

MCLI – Logistics Forum, Nelspruit

October 2007

Maputo Corridor

Exports to

Matola Coal Terminal

John Muller
Managing Director



Matola Coal Terminal

HISTORY

- Built 1964 as an Iron Ore Terminal
- 1964 to 1980 exported Swazi Iron Ore
- 1980 to 1994 operated as a Mozambique bulk export facility - mainly coal
- 1994 Terminal was concessioned to Carlos Ramos
- 1997 Terminal concession was bought by API
- 2005 Terminal concession was bought by the Grindrod Group.

Matola Coal Terminal

TCM CAPACITY AND GROWTH

- 1997 terminal capacity 2 million ton
- 2005 terminal capacity 2 ½ million ton
- 2008 terminal capacity 3 million ton
- * 2010 terminal capacity 6 million ton

* above subject to necessary commitment from cargo interests & rail providers

Matola Coal Terminal

PROJECTS

- Phase One – comprises mainly of: -
 - Internal rail yard rehabilitation - done !
 - 2 x tippler refurbishment - 1 done ! 2nd work in progress
 - Rebuild of Stacker-reclaimer no. 2 - work in progress
 - Security and Fencing - done !
 - Injection of plant & equipment - done !

Matola Coal Terminal

PROJECTS

- Phase Two – comprises mainly of: -
 - Refurbishment 2 x Stacker-reclaimers
 - Shunting Locomotives – purchase or lease options
 - Reinstate second (redundant) conveyors
 - Install Shiploader No. 2
 - Future quay extension when volumes & berth occupancy dictate

Gives theoretical capacity 6 mill tpa.

Matola Terminal – Throughput Performances

Recent Statistics – No Growth in 2007

- 2006 Actual 1,587,000 m/t ton
 - Coal 1,000,000 m/t
 - Magnetite 587,000 m/t
- 2007 Forecast 1,500,000 m/t ton
 - Coal - Est 800,000 m/t
 - Magnetite 700,000 m/t
- Shift / Change
 - Coal – drop 20 %
 - Magnetite – growth 20 %

Matola Coal Terminal

THROUGHPUT FORECAST

2008

- Potential for 3 Million ton.
- 2 million ton Magnetite ex Palabora
- 1 million ton traditional Coal ex RSA

2009

- Potential 4 million ton – coal & magnetite / ores

2010 & beyond – 6 million ton & growing

- Magnetite ex Palabora.
- New coal ex Waterberg. Non RBCT / Jnr miners
- Other minerals / ores suitable for TCM

Current Constraints

CURRENT = 2007 CONSTRAINTS

- Impact of RBCT Capacity expansion
- Transnet Freight Rail pricing policy
- Transnet Freight Rail – resources, rolling stock & loco capacity
- On-going CFM rail infrastructure refurbishment
- Freight market – Maputo premium ?

Future Growth Potential

FUTURE GROWTH POTENTIAL

- Maputo Port to cater for Panamax Vessels
- Off-shore tranship with self discharge / loader vessels potential
- High demand bulk ores to India & China
- New iron ore export developments
- Catering for BEE – junior mining growth
- TCM positioned for niche markets

Mozambique is ready

CFM Rail Infrastructure

- Ready by – January / 1st quarter 2008

TCM Phase One Projects

- Ready by – January / 1st quarter 2007

Mozambique Section of Maputo Corridor

Port , Rail & Terminals

- Ready for increased traffic 2008
- With TFR & CFM support – Maputo & Matola will see significant growth

Questions...

