

TRANSNET



# TRANSNET PORT TERMINALS (TPT)

SUPPORTING SOUTHERN AFRICA



[www.transnet.net](http://www.transnet.net)

# SUPPORTING SOUTHERN AFRICA

*Transnet Port Terminals (TPT) is playing a leading role in making the South African government's export-led growth strategy a success*

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Aerial view of Durban  
harbour, South Africa

It was in 2000 that Transnet's then single port division, Portnet, was divided into separate operations and landlord businesses. It was this decision that led to the creation of Transnet Port Terminals (TPT). Since its formation the business has played a fundamental role in supporting the export-led strategy of the South African government.

Most Southern African import and export commodities are handled through South Africa's seven logistics ports, Richards Bay, Durban, Saldanha, Cape Town, Port Elizabeth, East London and Port of Ngqura. The Port of Ngqura is the newest of the above ports. It is here, seven kilometres outside of Port Elizabeth, where a great degree of investment has been made in order to purchase a total of six new cranes and accumulate a large amount of borrowed equipment with the objective of getting the facility up and running quickly so as to meet the expanding demand for imports and exports in the region.

It is at these locations that TPT handles container, mineral bulk, agricultural bulk and RoRo operations. In addition the business also implements logistics management solutions for its container, bulk, break-bulk and car terminal operations. Its major customers meanwhile represent a broad spectrum of the economy and include the shipping industry, vehicle manufacturers, agriculture, timber and forest products, the mining industry and exporters of minerals, metals and granite.

TPT operates container terminals at Ngqura, Port Elizabeth, Cape Town and Africa's busiest port, Durban, which possesses the southern hemisphere's largest and best-equipped

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container terminal. Over the course of the last decade TPT has invested large sums of capital in upgrading this specific sector. In 2007 the redeveloped Durban Container Terminal Pier 1 facility, South Africa's first rubber tyred gantry operation, was launched. Following this was the launch of Ngqura Container Terminal, the state of the art transshipment hub, servicing traffic from the East, South America and West African markets.



Each of TPT's container terminals utilises the NAVIS system which provides integrated real time shipping information. These terminals are also supported by a call centre

## STEFANUTTI STOCKS MARINE



Across the African continent and beyond, into the Middle East, one cannot fail to have noticed the activity to build and further develop ports. The economic and social impacts of these often mammoth projects have a positive impact on thousands of lives, creating jobs and infrastructure where none previously existed. Perhaps less noticeable, is the effort and expertise that go into developing these ports – and in South Africa and increasingly across the whole region, one name has become a byword for quality - Stefanutti Stocks Marine.

Stefanutti Stocks Marine is a division of the Stefanutti Stocks Structures Business Unit, itself a part of Stefanutti Stocks (Pty) Ltd. The holding company, Stefanutti Stocks Holdings Limited is listed on the Johannesburg Stock Exchange.

The Marine Division is responsible for procuring and executing marine construction work for the Structures Business Unit. "We provide work in all aspects of marine business, including the

deepening and widening of docks, rehabilitation of slipways, quay wall construction, jetty construction, ship lifts, breakwaters and pre-cast solutions including EPC work." says Simon Allen, Managing Director of the Marine Division. "Within South Africa, probably 90 percent of our projects are for Transnet, the state-run entity which controls the nation's ports." Whilst Transnet projects are open to international bids, Allen says that Stefanutti Stocks has an edge when it comes to selection, because of its reputation for expertise and experience, but also because of its unique standing within South Africa's civil engineering sector.

Stefanutti Stocks Marine prides itself on partnering and being a solutions provider to South African port construction, hand-in-hand with Transnet.

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## KWAZULU-NATAL ROAD MARKERS

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Our company is also affirmed by the Presidency's poverty alleviation initiative, the Expanded Public Works Programme and we are a BBEEE Level 3. The company was registered in 1999, prior to the registration its proprietor has a long experience which is over 20 years of specialist experience

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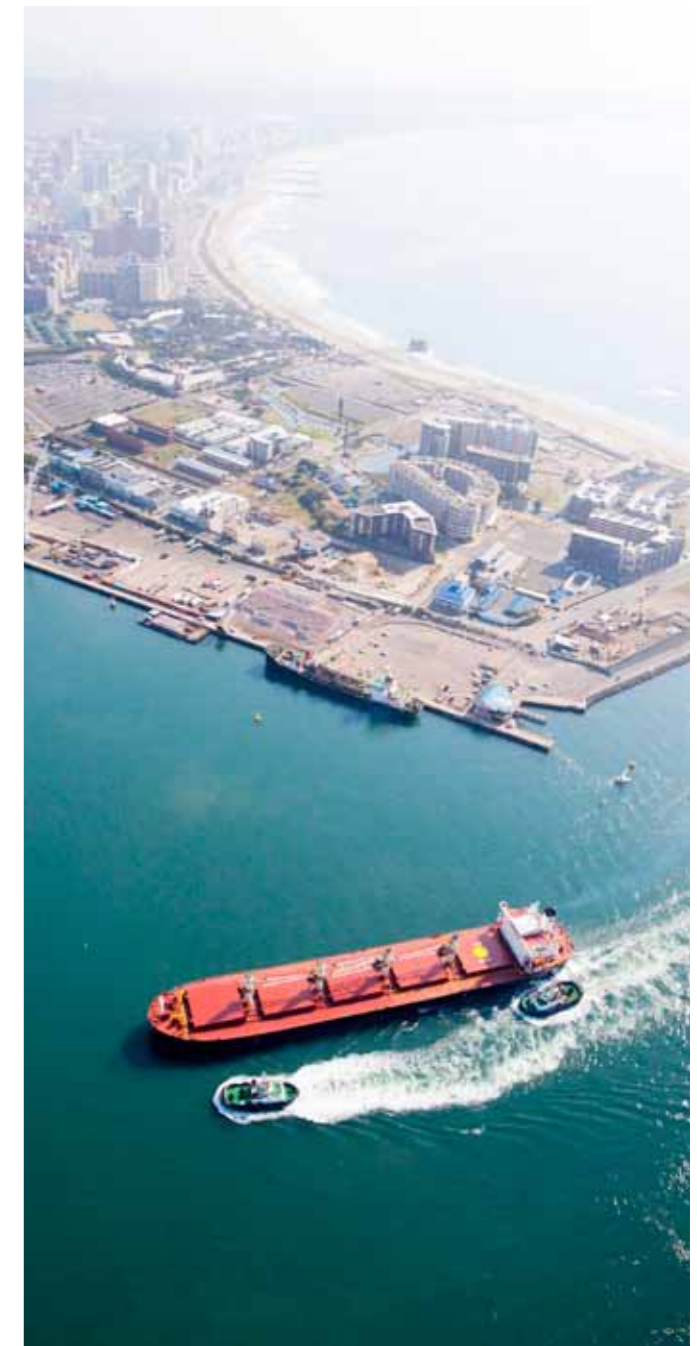
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which provides a single point of contact and consolidated information to facilitate communication and customer service.

TPT's mineral bulk operations at Richards Bay, Port Elizabeth and Saldanha are integral parts of logistics corridors for key cargo. Richards Bay is something of a hub for as many as 13 core commodities, including coal and woodchips, while Port Elizabeth handles the region's manganese products, and Saldanha its iron ore and steel products. The work that takes place as part of these operations is characterised by long runs on a network of conveyor belts, large dry bulk parcels and neo-bulk parcels using skip loading solutions.

Agricultural exports however are just as vital to the South African economy. This makes it all the more important that TPT is able to provide state-of-the-art agricultural bulk operations that offer customers storage and other facilities that cater to international market requirements. Commodities handled across ports such as Cape Town and East London include wheat, maize, soya bean meal, animal feed and various fresh produce.

Different break-bulk commodities meanwhile are handled at various different ports. At its port in Durban TPT handles steel commodities, project cargo and abnormal




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“MOST SOUTHERN AFRICAN IMPORT AND EXPORT COMMODITIES ARE HANDLED THROUGH SOUTH AFRICA'S SEVEN LOGISTICS PORTS”



Container ship unloading

cargo, as well as carrying out niche container business, while in Cape Town the predominant products include timber, steel and cement. Meanwhile at its East London facility TPT handles containerised cargo that includes motor vehicle components, chemicals, textiles, fruits, sugar and scrap items.

Vital as all of these areas of TPT's business may be, and believe me they are absolutely fundamental to South Africa's economic

prosperity, arguably the most exciting aspect of its operations is its car terminal operations. Over the course of the last decade South Africa has experienced exponential growth in its automotive industry and today the Durban car terminal is responsible for handling approximately two-thirds of all vehicles either entering or leaving the country.

The growth of this sector played a strong role in ushering in a new era for the Durban car

terminal in early 2003. It was then that work commenced on Durban's much-needed port expansion project. One element of this project involved the construction of a three-storey structure that boasts 3,800 additional parking bays and an over-pass linking the car terminal with the quayside. Today the terminal is in the process of increasing its parking capacity up 10,000 parking bays to 14,000, resulting in an increased throughput from 400,000 units to 570,000 units per annum.

The South African government today finds itself embarking upon a huge infrastructure drive with the core aims being to boost the economy and alleviate poverty. The country's ports are seen as key engines for the economic growth that the government hopes to achieve and it is for that reason that,

under the Transnet Market Demand Strategy, TPT will receive R33 billion aimed at creating new capacity for terminals to meet projected future demand.

With this in mind plans are already afoot to expand various aspects of the business including increasing bulk handling capabilities at Saldanha and expanding the business's coal skip container capacity by purchasing 1,500 new units. These are without doubt promising times for South Africa's commercial ports, the regions they are located, TPF as an organisation and most importantly its customers. **BE**

**“SOUTH AFRICA'S PORTS ARE SEEN AS KEY ENGINES FOR THE ECONOMIC GROWTH THAT THE GOVERNMENT HOPES TO ACHIEVE”**

For more information about Transnet Port Terminals (TPT) visit: [www.transnet.net](http://www.transnet.net)



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