



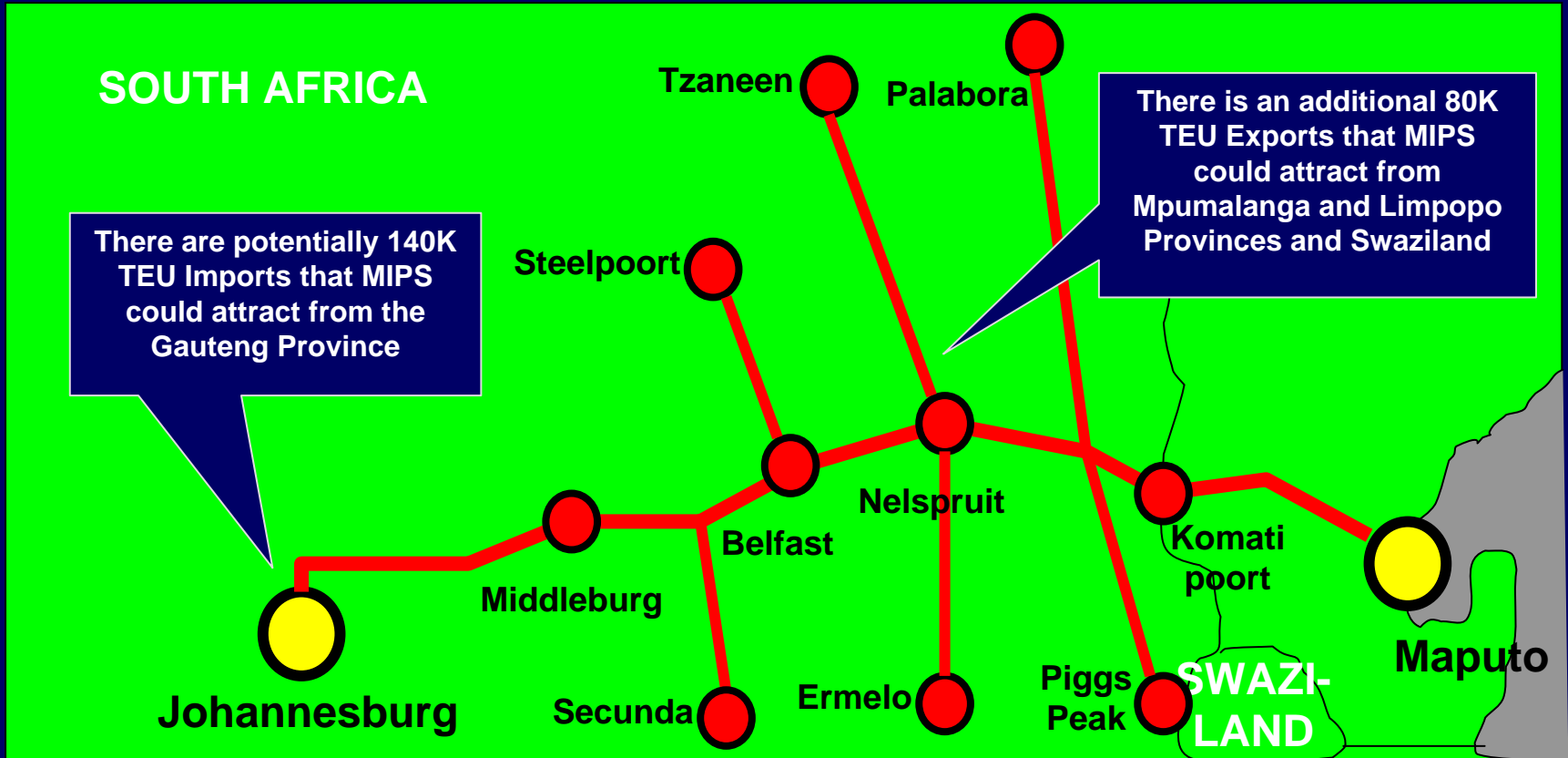
The Container Terminal on a growth path supported by rail.

MCLI Update event on the Maputo Corridor
18 October 2007
Nelspruit, RSA



Member of
DP WORLD
Group

Maputo's proximity to the industrial, mining and agricultural heartland of South Africa offers it a potential market of 220K TEU/Year



This year MIPS has seen 25% increase in total volumes, 20% in transit cargo and 868% increase in transit cargo received by rail in 2007, compared to 2006

MIPS is working very hard to encourage shippers to use Maputo

Major issues	Challenges	Proposed plans
The absence of direct shipping lines Services	Although this has improved with the MOL and Delmas, shipping lines are still unsure about our ability to service their vessels	MIPS is in the process of securing 2 mobile gantry cranes and additional handling equipment in order to improve our service capacity
The absence of competitive containerizing services along the corridor and in Maputo	Shippers would like to avoid the high container handling in fees, by having a cost effective option to unpack/pack their cargo in Maputo, or in a strategic location	MCLI will need to lobby freight and cargo handling service providers to look at the Maputo corridor as an option over Durban
The absence of a regular rail link to Maputo from Gauteng	Although CFM and Spoornet have made available a block train service to/from Maputo, , no one has taken the initiative to use this service	MIPS is presently looking at the option of running weekly trains between Maputo and Gauteng, in order to encourage shippers
The absence of both Origin & Destination cargo for RSA	Without imports and exports, the cost of empty TEU placement can reduce the competitive advantage in Maputo	MIPS is working closely with shippers, agents and forwarders to create synergies that will reduce the overall freight cost & encourage 2 way traffic



THANK YOU