Presentation of Transnet National Ports Authority to Inter-regional workshop of African Ports Experts in Barcelona, Spain

Date: October 4 - 5, 2007
Introduction

- The Transnet National Ports Authority is
  - a critical player in the cargo transport chain,
  - responsible for all the seven commercial ports along the South African coast, soon to be eight.
  - These ports are strategically positioned to provide services in accordance with the needs defined by activities of the hinterland they service.
  - They complement each other, rather than compete
  - This to ensure maximum utilization of infrastructure in each port and ensure an even spread of services that benefit the logistics chain.
Total cargo handled per port

TOTAL CARGOHandled PER PORT: 2006/07

- Richards Bay: 47%
- Durban: 23%
- East London: 23%
- Port Elizabeth: 3%
- Mossel Bay: 1%
- Cape Town: 1%
- Saldanha: 1%
Containers handled (TEU’s) and trends per port

TOTAL TEU’S PER PORT: 2003/04 - 2006/07

<table>
<thead>
<tr>
<th>Financial Years</th>
<th>Richards Bay</th>
<th>Durban</th>
<th>East London</th>
<th>Port Elizabeth</th>
<th>Cape Town</th>
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<td>2003/04</td>
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Breakbulk cargo handled per port

TOTAL BREAKBULK CARGO HANDLED PER PORT: 2006/07

- Richards Bay: 30%
- Durban: 49%
- East London: 7%
- Port Elizabeth: 4%
- Mossel Bay: 7%
- Cape Town: 2%
- Saldanha: 1%
Bulk cargo handled per port

TOTAL BULK CARGO HANDLED PER PORT: 2006/07

- Richards Bay: 48%
- Durban: 25%
- East London: 21%
- Port Elizabeth: 2%
- Mossel Bay: 2%
- Cape Town: 1%
- Saldanha: 1%
The Port of Richards Bay

- Mostly a bulk & break-bulk cargo handling port located approximately 160 km Northeast of Durban and 465 km south of Maputo on the eastern Seaboard of South Africa.
- The Port’s main hinterland comprises the Northern Kwazulu Natal, Gauteng and Mpumalanga regions.
- SA’s leading port in terms of cargo volumes, handling in excess of 80 million tons per annum, representing approximately 55% of South Africa’s seaborne cargo trade.
- Approximately 1644 commercial ocean going vessels call at the port’s five terminals annually.
- A deep-water infrastructure with a maximum permissible draught of 17.5 metres.
- Well known for its facilities to handle bulk commodities such as coal, woodchips, as well as non-bulk commodities such as granite and steel.
- Bulk liquids such as chemicals are handled via pipeline.
The Port of Durban

- Known as Africa’s busiest port, situated on the East Coast of Africa, 680 nautical miles northeast of Cape Agulhas.
- Has a total land and water area of about 1854 hectares.
- The port is protected by the north and south breakwaters, which are 335m and 700m long respectively.
- The water surface is 892 hectares at high tide and 679 hectares at low tide. The distance around the port is about 21km.
- Rail tracks total 302 km and it is one of the few cities in the world where the harbour is a mere block from the Central Business District.
- The port has 57 berths; over 4000 commercial vessels call at the port each year.
Port of Durban...cont

- South Africa’s main general cargo and container port, handles 31.7 million tons of cargo, 65% of all containerized cargo flows through the Port of Durban as well as 42% of South Africa’s break-bulk cargo.
- An estimate of 102,400 TEU’s per month are handled at the Port of Durban.
- The Port has plans to provide additional container handling capacity to meet future demand, to consolidate general cargo handling facilities and to upgrade the Durban container terminal.
- Upgrading the Durban Container terminal to optimize capacity includes additional equipment of 3 quayside cranes and 20 straddle carriers. An equipment replacement programme and Infrastructure improvements are further upgrades which will increase the capacity of the terminal from 1.3 to 1.6 million TEU’s per annum. Additional capacity will be provided thereafter by the conversion of Pier 1.
- New deep-water quays are to be developed in the City Terminal area, which will result in the consolidation of general cargo operations.
- The development also makes provision for the future relocation of the passenger terminal from an operational area to a site adjacent to the Point Waterfront Development, which will improve the port and city interface. Further plans include a future tug basin.
The Port of East London

- The Port is situated on the east coast of South Africa between Durban and Port Elizabeth at the mouth of the Buffalo River.
- East London is South Africa’s only river port, which serves as the gateway to the entire Border-Kei area, as well as to other southern and central countries.
- There is a total of 12 commercial berths and one repair quay.
- Six of these berths are on the west bank and six on the east bank, each just over 1200 metres in length.
- The repair quay is situated on the east bank and measures 110m. The port offers a variety of services and facilities, including a dry bulk terminal, liquid bulk terminal and various marine services.
- The port has excellent rail capabilities, serviced by a national rail network system providing access to all major cities within the borders of South Africa and neighboring states.
- Cargo can also be unloaded or loaded directly into rail cars at shipside.
- The container terminal can handle 90 000 TEU’S per annum.
• A modern multi-level vehicle terminal with 2 800 parking bays has a throughput of 50 000 00 units per annum,

• Vehicle terminal anchor tenant, DaimlerChrysler exports 25 000 C180 right/left hand drive vehicles per annum from the terminal to its’ worldwide markets.

• Its manufacturing plant is linked to the terminal via a private road, allowing the vehicles to retain off the floor factory quality.

• Should market forces demand, the terminal has a capacity to expand to 8 levels with 7000 bays and a throughput of 180 000 vehicles per annum.

• Space is available to extend the terminal on its’ east side to achieve a throughput of 400 000 per year, which would put it on par with the world’s largest terminals.
The Port of Port Elizabeth

- The Port is situated in Algoa Bay on the southeastern coast of Africa, midway between the Ports of Durban which is 384 nautical miles northeast and Cape Town, which is 423 nautical miles west.
- The majority of exports comprise agricultural products, including timber, wool, textiles, skins and hides in containers as well as palletized citrus and deciduous fruit, handling over 350,000 TEU’s per annum.
- The Port exports/imports in excess of 40,000 units of motor vehicles per annum.
- The Dry Bulk Terminal, exporting Manganese Ore, is in the process of upgrading its equipment to improve reliability and productivity.
- Capital has been allocated for the construction of a new railway line in the port to facilitate exports of general cargo commodities.
The Port of Mossel Bay

- From its inception, Mossel Bay has been a fishing port of substance with limited commercial cargo activity. However, its major service is to the oil industry - these two industries play a role in the development of the port.
- Since the launch of the Mossgas (PetroSA) project in 1987 for the production of synthetic fuels (gas-to-liquid) and by-products, Mossel Bay has been on the brink of great industrial development.
- An excellent sea and road (rail is available) network connects Mossel Bay to the consumer markets and industrial zones of South and Southern Africa.
- Mossel Bay is the only South African port that operates two offshore mooring points within port limits. One has been commissioned for the distribution of fuel products to coastal destinations and the other mooring point, previously used for the import of fuel into the area is now used for the export of PetroSA's by-products.
Tidal predictions from 1 January 1998 onwards are based on a chart datum 1.163 meters below mean sea level. When height of tide using these predictions is added to soundings on this chart 0.3 meters should be subtracted in order to obtain the correct depth.
The Port of Cape Town

• Cape Town is situated approximately 120 nautical miles northwest of Cape Agulhas, the southern-most point in Africa.
• Strategically placed on the main sea route around Africa, the port has developed into one of South Africa’s most important links in foreign trade.
• The Port of Cape Town is a full service, general cargo port operating 24 hours a day, 7 days a week.
• The port is world renowned for its deciduous fruit, perishable and frozen products as well as the major fishing industry products for export.
• All quays are equipped with the latest technology in cranes and mechanical lifting equipment.
• The Port is fully equipped to handle all types of general break-bulk and containerized cargo via its specialized terminals.
• It has the benefit of a wide variety of well-equipped cargo terminals linked to a vast inland transport infrastructure.
Cape Town.......cont

- Throughput capacity at the container terminal is over 500 000 TEU’s a year, expected to double with the expansion of the terminal in 3 to 5 years.
- Plans are also underway to have a permanent integral reefer stacking area with 1 000 reefer points.
- Upgrading of the equipment at the break-bulk facility includes the phasing in of either vessel gear or mobile Harbour cranes while lowering the usage of existing general and 4-ton cranes.
- Two post-Panamax cranes for working ships stacked five-high with the ability to handle container vessels of more than 4 000 TEU’s have been commissioned.
- An on-going benchmarking process is aimed at raising productivity levels to reduce vessel turnaround times.
The Port of Saldanha

• The port is situated on the west coast of Africa, 60 nautical miles north-west of Cape Town, Saldanha Bay features four islands at the entrance to the bay and forms a popular diving spot for treasure hunters.
• The land and sea area covered by NPA jurisdiction totals 18 300 hectares with a circumference of 91 km.
• The Port of Saldanha is the only iron ore handling port in South Africa.
• The port also serves base metal mines, an adjacent heavy minerals smelter as well as the crude storage facility near the port.
• Port facilities consist of a 990m long jetty with two iron ore berths and one crude oil berth joined to the north shore of the harbour by a 3 100m causeway.
• In addition, an 874m multipurpose terminal quay facilitates break-bulk cargo handling. The iron ore and oil jetties are fendered with Yokohama pneumatic floating fenders of 3,3 m in diameter and vary in length from 6,5m to 10,6m, whereas the multi-purpose terminal quay is fendered with tyre fenders.
• A warehouse of 5544 square metres has been erected recently at the MPT. (Multi Purpose Terminal )The shed is 168m long, 33m wide and 17m high. The warehouse is being used to store 35 000 tons of galvanized steel.
• Two ADC cranes of 35 tons each have been installed to easily accommodate the heavy coils of 12 to 30 tons.
• An upgrade to the Iron Ore export plant at a cost of approximately is currently underway to maintain and increase the carrying capacity of the plant.
• The Port also handles about 3million tons of Petroleum products per annum.
The development of South Africa’s eighth commercial port, the Port of Ngqura in the Eastern Cape is well on track.

The multi-billion rand port, being built by the NPA, is set to be a major boost for the entire region alleviating its prevalent unemployment problem in the area.

Keeping in line with international shipping trends – the Port of Ngqura comes at an opportune time with the proposed use of post-Panamax vessels or “supermax” container ships. These vessels are the future of intercontinental non-bulk freight shipping and no existing SA port can handle these vessels yet.

These supermaxes will transform international trade entirely, demanding increased efficiency and reduced costs.

The complete port will accommodate up to 32 berths. The Port of Ngqura will especially be an attractive option for businesses in the automotive, metallurgical and textile sectors, amongst others.

The first commercial, cargo-carrying ship is expected to berth in the Port of Ngqura during late 2006.
THANK YOU