TRANSNET

national ports authority



PORT OF RICHARDS BAY

CORPORATE BROCHURE

FROM FISHING VILLAGE TO PORT CITY

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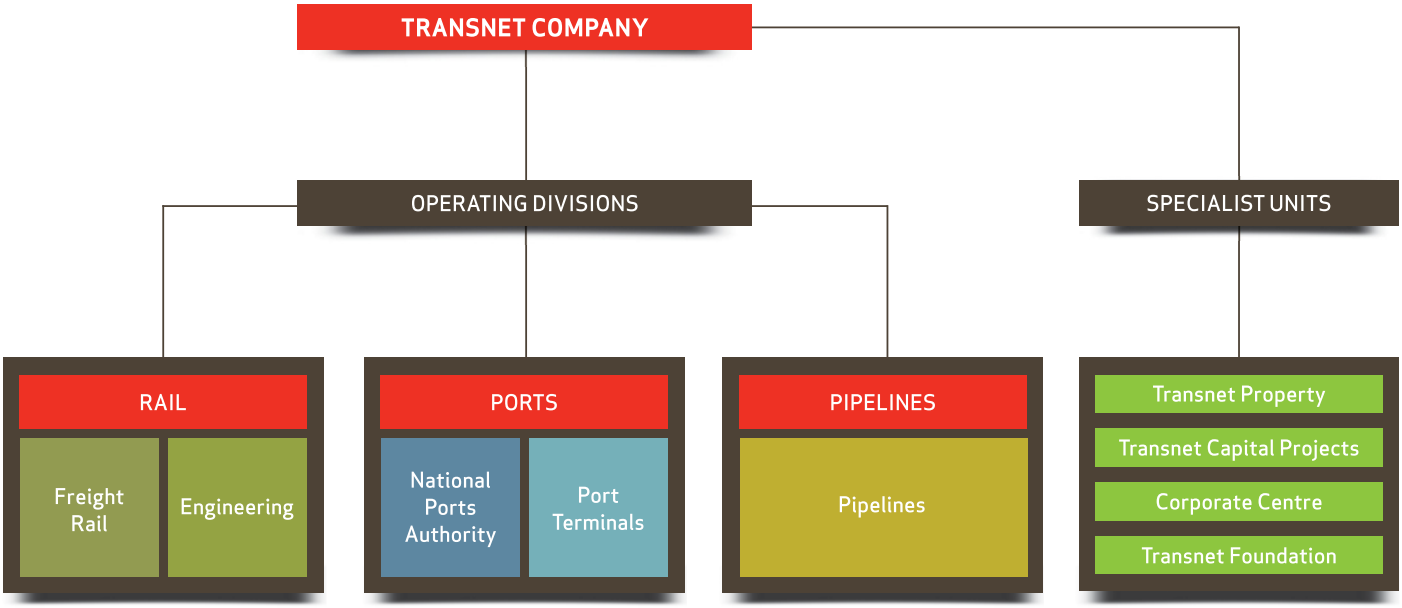
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INTRODUCTION

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



TRANSNET VISION

Fuelling Africa's growth and development as the leading provider of innovative supply chain solutions.

MISSION

Linking economies, connecting people, growing Africa.



TNPA's MANDATE AND VISION

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 in terms of the National Ports Act (Act No 12) of 2005.

TNPA 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 Bay.

TNPA offers a combination of integrated port infrastructure, facilities and services. Each port has a natural hinterland with defined markets, which drives the nature of services, facilities and the types of cargo handled at each port. Hence, each port operates and develops its own specialised services within a complementary port system to support a defined customer base.

CORE BUSINESS ACTIVITIES

INFRASTRUCTURE
Capacity planning, development and maintenance



MARINE SERVICES
Pilotage, tug and berthing services



DREDGING
Maintenance dredging and hydrographic surveys of ports

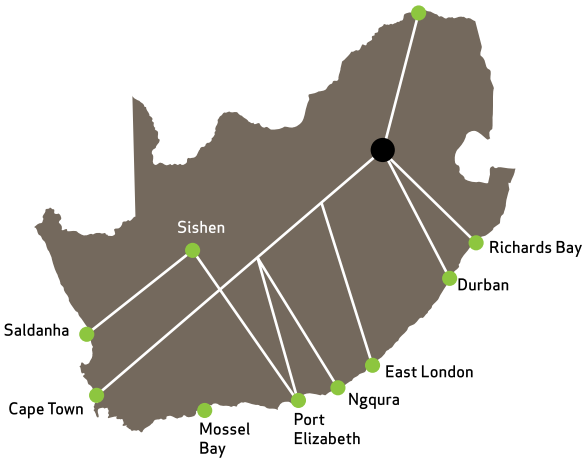


LIGHTHOUSES
Providing navigational aids



EIGHT OPERATIONAL PORTS

SOUTH AFRICAN PORT SYSTEM



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 levels of 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".







FAST FACTS - TNPA Assets

TOTAL ASSETS OF

R93.7 bn

8
OPERATIONAL PORTS

COASTLINE OF
2 798 km

108 BERTHS:

- 16 CONTAINER
- 31 DRY BULK
- 40 BREAK BULK
- 15 LIQUID BULK
- 6 AUTOMOTIVE

66 MARITIME CRAFT:

- 30 TUGS
- 9 PILOT BOATS
- 7 WORK BOATS
- 1 POLLUTION BOAT
- 4 PILOT HELICOPTERS
- 5 DREDGERS
- 4 SURVEY BOATS
- 6 LAUNCHES









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, Licence and Permits are available on our website at 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 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.

OVERVIEW OF THE PORT OF RICHARDS BAY

On 1 April 1976, the first phase of the Port of Richards Bay was officially opened with anchor terminal operators; South African Railways and Harbours and Richards Bay Coal Terminal Pty Ltd, which would later become one of the leading coal export terminals in the world.

The strategic decision to build a harbour at Richards Bay proved to be an excellent judgement call that transformed a sleepy fishing village into a thriving industrial hub. The port is therefore a vital link to promoting trade globally.

The Port of Richards Bay is located approximately 160 km north-east of Durban and 465 km south of Maputo on the eastern seaboard of South Africa. Its main hinterland consists of northern KwaZulu-Natal, Gauteng, Mpumalanga and Limpopo. The port has excellent road connections to the north and south, as well as to inland regions in the west.

Portuguese seafarers first 'discovered' the mouth of the Mhlathuze River and gave it the name Rio-dos-Peixes (river of many fish).

British hydrographical surveys were conducted in the late 1890s and early 1900s, but while interest continued, the go-ahead was finally given in May 1972 when the South African Government authorised the construction of the Port of Richards Bay.

A barren stretch of sand dunes, lagoon and shrubs was transformed by this vision into one of the world's greatest maritime success stories.

Besides the massive rail infrastructure challenges, dredging the harbour was done on an unprecedented scale; this after intensive geological surveys, model studies, scientific research and construction planning.

Not only had a new giant arisen, but the new port also gave birth to a number of other associated international entities such as Alusaf (now South 32) and Richards Bay Minerals.

Growth in infrastructure provision never faltered, expanding at an average rate of one new berth being commissioned every two years, bringing with it increased shipping movements and cargo volumes.

While numerous mining and other products move through the port, coal remains the single largest export commodity in terms of volumes and is the second largest foreign exchange earner for the South African economy after gold.

Other commodities handled at the port include:

Forest products, aluminium, bagged cargo, granite, minimum containers, heavy lifts, ferro alloys, andalusite, chrome, clay, copper concentrates, fertilizer, magnetite, rock phosphate, rutile, titanium slag, woodchips, zircon, alumina, coking coal, pet coke, potash, salt, sulphur, urea, phosphoric acid, chemical and chemical products, etc.

The Port of Richards Bay is South Africa's leading port in terms of cargo volumes handled. It is also the biggest port in size, covering an area of approximately 3 773 ha, a large portion of which is still available for further expansion.



OVERVIEW OF THE PORT OF RICHARDS BAY

In 2015 the port completed the Sizakala (a Zulu word meaning "being assisted") Truck Staging Area, for the convenient buffering of trucks to improve port efficiency. Other infrastructural upgrades included the implementation of energy saving initiatives and a 132 kV upgrade to the harbour's west substation. The port also became International Ship and Port Facility Security (ISPS) Code compliant on 1 July 2004.

In 2019, the port secured top spot – for the third consecutive time – at the International Ship and Port Facility Security (ISPS) Code during the Department of Transport's sixth Annual Maritime Transport Security Indaba.



Among Smart Port Initiatives, the Port of Richards Bay has an Integrated Port Management System (IPMS) and Joint Operations Centre, both designed to create end-to-end visibility throughout the logistics chain, enabling port users to track their cargo from port of origin to destination. The IPMS is a holistic web-based system that integrates Marine Operations, Terminal Operations, Systems and Reporting on a single platform. This system provides users with access to a wide range of near real-time operational information that is accessed centrally 24/7, on which to base sound decisions that will improve port efficiency and performance.



FAST FACTS - Port of Richards Bay Assets

TOTAL ASSETS OF

R18 bn

22 BERTHS:

(CARGO HANDLING)

7 DRY BULK

7 BREAK BULK

2 LIQUID BULK

6 COAL

8 MARITIME CRAFT:

5 TUGS

1 PILOT BOAT

1 WORK BOAT

2 PILOT HELICOPTERS





OVERVIEW OF THE PORT OF RICHARDS BAY

The Port of Richards Bay is divided into three precincts, namely: South Dunes, Bayview and Newark precincts, which focus on different services outlined below. Driven by the Port Development Framework Plan (PDFP), which is updated bi-annually, further expansion will be possible alongside the Mhlathuze River floodplain towards the N2 highway.

Berths and Precincts



TNPA PORT OF RICHARDS BAY'S SRATEGIC INTENT

To be a premier dry and liquid bulk port with diversification in other segments.

TNPA PORT OF RICHARDS BAY'S MISSION

To enable competitiveness, growth and development of the South African economy by ensuring reliable port services that satisfy customer demand.





As the landlord, TNPA handles all aspects of port management and control, license oversight and compliance, including the maintenance of port infrastructure, which encompasses quays, buildings and the leasing of all land for port-related activities.

The port prides itself on being a strategic partner for all port users with a strong service delivery orientation.

In addition to normal port activities and operations, the port has a key role in the economy of the uMhlathuze Municipality (embracing the towns of Empangeni and Richards Bay) with its growing industrial base.

The port enjoys a strategic relationship with the Richards Bay Industrial Development Zone SOC (RBIDZ), which is situated in close proximity to the port, a prime industrial business and trade hub, attracting export-orientated investors as one of the leading Special Economic Zones.

TNPA entered into a Memorandum of Understanding (MOU) with the uMhlathuze Municipality and the RBIDZ on 5 July 2018 for a period of five years.

The MOU provides a framework in terms of which parties must engage effectively with one another on strategic issues of mutual significance, including planning related processes, and must work together to promote economic growth and development in the uMhlathuze area for the overall benefit of the community.

It also provides a common platform for constructive engagement and an interactive and long-term orientated approach on various issues affecting the port, the uMhlathuze Municipality and the RBIDZ.









▲ *Industrial Development Zone*

OVERVIEW OF THE PORT OF RICHARDS BAY

Berth Details

BERTH	CARGO TYPE	LENGTH	DREDGED DEPTH	MAXIMUM PERMISSABLE DRAFT	DWT
Die Duine					
208	Liquid Bulk	250 m	-14.0 m	12.5 m	75 000
209	Liquid Bulk	300 m	-14.0 m	12.5 m	50 000
301	Coal	350 m	-21.0 m	17.5 m	150 000
302	Coal	350 m	-21.0 m	17.5 m	150 000
303	Coal	350 m	-19.0 m	17.5 m	150 000
304	Coal	350 m	-19.0 m	17.5 m	150 000
305	Coal	184 m	-19.0 m	17.5 m	150 000
306	Coal	279.8 m	-19.0 m	17.5 m	150 000
Umhlatuzi					
606	General	220 m	-15.5 m	13.5 m	65 000
607	General	220 m	-15.5 m	13.5 m	65 000
608	General	204 m	-15.5 m	13.5 m	65 000
609	Dry Bulk	300 m	-14.5 m	13.5 m	80 000
Bayview					
701	Dry Bulk	240 m	-14.5 m	13.5 m	80 000
702	Dry Bulk	300 m	-19.0 m	17.5 m	150 000
703	Dry Bulk	240 m	-19.0 m	17.5 m	150 000
704	Dry Bulk	240 m	-19.0 m	17.5 m	150 000
705	Break Bulk	220 m	-19.0 m	17.5 m	150 000
706	Break Bulk	200 m	-15.2 m	13.5 m	65 000
707	Break Bulk	200 m	-15.2 m	13.5 m	65 000
708	Break Bulk	200 m	-15.2 m	13.5 m	65 000
801	Dry Bulk	260 m	-19.0 m	17.5 m	65 000
804	Dry Bulk	260 m	-19.0 m	17.5 m	65 000
Small Craft Harbour (Other)					
Repair Berth	-	300 m	-8.0 m	7.5 m	
Dredger Berth	-	150 m	-7.0 m	N/A	
Tug Berths	-	180 m	-7.0 m	N/A	
Pilot Boat Berth	-	165 m	-4.0 m	N/A	
Harbour Craft Berths	-	150 m	-4.0 m	N/A	
Launch Jetty	-	85 m x 2	-4.0 m	N/A	

NOTE: ALL LEVELS ARE TO CHART DATUM (CD) PORT = MSL – 0.9 M

The maximum permissible draft shown for the berths above serves as a guide for the planning of vessels. These drafts, however, are only valid on the date of the latest sounding and should be intended to accommodate vessels at the maximum draft shown. The Harbour Master should be timeously advised to arrange for fresh soundings, if necessary.

MARKET DEMAND STRATEGY

Transnet's Market Demand Strategy (MDS) was a R336.6 billion capital investment programme designed to expand and modernise South Africa's port, rail and pipeline infrastructure over a seven-year period (ending 2019), which promoted economic growth and meet market demand.

Port of Richards Bay's capacity expansion plans were aligned with the MDS and included:

SHORT-TERM LAYOUT

1. Floating Dock
2. Land Acquisition
3. LNG Berth

   Based on a Floating Storage Regasification Unit (FSRU) technology



MEDIUM-TERM LAYOUT

Richards Bay Expansion Programme (RBEP)

1. Ship Repair Facility
2. Land Acquisition
3. Liquefied Natural Gas (LNG) Dig Out Berth



LONG-TERM LAYOUT

1. Future Dig Out Berths
2. Liquid Bulk Berths
3. Break Bulk Berths



PRECINCT STRATEGY

In support of the MDS, the National Ports Act of 2005, and TNPA's strategy, the Port of Richards Bay was divided into three precincts. The objectives were to promote an effective and seamless flow of cargo, optimise land utilisation and marine resource allocation, and meet project growth targets.

SOUTH DUNES PRECINCT

The South Dunes Precinct was identified as a strategic location for the handling and consolidating of bulk cargo in the Port of Richards Bay (coal and liquid bulk). The precinct accommodates the liquid bulk and coal operations, operating over six coal berths (300 series berths – berths 301 to 306) and two liquid bulk berths. Cargo operations are supported by conveyor and pipeline infrastructure. Coal is transported by rail trucks, and after being offloaded by mechanical rail tippler, is transported by conveyor system to the stockpile areas or via a ship loader directly to the vessel.

Berths 208 and 209 are dedicated liquid bulk berths. Berth 301 provides additional capacity for bunker fuel supply. A pipeline network conveys liquid bulk products between the terminal and the berth. The precinct consists of an extensive road and rail network supporting the conveyance of cargo. The main customers at South Dunes are Richards Bay Coal Terminal (RBCT), Bidvest Tank Terminals (BTT) and Joint Bunker Services (JBS), operated by Engen Petroleum.

Salient features of this precinct include:

- Leased land = 843 ha
- Available land = 278 ha
- Number of Terminal Operators = 3
- Total number of Berths = 8

South Dunes Precinct

USAGE	TOTAL AREA	CURRENT	FUTURE
Coal	276 ha	276 ha	0 ha
Liquid Bulk	103 ha	48 ha	55 ha
Mixed Use	58 ha	0 ha	58 ha
Services	626 ha	491 ha	135 ha
Servitudes	58 ha	28 ha	30 ha
Total	**1 121 ha**	**843 ha**	**278 ha**



The precinct has the following objectives:

- Ensure a framework that spatially integrates alignment of developments in the South Dunes Precinct and where the PDFP will not be compromised.
- Improve asset utilisation and efficiency and attract investment.
- Ensure effective environmental and land use management.
- Provide a land use framework for land to be reserved for specific use and for aligning S56 lease negotiations strategy accordingly.
- Research into LNG as a strategic energy source of future vessel technology.
- Identify opportunities that can provide economic growth and create new market entry possibilities that will promote TNPA BBBEE and transformation strategies.
- Strive for a phased development plan which caters for anticipated growth that promotes the development and best utilisation of port land, infrastructure and facilities.
- Provide a land use framework that supports the Security Improvement Plans to facilitate compliance with ISPS and related requirements.
- Provide additional berth capacity.

BAYVIEW PRECINCT

The Bayview Precinct was identified as a strategic location for the handling and consolidation of general cargo (dry bulk, liquid bulk (Phosphoric Acid and Liquid Pitch) and break bulk, including containers) in the Port of Richards Bay. The precinct is situated on the northern side of the port, between the old BHP Billiton Bayside Aluminium Smelter in the west, Thulazihleka pan in the north and Tuzi-Gazi in the east. Effectively the precinct accommodates dry bulk, break bulk and liquid bulk terminals which include significant road, rail, building and services infrastructure.

Salient features of this precinct include:

- Leased land =349 ha
- Available land = 416 ha
- Number of Terminal Operators =3
- Total number of Berths =14





Bayview Precinct

USAGE	TOTAL AREA	CURRENT	FUTURE
Dry Bulk	135 ha	70 ha	65 ha
Break Bulk	211 ha	78 ha	133 ha
Bulk Liquid	15 ha	5 ha	10 ha
Mixed Use	132 ha	0 ha	132 ha
Ship Repair	26 ha	0 ha	26 ha
Services	17 ha	7 ha	10 ha
Servitudes	229 ha	189 ha	40 ha
Total	**765 ha**	**349 ha**	**416 ha**

Transnet Port Terminal leases the majority of the land in the Bayview Precinct. Lease periods and lease conditions vary greatly from rentals for undeveloped land to developed land.

The Multi-Purpose Terminal, operated by Transnet Port Terminals, occupies 66 ha of land and handles largely break bulk commodities. Berths 706 to 708 handle forest products, aluminium, ferro alloys, pig iron, bagged cargo and abnormal loads.

In addition, small volumes of liquid pitch are handled over berth 708. Berths 606, 607 and 608 handle scrap-steel, heavy and abnormal loads, granite and ferrochrome. Berth 608 is the dedicated container handling facility.

The Dry Bulk Terminal is also operated by Transnet Port Terminals. The terminal occupies 60 ha of land and consists of 40 km of conveyor belts that link seven harbour-bound industries to the quayside operation for loading and discharging vessels. The terminal handles a variety of commodities for import and export with berths 609 for alumina, berths 701 and 702 reserved for imports; berths 703, 704 and 801 for exports and berth 804 for woodchip export. Adequate open shed, bin and silo storage facilities are available by arrangement for the pre-assembly of export cargo.

NEWARK PRECINCT

The Newark Precinct was identified as a strategic location for waterfront and marina developments in the Port of Richards Bay. The Newark Precinct is located in the eastern part of the port, east of Bayview precinct and south of the Tuzi Gazi Waterfront, Pelican Island and the residential suburb of Meerensee.

It includes the Small Craft Harbour, Tuzi Gazi Waterfront, Naval Island, the north headland, north breakwater and Alkantstrand Beach.

Salient features of this precinct include the following berths:

- Repair
- Dredger
- Tug Jetty
- Pilot Boat
- Launch Jetty

In addition, the Port Control Tower is included in this precinct. The Small Craft Harbour accommodates the port's tugboats and dredgers at dedicated berths. A marine facility, together with the waterfront shopping, entertainment and office space development is coordinated by Transnet Property. The precinct also accommodates the Repair Quay, which is used interchangeably by passenger liner vessels and as a layby berth for repair of vessels.

Recreational (picnic and fishing) activities are located near the waterfront Naval Island and also on Newark Beach. The main land users in the precinct can be summarised as follows:

- Fishing industry at the Port of Richards Bay is informally accommodated and operates without any dedicated quay structures and/or sheds for cold storage.
- Ship-repair and surveying is undertaken at the Repair Berth adjacent to the Small Craft Harbour. The quay has a length of 300 m and a depth of 8 m below Chart Datum (CD).



Newark Precinct

USAGE	TOTAL AREA	CURRENT	FUTURE
Passenger Fruit Cold Storage	13.3 ha	0 ha	13.3 ha
Fishing	5.4 ha	0.4 ha	5 ha
Naval	12 ha	12 ha	0 ha
Pelican	12.7 ha	2.7 ha	10 ha
Newark Beach	5.2 ha	0 ha	5.2 ha
Total	**48.6 ha**	**15.1 ha**	**33.5 ha**

- The Small Craft Harbour has an operational function, which houses a depot for TNPA Marine Services and berth infrastructure for marine craft and dredgers. It also provides moorings and a slipway for port vessels and accommodates the National Sea Rescue Institute (NSRI).
- Recreational users are accommodated within the Small Craft Harbour through small marina waterfront shopping and entertainment facilities.
- The Naval Island is currently freely accessible to the public and is a popular recreational (picnic and fishing) area. Other recreational amenities, in close proximity to the Small Craft Harbour are found on Pelican Island, which is a popular site for local fishermen.
- Passenger liner vessels are sometimes handled at the Repair Berth during peak seasons. However, the Repair Berth has no formal facilities or infrastructure to accommodate passengers. Temporary marquees are used to house Customs and Immigration officials, as well as passengers. Passenger liners that can use this berth are limited by depth. Vessels with a draft in excess of 7.5 m are accommodated at commercial break bulk quays.

NEW BUSINESS DEVELOPMENT

The New Business Development (NBD) Department is responsible for the identification, investigation and implementation of new business development initiatives and projects in the Port of Richards Bay. This role entails pursuing and supporting new business development initiatives, including Concession Projects normally known as Section 56 Projects in the Port of Richards Bay which are implemented as per Section 56 (1) of the National Ports Act No. 12 of 2005.

The Concession/S56 projects are agreements entered into principally for the operation of port terminals or port facilities and include the lease of land and infrastructure, as well as the exclusive right to operate the relevant port terminal or port facility. These agreements may only be entered into by the Authority (port) in accordance with "a procedure that is fair, equitable, transparent, competitive and cost effective".

Floating Dock



▲ *Current*



▲ *Artist's impression of proposed future development*

Liquefied Natural Gas



▲ *Current*



▲ *Artist's impression of proposed future development*

Future Port Expansion (Dig out Berths)



▲ *Current*



▲ *Artist's impression of proposed future development*

SOCIO-ECONOMIC DEVELOPMENT

Corporate Social Investment (CSI) responds to business challenges, including the development of critical skills, environmental challenges and Philanthropic CSI focuses on community upliftment and improving quality of life in surrounding communities. TNPA's CSI programme consists of four pillars: Maritime Intervention, Infrastructure, Superstructure and Philanthropic CSI.

Maritime Intervention

Involves the execution of high school intervention initiatives aimed at enhancing the teaching and learning of maritime studies, as well as technically related subjects such as Maths and Science.

Infrastructure

The construction of multi-purpose classrooms and science laboratories.

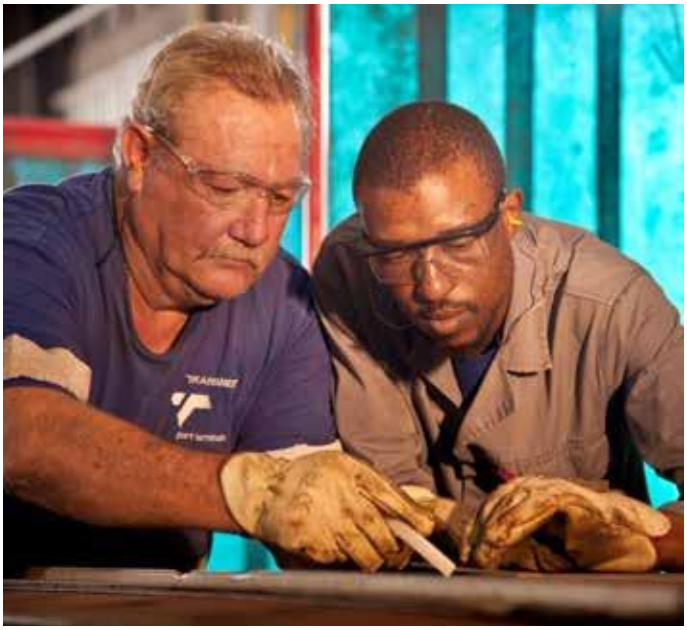
Superstructure

The installation of equipment required for the teaching and learning of Maths, Science and Maritime Studies.

Philanthropic

Responding to community needs via community outreach programmes.









ENVIRONMENTAL MANAGEMENT

TNPA is committed to promoting environmentally sustainable projects. All port infrastructure expansion and development projects are subject to Environmental Impact Assessments and Specialist Studies to ensure that environmental conditions are considered in the planning, construction and operational phases.

Prior to the development of the port, the ecological paradise of natural lagoons, mangroves and wild dune forests – the home of countless rare species – had been described as a 'gift from the sea.' Although the port development has affected some of these habitats, the ecology of the area has reset itself to a new condition and thus remains an important functional estuarine system along the coast of KwaZulu-Natal.

The Port of Richards Bay's ecological friendliness has created a home to other species such as the African rock python, hippopotamus, crocodile, as well as the endangered humpback dolphin.

A 54 ha site, eChwebeni (a Zulu word meaning "at the port") was declared a Site of Conservation Significance by Ezemvelo KwaZulu-Natal Wildlife during 2005. eChwebeni is one of very few remaining climax or mature forest types. Before the development of the port, the area formed part of a large estuary fringed by mangrove swamps. It also hosts three of South Africa's six mangrove tree species and one mangrove fern species: Avicenia Marina (White Mangrove), Bruguiera Gymnorrhiza (Black Mangrove), Rhizophora Mucronata (Red Mangrove) and Acrostichium Aureum (Mangrove Fern). Mangrove forests in South Africa are considered to be critically endangered.

The Port of Richards Bay is the first South African port to have a large floating breakwater system. During the construction phase of the Liquid Bulk berth in 2009, a comprehensive Environmental Impact Assessment revealed that an endangered area had developed on the south side of the Richards Bay harbour. Erosion of beach sand and soil had affected the natural habitat of the Mangrove swamps (eChwebeni Conservation Site). These swamps form the basis of a complex marine food ecology and their coverage of coastal shorelines and wetlands provides a unique habitat for many diverse species of birds, mammals, crustaceans and fish.

Following this assessment, mitigation measures were identified to preserve the area. These studies considered all the variables and impact of the proposed structures on the shoreline. Pontoons were chosen for this site due to environmental benefits such as the ability to allow sufficient tidal exchange between the mangrove and open port waters. The use of pontoons allows faunal migration between mangroves and open tidal waters, and the helix anchors on the seabed also allow for the establishment of an artificial habitant which invertebrates, fish and birds will likely colonise.



SMART PEOPLE'S PORT

TNPA has embarked on an exciting journey to create a digitally smart, safe and secure port system with the infrastructure and capacity to promote economic growth, job creation, transformation and sustainable benefits for port communities. Its Smart People's Ports Programme (SPPP) is an integrated solution that seeks to create a single view of port connected logistics, operations, infrastructure, assets, traffic and trade flows using the latest digital technology.

The intention of the programme is to make South Africa more competitive by reducing transport costs through improving the efficiency and reliability of the transport logistics chain.

Key Objectives

- Manage and use the existing infrastructure eco-system in an efficient manner
- Reduce traffic congestion within the port vicinity
- Improve connectivity in-and-around port operations and precincts
- Establish intelligent infrastructure across Transnet's integrated system of ports
- Optimise the flow of information to promote efficient trade on a single platform using wireless connectivity
- Create an integrated logistics chain that will establish the port system as an integrated gateway

Benefits

- Wi-Fi connectivity
- Reduced congestion
- Integrated view of port activities to improve operational efficiencies
- Tracking of port assets for capacity utilisation
- Automated incident management



Key Smart People's Port Projects

Joint Operations Centres (JOCs) in all eight ports:
This allows port operations to be viewed centrally in real-time and helps TNPA to track port performance and ease up bottlenecks through collaborative effort with the port community, resulting in improved efficiency and vessel turnaround times.

Integrated Port Management System (IPMS):
A web-based solution introduced across the ports in 2015 to automate various marine processes that were previously carried out manually.

Order-to-Cash e-commerce System:
The Order-to-Cash System seeks to modernise how TNPA operates by creating a single view of our port system and making transacting more effective and efficient. Through the use of technology, the Smart People's Port programme will intelligently collect real-time information in order to allow integrated planning and monitoring of our processes, and reporting throughout the value chain. The platform affords TNPA customers 24-hour access to the ports and empowers them to use a self-service facility with limited administration dependency on TNPA. Customers are able to interact with TNPA across various channels, including TNPA's call centre and online.

The platform also offers self-service functionality where clients can log in, maintain their own profiles, place sales orders, view current credit limits, as well as view and download invoices and statements.



CONTACT INFORMATION & ABBREVIATIONS

Transnet National Ports Authority

Corporate Affairs Department

PO Box 181

Richards Bay

3900

Tel: (+27) 35 905 3440

Website: www.transnet.net

Customer Care Contact:
Local: 0860 109 330
International: (+27) 11 351 9400
Email: Customercare.tnpa@transnet.net

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ABBREVIATIONS

AIS	-	Automatic Identification System
AMS	-	Automated Mooring System
cbm	-	Cubic Metres
DV	-	Dual Voltage
dwt	-	Deadweight Tonnage
IPMS	-	Integrated Port Management System
IPOSS	-	Integrated Port Operation Support System (A weather monitoring system, maintained by the Council for Scientific and Industrial Research (CSIR))
LNG	-	Liquefied Natural Gas
Mt	-	Metric Ton
Mtpa	-	Million Tons Per Annum
OOG	-	Out of Gauge
RMG	-	Rail Mounted Gantry
RTG	-	Rubber Tyre Gantry
SEZ	-	Special Economic Zone
TEU	-	Twenty-Foot Equivalent Unit
TGS	-	Terminal Ground Slot
VTS	-	Vessel Traffic System

