

# Sustainable growth envisaged for Maputo Corridor

NELSPRUIT - Stakeholders in the Maputo Corridor Logistics Initiative (MCLI) were recently updated on progress of the initiative as well as future plans.

Mr Hannes van Wyk, Trans African Concessions (Trac) load control manager, outlined the consistent increase in traffic on the N4 and the fact that it was looking at various ways of accommodating these volumes. It also aims to implement an electronic toll-collection system, with a pilot project starting in Maputo.

Van Wyk said the result of a traffic study was awaited before a decision could be made regarding moving the Machado Toll Plaza. He indicated that an estimated R3 billion would be spent on the road in the next 20 years. Other construction projects, including the Nelspruit ring road and improvement of Crocodile Gorge, were also pending.

With regard to overloading, Van Wyk mentioned statistics stating that currently, two to three per cent of heavy vehicles were

illegally overloaded. He also outlined the roadside assistance programme, which provides 24/7 emergency assistance to travellers. This will in future be expanded to include Mozambique.

Mr David Gomes, commercial director of Mozambican Ports and Railways, underlined support for future development of the Port of Maputo and reducing logistics costs by transferring traffic from road to rail. He also discussed the \$20 million rehabilitation of the Ressano Garcia line and a \$50 million investment for the repair of equipment.

Mr Victor Nunes, manager of the Lebombo/Ressano Garcia one-stop border post project, indicated that it would facilitate crossing by dividing commercial, non-commercial and rail-passenger traffic. He also described various new systems for different vehicle types that would allow traffic to flow more freely. These included a "green" and "red lane" for cars and motorcycles and a car and passenger terminal for buses and coaches during peak

times. Pedestrians and taxi passengers would enter the passenger terminal, clear the various exit and entry formalities and board a car or taxi on the other side of the facility. Trucks and freight would have a fast track for those under an international transit regimen and those under a bilateral transit scheme. A normal track would be provided for trucks which are cleared at the border.

With regard to construction, he indicated various targets they hoped to reach:

- \* Temporary border construction - August to October 2008
- \* Demolition and relocation of services - August to October 2008
- \* Earthworks and retaining structures on the KM4 - October 2008 to February 2009
- \* Construction of KM4 facility - March 2009 to April 2010
- \* Construction of KM4 road - September 2008 to March 2010.

Plans for the single-window system for Mozambique were outlined by Mr Keko-bad Patel of CTA, who indicated that the primary aim of this process was to streamline red tape and bureaucracy at the border post and to speed up the clearing of goods and passengers via an IT system.

Mr Dick Moore, commercial director of the Maputo Port Development Company, reported a sharpening of focus of activities in the port which he said would lead to significant development and growth. These included an investment from Grindrod towards the modernisation of the Matola Coal Terminal and from CFM for improvement of service in the oil terminal.

A master plan study is being carried out, indicating that the port will reach predicted volumes earlier than estimated. New strategies for future development and sustainable growth are in the pipeline.