WESTERN CAPE REGIONAL CUSTOMER FORUM  
PORT OF CAPE TOWN PRESENTATION  
30 AUGUST 2016
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The National Ports Authority is a landlord Port Authority that provides port infrastructure and maritime-related services at the Port of Cape Town. Key business parameters:

- Asset base of R13 billion
- Total land area is 253 ha
- Water area is 9163 ha
- Rail tracks total 178 km
- The port has 42 berths
- The distance around the port is 20km.
- The port is protected by breakwaters which are 9.8 km
- Over 2776 commercial vessels call at the port last year.
- Approximately 8 700 people enter the Port of Cape Town every day.

**PORT OF CAPE TOWN AT A GLANCE**

**MARINE FLEET**
- 4 Tug Boats
- 3 Pilot boats
- 3 Launches
- 2 Work boats

**HUMAN CAPITAL**
- 793 Employees

**SHIP REPAIR FACILITIES**
- Sturrock Dry Dock
- Robinson Dry Dock
- Syncrolift

**PORT CAPACITIES (2016):**

- Containers (TEU’s): 1.5m (Actual: 0.9)
- Liquids (Million Kilolitres): 3.4 (Actual: 2.8)
- Dry Bulk (Million Tons): 2.1 (Actual: 1.4)
- Break Bulk (Million Tons): 1.5 (Actual 0.4)
2. CURRENT SECTION 56 DEVELOPMENTS

2.1 CRUISE TERMINAL FACILITY

• A gateway to Africa, strategically situated between the West and East.

• An international tourism destination that will host unique lifestyle offering.

• V&A Waterfront is the appointed terminal operator for a period of 20 years

• Cruise Terminal Facility to be designed, constructed, developed and then operated and maintained in accordance with International Best Practice.

• Construction is envisaged to be completed by December 2017.
2.2 BURGAN CAPE TERMINALS

- Burgan Cape Terminals has been formed in response to the Government’s drive to strengthen the country’s security of fuel supply.
- Signed a 22-year terminal operator agreement with the Port of Cape Town.
- To create a major new storage and distribution facility at the Eastern Mole of the Port of Cape Town.
- It will comprise 118,000 m³ capacity, with a product portfolio including diesel and petrol.
- A major injection into the local economy of a projected R 650 million.
BURGAN CAPE TERMINALS

Project Status:

- 12 Tanks to be constructed
- Completion date: February 2017
- Testing: March 2017
- Operational: April 2017
3. OTHER DEVELOPMENTS IN THE PORT

3.1 THIRD TUG AVAILABILITY:

Shift with 3rd Tug was implemented in September 2015 to operate 24/7

CHALLENGES:
• The recruitment of technical grade in particular CMEO’s to fill vacant positions.
• New recertification requirements by SAMS

3.2 SHIFT ALIGNMENT:

• Discussion underway for alignment of shift patterns between TPT and TNPA.
• Alignment of shift patterns will improve efficiencies
3.3 CAPE TOWN CONTAINER TERMINAL

Capacity as at 2016

- The Terminal Capacity (Landside) is 900,000 TEU’s;
- Quay Side Capacity (Berth Capacity) is 1.4m TEU’s;
- There is urgency to increase Terminal Capacity to 1.4m TEU’s to meet demand by 2020 (based on a 3% Sustainable Growth Rate)

Phase 2B Cape Town Container Expansion Project aims:

- To increase Terminal Capacity to 1,400,000 TEU’s

Progress: Project Team developing the business case to define the requirements relevant to the execution of the project.

Important issues to be considered:

- Adequate Vessel Turning circle within Ben Schoeman Dock
- Increase in size of vessels

Progress: TNPA to conduct a Feasibility Study to adequately respond to these new demands.
3.4 SURGING AT CONTAINER TERMINAL

UPDATE

SURGING STUDY: The deepening and the acceptance of larger container vessels in 2012 resulted in increase in surge motions and breakage of mooring lines at the container terminal.

WAY FORWARD
• Consultations with the industry on proposed solutions
• Costing of Options and development of timelines (Short and Long Term Solutions)
• Mooring configurations = Immediately (installation of Hydraulic Tensioners 2 years)
• Reconfiguration of the Port Layout requires Capital Route Process – Confirmation that the problem will not be shifted elsewhere in the port.
• Assessment of other options left out to conclude this phase of the study, together with associated infrastructure requirements.

3.5 DREDGING MAINTENANCE

UPDATE
• Dredging was performed as part of a capital plan every 10 years.
• Last dredging cycle was in 2012
• In 2014 a few high spots at F,G &H Berths were identified and dealt with
• Current challenge is the issue of high spots at FPT Berths
• The revised dredging strategy is to conduct dredging as and when required
• The dredger is planned to arrive in the Port from January – March 2017
OTHER DEVELOPMENTS IN THE PORT

3.6 MAJOR PROJECTS IN THE 10 YEAR CAPEX PLAN

**REPLACEMENT**

1. Refurbishment of Ship Repair Facilities (RDD, SDD, Synchrolift)
2. Replacement of Electrical Infrastructure
3. Upgrade of Port Infrastructure in Port Nolloth
4. Conversion of existing building to Maritime School
5. Stabilization of the long quay, Duncan Dock
6. Rehabilitation to main breakwater

**TOTAL = R 1,650,000,000**

**EXPANSION**

1. Reconfiguration of Duncan Dock for a basic service corridor
2. Construction of PIP site bridge and associated Bulk Services
3. Widening of BSD Dock Entrance
4. Expansion of Container Terminal: CPT

**TOTAL = R 611,000,000**

**FLOATING CRAFT**

1. Two Replacement Tugs - 19/20
2. Three Replacement Launches - 17/18
3. Replace two work boats - 17/18
4. Additional 5th Tug - 24/25

**TOTAL = R 579,000,000**

**LIQUID BULK RELATED**

1. Upgrade of Fire Protection System at Liquid Bulk Berths

**TOTAL = R 245,000,000**

**CLASSIFICATION**

- LIQUID BULK RELATED PROJECT
- REPLACEMENT PROJECTS
- EXPANSION PROJECTS
- FLOATING CRAFT PROJECTS

**TOTAL = R 3,085,000,000**
3.7 HUMAN CAPITAL DEVELOPMENT

CADETSHIP
• Currently 20 students on this programme
• Students are due to qualify 2016 - 2018
• Programme duration 2.5 years
• Qualifications include MEOs, trainee tug masters, tug master and pilots
• This programme will enhance transformation in this sector
• Males (9 African); Females (9 African; 1 Indian; 1 White)

• **Engineering skills**
• Currently there are 9 engineers in training: males (6 African); females (2 African & 1 coloured)
• 6 Technicians in training
• Young Professionals in training - 1 female
3.9 PHAKISA PROJECTS

MARITIME TRAINING SCHOOL

- The Training Centre project is a Corporate Social Investment (CSI) initiative which forms part of the Operation Phakisa. This initiative was launched in August 2014.
- The Training Centre aims to address among other things, the crisis of unemployment rate among the youth in the Western Cape.
- In order to close economic and educational gaps, particularly those pertaining to careers in the Maritime Sector, the Port of Cape Town has identified the need for a consolidated training facility.
- The plan is to invest approximately R36 million.
- The courses on offer, which will be targeted at previously disadvantaged individuals, include the following: (Dock Master Training Program, Ship Building Courses, International Accredited Lighthouse & Navigational Systems Training Programs)
• The high level plan is to R 615 m over a five year period as part of the ongoing Operation Phakisa initiative. The Port of Cape Town plans significant investments in the ship repairs facilities to establish it as a global player in the marine engineering industry.

• Refurbishment of Sturrock Dry-dock (Refurbishment of Civil, Electrical and Mechanical Equipment)
  ➢ Feasibility Studies Underway

• Refurbishment of Synchrolift
  ➢ Phase 1a Traverser Rail and Concrete Repairs Complete

• Refurbishment of Robinson Dry-dock Floating Caisson
  ➢ Condition Assessment Underway

• Replacement of water circulating pumps at Sturrock dry dock
  ➢ Contractor on site and due for completion by end of August.

• Replacement Cranes
  ➢ Feasibility Studies Complete and at Capital Funds Request Process.
3.10 SECURITY

- The Port of Cape Town is in the process of upgrading the Port Security System as part of the National Security Upgrade initiative
- The upgrade includes the installation of state-of-the-art technologies, including High-definition and thermal-imaging cameras.
- The benefits will include enhanced detection capability as well as assist with investigations

3.11 JOINT OPERATIONS CENTRE

The Cape Town Joint Operations Centre became operational in November 2015.

Benefits include:
- provide near-real time integrated view of the Port logistic chain from sea side to land side.
- monitor execution against plan and perform a deviation management role

Functional areas include:
- Planning,
- Monitoring
- Reporting

The Port of Cape Town Operation Centre currently operates from 8am to 4pm
Long term the Operations Centre will operate on a 24/7 basis
The Port is situated within a region that is growing in terms of economic activity and domestic GDP. The result being a greater demand for various commodities which ultimately will be handled through the Port of Cape Town and grow the port’s revenue base. The Container sector has performed relatively well despite a challenging economic environment, with an increase in full import and transhipment containers. On-going grain product imports due to the drought conditions in the country have resulted in positive bulk volumes. Through inducing growth in developed and developing markets and through logistic chain integration the Port of Cape Town anticipates that budget volumes will be achieved in the current financial year.