



**DP WORLD**

Port of Maputo Master Plan conference  
June 01, 2011

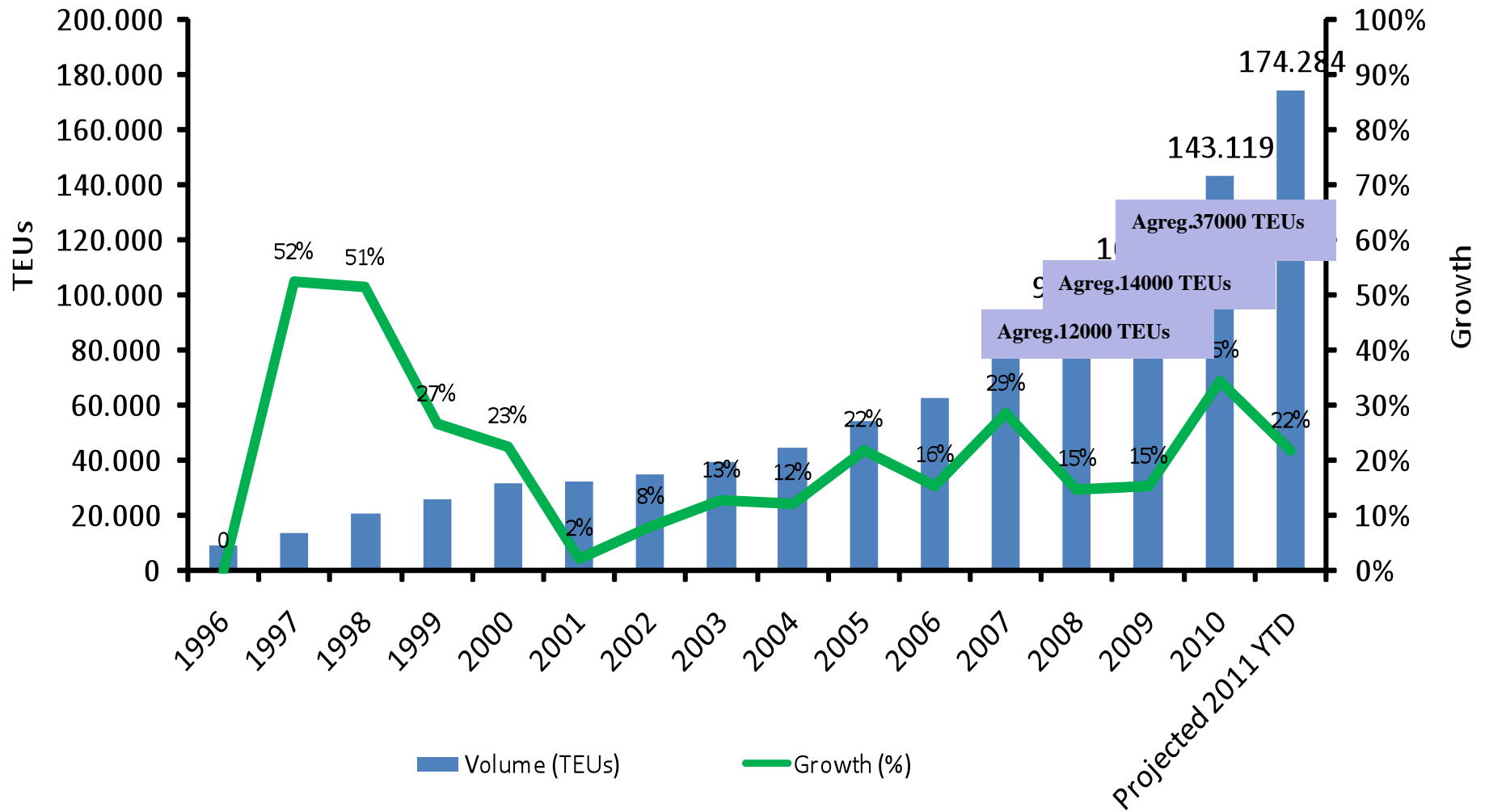


## DP World Maputo:

- Maputo container Terminal was privatized in 2003.
- Volume grew from less than 40,000 TEU in 2003 to over 143,000 TEU in 2010.
- Total value of the current investment made in the container terminals is US\$ 36 million
- The container terminal was originally built to handle 120k Teu capacity and is now over capacity with volumes exceeded 143k TEUs in 2010.
- Container Terminal operates only one berth (berth 14) of 300m.
- Currently has five ship to shore cranes (3 x MHC & 2 x QGC) and supporting yard equipments.
- DP World holds 60% shares in DP World Maputo while CFM holds 40% shares.



VOLUME





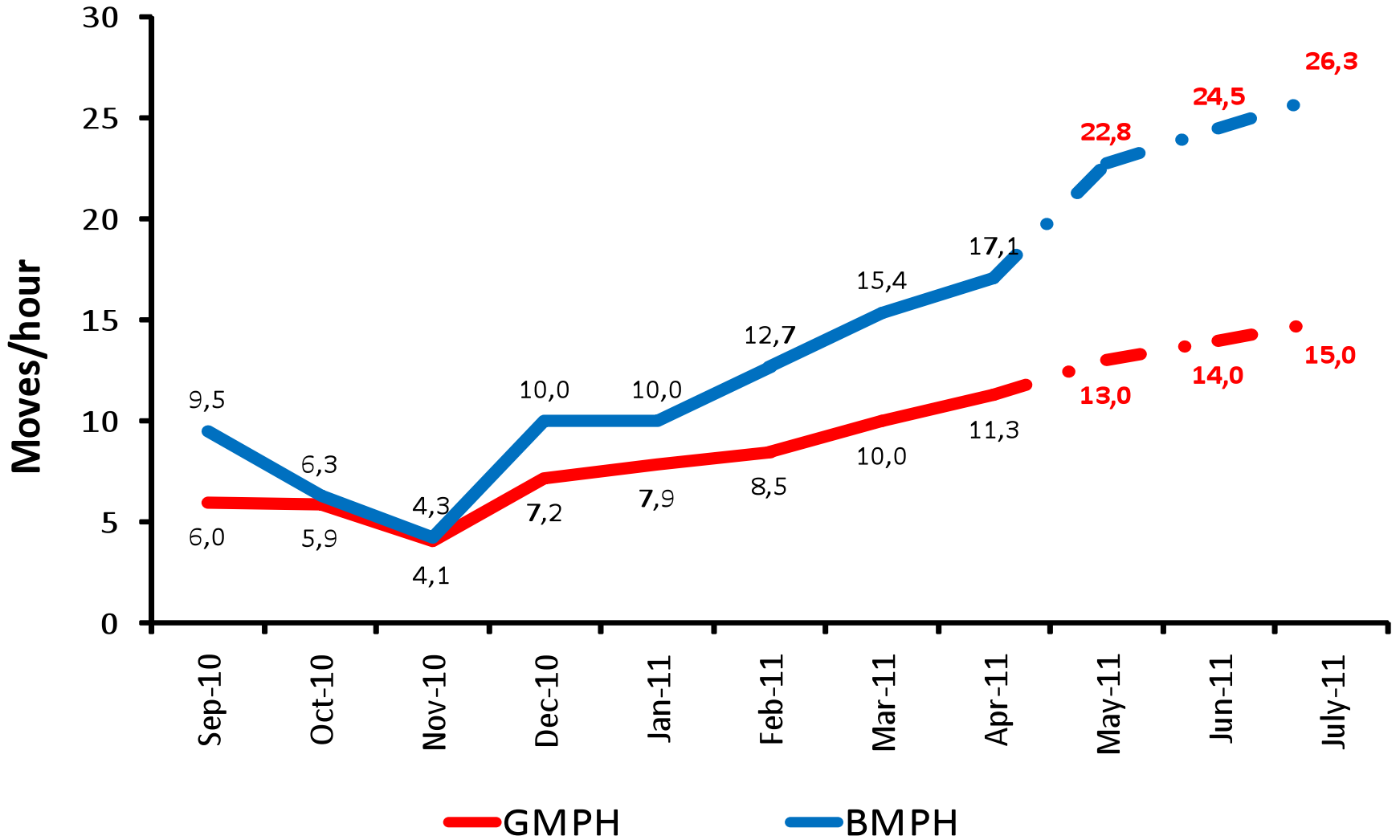
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## Recent Up-grade at DPW Maputo

- Complete refurbishment of the 2 ship to shore cranes at an investment of over US\$ 4 mn
- Added one Mobile Harbour Crane in 2010. Two new MHCs were added in 2008. Also added new Reach stackers and ITVs
- Implemented Terminal Operating System that supports live update and track all container positions whether on the yard, vessel or gate.
- New IT infrastructure to support the new TOS in addition to new equipment installed on all machines.
- Planning function is created which pre-plan all expected moves (vessel, yard, gate, and rail) on daily basis. Also in charge of operating TOS

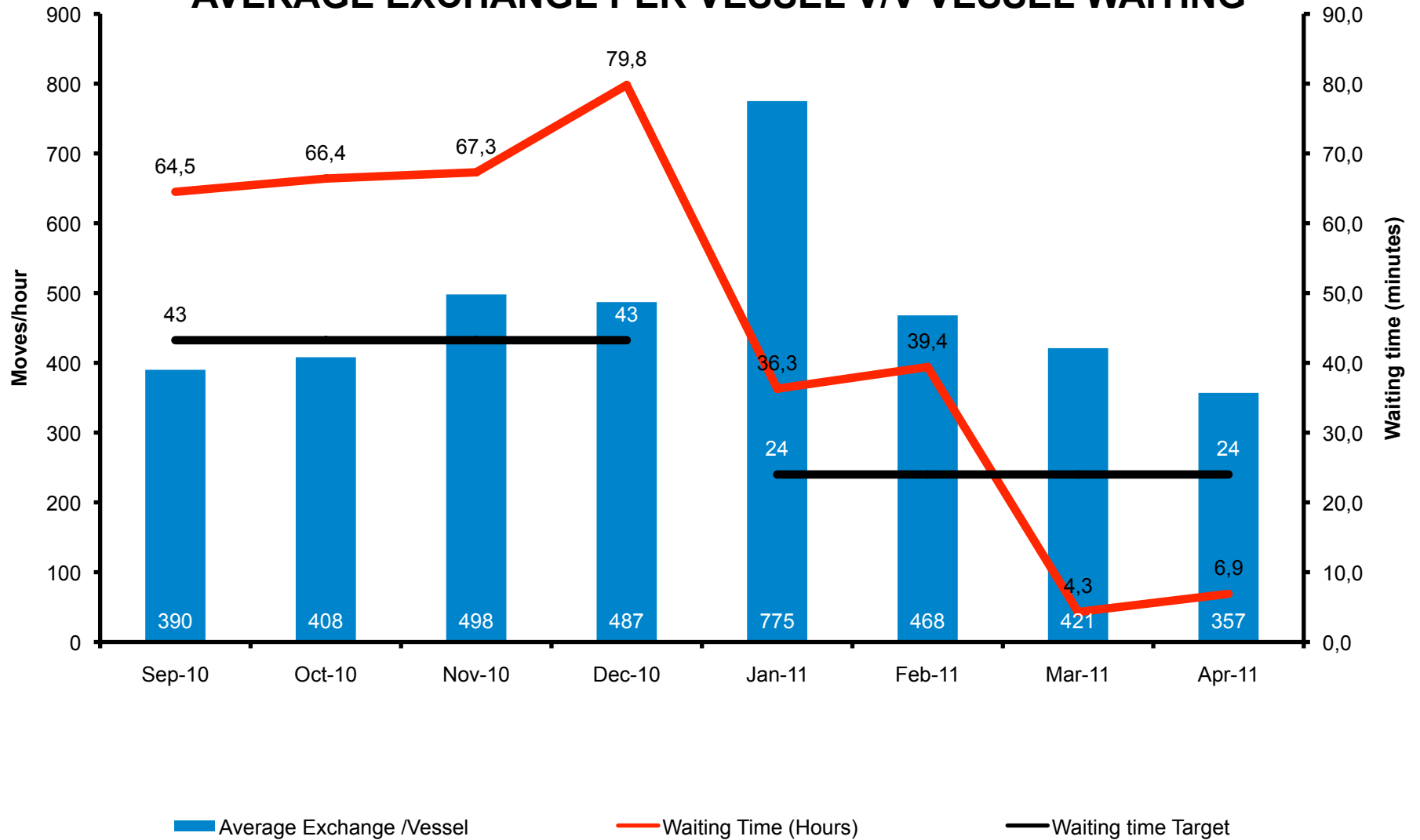


### GMPH & BMPH





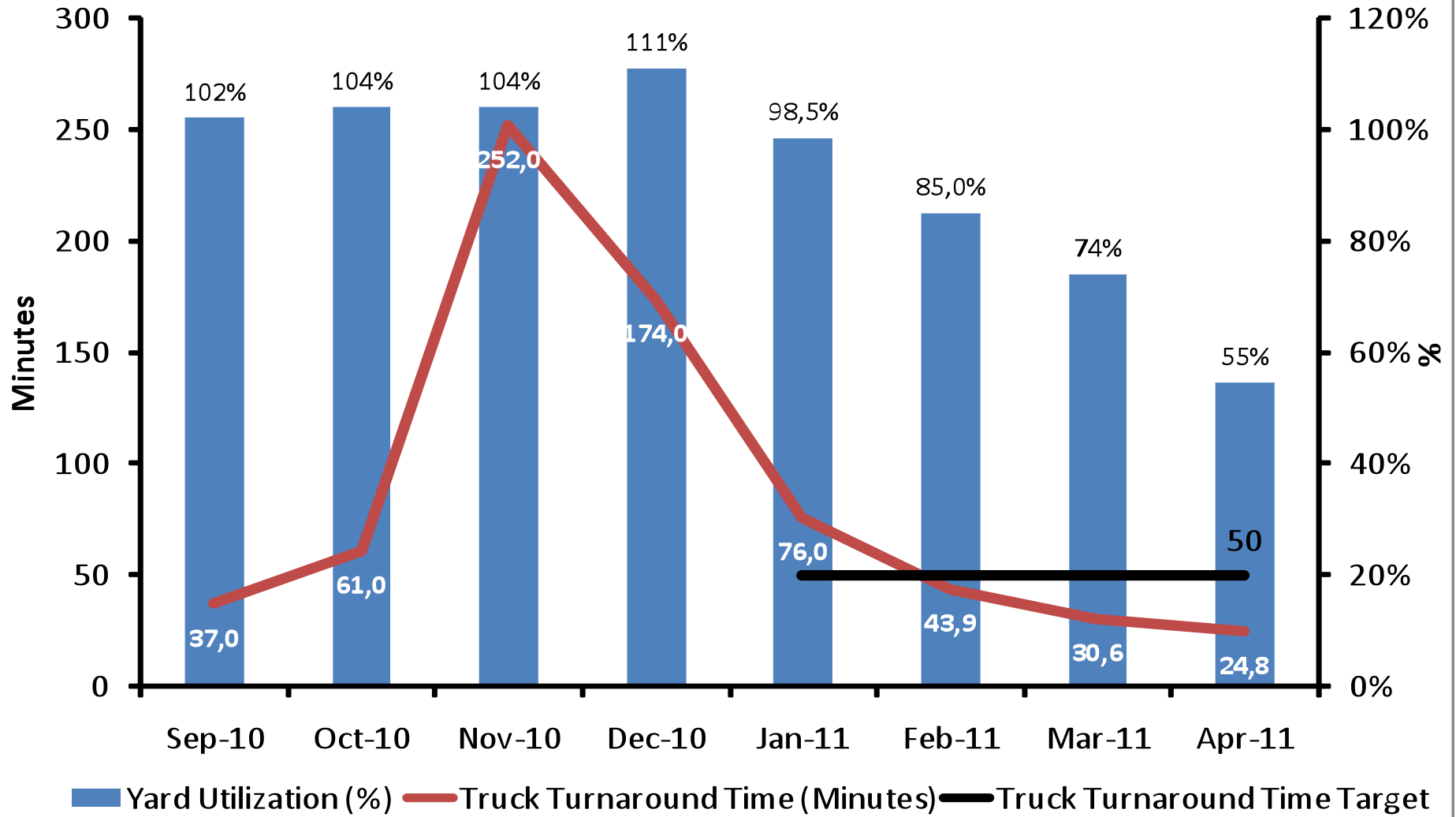
### AVERAGE EXCHANGE PER VESSEL V/V VESSEL WAITING





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### YARD UTILIZATION & TRUCK TURNAROUND TIME



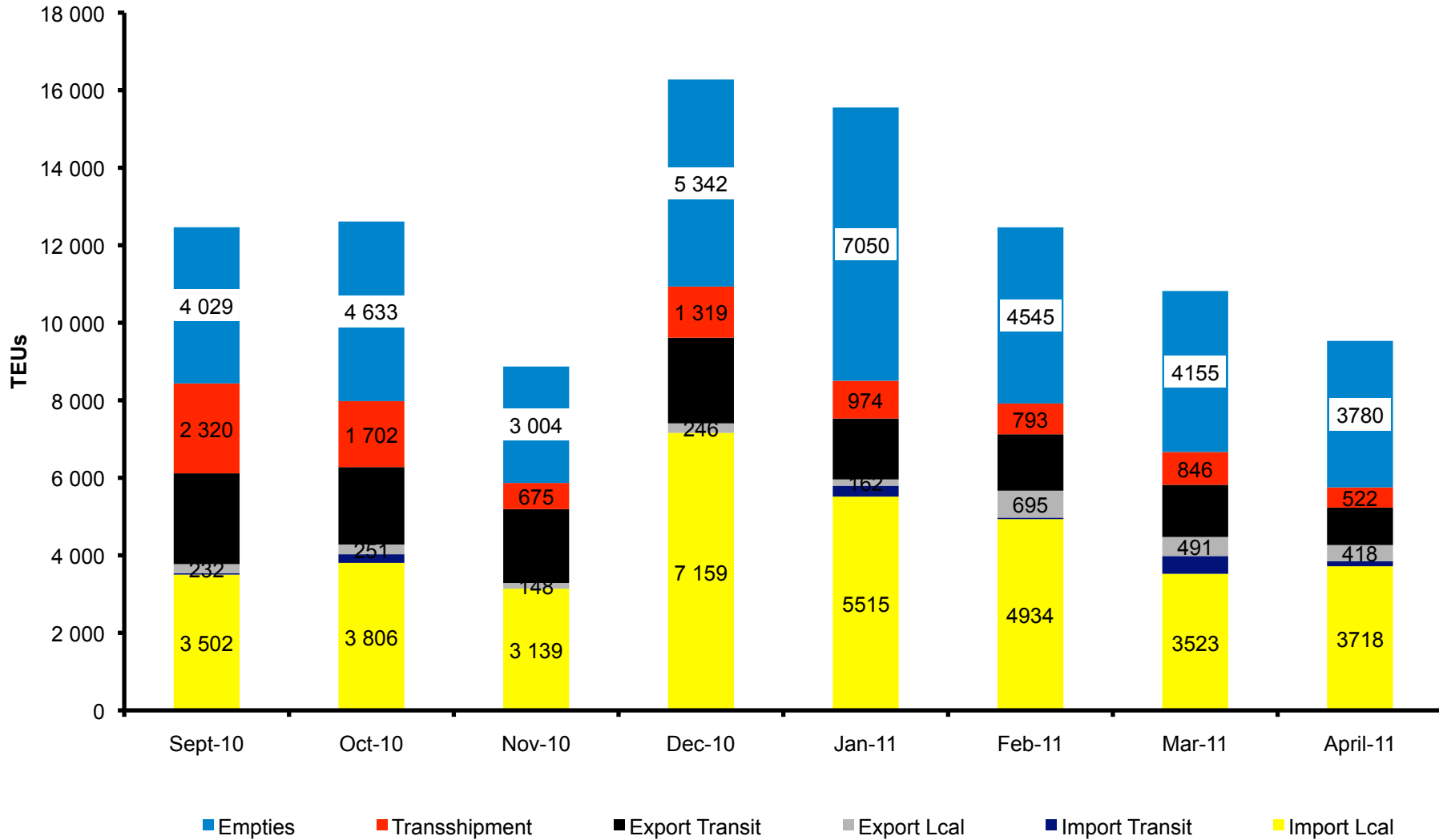


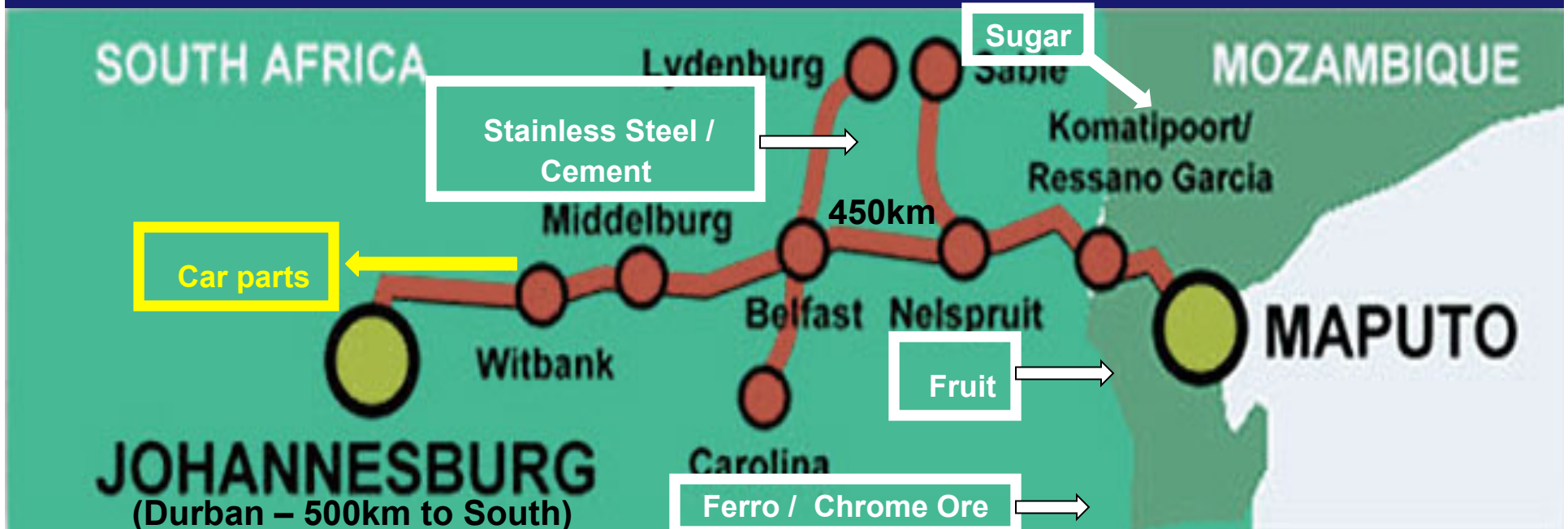
- We believe that the market is favourable – The competitor terminal, Durban, does not have the capacity to attract significant amounts of transit cargo;
- There is significant demand along the Johannesburg to Maputo corridor to use Maputo instead of Durban, due to the cheaper cost to/from Maputo;
- Transit cargo has not been captured by Maputo to date due to costs associated with lodging of bond with GoM (Alfandegas/ Customs Authority);
- Maputo O & D growth has increased significantly between 2001-2010, at 14% CAGR. O & D will continue to increase in the future too considering the robust GDP growth of Mozambique.
- The O & D cargo for Maputo is a mixture of consumer goods and food items imported. Exports are mostly empties. Containerized exports from Maputo should increase.



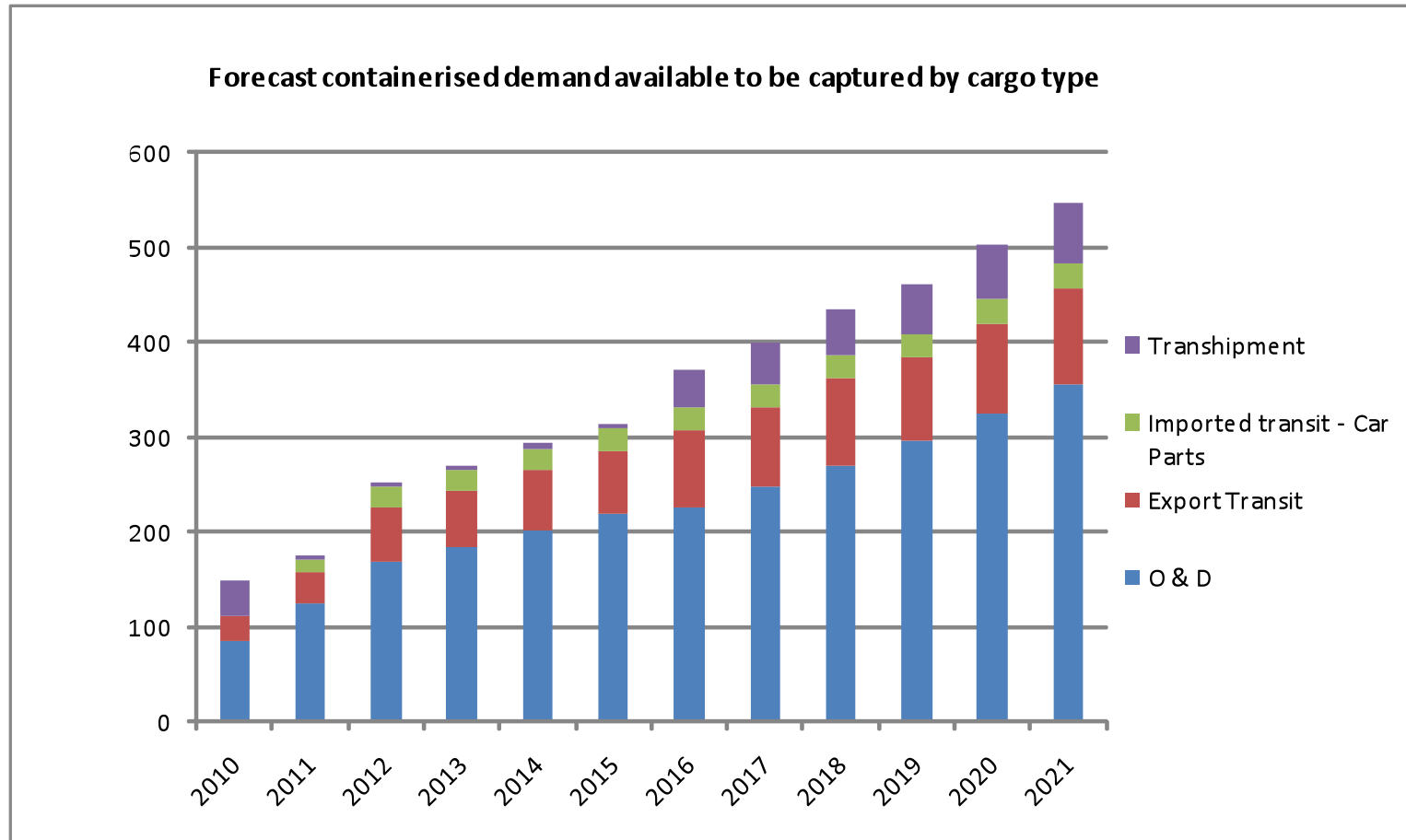
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### VOLUME DISTRIBUTION

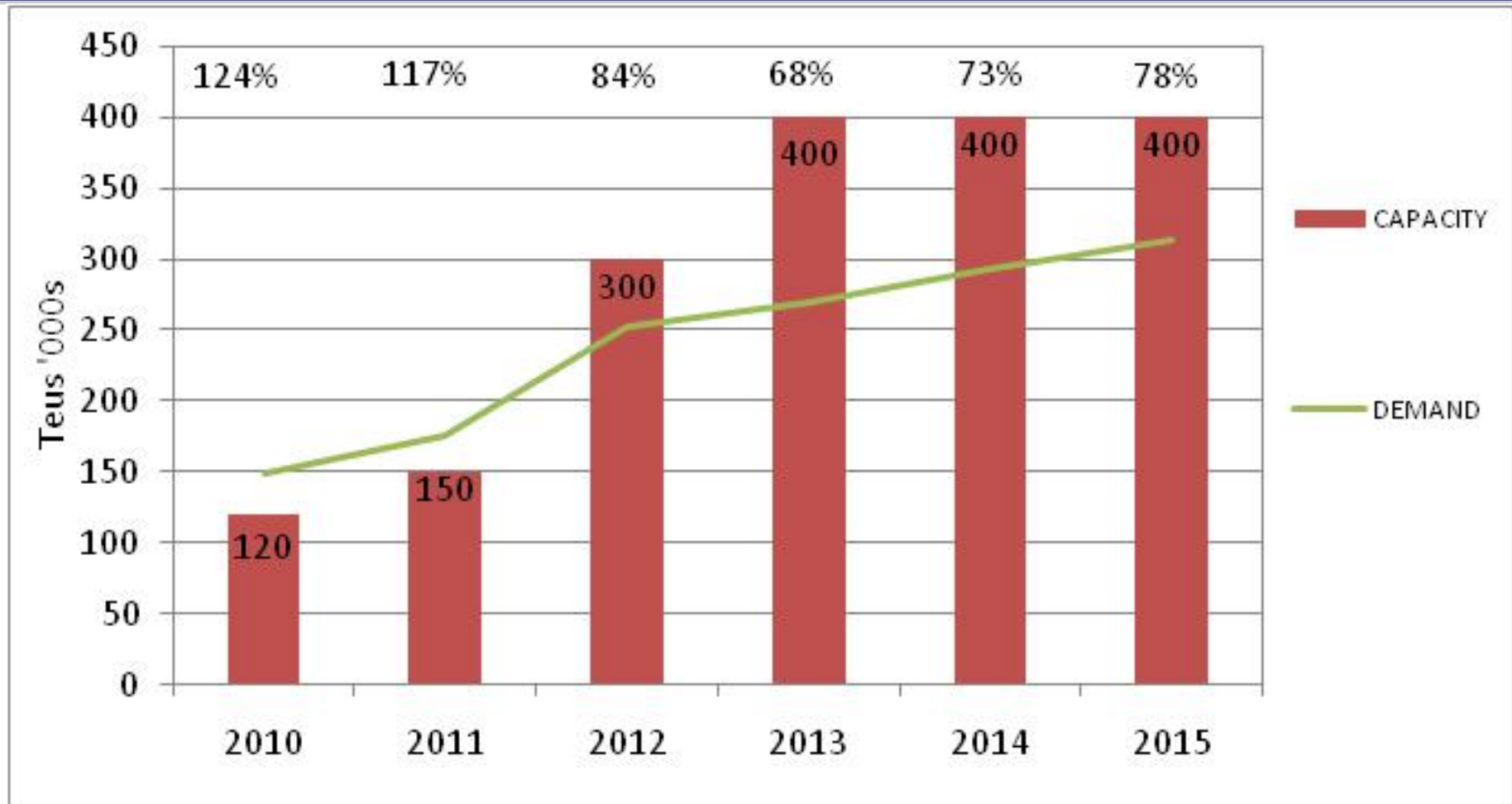




- The corridor between Johannesburg to Maputo (Gauteng Corridor) is the industrial heartland of South Africa;
- Distances to Maputo from industrial / agricultural towns along the Gauteng Corridor are closer than to Durban;
- Increasing restrictions on trucks traveling through Durban city (weight & height restrictions);
- SA shippers traditionally have been reluctant to export through Maputo due to:
  - delays at border; and
  - finding paying cargo for the backhaul
- The above obstacles to export through Maputo are being resolved.



- O&D underlying growth rate = 9.6%;
- High O&D growth rate 2010 – 2012 is due to transshipment cargo being replaced by O&D cargo; and
- Intention is to grow O&D and transit cargo.



Phase 1 – 2012 - 2013: Capacity build-up to 400,000 TEUs  
(note: 2012 capacity = 300k Teus due to expansion of yard area and RTG mode change)



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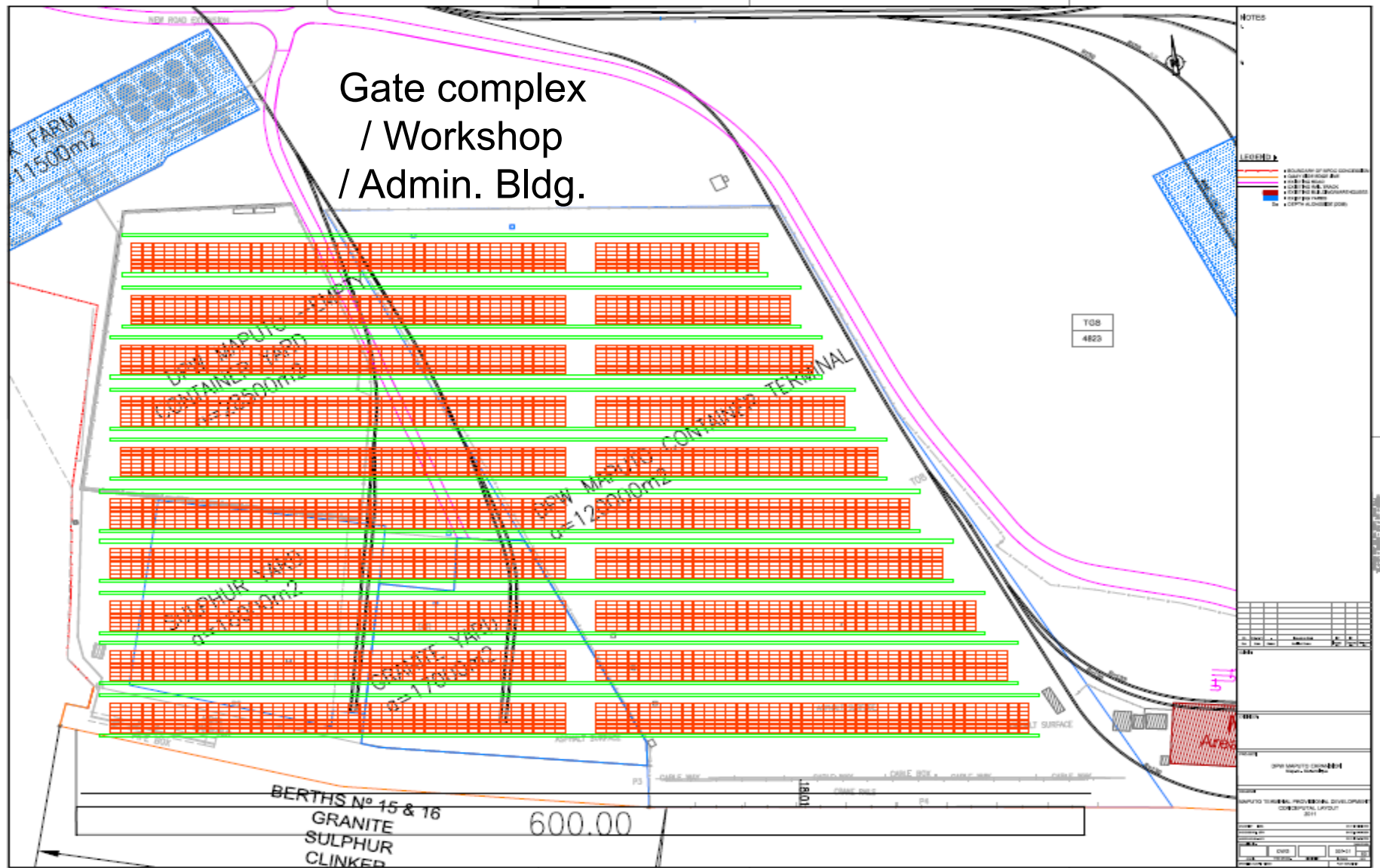
## **Container Terminal Expansion Plan**

- Expand the existing yard by adding 2.6 ha of land to the north for setting up new gate complex, office and workshop. Existing land yard will be completely refurbished and optimized.
- The existing reach-stacker operation will be converted to a rubber tyre gantry (“RTG”) operation during 2012.
- Container Operations will be extend as Phase 1 expansion to include berths 15 and 16 by 2013, which will increase the total quay length to 600 m of quay and increase the capacity to 400,000 TEU.
- Total cost of the above expansion will be about US\$ 110 million.
- Further expansion of container terminal will be taken up as the volume and demand increase.



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# Container terminal - Phase 1 expansion





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## Intermodal Container Depot

An ICD is being built at a cost of about US\$ 24 mn by DP World, Grindrod and CFM as follows:

- Phase one:
  - An empty container yard with the capacity of 2475 TEUs
  - A container wash bay
  - Container repair workshop
  - Refer inspection section
  - A bulk slab of 9000 m<sup>2</sup>
  - Completion target February 2012.
- Phase two:
  - A full container yard with a capacity of 1040 TEUs
  - A warehouse of 11900m<sup>2</sup>
  - Completion target August 2012.



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ICD site location

1.5 km Gate to Gate

Container Terminal

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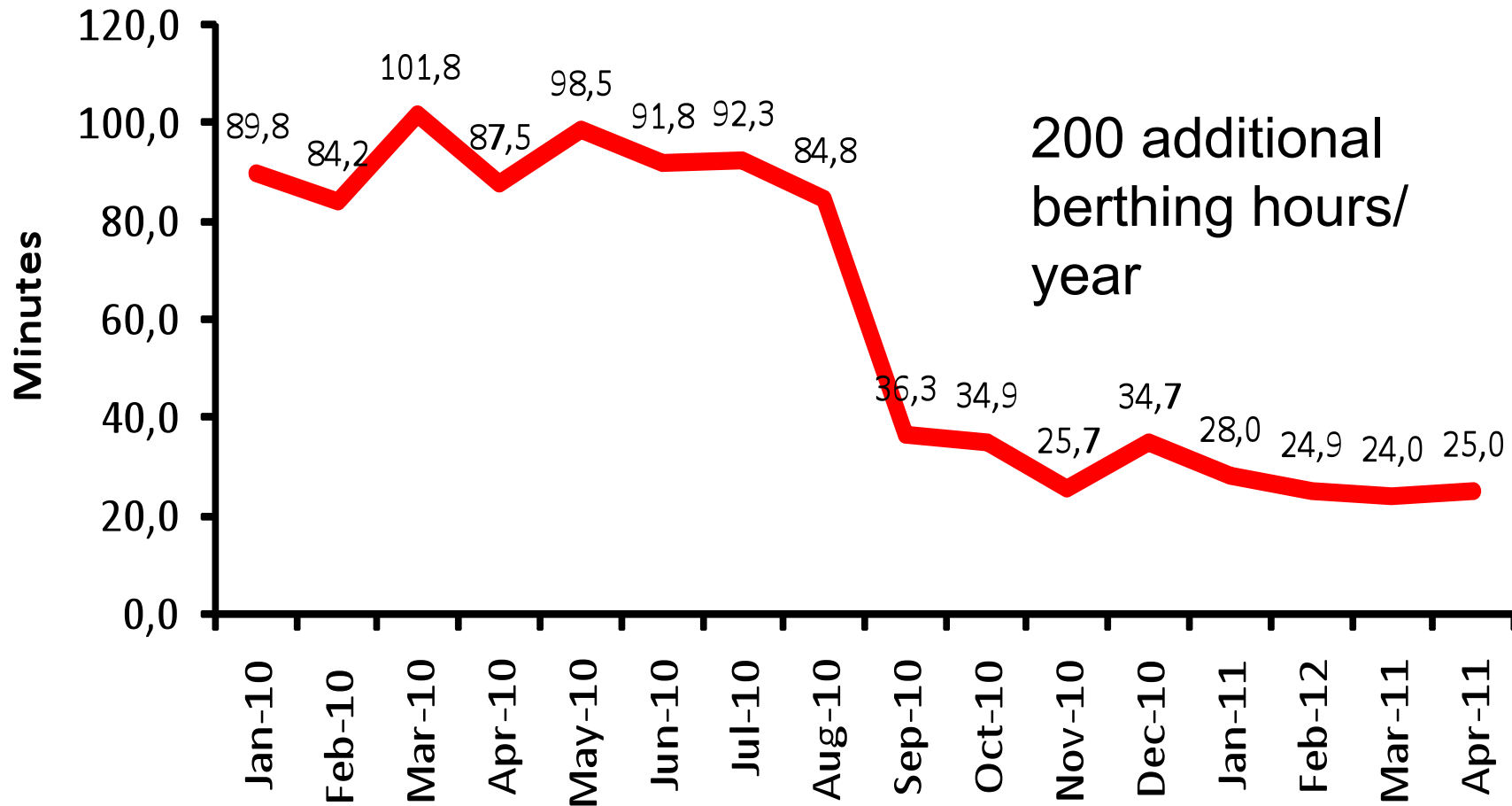
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- DP World Cargo Services is providing full range of stevedoring & cargo handling services including lashing, separation, tally etc for containers, bulk and break-bulk cargo in the ports of Durban, Richards Bay, Cape Town and Port Elizabeth since April 1998.
- Expertise gained by DPWCS-SA in the South African ports is proposed to be utilized at Maputo. Since Sept 2010 DPWCS is successfully managing stevedoring services at the Maputo container terminal for some of the lines.
- DP World Cargo Services Mozambique (DPWCS-M) is incorporated and have obtained the required approvals and licenses.
- DPWCS-M will provide full range of stevedoring and ancillary services at DPW Maputo container terminal and handling of bulk and break bulk cargo at the MPDC and Grindrod terminals. It will also support ICD operations to the extent possible.
- This business is labour intensive. DPWCS is committed to employ, train and develop the local workforce.
- DPWCS is complimentary to the services of the Port of Maputo and to DP W Maputo.
- DPWCS will apply safety, environmental and operational standards of DP World.



### AVERAGE LASHING UNLASHING TIME PER VESSEL





## **Container Terminal**

- Streamline customs and bond procedures to ensure efficient clearance for transit cargo to/from South Africa
- Continue to develop rail infrastructure to ensure that shippers receive regularly scheduled services
- DP World Maputo capacity need to be enhanced to capture the amount of transit cargo that are available today.

## **ICD**

- Sooner completion of the start up procedures including the long term lease of the proposed site to ensure commencement of operations by February 2012.



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Thank you