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Transnet National Ports Authority's experience in promoting the investment and development of ports infrastructure in South Africa

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8th Philippine Ports and Shipping 2015 : 13 February 2015





- **Transnet National Ports Authority**

- **The South African Ports System :**

 - Core Services, Types of Infrastructure and Funding

- **Transnet National Ports Authority : Infrastructure Projects**

- **Best Practice in Infrastructure Provision**



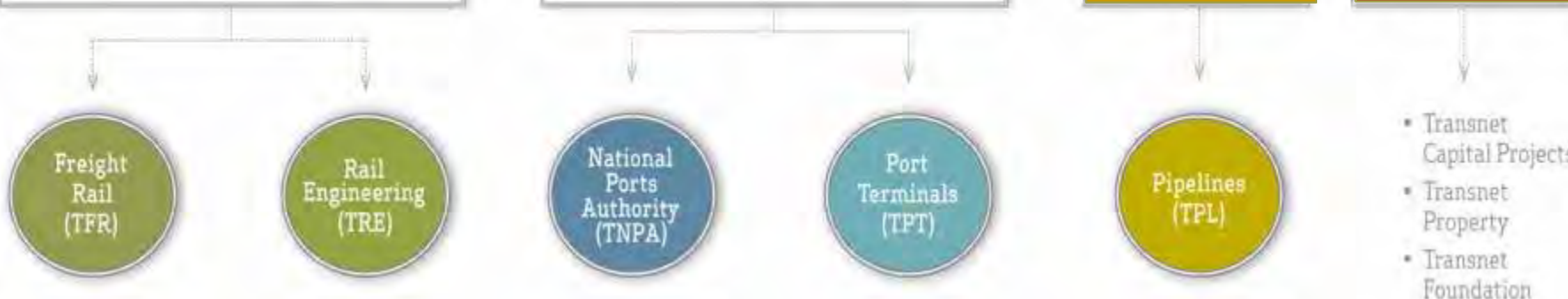
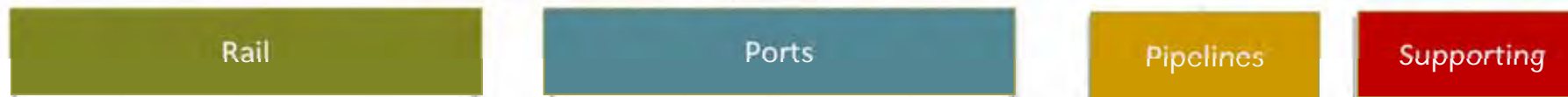


TNPA : An integral Operating Division of Transnet Group

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Owns & Operates 20,500 km track, including 1,500 km dedicated heavy haul

Supports TFR with rolling stock maintenance

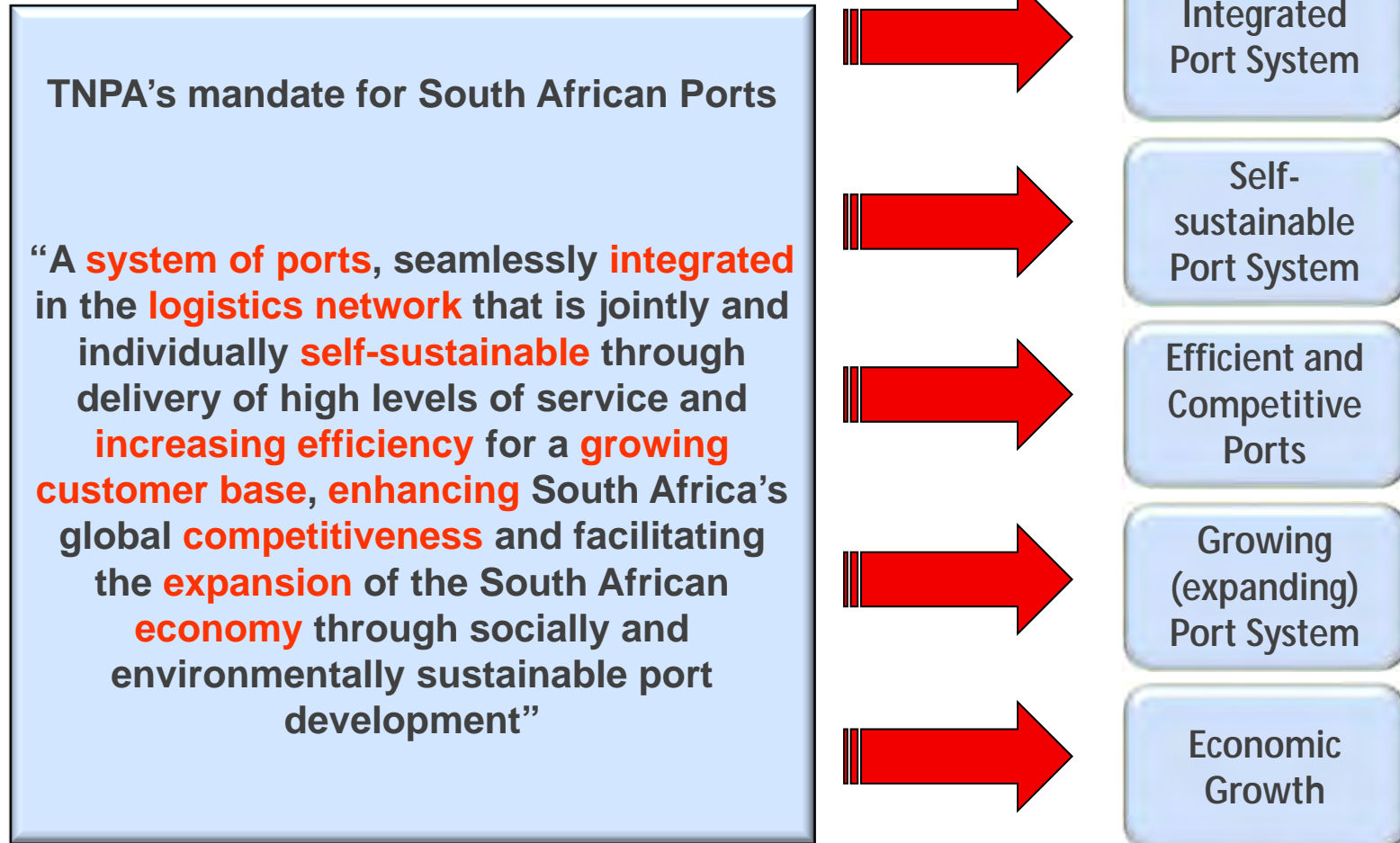
Landlord to 8 commercial Ports around the South African coastline

16 cargo terminal operations across South African Ports

3 800 km of pipeline capacity for petroleum and gas products

- Transnet Capital Projects
- Transnet Property
- Transnet Foundation





Source : White Paper on National Commercial Ports Policy, approved by Cabinet on 6 March 2002 and Published in Government Gazette on 8 August 2002;



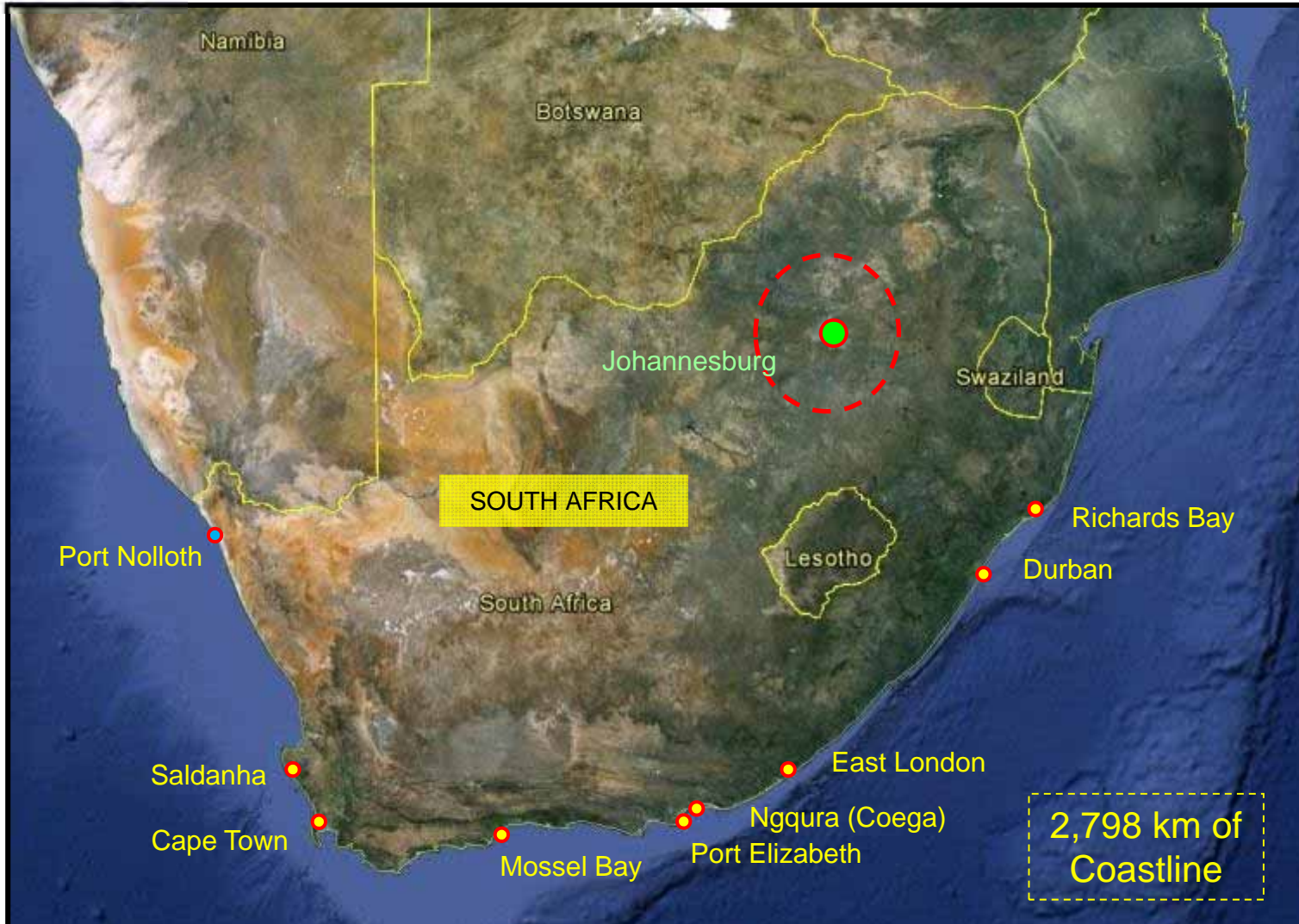


South Africa's Commercial Ports

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TNPA owns and manages all commercial ports in the South African Port System





- Transnet National Ports Authority
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- The South African Ports System :
-

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Maritime Operations

Marine Operations

Pilotage, towage (tug assistance) and vessel berthing services. Pilotage is a compulsory service responsible for the safe navigation of vessels in and out of the port.

Dredging Operations

Responsible for maintenance dredging and hydrographic survey of all ports.

Lighthouse and Navigational services

Providing, maintaining and operating 45 lighthouses along the South African coastline.

Port Infrastructure

Responsible for Port planning, development and maintenance of basic port infrastructure. This is executed through port development framework plans, capital investment plans, and port infrastructure maintenance programme.





Types of Port Infrastructure

Port Land and Terminals	<ul style="list-style-type: none"> ▪ Lease port land to terminal operators and other port service and port facility providers in the ports; ▪ Undertake environmental management and land use planning;
Wet Infrastructure	<ul style="list-style-type: none"> ▪ Lighthouse services infrastructure - lighthouses, buoys, beacons and electronic / radio navigation equipment; ▪ Port control and safety; ▪ Entrance channels, breakwaters, turning basins, aids to navigation within port limits, vessel traffic services, maintenance dredging within ports; ▪ Construction of New Ports;
Dry Infrastructure	<ul style="list-style-type: none"> ▪ Quay walls, roads, rail lines, buildings, fencing, port security, lighting (outside terminals), bulk services and in certain cases terminal infrastructure;
Ship Repair Services	<ul style="list-style-type: none"> ▪ To provide and maintain repair facilities as well as the cranes utilised in such facilities;
Marine Services & Dredging	<ul style="list-style-type: none"> ▪ Provide vessel pilotage (including helicopters), tug assistance, berthing, running of lines, floating cranes, dredgers;





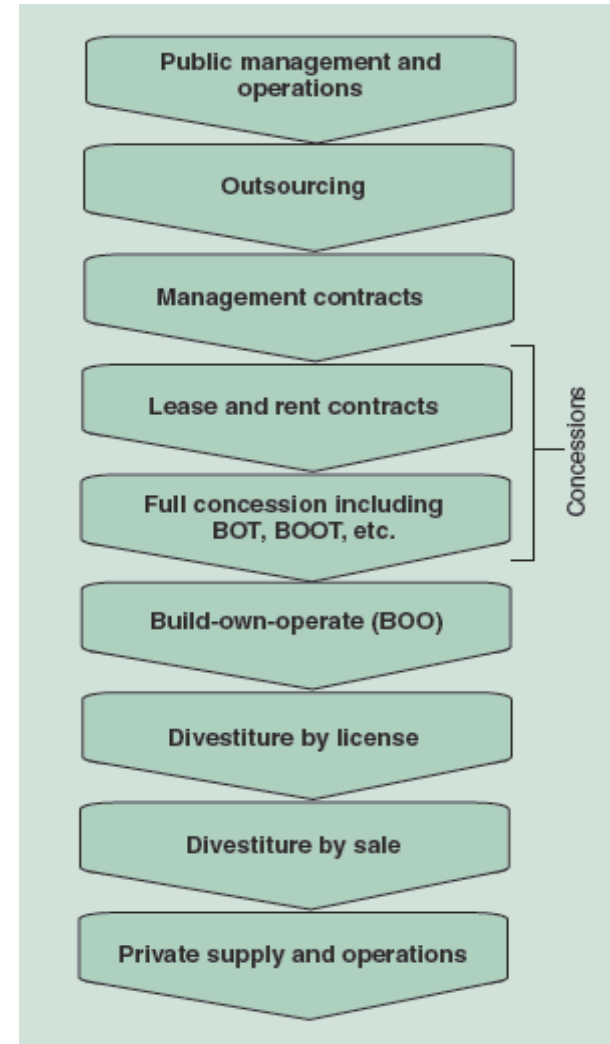
Financing Port Development Projects

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- TNPA is a self-sustainable State-Owned-Company (SOC) and Operating Division within Transnet;
- Transnet sources capital funding from external markets to fund port investments;
- TNPA is responsible to plan, provide, maintain and improve port infrastructure;
- All terminal developments are funded from external operators within a concession context;





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Richards Bay – New Liquid Bulk Berth (Completed)

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- New berth for handling of liquid bulk and chemical products;
- Depth of 14m, Length 400m, Capacity estimated 1.25mtpa;





Durban – Widening/Deepening of Entrance Channel (Completed)

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- Increase entrance width from 130m to 220m;
- Depth from 12.8m to 16.0-19.0m;



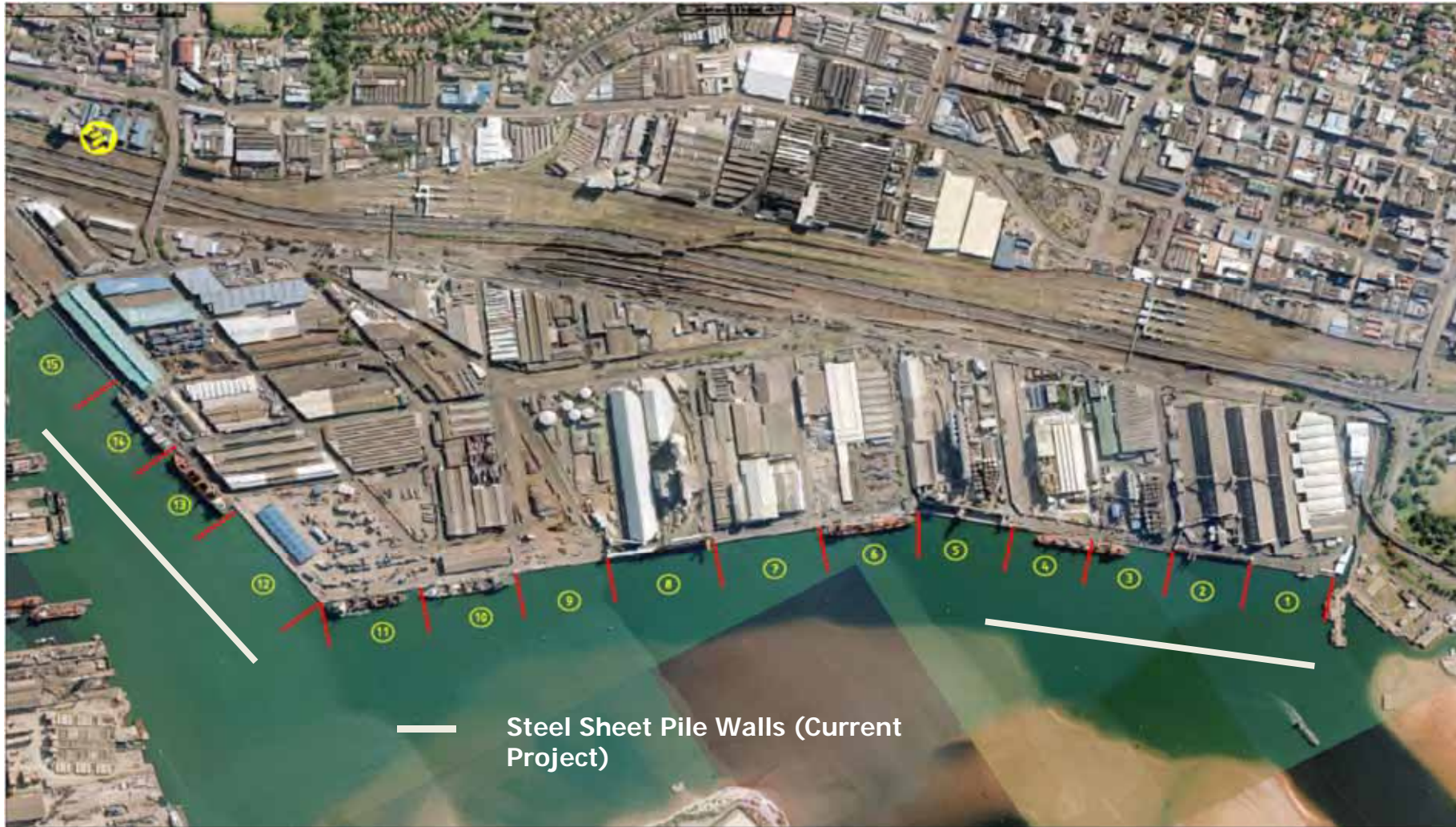


Maydon Wharf - Berth Reconstruction

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13 Replace old steel sheet pile berths 1-4, and 12-14, with new deep water berths : Provide infrastructure to sustain existing port operations and cater for growth in cargo volumes





Port of Durban : Impact of the Berth Deepening Project

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- Existing dredged limits
- Proposed dredged limit
- Proposed quay wall extension

- Deepen Container Terminal berths from -12.8m CD to -17.0m;
- Length of existing quay wall from 915 m to 1190 m, 3 x 350 m vessels;
- Container vessels with a draft of 14.5 m can be accommodated;





Pier 1 Phase 2 (Salisbury Island) Container Terminal Durban

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- 1.0 m³ of dredging;
- 2.8 m³ of reclamation;



- Reclaim 12 hectares : 1.8 million TEU's;
 - Draft of 14.5 m;
- 1,180 m of productive quay length;





Durban Old DIA Site – Aerial Photo

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Durban Dig-out Port – Aerial View

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Construction of :

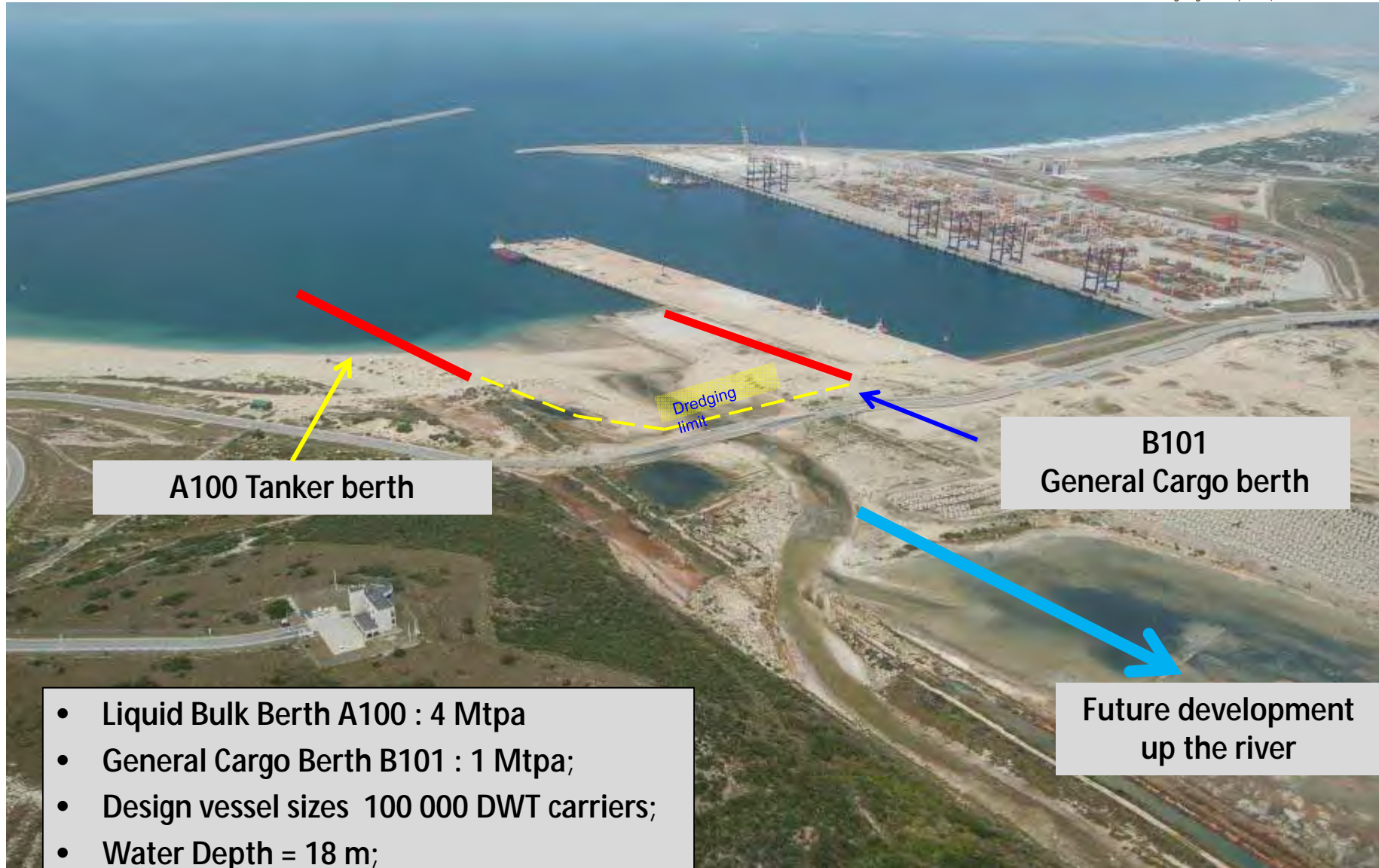
1. Breakwater and entrance channel;
2. 16-berth container basin and terminals (9.7m TEU's);
3. Automotive terminal
4. Liquid Bulk Terminal; and
5. Road and rail connectivity.





Port of Ngqura Aerial View of Proposed Developments

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A100 Tanker berth

B101
General Cargo berth

Future development
up the river

- Liquid Bulk Berth A100 : 4 Mtpa
- General Cargo Berth B101 : 1 Mtpa;
- Design vessel sizes 100 000 DWT carriers;
- Water Depth = 18 m;
- 1.2 million m³ of dredging;



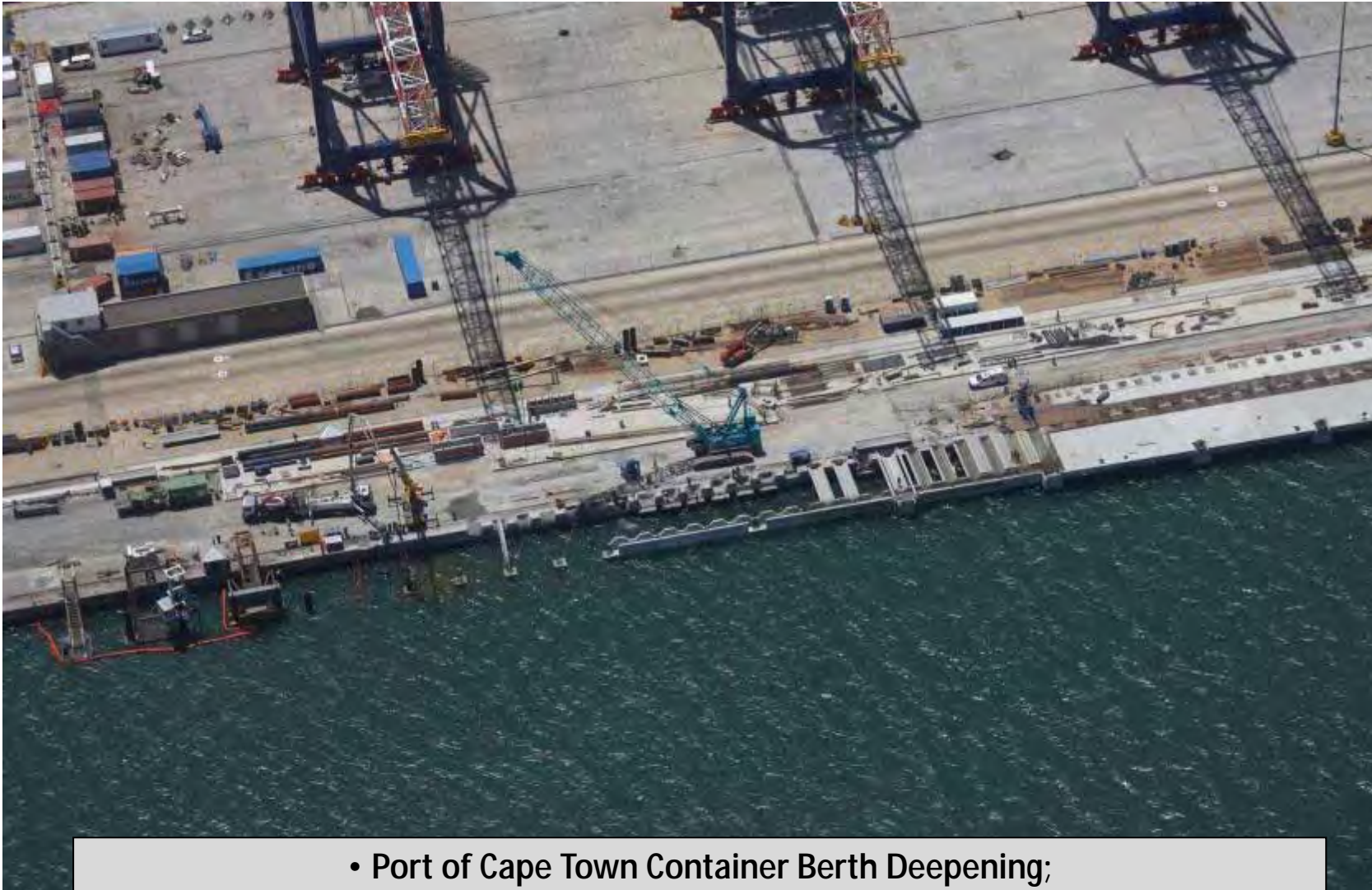


Cape Town : Deepening of Container Berths (Completed)

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- Port of Cape Town Container Berth Deepening;
 - Berths deepened to 15.5m;
 - Capacity Increase to 900 000 TEUs;





Saldanha Proposed Developments

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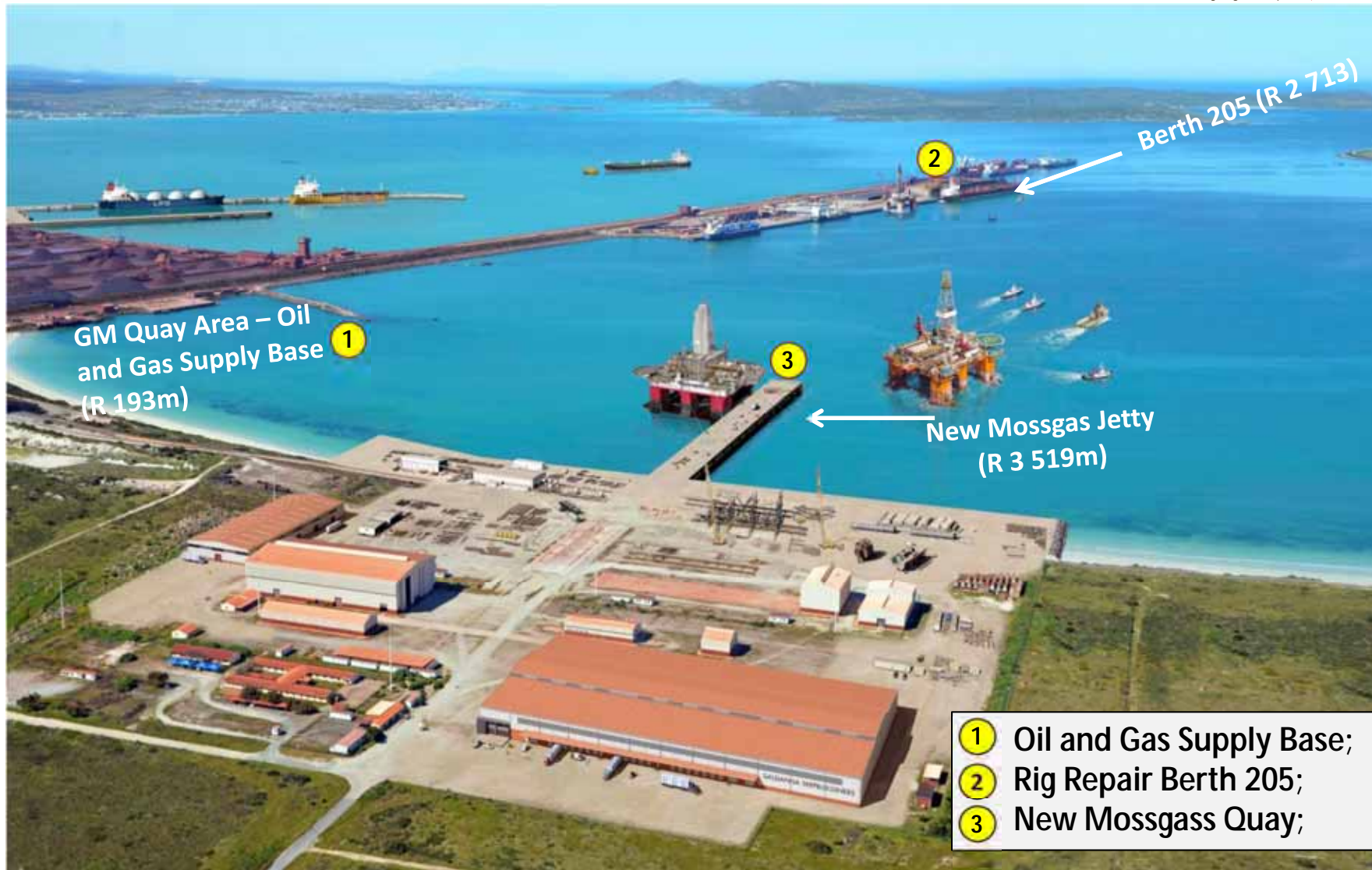


Saldanha : Oil & Gas Infrastructure

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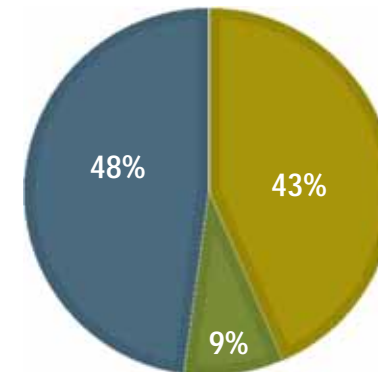


Developing the Oil & Gas Services Complex will require from TNPA & the SBIDZ LICO **dedicated infrastructure and resources**, and **collaboration of operations and improved efficiencies**

- **IDZ Interest:**
 - Land-based facilities to support offshore operations in terms of logistics, equipment servicing, rig repair, fabrication etc.
- **Port-specific interest:**
 - Companies looking for dedicated infrastructure with quayside access for vessel fabrication, logistics, repair etc.
 - BUT these companies are not necessarily interested in building the dedicated infrastructure – they just want to be able to use it for their activities;

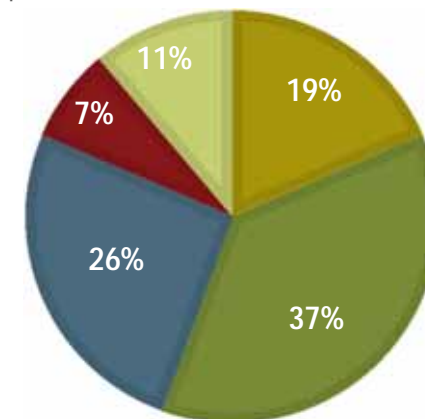
INVESTOR TYPE FDI VS DDI

■ Domestic ■ Joint Venture ■ International



INVESTOR TYPE BY ACTIVITY

■ Logistics ■ Fabrication
■ Equipment Servicing ■ Offshore Support
■ Rig Repair Contractors





Examples of Investor Projects

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Offshore Supply Base



2 Investors – UK headquarter company (JV with SA partner) & Singaporean-based OSB operator

Vessel Fabrication

To utilise Jetty at Moss gas



PetroSA; Dept. of Defence Procurement Projects; Private Sector (Domestic & International)
Also working with DoD and the dti to support contracts

Subsea Fabrication Facility

Require Berth 205 and OSB for support



US headquarter company; UK headquarter company etc.

Equipment Services Yard





Saldanha : Oil and Gas Supply Base (Artist Impression)

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Saldanha : Rig Repair Berth 205 (Artist Impression)

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Saldanha : Mossgas Jetty (Artist Impression)

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Infrastructure Lessons Learnt

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- A sound project execution methodology;
- Governance structures to enable decision-making;
- Project prioritisation (e.g. mandatory, bulk services, discretionary, external/internal policy driven);
- Project Tracking and monitoring;
- Dedicated Resources and project management skills;
- Enabling procurement processes;



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Thank you

