



# Tibar Bay Port PPP



2014

## **What?**

A modern international two berth (630m) cargo and container terminal. Capacity: 350,000 TEU, the expected volume of trade in 2040. (TEU is twenty-foot equivalent unit, or a 20 foot container.)

## **Where?**

The selected site for the port is on the south-west side of the Tibar Bay. This site has the *least negative impact* on mangroves, sacred sites, access to fishing, fish pond and salt farming, and houses of inhabitants of the Tibar community.

## **Why?**

Economic and population growth will drive cargo growth from around 45,000 TEU (2012) to over 350,000 TEU by 2040. The *Timor-Leste Strategic Development Plan 2011-2030* identifies the need for a new port on the north coast of Timor-Leste in proximity to the majority of the national population living within and around the capital Dili. The port is needed to replace Dili Port, Timor-Leste's only international seaport, which is expected to have reached its limit in 2018, resulting in congestion, delays and high costs. The Dili harbor port will still be used for passenger traffic.

## **Who?**

The Government of Timor-Leste in a Public Private Partnership (PPP) with an international port operator selected in competitive international public tender.

The concession will be a Build Operate Transfer (BOT) for 30 years.

## **How much?**

Estimated total cost: 300-400 million USD over a period of several years to be shared between the Government of Timor-Leste and a port operator. The Government will receive royalties, fees and taxes.

## **When?**

Invitation for Prequalification October 2013

Announcement of Prequalified bidders February 2014

Bid Submission Deadline Estimated April 2014

Execution of Project Agreement Estimated May 2014

Estimated construction period 2015-2016

Estimated start of port operation 2016 - 2017

## **Risks?**

Economic: The contract will include clauses to protect the Government interests and ensure proper operation, such as performance benchmarks, sinking funds for maintenance, step-in rights, and regulatory powers.

Environmental: The damage to mangroves and coral reefs will be compensated by replanting or reestablishment in near-by area. During construction and operation phase the concession holder will be obliged to comply with national and international legislation. Comprehensive Environmental and Social Impact Assessments will be carried out prior to the construction of the port.

Social: The affected stakeholders will be included in consultations and compensated for loss of land and livelihoods according to international (IFC) Performance Standards. Comprehensive Environmental and Social Impact Assessments will be carried out prior to the construction of the port.

### **Stakeholder Engagement Plan**

A Special Panel lead by the Vice Minister of Ministry for Transport and Communication is developing a Stakeholder Engagement Plan which will include media strategy, community consultations and opportunities for civil society and citizens to engage in the process.

#### **Do you want to find out more?**

Preliminary reports available on request:

*Site Selection Report*

*Summary of Environmental and Social Scoping Report*

Further information can be found on

<http://timorpppinvestor.wordpress.com/>

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