5,000 – 8,000	✗	✗
New Panamax	11,000 – 15,500	✗	✗
Triple E	18,000	✗	✗



MGT



SCTP

PERFORMANCE

PORT STAY



Average 2019 : 22 hours

This would be slightly less If the night navigation was not prohibited.

VESSEL DOCKING (on Arrival at MGT)



Yes



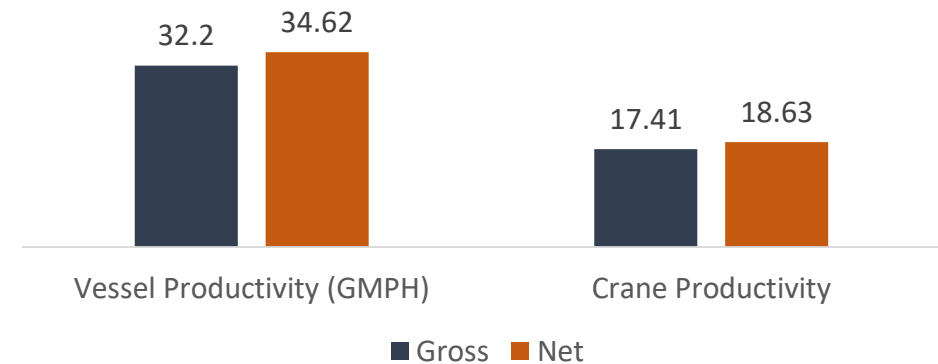
No

LANDSIDE OPERATIONS



Period	Jan 2019 – Dec 2019
Trucks	56.798 trucks
Ave. TTT	57 minutes (gate-in to gate out)

VESSEL AND CRANE PRODUCTIVITY



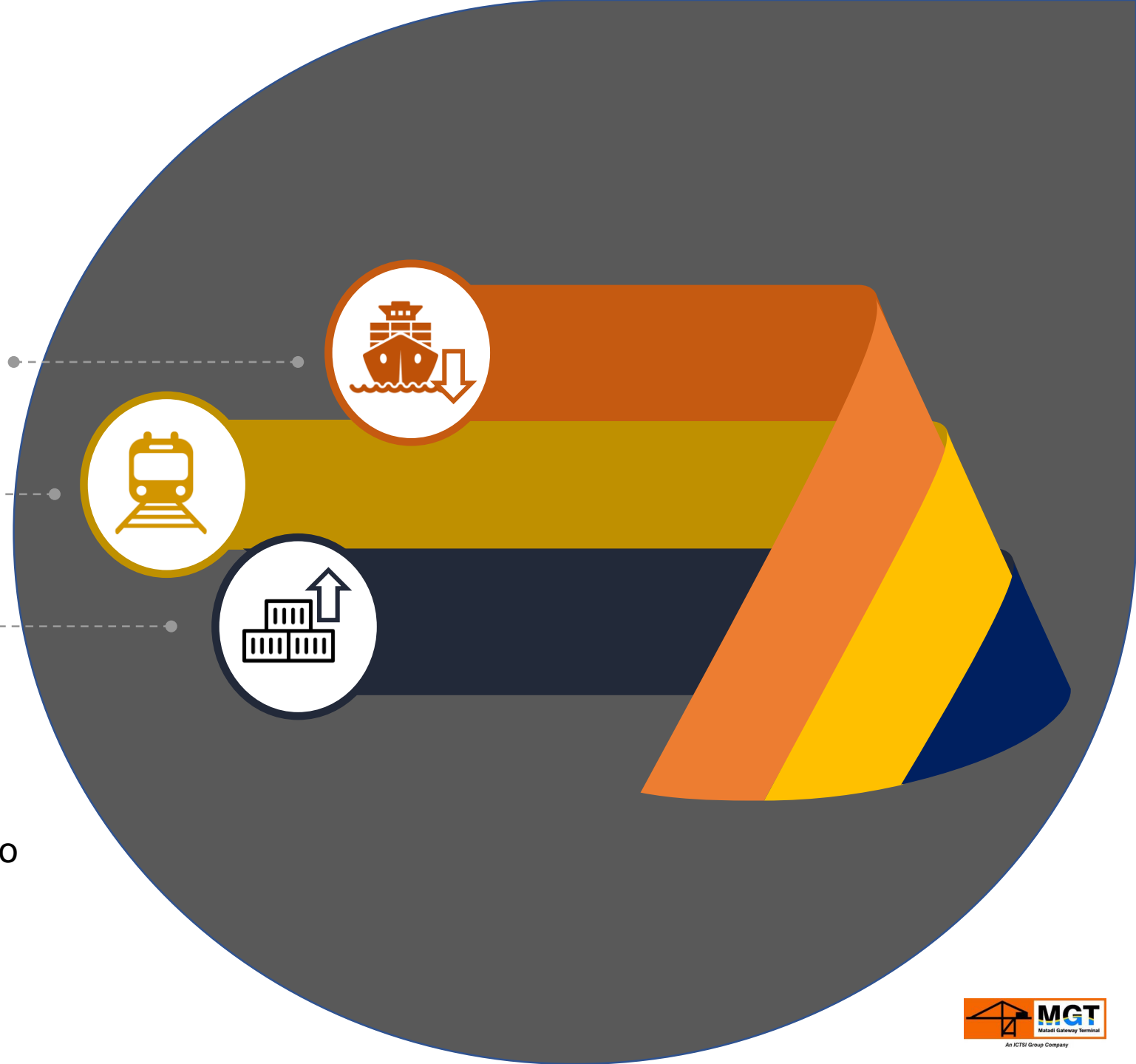
PROJECTS

Dredging of the Congo River

Rail Delivery Service

Yard Extension

- New 4.5 ha for a total of 10ha
- 400 additional reefers plugs
- 2 gantry cranes
- 2 RTG
- 150 m additional on the quay in order to accommodate to Wafmax vessels



GALLERY



GALLERY

