

# Efficient and integrated ports infrastructure to increase regional trade

Intermodal Africa 2022

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Instrumental Infrastructure.  
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# Introduction to Africa Finance Corporation

A multilateral financial institution, created by African sovereign states to provide pragmatic solutions to Africa's infrastructure deficit and challenging operating environment.

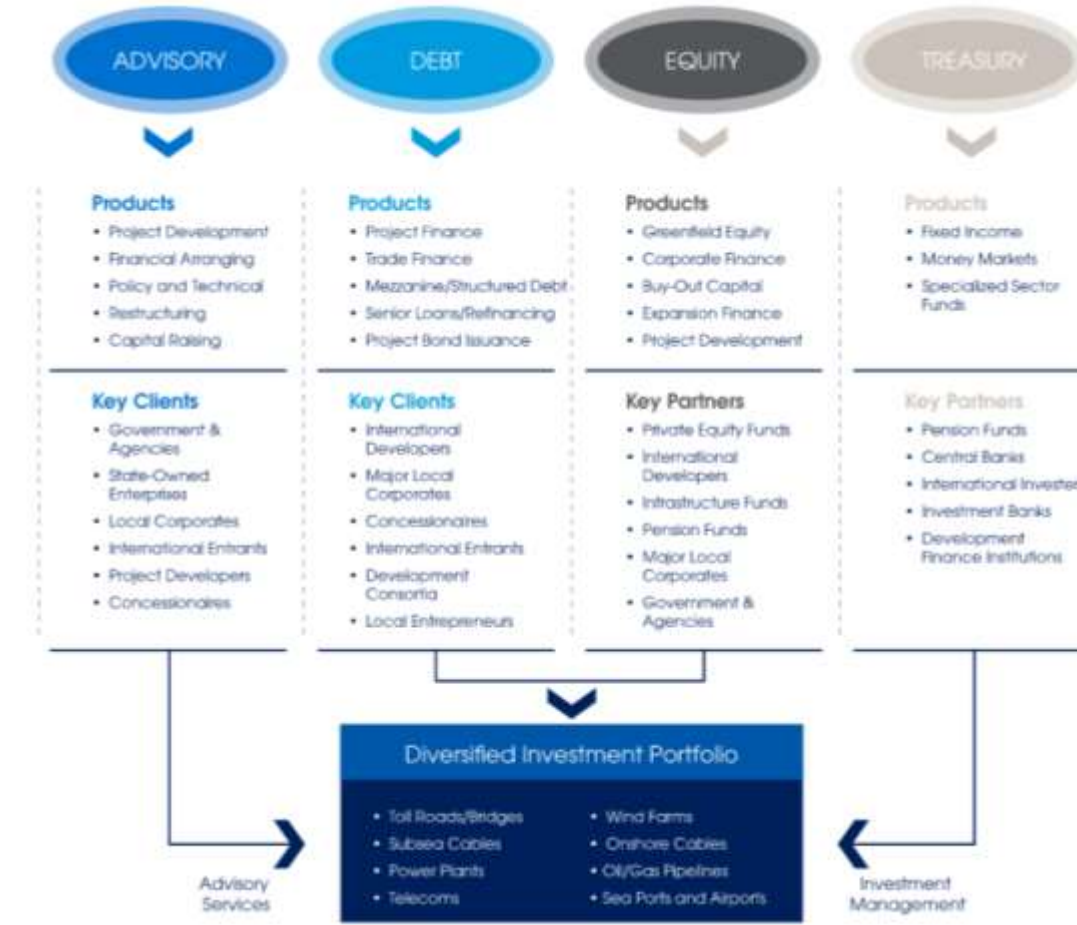
\$9.1bn  
invested  
across 35  
countries

33 African  
states as  
member  
countries

Founded  
in 2007

A-3  
(Moody's)

120  
employees

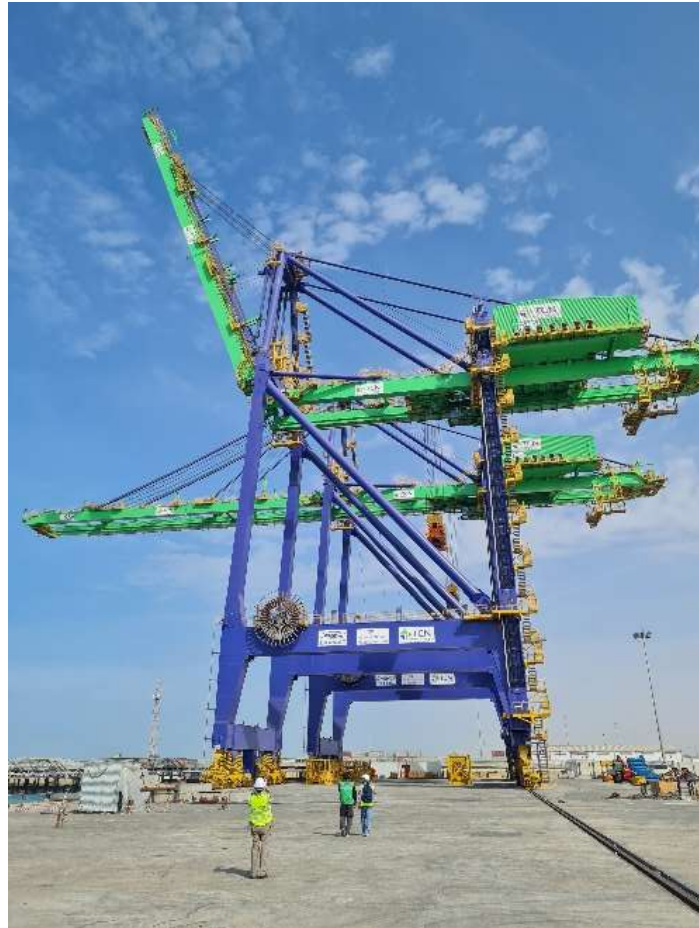


## Key sectors:

- Natural resources
- Industries
- Telecoms/Tech
- Power
- Transport



## Investment in Operational Efficiency: Case Study – AFC’s investment in Nouakchott New Container Terminal (Mauritania)



### Overview:

- Joint venture between ARISE (AFC’s investee company) and Meridiam
- 30-year concession awarded in 2018
- Initial handling capacity of 250,000TEUs
- Extension and deepening of the port area from previously 10m to 14,70m to allow the access of larger container vessels
- Dedicated berths for containerships and **100% all weather berth availability** with **dynamic mooring system will reduce overall call duration by 70%**, creating substantial savings for shipping lines and highest service standards for customers

|                    | OLD PORT                           | NEW PORT                               |
|--------------------|------------------------------------|--|
| Dwell time         | 7 days                             | Target less than 24 hours              |
| Handling Equipment | Ship gear and mobile harbor cranes | 2 Ship to Shore Cranes (20 moves/hour) |
| Draft              | 9.8-10.3m                          | 14.5m                                  |
| Wharf length       | 450m                               | 570m                                   |



Gains in efficiency positions this port as an attractive re-export gateway to Mali





# Investment in Intermodal Port Solutions: Case Study – AFC’s investment in Owendo Mineral Port (Gabon)



### At a Glance

- Operations started in August 2016
- 30-year concession, design, build, operate and transfer
- Capacity of 10m tons annually



## Owendo Mineral Port Description

### Overview

Located in the Barracuda Zone of the town of Owendo, 21 kilometers from the capital of Libreville, the Mineral Port of Owendo spreads **over 55 hectares of land** partly reclaimed, directly linking the main rail line to Franceville at 646 km inland

### Infrastructure

- 20.6 km railway line, along with 2 inland rail sidings
- 170-metre wharf for transshipment barges
- 38 locomotives with 1,100 wagons, each with an 80-tons capacity
- 6 self-propelled barges at 2,100 DWT each, anchorage at 2.5 NM from wharf, in the river estuary, geared handymax vessel suitable
- 3 tug/flat barge units for coastal/inland transport

### Clients



|               |       |       |       |
|---------------|-------|-------|-------|
| Production    | 0.5mt | 1.5mt | 5.8mt |
| Mine Capacity | 0.8mt | 3.0mt | 7.0mt |

## Owendo Mineral Port Catchment Area



Improving regional trade efficiency

## Investment in Secondary port to Decongest Main Port: Case Study – AFC’s investment in San Pedro Port (Cote d’Ivoire)



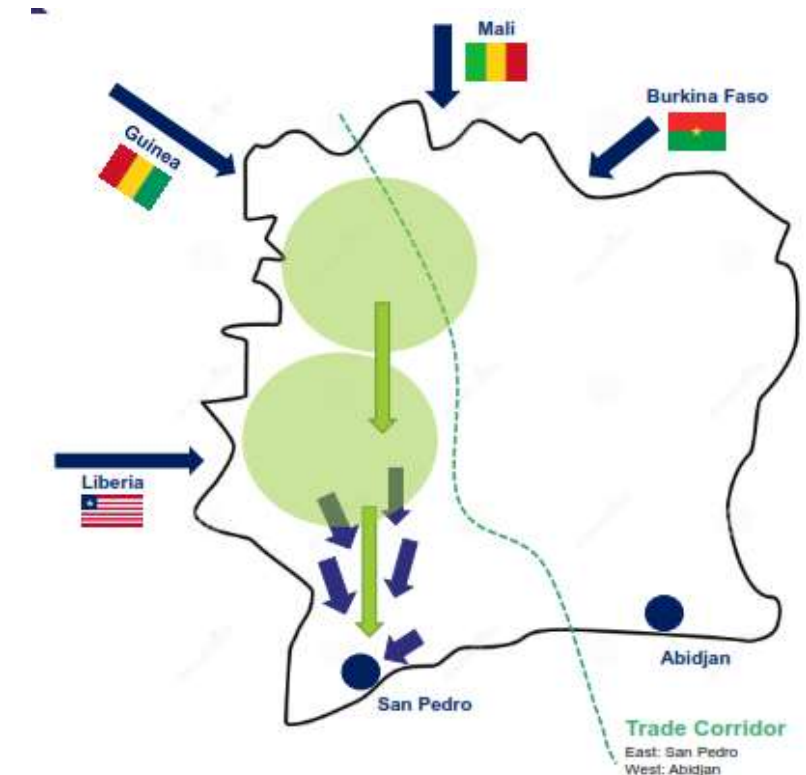
### Overview:

- The project will significantly contribute to Côte d’Ivoire’s socio-economic development, providing critical infrastructure needs and improving the country’s overall competitiveness.
- The old port of San Pedro, built in the 1970s, is currently congested with limited capacity to support growing traffic.
- San Pedro port is well-positioned to play a key role in servicing hinterland or landlocked countries, notably Mali, Liberia, Burkina Faso and Guinea, and capture a significant part of the traffic currently transiting via the port of Abidjan or other West African ports

### Value Add

- **Economies of scale due to deeper draft.** Deeper draft allows for larger vessels to berth, yielding to lower costs for industrials of the clinker industry who used to import port via small vessels. Now a conveyor a belt is used to discharge clinker from larger ships
- **Closer to nickel mines.** Another important value add is for exporters of nickel who used to transport their product to the port of Abidjan and now have a local solution for their export leading to significant savings in transportation costs

Strategic Gateway for both Hinterland and Neighboring countries



## Investment in Inland Container Depot (ICD): Case Study – PIA’s ICD to Decongestion Port of Lomé



Annual handling capacity to cater for 550,000 TEUs (by 2030)

Efficient stuffing and destuffing operations by mechanical means

Concrete platform to ensure complete safety and no damage to containers parked inside the container yard

Easy access to main highway N1 connecting to hinterland regions of Togo and landlocked countries of sub-Saharan Africa

Quick and efficient operations to ensure savings on demurrage and delay costs

Presence of government authorities in single window center to ensure completion of formalities and smooth flow of goods

- 1 All containers from Port of Lomé going to hinterland countries (e.g. Burkina Faso) have to be cleared by PIA’s ICD.
- 2 Products transformed at the industrial zone and geared towards exports via the port of Lomé are organized and cleared at PIA’s ICD





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