

INTEGRATING TO DECONGEST THE PORT OF DURBAN



Foreword from the Chairperson

It has almost been a year since the Decongestion Task Team was formulated. It is also with great pride and pleasure to be reporting on some of the strides this team has been making in ensuring The Port of Durban is decongested.

We are all aware that this port is an animal of its own and I have come to realise that nothing can be done successfully without integrating with our stakeholders. This is tried and tested and you will see in the pockets of excellence reported on in this summary.

As we steam ahead after stabilizing the system, bringing some order and operational discipline, the focus will be for the terminals to improve the cargo rate. We are working with the private sector and the municipality in finding a staging facility for trucks destined for the Maydon Wharf precinct. This facility will be an enabler for a truck calling system into the precinct.

I still maintain that a lot of work still needs to be done in as far as decongesting the port is concerned. As a result, I have compared the "Decongestion Topic" to peeling an onion, where when you think you have dealt with a layer and finding your feet with an initiative, the next layer emerges with its challenges. With this said, I am hopeful and very optimistic about the work being done on the ground by the stream leads and all of the stakeholders involved.

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Foreword from the Chairperson

One of the areas that is demonstrating great potential is the rail stream, which we are working hard to unlock. With this said, we have been challenged with the issue of cable theft which prohibits the efficient operation of our trains. This unlawful conduct is impacting negatively on the South African Economy as well as the lives of fellow South Africans. We need to blow the whistle on cable theft and act now! Let's join forces to combat the theft of cables

I thank you!

Moshe Motlohi
GM at the Port of Durban
Chair: Port of Durban Decongestion Task Team



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Executive Summary

- **Establishment of a multi-party work team:** The Decongestion Task Team continues to bring together stakeholders within the industry to identify challenges, opportunities, craft sound solutions and reviews these on a bi-weekly basis. The Chair of the Task Team, General Manager of the Port of Durban, Moshe Motlohi, recently presented an update on the progress made to date on the task team initiatives to the District Development Model (DDM) Team. The DDM comprises of officials from National, Provincial and Local government who seek to find ways of ensuring growth and synergy within the districts. An invite from the Decongestion Task Team Chairperson has been extended to members of the DDM to participate in our bi-weekly task team. Efforts continue being made in ensuring maximum participation in the bi-weekly task team meetings. With the challenges sited in the bi-weekly engagements, the next step is to partner with research institutions as well as innovation hubs to address the recent inclement weather challenges experienced in the Port. The Task Team has also engaged with property developers around the city to look into land parcels outside of the Port to stage trucks destined for the Maydon Wharf Precinct and have truck stop facilities.



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Executive Summary

- **Back of port operating hours & slot booking:** Driving efforts to synchronise the operating hours of back of port container depots with the port's 24/7 operating hours, in order to reduce congestion, remain at the helm of the Decongestion Task Team initiatives. The mandatory truck appointment system project has been closed out and the system has been fully handed over to TPT's Pier 1 & 2 Container Terminals operations. While we did note a few challenges at the beginning of the system implementation at the Point terminal, the mandatory truck booking system reached its mature stage and system has been running well and also handed over to operations. The Bulk Terminal depots, Grindrod and FPT successfully piloted the system and is fully operating it. Going forward, the task team is working around the clock to engage truck depots and agree on rules of engagement to enable depots to operate 24/7.



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Executive Summary

- **Trucking association accreditation & training:** A comprehensive induction programme has been developed by the Transnet Maritime School of Excellence in consultation with industry. This will ensure that all truck drivers and transport company owners are aware of their obligations, responsibilities, port processes, do's and don'ts before being permitted to operate in the port. Truck owners are required to declare which association they belong to. While the rollout has been delayed by COVID-19, e-induction sessions are expected to commence as soon as possible. The next step is to engage with the Transporters and the associations to release truck drivers in batches of 10 to undergo the pilot programme developed by the school.



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Executive Summary

- **Container terminal efficiencies:** Terminal efficiencies remain a priority for the task team, as such initiatives geared to improving such are at a high as previously communicated and reported. The most recent milestone includes the full delivery and injection of all 23 Kalmar Straddle Carriers into the Pier 2 Container Terminal operations. The "Flexi Interchange Zone" (ITZ) initiative was also successfully piloted and has now gone live. This system will enable volume smoothing where volumes will be distributed across the ITZ's in turn will improve truck turn around time.



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Executive Summary

- **Increased rail utilisation.** While we have noted an increase in rail supply in the Island View precinct where it has improved from 1 train to 4 trains per week for Manganese and Chrome and in Maydon Wharf supply also increasing to 4 trains per week for grains, we have been experiencing a hike in cable theft. The joint stakeholder engagement stream has been tasked to develop a campaign to create awareness on the impact cable theft has on the lives of the ordinary person as well as the South African economy as a whole. Partners are invited to join forces, collaborate and come up with a solution to support the rail stream. The aim with rail supply stream is to continue ramping up the number of trains deployed to shift rail appropriate cargo from road to rail and unlocking rail potential.



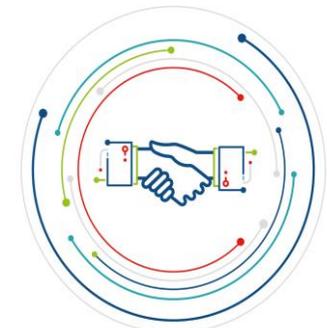
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Executive Summary

- **Joint stakeholder engagement.** Collaboration and partnerships remains the name of the game in the joint stakeholder engagement stream. Focus remains on the ensuring maximum involvement by key stakeholders in the industry. The membership composition of the Decongestion Task Team is at its satisfactory level however, the stream is working on on-boarding stakeholders who can assist realise some of the great initiatives championed by the task team. The stream is also tracking stakeholder sentiments around the task teams initiatives and it is great to announce that at this stage, the feedback from stakeholders has been positive, constructive and encouraging.



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Executive Summary

- **Port access roads.** As a result of the COVID-19 pandemic, the outputs of this stream have been rather delayed more so because this stream focusses on long term projects. As we continue focussing on creating future, rail and port capacity, as well as improving road traffic compliance to prevent intersection gridlocks, we have noted some milestones in as far as the projects are concerned. The Memorandum of Agreement (MoA) for a second access road to the port landlord Transnet National Ports Authority (TNPA) and eThekweni Municipality has been signed by both parties. Plans to upgrade and widen Bayhead and Langerberg Roads are still underway with the Owners Requirement Specifications (ORS) having been signed off by Port Management. The next steps includes finalisation of the scope of works. The traffic impact study for Maydon Wharf road has also been completed. Law Enforcement agencies remain visible within the Port to monitor and address and congestion issues.



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Executive Summary

- **Root Cause Analysis.** The root-cause analysis team has been deployed to the Container Terminals Straddle Carrier Workshop at Pier 2 where we have since noted improvement in the straddle carrier up time of previously 60 to currently 86 machines per shift. The stream has also focused its efforts on predictive maintenance. On the horizon in this stream would be to roll out the same methodologies to rail as well as the Point MPT.



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