

TRANSNET



*national ports
authority*



PORT OF MOSSEL BAY

SERVING THE TOURISM, OIL AND FISHING INDUSTRIES



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.

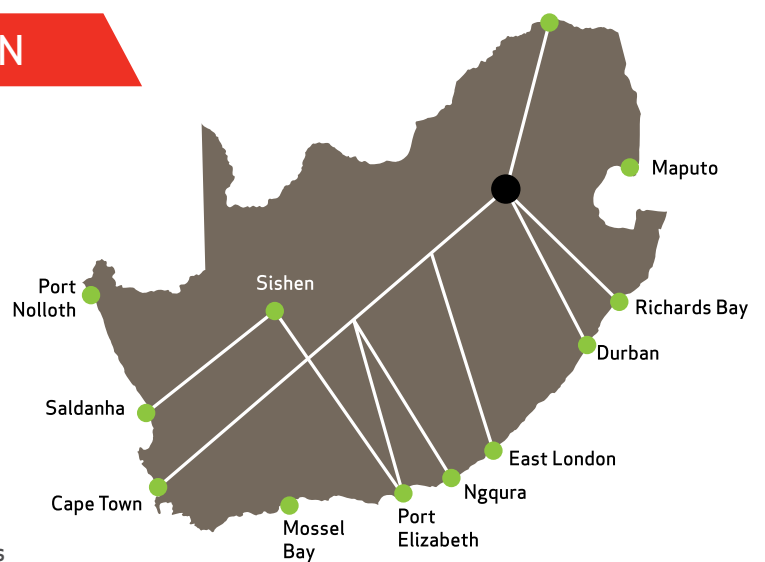


TNPA's MANDATE, VISION / MISSION

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".



SOUTH AFRICAN PORT SYSTEM

FOUR CORE BUSINESS ACTIVITIES

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



The National Ports Authority (TNPA) is the landlord Port Authority established through the Ports Act. TNPA is responsible for the safe, efficient and effective economic functioning of the national ports system, which it manages, controls and administers in a landlord capacity.

FAST FACTS

ASSETS

TOTAL ASSETS OF R74.4bn	9 PORTS	106 BERTHS: 20 CONTAINER 26 DRY-BULK 38 BREAK-BULK 16 LIQUID-BULK 6 AUTOMOTIVE	57 MARITIME CRAFT:	
	COASTLINE OF 2 798 km		30 TUGS	3 PILOT HELICOPTERS
			9 PILOT BOATS	5 DREDGERS
			7 WORK BOATS	4 SURVEY BOATS
TNPA EMPLOYS 4 178 PERMANENT STAFF				

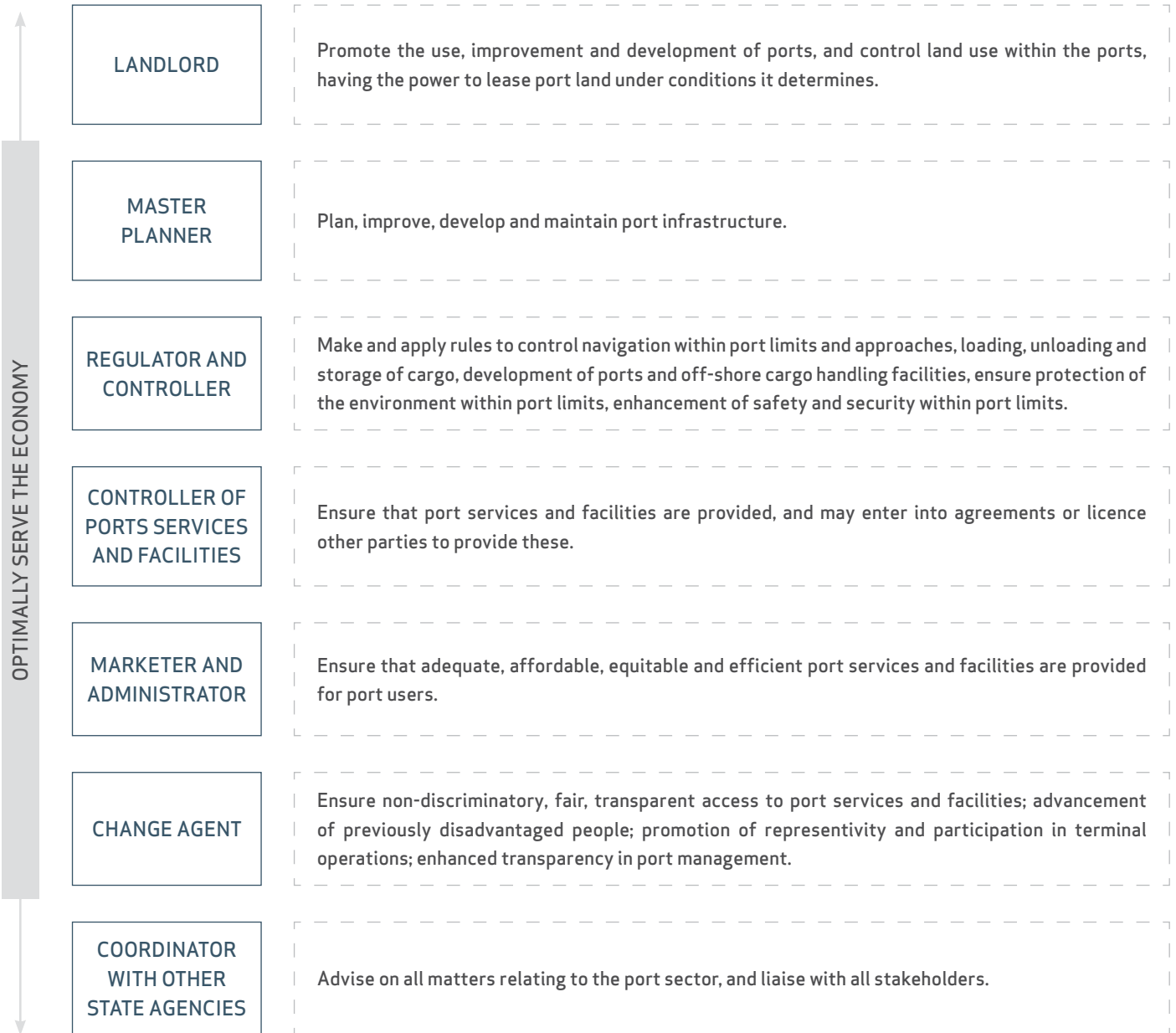
THE NATIONAL PORTS ACT 2005

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: www.transnetnationalportsauthority.net



TNPA'S CORE FUNCTIONS IN TERMS OF THE NATIONAL PORTS ACT



OVERVIEW OF THE PORT OF MOSSEL BAY

Geographical coordinates : 34° 10' S 22° 09' E



The Port of Mossel Bay, situated halfway between Cape Town and Port Elizabeth, approximately 400km East of Cape Town, is the only South African port that operates two off-shore mooring points within port limits. The main commodities handled are petroleum products exported through the off-shore moorings and fish products from the fishing industry of the region. It also serves as an off-shore supply vessel base for one of its key clients, PetroSA. The port is capable of accommodating passenger and project vessels that call at the port.

Accessible by road and railway networks, the Port of Mossel Bay is an excellent connection point to the consumer markets and industrial zones of the Western Cape hinterland. Tourism is also a booming industry, with fully booked accommodation in the holiday months.

The N2 national road connects Mossel Bay with Cape Town and George. The closest airport is George (approximately 50 km away) which has flights to all major airports within South Africa. Mossel Bay forms part of the Garden Route - a major tourist attraction in the Western Cape. Further inland is the Karoo which is mainly a farming area.

The port's main role is to import and export petroleum products. It also serves as a base for the local fishing industry.

The port is dredged every second year.



VESSEL RECEPTION FACILITIES

Tidal range:	Approximately 2 metres
Weather forecast:	Prevailing winds are South West (predominant throughout the year), North West (winter) and South East (summer), but wind directions and velocities are subject to rapid change without warning. Average wind speed is 10-25 knots. Heaviest seas and swells are predominantly South Easterly and accompany the South Easterly winds. South Westerly winds seldom cause swell problems.
Pilotage:	Pilotage is compulsory within port limits (TNPA pilot).
Communications :	VHF channel 12 and 16.
Ship repairs:	Marine engineering firms are available for all classes and types of on-board repairs. A slipway with a capacity of 250 tons is available.
Bunkering and Supply:	No heavy fuel oil, only diesel oil for fishing vessels and supply vessels.
Customs formalities:	Currently only for crew movements within the municipal area.
Price settings:	As per Tariff Book .
Health formalities:	Free pratique is required for vessels entering port limits. Requests for medical assistance are passed through Port Control to the Harbour Master and Pilot. Hospital facilities are available. Vessels in port should arrange medical facilities through an agent.
Security:	<p>The security department in the Port of Mossel Bay operates under the following Acts, Legislation and Policy.</p> <ul style="list-style-type: none">• Private Security Industry Regulator Act No 56 of 2001 (Act 56 of 2001)• Ports Act No. 12 of 2005• Port Rules for the Harbours of South Africa• ISPS Code• Transnet National Ports Authority Security Policy

INFRASTRUCTURE

Total port area:	Port limits stretch from the Cape St. Blaize Lighthouse to the Little Brak River mouth, along the high water mark. The total area is approximately 37 km ² .
Access channel:	Length: 750 m Breath: 120 m Depth: 7 m
Total number of quays:	Five quays and two off-shore mooring facilities
Maximum depth at quayside:	7.5 m



OVERVIEW OF THE PORT OF MOSSEL BAY CONT...

TERMINALS AND SPECIALISED QUAYS

NAME	QUAY 4	CBM	SPM
Speciality	Multipurpose	Petroleum Export	Import and coastal export of Petroleum
Length	Max. 130 m	Max. 200 m Min. 135 m	Max. 200 m Min. 135 m
Max Draught	6.5 m	Max. 12 m	Max. 13 m
Vessel reception capacity		DWT 42 000 tons	DWT 50 000 tons
Equipment	Local Crane Hire Companies		
Size of storage area	Closed approx. 4000 m ²	500 m around CBM designated as restricted area	500 m around SPM designated as restricted area
Storage capacity	2.9 tons/m ²	Nil - subsea pipelines transport to tank farm	Nil - subsea pipelines transport to tank farm

QUAYS, PIERS AND JETTIES

NAME	QUAY 1	QUAY 2	QUAY 3	QUAY 5	VINCENT JETTY
Speciality	Fishing	Fishing	Fishing	Fishing	Fishing
Length	103 m	63 m	220 m	170 m	143 m (2 sides)
Depth	1.7 m	2.7 m	5.5 m	4 m	4 m



CAPE ST. BLAIZE LIGHTHOUSE

The Port of Mossel Bay boasts the Cape St Blaize Lighthouse, commissioned in 1864. The height of the focal plane from the tower is 73 metres above sea level and the range is 25 nautical miles.

The lighthouse uses a 4th order, four-panel catadioptric rotating lens system and the present light source is a 400 watt metal halide lamp.

Over the years light sources used have included a wick burner (1897), a 35 mm incandescent vapour burner (1911), an autoform burner and mantles (1922), a 500 watt incandescent lamp (1931), and a 1500 watt incandescent lamp (1992).

Visitors can climb to the top of the 14.9 metre lighthouse tower to enjoy majestic ocean views. The heritage structure is open to the public from Monday to Friday between 10h00 and 15h00. It is advisable to call first (044 690 3015) in case the lighthouse is closed, for example, unscheduled maintenance.

A self-catering cottage, situated on the lighthouse property, is available for holiday accommodation.

Contact lighthouse.tourism@transnet.net for details.



CRUISING

The cruise industry is the fastest growing tourism sector in the world and has tremendous economic spin-offs for the country. In South Africa, Durban and Cape Town are positioned as home ports, while Mossel Bay Port Elizabeth, East London and Richards Bay are ports of call.



MARKET DEMAND STRATEGY

Transnet's Market Demand Strategy (MDS) is designed to serve as a proactive enabler of economic growth. It is a R300 billion capital investment programme that directs the Company's expectation of significant planned capital investment to expand South Africa's railway, ports and pipeline infrastructure. This in turn enables Transnet to create capacity ahead of market demand for cargo transport and handling services.

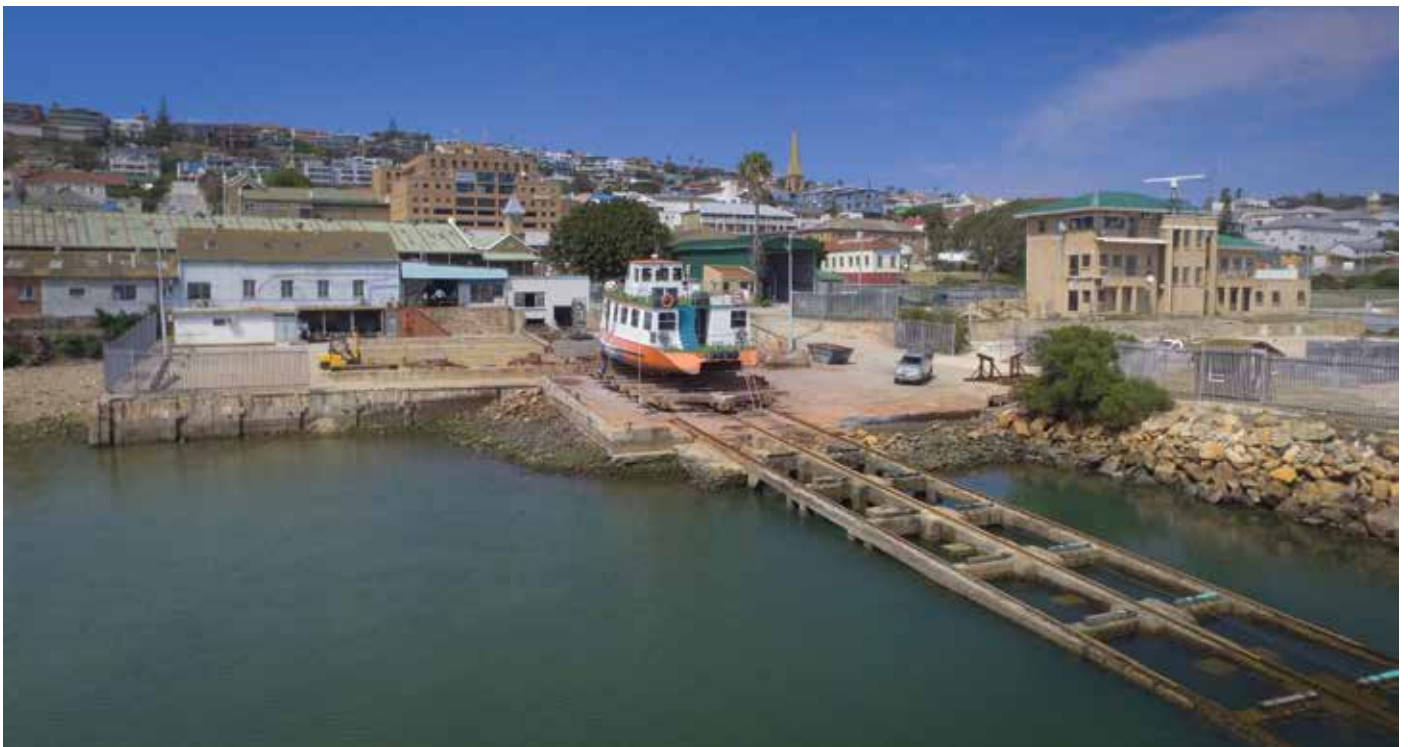
OPERATION PHAKISA PROJECTS

SLIPWAY

Transnet's Ship Repair Strategy was developed as part of the South African government's Operation Phakisa programme, launched in 2014, to unlock the ocean's economy. It identified the shortcomings of the current ship repair infrastructure and opportunities to improve the operational efficiency of these facilities and increase the revenue they generate.

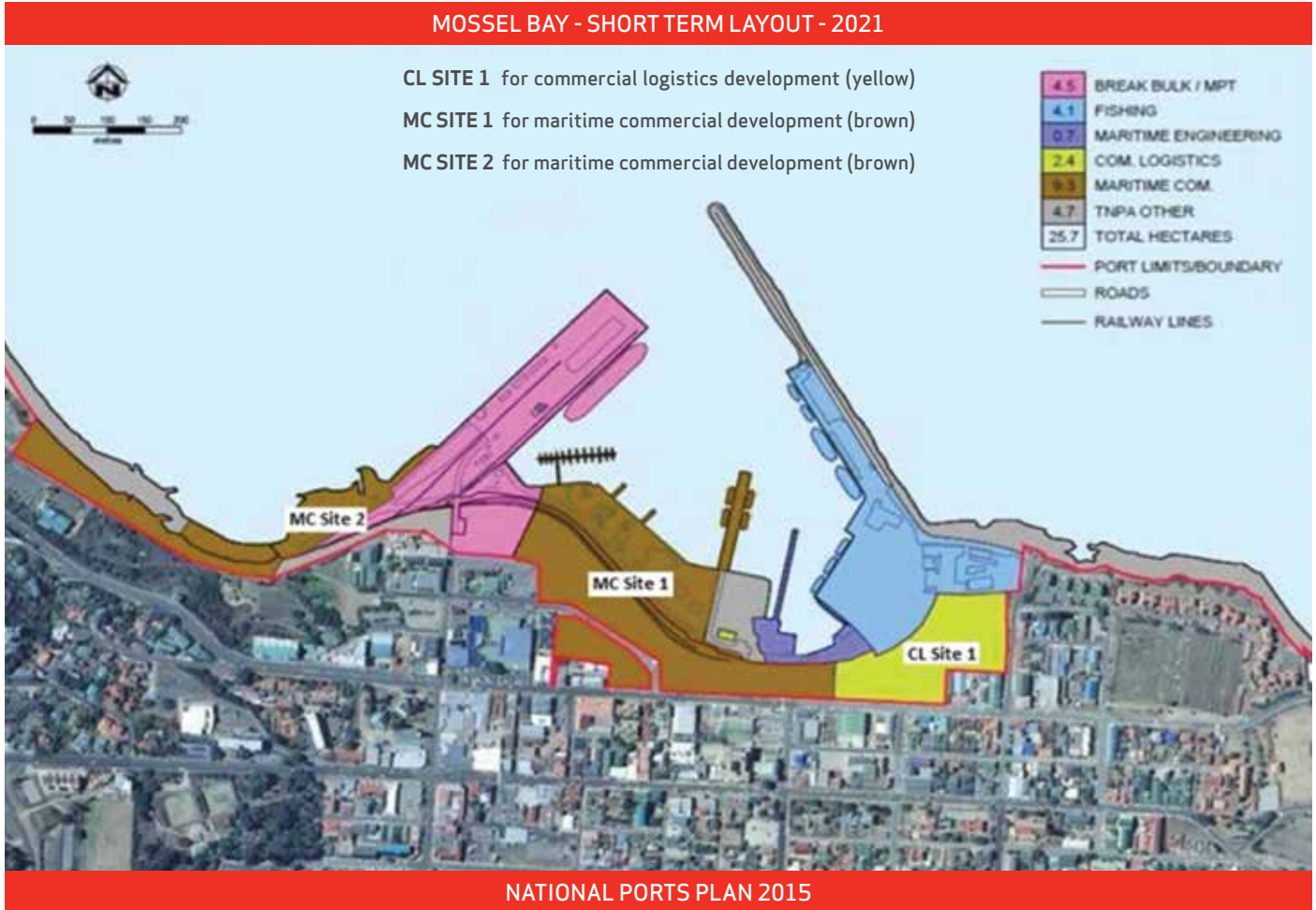
The recommendations to improve the ship repair facilities located in the ports, have been accepted by various levels of government because of the potential economic benefits.

The slipway and associated infrastructure at the Port of Mossel Bay provide the only repair facilities in the region and serve fishing vessels operating from the Port of Mossel Bay, as well as TNPA vessels assigned to the port. These include a tug and workboat. The slipway facility is of the end haul type, i.e. a vessel is pulled out of the water, on a cradle, bow first. The planned upgrade, currently at the Feasibility Stage, will see an increase in capacity to 500 tonnes. It will improve safety and efficiency by accommodating up to four vessels at a time through the construction of two side-slips.



NEW BUSINESS DEVELOPMENT

TNPA's Port Development Framework Plan (PDFP) has identified certain portions of land along the port front earmarked for development. The identified land is currently under the Pre-Feasibility Study which seeks to propose development opportunities for the underutilised land in and around the port, thereby integrating the Mossel Bay Central Business District (CBD) with the port through infrastructure development. The site layout and precincts earmarked for development are shown below in the Short Term Layout plan from the 2015 approved PDFP.



SOCIO-ECONOMIC DEVELOPMENT

TNPA Corporate Social Investment (CSI) responds to business challenges, including the development of mission critical skills and environmental challenges. Philanthropic CSI support focuses on community upliftment and improving the quality of life in our communities.

SAPREC

The Port of Mossel Bay recognises its environmental responsibility by supporting initiatives that focus on conservation and rehabilitation of marine life. The port identified SAPREC (Seabird and Penguin Rehabilitation Centre), a marine bird rehabilitation centre, which provides treatment and temporary care to injured, diseased or oiled indigenous marine bird.

GOLF DEVELOPMENT PROJECT

With high levels of unemployment and limited work opportunities, the caddy clinic project is an ideal initiative to pursue. The initiative contributes to social and economic upliftment as it provides opportunity to develop caddy and golfing skills and create work opportunities. Since September 2016, the initiative has seen 17 local youth (aged 9 - 12) from disadvantaged backgrounds, tee off their exciting caddy and golfing skills development journeys until they matriculate. The children are all from local homes that care for destitute children.

PHILANTHROPIC PROJECTS

Philanthropic projects centre around creating awareness of career opportunities in the maritime industry for learners, such as:

- The Technogirl – job-shadowing project for girls from adopted schools,
- The Bring a Girl Child to Work programme for employees’ children and girls from adopted schools,
- The Tomorrow’s Man Programme, as well as
- Sponsorship of the National Maritime Career Expo.



ENVIRONMENTAL SUSTAINABILITY

HERITAGE CONSERVATION

The Port has four heritage structures namely; Old Sea Wall, Quay 1, Quay 2 and a section of the Breakwater wall. Annual inspections conducted by the Infrastructure Department ensure that these structures are of sound integrity, and Class 41 inspections take place every second year.

WATER QUALITY MANAGEMENT

Dredging, soundings and sediment analysis are conducted in port waters annually to ensure that operations are carried out safely with minimal possible impact on the environment. Hull cleaning is not allowed in the port.

MONITORING THE CARBON FOOT PRINT

On a monthly basis, statistical reports of water and energy consumption are compiled to help the port manage and reduce its consumption. The port has recently embarked on Continuous Improvement (CI) projects relating to its use of water and energy and statistical reports show a marked decrease in electricity consumption in recent months.

WASTE MANAGEMENT

The port manages its waste through contracting. All waste management contractors that render services to tenants in the port are controlled through the Section 57 Licensing, as guided by the Ports Act (Act 12 of 2005). Gulley waste is not accepted in the port due to lack of resources for final disposal of this type of waste.

ENVIRONMENTAL OUTREACH PROJECTS

The port recently initiated a Township Schools Environmental Outreach Programme. This programme involves learners from the three CSI adopted schools in initiatives such as environmental awareness campaigns and outreach programmes. This Transnet National Ports Authority, Port of Mossel Bay initiative is made possible by collaborative efforts with other entities, helping to strengthen relationships between these various entities.

PRESERVING OUR NATURAL RESOURCES

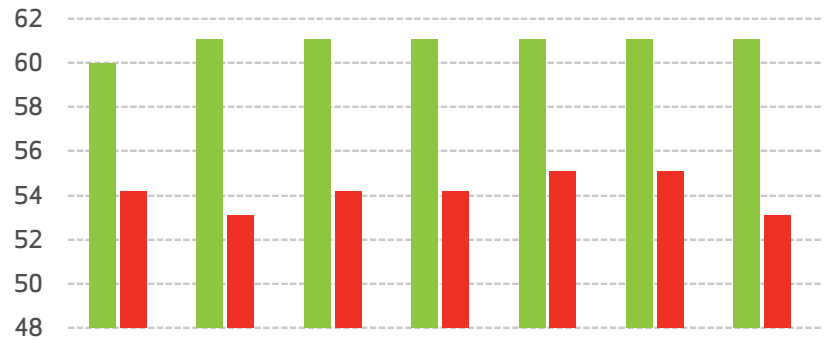


TRANSFORMATION

Eighty-three percent of the Port of Mossel Bay's 53-strong highly skilled workforce is black (African - 48.15, Coloured - 31.48). Women make up 33.3 per cent of this total.



2017/2018 HEAD COUNT



	April	May	June	July	August	September	October
Target	60	61	61	61	61	61	61
Actual	54	53	54	54	55	55	53



SECURITY

It is the responsibility of the Security Department to create an enabling operational environment for TNPA Port of Mossel Bay (MSB) and its customers to discharge their business objectives. In response to this, the Security Department developed an operational plan that is continuously updated in support of the security needs and requirements of the port and its customers.

The Security Department operates on a twenty-four (24) hour basis, managing the following, amongst other functions:

- Access and egress control,
- Issuing of access permits,
- Issuing of harbour carrying permits,
- Enforcement of all permits issued by other departments,
- CCTV monitoring,
- Safety inductions.





ADDRESS:

PORT ADMINISTRATION BUILDING,
55 BLAND STREET, MOSSEL BAY
SOUTH AFRICA, 6500

OFFICE OPENING HOURS: 08H00 - 16H30

CUSTOMS OPENING HOURS: CUSTOMS AVAILABLE ON REQUEST

WORKING HOURS OF PORT OPERATORS: MON - FRI. 06H00 - 18H00.

AFTER HOURS SERVICE AVAILABLE ON REQUEST

PORT CONTROL TELEPHONE : +27 44 604 6271

PORT CONTROL FAX: +27 44 604 6278

HARBOUR MASTER TELEPHONE: +27 44 604 6287

CUSTOMER RELATIONSHIP MANAGER: +27 44 604 6289/+27 83 700 9907

SECURITY CONTROL CENTRE: +27 44 604 6200

PORT SECURITY MANAGER : +27 83 706 8841