delivering freight reliably
IT ALWAYS SEEMS IMPOSSIBLE UNTIL IT'S DONE
NELSON MANDELA
1918 - 2013
With the discovery of the rare gems in the Cape Colony and the yellow precious metal on the Transvaal Witwatersrand in the late nineteenth century, South Africa became a magnet to thousands of prospectors keen to make their fortune. Within years, the country’s ports opened up to global trade and railways opened up the interior.

OUR TRADE BEGAN WITH GOLD AND DIAMONDS…

The country’s harbour infrastructure grew over the continuing decades and centuries, with sailing ships making way for the first container ships. Today, new Panamax and Post-Panamax vessels operated by multinational shipping lines are seen tying up at our quays.
We currently manage handling operations for the container, bulk, break bulk and automotive sectors. Plans are underway for Transnet Port Terminals to further diversify into other commodity handling such as liquid bulk. Cargo handling, storage and value-add services are also provided to a wide spectrum of customers in shipping, manufacturing, mining, agriculture and fisheries, telecommunications, energy, wholesale and the retail trade. These services include stuffing and de-stuffing of containers, supply chain solutions for mining commodities, data-dotting, fitment of radios and tow bars to the automotive sector, provision of container empty top-up stacks and soon to be launched pre-tripping and inspection facilities. We also handle heavy lift import and export project cargoes across most of our terminals. This service is supported by the most technologically advanced quayside mobile cranes, capable of lifting up to a maximum of one hundred tonnes.

Over 7 000 multi-skilled and competent people work for Transnet Port Terminals. Through our continuous investment in people, infrastructure and equipment, and regular stakeholder engagement, the company offers a superior service often benchmarked against the best operators in the world. We also have the flexibility to customise our service offering to the customer where practical.

To further grow our operations while raising our current level of efficiencies, Transnet Port Terminals’ most recent focus is to grow into the supply chain. We are also extending our operations beyond South African borders. To support this we continue to acquire and develop facilities to enable back of port operations. These include:

- Handling and storage of cleared and uncleared full containers
- Supply chain solutions for mining commodities
- Handling, storage, washing and repairs of empty general purpose containers
- Pre-tripping and inspection facilities
- Unpacking of containers and loading onto car carriers
- Packing of export containers (minerals, timber etc.)

There is no doubt that what we do and how we do it has a profound influence on the prosperity of our country. Being part of building our nation and contributing to the expansion of our nation’s infrastructure drives us every day.

WHO WE ARE

Transnet Port Terminals (TPT) is one of five operating divisions of Transnet SOC Limited, South Africa’s state-owned freight transport and handling company.
The professional and efficient import and export terminals we operate enable South African businesses to build and maintain world-class brands. Many companies and industries import raw materials, products, ingredients, components or goods from this country, which are then used to produce finished goods which are then exported. Examples include the importing of hops and barley for the production and export of the leading beer brand in the world, and the importing of vehicle components for local car assembly. These cars are then exported across the world.
A STRATEGY TO MEET FUTURE DEMAND

The South African Government views the country’s ports and terminals as key engines for economic growth. Transnet SOC Ltd therefore embarked on a massive infrastructure drive in April 2012 to boost the economy and create jobs over a seven-year period. In 2013, the South African government unveiled its Market Demand Strategy (MDS). The investment is aimed at unlocking unutilized infrastructure capacity and position the country as a regional transport hub for sub-Saharan Africa. Over 70% of the capacity will be new or expansion capacity. The remainder will be replacement and maintenance projects.

Through investments in equipment, infrastructure, and training of our people, the MDS has given Transnet Port Terminals an unprecedented ability to accommodate and fully benefit from inevitable future demand. This will allow the company’s capital expenditure increase threefold between 2012 and 2019.

The MDS will enable Transnet Port Terminals to be the southern hemisphere’s terminal operator of choice as an asset of the capacity creating programmes currently underway at major terminals.

We are building new container terminals in South Africa that will provide key transport and logistics services for both domestic and international industries. The terminals are being developed to accommodate the fast and efficient movement of export-oriented commodities. For Transnet Port Terminals, the MDS is largely aimed at building freight capacity to support South Africa’s economic growth and position the country as a regional transport hub for sub-Saharan Africa. Over 70% of the capacity will be new or expansion capacity, the remainder will be replacement and maintenance projects.

A bright new era is beginning for Africa. New investment frontiers are there to be discovered and opportunities flourish in a number of its 55 countries. The continent is one of the fastest growing in the world and considered to have the most potential for growth. In a 2013 World Bank Report on the economic outlook for the Southern African region, seven of the 15 countries are expected to experience “rapid growth” in the coming years. Another report states that of the ten fastest growing countries in the world, five are African.

As the country with the most developed port, road and rail infrastructure systems, South Africa is the undisputed gateway to these new markets. Transnet Port Terminals is primed to build on and link into Africa’s growing transport and logistic corridors.

The terminal was named the fastest growing container terminal in the world in 2012 and again in 2013 by Drewry Maritime Research.

Every day, new power generation plants, telecommunication networks, cement factories, shopping malls, mines and infrastructure projects are given the green light in Africa. By applying our expertise and partnering with more companies in more places than ever before, our terminals will continue to be at the forefront of this development revolution.

Our aim at Transnet Port Terminals is to increase our presence in Africa through the provision of operational, technical and information systems advice to other terminals and to facilitate intermodal connectivity for existing and new markets in the Southern African Development Community (SADC) region. We have begun with our intent to operate several terminals on the African continent.

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Read more about our new container terminals being built from the MDS on pages 34, 35 and 36.

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Transnet’s rail strategy emphasises the need for rail to be the backbone for long distance heavy load freight volumes. Greater tonnages of traffic conveyed by rail would make a significant contribution to reducing the cost of doing business in South Africa. This is an integrated approach in line with the current development at some of our terminals where newly acquired equipment and infrastructure upgrades complement the increased volumes anticipated through moving goods from road to rail.

All our terminals have well-developed infrastructure to load or offload cargo from trucks or train wagons and service calling vessels of varying sizes.

It is Transnet Port Terminals’ strategy to grow in the supply chain to create greater value for our customers. With existing TFR (Transnet Freight Rail) routes already extending cross-border into Africa, we are well positioned to utilise these existing alliances.

**SOUTH AFRICA HAS A MODERN AND WELL-DEVELOPED TRANSPORT INFRASTRUCTURE.**

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96% of South Africa’s exports are sea-bound.
A WORLD-CLASS WORKFORCE

As a result of our mobile training clinic, container crane simulators, international work exposure, and training through the Transnet Maritime School of Excellence, our workforce is of a very high calibre.

The Maritime School of Excellence offers extensive terminal-related training and through its international networks ensures all its service offerings remain abreast with international best practice. The capacity building department is responsible for the development of the technical skills in TPT to ensure excellence and world-class practices when maintaining the high technological equipment in use at our terminals. The department has conducted detailed competency profiles that clearly outline the training requirements for key technical positions and are managing the training from a central position to ensure the optimum development of all staff across the terminals.

Talent management is key to the successful skill levels and deployment of our workforce. It includes the proactive identification, planning, attraction, development, retention and monitoring of both the supply and demand of critical positions and key talent. Its purpose is to ensure operational continuity by ensuring that the right people, with the right skills, are in the right roles at the right time to ensure successful business results for both the company and our customers.

In our multipurpose terminals, our employees are trained to operate a variety of equipment used for loading and unloading different types of commodities.

Training goes beyond our employees, as we consider our suppliers to be an extension of our business. Aided by the government’s broad-based black economic empowerment policy, we also have supplier development programs across our network of terminals. These aim to ensure quality at all times, convenience to the customer, and timeous delivery of required goods and services.

To keep our workforce inspired and motivated, we have a recognition and rewards program. In addition, our workforce ascribe to our values: employee wellbeing, openness and honesty, innovativeness, customer focus, accountability, speed of delivery and growing our business.

AT TRANSNET PORT TERMINALS WE HAVE LONG BELIEVED THAT OUR STAFF ARE OUR GREATEST ASSETS.
“INNOVATION IS CHANGE THAT UNLOCKS NEW VALUE”

Transnet Port Terminals prides itself on its culture of innovation. We have teams within each terminal who hold monthly forums where new ideas are discussed and tabled by its members, and any other individual from the workforce who has an idea to contribute. Successfully implemented ideas bring real value to the business and its creators are well rewarded and rewarded for their contributions.

The Transnet Port Terminals App

A recent innovation is the Transnet Port Terminals app, which allows the user to track their cargo information on live berth plans and important terminal updates across our network of terminals countrywide. The app, identified as Transnet TPT, is available for free on both the Google Play store and the App Store.

General Cargo Operational System 3 (GCOS3)

Developed internally at Transnet Port Terminals for tracking break-bulk cargo and the automotive operations, the General Cargo Operational System (GCOS) is a comprehensive system that facilitates the terminal's administrative and operational processes. GCOS3 is a new web-based version of the popular and comprehensive cargo operations system that is in use at our automotive and break bulk terminals. The benefits of GCOS3 are an improved, simpler user interface, greater efficiency, enhanced security, greater data integrity and better governance.

Navis

We were the first globally to use Navis and currently have the world’s largest multi-facility system running the Navis Spaces NA Terminal Operating System.

Through Navis, our Durban Container Terminal: Pier 2 has been able to innovate to use the Rail Dual Cycle method of operation. This allows the Rail Operation to maximise the use of terminal trucks, straddles and rail mounted gantries (RMGs) enabling them to run loaded at all times, thereby improving loading and discharge times and increasing GDP productivity.

Continuous Improvement

The company has a dedicated Continuous Improvement Department. Innovation and continuous improvement are approaches that give strength and resilience to an organisation. These approaches enable management to have a creative role in ensuring that individuals, the team and the organisation are focused on change and that the customer benefits through improved products and services. These approaches stimulate people to come up with new and innovative ideas. Teams are proactive in implementing improvements, rather than just being reactive in inspecting and fixing what doesn’t work.

Our value proposition is to reduce the cost of handling cargo as well as to reduce vessel and train turnaround time.

Customer Focus

Our main focus is to facilitate trade and reduce the cost of doing business. Driving efficiencies, reducing downtimes and maximising capacity are fundamental in every aspect of the business so that we retain and improve our standards. In recent years, we have re-engineered our operations to create efficiencies and targets that are in line with customer expectations. Through our terminals, we host joint collaboration with customers and key stakeholders to better understand their needs and expectations.

Centralised Customer Service Centre

Our Customer Service Centre is a call centre that supports all our terminals as a single point of contact to facilitate communication and customer service. Similarly, a Planning Centre with a virtual view of all terminal quaysides now exists at our headquarters in Durban – providing the link with Operations and Commercial to the benefit of the customer as the set up resolves any arising operational challenges.

Customer Value Creation

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Customer Focused Operations

Our customers include the leading shipping lines in the world – some 37 shipping lines call at our terminals. Customer satisfaction indices are conducted during monthly Service Level Agreement sessions between customers and our Commercial and Planning teams. Customers use our cargo handling services because our services, equipment and infrastructure are safe, efficient and reliable.

We meet regularly with shipping industry associations who represent shipping agents, freight forwarders, cargo agents and vehicle manufacturers. These include, amongst others: the South African Association of Ship Operators and Agents (SAASOA); the South African Association of Freight Forwarders (SAAFF); the South African Shippers Council (SASC); the Container Liner Operations Forum (CLOF), the Bulk Liner Operator Forum (BLOF) and the National Association of Automobile Manufacturers of South Africa (NAAMSA).
In order to provide efficient loading, unloading, transhipment, temporary storage and terminal services to our customers, Transnet Port Terminals’ safety objectives are characterised by the promotion of value-driven behaviour and proactive leadership. We have transformed safety management into a dynamic risk-based model that integrates safety and operations for progressive behaviours across our terminals.

Transnet Port Terminals subscribe and comply with industry best practice in the areas of Operational Safety, Health, Environment and Quality (SHEQ) management systems. We continue to benchmark ourselves against best practices using International Standards Organization (ISO) benchmarks. To this end, all Transnet Port Terminals are NOSA Graded, ISO 9001 certified, ISO 14001 certified and OHSAS 18001 certified.

Our automotive terminals in Durban and East London were audited by NOSA and were graded as NOSCAR terminals (the score achieved is more than 95%).

Transnet Port Terminals was hailed the overall winner in the Transport Safety category at the Transport Africa Awards held in Johannesburg.

SAFETY, HEALTH, ENVIRONMENT AND QUALITY FOCUS

Sustainability Reporting
TFP subscribes to the Global Reporting Initiative (GRI). The GRI is a leading organisation in the sustainability field. It promotes the use of sustainability reporting as a way for organisations to become more sustainable and contribute to sustainable development.

The aim of utilising the GRI framework is to make sustainability reporting standard practice for all terminals. Its framework is a reporting system that provides metrics and methods for measuring and reporting sustainability-related impacts and performance which is embraced by TPT in the Transnet annual report.

Environmental Management Systems
We have a well-entrenched environmental philosophy and the appropriate structures in place to support this important initiative. The internationally recognised ISO 14001 system is in place in each of our terminals around the country.

We have an extensive air and ground water quality monitoring network and we track our performance through a non-conformance process. We have Atmospheric Emissions Licences for our bulk mineral cargo handling terminals where required. We are committed to ensuring that any impacts we may have on neighbouring communities are identified and mitigated.

Resource Conservation
Energy savings opportunities are being identified throughout our organisation with monthly monitoring and measurement of all resources being undertaken to identify possible improvements. Most of our buildings utilise motion detectors to automatically turn off lights in areas which are not occupied. Energy efficient office and high-mast lighting as well as heat pumps and color panels for water heating are being pursued to ensure controlled energy use. Our energy targets ensure that the company remains within a tight performance target.

Implementation of the ISO 50001 Energy Management System is planned over the next few years to further manage energy usage and reduce our carbon footprint. The carbon footprint is monitored monthly with the evaluation of emissions linked to volumes handled.

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**OUR ACHIEVEMENTS**

- The fastest growing container terminal in the world – Ngqura Container Terminal (NCT); Drewry Maritime Research 2012 and 2013. During 2012, NCT's volumes more than doubled, peaking at 129% year-on-year.
- Winner of the Safety Award at the 2013 Transport Africa Awards. TPT was also shortlisted for the Best African Port Operator Award as well as the Transport Green Award.
- NOSCAR grading for Port Elizabeth and East London car terminals – 2013 NOSA audits. The NOSCAR is the highest safety accolade in the industry. Port Elizabeth and East London Terminals have been NOSCAR-accredited for 4 and 9 years respectively.
- Most moves per hour highest in Africa (January to March 2013) – Port Elizabeth Container Terminal. Ranking done by Maersk, the world’s largest ocean carrier and container shipping company. Durban Container Terminal was ranked fifth in the same study.
- PMR Africa Awards 2014. TPT was awarded the following:
  - Companies/Institutions doing most for the empowerment of women
  - Service Excellence Diamond Arrow Award – Port of Richards Bay
  - Service Excellence Golden Arrow Award – Port of Durban
  - Diamond Arrow Award in the category Companies/Institutions doing most for job creation
- Best performing container terminal in Africa – Durban Container Terminal. Container Management Top 120 World Container Terminals Survey 2013. Cape Town Container Terminal was also listed for the first time in 2013.
- Best Success in Africa Award for TPT from CNBC Africa.
- World-class rail dual cycle operation on Navis pioneered by Durban Container Terminal: Pier 2 in March 2013.
- TPT dominates Transnet Internal Audit (TIA) Integrated Governance Awards
  - Best compliance internal control environment
  - Leader in fraud risk management environment
  - Most improved internal control environment
- Level three B-BBEE status for TPT attained in 2014.

**OUR SECTORS**

Our operations are divided into four major market sectors: automotive, container’s exclusive of specialised transhipments, break bulk and bulk. Those products and/or commodities are transformed into products that feature in the lives of men, women and children in South Africa as well as around the world. Transnet Port Terminals is well-positioned to trade both gateway cargo and the transhipment market in sub-Saharan Africa, East and West trade.
Happy with your new car? As many as 39,749 vehicles have moved through one of our RoRo terminals in a single month.

South Africa’s automotive industry is a global, turbocharged engine for the manufacture and export of vehicles and components. Many of the major multinational firms use South Africa to source components and assemble vehicles for the local and international markets.

Transnet Port Terminals’ RoRo (roll on/roll off) facilities are combination/multi-service terminals which handle a variety of cargo-driven onto and off the vessels, requiring minimal use of quayside equipment. Our RoRo terminals are an integral part of the supply chain for cars built and exported from South Africa – a major industry that sustains many jobs in the country.

In South Africa, the automotive industry makes up about 7% of the gross domestic product and accounts for almost 12% of the country’s manufacturing exports. Transnet Port Terminals currently moves about 817,000 fully built units annually through its Durban, East London and Port Elizabeth terminals.

As a company, we work very closely with our customers to be an extension of their company. For instance, for one car manufacturer based in East London, there is a dedicated bridge built directly into the terminal’s undercover parking bays. One of Africa’s leading car manufacturing plants is in close proximity to our Durban RoRo Terminal, and is serviced via a direct train that moves a batch of cars from the plant to our terminal each day after production.

Automotive companies with production plants in South Africa are well-placed to take advantage of the low production costs, coupled with access to new markets as a result of trade agreements with the European Union and the Southern African Development Community’s trade area. Opportunities also lie in the production of materials (automotive steel and components) where Transnet Port Terminals is geared up to take on increasing volumes.
The container industry represents approximately two-thirds of the value of total global trade which equates to more than US$4 trillion worth of goods each year, according to an IHS Global Insight report.

It is said that before American trucking magnate Malcolm McLean invented uniform metal containers in 1956, goods were crammed into the hold of a vessel, or packed into a wooden crate that would be loaded or unloaded off a vessel. This process was unreliable, expensive and so slow that ships spent more time docked than they did at sea.

As a terminal operator, we have invested extensively in infrastructure, technology, human resources, supply chain efficiencies and equipment across our network of container terminals. Equipment purchased includes tandem lift ship-to-shore cranes, RTGs, RMGs, straddle carriers, additional refrigerated container plug points, haulers, reach stackers, and empty container handlers. A further initiative is the support of the Transnet Value Chain Coordination or TVCC. The TVCC comprises a group of assigned executives and managers from across all the companies within the Transnet Group who strategise methods of integrating all aspects of the business to maximise delivery of service to the customer. Reliability of service, enabling growth of the customer’s business, and creating a culture of continuous improvement have all been identified as areas for immediate and on-going focus. By looking at how we can optimise our business processes, increase the use of rail throughout our operations, and integrate our country’s terminals better with the rest of the continent, Transnet Port Terminals aims to offer increased customer value, drive loyalty and promote sustainable growth.

The upgrading of our container planning system TVCC continues to provide a reliable and unified operating system for our all terminals. Transnet Port Terminals uses the TVCC SPARCS N4 system for container management and provides a cargo tracking service to customers and management. TVCC allows customers to book and track their cargo in ten marine container facilities and one inland rail facility across South Africa.

Capacity expansion projects are currently in progress to ensure readiness for forecasted upward trends for the years ahead. The R5.4 billion Cape Town Container Terminal upgrade is well underway to increase capacity to 1.4 million TEUs, the number of berths from two to four, and deepen berths to 15.5 metres while extending them by 10 metres into the bay. Reefer points will total 3 783 on completion.

The Ngqura Container Terminal’s (NCT) R1.1 billion upgrade is also tracking according to plan with two new additional ship-to-shore cranes and 18 RTGs with supporting trailers now fully commissioned. NCT is also equipped for a third berth operation that will increase capacity to 2.0 million TEUs. NCT has been positioned as a transhipment hub receiving support from terminals at Port Elizabeth, Cape Town, Richards Bay and Durban. The terminal is located adjacent to the Coega special economic zone, providing great opportunities for back of port operations.

Our terminals play an important role in the container supply chain. As such, we have introduced a number of value-added services into the container sector including stuffing and de-stuffing of containers, and the provision of container empty top-ups. In the near future we will launch pre-tripping and inspection facilities.
The huge arch of the Moses Mabida Stadium took its shape from the South African flag. It also symbolises the coming together of the South African people.

Our break bulk terminals have played a vital role in the economic and developmental success of our country. Many of the materials used in the construction of the 2010 FIFA World Cup stadiums were imported through our terminals. All ten stadiums that were rebuilt or renovated in Cape Town, Durban, Port Elizabeth, Nelspruit, Johannesburg, Pretoria, Bloemfontein, Rustenburg and Polokwane received the imported materials used in their construction through our terminals across the three regions in which we operate.

Similarly, project cargo, abnormal and heavy lift cargo like transformers required in energy plants and in the construction of power stations are received at our terminals. The successful construction of the Gautrain, South Africa’s first world-class, modern rapid rail and bus service for Gauteng, was achieved using materials transported through our terminals. Windmills and wind turbines used in the agricultural sector are also classified as heavy lift cargo and are handled at our terminals.

As a continent, Africa is becoming one of the world’s top project cargo and heavy lift cargo markets. Its accelerating foreign investment is creating massive energy and infrastructure projects, with our terminals providing the only hubs in Southern Africa with facilities large enough to handle components of this nature.

At Transnet Port Terminals, break bulk terminals cater for an array of cargo including neo-bulk, unitised and non-unitised. These commodities are handled at our multi-purpose terminals: Durban RoRo, Maydon Wharf, East London, Cape Town, Saldanha, Richards Bay and Port Elizabeth.

<table>
<thead>
<tr>
<th>LOCATION</th>
<th>ANNUAL CAPACITY</th>
</tr>
</thead>
<tbody>
<tr>
<td>Durban RoRo</td>
<td>0.4 mtpa</td>
</tr>
<tr>
<td>Durban Maydon Wharf</td>
<td>1.2 mtpa</td>
</tr>
<tr>
<td>East London</td>
<td>0.2 mtpa</td>
</tr>
<tr>
<td>Cape Town</td>
<td>1.5 mtpa</td>
</tr>
<tr>
<td>Saldanha</td>
<td>3.0 mtpa</td>
</tr>
</tbody>
</table>

The total capacity in tonnes per annum for all terminals in this sector is 6.31 million.
Iron ore, one of the major bulk cargoes we handle, is used to make steel, integral to the global economy.

Mineral cargo represents the biggest market for Transnet Port Terminals and we are a key player in the success of the sector.

Our terminals at Richards Bay, Saldanha and Port Elizabeth handle a large portion of South Africa’s bulk minerals. These major bulk cargoes include iron ore, manganese, magnetite and chrome ore and other similar cargo shipped in bulk. Such raw materials are used to create products that help us to maintain the modern lifestyles we have become accustomed to.

To support the South African economy and world trends, as well as the growth of emerging miners in this country, recent Transnet Port Terminals investments have included the purchase of sophisticated bulk handling equipment.

In our Richards Bay terminal – a terminal that handles over 15 different bulk commodities – over R600 million has been invested to create additional stockpile areas. Africa’s largest iron ore export facility, Saldanha Bulk Terminal, is creating additional capacity to take it from 60 million tonnes to 82 million tonnes by 2019. The Port Elizabeth Terminal is the largest manganese export facility in Africa. The terminal introduced a number of innovative handling methods to facilitate the growth of new manganese miners and to improve capacities, including the successful handling of skiptainer vessels.

The estimated capacity in tonnes per annum of mineral cargo that is handled through our terminals is 85.1 million.
Agricultural bulk exports are essential to the South African economy. Wheat, maize, cassava, sorghum, sweet corn, animal feed and sunflower seed are handled at Maydon Wharf, Richards Bay, East London, Durban and Cape Town Terminals. Fresh produce is handled by containers and conventional services are offered at both the Richards Bay and Port Elizabeth Terminals.

In this sector, we offer storage, blending, and material handling as part of our bulk material handling system. Innovations are seen as the sector’s best opportunity for growth and are a focus for us.

### Agricultural Bulk

<table>
<thead>
<tr>
<th>LOCATION</th>
<th>ANNUAL CAPACITY</th>
</tr>
</thead>
<tbody>
<tr>
<td>Durban Maydon Wharf</td>
<td>1.4 million tpa</td>
</tr>
<tr>
<td>East London</td>
<td>0.76 million tpa</td>
</tr>
<tr>
<td>Cape Town</td>
<td>1.5 million tpa</td>
</tr>
</tbody>
</table>

The total capacity in tonnes per annum for all terminals in this sector is 3.66 million.

*Wheat is one of the many commodities handled by the Agri Bulk Terminals. 70-80% of all flour produced is used for bread baking.*
Saldanha is water-scarce and to ensure sufficient fresh water, Transnet remains the largest iron ore export facility in Africa loading between 16 to 20 vessels per month.

The largest natural, deep-water port in South Africa, the Saldanha Terminal, features 20 berths, of which 18 are equipped with ship-to-shore cranes and conveyor belts that transport cargo directly to the quayside. It has a primary focus on the export of iron ore to West African markets.

Did you know?

- Two shiploaders have been refurbished.
- New ship unloader.
- Refurbishment of the tipplers for offloading of wagons.
- Purchase of new Ship-to-Shore cranes.
- New substation built in preparation for increase of reefer capacity to 1 million TEUs to 1.4 million TEUs. It includes 2,700 additional reefer plug points for a total of 3,752 points. The six new super post Panamax ship-to-shore cranes have an average nominal capacity of 3x36 TEUs.

**Cargo**
- Mainly steel, including steel coils, heavy equipment, and the largest natural deepwater port.
- Centrally located in South Africa, it is the main export facility for manganese and chrome.
- Did you know? In February 2013, the terminal set a new record in TPT’s automotive history.

**Features**
- 5,000 parking bays, car wash facilities, rail connectivity.
- Multi-skilling of employees.
- New Ship-to-Shore cranes.
- Drafts 9.6m - 10.3m.
- Extension of K-block stack to include five rail lines.
- New mobile Ship-to-Shore cranes.
- R438 million was recently used in the RoRo terminal’s container facility.

**Capacity**
- Break Bulk 8 million tonnes per annum.
- BULK AND BREAK BULK CAPACITY
- Break Bulk 5.1 million tonnes per annum.
- Capacity 0.7 million TEUs to 2.9 million TEUs.
- AUTOMOTIVE CAPACITY
- Berths 2
- Capacity 0.76 million tonnes per annum.
- CONTAINER CAPACITY
- Break bulk and containerised cargo - including motor vehicle components, chemicals, textiles, fruit, sugar, timber, scrap.
- Berths 3
- Capacity 0.9 million tonnes per annum.
- COMBI CAPACITY
- Berths 6
- Break bulk and containerised cargo - including motor vehicle components, chemicals, textiles, fruit, sugar, timber, scrap.
- Break Bulk 5.1 million tonnes per annum.
- CONTAINER CAPACITY
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- Berths 3
- Capacity 0.9 million tonnes per annum.
- COMBI CAPACITY
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- Break Bulk 5.1 million tonnes per annum.
As part of Transnet’s Market Demand Strategy, our terminals are undergoing a major programme of investment to boost handling capacity. This is being achieved through the acquisition of new equipment, infrastructure upgrades and skills training.

### Container Capacity

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### Port of Durban

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<th>Completion of the North Quay berth and length deepening</th>
<th>Pier 1 Ph 2: Both berths operational</th>
<th>Start of the North Quay berth and length deepening</th>
<th>Maintenance, South Quay pavement</th>
<th>Pier 1 Ph 2: First berth and backup area available</th>
<th>Increase in berth length</th>
<th>Pavement rehabilitation</th>
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### Port of Port Elizabeth and Ngqura

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### Port of Cape Town

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## BULK AND BREAK BULK CAPACITY

### RICHARDS BAY

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**Notes:** Additional storage for Chrome GP3 and adjacent areas. RBEP capacity realised.

### WESTERN CAPE

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**Notes:** Saldanha Iron Ore expansion phased approach. Saldanha Iron Ore expansion realised.