



Working Together To Make The Maputo Corridor First Choice For All Stakeholders
Trabalhando Juntos Para Tornar O Corredor De Maputo Primeira Escolha

MCLI OPEN NETWORK & UPDATE MEETING

THURSDAY, 18 OCTOBER 2007

08:00 to 16:00





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The importance of multi-lateral participation for the Maputo Corridor

Panelist: Brenda Horne – MCLI CEO

18 October 2007

- MCLI Strongly supports the SADC multi-lateral focus on our corridor
- Regional Corridors Across Africa – Stretching over countries to Ports
- SA Economy strong growth
- Increased trade from Africa to Asian Markets
- Port of Maputo Gateway to East for SA, Swaziland, Zimbabwe, Botswana
- Ultimate aim to reduce cost of doing business



MoCargo





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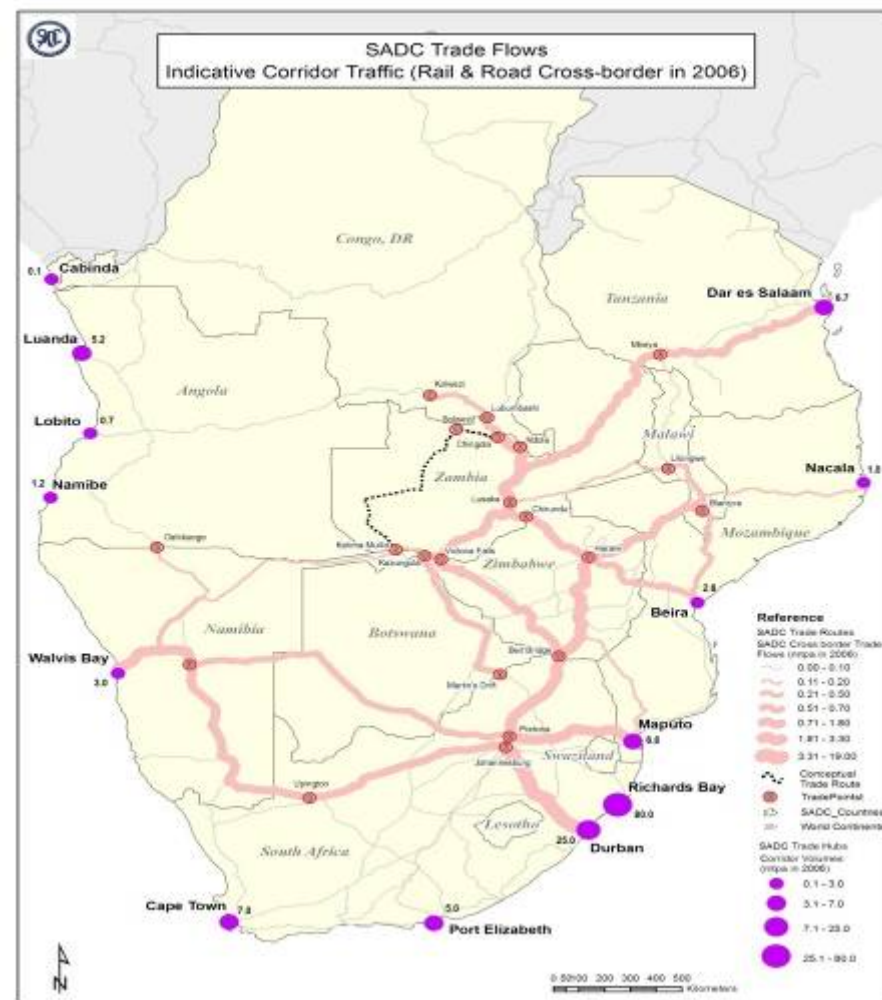
MCLI is committed and supportive to give effect to the SADC Transport, Communications and Meteorology Protocol (PTCM) which calls for the establishment of multimodal multilateral Corridor Transport Planning Committees (CPCs) on the Maputo Corridor and will facilitate this process on our corridor.

- In essence the Protocol represents a regional commitment to **lowering transport costs**, improving global competitiveness and reducing poverty.
- At a multi-lateral level all stakeholders have to work together on a multi-modal focus to identify and address constraints to ensure optimisation of the corridor infrastructure, to increase operational efficiencies and to plan together to ensure the corridor and its infrastructure development remains demand driven for the region's stakeholders.





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ACCORDING TO THE 2006-2007 REPORT, THE MAPUTO CORRIDOR IS THE MOST USED CORRIDOR IN THE SADC REGION.



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SA - CONTINUOUS ECONOMIC GROWTH

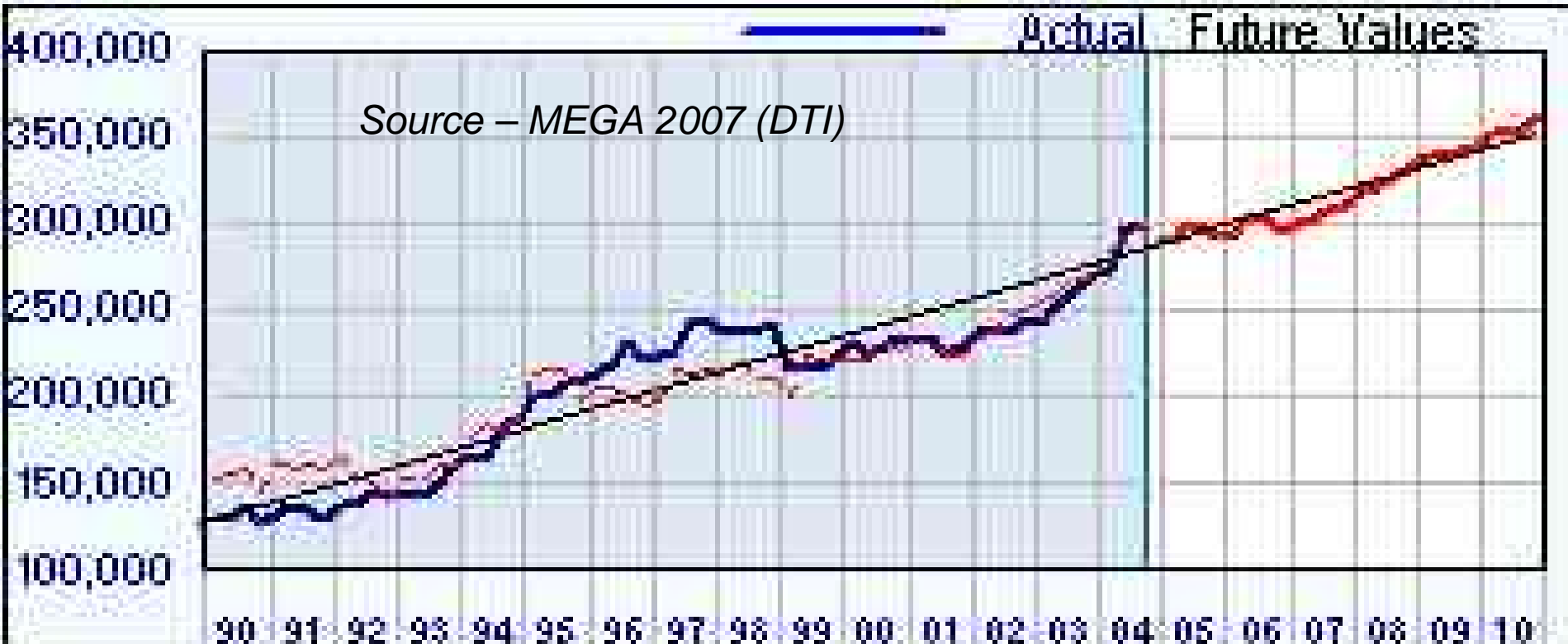
SA Exports of goods & services Constant 1995 prices. Seasonally adjusted at annual rate





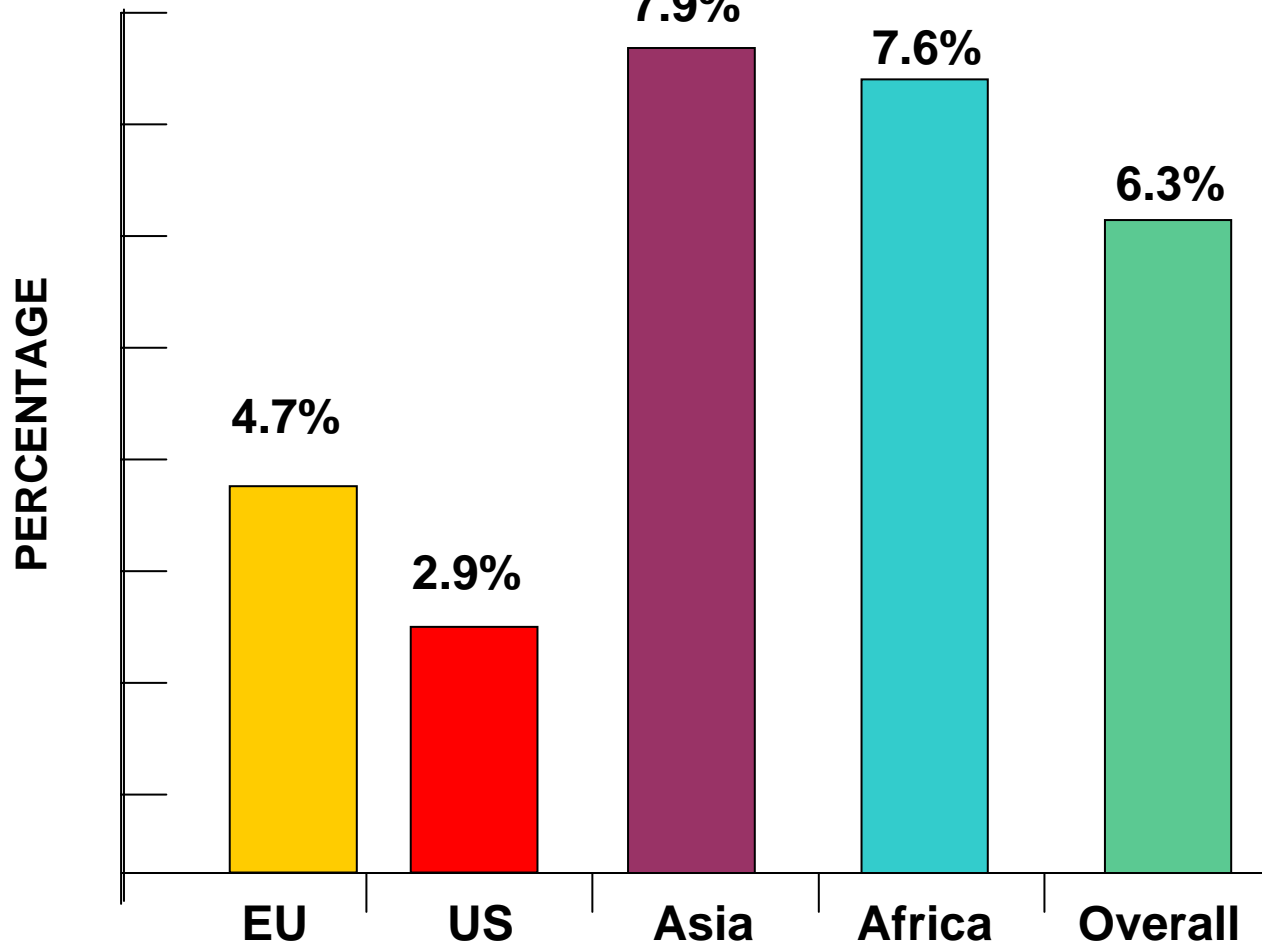
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SA Imports of goods & services Constant 1995 prices. Seasonally adjusted at annual rate (Forecast)





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Growth Rates of Asian Imports by Origin

**Source: IMF
Direction of Trade**





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SOUTH AFRICA

Lydenburg

Sabie

MOZAMBIQUE

Middelburg

Komatipoort/
Ressano Garcia



Witbank

Belfast Nelspruit



MAPUTO

Carolina

JOHANNESBURG

- Result is over-stretching of SA Ports
- Regional Corridors - with an alternative port such as Maputo in our neighboring country creating much needed capacity
- Also stimulating regional integration and economic growth



MoCargo



GPIA
MOZAMBIQUE PORTS AND LOGISTICS
PORTOS E LOGÍSTICA DE MOZAMBIQUE, S.P.



OVERVIEW - reduce the cost of doing business – distance is cost

The Maputo Corridor Rail Distances



Polokwane
550 km



**Jo'burg
City Deep**
581 km



**Pretoria
Rosslyn**
560 km



Witbank
450 km



Maputo

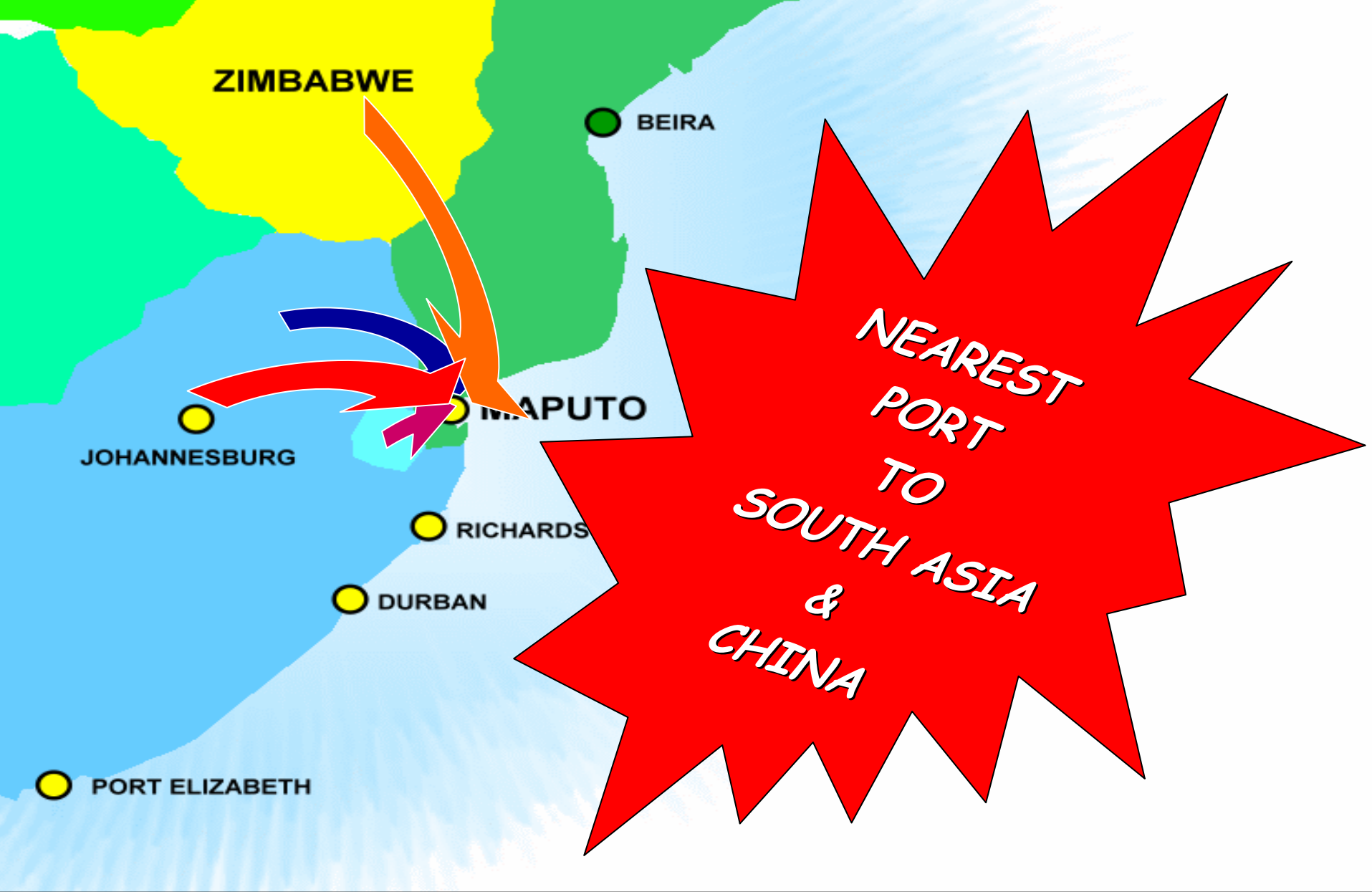
	JHB	WITBANK	BELFAST	NELSPRUIT	KOMATIPOORT
Maputo	590	450	358	221	92

COMPARATIVE RAIL DISTANCES

	MAPUTO	DURBAN	RICHARDS BAY
City Deep (SA)	581	714	647
Witbank (SA)	437	819	627
Polokwane (SA)	550	935	802
Gweru (Zimbabwe)	967	1764	1684
Bulawayo (Zimbabwe)	1083	1880	1800
Matsapa (Swaziland)	228	544	371

**DISTANCE IS COST –
COMPARATIVE
DISTANCES – ROAD AND
RAIL
MAPUTO CORRIDOR HAS
ALL THE POTENTIAL TO
BE AN ECONOMIC
TRANSPORT CORRIDOR**



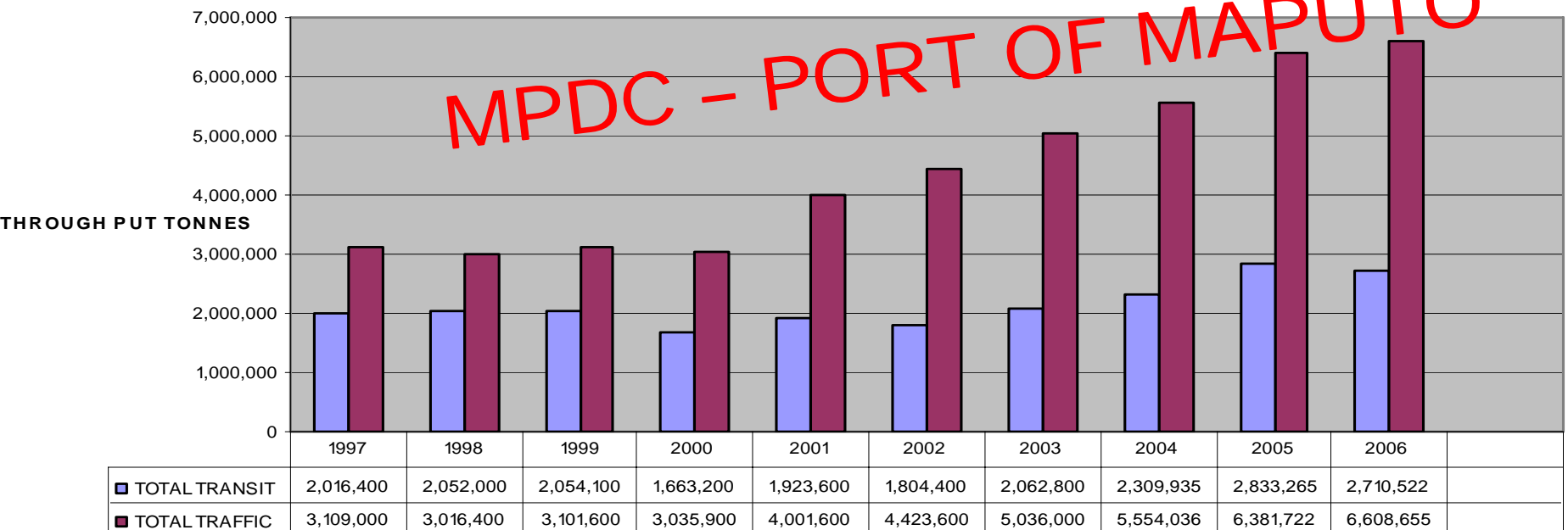


THE PORT OF MAPUTO AT THE END OF THE MAPUTO CORRIDOR OFFERS AN ALTERNATIVE GATEWAY FROM Landlocked regions of SA; Swazland; Zimbabe and Botswana to the Asian Markets



■ TOTAL TRANSIT ■ TOTAL TRAFFIC

MPDC - PORT OF MAPUTO



PORT POTENTIAL 11 TO 20 MILLION TONS – UNLIMITED DREDGING POTENTIAL



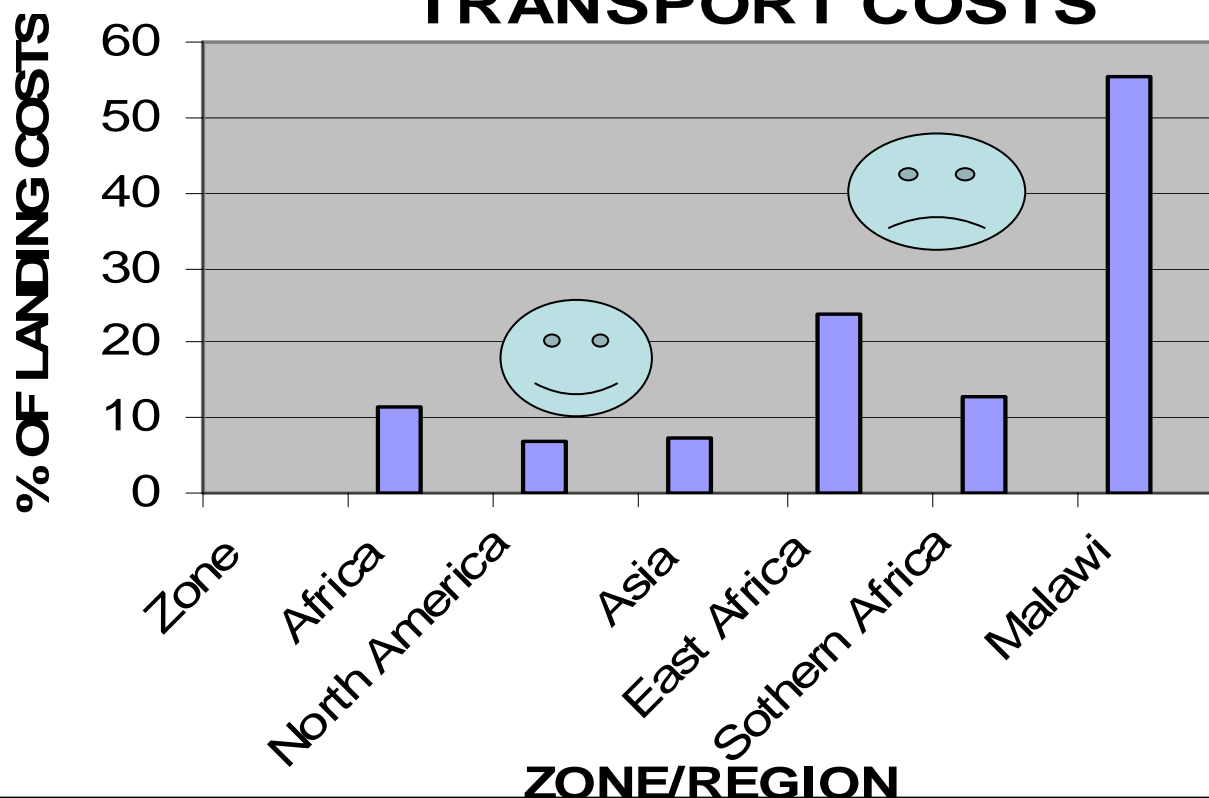


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COMPARISON OF GLOBAL LOGISTIC COSTS AS A PERCENTAGE OF LANDING PRICES OF IMPORTED/EXPORTED GOODS

GLOBAL COMPARISON OF TRANSPORT COSTS



THE ULTIMATE AIM OF THE MULTILATERAL CORRIDOR COMMITTEE IS TO REDUCE TRANSPORT COST TO INCREASE GLOBAL COMPETITIVENESS ON THE MAPUTO CORRIDOR



THANK YOU
brenda.horne@mcli.co.za

**SAFE TRAVELS ON THE MAPUTO CORRIDOR
LIGHTS ON SAVES LIVES**

THANK YOU TO OUR GENEROUS SPONSORS WHO HAVE MADE THIS EVENT POSSIBLE

MCLI BI - ANNUAL OPEN NETWORK DAY 18 OCTOBER 2007



WORKING TOGETHER TO MAKE THE MAPUTO CORRIDOR FIRST CHOICE FOR ALL STAKEHOLDERS
Trabalhando juntos para tornar o Corredor de Maputo a Primeira escolha