



Port Infrastructure and Investment Opportunity



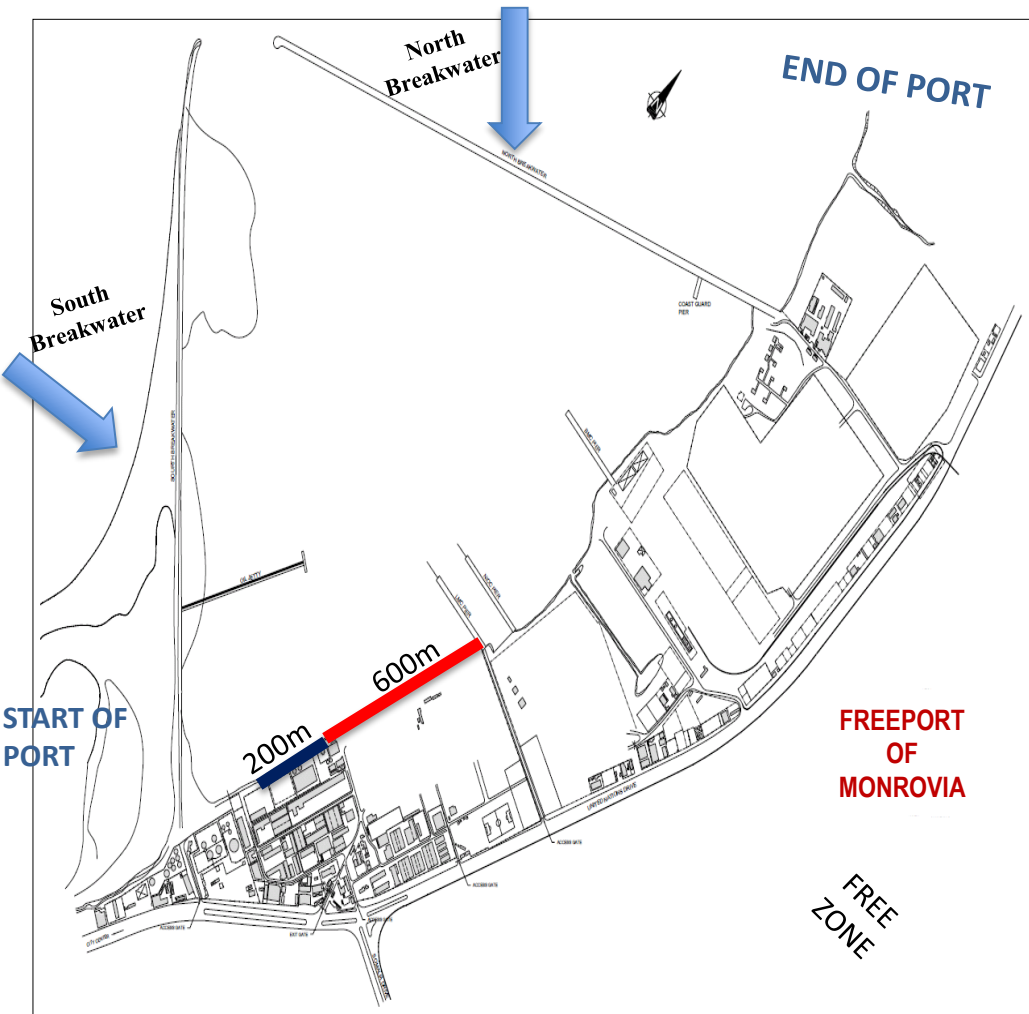
National Port Authority (NPA) Bushrod Island Monrovia, Liberia

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Managing Director**

Potential Project and Investment

- Freeport of Monrovia 200m quay wall extension
- Expression of interest for the rehabilitation of the Port of Greenville (PPP or JV Oprs)
- Dry Port

Freeport of Monrovia 200m quay wall extension



- Soil investigation at the future location of the 200m quaywall
- design and construction of 200m quaywall extension
- dredging to -13m CD as indicated on the current bathymetric survey
- Removal of wrecks which prevents installation of a new quay wall.
- The quaywall design should be based on the current quay wall of the 600m which was constructed 3yrs ago
- The Contract shall be executed under the FIDIC (**International Federation of Consulting Engineers (*Fédération Internationale Des Ingénieurs-Conseils*)**) is an international standard organization for the consulting of engineering & construction. (International Best Practice Strategy Standard)
- Benefits:
 - Potential to Increase Vessel Traffic
 - Potential to Increase Cargo Traffic
 - Potential to Increase Revenue
 - Potential to increase employment

TOPOGRAPHICAL MAP OF THE PORT OF GREENVILLE



Expression of interest for the rehabilitation of the Port of Greenville (PPP or JV Oprs)

➤ **Background**

- ❑ The port of Greenville is the 3rd largest in terms of operation within the NPA network. It is protected by a 400 meters long breakwater and on its inner side by two quays. It has the ability to match the Port of Buchanan in the number of vessels calling at the Port and income generation. The Port of Greenville is a major facility for the exportation of logs. Currently we have an oil palm concession agreement with Goldern Veroleum (GVL). The Port of Greenville have been hampered by lack of basic navigational equipment and general facilities to bring it on par with basic international standard. In order to meet the minimum standard set for management of a model Port, the NPA is seeking Public Private Partnership (PPP) with reputable company/firm for expansion and improved operations at the Port of Greenville.

➤ **Current requirement**

- ❑ Based on these assertions, the NPA is seeking Private Public Partnership (PPP) to engage in works and services that will include:
 - ❑ Dredging of the berthing area at the end of the quay
 - ❑ Rehabilitation of main harbour basin
 - ❑ Rehabilitation of main infrastructures including port infrastructures and roads

➤ **Expected Outcome**

- Rehabilitation of access roads from City of Greenville to the Port of Greenville as well as internal roads within the port
- Dredging of harbour basin to extend basin area to approximately 12 ha
- Removing of ship wrecks – 2 ship wrecks inside the harbour basin and one large vessel located in the outlet of Sinoe River
- Installation of quay ladders
- Designing of new bollards in excess of 25 tons
- Rehabilitation of fender system, mainly secondary berth.

Dry Port Development

➤ **Concept**

- ❑ Basically it is an inland terminal to and from which shipping lines could issue their bills of lading for clearing cargos.
- ❑ It is driven by the long-term stimulus of increasing worldwide trade and globalisation
- ❑ It is also applicable to handle all types of cargo
- ❑ It has the potential to lessening congestion, alleviating pressure on the storage space and reducing handling operations in the main port

• **NPA Responsibilities**

- ❑ The NPA is responsible for all ports within Liberia except for the handling and storage operations of containerized and general cargo within the Port of Monrovia, which is performed by APMT.
- ❑ The NPA has the statutory responsibility to plan, design, construct and manage all ports within Liberia.
- ❑ The NPA does not control the destination of the containers and cargo in general and thereby has no view on the destination of the cargo
- ❑ The NPA currently is not involved in any kind of inland logistics activities
- ❑ The NPA does not operate warehouse or bonded warehouses itself. However, the (bonded) warehouses of Liberia importers do fall under the jurisdiction of the NPA

➤ **Future Role of NPA in the Dry Port**

- The NPA foresees herself as a central controlling agency to the entire operations of the dry port. This is also currently demonstrated with concession entities operating within the Port.
- NPA should involve stakeholders into discussion and action leading to the development of a dry port
- NPA should lead the technical committee on the formation of a dry port
- NPA should facilitate trade and commerce from an inland perspective