MEDIA STATEMENT

TRANSNET STATEMENT ON PERFORMANCE OF DURBAN CONTAINER TERMINAL PIER 2

[Durban, 21 November 2026] Transnet SOC Ltd. ("Transnet") has noted recent commentary suggesting that International Container Terminal Services Inc. inherited a broken or wholly run-down operation when it assumed the management of Durban Container Terminal Pier 2 through the Durban Gateway Terminal partnership on 1 January 2026.

While Transnet recognises that Pier 2 continued to face longstanding infrastructure and equipment-reliability constraints, the characterisation of the terminal as a failed or non-functional operation is inconsistent with the evidence.

During 2025, while Pier 2 remained under the operation of Transnet Port Terminals, the terminal recorded sustained operational recovery. Its average ship turnaround time improved from approximately 105 hours in April 2025 to approximately 97 hours in December 2025. For the April-December period, the average turnaround time was approximately 99 hours per vessel.

Pier 2 also achieved CTOC compliance of approximately 63% during 2025. This means that, notwithstanding operational volatility and late vessel arrivals, a majority of scheduled vessels were handled within their agreed operating windows.

The terminal successfully managed the 2025 citrus and reefer export peak. Pier 2 recorded a 28.8% year-on-year increase during the citrus season, supported by coordinated planning among the terminal, exporters, shipping lines, cold-storage operators and other logistics partners.

These operational improvements were subsequently reflected in the 2025 Container Port Performance Index produced by the World Bank and S&P Global Market Intelligence. Durban was identified as the most improved port in the index, improving by 479 points year on year. The report noted the reduction in waiting vessels from a previous peak of 20 to zero and an increase in berth utilisation from approximately 52% to 76%.

ICTSI also assumed management of Pier 2 after a significant Transnet-funded equipment-renewal programme. Before the operational transition, Transnet procured four new ship-to-shore cranes valued at R967 million and commissioned 20 new straddle carriers. The terminal was also provided with 40 haulers, 40 trailers, two reach stackers and an empty-container handler.

The broader equipment investment at Pier 2 over the preceding 18 months amounted to approximately R1.5 billion. This investment was undertaken to ensure continuity of operations during the transition and to protect Pier 2's indispensable role in South Africa's economy and international trade.

Pier 2 is Southern Africa's largest and busiest container terminal and handles approximately 60% of South Africa's container volumes. Transnet could not allow such a nationally strategic gateway to enter the partnership transition without strengthening its operational equipment base.

The subsequent performance of Durban Gateway Terminal confirms that ICTSI inherited a functioning and productive operating platform. In the first six months of 2026, DGT handled 915,914 TEUs, an average of approximately 152,652 TEUs a month and 14.6% more than the corresponding period in 2025.

Transnet therefore welcomes the continued investment, technology and international operating expertise being introduced by ICTSI. However, that contribution must be recognised as building on the operational recovery, equipment investment and workforce capability established before the transition, rather than starting from a position of complete operational failure.

Transnet remains committed to working with ICTSI, organised labour, customers, shipping lines, exporters, importers and government to improve Pier 2's productivity, reliability and capacity. The focus should remain on strengthening this strategic national asset, while ensuring that public commentary accurately reflects both the challenges that remain and the progress already achieved.

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