

**TRANSNET**



*national ports  
authority*

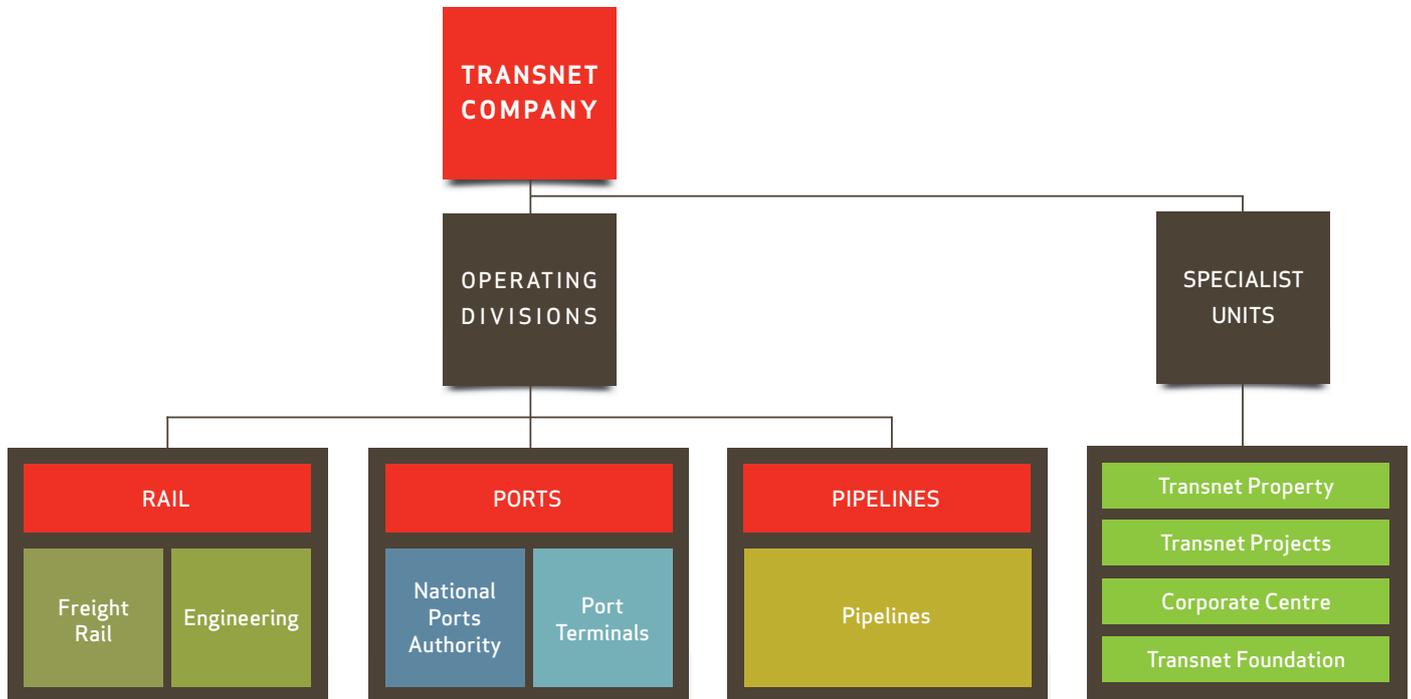


**PORT OF CAPE TOWN**

AFRICA'S PREMIUM FRESH PRODUCE PORT

# INTRODUCTION

Transnet National Ports Authority (TNPA) is one of five operating divisions of Transnet SOC Ltd – a state-owned company that forms the backbone of the South African freight logistics chain.



# TNPA's MANDATE, VISION / MISSION

TNPA owns, operates and controls South Africa's port system, consisting of eight commercial seaports along the South African coastline, on behalf of the State. It is responsible for the safe, effective and efficient economic functioning of the national port system. TNPA's role includes managing the port system in a landlord capacity and providing port infrastructure and marine services to the eight ports in Richards Bay, Durban, East London, Ngqura, Port Elizabeth, Mossel Bay, Cape Town and Saldanha.

Port infrastructure is provided in the container, dry bulk, liquid bulk, break-bulk and automotive sectors. Marine services provided include dredging, aids to navigation, ship repairs and marine operations.

Our vision: "a system of ports, seamlessly integrated in the logistics network, that is jointly and individually self-sustainable through delivery of high levels of service and increasing efficiency for a growing customer base, enhancing South Africa's global competitiveness and facilitating the expansion of the South African economy through socially and environmentally sustainable port development".

## INFRASTRUCTURE

Capacity planning, development and maintenance



## MARINE SERVICES

Pilotage, tug and berthing services



## DREDGING

Maintenance dredging and hydrographic surveys of ports

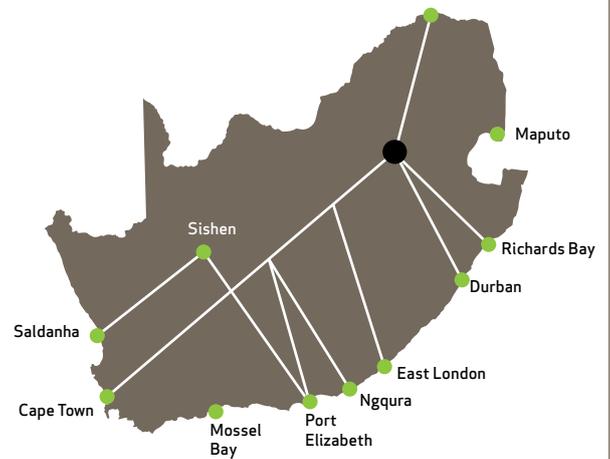


## LIGHTHOUSES

Providing navigational aids



## SOUTH AFRICAN PORT SYSTEM



# THE NATIONAL PORTS ACT 2005

TNPA operates within a legislative and regulatory environment created by the National Ports Act 2005 (Act No. 12 of 2005).

In terms of Section 56 of the Act, there is a public process for service providers looking to provide port services and facilities. Guidelines for Agreements, Licences and Permits are available on our website at [www.transnetnationalportsauthority.net](http://www.transnetnationalportsauthority.net).



## OUR CORE FUNCTIONS IN TERMS OF THE NATIONAL PORTS ACT NO. 12 OF 2005

### Landlord

As landlord of South Africa's ports, the National Ports Authority is responsible for promoting its use and improving, developing and controlling the land use within these ports. We also have the power to lease port land under conditions determined by ourselves.

### Controller of port services and facilities

We are responsible for the provision of port services and facilities and may enter into agreements with, or licence other parties to provide them.

### Change agent

In terms of the Act we are responsible for ensuring South Africa's ports are transparently managed and that we provide non-discriminatory, fair and transparent access to port services and facilities. We are also responsible for advancing the previously disadvantaged and promoting their representation and participation in our terminal operations.

### Controller of port services and facilities

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### Controller of ports navigation

In our role as controllers of port navigation, we make and apply the rules that control navigation within the limits of the South African ports and the approaches to them. We provide safe and secure ports and protect the environment within our port limits.

### Coordinator with other state agencies

We are responsible for liaising with all the stakeholders of the South African port system.

### Marketer and administrator

We are responsible for marketing the services available in South Africa's ports and ensuring that there are adequate, affordable, equitable and efficient port services and facilities available to the users of our ports.

### Master planner

In our role as master planner, we plan, improve, develop and maintain port infrastructure.

## FAST FACTS

### ASSETS

TOTAL ASSETS OF R61bn	8 OPERATIONAL PORTS	 <b>97 BERTHS:</b> 18 CONTAINER 21 DRY-BULK 37 BREAK-BULK 16 LIQUID-BULK 5 AUTOMOTIVE	<b>58 MARITIME CRAFT:</b>	
	COASTLINE OF 2 954km		30 TUGS	3 PILOT HELICOPTERS
			9 PILOT BOATS	5 DREDGERS
			7 WORK BOATS	4 SURVEY BOATS

# OVERVIEW OF THE PORT OF CAPE TOWN

The Port of Cape Town is the premier port for the Western Cape region, providing a wide range of round-the-clock port operations.

With a land area of 253ha and a water area of 9163ha, the port is well-equipped to provide world-class service to a variety of sectors, including containers, general cargo, fresh produce and fishing (including international operations and exports), as well as the burgeoning offshore oil and gas industry.

Local and international demand for bunkering and ship repair is growing rapidly, and Cape Town boasts 3 ship repair facilities, one of which includes the largest dry dock in Southern Africa. The port also provides comprehensive marine services: navigation, towage, pilotage, berthing, and pollution control.

Cape Town is ideally positioned as a hub linking the Americas and Europe with Asia, the Far East and Australia. As a result, a large percentage of cargo handled is transshipment cargo for onward transit. South Africa's growing exports, particularly fresh fruit, perishables and frozen produce, travel to global destinations via the Port of Cape Town.

Cargoes fall into four clusters: containers, liquid bulk, dry bulk and break-bulk.

Facilities and infrastructure, including world-class Container, Multi-Purpose and Fresh Produce terminals, are renowned for their quality, and upgrades are ongoing to meet new and increasing demands.



**PORT CAPACITY**

CARGO TYPE	TERMINAL	BERTHS	USABLE BERTHS	TERMINAL CAPACITY	BERTH LENGTH	BERTH DRAUGHT
Containers	CTCT	601, 602, 603, 604	4	1 000 000	1 151 m	14.2 m
Dry Bulk	CTAR	G, H	2	1 400 000	569 m	12.2 m
Break-Bulk	CTAR & FPT	B, C, D, E, F, J	6	4 200 000	1368 m	9.1 m
Liquid Bulk	Chevron, Grindrod, etc.	TB1 & TB2	2	3 400 000	489 m	13.7 m
Fabrication site	Mossgas	1	1		35 m	6 m

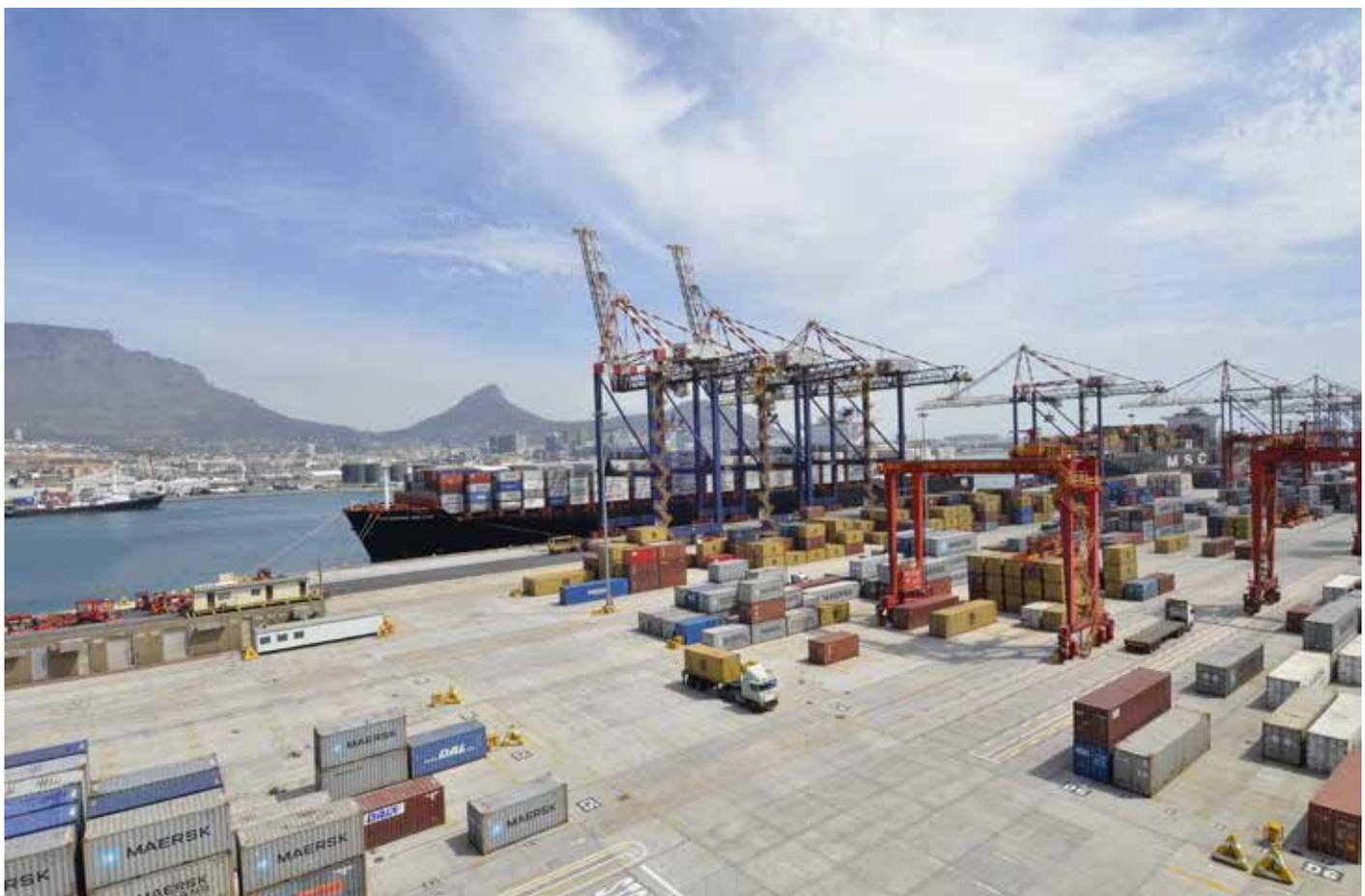
General cargo is served by the six berths of the Multi-purpose and Combi terminals, which between them handle a wide range of goods - up to 90 commodities on the ports list - from timber to frozen fish.

The port serves the West African offshore oil and gas industry (as well as that of South Africa’s own Sable field), providing specialist facilities such as lay-by repair berths and a dedicated deep water facility to accommodate large structures.

The world-famous Victoria & Alfred Waterfront within the port has preserved the city and port’s historic origins and transformed a twilight area into a vibrant tourist attraction.

As landlords, TNPA handles all aspects of port management and control, compliance and the maintenance of port infrastructure, including the quays, buildings and the leasing of all unused land for port-related activities.

We pride ourselves on being a strategic partner for all port users with a strong service orientation.



# MARKET DEMAND STRATEGY

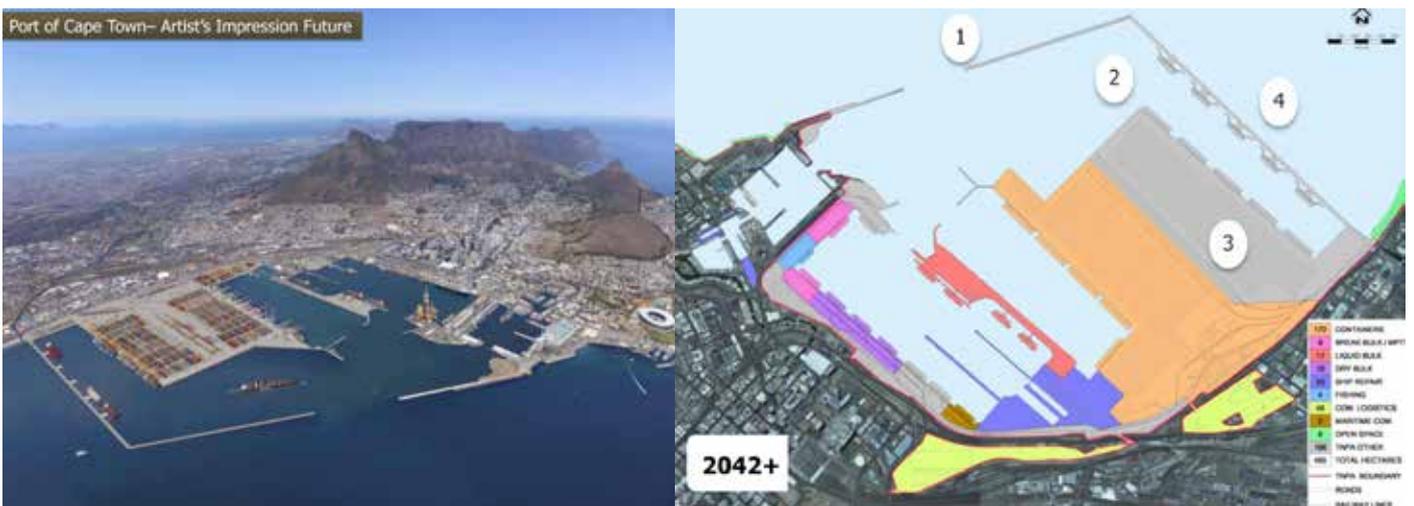
A R5.4 bn Container Terminal expansion project increased container capacity from 750 000 to 1 million TEUs per annum in 2013. It included the deepening of the Container berth (Ben Schoeman) from the current 12.8 metres to 15.5 metres, allowing large vessels carrying up to 8 000 TEUs to visit. The four container quays have been refurbished and are equipped with the latest STS handling equipment. The new cranes have a reach of 19 TEUs across with twin lift capacity. Stacking capacity has been increased by 60% by replacing the Straddle Carrier operation with a Rubber Tyred Gantry operation, and more land has been made available for empty containers, doubling storage capacity. These investments are an excellent indicator of Transnet’s strong confidence in the Western Cape regional economy.

## CAPACITY PLANS



### CURRENT LAYOUT

1. Duncan Dock with MPT and bulk terminals, ship repair and fishing facilities
2. Ben Schoeman Basin and Cape Town Container Terminal
3. Cape Town CBD
4. Victoria and Alfred Waterfront
5. Port Industrial Park



### LONG-TERM LAYOUT

1. New breakwater
2. New outer basin with deepwater berths
3. Reclamation to increase landside container handling areas
4. Potential for liquid bulk terminal and berths

## NEW BUSINESS DEVELOPMENT

'The Fairest Cape' is a key destination for cruise ships, particularly those engaged in round-the-world cruising, and provides excellent direct international airline connections. Smaller and medium-size passenger ships no longer make use of the popular V&A Waterfront with its added tourist attractions and ambience and have followed larger vessels which use the main harbour, largely due to its tight security.

Plans are afoot to build a new passenger terminal in a more suitable location for passengers and visitors. V&A Waterfront has been appointed as the terminal operator.

AN ARTIST'S IMPRESSION OF THE CRUISE LINER TERMINAL AT E-BERTH.



## 'PHAKISA' SHIP REPAIR PROJECTS

The Growth and development of the South African ocean economy has been stimulated by the launch of Operation Phakisa by the State President in July 2014. Operation Phakisa will position the country to capture its share of the buoyant global market for ship repair, conversion and new builds. It is designed to increase GDP contribution and increase employment and skills development within the marine, transport and manufacturing sectors.

### FOR THE PORT OF CAPE TOWN THE FOLLOWING PROJECTS HAVE BEEN PRIORITISED FOR PHAKISA:

- Refurbishment of Sturrock Drydock
- Refurbishment of Robinson Drydock
- Refurbishment of Synchrolift
- Replacement of water circulating pumps at Sturrock Drydock
- Replacement of 10 cranes for Ship repair
- Widening and lengthening of Repair quay



## SOCIO-ECONOMIC DEVELOPMENT

The Port of Cape Town prides itself on building strong relationships with its surrounding communities through its corporate social investment initiatives. These focus is on academic intervention, youth development, upgrading of classrooms, and walk-in centres for sharing information about Transnet.

The Port of Cape Town has adopted the Mathew Goniwe High School and has a strategic partnership with the Lawhill Maritime Centre in Simons Town.

The Simons Town School Project, a partnership established in 2006, ensures that every year some 20 learners in grades 10, 11 and 12 are educated in Mathematics, Physical Science, Nautical Science and Maritime Economics, in preparation for potential careers in the Maritime field.

The Port of Cape Town also supports Matthew Goniwe School, situated in the informal settlement of Khayelitsha close to Cape Town, by providing improved teaching facilities and tutoring for 286 Grade 10, 11 and 12 learners to help them improve their performance in Mathematics, Physical Science and English.

Two science laboratories at Matthew Goniwe School are being upgraded and equipped in order to improve mathematics and science learning conditions and skills development.

The Port of Cape Town supports youth development through a partnership with the Beautiful Gate – a non-profit organisation – that offers a ‘streetwise’ programme and career counselling to disadvantaged schools in the Philippi area.

The port is also collaborating with Beautiful Gate to include a TNPA Walk-in Centre, ensuring that written and audio-visual information about Transnet is available to community members.

## ENVIRONMENTAL SUSTAINABILITY

The Port has a well-developed environmental strategy, which addresses, inter alia, Air-, Water and Sediment- and Pollution Monitoring.

One of the latest collaborative projects with the City of Cape Town is to manage the invasion of the Indian house crow species – an invasive alien species.

The Indian crow causes great harm to indigenous bird species by feeding on their eggs and chicks. It also preys on local mammals, lizards, frogs, crabs and insects; spreads diseases like salmonella poisoning, cholera and dysentery, and destroys crops.

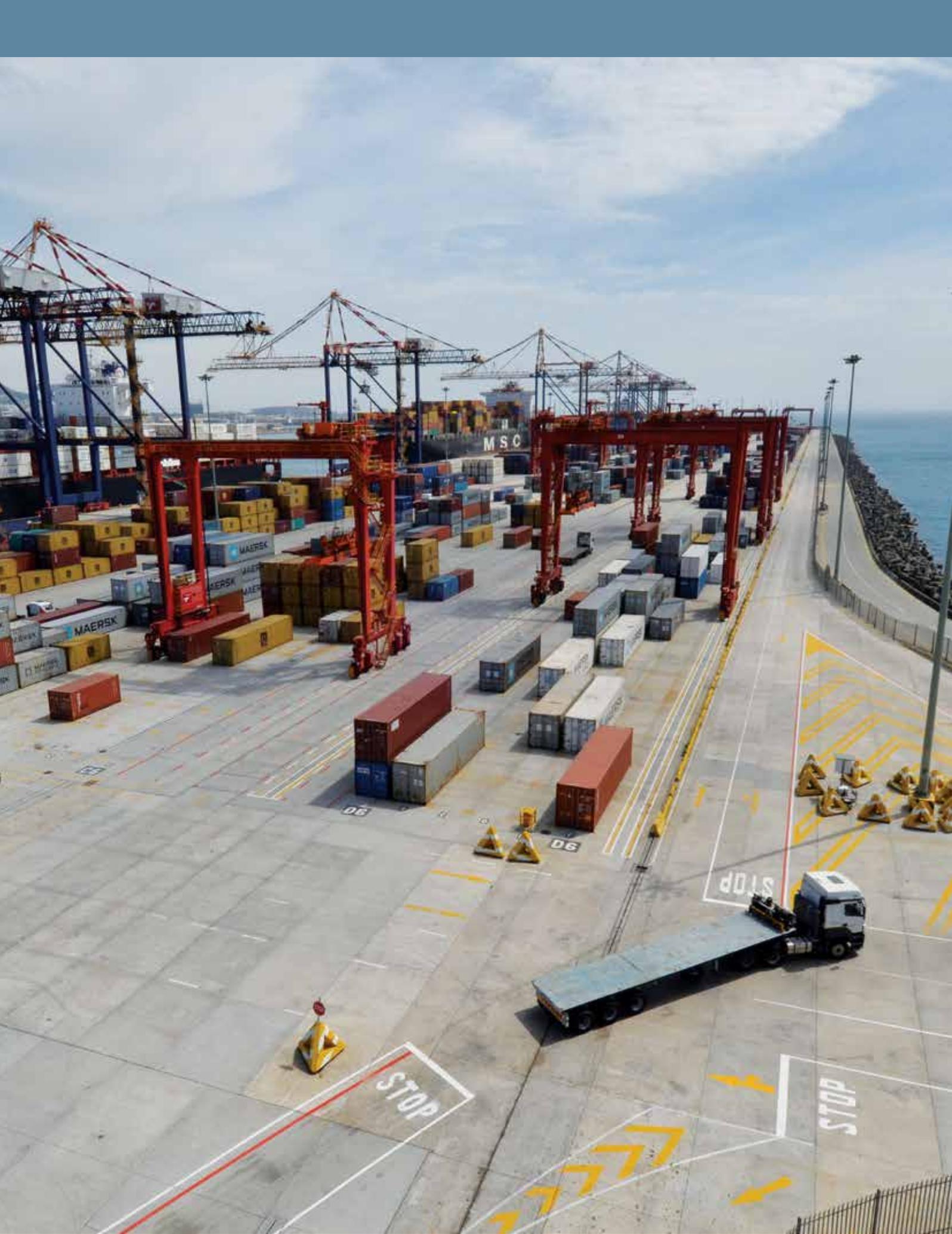
The birds are being monitored from the Port, as ships travelling from one country to another act as an invasion pathway.

Nineteen youths from disadvantaged communities, 60 per cent of whom are female, are employed in this important environmental management programme.

## TRANSFORMATION

Since South Africa became a democracy in 1994, TNPA has transformed the workforce to reflect more closely the national demographics. Black South Africans now represent 83 per cent of the national workforce (African – 60%, Coloured – 16.53% and Indian – 7%). There has also been a strong drive towards gender equity in this previously male-dominated industry.

In the port of Cape Town, 82 per cent of the 702-strong workforce is black (African – 44.6%, Coloured – 36.18% and Indian 1.7%) and women make up 24 per cent of this total.





## CONTACT DETAILS

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