



## **DP WORLD ANNOUNCES INTENTION TO BACK POTENTIAL INFRASTRUCTURE DEVELOPMENT IN INDIA AND SEEKS OPPORTUNITIES WORTH OVER \$1 BILLION**

**Mumbai, India/Dubai, UAE, Feb 12, 2016:** Global trade enabler DP World has announced that it seeks opportunities in India worth over \$1bn over the next few years. The Group has already invested capital of \$1.2bn and is currently the only foreign operator with six port concessions in the country with approximately 30% market share.

The announcement was made during a visit to New Delhi and Mumbai by His Highness Sheikh Mohammed Bin Zayed Al Nahyan, Crown Prince of Abu Dhabi and Deputy Supreme Commander of the Armed Forces of the United Arab Emirates (UAE), and His Excellency Sultan Ahmed Bin Sulayem, Group Chairman and CEO, DP World. The visit follows a two-day official trip by Indian Prime Minister Narendra Modi to the UAE last August.

The DP World investments could cover:

- Expansion in brownfield container terminals
- Long term greenfield container concessions
- Inland Container Depots (ICDs)
- Expansion of existing inter-modal rail services for rolling stock

**H.H. Sheikh Mohammad Bin Zayed Al Nahyan**, said: "The UAE and India enjoy historic bilateral relations and these potential investments reinforce our confidence in the long term growth of the Indian economy and our desire to actively contribute to the economic development of this friendly nation. DP World has established a leading position in the Indian market and is a pioneer in the development of container terminals. It has the biggest portfolio along the Indian coast and is looking to enhance its presence there, transferring the UAE's experience of infrastructure development in line with our plans to enhance the strategic relations between our countries and to take them to a higher level."

In Mumbai, **H.H. Sheikh Mohammad Bin Zayed Al Nahyan** and **H.E. Sultan Ahmed Bin Sulayem, Group Chairman and CEO, DP World** also inaugurated the new 330-metre berth at Nhava Sheva (India) Gateway Terminal (NSIGT), at India's premier gateway port, Jawaharlal Nehru Port (JNPT).

**H.E. Sultan Ahmed Bin Sulayem, Group Chairman and CEO, DP World**, said: "We are reinforcing our commitment to enabling India's growth and economic development through our operations in the country, where we have invested over US \$1 billion in the past supporting over 30% of India's container trade.

"Being one of the strongest emerging economies in the world, India offers immense potential for growth in the maritime sector. With Nhava Sheva (India) Gateway Terminal, the new 330-metre berth, DP World

will contribute even more to India's growth offering our customers the ability to grow and expand their business."

Dubai's non-oil foreign trade with India has seen a striking 144 per cent growth from 2004 to 2014. By the end of 2014, trade between the two countries amounted to AED 109.34 billion, compared to AED 44.87 billion in 2004.

India was Dubai's second largest trading partner in 2015, with bilateral trade of AED 73.86 billion during the first nine months of 2015 – comprising imports of AED 41.73 billion; exports of AED 14.54 billion and re-exports of AED 17.59 billion.

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## Notes to Editors:

### DP WORLD INDIA

- Employs 3,000 people across terminals in India – locally recruited and trained at six terminals.
- In India, DP World has built up a strong market position and has invested USD 1.2 billion to date
- DP World is a market leader in Indian container terminal operations. With the largest portfolio of investments in ports along the Indian coastline, we define port logistics infrastructure in the country. Our portfolio stretches across ports in Gujarat (Mundra, 2003), Maharashtra (Nhava Sheva, 1999 and 2012), Kerala (Cochin, 2005), Tamil Nadu (Chennai, 2001), Andhra Pradesh (Vishakapatnam, 2002). DP World supports close to 30% of India's container trade.
- We also look at where we can add value to our customers outside quayside operations – beyond the gate. In India we have created rail connections to the hinterland and have a national rail licence from the Government to operate 7 container trains from major hinterland markets to our major gateways in Mundra and Nhava Sheva.

### TERMINALS

#### **1. Nhava Sheva International Container Terminal, Jawaharlal Nehru Port**

The Jawaharlal Nehru Port is India's largest container port handling more than 40% of the country's maritime traffic. The Nhava Sheva International Container Terminal, operating in JN port is DP World's flagship operation in India, and the country's first foray into public-private partnership projects. The terminal was set up in the shortest lead-time for any project of its size and is managed under a 30 year Build-Operate-Transfer agreement set up with the Jawaharlal Nehru Port Trust (JNPT) of the Government of India.

The Terminal is certified for ISO 9001, ISO 14001, OHSAS 18001 and ISO 27001 management systems. In December 2008, it became the first ISO 28000 security certified marine terminal in India.

Commenced Operations	1999
Quay Length	600m
Berths	2
Capacity	1.2 million TEUs
Depth alongside	16.5 meters
Terminal area	23 hectares

## **2. Nhava Sheva (India) Gateway Terminal - New 330m terminal project in Jawaharlal Nehru Port**

In June 2013, DP World further strengthened its relationship with India's premier gateway port, Jawaharlal Nehru Port with the ceremonial signing of the concession agreement to develop the 330 meter terminal project. The new single berth terminal will add one million TEUs of annual capacity to the Jawaharlal Nehru Port at a critical time in the Port's expansion phase. Equipped with the latest technology and terminal equipment, at a draft of 16m alongside, the Nhava Sheva (India) Gateway Terminal will be in a position to handle 14000 TEU vessels. While there is a need to develop infrastructure in India, DP World is a partner in providing world class facilities for India's traders.

## **3. Mundra International Container Terminal (MICT), Mundra Port**

As one of the most sophisticated and technically advanced port facilities in the Indian Subcontinent, strategically located in the State of Gujarat, Mundra port is the closest gateway to India's largest cargo generating regions in the north and northwest.

When the Mundra International Container Terminal commenced operations in 2003, it was a trigger to the changing face of container trade in India. Up until 2003, container trade was restricted predominantly to terminals in the major ports across the coastline, and no one really thought that a minor port in such close proximity to India's largest gateway (JNPT) would succeed. The Mundra International Container Terminal was India's first greenfield project in a minor port to successfully commence container terminal operations.

The Mundra International Container Terminal also provides its customers with an integrated container freight station (CFS) about 3 kms outside the terminal. The CFS covers an area of 20 hectares and provides enclosed warehousing space of 1.9 hectares and a 9.95 hectares open container yard

Commenced Operations	2003
Quay Length	632m
Berths	2

## **4. Chennai Container Terminal, Chennai Port**

Located on the south east coast of India, the Chennai Container Terminal is one of the most important container gateways for South India's container market of 2 million TEUs. The terminal operates within city limits and with a limited yard area.

Over the last decade the Chennai Container Terminal has maintained its focus on exceeding customer needs and anticipating future trends to act as a driver for containerisation and industrial growth in South India. A CFS, with a covered area of 6500sqm, operates within the port offering such services as inspection, LCL de-stuffing and delivery of import cargo. The presence of the CFS within the port premises enables prompt convenient services to importers as well as passengers including swift transshipment of LCL cargo to Inland Container Destinations such as Bangalore, Hyderabad, Cochin, Pondicherry and other locations.

Commenced Operations	2001
Quay Length	885m
Berths	4
Capacity	1.1 million TEUs

Depth alongside	13.4 meters
Terminal area	25 hectares

## 5. India Gateway Terminal, Cochin Port

In 2004, Cochin Port awarded the concession to operate the Rajiv Gandhi Container Terminal and to develop the International Container Transshipment Terminal at Vallarpadam. Cochin Port is strategically located next to the East-West trade route, only 11 nautical miles from the direct Middle East - Far East sea-route. No other Indian port enjoys such a strategic geographic proximity to the major maritime sea routes. DP World Cochin serves as the natural gateway to the vast industrial and agricultural produce markets of the south and west of India. The hinterland includes the state of Kerala and parts of Tamil Nadu and Karnataka.

Today 45% of India's trade is transshipped over hub ports like Colombo, Salalah and Jebel Ali. Being the first transshipment hub in India, it plays a key role in bringing about a change for the benefit of trade and commerce in the country.

Commenced Operations	2011
Quay Length	600m
Berths	3
Capacity	1 million TEUs
Depth alongside	14.5 meters
Terminal area	45 hectares

Container trade in India has been growing year on year by 15% over the last decade and the government of India believed that the development of a transshipment hub within the country would further augment this growth. Cochin Port was the first port in India to realise India's dream of having her own transshipment hub port and in 2004 DP World was awarded the concession to operate the existing container terminal and to construct and operate the greenfield container transshipment terminal at Vallarpadam. With its strategic position only a few nautical miles from many of the major trade lanes, India Gateway Terminal is poised to become a natural connection point for India's trade with the world. DP World the majority shareholder of the terminal with other partners being the Container Corporation of India (CONCOR, a Government of India undertaking), the Transworld Group and Chakiat Agencies.

## 6. Visakha Container Terminal, Visakhapatnam Port

The Visakha Container Terminal (VCTPL) is a deep-water gateway terminal on the Bay of Bengal coast of India, between Chennai and Kolkata. It is located on the Indian East Coast and was set up in 2003, under the aegis of Visakhapatnam Port Trust as a joint venture between United Liner Agencies of India (Private) Ltd and DP World. It has a natural depth of 16.5 metres alongside, excellent marine infrastructure and overland connectivity. These are complemented with contemporary infrastructure that the terminal has continuously developed over the last 10 years. It has now embarked on extending the berth length and enhancing its handling capacity to two million TEUs in the next three years.

The support from shipping lines and the trade has ensured that local, ICD and Transshipment traffic has grown steadily over the years. VCTPL's 5 year compounded growth is 23 % as at the end of 2013. Its hinterland covers seven states within 700 kms. Industries that have come up over the last decade to process the abundant resources in the Coastal Andhra, Orissa and Chattisgarh, for which areas this terminal is the most convenient, are expected to further enhance volumes. Due to its deep draft and

geographical location suitable for larger vessels and proximity to the ports of Paradip, Kolkata, Haldia and Chittagong and Yangoon, VCT already handles a significant volume of transshipment cargo from these feeder ports. Identified in the National Maritime agenda as a Hub Port, it is poised to become an ideal gateway on the East Coast of India.

Commenced Operations	2003
Quay Length	450m
Berths	2
Capacity	0.7 million TEUs
Depth alongside	16.5 meters
Terminal area	19 hectares

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**About DP World:**

DP World is a leading enabler of global trade and an integral part of the supply chain. We operate multiple yet related businesses – from marine and inland terminals, maritime services, logistics and ancillary services to technology-driven trade solutions.

We have a portfolio of 70 terminals in 31 countries across six continents with a significant presence in both high-growth and mature markets. We aim to be essential to the bright future of global trade, ensuring everything we do has a long-lasting positive impact on economies and society. Our dedicated team of over 36,000 employees cultivates long-standing relationships with governments, shipping lines, importers and exporters, communities, and many other important constituents of the global supply chain, to add value and provide quality services today and tomorrow.

Container handling is the company's core business and generates more than three quarters of its revenue. In 2015, DP World handled 61.7 million TEU (twenty-foot equivalent units) across its portfolio. With its committed pipeline of developments and expansions, capacity is expected to rise to more than 100 million TEU by 2020, in line with market demand. By thinking ahead, foreseeing change and innovating we aim to create the most productive, efficient and safe trade solutions globally.