



Shipping Project

madagascar



Shipping company created in 2018

Transport & handling: port, maritime and river

Manning and ship operation

Naval engineering – Consultancy and training

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President BRACE GROUP

Managing Director MIS&P

Associate BRACE SHIPPING

International Business Development Specialist

Project Engineering and Project Management Specialist

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Consultant BRACE et MIS&P

Managing Partner BRACE SHIPPING

Project Management

Marine Engine Officer



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context - weakness

Formerly, MADAGASCAR had two national companies, operating in maritime transport:

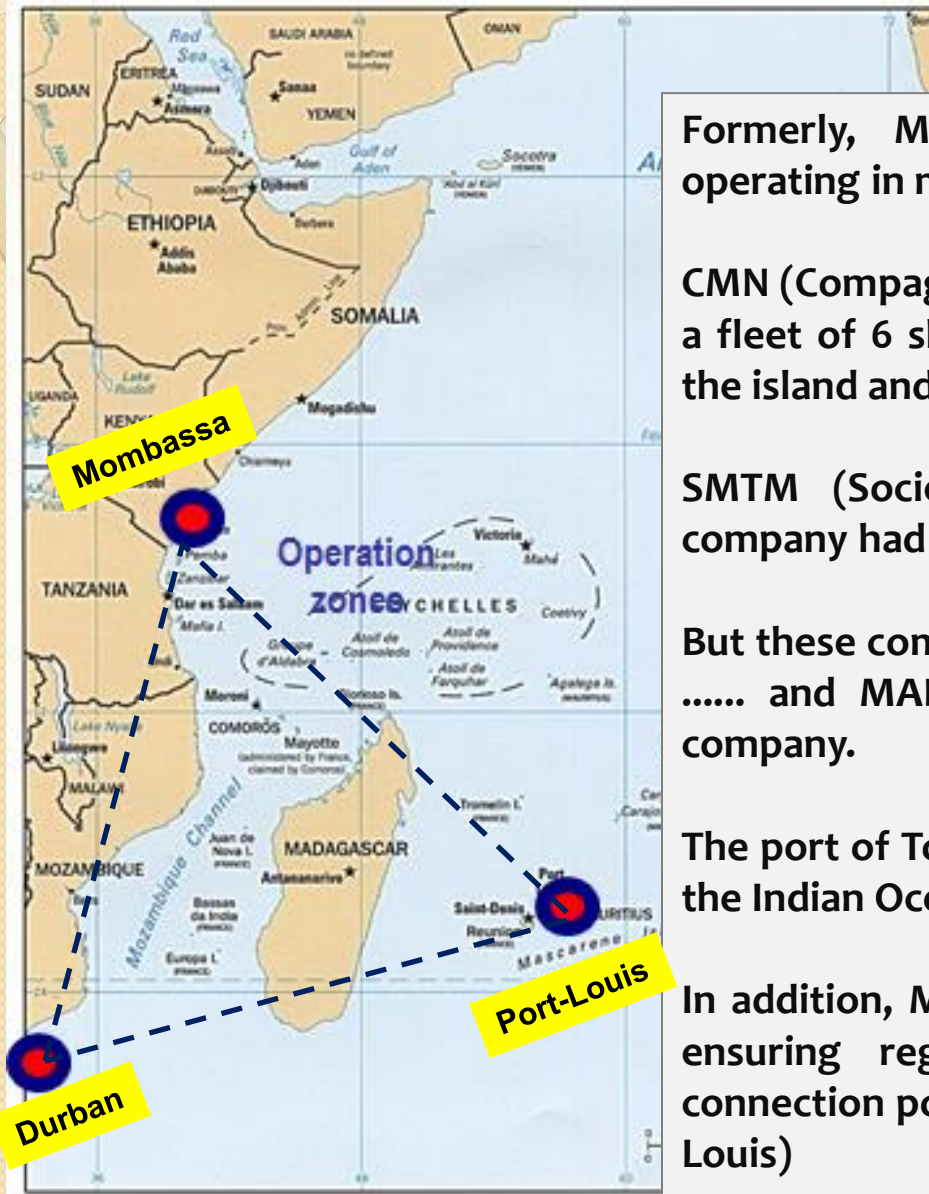
CMN (Compagnie Malgache de Navigation), this company had a fleet of 6 ships (LCT, Cargo, from 500T to 2,500T), serving the island and the sub-region.

SMTM (Société Malgache de Transport Maritime), this company had a fleet of 3 long-haul cargo ships.

But these companies have not existed for more than 20 years and MADAGASCAR no longer has a "large" shipping company.

The port of Toamasina has lost its status as the Grand Port of the Indian Ocean.

In addition, Madagascar does not have any regular fleet for ensuring regular traffic between the Island and the connection ports of the sub-region (Durban, Mombassa, Port-Louis)



impact

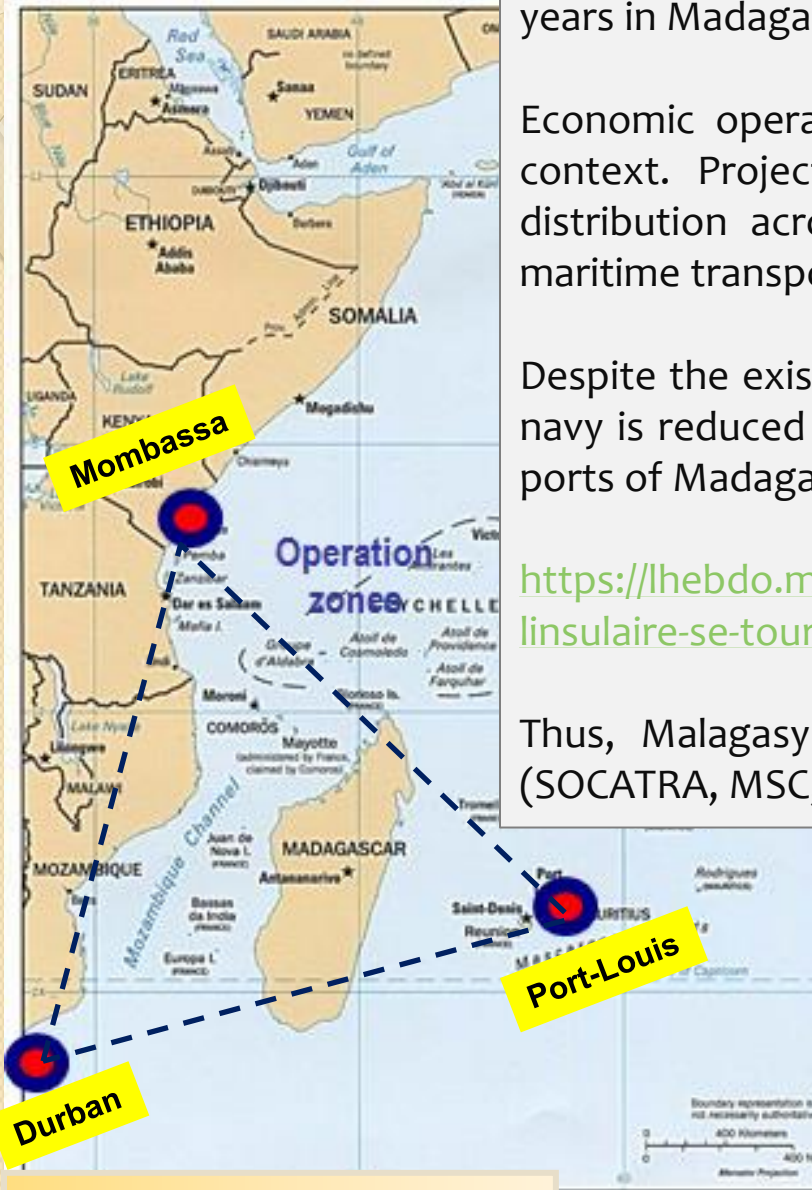
The maritime transport sector has been neglected for more than 20 years in Madagascar:

Economic operators must therefore limit their vision following this context. Projects depending on the flow of export and import, distribution across the Island must take into account this flaw in maritime transport.

Despite the existence of a maritime academy, the Malagasy merchant navy is reduced to a multitude of small shipowners, serving the small ports of Madagascar.

<https://lhebdo.mg/04/03/2019/transports-maritimes-madagascar-insulaire-se-tourne-vers-la-mer/>

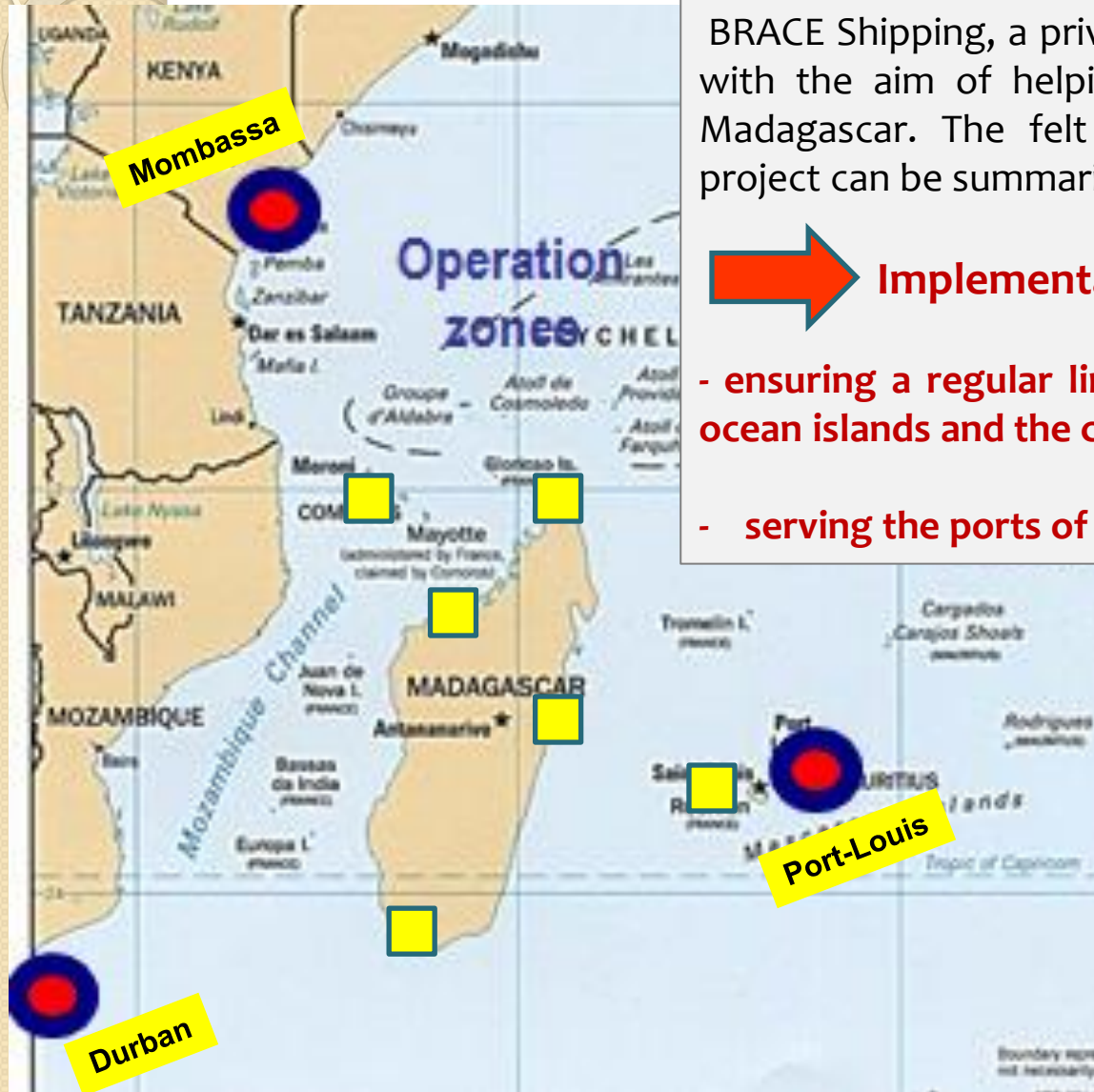
Thus, Malagasy qualified sailors prefer to join foreign companies (SOCATRA, MSC, Orange Marine, ABC, Promar, CMA CGM... ..)



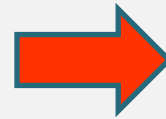
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opportunity



BRACE Shipping, a private company was therefore created with the aim of helping to revive maritime transport in Madagascar. The felt need is a great opportunity, the project can be summarized as follows:

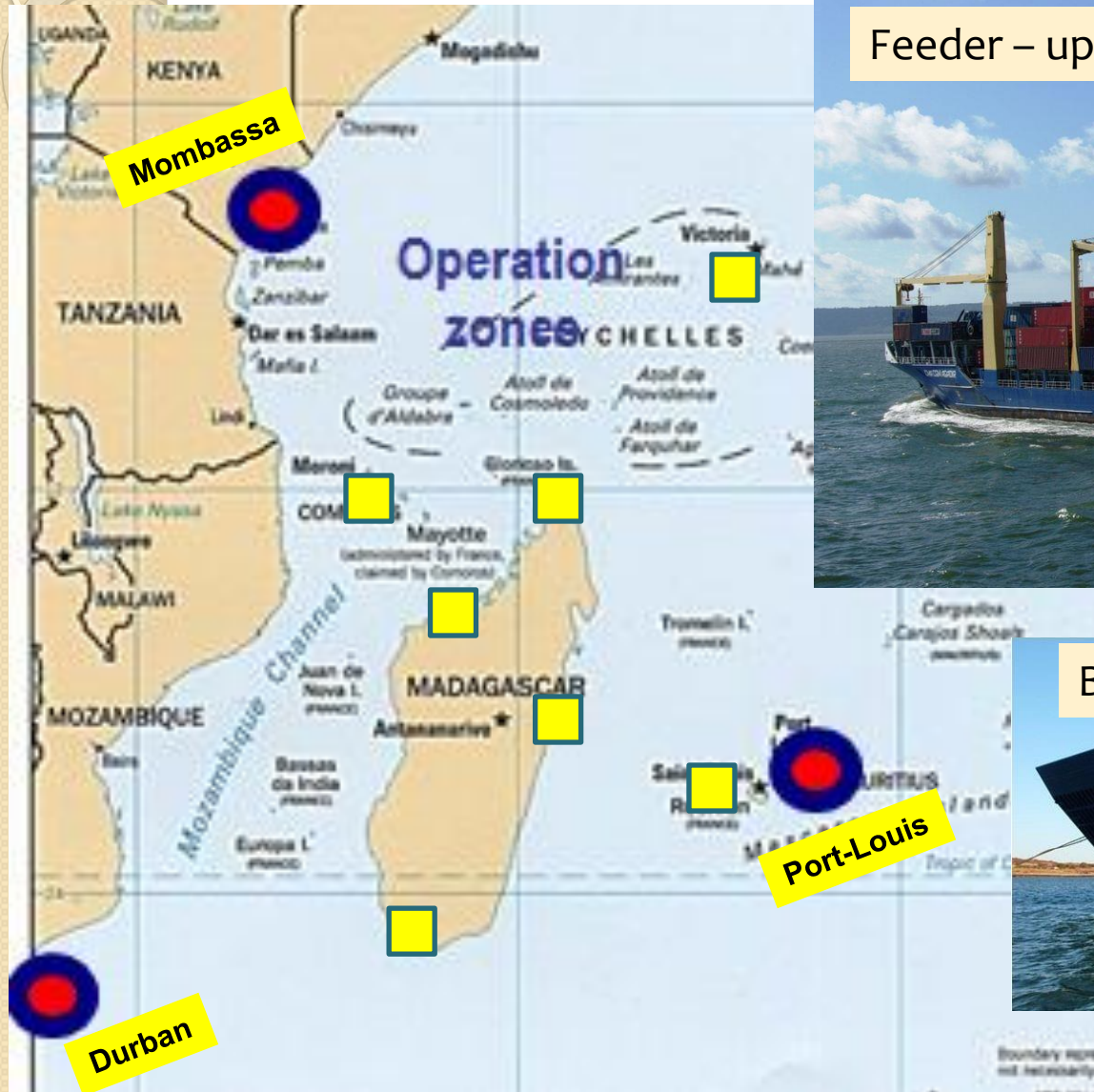


Implementation of a suitable fleet:

- ensuring a regular line between Madagascar, the indian ocean islands and the connecting ports of the sub-region.
- serving the ports of Madagascar.

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Sort of ship



Feeder – up to 2,500 DWT



Barge – up to 400 DWT



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investment



from USD 5,000,000

Feeder – up to 2,500 DWT

Between Madagascar, Indian Ocean Islands, Connection ports in the sub-region.



from USD 4 Millions per ship

Barge – up to de 400 DWT



From USD 1 Million per ship

Ports of Madagascar, Indian Ocean Islands

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+ USD 400,000 of structure cost

previous projet



In 2012, a Kenyan group conducted a feasibility study in the sub-region and wanted to collaborate with us to set up a maritime structure in Madagascar, with a fleet serving Madagascar and the sub-region.

The investment amount foreseen for this purpose was more than USD 15 Millions.

Unfortunately, the group withdrew and the project was abandoned.

However, no project of this scale has been carried out since.

Some feeders operate in Madagascar but given their bad shape, they do not really meet the needs of the country.

More, one of them is stranded and can no longer be exploited.

Feeder – up to 2,500 DWT



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Joby, stranded off Toamasina



The “ M/VJOBY” is a 4.500 DWT feeder built in the 1990s.

Long before its takeover, the ship was already in a deplorable state. Besides, we were personally asked for its delivery to Madagascar but we refused.

Before leaving for Madagascar, the ship underwent some repairs, but these were far from sufficient.

The ship was finally shipped to Madagascar months later, but still remained in poor condition.

Once in Madagascar, it was in high demand and could not stop traveling.



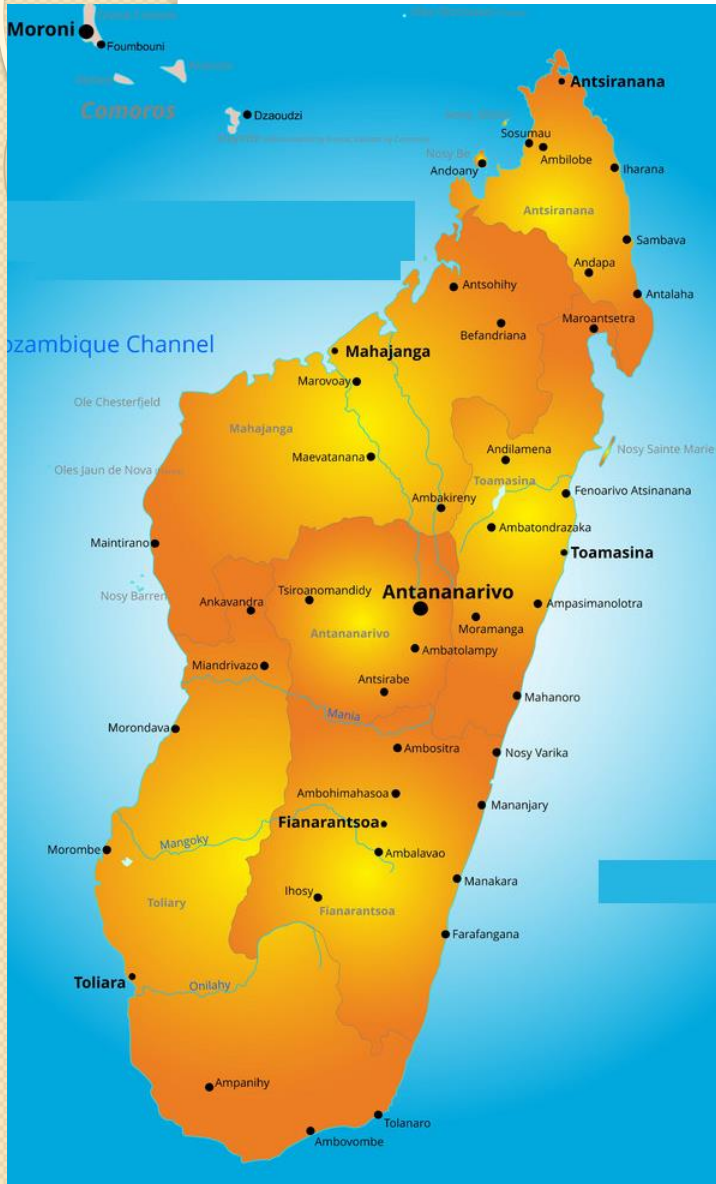
The JOBY ship, under its former flag before being bought and sent to Madagascar. Unfortunately, it only served there for a few months.

The ship was at Toamasina, with only one generator (out of three existing on board). The latter generator broke down and the vessel went black-out and drifted for several miles before running aground.

Severely damaged, it can no longer be recovered..

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vision of the Malagasy government



The Malagasy State has implemented an emergency plan described through the IEM (Initiative Emergence Madagascar) program. <http://iem-madagascar.com/>

Undeniably, the majority of the projects described in this plan must depend on a perfectly efficient and adapted maritime transport structure.

So, if it's time to relaunch national / regional maritime transport in Madagascar, before other investors are interested.

This is the reason why BRACE SHIPPING is looking for partners to support its project.

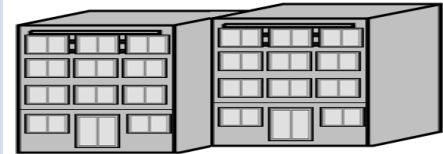
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partnership proposal

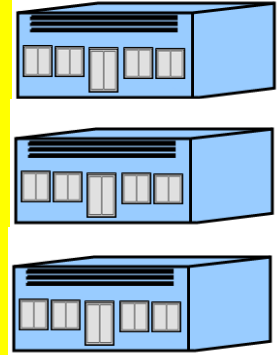
CHARTER
CONTRATING

OPERATION

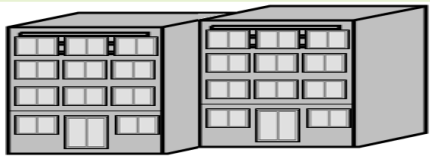
Shipping Agency



Clients



ShipOwner



Ship Mgt

Crew Manning



FLEET
ACQUISITION

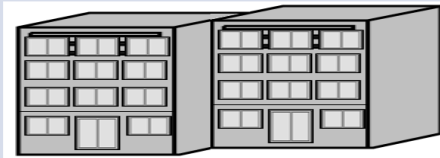
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partenrship proposal

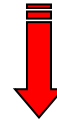
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CREW
MANNING
CONTRACTING

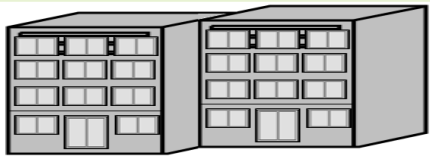
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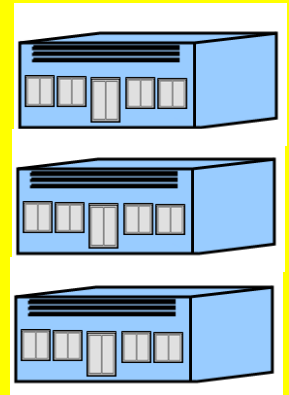
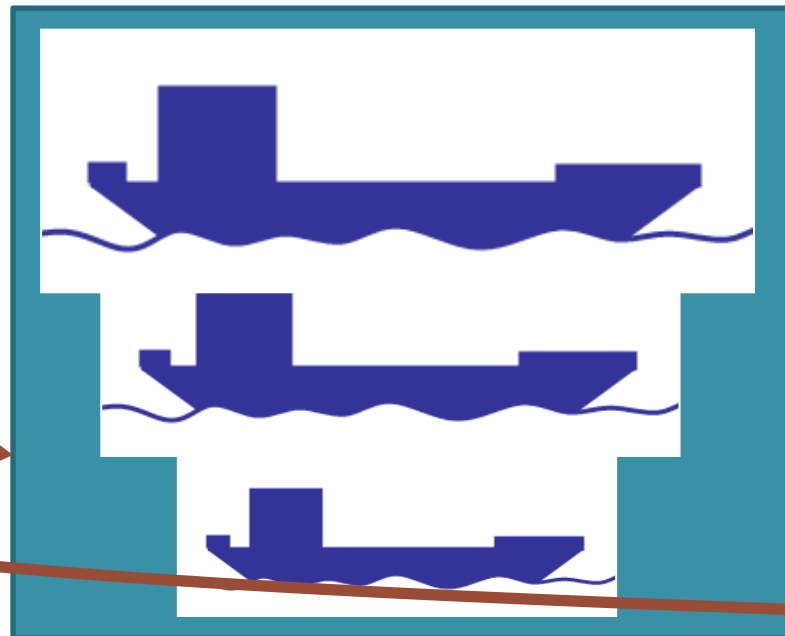
Crew Manning



ShipOwner



FLEET
ACQUISITION
OPERATION



Clients

Main steps:



Prospection for a partnership project.

Establishment of a roadmap and corresponding actions.

Prospecting of the ships to be exploited according to the acquisition options.

Commissioning of the company with its fleet

Our assets:

Existence of a maritime academy in Mahajanga (ENEM), capable of meeting training needs.

Existence of several manning companies, capable of managing the armament with qualified sailors.

Several state projects which will bring interesting outlets for maritime transport.

No similar project in sight



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