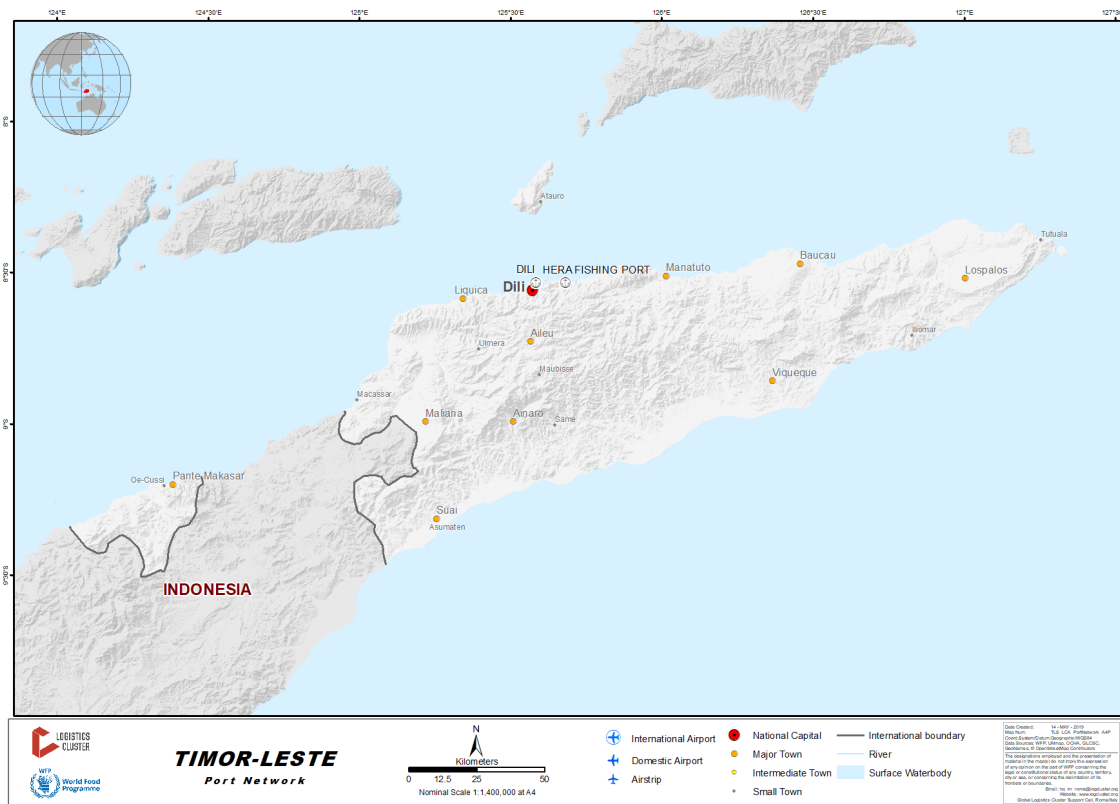


2.1 Timor-Leste Port of Dili

- Port Overview
- Port Picture
- Description and Contacts of Key Companies
- Port Performance
 - Discharge Rates and Terminal Handling Charges
 - Berthing Specifications
 - General Cargo Handling Berths
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- Terminal Information
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 - Grain and Bulk Handling
 - Main Storage Terminal
 - Stevedoring
- Port Security





Key port information can also be found at: [Maritime Database information on Timor-Leste Port of Dili](#)

Port Overview

The port in Dili is the main and only international port of entry to Timor-Leste, the harbor is surrounded by a natural reef with only one clearly marked access route; the reef provides a natural protection against severe weather which can occur in the rainy season (typically November – February). A single 280m long wharf can handle a maximum of three vessels at any one time and is nominally divided into three multi-functional berths with a draft of 5 - 9M.

JICA have undertaken a rehabilitation project to reconstruct the entire wharf due to structural defects in the original construction and subsequent dilapidation of the jetty, this is due to be completed by early 2010.

One ramp facilitating roll-on, roll-off vessels is located past the East end of the jetty, and one on the West side

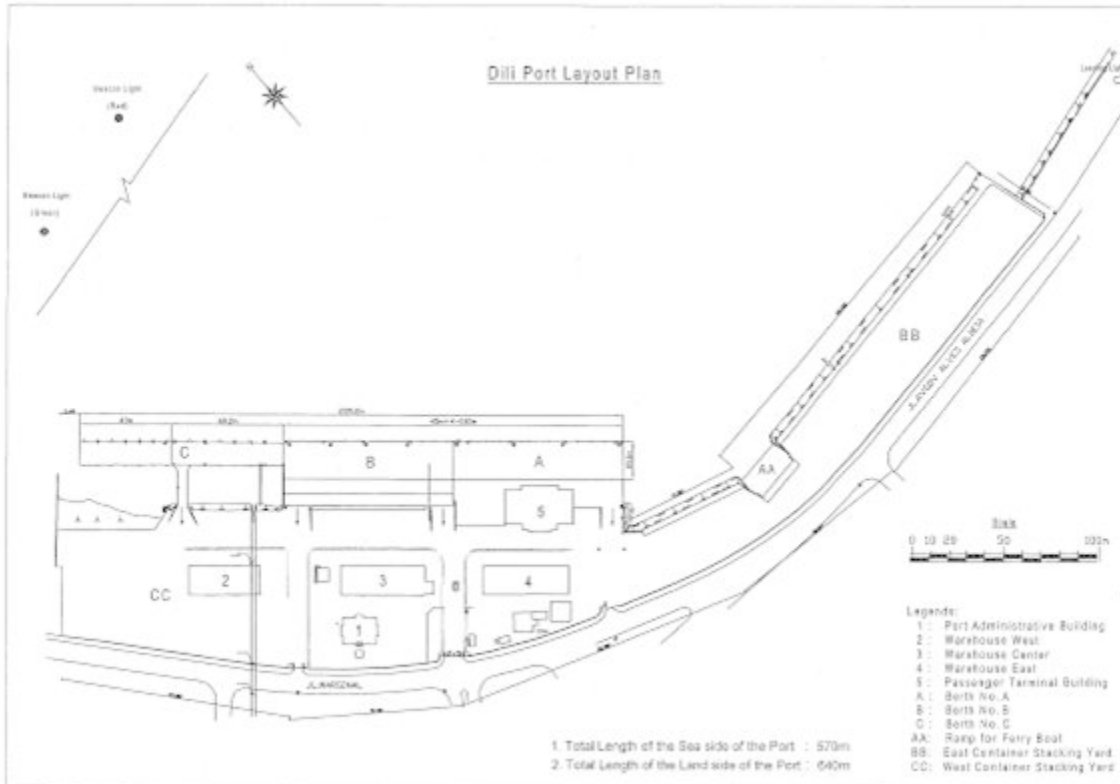
Storage facilities are very limited and the port suffers from congestion, containers where the harbor master indicates a maximum capacity of 1,000 containers can be stored on the hard standing.

Port website: n/a

Port Location and Contacts	
Country	Timor-Leste
Province or District	Dili
Town or City (Closest location) with Distance (km)	Name: Dili km: n/a
Port's Complete Name	Port of Dili
Latitude	-8.551667
Longitude	125.5764

Managing Company or Port Authority (If more than one operator, break down by area of operation)	Directorate of Port Authorities
Management Contact Person	Directorate of Port Authorities
Closest Airport and Frequent Airlines to / from International Destinations	Airport Name: n/a Airlines: n/a

Port Picture



Description and Contacts of Key Companies

For information on Timor-Leste Port of Dili contact details, please see the following link:

[4.4 Timor-Leste Port and Waterways Company Contact List](#)

Port Performance

Handling Figures	Year 2008
Vessel Calls	260 Vessels
Container Traffic (TEUs)	24570

Handling Figures Bulk and Break Bulk	Year 2008
Bulk (MT)	131391 (Total Cargo Handling (mt))
Break bulk (MT)	n/a

Discharge Rates and Terminal Handling Charges

For information on Timor-Leste Port of Dili Charges, please see the following documents:

Port of Dili Regulation of Port Fees and Charges

Timor-Leste Port of Dili Charges & Rates

Berthing Specifications

Dili port has no facilities to handle bulk cargos so shipments are restricted to containerized and conventional cargos. There are two fuel jetties close to Dili which are privately owned by fuel companies and are dealt with in more detail in fuel section. Any fuel or liquids coming into Dili port itself arrives in ISO containers. There are maritime police in Dili who have boats to patrol the coastline, however they are not based within the port itself, there are a variety of privately owned boats and speed boats in Dili which can be rented through direct negotiations with their owners.

Type of Berth	Quantity	Length (m)	Maximum Draft (m)
Conventional Berth	3	90 (280m total)	5 – 9 m
Container Berth	3	90 (280m total)	5 – 9 m
Silo Berth	n/a	n/a	n/a
Berthing Tugs	n/a		
Water Barges	n/a		

General Cargo Handling Berths

Cargo Type	Berth Identification
Imports - Bagged Cargo	3
Exports - Bagged Cargo	3
Imports and Exports - RoRo	1
Other Imports	Steel Goods - 1 Vehicles - 3

NOTE: There is one 280m long wharf that can handle a maximum of three vessels at any one time and is nominally divided into three multi –functional berths, and a small ramp service the Ro-Ro ferry service.

Port Handling Equipment

Is the port equipment managed by the government or privately? n/a

There are three stevedoring companies operating in Dili port; Perkins, Timor Stevedores and Troy Logistics Services, each are having their own capacities and capabilities for mechanical handling equipment, the list of forklift trucks below is composite of their collective assets. There are additional mechanical handling assets on the market in Dili (including mobile cranes), these can also be rented and used within Dili port on attaining permission of the port authorities. Timor Stevedores and Troy Logistics Services both have storage compounds outside of the port which could be referred to as Inland container depots; Troy Logistics Services are establishing a bonded cargo facility within his compound in cooperation with the customs authorities.

Equipment	Available (Yes / No)	Total Quantity and Capacity Available	Comments on Current Condition and Actual Usage
Dockside Crane	n/a	n/a	n/a
Container Gantries	Yes	1 x 18mt	n/a
Mobile Cranes	Yes	16 x 2MT – 45MT	n/a
Reachstacker	n/a	n/a	n/a
RoRo Tugmaster (w/ Trailer)	n/a	n/a	n/a
Grain Elevator w/ Bagging Machines	n/a	n/a	n/a
Transtrainer	n/a	n/a	n/a

Forklifts	n/a	n/a	n/a
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Container Facilities

Facilities	20 ft	40 ft
Container Facilities Available	Yes	Yes
Container Freight Station (CFS)	Yes - 3	Yes x 1
Refrigerated Container Stations	Yes	Yes
Other Capacity Details		
Daily Take Off Capacity (Containers per day)	70 (20ft) 50 (40ft)	
Number of Reefer Stations (connection points)	Limited to generator capacity.	
Emergency Take-off Capacity (Give an indication)	n/a	
Off take capacity of gang shift (in Containers per shift)	70	50

Customs Guidance

For information on Timor-Leste Port of Dili customs guidance, please see the following link:

[1.3 Timor-Leste Customs Information](#)

Terminal Information

The port warehouses are permanent structures with good drainage, and corrugated iron roofing and are located within a secure area of the port compound, although some maintenance is required. The Ministry of Social Solidarity (in conjunction with Port Authorities) manages the storage facilities.

NOTE: There are no oil handling terminal within the port itself, however there are two private fuel suppliers that have dedicated jetties for receiving fuel shipments.

Multipurpose Terminal

The whole of Dili port could be considered as a single multipurpose terminal.

Grain and Bulk Handling

There are no grain or bulk handling facilities within Dili port.

Main Storage Terminal

The whole of Dili port could be considered as a single multipurpose terminal.

Stevedoring

Quoted for on a case by case basis

Port Security

There are several different security providers operating within the Dili port which include, civil security forces manning the main gate, port security guards working inside the port who are responsible for maintaining the ISPS standards, UNPOL and PNTL (Timor-Leste National Police) also have guard posts and patrol within the port.

Customs have their own security guards responsible for securing cargos whilst vessel security is the responsibility of the maritime police who are based outside of the port itself and have small coastal patrol boats.

Security

ISPS Compliant (Yes / No)	yes	
Current ISPS Level	1	Level 1 = Normal, Level 2 = Heightened, Level 3 = Exceptional
Police Boats	n/a	
Fire Engines	n/a	

For information on Timor-Leste Port of Dili additional details, please see the following documents:

[Timor-Leste Port of Dili Additional Information](#)

[Cirabella Jetty I](#)

[Cirabella Jetty II](#)

[Cirabella Jetty III](#)

[Com jetty I](#)

[Com jetty II](#)

[Com jetty III](#)

[Port of Dili II](#)

[port of Dili III](#)

[port of Dili IV](#)

[port Pante Makasar I](#)

[port Pante Makasar II](#)

Note: The information provided in the attached documents, which has been taken from the old DLCA, does not match the structure of the new LCA and is therefore provided separately.