

# Port Autonome de Dakar

A KEY COG IN SENEGAL'S  
LOGISTICS SECTOR







PAD

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A Key Cog in Senegal's Logistics Sector

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Statistics provided by Senegal's National Agency of Statistics and Demography (ANSD) show that the West African country's merchandise exports grew almost three-fold between 2009 and 2019, the period before the Covid-19 pandemic. Although this growth can be attributed to several factors, perhaps none deserves more credit than the arrival of DP World at Port Autonome de Dakar in 2007.

During its time at Port Autonome de Dakar (Dakar Port Authority), DP World has transformed the terminal into one of the best in Africa, increasing productivity by over 200% and reducing vessel waiting time from 35 hours to zero. With the terminal fresh from realizing a record container handling performance of 76,282 TEU in March 2023, Business Excellence dropped by to profile a key cog in Senegal's logistics sector.

#### Background

The French language is so freely spoken at Port Autonome de Dakar hints at its French origins in modern times. The port was first built by the ruling French regime in 1857 when Dakar was one of the major

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## Today, the port is operated by the Port Autonome de Dakar Authority led by Ceo, Mountaga Sy

trading ports on Africa's west coast. It wasn't until nearly 100 years later, in 1960, that the port underwent expansion as it became a priority for the newly independent Senegalese nation-state. Today, the port is operated by the Port Autonome de Dakar Authority led by Ceo, Mountaga Sy, the government entity is responsible for the management and development of the port. It oversees the day-to-day operations, maintenance, and strategic planning of the port's facilities and services.

Over time, the port of Dakar was overtaken by several other ports on Africa's western

seaboard, but its takeover by DP World in 2007 marked a historical turning point. DP World signed an agreement with the Senegalese government to manage and develop the container terminal at the Port Autonome de Dakar. Under this agreement, DP World operates the container terminal known as Terminal à Conteneurs de Dakar (Dakar Container Terminal or TCD) which currently handles 1,000 trucks a day and accounts for up to 95% of Senegal's imports and exports.

DP World's involvement in the Port Autonome de Dakar has brought expertise and investment to the port, contributing



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Port of Ndayane. The investment will be DP World's largest port investment across its African operations, and the largest single private investment in the history of Senegal.

**An integrated port and logistics hub by 2035**

The motive to build the new Port of Ndayane 50 kilometers south of Dakar first arose when it became clear that the limits imposed by the current port's position in Dakar were inconsistent with the long-term goals of the country's policymakers. DP World is joined in its biggest-ever investment in Africa by British International Investment (BII) in its investment, which contributed \$300 million to the port's development. The new port is set to transform Senegal into



**DP World has set a new container handling record at the Port of Dakar, handling 76,282 TEU in the month of March alone**

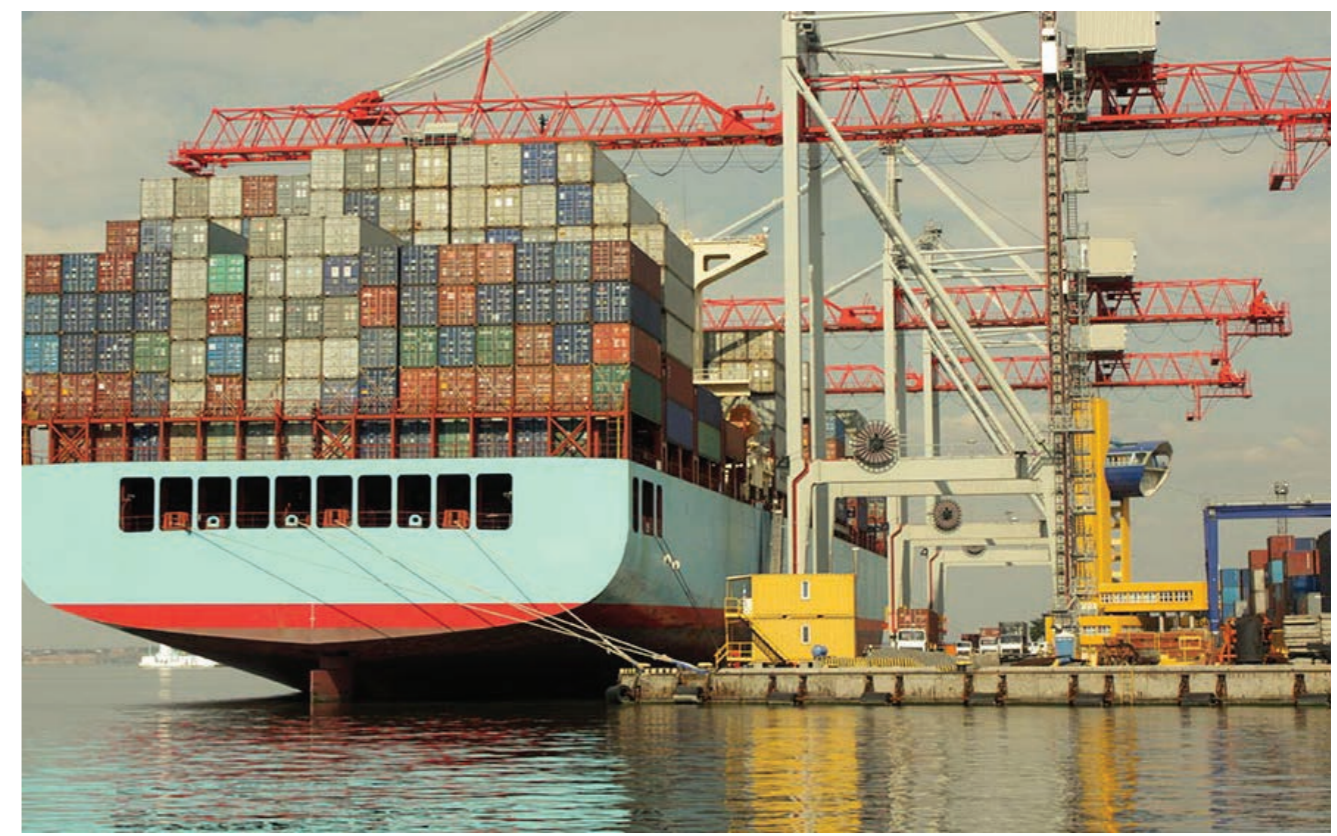
to the improvement of container handling and the overall efficiency. By leveraging its global experience and best practices, DP World has continued to enhance the port's capabilities, attract more shipping lines, and promote trade in the region.

the same time ensuring the highest levels of safety and risk management," said Clarence Rodrigues, CEO of DP World Dakar.

This led to significant growth over the next decade and a half leading to 22 million tonnes of cargo being processed in 2021. And in March 2023 DP World has set a new container handling record at the Port of Dakar, handling 76,282 TEU in the month of March alone. "This record performance in March is the result of excellent teamwork, detailed planning and execution, while at

"We managed to achieve this while maintaining our current high-performance levels. A more productive container terminal allows us to attract more vessels and further strengthen the Port of Dakar's position as a regional trade hub."

The operators' ambitions for further growth were underlined in 2022 when it began construction of a \$1.13 billion deep water port 50km south of Dakar called the





“Senegal has been one of the fastest-growing countries in Africa and we believe it has strong potential for further economic growth,” says Suhail Albanna, the chief executive officer of DP World Middle East and Africa region

a thriving regional powerhouse, as well as supercharging trade with its neighbor, Mali.

The port, located outside the city center, is projected to facilitate additional trade equivalent to 3% of Senegal’s GDP, contributing to a cumulative increase of \$15 billion in the total value of national trade by 2035.

Both parties DP world and BII share an exciting vision for the new Dakar Port Center. The construction of the \$837 million container terminal alone will generate over 1,000 direct jobs. It will be a state-of-the-art facility for cargo handling, storage, and distribution that will take operational efficiency to a new level, while simultaneously reducing



The port is predicted to eventually enable the trade equivalent of 80% of GDP

environmental impact. The developers are also working closely with the local customs administration to ensure that more space is freed up to ensure fluidity on the jetty at the port, dramatically enhancing the port’s fluidity.

The new port will add to what has already been a highly successful venture for DP World in Senegal. Since arriving in 2007, its investments have transformed the terminal into the best-performing in West Africa, and one of the best on the continent. This is best viewed in terms of productivity, where TEUs have grown from 265,000 in 2008 to 738,000 in 2022 - almost a three-fold increase in just 14 years.

**Socioeconomic Impact**

The success of the Port of Singapore (PSA Corporation Limited and Jurong Port) is a global example of how a port’s operations can positively turnaround the socio-economic position of a nation and indeed region. Similar can be said of PAD and its positive impact on the lives of the people over the decades directly through the import and export of goods and indirectly via generation of revenue for the state. In Senegal customs duties from the present port generate around 20% of total government revenue

The Port of Dakar also contributes to strengthening regional integration and

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trade facilitation within the West Africa region. “Senegal has been one of the fastest-growing countries in Africa and we believe it has strong potential for further economic growth,” says Suhail Albanna, the chief executive officer of DP World Middle East and Africa region.

When ready, the extension of the Dakar port will help Senegal’s development in the coming decades by addressing regional inequities through increased infrastructure capacity. The new Port of Ndayane will provide much-needed capacity to Senegal and other Sahelian countries that rely on this gateway. The port is predicted to eventually enable the trade equivalent of 80% of GDP. Analysis conducted by BII has found that around 48% of the Senegalese population will benefit from the port directly or indirectly and that it will support 2.3 million jobs. There is also the knock-on benefit for countries inland of Senegal, particularly



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landlocked Mali and Burkina Faso, a catchment area of over 40 million people.

The port's impact will just be an extension of Port Autonome de Dakar's existing socio-economic impact on the communities it serves. It has implemented numerous initiatives to support local development that include job creation, capacity building, and community outreach programs. The establishment of the PAD foundation, which places a particular focus on education, has created a vehicle through which these initiatives can be delivered.

**Supply Chain Partners**

Strategic supply chain partners, sub-contractors, and consultants are critical to the success of Port Autonome de Dakar's projects. The organization works with a range of these entities to leverage global best practices, access new markets, and enhance its service offerings. It also works

closely with local suppliers and contractors to support local businesses and promote economic development, which is reflected in the profile of its supply chain partners.

Any profile of Port Autonome de Dakar's partners should begin, however, with a somewhat unlikely partner: The Japanese government provided a non-refundable subsidy of 21 billion CFA Francs to renovate the Mole 3 project. The project was part of the ongoing cooperation between Senegal and the Republic of Japan and was dedicated entirely to the Malian traffic flowing through the port.

The port's other partners include equipment, machinery, and technology providers such as Froid Auto Centenaire, SICAS, Delta Marine Industries, Q-Prost Water, Sesam Informatics, and La Senegalaise de L'Automobile. Logistics and engineering consulting services are provided by the multinational Bolloré, Deparentis, Apex Senegal, Sorama, Tanger

Med Engineering, and Papex Senegal.

Laborex Senegal assists with logistics and warehousing, ASKIA Assurances enables the port to carry out its activities while minimizing its financial risks, and Barry Junior Enterprise is the organisation's trusted legal advisor. Rounding out the list are HDF Construction Company SA, which is currently working on the development of the new port, and Sonatel/Orange Business Services, which cater to the port's growing ICT requirements.

**The Future**

Seaports are multidimensional and dynamic entities. They are complex institutions that, despite being defined by their location, interact with numerous organisations, agencies, and individuals outside local and national bounds. Ports, in effect, bridge the land-sea divide while simultaneously interacting with institutions

and interests and at the Port Autonome de Dakar, this is no different as it journeys towards establishing a major maritime transport and intermodal hub. A brief glance at the Port Autonome de Dakar's impressive growth trajectory tells you all you need to know about where this port was headed. With the arrival of the new port on the horizon, this organization is about to enter a new stratosphere entirely. As it does so, it will continue to focus on a long-term strategy that focuses on diversifying its operations, expanding its customer base, and promoting sustainable development.

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