Richards Bay is South Africa's premier bulk port, with its main hinterlands comprising northern KwaZulu-Natal, Gauteng and Mpumalanga. The port is the largest in South Africa by tonnage, handling about 89 million tonnes of cargo per year (by means of over 1800 commercial vessel calls), equating to about 40% of South Africa's total port demand. The 30 year forecast predicts over 170 million tonnes of cargo per year. Major growth areas for the port are seen to be dry bulk, liquid bulk and break bulk cargo handling.

Bulk operations in the port currently focus on four major activities: export coal, dry bulk, break bulk and liquid bulk. Other services include bunkering and minor ship repairs and facilities for service and recreational craft. In addition to providing bulk facilities for the hinterland, the port plays an important role in the local economy of the City of uMhlatuze, with its growing industrial base.

The primary challenge for the port is to accommodate growing demand for handling bulk cargoes. This is to be achieved by means of the Port Capacity Expansion Project in the Bayvue precinct, and possibly also a new coal terminal with a capacity of 32 MTPA. A potential future development will be a dedicated ship repair facility. Allowance will also be needed for additional liquid bulk freight.

The complementary regional grouping of Durban, the new Dig-out Port and Richards Bay allows the rational and complementary allocation of cargo between the three ports. In Richards Bay the focus will be on coal export and other dry bulk handling, while in Durban the focus will be on container, automotive and liquid bulk handling. This division of cargo is likely to apply in the medium term. However, it is possible that some bulk products may run out (e.g. coal reserves in South Africa appear to be limited) and diversification may be required in the long term.
Port of Richards Bay - Current Layout [2013]
Port of Richards Bay - Short Term Layout [2019]
Port of Richards Bay - Medium Term Layout [2042]
Port of Richards Bay - Long Term Layout
Durban is South Africa’s premier container port (65% of South Africa’s container traffic) and the principle port serving the KwaZulu-Natal province and the Gauteng region as well as the Southern African hinterland. The port handles over 4700 commercial vessels annually, the highest number in South Africa, equating to over 74 million tonnes of cargo per year. The 30 year forecast predicts around 175 million tonnes of cargo per year. Major growth areas for the port are seen to be in containers and bulk liquid handling, with moderate growth in automotive cargo.

Although Durban is a mature port with increasingly congested operations, there is potential to improve throughput capacity by reconfiguring and rationalising the existing precincts of DCT, Point, Maydon Wharf and Island View. The underutilised Bayhead rail precinct is ideally suited for back-of-port commercial logistics development, in the medium to long term. The development of the dig-out port at the old airport site is key to the provision of medium and long term capacity.

Major expansion projects in the short term include deepening of the North Quay and infill at Pier 1 of DCT, berth reconstruction and deepening at Island View and Maydon Wharf, and development of a new dedicated passenger terminal.

The complementary regional grouping of Durban (with the current port ant complemented by the new Dig-out port) and Richards Bay allows the rational and complementary allocation of cargo between the three ports. Richards Bay can focus on coal export and other dry bulk handling, while the two ports in Durban can focus on container, automotive and liquid bulk handling.

Durban will continue to provide a wide range of port infrastructure and operational services. With its well established logistics infrastructure and supporting local industrial base, it will continue to be the port of choice for high-value Gauteng and other inland cargoes.
Port of Durban - Medium Term Layout [2042]
Port of Durban - Long Term Layout
Proposed Durban Dig-out Port - Medium Term Layout [2042]
Proposed Durban Dig-out Port – Long Term Layout
East London is an established port serving the Eastern Cape hinterland, handling primarily industrial and agricultural cargoes, with a particular focus on servicing the local automotive industry. The port annually handles over 50 000 TEUs, together with some 64 000 vehicles and about 1.5 million tons of other cargo (total about 2.2 million tons of cargo). The 30-year forecast predicts around 5 million tonnes of cargo per year.

The port is sited at the mouth of the Buffalo River which has steep rocky riverbanks and as a consequence is restricted in both width and depth. There are therefore limited opportunities for future port expansion.

Containers and break bulk cargoes are handled on the east bank, with dry and break bulk cargoes and vehicles handled on the west bank of the river. Expansion plans include the development of a coal handling terminal on the west bank.

While East London will continue to provide general cargo handling services to its hinterland, the constraints to expansion, the limited hinterland and the development of the new port at Ngqura, suggest that East London will see limited growth in the 30 year planning horizon.
Port of East London - Metro Context Current Layout
Port of East London - Current Layout [2013]
Port of East London - Medium Term Layout [2042]
Port of East London - Long Term Layout
Ngqura is sited in Algoa Bay, some twenty kilometres North of Port Elizabeth, and is the newest port in the South African port system. The port became operational in 2009 and is intended to provide complementary services to the central ports of Port Elizabeth and East London. The port handles just over 6 million tonnes of cargo per year (over 400 vessel calls), with the 30 year forecast predicting up to 110 million tonnes of cargo per year.

The intended role of the Port of Ngqura has been through a number of developments since its inception. Its relationship to the Coega IDZ, as deepwater port to service IDZ tenants, has remained constant, as has its role of providing cargo handling capacities beyond the limitations of the existing ports of PE and East London.

Originally planned as a bulk port, it has been adapted for container handling. Ngqura's current primary role is to target transhipment cargoes, both for East and West African ports, as well as for inter-continental transhipments. In addition, Ngqura will handle container cargoes for the local hinterland, and be positioned to handle overflow Gauteng cargoes should capacity in Durban be exceeded.

In addition to containers, two other categories of potential cargo handling operations will add to the role of the Port of Ngqura. The first is the relocated manganese ore operations from Port Elizabeth, which will catalyse Ngqura’s role as a bulk port. The second is the crude oil import and refined fuel export facilities.

The IDZ generated projects, none of which have been finalised, collectively indicate a significant role for Ngqura as a port servicing the CDC’s tenants. Most relevant is potential development of the Mthombo Refinery
Port of Ngqura- Aerial View of the Port
Port of Ngqura - Medium Term Layout [2042]
Port of Ngqura – Long Term Layout
Port of Port Elizabeth - Role of the Port

Port Elizabeth is an established port in the central region, presently handling containers, manganese ore, liquid bulk, vehicles and general cargo. Demand for cargo handling is for automotive and agricultural products in the Nelson Mandela Bay Metro and the Eastern Cape interior, manganese exports from the Northern Cape and refined petroleum products for regional consumption.

With the operationalisation of the new port of Ngqura, the role of Port Elizabeth is changing from being the primary central port, to one providing niche services complementary to Ngqura. In the short term, rationalisation of activities will see manganese exports and liquid bulk imports moved to the Port of Ngqura.

The port handles over 11 million tonnes of cargo per year (approximately 950 commercial cargo vessel calls), with the 30 year forecast predicting volumes to increase to over 18 million tonnes per year.

The port's future plans include the container terminal’s expansion, berth deepening and stack reconfiguring. Once the manganese and liquid bulk terminals are decommissioned, the vehicle terminal will be relocated to that region. There are also plans for development of land for recreational use.

There are facilities for the local fishing and boat repair industries, as well as for recreational boating. The port has plans to extend these facilities by commercially developing vacant Transnet land adjacent to the port and CBD.
Port of Port Elizabeth – Aerial View of the Port
Port of Port Elizabeth - Current Layout [2013]
Port of Port Elizabeth - Short Term Layout [2019]

30 CONTAINERS
8 BREAK BULK / MPT
18 AUTOMOTIVE
39 MARITIME COM. (INCLUDING FISHING/VEssel REPAIR/RECREATIONAL)
6 COM. LOGISTICS
12 OPEN SPACE
93 TNPA OTHER

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 PORT LIMITS/BOUNDARY
--- ROADS
--- RAILWAY LINES

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Port of Port Elizabeth - Medium Term Layout [2042]
Port of Port Elizabeth - Long Term Layout
Mossel Bay is home to a local fishing fleet and also serves recreational boaters. There is very limited freight handling in the port (30 000 tonnes per year), though almost 1.9 million tonnes per year is handled through the CBM and SPM. The port handles around 690 vessel calls a year, the majority of which are small, around 120m in length. 144 liquid bulk vessels use the offshore moorings to transfer their cargo.

The current infrastructure capacity is sufficient to meet demand forecasts over the next 30 years. There is a small waterfront and the port plans to commercially develop vacant Transnet land adjacent to the port and CBD.
Port of Mossel Bay – Aerial View of the Port
Port of Mossel Bay - Metro Context Current Layout

**Category E1 INDUSTRIAL AREAS**
- Ec Agricultural Industry
- Eb Light Industry
- Ed Heavy Industry
- Ed Extractive Industry

**URBAN RELATED LAND USE CATEGORIES**
- Formal Residential
- Sport and Recreation
- Commercial
- Industrial
- Authority
- Community Use
- Resort
- Open Space
- Extensive residential

**SPATIAL PROPOSALS/IMPLICATIONS**
- Residential infill & expansion areas
- Redevelopment opportunities
- Industrial expansion areas
- Potential Commercial Nodes
- Mixed use development
- Transition Zone Area
- Public Facilities Node
- Future Proposed Road Links

**DEVELOPMENT LIMITATIONS**
- Urban edge
Port of Mossel Bay - Current Layout [2013]
Port of Mossel Bay - Medium Term Layout [2042]
Port of Mossel Bay - Long Term Layout
Cape Town is an established port in the western region, providing container, bulk and general cargo handling services to the Western Cape and its largely agricultural hinterland. The port handles around 13 million tonnes of cargo per year (about 2400 vessel calls), with the 30 year forecast predicting around 25 million tonnes of cargo per year.

The port provides much-needed ship repair services in the Western Cape region, and hosts local and foreign fishing fleets, cruise liners and recreational users.

The older basins of the port were developed into the Victoria and Alfred Waterfront and now fall outside of port limits, complementing the commercial port by providing berthing for smaller recreation and fishing vessels.

The port has recently completed the expansion of its container terminal to handle larger vessels and increase throughput capacity. Short term plans include a dedicated berth passenger terminal, the expansion of the landside area for ship repair and the development of 160ha of the Culemborg site for back-of-port commercial logistics. Medium term plans include expanding the container stacking seaward with additional berths in the Schoeman Basin and in the long term building an outer basin.

It is anticipated that the Port of Cape Town will continue in its existing role as primary container and general cargo port for the Western Cape region, with the Port of Saldanha Bay playing a complementary role as the region’s primary dry and liquid bulk port.
Port of Cape Town – Current Layout [2013]
Port of Cape Town - Long Term Layout
Port of Saldanha - Role of the Port

The Port of Saldanha Bay is South Africa’s deepest draft port and handles around 67 million tonnes of cargo per year (about 500 vessel calls), with the 30 year forecast predicting around 160 million tonnes of cargo per year. The iron ore export jetty provides berthing for two Very Large Bulk Carriers (VLCCs), while a liquid bulk berth provides for Very Large Crude Carriers importing and exporting crude oil. The port has iron ore stockpiles on reclaimed land, a multi-purpose terminal with four berths, and ship repair facilities for offshore rig servicing and fabrication.

The port was initially conceived as an iron ore export facility in order to exploit the discovery of high-grade ore at Sishen in the Northern Cape, 860km to the north east of Saldanha Bay. The first shipment was loaded in 1976 and current levels of export are in the region of 57 million tonnes per year to North and South America, Europe, Asia and the Middle East. The port also imports around 7 million tonnes of crude a year.

The port is currently focussing on increasing its capacity for iron ore exports, with one additional berth and an increased stockpile area in the short term. The port has the potential to expand waterside and landside infrastructure to support the proposed industrial development zone. The proposed first phase of the IDZ includes facilities for the oil and gas industry, in the form of cargo handling and repair facilities.

The Port of Saldanha Bay occupies an area of considerable ecological biodiversity and is surrounded by a complex socio-economic environment, which requires careful management of activities and planning future development of infrastructure.
Port of Saldanha- Aerial View of the Port
Port of Saldanha - Current Layout [2013]
Port of Saldanha - Short Term Layout [2019]
Port of Saldanha – Medium Term Layout [2042]
Port of Saldanha - Long Term Layout
Port Nolloth - Role of the Port

Port Nolloth is the only natural harbour (for small craft) in the Northern Cape and comprises infrastructure that dates back to early mining activities. The infrastructure has now become more appropriate for support services to offshore mining operations, due to many limitations of the waterside infrastructure.

The port is currently leased to De Beers Group Services (Pty) Ltd for a period of ten years which began on 1 August 2006. De Beers uses the port as an offshore supply base for conducting diamond prospecting activity in Namibia. Smit Amandla supply vessels are stationed in Port Nolloth and are used for transferring frozen and dry foods, medicine, clothing, oil and lubricants, fuel, steel, gas and fresh water to De Beers’ offshore prospecting vessels. No general cargo or fish is landed at the port.
Port Nolloth - Aerial View
THANK YOU