



intermodal **AFRICA** 2025

Building Strong Geographical Networks Through Cross Boarder Trade

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Lunamar Hotel, Beira, Mozambique

The Biggest Annual Ports and Logistics Event on the African Continent

The Beira Corridor and its Significance in Improving Regional and Cross Border Economic Trade

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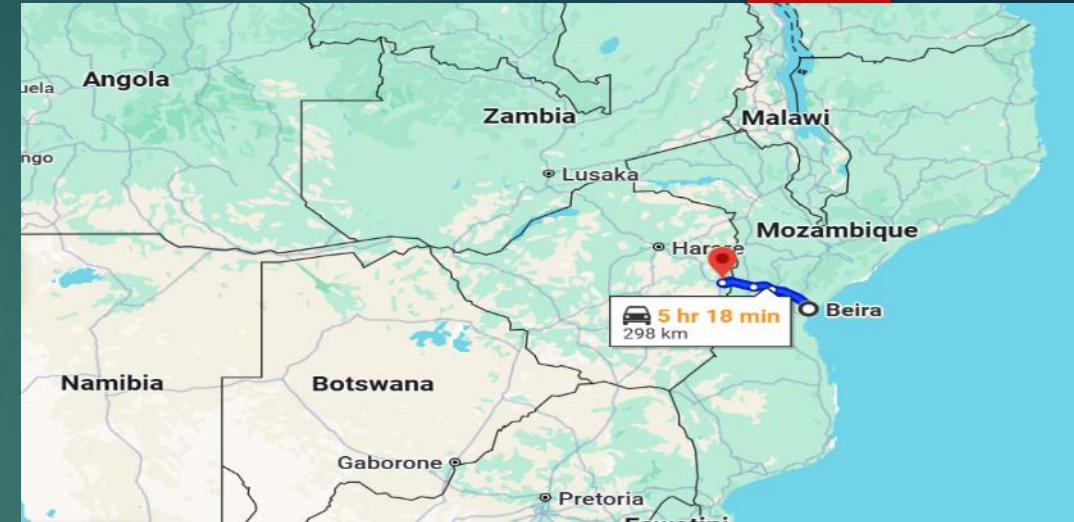
Date: 23 July 2025

Presentation Outline

- Brief Introduction for Mutare Dry Port
- The Beira Corridor
- Strategic Importance of the Beira Corridor
- The role of Beira Port
- Impact on Cross Border Trade
- Facilitation in the Hinterland Minerals boom
- The BC as an Energy Corridor
- An Agrarian Corridor
- Humanitarian Corridor
- Transforming from a Logistics corridor to a development corridor
- Intermodal Infrastructure
- Key challenges
- Future prospects

Introduction

- MDP is a bonded Intermodal Facility in Mutare Zimbabwe
- It is in the heart of the Beira Corridor 7 KM from the Border.
 - As such well placed view of the Corridor and its impact
- We are a logistics terminal offering Dry Port facilities within the Beira Corridor
- The company provides services for handling and temporary storage for Containers, general and/or bulk cargo (including Warehouses)
- Customs controlled Truck Parking Facilities
- Receives up to and over 300 trucks per Day



The Beira Corridor

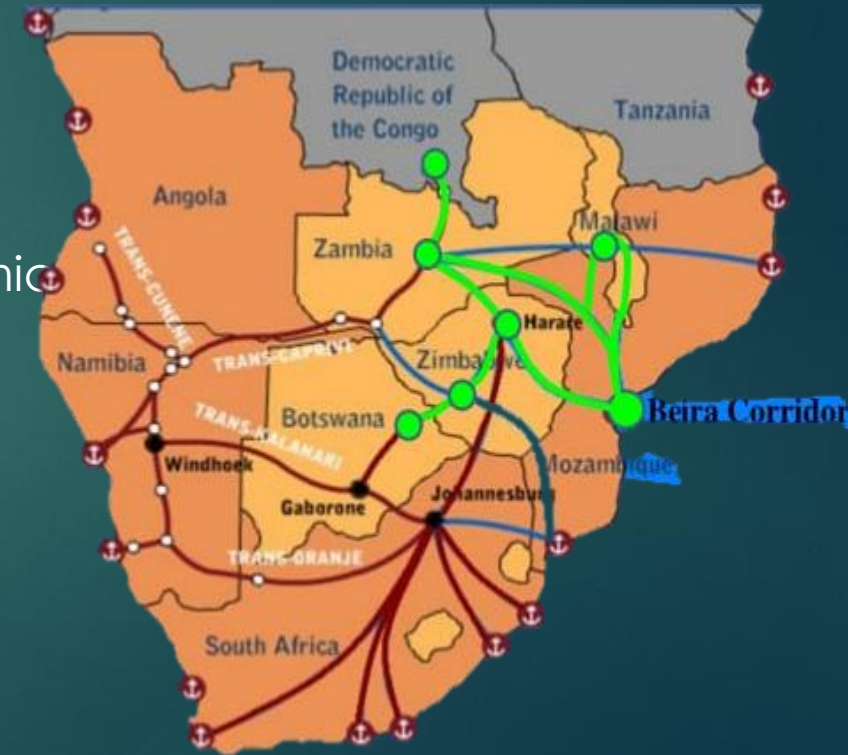
- A strategic transport and trade route linking landlocked SADC countries (Zimbabwe, Zambia, Malawi, DRC) to the Port of Beira in Mozambique supported by road, pipeline, rail, and port infrastructure .

Historical Background:

- Key Trading Port for the hinterland for over 100 years.
- Established to support the Portuguese colonial economies and warfare activities.

Why is it Important for SADC?

- Facilitate regional trade, reduce transport costs, and boost economic integration in Southern Africa.



Strategic Importance of the Beira Corridor

- **Alternative to South African Ports:** Reduces Dependency on South African Ports especially Durban. Spreads logistics related risks for the regional economies.
- **Inter-Modal Connectivity:** Combines road, rail, pipeline and ports for efficiency.
- **Trade Efficiency:**
 - Improved intermodal connectivity will strengthen trade links within the SADC region.
 - Faster movement of goods, lower logistics costs.
- **Economic Growth:**
 - Enhanced infrastructure will attract new businesses and investors, leading to sustained economic growth
 - Increased exports for Zimbabwe (tobacco, minerals), Malawi (agriculture), Zambia (copper) & DRC (cobalt).



Strategic Importance of the Beira Corridor

- **Logistics Risk Management**

- Alternative to North-South Corridor
 - Reduces Dependency on South African Ports especially Durban. Spreads logistics related risks for the regional economies.
- Alternative to Dar es Salaam/Central Corridor

- **Key Route for Increased Trading with the Far East (China)**

- Beira's Presence on the East Coast with its ocean freight connectivity has become a key access point for Southern Africa's growing trade with the world's 2nd Largest Economy in China

- **Regional Economic Integration:**

- Logistics Infrastructure and transport capacity on Beira Corridor is shaping the backbone for increased regional trade and supporting regional trade agreements
 - Supports **SADC Free Trade Area (FTA)**, **COMESA** and **AfCFTA** goals,
- Improved intermodal connectivity will strengthen trade links within the SADC region.
- Faster movement of goods, lower logistics costs.

- **Economic Growth Enabler**

- Enhanced infrastructure will attract new businesses and investors, leading to sustained economic growth
- Increased exports for Zimbabwe (tobacco, minerals), Malawi (agriculture), Zambia (copper), DRC (Cobalt)
- Beira Corridor is now an ideal focal point for industrialisation and value addition of commodities – Mega Market



The Role of Beira Port

- **Current Capacity:**

- Handles 10 million tons annually.
- Key exports: coal, sugar, tobacco, minerals.
- Key imports: Fertilizer, grain, Mining & Agric equipment, containerised consumables

- **Recent Upgrades:**

- Expansion of container terminals
- Dredging to allow larger vessels.

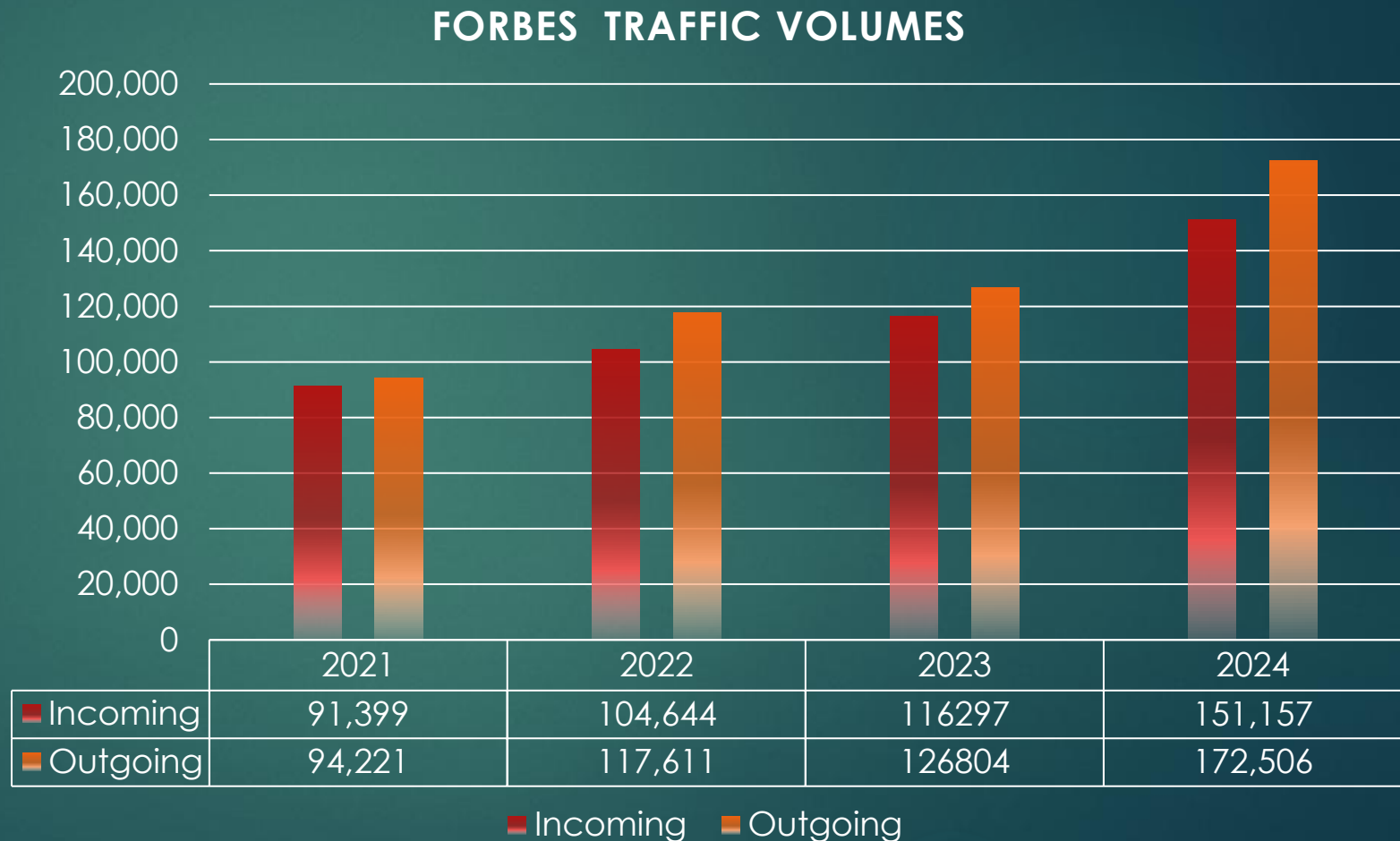
- **Future Plans:**

- Public-private partnerships (PPPs) for further expansion & modernization.



Year	Incoming	Outgoing
2021	91 399	94 221
2022	104 644	117 611
2023	116 297	126 804
2024	151 157	172 506
2025	75 471	88 660

- Demand for goods & services
- Trade expansion.
- Cross Border trade:



Impact on Cross-Border Trade

Infrastructure

- While International Trade Traffic is the catalyst for infrastructure investment on corridors. This logistics infrastructure also benefits cross-border traders
 - Growth in infrastructure on Beira Corridor on the back of International Trade provides opportunities for regional cross border traders
- Better Road Infrastructure
 - Machipanda-Beira-12 hours now 4 hours

Border Efficiency

- Forbes becoming 24-hour Border Post benefits cross traders

Truck Driver Economy

- Sheer Volume of Trucks and their movement through the corridor create an economy around trucks and their drivers.
 - Over 10 million tonnes/annum of cargo moving on the corridor
- Employment creation along the corridor at Ports of Entries, ICDs, truck stops etc



Facilitated Hinterland's Mineral Boom

- **Mineral Boom**

- The region has experienced a surge in mining activity on the back of demand for its critical minerals with renewable energy applications.
 - Zimbabwe – Lithium
 - Zambia/DRC : Copper & Cobalt
- These Minerals need to reach the market on time and cost effectively
- Beira corridor's growth has played an integral part in ensuring that the region take full advantage of increased demand in its mineral commodities
 - Beira Corridor has played a major role in Zimbabwe becoming Africa's biggest lithium exporters and the world's 4th.
- The Port on the corridor is the nearest to major mining centres and the corridor's investment in capacity has ensured that these volumes are able to reach market
 - Increased Port capacity
 - In-land Depots throughout the corridor
 - Mutare Dry Port
 - Several new Depots in Beira , Harare, Copperbelt, Sakania Border DRC



Mining

Country	Main Exports via Beira	Economic Impact
Zimbabwe	chrome, platinum, lithium, granite	Saves ~30% in transport costs vs. Durban route
Zambia	Copper, cobalt, manganese	Reduces transit time to global markets
DRC	Copper, cobalt (via Zambia)	Alternative to congested Dar es Salaam route



An Energy Corridor

- **Energy**

- The region's growth requires continued increase in energy generation, and supply
- Beira Corridor is a key logistics corridor for energy.
- Fuel
 - Beira is major access point for oil for Mozambique, Malawi, Zambia, Zimbabwe and DRC
 - CPMZ Pipeline from Beira to Zimbabwe
- Energy Projects
 - The Port is entry point for major energy projects
 - Hydro projects in Zimbabwe & Zambia
 - Thermal Projects - Hwange power expansion, 7, 8
 - Mines in Zimbabwe
 - Establishment of Solar Plants and related equipment -
- Electricity Transmission
 - The corridor also holds major power transmission infrastructure
 - Carrying Mozambique's hydroelectric power surplus into the region.



An Agrarian Corridor

- **Agriculture**

- Fertiliser Imports

- Beira Corridor often handles 1 million tons of fertiliser a year for the region.
 - Its proximity allows for fertilisers to reach the market in time for planting season.
 - MDP involvement on handling fertiliser

- Exports

- Agriculture is the major economic activity in southern Africa.
 - This is the largest employer industry impacting the lives of both those in commercial operations and small holders
 - Malawi & Mozambique
 - Tobacco, Pigeon Peas, Sesame Seeds, Soya Beans, & Cotton
 - Zimbabwe
 - Tobacco , Tea , growing potential for fruit & horticulture
 - Zambia
 - Tobacco, soya beans



A Humanitarian Corridor

Relief

- Every region has its challenges ; natural disasters are more prevalent due to climate change.
- Beira Corridor is an extremely pivotal humanitarian route for all countries on the corridor
- Regional Drought Relief Programs
- Beira Corridor handled relief cargo during severe droughts in Zimbabwe
 - While crisis are not requested, they are also economic drivers
 - MDP – WFP warehousing services
- Medicines
 - Beira receives several critical medical/pharmaceutical supplies for the region

Food Security

- Outside of drought relief Beira supports standard imports of staples in regional deficit
 - Wheat
 - Rice
 - Maize
 - Frozen Meat
 - BC absorbed frozen meat imports into DRC after policy changes in Namibia



Transforming from A Logistics Corridor to Development Corridor

Future Aspirations

- Beira continues to show its growth potential as a Transport Corridor
- This is a challenge to policy makers and regional leaders to consider what it can do as a Development Corridor
- Regional Integration promoting
 - Intra-African Investment
 - Promoting efficiency through policy and system integration.
 - OSBPs
 - Regional customs integration
 - Shared investment in critical infrastructure projects
 - Kafue-Lions Den project
 - DRC, Zambia, Zimbabwe, Mozambique project
 - Promoting Value Addition of raw materials within the region
- It would be pleasing to see a multilateral framework for The Beira Development Corridor in the future where unity of purpose and collective effort will see it maximise its benefit to the region
 - Similar agreements have been made on other corridors



Intermodal Infrastructure Developments

- Highway (Beira to Zimbabwe):
- Mutare Christmas Pass Bypass Road project
- Rehabilitation of the Sena Line (Beira to Malawi)
- Machipanda Line (Beira to Zimbabwe):



Key Challenges

Maintenance & Financing:

- High maintenance costs of Infrastructure (ports, pipeline , rail and road networks).

Security Risks:

- Theft and vandalism on infrastructure
- Political and Civil instability

Climate Vulnerabilities:

- Cyclones (e.g., Idai in 2019) disrupt infrastructure.

Bureaucratic Border management systems:

- Customs inefficiencies at borders



Future Prospects

Transformation: logistics corridor to a development corridor

Smart Corridors:

- Digital tracking systems for cargo (blockchain, IoT).

•Public-Private Partnerships (PPPs):

- More private investment in ports, road, pipeline and rail.
- Ports of entry upgrades

•Regional Policy Harmonization:

- SADC-led reforms to reduce trade barriers.

•Climate Resilience:

- Better infrastructure planning for extreme weather.



Obrigado

Thank You