



MOZAMBIQUE PORTS AND RAILWAYS (CFM)
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Previously a state company, CFM was established as a public company on January 1st 1995. CFM is divided in four sections:

- CFM South, comprising the [Port of Maputo](#) and the associated railway lines serving Zimbabwe, South Africa and Swaziland
- CFM Centre, comprising the [Port of Beira](#) and the associated railway lines, serving Zimbabwe, and marginally Malawi and Zambia
- CFM North, comprising the [Ports of Nacala](#) and [Pemba](#), and the associated railway lines, serving Malawi
- CFM Zambezi, comprising the [Port of Quelimane](#) and the associated railway line.

MAPUTO (25°59 S – 32°36 E)

Port of Maputo

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Web: www.cfmnet.co.mz/portmap.htm

◆ INFRASTRUCTURES

Type of Terminal	Number	Length	Depth	Annual capacity
Petroleum products	1	75m	10.9m	2 000 000 tons
Fishing	1	80m	3.5m	5 500 tons
Coasters	1	300m	6.0m	200 000 tons
General cargo	6	1 820m	9.2m	1 100 000 tons
Refrigerated cargo	1	360m	9.5m	300 000 tons
Coal (Maputo)	1	300m	10.5m	750 000 tons
Coal (Matola)	1	200m	10.5m	1 500 000 tons
Sugar	1	170m	10.0m	500 000 tons
Molasses	1	153m	9.5m	150 000 tons
Cereals (Matola)	1	380m	10.5m	400 000 tons
Minerals (Ores)	1	300m	11.0m	900 000 tons
Aluminium (MOZAL)	1	210m	13.1m	850 000 tons
Containers	1	300m	10.5m	600 000 tons

◆ SUPERSTRUCTURES

Type of cargo	Equipment and Warehouse area
Petroleum products	Tanks with a capacity of 80000 tons
Fishing	1 crane of 4 tons
Coasters	2 cranes of 10t., 1 of 5t. and 2 of 4t; Area of 25000m ²
General cargo	1 crane of 60t., 1 of 10t., 21 of 5t. 1 of 4t. and 6 of 3t; Area of 31371 m ²
Refrigerated/reefers	6 of 5tons; Area of 15000 m ²
Coal (Maputo)	Tipper; Area of 31800m ²
Coal (Matola)	Tipper and conveyor belt; Area of 17000 m ²
Molasses	4 tanks of respectively 6000, 7000, 9000 and 11000m ³
Sugar	Conveyor belt; area of 14640 m ²
Cereals (Matola)	Pipe; Silos with 30000 tons capacity
Mineral Ores	1 crane of 22t. and 3 of 20t., area 64570m ²
Aluminium (MOZAL)	Capacity of 56000 tons

FACILITIES

Sugar Terminal

The Sugar terminal (STAM) is managed by Manica. A renewable contract of 15 years has been signed by CFM, Swaziland Sugar Association and Zimbabwe Sugar Sales for the annual handling of 500 000 tons of sugar.

Matola Coal Terminal

The Matola Coal terminal is managed by CMR.

Type of cargo	Equipment and Terminal Area
Matola coal terminal	2 gantry cranes; Area of 400000m ²

Citrus Terminal

Manica (25%) and Outspan jointly manage the Citrus terminal.

Type of cargo	Equipment
Citrus terminal	6 cranes of 5t.

The Fresh Produce Terminal of the port of Maputo has a current capacity of 95 000 pallets a year. With the signing of the agreement between Capespan and MDHC, it is planned to expand this facility to 200 000 pallets a year, the equivalent of around 30% of the total exports from South Africa. The cooling capacity was expanded in May 2001, from 2200 pallets to 3500 pallets at cost of Rand 3.5 million.

Container Terminal

The Container terminal is managed by MIPS, is a joint-venture of Rennies (37%), CFM (33%) and P&O Ports (30%), since March 1996. The container yard has an area of 8ha, of which 4ha are paved, with ground slot capacity of 520 TEU, and 4ha undeveloped for future extension.

Average productivity: 336 TEU per ship per day in 1997, 343 TEU per ship per day in 1998.



Type of cargo	Equipment
Container terminal	Two Ansaldo gantry cranes of a lifting capacity (for containers) of 35 tons. 1 Kalmar forklift 20'-40' 1 over 2 of 35tons 1 Linde forklift 20'-40' 1 over 2 of 35tons 1 Kalmar forklift (low mast) 20'-40' 1 over 1 of 28tons 1 Clark forklift 20' 1 over 1 of 20tons 1 Caterpillar forklift 20' 1 over 1 of 14tons 3 Kalmar tug masters of 50tons 3 trailers of 36tons

Aluminium Terminal at Matola/Mozal Terminal

The Aluminium Terminal/Mozal Terminal, located at the industrial port of Matola located at the industrial port of Matola, was inaugurated on March 16, 2000. The terminal has capacity to handle 600,000 tons per year raw material for the production of aluminium, essentially alumina, petroleum coke and pitch, as well as the outgoing 250 000 tons of finished metal (for export).

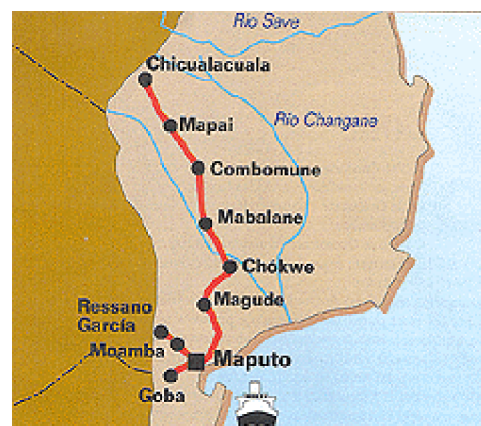
Construction of Mozal Terminal is one of the Mozal mega projects at the industrial port of Matola. Construction of the aluminium smelter is the key project. Complementary projects include the telecommunication (project valued at US\$1.35 million), electricity supply valued at US\$130 million and dredging among others. Mozal, representing US\$1.34 billion investment, is the largest single private sector investment to date in Mozambique, with the shareholders as the Billiton of UK (47%), Industrial Development Corporation (IDC) of South Africa (24%), Mitsubishi of Japan (25%), and the Mozambican Government (4%). The Mozal smelting plant has been designed to double its production capacity from 250,000 tons to 500,000 tons per year on market demand.

US\$50 million were used to construct the port infrastructure. US\$13 million of this value represented the cost to build the aluminium terminal. The terminal is 210m long and 25m wide, and was raised on columns with an average depth of 24m. The cargo unloaded is handled through the use of suction system, and transferred by conveyor belt to the silos constructed at the terminal. Tanker trucks are used for the transportation of the raw material from the silos to the aluminium smelter plant.

◆ RAILWAYS

The rail corridor consists of three railways:

- Goba line, 75km, connecting Maputo with Swaziland, with the most part rehabilitated in 1995.
- Ressano Garcia line, 78km, connecting Maputo with South Africa. An international consortium led by Spoornet of South Africa signed an agreement with the Mozambique Ports and Railways (CFM) to run, operate and rehabilitate the Ressano Garcia line.
- Limpopo line, 534km, connecting Maputo with Zimbabwe, inaugurated in 1993.



◆ TRAFFIC

TOTAL THROUGHPUT

Throughput per commodity, in thousands of tons

000's tons	1997	1998	1999	2000	2001
Agricultural Products	1095,7	758,9	719,6	979,4	779,1
Cereals	390,9	298,5	290,0	325,9	294,2
Sugar & sugar products	503,2	376,3	347,0	578,3	440,1
Citrus	201,3	79,9	82,6	74,4	44,7
Others	0,3	4,2	0,0	0,8	0,1

Fuel	183,8	256,0	301,9	277,8	371,2
Minerals	1296,4	1622,4	1604,2	1317,2	2351,0
Coal	1017,0	1372,5	1385,6	976,6	1384,5
Copper	0,0	0,0	0,0	0,0	0,0
Iron ore	223,4	203,1	196,7	34,3	48,6
Granite & rock	0,0	0,0	0,0	0,0	0,0
Clinker	51,0	46,8	11,5	5,0	30,7
Aluminum (Mozal)	0	0	0	178,7	528,4
Pet coke (Mozal)	0	0	0	65,3	82,8
Aluminum	0	0	0	49,4	273,7
Others	5,0	0,0	10,4	7,9	2,2
Containers	186,2	248,0	311,6	377,5	442,4
Cement	2,3	0,3	0,0	12,1	0,0
Timber	0,8	1,9	1,5	1,4	0,1
Fertilizer	0,0	0,0	5,4	0,0	0,0
Salt	0,0	0,0	0,0	0,0	0,0
Various	344,0	128,9	157,4	70,7	57,7
TOTAL	3109,2	3016,4	3101,6	3036,0	4001,5

CONTAINERS

TEU's	1997	1998	1999	2000	2001
Domestic/Coastal trade					
Import	1858	1753	2048	1388	2150
Export	2114	1785	2420	1607	1602
International/External Mozambique					
Import	7087	10219	14397	15775	16756
Export	6450	10225	11474	16101	15669
Transit					
Import	0	0	0	0	0
Export	0	0	0	0	0
Total	17536	23982	30340	34871	36177

TRANSIT

000's tons	1997	1998	1999	2000	2001
Imports	103,7	29,2	42,2	0,0	0,8
South Africa	3,2	0,0	21,1	0,0	0,0
Zimbabwe	88,1	12,3	14,3	0,0	0,0
Others	12,4	16,9	6,8	0,0	0,8
Exports	1912,7	2022,8	2011,9	1663,2	1922,7
South Africa	970,9	1329,3	1478,6	1179,0	1530,9
Swaziland	298,7	247,0	224,9	326,6	212,4
Zimbabwe	643,1	446,5	308,4	157,6	179,5
TOTAL	2016,4	2052,0	2054,1	1663,2	1923,5

◆ PROJECTS

The port of Maputo has been leased to a consortium comprising Mersey Docks and Harbour Company (MDHC, consortium leader), Skanska (Sweden) and Tertir (Portugal) for a period of 15 years. The agreement was signed in 2001, with actual takeover in 2002. The consortium has 51%

of the shares, and CFM the remaining 49%. All physical assets remain the property of the Government. In the first three years, \$61 million will be spent on upgrades (Maputo port refurbishment and rehabilitation programme), including notably a road to connect the port to the N4 highway. The World Bank has made available \$100 million for several packages for the redundancy of 4500 employees. The lease fee is \$5 million per, plus a percentage of the gross income of 10% for the first five years, raising to 12.5% and 15% for the following periods of five years.

Upgrade of the Fresh Produce Terminal from 95 000 to 200 000 pallets per year.

BEIRA (19°46 S – 34°50 E)

Port of BEIRA

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Web: www.cfmnet.co.mz/portbeira.htm

[Chart of the port](#) (Courtesy of SA Navy and Ports of Southern Africa)

Not suitable for navigation

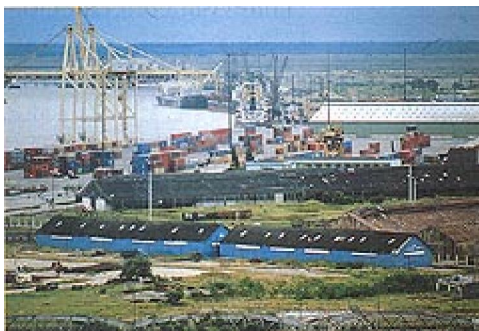
◆ INFRASTRUCTURES

Port of Beira, excluding privately operated terminals

Type of cargo	Number	Length	Depth	Annual capacity
Petroleum products	2	480m	11.8m	2 000 000 tons
Coal	1	164m	9.0m	300 000 tons

Container and General cargo terminal

The Beira Container Terminal and the Beira General Cargo terminal are operated by Cornelder de Mozambique, a joint-venture between the Dutch company Cornelder (70%) and CFM (30%). The lease agreement, effective since October 1998, has a duration of 25 years, and Cornelder agreed to invest US\$ 15 million during the first five years.



Type of cargo	Number	Length	Depth	Annual capacity
General cargo	4	687m	9.0m	1 700 000 tons
Containers	4	656m	12.0m	950 000 tons

◆ SUPERSTRUCTURES

Container and General cargo terminal

Type of cargo	Equipment and Terminal Area
Containers	1 crane of 22t. and 1 of 25t., area of 200 000m ²
General cargo	1 crane of 3 tons, 2 crane of 6 tons, 2 cranes of 10 tons and 1 crane of 20 tons; Area of 7 920m ²

◆ RAILWAYS

The railway lines of the BEIRA corridor are:

- The Beira – Machipanda line, 317km, connecting Beira to Zimbabwe
- The Sena Line, 578km, not operational
- The Imhamitanga – Marromeu line, 88km, not operational.



◆ TRAFFIC

TOTAL THROUGHPUT

Total throughput per commodity in thousands of tons

000's tons	1997	1998	1999	2000	2001
Agricultural Products	445,8	316,7	157,1	158,1	227,0
Cereals	412,1	218,1	119,4	103,8	26,7
Sugar & sugar products	17,0	12,6	11,9	54,3	118,2
Citrus	2,5	2,6	2,4	0,0	4,3
Tobacco	1,9	57,4	0,0	0,0	9,4
Tea	0,7	4,5	0,0	0,0	0,0
Others	11,6	21,5	23,4	0,0	68,3
Fuel	1365,5	1292,0	1230,7	1118,3	1182,2
Minerals	138,8	147,0	125,6	325,3	388,9
Coal	0,0	0,0	0,0	0,0	0,0
Copper	42,1	29,4	40,3	3,0	3,0
Iron ore	0,0	0,0	0,0	62,4	138,7

Granite & rock	68,6	80,3	57,1	96,2	149,3
Clinker	28,1	34,0	28,2	57,5	83,1
Others	0,0	3,3	0,0	106,1	14,8
Containers	435,8	405,5	383,3	419,8	340,5
Cement	0,0	0,0	0,0	0,0	0,0
Timber	1,7	0,8	1,5	14,3	2,9
Fertilizer	139,5	76,5	125,5	103,9	151,8
Salt	0,0	0,0	0,0	0,0	0,0
Various	97,7	46,9	119,7	45,9	62,8
TOTAL	2624,8	2285,4	2143,4	2185,5	2356,1

CONTAINERS

TEU's	1997	1998	1999	2000	2001
Domestic/Coastal trade					
Import	317	218	482	936	494
Export	512	658	816	1102	1201
International/External Mozambique					
Import	5920	5981	6798	9087	8705
Export	2896	3926	3329	5746	2984
Transit					
Import	10326	9327	4693	3305	3802
Export	17551	15981	16620	14322	12823
Total	37522	36090	32737	34498	30009

TRANSIT

000's tons	1997	1998	1999	2000	2001
Imports	1581,1	1485,0	1363,3	1132,4	1068,8
Zimbabwe	1469,0	1391,5	1305,7	1089,1	977,4
Malawi	91,4	74,3	43,9	40,7	87,2
Zambia & Others	20,7	19,2	13,7	2,6	4,2
Exports	645,4	329,4	320,5	505,7	599,2
Zimbabwe	518,5	214,6	208,9	405,8	540,6
Malawi	80,7	83,1	60,0	92,1	25,0
Zambia & Others	46,2	31,7	51,6	7,8	33,6
TOTAL	2226,5	1814,4	1683,8	1638,1	1668,0

NACALA (14°32 S – 40°37 E)

Port of NACALA

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Web: www.cfmnet.co.mz/portnacala.htm

[Chart of the port](#) (Courtesy of SA Navy and Ports of Southern Africa)
 Not suitable for navigation

◆ INFRASTRUCTURES

Type of cargo	Number	Length	Depth	Annual capacity
General cargo	2	620m	7.0m to 10.0m	1 000 000 tons
Containers	1	375m	14.0m	600 000 tons

◆ SUPERSTRUCTURES

Type of cargo	Equipment and Terminal Area
General cargo	1 crane of 20t., 2 of 10t. and 7 of 5t., area of 23300m ²
Containers	1 crane of 22t. and 1 of 25tons crane; area of 59100m ²

The container terminal has a storage area for 2000 TEU, and 26 reefer plugs. A CFS, 1480m², is also available.

The port has 8 warehouses, with a total covered area of 21000m².

◆ OPERATIONS

Pilotage is compulsory.

The port has two tugs (2640bhp and 960bhp).

◆ RAILWAYS

The railway lines of the NACALA corridor are:

- The Nacala – Cuamba – Entre-Lagos line, 610km, to the border of Malawi, fully rehabilitated in 1996
- The Cuamba – Lichinga Line, 262km
- The Lumbo – Monapo line, 42km, not operational

Mozambique, Malawi and Zambia have joined forces on a US\$ 24 million project for the Nacala development Corridor, which include the rehabilitation of 77km of railway line from Malawi to Entre Lagos in Mozambique, the construction of a bridge at Chiromo, and the extension of the railway line from Mchinji to Chipata in Zambia.



◆ TRAFFIC

TOTAL THROUGHPUT

Total throughput per commodity in thousands of tons

000's tons	1997	1998	1999	2000	2001
Agricultural Products	95,8	85,1	83,6	97,7	156,7
Cereals	63,9	51,6	45,8	47,7	100,8
Sugar & sugar products	0,0	0,0	4,1	0,6	30,1
Others	31,9	33,5	33,7	49,4	25,8
Fuel	69,1	98,7	135,4	118,6	99,4
Minerals	8,0	18,7	20,6	38,7	59,5
Coal	8,0	8,6	5,6	0,1	0,0
Clinker	0,0	10,1	15,0	38,6	59,5
Containers	62,0	166,3	228,2	295,1	324,5
Cement	0,0	0,8	0,0	0,5	0,0
Timber	0,7	0,1	2,9	2,9	1,6
Fertilizer	35,1	24,3	49,4	17,8	24,8
Salt	1,5	0,0	0,0	0,0	0,0
Various	95,6	67,8	121,9	101,9	76,8
TOTAL	367,8	461,8	642,0	673,0	743,3

CONTAINERS

TEU's	1997	1998	1999	2000	2001
Domestic/Coastal trade					
Import	1733	2415	3055	2666	2521
Export	1899	2064	2470	2127	1836
International/External Mozambique					
Import	2944	3507	5130	6600	7541
Export	2611	3502	4436	5316	5503
Transit					
Import	889	1375	2113	4446	4168
Export	649	1909	4436	4055	5140
Total	10725	14772	19493	25207	26709

TRANSIT

000's tons	1997	1998	1999	2000	2001
Imports	82,4	87,9	230,7	152,1	156,8
Malawi	82,4	87,9	230,7	152,1	156,8
Zambia & Others	0	0	0	0	0
Exports	15,9	28,2	25,0	68,7	117,8
Malawi	15,9	28,3		68,7	117,8
Zambia & Others	0	0	0	0	0
TOTAL	98,3	116,1	255,7	220,8	274,6

The only country involved in transit traffic through Nacala is Malawi.

QUELIMANE (17°52 S – 36°53 E)

◆ **INFRASTRUCTURES**

Type of cargo	Number	Length	Depth	Annual capacity
General cargo	1	210m	3.5m	650 000 tons

◆ SUPERSTRUCTURES

Type of cargo	Equipment and Terminal Area
General cargo	2 cranes of 4t, and 3 of 5t; Area of 12 769m ²

◆ RAILWAYS

The QUELIMANE – MOCUBA railway, 145km long, was reopened in 1992.



◆ TRAFFIC

TOTAL THROUGHPUT

Total throughput per commodity in thousands of tons

000's ton	1997	1998	1999	2000	2001
Agricultural Products	25,7	23,7	3,3	13,7	7,4
Others	21,3	19,5	0,6	11,8	7,4
Fuel	20,8	13,7	14,8	13,4	15,4
Minerals	5,0	7,8	5,0	2,7	3,6
Iron ore	2,5	0,7	5,0	2,0	3,6
Others	2,5	7,1	0,0	0,0	0,0
Containers	26,2	51,1	48,7	51,0	41,2
Cement	0,0	0,0	2,5	0,8	1,4
Timber	12,4	7,5	16,6	22,9	27,4
Various	53,3	48,5	57,0	37,1	36,6
TOTAL	143,4	152,3	147,9	132,9	60,4

CONTAINERS

TEU's	1997	1998	1999	2000	2001
	Domestic/Coastal trade				
Import	900	811	1049	853	1178
Export	343	767	716	506	478
	International/External Mozambique				
Import	557	818	883	1053	432
Export	497	924	1178	1106	1151
	Transit				
Import	0	0	0	0	0
Export	0	0	0	0	0
Total	2297	3320	3826	3518	3239

TRANSIT

There is no transit traffic through Quelimane

PEMBA

◆ INFRASTRUCTURES

Type of cargo	Number	Length	Depth	Annual capacity
General cargo	1	182.5m	7.5m	633 960 tons

◆ SUPERSTRUCTURES

Type of cargo	Equipment and Terminal Area
General cargo	1 cranes of 25t. and 3 of 5t; Area of 20 008m ²

◆ TRAFFIC

TOTAL THROUGHPUT

Total throughput per commodity in thousands of tons

000's tons	1997	1998	1999	2000	2001
Agricultural Products	15,2	3,9	82,7	5,8	0,3
Cereals	10,3	0,2	10,4	0,0	0,0
Others	4,9	3,7	10,4	5,8	0,3
Fuel	10,8	9,4	8,5	9,5	10,8
Minerals	0,2	0,2	0,1	0,1	0,0
Others	0,2	0,2	0,0	0,1	0,0
Containers	17,1	22,9	45,8	29,0	29,9
Cement	0,0	5,5	2,0	4,7	24,0
Timber	26,0	19,5	11,1	6,9	9,4
Various	8,2	12,3	4,8	4,3	3,6
TOTAL	77,5	73,7	82,7	60,4	78,0

CONTAINERS

TEU's	1997	1998	1999	2000	2001
	Domestic/Coastal trade				
Import	570	516	726	660	560
Export	495	569	571	503	713
	International/External Mozambique				
Import	313	621	1252	778	969
Export	328	587	1493	913	760
	Transit				
Import	0	0	0	0	0
Export	0	0	0	0	0
Total	1706	2293	4042	2860	3002

TRANSIT

There is no transit traffic through Pemba