

# MAPUTO PORT DEVELOPMENT COMPANY

## Port of Maputo Overview & Projects

November 2019

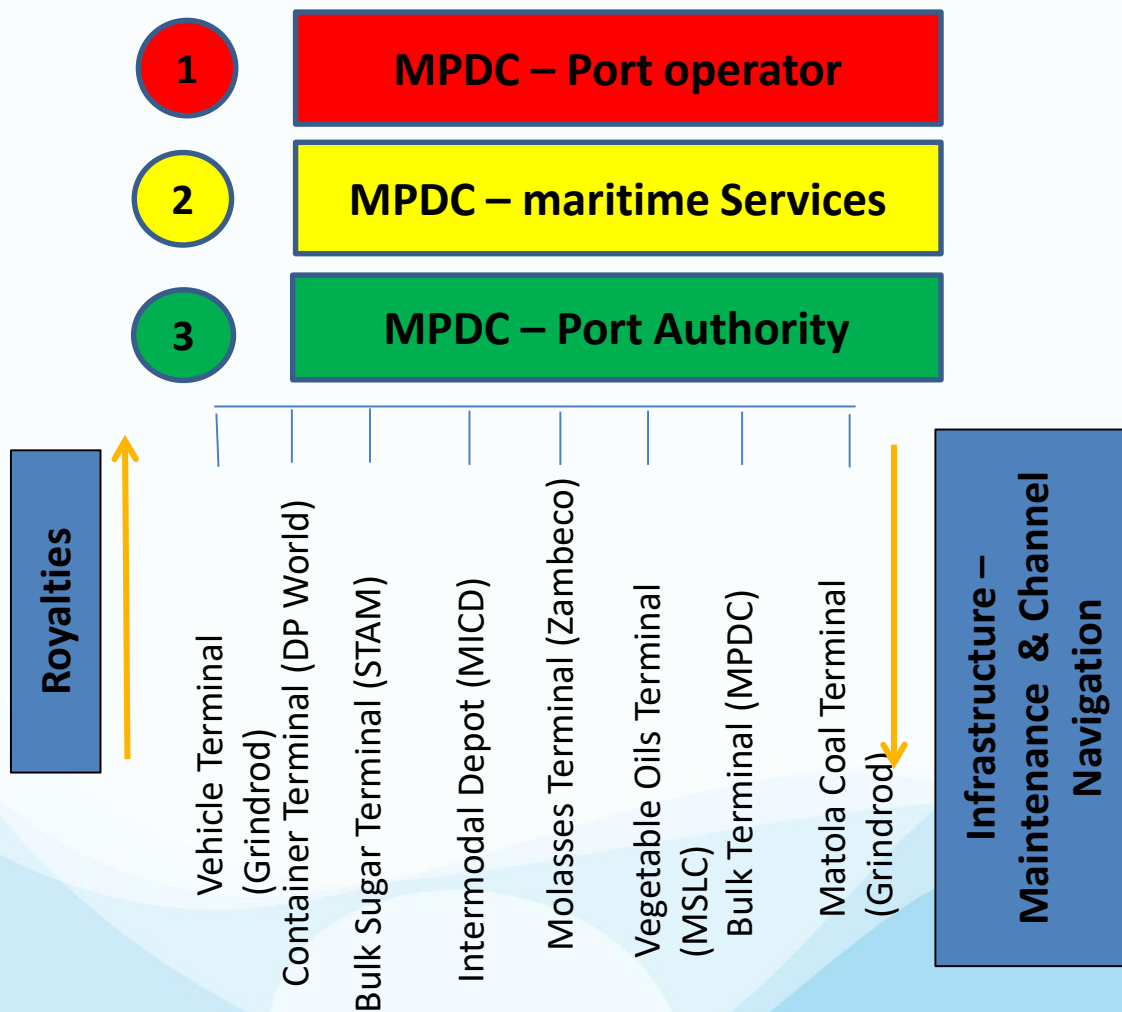


# Maputo Port Concession

- MPDC has the concession rights to operate the Port of Maputo and the approved ***concession period ends in 2033*** with an option to extend for a further 10 years
- Concession agreement was approved by Decree 20/2000 25<sup>th</sup> July, **under a Master Lease** regime, and extended for additional 15 years by Decree 21/2010 30<sup>th</sup> June.
- An ***approved Port Master Plan is in place*** to ensures that growth initiatives are implemented in a planned and structured manner. The master plan foresees a growth of the port up to 40 million tons.
- A ***Rail Master Plan was being developed*** to enable the growth initiatives contained in the Port Master Plan

# MPDC Main Responsibilities

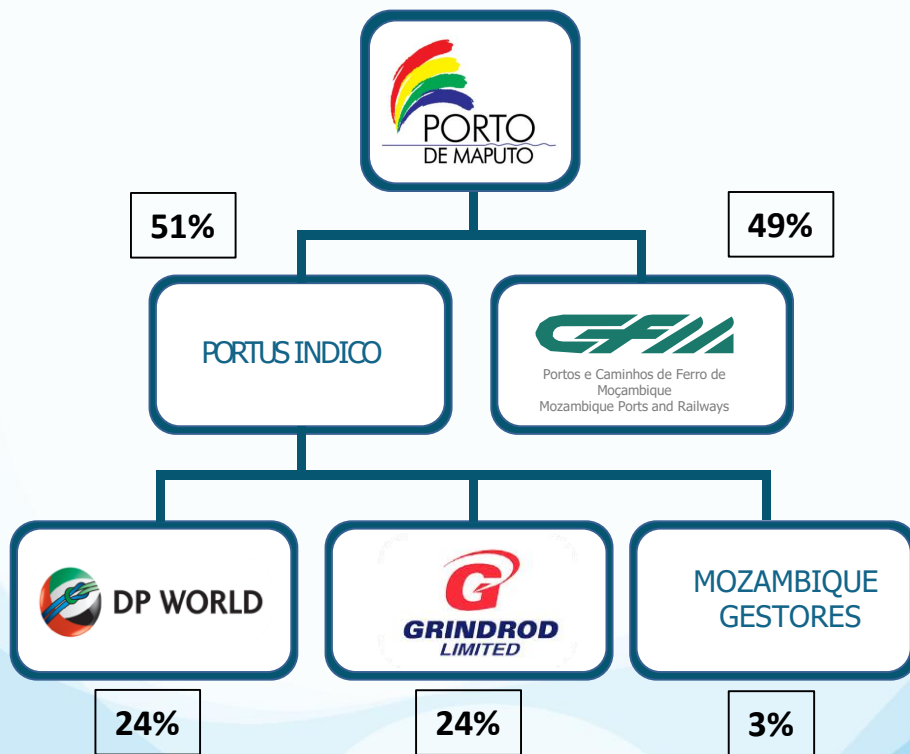
As principais responsabilidades da MPDC





# About MPDC

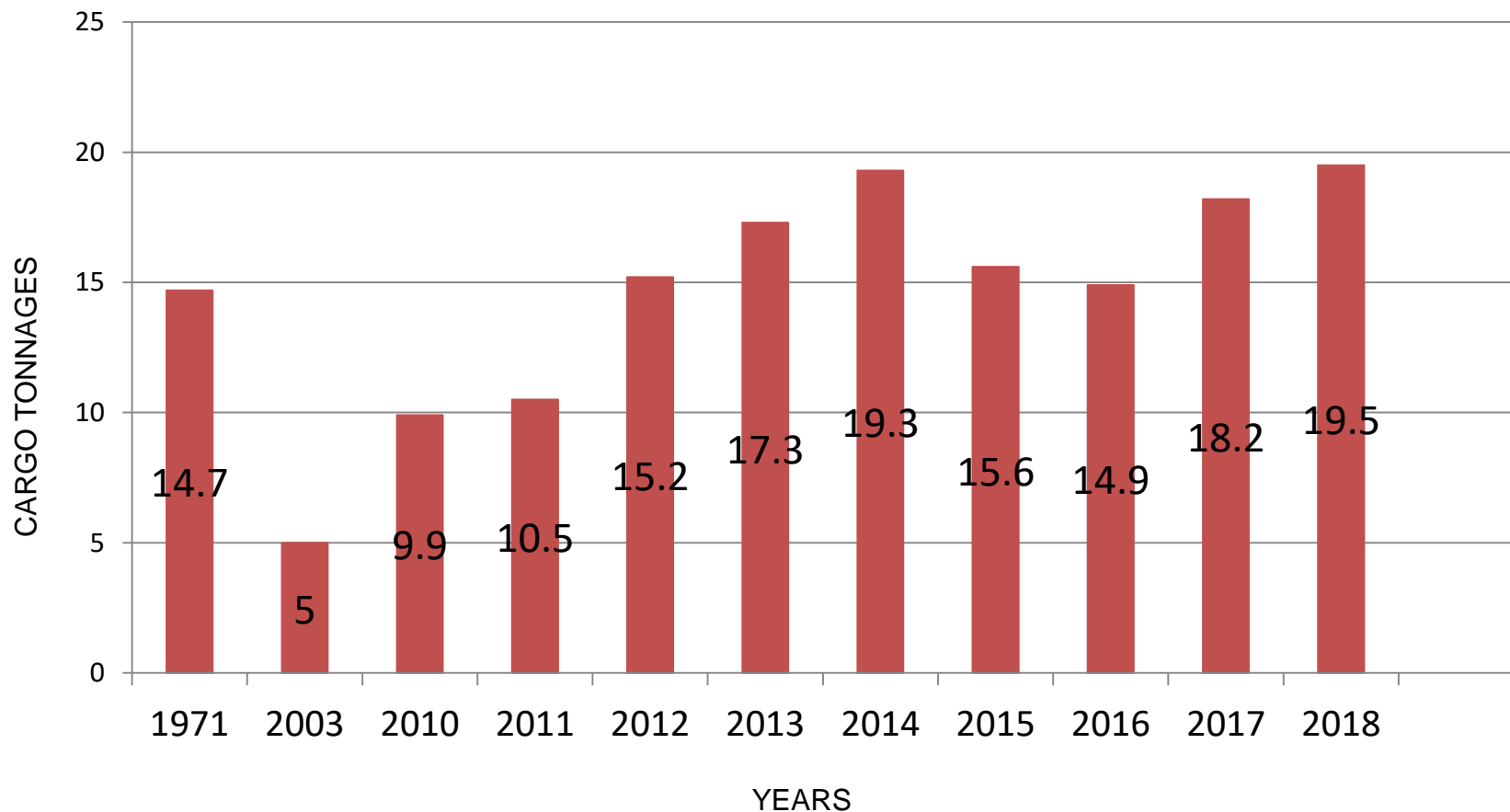
## Our shareholding structure since 2007



- 
- 1992** Destabilization ends
  - 2003** MPDC formed (Mersey Docks, Skanska, Liscont)
  - 2006** Grindrod buys 12.5% share
  - 2007** Portus Indico was acquired by Grindrod and DP World
  - 2010** Concession term extended from 2018 to 2033
  - 2014** Cargo handling record (19 mil ton)
  - 2017** Channel dredging to -14.3 meters
  - 2018** Cargo handling record 19.5



# Historical Throughput



2003-2018 → 212% Growth

\* CARG – Compounded Average Growth

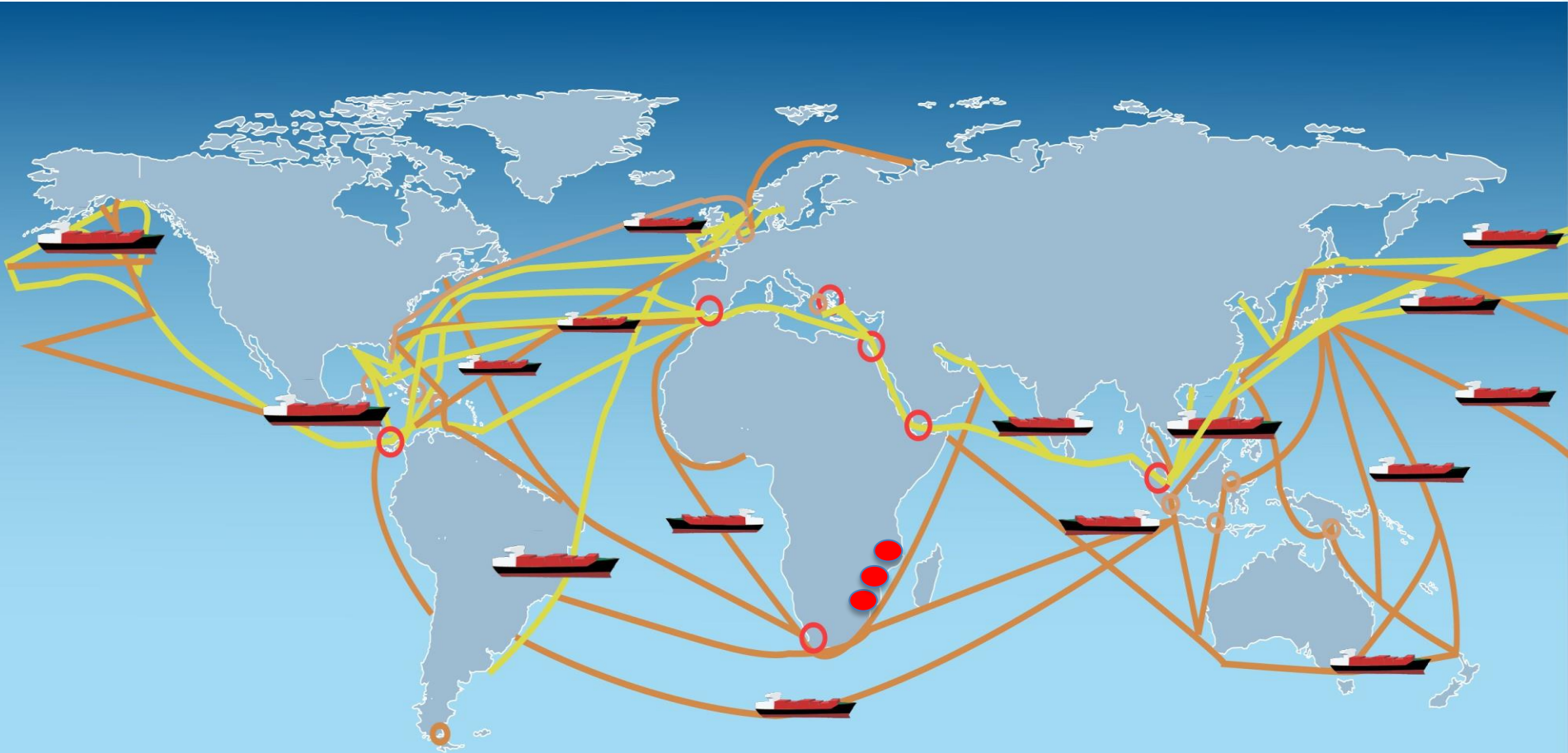


# ***Location & Hinterland***

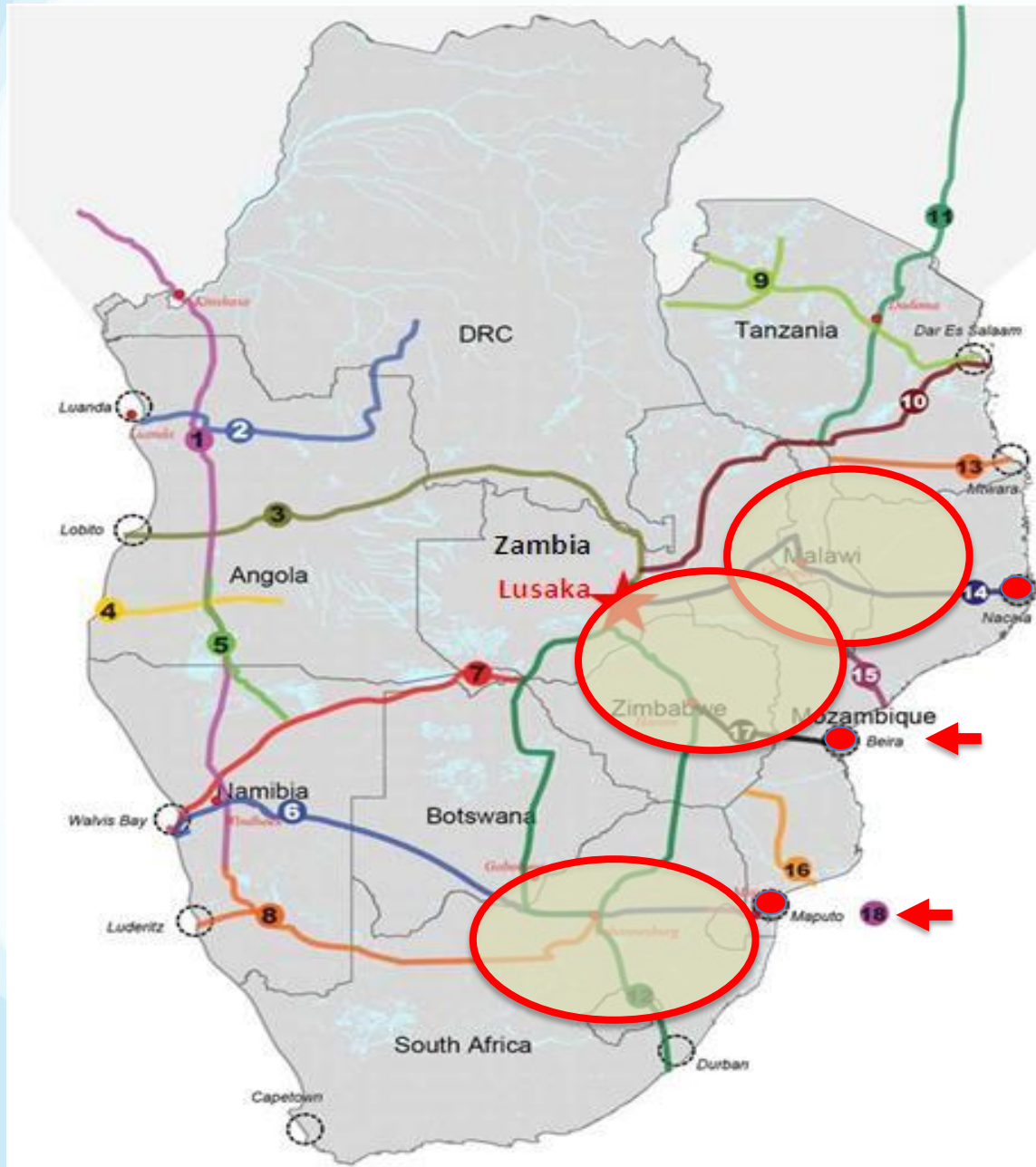




**The geographical location of the Mozambican ports are well suited to serve some of the major shipping routes**



**... and the Port Of Maputo has a short waiting time for anchorage.**



- The Port of Maputo is situated in the southern region of the country
- The Port is the biggest and busiest Port in Mozambique
- The Geographical location of the port makes it an attractive alternative option for export business from companies in South African, Zimbabwe, Swaziland with a great potential for Botswana imports and exports



# Geographical advantage

	Maputo	Richards Bay	Durban
<b>Comparative road distances</b>			
Johannesburg (SA)	555	640	780
Witbank (SA)	395	622	533
Nelspruit (SA)	180	689	585
<b>Comparative rail distances</b>			
Witbank (SA)	437	819	627
Polokwane (SA)	550	935	802
Gweru (Zim)	967	1764	1684
Bulawayo (Zim)	1083	1880	1800
Matsapa (Swa)	228	544	371

- Closest Port to Gauteng industrial hub, as well as Limpopo & Mpumalanga mining regions
- Excellent connectivity to Zimbabwe & Swaziland
- Customs tariff regime reduces cost of transit export from neighbouring countries





# ***A customer- centric port: facilities and efficiencies***

# Channel & Berth data

## **Short waiting at anchorage:**

Average > 24 hours

(3rd quarter 2019 - 29,6 Hours)

## **Current Berth Depth**

-12 meters Maputo

-15.4 meters TCM

## **Current Channel Depth**

-14.4 meters

## **Size of the vessels that call the Port of Maputo:**

HandyMax, HandySize and Panamax  
(between 169mts and 260 mts)

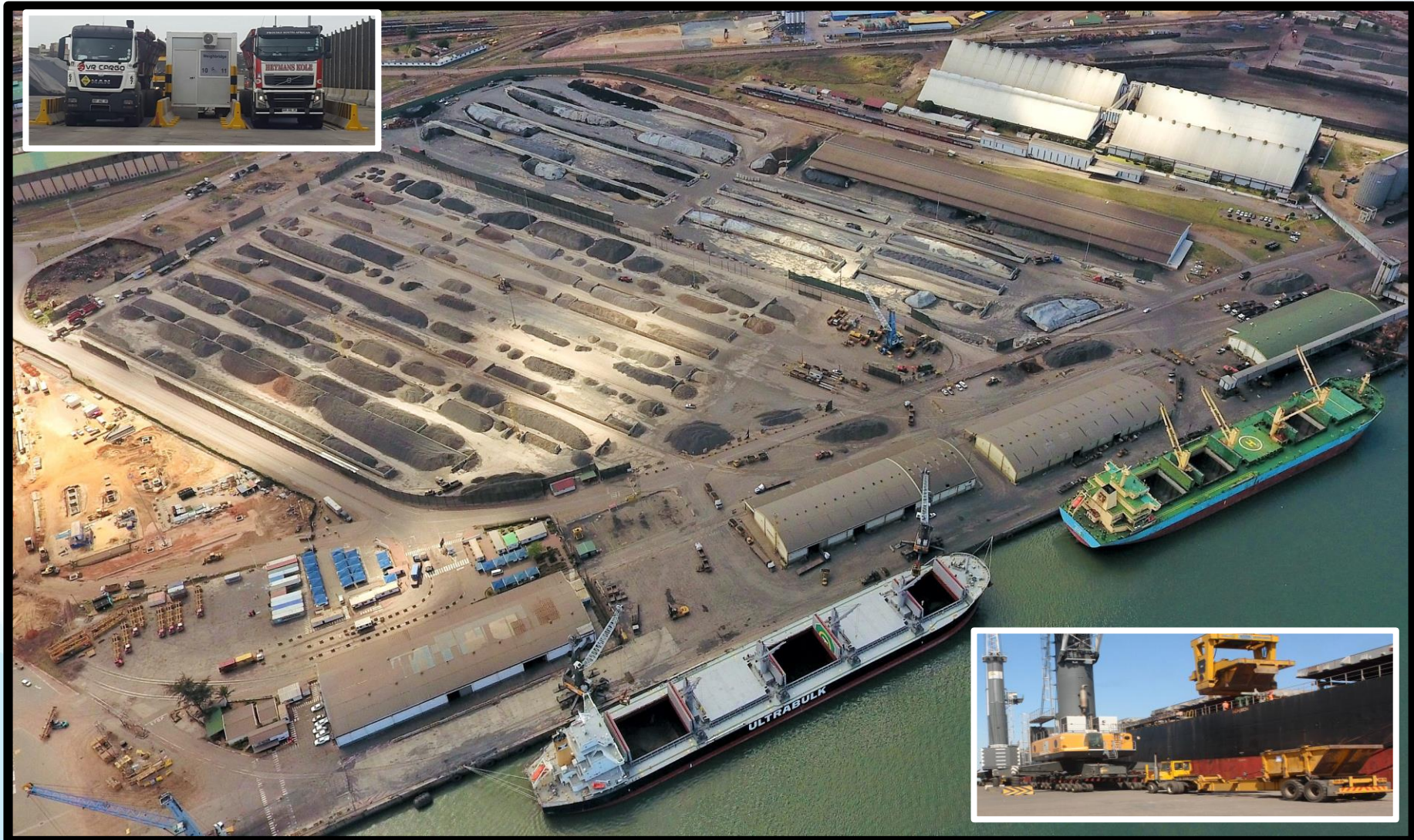




# MPDC – Ferrochrome and Chrome Ore Facility

Current Capacity : 5.6 m/tons

Future Capacity : 8.4 m/tons







# General Cargo Terminal

- Capacity : 2.3 m/tons

**Project Cargo**



**Bagged Cargo**



**Rice**



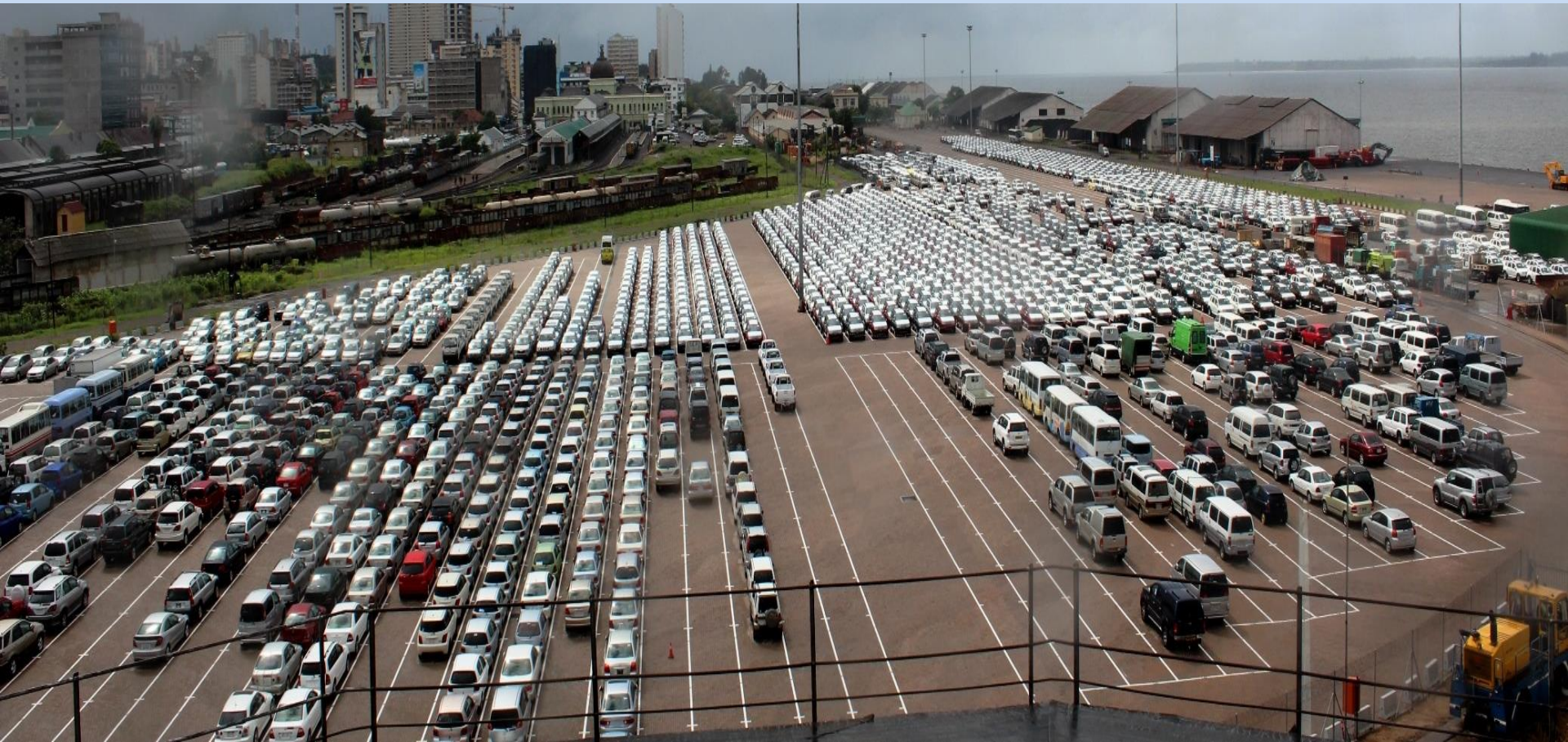
**Steel**





# Car Terminal

- Future capacity: 202.000 units
- Total Area at present: 48,143m<sup>2</sup>







# Sugar Terminal

- Current capacity: 1.2 m/tons







# Grain Terminal

- Current capacity: 250 k/tons







# Container Terminal Development

2017

- Capacity: 150'000 TEU
- 10 ha of yard refurbished
- 6 new RTG cranes installed
- 4 x 375m new rail siding

2018

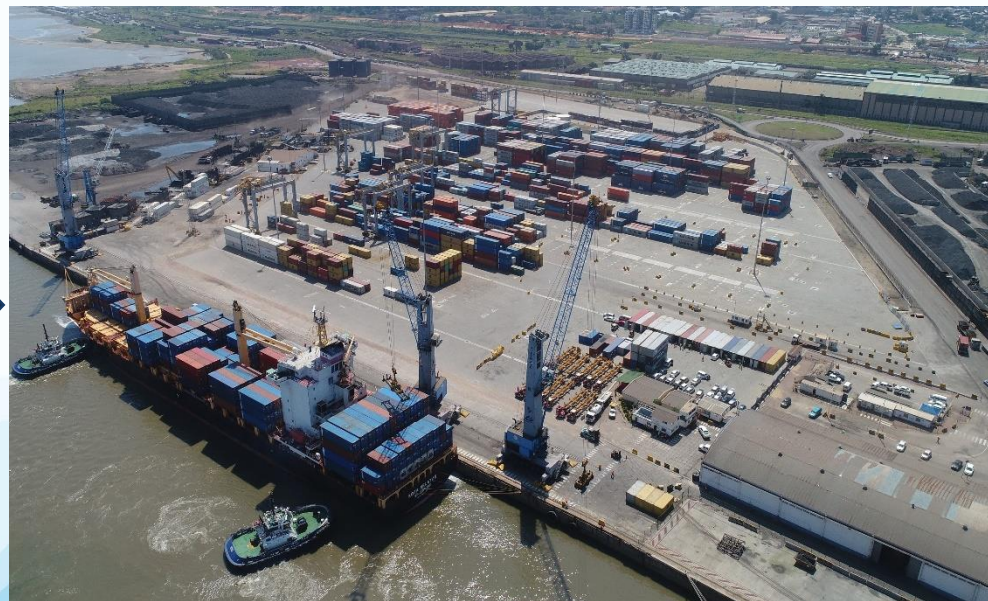
- Capacity: 300'000 TEU
- 5 ha of new yard built

Next Phase

- Capacity: 500'000 TEU
- 300m of quay refurbished
- 355m of new quay added
- 3 new STS cranes
- New RTG cranes added

Final Capacity

- Capacity: 1'000'000 TEU
- 13 ha of new yard added
- New RTG cranes added
- Rail siding extended to 4 x 750m



Capacity has already more than **doubled**. DP World can now suitably handle Transit Hinterland volumes





# Matola Coal Terminal - TCM

- Current capacity: 7.5 million tons





# Maputo Intermodal Container Depot - Services

## *Minerals Packing*

## *Warehousing*



## *Cargo Packing*



## *Container Depot*



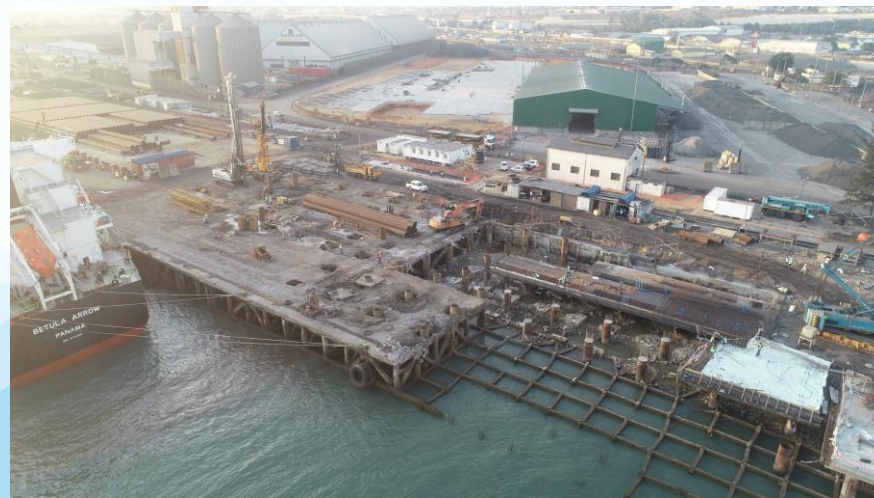
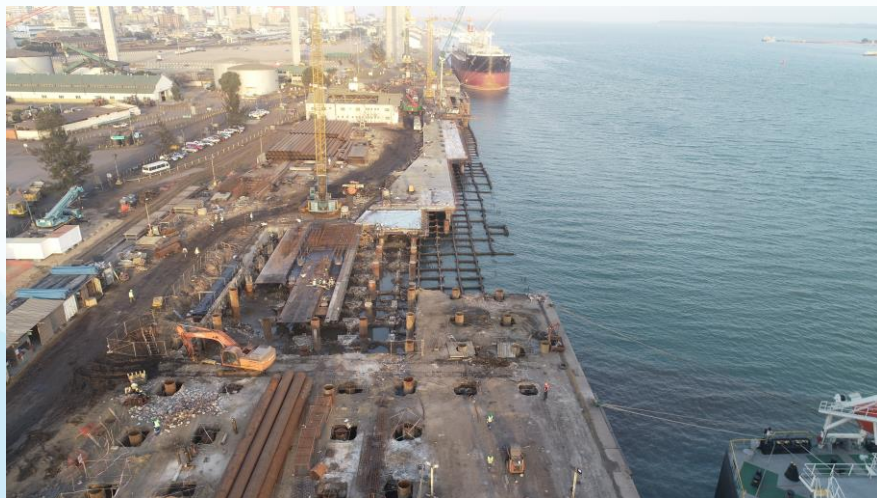
# Current Projects– 2019





# REHABILITATION OF BERTHS 6, 7 & 8

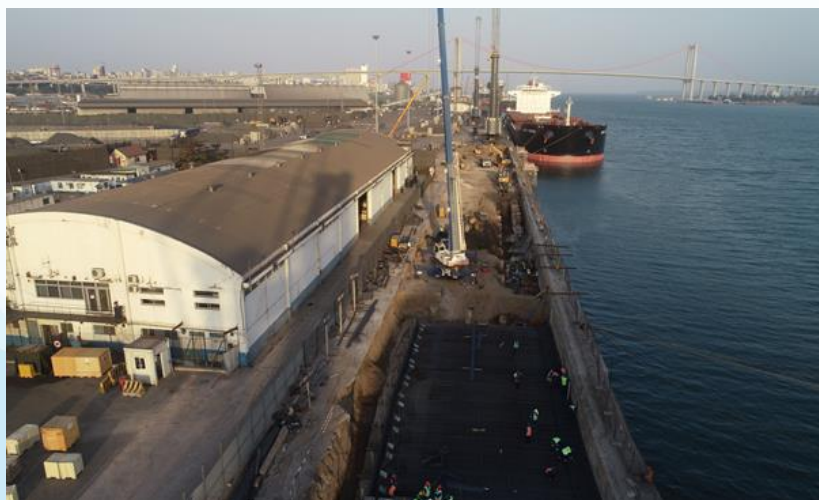
Project	Upgrade of Berths 6, 7 & 8.
Description	Construct a new quay wall & increase draft.
Timeline	May 2020
Business Impact	<ul style="list-style-type: none"><li>▪ Improve berth capacity and Vessel TAT</li><li>▪ Increase berth draft from 10.2m to 16.0m.</li></ul>





# DEEPENING OF BERTHS 9

Project	Deepening of Berth 9
Description	Strengthen quay wall & increase berth draft .
ECD	May 2020
Business Impact	<ul style="list-style-type: none"><li>▪ Improve berth capacity and Vessel TAT</li><li>▪ Increase berth draft from 12.3m to 15.0m.</li></ul>





# FERRO CHROME EXPANSION – Phase VII

Project	Chrome Slab Expansion
Description	Develop additional slab to increase Port capacity in additional 2.8 million tons/year
Timelines	Mar-2020
Business Impact	<ul style="list-style-type: none"><li>▪ Additional storage capacity to support increased volume throughput.</li><li>▪ Improved rail cargo handling capacity.</li></ul>





# DEMOLITION OF WAREHOUSES C3 AND D2



Status:

- Objective: **ROAD**
  - Additional storage of cargo near berths
- Project works:
  - Project completed



# EXTENSION OF LINES 25 & 26



## Status:

- **Objective:**
  - Improvement of Port rail handling capacity.
- **Project works:**
  - Project Concluded
- **Project deliverables:**
  - Increase Port's wagon handling capacity.



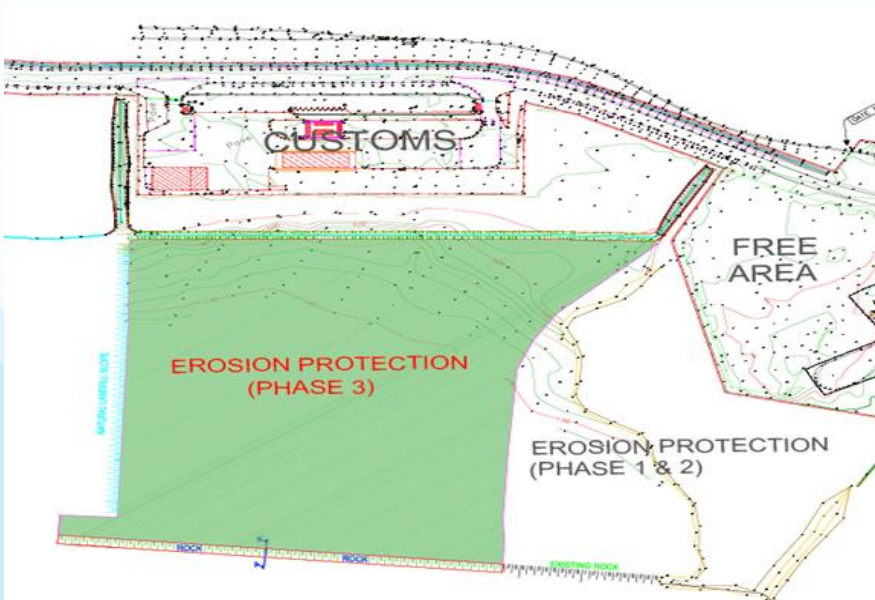


# EROSION PROTECTION – Phase III



Status:

- Objective:
  - Erosion protection and future port expansion.
- Project works:
  - Contractor under mobilization.
- Timelines – December 2019.
- Project deliverables:
  - Extension of the erosion protection wall at the future port expansion area.







# UNMANNED WEIGHBRIDGE



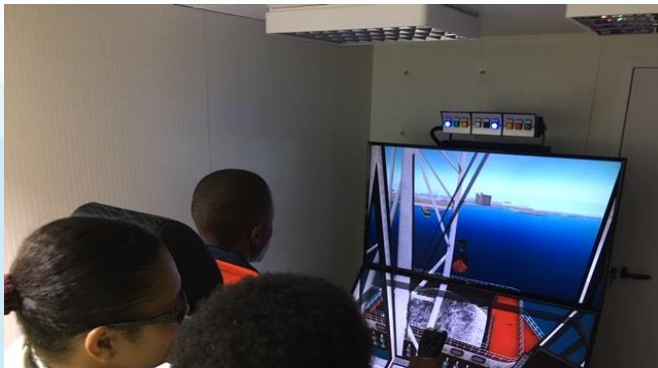
Status:

- Objective:
  - Improvement of weighbridge efficiency and accuracy, by reducing operators interference in the weighing process.
- Timelines – May 2020.
- Project deliverables:
  - Improvement of Weight bridge efficiency and accuracy.





# PORT TRAINING CENTER



## Status:

### Objective:

- The main goal is to ensure safety during operation creating a training center where the stevedore will be trained and certified before operating in the vessels.

### Project works:

- Project concluded
- 5 simulators for all types of machine-operations
- Partnership with Port of Antwerp

### Project deliverables:

- Improved safety standards during operation activities.
- Improved operational performance and equipment damage due to the Certification of the stevedore personnel.

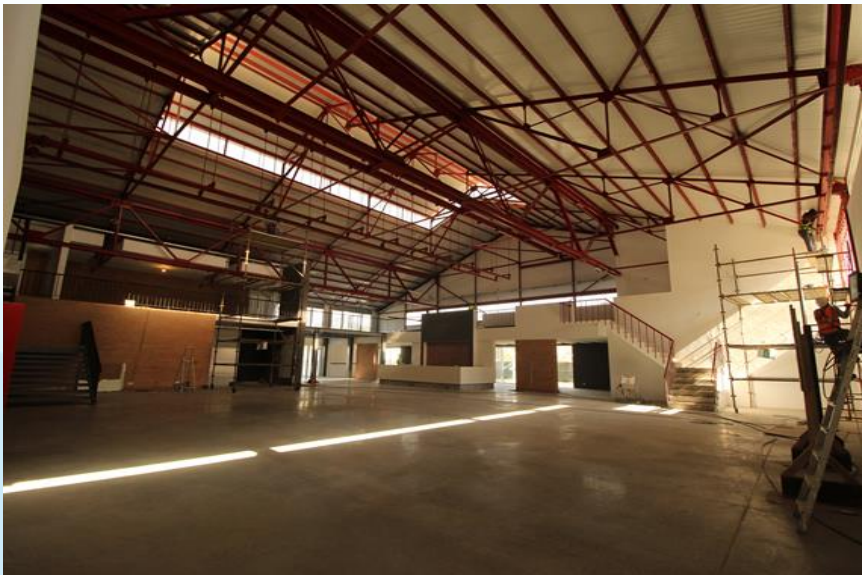


# MAPUTO PORT GALLERY



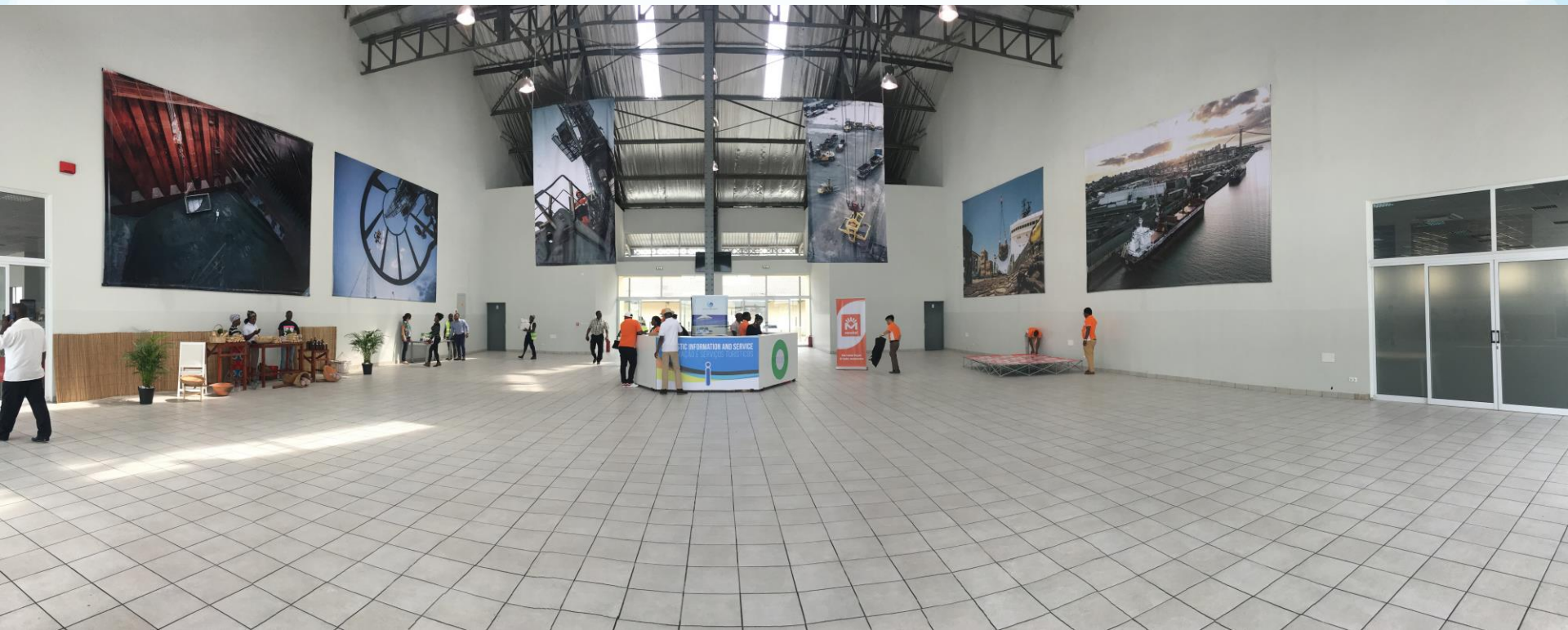
## Status:

- **Objective:**
  - The main goal is to Install a Cultural Centre inside the Port area.
- **Project works:**
  - Project implemented
- **Project deliverables:**
  - Cultural center inside the port area.





# Cruise Terminal – potential for growth



- Brand new facility, provides services of touristic information, transports, currency exchange, curios and refreshments.
- Only 15 passenger vessels in 2018 (13.440 passengers)
- Alignment with Municipality for city offer / exploring potential with port projects (Galeria, jazz club, monument rehabilitation)



# What MPDC can offer?



- Opportune geographic location
- A channel operational 24 hours
- Short waiting time at anchorage
- **Bunkering services**
- Faster TAT
- Competitive rates
- Efficiency
- Young and vibrant, customer centric team
- Safe, secure facilities and systems (ISPS compliant, full port CCTV)
- Integrated customs service in the port: scanning (Kudumba), single window (JUE)





# The Port in 2012







# The Port Today





***Our journey  
continues....***

***Muito Obrigado!***

