



**TRANSNET**



delivering freight reliably

*national ports  
authority*



Latitude 33°, 01 minutes, 26 seconds SOUTH  
Longitude 27°, 54 minutes, 50 seconds EAST  
Tidal range 1.67m (Highest Astronomical Tide is 2.04m)



# overview of the port

*The Port of East London is located approximately 950 km east of Cape Town and 460 km south of Durban on the eastern seaboard of South Africa.*

## *Our value proposition*

*A customer centric diverse cargo port that offers uniquely personalized, flexible and efficient service excellence.*

- A purpose built, state of the art car terminal is directly linked by private road to an automotive manufacturing plant.*
- Berthing on arriving and linked to the efficient terminal and stevedore operations combined with intermodal links ensures faster turn around times that meet international standards*
- Integrated IDZ automotive supplier park and coastal vehicle distribution centre enhances industry JIT and JIS increasing port and IDZ fluidity*

The Port of East London is situated at the mouth of the Buffalo River and is the only commercial river port on the South African coast line. Centrally located both nationally and internationally, the port is strategically positioned to act as the gateway between Africa and the global market. The Port of East London's geographical position gives its customers easy access to world markets, while reputation for excellent turnaround times is renowned.

The port offers diversified cargo handling facilities for automotives, containers, bulk liquids, dry bulk free flowing grains and general breakbulk. In addition to these facilities, the port caters for the ship repair industry with a drydock capable of accommodating vessels up to 200 metres in length.

With a comprehensive stakeholder engagement plan in place, the port is able to offer excellent cargo and vessel turnaround times through the close working relationships amongst the relevant supply chain stakeholders and partners.

The port enjoys a strategic relationship with the East London IDZ which is situated in close proximity to the port offering complete supply chain and production facilities to any potential investor who requires access to global markets.

The proximity of the port to the MercedesBenz South Africa (MBSA) manufacturing plant is unique, in that this major motor assembly plant is linked by a private bridge to a world class four-level car terminal adjacent to the quayside, thus positioning the port to handle the import and export of fully built-up vehicles in a seamless manner, inclusive of in and outbound containerised components.

The ports hinterland includes the Eastern part of the Eastern Cape, farming areas of the Southern Free State and Lesotho.

THE PORT'S PRIMARY AIM IS TO FACILITATE TRADE AND ECONOMIC GROWTH BY PROVIDING AND SUSTAINING A RELIABLE AND COST EFFECTIVE PORT SYSTEM.

The port plays a key role in the countries automotive sector. With its easy access to the IDZ automotive supplier park and coastal vehicle distribution centre, East London is the preferred import and export port for Mercedes Benz South Africa, as well as other vehicle importers such as Chrysler.

With its diversified cargo terminals, the port is able to handle all cargos for manufacturing, agriculture (including livestock), construction and petroleum sectors.

The Princess Elizabeth dry-dock offers the ship repair industry a reliable platform to attract foreign vessels. These operations together with the accommodation of cruise liners in the tourism industry results in a significant "knock-on" effect for the Eastern Cape economy.



# vessel reception **facilities**

*Offering top quality personalised service, the port has become known for its reliability and prides itself on efficient performance. The Port of East London handles approximately 430 commercial-vessels annually. State-of-the-art craft and equipment and professionally trained staff provide highly efficient and reliable maritime services.*



## WEATHER FORECASTING SERVICE

Weather forecasting is provided by the SA Weather Bureau and on channel 26 VHF. A weather monitoring system - IPOSS – which is maintained by the CSIR, has been implemented by the Port.

## DREDGING

A maintenance dredging program ensures that advertised drafts are maintained at all times.

## PILOTAGE

The Port of East London is a compulsory pilotage area in terms of Port Rules and this service is provided by the port authorities. Masters of vessels less than 70,0 metres LOA may apply for pilotage exemption. Pilot ladders must comply with SOLAS regulations. All vessels with a freeboard in excess of nine metres must have an accommodation ladder rigged in conjunction with the pilot ladder. Man ropes must be provided. The pilot boarding area is approximately two nautical miles north-east of the main breakwater. The port has two fully equipped tugs and a pilot/work boat to provide assistance in the handling of ships.

## TOWAGE

Tug attendance is compulsory for all vessels entering and leaving the Port of East London. There are two Z Peller tugs and one Twin Screw Workboat/Pilot Boat. The former have a bollard pull of 43 tons and are maintained to Class VIII standards. The pilot/workboat has a 19 ton bollard pull. Tugs are equipped with radar, echo sounders, direction finders, radio telephone (SSB), VHF transmitters, and fire-fighting and salvage equipment. The Z Peller engine output is 2 950 kW and its maximum speed 12 knots, while the Twin Screw engine output is 1 044kW and its maximum speed is 11 knots. Towage is provided by the port authority.

## COMMUNICATIONS: SYSTEM & CHANNEL

East London Port Control is manned 24 hours a day, 365 days a year. The calling frequency is VHF Channel 16, thereafter general communication is carried out on VHF Channel 12. A world class Port Control Centre situated on Signal Hill, supplies relevant information to ensure the safe navigation of vessels through areas of high-density traffic, channels and the approach to the port. Port Control plays a significant role in the dissemination of information within and around the port and is the core of the information chain with the exchange of information between vessels and the wider port community. Vessels calling at the Port of East London are required to call Port Control when they are 10 miles from the port, thereafter when they are 4 miles from the port.

## BUNKERING AND SUPPLIES

Fuel and gas oil are available by road tankers.

## CUSTOMS FORMALITIES

Customs officials have easy and quick access to the port. They are responsible for the customs clearance of ships and import/export consignments. Requirements for the Agent to be collected at vessel and handed in at Customs.

- Port requirement list
- Two crew lists
- List of narcotics on board
- List of ship's stores
- Crew personal effects declaration
- Customs form DA5
- Ports of call
- Livestock list

Customs contact: Tel: +27 43 722 4841

## HEALTH FORMALITIES

The Port Health Services office is in close proximity with relative easy and quick access to the Port. They are responsible for the health clearance of ships, overseeing of general environmental health in the port and on board ships including the control of imported health risk consignments. Masters of vessels are urged to supply full information with respect to health conditions on board and if any uncertainty exists to contact Port Health for guidance. Strategies are in place to deal with any diseases such as the recent H1N1 virus.

Port Health requirements include:

- Marpol Waste Disposal Certificate
- One Maritime Declaration of Health
- One vaccination list
- Full crew list
- Ports of call
- Valid de-ratting exemption certificate
- All international vessels must apply for free pratique.

Radio advice to and request for free pratique from port health authority is direct via East London radio. Free pratique should be requested 48 hours prior to arrival of a vessel, providing the following information:

- Name and nationality of vessel
- Last port of call
- Date of departure
- Destination
- Health conditions on board
- Number of crew and passengers
- ETA (date and time)

Port health will cable a vessel directly, either granting pratique or requesting further details. No person may board or disembark the ship prior to clearance given by Port Health Authority. Contact: Tel +23 43 722 2988

## SECURITY COMPLIANCE

The port is ISPS certified and operates on ISPS level one. Port activity is monitored by a comprehensive CCTV network encompassing cameras monitored by a security control room. All access points are manned 24 hours and a strict permit system is in place for port users and visitors. All terminals are ring-fenced and access to these terminals is controlled.

## ENVIRONMENTAL FORMALITIES

Only authorized waste service providers are permitted to operate in the port for the removal of slops and galley waste. All vessels arriving in South Africa from international or national waters are required to submit an all inclusive and fully completed Ballast Water Report and comply with relevant parts of IMO Guidelines.



### *Price settings*

*Port tariffs, applicable to all South African Ports are published in an annual tariff book which is available on our website  
[www.transnetnationalportsauthority.net](http://www.transnetnationalportsauthority.net)*



## SHIP REPAIR FACILITIES

Ship repairs are undertaken in the Princess Elizabeth Dry-dock which has a docking length of 200 meters. In cases of emergency, a docking length of 210 meters can be obtained by placing the caisson in the emergency stop at the entrance. Private contractors undertake repair and maintenance. A repair quay of 106 meters is available adjacent to the dry-dock.

### FACILITIES INCLUDE:

Floodlighting for 24-hour working, compressed air shore power, fresh and salt water, telephone lines, ablution facilities.

### THE DOCK IS EQUIPPED WITH:

- 2 x 15 ton electric cranes
- 1 x 4.5 ton electric crane
- 1 x 4 ton electric crane

### DIMENSIONS

Overall Docking Length	200,0 m (210m in emergency cases)
Length on Keel Blocks	193,1 m
Length on Bottom	98,5 m
Width at Coping	31,2 m
Width at Entrance Top	27,2 m
Maximum Width at Bottom	22,9 m
Depth over Entrance Sill at MHWS	10,2 m
Depth over Inner Sill at MHWS	10,2 m
Maximum beam of vessels	24,8m

Tariffs for drydock charges can be downloaded from our website:  
[www.transnetnationalportsauthority.net](http://www.transnetnationalportsauthority.net)

# port infrastructure

The entrance channel is 180m at its narrowest width. There are no beam restrictions and the maximum allowable length (LOA) is 245m. The maximum draft is 10.4m at any given tide. Port infrastructure includes quaywalls, breakwaters and seawalls; basin and navigation channels; railway tracks, roads, storage areas and services; and electrical networks.

Extensive direct rail and road networks link the port between major economic centres within the Eastern Cape, South Africa and the rest of Southern African countries.

The port has played an intrinsic role in the import of maize and wheat to countries such as Zimbabwe and Lesotho.

## EQUIPMENT

### Tools

Port gantries One mobile gantry crane.

Other tools Fleet of straddle carriers. Heavy duty forklift.

### Other equipment

Computers SAP (HR & ERP), MS Trend micro office scan, Autocad, GCOS, Microsoft Office, Windows XP

Surveillance equipment Port is fully covered with a comprehensive CCTV surveillance network (108 cameras)

Scanners Nil

Other security equipment Port is fully fenced and manned 24 hours. All terminals are fenced with access control points for additional security. Port is ISPS compliant

## QUAYS, PIERS AND JETTIES

Name	F & G Berth	I-Berth	K-Berth	L-Berth	N & R Berth	S-Berth	T-Berth	Tanker - Berth
Specialty	General cargo	Containers/ general cargo	Containers	Containers	Motor vehicles	General Cargo/Ro-Ro/ Vehicles	Bulk grains	Petroleum Products
Length	360m total	132m	253m	253m	555m total	194m	194m	259m
Number of berths	2	1	1	1	2	1	1	1
Max Drafts	9.1m & 9.5m	8.1m	10.3m	10.4m	8,4m & 10,2m	10.3m	10.4m	10.1m
Size & storage capacity	Covered 4170 m <sup>2</sup>	Linked to K berth capacity	90 000 TEU throughput PA	Linked to K berth capacity	5100 parking bays	Nil – Transit area	76000 mt	2,175000kl Tank farm capacity

## TERMINALS AND SPECIALISED QUAYS

Name	Motor Vehicle Terminal	Container Terminal	Grain Elevator	Tanker Berth
Speciality	Vehicles	Containers	Maize, wheat and other grain products	Refined fuel products
Length	555m ( N Berth 305m R Berth 250m)	638m (K Berth 253m L Berth 253m I Berth 132m)	388m (S – Berth 194m T – Berth 194m)	259m
Depth	N Berth 8,5 m R Berth 10,7	K Berth 10,7m L Berth 10,7m I Berth 8,4m	S Berth 10,7m T Berth 10,7m	Tanker Berth 10.7m
Vessel reception capacity	Maximum LOA 245m, maximum draft 10.4 m (MLWS), no beam restriction, entrance channel 180 m at its narrowest width			
Size of storage capacity	2800 fully enclosed bays. 1100 quayside bays. 1200 additional open bays adjacent to motor vehicle terminal.	90 000 TEU throughput per annum. 52 plug points for reefer containers. 312 ground slots.	76000 tons (83 silos)	Land-based storage outside Port limits. 2,175000 tons capacity

<i>Total port area (surface area)</i>	Land - 1,299,833m <sup>2</sup> ; Water - 1,452,000m <sup>2</sup>
<i>Surface area of stretch water</i>	17,300 000m <sup>2</sup>
<i>Maximum depth of stretch water</i>	12,5m <sup>2</sup>
<i>Entrance channel</i>	+/- 1,5km (length); 180m (width at narrowest part); 11,0m - 14,0m (depth)
<i>Total number of quays</i>	11 berths (6 quays)
<i>Maximum depth at quayside</i>	8,5m - 10,7m



## MOTOR VEHICLE TERMINAL

Situated on the West Bank on the Buffalo River is the jewel of the East London port, the multi-level vehicle terminal. This facility is a first for South Africa with a proud history of excellent turnaround times and zero defects on ship loading and unloading. Boasting world class standards, the terminal has a Noscar NOSA rating for safety whilst also being recognized by NOSA in their awards for International Winner Transport and Storage SHE Integrated System 2003, a winner in the Transport Storage and communication category and again for Best Integrated Occupational Health Program

Vehicles are handled in the terminal by the terminal operator and are provided with maximum safety and security, with full protection from natural elements. Provision has also been made for natural and mechanical ventilation to ensure efficient extraction of exhaust emissions. The terminal can be increased to eight storeys, effectively increasing the number of enclosed bays to 7 000 with a resultant throughput capacity of 360 000 vehicles per annum (dwell time of 7 days).

The close proximity of the IDZ coastal vehicle distribution centre to the port offers a comprehensive logistics service offering to the automotive industry.



Type of Terminal	Car Terminal for vehicles, offering fully enclosed undercover vehicle parking
Trade	Import and Export motor vehicles (passenger and commercial)
Parameters of terminal	<p>Consist of two berths totaling 555 meters in length, with draft alongside of up to 10,7 meters and a fully secured quayside assembly area of 1100 bays (26 420 m<sup>2</sup>).</p> <p>The enclosed multi-level car terminal comprises of 2 800 bays with an additional 1200 bays immediately adjacent to the terminal offering a total of 5100 parking bays. Throughput capacity is in excess of 130 000 vehicles per annum (based on 7 day dwell time).</p>
Additional facilities	<p>The terminal has a dedicated ground floor area of 8300m<sup>2</sup> for the loading and unloading of units into containers and has capacity to load vehicles into rail trucks. The administrative area situated on the ground floor is 12 200m<sup>2</sup>.</p> <p>The terminal is fully serviced by extensive inland rail and road network which is connected to the ports road and rail networks.</p>
Linkages	Extensive road and rail networks link the port to southern and central Africa enabling linkage with major regional and national economic hubs.
Operating system	(GCOS) A fully automated computerized vehicle system that makes use of Hand Held Terminals to scan bar codes.
Security	The port is ISPS compliant. Security is enhanced by making maximum use of guards and fully fledged CCTV surveillance systems.
<p>In addition to port security, being an international border control area, joint monitoring takes place between port security and SAPS border of entry.</p>	
Performance measures	<p>Average number of unit moves per hour = 125</p> <p>Average vessel turn around time = 10 hours</p>



## GRAIN ELEVATOR

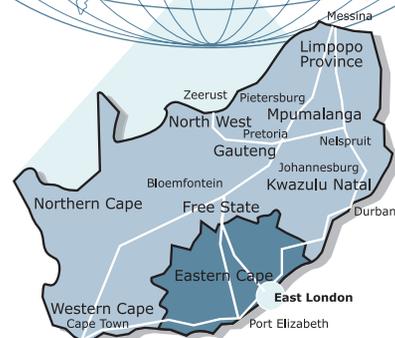
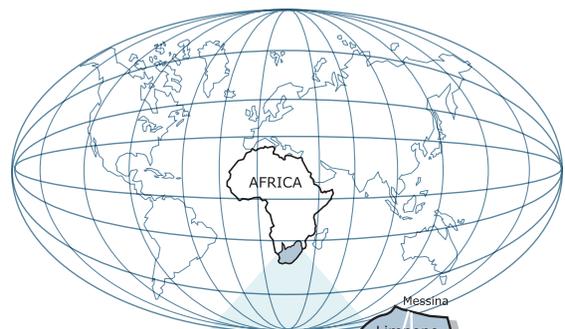
The Port offers the largest bulk-handling facility for free-flowing grain products in South Africa. Vessels are loaded using a skip operation with a loading rate of 8000 tons per day. The terminal throughput capacity is in the region of 2 million tons per annum.

The elevator which is linked to all major maize growing areas, has 83 silos with a total storage capacity of 76 000 tons. An import belt on the quayside allows for import and export to take place simultaneously. The belt has an intake rate of 250 tons per hour. Total quay length at the berth is 388.

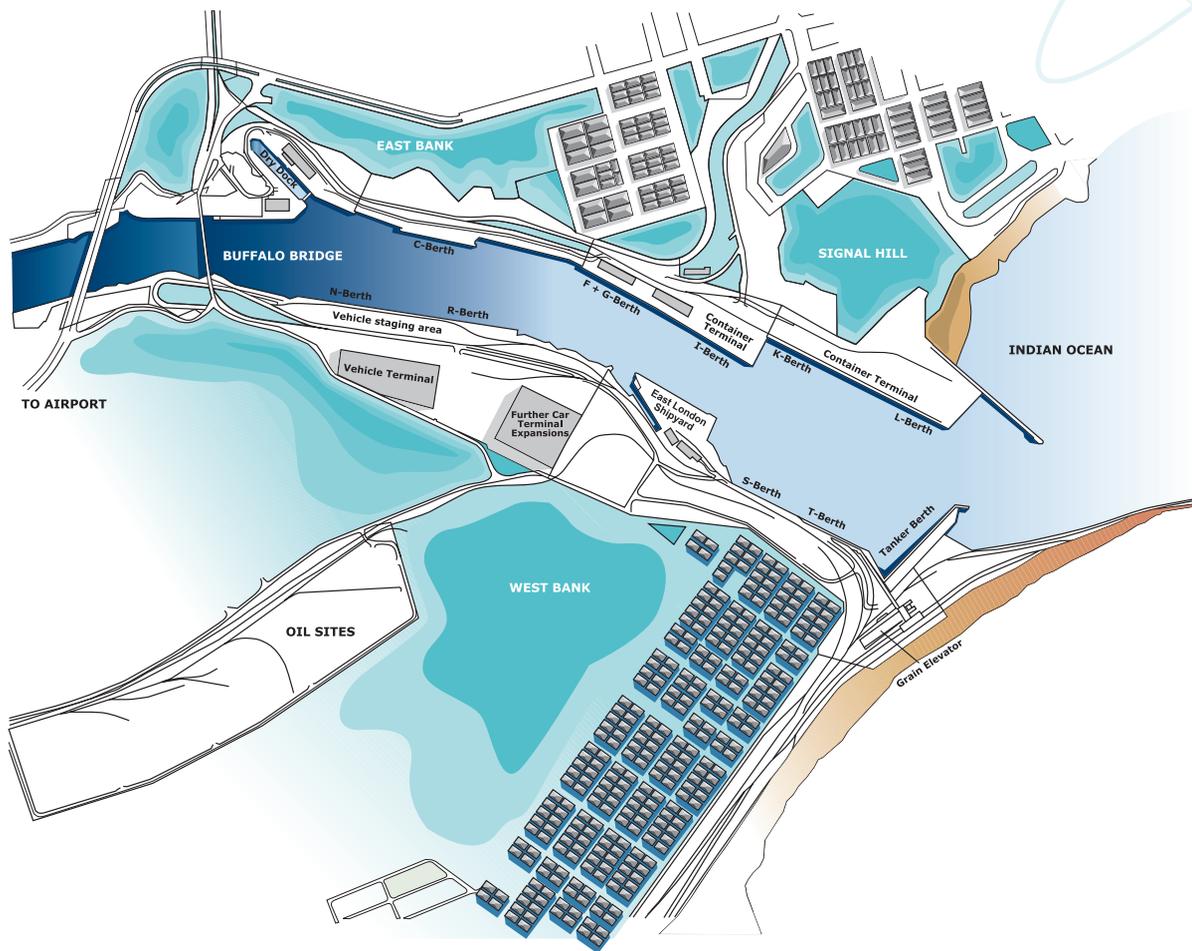
Vessels are loaded to a draught of 10,4 meters, however, a draft of up to 10,7 meters can be accommodated under special circumstances provided prior arrangements are made with the Harbour Master. The most maize exported through the grain elevator during a season was 3,4 million tons. The largest single shipment loaded to date is 40 000 metric tons.

## CONTAINER TERMINAL

The container terminal has an annual throughput capacity of 90 000 TEU. The stacking area is designed for 1,360 TEU ground slots as well as 42 reefer points for the handling of reefer containers. Vessels discharge cargo using own gear as well as a mobile gantry crane. A fleet of straddle carriers, haulers and trailers is available for the movement of container traffic.



**SOUTH AFRICA**



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