



TANGER MED

A N N U A L
R E P O R T
2 0 2 0

«We are launching one of the largest economic projects in the history of our country. This is the new Tanger-Mediterranean port that We consider the core of a large logistics, industrial, commercial, and tourist port complex ... »

«Morocco is therefore consolidating its strong foothold in the Euro-Mediterranean area and in its Maghreb and Arab environment. It values its mission as a trade hub between Europe and Africa, the Mediterranean and the Atlantic, and at the same time strengthens its major role as an active partner in trade...»

«A strong economic backbone worldwide, and free zones allowing it to develop its rich potential and make it an integrated regional development model...»

*From the speech of His Majesty King Mohammed VI
(February 2003)*



SUMMARY

TANGER MED GROUP	8
A word from the Chairman	10
Tanger Mediterranean Special Agency	16
Governance Bodies	18
Group structure	22
Operational Poles	26
- Port complex	28
- Industrial platform	102
- Services	118
- CSR approach	132
- Social pole	138
2020 RETROSPECTIVE	142
Tanger Med Group News	144
- Port complex	164
- Industrial platform	176
- Social pole	190
2020 ACTIVITY REPORT	200
Financial Performance	204
TMPA / TM2 Consolidated Accounts	208



TANGER MED GROUP

A WORD FROM THE CHAIRMAN



Fouad BRINI
Chairman of Tanger Med

2020 was a year of challenges and resilience For Tanger Med.

First of all, Tanger Med 2 port had to be successfully launched. For the first time, Tanger Med has become the 1st container port in the ene Mediterranean basin, ahead of the ports of Valencia, Piraeus, and Algeciras. It is the 24th largest container port in the world, out of a total of 500 ports. It also confirms its African leadership for the 4th consecutive year.

These achievements reflect the achievement of the vision of His Majesty King Mohammed VI, for this strategic project, and affirm the relevance of its choice of location, on the Strait of Gibraltar, at the heart of global trade.

Second, the context of the global health crisis had to be addressed. As soon as the pandemic began, Tanger Med Group reacted quickly by implementing a continuity plan for its port, logistics and industrial activities, while ensuring the necessary prevention and protection measures on a daily basis.

Assuming its role as a major logistics hub, Tanger Med is committed to working alongside major international hubs such as Singapore, Rotterdam, Hamburg and Long Beach to support the continuous operation of international supply chains.

At the same time, Tanger Med has continued to play its role as Morocco's leading import-export hub, ensuring that national and international supply chains are maintained, particularly with Europe.

The results of our activities for the year demonstrate the great resilience of the group in this context.

Tanger Med ended the year with more than 81 million tons of cargo processed at the port complex, a volume that represents 47% of the overall tonnage handled nationally, up 23% on 2019.

The corresponding port traffic amounts to 5.77 million containers, an increase of 20%, 357 331 trucks with a stable trucks activity, 358 175 new vehicles and 7.9 million tons of hydrocarbons. Only the passenger transit business was significantly impacted due to the shutdown of the borders.

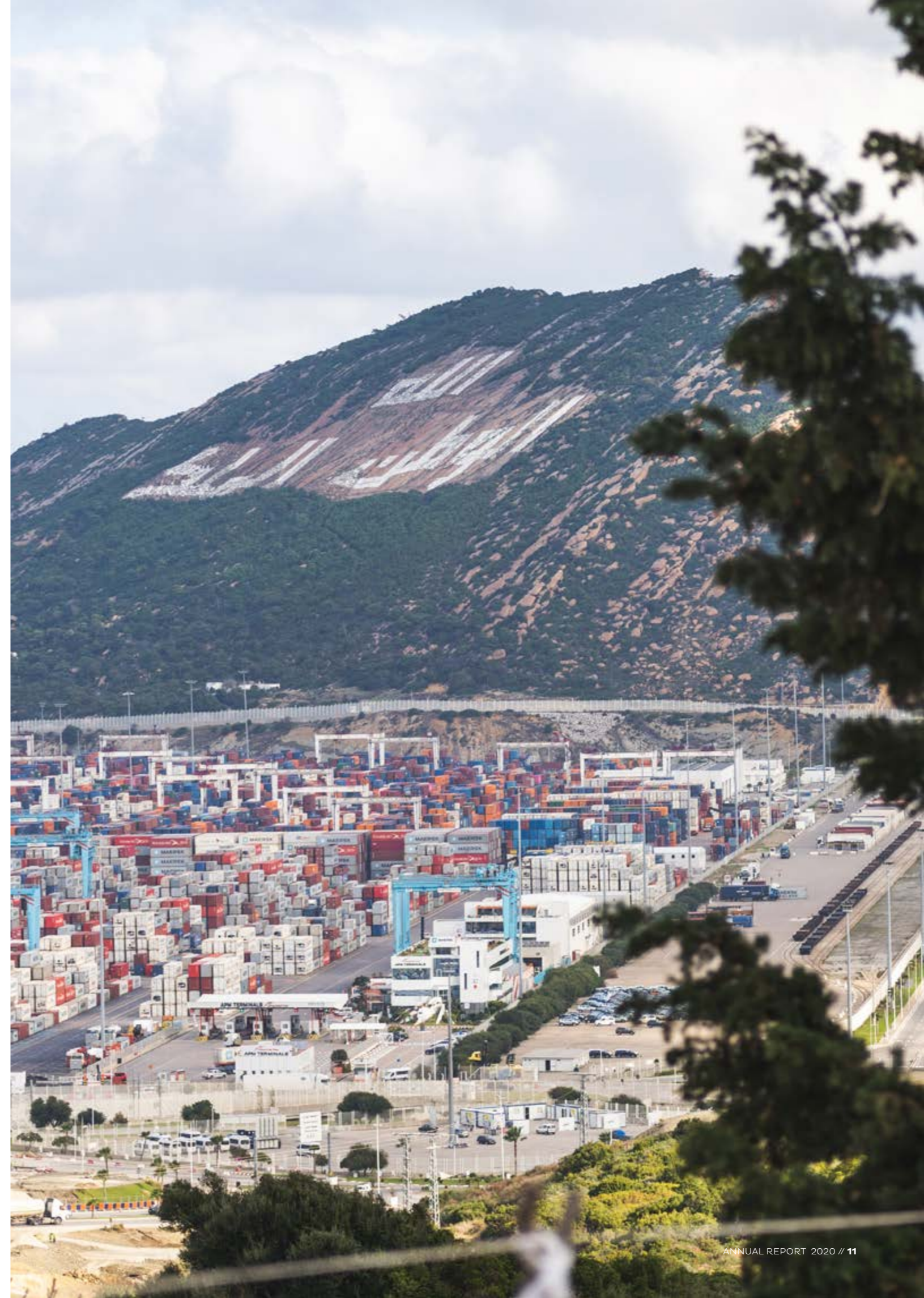
In logistics, MedHub platform has also maintained its business volume as well as those of direct World-to-World logistics flows to over 100 countries. This year was marked by the presence set up of global leaders such as CEVA Logistics, GEFECO, and DACHSER.

Tanger Med industrial platform has recorded new private industrial investments of around 2.6 billion Dhs and has created 7 458 new jobs. At the same time, 8 new industrial unit extensions have been completed. Currently, 1 100 companies are operational in all of Tanger Med activity zones, providing nearly 90 000 jobs.

In terms of financial results, Tanger Med group recorded overall consolidated gross revenues of 3.6 billion Dhs, up 4%, and a net income of 745 million Dhs, which includes the impact of the direct contribution of 300 million Dhs to the special fund dedicated to the management of COVID-19.

These results reflect the continued mobilization of Tanger Med community: port, logistics and industrial partners, administrations, professional associations and employees, who have once again demonstrated their commitment and determination.

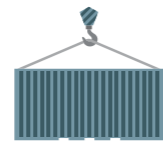
All these achievements, combined with Tanger Med's positioning in global logistics flows, reinforce its ability to respond effectively to the Kingdom's growing competitiveness.



2020 REPORT PORT ACTIVITY



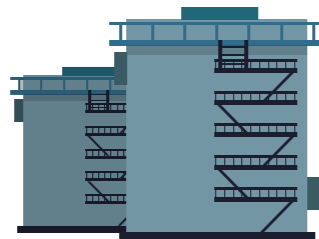
81
MILLION TONS
+23%
COMPARED TO 2019



5,77
MILLION TEU*
+20%
COMPARED TO 2019

OVERALL TONNAGE

7,9 MILLION TONS
+26%
COMPARED TO 2019



LIQUID BULK



303 705 TONS
+18%
COMPARED TO 2019

SOLID BULK



357 331
TRUCKS PROCESSED IN 2020
TRAFFIC SIMILAR TO 2019

358 175
NEW VEHICLES



-28%
COMPARED TO 2019



701 599
PASSENGERS
-75%
COMPARED TO 2019

9 702

TOTAL NUMBER OF CALLS
-32%
COMPARED TO 2019



MARITIME TRAFFIC

OF WHICH
4 306

MERCHANT VESSELS
+10%
COMPARED TO 2019

2020 REPORT INDUSTRIAL ACTIVITY

95
NEW INDUSTRIAL
PROJECTS IN 2020

9
UNIT EXTENSIONS
IN 2020



2,6 Billion dhs
OF PRIVATE INVESTMENTS IN TANGER MED
INDUSTRIAL PLATFORM

7 458
NEW JOBS



59 Billion dhs
OF EXPORTS FROM TANGER MED
INDUSTRIAL PLATFORM

322 361
LOGISTICS FLOWS
TRUCKS/CONTAINERS UNITS



1 100
INDUSTRIAL
COMPANIES

TANGER MED - 2020 REPORT

Activity report

PORT ACTIVITIES	2020	CHANGE COMPARED TO 2019
Total volume of goods processed (T)	80 972 906	+23 %
Containers (TEU)	5 771 221	+ 20 %
Vehicles	358 175	- 28%
Trucks Units	357 331	+ 0%
Passengers	701 599	- 75 %
Solid bulk (T)	303 705	+ 18 %
Liquid bulk (T)	7 968 485	+ 26 %
Ship calls	9 702	+ 32 %
Commercial ship calls	4 306	+ 10 %

Report on the activity in the industrial and logistics zones

ACTIVITIES IN THE INDUSTRIAL AND LOGISTICS ZONES	2020	CHANGE COMPARED TO 2019
Private investments	2.6 Billion Dhs	-49,01 %
Industrial Exports	59 Billion Dhs	-16 %
New jobs	7 458	-35,5 %
Industrial logistics flows	322 631	+ 6 %

1ST
PORT
IN AFRICA



1ST
PORT IN THE
MEDITERRANEAN



1ST
IMPORT/EXPORT
PLATFORM OF
MOROCCO



2ND
ECONOMIC ZONE IN
THE WORLD*



24TH/500
CONTAINER PORTS IN
THE WORLD**



MARITIME CONNECTIVITY TO MORE
THAN **180 PORTS** AND
70 COUNTRIES

* FINANCIAL - TIMES RANKING

**ALPHALINER RANKING

TANGER MEDITERRANEAN SPECIAL AGENCY

By announcing on 30 July 2002, on the occasion of the Throne Speech, the decision to build a «large structuring, port, commercial and industrial complex on the shores of the Straits, to the East of Tangier», His Majesty King Mohammed VI brought Morocco in a long-term project punctuated by the progressive commissioning of the various infrastructures of the complex, opening the way for each future project to new prospects, thus boosting the development and competitiveness of the Moroccan economy.

Beyond the construction of the port infrastructure, it is a matter of building and managing an integrated project with multiple dimensions, both economic and territorial.

Anchored to the world trade flows, the success of Tanger Med is also conditioned from its conception to the capacity of the port to set up a project that meets the standards of its competitors, the world's major ports, industrial and logistics platforms.

The scale of the challenges, the determination to meet the commitments on time, and the obligation to control costs and impacts on the territory have led the Moroccan government to initiate an innovative model of governance with the creation in 2003 of an ad hoc structure: the Tanger Mediterranean Special Agency (TMSA).

It is a public limited company with an executive board and a supervisory board, in which government ministers and heads of the public entities concerned sit.

In charge of the development, planning and management of the Tanger Med industrial-port complex, the Agency has been endowed with public prerogatives and missions related to port authority and free zones' management, in application and continuity of the provisions of ordinary law on the subject.

The governance system put in place by the government is one of the key components in achieving these ambitious and strategic objectives.

Moreover, the level of interest in the Tanger Mediterranean Special Agency's mechanism at the international level is one of the most convincing signs of the relevance of the approach adopted.



Tanger Med Special Development Zone, covering 5 000 Ha

All of TMSA's prerogatives are set by Decree-Law No. 2-02-644 of 2 rajeb 10-

1423 September 2002) establishing the Tanger Mediterranean

Special development zone. In this context, the Moroccan State has entrusted TMSA with the following main missions:

- All technical and economic studies relating to the port and free zones
- Implementing a general development plan for the Special Development Zone
- Contributing to the research and mobilisation of the necessary funding to carry out the components of the Tanger Med project

- Development and operation of the new port and areas of logistics, industrial, commercial and tourist activity
- Commercial promotion of the port and business areas
- Concession, where applicable, of activities at the port and free zones
- Administration of the public domain of the Special Development Zone
- Management of the port by carrying out the Authority's missions

GOVERNANCE BODIES

THE SUPERVISORY BOARD



Fouad BRINI
Chairman of the Supervisory Board



Moulay Hafid ELALAMY
Minister of Industry, Trade, Investment and Digital Economy



Abdelouafi LAFTIT
Minister of the Interior



Dounia BEN ABBAS TAÂRJI
Chairman of the Board of Directors of the Hassan II Fund for Economic and Social Development



Mohamed BENCHÂBOUN
Minister of the Economy and Finance and Administrative Reform



Abdellatif ZAGHNOUN
General Manager, Caisse de Dépôt et de Gestion (Deposit and Management Fund)



Abdelkader AMARA
Minister of Equipment, Transport, Logistics and Water



Mounir EL BOUYOUSSFI
General Manager, Agency for Economic and Social Promotion and Development of the Northern Prefectures and Provinces

BOARD OF DIRECTORS

President :
Mehdi TAZI RIFFI

MEMBERS OF THE BOARD OF DIRECTORS

Jaafar MRHARDY, Member of the Board of Directors in charge of the Industrial Division and General Manager of Tanger Med Zones

Loubna GHALEB, Member of the Executive Board in charge of Group Strategy

Tarik EL AROUSSI, Member of the Executive Board in charge of Services, CSR and International and Director of International Development

Hassan ABKARI, Member of the Board of Directors in charge of port operations and logistics and Deputy Director of Tanger Med Port Authority, in charge of operational activity.

TANGER MED

Tanger Med is a global logistics hub, located on the Strait of Gibraltar and connected to more than **180 ports** worldwide, providing processing capacities for **9 million** containers, **7 million** passengers, **700 000 trucks** and **1 million vehicles**.

Tanger Med is an industrial platform for more than 1,100 companies representing an annual business volume of **59 billion Dhs** in various sectors such as automotive, aeronautics, logistics, textiles and commerce.

A WORLD-CLASS PORT COMPLEX

Tanger Med port complex extends over **1 000 Ha** and includes:

- Tanger Med 1 port, which consists of two container terminals, a rail terminal, a hydrocarbon terminal, a general cargo terminal, and a vehicle terminal
- Tanger Med 2 port, which includes two container terminals
- The Passenger and Ro-Ro port, which includes the passenger and truck loading Quays, the regulation areas and the maritime station
- The Logistics Free Zone
- Tanger Med Business Center (Tanger Med Port Center)

AN EFFICIENT AND INNOVATIVE SERVICE OFFER

Tanger Med services division includes three subsidiaries:

- Cires Technologies for technologies
- Tanger Med Engineering for engineering
- Tanger Med Utilities for water and electricity distribution

A FOUNDATION IN THE HEART OF THE TERRITORY

Tanger Med Foundation consolidates Tanger Med's strategy of social responsibility and sustainable development. Created in May 2007, Tanger Med Foundation supports, carries out and accompanies structuring projects in partnership with local communities, government institutions and local associations.

The Foundation's actions are mainly focused on the fields of education, health, professional training and socio-cultural activities.

A REGIONAL PLATFORM FOR INDUSTRIAL COMPETITIVENESS

Tanger Med industrial platform covers **2 000 ha** and is a regional competitiveness platform for the industrial, logistics, services, and trade sectors.

Tanger Med industrial platform includes:

- Tanger Free Zone
- Tanger Automotive City
- Renault Tanger Med
- Tetouan Park
- Tetouan Shore

TANGER MED - KEY FIGURES

INTEGRATED AND STRUCTURING PROJECT



PORT COMPLEX

1 000 Ha



9 000 000
Containers



7 000 000
Passengers



1 000 000
Vehicles



700 000
Trucks

INDUSTRIAL PLATFORM

5 000 Ha



1 100
Companies



PORTS



LOGISTICS



AGRIFOOD



ELECTRONIC



90 000
Jobs



AERONAUTICS



AUTOMOTIVE



TEXTILE



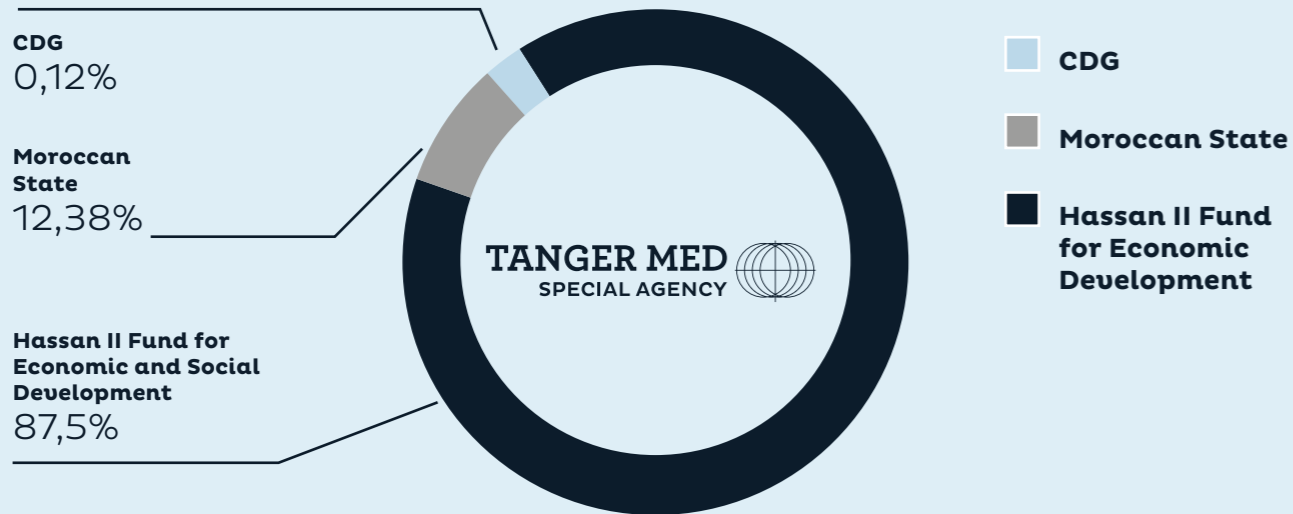
PARAMEDIC

PUBLIC/PRIVATE INVESTMENTS

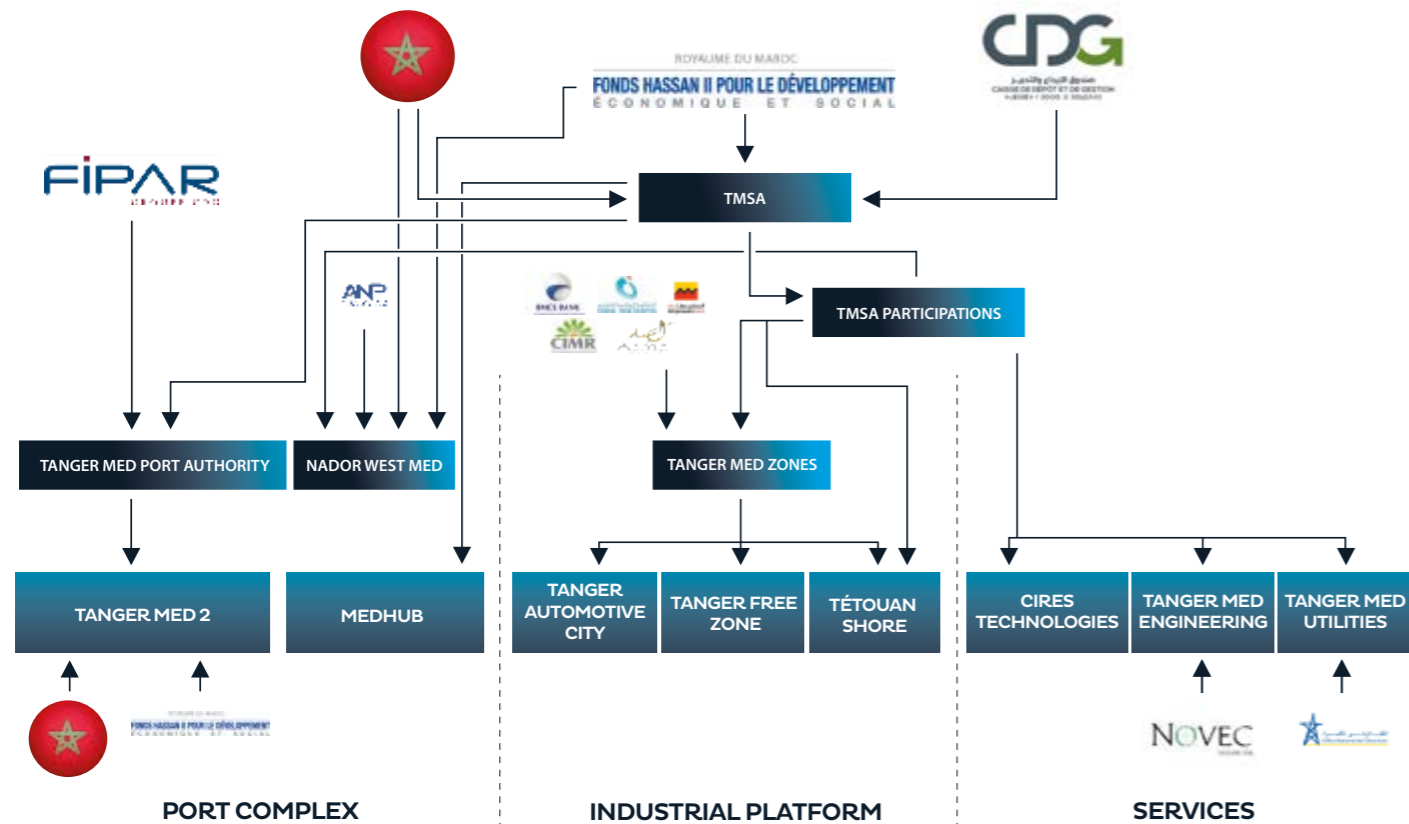
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BILLION DHS AT THE END OF 2020

STRUCTURE OF THE GROUP



TMSA is a Public Limited Company with a capital of MAD 3 795 079 100



OPERATING COMPANIES OF THE GROUP

PORT COMPLEX

The management and operation of the port complex is carried out by:

- Tanger Med Port Authority (Tanger Med 1, Passenger and Ro-Ro Port)
- Tanger Med 2
- MedHub
- Tanger Med Port Center



INDUSTRIAL PLATFORM

Tanger Med Industrial Platform is managed by Tanger Med Zones SA and includes the following activity zones:

- Tanger Free Zone
- Tanger Automotive City
- Tetouan Park
- TetouanShore



SERVICES

The Services division includes:

- Cires Technologies
- Tanger Med Engineering
- Tanger Med Utilities



SOCIAL

- Tanger Med Foundation



| HISTORY

2003



Launch of Tanger Med Port works by His Majesty King Mohammed VI

2007



Inauguration of Tanger Med 1 Port by His Majesty King Mohammed VI

2009



Launch of Tanger Med Industrial Platform

2010



Inauguration of the Passenger and Ro-Ro Port by His Majesty King Mohammed VI

2012



Opening of Renault Tanger Med, Tanger Automotive City, and Tetouan Shore

2014



Opening of Tanger Med Port Center, Tanger Med 1 Port reaches its maximum capacity of 3 million TEU containers

2016



Signing of the TC4 Concession of Tanger Med 2 Port with APM terminals

2017



Anniversary of the 10 years of operations at Tanger Med

2019

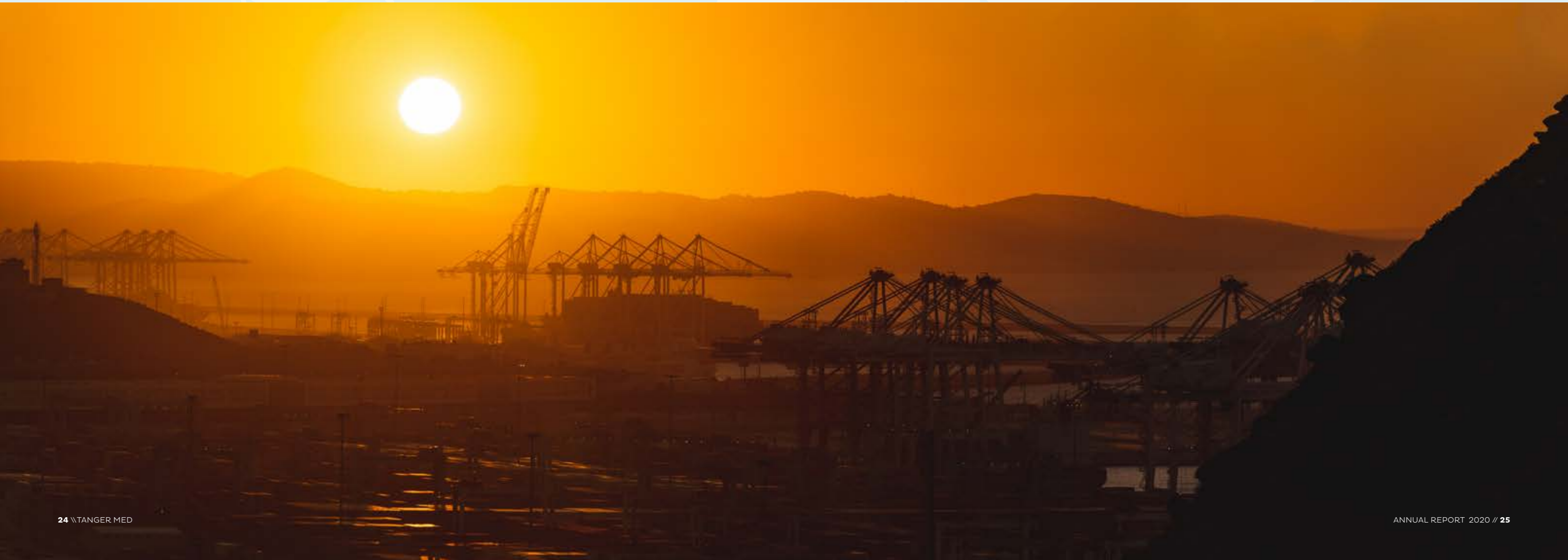


Launch of port activities for Tanger Med 2 Port by HRH the crown Prince Moulay El Hassan who represents HM King Mohammed VI

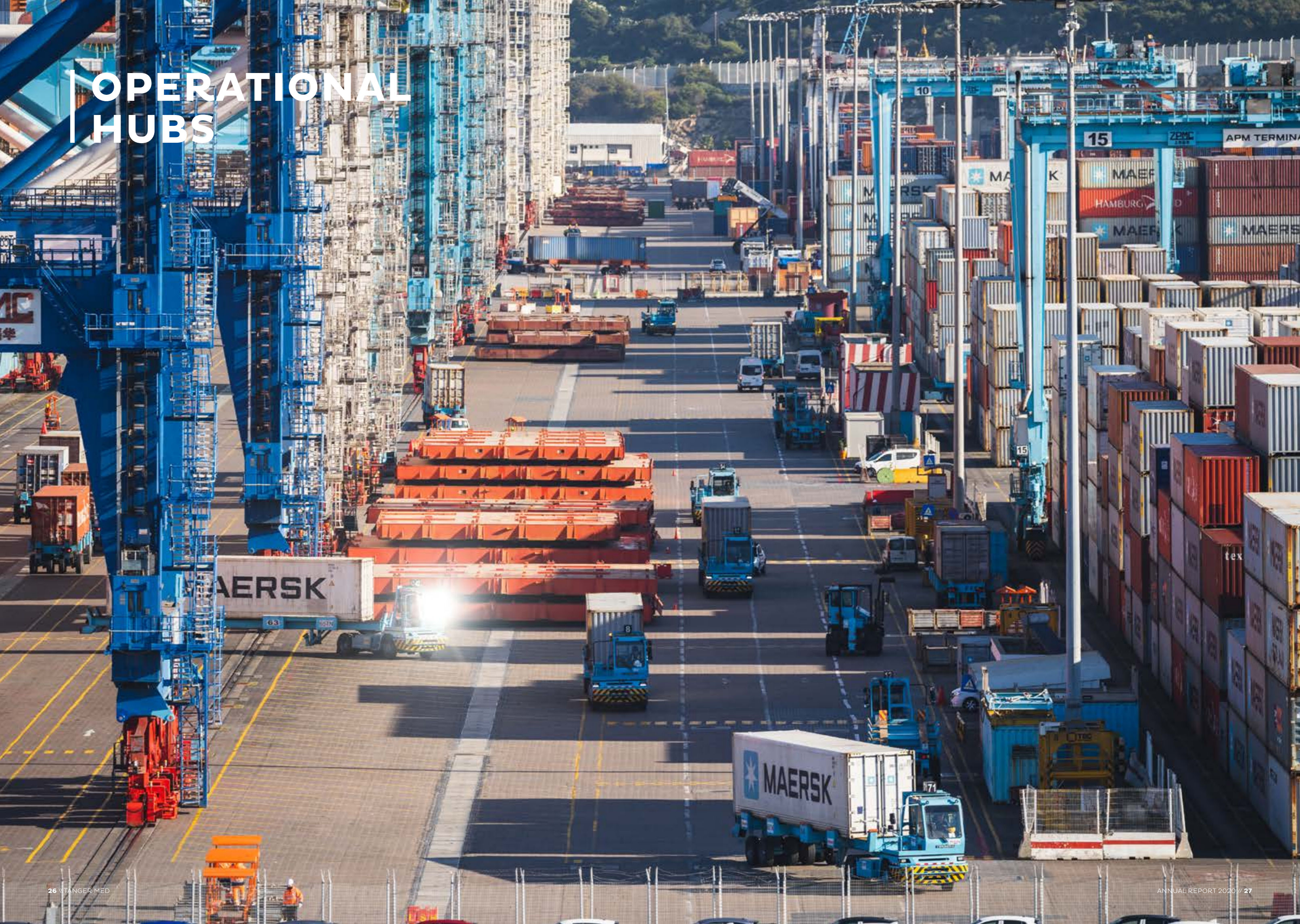
2020



Tanger Med is the 1st port container in the Mediterranean with 5.77 million TEU processed



OPERATIONAL HUBS





PORT COMPLEX

WORLD-CLASS PORT COMPLEX

Tanger Med Port Complex aims to develop an efficient and truly integrated port complex around the complementary activities of transshipment, import-export, value-added logistics, and maritime and port services.

Tanger Med Port Complex covers 1 000 ha and includes:

Tanger Med Port 1, which consists of two container terminals, a rail terminal, a hydrocarbon terminal, a general cargo terminal and a vehicle terminal.

Tanger Med Port 2, which consists of two container terminals.

Tanger Med Passenger and Ro-Ro Port, which includes access and border inspection areas, passenger and trucks loading Quays, inspection areas, and the shipping terminal.

The Logistics Zone, which extends over an area of 200 Ha, is designed for value-added logistics, consolidation, distribution and supply operations.

Tanger Med Port Center: Tanger Med Business Center, with a covered area of 29 000 m², is the primary business hub for the maritime and port community.

1st port in Africa since 2017, Tanger Med has become, thanks to Tanger Med 2 port, the 1st container port in the Mediterranean, and is

committed to the integration with the top 20 platforms worldwide.

Tanger Med is also the 1st Moroccan hub for import/export traffic.

In 2020, Tanger Med processed over 81 million tons of goods.

Tanger Med port provides, through several shipowners, regular connections serving more than 180 ports and 70 countries across the 5 continents. As the Hub of Africa, it serves nearly 40 ports and 22 countries in West Africa with weekly connections.

More than a port, Tanger Med complex is an integrated logistics platform, connected to a multimodal transport network (rail, motorway, and expressway links) for the transport of goods and people to all the economic regions of the Kingdom.

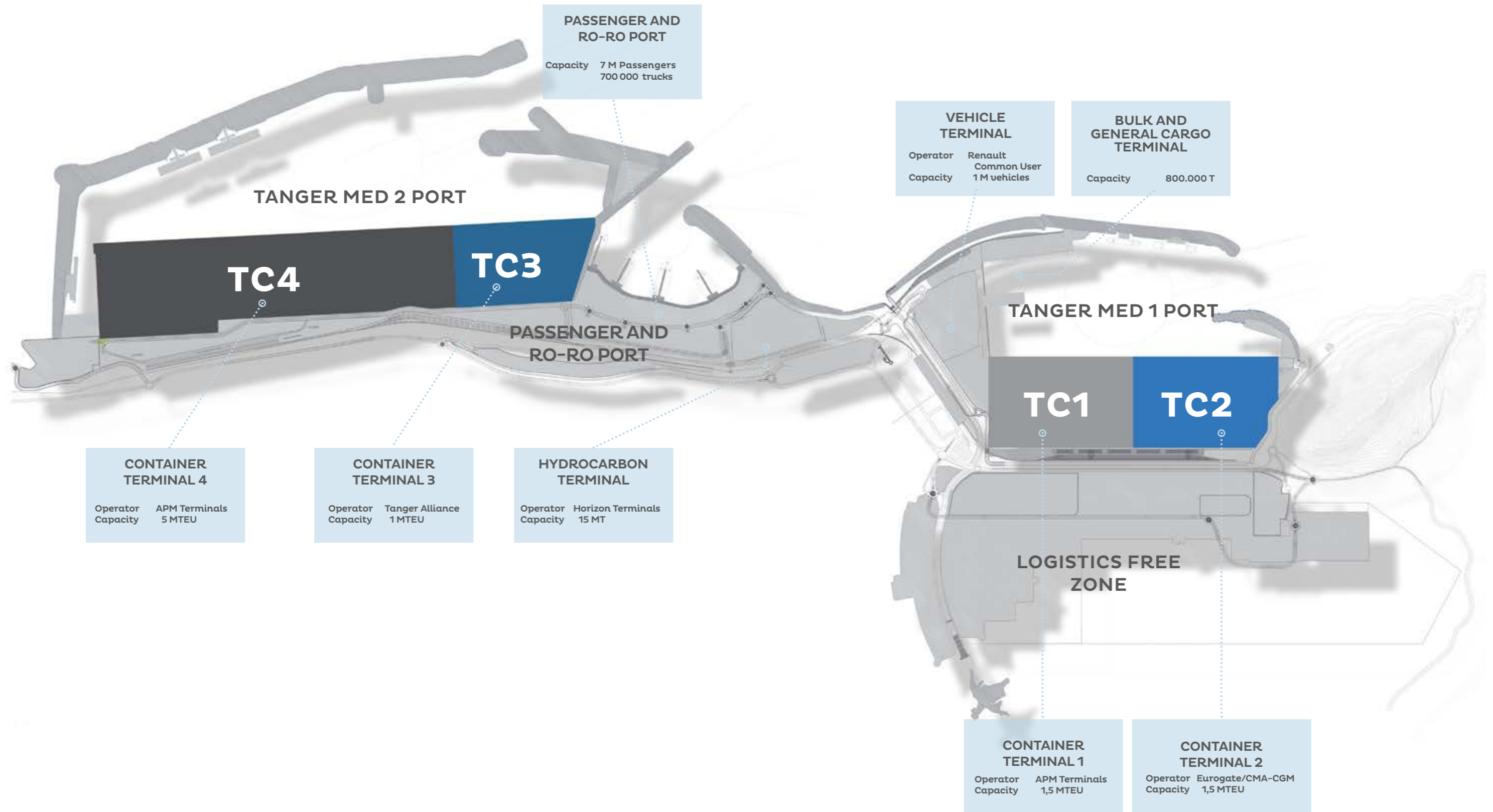
The operation of the terminals, as well as all port activities, is carried out under concession contracts by world-renowned operators. Therefore, Tanger Med Port counts among its ranks the world's largest shipping lines (Maersk, Hapag-Lloyd CMA-CGM, MSC, Arkas, etc.) as well as port leaders such as APM TERMINALS and EUROGATE. The vision of Tanger Med Port is part of a sustainable development approach that seeks a balance between economic, environmental and social aspects.

With this in mind, Tanger Med has been awarded international recognition, such as ISO 9001 certification for the «Reception of ships and associated port services» area, ISO-14001 certification for the environmental management system, ISO-45001 certification for health and safety management, ISO-27001 certification for information security, and ISO-55001 certification for asset management within the port complex.

Tanger Med is also the first African port to obtain the «ECOPORTS» and «PERS» labels issued by the European Sea Ports Organization.

GENERAL LAYOUT OF THE COMPLEX

TANGER MED PORT



TANGER MED AT THE HEART OF GLOBAL TRADE

WEEKLY MARITIME CONNECTIONS

+ 180
ports

+ 70
countries

5
continents



CONTAINER ACTIVITY

Tanger Med port complex includes 4 terminals dedicated to container activity with a total capacity of 9 million TEU (Twenty-Foot Equivalent Units). With 3600 m of linear Quays, 138.5 ha of land and a depth of 18 m, the port can accommodate the largest container ships in the world (>399 m LOA).

With the commissioning of the TC1 Container Terminal in 2007, followed by TC2 in 2008, Tanger Med port complex has carved out its place as one of the most important transshipment hubs in the Mediterranean. This position has been maintained since the launch of Tanger Med 2 port in 2019 with the commissioning of the TC4 container terminal.

This position continues to be consolidated thanks to the excellent performance of the principal shipowners operating in the container terminals, namely Maersk Line, CMA-CGM, Hapag-Lloyd, ARKAS, in addition to the other shipowners of the Eurogate Tanger Common User Terminal.

Also, thanks to the presence of major maritime partnerships such as 2M, OCEAN ALLIANCE, THE ALLIANCE as well as ONE, which consider Tanger Med to be a major hub.

In addition to its role as a strategic container transshipment platform on the East/West (Asia/Europe) and North/South (Europe/Africa) axes, the port complex plays an essential connectivity role for the promotion and development of Morocco's import/export traffic. Tanger Med also represents an opportunity for export and connectivity to support the development of trade between Morocco and the world, thanks to its rail and highway links with its inland regions.

5 771 221
TEU containers
processed in 2020
+20%
compared to 2019

Main shipping lines





TERMINAL 1

Operator	APM TERMINALS
Investment	150 MEUR
Traffic	1.5 MTEU
Operational start-up	July 2007
Quays length	800m



TERMINAL 3

Operator	Tanger Alliance
Investment	240 MEUR
Traffic	1 MTEU
Operational start-up	January 2021
Quays length	800m



TERMINAL 2

Operator	EUROGATE
Investment	150 MEUR
Traffic	1.5 MTEU
Operational start-up	August 2008
Quays length	800m



TERMINAL 4

Operator	APM TERMINALS
Investment	820 MEUR
Traffic	5 MTEU
Operational start-up	June 2019
Quays length	1600m + 400m en optional



RAIL ACTIVITY

Container rail activity started at Tanger Med port complex in June 2009.

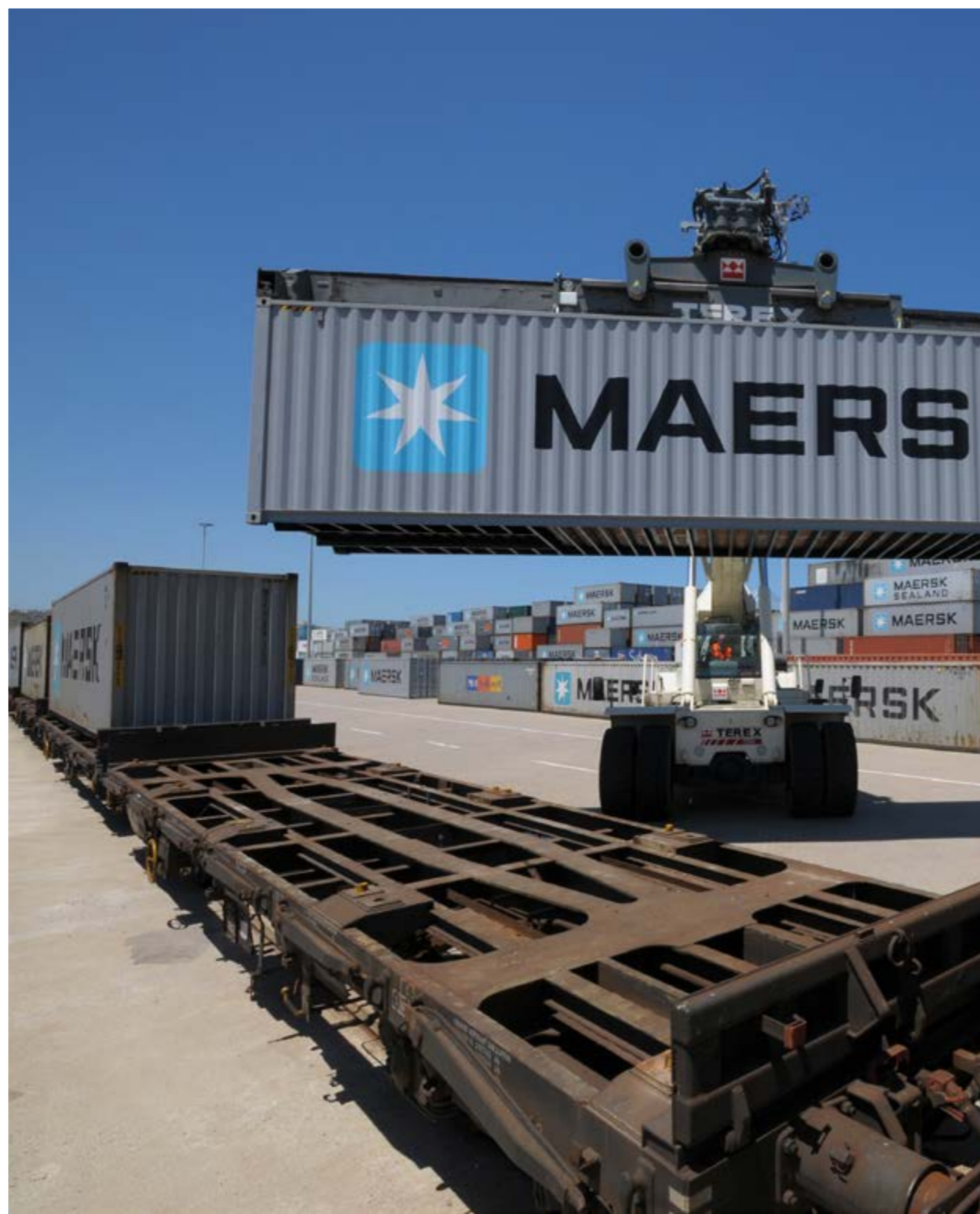
The railway terminal is located just at the back of the container terminals TC1 and TC2; it has a surface ones of 10 ha and 3 lanes with a length of 800 ml as well as a storage track.

The terminal has a front and rear railway switch. It is also independent from the marshalling yard.

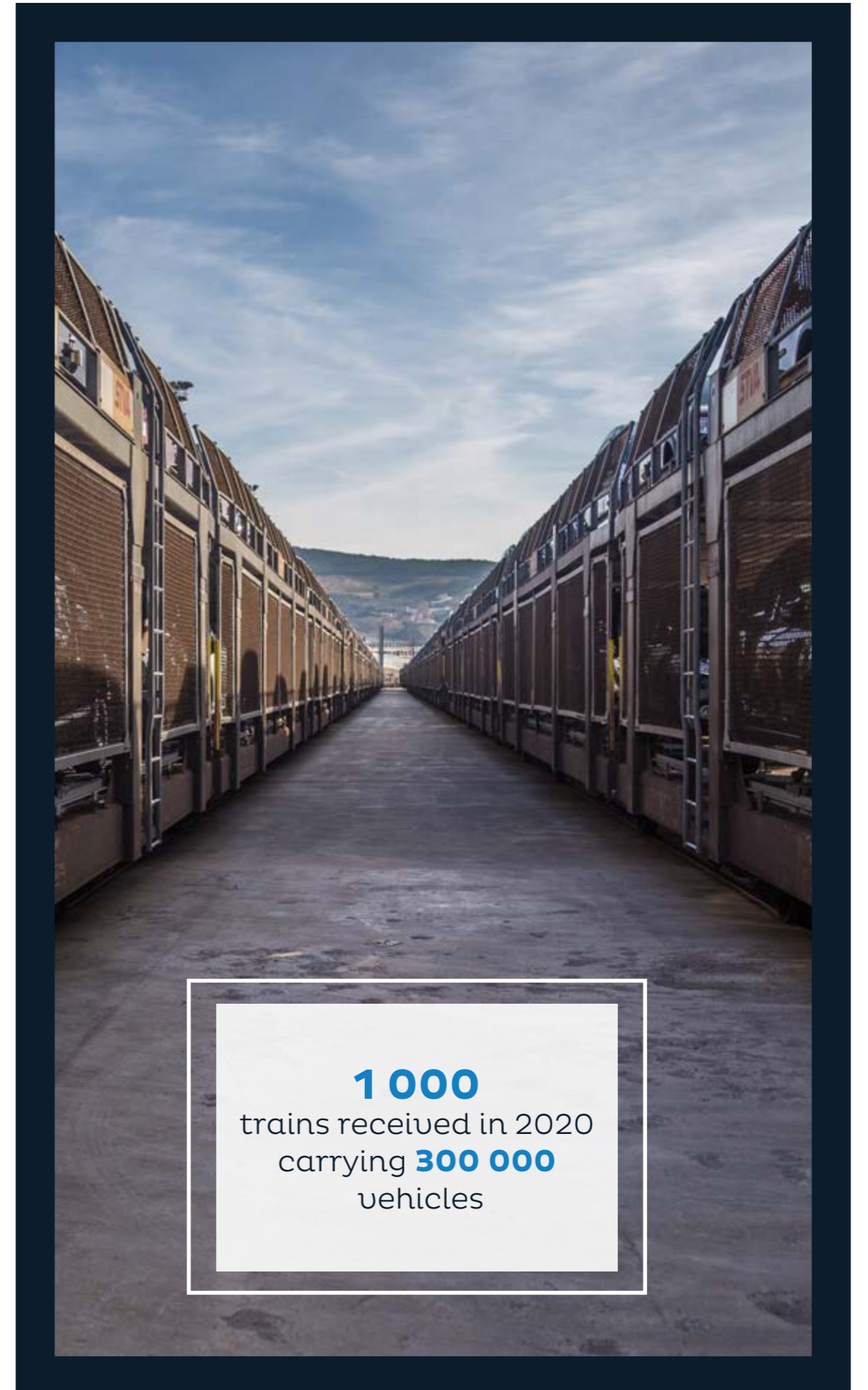
Thanks to the railway terminal in containers, the port complex Tanger Med is strengthening its offer in port infrastructure and services.

In fact, the railway terminal offers a network of connections to the main cities of the Kingdom.

The rail terminal continues to provide efficient logistics solutions to shipping companies, transporters, and importers exporters with a container transport service between the port of Tanger Med and the various economic centres of the Kingdom.



- **10 Ha**
- **3 lanes** with a length of **800ml**
- Railway terminal for vehicles (from Renault and PSA plants), for hydrocarbons and containers
- Connected to the main cities of the Kingdom



1 000
trains received in 2020
carrying **300 000**
vehicles

NEW VEHICLE ACTIVITY

Commissioned in 2012, Tanger Med's new vehicle activity takes place at the car carrier terminal, which has a processing capacity of 1 000 000 new vehicles per year and is divided into two vehicle terminals: the Renault Vehicle Terminal (RVT) and the Multi-User Vehicle Terminal (MUVT).

RENAULT VEHICLE TERMINAL

The Renault vehicle terminal covers an area of 13 Ha with a nominal storage capacity of 6 000 vehicles. It can handle the annual production of 400 000 vehicles produced by the Renault Melloussa plant.

This terminal has two quays that can accommodate the latest generation of cargo ships (up to 240 m long and 12 m deep).

The terminal manages the following activities:

- Loading and unloading of vehicles (ships)
- Loading and unloading of vehicles (trains and trucks)
- Maintenance, upkeep and refurbishment of port equipment and port superstructures
- Handling and storage of vehicles in transshipment within the terminal's perimeter.

COMMON USER VEHICLE TERMINAL

Adjacent to the TVR and covering an area of 5.5 Ha, with a storage capacity of 3 000 vehicles, the multi-user vehicle terminal has the same pier with two Quays that can accommodate state-of-the-art cargo ships (up to 240 m in length), as well as technical and administrative buildings to offer quality services for export or transshipment and import vehicles such as PSA, Nissan, Ford, Fiat, Honda, Hyundai, etc.

The Port Authority awarded GSTM (CAT Group) in February 2018, under a two-year subcontract that can be extended to 5 years, the handling activities in the multi-user vehicle terminal of Tanger Med Port. The multi-user vehicle terminal has been operational since March 2013.

RAILWAY VEHICLE TERMINAL

The railway vehicle terminal has 4 lanes with a useful length of 240 m, allowing the processing of half a frame per lane, and an unloading platform. This terminal allows for the processing trains for export from the Renault Melloussa plant and the PSA Kenitra plant, thereby connecting it to the national rail network. Each vehicle train can carry up to 280 vehicles.

Currently, the vehicle terminal is linked by regular lines to the ports of Le Havre, Montoir, Fos Sur Mer, Sete, Tyne, Valencia, Vigo, Piraeus, Zeebrugge, Barcelona, Livorno, Constanta, Koper, Borusan, Alexandria, Ilyichevsk, Durban, Abu Dhabi, Jebel Ali, Vera Cruz, Brisbane, Kembla, etc.

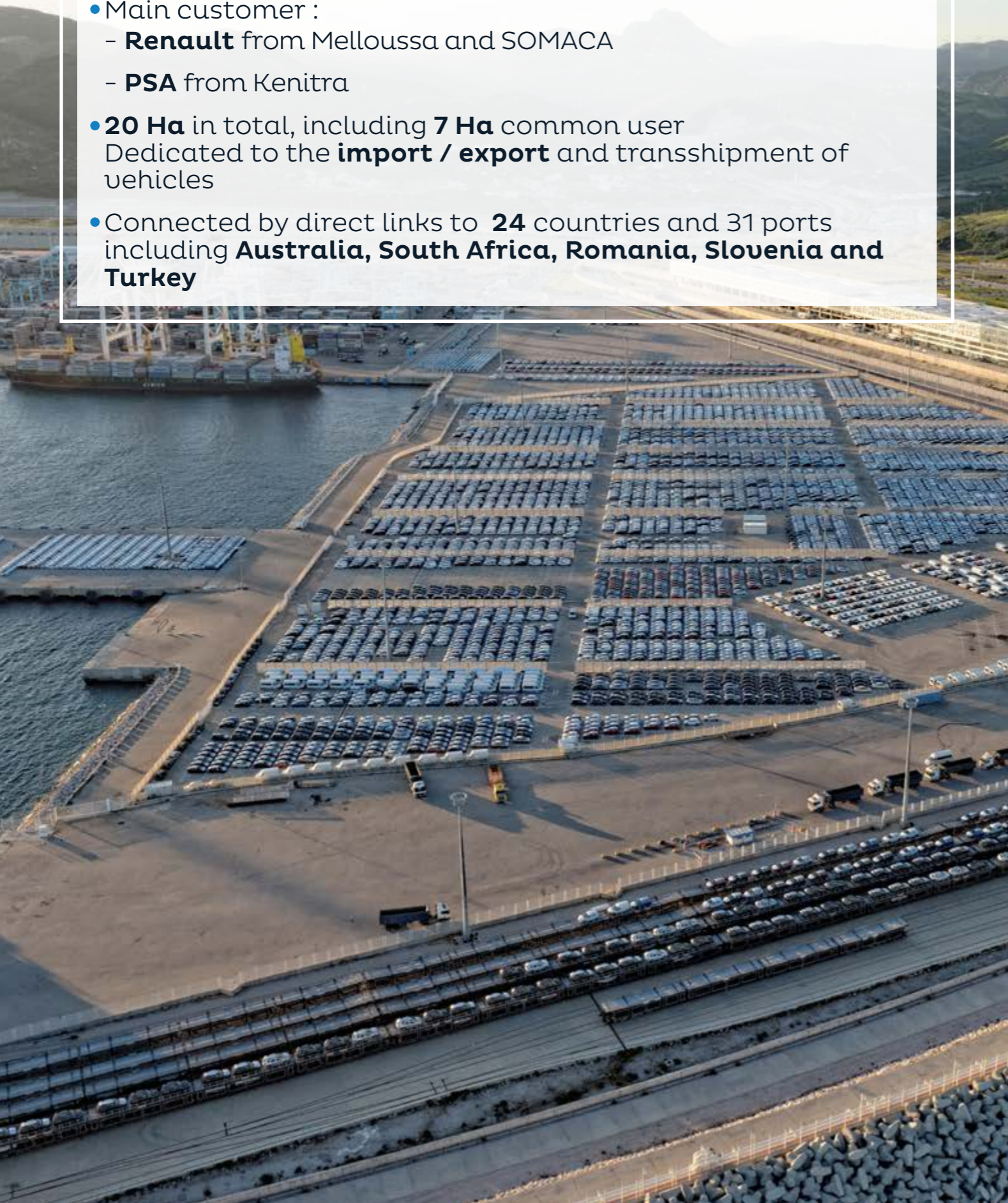
The year 2020 was marked by:

- The first module of the multi-story parking lot, which increased the storage capacity by 800 additional spaces, is now operational. Two other modules of 800 spaces each are under construction in order to accompany the increase in the transit of new vehicles through Tanger Med Port.
- The launch of exports via Tanger Med Port, Citroën «AMI» electric vehicles, produced at the PSA Kenitra production plant.
- The milestone of 2 million Renault cars for export (Melloussa and Somaca plants) has been reached via Tanger Med Port.

358 175
vehicles were
handled in 2020

-28%
compared to 2019

- Capacity of **1 Million** vehicles / year
- Main customer :
 - **Renault** from Melloussa and SOMACA
 - **PSA** from Kenitra
- **20 Ha** in total, including **7 Ha** common user
Dedicated to the **import / export** and transshipment of vehicles
- Connected by direct links to **24** countries and 31 ports including **Australia, South Africa, Romania, Slovenia and Turkey**



GENERAL CARGO ACTIVITY

The general cargo activity is dedicated to the processing of import/export traffic mainly related to the activities of industrial companies located in the northern.

With a total surface area of 5 hectares, including 2 hectares on the Quays and 3 hectares of storage, the general cargo terminal has a Quays length of 500 metres and a draught of up to 13.5 metres to accommodate Panamax, Handymax and Handysize vessels.

The general cargo terminal became operational in October 2010. Today, the general cargo terminal is equipped with three shore-to-ship unloading cranes with capacities of 100, 63 and 45 tons, in addition to the various methods necessary for the processing of goods on land. All of this equipment can process two to three ships simultaneously.

Currently, the goods terminal has for the processing of general cargo has following goods: project cargo, Quays grain, sheet metal coils, scrap metal, goods in bags or big bags, packages to heavy, cements, wind turbine blades to export, etc.

303 705 T
of general cargo
processed in 2020

+18%
compared to 2019

- **5 Ha** dedicated to **import / export** related to companies located in industrial and logistics zones of the region
- Processing capacity of **800 000 tons** of general cargo
- Operational start-up : **2010**



HYDROCARBON ACTIVITY

The hydrocarbon terminal has an area of 12 Ha and a storage capacity of 532 000 m³ of refined products divided into 19 tanks. The terminal has the following infrastructure:

- 1 berth 3 km from the terminal for vessels up to 250 m long
- 1 berth under construction for vessels up to 170 m in length;
- 6 pipes produced with a diameter of 20» (2 pipes) and 16» (4 pipes)
- 1 pipe 12" for fire water
- 1 truck loading station
- 1 railcar loading station

HTTSA «Horizon Tanger Terminal SA» is the concessionaire of the hydrocarbon terminal. Its shareholders are Horizon Terminal Ltd, a subsidiary of the ENOC Group (Dubai), Akwa Group (Morocco) and Independent Petroleum Group (Kuwait).

The hydrocarbon terminal has been in operation since February 2012. The terminal activities are as follows :

- Trading (transshipment);
- Import of refined products;
- Bunkering.

The bunkering activity became operational in 2011 at Tanger Med port. It consists in supplying ships calling at the port of Tanger Med as well as ships passing through the Strait with fuel. This activity has been subcontracted by the concessionaire HTTSA to MINERVA BUNKERING, which has barges for this purpose in the harbor area.

With this activity, ships can take advantage of their commercial calls to obtain hydrocarbon supplies.

Today, more than 1.6 MT of bunkering products are delivered out of Tanger Med.

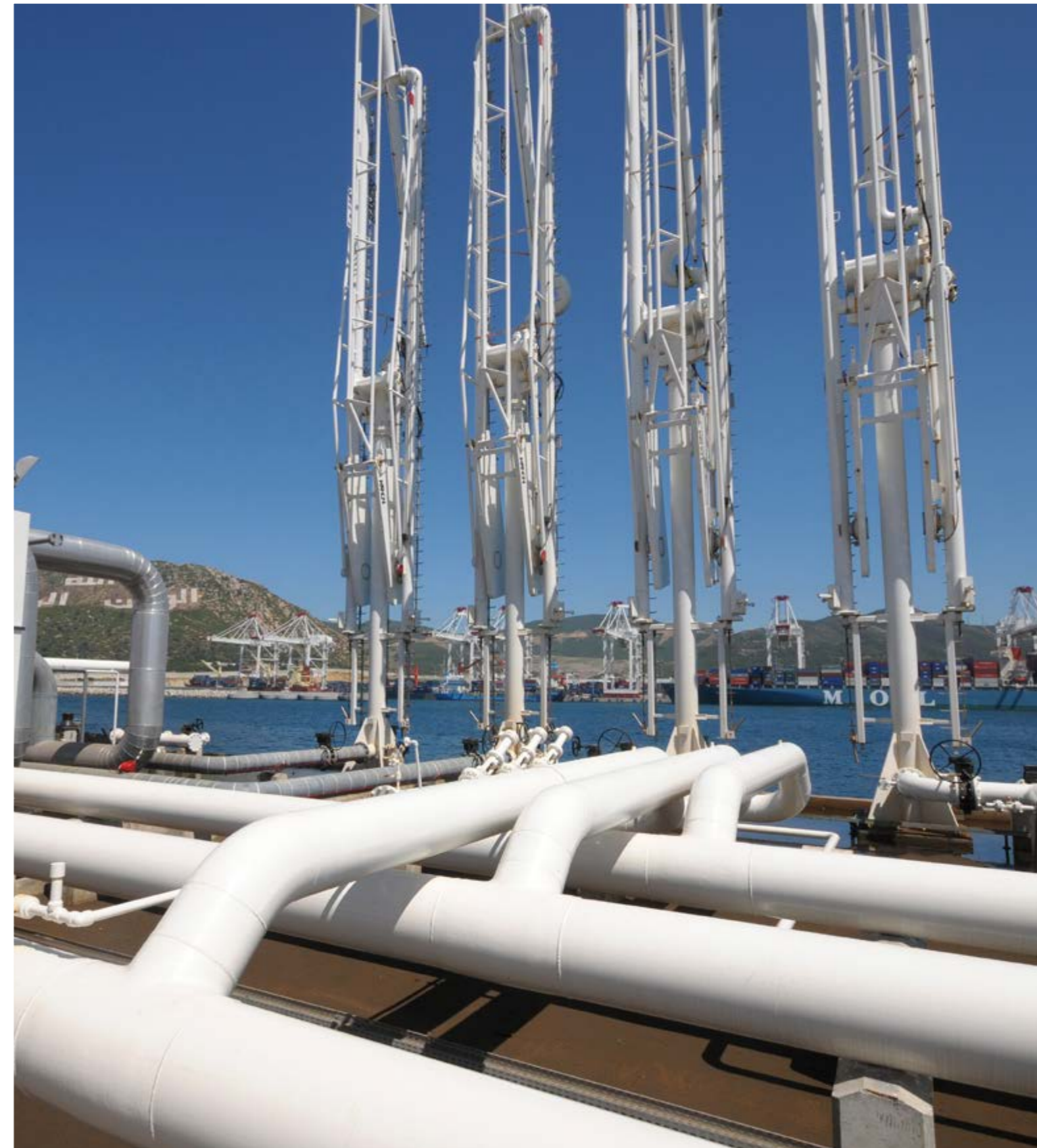
The hydrocarbon terminal launched in 2017 the unloading activity of gas vessels carrying two main types of hydrocarbons constituting LPG (Liquefied Petroleum Gas), butane and propane.

The purpose is to have new port capacity to meet the needs of the national market in terms of LPG. In 2020, the terminal processed more than 391 000 T of LPG for the local market.

7,97 MT
hydrocarbons
handled in 2020

+26%
compared to 2019

- **1 berth 3 km** from the terminal for vessels up to **250 m** long
- **1 berth** receiving vessels up to **170 m in** length
- **6 pipes produced** with a diameter of 20 «(2 pipes) and 16» (4 pipes)
- **1 pipe** 12 for fire water
- **1 loading station** for trucks
- **1 loading station** for railcars



RO-RO ACTIVITY

The port complex has a processing capacity of 700 000 trucks per year. It has 8 dedicated berths with 8m water depth and 35 Ha of open space.

Tanger Med port is a prime platform for Moroccan exporters. It has a 19 Ha infrastructure dedicated to the treatment of export flows with a processing capacity of 2 100 units per day and an average transit time of 2 hours. The platform can process exports of Moroccan products in the textile and leather sectors, automotive, aerospace, electronics, horticulture and fresh produce.

The import traffic is geographically separated from the export area, which ensures the linearity of the flows and the transparency of the circuits.

Tanger Med port is connected to the national network of expressways and highways to major cities in the Kingdom. Freight units in import or export at Tanger Med are only 3 hours from Rabat, 4 hours from Casablanca, 6 hours from Marrakech, and 8 hours from Agadir.

A reel maritime bridge over the Strait and a crucial vector in the dynamics of trade with Europe, the Ro-Ro activity enables Tanger Med to connect with Spain (Algeciras, Barcelona), France (Sète) and Italy (Genoa, Savona).

1st Moroccan platform for imports-exports, Tanger Med alone accounts for more than 50% of Moroccan and nearly 97% of trucks exports.

- Maritime bridge over the Strait of Gibraltar
- **30 Ha** allocated and **8 Quays**
- Special platform for exports
- Processing nearly **97%** of Morocco's trucks

357 214
Trucks units in 2020
Similar level compared to
2019

- Nominal capacity of **700 000** trucks
- Processing capacity of **2 100** units per day
- **2H** average export transit time



PASSENGER ACTIVITY

Tanger Med Passenger Port has a nominal processing capacity of 7 000 000 passengers per year. It is equipped with 8 berths dedicated to the transit of passengers, vehicles and freight units, two access and border inspection areas (at the entrance and at the exit of Morocco), boarding areas, and a ferry terminal dedicated to the processing of pedestrian and vehicle travelers.

VEHICLE PASSENGERS

The car passenger route benefits from infrastructure that allows for the physical separation of incoming and outgoing vehicle traffic, doubling the processing capacity, optimizing passenger transit times in the very best conditions of comfort, safety and security, and improving the transit experience via the port.

In fact, the inspection areas at the «Automobile Access» are equipped with all the necessary services for passengers: They are supplemented by green spaces, a dining service, ticket counters for ticket sales, a place for prayer, sanitary facilities, currency exchange offices and a large broadcasting screen for instant display of ship departure and arrival times. «Automobile Access» also features large covered and shaded areas.

A space for the storage of vehicles waiting to access the port has been created to avoid congestion of the traffic lanes on busy days. A 1.8 Ha area has been developed as a port regulation zone, and equipped with the necessary services to ensure that passengers are waiting in the best possible comfortable conditions. The inspection formalities are carried out on board the vehicles.

For travelers arriving in Morocco, passports are stamped on board the ship. Furthermore, the temporary admittance of the passenger's means of transport, whose usual residence is abroad, is handled by the computerized system of the Customs Administration on board the ships.

BORDER ACCESS AND INSPECTION AREA (MOROCCO EXIT) CONSISTING OF

- 34 police booths capable of processing 1 000 vehicles per hour
- 6 customs inspection offices for travelers in vehicles
- A 3 000 m² covered area dedicated to vehicle searches
- Dedicated access for motor coaches
- Parking lot with a 500-vehicle capacity
- A covered pedestrian area for the purchase of tickets, sanitary facilities, café, prayer room
- 8 check-in booths with no need to disembark the vehicle for passengers who already have tickets.

The design and organization of this space allows for the fluidity of the traffic and the limitation of the passage time per vehicle. The booths have a fiber optic connection. A mobile scanner search area, with a covered waiting area, allows for non-intrusive screening by reducing passenger waiting time.

Passenger activity had been suspended since March 2020 due to the closure of the borders as a result of the health crisis, then slightly resumed in June 2020 in strict compliance with the health measures.

701 599
Passengers in 2020
-75%
compared to 2019

BORDER ACCESS AND INSPECTION AREA (MOROCCO ENTRANCE) CONSISTING OF:

- 16 police inspection booths for vehicle passengers allowing the processing of 500 vehicles per hour without the passenger getting out of the vehicle
- 5 customs inspection offices for travelers in vehicles
- A 1 000 m² covered area dedicated to the search of vehicles, and adjoined to 900 m² of administrative buildings and storage areas for customs officers and police officers in charge of the inspection
- An infirmary and an office dedicated to the Mohammed V Foundation for Solidarity
- 5 customs inspection offices for travelers in vehicles
- Sanitary facilities
- Dedicated access for motor coaches
- A mobile scanner search area allowing for non-intrusive inspections and reducing passenger wait times.

PEDESTRIAN AND BUS PASSENGERS

Pedestrian and bus passengers access Tanger Med Passengers port through Tanger Med Port Center which gives direct access to the ferry terminal. Police and customs inspections are carried out in the maritime station.

Upon arrival, passports are stamped on board the ships during the crossing. The inter-port shuttle service transfers pedestrian passengers directly from the landing zone to the ferry terminal and vice versa.

Taxi, bus, and train service is available for pedestrians to ensure transfers to Tangier/Tanger Med.

The ferry terminal includes a border inspection area, a pre-boarding waiting room, cafeterias, a passenger arrival room, shuttles to and from the boarding Quays, services (reception, ticket office, bank, currency exchange office, restaurant, kiosk, infirmary, sanitary facilities, prayer room, etc.), a recreational area as well as a railway station with 2 passenger platforms and a bus station measuring 7 500 m² with 9 bus and coach parking spaces.

The terminal is also equipped with escalators, elevators, fast charging station for cell phones, free WIFI and screens displaying the departure and arrival times of ships in real time.

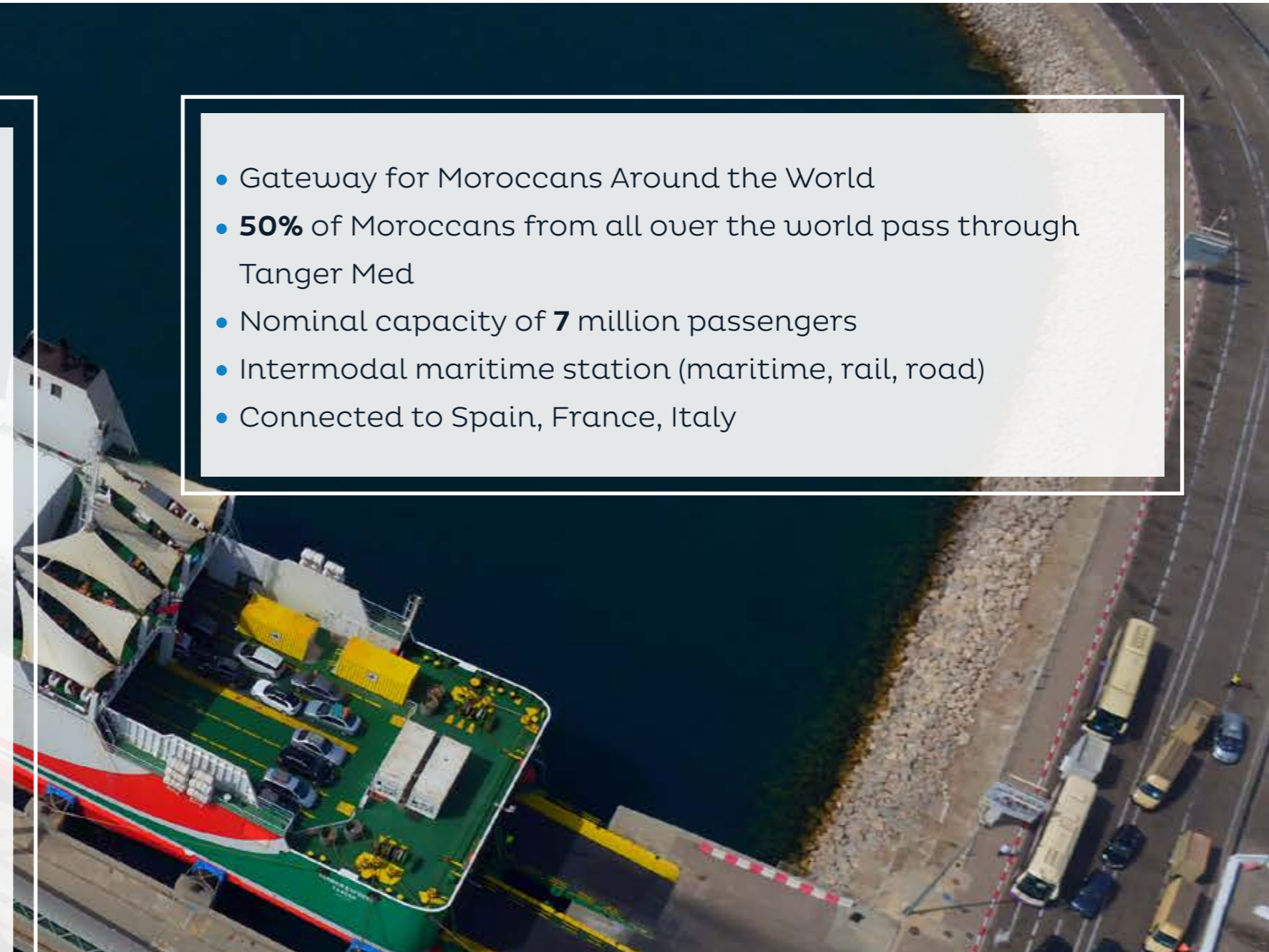
PRE-BOARDING AREA

The port's pre-boarding areas have lounge areas to improve the comfort of passengers during their transit.

These areas are professionally operated and include cafés, restaurants, duty-free stores, an infirmary, children's play areas and terraces with a view of the enep port.

A service building at the level of the pre-embarkations, including offices of the shipping companies, offices of the Mohammed V Foundation, police offices, public restrooms, snack bars, offices of the Royal Gendarmerie.

- Gateway for Moroccans Around the World
- **50%** of Moroccans from all over the world pass through Tanger Med
- Nominal capacity of **7** million passengers
- Intermodal maritime station (maritime, rail, road)
- Connected to Spain, France, Italy





THE CONCESSIONAIRES OF TANGER MED PORT COMPLEX

APM TERMINALS

TC1 Concessionaire

The first container terminal (TC1) is operated under a 30-year lease granted in 2005 to APM Terminals Tangier, a subsidiary of the APM Terminals group, one of the world leaders in container terminal management.

The TC1 Terminal is equipped with 10 Super Post Panamax gantry cranes (61 T lifting capacity), 23 wheel gantry cranes (RTG), 72 TTT (Truck Tractor Terberg), 76 Trailor containers and 2 Reach Stackers and 7 Empty Handler.

The terminal is equipped with 1 860 reefer container outlets.

The investment in superstructure and equipment for TC1 amounted to more than 140 million euros.

The TC1 container terminal receives the world's largest container ships of the «Gülsün Class»-type (23 000 TEU, LOA: 400 m) on the quays allowing a -17m deep draft.

Since 2008, TC1 has been performing at high international standard productivity levels (more than 30 movements per hour per gantry) with non-stop operations 24 hours a day, 365 days a year, enabling TC1 to ensure an annual processing capacity of more than 1.5 million TEUs.

TC4 Concessionaire

Global leader APM TERMINALS is developing the TC4 container terminal in Tanger Med under a concession contract. This is the 2nd terminal operated by the world leader AP Moller – Maersk at the port complex.

TC4 terminal is dedicated to the world's first maritime alliance led by the Maersk Line «2M Alliance». This terminal is the most innovative in Africa and integrates the latest generation of container movement equipment.

The private investment made was 12 billion Dhs for the construction, on the quays delivered by Tanger Med, of container storage platforms, superstructures, and terminal management equipment.

The terminal has a Quays length of 2 000 m, an area of 90 Ha, and is equipped with 12 state-of-the-art cranes capable of handling the world's largest container carriers, 30 shuttle carriers, and 42 ARMGs.



EUROGATE TANGER

TC2 Concessionaire

The second container terminal (TC2) is operated under a 30-year concession contract to the Eurogate Tanger operator. The terminal went into operation in July 2008.

The TC2 terminal is multi-user and receives the largest shipowners CMA-CGM, Hapag-Lloyd, Arkas, etc.

Since the start of operations, the Common User terminal has seen an increase in the number

of shipowners to increase from 2 to 18 shipowners by the end of 2018. In addition to a depth of -18 m, the second TC2 container terminal is equipped with 8 Super Post Panamax gantry cranes (61 T lifting capacity), 1 mobile crane (Gottwald), 23 wheeled gantry cranes, 36 trucks, 36 40-inch chassis, reefer storage containers, 6 Reach Stackers, and 1 Empty Handler.

The investment in the TC2 superstructure and equipment

totaled more than 140 million euros. TC2 is performing at international standard productivity levels.

For the last two years in a row, the TC2 has exceeded its nominal capacity and has achieved a volume in excess of 1.5 million TEUs.

HORIZON TANGER TERMINALS

Hydrocarbon terminal concessionaire

HTTSA «Horizon Tanger Terminal SA» is the concessionaire of the hydrocarbon terminal. Its shareholders are Horizon Terminal Ltd, a subsidiary of the ENOC Group (Dubai), Akwa Group (Morocco) and Independent Petroleum Group (Kuwait).

The terminal has the following infrastructure:

- 2 berths 3 km from the terminal receiving the ships
- 6 pipes produced with a diameter of 20» (2 pipes) and 16» (4 pipes)
- 1 12» pipe for fire water
- 1 truck loading station
- 1 railcar loading station

RENAULT

Vehicle terminal concessionaire

The Port Authority has awarded a 30-year concession contract to Renault for the design, financing, construction, operation, and maintenance of the vehicle terminal. Renault has subcontracted processing at the vehicle terminal to the operator GSTM (Geodis STVA Tanger Méditerranée).



BOLUDA

Concessionaire of the towing activity at Tanger Med port 1

Towing at Tanger Med port 1 is provided by the company BOLUDA, with a fleet of 4 identical ASD-type tugs (Azimuth Stern Drive) built by DAMEN shipyards in the Netherlands and a 5th ASD tug built at ASL Singapore shipyards.

The tugs VB MALABATA, VB CIRES, VB DALIA, VB SPARTEL and VB FARAD provide towing and assistance 24/7.

The first 4 twin tugboats measuring 28.67 m long and 10.43 m wide are equipped with fire-fighting equipment meeting the FI-FI «Fire-Fighting 1» standards. They are also equipped with anti-pollution devices. The VB FARAD measures 29.95 m long and 9.8 m wide.

The agility and operational performance of these tugboats are essential to provide a high quality and competitive service to customers of Tanger Med Port Complex.

BOLUDA's port towing services are certified ISO 9001/2008 and ISM code (International Safety Management) in order to guarantee operations based on the highest international standards of quality and safety.



SVITZER

Concessionaire of the towing activity at Tanger Med port 2

The international towing operator SVITZER has been providing safety and support at sea since 1833. A member of the Maersk Group, this world leader in the towing and emergency response market provides towing services at Tanger Med port 2.

A fleet of 4 identical state-of-the-art tugboats, built in the SANMAR shipyard in Turkey, are mobilized 24 hours a day, 7 days a week to help the performance and fluidity of port operations.

The tugboats SVITZER TANGER, SVITZER AL HOCEIMA, SVITZER CHEFCHAOUEN, and SVITZER TETOUAN have an overall length of 29.4 m and a width of 13.3 m. These RASTAR 2900 type units are equipped with a 90 ton hauling capacity and an ASD (Azimuth Stern Drive) propulsion with Schottel Z-Drive with an engine power of 5400 KW in compliance with the IMO Tier II emission rules.

The 4 twin tugboats are equipped with FI-FI firefighting pumps meeting the FI-FI Class 1 «Fire-Fighting 1» specifications.



A FULLY-OPERATIONAL PORT





MARINE DISCIPLINES AT TANGER MED

With a team of 80 officers and pilots, Tanger Med's Harbor Master and Piloting Departments are fully integrated into the Port Authority.

These functions are essential for the organization and optimization of maritime calls to strengthen the competitiveness of the port complex, and to meet the expectations of global shipowners.

Tanger Med's Harbor Master's Office and Piloting Department are committed to continuous improvement through the establishment of indicators to monitor objectives and action plans to improve performance as part of the quality approach undertaken by Tanger Med port for the «Ship Reception» area, which is certified according to ISO QSE standards.

THE HARBOR MASTER'S OFFICE

PILOTS THE PROCESS OF WELCOMING SHIPS AND ENSURES THE EXECUTION OF MARITIME CALLS IN THE BEST CONDITIONS



The officers of the Harbor Master's Office are responsible for the reception of ships, the port police, the surveillance, and control of maritime traffic within the administrative limits of the port, and the management of ships' calls.

Calls planning and ship reception

The officer is the contact person for the Harbor Master's Office with the stakeholders in relation to the calls. It ensures the programming, technical analysis and regulatory processing of calls with long and short-term planning allowing for optimal utilization of the port's potential while guaranteeing the monitoring of port infrastructures in relation to ship reception.

The officer validates terminal berthing schedules, ensuring that the port's operating limits are complied with and that ship services are ordered (piloting, towing, mooring). In addition, he/she monitors the maintenance of the depths of the channels, turnarounds and quays in Tangerang Med Port, as well as the updating of bathymetric measurements.

Vessel Traffic Service (VTS)

The VTS manages maritime traffic in the basins, harbors and anchorage areas of Tangerang Med Port Complex. The service operates 24 hours a day, 7 days a week and is composed of 5 VTS Supervisory Officers and 10 Traffic Control Officers who have the necessary certificates for the performance of these functions in accordance with the IALA recommendations on the training and certification standards for personnel operating in the VTS.

Intervention Port Officer

The intervention officer is constantly on the port site and is therefore the representative of the Harbor Master's Office in the field. He is in charge of the effective supervision of the entry, exit, and deballasting maneuvers inside the port, of the availability or not of the Quays in case of difficult weather conditions (fog, surf, etc.). He is the intermediary between the Harbor Master's Office and the ships' captains and is in charge of enforcing the port regulations by carrying out regular inspection rounds in all port facilities. This office has 15 Port of Call Officers and, like the VTS, is operational 24 hours a day, 7 days a week.



KEY FIGURES

- **21 220** vessel movements handled with « Zero » nautical incidents

- **749** bunkering operations

Number of calls of large container ships, whose length exceeds **290 m**, increased from **798** in 2019 to **851** in 2020, thus recording an increase of **+6,6%**

The number of calls of the largest container ships, with a water depth of more than **16,5 m**, has increased from **60** in 2019 to **116** in 2020, thereby reflecting an increase of **+93%**

OPTIMIZATION OF CALLS TIMES

Actions carried out by Tangerang Med Port Authority have made it possible to agree on a single reference framework standardizing the definitions of calls events, delays and idle time considered as port performance indicators.

A reduction in delays of : **3%**

Master berthing schedule

The automation of exchanges with container terminals has allowed for the establishment of a platform that can display the master berthing schedule at Tangerang Med Port. This schedule, which is updated automatically, also feeds the Port Movement Management System with the necessary data from the terminals.

Launch of the project for the supply, renovation, expansion, commissioning and maintenance of the new generation of the Vessel Traffic Service (VTS) and the Port Management Information System (PMIS) of Tangerang Med Port.

This new system will be interfaced with the VTS and the PMIS and will be equipped with the latest technologies allowing an advanced digitization of the ship reception process and an optimization of the calls with automatically managed «Just In Time» arrivals. This new system will also further enhance the safety of maritime traffic in Tangerang Med Port area.

Reinforcement of the tugboat fleet

In 2020, the tugboat fleet of BOLUDA Tangerang Med towing company was further strengthened by the «FARAD» tugboat as the 5th unit of its kind, which ensures better service to ships and increases safety within the port complex.

Fixed reservation system

The objective of the fixed reservation system (SRF) is to allow large vessels to reserve time slots during which they have absolute priority for the execution of their movements (Berthing or Mooring). The system is accessible to all stakeholders (Terminals, Shipowners, Consignees) from Tangerang Med Port Community System.

SRF experienced a significant improvement in utilization in 2020 compared to 2019:

The number of fixed bookings increased from **929** in 2019 to **978** in 2020, representing an increase of **+8,5%** in utilization rate.

The compliance rate for reserved slots also increased by **+12%**.

Vessel movement management system

This system provides a seamless and transparent means of exchanging information between the various stakeholders in the port (terminal operators, Harbor Master's Office, shipowners, etc.) and provides clear optimization of the management of port movements.

Thus, this system provides terminals, ship owners, piloting, shipping agents, and port services with greater visibility on the progress of port movements. It also makes it possible to anticipate periods of heavy traffic in advance and to avoid waiting periods for ships.

PILOTING, AN ESSENTIAL LINK IN THE PROCESS OF RECEIVING SHIPS AT TANGER MED PORT

10 545
PILOTING ASSIGNMENTS



Tanger Med piloting team is 100% Moroccan. It is made up of 26 pilots, including 15 all-size pilots



04/02/2020
Calls of the ship «**Elly Maersk**»
17 m at Tanger Med port 2



22/03/2020
Piloting of the «**Msc Mina**,» a
state-of-the-art container ship
with a capacity of **23 656 EVP**



08/05/2020
Piloting of «**Msc Samar**,» one of
the largest container ships with a
capacity of **23 756 TEU**



22/08/2020
Piloting of the vessel carrying
the first gantry cranes of the TC3
Terminal at Tanger Med Port 2



22/12/2020
«**AL JMELIYAH**» Test ship at TC3 in
Tanger Med Port 2

58%
OF THE WORKFORCE ARE ALL-
CATEGORY CERTIFIED PILOTS

KEY FIGURES

- **10 545** ship piloting assignments were completed at Tanger Med Port Complex in 2020 compared to **11 448** in 2019.
- **724** ULCS (ULTRA LARGE CONTAINER SHIP) vessels with a length over 350 m and a capacity of 24 000 TEU, made a calls in 2020 at Tanger Med Port, an increase of 32% compared to 2019.

No accidents or delays have been reported for **100%** of the ship's piloting assignments carried out both in normal conditions and in demanding and complicated meteorological and hydrological conditions, i.e.: swells and waves, wind and gusts, showers, fog, sea currents, etc.

182 BMS special weather reports recorded during 2020 with a **100% satisfaction rate** from ship captains.

TRAINING COURSES CONDUCTED AT «TANGER MED MARINE SIMULATOR»

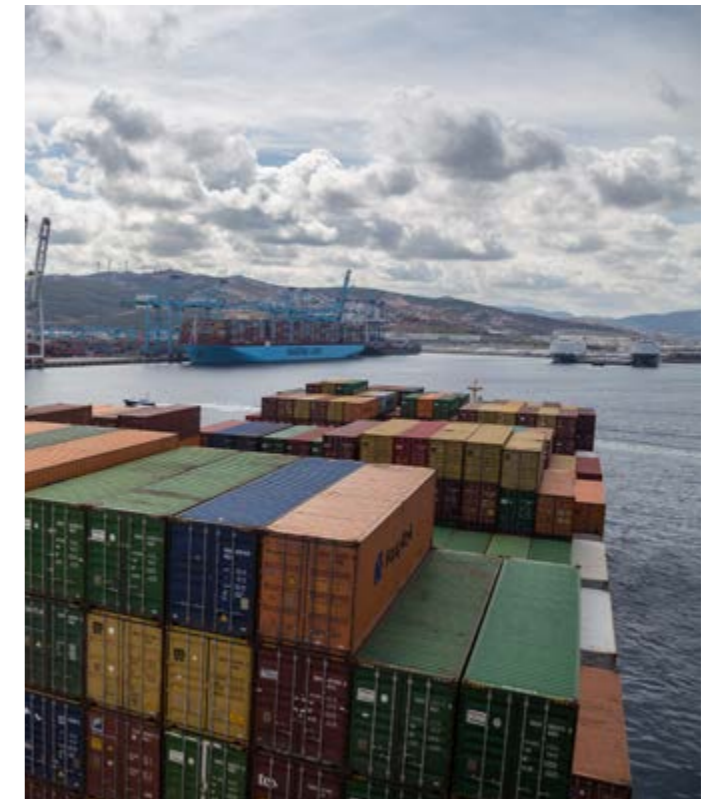
Several trainings were carried out in 2020, in particular:

- Tanger Med pilot training makes progress on maneuvers at Tanger Med port 2
- Training of pilots on soft skills, in particular «interpersonal communication» and «stress prevention and management.»
- Pilot training in Tanger Ville Port
- Training of SVITZER tugboat captains

«Tanger Med Marine Simulator» has been certified to meet the most stringent requirements for marine simulation as defined in DNV Class A.

MAINTAINING THE LEVEL OF QUALITY AND EXPERTISE

As part of the prevention against the risk of the spread of COVID-19, measures have been implemented by Tanger Med Piloting Department according to the emergency plan established by Tanger Med Port Authority.





TANGER MED PORT COMMUNITY SYSTEM

Tanger Med is committed to a digitization process since the start of its activity. Over the past decade, IT services and solutions have multiplied, offering a range of digital services to the port community and port users, thus strengthening their logistical competitiveness.

COMMITTED DIGITIZATION FOR EXPORT FACILITATION AND LOGISTICS COMPETITIVENESS



Global logistics hub with international standards, Tanger Med operates its own port community system (PCS) that meets international standards and requirements. This PCS serves shipping partners (shipping agent, terminal operator, shipping company), importers, exporters, freight forwarders, carriers, and logistics providers. It allows for fully dematerialized centralized transactions, integrated with the system of inspection agencies and all stakeholders for digitized management meeting the requirements of these operators.

Tanger Med Port Community System (TMPCS) is a digital platform that facilitates port and logistics operations for public and private stakeholders. TMPCS was designed to optimize the time of the various stakeholders and thus simplify the administrative process. It brings together all the digital services intended to facilitate all port activities.

Tanger Med Port Community System is an evolving platform that continuously adds value. It is developed for the community and remains attentive to its needs in order to continually offer new digital solutions and thus strengthen its competitiveness.

Tanger Med Port Community System allows to:

- Connect all stakeholders in the port and logistics supply chain
- Facilitate, manage, and automate administrative procedures in an efficient manner
- Optimize supply chains through intelligent and instantaneous information exchange with stakeholders
- Make national and international supply chains more attractive through a single access platform

Tanger Med Port Community System in figures:

- **88** interconnected systems
- **40 696** average number of e-mails exchanged per day
- **3 240** average number of import operations handled per day
- **4 055** average number of export transactions handled per day

Tanger Med Port Community System is a multi-service platform developed around five business modules: Maritime, Import, Export, Hinterland, and Financial Services.

MARITIME

Integrated business module for the optimization of maritime calls. It provides the shipping companies, shipping agents, terminal operators and other stakeholders with a comprehensive range of services for more efficient planning and management of maritime calls.

IMPORT

Integrated business module to facilitate import operations. It provides carriers, freight forwarders, importers, logistics providers, port authorities and inspection agencies with a range of services to speed up the goods importation process.

EXPORT

Integrated business module to facilitate export operations. It provides carriers, freight forwarders, exporters, logistics providers, port authorities, and inspection agencies with a range of services to speed up the goods exportation process.

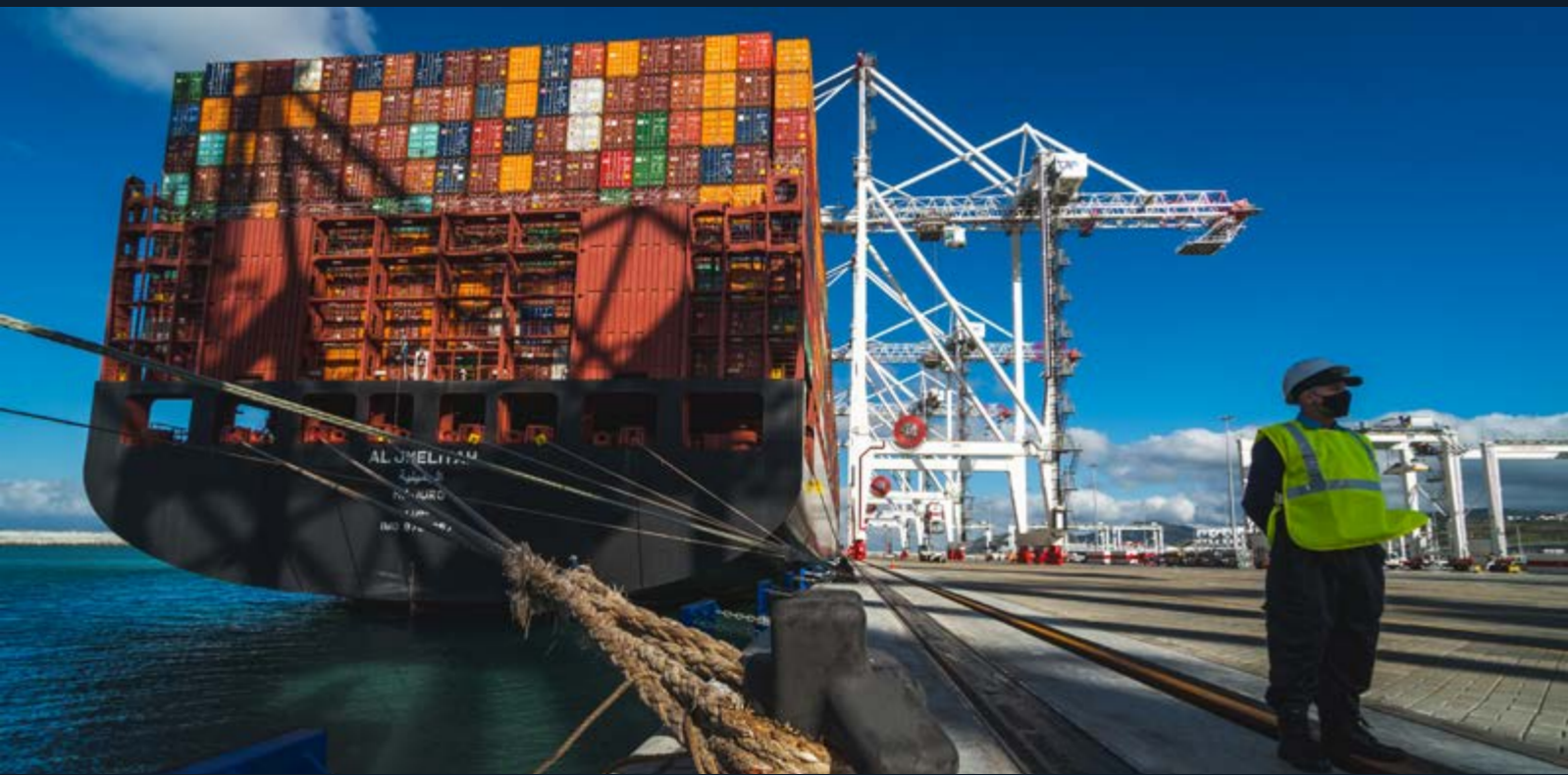
HINTERLAND

Integrated business model designed to facilitate logistics operations beyond the port perimeter, but also towards logistics and industrial activity zones. It provides carriers, freight forwarders, logistics providers, importers, exporters, port authorities, and inspection agencies with a range of services to speed up logistics operations between the port complex and the activity zones.

FINANCIAL SERVICES

Business model aimed at offering innovative solutions for electronic invoicing and payment in order to streamline supply chains and optimize costs and transit times.

These business modules are made up of several services and functionalities thereby creating a complete digital package for the various operators: shipping agents, shipping companies, exporters, importers, logistics providers, terminal operators, inspection agencies, freight forwarders, and carriers.



MARITIME

Dematerialized management of maritime calls

The management of maritime calls at Tanger Med Port is entirely dematerialized. The shipping agent, through the Port Community System, makes the request to the Harbor Master's Office for the allocation of a berth (the reservation, update or cancellation), and digitally transmits all the documents of the calls (entry declaration, crew list, health declaration, ISPS declaration, hazardous materials manifest, passenger list, cargo manifest, MARPOL declaration, etc.).

The shipping agent can also through the port community system make requests for additional services, such as the request for a calls certificate, request for the rental of a pilot boat, request for deballasting or work, etc.

Tanger Med Port Community System also provides ship owners with a calls priority management system as well as a firm booking system. These services allow for the optimization of the maritime calls, to have a systemic priority, to improve performance by reducing fuel costs and waiting times in the port.

This service allows you to consult other types of information such as the ship rotation program, information on the technical characteristics of the port, or the Berth plan. It also integrates the management of the order of ship movements.

Booking system for calls time slots.

The port time slot booking system has been designed to handle port movements for a special category of vessels within Tanger Med Port Complex. Its purpose is to allow these large vessels to reserve time slots during which they have absolute priority over the execution of their movements (Berthing or Mooring). The system is accessible to all stakeholders (Terminals, Shipowners, Consignees) from Tanger Med Port Community System.

Management of the order of ship movements

This module allows for the implementation of continuous exchanges between the different stakeholders at the port (terminal operators, Harbor Master's Office, shipowners, etc.) in order to optimize the management of port movements. In view of the significant increase in the number of calls that the port records, it has become necessary to implement support measures to minimize the wait time for shipowners, thus creating this participatory approach between all stakeholders to identify areas for improvement and understand the constraints of each entity.

The dematerialized management of maritime calls offers many advantages:

- Reducing vessel wait times
- Improve the safety of maritime traffic in Tanger Med Port area by reducing the drift time of large ships in the harbor
- Simplify and harmonize administrative procedures
- Optimize the allocation of services to vessels (piloting, towing, and mooring)
- Reduce consumption of Very Low Sulphur Fuel Oil (VLSFO)
- Reducing CO2 emissions

IMPORT – EXPORT

«Gate-in Gate-out»: a solution for regulating container flows

The «Gate-in - Gate-out» flow control system for access to the container terminals is designed to manage the deposit and removal of containers at APM Terminals and Eurogate.

An EDI interface between Tanger Med Port Community System and the maritime lines' systems has been set up to automatically retrieve authorization notifications for the deposit or removal of containers.

The terminal operators will proceed via the same platform by validating the requests for authorizations issued by the maritime lines, possibly proposing slots for the carriers according to the operational capacity of the terminal.

For maritime lines not yet ready to integrate this method of exchange, a front office module will be made available to them via Tanger Med Port Community System.

«Gate in - Gate out» offers operators many advantages:

- Rationalize and better plan the arrival of cargo units in the port area and ensure better planning and regulation of container traffic in the port contributing to make land operations more efficient, transparent, and predictive, and avoid congestion of facilities in the port,
- Ensure better planning of operations for the terminals,
- Improve service and processing time for customers,
- Reduce the security risk to people and property, both at the SAS, the port perimeter, and the container terminal gates,
- Avoid congestion of facilities in the port
- Manage the movement of empty flatbed trucks in the port.

In addition to improving planning, transparency, and efficiency of operations and agility of supply chain management, this system represents an important step in the process of digitizing the port services offered by Tanger Med.

Dematerialized management of port transit procedures for import and export freight units

Companies involved in the import/export freight sector can complete all import and export port clearance formalities through a dedicated remote processing solution.

This dematerialized management service of port transit procedures for cargo units through Tanger Med Port Complex allows operators (importers, exporters, freight forwarders, inspection agencies) to:

- Carry out requests for port passage by integrating all the information in relation with the Freight Unit
- Automatically upload the data from the Single Goods Declaration (SGR) or the loading statement into the BADR Customs system
- Upload all other documents required by the Port Authority such as the inspection certificate and the triptych with the electronic signature
- Submit Port Movement Requests for both import (AMPI) and export (AMPE)
- Create and validate port hauling requests as well as services related to port transit (transfer, storage, unloading, etc.)
- Follow up on requests in real time and access electronic invoices



In parallel with the extended dematerialization of customs statements, these companies benefit from a simplification of their procedures while offering the possibility of using the remote taxation service (online via Tanger Med Port Community System) with online access to invoices.

The dematerialization of foreign trade procedures undertaken by Tanger Med offers many advantages:

- Reduce and make the administrative procedures for the transit of goods more reliable
- Optimize the processing time of import and export flows
- Monitor in real time the processing of port movement authorization requests by clients
- Improving the competitiveness of Moroccan operators through the port complex
- Streamline supply chain management

The ment paperless management solution for port transit procedures for cargo units implemented by Tanger Med is a customized and scalable tool, adapted to the needs of shipping companies.

Entry summary declaration into Europe and obtaining the MRN code

The entry summary declaration into Europe (ENS) is a request to be made prior to the entry of goods into the European Union. It is required by the ICS (Import Control System) Safety / Security regulation for imports to the European Union set up by the European Commission.

Supply chain operators can now transmit the Entry Summary Declaration (ENS) via Tanger Med Port Community System to the first Customs office upon entry into the European Union prior to the arrival of the goods into the EU.

The recovery of the MRN (Movement Reference Number) code, a unique identifier assigned to each ENS after validation and registration, is thus ensured through Tanger Med Port Community System.

The dematerialization of this procedure offers operators many advantages:

- Improving the performance of port and airport passage and more broadly the logistics ecosystem
- Autonomy for the completion of export formalities
- Simplification of the inspection process
- Reliable and fluid data exchange between stakeholders
- Facilitation of Moroccan agri-food exports

Digitization of Moroccan agri-food industry exports

As part of the digitization of Tanger Med's range of services through the implementation in its Port Community System of various solutions to strengthen the logistical competitiveness of exporters, a new step has been taken thanks to the partnership with Morocco Foodex for the facilitation of Moroccan agri-food exports.

This new solution allows for digitized management of the procedure for exporting agri-food products, in accordance with the requirements of Morocco Foodex, and this from the packaging, storage and manufacturing facilities throughout the Kingdom.

For example, an exporter of citrus fruits in the region of Agadir, through its access accounts either in the Morocco Foodex portal or in the «Tanger Med Port Community System,» can apply for certification of compliance of its products for export, consult the results of inspection issued by Morocco Foodex, and generate a dematerialized certificate of inspection of its exports, and this from its production site.

Thanks to the automated exchange with inspection agencies and border crossing points, including the BADR system of the Customs and Indirect Taxes Administration, the inspection certificate can be transmitted automatically to obtain the customs clearance for boarding through Tanger Med Port.

This solution confirms Tanger Med's ongoing commitment to improving the logistics competitiveness of the Moroccan exporter.



TRACK AND TRACE

Tanger Med Port Community System provides freight forwarders, exporters, carriers, and importers with traceability information that allows them to track the progress of their cargo units in real time through the various inspection and processing points in all port zones.

The traceability system has been extended to the industrial and logistics zones of Tanger Med to enable real-time monitoring of freight units and to speed up and facilitate inter-zone and port-zone flows.

Traceability allows:

- Management and traceability of goods entering and leaving the activity zones in real time
- Management and traceability of inter- and intra-zone flows
- Reliability and transparency of information exchanges with the various stakeholders (activity zones, ports, logistics operators, Customs, etc.)



FINANCIAL SERVICES

Multi-channel payment solution

As part of its program to provide digitally enabled services to the logistics community, Tanger Med has developed a multi-channel payment service, «Tanger Med Fatourati,» enabling operators (forwarders, carriers, exporters, importers) to settle their accounts with respect to the port passage of their cargo units.

This payment method offers operators the ability to pay their bills through the following channels:

- E-banking (payment via the bank's website)
- M-banking (payment via cell phone)

Operators using «Tanger Med Fatourati» benefit from many advantages:

- Optimize transit times and costs by accelerating invoice payment in a few clicks

- Streamline the supply chain and meet the expectations and requirements of customers and suppliers in real time
- Improving the competitiveness of operators in the market through the dematerialization of commercial transactions

Operators wishing to use this new service must access Tanger Med Port Community System and select a shopping cart of receivables they plan to pay. A payment code is automatically assigned to the cart in question. It will be used by the operator to proceed with the payment via the different channels offered.

Once the payment transaction is confirmed, the corresponding payment is recognized and the invoices in question are paid. Operators wanting to take advantage of this new product must have an account on Port Community System, if they do not already have one.

Organization : Selected ▾
 Login :
 Password :
 Forgot your password ?
 To log in

HINTERLAND

« Gate Access » : solution for managing the flow of goods in the port and activity zones

Tanger Med's activity zones, as a logistics and industrial platform integrated with a high-performance port, offer logistics and industrial operators a better competitive edge in the management of the distribution chain (freight costs, port processing, transit times, etc.), a quality infrastructure, and logistics integration that meets the highest international standards.

This logistics integration, which meets the needs of fluidity, traceability and security of logistics flows, is based on the use of «Gate Access,» a goods flow management solution accessible to logistics and industrial operators from Tanger Med Port Community System platform.

With «Gate Access,» these operators can share documents and information about their import and export operations with:

- The activity zones manager
- Inspection agencies (Customs, Ministries...),
- The Port Authority

This means that operators can send requests for entry or exit slips directly through the «Gate Access» solution, attaching invoices and Single Goods Declarations validated online by Customs, thanks to an electronic data exchange between Tanger Med Community System and the BADR system.

Operators can also make requests for the transfer of goods between different activity zones, service requests, or external repairs from «Gate Access.»

On their side, the Port Authority and the manager of the activity areas can consult, edit, and validate the documents received from the operators, in real time.

The use of «Gate Access» allows for:

- Promoting the fluidity and speed of processing of Freight units
- Strengthening the responsiveness and transparency of information exchanges between the actors involved
- Optimizing the traceability of the flow of goods that transit through the port and the activity zones (inter-zone, intra-zone, port - zones & zones - port - zones)
- Improving the competitiveness of companies
- Accessing relevant statistics on their flow of goods.



TANGER MED PORT CENTER



TMPC

THE COMMUNITY'S BUSINESS CENTER

Tanger Med Port Center is located in the immediate vicinity of Tanger Med 1 Port, the Passenger and Ro-Ro Port and the Logistics Zone. Tanger Med Port Center is a catalyst for synergies between the port and services and is the lifeblood of the port complex.

With a length of 450 m and a width of 50 m, it houses office space, an auditorium, an exhibition area, and a community center. This tertiary building welcomes all the port administrations and operators in a place of work but also of life. The Business Center is a gateway to the port complex for pedestrians and a multi-modal meeting point with its maritime, rail, and road stations integrated into the building's lower level.

With direct access to the Mediterranean Bypass road linking Tangier to Saidia, via Fnideq and Tétouan, and to the Tangier/Casablanca freeway, Tanger Med Port Center is located in a 19-Ha area, which has been set up as the business district of Tanger Med port complex.

Designed by architect Jean Nouvel in collaboration with the Confluences consortium of Moroccan architects, Tanger Med Port Center combines several styles: that of Tangier and the Arab world, with its massive white structures, patios and facades perforated with geometric patterns inspired by traditional mashrabiyyas; that of an industrial port, with its superstructure on stilts; and that of a building that respects its physical and ecological environment.



Tanger Med Port Center consists of:

- A passenger service area, the hub of the business center, which also provides various services to passengers (reception, ticketing, shops, fast food, etc.)
- A ferry terminal for the transit of pedestrian passengers to and from Europe, offering direct access to various modes of transport (train, bus, taxi)
- UA railway station with two passenger platforms providing Tanger Med - Tangier shuttle service
- A 7 350 m² bus station with a capacity of 20 bus stops and a space for taxis and shuttle buses from Tanger Med Port Complex
- A community center in Sector 5: a place for restaurants and public services: post office, shops, bank branches, insurance, car rental, travel agencies, pharmacy, etc
- The space also includes a Food-Court with 6 venues and a 3 000 m² esplanade overlooking Tanger Med Port Complex and a 120 m² upscale restaurant with a Lounge
- Office complexes, either developed or under development, with a total surface area of 30 500 m² (GFA), occupying Sectors 1, 3, 4, 6, 7, and 8
- A 3-star hotel in Sector 9
- A 300-seat auditorium, equipped with projection and sound systems and exhibition spaces
- Parking spaces, with a total capacity of 600 parking spots





Tanger Med Group's port division includes Tanger Med Port Authority, which is in charge of operating Tanger Med 1 Port and the Passenger and Ro-Ro Port, as well as TM2, which is responsible for Tanger Med 2 project

TANGER MED PORT AUTHORITY S.A.

TMPA IS A PUBLIC LIMITED COMPANY WITH A BOARD OF DIRECTORS AND A CAPITAL OF 1.8 BILLION DHS

In 2008, in order to optimize the operational efficiency of the two core businesses of Tanger Med Group, the port and the activity zones, and to increase their development capacities, TMSA initiated a process of branching off its activities into a subsidiary dedicated to the port activity, Tanger Med Port Authority SA.

In January 2010, Tanger Med Port Authority was transferred by decree-law all the missions and public prerogatives related to the management and development of the port complex and therefore acts as Tanger Med Port Authority.



Tanger Med Port Authority focuses its missions on the management and development of infrastructure, the coordination and animation of the port community, and guarantees the reliability and performance of services provided to port platform customers.

Tanger Med Port Authority provides the following functions:

- Construction and maintenance of the port infrastructure (seawalls, dredging, and berthing facilities) Development of the activities and capacities of the port complex
- The function of granting authority or direct operation of port terminals and activities of a public service nature
- Organizing and regulating relations and exchanges between the port community's stakeholders Promoting Tanger Med Port as a whole
- The Port Police function through the Harbor Master's Office which is in charge of the safety and security of the complex.

Apart from Tanger Med Passenger and Ro-Ro Port, the main port activities of Tanger Med complex are entrusted to private operators of national and international renown who, under concession contracts, invest in the port's superstructure and equipment and provide services that meet international standards of quality, safety, and security.



GOVERNANCE

BOARD OF DIRECTORS

Chairman

Fouad BRINI

Directors:

Abdellatif ZAGHNOUN

Caisse de Dépôt et de Gestion (Deposit and Management Fund), represented by its General Manager

Dounia BEN ABBAS TAÂRJI

Hassan II Fund for Economic and Social Development, represented by its Chairman of the Board of Directors

Abderrahmane SEMMAR

The State, represented by the Director of Public Enterprises and Privatization at the Ministry of Economy, Finance and Administrative Reform

Khalid ZIANE

FIPAR-HOLDING, represented by its General Manager

Mehdi TAZI RIFFI

TMSA, represented by its Chairman of the Board of Directors

Khalid CHERKAOUI

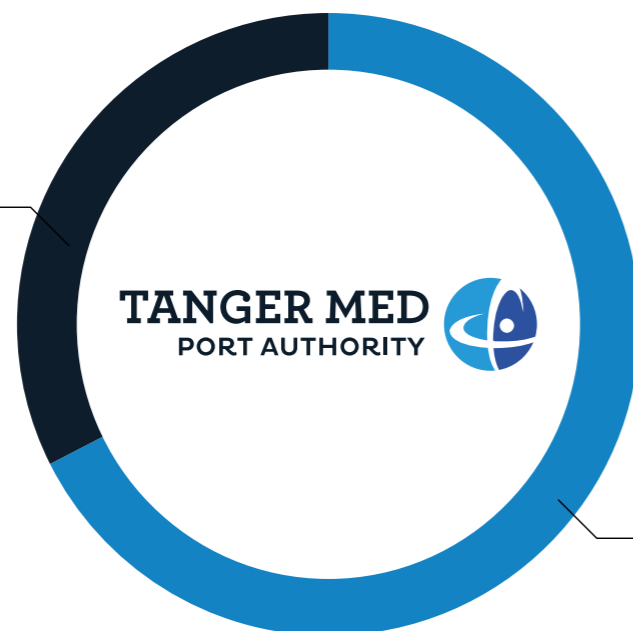
Ministry of Equipment, Transport, Logistics and Water, represented by its Secretary General

Mehdi TAZI RIFFI

General Manager

CAPITAL STRUCTURE

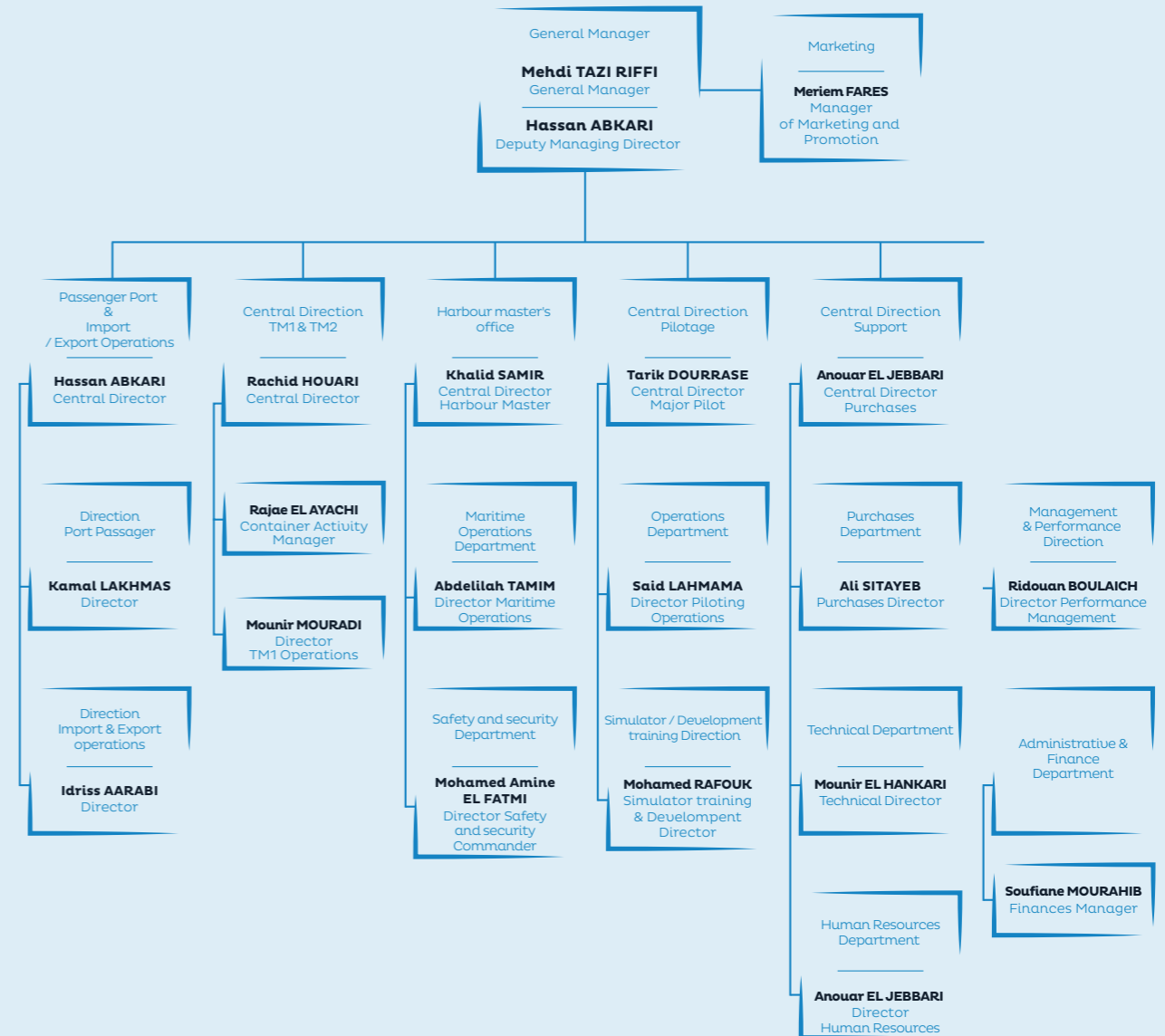
FIPAR Holding
32%



TANGER MED
PORT AUTHORITY

TMSA
68%

ORGANIGRAMME



TANGER MED 2 S.A

TANGER MED 2 S.A IS A PUBLIC LIMITED COMPANY WITH A BOARD OF DIRECTORS AND A CAPITAL OF 5.1 BILLION DHS.

TM2 S.A. IS RESPONSIBLE FOR THE DEVELOPMENT, ASSET MANAGEMENT, AND OPERATION OF TANGER MED 2 PORT.

Tanger Med 2 port is the third development phase of Tanger Med Port Complex, alongside Tanger Med 1 Port and the Passenger & Ro-Ro Port.

The construction of Tanger Med 2 port started in May 2010, in accordance with the provisions of the construction contract signed on June 17, 2009 during the official ceremony for the launch of the work, and was carried out in two phases:

- Phase I construction, launched in 2010 and completed in 2016, which includes the basic infrastructure (including the main seawall) and the first 1 200 linear meters of Quays.
- Phase II construction, which mainly includes the new Quays (1 600 linear meters) and the secondary seawall.

Tanger Med 2 port includes 4.8 km of seawalls, a 160-Ha basin with open areas enely developed on the sea.

With a Quays capacity of 7 mega container ships, the port will ultimately have 2.8 km of container Quays with a depth of -18 meters.

Tanger Med 2 port consists of container terminals (TC3 and TC4).

Tanger Alliance is the concessionaire for Container Terminal 3 (TC3). This terminal is characterized by a linear Quays of 800 m and a surface area of 34 ha. The nominal capacity of the terminal is 1 million TEU.

Terminal 4 (TC4), with a nominal capacity of 5 million TEU, is contracted to APM TERMINALS, and is considered the most innovative terminal on the African continent. It incorporates the latest container movement technologies and is characterized by a linear port length of 1 600 m, which can be expanded to 2 000 m, and a surface area of 76 Ha. The start of operational activities took place in June 2019.



GOVERNANCE

BOARD OF DIRECTORS

Chairman

Mehdi TAZI RIFFI

Khalid ZIANE

FIPAR-Holding, represented by its General Manager

Directors:

Fouad BRINI

TMSA Participations, represented by its Chairman and CEO

Mehdi TAZI RIFFI

TMSA, represented by its Chairman of the Executive Board

Fouad BRINI

TMPA, represented by its Chairman of the Board of Directors

Abderrahmane SEMMAR

The State, represented by the Director of Public Companies and Privatization at the Ministry of Economy and Finance and Administration Reform

Khalid CHERKAOUI

Ministry of Equipment, Transport, Logistics and Water, represented by its Secretary General

Dounia BEN ABBAS TAÂRJI

Hassan II Fund for Economic and Social Development, represented by its Chairman of the Board of Directors

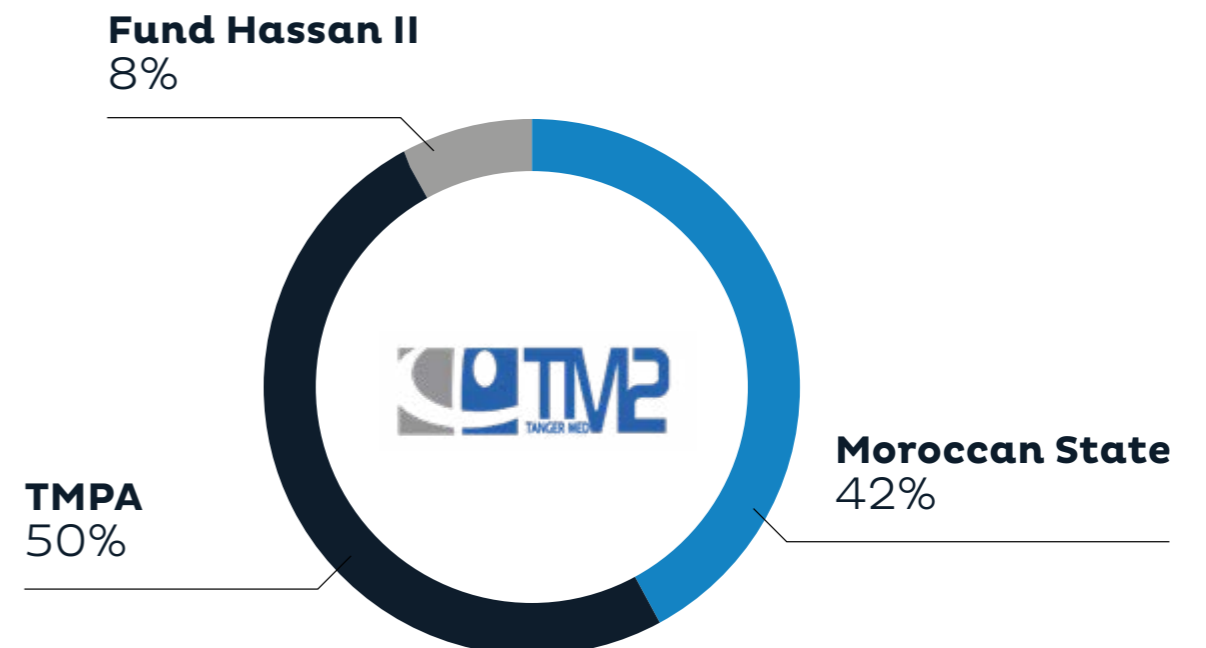
Mohamed ARJOUAN

General Manager

Younes ALADLOUNI

Investment Director - FIPAR

CAPITAL STRUCTURE



MEDHUB LOGISTICS ZONE

Launched in November 2008, and located within Tanger Med Port Complex, the Logistics Zone managed by MedHub (a 100% TMSA subsidiary) is an ideal platform for the establishment of logistics bases covering Europe, the Mediterranean and Africa.

Located in the immediate vicinity of the port via a single customs area, the zone dedicated to value-added logistics activities is at the heart of the region's business centers, allowing for fast and efficient distribution to a market of over 1 billion consumers.

In addition to distribution activities, the zone dedicated to logistics on the scale of global flows constitutes a storage point for distribution to other free zones in Morocco as well as the release point for consumption in the territory.

With a future surface area of 200 Ha, Tanger Med Logistics Zone offers a full range of property for rent, including warehouses and offices where value-added logistics operations such as labeling, packaging and inventory management can be performed.

The transport and logistics sector is a major challenge for Tanger Med. In fact, as it has developed and played a part in global flows, Tanger Med has become a logistics hub at the heart of global supply chains. Tanger Med's logistics offer is based on major assets:

- Managed real estate offer including ready-to-use warehouses dedicated to logistics and extended warehouses
- Multi-modality allowing for the conversion and multiplexing of containerized and Ro-Ro flows
- Land and sea consolidation offer to Europe, China, and the US

- Full range of services by renowned logistics specialists
- Global connectivity with regular services to more than 180 ports worldwide including 40 in Africa on a weekly basis.

Logistics operators and distributors have moved into Tanger Med logistics zone and offer complete services such as: value-added logistics, consolidation, distribution and supply, order preparation, warehousing, packaging, labeling, and quality control.



LOGISTIANS

DISTRIBUTORS

VARIOUS LOGISTICS SERVICES



HANDLING

The Ro-Ro activity is carried out by hauling trailers from the Quays to the ship or from the ship to the Quays, as well as for the transfer of pallets in the designated areas. Regarding container activity, handling is carried out by the largest operators (APMT, EUROGATE), either for transshipment, coastal shipping or import-export containers.

The handling of vehicles is carried out by unloading the train or truck and then loading the ship, or the opposite: unloading the ship and then loading the train or truck.

Finally, for the logistics zone, the handling is carried out by loading and unloading the container freight units and the trucks to the storage area.

STORAGE

Tanger Med offers the option of storage and warehousing of goods awaiting export:

in dedicated regulation areas for trucks, for containers, in the Import Container Visiting Zone (ICVZ) dedicated to facilitating the processing of container import operations at Tanger Med Port as well as in the container terminals and for vehicles being transhipped within the terminal's perimeter.

Finally, for goods in the logistics zone, there are nearly 840 000 m² of logistic areas consisting of leased storage facilities.



TRANSPORT

Ro-Ro activity involves the land transport of goods by trucks from Moroccan exporters (North/Central and South regions of Morocco) in the industry, textile and agri-food sectors. Trucks then transport the goods by sea to Europe

Container activity involves the transport of containers by land (North/Central and South regions of Morocco), the transport of containers by sea for cabotage (to / from other Moroccan ports), and the transport of containers by sea for transshipment, every week from and to 180 ports and 70 countries around the world.

Vehicle activity involves the transport of vehicles by rail from the Renault Melloussa and PSA plant in Kenitra, or by car trucks from the SOMACA Casablanca plant. Then there is maritime transport to 70 countries.

Logistics activity involves the transport of containers and trucks to MedHub storage area and vice versa.

GOVERNANCE

BOARD OF DIRECTORS

Chairman and CEO

Mehdi TAZI RIFFI

Administrators

Mehdi TAZI RIFFI

TMSA, represented by its Chairman of the Executive Board

Tarik EL AROUSSI

Member of the Board of Directions in charge of the Services Division

Mustapha MERRI

Hassan II Fund for Economic and Social Development, represented by its Investment Manager

Mohammed Jamal MIKOU

TMSA, Member of the Board of Directors

Rachid HOUARI

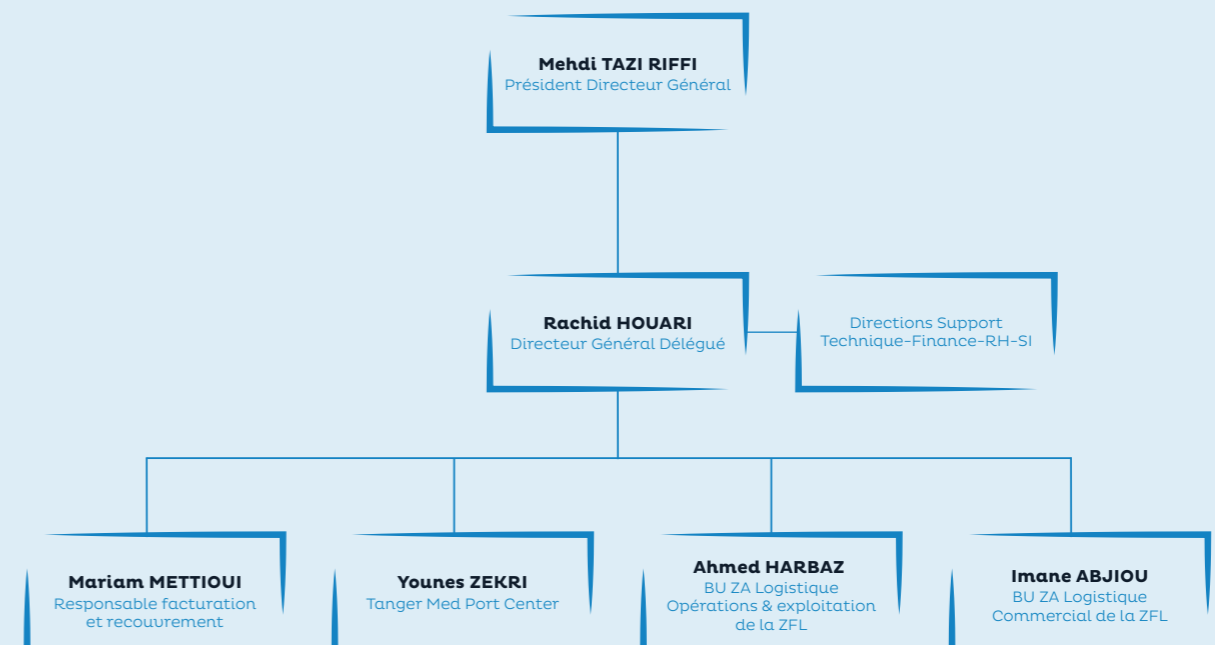
Chief Operating Officer

CAPITAL STRUCTURE

TMSA
100%



ORGANIGRAMME





A REGIONAL PLATFORM FOR INDUSTRIAL COMPETITIVENESS

A subsidiary of Tanger Med Group, «Tanger Med Zones» plans, develops, and operates 6 activity zones with a developed area of 2 000 Ha.

As an industrial, logistics and service platform, these activity zones are animated by operators from nearly 40 countries.

These 6 activity zones are home to a variety of sectors, such as automotive, aeronautics, and textiles, and are supported by «Tanger Med Zones» in various ways, from pre-installation to operation.

KEY FIGURES

2 000 Ha
OF DEVELOPED AREAS

5 000 Ha
OF LAND RESERVE

59
BILLION DHS
OF INDUSTRIAL EXPORT

322 631
ANNUAL LOGISTICS
FLOWS

6
ACTIVITY ZONES

1 100
ACTIVE COMPANIES



INDUSTRIAL PLATFORM

TANGER MED ZONES

Tanger Med Zones, which are located next to Tanger Med Port Complex, have important assets that make the activity zones attractive to nearly 1 100 operational companies operating in various sectors and activities.

It ensures a solution in line with the expectations of global stakeholders, in particular:

- A strategic position at the intersection of major maritime flows and close to target markets
- An integrated package consisting of a first-rate infrastructure offer and a large land reserve
- Integrated management of the various activity zones by a single operator
- A solidly-established industrial infrastructure.

QUALITY SUPPORT FOR A SMOOTH AND EFFICIENT START-UP

Tanger Med industrial platform offers its investors efficient mobility solutions to support their industrial export activities. Tanger Med's six activity zones are spread out over the northern region of the Kingdom, thereby linking activities to each other.

The hub offers its customers access to 180 ports, thanks to its proximity to Tanger Med Port Complex, which is only 14 km from Europe.

With the goal of efficiently and sustainably managing its operations and infrastructure, Tanger Med operates its activity zones and infrastructure with the highest quality of service, in line with the standards of the 1 100 companies located there.

360° INTEGRATED SERVICES



01 BEFORE THE INVESTMENT

We assist you in defining your business plan, compiling your proposal for approval and putting you in touch with local businesses.

DURING THE INVESTMENT

We can provide land for sale or build and rent your production unit within 6 months.

02



03 AFTER THE INVESTMENT

We operate and manage the areas with comprehensive services (security, sanitation, digitization of all import and export processes, etc.).



**WE ISSUE ALL PERMITS AND AUTHORIZATIONS
NECESSARY FOR YOUR BUSINESS ACTIVITIES**

As a public authority, Tanger Med Zones facilitates investment by international and Moroccan operators through its onestop facility, a service that is currently being digitized: a single interface for all its installation, construction, and operation processes

ONE-STOP SERVICE FOR ESTABLISHING

AN INTEGRATED, UNIFIED, AND EFFICIENT PROCESS

ONE STOP SHOP

TANGER MED ZONES TAKES CARE OF THE DELIVERY OF ALL DOCUMENTS (10 WORKING DAYS)

- Issuance of installation permit
- Construction permit
- Certificate of construction compliance

STEP 01

INSTALLATION AUTHORIZATION

Application form
Presentation of the project to the commission in charge of the zone

STEP 02

CREATION OF THE COMPANY

Creation of the legal entity
Signing of the sale / lease contract

STEP 03

IMPLEMENTATION OF THE PROJECT

Construction permit
Business license

STEP 04

LAUNCH OF THE ACTIVITY

Launch of the activity
Start of production (SOP)

«Tanger Med Zones» connects its operators with the community to develop their activities in a sustainable manner.

A team of experienced «business developers,» attentive and multilingual (French, English, Spanish, Arabic, Chinese) who closely assist the operator during the set-up process.

Thanks to a land reserve of 5 000 Ha, Tanger Med Zones offers Greenfield (land sale), or rental buildings built within a period of 6 months, by a team of expert engineers, in line with customer expectations and international standards.

OUR OFFER FOR INDUSTRIAL, SERVICE, AND LOGISTICS COMPANIES



«Tanger Med Zones» offers a range of integrated services: security, video surveillance and zone sanitation, a digital platform for the flow of goods and people, local administration for everyday needs, etc.

TANGER MED'S ACTIVITY ZONES

Tanger Med's activity zones are characterized by their main purpose:

- Activity: Industry, Logistics, and Services;
- Target market: local or international.



440 HA

Multi-purpose area:
Automotive, aeronautics, textile, agri-food, etc.

Tanger Free Zone (TFZ), which began operations in 1999, has grown significantly over a 440-Ha site.

In addition to significant national incentives, TFZ combines significant advantages: geographic location, an adapted marketing model (land sale and lease of ready-to-use warehouses), and a service offering.

It is home to world leaders in the automotive, aeronautics, electronics, textile, logistics, service sectors, etc.



600 HA

2 km from the Renault Tanger Med plant

Dedicated to the automotive industry

This activity zone covers 600 Ha and is mainly focused on the automotive industry (equipment manufacturers, logistics operators, subcontractors and services associated with this sector).

In addition, the region's competitive advantages provide an important base for development: a network of equipment manufacturers firmly established in the region, the proximity of the Renault Tanger Med site, a logistical system providing optimal connectivity and considerable regional potential.



Officially opened in February 2012 by His Majesty King Mohammed VI, the Renault Tanger Med plant is a pillar of the Renault Group's industrial facilities worldwide. With an available capacity of up to 340 000 vehicles, it has two production lines and operates in three full shifts. It produces at a rate that meets the large national and international demand for several Dacia models: Sandero, Dokker and Lodgy, in their classic and Stepway versions.

The Renault Tanger Med plant also contributes to the Renault Group's strategy of minimizing its environmental impact. It is the first plant in the world to aim for carbon neutrality and avoid the discharge of industrial liquids.

In 2020, in a situation impacted by the pandemic, Renault's Tanger Med plant produced 209 769 vehicles and exported 94% of its output to 74 destinations. Its 8 600 employees are proud to contribute on a daily basis to the influence of "Made in Morocco" throughout the world.

ZONE DEDICATED TO OFFSHORING SERVICES (BPO, KPO, ITO)



20 HA

Zone dedicated to outsourcing, offshoring, retail, and services



The «Tétouan Shore» service zone, located in the province of Tétouan, offers leased buildings and offices for offshoring services businesses, such as Everis and Myopla.

This activity zone offers a platform dedicated to ITO (Information Technology Outsourcing), BPO (Business Processing Outsourcing) and KPO (Knowledge Process Outsourcing).

Spread over an area of 90 Ha, the first phase of the park has allowed for the development of 22 000 square meters of office and service space.

ZONE DEDICATED TO SMES



156 HA

Dedicated to the establishment of industrial units and logistics services for the regional market of Northern Morocco.

Tetouan Park, a general industrial and logistics zone supported by «Tanger Med Zones,» mainly hosts activities targeting the national market. Developed on a land base of 156 Ha, arranged in 5 sections, including 3 sections already serviced and adjacent to the expressway linking Tanger to Tetouan, the area is dedicated to SMEs and SMLs and any company in the following sectors: light industry and manufacturing, trade, and logistics.

This zone aims to diversify and boost the socio-economic activity of the region and supplement Tanger Med industrial platform from several angles: activity zone in the territory subject to the law, new labor pool, and an industrial segment targeting both the national and international markets. Given the increased demand from investors and the commercialization of about 80% of the existing surface, the construction of a 4th phase has proved to be essential; and launched in partnership with FONZID, MCA and MCC Morocco.

94 HA

FNIDEQ ECONOMIC ACTIVITY ZONE

Free zone dedicated to trade, distribution and logistics

Zone under construction



ZONE DEDICATED TO RETAIL AND SERVICES



70 HA
Zone dedicated to retail,
outlets and leisure
Largest Retail Park in
North Africa

CURRENT ACTIVITY AERONAUTICS

INDUSTRY

EXPERTISE IN THE AUTOMOTIVE INDUSTRY

According to the Financial Times ranking, «Tanger Med Zones» is the world's leading automotive platform, with the presence of an ecosystem of nearly 110 automotive operators of similar rank.

Tanger Med's industrial platform now includes world leaders from Europe, America, and Asia. 11 of the world's top 20 automotive companies are based in Tanger Med industrial platform and operate in the wiring, metal, stamping, vehicle interior and seat, and plastic injection industries.

This automotive industry serves manufacturers based in Morocco (Renault, PSA), but also those based in Europe (PSA Vigo, Ford, Renault, Volkswagen, etc.).

INTEGRATION WITH EUROPEAN ASSEMBLY SITES

The products manufactured at Tanger Med industrial platform are intended for the sourcing of assembly sites in Europe, such as: Vigo (Spain) for PSA, Barcelona (Spain) for VW, Valencia (Spain) for Ford and Valladolid (Spain) for Renault, etc.

PSA, Volvo, Nissan, Renault, Jaguar and Royce Rolls are the main car manufacturers, customers of the equipment manufacturers located at Tanger Med industrial platform.

For example:

MARELLI, a subsidiary of the Japanese group Calsonic Kansei, located in Tanger Automotive City on an area of 26 000 m², specializes in the production of shock absorbers. Its main customers are PSA Kenitra, PSA Vigo and Opel Zaragoza. The company exports 3 containers per day to the port of Algeciras.

In another example, SEBN, a Japanese group, located in TFZ (Tanger Free Zone) on an area of 20 000 m², specializes in the manufacture of cable harnesses, and whose main customers are SKODA (Czech Republic), VW (Portugal), Porsche (Germany). This group exports about 72 mega trailer trucks per week to Europe.

ANTOLIN, located in TFZ on about 13 000 m² with 2 production sites, and whose main activity is the production of window mechanisms and sun visors. The company consolidates its manufactured products in an ASW (Advanced Supplier Warehouse) in Burgos (Spain). The group also produces consolidated interior lighting consoles in Besançon, France, and supplies PSA in (Vigo, Sochaux, Czech Republic, etc.).

AERONAUTICS

Given its proximity to Europe and its highly attractive industrial development policy, Tanger Med Zones has naturally attracted stakeholders in the aeronautics industry. The companies located there, subsidiaries of foreign companies, manufacture:

- Composite parts
- Air exchangers
- Pressurization parts
- Surface coatings

TEXTILES

The textile sector, almost exclusively present in the northern region of Morocco, is one of the leading industries in Morocco. The companies located in the industrial platform operate in many fields and supply European clients based in England, France, Spain etc.

- Clothing
- Leather goods
- Digital printing...

AGRI-FOOD

The agri-food industry plays a major role in the industrial development of Morocco, especially in the Tangier-Tétouan region, with manufacturers involved in the following activities:

- Packaging of food products Processing of
- Seafood products
- Production of artisanal frozen pastries
- Bottling of beverages...

ELECTRONIC

The electronics industry plays an important role in Tanger Med's industrial zones, with businesses that create jobs and operate in many target markets:

- Fiber optic cables
- Connectors
- Patch cords
- Hydraulic and pneumatic components
- Electronic boards and sub-assemblies...
- High performance interconnect solutions...

SERVICES

Aside from its geographical and logistical advantages, Morocco has very strong interpersonal skills, with a wide range of young graduates trained to meet the needs of the service industry:

- Engineering and computer
- Development Call centers
- Development 3D
- Automotive design
- Technical support...

AUTOMOTIVE LOGISTICS AT TANGER MED

As the world's leading automotive production hub (Financial Times ranking), Tanger Med has developed the ideal logistics offer, which today includes 100 000 m² of operational space operated by high-profile stakeholders and dedicated to logistics performance for the automotive industry.

STRENGTHENING THE LOGISTICS SECTOR DEDICATED TO THE AUTOMOTIVE INDUSTRY:

Several FSWs (Forward Supplier Warehouses) have been developed in Tanger Med activity zones to support the logistics of automotive parts.

These MAFs benefit from Tanger Med's logistical infrastructure and proximity to target markets for sourcing automotive parts from OEMs and manufacturers based in Morocco and Europe.

Global stakeholders such as Gefco, Nippon Express, CEVA, DHL, TE Connectivity are present in Tanger Med to accompany the equipment manufacturers as well as the automotive manufacturers.

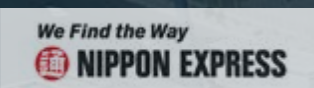
To date, nearly 100 000 m² of space is operational and 60 000 m² is under construction dedicated to automotive parts logistics in Tanger Med.

9 of the world's leaders of 3PLs are present in Tanger Med activity zones

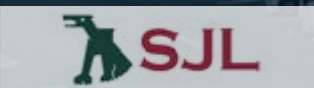
LOGISTICS OPERATORS PRESENT IN TANGER MED:

– Commissioning of the «Automotive Logistics Platform» in Tanger Automotive City on 26 000 m² dedicated to automotive logistics for Renault:

- Phase 1: 6 000 m² in March 2019 managed by SJL
- Phase 2: 20 000 m² in August 2020 managed directly by Renault



- 11 800 m² (automotive electrical components, automotive interior equipment)
Customers: SWES (Sumitomo), Lear Automotive Services
- Project in progress for 2021 on 18 000 m²
Import flow management for YAZAKI factories in Morocco



- 2,500 m² operational
Customers: HELLERMANN (parts not produced in Morocco)
HUNTSMAN (chemical products) CABLENA
- 110,000 m² under construction



5 000 m² operational
Clients : opérateurs installés à TFZ



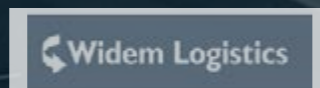
- 4 000 m² operational
Automotive customers



- 5 700 m² of which 2 800 m² is for the automotive industry (automotive resin, aluminum wheels)
Customers: DuPont, Steel Strips Wheels



- 5 000 m² operational



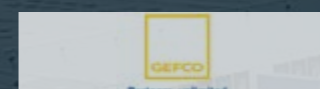
- 2 000 m² operational



- 6 000 m² (electrical components for automobiles)
Customer type: Fujikura and other customers



- 5 000 m² (Auto body filler, Cardboard packaging)
Customer type: EFTEC, Smurfit kappa



- 10,000 m² (automotive components)
Customer type: 100% PSA



- 5 500 m² (automotive components, plastic pellets for the automotive sector)
Customers: Furukawa, ALBIS



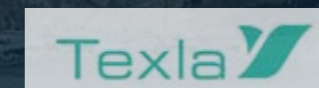
- 13 000 m² including 3,500 m² for the automotive industry (Automotive components: filters, fittings, gaskets, electronic sensors, thermal systems, interior controls, hydraulic and electric power steering systems for the automotive industry, etc.).
Customers: Hutchinson, Valeo, Nexteer Automotive
- Planned expansion of 12 000 m² of warehouse space mainly for VALEO and other automotive operators



- 2 900 m² of which 2 000 m² for automotive (Automotive electrical components, wiring harnesses, connectors, junction boxes, power distribution boxes, instrumentation, and high-voltage systems)
Customers: SEWS, Yazaki



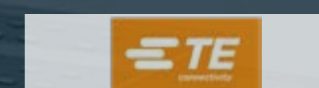
- 770 m² (Sunshades)
Customer type: Renault suppliers



- 2000 m² (Fabric rolls for automotive upholstery)
Customer type: Renault suppliers



- 1 000 m² (Auto body filler)
Customer type: Renault Supplier



- 10 000 m² (High-precision electronic components)
Customers: Aptiv, Sumitomo, Delphi, Lear

CREATION OF LOGISTICS CORRIDORS TO EUROPE

The supply projects undertaken are essentially based on the organization of logistics corridors to ensure a well-managed supply.

The proximity of Tanger Med Port Complex to the European market and the maritime connectivity (Tanger Med to Algeciras, Motril, Barcelona, Marseille, Genoa, and Savona) make it possible to reach Northern Europe in less than 24 hours.

The new «Export Access» infrastructure launched by Tanger Med Port Complex, and the digitization process undertaken by the Group, have accompanied these developments and allow an average export transit time of 2 hr.

AUTOMOTIVE LOGISTICS PLATFORM (ALP)

- Total area : 26 000 m²
- Investment: 200 Million Dhs
- Flows: 15 000 units annual freight

PHASE 1 OF THE PROJECT

- Logistics warehouse measuring 6.000 m²
- Start of activity in March 2019
- Management of Renault's AILN
- Activity Logistics services:
 - Consolidation of parts manufactured by local Renault suppliers (YAZAKI, LEAR, TYCO, GMD, EUROSTYLE, DICASTAL, SMRC, SNOOP, etc.), which will be exported to other Renault plants in Romania, Brazil, Colombia, and Argentina
 - Packaging and export of stamped parts manufactured at Renault to other Renault plants in Romania, Brazil, Colombia, and Argentina

PHASE 2 OF THE PROJECT

- 20 000 m² logistics warehouse
- Platform for the storage of containers measuring approximately 4 300 m²
- Start of activity in August 2020
- Platform dedicated to the storage of automotive parts
- Platform dedicated to the storage of:
 - Parts from abroad (Romania, Turkey, China,...) necessary for the production of vehicles
 - Automobile parts for «SOMACA» in Casablanca

Currently, «Tanger Automotive City» activity zone brings together the largest suppliers and subcontractors of the same caliber as Renault: VALEO, GMD, EUROSTYLE, SEALYNX, HANDS CORP, VARROC, KANSAI PAINT, MITSUI, JTEKT, etc.)

The site has a very competitive logistics cost due to its immediate proximity to the Renault plant based in Melloussa (7 min - 4 km), and about 35 km from Tanger Med Port Complex.



BOARD OF DIRECTORS

President

Fouad BRINI

Directors

Mehdi TAZI RIFFI

TMSA Participations

M'fadel EL HALAISSI

BMCE Bank, represented by its General Manager

Hicham SAFIR

ASMA INVEST, represented by its General Manager

Youssef ROUISSI

ATTIJARIWAFABANK, represented by its Deputy General Manager

Zouheir BENSALD

RMA, represented by its President

Karim FATH

ATTIJARI Capital Development, represented by its General Manager

Mohamed ABOUMEJD

CIMR, represented by its Investment Director

Abderrahmane SEMMAR

The State, represented by the Director of Public Companies and Privatization at the Ministry of Economy and Finance and Administration Reform

Mustapha MERRI

Hassan II Fund for Economic and Social Development, represented by its Investment Manager

Mohammed Jamal MIKOU

Member of the Executive Board, TMSA

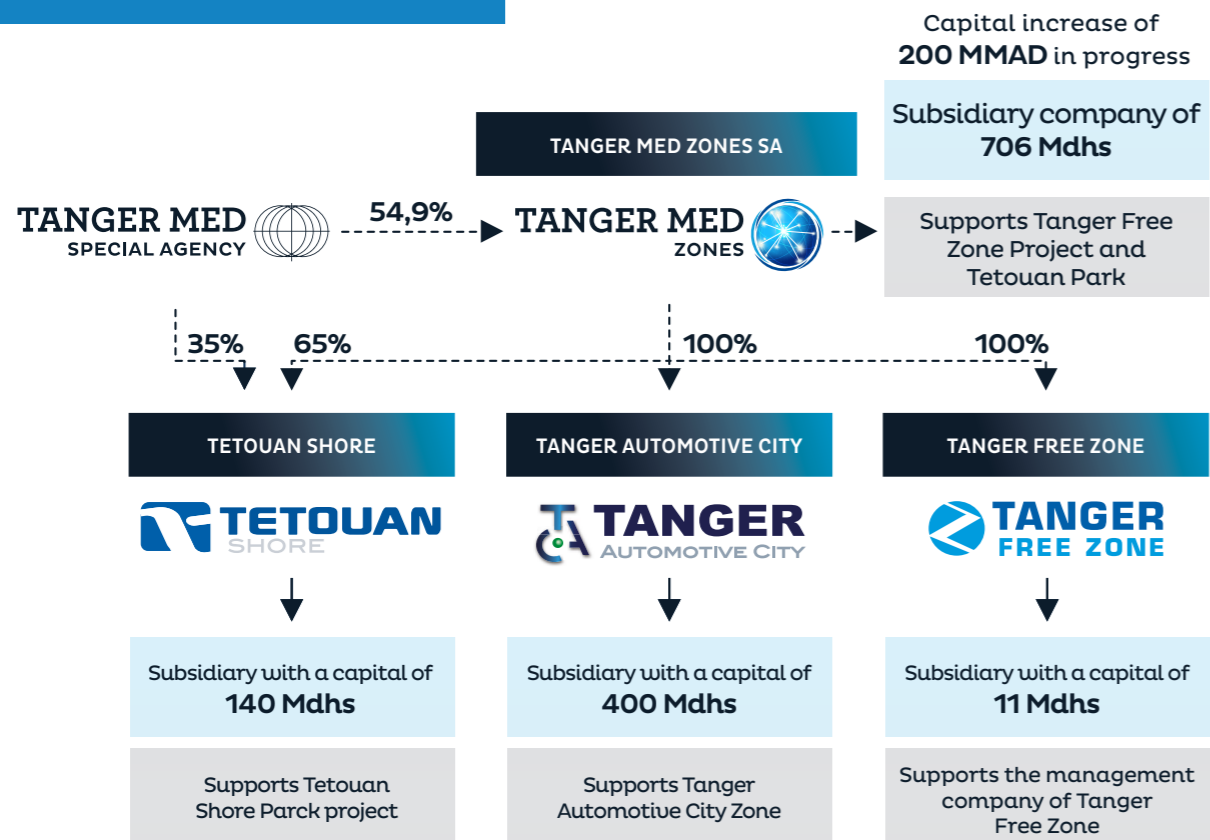
Youssef EL BARI

Secretary General of the Ministry of Industry, Trade, Investment, and the Digital Economy

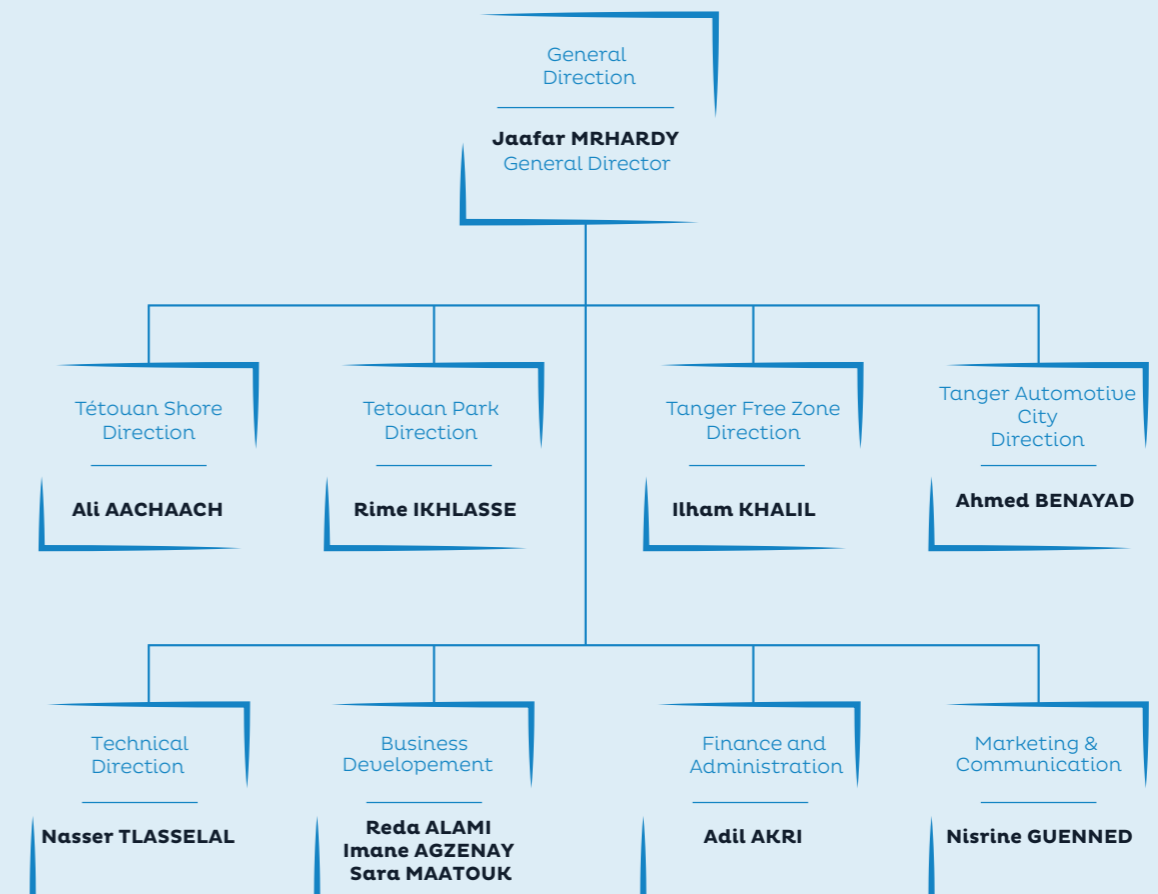
Jaafar MRHARDY

General Manager

CAPITAL STRUCTURE



ORGANIZATION CHART





SERVICES DIVISION

AN EFFICIENT AND INNOVATIVE SERVICE OFFERING

Tanger Med's services division brings together a range of skills in three key areas that are critical to the development and management of major infrastructure projects



The Technologies division, led by Cires Technologies, covers the Cloud, security, and connectivity businesses.

CIRES carries out projects with a strong technological aspect of port and airport safety and security, urban video surveillance, network management, and complex sites.



The Engineering division, developed around Tanger Med Engineering, brings together more than fifty engineers who work on the design and dimensioning of major infrastructure projects: ports, industrial zones, shipyards, logistics centers, both in Morocco and abroad.



The water and electricity distribution division, supported by Tanger Med Utilities, aims to complete the range of services offered in the areas developed by Tanger Med, in order to enhance their attractiveness to investors. These services include the management of public lighting and sanitation networks.

CIRES TECHNOLOGIES

The Technology division, led by Cires Technologies, covers the fields of Security, Connectivity, and the Cloud. Therefore, Cires is dedicated to the development and integration of solutions and projects with a strong technological aspect in the sectors of transportation (ports/airports/railways), industrial and logistic areas, public security, and public administrations.

The objective is to provide its customers, public and private operators, with the latest existing technologies relevant to their multiple challenges.

Today, Cires capitalizes on more than 15 years of experience, relies on a network of strategic partners who are global technology leaders, and offers its expertise to a portfolio of reference customers, from various sectors of activity, and this at the national and African level.

DES SOLUTIONS ÉVOLUTIVES, NOVATRICES ET ADAPTÉES



KEY DATA

- A team of experts and consultants with the most advanced certifications in the field of security
- Experienced developers and Information Systems Engineers
- Data Center certified ISO27001 and adapted to Level III
- Standards Telecom Infrastructure Manager in dedicated areas
- National 3RP -TETRA- Digital Radio Operator License
- Reference projects of considerable technological complexity in the fields of Safety and Security

TYPES OF CUSTOMERS



Airport Port and Railway Station



Administration, Public



Industry



Transport and Logistics



Energy



Operators Telecoms

GOVERNANCE

BOARD OF DIRECTORS

Chairman
Mehdi TAZI RIFFI

Administrators
Tarik EL AROUSSI
 Member of the Board of Directors in charge of the Services Division

Mohammed Jamal MIKOU
 Executive Director of Tanger Med Foundation

Mehdi TAZI RIFFI
 TMSA participations

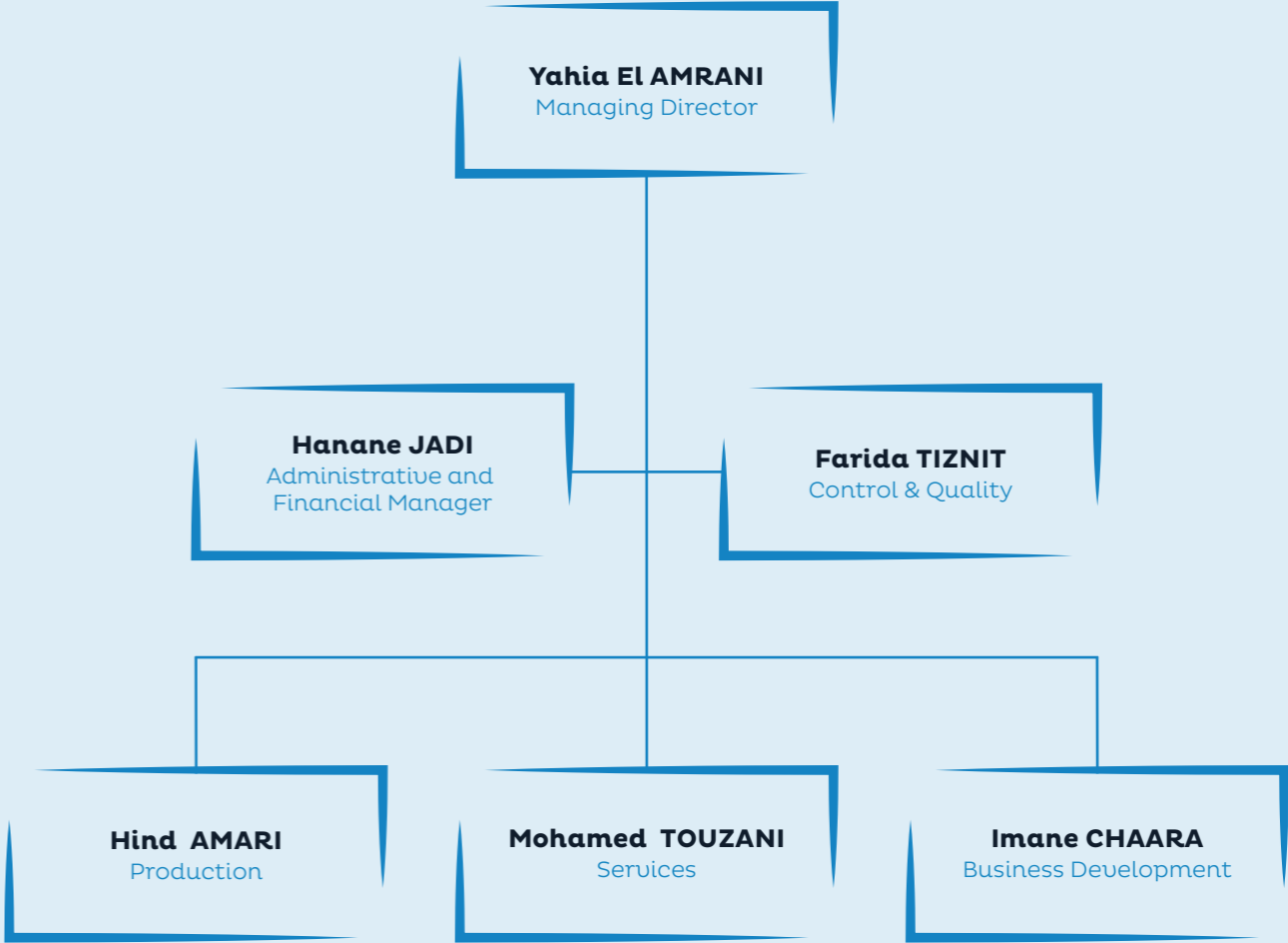
Ridouan BOULAICH
 Director of Performance Management, TMPA

Yahia EL AMRANI
 General Manager

CAPITAL STRUCTURE



ORGANIZATION CHART



TANGER MED ENGINEERING

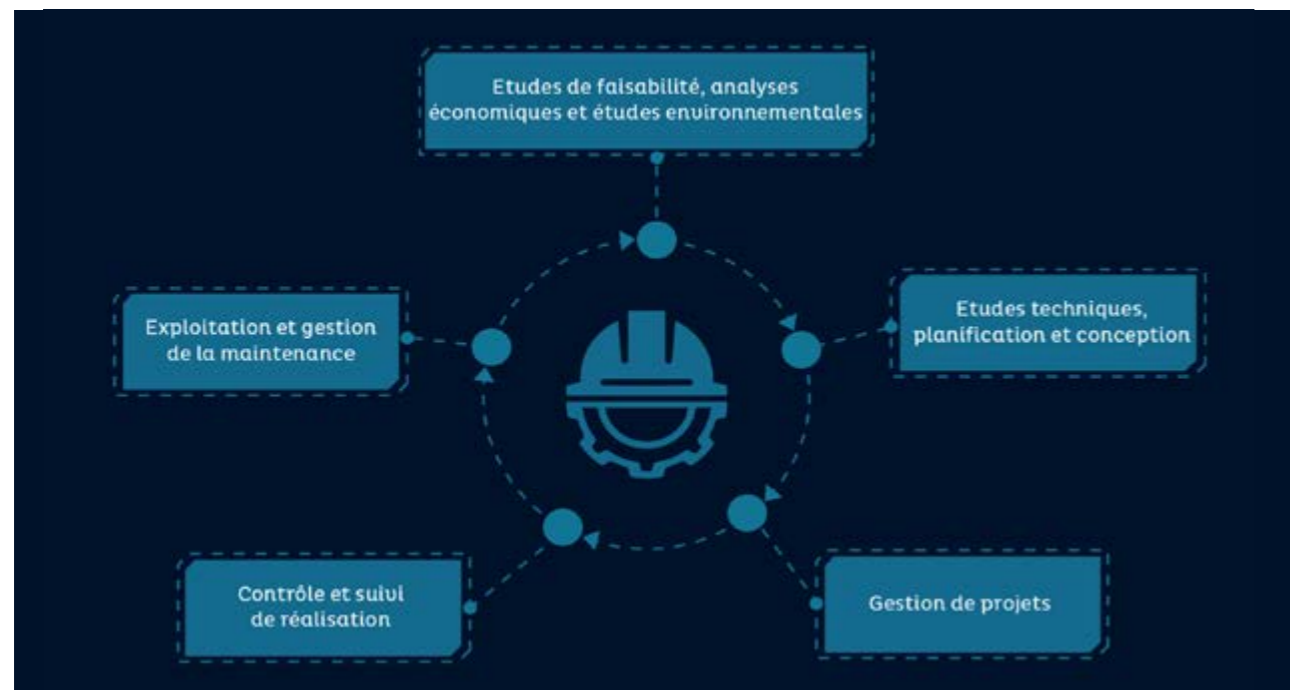
Tanger Med Engineering (TME) is a subsidiary of TMSA specializing in international consulting in the field of design and supervision of large infrastructures.

TME has a wide range of resources and complementary skills enabling it to bring a multidisciplinary vision to the implementation of the projects it is entrusted with.

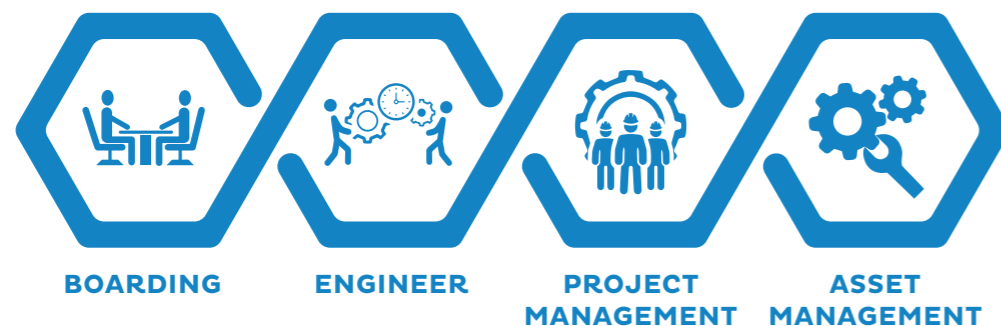
TME specializes in large infrastructure projects. Its scope of intervention starts by carrying out sectorial studies and feasibility studies and ends with the management of the assets once the project is completed, including the development of the execution file (technical studies, calculations, plans, etc.) and the monitoring and coordination of the works (project management).

Tanger Med Engineering's areas of activity are:

- Management of port and maritime projects
- Engineering and technical studies and sectoral studies
- Management of tertiary and logistic projects Tanger Med Engineering has extended its scope of action to meet the needs of its customers and partners in Africa. TME supports its partners in the development of port and free zone projects in Africa.



TME offers its customers a full range of consulting and engineering services and expertise to meet the unique needs of customers throughout the project life cycle.



ACTIVITY SUPPORT



PORT AND MARITIME

- Port and maritime facilities
- Bulk, container, oil, and Ro-Ro terminals
- Marinas and cruise ship ports
- Restoration and dredging
- Coastal protection structures and coastal development



LOGISTICS AND INDUSTRIAL

- Logistics platforms and dry ports
- Industrial parks and economic zones
- Industrial facilities
- Structures and buildings
- Warehouses and storage facilities

GOVERNANCE

BOARD OF DIRECTORS

Chairman

Mehdi TAZI RIFFI

Administrators

Tarik EL AROUSSI

Member of the Board of Directors in charge of the Services Division

Taoufiq MARZOUKI ZEROUALI

NOVEC, represented by its General Manager

Mounir EL HOUMA

Director of the Infrastructure Division, NOVEC

Mohamed ARJOUAN

TMSA Participations

Youssef OUDA

Director of Finance NOVEC

Youssef IMGHI

Project Manager to the Board of Directors

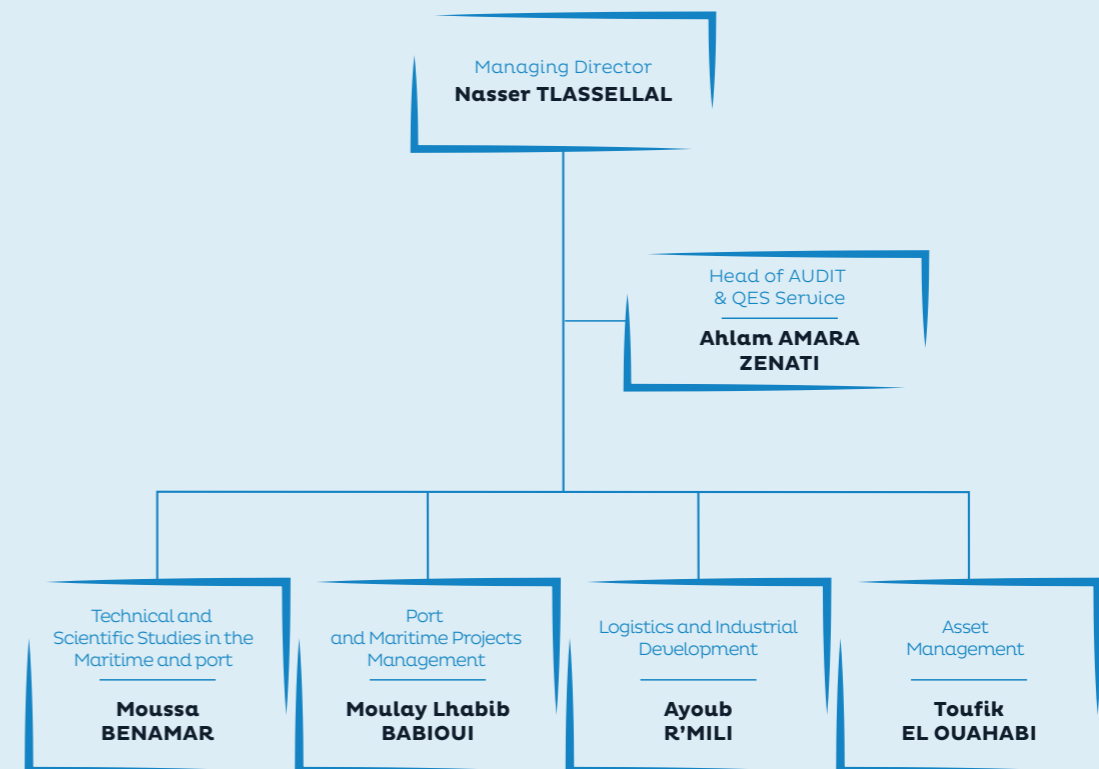
Nasser TLASELLAL

General Manager

CAPITAL STRUCTURE



ORGANIZATION CHART

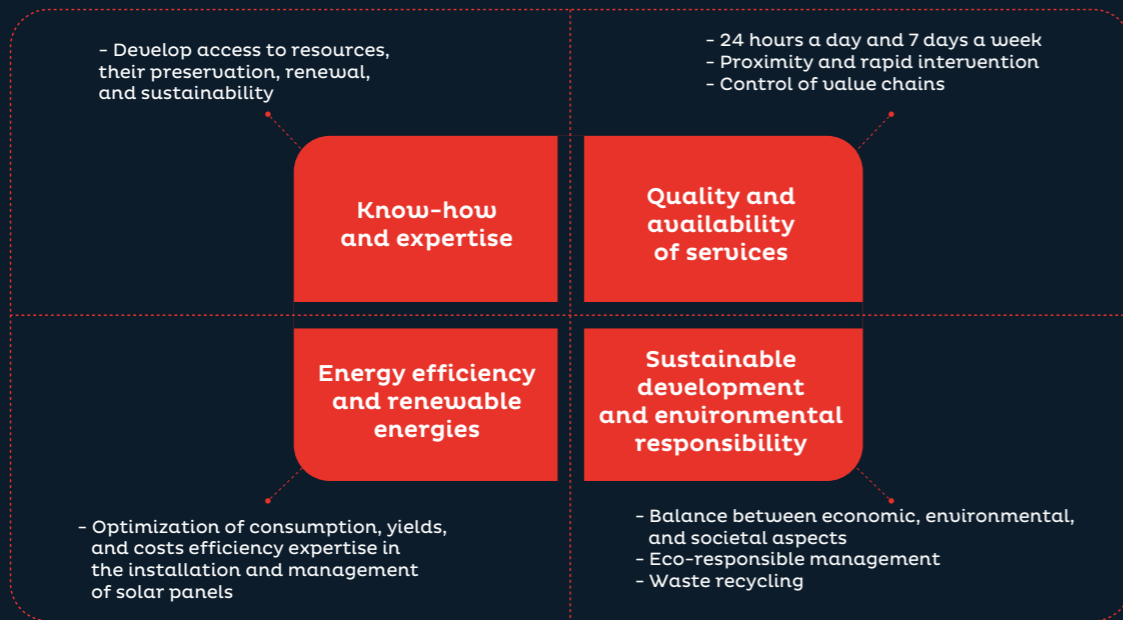


TANGER MED UTILITIES

Tanger Med Utilities (TMU), a «Services» subsidiary of Tanger Med Group, is the historical and reference service provider for the optimized management of resources within the industrial, logistics and tertiary activity zones developed and managed by Tanger Med.

As a complement to the range of services offered to the companies operating on the site, its mission is to support them in the management of water, energy and waste cycle, following a logic of use and recovery, in line with Tanger Med's commitment to sustainable development and to the environment.

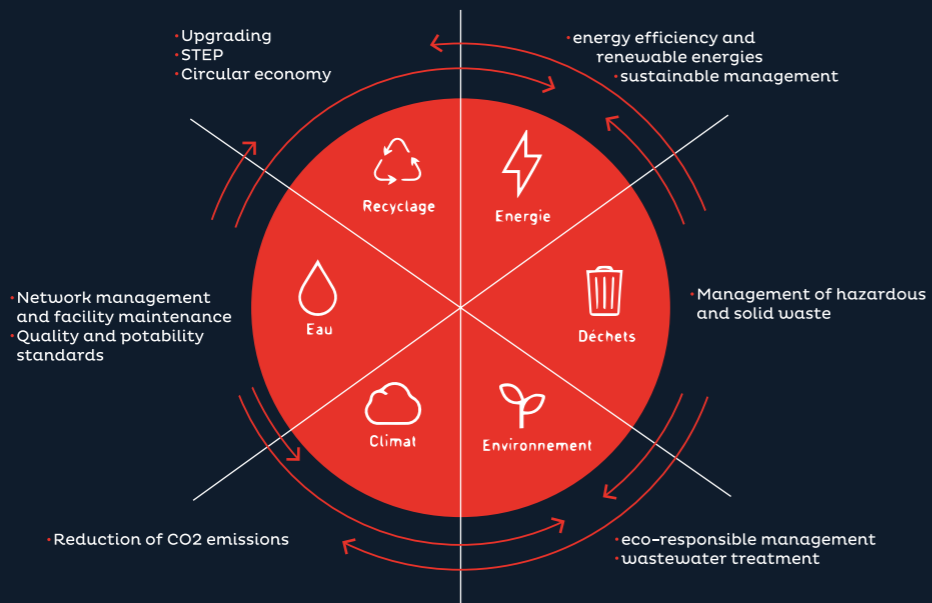
Capitalizing on more than 10 years of experience and supported by institutional partners, Tanger Med Utilities offers its expertise in these three vital and complementary fields to a portfolio of reference clients from various business sectors.



Sustainable growth

A single "Utilities" point of contact to meet your needs

remain focused on the core business



GOVERNANCE

LE CONSEIL D'ADMINISTRATION

Président

Mehdi TAZI RIFFI

Administrators

Tarik EL AROUSSI

Member of the Board of Directors in charge of the Services Division

Mehdi TAZI RIFFI

TMSA participations

Loubna GHALEB

Director of Strategy and Development, TMSA

Anouar EL JABBARI

Central Support Manager, TMSA

Nawal KHALIFA

ONEE, represented by its Central Director in charge of the Finance Division

Youness HAJJI

Director of Finance and Sales, ONEE

Abdellah JAHID

Director of the Industrial Division, ONEE

Abdessamad SADDOUQ

Director of Participations and Partnerships, ONEE

Zakaria EL BOUAMRI

General Manager

CAPITAL STRUCTURE

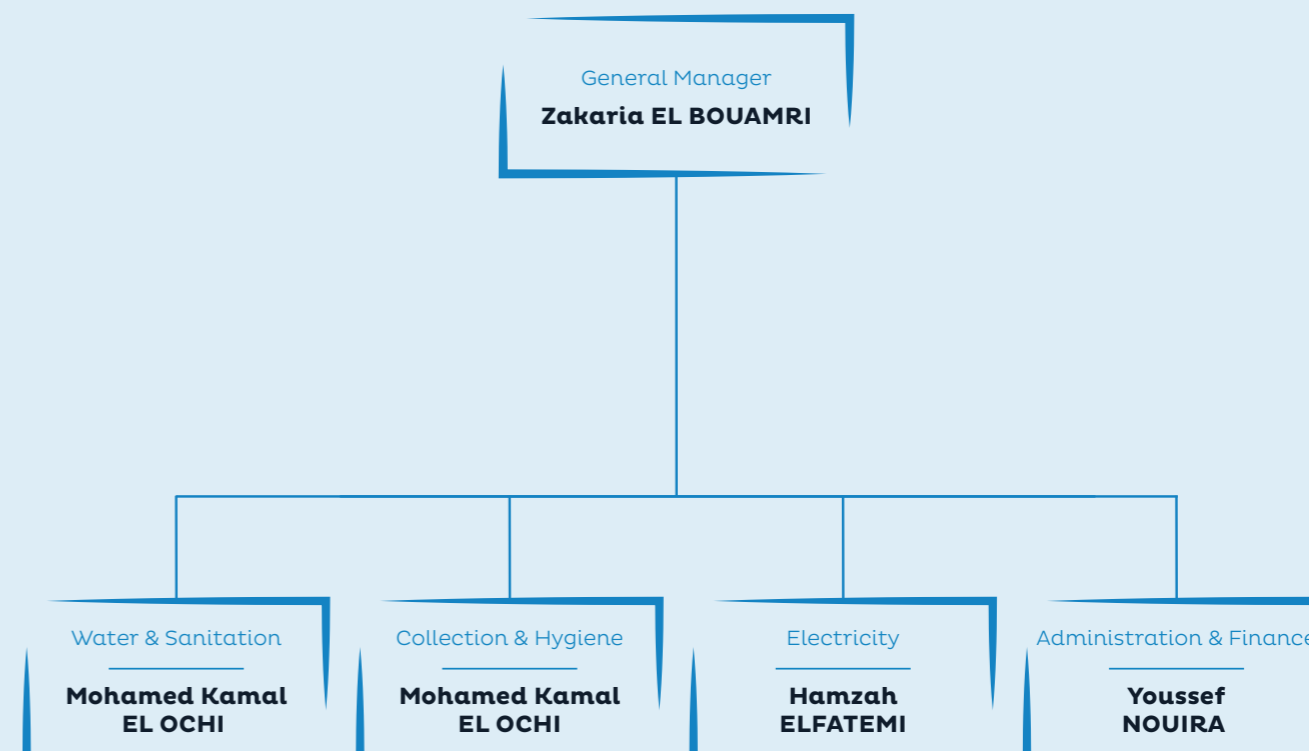
ONEE
44%

TANGER MED
UTILITIES



TMSA
HOLDINGS
56%

ORGANIZATION CHART





CSR APPROACH OF TANGER MED GROUP

CSR APPROACH

Since its inception and as it has grown, Tanger Med Group has implemented a gradual and evolving social responsibility approach in coordination with the stakeholders in its ecosystem and with a constant focus on environmental protection.

Tanger Med is committed to adopting a consistent and multidimensional CSR approach, integrated into both its projects and its operational approach. These projects, carried out directly by Tanger Med or through its Foundation, are both inclusive and have a strong impact on the territory. They are divided into five major focuses and 10 commitments.

As such, its actions are perfectly in line with the global framework of the Sustainable Development Goals (SDGs) and contribute to the influence and positioning of Tanger Med, an international logistics hub and industrial competitiveness platform.

TANGER MED'S CSR POLICY

The changing economic, social, societal, and environmental issues that characterize today's world shape the context in which Tanger Med's customers and other stakeholders operate.

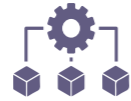
As these changes accelerate, the need for resilience and agility in Tanger Med's business and business models is paramount. Through its CSR policy, Tanger Med intends to play a leading role in achieving the United Nations' Sustainable Development Goals for 2030. Tanger Med wants to strengthen its contribution and presence in the territories where the group operates. Tanger Med's CSR and Sustainable Development policy is based on a detailed analysis of the various key CSR issues and the objectives and targets of the UN's 2030 Agenda in the context of the various companies in the Group.

This analysis led to the definition of a CSR and Sustainable Development policy structured in five main strategic focuses:



TANGER MED'S CSR CHARTER

Based on the five strategic areas of the CSR policy, Tanger Med Group's CSR approach highlights 10 commitments forming the Group's CSR charter:



Carry out operations and manage infrastructures at the port and in the activity zones with the highest level of service quality and in compliance with social and environmental requirements.

Promote sustainable mobility solutions to connect the port, activity zones, and the territory.



Implement ethical and transparent governance to manage sustainable development issues and dialogue with stakeholders on a daily basis.

Build an intangible asset around the group's identity and culture to strengthen sustainable relationships with stakeholders and the territory.



To develop the human capital for the port, the activity zones, and the socio-economic development of the territory.

To make the port and the activity zones a resource interface to promote job creation, entrepreneurship, research, and innovation.



Contribute to actions aimed at energy transition, circular economy, climate change mitigation and biodiversity preservation by involving stakeholders from the port, activity zones, and the territory.

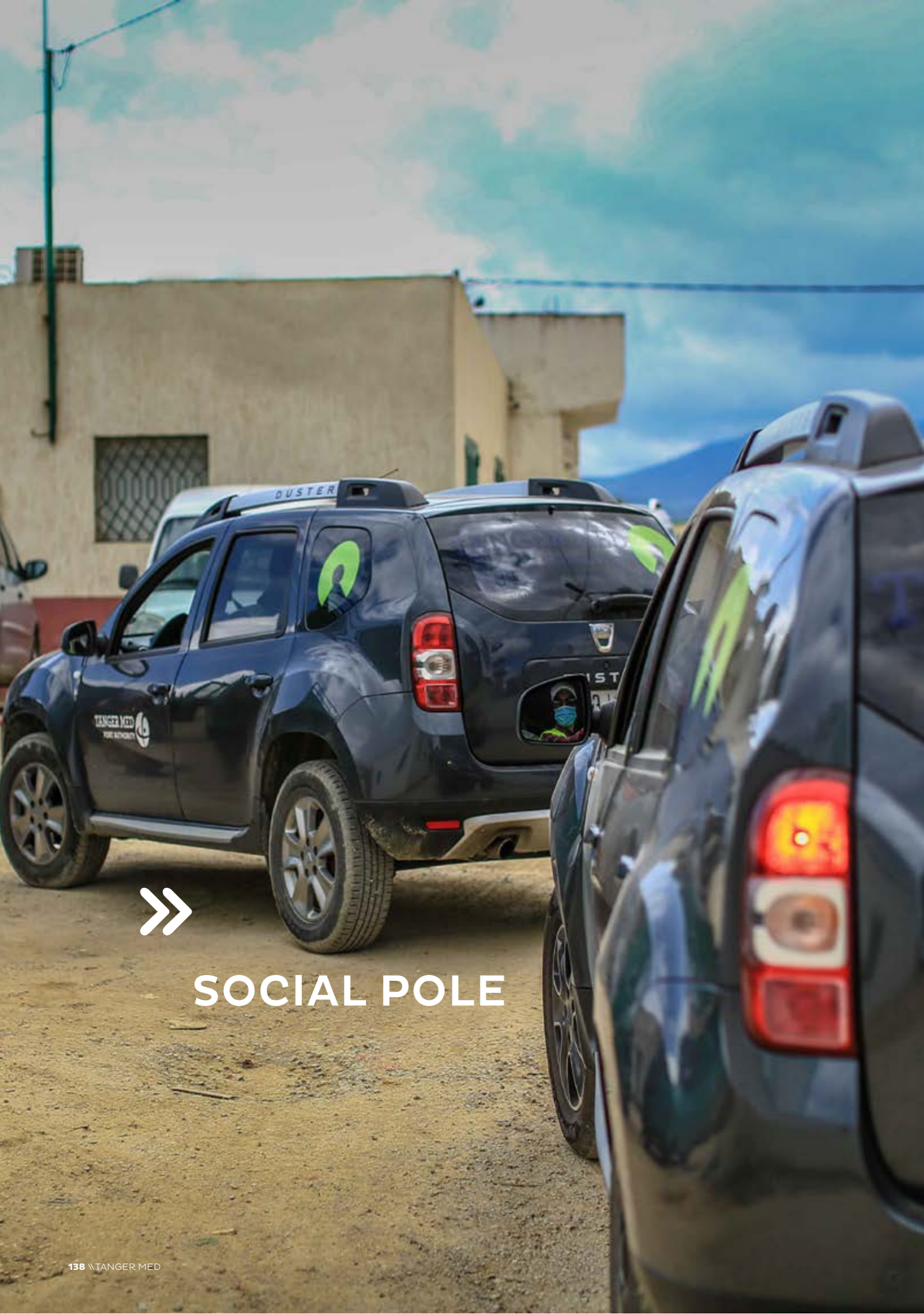
To facilitate access to education and health and to contribute to the improvement of living conditions in and around the port, the activity zones, and the territory through the Foundation.



Improve the territory's logistics connectivity and strengthen links within the ecosystem.

Develop cooperation with international stakeholders and strengthen the presence in international institutions.





SOCIAL POLE

TANGER MED FOUNDATION ACTION IN THE HEART OF THE TERRITORY

Since its creation in 2007, Tanger Med Foundation has worked to provide relevant and sustainable solutions to the problems of the populations surrounding Tanger Med Port, Industrial, and Logistics complex.

It has worked to create favorable conditions for the emergence of a sustainable development model in the area of intervention in accordance with the strategic orientations of Tanger Med Group in terms of CSR.

The vision of the Foundation was born from a desire to create a new development model where each component of society can find its place to contribute to the regional and national effort to create wealth.

A tangible wealth in the form of improved roads, renovated schools, health centers, cultural spaces, women's cooperatives and IGAs, but also, intangible wealth, that which can be read on the faces of the local people when they are singing about their heritage, celebrating their cultures and telling the stories of their ancestors.

Commitment is the key to success

Intervention programs have been refocused on vital sectors that enable direct action on daily life populations: Education, training, health, socio-cultural development and basic infrastructure. Therefore, the Foundation has created specific and changing forms of social action, it has multiplied the operational modes and adapted its practices to the specificities of the territory.

The history of Tanger Med Foundation goes back more than a decade, rich in human experiences, successful models, and inspiring profiles. The essence of its history lies in its irrevocable commitment to helping women and men build a better future.

A synergy mobilized in sustainability

The success of sustainable development programs requires the cooperation and convergence of the action plans of all stakeholders. It is important to note the great progress made in the various municipalities thanks to the involvement and mobilization of strategic partners, institutions economic operators, local authorities, and associations.

Proximity, the approach to be maintained

Over the years, the Foundation's teams have done a great deal of work in the field in order to better understand the needs of each village and each municipality in the various areas of interest. Follow-up and monitoring mechanisms have been designed and put in place so that we can understand and interact with territorial changes over time. Of course, proximity remains the cornerstone that informs strategic choices and structures action plans.

Community organizations, a place for social creativity

With hindsight, we can see that the creativity of the organizations is increasing as they mobilize, innovate, and benchmark in order to face local problems, carry out projects of general interest, and give a new impetus to their communities.

We are witnessing the advent of a method of expression and citizen organization. A new generation of young people driven by the desire to be useful, responsible, and committed to causes that challenge them: Education, the environment, art and culture, local products, vulnerable people, etc.

Tanger Med Foundation is proud to have accompanied the populations to become dynamic stakeholders by turning the territory into a breeding ground for general interest initiatives. The Foundation provides them with the support they need to make their projects effective: financing, methodological assistance, networking, sharing of best practices, etc.

Tanger Med Foundation favors projects that encourage the involvement of beneficiaries, as their participation ensures the effectiveness of the action taken.

MAIN GUIDELINES

As a partner of government institutions, local authorities and associations, the Foundation's actions are part of a territorial dynamic that works in concert with local stakeholders to ensure complementarity and the pooling of resources.

Its approach, based on proximity, listening, and consultation, enables it to respond to changes in the territory and to conduct projects specific to the area.



OVERVIEW OF THE FOUNDATION'S ACHIEVEMENTS

816
Development projects completed since 2008

63
Development projects completed in 2020

495 547
Beneficiaries since 2008

178 687
Beneficiaries in 2020

BOARD OF DIRECTORS

Président
Fouad BRINI

Saad ALAMI IBN JAMAA
TMSA, represented by its Legal and Land Director

Administrators
Mehdi TAZI RIFFI
TMPA, represented by its General Manager

Mohammed Jamal MIKOU
General Manager

Jaafar MRHARDY
TMZ, represented by its General Manager

TANGER MED FOUNDATION CERTIFIED ISO 9001 V2015

Tanger Med Foundation will maintain its ISO 9001 Version 2015 certification in 2020 after passing an audit to review the processes and procedures implemented. The Foundation's Quality Management System has 0 major and 0 minor non-conformities.

Maintaining certification demonstrates the commitment of the Foundation's teams to a continuous improvement approach to achieve the predefined sustainability project management objectives.



2020 RETROSPECTIVES

TANGER MED'S GROUP NEWS



CORONAVIRUS HEALTH CRISIS



TANGER MED'S ACTION PLAN TO ADDRESS THE COVID-19 HEALTH CRISIS

In the current coronavirus epidemic, Tangerang Med Port Authority's priority is to adopt preventive measures to protect the health of users and ensure the continuity of national and global supply chains.

Thus, Tangerang Med port has set up a business continuity plan, has equipped itself with all the human and material resources, and has implemented all the specific measures to ensure the best sanitary conditions for its users.



ACTION PLAN IMPLEMENTED BY TANGER MED TO ADDRESS THE HEALTH CRISIS SITUATION AND LIMIT THE SPREAD OF COVID-19:

In order to keep all port operations running, Tangerang Med Group immediately activated its business continuity plan after the COVID-19 pandemic was declared and put a plan into place to prevent and protect against virus transmission.

The effective implementation of these two plans has enabled Tangerang Med to maintain its port activities on a permanent basis, as well as continuously strengthen its action plan to combat the spread of COVID-19.

The prevention plan consisted of urgent and specific measures implemented by Tangerang Med Group to ensure the necessary health conditions for port employees who work in offices, terminals, warehouses or construction sites and other installations, and this in addition to any public health measures, in particular the health inspection service at the borders.

This prevention plan was based on several principles:



1-Disinfection of public spaces, buildings open to the public, terminals and warehouses:

A port disinfection unit has been set up with human resources and disinfectant materials and products to carry out scheduled and regular cleaning operations in all public areas, buildings open to the public, terminals and warehouses within Tangerang Med Port,

These disinfection operations were conducted according to a daily schedule and a well-defined strategy by complying with disinfection protocol implemented by the Port Authority in coordination with the Border Health Inspection Department, to disinfect all areas, buildings, premises and public spaces twice a day.



2-Reinforcement of preventive health measures:

Tanger Med has also strengthened individual preventive health measures by providing fixed and portable wall-mounted dispensers in all port access points, washrooms and offices. These dispensers are refilled daily with hydro-alcohol gels and hand sanitizers.

To raise awareness among port users, posters have been put up communicating the rules to follow to avoid transmission of the virus and human-to-human infection.

In the different access points for personnel, in front of offices and counters, a floor marker system was used to avoid body contact between individuals, in compliance with the rules of social distancing recommended by the Ministry of Health.

The distribution of personal protective equipment (PPE) for all employees and civil servants from various administrations took place in order to protect them from any possible infection.



3-Health inspection and monitoring of people entering the port:

Thermal cameras and IR thermometers were installed at port access points to measure and check the temperature of anyone entering the port. This preventive measure allowed for the early detection of suspected cases.



4-Document verification and pre-Quaysing vessel health inspection:

To comply with the exceptional health measures, and the international requirements and recommendations of the WHO and UNCTAD in terms of facilitating maritime traffic during the COVID-19 pandemic, the Port Authority, in coordination with the Border Health Inspection Department, verified the documents and health status of each vessel requesting access to the port. Once the documents were verified and validated, the vessel was authorized to proceed with maneuvers and Quaysing.



SYSTEM ESTABLISHED FOR THE PROTECTION OF TANGER MED EMPLOYEES IN THEIR WORKSPACE

To combat the spread of COVID-19, Tanger Med Group implemented a series of preventive measures for the benefit of its employees in order to prevent and slow down the spread of the virus, including:

- The establishment of a Tanger Med Group COVID-19 committee to ensure permanent monitoring of the epidemiological situation within the group; this committee consisted of the following representatives:

- Human Resources,
- Harbor Master's Office/ safety and security,
- Occupational physician,
- Association for Social Work with Groups «AOSTM»

- Strict compliance with social distancing between employees through the application of floor markings that allow for the regulation and guidance of traffic flows in public spaces.

- Weekly distribution of PPE and disinfectant products for all personnel.

- Temperature measurement by thermal cameras and infrared forehead thermometers before accessing work areas.

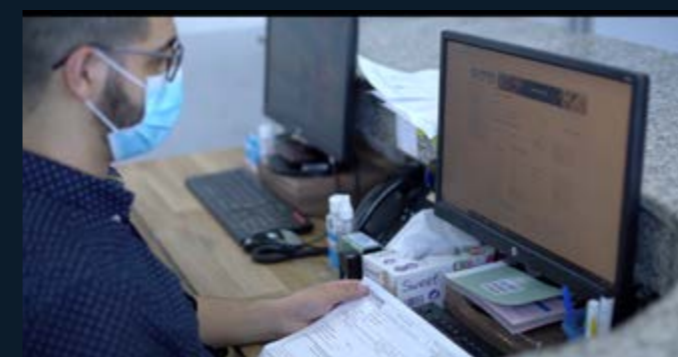
- The placement of hydro-alcohol gel dispensers at the entrance and exit of each traffic lane.

- The use of telecommuting with the reduction of the workforce accessing public transportation.

- The organization of awareness campaigns on the health safety regulations, and on maintaining proper social distancing for all employees.

- The implementation of a specific procedure for the management of confirmed cases at COVID 19 among employees.

- Real-time information on the development of the epidemiological situation



COORDINATION WITH TANGER MED PARTNERS IN MANAGING THE HEALTH CRISIS

A Monitoring and Inspection Committee for the prevention and fight against COVID-19 made up of the Port Authority and other relevant authorities

was established to ensure the inspection and reinforcement of the virus management system, as well as the regular assessment of the health situation through a rigorous follow-up of the reported cases of COVID-19 within the port community.

Inspection and public awareness visits, as well as meetings were organized regularly with all concessionaires and operators to coordinate actions and efforts and ensure the continuity of port activities.

SYSTEM ESTABLISHED FOR THE MANAGEMENT OF CONTACT CASES AND CONTAMINATED INDIVIDUALS

To fight the spread of COVID-19, and to ensure the support of the personnel, Tanger Med group set up a procedure specific to the management of confirmed cases of COVID-19 among its employees.

Each employee of Tanger Med group presenting signs and/or symptoms related to COVID-19 was taken for a PCR test in the agreed laboratories.

As soon as a confirmed case was reported within the group, full support was provided through:

- . Contacting the referring physician
- . Accompaniment in the various healthcare structures to facilitate administrative procedures, access to check-ups in approved laboratories, and access to approved radiology centers
- . Social and psychological support: availability of a medical psychologist, if needed

- . The supply of personal protective equipment (FFP 2 masks, hydro-alcohol gel, gloves, etc.), food baskets, medication prescribed under COVID-19 protocol and medical devices (oxygen concentrator, oximeter, thermometer, etc.), if necessary

- . Providing transportation and assistance

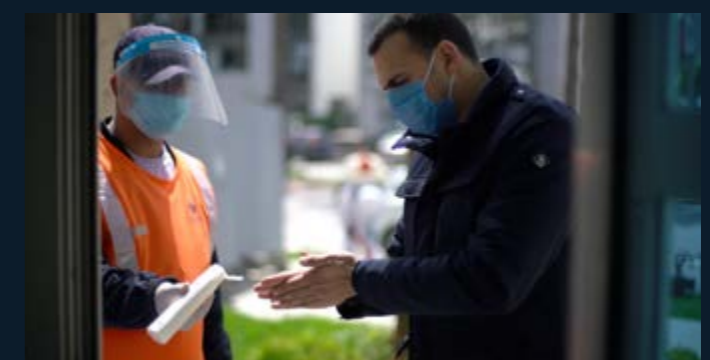
- . Daily monitoring of the patient's health status by the social worker and occupational physician

- . Daily visits by a medical team to monitor the patient's health

- . Development of lists of contact subjects and close monitoring of their health status

A welfare survey was also conducted by the committee (Human Resources, the

Harbor Master's Office/Security, Tanger Med Group's welfare officer, and the occupational physician) to determine the conditions of confinement of the confirmed case.



HEALTH SAFETY MEASURES IMPLEMENTED BY CUSTOMERS OF TANGER MED INDUSTRIAL PLATFORM

Tanger Med Zones, the operator of the industrial platform, implemented health and safety measures to support the activities of industrial customers, and to continuously offer them a quality of service at international standards, while preserving the health safety of employees. Several actions have been undertaken in the industrial platform such as:

Taking the body temperature and distributing masks and gloves to the administrations, collaborators, service providers and other participants in the zones, complying with the social distancing by means of defined spaces on the ground, reducing the number of passengers in the modes of transport, disinfecting the modes of transport and the common spaces of the zones (roads, sidewalks, easements, walls, etc.), raising awareness through posters and

signage in administration offices and zones, etc.

OPERATIONAL AND HEALTH SAFETY MEASURES IMPLEMENTED WITHIN THE ACTIVITY ZONES

Multinationals and local companies located in the activity areas of Tanger Med industrial platform have established a business continuity plan to cope with the social distancing measures.

Several actions have been taken by manufacturers, including reducing the number of operational employees to the minimum necessary, providing personal protective equipment (mask, gloves, hydro-alcoholic gel, etc.), implementing social distancing measures on production lines, etc.

Manufacturers have maintained their production operations using two main strategies: through their usual activity, adjusting

industrial production capacity to meet market demand, or by setting up new production lines to supply essential materials during the health crisis, such as protective masks, protective screens for offices, packaging to support the local agri-food sector, disinfection products, etc.



OPERATIONAL CONTINUITY IN THE PORT COMPLEX

All the services of Tanger Med Port remained operational, including the Harbor Master's Office, piloting, towing, and mooring services, to ensure that the port's calls are carried out in the best possible conditions.

The port activities continued in a normal manner, in particular the import / export and transshipment container traffic, the import / export truck flows, the liquid and solid bulk traffic, and all this in compliance with the regulations in force.

The entire port community remained mobilized to serve the import-export flows for the needs of the Kingdom such as agri-food, chemical and pharmaceutical products and transshipment for global flows. In this sense, Tanger Med Port and its partners have put in place a continuity plan to ensure the needs and operations of the port, 7 days a week, 24 hours a day.

Access inspections at the port and in the port terminals were also carried out with increased vigilance following the rules of individual protection and distancing between people.

Furthermore, the entire port community, including partners and local authorities, has been informed of all the necessary health measures and sanitary barriers recommended by the Ministry of Health to maintain the safe operation of the port.



CONTINUITY OF THE MEASURES ADOPTED TO SUPPORT THE RECOVERY IN INDUSTRIAL ACTIVITY

Tanger Med Zones is coordinating the recovery of industrial activity within the 6 activity zones of Tanger Med, including the support of companies in face of this health crisis but also between them and the local authorities.

The business continuity plan set up by Tanger Med Zones in coordination with the investors consists of a series of health security measures to protect the safety of employees, in addition to dedicated support for companies located in the various activity zones. These are implemented according to the recommendations of the Moroccan Ministry of Health and the World Health Organization:

- Maintaining ongoing communication and support with customers and partners,
- Pursuit of digitization of the industrial platform's customer services,
- The maintenance of barrier gestures through ground markings, office separation, social distancing and reducing the number of passengers in transport,
- Regular health check-ups and measuring body temperature (before boarding transport buses and before entering the company) as well as screening tests with Covid-19,

- Training and awareness-raising campaigns for cleaning and security agents, employees, and contractors to adopt the right safety and security measures,
- Continuous distribution of personal protective equipment (masks and hydro alcoholic gel),
- Continuous disinfection of work and transport areas,
- Regular monitoring and auditing of the application of these security measures.

All of these measures are aimed at ensuring the smooth recovery of industrial activity and limiting the risk of contamination within the plants, by strengthening awareness of employees, service providers and industrial companies for the application of these measures and thus limit the spread of Covid-19.





CONTINUITY OF HEALTH & SECURITY MEASURES AT TANGER MED PORT COMPLEX

In the context of Covid-19 pandemic, and in order to ensure the health security of all port users and guarantee the continuity of activities, the disinfection operations of all the facilities are carried out daily by dedicated, highly qualified teams supervised by the Border Health Control Service.

Thus, a test campaign to Covid-19 was organised, involving the employees of several companies operating at the port complex in order to protect the health and safety of port users.

In addition, and in order to ensure the support of the gradual recovery of certain activities, within the framework of the plan to relief the sanitary confinement measures, Tanger Med Port Authority has undertaken the following measures:

- Organization of visits by the Port Hygiene and Sanitation Commission to all catering points at port level to ensure that the health security measures

recommended for opening and resumption of activity are in place,

- Organization of visits by the Joint Control and Awareness Committee to all concessionaires and port operators, to ensure that health security measures are maintained and reinforced, and to prevent any spread of Covid-19.

- Organization of awareness visits on health safety rules and maintaining social distancing at the level of premises and administrations, with distribution of protective masks for port users, passengers, and drivers of semi-trailer trucks.

All these measures are aimed at protecting the health of users and ensuring the continuity of supply chains, on a national and global scale.

COVID 19: TANGER MED FOUNDATION SUPPORTS THE POPULATION

Tanger Med Group continues, through its Foundation, to strengthen its action dedicated to the management of the COVID 19 pandemic, particularly in the various neighbouring municipalities.

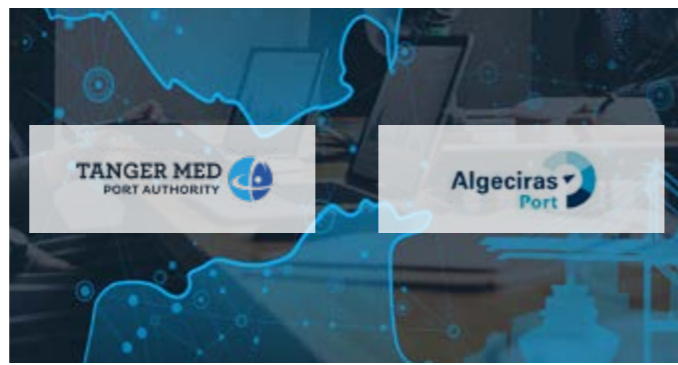
Tanger Med Foundation has thus contributed to a vast distribution program for the benefit of local population in collaboration with the Fahs Anjra Province. The donation includes first necessities (food products and hygiene products) and takes place over several stages under the coordination of the local authorities. By their presence, Tanger Med Foundation's teams support the families and remain attentive to their needs.

To date, the solidarity campaign has helped several needy families. Tanger Med Foundation will continue its involvement in the cities of Tangier and Tetouan in collaboration with the Wilaya of Tangier and the province of Tetouan.

COMMUNITY MOBILIZATION TANGER MED TO MAINTAIN NATIONAL AND INTERNATIONAL SUPPLY CHAINS

Tanger Med's management paid tribute to all the people who worked daily on the ground despite the exceptional circumstances, including

pilots, port operators, logistics specialists, truck drivers, transit clerks and shipping agents, as well as local authorities dealing with import/export, to ensure the continuity of port operations, maintain a safe and healthy working environment, and guarantee national and international supply chains.



COLLABORATION BETWEEN THE PORT AUTHORITIES OF TANGER MED AND ALGECIRAS BAY : CONTINUITY OF IMPORT-EXPORT OPERATIONS ACROSS THE STRAIT

In the current context of a global pandemic, the two port authorities of Tanger Med and Algeciras Bay, continue their respective

port activities serving the national and international supply chains.

Maritime connections between respective two ports and daily ship rotations are ensured normally, and in particular truck traffic, both import and export trade flows between Morocco and the European Union. These exchanges include agri- business, sanitary and pharmaceutical flows, etc. hence maintaining the key role of running supply chains.

For this purpose, regular exchanges of information and coordination take place between the two port authorities, as well as regular meetings are organized by videoconference in order to ensure the fluidity and continuity of operations.

In parallel and in the framework of the advanced collaboration agreement put in place in February 2019, the two port authorities are continuing exchanges and joint work for the implementation of trade facilitation across the strait, including the exchange of digitized data on traceability of goods and trucks throughout all over the different access control points in both port areas.

We take this opportunity to pay tribute to the commitment of the entire port community in ensuring the continuity of these trade flows, as well as the control authorities that form the logistics chain of this maritime bridge.

This total involvement allows the consolidation of the facilitation platform of the Strait of Gibraltar.



TANGER MED PARTNERS WITH THE WORLD LARGEST PORTS TO MAINTAIN THE CONTINUITY OF INTERNATIONAL SUPPLY CHAINS

Tanger Med, a world port hub, has partnered with the Port of Singapore's initiative along with the world's major port hubs, such as Shanghai, Rotterdam, Antwerp, Long Beach, Busan etc, and co-signed an international agreement for the maintenance of international supply chains.

Through this initiative, Tanger Med reasserts its leadership as African and Mediterranean port hub, and its key role in ensuring supply to world markets.

The signing parties, who met by videoconference, exchanged views on the organizations set up and the continuity plans deployed to face the current context in order to maintain serving global supply chains.

This initiative opens up a promising prospective for close and continuous collaboration between major port hubs serving international logistics chains.

TANGER MED ORGANIZED A NEW SESSION OF «TANGER MED TALKS» UNDER THE THEME : «PORT AND LOGISTICS DIGITIZATION : NEW SERVICES»

Tanger Med organised on June 9th a Talk on the importance of the digitization of ports and logistics, key assets for the reinforcement of competitiveness.

The challenge of digitization is based on key conditions such as adherence to the Port Community System (interconnected electronic platform), the establishment of a Single interlocutor and secure platforms as well as integrated communication between the port and economic community, emphasized the national and international experts.

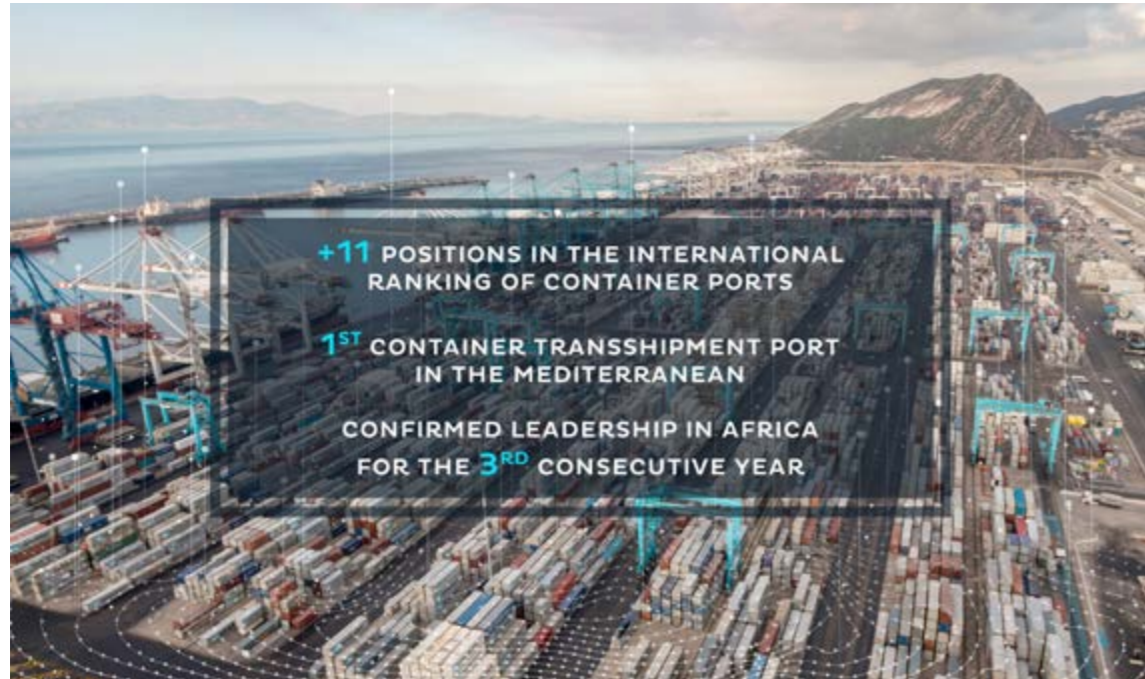
Digital contributes to processes optimization of port and stakeholders, such as administrations and customers, as well as offering more transparency and predictability to the various customers of seaports, said the Deputy General Manager of Tanger Med Port Authority, Hassan Abkari.

Digitization contributes to optimization of smart logistics, which will offer better management of maritime traffic and rail and road freight and thus place ports at the heart of exchanges with all stakeholders. A digital port has become an absolute necessity», Hassan Abkari underlined.

At the national level, Tanger Med is engaged in a sustained digitization process to offer customers, operators and all various stakeholders, a range of digital services to streamline operations for the passage of goods through the port area and optimization of transit time said Ahmed Bennis, Development Director of Tanger Med group.

Ahmed Bennis also specified that these digital services, available in Tanger Med Port Community System, include paperless management of maritime calls, paperless port transit of freight units, remote invoicing, MRN code generation, multi-channel payment and continuous traceability.

As a reminder, this webinar is part of a dynamic exchange between Tanger Med group and the entire port, logistics and industrial community, aiming to identify needs of the operators and responding to their expectations.



TANGER MED: 35TH CONTAINER PORT IN THE WORLD

Tanger Med makes significant progress in the latest rankings «Lloyd's List» and «ContainerManagement» published in August and ranks 35th after being ranked 46th a year earlier. This ranking lists the top 120 ports in the world out of 500 ports that have a container activity.

Tanger Med becomes the 1st container transshipment port in the Mediterranean and confirms its leadership for the 3rd consecutive year as the leading container port in Africa.

As a reminder, Tanger Med port handled 4.8 million containers in 2019, thus recording the best progress in the top 50 with a growth of + 38%.

On the African continent, Tanger Med is followed by Port Said in Egypt in the 45th position (3.86 million containers), Durban in South Africa in the 71st position (2.76 million containers), Alexandria in Egypt in 90th position (1.81 million containers), Lomé in Togo in 99th position (1.5 million containers), Mombasa in Kenya in 106th position (1.41 million containers), and Lagos in Nigeria in 115th position (1.30 million containers). Only Egypt has ranked two of its ports in this world top 120.

At the international level, Tanger Med succeeded to overtake the port of Panama Canal (Colon), as well as ports of Seattle

and Savannah (USA), Felixstowe (UK), Santos (Brazil), Mundra (India), and Vancouver (Canada).

This achievement confirms the confidence and the interest of the major global maritime alliances in Tanger Med as a major logistics hub. Moreover it demonstrates the strong synergy among all the partners of Tanger Med Community: concessionaires, liners, administrations and port authority who jointly work daily to optimize vessel calls and to provide ships with international standards.

«Lloyd's List» and «Container Management» are international rankings that publish annual rankings of world ports for more than a decade.



TANGER MED TALKS : NEW DIRECTIONS IN VALUE CHAINS : CHALLENGES AND OPPORTUNITIES FOR MOROCCAN EXPORTERS

Tanger Med organised on September 29th, a new session of Tanger Med Talks in partnership with ASMEX under the theme «New directions in value chains: challenges and opportunities for Moroccan exporters» in the presence of several experts, institutions and export professionals.

This virtual meeting is part of a dynamic initiated by Tanger Med with the objective of establishing a platform for regular exchange with members of its community.

Tanger Med group and ASMEX join forces around this conference to initiate a common vision on the future of Moroccan value chains dedicated to export and define a set of priority actions to support Moroccan exporters.

In his opening speech, Mr Hassan Sentissi El Idrissi, President of ASMEX, welcomed the initiative of this meeting and recalled that the Covid-19 pandemic had confronted us with new challenges and may present new opportunities. Moroccan operators must focus on new products with high added value which will create growth and enable them to better position themselves in global value chains.

For his part, Mr Hassan Abkari, Deputy Managing Director of Tanger Med Port Authority emphasized the importance of the supply chain, which acts as a bridge since it is the only function that involves all the actors of the value chain from suppliers of raw materials to final customers. Indeed, it crosses borders and must adapt and be flexible in order to maintain export competitiveness.

Jonathan Le Henry, Director at Strategy & PwC said «To capture the potential of value chains,

competitiveness efforts must be engaged and strengthened by the Moroccan industry...Morocco's ability to maintain its market share will come from its ability to improve its competitiveness in a competitive context».

Ahmed Bennis, Group Development Director of Tanger Med recalled the logistics solutions implemented by Tanger Med to support Moroccan exports. In particular, an infrastructure adapted to handle export flows, a wide maritime connectivity to more than 180 ports and 70 countries as well as continuous efforts to digitalize procedures through Tanger Med Port Community System.

At the same time, Tanger Med is fully committed to a continuous support to Moroccan exporters in their quest for competitiveness through the reinforcement of infrastructures, the facilitation of procedures, the export support of Moroccan SMEs and the organization of workshops and training of Moroccan exporters and users of Tanger Med port.

As a reminder, and in the framework of its proactive and participative approach with different actors of the port and logistics community, Tanger Med has previously organised a virtual workshop with the freight forwarders and transport commissioners of Morocco gathered by the «Association of Moroccan Freight Forwarders» AFFM. A meeting during which the speakers agreed on a regular exchange between the port authority and the association members as well as on a training cycle on the functionalities of «Tanger Med Port Community System» and its digital services intended for the members of the freight forwarders and transport commissioners community of Morocco.



TANGER MED TALKS: FACILITATION OF PROCEDURES ACCELERATING THE DEVELOPMENT OF AGRI-BUSINESS EXPORTS IN MOROCCO

Tanger Med organised on July 9th 2020, a new session of Tanger Med Talks under the theme «Facilitation of Procedures: to accelerate the development of Morocco's agri-business exports» in partnership with all the key actors of the sector: TANGER MED, MOROCCO FOODEX, ONSSA, CUSTOMS, Agricultural Export Producers, Transport and Logistics Professionals.

This virtual conference is part of the effort to support, digitize and facilitate agricultural and agri-business Moroccan exports.

In his intervention, Ahmed Bennis, Development Director of Tanger Med recalled the importance of the services offered by Tanger Med for the facilitation of Moroccan agri-business exports, in particular an infrastructure dedicated to export, a refrigeration unit for logistics operations, a multimodality of ro-ro and maritime transport and a maritime connectivity to more than 180 ports and 70 countries. Moreover, he recalled the commitment of Tanger Med in a continuous digitization process for a better efficiency and management of its activities, as well as for the continuous improvement of services rendered to customers.

He also recalled that since January 2020, Tanger Med has implemented a dematerialized solution for the export procedure of agri-business products from the packaging stations throughout the Kingdom, in partnership with MOROCCO FOODEX, ONSSA and the Customs Administration.

During the conference, Abir Lemssefer, Managing Director of Morocco Foodex, stressed the importance of the agri-business sector and confirmed the high export potential of Moroccan agriculture, as described by world leaders. She highlighted the achievements of the sector during the covid crisis, as well as its future ambitions.

Osama Abughoush, Managing Director of Delmonte, gave an overview of the sector, highlighting the efforts made at the Moroccan level both from an agricultural

point of view as well as infrastructure and financial services. He closed his presentation by announcing that Delmonte Morocco, a Joint Venture with the Rahal Group (the only JV of the Group in the world), plans to invest in an International Hub for Agricultural Sourcing and Export here in Morocco.

Roger Boons, Sales Director of Green Yard, zoomed in on the potential of the Eastern European market with Poland as a gateway via the port of Gdansk, connected by road and rail to an important hinterland. He also emphasized the bursting demand in certain international markets, which requires partnership investment in logistics dispatch centres at the destination.

Kacem Bennani Smires, CEO of the Delassus group shared a set of advice with Moroccan farmers wishing to enhance the value of their exports, as well as a set of points of recommendation aimed at reducing sea transit time, creating more added value for exports by avoiding price wars, using global distribution centres as leverage, and massifying and consolidating logistics distribution in key markets.

The Development Director of the port of Algeciras recalled the advanced collaboration with Tanger Med Port. This collaboration results in the implementation of a platform for the facilitation of trade between the two ports to ensure a better speed of processing of goods and passengers flows, as well as an exchange of data between the two ports through digitization and digitalization of all commercial and maritime information, relating to the transit of passengers and goods, including documentary processing and traceability.

As a reminder, Moroccan exports of agri-business products for the 2018/2019 season have reached 3.1 million tonnes. Tanger Med handled in 2019 nearly 2.7 million tonnes of products exported by truck, and more than 9 million tonnes of products by reefer containers transhipped.



PARTNERSHIP AGREEMENT BETWEEN LEADING HAMBURG PORT AUTHORITY AND TANGER MED PORT AUTHORITY

In an online ceremony on October 27th, Hamburg Port Authority and Tanger Med Port Authority signed a Letter of intent to form a partnership.

Both Hamburg Port Authority and Tanger Med Port Authority hold strong leadership positions in their respective regions and pursue common goals within the framework of port cooperation – including port management, logistics, and the digitalization of trade.

«I am very pleased that with today's signature of the Letter of Intent we have initiated a partnership between the Tanger Med Port Authority and the Hamburg Port Authority,» says Jens Meier, CEO of Hamburg Port Authority (HPA). «Both ports occupy outstanding positions in their regions. In this way both sides will benefit strongly from an active partnership, especially when it comes to exchanges on questions about digitization or port cyber security. We as HPA are looking forward to bring this partnership to life.»

«We are delighted to start this cooperation scheme bringing together Hamburg Port Authority and Tanger Med Port Authority on important subjects related to port competitiveness, digitization and innovation, says Mehdi TAZI RIFFI, Managing Director of Tanger Med Port (TMAPA). Both ports, in their respective leading positions, share common views and objectives in this respect. Tanger Med Port is fully committed to this new partnership».

Through this agreement, both port authorities jointly aim to work on exchanging experiences and good practices in several fields including: Efficiency of port and vessels operations, Digitalization and Port Community System, Traffic management, Port (Cyber) Security, IT data exchange and Innovation. Tanger Med is the leading African and Mediterranean industrial port complex and a global logistics gateway located on the Strait of Gibraltar. The port is connected to more than 180 ports worldwide and offers handling capacities of 9 million containers, exports of 1 million new vehicles, transit of 7 million passengers and 700,000 trucks on an annual basis. In 2019, the universal port of Hamburg handled 1.3 million tonnes of cargo in seaborne trade with Morocco, which constitutes an increase of 62.2 percent compared with the previous year. Totalling at 92.000 TEU, container handling figures reached a record high with an increase of 14.2 percent. This development is primarily due to increased throughput volumes with Tanger Med.

Morocco is Hamburg's leading trading partner in direct trade with Africa. A total of nine liner services connect the port of Hamburg with Morocco.



MOHAMMED VI TANGER TECH CITY PROJECT, SIGNATURE OF PARTNERSHIP AGREEMENTS WITH CCCC/CRBC

As part of the Sino-Moroccan cooperation marking the effective start of Mohammed VI Tanger Tech City Project,

a Virtual Ceremony for the Signing of Partnership Agreements with CCCC / CRBC was organized on November 3rd, 2020. The event was held by videoconference linking together CCCC / CRBC, Tanger-Tetouan-Al Hoceima Region, Tanger Med group as well as BANK OF AFRICA.

Through these Agreements, CCCC / CRBC formalizes its official entry into the capital of the "Société d'Aménagement Tanger Tech" -SATTup to 35%, along with BANK OF AFRICA owner of 25%, Tanger Med group owner of 20%, and Tanger-Tetouan-Al Hoceima region owner of 20%, thus consolidating the SATT shareholding.

The Investment Protocol and the Shareholders' Agreement were signed on one side by CCCC and CRBC represented respectively by their Vice-Presidents Mr. Liang Qingshan and Mr. Sun Yaoguo and on the other side by BANK OF AFRICA, represented by its Chairman and CEO Mr. Othman Benjelloun, Tanger Med group represented by its Chairman Mr. Fouad Brini and Tanger-Tétouan-Al Hoceima Region represented by its President Ms. Fatima El Hassani.

CCCC (China Communications Construction Company) is ranked in the Top 5 of Chinese public engineering and development companies, and its subsidiary CRBC (China Road and Bridge Corporation) specializes in large infrastructure projects in China and abroad.

Tanger Tech is an industrial and residential smart city launched in collaboration with China. The new 1672 ha smart city was officially opened to industrial investors in 2019. Based near the Tanger Med Port and Zones, this new smart city will include an industrial park, R&D centers, mid to high-end residential buildings, green areas and various ancillary facilities designed to provide a comfortable living environment for local residents and investors to create a technological, ecological and smart city.



5TH ANNUAL MEETING OF AFRICAN ECONOMIC ZONES ORGANIZED BY THE AFRICA ECONOMIC ZONES ORGANIZATION (AEZO)

The Africa Economic Zones Organization held on December 3rd, 2020, in conjunction with the «AfCFTA Business Forum»,

its 5th Annual meeting as a virtual event, under the theme: "The Role of Economic Zones in supporting the implementation of the AfCFTA and Regional Integration".

The event is organized in partnership with The African Union Commission and The United Nations Conference on Trade and Development (UNCTAD).

The opening ceremony was chaired by Mr Fouad Brini, Chairman of Tanger Med and Honorary President of the Africa Economic Zones Organization as well as Mr Albert Muchanga, Commissioner of Trade and Industry within the African Union. The ceremony was followed by speeches by the President of the African Development Bank Mr. Akinwumi Adesina, the Senior Director in charge of investments and enterprise within UNCTAD Mr. James. Zhan, the President of AFREXIMBANK Dr. Benedict Oramah, and of the Deputy Director General within the World Trade Organization Dr Yonou Frederick Agah.

The event saw the participation of several high-level experts who came to discuss the implementation of the continental free trade agreement (AfCFTA), the contribution of economic zones as well as the challenges and opportunities to generate growth, encourage regional integration and support the development of intra-African trade.

Four models of economic zone development were also demonstrated during this meeting: Tanger Med Zones for Morocco, the Department of Trade and Industry for South Africa, Nigeria Export Processing

Zones Authority for Nigeria and Djibouti Ports & Free Zones Authority for Djibouti.

During the closing ceremony, Mr Ahmed BENNIS, Secretary General of The Africa Economic Zones Organization stated : «African economic zones must offer better conditions to attract more investments, contribute to the development of value chains and support the creation of a single and united market within the framework of the African Continental Free Trade Agreement ».

Nearly 500 delegates were connected online for this important event representing 68 countries including 63 African economic zones, 30 partners and experts, as well as several representatives of government authorities, international institutions and public and private organizations

The Africa Economic Zones Organization (AEZO) was founded in November 2015 by Tanger Med Group with the participation of representatives from several other African economic zones. It brings together the main African economic zones and institutions in charge of the development, management and promotion of economic zones in Africa and also offers a platform of exchange and knowledge sharing for the benefit of the economic zones ecosystem in Africa. AEZO is comprised today of 80 members representing 42 African countries.



PORT COMPLEX



ALLIANCE 2M

TWO EXCEPTIONAL CALLS AT THE TC1 CONTAINER TERMINAL

In addition to Maersk Line's Asia-Europe services (AE1, AE5 and AE7) which regularly call at the Tanger Med port, the AE2 service recorded two exceptional calls at TC1 container terminal on 8th and 23rd March 2020 respectively.

The AE2 service is part of Maersk Line's services deployed on the Asia-Europe axis, which rotate as follows:



MOTHER VESSEL MSC MINA, LATEST GENERATION OF CONTAINER SHIPS CALLS AT TANGER MED

Tanger Med Port received on Tuesday 22nd March the call of Mother Vessel MSC MINA which is part of the 2M alliance of Maersk Line.

The MSC MINA is among the latest generation of container ships with a capacity of 23,656 TEU and 399.77m LOA.

The call took place at TC1 container terminal, and was carried out in the best conditions under the joint efforts of the port harbourmaster's office and pilotage services.



DIGITIZATION OF AGRIBUSINESS EXPORT CERTIFICATES THROUGH TANGER MED PORT COMMUNITY SYSTEM

Tanger Med has set up a paperless solution for the export process of agribusiness products originally from packaging stations throughout the Kingdom.

From January 2020, the inspection certificate issued by FOODEX and the phytosanitary certificate issued by the ONSSA required for food exports are systematically integrated into Tanger Med Port Community System, and accessible to a database of nearly 5,000 Moroccan exporters throughout the Kingdom.

Thanks to the automated exchange, these documents are also transmitted digitally to the Customs Administration to obtain the customs-boarding voucher through the port.

These new paperless services made by Tanger Med are the result of a partnership with the FOODEX and ONSSA control bodies, under the supervision of the Ministry of Agriculture and Maritime Fisheries, as well as with the Customs and Indirect Taxes Administration, serving the competitiveness and facilitation of Moroccan agribusiness exports.

Tanger Med is thus continuing its commitment in the digitization process for the continuous improvement of its services to customers.

These new services are therefore added to a range of solutions already accessible from Tanger Med Port Community System such as: maritime calls management, digitisation of port passage, traceability of freight units, multi-channel payment, etc...

Tanger Med is Morocco's leading export port. In 2019, it handled more than 4.8 million TEU containers and 65 million tons of goods.

With regard to Ro-Ro traffic, Tanger Med handled more than 350 000 trucks.

These exports are mainly related to industrial and agribusiness products.

For food traffic, Tanger Med processed more than 82 630 truck units in 2019.

To facilitate Moroccan exports, Tanger Med has set up a 19 HA infrastructure dedicated to exports that can process more than 2 100 units per day with an export transit time of 2h, and offering a dematerialized management of the export process.

DECATHLON

LE SPORT POUR TOUS - الرياضة للجميع

DECATHLON STRENGTHENS ITS E-COMMERCE SERVICE FROM TANGER MED LOGISTICAL ZONE

Decathlon Tanger Med continues its logistic activities and strengthens its e-commerce service in Morocco in order to respond to the largest number of online orders from its customers who continue practicing their sports activities at home.

The world leader in sporting goods prepares around 300 orders per day from its warehouse in the Tanger Med logistical zone, which are then delivered directly to customers' homes in all Morocco regions.

The major Metropolitan areas remain their biggest customers, namely Casablanca, Rabat, Marrakech, the Southern Region, as well as Northern Morocco.

Since the launch of the Decathlon e-commerce service from Tanger Med Logistical Zone in 2018, a good number of customers have opted for this online purchasing option.

Over the past month, the number of sports items ordered and delivered has reached approximately 36,000 items per month.



INTEGRATION OF THE ENTRY SUMMARY DECLARATION INTO TANGER MED PORT COMMUNITY SYSTEM

Tanger Med has extended its digital offer by implementing the ENS (Entry Summary Declaration) in its Port Community System to be submitted prior to the entry of goods into the European Union.

Supply chain operators (at origin) will now be able to forward the ENS to the first customs office of entry to the European Union via Tanger Med Port Community System, prior to the arrival of goods in the EU.

Note that this declaration which is implemented by the European Commission is required by the Safety / Security measure ICS (Import Control System) for imports to the European Union.

The recovery of the MRN code (Movement Reference Number), a unique identifier assigned to each ENS after their validation and registration, is thus ensured by Tanger Med Port Community System.

The implementation of this new digital service aims at improving the performance of the port and airport passage and more broadly of the logistics ecosystem and will provide operators more autonomy for the completion of export formalities.



DIGITIZATION OF THE EXIT PERMIT WITH THE CUSTOMS ADMINISTRATION

Within the framework of the partnership agreement signed between Tanger Med and the Customs Administration (ADII), and in order to make the exchange of information more fluid and reliable, the exit permit issued by Tanger Med Port is now sent through an electronic data exchange to the BADR system of the ADII.

The digitization of this procedure allows to smooth the customs control at the exit of Tanger Med port and thus contributes to the optimization of the handling time of import flows.



DIGITIZATION OF TANGER MED'S PURCHASING FUNCTION: FIRST STEPS ACHIEVED

As part of the digitization of the Tanger Med Group's purchasing process, the i-SUPPLIER and i-PROCUREMENT modules have been successfully deployed.

Indeed, suppliers can now reference themselves online via the Tanger Med purchasing portal (<https://portailachats.tangermed.ma>).

Also, purchase requests and order reception are now done on the i-PROCUREMENT electronic platform. Tanger Med's commitment to digitize this process stems from its desire to optimize processing times and make data reliable when exchanging with its partners.

The next steps will consist of digitizing the entire Group's purchasing process with the online management of calls for tenders as well as the digital monitoring of order execution through the «Sourcing» module, which is scheduled to go live towards the end of the second quarter.



CALLS AT TANGER MED PORT OF THE WORLD'S LARGEST CONTAINER SHIPS: + 23 000 TEU

The mega container ship MSC SAMAR called at the Container Terminal TC1 operated by APM Terminals, at Tanger Med 1 Port on 8th May 2020.

The latest generation of ships, is characterised by an overall length (LOA) of 400 metres and a width of 61.5 metres and can carry up to 23 756 TEUs.

MSC SAMAR and its siblings MSC AMBRA, MSC LENI, MSC MIA, MSC FEBE calls at Tanger Med port are deployed within the framework of Maersk Line's 2M alliance.



NEW «PORT MOVEMENT PER HOUR» RECORDS AT TANGER MED PORT

APM Terminals, operator of both container terminals TC1 and TC4 of Tanger Med port, recorded during the month of May new Port Movement per hour records (PMPH) respectively on MSC SAMAR of 213 and on Elly Maersk of 216.

These performances were made possible thanks to the optimization of the ship's berthing and sailing time, and illustrates the perfect coordination between the different players, the pilot and the harbour master's of Tanger Med Port Authority, the ship-owners, the port operator APM Terminals and other stakeholders.



Partners, unlimited

PUT INTO OPERATION OF THE 3RD EXPORT ACCESS SCANNER

As part of the capacity building for processing trucks as well as the facilitation of Moroccan exports, a new scanner was put into operation at the «Export Access» of Tanger Med port bringing the processing capacity 60 to 90 trucks per hour.

The dedicated export infrastructure «Export Access» covers an area of 19 Ha and can handle up to 2,100 trucks per day. In addition, it enables dematerialization of the export procedure, smooth handling of export truck traffic as well as an export transit time in 2 hours.



VEHICLE EXPORT ACTIVITY RESUMES

Despite the COVID-19 pandemic and during the 2nd quarter of 2020, Tanger Med port through its vehicle terminals remained operational to support the continuity of transshipment and import-export activities.

In the end of April 2020, and with the gradual recovery of Renault Tanger Med and PSA Kenitra factories, the activity of trains transporting vehicles between the two plants and the port has recovered, and exports by ship gradually resumed.

GEFCO SETS UP IN THE LOGISTICS ZONE OF TANGER MED PORT

The leader in 3PL automotive logistics GEFCO has chosen the Tanger Med Logistics Zone to establish its Advanced Supplier Warehouse to supply the PSA factory in Kenitra and export automotive parts manufactured in Morocco to car manufacturers in Europe in order to support the optimization of their supply chain.

The project started in the first phase on a warehouse of 6 000 m² extensible to 10 000 m².

GEFCO will also manage other World-World flows from this platform.



CEVA LOGISTICS SETS UP IN THE LOGISTICS ZONE OF TANGER MED PORT

One of the world's leading logistics companies, CEVA Logistics is continuing to develop its projects by creating a logistics platform in Tanger Med in order to make it a regional hub for its various clients.

The Group opted for this location in Medhub Logistics Free Zone, thanks to the simplified procedures and advantages offered by this Zone as well as the key position of Tanger Med and its maritime connections.

The first phase of its project will be carried out on a 5 000 m² warehouse in the Logistics Zone of Tanger Med port, with ambitious prospects of extending this surface.

NEW MARITIME SERVICES AT TANGER MED PORT



MAERSK CONNECTS TANGER MED - CAPE TOWN VIA THE WAF1 SERVICE

The port of Cape Town is now connected to Tanger Med port thanks to the revised WAF1 service of Maersk Line.

Indeed, the ship-owner Maersk Line has added within the framework of its 2M Alliance, fruit exports from South Africa (Port of Cape Town) to Europe including some West African ports.

The revised WAF1 service is intended to become the South Africa-Europe «shuttle» during the citrus season. It will connect South Africa to Tanger Med port (TC1 and TC4) and will employ seven vessels of 4,100 to 5,450 TEU capacity.

The rotation will encompass Tanger Med, Algeiras, Tema, Pointe Noire, Luanda, and Cape Town before returning to the Tanger Med Port .



CMA CGM PROVIDES TANGER MED- ITALY LINK VIA THE ITTAMAR SERVICE

Tanger Med port remained connected during the Covid-19 period to Italian ports (Genoa and Livorno) via CMA CGM's new ITTAMAR maritime service, which reaches Eurogate, second container terminal (TC2).

The ITTAMAR service, which started in March 2020, is a direct and regular service. It connects Tanger Med port to the two Italian ports with a transit time of 3 to 4 days from Tanger Med to Italy and vice versa.



ARRIVAL OF THE FIRST 4 GANTRY CRANES OF TC3 CONTAINER TERMINAL

Tanger Alliance, concessioner of TC3 container terminal of Tanger Med 2 port, has received its first delivery of 4 out of 8 STS cranes, with a lifting capacity of 65 tonnes and a height of 54 m.

Tanger Alliance is a consortium of 50% Marsa Maroc, 40% Eurogate-Contship Italia and 10% Hapag-Lloyd.

This terminal has a nominal capacity of 1.5 million containers.



TANGER MED OBTAINS THE "SAFEGUARD" LABEL ISSUED BY BUREAU VERITAS

Tanger Med Passenger Port has certified its organizational and personal protection procedures to prevent the spread of Covid-19 by the international organization Bureau Veritas.

The label obtained «Safeguard» confirms Tanger Med's commitment to provide passengers with a reliable and safe travel space in continuity with the deployed efforts of cruise shipping companies for the prevention against the virus.



DIGITIZATION OF MEDHUB EXIT PERMIT

New feature in Tanger Med Port Community System has been commissioned by the digitization of the exit permit for shipment from the Logistics Free Zone to Morocco, in interface with Badr system of the customs.

This simplification measure is intended to facilitate procedures and operations from the Logistics Free Zone.



RENEWAL OF THE «ECOPORTS» LABEL CERTIFYING THE PORT OF TANGER MED AS A «PERS» PORT IN 2020

Tanger Med port has just renewed the «Ecoports» label certified PERS in 2020, delivered by the European Sea Ports Organization (ESPO).

It remains the first African port to obtain this distinction and to join the «Ecoports» network. This label is awarded to ports that comply with environmental standards defined according to precise criteria by Lloyd's Register, the British maritime classification company, which guarantees that Tanger Med port complex is an eco-friendly port that has a compliant environmental management program addressing the quality of water, air, soil, waste recycling and the preservation of natural resources.

The PERS 2020 certification confirms Tanger Med Port's proactive approach to sustainable development and environmental protection.

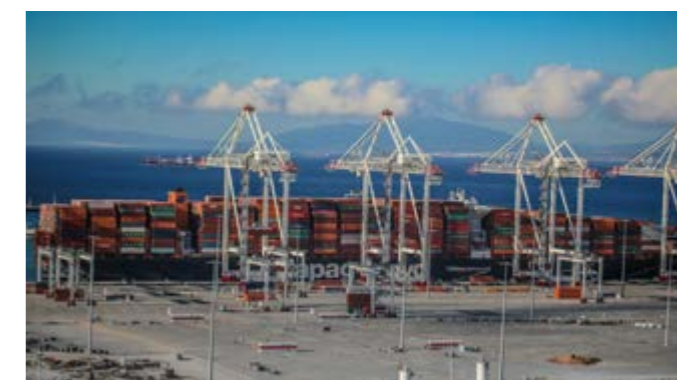
Thus, Tanger Med's commitment towards a continuous improvement approach is reflected in its quality approach aiming at continuously improving its performance in terms of energy efficiency, reduction of the use of natural resources and the preservation of biodiversity at the marine and coastal level.



CONTAINER TRAFFIC: RECORD PRODUCTIVITY THROUGHOUT 2020

In 2020, the productivity level of container traffic in Tanger Med port broke records. The 500,000+ mark for containers handled per month was exceeded 5 times respectively in April, August, October, November and December 2020 with a new record set in November of 553,164 TEU containers.

This performance demonstrates the coordination and the synergy developed by the different actors involved: pilotage department and harbour master's office of Tanger Med Port Authority, ship owners, port operators APM Terminals and Eurogate and other stakeholders.



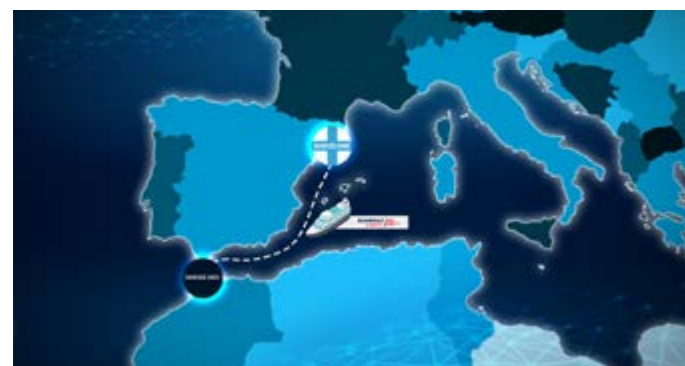
THE CONTAINER TERMINAL, TC3, RECEIVES ITS FIRST TEST SHIP IN REAL CONDITION

Tanger Alliance, the concession holder of the TC3 Container Terminal of Tanger Med 2 port welcomed Wednesday, December 22nd, 2020 its first test vessel AL JMELIYAH Hapag-Lloyd coming from Singapore and heading to Southampton, England, in preparation for its commercial commissioning scheduled for 01/01/2021.

NEW MARITIME ROUTES FOR TRUCK AND PASSENGER TRAFFIC

The Passenger and Ro-Ro Port strengthened its maritime connectivity during the 3rd quarter of 2020 with the opening of 2 new maritime services:

* Tanger Med – Barcelone



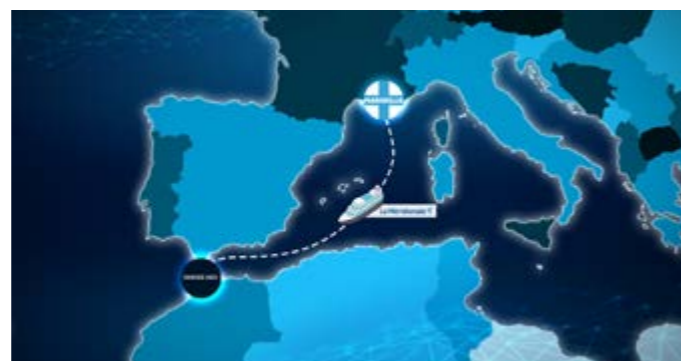
The shipping company SUARDIAZ launched on November 7, 2020, a new RO-RO maritime line between Tanger Med and Barcelona.

This new service offers two departures per week and is for all types of goods: retail, distribution, textiles, fruit and vegetables, car parts and heavy machinery.

The average transit time of this service is 36 hours.

This service is adapted to unaccompanied rolling stock, both industrial and temperature-controlled.

* Tanger Med – Marseille



On December, 22nd, 2020 the shipping company La Méridionale launched a regular line between Marseille and Tanger Med. During the health crisis, the line will have two weekly rotations and then will be increased to three rotations per week.

This line will be operated by two vessels: the Girolata, with a capacity of 606 passengers and 230 passenger vehicles, and the Pelagos, with a capacity of 269 passengers and 75 vehicles.

«The opening of this regular line, combining rolling freight and passenger transport, is a tremendous opportunity for the economic development of the territories concerned and offers strong growth potential for our company» says Benoît Dehaye, Managing Director of La Méridionale.



COMMISSIONING OF THE 1ST PHASE OF THE MULTI-STORY PARKING LOT



Within the framework of the reinforcement of the storage capacity of the car carrier terminal, Tanger Med Port Authority has launched a project for the construction of a multi-storey car park over several phases. Therefore, supporting the growth in exports of vehicles produced in Morocco (Renault Melloussa plant, Somaca plant, and PSA Kenitra plant) and consolidate Tanger Med's role as a transshipment hub for new vehicles.

The first M1 module with a capacity of 800 parking spaces was put into service in December 2020. Two other modules (M2, M3) with a capacity of 800 parking spaces each are under construction for a delivery scheduled for the end of 2021.

The completion of the three phases will guarantee a total additional capacity of +2400 places.

As a reminder, the Car Carrier Terminal has a 240 ml Quays that can accommodate the world's largest car carriers, is connected to 35 ports in 22 countries, and offers 12 regular services on a weekly basis.



TANGER MED PARTICIPATED IN «BNEW LOGISTICS PANEL»

Barcelona New Economy Week (BNEW) is a physical and digital B2B event bringing together panels from the logistics, real estate, digital industry, e-commerce and economic zones sectors. They all share a common ground: «new economy».

Mr. Rachid Houari, Central Director of Tanger Med Port 1 and 2 and General Manager of the Logistics Free Zone, participated in the BNEW Logistics panel held on October 7th, 2020 under the theme «Outlook for the Mediterranean and Europe transport and logistics market amid the COVID-19 crisis». The objective of the panel was to explore the current and future environment of the economy, all aspects of logistics and international supply chains, and to present Tanger Med's strategy as well as its role in maintaining international trade activities.



EXPORT OF 378 WIND TURBINE BLADES IN 2020

In 2020, 378 wind turbine blades produced at the Siemens Gamesa plant in Tanger Automotive City were exported via the bulk and general cargo terminal of Tanger Med Port and distributed over 22 ship ports of call.

As a result, 7 wind farm projects have been serviced in the following countries: Netherlands, Poland, Spain, France, Russia, Norway, and the United States.



INDUSTRIAL COMPLEX

CONTINUITY OF THE MEASURES ADOPTED TO SUPPORT THE RECOVERY IN INDUSTRIAL ACTIVITY

Tanger Med Zones is coordinating the recovery of industrial activity within the 6 activity zones of Tanger Med, including the support of companies in face of this health crisis but also between them and the local authorities.

The business continuity plan set up by Tanger Med Zones in coordination with the investors consists of a series of health security measures to protect the safety of employees, in addition to dedicated support for companies located in the various activity zones. These are implemented according to the recommendations of the Moroccan Ministry of Health and the World Health Organization:

- Maintaining ongoing communication and support with customers and partners,
- Pursuit of digitization of the industrial platform's customer services,
- The maintenance of barrier gestures through ground markings, office separation, social distancing and reducing the number of passengers in transport,
- Regular health check-ups and measuring body temperature (before boarding transport buses and before entering the company) as well as screening tests with Covid-19,
- Training and awareness-raising campaigns for cleaning and security agents, employees, and contractors to adopt the right safety and security measures,
- Continuous distribution of personal protective equipment (masks and hydro alcoholic gel),
- Continuous disinfection of work and transport areas,
- Regular monitoring and auditing of the application of these security measures.



All of these measures are aimed at ensuring the smooth recovery of industrial activity and limiting the risk of contamination

within the plants, by strengthening awareness of employees, service providers and industrial companies for the application

of these measures and thus limit the spread of Covid-19.



PHOTO PRISE AVANT LE CONTEXTE DE CRISE SANITAIRE MONDIALE

NEW TIER2 AUTOMOTIVE SUPPLIERS SETTLES IN TANGER MED INDUSTRIAL PLATFORM

The automotive ecosystem operating in Tanger Med is continuously developing, as shown by the growing presence of Tier 1 suppliers for Renault Tanger Med and PSA Kenitra, but also original equipment manufacturers (OEMs) based in Europe.

The year 2020 has also marked the development of a strong link in the automotive value chain, thanks to the establishment of key Tier 2 suppliers.

Recent Tier 2 suppliers installed in the Tanger Med Industrial Platform:

- RETUC: Spanish company specialising in the recycling of plastic from the Plastic Injection Molding activity,
- LOSANG DEOCAD TOOLING: Spanish-Chinese company specialising in the repair of injection moulds,
- EYPROM: Spanish company specialising in the production of automotive tools and equipment,
- PROINSUR: Spanish company specialising in plastic injection,
- INAMARSA: Spanish company specialising in thermoplastic injection and plastic engineering.



EXTENSION OF THE 4TH PHASE OF TETOUAN PARK

Tetouan Park, an SME dedicated industrial park developed by Tanger Med Zones, mainly hosts activities targeting the national market.

Developed on a 156-hectare land base, laid out over 5 phase, 3 of which are already serviced and adjacent to the highway linking Tangier to Tetouan, it is dedicated to SMEs and SMIs and any company operating in the sectors of light industry and manufacturing, trade and logistics.

This zone aims at diversifying and boosting the socio-economic activity of the region and complementing Tanger Med Industrial Platform's offer from several points of view: activity zone in the subject territory, new employment pool, and industrial segment targeting both national and international markets.

Given the increased demand from investors and the promotion of nearly 80% of the existing area, the completion of a 4th phase proved to be essential and launched in partnership with FONZID, MCA and MCC Morocco.

The Project consists of the extension of the Tetouan Park industrial zone with a surface area of 35 hectares dedicated to industry, logistics and the Cité des métiers. Some of the essential elements of the project include:

- Construction and fitting out of three rental warehouses divided into small workshops of 30m² to 600m² to accommodate young and female entrepreneurs as well as people with reduced mobility.
- Development of green spaces and a friendly environment with common areas (street furniture)
- The implementation of equipment and services for businesses and their employees (one-stop shop, security services, transport service, a well-being area that is designed to meet the needs of working women and men: exchange, mentoring, and networking area)
- The setting up of a 420 kWc photovoltaic park, as well as a WWTP whose treated water will be reused for watering green spaces.

NEW FACILITIES IN TANGER MED INDUSTRIAL PLATFORM





PHOTO PRISE EN JANVIER 2020, AVANT LE CONTEXTE DE CRISE SANITAIRE MONDIALE

HANDS CORPORATION OFFICIAL OPENING IN TANGER AUTOMOTIVE CITY

HANDS CORPORATION group inaugurated last January 14th, at Tanger Med industrial platform, its new production site for aluminium wheels, first production site in Africa.

By setting up in Tanger Automotive City, the company is joining an already existing ecosystem made up of more than one hundred automotive original equipment manufacturers (OEM), located close to Tanger Med Port, Africa's leading container port, offering key maritime connections to world markets.

Covering an area of 23 Ha, the Hands 8 industrial complex represents an investment of 4.3 billion dirhams and will create 1,600 jobs. Its ultimate production capacity is 8 million units per year, 85% of which is destined for export. Hands aims to address major manufacturers such as PSA, Renault, Nissan, VW, GM, Hyundai, Ford, KIA, Skoda, Suzuki, Chrysler...

It should be noted that this strategic project is the first Korean flagship project in Morocco, led by a major player in Korean industry and one of the top 5 world's largest manufacturers of aluminium wheels.



PHOTO PRISE EN JANVIER 2020, AVANT LE CONTEXTE DE CRISE SANITAIRE MONDIALE



LEAR CORPORATION STARTS PRODUCTION IN TANGER AUTOMOTIVE CITY

Lear Corporation a U.S. company specialising in the manufacturing and distribution of automotive interior equipment. It has approximately 113,000 employees worldwide with a turnover of approximately \$17.8 billion USD and an annual turnover of \$12.2 billion.

Ranked second in North America, third in Europe and a leader in China and India, Lear Corporation today has 242 manufacturing facilities in 36 countries.

Lear Corporation's latest installation in Morocco was in Tanger Automotive City. During the year 2020, the plant began manufacturing, assembling, and distributing automotive components on a 6.7-hectare site.

Lear Corporation expects to employ 3 000 people in the future.



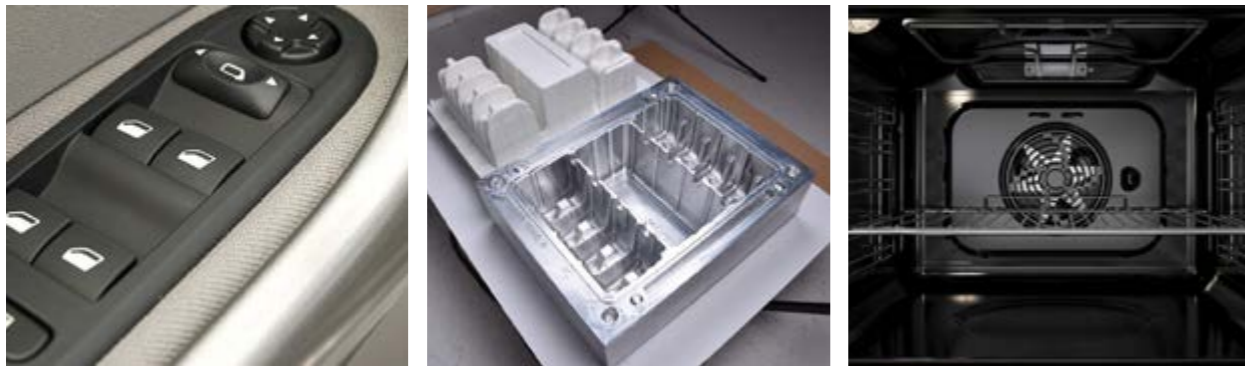
CONTITECH STARTS PRODUCTION IN TANGER AUTOMOTIVE CITY

As an integral part of Continental, the ContiTech Division is among the leading suppliers of numerous technical products. It specialises in plastics technology, with approximately 41 000 employees in more than 40 countries and sales of nearly €6.3 billion (2018).

ContiTech is now one of the newest facilities in Tanger Automotive City.

The company started its activity of development and manufacturing of cooling systems (HVAC) for the automotive sector in 2020 on a 5,151 m² site and expects 100 jobs in the long term.

NEW INVESTMENTS IN TANGER MED INDUSTRIAL PLATFORM



KWANGJIN

The South-Korean company Kwangjin has recently set up in Tanger Med Industrial Platform on a surface of more than 15 000m².

The group, present in more than 12 countries around the world, is specialised in the production of window lifters, door modules, hinges, pedals for OEMs such as RSM, PSA (OPEL), Hyundai / Kia, GM Motors, and Volkswagen.

TECMA GLOBAL SOLUTION SAS GROUP

The company TECMA GLOBAL SOLUTION MOROCCO has set up in Tanger Med Industrial Platform a production unit of 2500 m² dedicated to the manufacturing of semi-finished or finished steel-based plastic injection moulds for automotive.

Intended for export and sales to Moroccan companies operating in various business zones of Morocco, this new facility will enable TGSM to reduce delivery times and costs and to be strategically positioned to meet customer needs in real time.

The company also offers services for the renovation of existing industrial fixed assets by restoring equipment to working order (repair, maintenance, calibration, etc.).

GRAVESA SARL

Founded in 1946, CONSTRUCCIONES GRÁVALOS S.A. is a company dedicated to the manufacturing of technical parts for the household appliance and automotive markets. The group operates in the plastic injection, metal stamping and automatic assembly sectors, as well as a design and machining section that gives it high autonomy to manage various types of projects.

In 2020, GRAVESA SARL, a Moroccan subsidiary, opened its industrial unit in Tanger Med on a surface area of 3,700m² and is active in the manufacturing of connection components and technical parts for household appliances and the automotive industry.

BABA GLOBAL

Leader in its segment, the Indian multinational BabaGlobal, a subsidiary of Dharampal Satyapal Group (DS Group), has installed a new production unit of perfumed sweets within Tanger Med Industrial Platform on a surface area of 1 200m².

Dharampal Satyapal Group (DS Group) is a multi-diversified conglomerate present in various industrial sectors. The group has focused on growing and diversifying its portfolio with high quality, reliable and transparent products and processes. The group's offering has evolved significantly over the years and today includes a strong presence in high-growth sectors such as catering (spices, beverages, confectionery, dairy products, mouth fresheners), hotels, tobacco, packaging etc.



DELFINGEN

Twenty years after gaining a foothold in Morocco, the French company Delfingen adds a fourth factory to its Moroccan industrial set-up within Tanger Med Industrial Platform.

The new manufacturing unit which specialises in the production of plastic sheaths, electrical and thermal protection of automobile cables has just acquired, is the one formerly created in Tangier by the German Schlemmer, an entity bought by the Delfingen group.

With Schlemmer Maroc, the Delfingen group now has three factories in Tangier and another in Casablanca, for a global turnover exceeding 300 million dirhams and a staff of more than 250 employees.

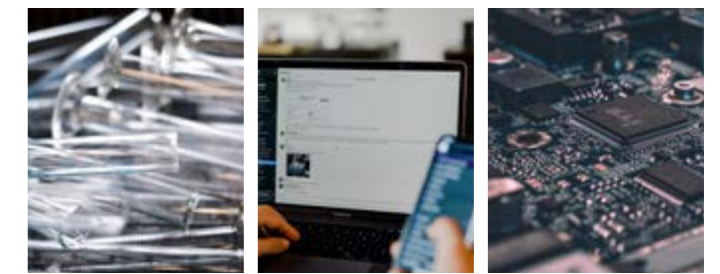
OCCICO

OCCICO sets up Tanger Med in industrial platform a clothing manufacturing unit for men, women and Kids' clothing on a surface of 1 346m².

OCCICO, which was launched 20 years ago, supplies dozens of national and international brands.

CONSERVAS SOSASU

Conservas Sosasu is a leading Moroccan company in the field of fish processing and packaging. The company has just set up in Tetouan Park, in Tanger Med Industrial Platform in a unit of more than 3 000m².



MEDICAL LABORATOIRE SERVICE

Medical Laboratoire Service (MLS) has been one of the leading specialist suppliers of medical products for over 24 years. It leads a network of resellers and distributors in more than 50 Moroccan cities.

The Tetouan-based company is launching its latest unit in Tetouan Park, in the industrial platform of Tanger Med.

MLS counts among its customers more than 1 000 distributors throughout the Kingdom, providing them with immediate availability of quality products thanks to a network of more than 25 international suppliers (Germany, France, Spain, United States, South Korea...).

TARGET BIG

Target Big Sarl is a company specialising in the field of email marketing with sponsors in Europe and North America. The company has set up in Tetouan Shore (TOS), in Tanger Med Industrial Platform in order to present its IT services internationally.

MYOPLA

Created in 2013, Myopla is an innovative French company in the outsourcing business. It offers a new approach to B2C & B2B customer relationship, front office & back office, business process outsourcing and digital transformation.

Leader in outsourcing in the north of Morocco, Myopla has set up in Tanger Med Industrial Platform to better serve its European customers.

The main activity of this new unit is the creation of a Contact and Process Outsourcing centre (Customer Relationship, BPO, and Artificial Intelligence).

DIGITAL TECH CONSULTANCY

The Belgian-based company Digital Tech Consultancy specialising in the creation and maintenance of software for the banking and insurance sectors has moved to Tanger Med in order to develop IT services and better serve its national and international clients.

BUILDING LOGISTICS

BUILDING LOGISTICS is a company created in 2011 and currently operating in the provision of logistics services, and import and distribution of consumer products.

The company is now settling in the Tanger Med industrial platform within Tetouan Park, an area dedicated to industry and national logistics, over a surface area of 3,330m².

CHICO FOOD

CHICO FOOD is a Moroccan import - export in the Food and beverage industry. The company is now established in 3,373m² area.

PJL-P

PJL-P is a Moroccan company based in the Tanger Med industrial platform since nearly 20 years.

The company is now starting to expand its activities to a 6,744m² area.

It produces various types of decorative tiles marketed internationally in B2C, under the brand MOSAIC FACTORY.



TANGER MED INDUSTRIAL PLATFORM RANKS 2ND SPECIAL ECONOMIC ZONE IN THE WORLD

Financial Times' FDI Intelligence published the «FDI Global Free Zones of the Year 2020» ranking the most attractive economic zones in the world. This report compares nearly 100 economic zones based on international benchmarks and measures the adequacy of their value proposition with investors' expectations.

Tanger Med Zones, located in the North of Morocco, is ranked 2nd world economic zone after «Dubai Multi Commodities Center» in the United Arab Emirates, while it was ranked 5th last year.

The 3rd place goes to «Katowice Special Economic Zone» in Poland and 4th place to «Waigaoqiao Free Trade Zone» in China.

The FT FDI reports for Tanger Med industrial platform that «This is the first time an African zone ranks that high in the ranking, which is testament to the tremendous rise of the network of zones developed by operator Tanger Med around the Tanger Med port on the Gibraltar Strait, one of Africa's busiest.

«Other bespoke distinctions additionally awarded to Tanger Med Zones include:

- #1 World Free Zone for «Large Tenants» which collects data on industrial investors employing more than 250 employees globally, a turnover of more than \$55.8M and/or taking more than 5000sq ft of space in the zone

- «Specialism Award in Automotive» thanks to the dynamism of an established automotive ecosystem of tier 1, 2 and 3 suppliers serving a large base of OEM including Ford, VW Group, Renault and PSA.

- The platform also won the 1st African prize for SME's due to the quality infrastructure and the commercial opportunities offered.

Tanger Med Zones is developed over an area of 20 Million m² and encompasses 6 activity zones. It is home to more than 1 000 companies active in the sectors of automotive, aeronautics, logistics, textile and trade. Large multinationals such as Siemens Gamesa, Magnetti Marelli, Valeo, TI Automotive, APTIV, Sumitomo Electric have established manufacturing and export hubs.



TANGER MED ZONES PARTICIPATES IN THE APEBI WEBDIALOGUE «REGIONALIZED OFFSHORING: BETTER RESPONSE TO POST-COVID OPPORTUNITIES».

«Regionalized offshoring: better response to post-Covid opportunities» is the theme of a webinar organised on 18 December 2020 by the Federation of Information Technology, Telecommunications and Offshoring (APEBI).

Initiated in partnership with the CRI of Fez-Meknes, the seminar brought together experts who drew up an overview of the offshoring sector and possible avenues for its development.

The presentations focused on the offer and prospects of Offshoring at the global level, the new post-Covid 19 challenges and the future stakes for offshore support systems.

Tanger Med Zones took part in this event to present the assets of the Tangier-Tetouan-Al-Hoceima Region in the offshoring sector as well as the future projects around Tetouan Shore, a dedicated zone to offshoring activities.

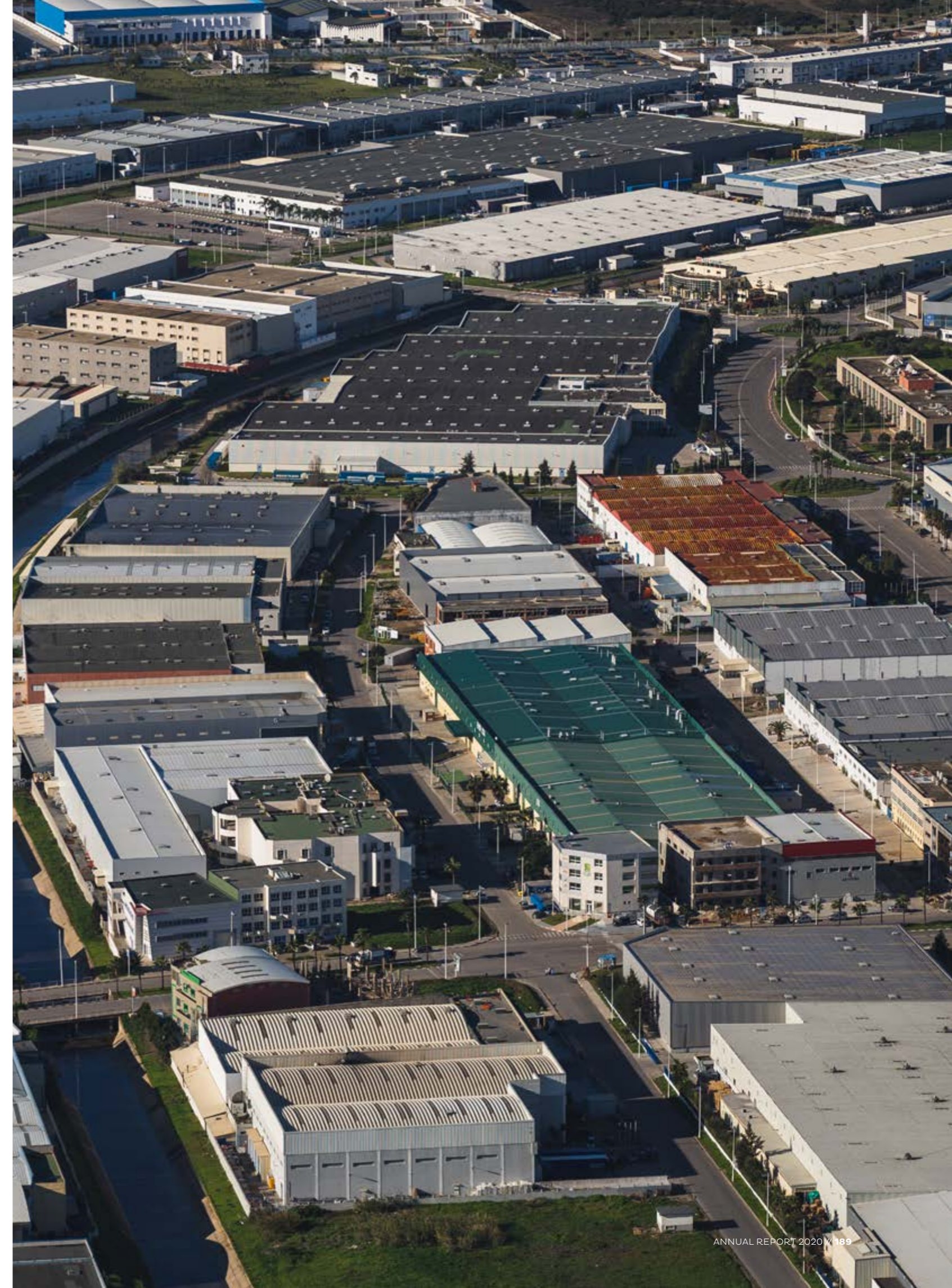


TANGER MED ZONES JOINS «BNEW BEWOMAN PANEL»

Barcelona New Economy Week - BNEW is a physical and digital B2B event that brings together panels from the logistics, real estate, digital industry, e-commerce and economic zones sectors that share a common ground: «new economy».

This year's event was held on 6 October 2020 and hosted 300 speakers over 4 days for a total of 30 debates, 25 interviews, 12 inspiring lectures, 10 key notes and 25 sector panels.

Tanger Med Zones participated in the BWOMAN panel to exchange on women's leadership and their role in economic zones.





S O C I A L
P O L E

TANGER MED FOUNDATION CERTIFIED ISO 9001 V2015

Tanger Med Foundation maintains its ISO 9001 Version 2015 certification after undergoing an audit focused on the review of the processes and procedures implemented. The Quality Management System of Tanger Med Foundation has 0 major and 0 minor non-conformities.

The keep up of the certification demonstrates the commitment of Tanger Med Foundation's teams to a continuous improvement approach, in order to achieve the predefined objectives for sustainable development project management.



CONSTRUCTION PROGRAM OF 36 PRESCHOOL CLASSES IN THE FAHS ANJRA PROVINCE

Tanger Med Foundation has signed a partnership agreement with the Provincial Committee of the National Initiative for Human Development (INDH), the Fahs Anjra Provincial Council, the Provincial Directorate of the Ministry of National Education and the Agency for the Promotion and Development of the North (APDN), for the construction of 36 elementary school classrooms in the Fahs Anjra province.

Aligned with the national guidelines on elementary school education, the program aims to generalise access to elementary school education throughout the province of Fahs Anjra, and to strengthen its role as an essential step in preparing very young children to enter the primary cycle in the best possible conditions.

The program should provide modern, functional and secure socio-educational infrastructures. In parallel with the launch of construction work, as construction work is being launched, the training and integration of preschool teachers is being carried out by the Moroccan Foundation for the Promotion of Pre-school Education.



SCHOOL TRANSPORTATION PROGRAM: A COLLECTIVE MOBILIZATION AGAINST DROPPING OUT OF SCHOOL

Tanger Med Foundation, in partnership with the Tanger-Tetouan Regional Academy of Education and Training and the Parents' Associations, has renewed the partnership agreements relating to the school transport programme intended for students in the Fahs Anjra Province.

In view of the Covid-19 pandemic and following the closure of «Dar Taleb» and «Dar Al Fatate» community centres, the number of pupils transported has been revised upwards in order to guarantee the continuity of education and to avoid dropping out or failure at school.

In compliance with the requirements of the health protocol in force, the Foundation has set up a plan to reorganize the program with the following adjustment modalities:

- Reduction of vehicle capacity to 50%
- Increasing the number of return trips and maintaining the connection with all the douars usually served
- Implementation of the health protocol inside the vehicles (barrier measures, wearing of masks, temperature measurement, disinfection of vehicles, etc.)
- Exchanges and involvement of all those involved.



DAR AL FATATE AND DAR TALEB YOUTH CENTERS

Dar Al Fatate and Dar Taleb Reception Centres are a strategic pillar of education in rural areas, in addition to school transport.

These facilities provide accommodation and many other functions. They offer spaces for exchange, integration and learning in a continuous quest for maintenance and improvement.

Tanger Med Foundation provides financial support to ensure the operation of 6 centres in the communes of Ksar Sghir, Melloussa, Taghramt and Jouamâa.

At the same time, Tanger Med Foundation provides tutoring programs within the centres to help students in difficulty.



ROBOTICS AT THE SERVICE OF ELEMENTARY SCHOOL EDUCATION

Similarly, Tanger Med Foundation has contributed in collaboration with Fahs Anjra Province, to the provision of educational robots in all pre-schools of the Province.

The operation consisted in providing 120 educational robots and 24 compatible tablets via a specific remote-control application. The aim is to enable the very young to discover technology in a playful and interactive setting.

The experiment consists of modelling the robot and creating an animation according to a theme chosen by the children.



FURNISHING AND EQUIPPING A CLASSROOM FOR CHILDREN WITH DISABILITIES

Tanger Med Foundation has implemented in partnership with the Provincial Directorate of the Ministry of National Education Fahs Anjra, a project to develop and equip a classroom dedicated to children with disabilities in the Jouamâa school, Jouamâa rural town.

The project responds to the need to support these children and to provide them with an adapted teaching programme that will facilitate their integration into the normal cycle.

The classroom has been equipped with specific and secure equipment and tools. The education staff have been trained to help the children grow and develop.

Today, a dozen children with disabilities have returned to their classroom in Jouamâa.



PHOTO PRISE EN FÉVRIER 2020, AVANT LE CONTEXTE DE CRISE SANITAIRE MONDIALE

PROGRAM TO SUPPORT THE SOCIO-PROFESSIONAL INTEGRATION OF DISABLED PEOPLE

In line with Tanger Med Group's CSR strategy, Tanger Med Foundation launched in December 2019 a program to support the socio-professional integration of people with disabilities.

Through this ambitious program, Tanger Med supports people with disabilities in the context of discovery and socialization internships.

To date, Tanger Med Foundation has signed other agreements with associations in the region. Eight interns are continuing their internships within the various departments and subsidiaries of the Group (Deaf-mute, Down's syndrome, motor disability).

Tanger Med Foundation will continue its involvement in order to broaden this approach and raise awareness among economic players within the Group's scope.



PHOTO PRISE EN JANVIER 2020, AVANT LE CONTEXTE DE CRISE SANITAIRE MONDIALE

HEARING AIDS: RECONNECTING WITH YOUR SOCIAL LIFE

As part of its actions dedicated to improving health facilities in the region, Tanger Med Foundation has collaborated with Fahs Anjra Province, the Provincial Health Delegation and the Association Les Sourdoués to help people suffering from deafness.

A diagnosis has identified 22 deaf people in the villages of the Fahs Anjra Province.

The support program set up for this purpose enabled them to benefit from specialised consultations, screenings and measures. Recordings of Auditory Evoked Potentials (AEPs) were made for 5 people and hearing aids were given to 19 needy cases.

The action will enable the beneficiaries to gradually rediscover a taste for life and should facilitate their schooling and socialization.

As a reminder, in January 2019, a similar operation benefited 20 people.

TANGER MED FOUNDATION IS COMMITTED TO THE PROMOTION OF ART

Tanger Med Foundation signed a partnership agreement with Tanger Med Port Authority (TMPA) and the National Institute of Fine Arts of Tetouan (INBAT) for the realization of artistic competitions for the benefit of INBAT students.

This partnership aims to promote art among young people and to support student-artists in the conduct of artistic creation projects. A competition of painting on canvas has been launched for this purpose among students under the theme «Tanger Med port and its environment».

A ceremony to award prizes to the competition winners was held in February at the Centre for Modern Art in Tetouan.

The initiative allowed to discover the potential of the artistic creativity of the Institute's talented students who were able to expose Tanger Med Port complex through colour and movement.



SUPPORT FOR ELDERLY PEOPLE WITH DISABILITIES

As part of its solidarity actions, Tanger Med Foundation pays particular attention to people with disabilities. At the request of a local association, an adult diaper delivery operation was launched for the benefit of 150 elderly people with disabilities in Fahs Anjra Province. The donation involves the distribution of 120 000 diapers to improve the hygiene conditions of the beneficiaries and protect them against incontinence and related infections.

This action has brought significant help to the daily life of families in rural areas and alleviated their suffering due to the enormous need for changing clothes and blankets.

COVID-19 : ACTIONS FOR PROVINCES' HIGH SCHOOL EXAMS

Considering the particular circumstances due to the Covid-19 pandemic, Tanger Med Foundation has mobilised to support the future bachelors of the Fahs Anjra Province.

SIM cards and 300Dhs refills have been distributed to 383 bachelors to help them prepare for the baccalaureate exam for the July 2020 session.

This exercise enabled students to maintain contact with their teachers and prepare for their exams in the best possible manner. The distribution took place in the various.

TANGER MED'S AWARD FOR EXCELLENCE

Tanger Med Foundation launched the 7th edition of Tanger Med's Award For Excellence for the best bachelors of the region.

In this edition, a reflection has been carried out in order to widen the access to the prize to more bachelors and to pay special attention to the best bachelors in mathematical sciences.

The new configuration of the prize is as follow:

CATEGORY BACCALAUREATE (ALL DISCIPLINES)	
MNE PROVINCIAL DIRECTORATE	BENEFICIARIES
TANGER-ASSILAH	3 BEST BACCALAUREATE HOLDERS
TETOUAN	3 BEST BACCALAUREATE HOLDERS
M'DIQ-FNIDEQ	3 BEST BACCALAUREATE HOLDERS
FAHS ANJRA	4 BEST BACCALAUREATE HOLDERS

CATEGORY BACCALAUREATE IN MATHEMATICAL SCIENCES	
MNE PROVINCIAL DIRECTORATE	BENEFICIARIES
ALL DIRECTORATES COMBINED (TANGER-ASSILAH, TETOUAN, M'DIQ - FNIDEQ, FAHS ANJRA)	3 BEST BACCALAUREATE HOLDERS

Miss Islam EL HFID, from the Ibn Battouta high school in Tangier, was awarded the best bachelor's degree with an average of 19.43 in physics - French option.

Considering the particular conditions due to the Covid-19 pandemic, the official award ceremony couldn't be organised. Nevertheless, Tanger Med Foundation received the laureates separately for the distribution of prizes.



DALIA CLEAN BEACH PROGRAM - 2020

As part of Tanger Med Group's CSR strategy, Tanger Med Foundation is in charge of the Dalia Clean Beach program in partnership with the Mohammed VI Foundation for the Protection of the Environment.

Taking into account the current circumstances due to the Covid-19 pandemic, the Foundation has set up an action plan in collaboration with the Fahs Anjra Province and local associations in order to ensure that the program is carried out in the best possible conditions, in compliance with the prevention requirements and health measures of Covid-19.

Main health measures:

- Installation of a control unit (local authorities) at the entrance to manage access and avoid saturation of the beach.
- Installation of a vehicle disinfection station at the entry point.
- Opening of two parking areas, leaving a free space between every two vehicles.
- Beach zone: dividing the beach into 2 zones to better manage the distribution of summer visitors.
- Installation of reception and orientation areas.



- Installation of sanitary facilities at the reception desk (temperature measurement, hand disinfection, distribution of masks if forgotten).
- Limit access to the beach to two main entrances to manage the flow of summer visitors.
- Separation of entrances and exits to limit contact between people.
- Installation of sunshades with a 10m distance between each one.
- Limiting beach opening hours to 8am to 8pm.
- Permanent disinfection of all the facilities provided on the beach.
- Mobilisation of a team dedicated to raising awareness about Covid-19.
- Implementation of signage to raise awareness of barrier gestures.



TANGER MED FINE ARTS GRAND PRIX

Tanger Med Foundation launched the 3rd edition of Tanger Med's Award Of Fine Arts in partnership with the National Institute of Fine Arts of Tetouan (INBAT) in order to encourage young talents and encourage artistic creativity.

This year, four student-artists won the best prizes in the departments of Plastic Arts, Design and Comics.

The award ceremony for the deserving students took place at the National Institute of Fine Arts in Tetouan.



DISTRIBUTION OF TEXTBOOKS AND SCHOOL SUPPLIES - M'DIQ-FNIDEQ PREFECTURE

In preparation for the start of the 2020-2021 school year, Tanger Med Foundation has renewed its partnership with the Fkih Daoud High School Alumni Association for the distribution of textbooks and school supplies to 400 middle and high school students from disadvantaged families in the M'diq-Fnideq prefecture.

The donation is part of the actions contributing to the fight against school dropout and comes in help of disadvantaged families who are heavily affected by the effects of Covid-19.



LIBRARY OF YAACOUB AL MANSOUR SECONDARY & HIGH-SCHOOL- FNIDEQ

In line with its actions aimed at the development of young people and the exposure to culture, the Tanger Med Foundation supported the Association of former students of the Fqih Daoud High School in its project to create a library within the Yaâcoub Al Mansour secondary and High School in Fnideq.

In view of the absence of a dedicated cultural space, the project will help consolidate the students' cognitive skills and encourage openness and living together.

The library offers a space that can house more than 4,000 books; more than 1,250 works are currently made available to the beneficiaries in various fields (scientific, literary, etc.).



2020 ACTIVITY REPORT

Port Activity Report 2020

TANGER MED HAS BECOME THE FIRST CONTAINER PORT IN THE MEDITERRANEAN

OVERALL TONNAGE PROCESSED IN EXCESS OF +23%

The overall tonnage processed in 2020 amounted to **81** million tons of cargo, an increase of **+23%** compared to 2019. Hence, Tanger Med port alone handles nearly **47%** of the total port tonnage of the Kingdom of Morocco.

CONTAINER TRAFFIC UP BY +20%

A total of **5,771,221** TEU* containers were handled in 2020, representing a significant increase of **+20%** compared to 2019.

Therefore, this traffic confirms Tanger Med's position as a leading port and becomes the first container port in the Mediterranean.

LIQUID BULK TRAFFIC UP +26%

The liquid bulk traffic grew by **+26%** compared to 2019. The recorded traffic is 7,968,485 tons of processed hydrocarbons.

This growth is mainly due to the bunkering activity to the benefit of ships transiting the Strait of Gibraltar, with a corresponding traffic of nearly **1.6** million tons.

DRY BULK TRAFFIC UP +18%

Dry bulk traffic recorded a total of **303 705** tons processed, an increase of **+18%** compared with last year, mainly thanks to the volume of steel coils, wind turbine blades and grains.

Despite the slowdown in the activity of several industrial units, Tanger Med Port closed the year with similar traffic to 2019, with **357 331** trucks processed mainly in the agri-food sector.

VEHICLE TRAFFIC: 358 175 NEW VEHICLES PROCESSED

358 175 new vehicles were processed at the port's two vehicle terminals in Tanger Med in 2020, down **-28%** from the previous year.

This variation is explained by the drop in vehicle sales in Europe and by the slowdown in automobile production at Renault and PSA during the period (March - May) caused by the health risks associated with COVID-19.

PASSENGER TRAFFIC IMPACTED BY THE HEALTH CRISIS

Passenger activity had been suspended since March 2020 due to the closure of the borders as a result of the health crisis, then slightly resumed in June 2020 in strict compliance with the health measures.

A total of **701 599** passengers transited through the port of Tanger Med in 2020, a decrease of **75%** compared to 2019.

MARITIME TRAFFIC DOWN 32%

In 2020, 9,702 ships called at Tanger Med port, a drop of **32%** compared to 2019 due to the decrease in sea calls of passengers and Ro-Ro ships.

However, **4,306** merchant vessels called at Tanger Med in 2020, indicating a growth of **10%** compared to 2019.

Similarly, **916** mega ships (**+290 m**) called at Tanger Med, up by **+14%** compared to 2019. This performance demonstrates the sustained commitment and collaboration of all Tanger Med's partners, in particular concessionaires, ship-owners, as well as the administrations and the authorities, who despite an exceptional health context, remained fully mobilized to ensure the continuity of national and international supply chains under the best conditions.

2020 Industrial Activity Report

AN OVERALL POSITIVE PERFORMANCE IN A CONTEXT OF GLOBAL HEALTH CRISIS

- **95** new industrial projects in 2020 in all of Tanger Med's activity zones
- **2.6 billion Dhs** of private investment representing **7 458 emplois** projected jobs
- **59 billion Dhs** of exports from Tanger Med industrial platform
- **8 unit expansions** in 2020 generating 900 new jobs
- **Private investments from 14 countries:** Morocco, France, Spain, South Korea, UAE, USA, Germany, India, Switzerland, Canada, Belgium, China, Italy, and Ukraine.

PERFORMANCE OF ACTIVE SECTORS

The volume of business from Tanger Med activity zones rose to **59 billion dhs** in 2020, down **16%** compared to 2019, due to the slowdown in the activity of several industrial units during the global health crisis.

The corresponding sectoral performances are:

- **50 billion dhs** for the automotive sector, down **22%** from 2019
- **9 billion dhs** for other industrial sectors, including textiles and aeronautics, up **29%** from 2019.

Logistics flows created in Tanger Med Industrial Platform (including trucks and containers) reached **322 361 units** in 2020, an increase of **6%** compared to 2019, primarily because of the textile industry.

At the same time, and despite a decline in inflows and outflows from the automotive sector, a majority of the major Tier 1 and Tier 2 operators have recorded growth in their revenues over the course of 2020, thanks to the development of innovative industrial technologies as well as the fulfillment of orders previously established over several years.

NEW PRIVATE INVESTMENTS

The industrial platform of Tanger Med closes the year 2020 with 95 new industrial projects, representing private investments of **2,6 billion dhs** and **7 458** new jobs.

Among these new projects, the French group **Valor**, European leader in the field of mechanical parts, the Japanese group **Nippon Express**, specializing in logistics and the assembly of automotive parts, **Emirates Logistics**, subsidiary of Sharaf Group and pioneer in the provision of freight solutions and logistics, as well as the German group **Stahlschmidt**, specializing in automotive wiring systems.

At the same time, **8 companies** operating within the industrial platform have launched projects to expand their activities in 2020. These expansion projects (new plant or expansion of an existing plant) are carried out in «Tanger Automotive City,» and the project is expected to create nearly **900 jobs** in the «Tanger Free Zone.»

THE PLANNER-DEVELOPER AND OPERATOR: TANGER MED ZONES

To reiterate, Tanger Med Zones, the developer and operator of Tanger Med industrial platform, offers 360° integrated services to its customers.

With its public administration prerogatives, Tanger Med Zones facilitates investment by international and Moroccan operators: a key interface for its installation, construction, and operation processes.

Tanger Med Industrial Platform currently has a total of **1100 companies** on a developed surface of **2000 ha** and operates in more than **10 different sectors**.



FINANCIAL REPORT

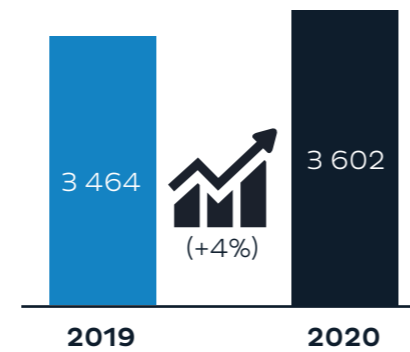
01

TMSA GROUP FINANCIAL RESULTS

Sales figures

The Group's gross revenues will grow by **138 Million Dhs**, or **4%** between 2019 and 2020.

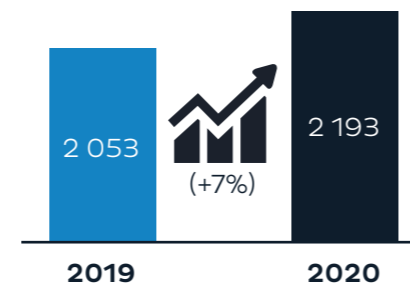
Gross revenues include the total revenues of Tanger Med holding company and its subsidiaries, excluding Nador West Med.



GROSS OPERATING SURPLUS

Improvement of the consolidated EBITDA of **140 million Dhs**, i.e.

7% between 2019 and 2020.

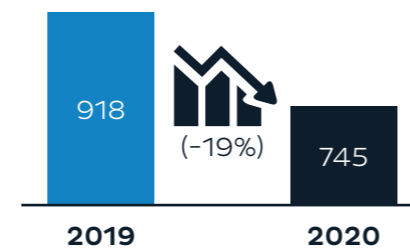


NET INCOME

Decrease in the Group's consolidated net income by **173 Million Dhs**, i.e., **-19%** between 2019 and 2020.

«This change is mainly explained by the decrease in net income of the TM2 entity, following the commissioning of the TC4 terminal and the start of the corresponding depreciation and expense transfers correspondents»

The decrease is explained by the total integration of the contribution of 300 MDhs to the Special Fund for the management of the Coronavirus pandemic.



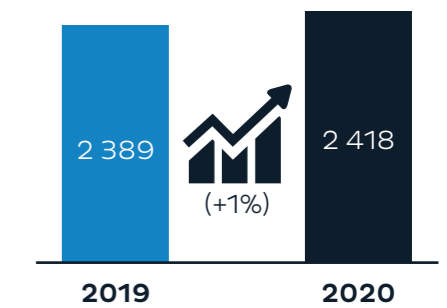
02

RESULTS OF PORT, INDUSTRIAL, AND SERVICE ACTIVITIES



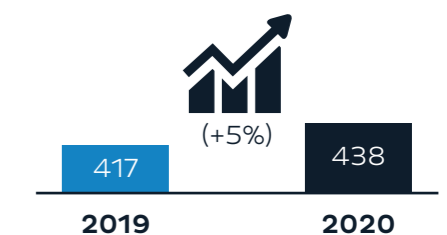
Port activities, growth in revenues of 18%

The port activities recorded an increase of **29 MDhs** in 2019, a growth of **1%**.



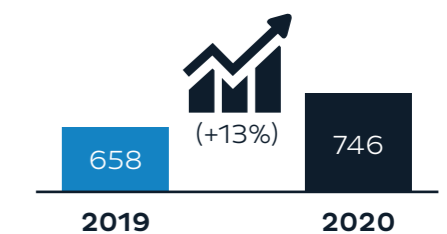
Industrial activities, revenue growth revenues of 5%

The industrial activities recorded an increase of **21 MDhs** in 2019, a growth of **5%**.



Service activities, 13% turnover growth

Services activities recorded an increase of **88 MDhs** in 2019, a growth of **13%**.





**TMPA / T M 2
CONSOLIDATED
ACCOUNTS**

BILAN CONSOLIDÉ ACTIF AU 31.12.2020		EN MILLIERS DH	
ACTIF	Au 31.12.2020	AU 31.12.2019	
ACTIF IMMOBILISÉ	19 045 625	19 341 752	
• Écart d'Acquisition	-	-	
• Immobilisations Incorporelles	20 174	12 068	
• Immobilisations Corporelles	18 968 933	19 287 122	
• Immobilisations Financières	44 795	44 795	
• Actif d'Impôts Différés	11 722	-2 233	
• Titres mis en équivalence	-	-	
ACTIF CIRCULANT	1 404 644	1 154 303	
• Stocks encours	6 013	6 187	
• Clients et comptes rattachés	523 903	478 556	
• Autres créances et comptes de régularisation	106 676	72 287	
• Valeurs mobilières de placement	430 000	143 943	
• Trésorerie et équivalents de trésorerie	338 052	453 330	
TOTAL DE L'ACTIF	20 450 269	20 496 056	

BILAN CONSOLIDÉ PASSIF AU 31.12.2020		EN MILLIERS DH	
PASSIF	Au 31.12.2020	AU 31.12.2019	
CAPITAUX PROPRES (PART DU GROUPE)	6 429 409	6 097 283	
• Capital	1 800 000	1 800 000	
• Primes	750 000	750 000	
• Réserves consolidées	3 271 744	2 799 004	
• Résultat net part Groupe	607 666	748 278	
INTERETS MINORITAIRES	2 518 358	2 439 915	
PROVISIONS POUR RISQUES ET CHARGES	93 530	71 497	
DETTES	11 408 972	11 887 362	
• Emprunts et dettes financières	10 794 175	11 058 108	
• Fournisseurs et comptes rattachés	-	-	
• Autres dettes et comptes de régularisation	302 459	547 020	
• Impôts Différés Passif	312 338	282 046	
• Trésorerie-Passif	-	188	
TOTAL DU PASSIF	20 450 269	20 496 056	

Société	Activité	% détention capital	Méthode de consolidation
TMPA	Gestion portuaire		Société Mère
TM2	Gestion portuaire	50%	Intégration globale

COMPTES DE RÉSULTAT CONSOLIDÉ AU 31.12.2020		EN MILLIERS DH	
LIBELLE	AU 31.12.2020	AU 31.12.2019	
• Chiffre d'affaires	2 418 078	2 388 902	
• Autres produits d'exploitation	11 618	39 068	
• Achats consommés	566 816	605 238	
• Charges de personnel	91 736	88 307	
• Autres charges d'exploitation	-	-	
• Impôts et taxes	1	11	
• Dotation d'exploitation	627 444	626 756	
RÉSULTAT D'EXPLOITATION	1 143 699	1 107 657	
• Charges et produits financiers	-175 187	-353 482	
RÉSULTAT COURANT DES ENTREPRISES INTEGREGES	968 511	754 176	
• Charges et produits non courants	-228 129	-4 144	
• Impôts sur les résultats différés	-13 955	4 927	
• Impôts sur le résultat	68 268	80 681	
RÉSULTAT NET DES ENTREPRISES INTEGREGES	686 070	664 423	
• Quote-part dans les résultats des entreprises incluses par mises en équivalence	-	-	
• Dotations aux amortissements des écarts d'acquisition	-	-	
RÉSULTAT NET DE L'ENSEMBLE CONSOLIDE	686 070	664 423	
RÉSULTAT MINORITAIRE	78 404	-83 855	
RÉSULTAT NET PART GROUPE	607 666	748 278	
RÉSULTAT NET CONSOLIDE PAR ACTION EN DIRHAMS	33,76	41,57	

VALIDATION DU PÉRIMÈTRE	
• Absence de variation du périmètre de consolidation entre 2019 et 2020	
• Le pourcentage de participation de TMPA dans le capital de TM2 n'a pas varié entre 2019 et 2020	

COMPTES CONSOLIDÉS AU 31 Décembre 2020

1-RÉFÉRENTIEL COMPTABLE
Les comptes consolidés sont établis conformément aux Normes Marocaines telles que prescrites par le Conseil National de Comptabilité dans son avis n°5.

2-PÉRIMÈTRE DE CONSOLIDATION
Les sociétés dans lesquelles le Groupe exerce directement ou indirectement un contrôle exclusif sont consolidées par intégration globale. Le contrôle exclusif est le pouvoir direct ou indirect, de diriger les politiques financières et opérationnelles d'une entreprise afin de tirer avantage de ses activités. Le périmètre de consolidation englobe la société Tanger Med 2 sur laquelle la Société TMPA exerce un contrôle exclusif.

3-DATES DE CLÔTURE
Les Sociétés TMPA et TM2 clôturent leurs comptes au 31 décembre 2020.

4-MÉTHODES DE CONSOLIDATION
La société TM2 est intégrée globalement.

5-PRINCIPAUX RETRAITEMENTS
La consolidation est réalisée à partir des comptes retraités selon les Normes Marocaines. Ces retraitements portent essentiellement sur :
 • Les écarts de conversion
 • Les provisions à caractère fiscal
 • Les actifs en non valeur
 • Les subventions d'investissement
 • Les résultats internes (Refacturation intragroupe)

6-PRINCIPALES RÈGLES D'ÉVALUATION
 • Immobilisations incorporelles : elles se composent principalement des logiciels et des licences enregistrés au bilan à leur coût d'acquisition. Ces immobilisations sont amorties linéairement sur une durée de 5 ans.
 • Immobilisations corporelles : elles sont évaluées à leur coût d'acquisition ou à leur coût de production pour celles produites en interne. Les amortissements pour dépréciation sont calculés suivant le mode linéaire en fonction des durées d'utilisations usuelles au Maroc.
 • Immobilisations financières : les titres de participation non consolidés sont comptabilisés à leur valeur d'acquisition. À la clôture de l'exercice, les moins-values, le cas échéant, font l'objet de provision.
 • Créances et dettes en monnaie étrangères : les gains latents et les pertes latentes de conversion sont pris en considération dans le compte de résultat.
 • Provisions réglementées : les écritures passées pour la seule application des législations fiscales sont éliminées dans les comptes consolidés.

7-RÉSULTAT PAR ACTION
Le résultat net par action est calculé en divisant le résultat net consolidé par le nombre d'actions en circulation à la clôture de l'exercice.

8-COMPARABILITÉ
Les données comparatives ont été retraitées et présentées selon les mêmes normes. Aucun changement n'est à relever.

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RAPPORT DES COMMISSAIRES AUX COMPTES EXERCICE DU 1^{er} JANVIER 2020 AU 31 DÉCEMBRE 2020

Aux Actionnaires de la société
TANGER MED PORT AUTHORITY S.A.
 Zone Franche Kasr El-Majaz Doud R'Mel
 Commune Anjra, Route de l'Indeq
 Tanger

AUDIT DES ETATS FINANCIERS CONSOLIDÉS

Opinion
 Nous avons effectué l'audit des états financiers consolidés du groupe TANGER MED PORT AUTHORITY, qui comprennent l'état consolidé de la situation financière au 31 décembre 2020, ainsi que l'état consolidé du résultat global, l'état consolidé des variations des capitaux propres et le tableau consolidé des flux de trésorerie pour l'exercice clos à cette date, ainsi que les notes annexes, y compris un résumé des principales méthodes comptables. Ces états financiers consolidés font ressortir un montant de capitaux propres consolidés de 8 947 767 milliers de dirhams dont un bénéfice net consolidé de 607 666 milliers de dirhams. Ces états ont été arrêtés par le conseil d'administration le 16 mars 2021 dans un contexte évolutif de la crise sanitaire de l'épidémie de Covid-19, sur la base des éléments disponibles à cette date.

Nous certifions que les états financiers consolidés cités au premier paragraphe ci-dessus, sont réguliers et sincères et donnent dans tous leurs aspects significatifs, une image fidèle de la situation financière consolidée du groupe au 31 décembre 2020, ainsi que de sa performance financière consolidée et de ses flux de trésorerie consolidés pour l'exercice clos à cette date, conformément au référentiel comptable en vigueur au Maroc.

Fondement de l'opinion
 Nous avons effectué notre audit selon les Normes de la Profession au Maroc. Les responsabilités qui nous incombent en vertu de ces normes sont plus amplement décrites dans la section « Responsabilités de l'auditeur à l'égard de l'audit des états financiers consolidés » du présent rapport. Nous sommes indépendants du groupe conformément aux règles de déontologie qui s'appliquent à l'audit des états financiers consolidés au Maroc et nous nous sommes acquittés des autres responsabilités déontologiques qui nous incombent selon ces règles. Nous estimons que les éléments probants que nous avons obtenus sont suffisants et appropriés pour fonder notre opinion d'audit.

Questions clés de l'audit
 Les questions clés de l'audit sont les questions qui, selon notre jugement professionnel, ont été les plus importantes dans l'audit des états financiers consolidés de la période considérée. Ces questions ont été traitées dans le contexte de notre audit des états financiers consolidés.

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principe comptable de continuité d'exploitation, sauf si la direction a l'intention de liquider le groupe ou de cesser son activité ou si aucune autre solution réaliste ne s'offre à elle.

Il incombe aux responsables de la gouvernance de surveiller le processus d'information financière du groupe.

Responsabilités de l'auditeur à l'égard de l'audit des états financiers consolidés
 Nos objectifs sont d'obtenir l'assurance raisonnable que les états financiers consolidés pris dans leur ensemble sont exempts d'anomalies significatives, que celles-ci résultent de fraudes ou d'erreurs et de délivrer un rapport de l'auditeur contenant notre opinion. L'assurance raisonnable correspond à un niveau élevé d'assurance, qui ne garantit toutefois pas qu'un audit réalisé conformément aux normes de la profession au Maroc permettra toujours de détecter toute anomalie significative qui pourrait exister. Les anomalies peuvent résulter de fraudes ou d'erreurs et elles sont considérées comme significatives lorsqu'il est raisonnable de s'attendre à ce que, individuellement ou collectivement, elles puissent influencer sur les décisions économiques que les utilisateurs des états financiers consolidés prennent en se fondant sur ceux-ci.

Dans le cadre d'un audit réalisé conformément aux normes de la profession au Maroc, nous exerçons notre jugement professionnel et faisons preuve d'esprit critique tout au long de cet audit. En outre :

- Nous identifions et évaluons les risques que les états financiers consolidés comportent des anomalies significatives, que celles-ci résultent de fraudes ou d'erreurs, concevons et mettons en œuvre des procédures d'audit en réponse à ces risques, et réunissons des éléments probants suffisants et appropriés pour fonder notre opinion. Le risque de non-détection d'une anomalie significative résultant d'une fraude est plus élevé que celui d'une anomalie significative résultant d'une erreur, car la fraude peut impliquer la collusion, la falsification, les omissions volontaires, les fausses déclarations ou le contournement du contrôle interne ;
- Nous acquérons une compréhension des éléments du contrôle interne pertinents pour l'audit afin de concevoir des procédures d'audit appropriées aux circonstances, et non dans le but d'exprimer une opinion sur l'efficacité du contrôle interne du groupe ;
- Nous apprécions le caractère approprié des méthodes comptables retenues et le caractère raisonnable des estimations comptables faites par la direction, de même que des informations y afférentes fournies par cette dernière ;
- Nous tirons une conclusion quant au caractère approprié de l'utilisation par la direction du principe comptable de continuité d'exploitation et, selon les éléments probants obtenus, quant à l'existence ou non d'une incertitude significative liée à des événements ou situations susceptibles de jeter un doute important sur la capacité du groupe à poursuivre son exploitation. Si nous concluons à l'existence d'une incertitude significative, nous sommes tenus d'attirer l'attention des lecteurs de notre rapport sur les informations fournies dans les états financiers au sujet de cette incertitude ou, si ces informations ne sont pas adéquates, d'exprimer une opinion modifiée. Nos conclusions s'appuient sur les éléments probants obtenus jusqu'à la date de notre rapport. Des

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financiers consolidés pris dans leur ensemble et aux fins de la formation de notre opinion sur ceux-ci, et nous n'exprimons pas une opinion distincte sur ces questions.

Question clé identifiée	Notre réponse
Reconnaissance du chiffre d'affaires lié aux redevances variables de concession des activités de conception, construction, exploitation du terminal conteneurs ; aux droits nautiques et droits de port sur navires ; et aux droits de port sur marchandises	Les travaux que nous avons effectués ont principalement consisté à : <ul style="list-style-type: none"> Prendre connaissance du dispositif de contrôle interne relatif à la facturation des redevances de concessions, à la gestion des escalas et aux droits de port ; Tester les activités de contrôles clés mises en place par la direction pour fiabiliser les données utilisées pour la détermination des redevances et droits ; Tester par sondage les modalités clés déterminant les redevances et droits et leurs calculs. Les droits de port sur navires et les droits nautiques sont facturés pour tout navire franchissant les limites administratives du port. Les droits de port sur marchandises sont applicables aux conteneurs et font l'objet d'une facturation à l'unité (EVP (équivalent vingt pieds) par type d'opération). En raison de leurs contributions dans le chiffre d'affaires total de la société et de leurs modalités de détermination, ces redevances et droits sont considérés comme un point clé de l'audit.

Responsabilités de la direction et des responsables de la gouvernance à l'égard des états financiers consolidés
 La direction est responsable de la préparation et de la présentation fidèle des états financiers consolidés conformément au référentiel comptable en vigueur au Maroc, ainsi que du contrôle interne qu'elle considère comme nécessaire pour permettre la préparation d'états financiers consolidés exempts d'anomalies significatives, que celles-ci résultent de fraudes ou d'erreurs.
 Lors de la préparation des états financiers consolidés, c'est à la direction qu'il incombe d'évaluer la capacité du groupe à poursuivre son exploitation, de communiquer, le cas échéant, les questions se rapportant à la continuité de l'exploitation et d'appliquer le

Casablanca, le 27 mars 2021

Les Commissaires aux Comptes

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TANGER MED
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