



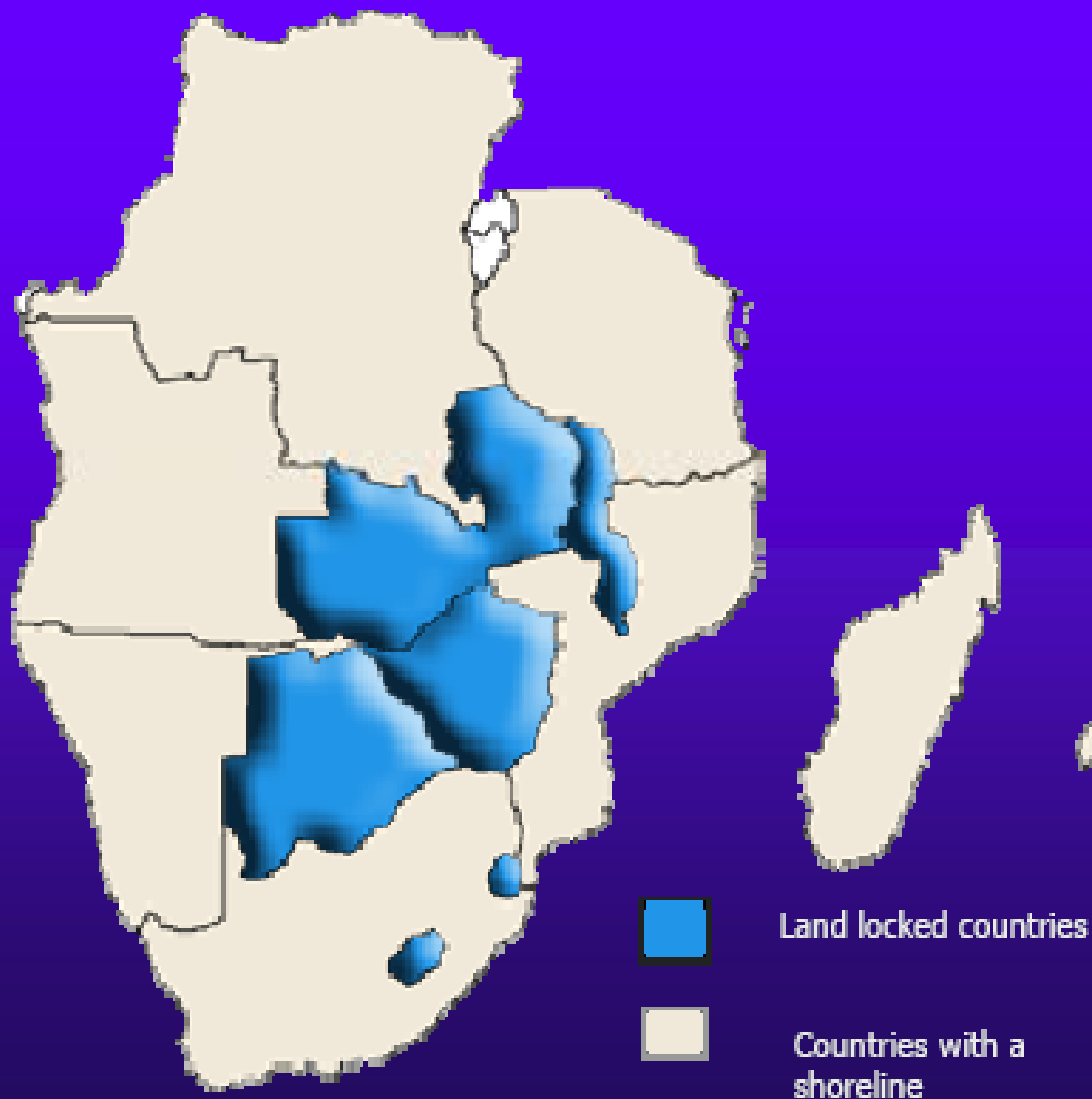
# Swaziland's Participation in the Maputo Corridor Initiative

Presented by Sifiso Mnisi  
Ministry of Public Works and Transport  
18 October 2007  
Promenade Hotel, Nelspruit, S.A.

# Agenda

- Geographical Location
- Trade profile and logistics
- Network & Access to the Ports
- Implication to Swaziland
- Some Developments
- Way forward

# Land Locked SADC States



# SD's Trade Profile

- Swaziland's major exports are sugar, pulp, textile and clothing, canned fruit and soft drinks
- The balance of trade is with North America, Europe, and the Far East
- The main merchandise imports are machinery, fuels, vehicles, manufactured goods, plastics and paper products

# SD's Trade Profile Cont..

- Approximately 80% of imports come from South Africa
- About 50% of exports go to South Africa

# SD's Transport Logistics

- Swaziland's transport mode for imports and exports predominantly comprise of roads, rail and air transport
- Swaziland has a classified road network of about 3800km, a third of which is paved
- 60% of the paved network is in good condition, and 20% in fair condition
- Multinational companies based in Swaziland carry out the bulk of road freight operations

# SD's Transport Logistics Cont.

- The major road haulers operate fleet of reliable vehicles, which are often designed for specific commodities
- Four routes dominate cross-border movements with South Africa and Mozambique are:
  - Ngwenya to Gauteng
  - Lavumisa to the ports of KwaZulu Natal
  - Sandlane to Peit Retief and neighbouring areas
  - Lomahasha to Maputo

# SD's Transport Logistics Cont.

- Swaziland's rail network is 301 km and is operated by Swaziland Railway (SR)
- Transit Traffic: 75% of total traffic. SR acts as a "bridge carrier" from Northern traffic to Richards Bay and Durban

# SD's Transport Logistics Cont.

- With regard to air transport, we have one international airport at Matsapha and the Sikhuphe Airport (under construction)
- The major Ports for Swaziland's imports and exports are Maputo, Durban and Richards Bay
- Maputo is the principal sugar port while Durban is the principal port for textiles, clothing and most general trade.

# Network & access to the Ports

- With regard to rail network, the North/South Line connects Swaziland to Richards Bay & Durban Ports and the East/West line connects to the Port of Maputo
- Route KM:
  - MTS to Richards Bay: 354 KM
  - MTS to Durban: 554 KM
  - MTS to Maputo: 226 KM

# Network & access to the Ports Cont...

## ■ Road network:

- MTS to Richards Bay: 380 KM
- MTS to Durban: 540 KM
- MTS to Maputo: 200 KM

**Transit Time**  
**hrs/days**

**Turn around time**  
**Hrs/days**

**ROAD**

<b>MTS-Durb.</b>	<b>12 hrs</b>	<b>3-4 days</b>
<b>MTS-Map</b>	<b>5hrs</b>	<b>2days</b>
<b>MTS-Rich.</b>	<b>8hrs</b>	<b>2days</b>

**RAIL**

<b>MTS-Durb</b>	<b>2-4days</b>	<b>8-10days</b>
<b>MTS-Map</b>	<b>1day</b>	<b>4days</b>

# Implication to Swaziland

- Maputo is a natural port for Swaziland as it is half the distance compared to the other ports (Richards Bay and Durban)
- For global competitiveness Swaziland has to use the corridor in directing traffic to Maputo ports to save on transport costs for imports and exports
- Swaziland may get windfalls of traffic between Maputo and South Africa via Swaziland when the corridor is very busy

# Implication to Swaziland Cont..

- Swaziland has been monitoring the developments of Maputo Port since 1995
- SD has realized the importance of fully participating in the MDC initiative

# Some Developments

- Swaziland hosted the Maputo Corridor Stakeholder Conference in September 2007 with the following objectives:
  - To explore opportunities of utilizing the Maputo Harbour
  - Share practical experiences of Swaziland's traders when using these harbors
  - Identify opportunities for Swaziland in the MCLI
  - Ensure full representation and participation at the MCLI and other related structures.

# Some Developments Cont..

- Objectives of the Conference have been met
- Currently we are packaging the findings with an aim of drafting a plan of action, deliverables and timeframe for all stakeholders
- All stakeholders from public and private sector to be involved.

# Some Developments Cont..

- MPWT preparing a paper to Cabinet (for approval) for the appointment of individuals to serve in the MCLI Board
- Government participated in the meeting of Senior Officials of the Joint Bilateral Commission for Cooperation (JBCC) in September 2007 in Maputo
  - some key issues were presented
  - Believe that the issues will be solved amicably

# Way forward

- Government needs to tackle the challenges or constraints faced in the transportation of goods and services bilaterally and/or multilaterally
- SD needs to continuously explore opportunities to maximize her involvement in the activities of the Maputo Corridor.
- Provide enabling environment

# Way forward Cont..

- Maputo to disseminate crucial information relating to the movement of cargo into and out of Maputo Port
- Because as a country we believe that MAPUTO is THE WAY TO GO..