



# Port Of Beira – Building a better Gateway for Zambia

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de Moçambique s.a.



# Cornelder de Moçambique

Shareholders :

Cornelder



(67%)



(33%)

**Started :** October 1998 – Port of Beira

**Concession :** 25 years, extendable

**Primary business:** Port Terminal Operation

**Terminals :** Multipurpose & Container and General Cargo

**Services Offered :** Handling of cargo, warehousing.

**Employees:** 650 own employees, +  
countless employees of dedicated subcontractors



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# Our Vision

To be the primary port of choice for the domestic and international cargo moving in and out of the Southern African Region.

# Our Mission

To facilitate all forms of seaborne trade in the Southern African region by providing world class, customers focused port services with the highest standards in efficiency, reliability and security.





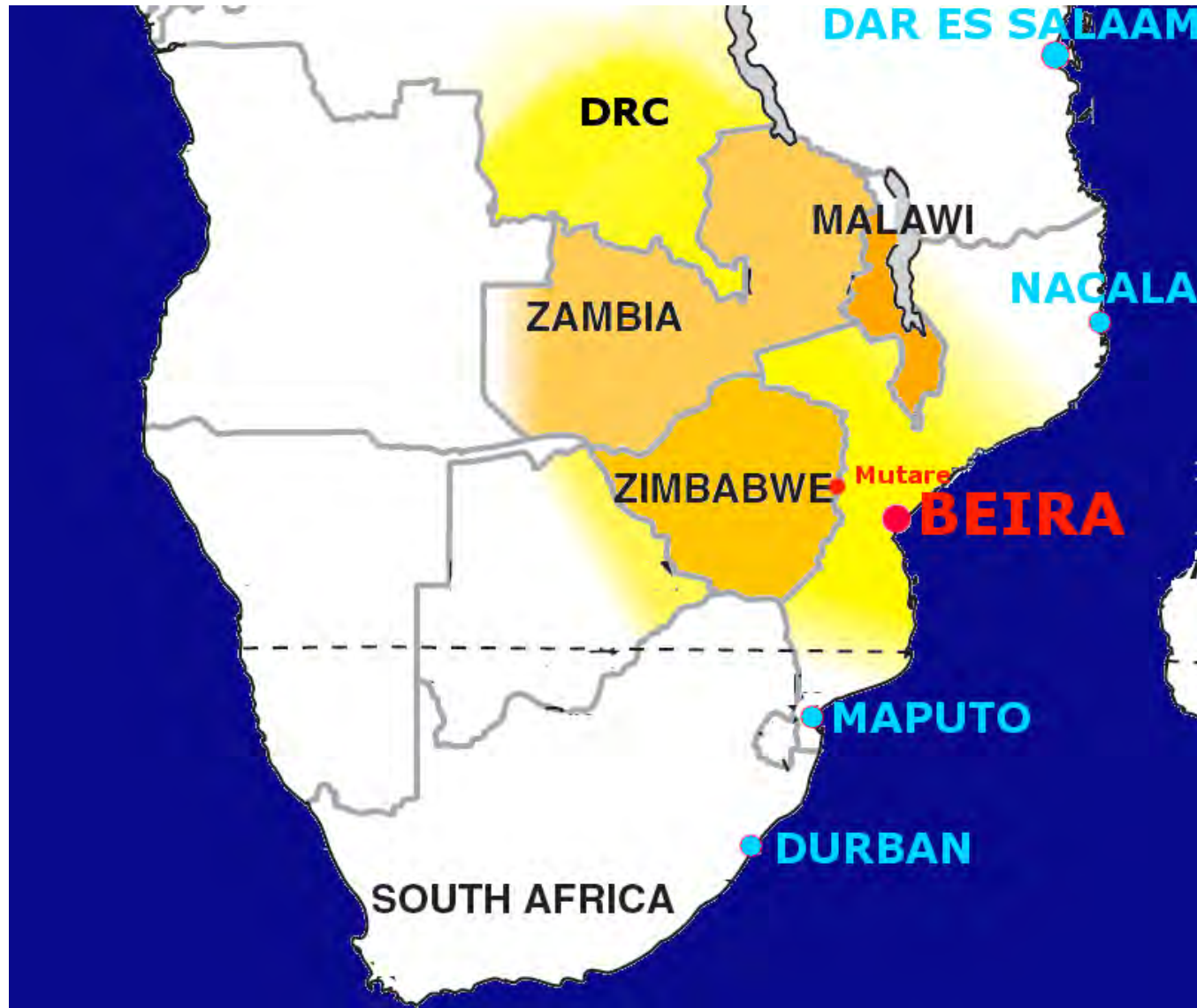


# Why Choose the Beira Corridor?

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# Reason 1: Location & Costs



# Beira Corridor

## a) Road Distances in Km

Portos	<i>Harare</i> Zimbabwe	<i>Bulawayo</i> Zimbabwe	<i>Lusaka</i> Zambia	<i>Kitwe</i> Zambia	<i>Lubumbas</i> <i>hi</i> DRC	<i>Blantyre</i> Malawi	<i>Lilongwe</i> Malawi
<b>Beira</b>	<b>559</b>	<b>726</b>	<b>1,054</b>	<b>1,370</b>	<b>1,600</b>	<b>812</b>	<b>950</b>
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



# Reason 1: Location & Costs

## Railway network \*

- **Machipanda Line**  
(Beira-Machipanda) à Zimbabwe  
Extension: 2557 Km.  
Operational.
- **Sena Line**  
(Beira-Moatize)  
Extension: 611 Km



# Reason 2: Security



- Safest Corridor in Southern Africa.
- Fully ISPS compliant since day 1.
- Strict access control.
  - Full Electric Fencing.
  - Single Gate access with professional security.
- CCTV Security Camera System throughout terminal.





# Reason 3: 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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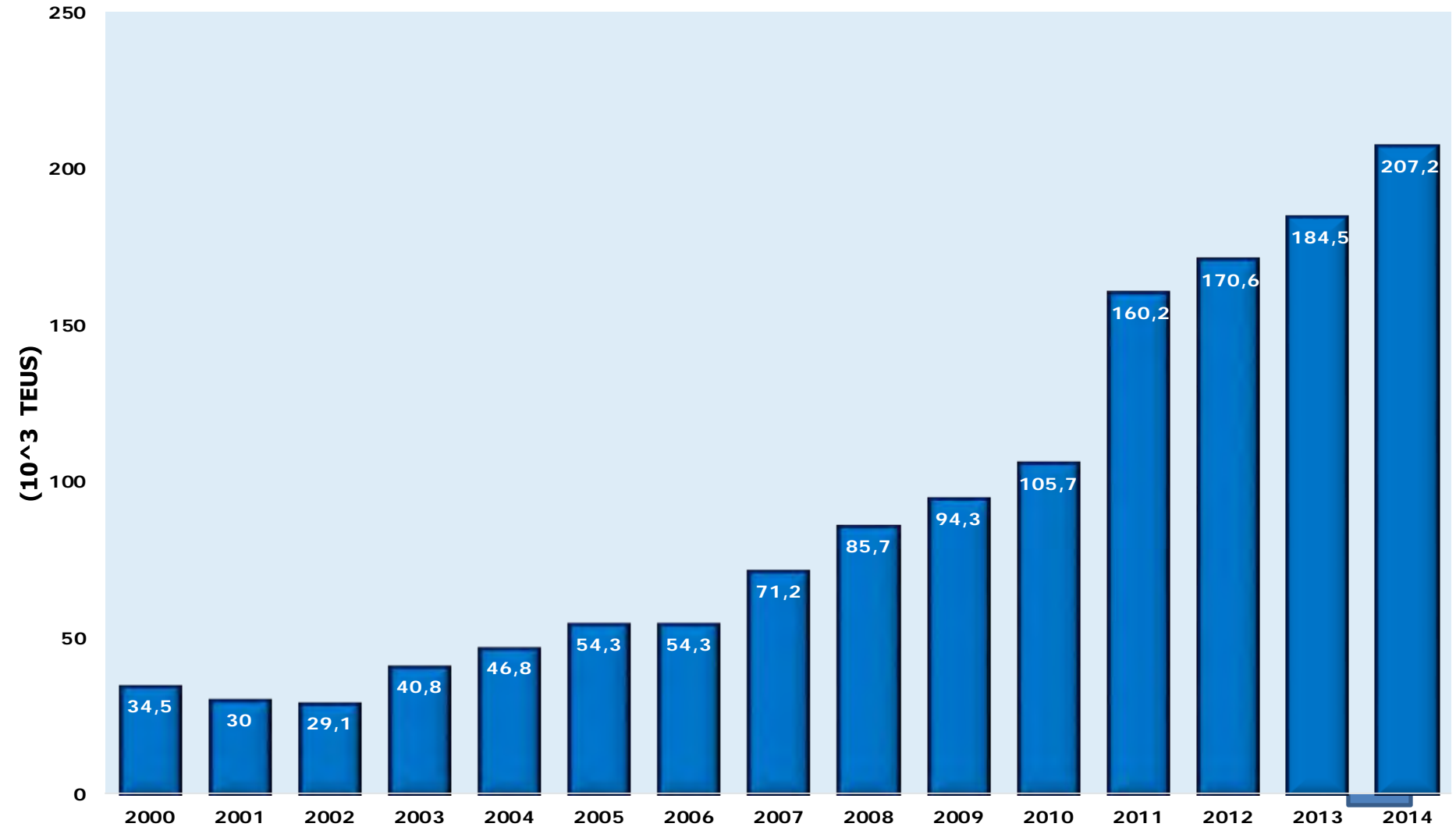


# Results

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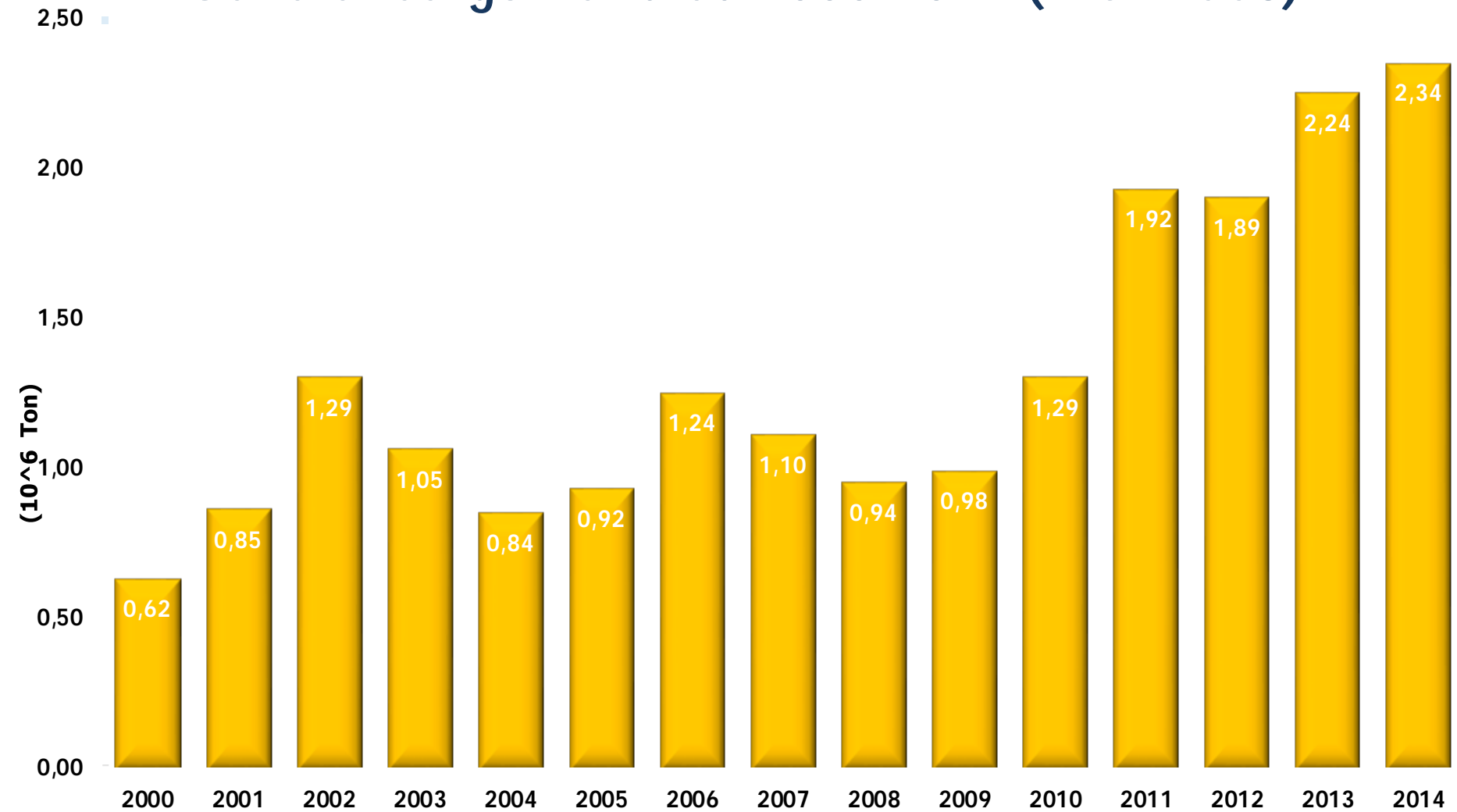
# Containers Handled 2000-2014



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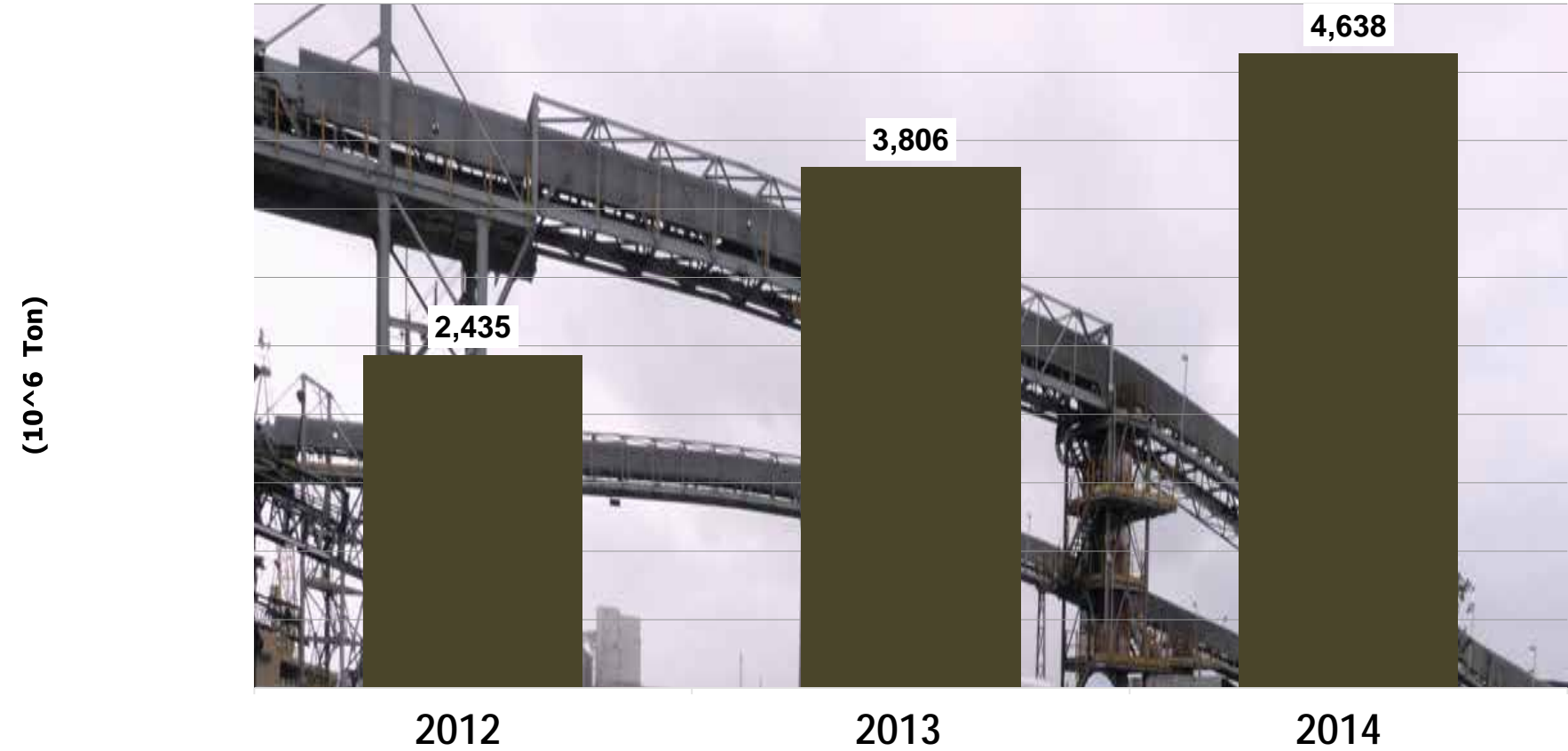


# General Cargo Handled 2000-2014 (Excl. TCC8)





# TCC8 Terminal (Coal)



2004



**CAPACITY**  
Containers: 100.000 TEU  
General Cargo: 2 Million t  
Coal: 0

Image © 2014 DigitalGlobe

Google earth



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2015



CAPACITY
Containers: 300.000 TEU
General Cargo: 3 Million t
Coal: 6 Million t



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## Beira Becoming a Highly Efficient Port

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2011

138 Vessels

Typical length:  
170m

VESSEL CALLS

2014

220 Vessels

Typical length:  
210m

2011

Ship Productivity

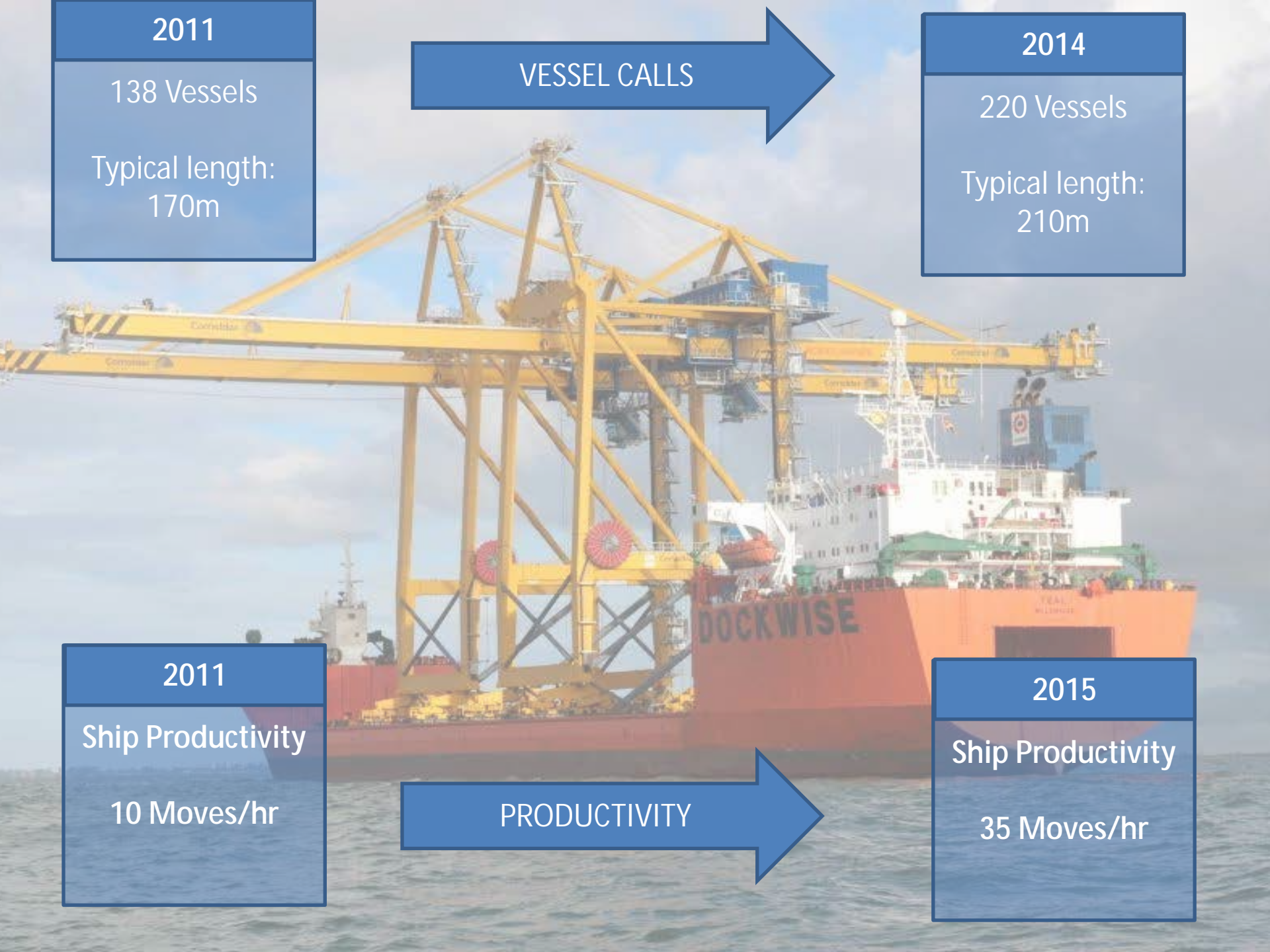
10 Moves/hr

PRODUCTIVITY

2015

Ship Productivity

35 Moves/hr



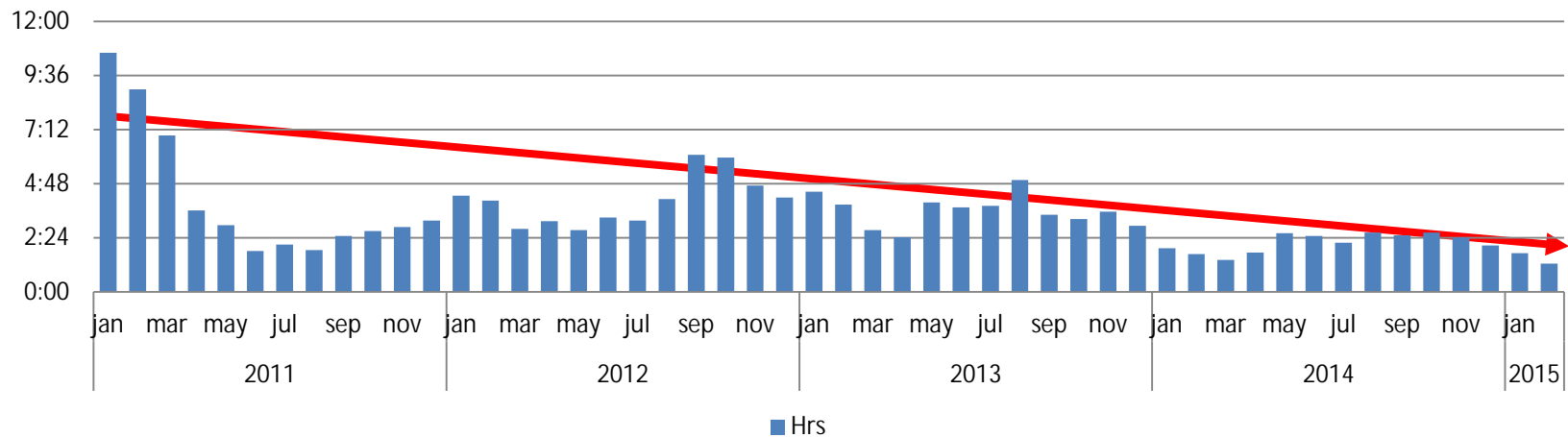
# 2011

- Truck Turn around: >4 h

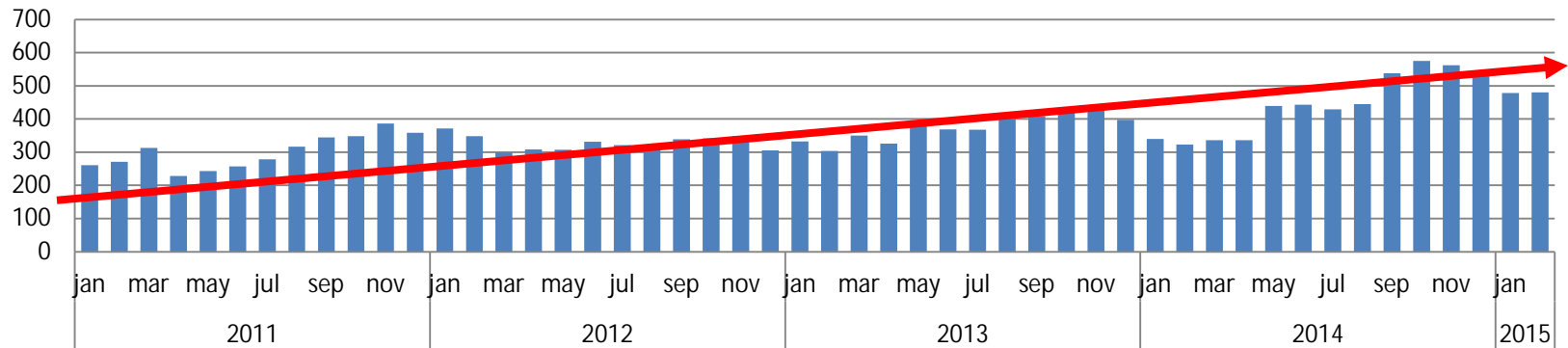
# 2015

- Truck Turn around: +/- 1 h

### Truck Turn Around Time



### Average Gate Moves per day



# Dwell Time Improvements

2011

Average Dwell  
Time

19 Days

2015

Average Dwell  
Time

<10 Days







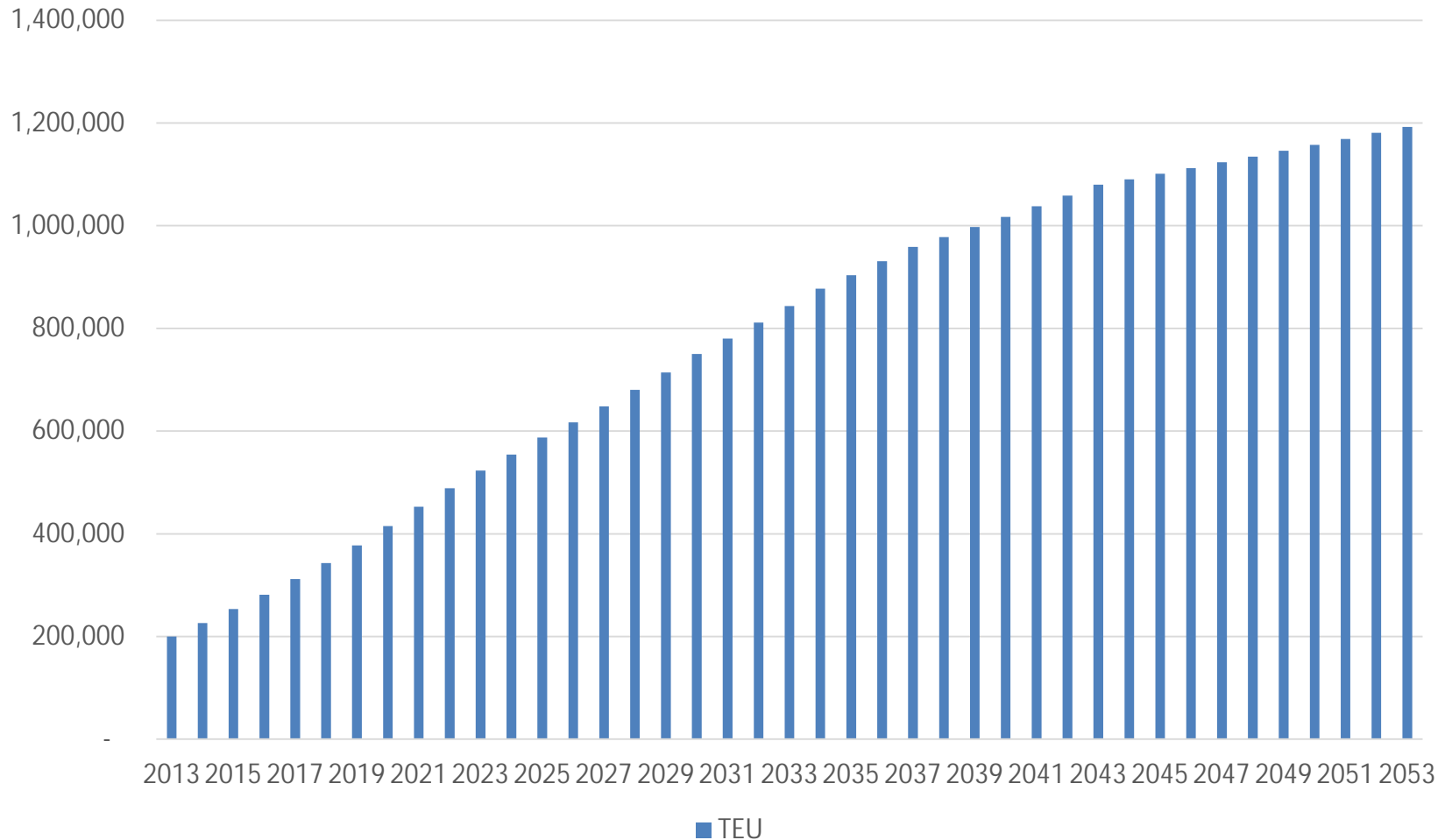
## Future Plans

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# Volume Projection- Containers



# Capacity Increase

## Double strategy

- Increase capacity of existing quays.
  - More & Better Handling Equipment.
  - Dedicated Terminals
- Build additional Quays
  - Quay 11a & 11b
  - Quay 11c

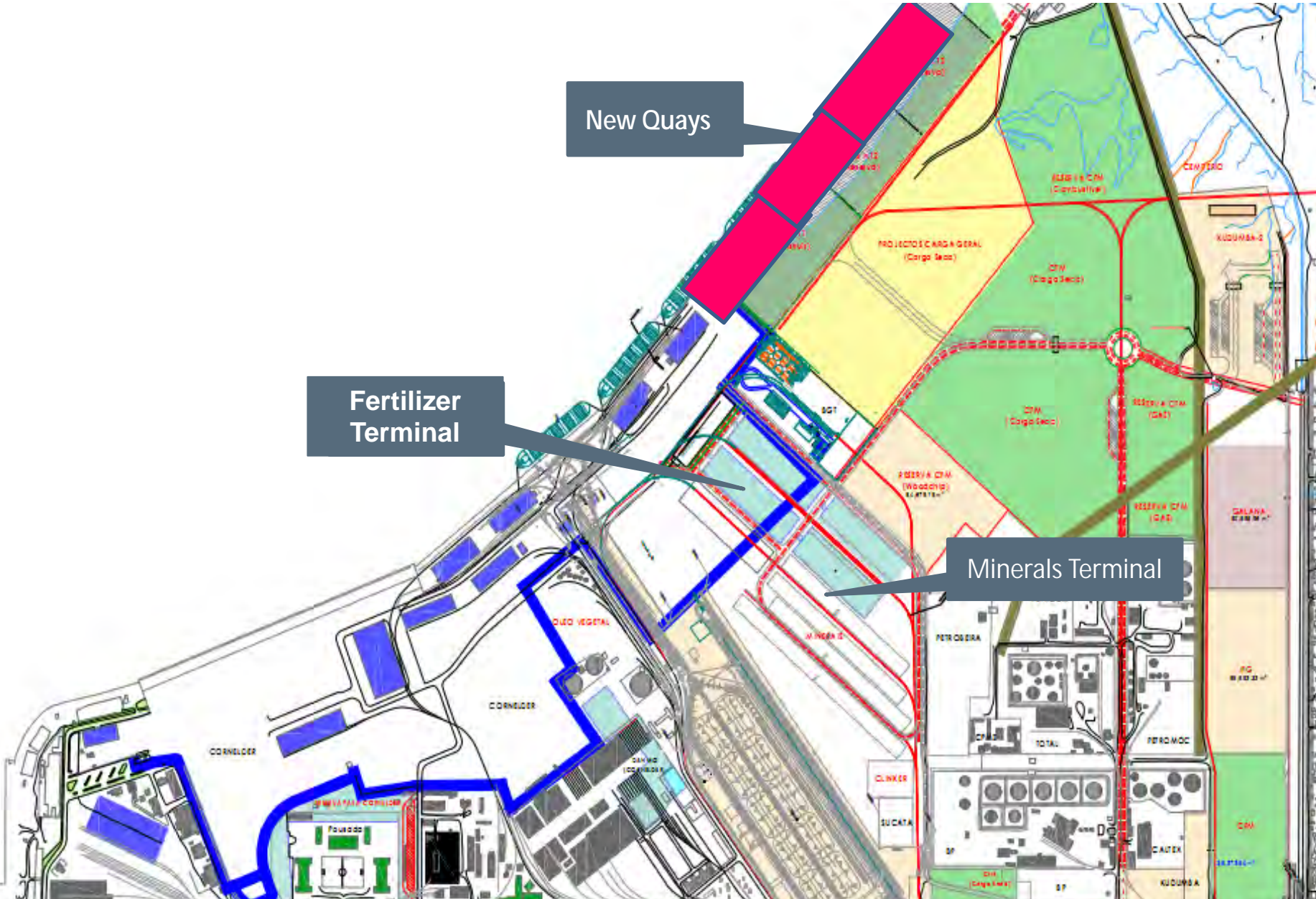
# Development- Beira Port



New Quays

Fertilizer Terminal

Minerals Terminal





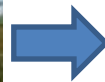
# Container Terminal Projects

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# Container Yard Expansion

- Increase in size of Yard (underway).
- Introduction of RTG stacking equipment.
- Dwell time reduction program



# Gantry Crane Aquisitions

- 4 Units since 2013.
- More units required on existing terminal + more on new quays



## Other Investments

- Tractor / trailers.
- Terminal Operating Systems.
- Reachstackers



# Container Terminal Today



Port of Beira

90971

© 2015 Google  
Imagens de satélite atualizadas

Google earth



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# Container Terminal 2024



- RTG

- 6-7 Gantries

- 750.000 TEU Cap

- After 2027 à Q11



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# General Cargo Projects

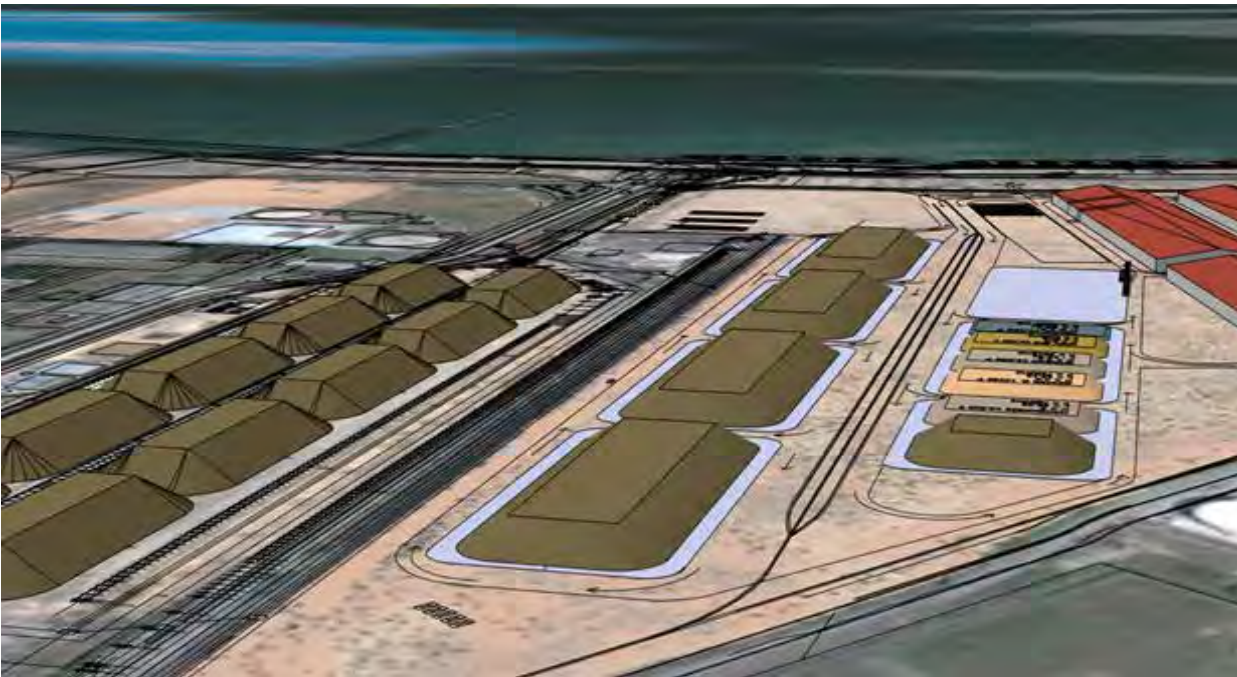
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# Minerals Terminal and Bulk Loading

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- Multi Purpose Bulk Area
- Iron ore, Chrome, etc.
  - Clinker.
  - Coal
  - Granite.

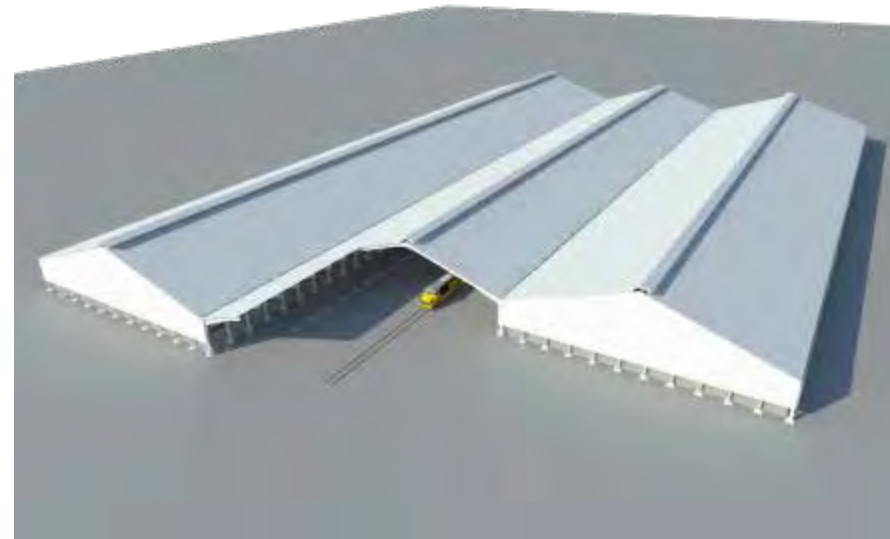
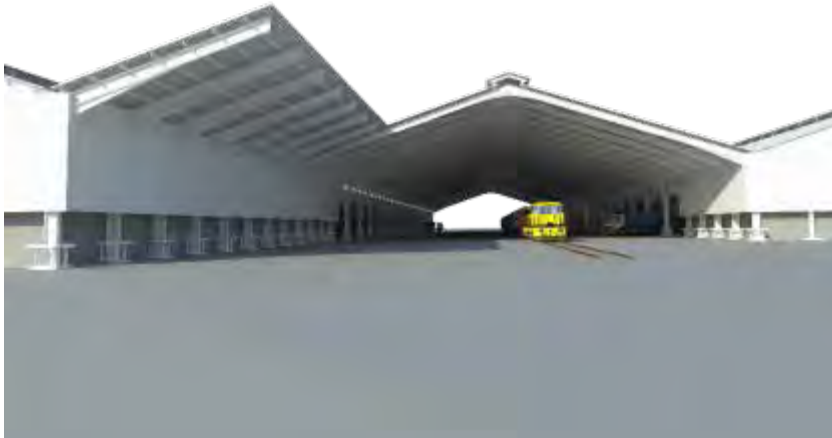
Fase 1: 2015/16  
Fase 2: 2019



- Bulk loading
- Contentores granel.
  - Cranes
  - "Revolving spreaders"

- Used for:
- Agri Bulk
  - Mineral Bulk

# Fertilizer Terminal



Fase 1: 2015/2016

Fase 2: 2023

- Capacity
  - 2 x 80.000tons storage
  - Produtivity 7.500 ton/day
  - Annual Capacity: Over 1 Million tpa per phase



# Agri-bulk Terminal (Sugar)



Fase 1: 2019

Fase 2: 2030

- Capacity
  - 2 x 35.000 tons storage
  - Productivity 10.000tpd
  - Annual Capacity 2 x 400.000t.

# New Quays

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# Quay 11 today



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# Cais 11a & 11b first phase



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# Cais 11a & 11b Multi Purpose terminal development



Image © 2014 DigitalGlobe



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# Quay 11a & 11b & 11c Container Conversion



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## Conclusion

- The Port of Beira has grown into a large and efficient Port.
- Beira is the natural gateway for a vast hinterland.
- We are committed to invest in its future.







Obrigado

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