

Hanlen/Hozambique-beira/1 Jzoeephntnanlon '

GP 2166, Maputo, Mozambique

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By Antenio Johala ln Maputo

funded #23 million Beira port rehabilitation. (AED 29.1. 82).

Eedgco which has already received \$5 million of the money for the studies of rehdbllintetion and the port master paln. Wlll new oversee the work and prepare design. for the rebuilding of the gunye. That rebuilding will cost \$3 million. and will probably involve local oontractere with Dutch suppliers of equipment for lighting, fire fighting. etc. 22_Qgggg,will supply two backhoe: for \$3.8 million to dredge in front of the gunye.

Nedeee warned that productivity levels in the pert are so low that it cannot cape with the projected increase in traffic, and that an lnportant cause of low productivity 1: the "excessive use of rail wagons" en the quayl. For cargo being meved to warehouses. lt prepeeed that lorriee should he need instead of rail wagenn. ihtn Hozemblque has accepted this, and Terbgrg will supply 10 trucks and 30 trailers for 31 million. Nedeece also proposed that that an the biggest source of delays was in shunting, that where lending is to continue to be directly ante railway wagons. the port should uee German gaggggghraedrallere to ehnt. This proposal is still under diecueelan.

The Dutdh consultant Eggggg,hae the \$160,000 contract to Design a new coal leading system to handle up to 1 million tonnes per year. The work will coat \$3.8 million, and ne contractor has been dheeen.

gggrnge will improve the ooet uttere for #300,009, and gaggg_gg;lgaggtg_gl.wlll supply five articulated leading arms fer \$200,000. There 1- also a \$2.8 Smilllen tedhleel eeeletanee package. tnlxntxtznzxtttxtnnx six engineering and elanagenent tenhnlcnlhe working in the port for three yexare.

So far, however, Mozambique has still not accepted Nedeeo'e most controversial recommendation! thnat the access channel te the pert ehould not be dredged. At present. 22. 000 DIT ell tankers can enter at high eater channel should not be

channel to the port should not be dredged to allow 25.000 DU!

oil tanker: to enter. At present, the effective maximum 1: 22.000 DVTttlxtg-xlh Nedeece argues that the deepening would cost 810 million. By ueing the slightly larger tankers. Zimbdbwe would save \$2 per tonnes, but this 1: only 31.2 million per year -- not enough to make the d-redging profitable. Because of (mere)

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Contractors have been appointed for much of the work on the Dutch 'til h)?

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tidal 11:13:: patterns. coal ships leaving the port can be
25,000 mm (:1... the limit of the quay). do dredging would not
benefit Mozambique's coal exports-
Mozambique 13 still pressing the Dutch to pay for the
dredging, and 15 now looking for alternative funding for the
project. But the Int'l-lexnntiixnxxhkhgxxnxx decision will
probably await the completion of the master plan study.
the other issue 1- that Keane. believes that Mozambique
has significantly underestimated the likely
traffic. Hnt Zimabwe traffic will go to Maputo. and Mozambique's
own coal exports- Will not grow as rapidly as planned. Thus
1985 output they will be only 3.5 million tonnes. compared
to 1.5 million tonnes. in 1980 but 1.5 million tonnes in 1965.
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