

● **PHASE ONE;**

The MMIIPS remains the umbrella name hosting those five (5) major conglomerates, and further, in pursuance of that operational rules of engagement, invariably the structure were drawn into three (3) phasal categories of one (1) two (2) and three (3).for effective implementation, core management and proper accountability.

Unequivocally, the classification of those integrated conglomerates respectively were huge yet trading under one styled umbrella name which is a trademark adopted by the project's' owners. Then come to the execution of these projects of which were streamlined according to the implementation strategies as the listing are in phases / units of three (3) conglomerates of companies

It's noteworthy that each phasal units of those conglomerates are functioning as a legitimate independent entity under the synergy strategy, so in critical analysis are recognized just by a name legally incorporated with objectives. Here are the outlined activities of the conglomerates meant to function as one named entity indicated in the phase one (1) which is as follows;

- (a) Under OEM acquired (10) high speed craft, ropax ferries for the short distance voyages, a designated route of International cabotage operations in the jurisdictions of Atlantic and Indian Oceans deepwaters.
- (b) Seaborne (amphibious) transport systems transversing 16 sovereign nation's ports routes for Ropax ferries operational fleet within the jurisdictions of Atlantic and Indian Ocean coastal lines.
- (c) Speciality Breakwater anchorage with Oceanfront Structural Velodrome for seafarers hub centers including trade fairs Complexes with customs bonded warehouses, Fleet administrative office and amusement parks.
- (d) General Maintenance and Repair Shipbuilding yard and Drydock complex, Survey and inspection with technical support analysis.
- (e) Safety and recovery purposes with semi-submersible floating dry dock and super tugboat were all rapid response Investment sustainability tools.

- (f) Bunker stops terminals hook-up with the linked processed hydrocarbons reservoir (multi-purpose tanks farms) for Vessel's refueling and lifting of products for export

This conceptualization of this seaborne Transportation system is very unique and overwhelming, hence the multi-disciplinary fleets are High Speed Craft, ultra-large Ropax Ferries of dual model of Trimaran and Catamaran designated for ocean-deep and coastal flight operations.

The oceanfront facilities port upgrade terminal route velodrome are specifically set for entry and exit (arrival and departure) points for the seafarers and tourists. That has a high level of hospitality facilities for providing a warm reception and a bid fare well service delivery 24/7, 'no dull moments'

This is the modern and effective multidisciplinary fleets of seaborne (amphibious) transportation systems specifically conveying passengers, vehicles and cargoes- personal effects under cabotage pillars and policies in this case are sixteen (16) designated for short distance routes.

The speciality breakwater is an upgraded infrastructural facilities which are multitasking for hosting the extra large high speed craft (HSC) ROPAX FERRIES, similarly the modular tailored infrastructural facilities set up at the seafarers coastal spaces that is the "arrival and departure" complex purposely for stop-overs with a 24/7 operational amusement parks.

The general maintenance and inspection center in the Shipbuilding Yard with graven dry dock complexes which operates in conjunction with the semi-submersible floating dry dock and super tug-boats for safety purposes and other service deliveries. The bunker stops serves as for import / export lifting and loading operation terminals

● **COMPANY NAME;**

We, the Herald Carriers Overseas UK Ltd, RC no; 13734724 with an authentication code no; Q4RV2G, incorporate jurisdictions of England and Wales, albeit, now trading in Africa under the styled name in collaboration with the synergy of the Nigerian Indigenous Company BN 2680178, Herald Carriers Nigeria duly registered with the Corporate Affairs Commission (CAC) at the Federal Capital Territory, Abuja.

Basically, this entity it's registration represents African projects sites and the foreign correspondences on behalf of the projects investors / projects owners.

- **THE INVESTORS**

Herald Carriers Overseas UK Ltd is the INVESTOR and being a ready, willing and able projects investor were outsourcing the capital through genuine and humane International lenders and financial trading platform associates in pursuance 100% equity financing of integrated Projects development.

The Corporate responsibility advancement for the loans applications and undertakings drawn in respect of the Loans underwriters' procedural agreement documents, annexed and or apostilled are authenticated and authorized with significant control over the claims sworn under oaths.by MMIIPS legal signatories.

certificates are attached.

Therefore processing the funding; phase one, the duo compliments strategic efforts to raise investment funds on long term (commercial) loan basis to prosecute this business plan holistically and absorbs the joint beneficiary which remains the custodian, so, It's noteworthy to be informed that this synergy of duo firm are conveying in the interim the objectives of the implementation of the host conglomerate Muhaetcal Maritime Integrated Industrialization Projects Scheme (MMIIPS)



Oceanfront port terminal Entry & exit point for seafarers park.

The seafarers host complexes of the “arrival and departure” terminals are velodrome with tourists attractions facilities functioning on daily basis, a 24/7 and with no dull moments appropriately to be keeping the seafarers, the business travelers comfortable while waiting for their expected time of departure booked tickets.

The arrival and departure terminals were same as Port of Destinations (POD) and the administrative management are yet under the conduct and supervision of the chartered entities in each of the respective sixteen (16) African states national ports - Albeit, the South Korean technical consultants operate in conjunction with other existential components.

- **SCOPE;**

The scope of the multi-disciplinary fleet’s operations are transversing 16 (sixteen) route port terminals of sovereign states government of the African continent. The respective oceanfront terminal velodrome facilities are interlinked with the land locked member states granting fair share without any deprivation.

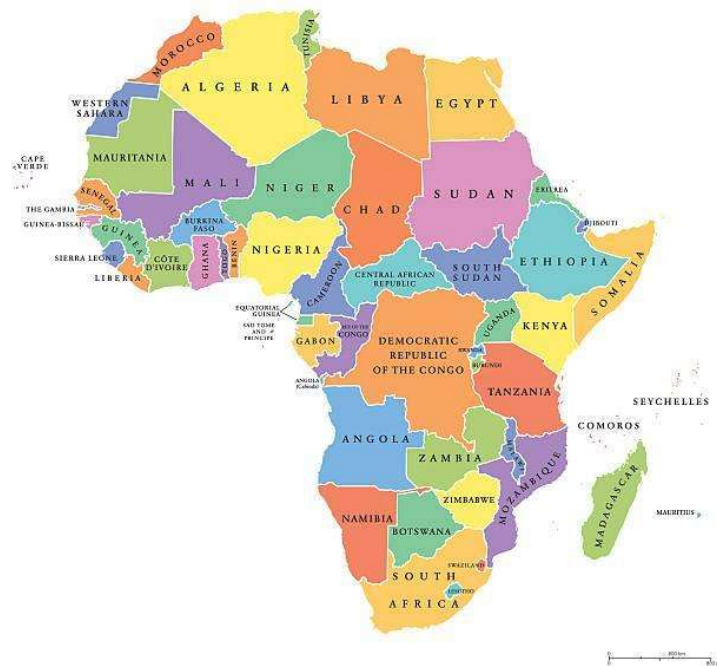
The imperativeness of the scope of operations with regards to short distance sails categories into three regional sections (a) Atlantic, (2) Gulf of Guinea and (3) South African Indian Ocean transverses beyond the already designated sixteen (16) ocean ports routes terminals operating with other integrated facilities.

It is all inclusive of the “land-locked” nations following the ancillary services ranging from Logistics of cargo segment, bonded warehouses, market square, trade-fairs to jump-start and promote the free-flow of persons by means of Seafaring amongst the countries within the continent, hence, it fosters “meet and greet” events, tourist attractions at the said respective Oceanfront Velodrome infrastructure interlinked.

Thereupon now, the designated operational route at some seaport terminals specifically for the Seaborne (amphibious) transportation scope, a system which were actually drawn from thus sovereign Africans states stated as follows;

- 1. *Cape Verde Island sails voyage via Mauritanian to;*
- 2. *Senegal under cabotage sails along.*
- 3. *Guinea sails coastal waters along to.*
- 4. *Liberia sails deep and coastal to.*
- 5. *Ivory Coast sails coastal to.*
- 6. *Ghana sails coastal to,*

7. **Togo-LOME sails deep and coastal to,*
8. **Lagos sails coastal to,*
9. **CALABAR-Headquartered operations,*
- 10 **Buya Cameroon sails to São Tomé and Príncipe Island via;*
10. **Gulf of Guinea (Equatorial) sails to,*
- 12 **Libreville Gabon sails coastal to,*
- 13 **Luanda Angola sails coastal to,*
- 14 **Namibia then sails coastal to,*
- 15 **Durban South African navigates sails to,*
- 16 **Mauritius Ivia Madagascar all of which are of the Island of the Indian Ocean*



SINCERITY OF PURPOSE

The said Seaborne transportation systems of this kind remains the most effective tool of cheapest means of free movement causing integration and unity of the African communities and thereby spiking up high dimensions of business activities conducted and or harnessed at the Trade-fair Complex of the Oceanfront port terminal facilities.

Undoubtedly, this market-place scenario are set to be enhancing socio-economic and financial growth in each respective sector through diversification of the local contents by partnering with foreign expertise collaboration, obtaining technical assistance, thereby increasing efficiency in maritime engineering, projects management invariably creating varying sustainable employment opportunities, earning some sort of educational support and health care services which are beyond the government's appropriation bill.

- **TECHNICAL FEASIBILITY;**

Unequivocally, the proprietary information management are drawn from the tripartite concerned group with the regards to -Original Equipment Manufacture (OEM) which is an AUSTRALIAN MADE high speed craft (HSC) Ropax ferries operating on a short distances. Ancillaries are of the inclusion of the South Koreans, Germans, Japanese, USA and the United Kingdom's expartraites.

On the Engineering, Procurements and Construction (EPC) relative to the above are carried out at the Austal commercial production center by the Philippine technical Partners and by extension of the concierge services the expertise with reference to the Front End Engineering Designs (FEED) constitutes the speciality breakwater- Anchorage.



Ultra Large Trimaran model set up for deep ocean voyage basically Islands sea travels.



Ultra Large Catamaran model streamlined for coastal operations under the first/second phase.