

MAPUTO PORT DEVELOPMENT COMPANY

MPDC - Sociedade de Desenvolvimento do Porto de Maputo



About MPDC



Our Vision

Anchoring national pride,
propelling the region
forward.



Our Mission

Charting regional growth, by
providing an attractive,
competitive and integrated
port service piloted by
innovation and integrity.



Our Values

Ethics
Responsibility
Safety
Teamwork
Care

Maputo Port Concession



Concession agreement was approved by Decree 20/2000 25th July, **under a Master Lease** regime, and extended for additional 15 years by Decree 21/2010 30th June



MPDC has the concession rights to operate the Port of Maputo (and a part of Matola Port) and the approved **concession period ends in 2033** with an option to extend for a further 10 years



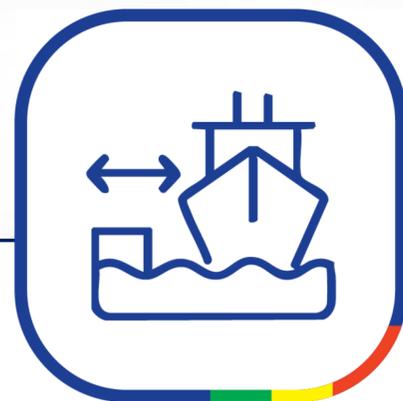
In February 2024, Government signed with MPDC a 25-year extension from 2033 to 2058.

Our Mandate is Triple-Folded



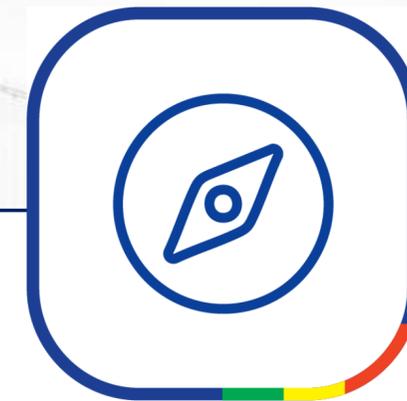
Facilitator

Facilitate the shareholders investments in the Port of Maputo



Value

Add Value to the shareholders participation.

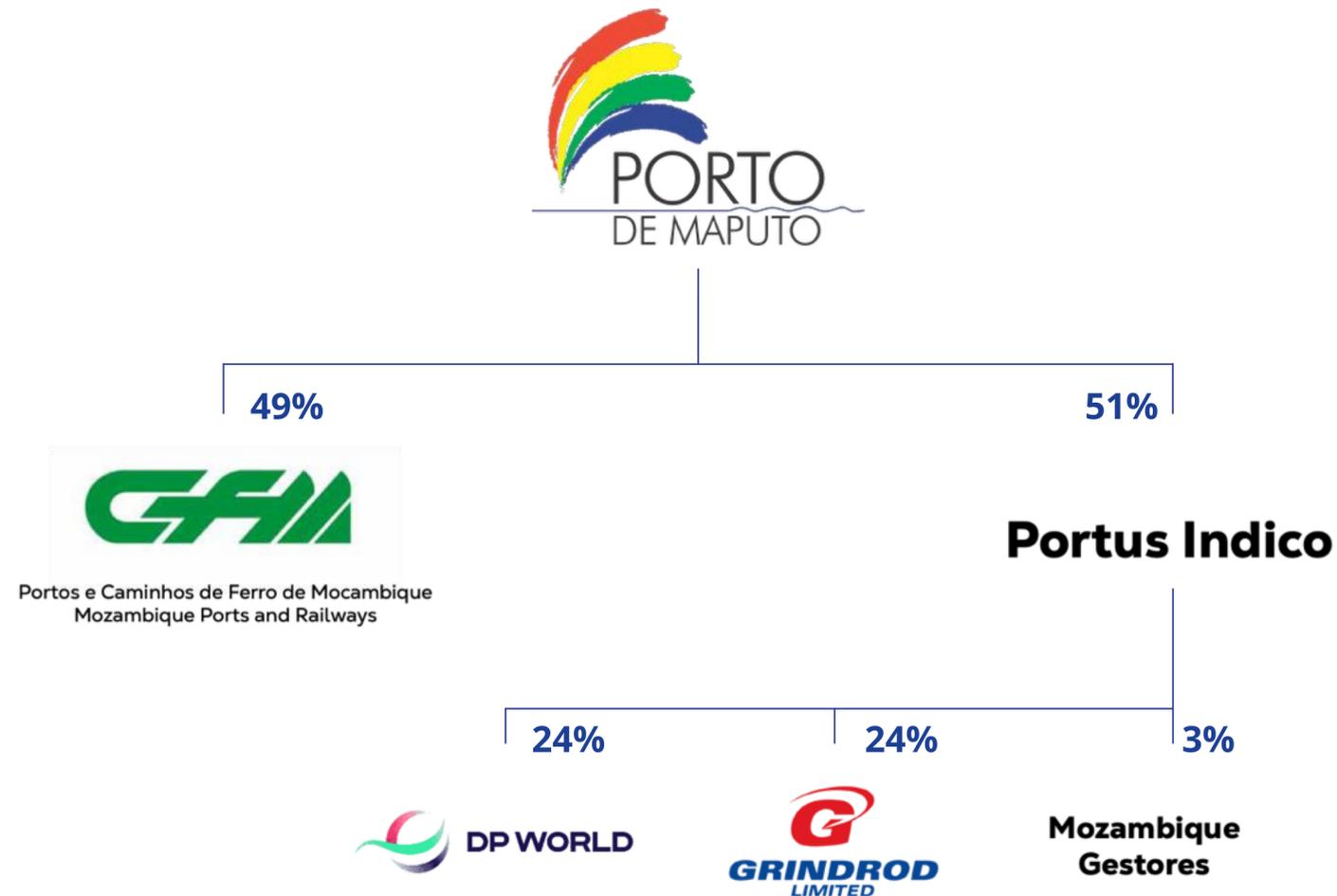


Commitments

Comply with the commitments taken in the extension of the concession contract

About MPDC

Shareholding structure since 2007



- 1992 ● Destabilization ends
- 2003 ○ MPDC formed (Mersey Docks, Skanska, Liscont)
- 2006 ● Grindrod buys 12.5% share
- 2007 ● Portus Indico was acquired by Grindrod and DP World
- 2010 ● Concession term extended from 2018 to 2033
- Capital dredging from -9.4 to -11m
- 2014 ● Volume record pre 2017 dredging (19 million tons)
- 2017 ○ Capital dredging -14.4 m
- 2023 ● Volume historic record (31 million tons)
- 2024 ● Concession extended until 2058

Our main responsibilities

- 1 MPDC – Port operator
- 2 MPDC – Maritime services
- 3 MPDC – Port authority

Royalties



Infrastructure –
Maintenance and
Channel
Navigation

Geographical advantage

	Maputo	Richards Bay	Durban
Comparative road distances			
Johannesburg (SA)	555	640	780
Witbank (SA)	395	622	533
Nelspruit (SA)	180	689	585
Comparative rail distances			
Witbank (SA)	437	819	627
Polokwane (SA)	550	935	802
Gweru (Zim)	967	1764	1684
Bulawayo (Zim)	1083	1880	1800
Matsapa (Swa)	228	544	371

- Closest Port to Mpumalanga producing region
- Customs tariff regime reduces cost of transit export from neighbouring countries

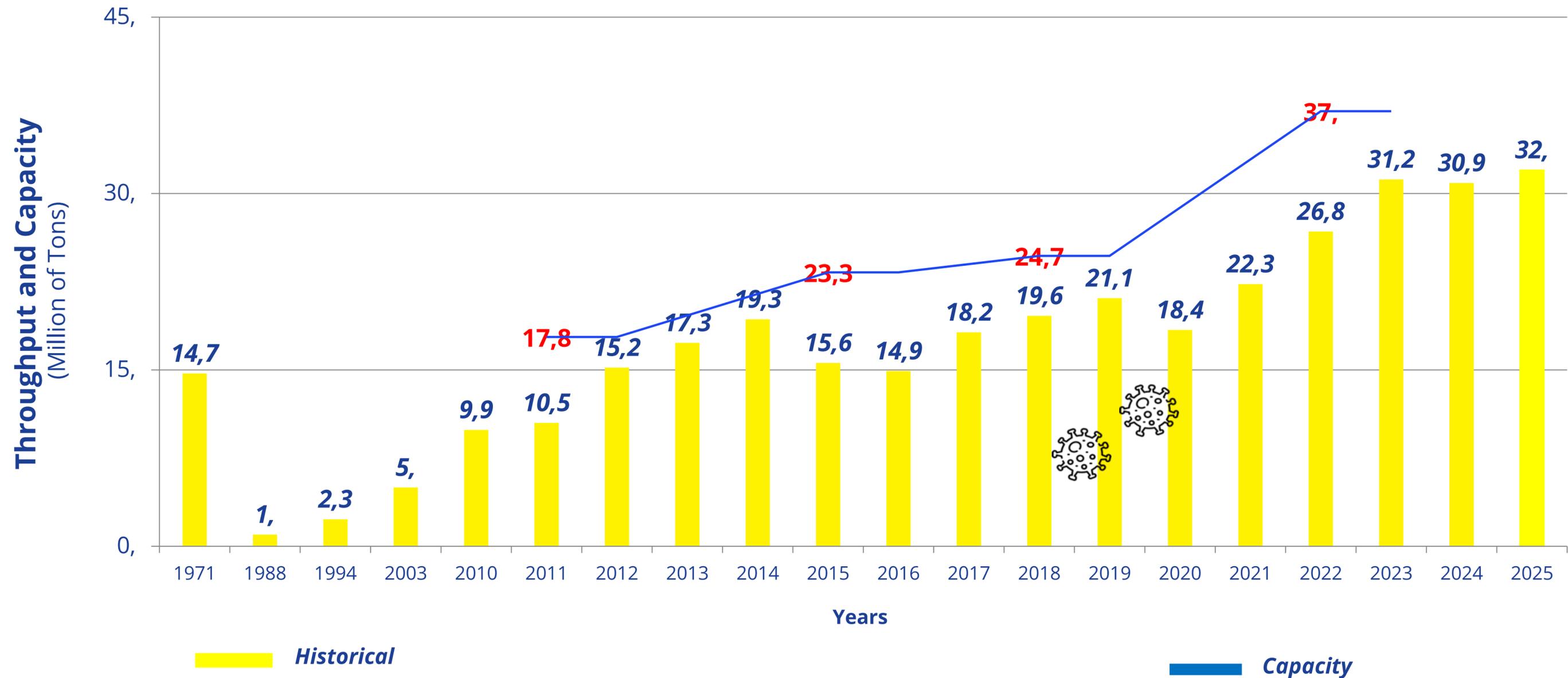


Our Growth Results



Volume Growth Vs Capacity

Maputo e Matola (2003-2033)



Maputo Port Access Channel Update

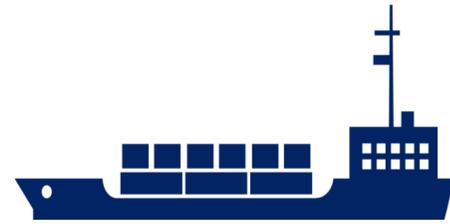
Vessel Size Growth



2004 - 2010

-9.4 CD

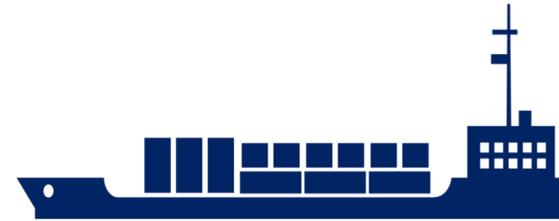
Handysize (20,000 - 40,000 DWT)
Handymax (40,000 - 50,000 DWT)



2011 - 2016

-11.0 CD

Handysize (20,000 - 40,000 DWT)
Handymax (40,000 - 50,000 DWT)
Supramax (50,000 - 60,000 DWT)
Panamax (60,000 - 80,000 DWT)



2017 - 2025

-14.4 CD

Handysize (20,000 - 40,000 DWT)
Handymax (40,000 - 50,000 DWT)
Supramax (50,000 - 60,000 DWT)
Panamax (60,000 - 80,000 DWT)
Babycape <125,000 DWT



2026 - Future

TBA

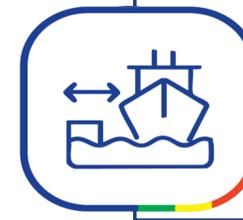
Handysize (20,000 - 40,000 DWT)
Handymax (40,000 - 50,000 DWT)
Supramax (50,000 - 60,000 DWT)
Panamax (60,000 - 80,000 DWT)
Babycape <125,000 DWT
Ultra Large Container Ship (ULCS)

Planned Investments - Status

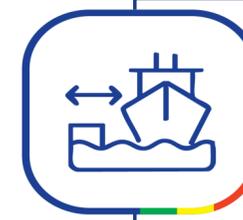
Port Expansion Phase I (2024-2027)



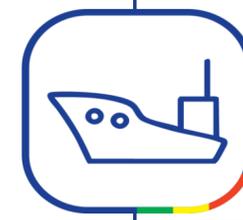
DP World Terminal expansion from the current 270k TEUs to **530k TEUs** between 2024 and 2027;
Over **\$180 million investment**



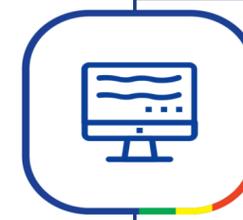
Coal Terminal expansion from the current 8 million tons to **12 million tons**;
\$40 million investment



General Cargo Terminal expansion from the current 9.2 million tons to **12.5 million tons** in 2024, and **13.6 million tons** in 2026, with a nominal capacity of **15 million tons**.



Deepening and maintenance dredging of the access channels;



System improvements, information technologies and training, on a continuous basis.

Questions



