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TNPA Port Consultative Committee (PCC)
Port of Mossel Bay
Quarter 2 Port Performance Report
October 2015



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PORT LAYOUT

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PORT OF MOSSEL BAY– MDS

"A Landlord Port Authority that manages, controls and administers the South African Port System on behalf of the State"

Driven by a 3-tier strategy

Infrastructure

Create and Manage Infrastructure capacity ahead of demand

Operations

Improving port efficiency through increased productivity and operations oversight

Integrated Port System

To facilitate an integrated logistics chain that will establish the port system as an integrated gateway for trade



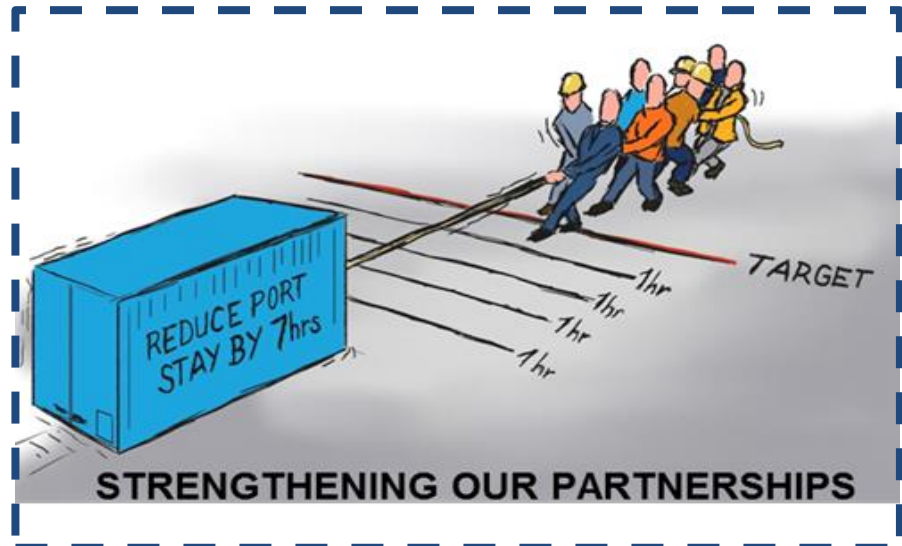
STRATEGIC FOCUS

- 🚢 Provision and Management of Port Infrastructure
- 🚢 New Business Development
- 🚢 Stakeholder Collaboration
- 🚢 Integrated Strategic Port Planning
- 🚢 Human Capital Development

In support of meeting Shareholder's objectives of improving operating efficiencies, regional integration and optimising investment in the port system

OPERATIONS STRATEGY

- 🚢 Take systems view of ports – end to end logistics visibility (Port Operations Centre)
- 🚢 Ensure optimisation of port capacity
- 🚢 To improve operations effectiveness (Oversight Management)
- 🚢 Ensure ports are safe, secured and environmentally friendly



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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>

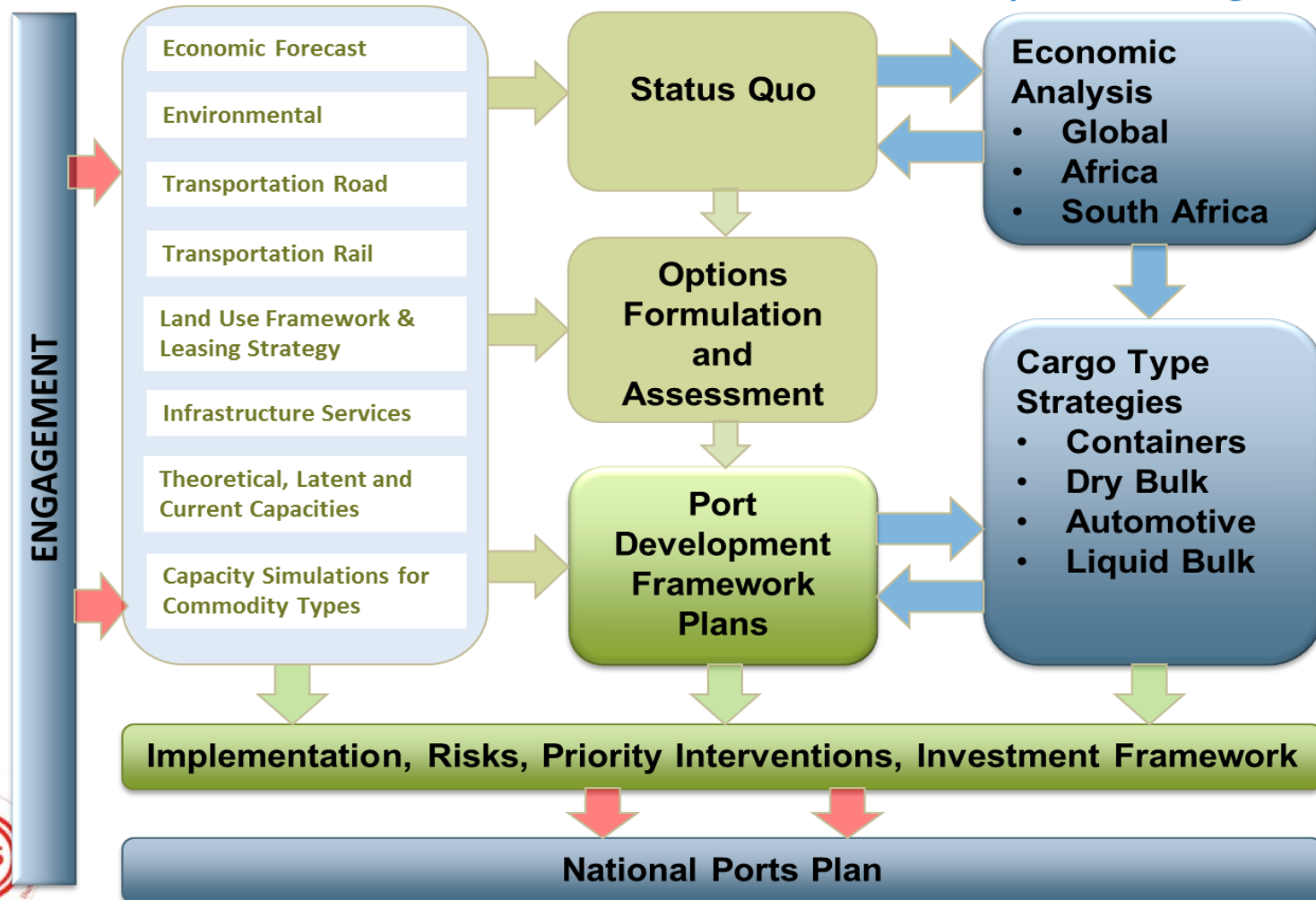


National Ports Plan Methodology



Port Development Framework Plans

National Infrastructure Development Strategies



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.



Port of Mossel Bay Port Strategy

"A Landlord Port Authority that manages, controls and administers the South African Port System on behalf of the State"

Driven by a 3 tier strategy

Infrastructure
Create & Manage
Infrastructure
capacity ahead of
demand

Operations
Improving port
efficiency through
increased
productivity and
operations
oversight

Integrated Port
System
To facilitate and
integrated
logistics chain
that will establish
the port system
as an integrated
gateway for trade



In support of meeting Shareholder's objectives of improving operating efficiencies, regional integration and optimising investment in the port system.

Port Strategic Focus Areas

- **Transformation** in all its facets
- **New Business Development**
- Stakeholder **Engagement**
- Port Authority **Oversight Role**
- Strategic Forward **Planning**
- Provision of **Port Infrastructure**
- Human **Capital Management** in all its facets



Strategic Intent

Driving **Economic Growth** and Long Term **Sustainability** of the Port through optimal use of strategic port infrastructure

Marketing Strategy

A Premier **Fishing** Port.
A **Tourism Hub** within the Port System

Value Proposition

A geographically well position, customer centric, liquid bulk port that prides itself on **flexibility and service excellence**. Your gateway to opportunities.

Operations Strategy

- **Port Performance Management**
- **Optimal Use of Port Assets**
- **Integrated** Port Management Systems
- **Safety & Risk** Management

PDFP Port of Mossel Bay Current Layout



PDFP Port of Mossel Bay Short Term Layout



PDFP Port of Mossel Bay

Port Development Initiatives – 7 Year

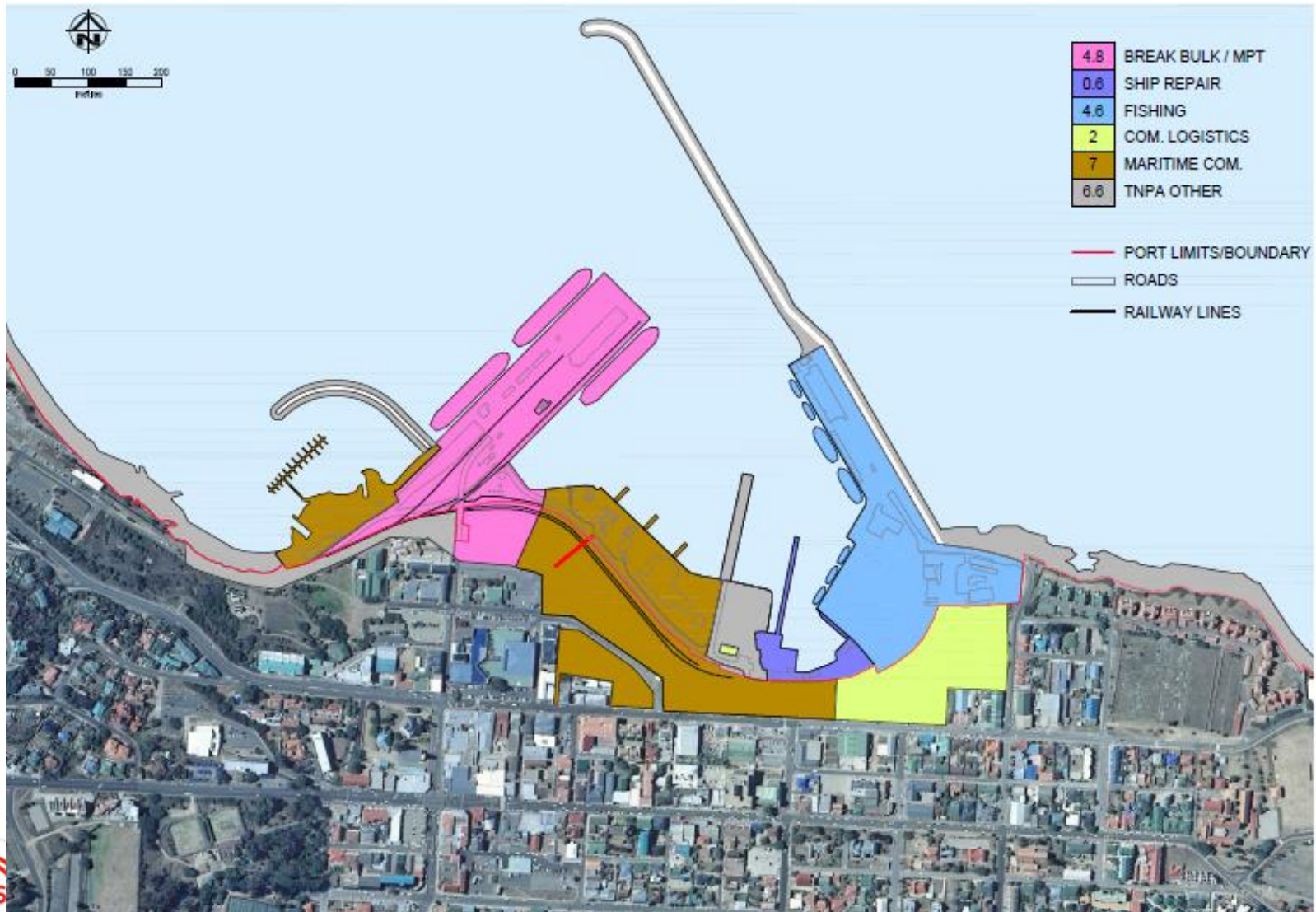
1. Extensions to the existing Port Administration Building to provide space for Port staff currently located in different areas of the Port.
2. Replacement of Asbestos Roof Sheets in the Port, starting with the Long Shed on Quay 4 and proceeding through all other structures.
3. Replacement of the Old Lean to Canopy on Quay 4 with a new steel structure
4. Resurfacing of the existing road serving the Recreational Area and Surfacing of the Parking Area.
5. Replacement and Upgrading of existing slipway as part of the Phakisa project for the fishing industry.
6. Provision of an alternative radar site for the Vessel Tracking System of the Port
7. Upgrading and reconstruction of the existing services networks for the Port
8. Replacement of the ageing launch

Port of Mossel Bay Medium Term Layout

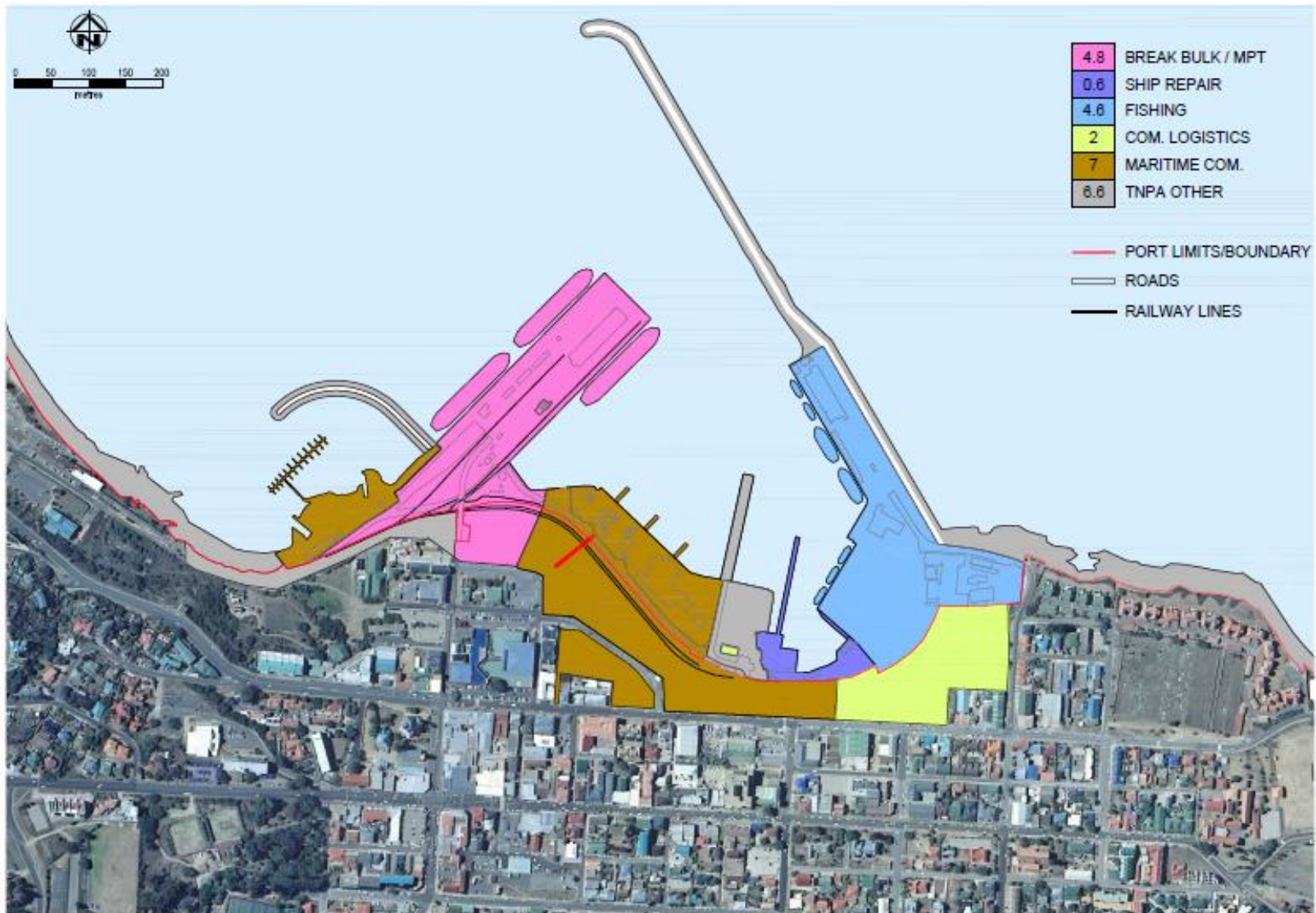
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Port of Mossel Bay Long Term Layout



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Operations Performance

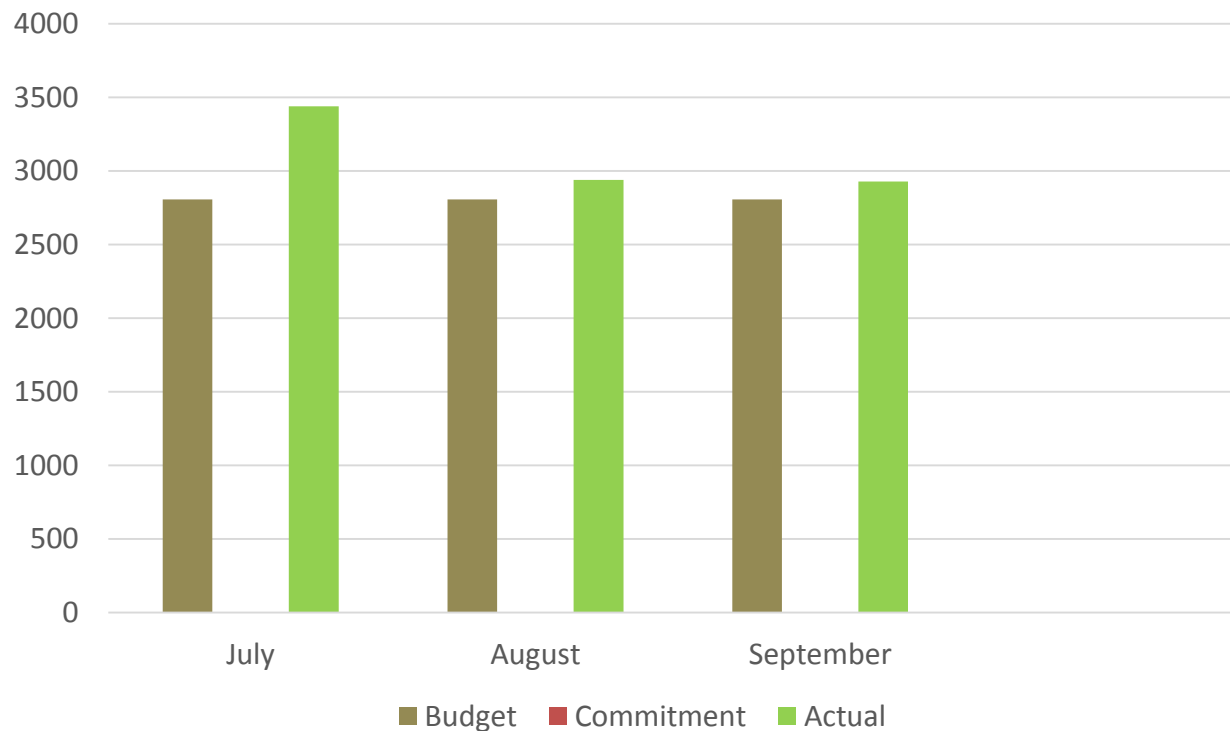


OPERATIONAL PERFORMANCE

VOLUMES

Comments

Break Bulk



Breakbulk:

PetroSA currently do not committee for breakbulk. For the current quarter volume has been steadily declining since the closure of Project Ikwezi. Engagement is continuing with PetroSA to find ways to mitigate against declining volumes. In overall for the 2nd Quarter volumes performance to still above budget.

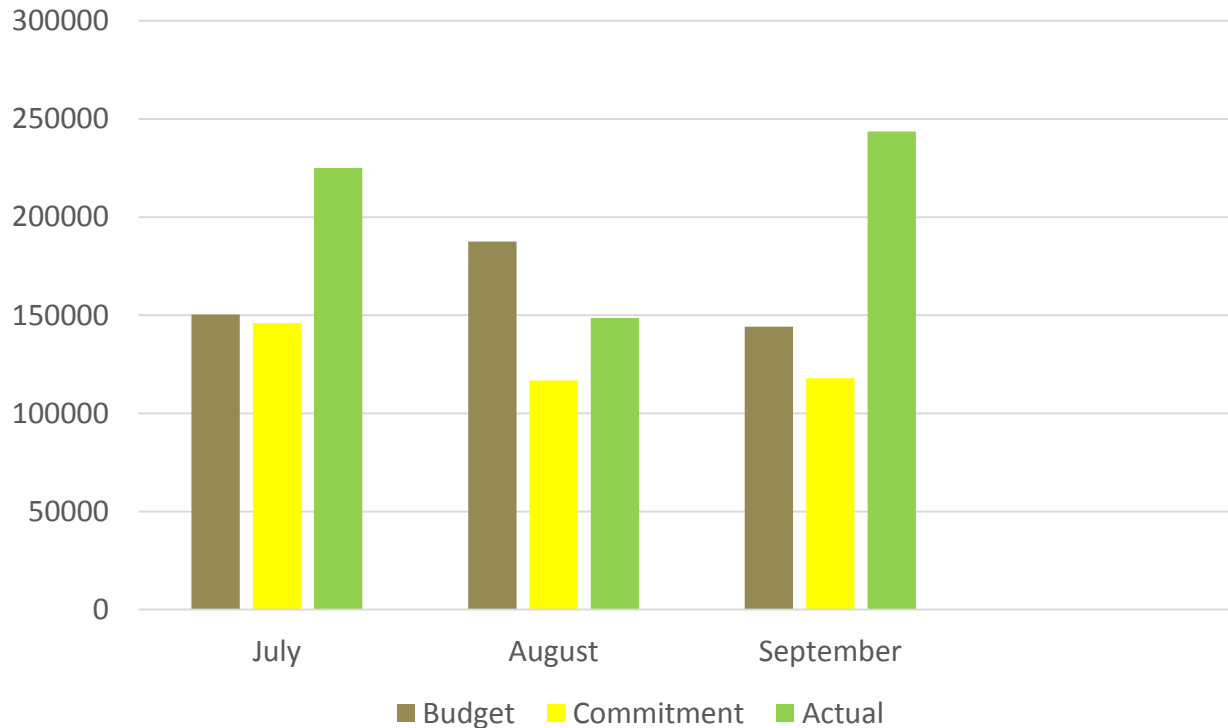
OPERATIONAL PERFORMANCE

VOLUMES



Comments

Liquid Bulk

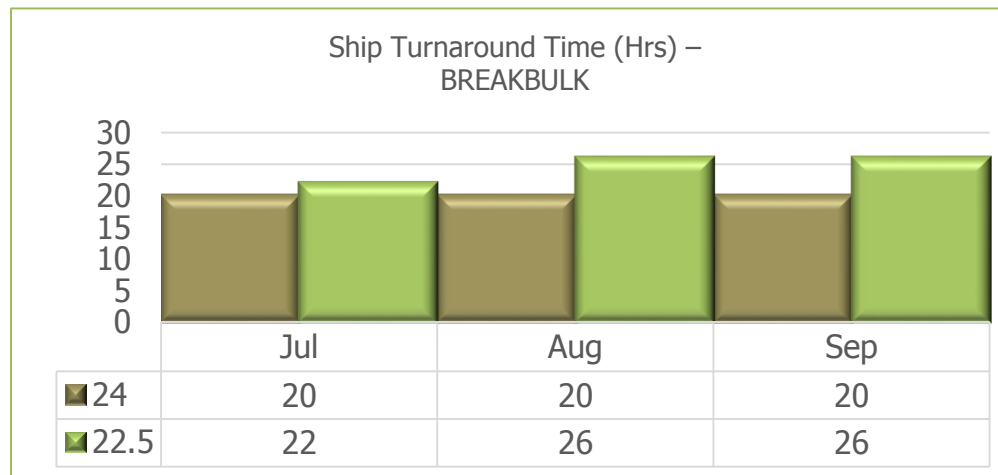
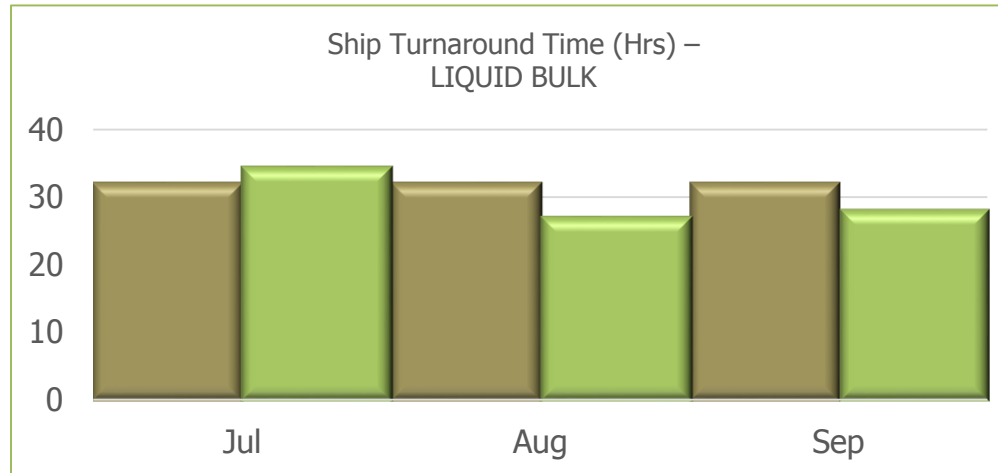
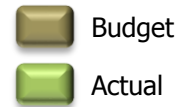


Liquid Bulk:

Liquid Bulk performance is above budget by 22% for the 2nd Quarter. This was contributed by petroleum demand from Eskom and PetroSA for the quarter. This performance is focus to continue to the 3rd Quarter due to the up coming festive season.

OPERATIONAL PERFORMANCE

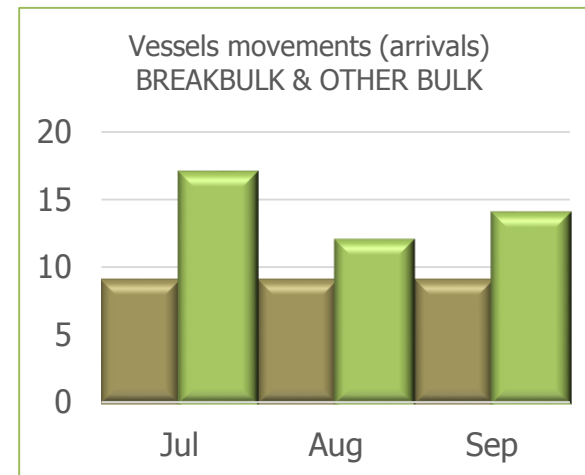
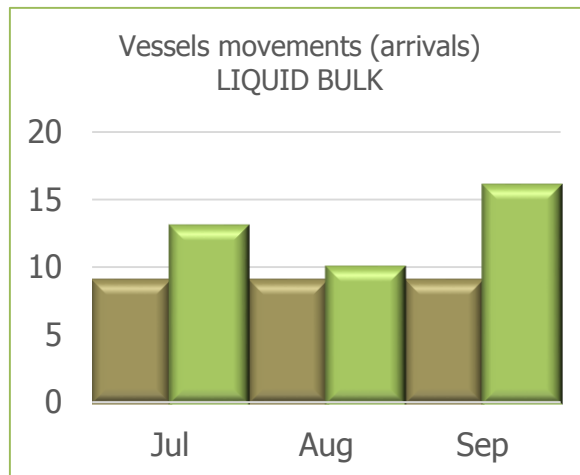
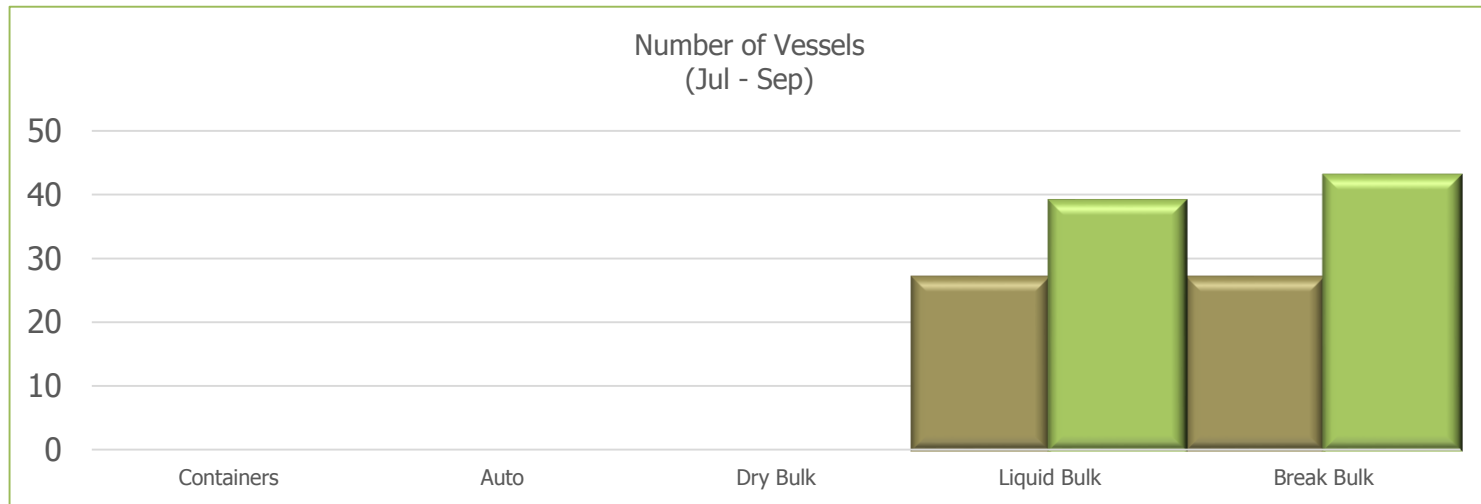
SHIP TURNAROUND TIME



OPERATIONAL PERFORMANCE

MARINE

Budget
Actual

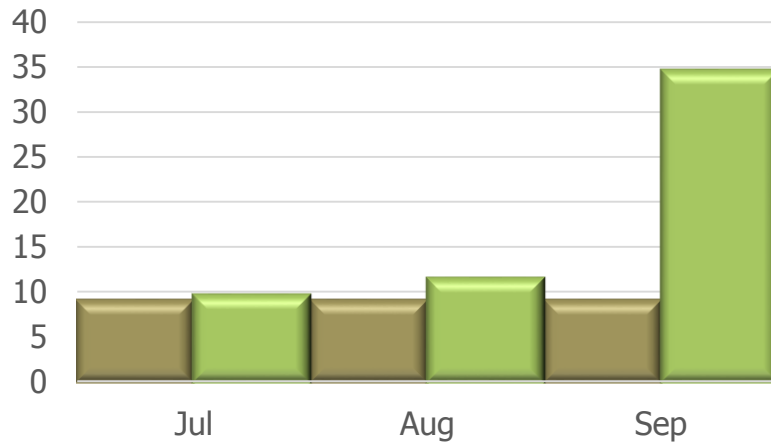


OPERATIONAL PERFORMANCE

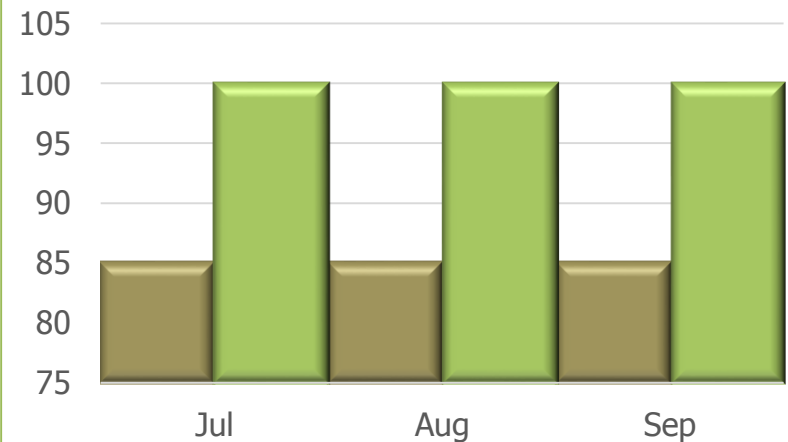
MARINE

Budget
Actual

Tug Utilization
%



Tug Availability
%



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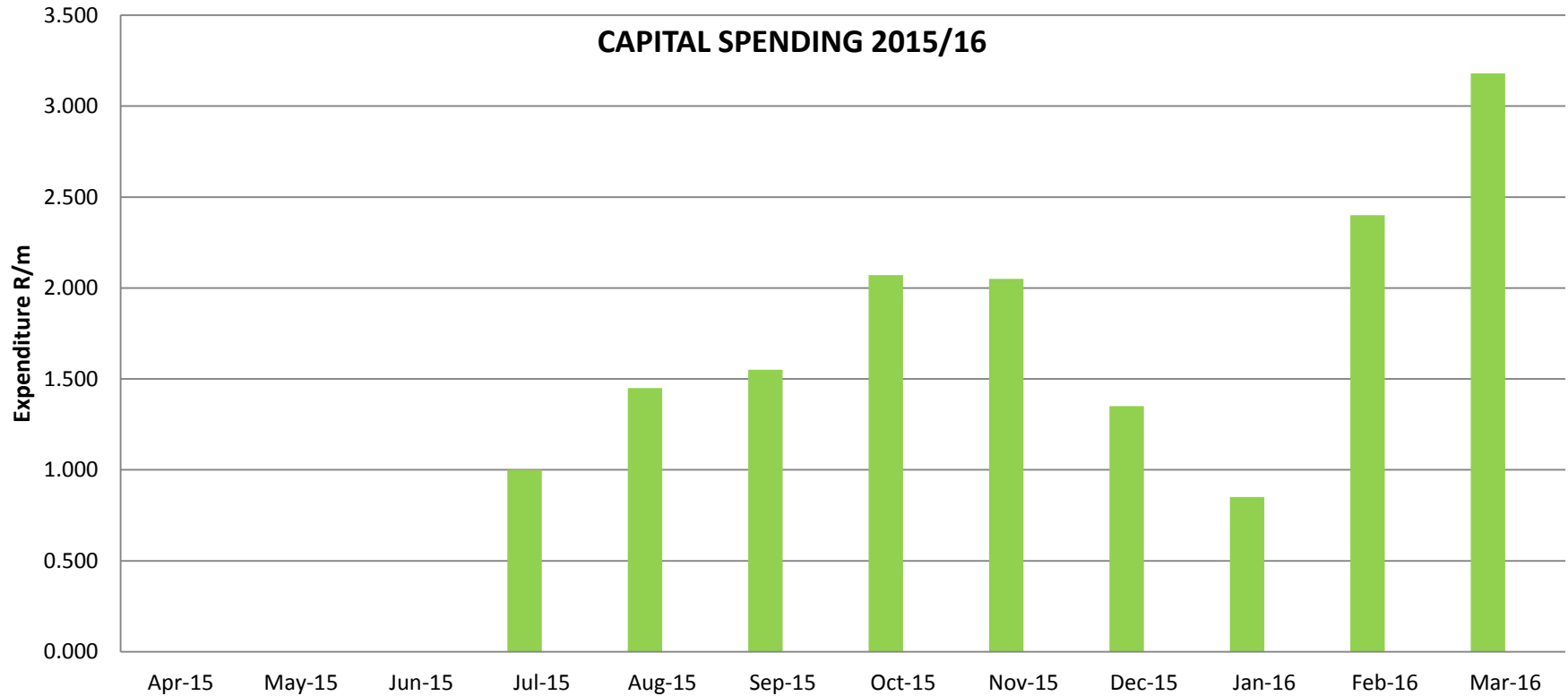
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Approved Capital Program 2015/16

APPROVED CAPITAL FUNDING

2015/16



	Apr-15	May-15	Jun-15	Jul-15	Aug-15	Sep-15	Oct-15	Nov-15	Dec-15	Jan-16	Feb-16	Mar-16
Budget	0.000	0.000	0.000	1.000	1.450	1.550	2.070	2.050	1.350	0.850	2.400	3.180
Actual	0.000	0.000	0.000	0.000	0.000	0.000						

CAPITAL PROGRAMME 2015/16 – YEAR 1

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Name of project	Description	Category
1. Extend and Construct Port Administration Building	Extensions to the existing Port Administration Building to provide space for Port staff currently located in different areas of the Port	Capacity
2. Surfacing of Recreational Road and Parking Area	Resurfacing of the existing road serving the Recreational Area and Surfacing of the Parking Area	Bulk Services
3. Remove and Replace Asbestos roofing	Replacement of Asbestos Roof Sheets in the Port, starting with the Long Shed on Quay 4	Safety
4. Construct New Lean to Roof at Quay 4	Replacement of the Old Lean to Canopy on Quay 4 with a new steel structure	Safety
5. Minor Works	Minor works for the Port of Mossel Bay	Sustainability



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Discussion



DISCUSSION

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Thank You