MOÇAMBIQUE PORTS AND RAILWAYS
PORTOS E CAMINHOS DE FERRO DE MOÇAMBIQUE, E.P.



DELTAS IN TIMES OF CLIMATE CHANGE
Rotterdam, September 23-26 2014

Direcção Executiva - CFM-Centro

Port of Beira – Existing Facilities





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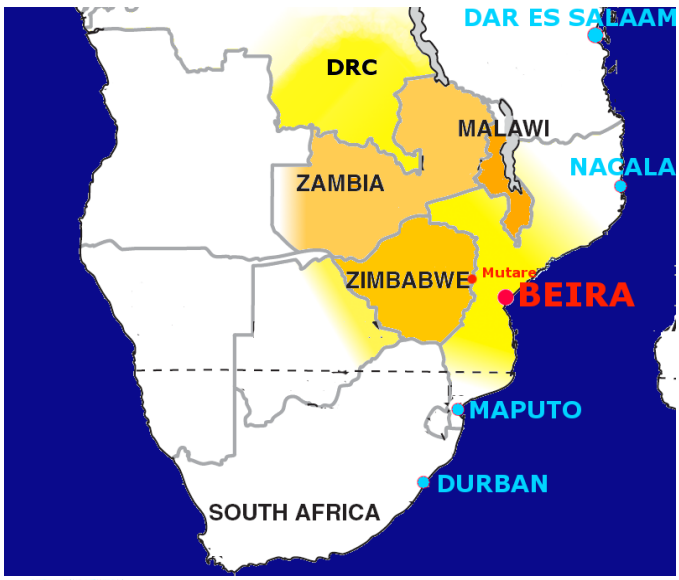


Why Choose the Beira Corridor? and the Port of Beira?

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Location & Costs



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Beira Corridor: Distances in Km Vs Cost of Road Transport

a) Distances in Km

Ports	*Harare* Zimbabwe	*Bulawayo* Zimbabwe	*Lusaka* Zambia	*Kitwe* Zambia	*Lubumbashi* DRC	*Blantyre* Malawi	*Lilongwe* Malawi
Beira	559	726	1,054	1,370	1,600	812	950
Durban	1,711	1,454	2,380	2,707	2,611	2,323	2,678
Dar es Salaam	2,634	3.028	1,985	1,951	2,290	2,031	1,667

b) Road Transport Cost per Ton

Ports	*Harare* Zimbabwe	*Bulawayo* Zimbabwe	*Lusaka* Zambia	*Kitwe* Zambia	*Lubumbashi* DRC	*Blantyre* Malawi	*Lilongwe* Malawi
Beira	72	94	137	178	208	106	124
Durban	222	189	309	352	339	302	348
Dar es Salaam	342	394	258	254	298	264	217

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Location & Costs

Railway network *

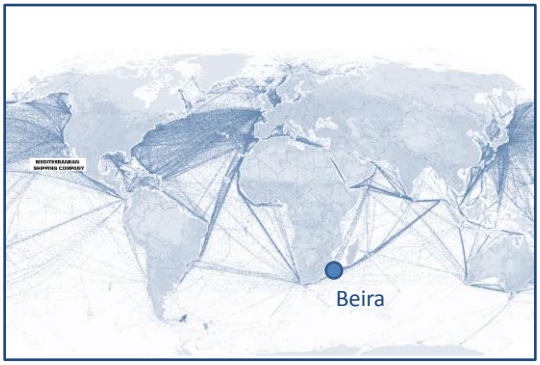
- **Machipanda Line**
  (Beira-Machipanda) → Zimbabwe
  Extension: 317 Km.
  Operational.
- **Sena Line**
  (Beira-Moatize)
  Extension: 574 Km
  Operational.





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Connectivity



- Beira no longer a mere feeder port but well integrated into the Southern and Eastern African shipping networks.
- Direct calls from the worlds largest shipping lines.



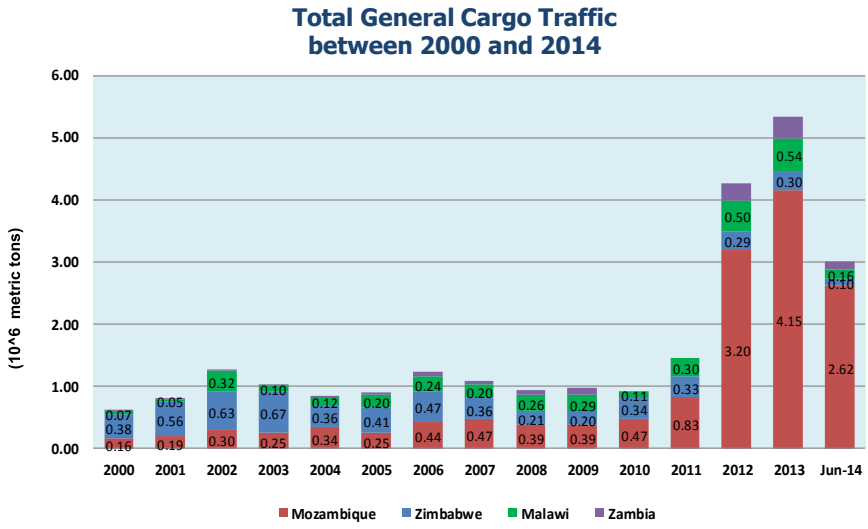
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Statistic Data - Current

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Port of Beira



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Development Projects

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Beira Grain Terminal

Bulk handling for quick vessel handling

- **Beira Grain Terminal (BGT) will operate the grain terminal for the import and export of agriculture commodities (grain, wheat, maize) to and from Mozambique and its neighbouring countries.**
- **Phase 1 (2010): 14 silos (8 x 3,000 +6 x 1,000) with storage capacity of 30,000 MT. Cost: ± USD 12 million.**
- **Phase 2 (2015): 14 silos with storage capacity of 30,000 MT. Cost: ± USD 10 million.**

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Third Fase: Quay 11C





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Climate Changes and the Impact in Port of Beira



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1. Mozambique is 3th Country in African Continent most vulnerable in terms of Climate Changes

1. From 1980 to 1993, there was in the Costal of Mozambique 4 major Cyclone with speed between 70-110km/h with several economics consequences

3. 1994 to 2007 Mozambique had registered 3 times more Cyclones with huge devastating consequences

4. Consider all these aspects, the Port of Beira with existing protection in next 20 Years will need huge investments to cuter the consequences of sea levels rise.

5. More studies are needed to take better decisions on what to do in next 30, 50 Years with reference to the future infrastructures in the Port, road and Railway Corridors

6. Huge investments in Dredging the Channel as results of Climate Changes, Rivers are bringing more mud and sand in the Channel

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CITY and the Port

- Port of Beira is the biggest employer in Beira City (7.000)
- Cooperation between Port and City in:

✓Projects of Coastal Protection

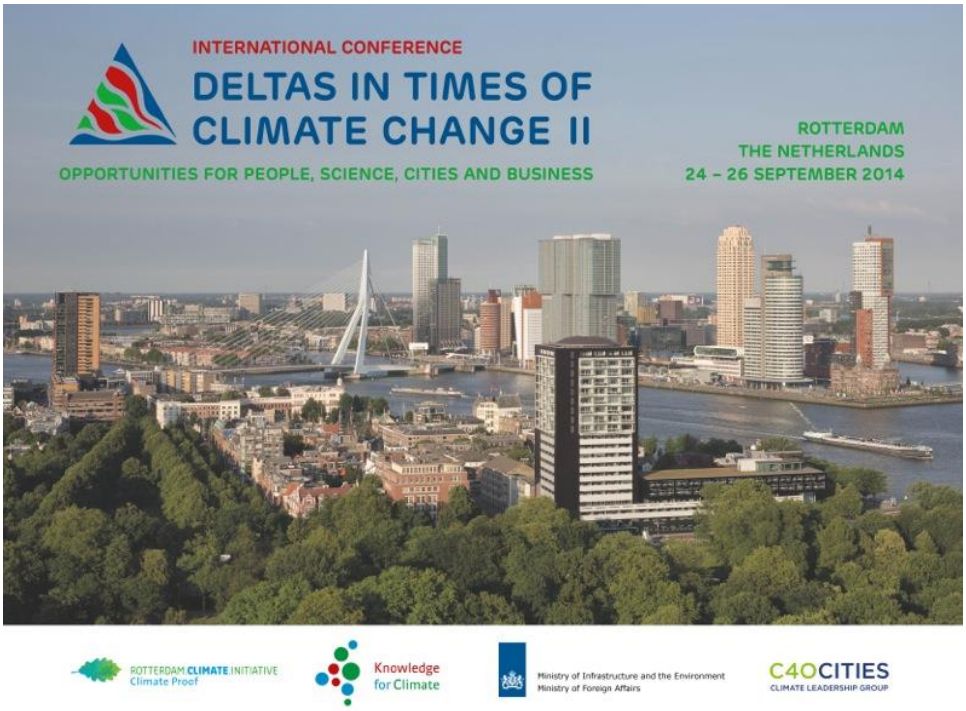
✓Work together on design and implementation of Masterplan of the City, his interaction with the Port

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Thank you

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DELTAS IN TIMES OF CLIMATE CHANGE II
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