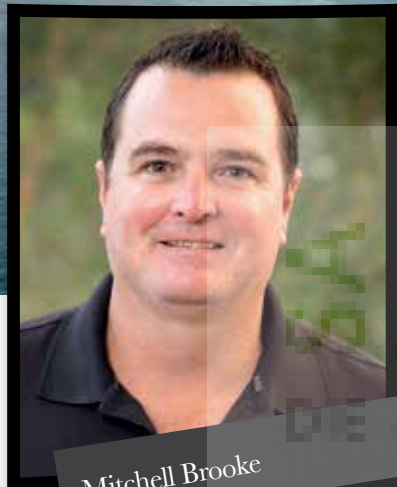




MAPUTO PORT CORRIDOR

FAST BECOMING THE PORT OF CHOICE



Mitchell Brooke



The changing Maputo port corridor holds attractive prospects for a variety of industries, particularly the citrus export industry. By Mitchell Brooke

Developments along the Maputo port corridor are progressing quickly, with the potential to be completed in the next two years.

These developments come at an opportune time, with an estimated citrus production forecast of 110 million 15 kg equivalent cartons by 2027 in the northern regions (from 85 million 15 kg equivalent cartons). This substantial volume growth is going to present logistical constraints in the Durban port. Therefore, it is important to divert a portion of the export volume to the Maputo port to ease the burden.

Road upgrades along the N4 corridor between Malelane and Maputo are currently underway, widening sections to two lanes in both directions. This will result in a four-lane highway the entire length of the N4 corridor from Rustenburg to Maputo. This investment

in infrastructure will provide smoother truck traffic flows in both directions, improving the overall safety and efficiency of the N4 corridor.

The Border Management Authority (BMA) was officially established on 1 May 2023, to bring together all existing border control entities under one authority and to ensure a streamlined and efficient operation. The authority's main objective will be to facilitate the movement of goods and trade both in and out of the country.

Currently, there are two operational cold storage facilities and an ambient facility inside the port, for citrus export. The total cold storage capacity is limited, but there is a proposal for an increase to an approximate 10 000-pallet capacity in the next two years.

DP World is the current concessionaire of the Maputo port container terminal. Over the next two years they will increase its

handling capacity to 1 million Twenty-foot Equivalent Units (TEUs). To help achieve this goal, additional yard space is presently being cleared and the terminal equipment is being upgraded to provide more efficient handling.

Maputo is well-equipped to export citrus to the Middle East, India, Asia, and countries in the Far East, thanks to a wide range of shipping lines that support the shipping of citrus from Maputo to these regions.

The Mozambique government rail operator, Portos e Caminhos de Ferro de Mozambique (CFM), is in the process of upgrading the rail line between Maputo and Komatipoort in SA from a single line to a dual line, which will greatly increase the capacity of the corridor. A Special Economic Zone (SEZ) has been granted in Komatipoort. The SEZ will be the site of a new rail terminal, which will be connected by rail to the Maputo port. This new railway line will link the SEZ to the port and to DP World Maputo.

Once the rail terminal within the SEZ at Komatipoort has been completed, it provides an ideal opportunity for the establishment of a cold treatment cold storage facility. This facility will enable the Department of Agriculture, Land Reform and Rural Development (DALRRD) to carry out pre-clearance inspections and cold treatment shipments for export produce destined for countries like Japan, South Korea, and China.

Refrigerated shipping containers offer an efficient and cost-effective way for growers in the region to export their citrus. By routing these containers from DP World Maputo to the Komatipoort SEZ, citrus producers will be able to have their goods packed in the containers and then railed back to the DP World Maputo container terminal for export. This major development will provide producers with a sustainable and cost-effective export route to the market, a definite advantage for the whole region.

The CGA is closely monitoring progress along the Maputo corridor, and will provide regular updates. ■



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