

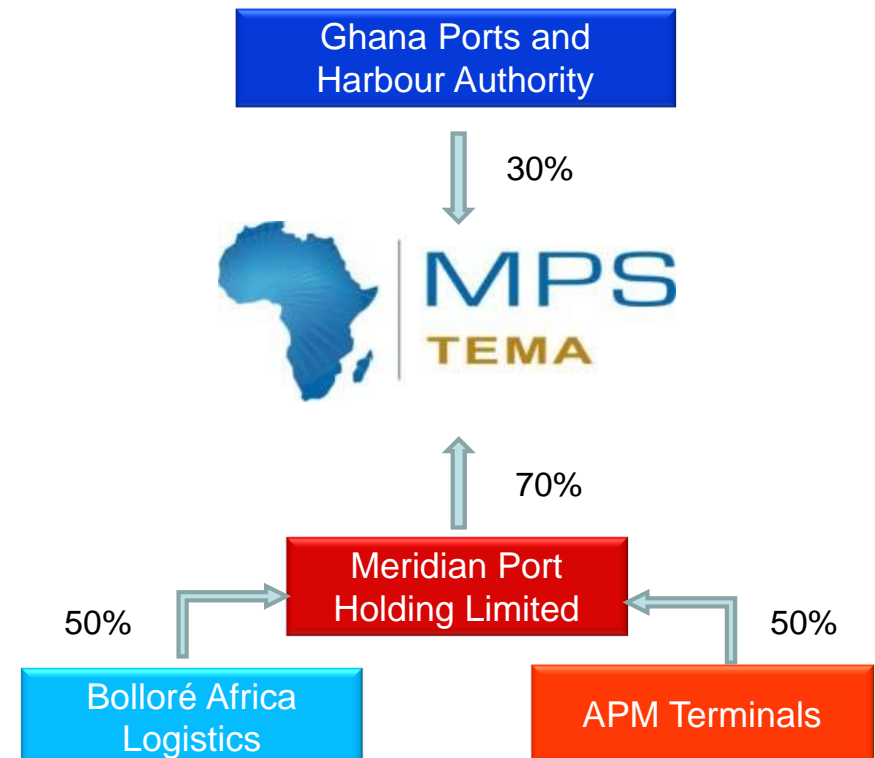
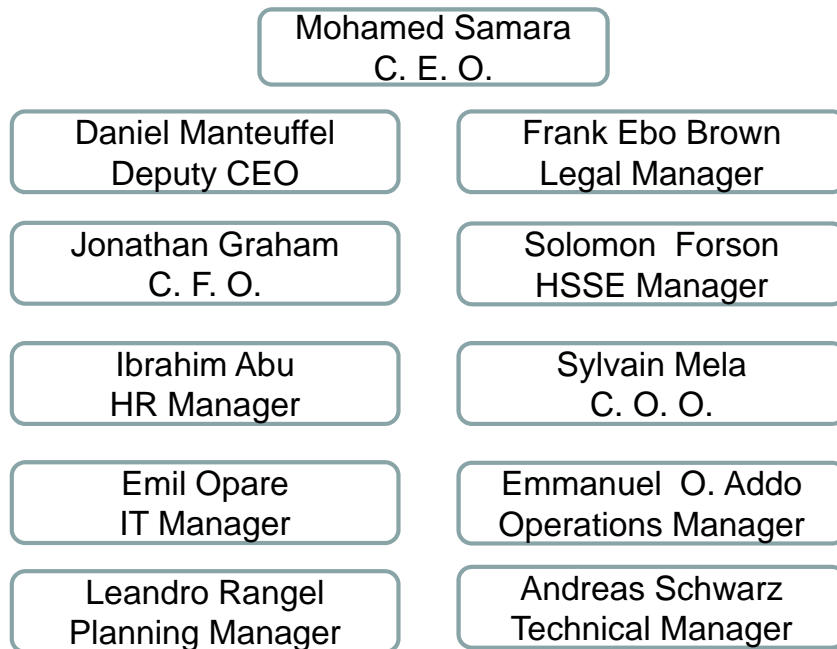


# Presentation



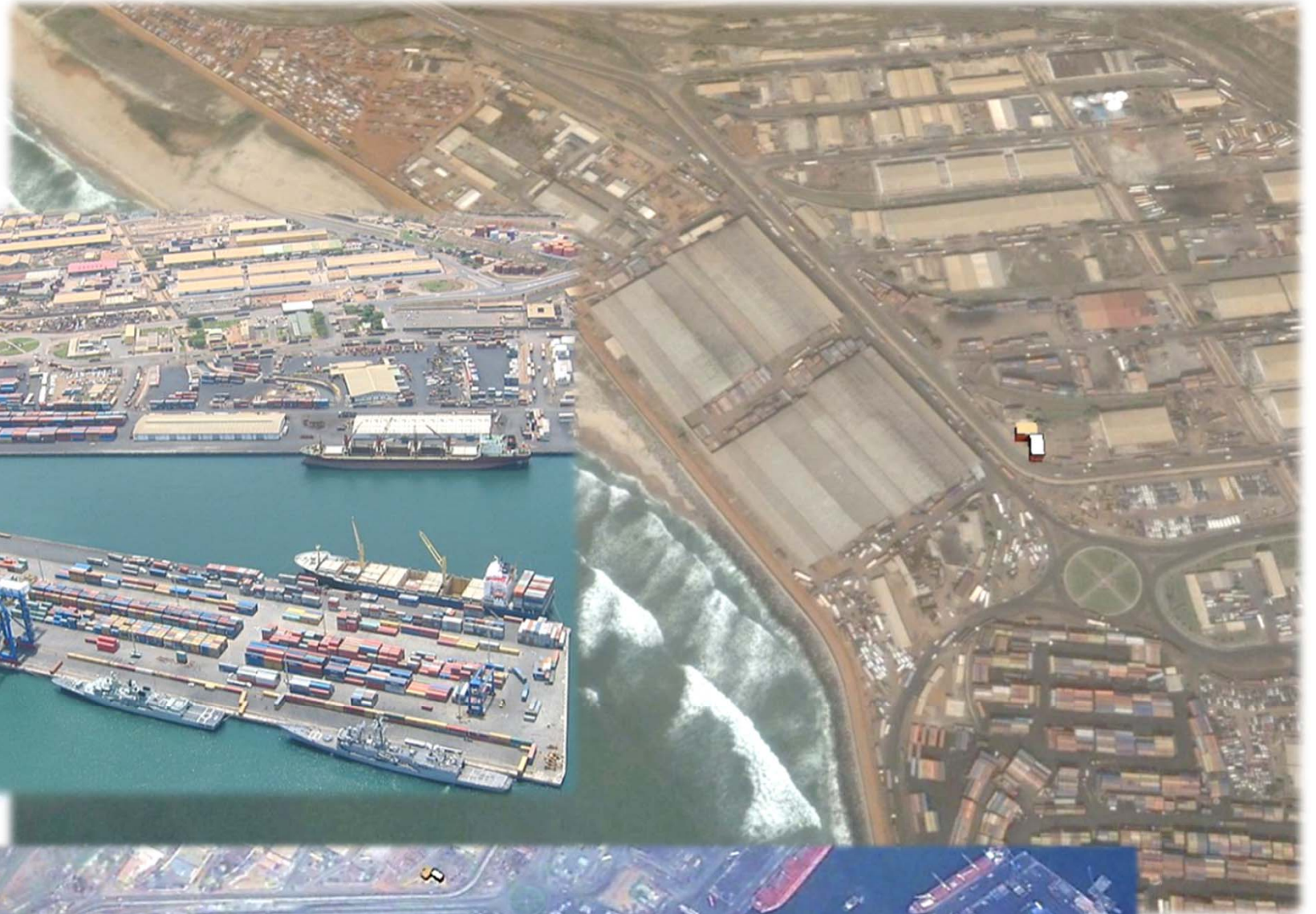
# BACKGROUND & OVERVIEW

- The Port of Tema currently handles approximately 85% of Ghana's seaborne freight traffic. It also serves to some extent (<9%) as a gateway for the landlocked countries of Mali, Niger and Burkina Faso.
- To cater for expected volume growth, the Ghana Ports & Harbours Authority (GPHA) embarked on a major port upgrade program in 2002. The port service upgrade plan also included the privatisation of operations within the port: the concession to build and operate the container terminal was therefore put to private investors.
- After a competitive process, a 20 year concession ending in 2024, to operate the terminal was awarded to Meridian Port Services, a company owned by the Bolloré Africa Logistics, APM Terminals and the Ghana Ports & Harbours Authority.





Year 2003 - 2004



Year 2005 - 2006



Year 2015





# TERMINAL FACT SHEET AND MAP



## LEGEND

**Terminal area** **25,03 ha**

**VOLUMES**  
 2011: 634 100 TEUS  
 2012: 657 400 TEUS  
 2013: 664 200 TEUS

Channel dredging depth: 12,5m  
 Quay length: 576m

**Storage area** **20,5 ha**

4 ht	Dry	3 950 Slots	15 802 Teus
5 ht	Empty	496 Slots	2 480 Teus
4 ht	Reefer	100 Slots	272 Prises
4 ht	Hazardous	72 Slots	288 Teus
1 ht	Out Of Gauge	69 Slots	69 Teus
<b>Total:</b>			<b>19 439 Teus</b>

**Buildings Area** **1,2 ha**

Yellow	Main Gate	4 in / 4 out	800 m <sup>2</sup>
Light Yellow	Secondary Gate	3 in	1 050 m <sup>2</sup>
Orange	Operation building		1 600 m <sup>2</sup>
Pink	Workshop		7 700 m <sup>2</sup>
Light Green	Staff building		1 100 m <sup>2</sup>
Grey	Gas station		300 m <sup>2</sup>

**Power Plant** **0,03 ha**

	4 electric generator 4MW	
⊗	STS high tension station	2u
⊙	Ligthning tower 25m	6u
⊙	Ligthning tower 30m	29u

**Quay Front** **3,3 ha**

⊕	STS	5u
⊕	Quay crane	3u
⊕	RTG	9u (+4)
⊕	Reachstacker	19u

# ENHANCED SAFETY - THE FATAL 5

TRANSPORTATION

SUSPENDED LOADS

WORKING AT HEIGHT

STORED ENERGY

CONTROL OF CONTRACTORS



*Ongoing monitoring of compliance*

Tell People  
About The  
Fatal 5

Understanding  
The  
Requirements

Identify the  
Gaps

Prepare an  
Action Plan

Closing The  
Gap

# SECURITY: ANTI-STOWAWAY MEASURES





# CONTINUED INVESTMENTS TO INCREASE CAPACITY 2009-2016

- ◆ Investment in additional Handling Equipment at both the Quay and Yard **through out 2009 to 2015**
- ◆ Investment in building Backup Power Plant to secure uninterrupted operations **in year 2014**
- ◆ Intensified training and on new technology boosting productivity levels in the Terminal **through out 2009 to 2016**
- ◆ **With the above actions, Tema Port was able to handle increased volume**

Increasing the CHE  
by 14 Reachstackers  
(total 19)



Upgrading the Yard  
with  
Additional 9 RTG  
Cranes (total 13)



2 Quay Cranes (total 5)



Adding 2+1  
Mobile Harbor Cranes  
to the Quay

4 MW Backup  
Power Plant



Upgrading the gate  
complex and systems

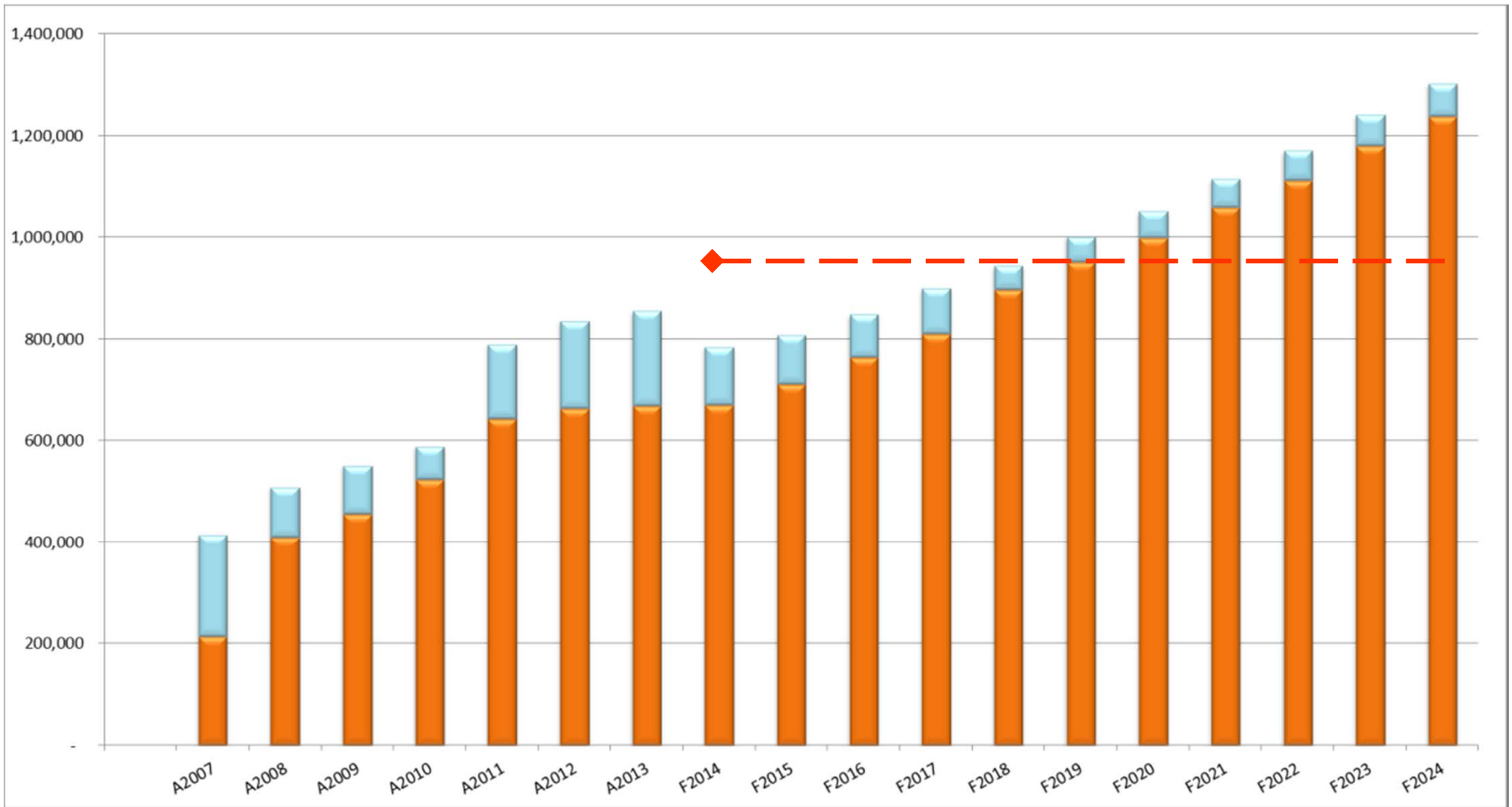


# ACHIEVEMENTS

- MPS is directly employing 465 workers and also engaging contractors with about 200 workers. Over 95% of employees are Ghanaians.
- We contribute to the various areas of social welfare such as Health, Education, Water, Hygiene Facilities and educational support for employees' families etc.
- Lowering carbon footprint by planned preventive maintenance of equipment
- Enhanced STS Crane Productivity from 8 MPH to range 19 to 23 MPH.
- Improved Berth Productivity from +/-18 to between 35 & 70 MPH.
- Truck Turnaround Time dropped from +24 hours to +/- 1 hour.
- Reduced import container Dwell Time from 24 days to 16 days.
- Reduced the Vessel anchorage waiting time.
- The first port in West Africa to introduce Berthing Window Scheme.
- Constantly invested in increasing capacity and enhancing productivity.
- The MPS is commended for it's HSSE Conformance.



# UTILISATION OF CAPACITY INCREASE & VOLUME GROWTH



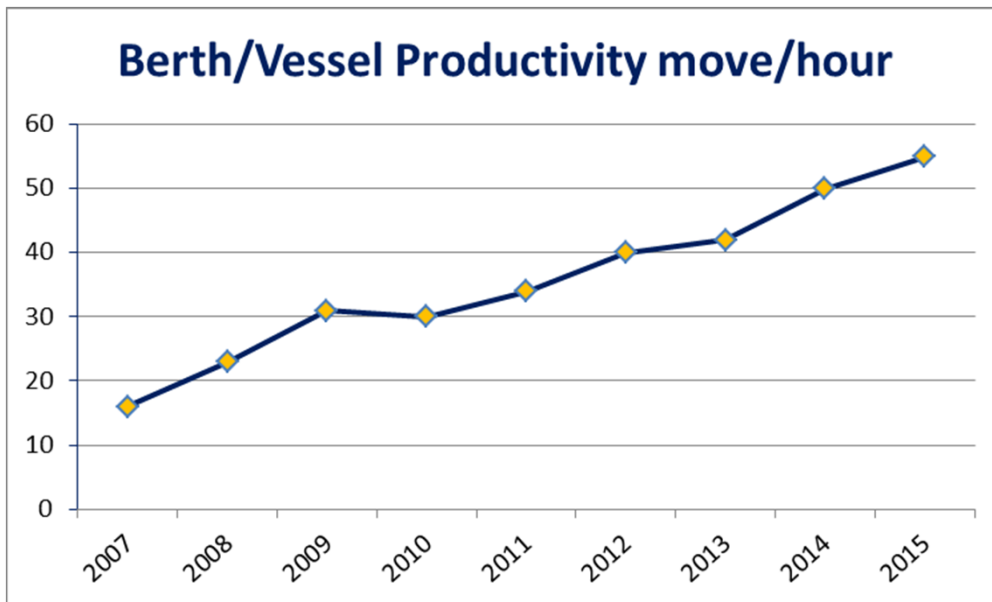
# TEMA PORT IS ENGAGED IN A MODERNIZATION

## ◆ MPS have transformed the Container Terminal of Tema Port into a modern terminal

- ◆ Heavy and sophisticated handling equipment (STS, MHC and RTG cranes)
- ◆ Fully integrated IT system and procedures in place
- ◆ Invested in developing staff talent through training and education on new business methods and operational processes.

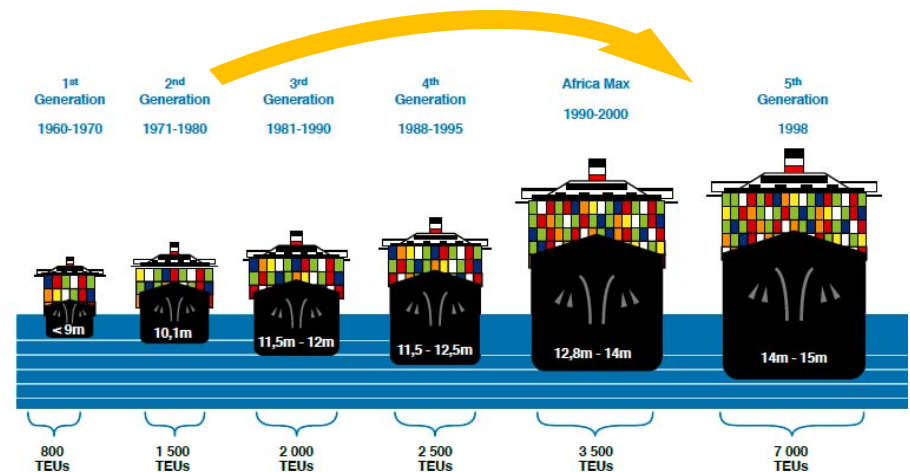
## ◆ The region's most efficient terminal

- ◆ MPS has constantly boosted the operational berth productivity since the start of the concession (16 m.p.h. in 2007)



## ◆ However, current throughput volume is approaching its maximum capacity at both the quay and the yard

- ◆ Current capacity limit is estimated at 900,000 TEU
- ◆ We are operating on 2 berths with 5 STS and 3 MHC with volume close to maximum capacity
- ◆ Shipping lines are deploying larger vessels to improve cost effectiveness.
- ◆ Larger vessels with greater volume will depend heavily on the efficiency of the terminals' infrastructure, equipment and manpower.
- ◆ At the start of operations at MPS, the size of vessels were in the range of 1,500 to 2,000 TEU's, and today 5,000 TEU vessels are being deployed.





# IMPACT OF MPS ON ECONOMIC ACTIVITY

- MPS is currently implementing the Tema Port Expansion with investment in the range of USD 1.5 Billion. The Port Project is foreseen to impact positively on the economies of countries in the sub-region by lowering trade costs and supporting employment and economic growth.
- Larger new generation vessels, the state of the art efficient equipment and better trained workers would play a great role in the anticipated lowering of trade cost and the generation of wealth by this new port.
- It is common knowledge, that about fifty years ago, Tema used to be a fishing village. Tema has been transformed to Ghana's largest, busiest and most efficient port in West and Central Africa.
- Just like many other ports in Africa, the Port of Tema is now straining under the country's rapid rate of growth.
- It is common knowledge in the Port of Tema and the shipping community, that the port infrastructure is reaching its limits.

# THE EXPANSION PROJECT



## THE GPHA MASTER PLAN





# DATA SHEET FOR TERMINAL 3 DEVELOPMENT PROJECT

TOTAL THROUGHPUT CAPACITY  
3.5 MILLION TEU

Entrance Channel & Harbour Basin  
Dredged to accommodate  
vessels with 16 Meters draft

Reclaim 120 Ha for container yard  
and other common user facilities

4 well equipped berths  
total length of 1400 Meters

Breakwater 3,850 meter

The first operation is envisaged  
to be within 36 months of the  
start of construction

## ECONOMIC IMPACT OF THE TEMA PORT EXPANSION PROJECT

Ghana Ports & Harbours Authority has developed a Masterplan for the expansion of the Port of Tema and MPS shareholders have committed to invest up to USD 1.5 Billion to build the new harbour basin and container terminal facility.

The socio-economic impact study projected that, the new port at Tema will impact Ghana in two ways,

1. Through the labour, goods and services required for its physical construction and subsequent operation
2. The improved cargo handling services that will facilitate improved import and export of goods.

While both will create jobs, employee earnings, business sales, taxes and most importantly it will improve Ghana's competitiveness, leading to boosted export and imports.

According to QBIS estimates, the new port development will increase the revenues of Ghana's import and export companies, which will lead to as much as a USD 1.1 billion rise in Gross Value Added to the Ghanaian economy and as many as 450,000 new jobs across trade and industries.





THANK YOU

