

TRANSNET



TRANSNET PORT TERMINALS

MINING INDABA

CAPE TOWN

03 – 06 FEB 2025

Transnet Overview

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Transnet Property

- One of South Africa's most significant property owners with a national footprint
- Manages a portfolio of properties used for core operations and investment properties generating revenue from external tenants
- Provides specialised property services including valuations, municipal valuations, roll analysis, land surveys, drawing of plans and deeds management



Transnet Pipelines

- Owns, operates and maintains a 3 116km network of crude, gas and multi-product pipelines in South Africa

Pipelines market share:

- Transports 65% of the total inland demand of refined petroleum products
- More than 70% of all jet fuel requirements for OR Tambo Airport
- 100% crude requirements for Natref
- 100% methane-rich gas from Secunda to KZN



Transnet Port Terminals

- 16 sea cargo terminals across 7 commercial ports
- 3 inland terminals in KZN, Northern Cape and North West
- Cargo handling across four sectors namely: containers, mineral and agricultural bulk, break bulk and automotive (roll-on roll-off/RORO)



Transnet National Ports Authority

- 8 Commercial seaports along 2 798km of coastline
- Plans, provides, maintains and improves port infrastructure
- Provides marine-related services, including dredging, aids to navigation, ship repairs and marine operations



Transnet Engineering

- Manufacturing division of Transnet, with 143 depots and six main factories
- Core capabilities in research, design, testing, manufacturing, remanufacturing, assembly and maintenance of railway rolling stock, including locomotives, freight wagons, passenger coaches and port equipment
- Expanded its products offerings not just locally, but also in the continent and the world



Transnet Freight Rail

- Owns the largest railway in Africa and is among the top 10 freight railways in the world
- Provides strategic links between ports, terminals and production hubs in the SADC region
- Maintains 30 400km of railway track (80% of Africa's total rail)
- 1 500km dedicated heavy haul lines
- Runs 1 200 trains per day
- Operates the award-winning luxury Blue Train

Overview of Transnet Port Terminals (TPT)

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TPT operates:

- Sixteen (16) port terminals in seven (7) South African commercial ports
- 3 Inland Terminals

Inland Terminals

Lohathla Inland Terminal

- Pit to Port service moving manganese
- Terminal Capacity: 1.2 mt
- Actual Volume 2018/19*: 1 040 932 mt

Pendoring Inland Terminal

- Pit to Port service moving chrome
- Terminal Capacity: 1.2mt
- Actual Volume 2018/19*: 118 222 mt.

Kendal Inland Terminal

- Pit to Port service moving coal
- Terminal Capacity: 1.5mt
- Actual Volume 2018/19*: 248 039 mt



Richards Bay

- Bulk
- Containers
- Break bulk

Durban

- Containers
- Break bulk
- Agri-bulk
- Automotive

East London

- Containers
- Break bulk
- Agri-bulk
- Automotive

Ngqura

- Containers

Saldanha

- Bulk (Iron ore)
- Breakbulk

Cape Town

- Containers
- Breakbulk

Port Elizabeth

- Containers
- Break bulk
- Bulk
- Automotive

Richards Bay Terminals

- Richards Bay is South Africa's largest port, and handles large volumes of coal exports through the Richards Bay Coal Terminal and the Richcor rail corridor.

- The port also provides dry bulk, liquid bulk and multi-purpose terminals to handle mining, industrial and agricultural cargoes

- Potential for major expansions in all port precincts.

Containers
22k teus

Multi Purpose
8,7m tons

Bulk
26,6m tons

BULK AND BREAKBULK CAPACITY

- Berths 13
- Draft 15.5m (average)
- Cargo Mineral bulk, project cargo

New Equipment:

- 75 dumpers
- 35 payloaders

The industrial heartbeat of KZN

East London Terminals

- East London Transnet Port Terminals consist of facilities & Infrastructure that enable efficient container, break bulk / livestock, bulk ores/ grain and auto exports/imports and exports.

The draft limitations of the Terminal will be eliminated with the effective implementation of further Port development plans and infrastructure refurbishment or procurement.

Container 93K TEU

Multi
Purpose:
720k tons

Bulk

66k tons

Automotive

157k units

Equipment

- 4 Straddle carriers

Igniting EC's Economic Potential

Port Elizabeth Terminal

- Port Elizabeth has historically provided port services to the Eastern Cape region. These include container, automotive, multi-purpose and bulk terminals, and facilities for the fishing industry.
- The development of the Port of Ngqura has provided an opportunity to relocate the bulk operations, with the option of expanding container operations and redeveloping the vacated sites on the southern portion of the port with additional vehicle handling facilities and a commercial development.

PE AUTOMOTIC CAPACITY

- Capacity 180,000 fully built units
- Berths 1

Cargo New and second-hand vehicles and high and heavy cargo

- Features 92,000 parking bays, car wash facilities, rail connectivity

Breakbulk (MPT)

Capacity: 6m tons

Equipment:

- 7 - Haulers
- 18 - Trailers
- 10 - Forklifts

Bulk

Capacity: 5m tons

Equipment:

- 2 - Loader/Unloader
- 2 - Tipler
- 2 - Stacker
- 3 - Reclaimer

Container:

Equipment:

- 2 - STS Crane
- 1 - Mobile crane
- 11 - Straddles
- 6 - Haulers
- 13 - Trailers

Container 300k

Leading in Manganese Export in EC

Saldanha Terminal

- South Africa's deepest natural port in Southern Africa.
- Iron ore export jetty provides berthing for large dry bulk and liquid bulk vessels.
- Multi-purpose terminal export jetty provides berthing for break bulk vessels.
- The port has the potential for expansion to support the adjacent industrial development.

BULK CAPACITY

- Capacity 60 million tons per annum
- Berths 2
- Cargo Iron ore
- Equipment:
 - 4 x 10 000 tph stacker/reclaimers
 - 2 x 10 000 tph ship loaders
 - 2 x 8 000 tph rotating tipplers
 - 26 km conveyors

Bulk
60m tons

BREKBUK CAPACITY

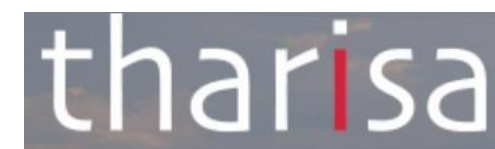
- Capacity 10 200 million tons per annum
- Berths 4
- Cargo manganese, mineral sands, lead, zinc and copper concentrate, cold rolled steel, rock phosphate etc.
- Equipment:
 - 10 x Forklifts
 - 30 x Loading Skips (SWL 25 tons)
 - 2 x Front End Loaders
 - 9 x Trucks (horse and trailer)
 - 11 x Terberg Haulers
 - 1 x NRCS approved weighbridge
 - 2 x Mobile Ship Loaders (450 tph)

Multi-Purpose
10 200m tons

Africa's largest Ore Export Hub

TPT Customers – Richards Bay

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TPT Customers

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East London



Port Elizabeth



Saldanha

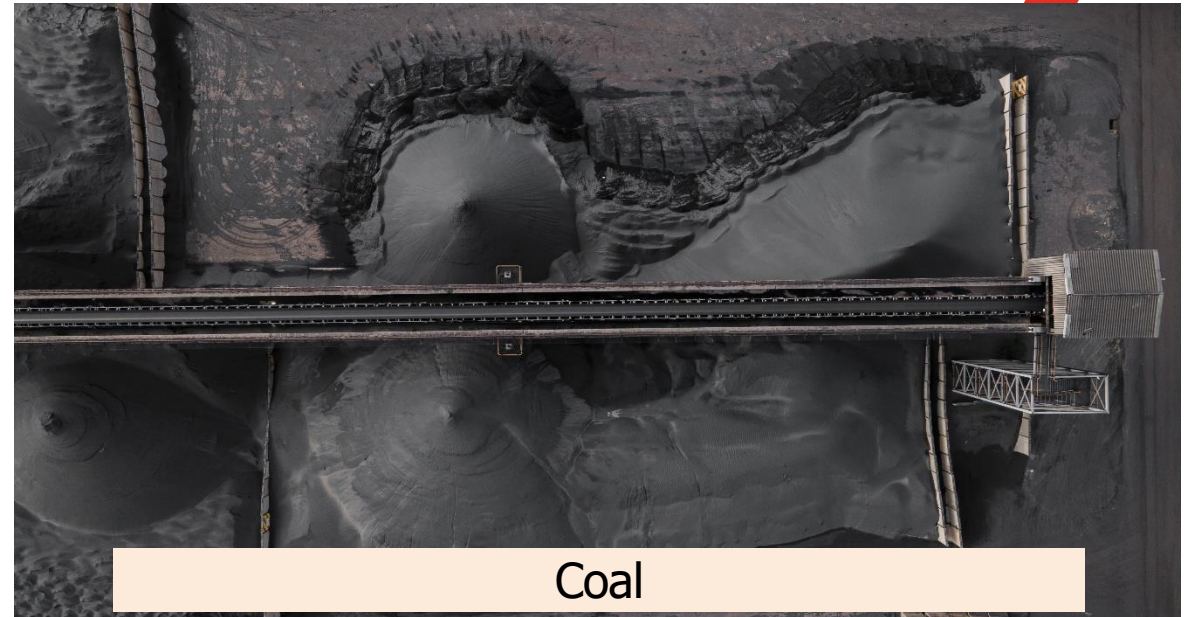


Commodities

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Chrome



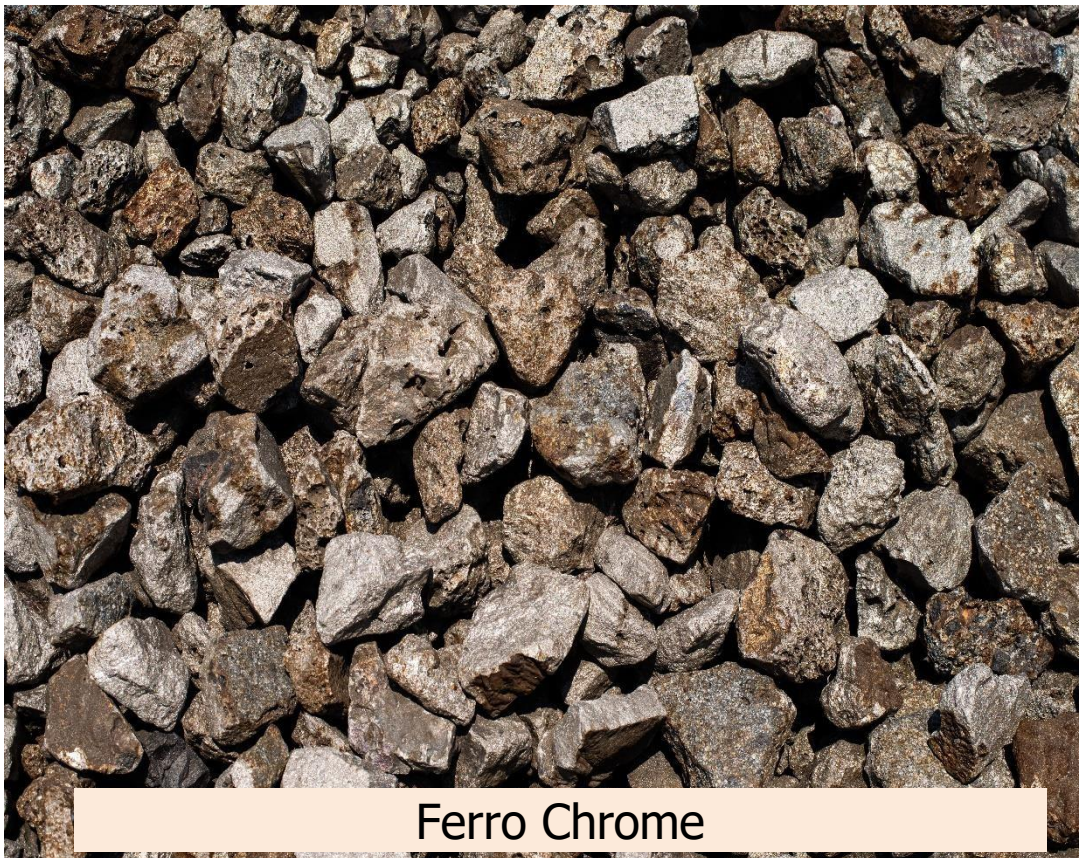
Coal



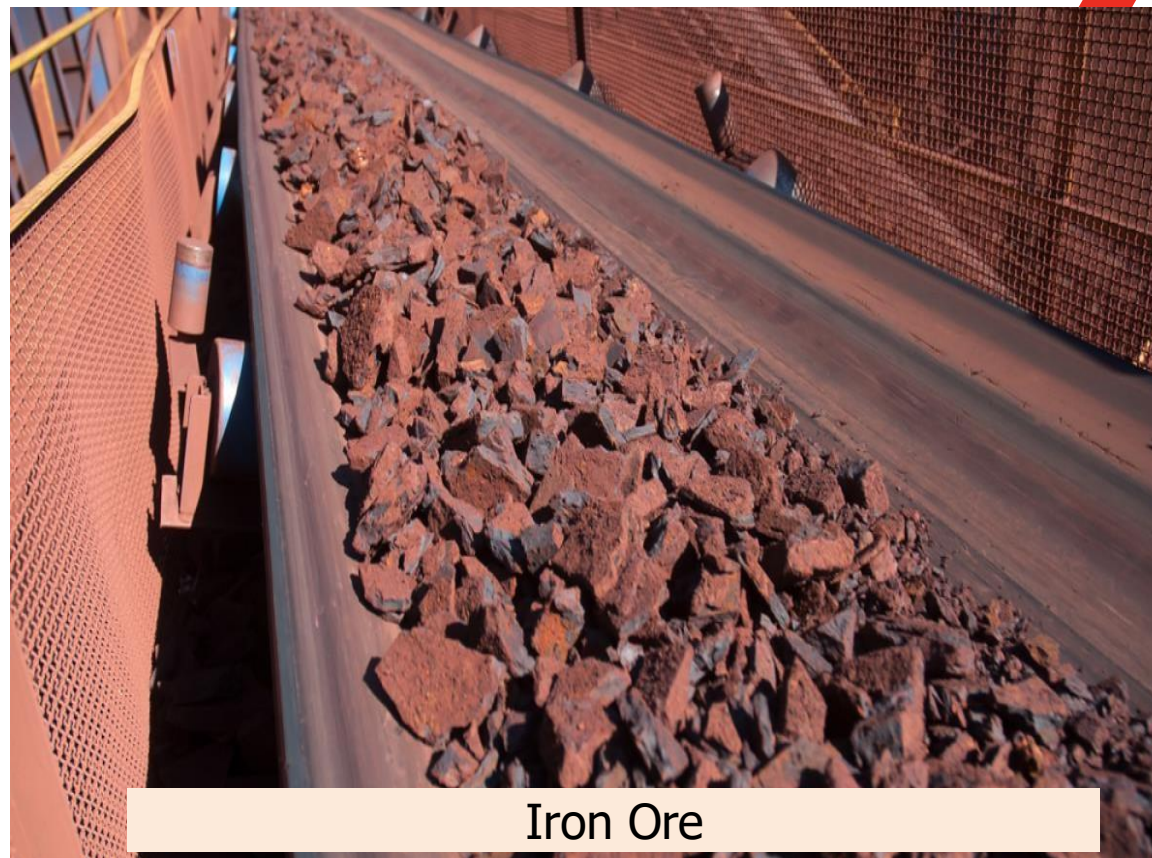
Manganese

Commodities

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Ferro Chrome



Iron Ore

*Streamlined logistics for South Africa's minerals

*Decades of partnership and leading economic growth

*Skilled workforce for operational efficiency

TPT bulk milestones and proud moments

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Speak to our sustainability experts today.



LOGISTICS

Richards Bay Multipurpose Terminal takes delivery of cargo handling equipment

Bay port terminal lauds volume growth

Gugu Myeni

DESPITE ongoing challenges in its operations, Transnet Port Terminals (TPT) in Richards Bay says it is proving to be "a good year" for export volumes.

While rerouting of cargo-laden trucks to Richards Bay due to the Mozambique unrest was expected to add pressure on the port, TPT Richards Bay managing executive Thulasizwe Dlamini said it has helped boost cargo volumes.

This as the terminal, which exports over 30 varied commodities, is counting major gains at its multi-purpose terminal, with magnetite



THE MERCURY

MOZAMBIQUE UNREST

Richards Bay Terminal sees surge at ports

YOGASHEN PILLAY
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RICHARDS Bay Terminal says it has seen an increase in exports of magnetite and chrome, with the political unrest in Mozambique being one of the reasons for the increase.

This follows an improvement in coal exports at the Port of Richards Bay, where 16 million tonnes have been exported internationally.

Richards Bay Terminal said that magnetite and chrome are strategic commodities that are mainly mined in South Africa, and they want to have the lion's share of the export.

Thulasizwe Dlamini, managing executive at the Richards Bay Terminal in northern KwaZulu-Natal, stated that there is a depot with a 70-metre

depth now available for exporting commodities.

"This means we can take bigger ships from countries and export chrome and magnetite. The improvement in efficiencies at the Port of Richards Bay has made it possible that countries are able to bring their larger vessels for these commodities. The political instability in Mozambique has allowed more ships to come to the Port of Richards Bay empty."

Dlamini noted a significant increase in export volumes.

"Due to political instability in Mozambique, volumes of exports are higher than what they were last year in these two commodities. In magnetite, there has been a 300 percent increase in exports; this is also attributed to the improvements at the Port of Richards

Bay. We were previously handling about 500-600 tonnes an hour; this has now shot up to about 1800 tonnes an hour."

Dlamini said that strategic decisions and changes have improved customer experience at the Port.

Dlamini added that they have had a delegation from China from one of the biggest magnetite mining companies in the world.

"They have approached us to work with us due to the progress we are making in the export of magnetite. We are planning to improve our train offloading capability so that we can offload commodities from trains at a faster pace. However, on the water side, we are happy with our progress. We have a new multi-purpose ship loader, we have just commissioned.

"We have had a trial on a tonne chrome vessel. It took longer, but for the first time, done a whole ship of chrome."

"We are always looking for opportunities to load faster and do have millions of tonnes of chrome magnetite. The only thing we are making progress in this more ship."

David Van Wyk, lead at the Bench Marks Founda mining expert, said there has been an increase in exports of chrome; nettle from the Port of Richards Bay. "I do believe that these commodities have been by the political tension in Mozambique, another problem is stripping of chrome from Sou

Transnet Port Terminals ("TPT") achieves a strong quayside performance through a recommissioned conveyor belt linking Grindrod's Navitrade terminal and TPT

in Port News | 19/12/2024



Grindrod is pleased to announce that it reached 2 million tonnes of coal throughput in Richards Bay, thanks to the strong quayside performance of TPT. The collective efforts of the strong quayside performance of TPT, the various records and positioning the



Major development in reducing truck congestion

Gugu Myeni

A NEW week starting on Monday, 18 December, saw a significant improvement in the Richards Bay port terminal's ability to handle a large volume of cargo, thanks to a major development in reducing truck congestion.

The Richards Bay port terminal, which has officially opened a new truck staging area, has been able to handle a large volume of cargo, thanks to a major development in reducing truck congestion.

Transnet shows it can do better

State rail and port operator sharpens efficiency at Richards Bay, cutting the costs that delays were causing Amsa

By DINEO FAKU

pend plans to mothball its long business in Newcastle and Vereeniging, thanks in part to Transnet's pledges of improved efficiency.

When it announced the closure possibility in November last year, Amsa blamed its business woes on Transnet's failures, weak local demand due to economic stagnation and the preferential pricing system for scrap metal, which it said makes its long operation less competitive.

Dlamini said the terminal had delivered on its promise of improved efficiency.

"When [ships] wait outside at the berth, they simply accumulate costs by waiting outside and not being productive. We have



haulage, so once the belt is back and we are loading rail wagons efficiently they eliminate the use of road; so there is still room for further cost savings, depending on the return of the conveyor belt."

Dlamini said the return to service of the conveyor belt would cut by half the time needed to offload a coal ship, which now takes about two weeks. "It will help us to efficiently load the rail wagons. It is important the belt comes back."

Amsa was not able to comment this week due to its closed period.

But two weeks ago Amsa said its long business was stable due to improved opera



Port plays pivotal part in power project

Dave Savides

A MASSIVE commitment of component destined for a R25-million commercial wind farm

under construction in Mpumalanga is presently being delivered via vessels entering the Port of Richards Bay. The huge blades and towers for the wind turbines are being

stored alongside the Richards Bay Industrial Development Zone (RIDIZ), one of the harbour's east gate and will be transferred by road as due course.

A total of 125 turbines will be installed over the next 36 months at the Umfolozi Energy farm in Beaufort West, from where SA company Seng Green plans to contribute 900

megawatts of clean energy to the national grid by the end of 2027. Once again, the importance of the city's deep water port to the national economy is evident.

Uncollected IDs at Home Affairs. Missing person info sought

By DINE

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IMPORTS AND EXPORTS / LOGISTICS

Saldanha Multi-Purpose Terminal exceeds budgeted volumes

08 Mar 2024 - by Staff reporter

CREAMER MEDIA'S
MINING WEEKLY

AFRICA AMERICAS AUSTRALASIA EUROPE SET DEFAULT EDITION



Multi-disciplinary mining advisors

IRON ORE

Saldanha iron-ore terminal shut down for maintenance until Friday



SCAN ME

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Thank you

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