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TNPA Port Consultative Committee (PCC)
Port of East London
Port Performance Report

Date: 26 October 2015

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1. **Context Slides**
   - Port Layout
   - MDS

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3. **Operations Performance**
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   - Marine Performance
   - TOPS Performance
   - MOPS Performance

3. **Port Capital Plans (Current financial year)**
   - CAPEX and Progress of Key Projects

PORT LAYOUT

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PORT OF EAST LONDON
MARKET DEMAND STRATEGY OVERVIEW

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Capital planning and execution	Operational effectiveness and productivity	Target volumes and customer satisfaction	Regulator and key stakeholder engagement	Financial sustainability	Safety
• Completion of the all capital projects on time and within budget (R2.9bn); • Key CAPEX Projects: i. Foreshore Protection ii. Operation Phakisa iii. Deepening & Widening of Entrance Channel iv. Sheetpile Wharf • Improve procurement turn around time of goods and services;	• Consolidate and embed operations centre - planning, control and monitoring function • Enhance Port Oversight – Operational Performance Standards i. TOPS Phase 2 ii. MOPS Implementation; • Tenant Oversight audits	• Involve customers and stakeholders in port planning processes; • Action New Business Development Strategy initiatives with specific emphasis on RE • Improve CRM to increase customer collaboration and partnering;	• Proactive stakeholder engagement eg. PCC - Enforcement of Port rules - Harbour masters written instruction - National/International legislation compliance • Provide support and input to improve simplicity and relevancy of the Port tariffs; • Issue licences and permits in accordance with National Ports Act;	• Manage Port Turnaround Plan i. Revenue Growth ii. Cost containment; • Support National TNPA initiatives for financial sustainability;	• Inculcate a safety mind-set in Port of East London; • Entrench ERM in business; • Visible Felt Leadership • Consolidated oversight management and risk mitigation measures

Strategy /readiness

- Ensure availability of required skills sets to develop internal capability and capacity in order to address competency gaps;
- Retention of skilled workforce to deliver on prioritized areas and continue to strengthen the development initiatives for core, critical and scarce skills as anchors and growth-enablers;

Human Resource Strategy

- Develop an integrated and responsive Human Resources strategy aligned to the MDS requirements thereby ensuring a value-driven and business partnering HR function

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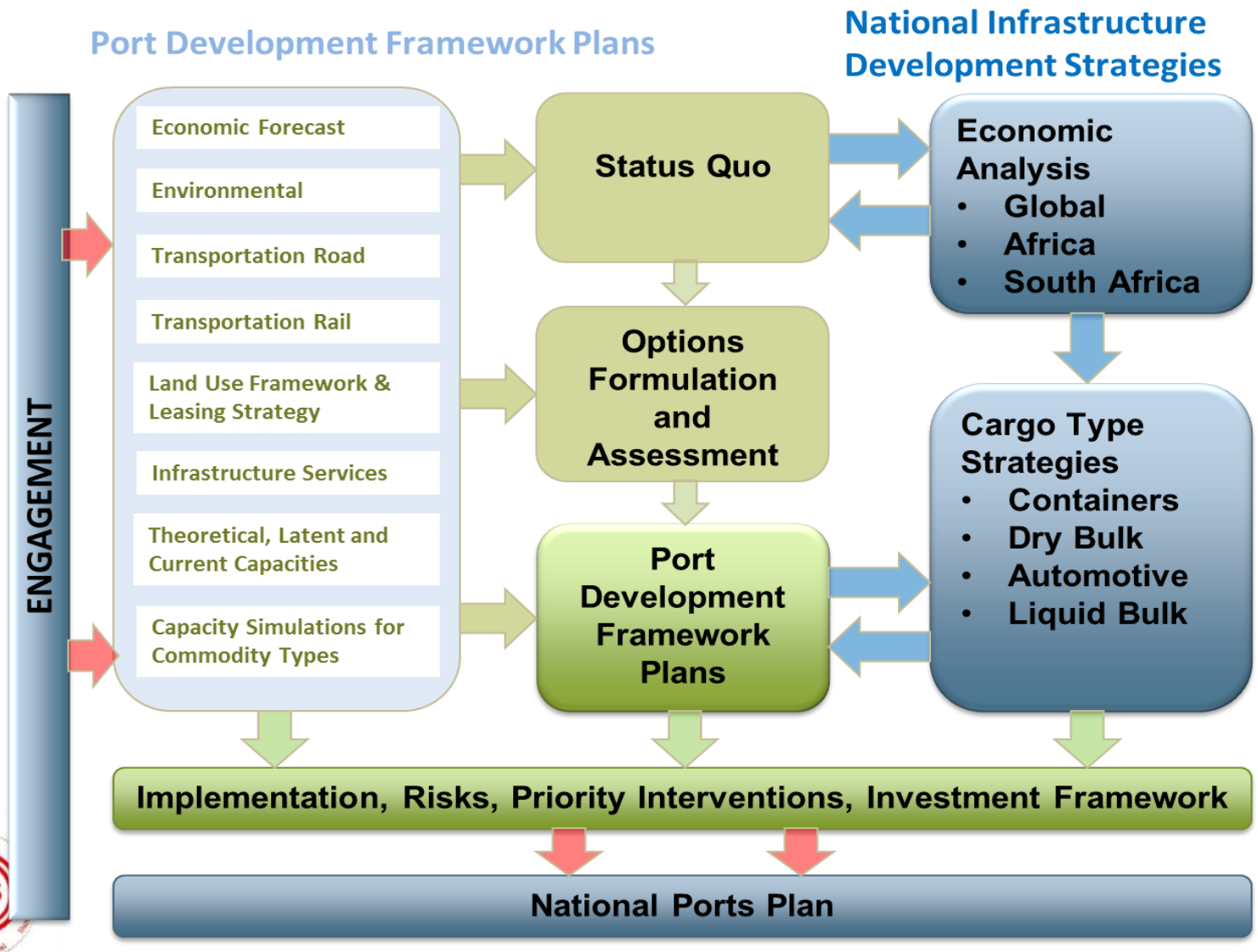
Port Development Framework Plans

PORT DEVELOPMENT FRAMEWORK PLANS

- TNPA draws its mandatory functions from the National Ports Act 2005, one of which being to prepare and periodically update the port development framework plans for each port.
- The port plans have been fully revised over the past year to re-establish government and industry requirements; confirm and amend infrastructure use and capacity and identify capacity creation in the ports' system.
- The PDFPs form part of the TNPA National Ports Plan which co-ordinates the port system.
- The annual update of these plans are published every year on the following website: http://www.transnetnationalportsauthority.net

NATIONAL PORTS PLAN METHODOLOGY



OVERARCHING INFRASTRUCTURE PLANNING PRINCIPLES

- The **Transnet Freight Demand Model** forecast is the basis of demand planning
- Fit with **global; regional and national policies**.
- Integrate and **align port, rail and road capacity planning**
- Optimise **capital investment** across all ports (ensuring ports are complementary) to ensure capacity meets demand
- **Port specialisation** through planned complementarity
- Ensure a **sustainable** response to environmental opportunities and constraints
- Utilize available port space to **maximise freight capacity**
- **Improve** infrastructural and operational **efficiencies** and **reduce transport and logistics costs**
- Ensure world class freight handling services in terms of **reliability, safety, cost-effectiveness**
- Maintain **flexibility** in order to respond to changing technological and economic conditions
- Minimize the disruption to existing port activities
- Ensure adequate provision for **non-freight services** and facilities
- Align with the requirements of stakeholders
- PDF Plans are **annually updated**

PDFP PROCESS AND MULTI-CRITERIA ANALYSIS

The primary driver of port development is **demand in the region or hinterland of that port**. If the volume forecast exceeds capacity in a certain port then the following **multi-criteria analysis** were used to determine how best to plan port development. The multi-criteria analysis is especially important for '**regional ports**' such as Ngqura and PE, Richards Bay and Durban, and Cape Town and Saldanha Bay where ports share a similar hinterland/demand.

Criteria group	Details
Technical	**Port Planning:** Flexibility, Expansion potential, Back of quay **Maritime Engineering:** Navigation, Vessel size increase, Geotech, Ease of construction, Disruption **Transportation:** Port Access, Staging/parking, Road connectivity, Rail connectivity, Pipe connectivity.
Environmental	**Biophysical Impacts:** Terrestrial habitat destruction, Marine habitat destruction (port), Marine habitat destruction (offshore), Marine water and sediment quality, Shoreline stability, Surface and ground water. **Social Impacts:** Air quality, Visual, Recreational use access, Heritage Resources, Green Economy, Job creation.
Economic	**Phasing:** Option lends itself to phasing? **Capital Costs:** Land acquisition, Construction , Services infrastructure, Environmental offset. **Operating Costs:** Maintenance, Transportation, Congestion, and Environmental management. **Socio-economic benefit**
Legal/Statutory/Regulatory	**Land acquisition** **Permit approvals**
Land use	**Metropolitan Issues:** Meshes with Vision of the City, Extent of Port boundary extensions, In line with SDF and City urban regeneration. **Back of port integration:** Portside land uses are compatible with land uses in adjoining, Municipal precincts, Urban Renewal initiatives, Promotion of City and Port integration, interface, Heritage and cultural issues into account,7 Year capital projects between Port and Municipality.

PDFP PORT OF EAST LONDON - CURRENT LAYOUT

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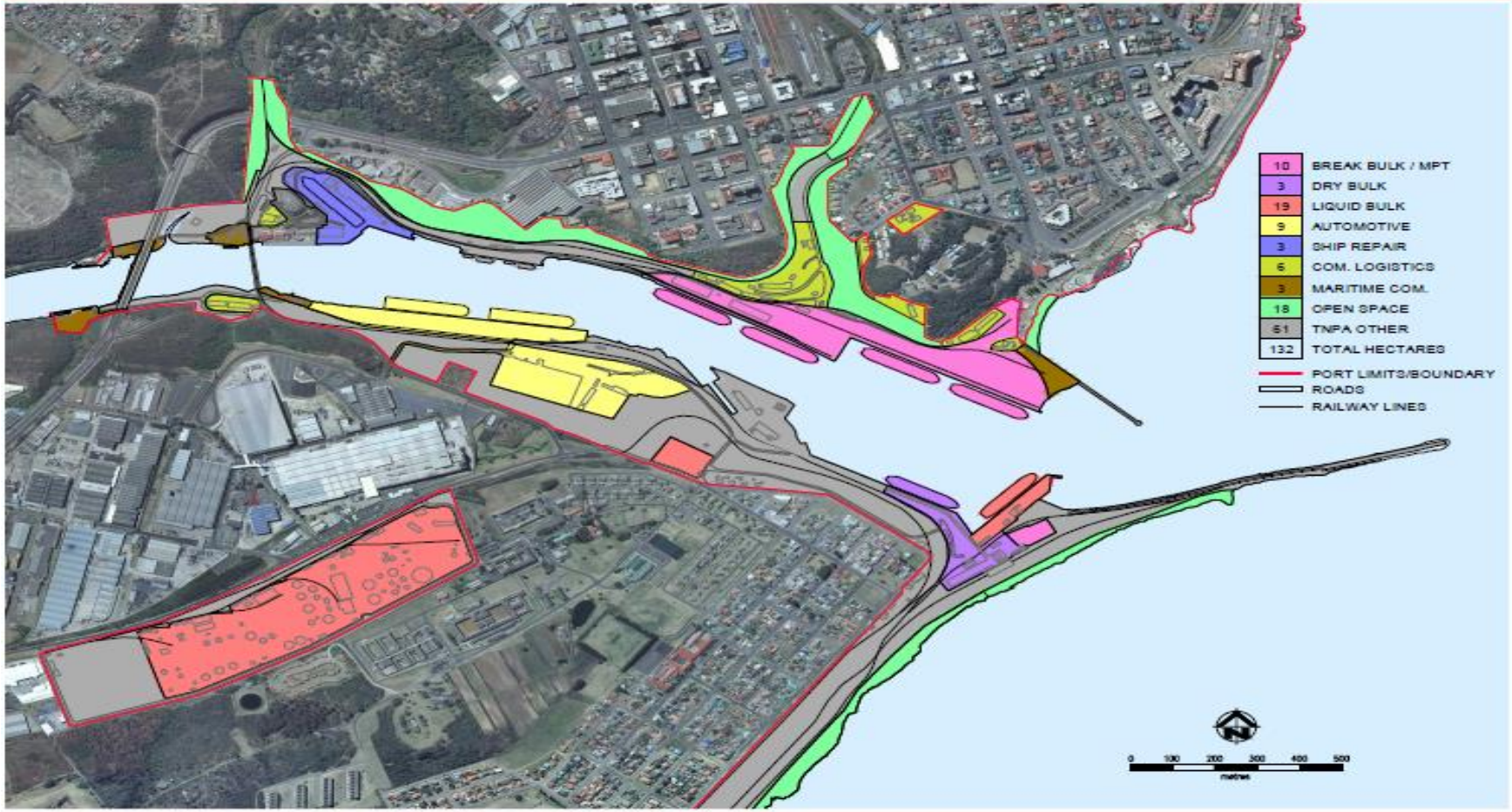
EAST LONDON - CURRENT LAYOUT



NATIONAL PORTS PLAN 2015

PDFP PORT OF EAST LONDON - SHORT TERM LAYOUT

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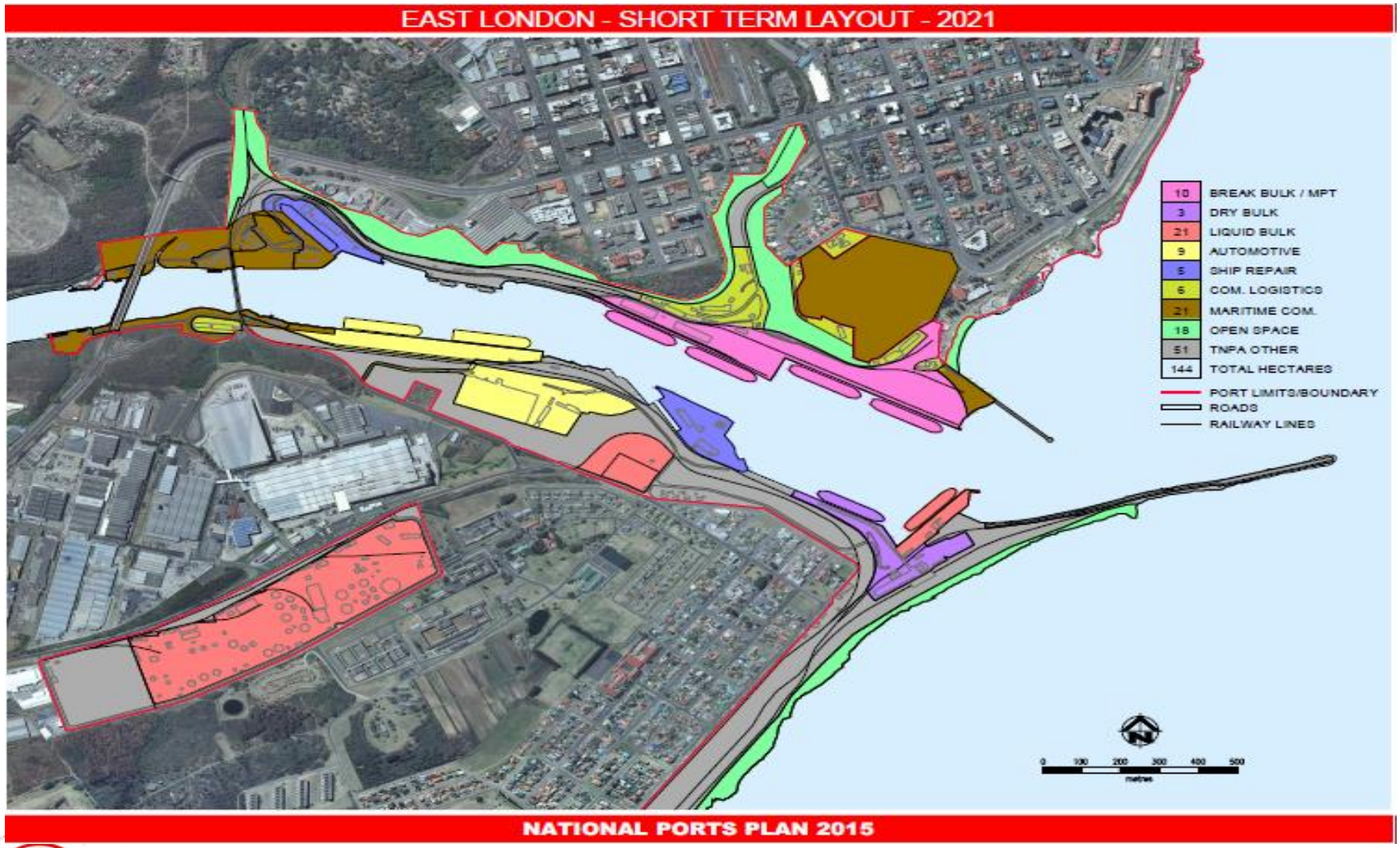

MDS

PDFP PORT OF EAST LONDON
PORT DEVELOPMENT INITIATIVES – 7 YEAR

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- **The cargo volumes in the Port of East London remain fairly flat.**

- **The following expansion projects can be listed:**

  - Land preparation for coal export
  - Deepening and Widening of Entrance Channel
  - Water front Development

PORT OF EAST LONDON - MEDIUM TERM LAYOUT

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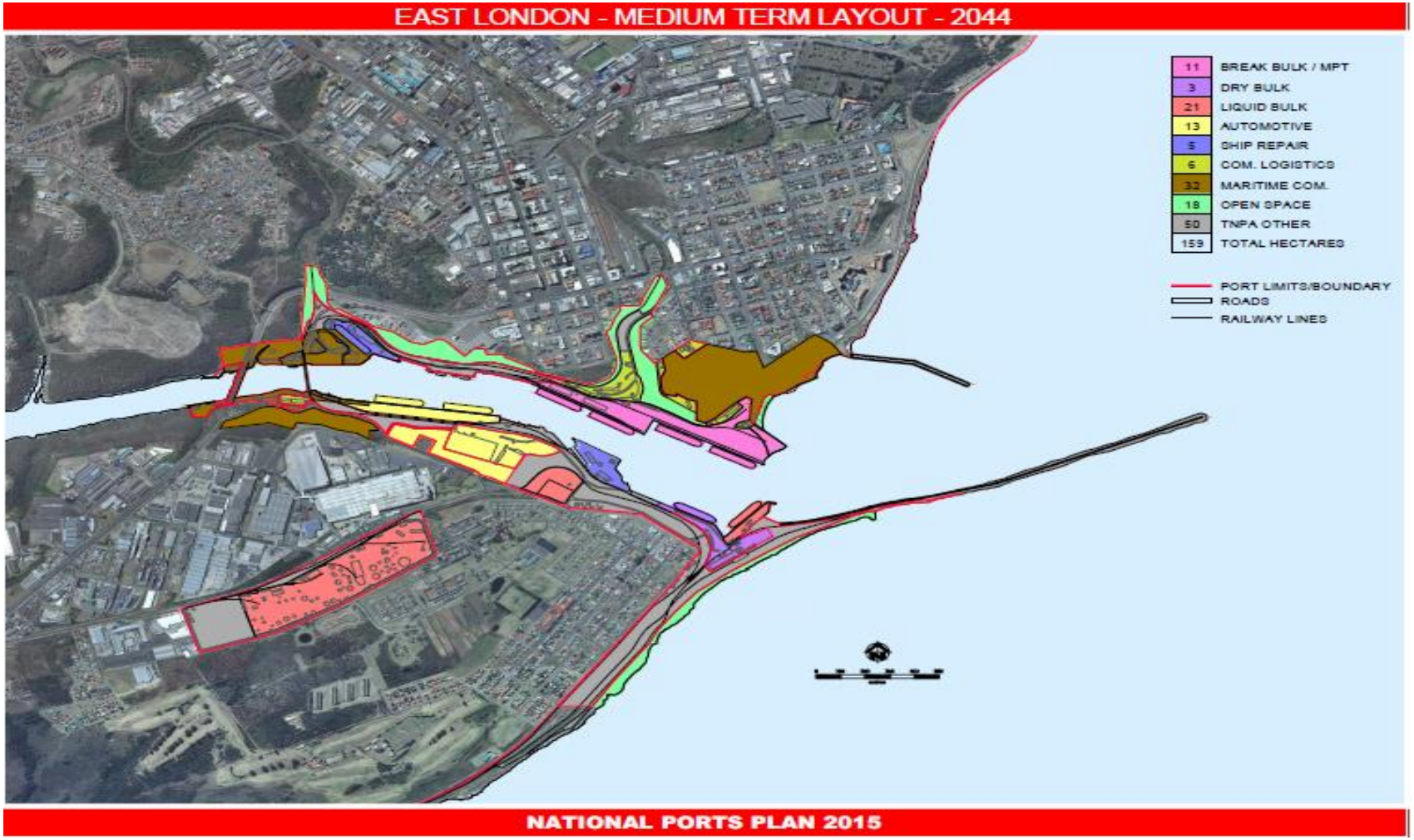

PORT OF EAST LONDON - LONG TERM LAYOUT

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EAST LONDON - LONG TERM LAYOUT - BEYOND 2044

NATIONAL PORTS PLAN 2015

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Operations Performance

OPERATIONAL PERFORMANCE - VOLUMES

Budget
Commitment
Actual

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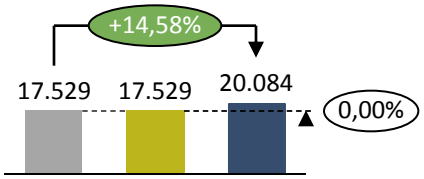
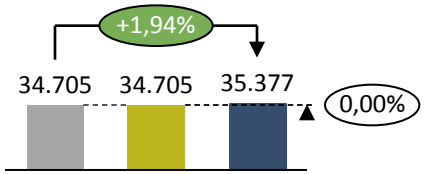
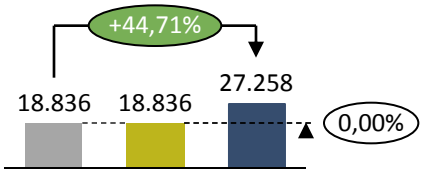
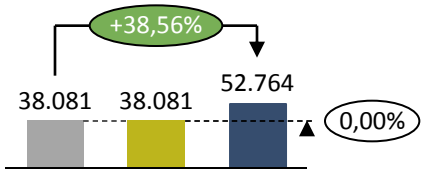
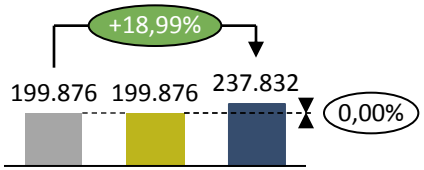
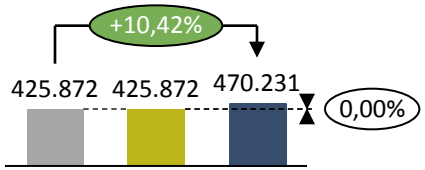
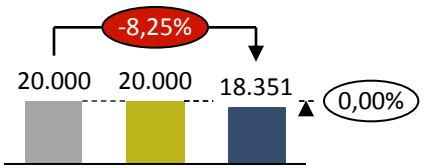
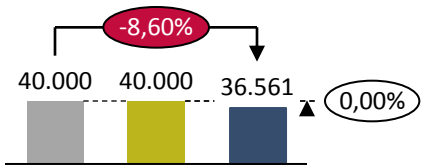
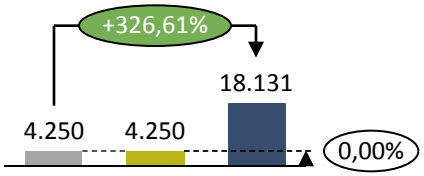
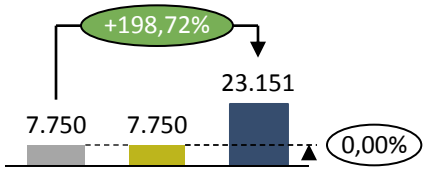
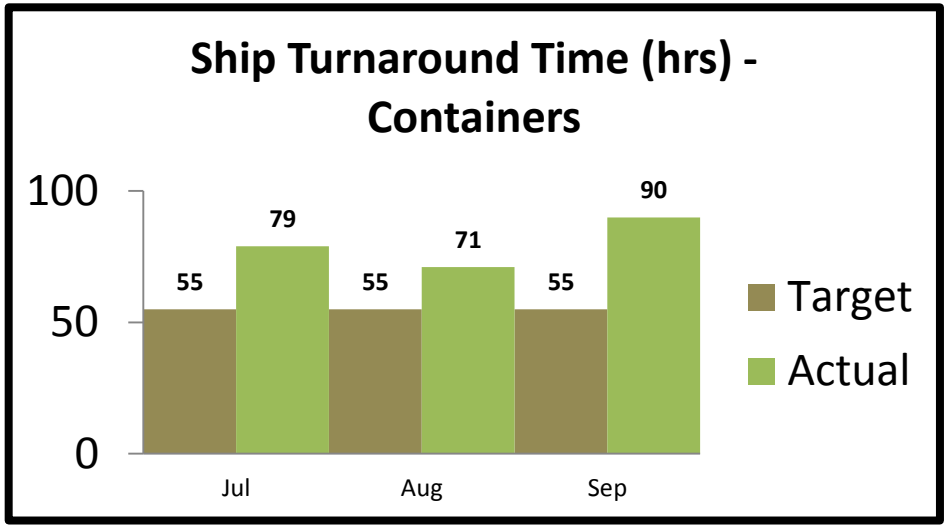
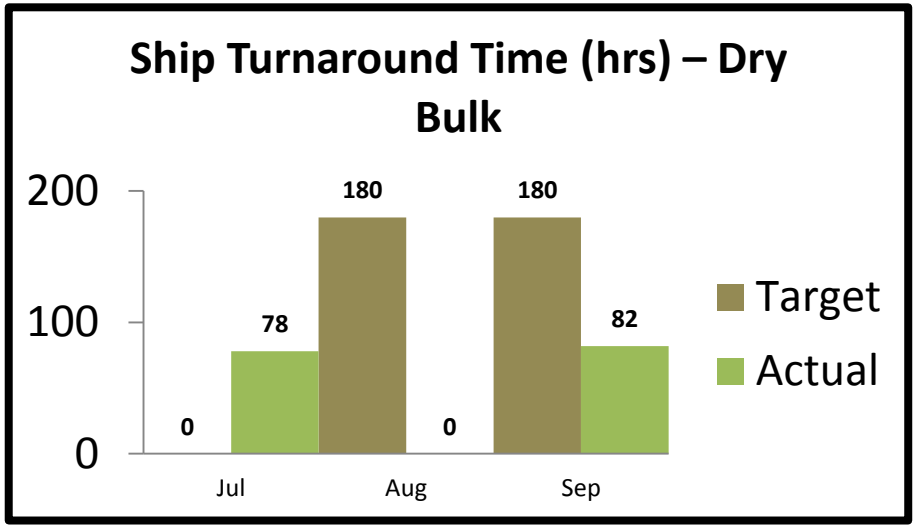
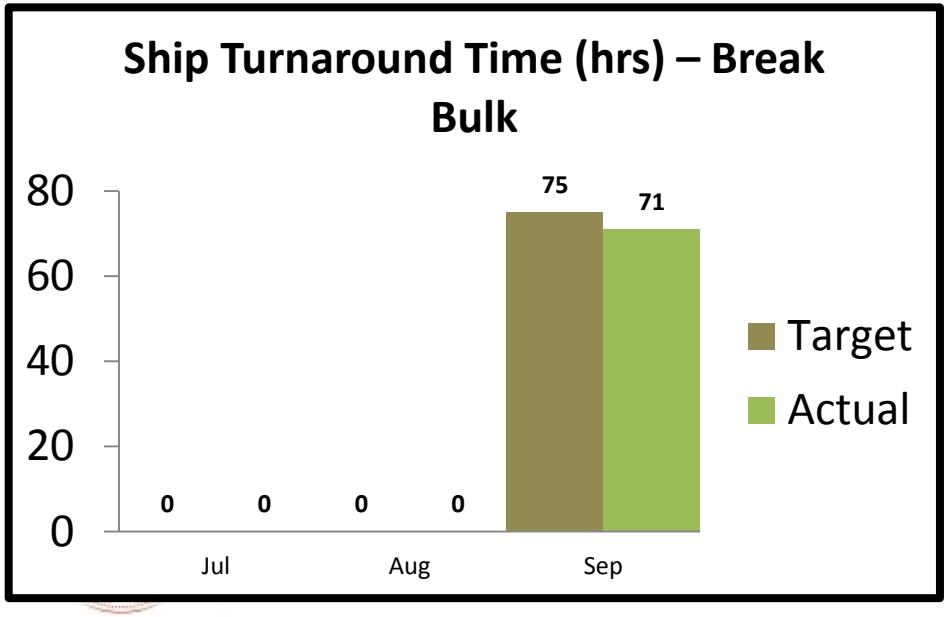
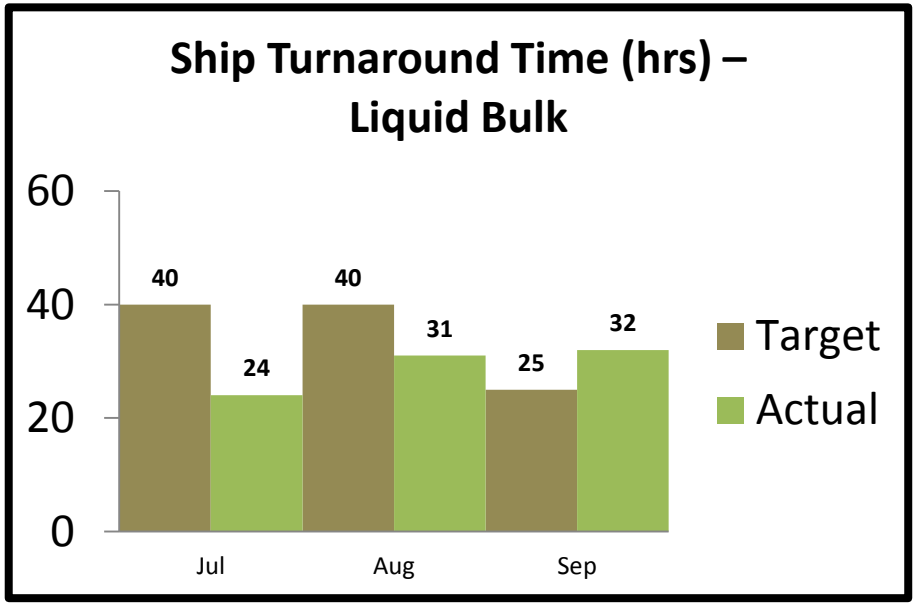
	Jul, Aug and Sept PERFORMANCE	*YTD PERFORMANCE*	*Comments*
Containers (Teus)			**Containers**: Above target – increased automotive containers.
Automotive (Units)			**Automotive**: Above target – reduced imports offset by increased exports
Liquid Bulk (Kilolitres)			**Liquid Bulk:** Above target – increased imported fuel consignments.
Dry Bulk (Tons)			**Dry Bulk:** Marginally below target – smaller parcel sizes being imported.
Break Bulk (Tons)			**Break Bulk:** Above target – zero scrap steel exports offset by cement imports and cattle exports

OPERATIONS

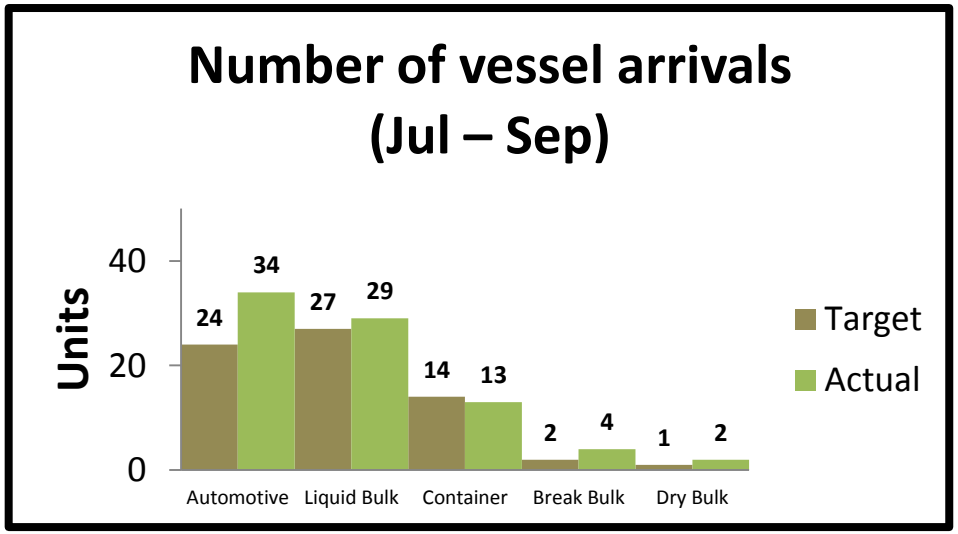

Ship Turnaround Time (hrs) - Containers
100
50
0
55
79
55
71
55
90
Jul
Aug
Sep
Target
Actual

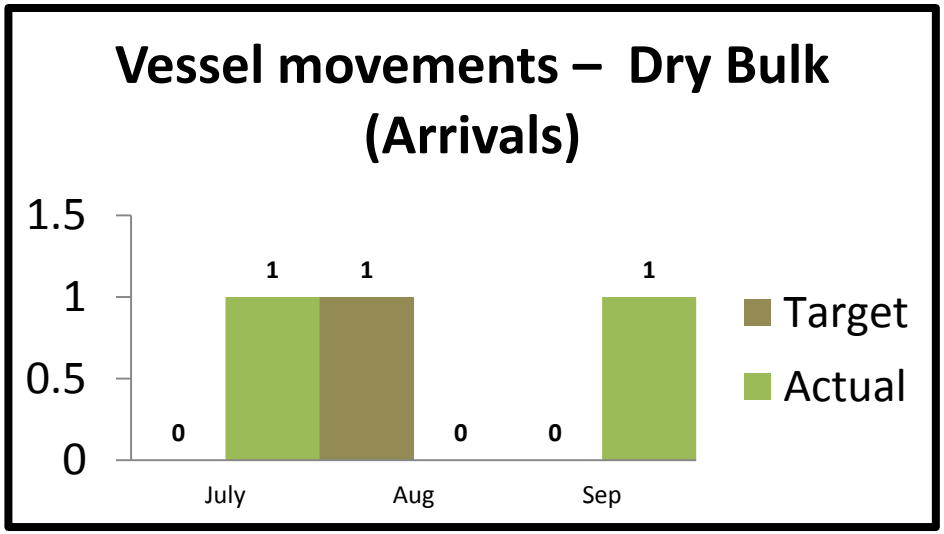

Ship Turnaround Time (hrs) – Dry Bulk
200
100
0
0
78
180
0
180
82
Jul
Aug
Sep
Target
Actual

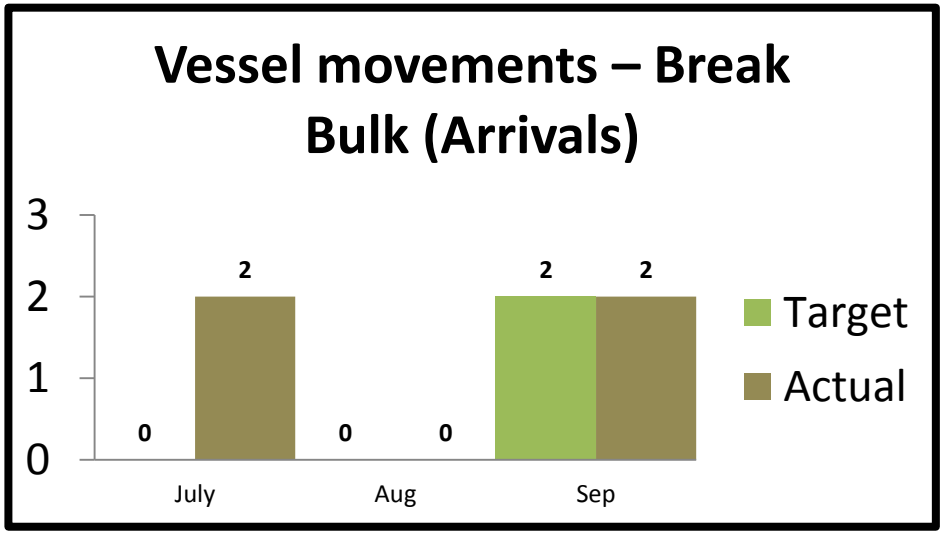

Ship Turnaround Time (hrs) – Break Bulk
80
60
40
20
0
0
0
0
0
75
71
Jul
Aug
Sep
Target
Actual


Ship Turnaround Time (hrs) – Liquid Bulk
60
40
20
0
40
24
40
31
25
32
Jul
Aug
Sep
Target
Actual

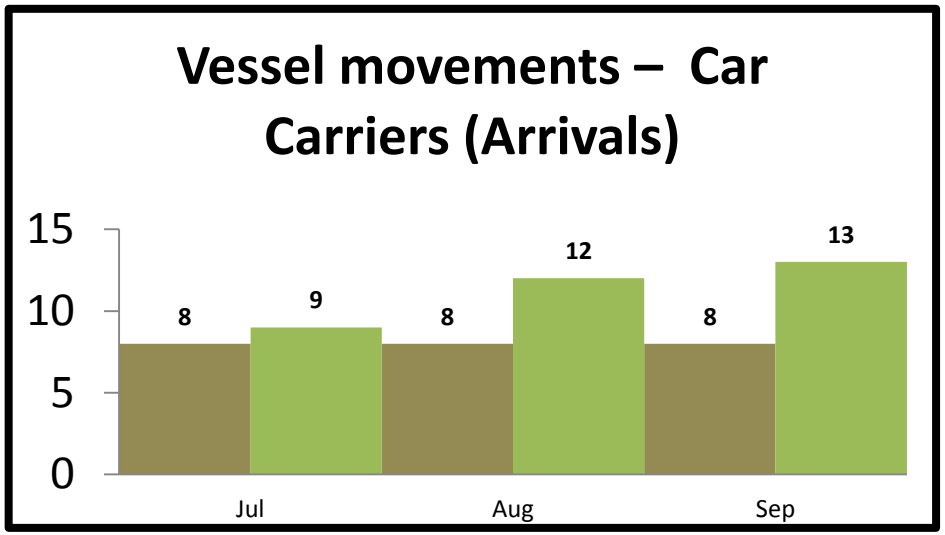
MARINE OPERATIONS

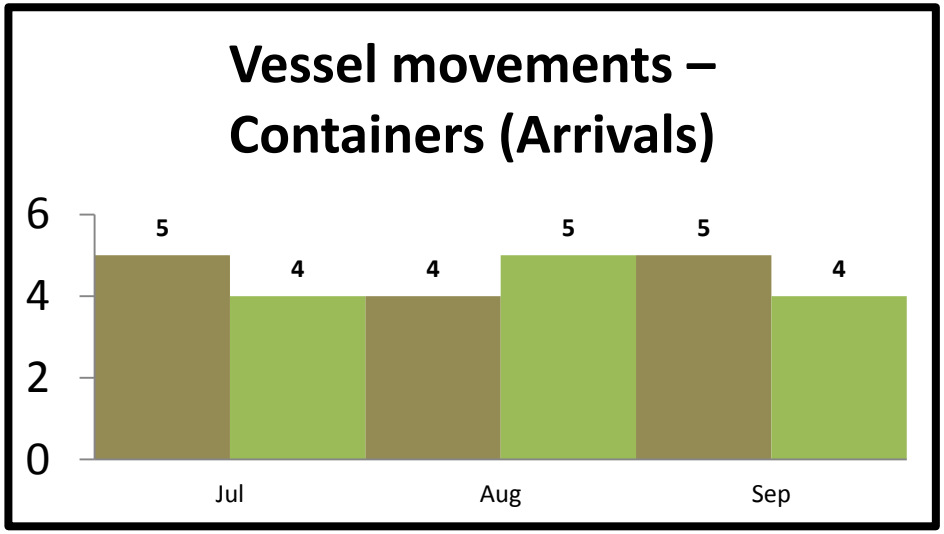


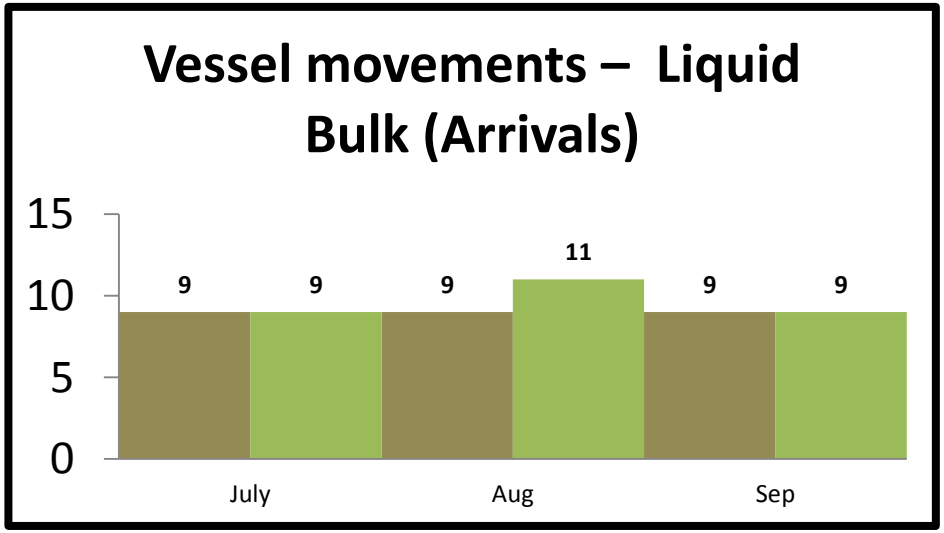




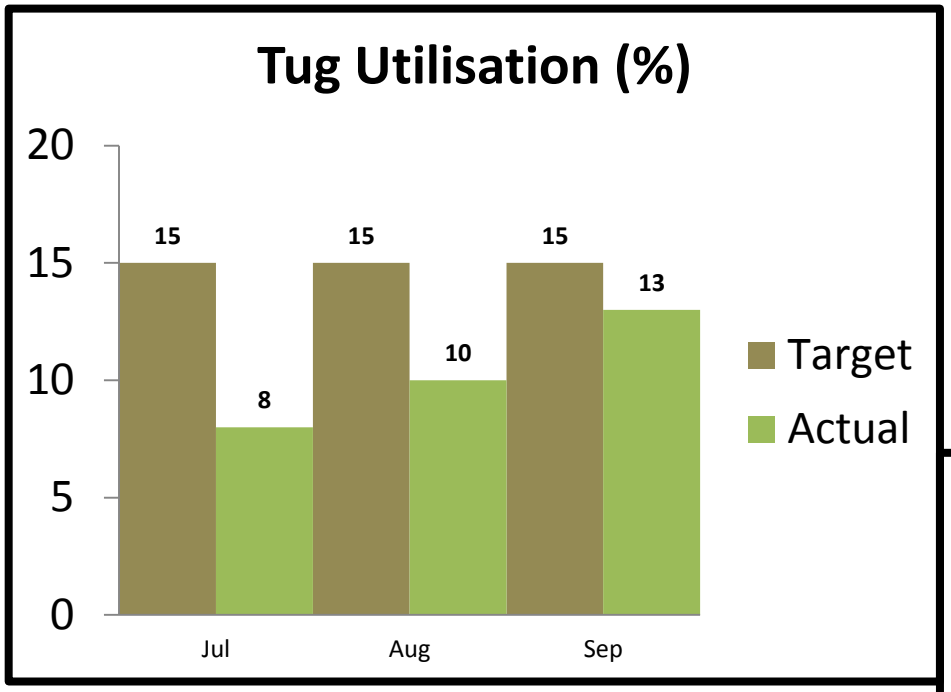
MARINE OPERATIONS

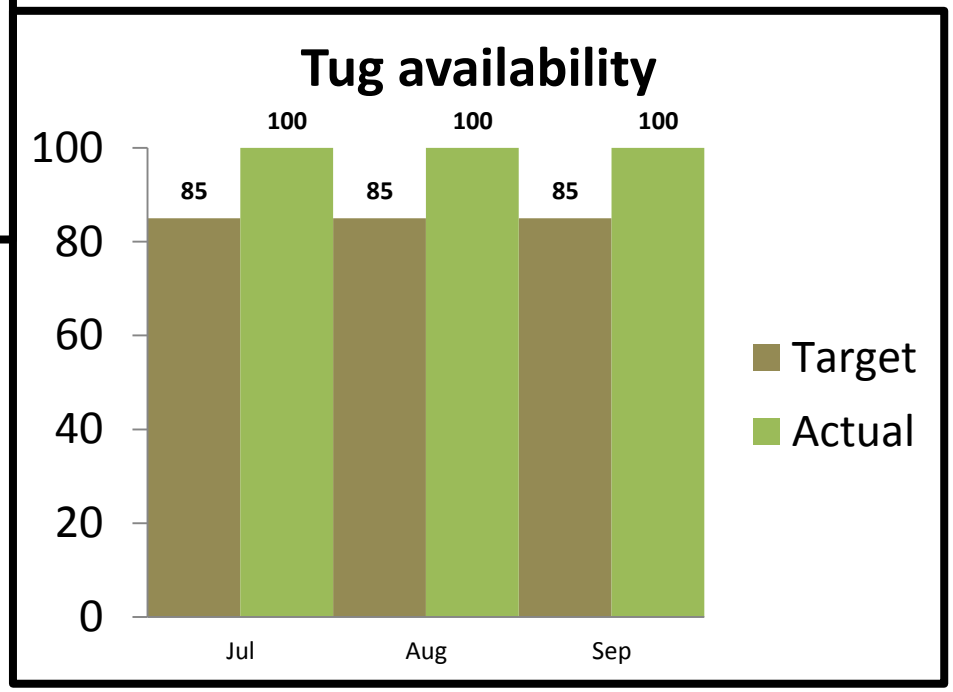






MARINE OPERATIONS





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TOPS PERFORMANCE

TOPS PERFORMANCE

PETROLEUM: BPSA

PART 1 OF 2

TERMINAL OPERATOR PERFORMANCE STANDARDS (TOPS) REPORT FOR:

BP SOUTHERN AFRICA (PTY) LTD

LICENCE NUMBER: TOL/EL/01

ASSESSMENT PERIOD: From: 01 April 2015 To: 30 June 2015

PERFORMANCE MEASURE	TERMINAL DESIGN NORM	ACTUAL TOPS Year 1	TARGET FOR TOPS Year 2 (ANNUAL)	TARGET FOR THE 3rd QUARTER	ACTUAL FOR THE 3rd QUARTER	% DEVIATION FOR THE 3rd QUARTER	SUMMARY REASONS FOR NON ACHIEVEMENT OF TOPS IN BULLETTED FORMAT (DETAILED REASONS TO BE SUPPLIED IN PART 2 OF THIS REPORT)
1. Terminal Berthing Delays	0 hrs	0 hrs	0 hrs	0 hrs	101 Hrs	101 Hrs	Data provided for British Envoy only. Ben 15009 - 7 Hours, awaiting pilot Ben 15010 - 4 Hours, awaiting pilot Ben 15011 - 48 Hours, Berth occupied by Brede Ben 15013 - 42 Hours, Berth occupied by Brede

TOPS PERFORMANCE

PETROLEUM: BPSA

2. Ship Working Hour	550 kl	360 kl	450 kl	450 kl	394.41m3 per hour	55.59 m3 per hour	Line working pressure reduced to 7 bar max. Also 1 line discharge [Green line under upgrade]
3. Truck Turnaround Time in Terminal	45 min	45 min	45 min	45 min	45 min	0	No known delays
4. Rail Turnaround Time	8 hrs	8 hrs	8 hrs	8 hrs	N / A		No rail demand.
5. Cargo Dwell Time in Terminal	Year 3	0.66 days	0.66 days	0.66 days	76.84	0.84 days above target	56,135 [Volume Received] / 59,229 [Operating capacity] = 0.95 Working days = 73 days Therefore 73/0.95 = 76.84 days

TOPS PERFORMANCE

CHEVRON SA

PART 1 OF 2

TERMINAL OPERATOR PERFORMANCE STANDARDS (TOPS) REPORT FOR:

FULL NAME OF TERMINAL OPERATOR IDENTICAL TO THE TOPS ISSUED

LICENCE NUMBER: TOL/EL/02

ASSESSMENT PERIOD: **From:** 01 April 2015 **To:** 30 June 2015

PERFORMANCE MEASURE	TERMINAL DESIGN NORM	ACTUAL TOPS Year 1	TARGET FOR TOPS Year 2 (ANNUAL)	TARGET FOR THE 2nd QUARTER	ACTUAL FOR THE 2nd QUARTER	% DEVIATION FOR THE 2nd QUARTER	SUMMARY REASONS FOR NON ACHIVEMENT OF TOPS IN BULLETTED FORMAT (DETAILED REASONS TO BE SUPPLIED IN PART 2 OF THIS REPORT)
1. Truck Turnaround Time in Terminal	45 min	45 min	45 min	45 mins	45 mins	Nil deviation.	This will never change as this is a design norm performance of the accuload.

TOPS PERFORMANCE

CHEVRON SA

2. Cargo Dwell Time in Terminal	Year 3	49 days	49 days	49 days	24.3	24.7	Tank 895 is out of service due to maintenance .The tank capacity is not included in the calculation.

TOPS PERFORMANCE

ENGEN PETROLIUM

PERFORMANCE MEASURE	TERMINAL DESIGN NORM	ACTUAL TOPS Year 1	TARGET FOR TOPS Year 2 (ANNUAL)	TARGET FOR THE 3rd QUARTER	ACTUAL FOR THE 3rd QUARTER	% DEVIATION FOR THE 2nd QUARTER	SUMMARY REASONS FOR N ACHIVEMENT OF TOPS IN BULLETT FORMAT (DETAILED REASONS TO BE SUPPLIED PART 2 OF THIS REPORT)
1. Terminal Berthing Delays	0 hrs	0 hrs	0 hrs	0 hours	1 hour		Due to draft limitations – ship EM 001 was allowed.

TOPS PERFORMANCE

ENGEN PETROLIUM

2. Ship Working Hour	550 kl	395 kl	450 kl	450 kl	384 Kl/h		• One line still under repairs. • Pressure reduced to 7 Bar.
3. Truck Turnaround Time in Terminal	2 hrs	2 hrs	2 hrs	2 hrs	2 hrs		
4. Cargo Dwell Time in Terminal	20 days	17 days	15 days	15 days	40 days		• 75 702 / 40 000 = 1.892 • 77 Working days (excludes Sunday

TOPS PERFORMANCE

TOTAL SOUTH AFRICA

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PART 1 OF 2

TERMINAL OPERATOR PERFORMANCE STANDARDS (TOPS) REPORT FOR:

FULL NAME OF TERMINAL OPERATOR IDENTICAL TO THE TOPS ISSUED

LICENCE NUMBER: TOL/XX/YY

ASSESSMENT PERIOD: **From:** 01 April 2015 **To:** 30- June 2015

PERFORMANCE MEASURE	TERMINAL DESIGN NORM	ACTUAL TOPS Year 1	TARGET FOR TOPS Year 2 (ANNUAL)	TARGET FOR THE 2nd QUARTER	ACTUAL FOR THE 2nd QUARTER	% DEVIATION FOR THE 2nd QUARTER	SUMMARY REASONS FOR NON ACHIVEMENT OF TOPS IN BULLETTED FORMAT (DETAILED REASONS TO BE SUPPLIED IN PART 2 OF THIS REPORT)
1. Truck Turnaround Time in Terminal	2.25 hrs	1.75 hrs	1,75 hrs	1.75 hrs	1h45		Monitored through exception

TOPS PERFORMANCE

TOTAL SOUTH AFRICA

2. Cargo Dwell Time in Terminal	Year 3	46 days	46 days	46 days	35 days		

TOPS PERFORMANCE

TPT AUTOMOTIVE TERMINAL

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TERMINAL OPERATOR PERFORMANCE STANDARDS (TOPS) REPORT FOR:

AUTOMOTIVE TERMINAL – EAST LONDON

LICENCE NUMBER: TOL/EL/05

ASSESSMENT PERIOD: From: 01 April 2015 To: 30 June 2015

PERFORMANCE MEASURE	TERMINAL DESIGN NORM	ACTUAL TOPS Year 1	TARGET FOR TOPS Year 2 (ANNUAL)	TARGET FOR THE 3rd QUARTER	ACTUAL FOR THE 3rd QUARTER	% DEVIATION FOR THE 3rd QUARTER	SUMMARY REASONS FOR NON ACHIVEMENT OF TOPS IN BULLETTED FORMAT (DETAILED REASONS TO BE SUPPLIED IN PART 2 OF THIS REPORT)
1. Terminal Berthing Delays	0 Hours	0 Hours	0 Hours	0 Hours	0	0%	Target achieved
2. Berth Productivity	Year 3	None	110 Units/h	110 Units/h	64	-42%	Factors outside the Terminal's control affected productivity. Mainly Stevedores and shipping line delays, tight import & export stowage and mechanical problems on vehicles discharged

TOPS PERFORMANCE

TPT AUTOMOTIVE TERMINAL

3. Ship Working Hour	140 Units/h	171 Units/h	140 Units/h	140 Units/h	174	24%	Target achieved
4. Cargo Dwell Time in Terminal	Imp: 3 days Exp: 11 days	Imp: 3 days Exp: 11 days	Imp: 4 days Exp: 11 - 14 days	Imp: 4 days Exp: 11 - 14 days	2 10	50% 29%	Target achieved Target achieved

TOPS PERFORMANCE

TPT DRY BULK TERMINAL

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PART 1 OF 2

TERMINAL OPERATOR PERFORMANCE STANDARDS (TOPS) REPORT FOR:

EAST LONDON - DRY BULK TERMINAL

LICENCE NUMBER: TOL/EL/07

ASSESSMENT PERIOD: From: 01 April 2015 To: 30 June 2015

PERFORMANCE MEASURE	TERMINAL DESIGN NORM	ACTUAL TOPS Year 1	TARGET FOR TOPS Year 2 (ANNUAL)	TARGET FOR THE 3rd QUARTER	ACTUAL FOR THE 3rd QUARTER	% DEVIATION FOR THE 3rd QUARTER	SUMMARY REASONS FOR NON ACHIVEMENT OF TOPS IN BULLETTED FORMAT (DETAILED REASONS TO BE SUPPLIED IN PART 2 OF THIS REPORT)
1. Terminal Berthing Delays	0 Hours	0 Hours	0 Hours	0 Hours	0	0%	Target achieved
2. Berth Productivity	Year 3	Year 3	Year 3	Year 3			
3. Ship Working Hour	Year 3	105 t/h per derrick	105 t/h per derrick	105 t/h per derrick	171.5	63%	Target achieved

TOPS PERFORMANCE

TPT DRY BULK TERMINAL

4. Truck Turnaround Time in Terminal	45 mins	45 mins	45 mins	45 mins			Terminal currently not recording statistics of external trucks.
5. Cargo Dwell Time in Terminal	Year 3	None	60 days	60 days	30	50%	Target achieved

TOPS PERFORMANCE

TPT MULTI PURPOSE TERMINAL

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PART 1 OF 2

TERMINAL OPERATOR PERFORMANCE STANDARDS (TOPS) REPORT FOR:

EAST LONDON - MULTI PURPOSE TERMINAL

LICENCE NUMBER: TOL/EL/06

ASSESSMENT PERIOD: From: 01 April 2015 To: 30 June 2015

PERFORMANCE MEASURE	TERMINAL DESIGN NORM	ACTUAL TOPS Year 1	TARGET FOR TOPS Year 2 (ANNUAL)	TARGET FOR THE 3rd QUARTER	ACTUAL FOR THE 3rd QUARTER	% DEVIATION FOR THE 3rd QUARTER	SUMMARY REASONS FOR NON ACHIVEMENT OF TOPS IN BULLETTED FORMAT (DETAILED REASONS TO BE SUPPLIED IN PART 2 OF THIS REPORT)
1. Terminal Berthing Delays	0 Hours	0 Hours	0 Hours	0 Hours	0	0%	Target achieved
2. Berth Productivity	Year 3	Year 3	Year 3	Year 3			
3. Ship Working Hour							
Containers:	9 Moves/h	15 Moves/h	16 Moves/h	16 Moves/h	16.6	6%	Target achieved
General cargo:	80 t/h	50.75 t/h	60 t/h	60 t/h	N/A		No volumes handled

TOPS PERFORMANCE

TPT MULTI PURPOSE TERMINAL

4. Truck Turnaround Time in Terminal	45 mins	14.2 mins	35 mins	35 mins	16.5	53%	Target achieved
5. Cargo Dwell Time in Terminal	Imp: 7 days Exp: 4 days	None	Imp: 7 days Exp: 4-15 days	Imp: 7 days Exp: 4-15 days	6 3	14% 80%	Target achieved Target achieved

MOPS REPORT – QUARTER 1

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MOPS - PORT OF EAST LONDON

PERIOD: 1 APRIL TO 25 JUNE 2015

Period (number of days)	85
Number of Slots per day	8
Number of available slots	680
Planned Movements	
Movements	182

Vessels Delayed by Marine	0
Vessels Delayed by Vessel	0
Vessels Delayed by Terminal	0
Vessels Delayed by Weather	2
Total Delays	2

Measures	Target	Actual	Comment
Slot Utilisation	100%	53.60%	316 possible slots not serviced
Slot Efficiency	100%		
Compliance to Schedule	100%	100%	
Compliance to Schedule - TNPA	100%	100%	Nil Delays
Compliance to Schedule - Vessel	100%	100%	Nil Delays
Compliance to schedule - Terminal	100%	100%	Nil Delays
Compliance to schedule - Weather	100%	99%	2 Vessels delayed

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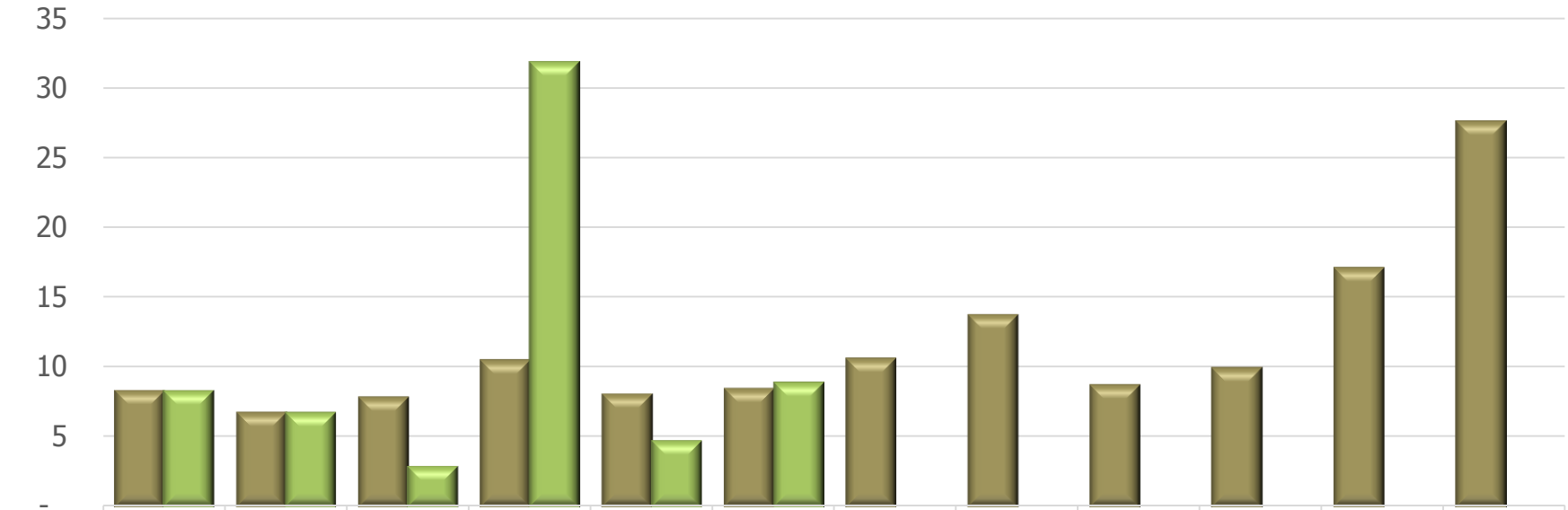
Approved Capital Program 2015/16

APPROVED CAPITAL FUNDING

2015/16



	Apr	May	Jun	Jul	Aug	Sep	Oct	Nov	Dec	Jan	Feb	Mar
Budget	8	7	8	10	8	8	11	14	9	10	17	28
Actual	8	7	3	32	5	9						

CAPITAL PROGRAMME 2015/16 – YEAR 1

Name of project	Description	Percentage completion	Progress to date
1. West bank foreshore protection	Prevent further erosion to the foreshore in the port	56	56
2. Security Upgrade Phase 3 - Provision of Surveillance and access control systems.	Upgrade of the existing security system and installation of a new access control system.	55	55
3. Extend Main Breakwater & Deepen Entrance	Maintain Port Competitiveness, and improve Vessel Safety	80	80
4. Execution Upgrade Tanker berth fire protection system	Upgrade to the existing fire fighting system at the tanker basin.	42	42
5. Sheet Pile Wharf Rehabilitation	Replacement of the existing sheet piles	5	5
6. Rehabilitation of Latimers Landing Jetty	Replacement of Latimer's landing wooden Jetty.	85	85

CAPITAL PROGRAMME 2015/16 – YEAR 1

Name of project	Description	Percentage completion	Progress to date
7. Refurbishment of Graving Dock	Refurbishment and replacement of the Graving Dock components. Phakisa Initiative	7	7
8. Employee Wellness Centre/Gym, additional admin and training facilities	Renovations to an existing building to create a wellness Centre, admin and training facilities.	0	0
9. TNPA National Fire Services Infrastructure and Equipment Upgrade Project	Purchasing of a fire fighting equipment and construction of a fire fighting administration building.	0	0
10. TNPA National Air Quality Monitoring Systems & Associated Infrastructure Project	National Initiative – Environmental	0	0
11. Upgrade Rail Network	Replace and maintain existing Port Rail Network	0	0
12. Minor Works	Minor works for the Port of EL		

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Thank You