PORT INFORMATION NACALA

The port of Nacala is made of many concessions:
Landlord: CFM - Caminho Ferroviario de Moçambique
Pilotage and marine services: CDN – Corredor de Desenvolvimento do Norte
Stevedoring: Terminals do Norte
Management of container terminal and conventional berths: PDN - Portos do Norte.
Coal Terminal (under construction): CLIN - Corredor Logistico Integrado de Nacala

VALE the Brazilian mining giant are building a new coal terminal opposite the existing facilities (punta Namuaxi. Further refurbishment projects are on the table but this would require a specific document.

Nacala is a deep natural port. It is the gate way for the province of Nampula and Malawi through a railway line to Blantyre and Lilongwe. This line is being extended to Tete and Moatize to facilitate exportation of coal to the new coal terminal.

1. The Port

With a depth in the inner Nacala Bay over 20 meters and more than 200 metres in the outer bay Fernao Veloso Canyon, there is no restriction on any vessel calling at Nacala. It is an ideal port for Ship Owners/Managers/Charterers to anchor vessels safely awaiting orders or for ship-to-ship transfer while double banking at anchorage.
Position: 14° 32', 5° S – 40° 40' E

The port is open 24 hours except 1st May, 25th December and 1st January

The pilot boarding position 14°27'S – 40°39'E, about 8 miles from the berths. Masters should contact the pilot station on VHF channel 12, 16 & 27 for instructions about two hours before arrival to allow preparation of the Tug that doubles up as a pilot boat also. Pilotage is under CDN

2. Description of Port

2.1 General cargo quay (north):

2.1.1 Length: 3 + 1 berths of a total length 600 meters.

2.1.2 Draft:

# 1N from 7.10 to 7.80 meters
# 2N from 7.80 to 8.60 meters
# 3N from 8.60 to 9.40 meters
# 4N from 9.50 to 9.80 meters (this berth has pipeline connections is dedicated to oil tankers operations).

No air draft or beam restriction.

2.1.2 Equipment - None since August 2011. The 4 portal electric cranes on the quay with a capacity of 2.5 and 5 tons have been decommissioned. Ship's gear or private mobile shore crane are compulsory.

2.1.3 Fenders are made of truck tires hanging at different height and not equally spaced. No pneumatic fenders are available. Sensitive vessels should bring their own.
2.2 Container terminal (south)
   2.2.1 Length (two berths #1S, #2S) - 395 meters.
   2.2.2 Depth 12 to 14 meters at datum.
   2.2.3 New hard rubber fenders (2013).

   No air draft or beam restriction.

2.2.4 Equipment – no shore crane is available

2.2.5. Forklifts - 2 container top loaders, 5 reach stackers, 1 x 35 tons forklift and 2 empty container handler.

2.2.6 Container terminal has a stacking capacity of 2500 TEU's on three high. There are 40 reefer plugs available in different locations of the port. The container terminal is congested.
2.3 Deep draft vessel – clinker and grain

Deep draft conventional or bulk vessels can berth at the container terminal but will be shifted to the general cargo berth as soon as the draft allows it, if there is pressure on the CT berth. Clinker and grain is offloaded using grabs and hoppers. (See separate document with technical information)

3. Water density, tide and weather

3.1 Water density is 1.025
3.2 Maximum tide amplitude is 4 metres during spring tides and 1.8 metres during neap tides
3.3 Height of the quay table to low water level is 6 metres

3.4 Weather pattern usually dry and sunny April to November, rain December to March. Possible cyclones or strong winds November to April with higher frequency December - March
4. **Port Stevedore**

The stevedoring Company is Terminais do Norte.

The Port works 24 hours on 3-shift.

1\textsuperscript{st} from 07:00 hrs until 15:00 hrs (knock-out 30 mn before the end of shift)

2\textsuperscript{nd} from 15:00 hrs until 23:00 hrs

3\textsuperscript{rd} from 23:00 hrs until 07:00 hrs

The port is closed on 1\textsuperscript{st} May, 25\textsuperscript{th} December and 31\textsuperscript{st} December. Saturdays, Sundays and national holidays are worked with 10% additional overtime fees.

Gross productivity varies depending on type of the cargo and possible agreement with the labour force.

- **Bagged cargo** = 250 tons per gang per shift
- **Bulk cargo** * = 4.5 moves per hour per gang
- **Containers** = 7.0 moves per hour per gang

* All conventional cargo and machinery must be offloaded directly onto the receiver's trucks. No temporary storage on the quay is allowed.

5. **Documentation required at time of arrival / free pratique.**

4.1 Documents required upon arrival of the vessel:

- 6 x crew lists
- 1 x maritime declaration of health
- 5 x lists of port calls
- 4 x lists declaring no stowaways, no arms or ammunition, no animals, no passengers, no mails
- 1 x narcotic list (or nil declaration)
- 1 x vaccination list
- 1 x store list
- 1 x crew declaration
- 1 x ISPS form.

Customs and Port Authorities require a full and complete discharge manifest prior to vessels arrival. Customs may also require a transit cargo manifest at their own discretion.
6. **Miscellaneous information**

Any burning, welding, painting over side, lifeboat drills etc require the prior permission of the Port and Maritime Authorities. Fines of a minimum $ 500 are levied if this permission is not obtained before the work starts.

Fresh water is no longer available from the quay side. Truck bowsers are used. Poor productivity, leakage, quantity delivered & cleanliness doubtful. Expensive Minimum delay to organize: 48 hours.

F.O: is not available

D.O: is available with 12 days pre-arrangement with the national oil company Petromoc.

There are two local hospitals but no serious injuries can be treated. Doctors have poor qualification and medication is scarce. Medics are expensive and not always qualified. Medivac through Nampula airport only (until Nacala airport is opened to commercial traffic in 2014).

The nearest airport is Nampula (MZAPL), 200 km away. AIRLINK and LAM offer direct flight to Johannesburg every day, Kenya Airways three times a week via Nairobi or daily flights with the Mozambican airline LAM to Maputo. We do not allow our drivers on the road at night. Any passenger landing after 1600 hours will spend the night in Nampula. A new international airport is under construction in Nacala and should open in 2013. For crew assistance, meet & greet, transfer Nacala Nampula please see our separate document.

In order for us to complete a pro forma disbursement account we need the GRT, LOA, description of the cargo. We shall cater for contingencies in our quotation. All money not used is returned after closing the file with the port authorities. Our invoice is supported by the vendor's charges so you can control the disbursement in detail.

May you have more question, do not hesitate in contacting us at the following address:

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