

Unlocking West Africa's **untapped potential**



OMA Logistics Togo and Dako LTW Africa Logistics, part of Dako Worldwide Transport, joined forces to deliver the main components for the rehabilitation of the Nangbeto hydroelectric power plant on behalf of Voith Hydro.

heavy-duty prime movers, and equipment used during the storage of heavy cargo inside ports and for port operation so as to not be dependent on local cranes.

Detailing some of the projects Dako has completed in the region, Grosskopf said: "Earlier this year we finished the transport of heavy engines weighing up to 290 tonnes for a gas-driven power plant; transported a power plant to Gambia including the setting of components weighing 195 tonnes onto the foundations; handled a power distribution system in the outskirts of Dakar, with three transformers each 135 tonnes; as well as transformer transports inside Gambia and Guinea-Bissau." In addition, heavy and bulky pieces for oil refinery projects also fall into the hands of Dako's care.

Looking forward, Grosskopf is also optimistic about "power plants coming up in various countries – Mali, Benin, Niger, Senegal, Sierra Leone, to name a few. We feel that we are well placed with our equipment and with experienced drivers and operators to do jobs properly," he said.

Power plant projects

Keller also referenced new power plant projects in Mali and Senegal, as well as Burkina Faso. Many upcoming projects in the region are related to this sector, he added, "with new coal-fired and combined power plants, as well as green energy power plant projects in the wind, solar or hydro sector." He also acknowledged that infrastructure projects are booming.

"Similar to elsewhere in the world, there is a big focus on power, not to mention renewables – solar and wind," summarised ACE 54's Somers.

According to Schuisdziaara, there are more than 100 future projects in different stages of development, covering both conventional as well as renewable energy, including grid/pipeline expansions, which potentially should start between 2021 and 2025. "Hansa Meyer Global has targeted over 15 energy and infrastructure projects in the region with an estimated capital investment volume exceeding USD30 billion alone until 2025."

Some of the countries in West Africa providing significant project logistics opportunities, according to Jonmoore's Appiah, are Burkina Faso, the Ivory Coast, Niger, Senegal, and Guinea Bissau, with developments occurring in the energy, oil and gas, construction and fast-moving consumer goods sectors.

Jonmoore has also been involved in providing logistics services for a number of projects in Ghana, including the transport of



Mammoet has transported heavy cargoes for the Kossodo thermal power plant project on behalf of the Burkina Faso office of Fracht France, a branch of the Fracht Group.

three thermal plants to Ahafo for Gesner Energy Ghana; work for Munck Civil on the Dandina Bridge project in northern Ghana; the provision of cranes and heavy lift services to erect silos for FanMilk Ghana; and services for the Bui solar energy project.

Overall, deugro's Staples said: "West Africa continues to be an attractive region, with economic indicators pointing to more increases in precious metal prices, and we certainly see opportunities given the current trend... West Africa's mineral wealth is also stimulating demand within the mining industry for project logistics services. deugro's current West African footprint spans Mauritania, Senegal, Guinea, Sierra Leone, Ghana and Burkina Faso, and it expects some business to ensue in Mali and Côte d'Ivoire in the near future within the mining industry."

Sebastien Beuque, deputy ceo for Africa at Bolloré Logistics, said that his company's

mining activities tend to be focused in Mali, Burkina Faso and Ghana. "What we see is that construction developments and the supply chain are still very active. There is a strong increase in demand for mined products – such as manganese, iron ore, etc – especially by China. This means there are new mines coming."

Hansa Meyer's Schuisdziaara, meanwhile, referenced the "more than favourable" price of mined commodities such as gold as having a positive impact on mining activities.

Another driver of new mining projects – both new mines and mine expansions – according to Staples, is "increased global demand for renewable energy and energy storage projects, and we see this trend in West Africa with capital expenditure on current and future projects in this industry in excess of USD90 billion. We are seeing an increase in hydro power and onshore wind energy projects. These projects still require transmission and distribution components."

Oil and gas revival

With regard to West Africa's oil and gas sector, Beuque commented: "With the price per barrel around the USD65-70 mark, it is generating finance for projects that were put on hold during the pandemic. In Senegal, the Ivory Coast, Mauritania and Angola, oil and gas companies are coming back to drill and explore thanks to the recovery in the oil price."

Staples agreed, stating that the oil and gas industry remains one of the key drivers of demand in West Africa. He said that Nigeria and Angola represent over 70 percent of current and future capex.

Further still, over the last five years, Africa's MSGBC geological basin – situated in Mauritania, Senegal, Gambia, Guinea Bissau and Guinea Conakry – has started to attract increased interest from international oil and gas companies. One of the largest



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– Philippe Somers, ACE 54

developments to progress is the Grand Tortue Ahmeyim (GTA) gasfield project, which overlaps Mauritania and Senegal's offshore waters.

The GTA gas development is a floating liquefied natural gas (FLNG) export project, which will make natural gas supplies available not only for exports, but also for the domestic energy markets of Mauritania and Senegal. Two other separate LNG projects are also planned or under consideration in Mauritania and Senegal.

If the planned developments go ahead, they have the potential to transform Mauritania and Senegal into a new emerging African gas province. According to Beuque, the GTA project is moving forward and he expects work to start before the end of the year.

Other notable projects, according to Somers, include the revamp of the Port Harcourt refinery and Bonny LNG, both in Nigeria, as well as EACOP pipeline from Tanzania to Uganda.

Dangote refinery

Nigeria is also home to the Dangote refinery, which required some of the continent's largest transport operations. Supporting the construction efforts was global engineered transport provider Mammoet, which handled the 10 km transport of components from Dangote's new, purpose-built jetty to the site in the Lekki Free Zone. Over 52,000 tonnes of components were planned for construction. This included a 2,000-tonne crude column that Mammoet said was the largest ever fabricated; and the heaviest item ever transported on public roads in Africa – a 3,000-tonne regenerator.

Another major project for Mammoet in West Africa was the 1,400 km transport of cargoes for Burkina Faso's Kossodo thermal power plant project – a key part of the country's ambitions to increase electricity access from 20 to 80 percent. The cargoes – including three 325-tonne engines, three 59-tonne generators, two 80-tonne transformers, and three 16-tonne turbochargers – were moved from the port of Takoradi in Ghana to Ouagadougou.

Mammoet was contracted by the Burkina Faso office of Fracht France, a branch of the Fracht Group, for the project, which required the lifting of over 1,000 overhead power lines, as well as road modifications and bridge reinforcements.

"The need in energy, infrastructure and medical supply is very important in the West African countries; those sectors are the ones where Fracht is focusing as it requires a



UAL has been involved in a number of significant West African projects, including the Alen gas project in Equatorial Guinea, the Bonny LNG trains, as well as the LNG plant in Soyo.

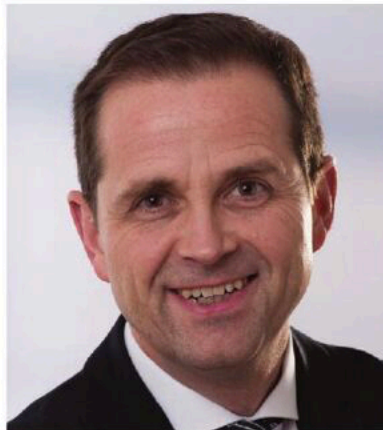
strong expertise, financial capabilities, compliance in the working processes and high-level relations with the authorities of all concerned countries," said Keller.

"One of the big advantages of our company is the expertise and experience of its local managers and employees, their flexibility and adaptability to the frequent changes of the market. Fracht is well known for its financial capabilities and compliant approach for each project."

Despite the recent market volatility, Breadbox Shipping Lines has managed to continue deploying an average of three to

four sailings from West Europe to West Africa.

Joris J Bakker, managing director of Breadbox, said: "The recent rise of the oil price has been reflected by an increased activity in the oil and gas sector, particularly in Ghana, Nigeria and Angola. Furthermore, mining activity in Africa is continuing to grow by the day. Yet our focal point is the most promising project in West Africa, namely the Tortue project in Senegal and Mauritania, an area that is not only serviced by the traditional lanes ex Europe and the Mediterranean, but also with our inter-Africa fleet of five to six vessels."



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– Jan-Dirk Schuisdziaara, Hansa Meyer Global

Political instability

He added that political instability in certain regions remains a major concern for the oil and gas sector. The greatest example of this instability, he said, is the piracy threat in the Gulf of Guinea.

"Our vessels trading to Nigeria are, for instance, all accompanied by gunboats from point of entry of the high-risk area until the berth in Nigeria. This cost gets incorporated into the freight rate, hence increasing expenses in the supply chain," explained Bakker. These challenges are unfortunately accompanied by the wider supply and demand imbalance in the shipping sector.

However, Breadbox is in a healthy position having recently added five new vessels to its fleet: multipurpose parcels from Europe and the Mediterranean can be handled by Breadbox Warthog and Breadbox Oryx; Breadbox Elena is ready to assist with the increased activity flow between the African countries; while the 3,200 dwt gearless vessels Breadbox Viper and Breadbox Xerus can serve all the West African river ports thanks to their shallow draught.

