

- General Transit Storage Facility
- Petroline Pipeline Terminal
- Granite Terminal
- Extension of the FPT Citrus Terminal
- Capital Dredging of Approach Channels to accommodate Panamax vessels
- Procurement of additional tugs and pilot boats

The forecasted economic impact of these projects is an additional 11.45 million tons of freight through the Maputo Corridor and many thousands of new jobs in South Africa and Mozambique.

Successfully linking the growing developing markets of Asia across the Indian Ocean, the Maputo Corridor can now provide the shortest, safest and fastest route to South Africa's cost-conscious shippers.

MCLI and You: How to get started

MCLI invites you to become a part of this exciting new period for the Maputo Corridor. At a time of unrelenting increases in fuel costs and increased congestion in South Africa's transport corridors, the Maputo Corridor provides a competitive and reliable alternative for South African business.

Become a member of MCLI

The success of the Maputo Corridor depends on its stakeholders working together and we invite you to be a part of the groundswell of stakeholders on the corridor who are ensuring that their voice is heard in addressing the constraints and bottlenecks on the corridor.

MCLI offers two possibilities of participation in its activities to ensure the further development of the Maputo Corridor. Membership is intended for all users with a direct operating interest in the development of the Maputo Corridor. Cooperative Partnerships are entered into between stakeholders who act on behalf of their members, such as Business Chambers and Associations, and who have an interest in the activities and issues being addressed on the corridor.

As a member of MCLI you benefit directly from participating in and positively supporting our initiatives, being informed of policies and new initiatives on the corridor, and by participating in the forums of key stakeholders. Members are also privy to fact-finding visits to key corridor facilities and sites, and member companies are formally listed on the MCLI website and receive the regular news updates on developments in the region.

Your membership is vital to making this corridor the first choice for the region's stakeholders. Membership of MCLI is key to ensuring that the private sector mandate to bring greater efficiency, cost effectiveness and economies of scale to the corridor, is delivered to important roleplayers, and has the weight and effect that MCLI has the reputation of achieving. By joining MCLI you contribute to the growth and development of the corridor and to the region as a whole

Join as a member of MCLI and become part of the more than 100 companies, from South Africa, Mozambique and Swaziland, representing importers, exporters, the road operator, rail operators, port and terminals, shipping lines, forwarding agents, clearing agents, financial institutions, developers, consultants, logistics companies, hotels, transporters and general interested parties.

The full list of MCLI members, including their contact details, is available at:

www.mcli.co.za/mcli-web/members/members.htm

and can be contacted with guaranteed dedicated services on the Maputo Corridor

Membership forms are available at:

www.mcli.co.za/mcli-web/members/membership.html

For all further information on the Maputo Development Corridor, please contact MCLI's office or website:

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WORKING TOGETHER TO MAKE THE MAPUTO CORRIDOR
FIRST CHOICE FOR ALL STAKEHOLDERS



"Working together to make the Maputo Corridor first choice for all stakeholders"

"Trabalhando Juntos Para Tornar o Corredor De Maputo Primeira Escolha"



"Working together to make the Maputo Corridor first choice for all stakeholders"

Maputo Corridor Logistics Initiative



MAPUTO DEVELOPMENT CORRIDOR

"Unlocking the landlocked regions of Mpumalanga, Gauteng and Limpopo Province"

The Maputo Development Corridor runs through some of the most highly industrialized and productive regions of South Africa, providing the booming regions of Mpumalanga, Gauteng and the Limpopo Province with the most competitive and fastest access to the sea.

The governments of South Africa and Mozambique have been collaborating with private business for more than 10 years to restore the Maputo Corridor's historical role in the region's transport network, at a time of increasing congestion in alternative corridors and escalating fuel costs that place a premium on shorter overland distances.

The Maputo Corridor Logistics Initiative (MCLI) emerged as a public-private partnership in 2004 to work closely with governments and the private sector in promoting and further developing the Maputo Corridor to its full potential.

ROAD

A central pillar of the Maputo Corridor consists of the N4 national highway, which provides a world-class trunk route from South Africa's border with Botswana (via Pretoria) to Maputo and Mozambique. In 1997, a public company, TRAC, formed a public-private partnership with the South African and Mozambican Governments and was granted a 30 year concession (1997–2027) to finance, design, construct, operate and maintain the 630 km of toll road in South Africa and Mozambique.

To date, TRAC has spent over R2 billion and is expected to spend at least another R3 billion over the remaining time of the concession on the continuous adding of lanes and feeder roads as well as resurfacing and overall maintenance of existing segments.

Corridor Road Distances (km)

Maputo	Joburg	Witbank	Belfast	Nelspruit	Komatipoort
	590	450	358	221	92

A total of six N4 Toll Plazas connect Pretoria and Maputo, ensuring a modern, fast and well-maintained trunk route to the international Ports of Maputo and Matola in Mozambique. TRAC offers around the clock response teams to deal with incidents, the latest technology, the safest road construction and a management policy that ensures continuous maintenance and upgrading.

The right infrastructure is in place and there is further investment in the infrastructure to cope with the expected increases in traffic along the corridor in the coming years. Since 1998 there has been a constant annual traffic growth of between 5 to 7% on the N4 per annum for passenger vehicles and 10% for freight.

RAIL

The Maputo Development Corridor also offers the shortest rail link between the industrial, agricultural and mining heartland of Southern Africa and the ports of Matola and Maputo in Mozambique, complementing the ports of Durban and Richards Bay.

Comparative Rail Distances (kms):

	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

The Mozambican rail operator, CFM, will complete a US\$20 million upgrade of the Ressano-Garcia Railway in 2008, directly linking Maputo to South Africa's Transnet Freight Rail system. This upgrade to the Mozambican section of the line

(88 km from the border to the port) aims to carry 20 ton axle loads and throughput of approximately 10 million tons per annum by 2010/11.

CFM and Transnet Freight Rail are collaborating to service between 35 and 49 trains per week-, by 2009. There is also a commitment to optimize the line design capacity to carry up to 49 million tons per annum. CFM has also invested in a US\$60 million rehabilitation project covering 50 locomotives and 750 wagons to increase the availability of rolling stock

BORDER

For detailed information on border procedures and documentation for passengers, transit- and commercial freight, consult:

www.mcli.co.za/mcli-web/mdc/border-procedures.htm

1. Crossing the border between Mozambique and South Africa - Lebombo/Ressano-Garcia Border

- The Lebombo/Ressano-Garcia Border Post is now open for traffic between 06.00h and 24.00h for passengers and between 06.00h and 22.00h for non-commercial freight as well as commercial freight and transit cargo. Hours are extended to a 24 hour facility for passengers over traditionally busy periods and MCLI normally communicates this through their regular newswatches. The Mozambique customs department operates daily till 15:00h at the inland terminal.

- Nationals of Mozambique and South Africa no longer need visas to cross the border for periods up to 30 days.

- Planning is currently underway to create a joint 24 hour one stop border post in order to enhance border security, reduce waiting time for vehicles and reduce transport costs. The UK's Department of International Development (DFID) is working with the South African Revenue Service, Mozambique Revenue Service and the Border Control Operational Coordinating Committee (BCOCC) of South Africa to ensure that a one stop border post is set up by 2010. This 24 hour joint one stop border post will include a commercial cargo clearing facility in Mozambique at the current KM4 site, a passenger clearing post which is to be re-built at the current border post and a one stop border crossing for rail passengers and freight.

2. Mozambique and Swaziland: Namaacha/Lomahasha Border Post

- Namaacha/Lomahasha Border Post between Mozambique and Swaziland is now open between 7:00h and 20:00h

- The road between Swaziland and Maputo via Lomahasha>Namaacha is not part of the N4 / EN4 TRAC toll road, but is in very good condition. It efficiently serves Swaziland's urban areas as well as Swazi importers and exporters as a competitive alternative to the port of Durban in South Africa.

3. South Africa and Swaziland

- Swaziland links to the TRAC N4 toll road in South Africa via the Jeppe's Reef (South Africa) / Matsamo (Swaziland) border post, located approximately 60 kms south of Malelane.
- The Mananga border post, 70 km south of Komatipoort, can also be used to connect South Africa to Swaziland.

Below is an example of potential border transit times for selected cargo moving between South Africa and the Ports of Maputo and Mozambique. Well coordinated transit traffic to the port is currently achieved within five hours from the clearing agents at Komatipoort, through the border clearing procedures to the port and back. MCLI, international organizations and both governments are highly engaged in ensuring the further reduction of border transit times.

REGION	From	Roundtrip Distance (km)	Roundtrip Time (hours)	Border Transit (hours)	Port Turnaround (hours)	Roundtrip per 24 hour
Mpumalanga	Malelane	320	5	3	2	2
Mpumalanga	Nelpruit	400	6	3	2	2
Mpumalanga	Sabie	500	8	3	2	2
Mpumalanga	Lydenburg	600	9	3	1	2
Mpumalanga	Belfast	650	10	3	2	1
Mpumalanga	Middelburg	800	12	3	2	1
Mpumalanga	Witbank	830	13	3	2	1
Limpopo	Tzaneen	900	14	3	2	1
Limpopo	Polokwane	1130	17	3	2	1
Gauteng	JHB & Pretoria	1100	17	3	2	1
Northwest	Rustenburg	1300	20	3	1	1

The Ports of MAPUTO and MATOLA

The deep sea-water ports of Maputo and Matola lie 92 km beyond the Limpopo/Ressano Garcia border with South Africa. The Ports are compliant with the International Ship and Port Security Code and are managed by the Maputo Port Development Company (MPDC).

MPDC is a private consortium that was granted the concession in 2003 to finance, rehabilitate, operate, manage, maintain, develop and optimize the Maputo and Matola ports. The company is vested with the powers of port authority and is responsible for marine operations, towage, stevedoring, terminal and warehousing operations as well as port planning and development.

The principle investors are Dubai Ports World and the South African Grindrod Group. Other private operators provide customized services for handling containerized and break-bulk cargo at the Port of Maputo and at the bulk terminals of Matola.

MAPUTO CARGO TERMINALS

- MIPS Container Terminal
- FPT Citrus Terminal
- Bulk Sugar Terminal
- Bagged Sugar Terminal
- Car Terminal (Phase 1)
- Ferro Terminal
- Bulk Liquids Terminal (Phase 1)

MATOLA BULK TERMINALS

- Coal Terminal
- Aluminium Terminal
- Petroleum Terminal
- Grain Terminal

Since 2004, the MPDC has undergone a multi-year US\$100 million rehabilitation program designed to restore the port's basic land and marine infrastructure. As a result of the new investments, 684 ships called at the Port of Maputo in 2007, carrying 6.703 million tons of cargo.

This was the port's best performance in more than 28 years! This achievement underscores the market's confidence in the future of the Port Maputo.

Total port volumes have increased by 186% over the period from 2000 to 2007, with a potential volume capacity of 18-24 million tons per annum now being created by the investors. Maputo is able to rival many other major ports in the region and is handling more trade than Dar-es-Salaam, Beira, East London, Port Elizabeth and Cape Town.

The port is currently planning or developing 12 major projects totaling about US\$300 million of new investment:

- Expansion of the Container Terminal currently operated by MIPS in partnership with Dubai Ports World.
- Expansion of Coal/Magnetite Terminal
- Vehicle Terminal
- Non-Petroleum Bulk Liquids Terminal
- Bagged Rice and Steel Terminals
- Multi-Purpose Bulk Terminals