



Management of Ports

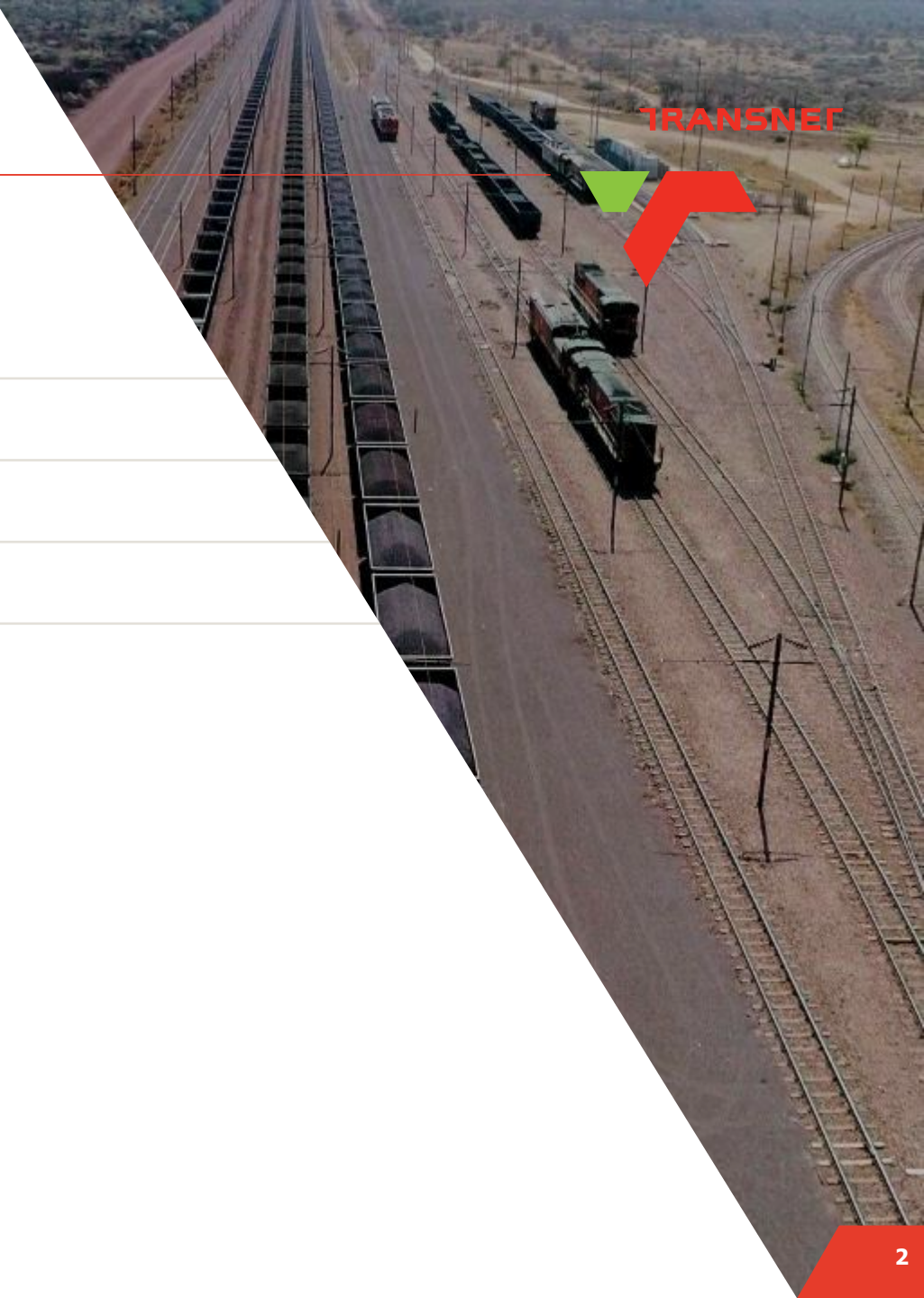
Port Nolloth & Proposed New Port of Boegoebaai



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Core Functions of TNPA

Premised on the Ports Act



Marine Services

Pilotage, towage and berthing

Authority and Regulatory

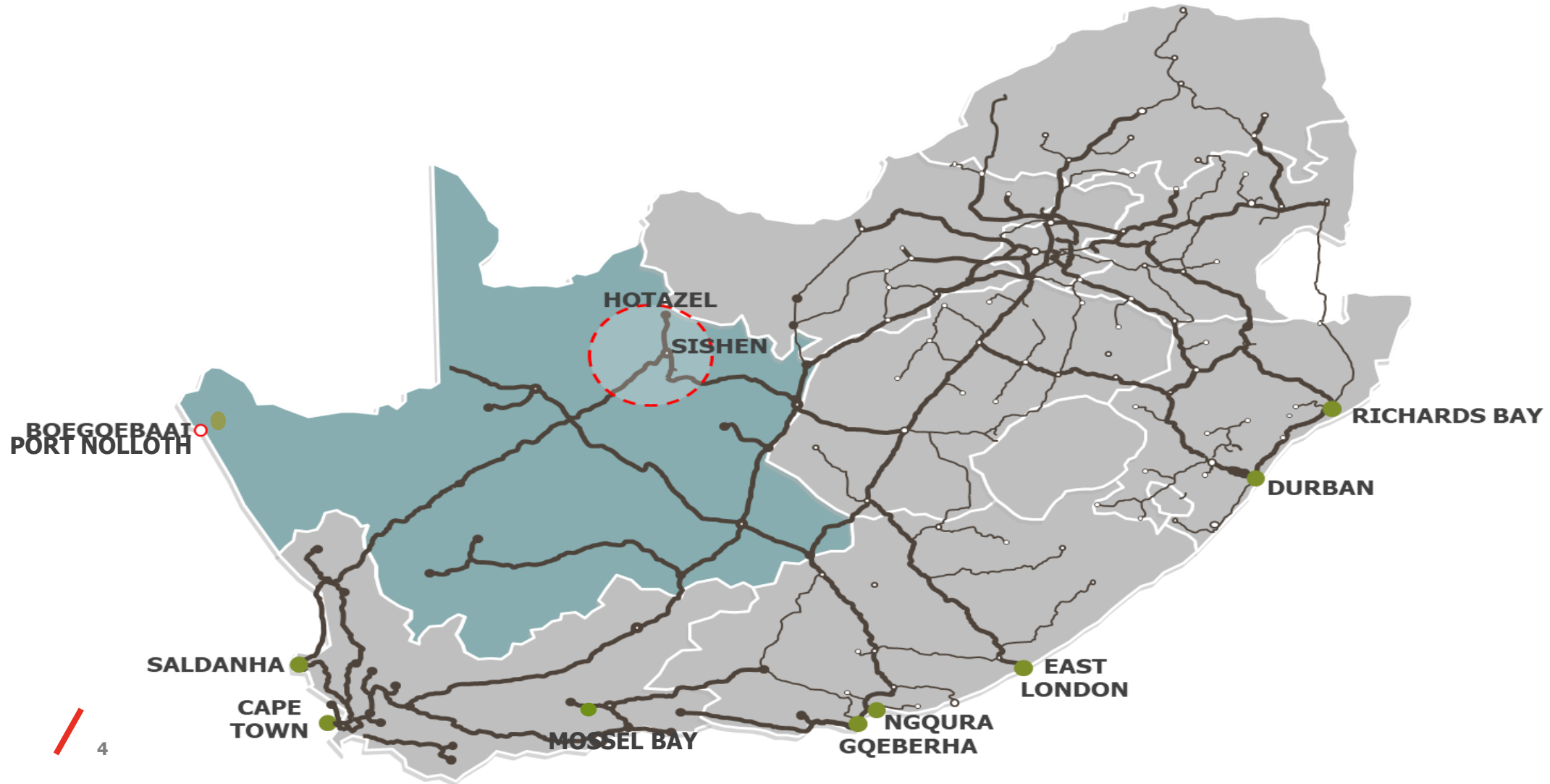
Port Authority, licensing, compliance and regulatory

Landlord and Infrastructure

Property portfolio and provision of port infrastructure

TRANSNET NATIONAL PORT AUTHORITY

Overview of National Port System



Port Nolloth - Overview



PORT NOLLOTH – BUSINESS PARAMETERS



PORT NOLLOTH - PORT ACTIVITIES

Freight Traffic

Break Bulk
Supply chain depot (De Beers)
Sand diamond mining

Other Services

Fishing
Resident fisherman/ski boat fisherman

Tourism and Recreational
Ski boat launch
Cruise passengers processing facility (proposed)

Port Nolloth - Overview

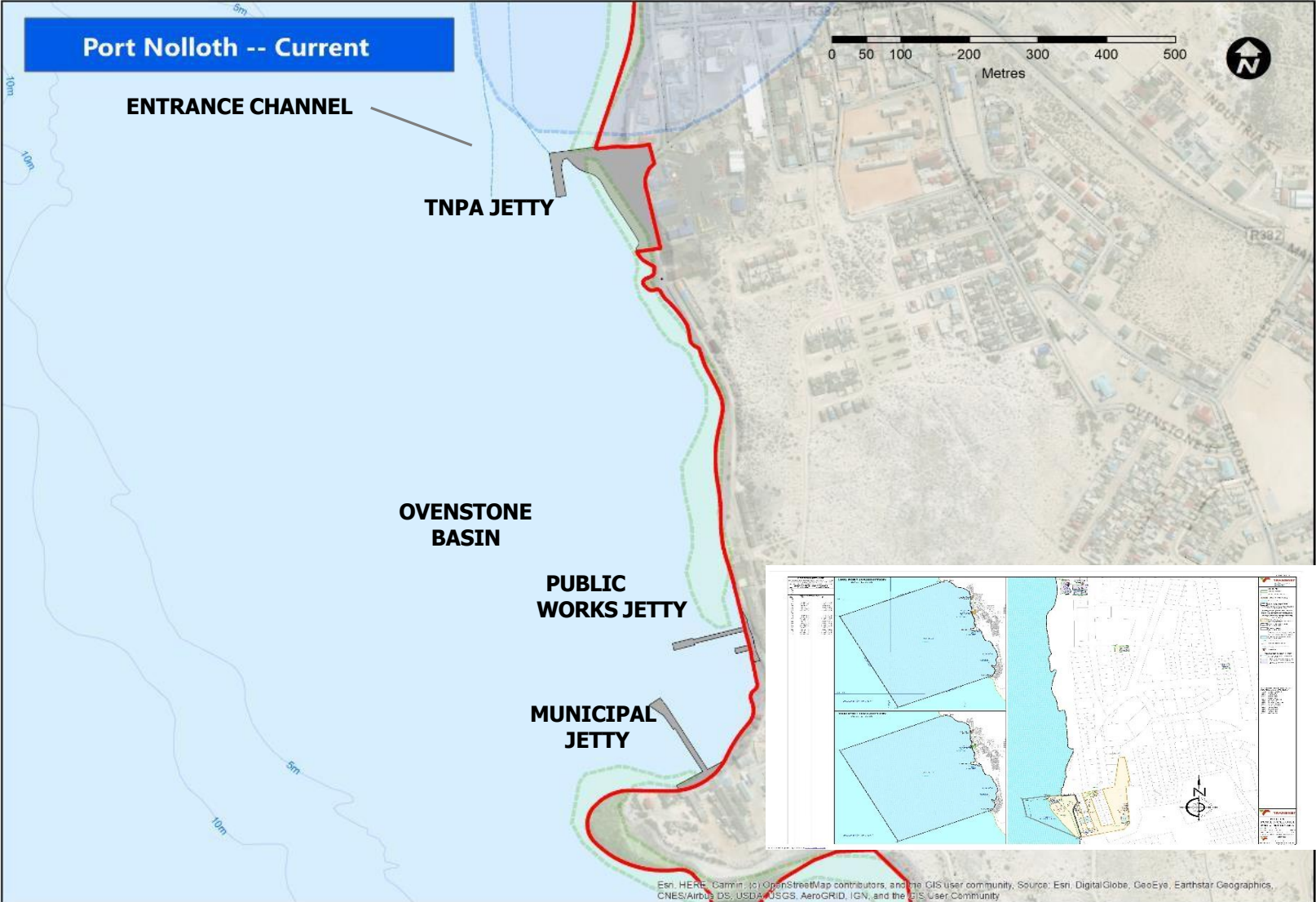


TOTAL WATER AREA	BERTHS:
	BERTHS = 2
3061.6 ha	EQUIPMENT
	BUNKER POINT =1 CRANE = 1 (Privately owned)

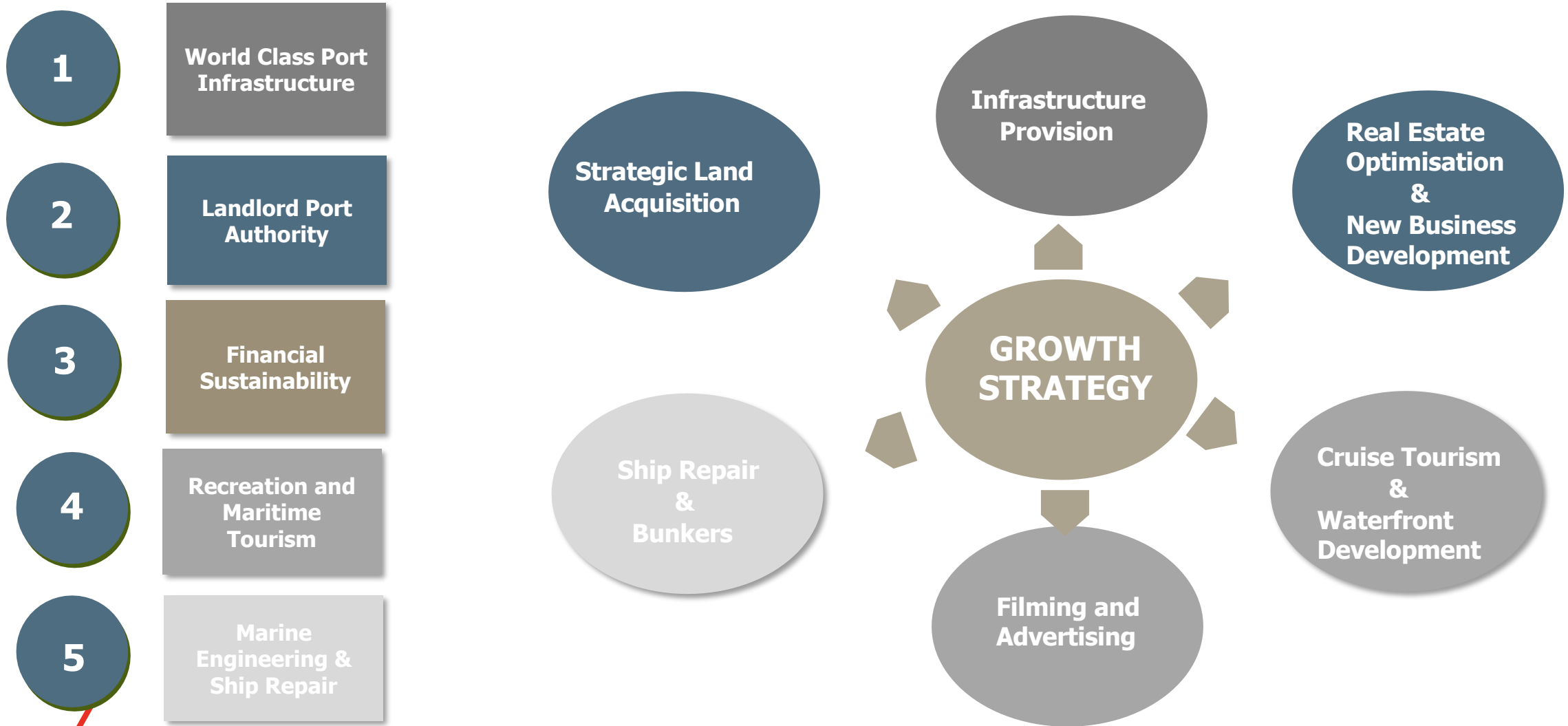
MARINE CRAFT:
TUGS = 2 (Privately owned)

LESSEE (handling supply chain goods)	1
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SHIP REPAIR FACILITY	Nil (Used to have a slipway)
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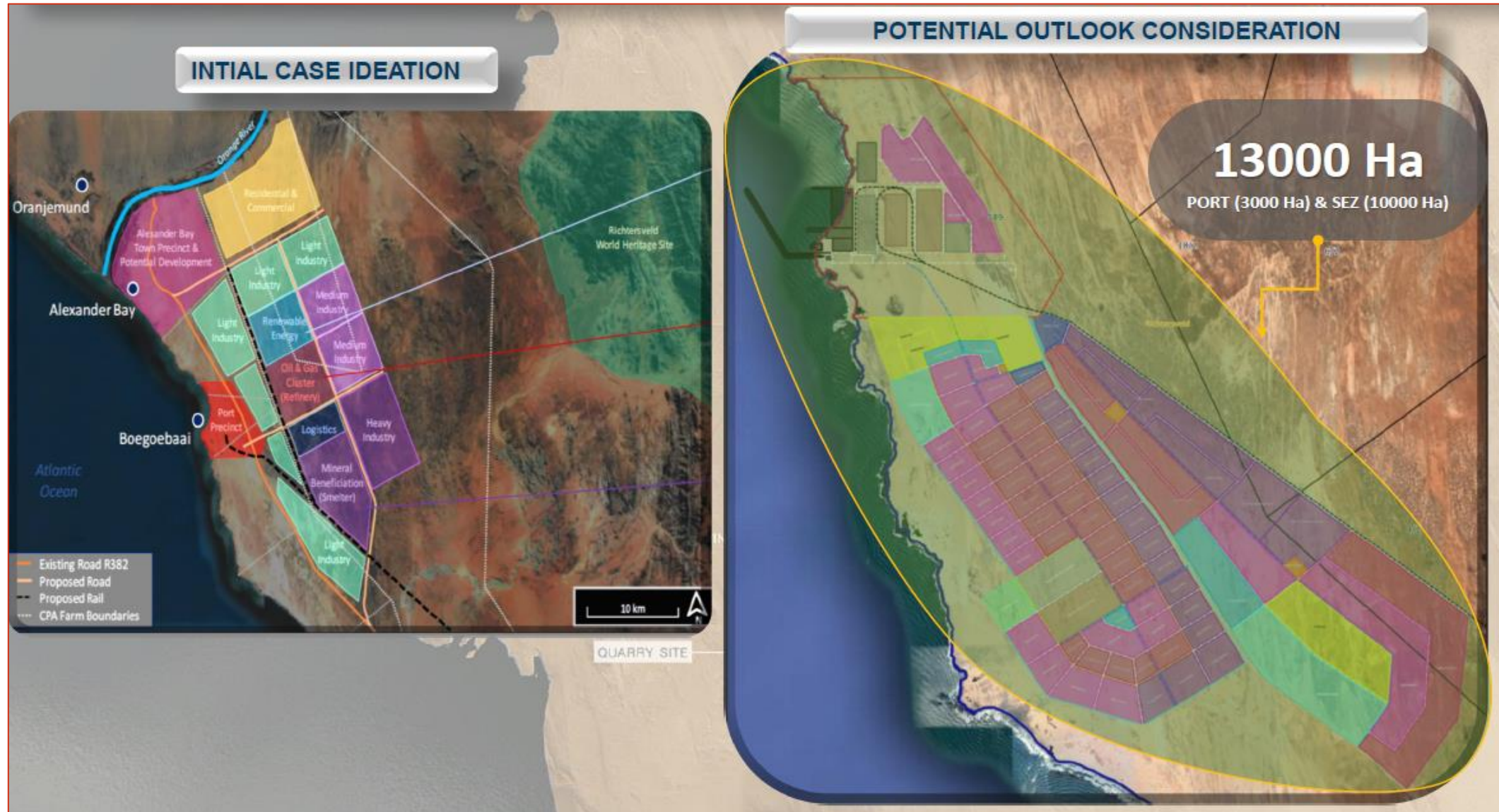


Port Nolloth – Growth Strategy



Proposed New Port Of Boegoebaai

Boegoebaai Port and GH2 Cluster Spatial Orientation



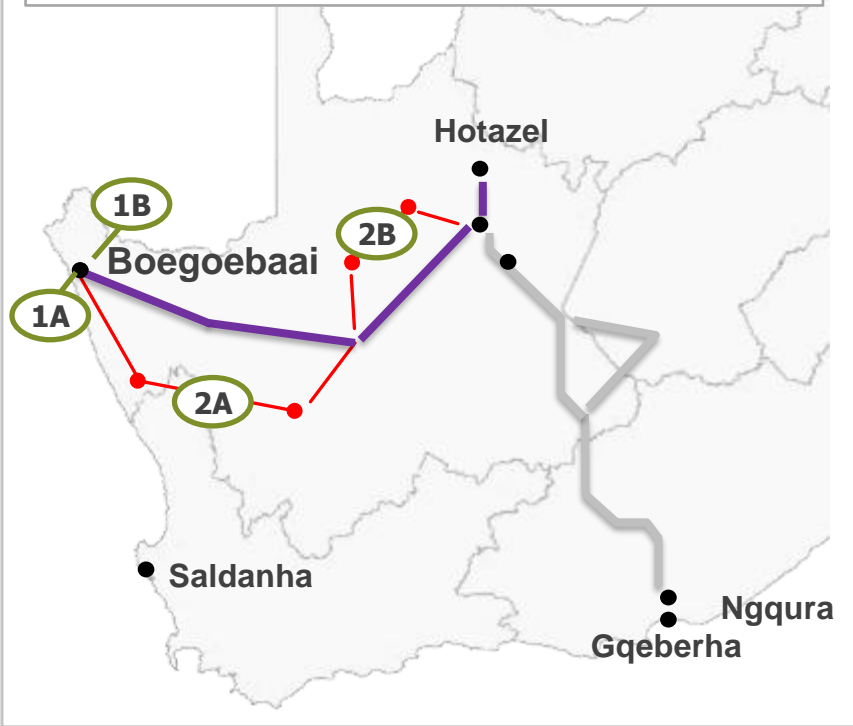
Collaborative Scope Refinement

Positioning the Proposed Port in the Northern Cape Channel Development



Rationale

Provide a supplementary, optimised bulk export channel from the mining and industrial complex in the Northern Cape to a greenfield deep-water port in the same province



<p style="writing-mode: vertical-rl; transform: rotate(180deg);">Port Development</p>	<p>Capacity</p> <p>Planned</p> <p>5 - 9 mtpa</p>	<p>Brief Scope</p> <p>1A: Rubble mound breakwater, provision of berths, roads, civil services, marine services, admin craft harbour, open stockpile areas.</p> <p>1B: Expansion of port facilities and associated rail infrastructure for the SEZ</p>
<p style="writing-mode: vertical-rl; transform: rotate(180deg);">Rail Development</p>	<p>Planned</p> <p>5 - 9 mtpa</p>	<p>Brief Scope</p> <p>2A: Construction of a ~550km new rail line connecting the new deep-water port to existing rail infrastructure in the Northern Cape</p> <p>2B: Upgrade of existing rail infrastructure connecting to the new rail link to provide capacity for planned demand</p>



1. Land acquisition – social facilitation and community engagement
2. Strategic Environmental Assessment (Port & SEZ footprint)
3. Commercial and financial modelling incl. volume validation and funding strategy
4. Appointment of Transaction Advisors and preparation of RFP



Proposed Port of Boegoebaai



Conclusions

1. Real opportunity exists to improve the economic landscape along the Northern Cape coastline by enhancing activities at the Port of Port Nolloth as well as the development of South Africa's tenth commercial port at Boegoebaai.
2. This is only possible by way of an integrated programme involving all stakeholders and players who activity participate and contribute to the desired end state
3. Human settlement developments along this section of coastline is a critical success factor and must be developed ahead of demand to attract resources and investment to the area. Connectivity and ease of access to Port Nolloth/Boegoebaai are amongst these developments.

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Thank you

