



MPS
TEMA PORT

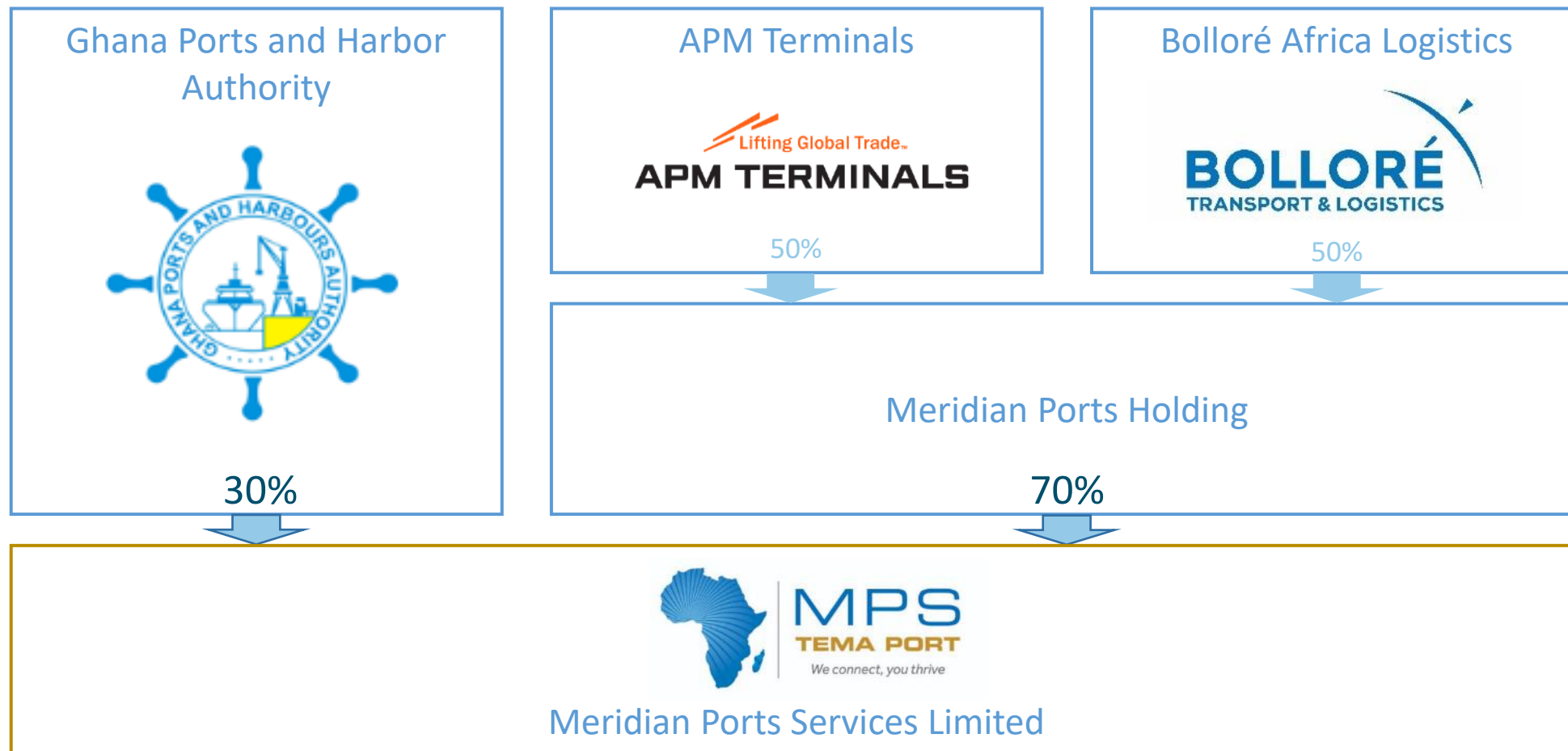
We connect, you thrive

Mohamed Samara - CEO

Meridian Port Services Limited

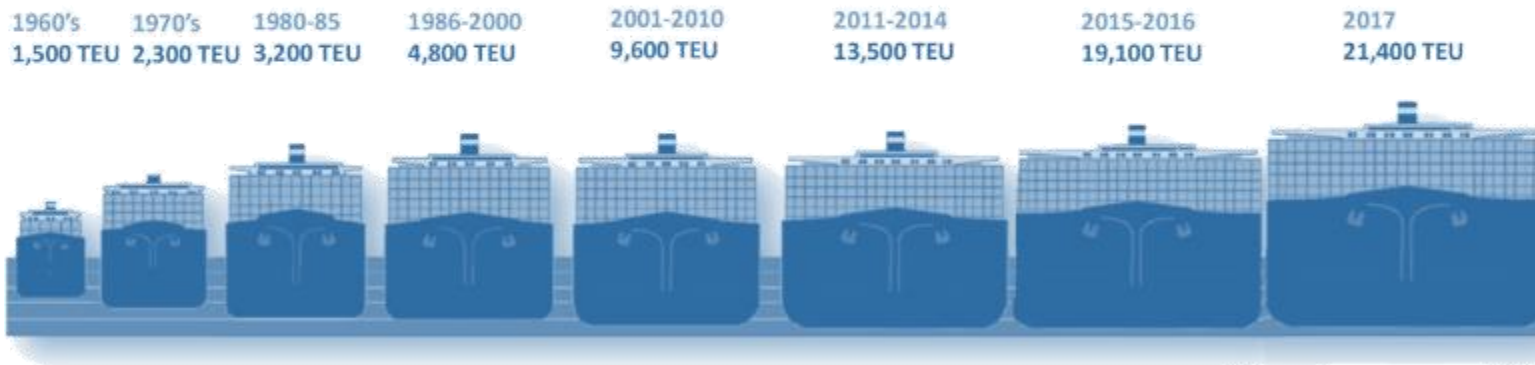


Meridian Port Services Ltd (MPS) is a joint venture between Ghana Ports & Harbours Authority (GPHA) and Meridian Port Holdings (MPH) a joint venture between APM Terminals and Bolloré Africa Logistics. MPS was established in the year 2002



Changes in container shipping

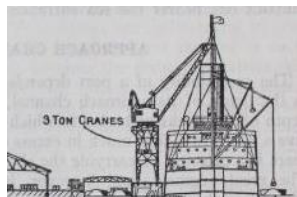
Container Ship Evolution



At the start of operations at MPS Terminal 2 in 2007, the size of vessels were in the range of 1,500 to 2,000 TEU's and the Terminal was geared with 3 STS cranes and 4 RTG's.

As 5,000 TEU vessels class started to be deployed MPS responded with additional investment adding 2 STS cranes, 3 MHC and 9 additional RTGs.

However, Terminal 2 reached its maximum capacity in terms of quay length, depth and shore cranes capabilities in terms of height and outreach.



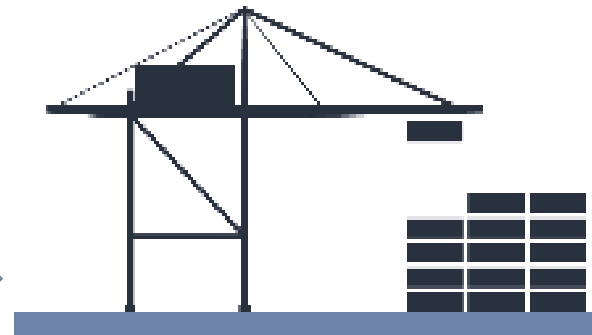
~1960

Tema port
constructed



2004 - 2019

MPS started
Max cranes possible on wharf



2019

MPS built New terminal
with latest cranes on warf

In the meantime, the container market has kept evolving and 24,000 TEU vessels now roam the seas. Hence, this has prompted the need for investment in additional capacity for both infrastructure and superstructure.

Year 2003 - 2004



Year 2005 - 2006



Terminal 2
Fully
Utilised
2007-2019





MPS has continued to make its vision of investing in Ghana's Maritime Sector a reality, as it has completed the first phase of investment in the Tema Port Expansion Project.

The Tema Port Terminal 3 development involved the building of a breakwater and access channel harbouring deep-water berths to accommodate larger vessels with sophisticated port handling equipment and exquisite state of the art port technology and in effect be a Hub Port for Africa.

| NEW TERMINAL | PHASE 1 | PHASE 2 |
|----------------------------|--|---|
| THROUGHPUT CAPACITY | 2,000,000 TEUS | 3,700,000 TEUS |
| QUAY / BERTHS | 1, 000 m & 3 BERTHS | 1,400 m & 4 BERTHS |
| VESSEL DRAFT | 16 m | 16 m |
| SHORE CRANES | 7 STS with 23 Outreach 2 STS with 15 Outreach 2 MHC with 15 Outreach | 16 STS with 23 Outreach 2 STS with 15 Outreach 2 MHC with 15 Outreach |
| RUBBER TYRED GANTRY CRANES | 29 e-RTG's | 66 e-RTG's |
| TRACTORS AND TRAILERS | 42 | 64 |

Ease of doing business



THE PRESIDENCY
REPUBLIC OF GHANA

- In line with the directives by the presidency MPS operates a fully automated paperless system safeguarding the state revenue and ensuring national border security
- This enables seamless cargo flows which aids the ease doing business in Ghana

The New Port Operational facilities that has been designed and integrated along with several automated processes and systems at the Gate-In and Gate-Out;

- ✓ Terminal Operating System (NAVIS N-4)
- ✓ Gate Operating System
- ✓ Truck Appointment System
- ✓ Biometric Access Control for drivers
- ✓ Licence Plate Recognition Systems (LPR) for recognising vehicles' numbers
- ✓ Optical Character Recognition (OCR) for recognising containers' numbers
- ✓ Weigh Bridges
- ✓ Scanners
- ✓ Radio Frequency Identification (RFID) for recognising trucks within the terminal

These high end technology and equipment is synchronized with our fully integrated container terminal operations at the new port facility to eliminate congestion and maximize efficiency levels without compromising on security at the Port.



Impact from MPS new investment on trade and economy

The new MPS Terminal will improve terminal productivity and capacity and through that Ghana's liner shipping connectivity, trade costs, trade value and employment



Terminal performance

- Terminals capacity
- Vessel size & capacity
- Terminal productivity
- Berth Move Per Hour
- Turn around time

Liner shipping connectivity

- Direct services
- Shipping lines
- Max. vessel size
- Call frequency
- Number of vessels

Trade costs

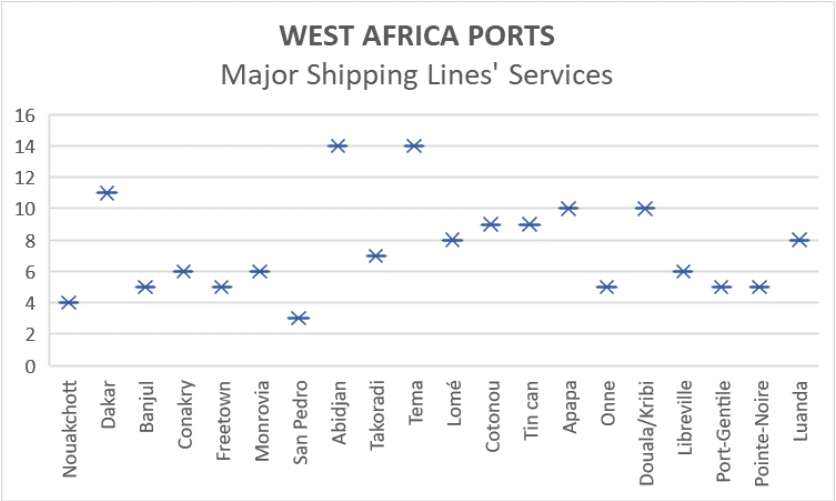
- Seafreight
- Congestion Surcharges
- Storage & dwell costs
- Duties and taxes
- Transport costs
- Other logistics costs

Gross Value Added

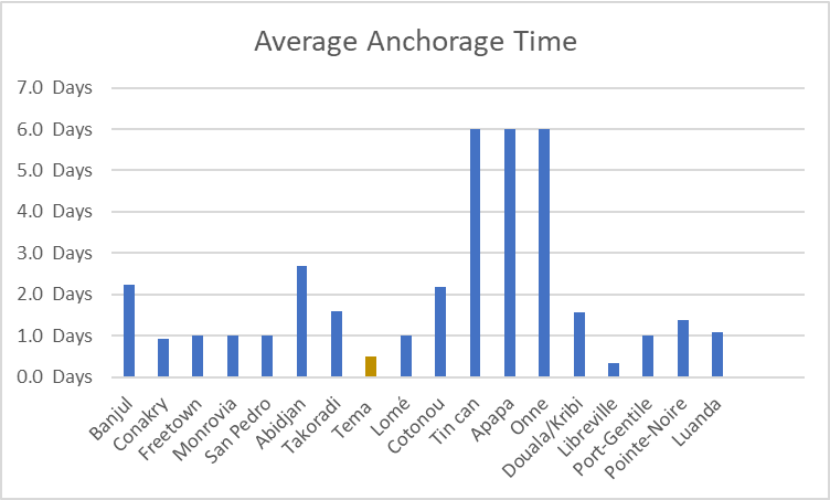
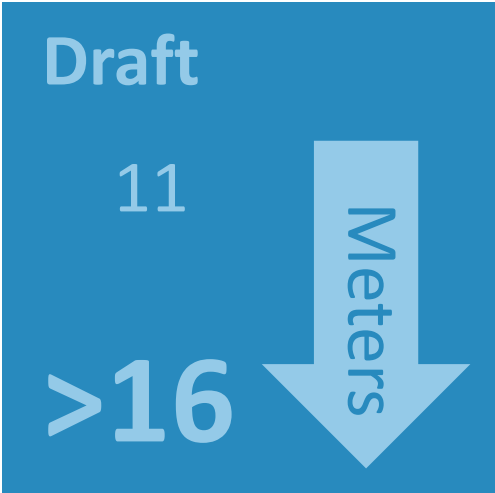
- Trade Volume
- Turnover from trade
- Employment from trade
- Growth of Port service Providers

Tema Port connectivity and availability

14 out of 14 lines call Tema

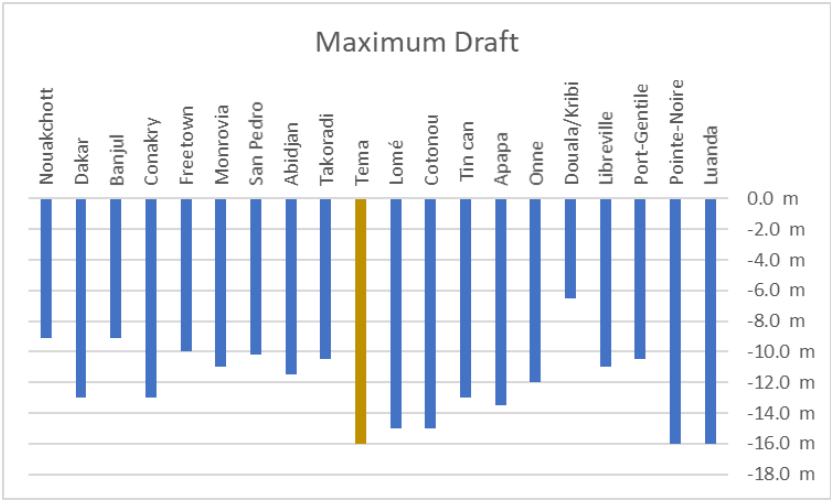


- ARKAS
- CMA CGM
- COSCO
- GRIMALDI
- GSL ZIM
- HAPAG LLOYD
- MAERSK
- MESSINA
- MOL/ONE
- MSC
- NILE DUTCH
- PIL
- COSCO
- OTHERS

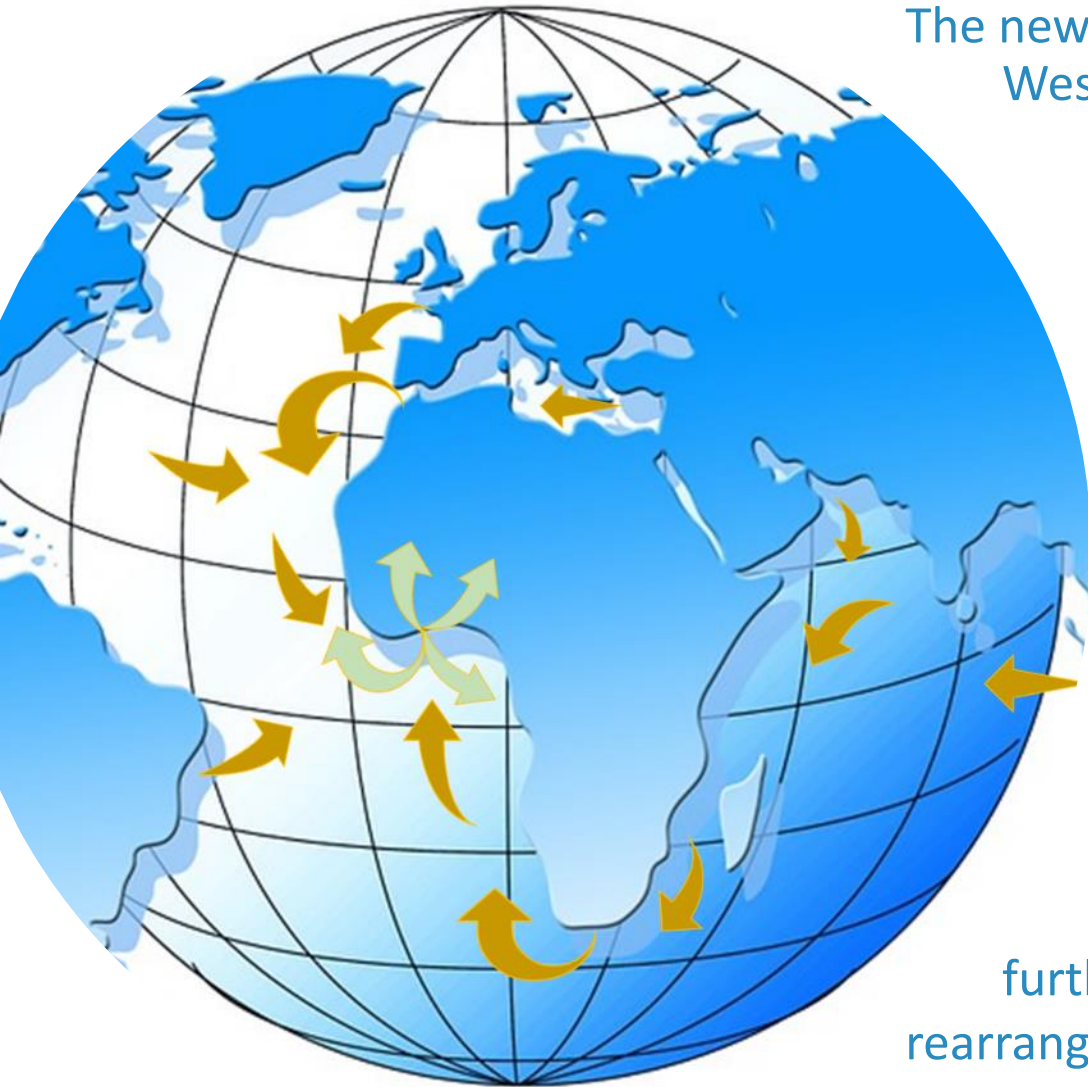


Vessel (delay) Anchorage

<0.5 Days



Transshipment opportunities



The new Tema Port Facility is strategically positioned at the centre of the West Africa cost line making it the ideal place for Transit and Transshipment

MPS will be recognized as a major maritime hub and the most efficient one-stop port services center in the region and the rest of Africa where Shipping lines can accept cargo destined to different feeder markets not directly served by mainline vessels.

Shipping lines are already redeploying and marketing MPS Ghana as their new hub.

With MPS as first port of call on the western coastline of Africa further logistic opportunities in the Tema industrial area exist to rearrange for local markets in a safe and secure environment.

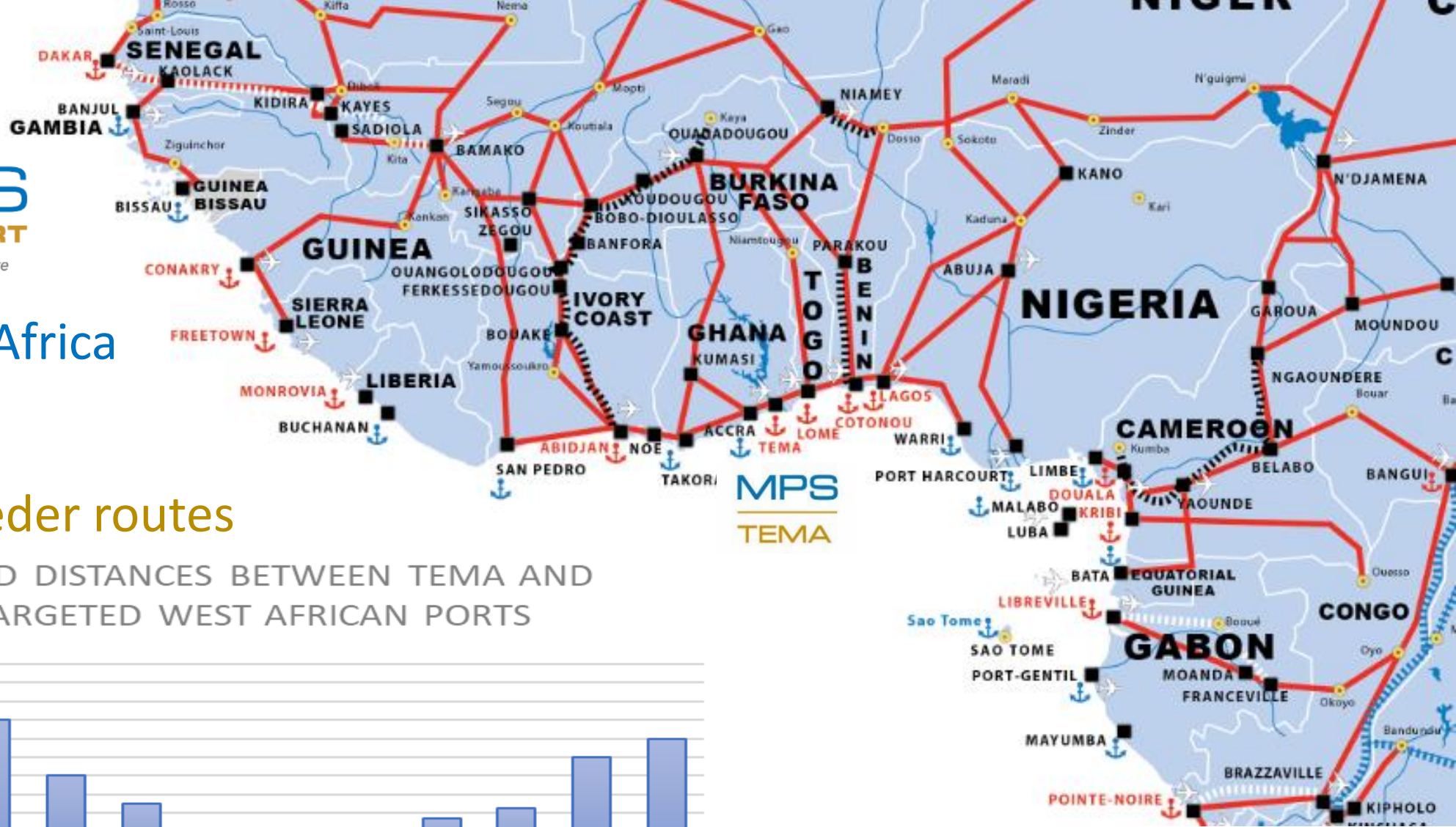
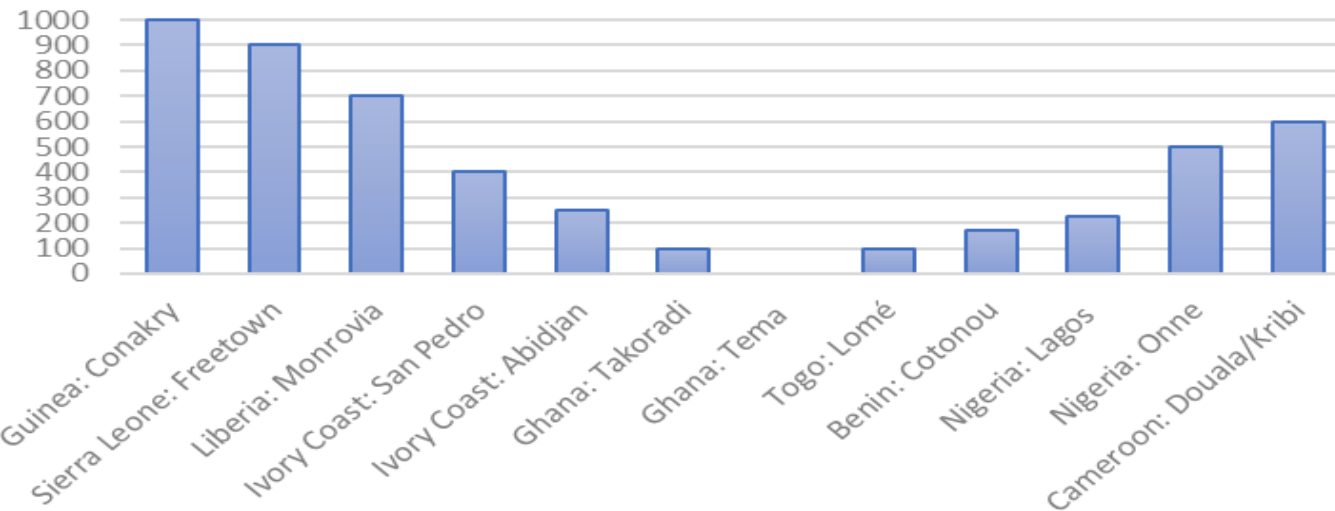


MPS
TEMA PORT
We connect, you thrive

Unlocking West Africa

Potential feeder routes

ESTIMATED DISTANCES BETWEEN TEMA AND
THE TARGETED WEST AFRICAN PORTS



Examples of hub development

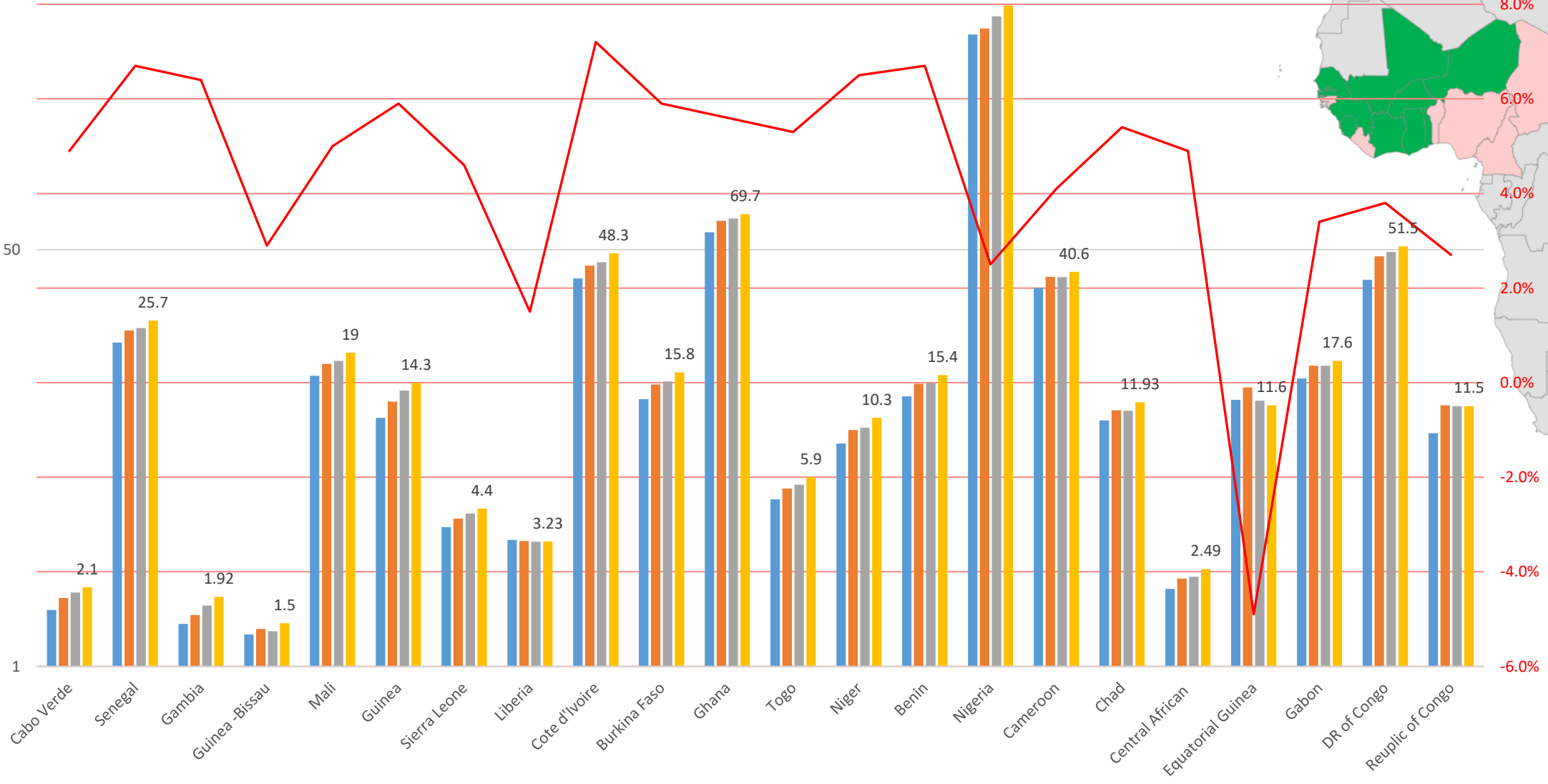
- MALAYSIA - Tanjung Pelepas
 - Hub developed in 2000 from nothing
 - Currently 4000 terminal jobs and 11000 direct free zone jobs
- MOROCCO - Tangier Med
 - Terminal developed in 2007, creating 1350 terminal jobs, the newly added TM2 created another 700 terminal jobs also created > 5000 indirect / value added services jobs.
- OMAN - Salalah
 - Developed in 1998 from nothing
 - Currently 2300 terminal jobs.
 - Full logistics and free zone behind it



COUNTRIES AfCFTA RATIFIED

NO YES

GDP 2017 - 2020



GDP (\$BN) 2017 GDP (\$BN) 2018 GDP (\$BN) 2019 GDP (\$BN) 2020 GDP GROWTH (%) 2020



THANK YOU