

TRANSPORT WEEK PRESENTS
6TH ANNUAL

AFRICAN ports revolution

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Durban International Convention Centre, Durban, South Africa

Unlocking Africa's economic potential through port development and optimisation



PORTS & EFFECTIVE INTERMODAL TRANSPORT LINKAGES – A CATALYST FOR ECONOMIC DIVERSIFICATION AND INCLUSIVE REGIONAL DEVELOPMENT

PRESENTED

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Presentation Outline

1. Myth Bursting

2. Railways and Ports Linkages

3. Lessons from Senegal and Malaysia

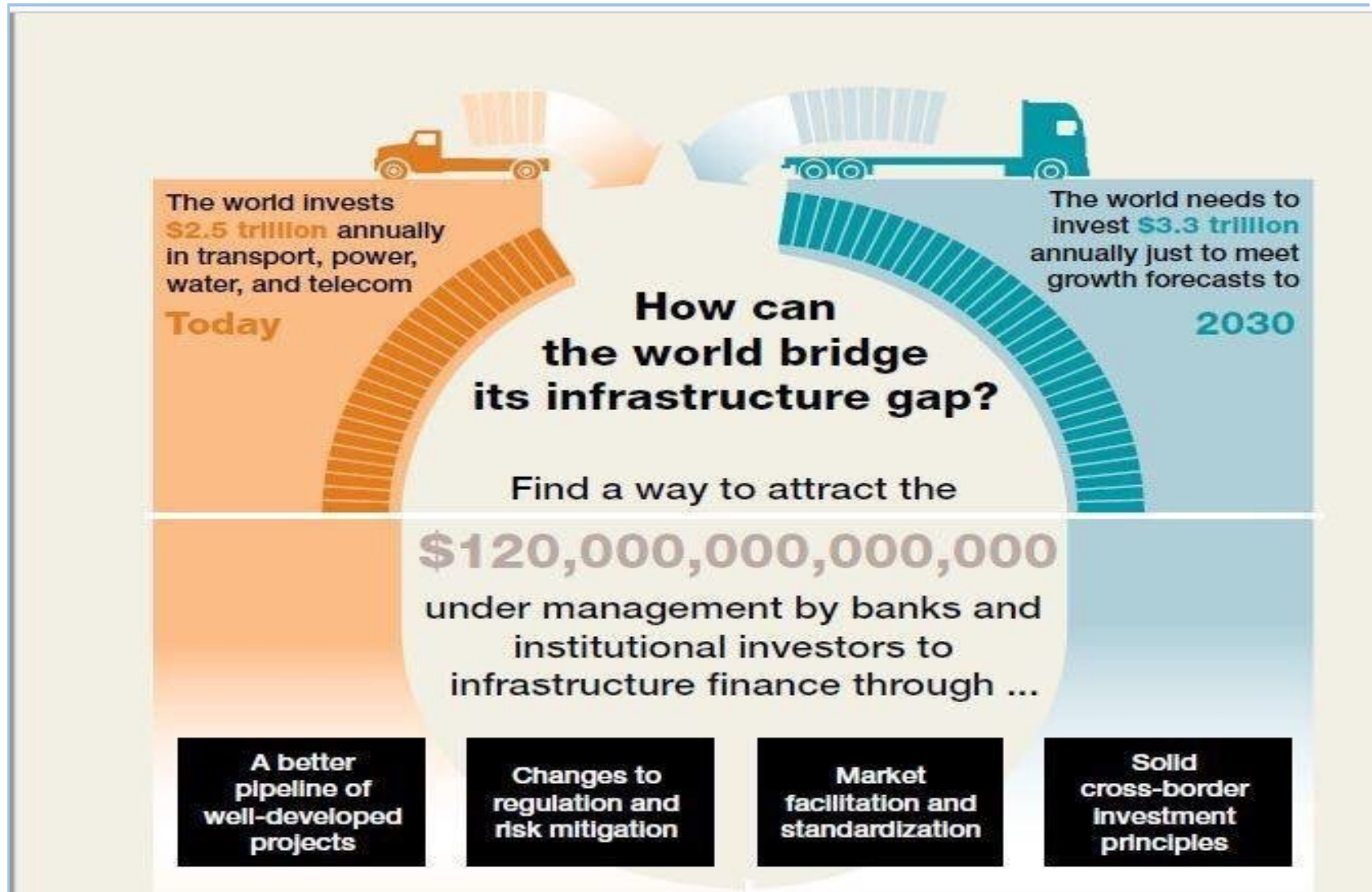
4. Nigeria's Maritime Plans

5. Green Shoots – Africas Economic Corridors

6. Conclusion

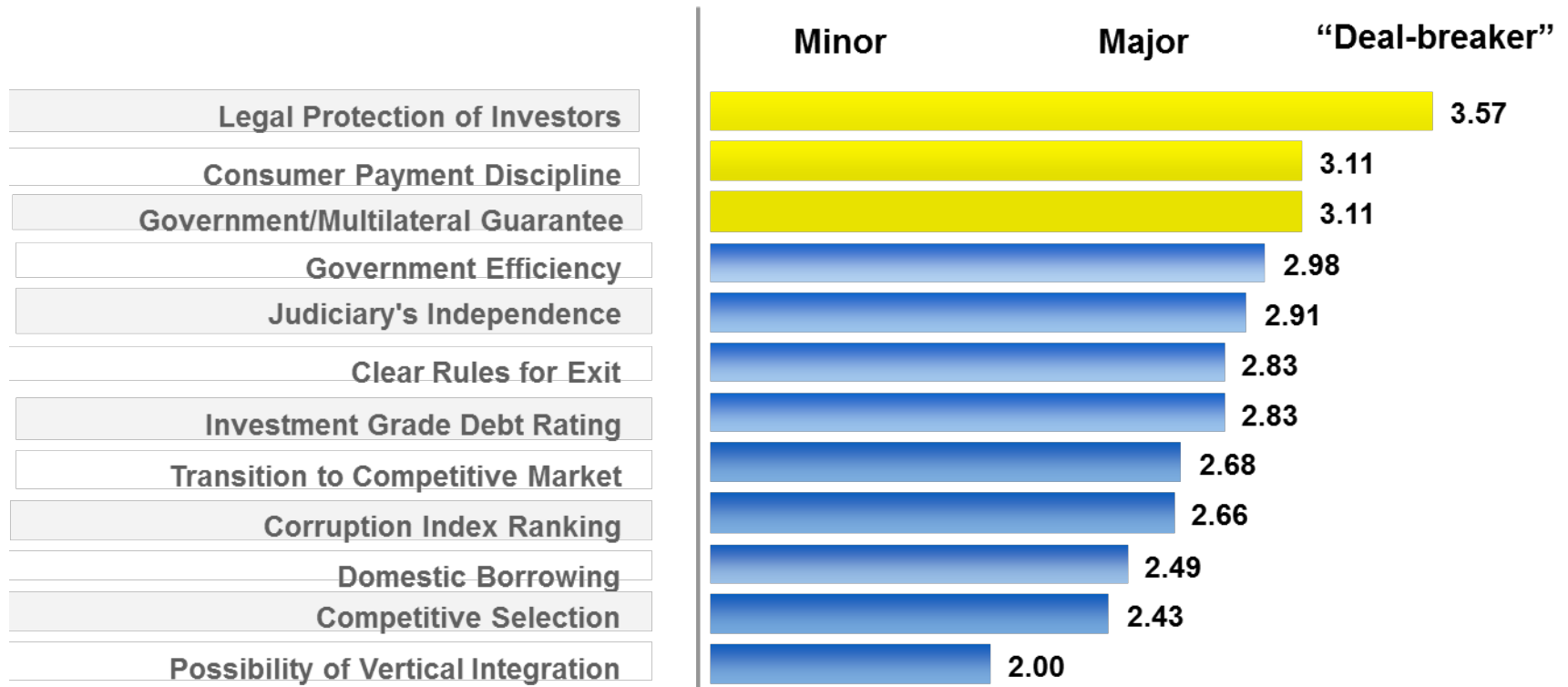
7. Transformation Possibilities –Cikarang Dry Port Video

Money is not the problem?



Legal Framework key: General Principles – Focus on Addressing Killer Risks

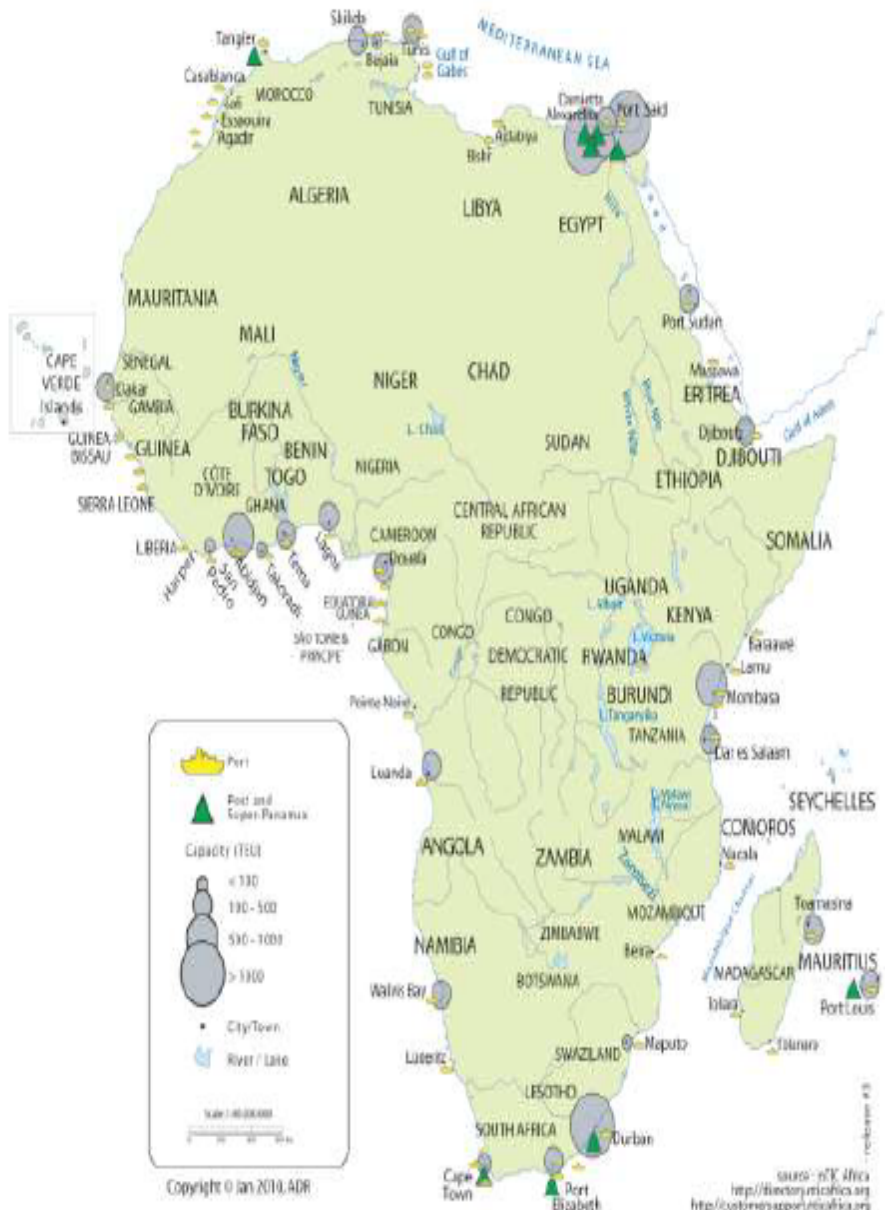
World Bank surveys of investors have repeatedly shown that the issue of 'protection of legal rights' is the primary concern in making decisions as to where to undertake major infrastructure projects



Ports are important for Africa, but show low productivity



- About 95% of Africa's international trade passes through ports;
- Africa has many ports, but few are capable of handling modern, large-scale vessels;
- Many ports suffer from congestion with average dwell time in Africa twice as high as in Europe;
- Berth productivity in Africa is only 25 moves per hour compared to 40 in Europe.



What Happens When there are no good linkages



What Happens When there are no good linkages



Heavily Congested

Traffic Gridlock



Railways and Port Linkages Africa

- ❑ 1.37 Million miles of railway world wide
- ❑ Africa's Landmass is 30 million sq. km has it has 66,011 km of railroads concentrated in coastal areas to transport raw materials and labor to ports
- ❑ In contrast India is 3 million sq. km and has circa 65,000 km of railroads – allowing transportation of labour and inter regional trade

Africa and India Railway Maps



Lessons from Senegal

Multi Modal and Connected

Senegal

4 Major Infrastructure Projects in 2 Years



**The Bank financed EUR 185m directly,
facilitating EUR 1.3 billion in investment**

Senegal

Synergies & Catalytic Effects on Economic Development



Lessons from Malaysia

- Fast Port
- Flexiport
- Garden Port
- Continuous Improvement
- Customer Growth
- Total Logistics

Garden Port

- Port built within gardens
- One of a Kind
- Setting Standards

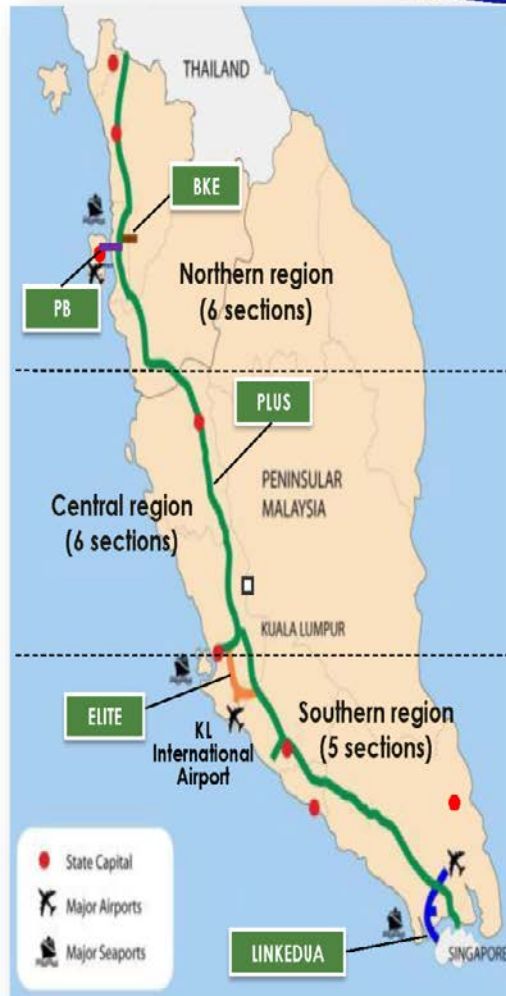


- Berth on Arrival
- Maximum Cranes
- Fast Turnaround
- Value Added Services



Malaysian economy literally transformed the effective linkage and inter modal impact of the North-South Expressway – Thai Border to Johor Badru

AVERAGE GDP GROWTH OF STATES Along North-South Expressway (NSE)



States	GDP GROWTH	
	1989 - 1993	2000 - 2013
Kedah	4.7%	7.5%
Penang	4.5%	7.5%
Perak	4.7%	7.3%
Selangor	5.4%	7.7%
N. Sembilan	3.9%	7.1%
Melaka	4.5%	7.3%
Johor	5.0%	7.7%

Source: Plus Malaysia Berhad, Nov 2015



AFRICAN
ports
evolution

TP JOHOR



NEW TOWNSHIP, INDUSTRIAL PARK, BUSINESS CENTER AND RESIDENTIAL ALONG NSE

RESIDENTIAL
AREAS **>200**

Bandar Dato' Onn
Bernam Jaya
Taman Kempas Utama
Setia Tropika
Bandar Puteri Jaya



>44 NEW TOWNSHIPS



Nusajaya
Setia Alam
Putra Mahkota
Amanjaya
Putra Heights
Stargate
Bandar Indahpura

INDUSTRIAL
PARKS **>20**

Kawasan Perindustrian Bukit Minyak
Senai Industrial Park
Southern Industrial & Logistics Clusters
Tanjung Pelepas
Kulim Hi-Tech Park
Proton City



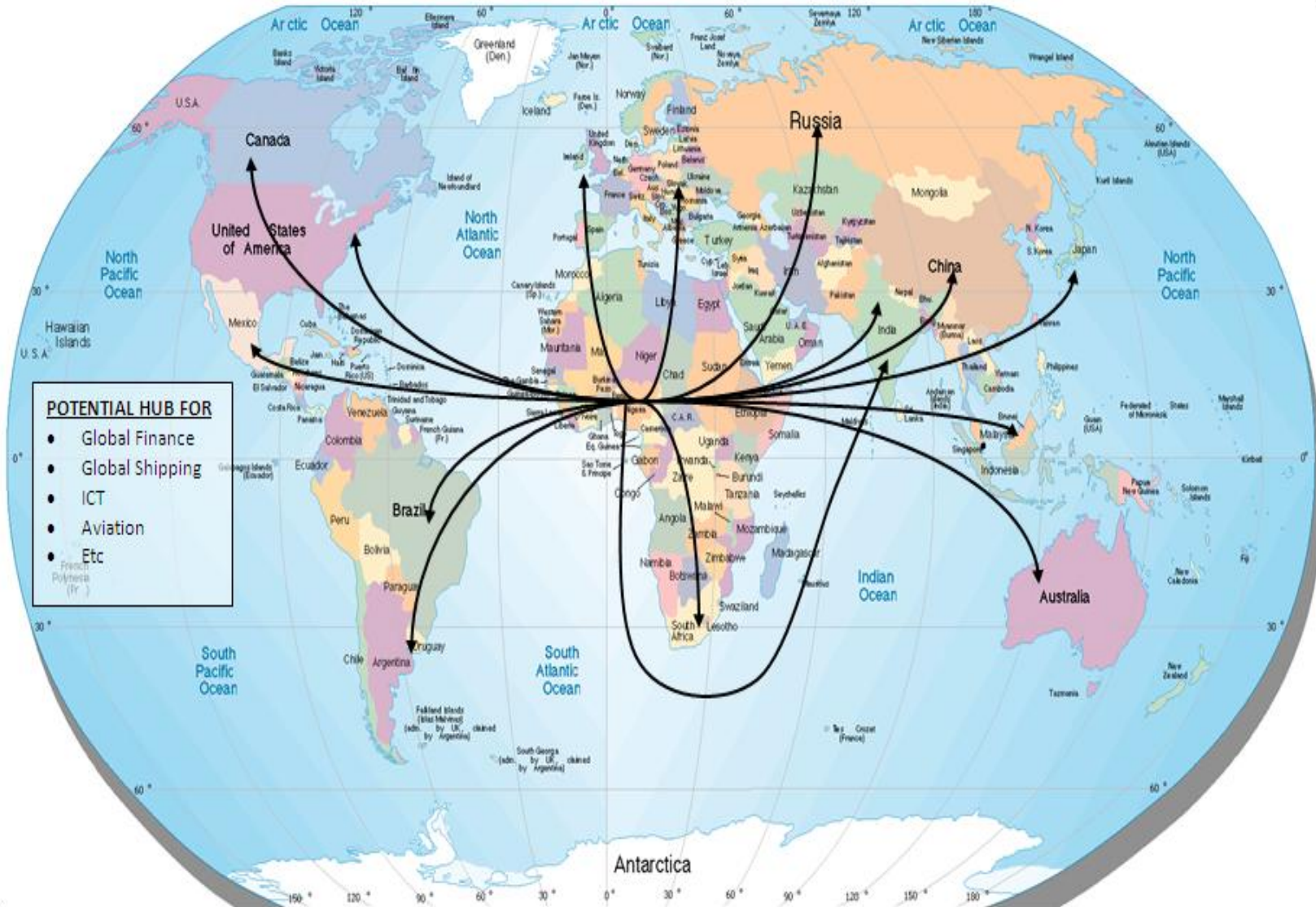
>9 BUSINESS
CENTRES

Medini
Bukit Merah Laketown Resort
I-City
Johor Premium Outlet
Tadima Business Park

Source: Plus Malaysia Berhad,
Nov. 2015

Nigeria's Plans – Transport
Master Plan, Port Master Plan
Rail ICD Deepwater Ports etc

Introducing..Nigeria Centre of the world



Africa's Most Formidable CV- Past and Present



- Largest Economy in Africa, 26th Largest Economy in the World, Half a Trillion GDP
- First TV Broadcast in Africa
- Mandela hid in Nigeria for 6 months to escape the Apartheid Regime
- Previous longest Bridge in Africa (11.8 Kms) – Egypt now
- Largest Black Country in the World – 170 Million (1/5th of Africa's Population)
- Largest Entrepreneurial Population in Africa, Large Mobile Phone User Base
- Third Largest Movie Industry in the World – Now 2nd
- Diversifying Economy With Growing Non Oil Sector – 51% Services, Agric 22%, Industry 26%, Oil 15%
- Richest Man in Africa – Aliko Dangote
- Leading Destination for Investment in Africa – UNCTAD
- IF YOU ARE NOT IN NIGERIA, YOU ARE NOT IN AFRICA

The ports are:

- Lagos Port Complex, Apapa
- Tin Can Island Port Complex
- Rivers Port, Port Harcourt
- Onne Port Complex
- Calabar Port
- Delta Ports Complex, (*Warri, Koko, Sapele and Burutu*)
- *23 terminals concessioned to the private sector on landlord model*

New Ports Development

The Government of Nigeria is currently making efforts to develop Deep Water Ports in partnership with the Private Sector in the following locations:

- Lekki Deep Water Port in Lagos State
- Badagry Deep Water Port in Lagos State.
- Ibom Deep Water Port in Akwa Ibom State and
- Olokola Deep Water Port in Ogun/Ondo States
- Snake island Service Port
- Onne Port Extension
- Bonny Deep Water Port
- Port Notel
- Bakassi Deep Water Port

Lekki Port LFTZ Enterprise

- Special Purpose Vehicle (SPV) to build, own, operate and transfer the port
- Located in Lagos Free Trade Zone



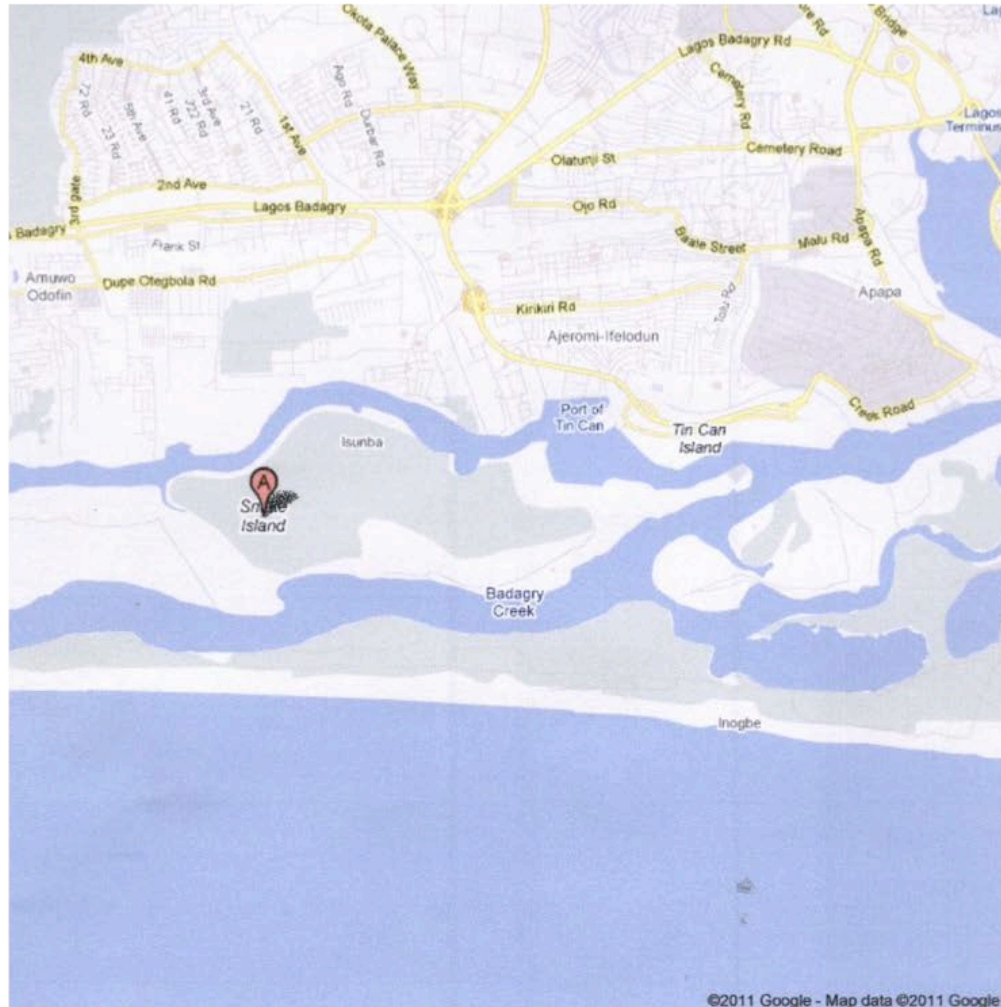
Proposed Badagary Sea Port



Ibom Deep Water Port and Energy Centre



Snake Island Service Port, Lagos



- Ontisha Inland Container Depot (ICD), Anambra State
- Asaba Container Freight Station (CFS), Delta State
- Nnewi Inland Container Depot, Anambra State
- Gombe CFS, Gombe State
- Dagbolu Inland Container Depot, Osun State
- Lolo Inland Container Depot, Kebbi State
- Benin ICD

Location of Proposed Ports



Figure E1-6: Daily Barge Movements 2020

“THE PROBLEMS OF THE WORLD CANNOT POSSIBLY BE SOLVED BY SCEPTICS OR CYNICS WHOSE HORIZONS ARE LIMITED BY THE OBVIOUS REALITIES. WE NEED MEN WHO CAN DREAM OF THINGS THAT NEVER WERE”

-JFK-

So it is with addressing Africa's Infrastructure Deficit

Think outside
the box



Broaden your
horizon

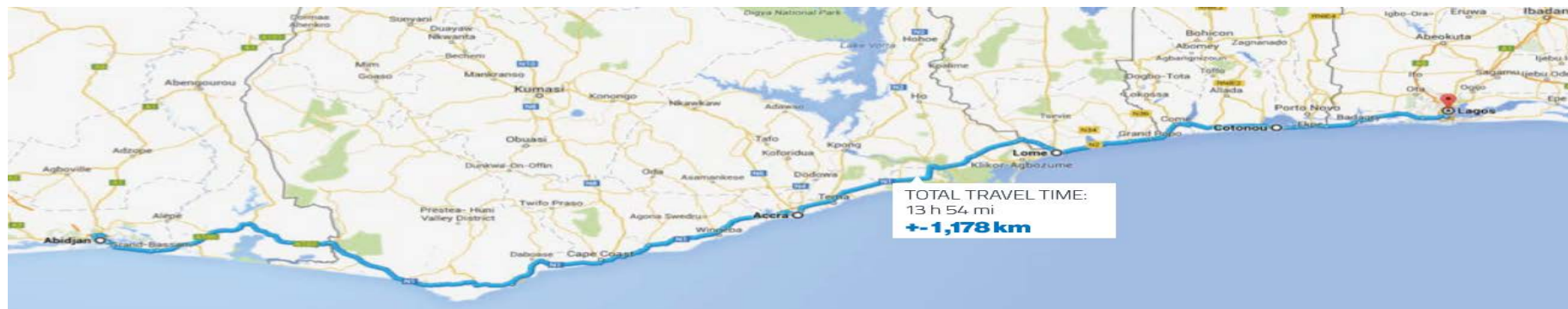
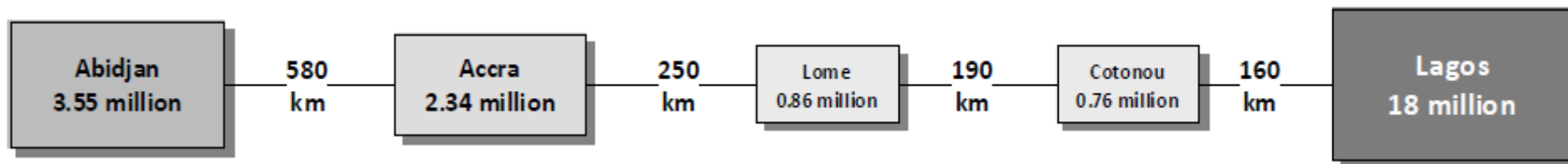


Epine Dorsale - Benin

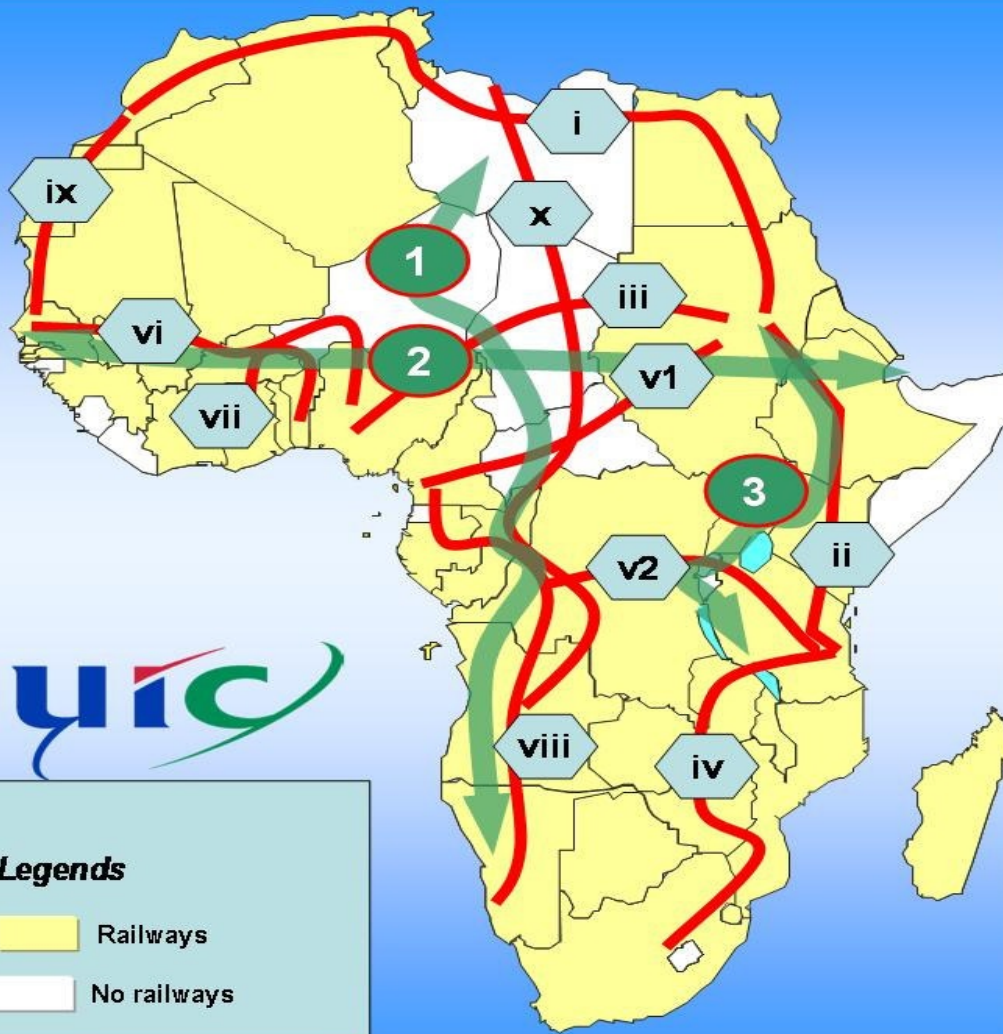


West Coast HSR

The West Coast High Speed Rail Project is designed, structured and poised to be a world-class, unique, high speed, low environmental impact speed rail transport system that will span across 5 West African countries, significantly open regional arteries to support and provide travel and market access to the region's peoples and bring affordable regional travel and freighting services to millions in the region. The project is aggressively designed and structured as an environmentally friendly transport system developed to curb greenhouse gas emissions in the region's transport sectors and will bring much needed infrastructural development to Africa as a truly scalable and replicable mega project. It is a world-class high speed rail project that will become the beacon and standard for the rest of the Continent to follow and replicate.



African Union Guidelines



Main Corridors (Les grands corridors) Source: UAR, 2001

Corridors:

- i: Corridor North
- ii: Corridor North -East
- iii: Corridor North -East- West
- iv: Corridor East-South
- v1: Corridor East -Center
- v2: Corridor East-Center
- vi: Corridor West-Center
- vii: Corridor South -West
- viii: Corridor Center-South
- ix: Corridor North-West
- X: Corridor North -Center-South

Radials:

- 1: Libya-Namibia
- 2: Senegal-Djibouti
- 3: (Sudan) Ethiopia-R.O.C./Tanzania



Legends

- Railways
- No railways

Transportutvikling AS – September 2007

- ❑ Efficient integrated infrastructure systems are prerequisites for rapid economic growth
- ❑ Providing Port Rail and Road linkages on economic corridors leads to rapid development
- ❑ Creating and sustaining an enabling environment for private sector participation expands resource options
- ❑ Apply lessons learned from within and abroad.
- ❑ Focus on Integrated intermodal value chain PPPs involving Ports (eg. Senegal)
- ❑ Use innovative unsolicited proposals (via swiss challenge)

Poverty anywhere in Africa....is a threat to prosperity
everywhere in Africa

If you agree on this.....

.....Let's be bold, daring and fearless, lets focus on big fast results – we have nothing to loose, except the decadent status quo – lets do things differently to move Africa forward...lets transform Africa to become Port & Rail Networked like India. A transformed and networked Africa would be a most lovely place to live and work....Lets just do it.