

**TRANSNET**



*national ports  
authority*



**PORT OF NGQURA**

NELSON MANDELA BAY, SOUTH AFRICA

A CONTAINER TRANSHIPMENT HUB FOR SUB-SAHARAN AFRICA





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# FOREWORD - PORT MANAGER

## TANDI LEBAKENG - PORT MANAGER



Tandi Lebakeng

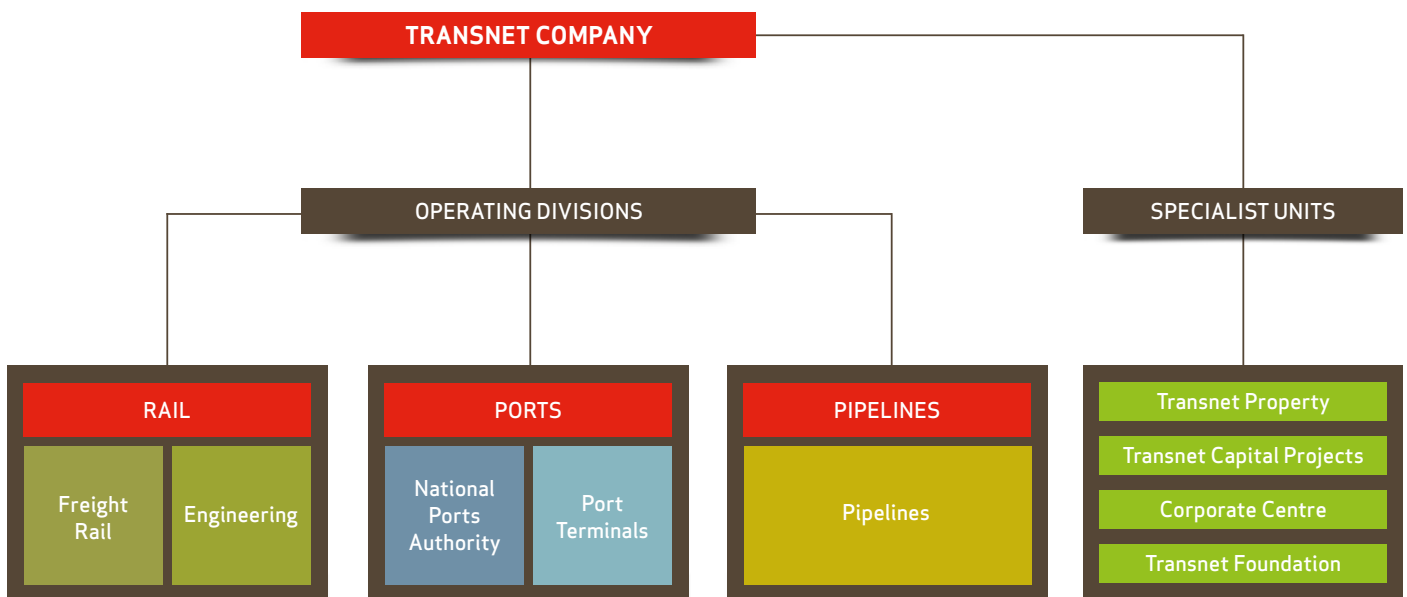
We are pleased to introduce you to the newest port and the deepest container port on the South African coastline. The Port of Ngqura became operational in 2009 and is now one of the fastest growing ports on the African continent.

It is a world-class deepwater trans-shipment hub offering an integrated, efficient and competitive port service for containers in transit to global markets and within the Sub-Saharan Africa region. The port lies some 20 km northeast of Port Elizabeth and is situated at the mouth of the Coega River in Nelson Mandela Bay (Algoa Bay).

I trust that you will not only find this brochure informative, but that your experience in dealing with us will exceed your expectations.

# INTRODUCTION

Transnet National Ports Authority (TNPA) is one of five operating divisions of Transnet SOC Limited - a South African 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 solutions.

## MISSION

Linking economies, connecting people, growing Africa!

## TNPA's MANDATE AND VISION

TNPA owns, operates, manages 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 for the container, dry bulk, liquid bulk, break-bulk and automotive sectors. Marine services provided include dredging, lighthouses, aids to navigation, ship repair and marine operations such as tug, berthing and pilotage services.

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."

In addition, TNPA's solid training, port consultancy and dredging expertise, means it is well positioned to explore cross-border partnerships with ports and port projects outside of South Africa.

## FAST FACTS: ASSETS

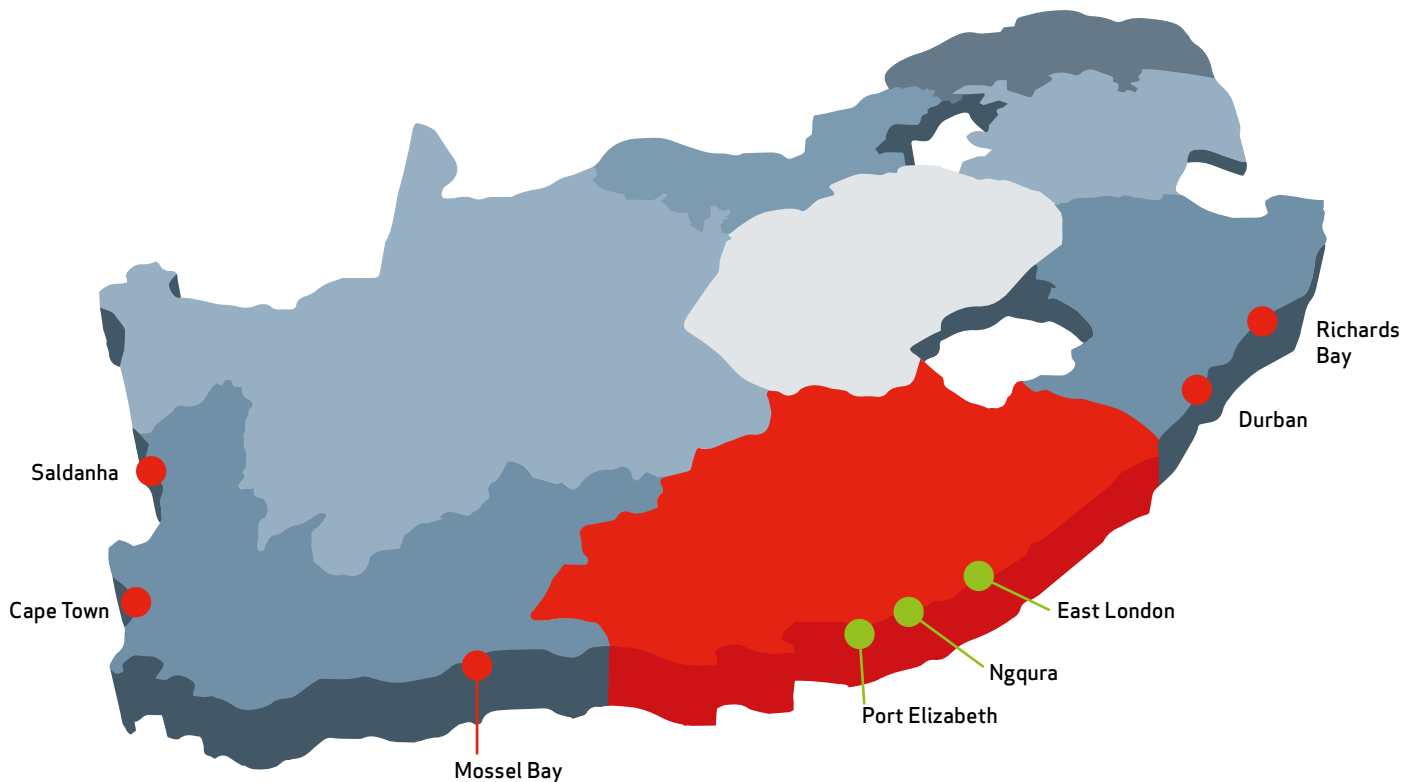
**2 798km**  
of coastline

Revenue  
**R10,3 billion**

CAPEX  
**R2 billion**

Assets  
**R89,2 billion**

**4 188**  
employees



# 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 at [www.transnetnationalportsauthority.net](http://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 ports 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.

### INFRASTRUCTURE

Capacity planning, development and maintenance



### MARINE SERVICES

Pilotage, tug and berthing services



### DREDGING

Maintenance dredging and hydrographic surveys of ports

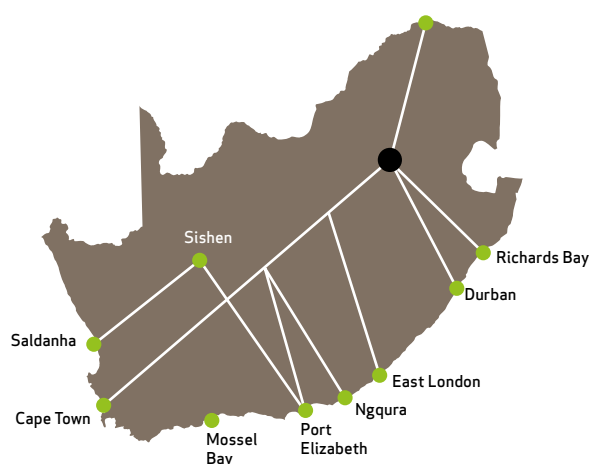


### LIGHTHOUSES

Providing navigational aids



### SOUTH AFRICAN PORT SYSTEM



# OVERVIEW OF THE PORT OF NGQURA

## OUR STRATEGIC INTENT

Driving economic growth and long-term sustainability of the port through optimal use of strategic port infrastructure.

## INTRODUCTION

### A World-Class Deepwater Container Hub

The Port of Ngqura is a world-class deepwater container transshipment hub that has been dubbed the heartbeat of the Eastern Cape economy. Situated in Algoa Bay, 20 km north-east of Port Elizabeth, it is the newest port in the South African port system midway between Durban and Cape Town. This industrial port, which became operational in 2009, is located in the Coega Special Economic Zone (SEZ).

### Popular choice for Container Shipping Lines

The port currently handles just over 6 million tonnes of cargo per year – over 400 vessel calls – with a 30-year forecast predicting up to 110 million tonnes of cargo per year. Offering a transit that is safe and efficient, the port is specifically geared to serve West and East African, European and Asian trade routes, making it a popular choice for container shipping lines. The 4-berth Container Terminal has a depth of 16 metres, with 10 ship-to-shore (STS) cranes. The port also serves the industrial bulk commodity requirements of the regional and national hinterland. It offers a 24-hour marine service with three 70 tonne bollard pull tugs and one pilot boat.

### Abnormal Cargo

The port's world-class infrastructure, depth and marine services have created opportunities for handling abnormal cargo. Since 2013 we have handled imported wind turbines where approximately 2000 pieces of grossly abnormal cargo were discharged, stored and removed from the port.

### Offshore Bunkering

The first offshore fuel service in South Africa operates from Algoa Bay outside the Port of Ngqura, attracting passing ships. Additional services are available to visiting ships such as taking stores and water, temporary shelter for cases like engine repairs, crew change and medical care.

### Future Plans

The port continues to expand its service offering to accommodate dry bulk, break bulk, liquid bulk and project cargo. Future plans include becoming the global leader in manganese ore exports and an energy hub – importing Liquefied Natural Gas (LNG) and supporting gas to power. The port has surpassed many expectations and has been profiled as one of the fastest growing ports in Africa.

### Port Operational Projects

TNPA has invested R700 million towards the Port of Ngqura's operational projects as part of Transnet's Market Demand Strategy to enable the effective, efficient and economic functioning of an integrated port system to promote economic growth.

TNPA has embarked on creating a digitally smart, safe and secure port system. The Smart People's Port concept, is an integrated solution that seeks to create a single view of port connected logistics, operations, infrastructure, assets, traffic and trade flow using the latest digital technology. Its benefits include among others Wi-Fi connectivity in and around ports, reduced congestion, improved operational efficiencies, tracking of port assets and automated incident management.



### **State-of-the-art Green Building**

The Port of Ngqura is a green port. Its state-of-the-art port administration building, called eMendi, is a brilliantly designed piece of architecture in the shape of a ship, which was officially opened for business in 2017. Apart from accommodating more than 200 employees, it is also TNPA's proud platform from which effective and efficient services are rendered to clients.

### **Our Green Pride**

The building is on track for a four-star green rating from the Green Building Council of South Africa. The green concepts incorporated in the design include rainwater harvesting, solar panels and light motion sensors in certain areas. The building's large window areas take advantage of the port's panoramic views and natural light flowing into the building, thereby reducing the need for electrical lighting.

### **A Special Name**

The name eMendi has a special meaning. It refers to the SS Mendi troopship that sunk in the English Channel 100 years ago, carrying over 800 servicemen, the majority of whom were black South Africans.

### **Our Value Proposition**

The Port of Ngqura is a world-class deepwater port strategically positioned within a Special Economic Zone (SEZ), providing integrated, competitive and efficient port services as a global transshipment hub ideally positioned in Sub-Saharan Africa.



▲ *eMendi, the state-of-the-art port administration building.*

# OVERVIEW OF THE PORT OF NGQURA Cont...

## PORT FACTS

### Land and water area

- Number of berths: 7 – Containers (4), Dry Bulk (2), Liquid Bulk (1)
- Entrance channel: 300 m wide
- Turning circle: 600 m diameter
- Total rail tracks: 2.5 km with four sets for staging and one for locomotive return
- Port connection leads to rail, road and air connection
- Port land: 1 307.77 hectares
- Admin Craft Basin
- Sand-bypass
- Green areas in port

### Features: Entrance and approach channel

- Depth – 18 m Chart Datum (port)
  - Western basin depth (D series berths used for containers) – 16 m Chart Datum (port). Maximum permissible draft 15.5 m
  - Eastern basin depth (B100) – 18 m Chart Datum (port). Maximum permissible draft 17.5 m

### Anchorage

- 2 x Anchorage areas
- Capacity for approximately 50 vessels simultaneously
- Spill response capability

### Marine Services

- VTS integrated with AIS, IPOSS and latest radar technology
- Port pilotage compulsory
- Craft assistance (tugs, pilot boat)
- Berthing

### Marine Fleet – Berthing Services

- 3 x Voight Schneider tugs with 70-ton bollard pull and fourth tug on order for delivery in 2023/24
- 1 x Pilot boat



## Technology

The Port of Ngqura is proud to have recently implemented a multi-million-rand, web-based Integrated Port Management System (IPMS). The system facilitates a more efficient, “Smart Port” as manual processes are replaced. Key port operations are managed online and in real time across TNPA’s commercial ports. Embracing digital technology, the IPMS is intended to transform the Port of Ngqura into an intelligent, sustainable port that is resource, time, space and energy conscious.

### IPMS

- Holistic, web-based system
- Integrates Marine Operations, Terminal Operations, Systems and Reporting
- Operates across SA’s 8 ports
- Wide range of near real-time information 24/7

### NAVIS

- Navis synchronous planning and real-time control system used at the Container Terminal





# CURRENT FACILITIES

## CONTAINER TERMINAL

- World-class four-berth Container Terminal D100
  - Length of Quay: 1 300 m
- Operational surface area: 72.9 ha
- Total surface area: 83.5 ha
- Number of ground slots: 11 074 TEUs
  - Stacking capacity: 55 370 TEUs high
- Number of ground slots for reefers: 413
  - Number of reefer points: 1 652
- Number of ground slots (TGS) - OOG: 154
- Rail tracks: Four sets for staging and one for locomotive return
  - Rail track length: Four sets of 820 m each for staging of trucks
  - Rail operation: 2 x RMG cranes. 4 x Rail tracks and 1 x locomotive run-around track
- Landside operations: 40 x 41 tonne RTG cranes
- Waterside operation: 8 x Mega-Max Ship-to-Shore cranes
- 26 x AMS units at Berth D100
- Design capacity: 2 million TEUs per annum
  - Installed capacity: 1,3 million TEUs per annum
- Terminal Employees: 720

The Container Terminal volumes have increased from 70 209 TEUs in 2009 to 744 660 in 2018. It currently has spare capacity of 700 000 TEUs. The geographical position of the terminal in the Special Economic Zone (SEZ) makes it possible for the port to explore a free port trade zone and other container value adding services.



### MULTI-PURPOSE TERMINAL (FINGER JETTY)

This terminal has the capacity to handle dry bulk, break bulk, liquid bulk and project cargo. The three-berth Multi-Purpose Terminal consists of:

- A two-berth dry bulk terminal, with a depth of 16 m Chart Datum (port). The future terminal will have a capacity of 16 Mtp capacity of 12 Mtp for the export for the export of manganese ore.
- A one-berth terminal, with a depth of 18 m Chart Datum (port) to accommodate liquid bulk cargo. The liquid bulk terminal will have a capacity of 3 million tonnes per annum.
- The berths were designed to accommodate 85 000 dwt vessels.

### AUTOMATED MOORING SYSTEM

Altogether, 26 Automated Mooring System (AMS) units – a world-class system intended to mitigate surge – have been installed at berth D100. The vacuum-based technology of the AMS employs vacuum pads mounted on the quayside to effectively moor or release vessels in seconds.

This system, which has been specifically manufactured to meet environmental conditions in the Port of Ngqura, allows quicker commencement of physical cargo handling and reduces vessel turnaround time. Attaching and detaching a vessel at the berth takes only 10 seconds.

This increases the number of containers handled per hour by the Ship-to-Shore (STS) cranes, reducing the cost of business to shipping lines and cargo owners.



▲ The Automated Mooring System in action.



## FUTURE FACILITIES

### MANGANESE ORE EXPORT TERMINAL: C100- C101

TNPA plans to construct a state-of-the-art manganese ore storage and loading facility by 2023 to address the increase in global demand, positioning the Port of Ngqura as a leading manganese ore exporter internationally. The relocation of the current facility from the Port of Port Elizabeth will increase the capacity of 5.5 Mtpa considerably.

The Manganese Ore Export Terminal expansion includes storage capacity of 12 to 22 Mtpa. This will include:

- Two existing berths with 85 000 dwt and 15.5 m draft
- 2,4 Mt capacity stock piling yard with capabilities of storing 25 grades of manganese ore
- Conveyor system between stock pile and quayside
- A Shiploader
- Rail marshalling yard (continuous)
- Sampling plant
- Environmental control system

**In providing a globally competitive facility, the link between the port and the hinterland will be supported by:**

- 3 200 rail wagons
- 109 DV dual voltage electric locomotives and 12 diesel locomotives
- Infrastructure, which includes line upgrades and doublings, new loops, electrical upgrades and compilation yards.





### LIQUID BULK FACILITY: B100

- Oiltanking Grindrod Calulo (OTGC) has been awarded a contract to construct and operate the Liquid Bulk Handling and Storage Facility.
- The facility will offer tank storage for both refined and non-refined petroleum products.
- Approximately 790 000 cbm will be available for third party storage.
- The natural draft is approximately 17.5 m, with the current draft being 18 m.

#### Functions will include:

- Storage for local distribution
- Storage for trading activities
- Breaking crude oil and bulk petroleum product
- Producing bulk refined products
- Adding value to products by blending, injection of additives, etc.

#### Objectives

OTGC's main objective in the Port of Ngqura is to develop a world-class, highly efficient and responsibly operated liquid bulk terminal facility in South Africa. It intends to build the terminal facility in strict accordance with oil tanking global technical, operating and SHEQ standards. OTGC is a world-leading independent storage partner for oils, chemicals and gases. The group owns and operates 73 terminals in 22 countries with a total storage capacity of more than 20.2 million cbm, serving a wide range of international customers in the petroleum and chemical industry.

### SHIP REPAIR

The port plans to establish a ship repair facility in the long-term.

### ENERGY HUB

The port plans to become an energy hub, importing Liquefied Natural Gas (LNG) and supporting gas to power.

#### Development Plans

The port is fully equipped to expand on existing business opportunities due to the availability of land and world-class infrastructure. Development plans for the Port of Ngqura are projected beyond 2045, which is a positive indication of the investment opportunities that lie within the port.

The port will become a global leader in manganese ore export and an energy hub, importing Liquefied Natural Gas (LNG) and supporting gas to power to address the current energy demand in South Africa. This will complement the energy sector developments currently taking place in the Coega Special Economic Zone (SEZ) and the Eastern Cape region.



▲ The 20 ha Port of Ngqura Tank Farm site cleared of vegetation in preparation for bulk earthworks.



## NURTURING OUR UNIQUE GREEN STATUS

The Port of Ngqura is the only port with a green status in the South African port system. It was subjected to environmental legislation during its entire development, operation and will be during its future development.

The innovative way in which the port proactively maintains its status includes unique biodiversity conservation programmes, implemented since inception.

### Poison-free Rodent Control

Poison-free methods and natural predators are used to manage and control the rodent population in the port. Natural predators such as owls are deployed in strategic areas around the port and rodent bait stations are filled with non-poisonous bait such as sunflower seeds to trap rodents.

### Threatened Vegetation

The most sensitive and threatened vegetation types within the port area, namely Bontveld and Messic Succulent Thicket, which provide habitat for a number of endemic species, are preserved. The areas are identified in line with the Coega Development Corporation's open space management plan – and development within these areas is not encouraged.

### Fish Monitoring

Fish monitoring, which started prior to construction, is ongoing. It is conducted by a team of researchers under the Bayworld Centre for Research and Education led by Dr Matt Dicken. This tag and release programme is recognised by the Oceanographic Research Institute. The research is aimed at investigating the composition and abundance of fish. The most recent results indicate that the port is serving as a nursery for fish and gully sharks. This is attributed to the good water quality within the port and the calm sheltered environment provided by the port infrastructure.

### Before Construction

Prior to any construction in the port a search and rescue exercise is conducted, which is aimed at identifying plants and animals that need to be rescued. Recently, the port had to relocate a number of endemic pigmy hairy footed gerbils (*Gerbillurus paeba*), to ensure that they were not negatively impacted by the construction of the Admin Craft Basin.

### Other Initiatives

Other environmental initiatives that promote sustainable development in the port include rainwater harvesting for ablution purposes, the implementation of the Department of Environmental Affairs' approved environmental management plans and a marine mammal monitoring programme. This entails employees being on the lookout for and reporting sightings of marine mammals such as whales and dolphins.

### Accolades for Excellence

The port is recognised for its commitment to conserving the environment in which it operates.

It has achieved over 90% consistently in bi-annual compliance audits conducted by an independent Environmental Control Officer, required for Port Environmental Authorisation.

It was also acknowledged as one of the most environmentally compliant organisations in the Eastern Cape in 2014. It received a Top Green Organisation Award endorsed by the Department of Environmental Affairs and the Institute of Waste Management of South Africa.

### Our Commitment

These accolades confirm the port's commitment to conserving the environment in which it operates. Compliance with environmental legislation remains a priority at all times and future capital projects will be executed without harm to the environment.

### Environmental Authorisation

Located in a geographic region of environmental significance, the Port of Ngqura adheres to environmental authorisation or Record of Decision (RoD) policy.

Examined by an Environmental Monitoring Committee, the RoD grants Transnet permission to construct and operate within the port, subject to compliance with detailed terms and conditions.

Embedded within the specified requirements of the RoD is the implementation of environmental monitoring and management programmes, including seasonal marine bio-monitoring, ballast water management, storm water management and a marine mammal monitoring programme.

In addition, 38 species of special concern were removed and relocated prior to construction and were safely returned post-construction for rehabilitation purposes.

By constantly striving to maintain an exceptional zero percent non-compliance rate, the Port of Ngqura is not only proactive in its approach to ecological sensitivities, but also demonstrates that a balance between operational efficiency and best environmental practice can be achieved.

### The port is demonstrating a balance between operational efficiency and best environmental practice.

The African penguin (*Spheniscus demersus*), also known as the jackass penguin and black-footed penguin is a species of penguin, confined to Southern African waters.

Once an extremely populated species, the number of African penguins is declining due to a combination of various threats and the species is now classified as endangered.



▲ *The port is the first port in the world to have a fixed jet pump sand bypass system. This computer-controlled system mimics the natural longshore drift of sand along the coast.*



▲ *The African penguin.*



## SOCIO-ECONOMIC DEVELOPMENT

The Port of Ngqura's Corporate Social Investment (CSI) strategy is focused on improving the quality of education and uplifting the communities in which it operates. The primary objective of the port's sustainable socio-economic development programmes is to promote economic growth in the Eastern Cape and South Africa as a whole.

In alignment with TNPA's CSI strategy, the port supports previously disadvantaged schools located within the

Eastern Cape. This is achieved through the provision of infrastructure, superstructure and extra-curricular lessons in pure Mathematics, Physical Science and English to address skills shortage challenges in the Maritime and Science fields.

### Philanthropic

The port supports various programmes that focus on learner development and assists communities which have fallen victim to social injustice.

### Schools benefit from TNPA science project



◀ TNPA recruits maths and science learners in previously disadvantaged schools to become part of a programme based on performance. Learners from the Enqileni Primary School in Motherwell, close to the Port of Ngqura, are benefiting from a mathematics and science project, which is a joint initiative between TNPA and maths and science education company, SCIMAT Education and Disposals. It focuses on teacher and pupil development through equipment provision, practical training workshops and school-based support within the mathematics and science fields.

### Promoting women development in ports

As part of the "Take a Girl Child to Work Day" initiative, the Port of Ngqura hosts female learners taking English and Pure Mathematics, to give them insight into port careers. These subjects are requirements for tertiary education for numerous careers in the maritime industry, where there are critical skills shortages.

### Creating swimming champs



◀ Former Mayor Athol Trollip, Ward Councillor Mendisa Makunga, Swimming South Africa President Alan Frits and Port of Ngqura Port Manager Tandi Lebakeng at the opening of the Motherwell Learn-to-Swim pool.

This pool was launched to not only reduce drownings, but to generate swimming champions in the region. This R5 million project was jointly funded in a three-way partnership between the Nelson Mandela Bay Municipality, the National Lotteries Commission and Transnet National Ports Authority.

## PEOPLE DEVELOPMENT

During the construction phase of the administration building and the Admin Craft Basin in 2017/18, 150 jobs at a cost of over R18 million were created, contributing to the economic growth of the Eastern Cape. About a third of these jobs were created for black youth, while more than 280 Eastern Cape employees are also benefiting from skills development programmes associated with these projects. A further 16 small businesses in the province have been engaged to provide materials, equipment and services at a cost of more than R4 million, providing a valuable boost to the local economy.

### Cadet Training Programme

The cadet training programme benefits TNPA employees and Eastern Cape learners who have completed grade 12 and have excelled in Maths and Science. Each year TNPA recruits a maximum of 20 learners who recently completed school located in previously disadvantaged areas within the Eastern Cape for its cadet training programme.

Career opportunities are available in the port system such as shore-hands, General Purpose Ratings (GPRs), Berthing Masters, Tug Masters, Motor-Men, Marine Engineers and in other support functions.





# THE COEGA SPECIAL ECONOMIC ZONE

The Coega Development Corporation (CDC) is a State-Owned Enterprise (SOE) in terms of the Public Finance Management Act (PFMA), based in the Nelson Mandela Bay Municipality with operations throughout South Africa. The corporation is mandated to develop and operate the 9 003 ha Coega Special Economic Zone (SEZ), which was established in 1999.

The CDC's vision is to be the leading catalyst for the championing of socio-economic growth. Its mission is to provide a competitive investment location supported by value-added business services that effectively enable socio-economic development in the Eastern Cape and the rest of South Africa.

Since its establishment in 1999, the Coega SEZ has become Southern Africa's most successful SEZ and has matured to become one of the biggest drivers of job creation and development of the Eastern Cape economy. It is purpose-designed following the cluster model, which strategically positions related and synergistic industries and their supply chains in close proximity to one another in order to maximise efficiency and minimise turnaround times. The Coega SEZ has won top prestigious awards in the country, which includes South Africa's Top Performing Public Sector Award and South Africa's 2019 Premier Business Investor of the Year Award.

The Coega SEZ is demarcated into 14 zones, focusing on the following sectors:

- Metals/Metallurgical
- Automotive
- Business Process Outsourcing (BPO)
- Chemicals
- Agro-processing
- Logistics
- Trade Solutions
- Energy
- Maritime

In 2008, the CDC diversified its product offering to include the 216 ha automotive supplier park, the Nelson Mandela Bay Logistics Park (NMBLP) and a range of consultancy services.

Currently, the Coega SEZ has 43 operational investors and many are currently under construction and will be operational by the end of the 2019/20 financial year. They include, amongst others, R11 billion BAIC SA (Automotive), R600 million Cemza Engineering Cement (Chemicals and Metals), R100 million Agni Steels SA expansion (Metals and Chemicals) and R50 million Hella (Automotive). These investors will take the number of operational investors at Coega to 48.





# CONTACT INFORMATION & ABBREVIATIONS

## CONTACT PERSON

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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



