



**DEPARTMENT: PUBLIC ENTERPRISES
REPUBLIC OF SOUTH AFRICA**

**NATIONAL ASSEMBLY
QUESTION FOR WRITTEN REPLY
QUESTION NO.: 566**

QUESTION:

566. Mr G K Y Cachalia (DA) to ask the Minister of Public Enterprises:

Whether, with regard to the report that inadequate and ageing equipment have caused delays in exporting from the Republic's ports, there are any plans to increase and/or replace equipment at the (a) Port of Richards Bay, (b) Port of Durban, (c) Port of East London, (d) Port of Ngqura, (e) Port of Elizabeth, (f) Port of Mossel Bay, (g) Port of Cape Town, (h) Port of Saldanha Bay and (i) Port of Port Nolloth; if not, what is the position in this regard; if so, what are the relevant details and time frames? NW622E

REPLY:

According to the information received from Transnet:

Equipment replacement and expansion projects have been provided for in Transnet's 2021/22 Corporate Plan:

- a) Port of Richards Bay:
- Short Term (1-2 years):
- Stacker Equipment to improve operational efficiencies in the handling of chrome; and
 - Planned maintenance spend to extend the existing life of the bulk commodities plant.
- Medium Term (2-5 years):
- Replacement of a Shiploader;
 - Safety critical work to the P-Gallery (operational area) infrastructure of the Bulk Commodities Plant;
 - Safety-critical upgrade of the electrical sub-station;
 - Acquisition of additional Shiploader to increase quayside capacity; and
 - Planned maintenance spend to extend the existing life of the bulk commodities plant.

- b) Port of Durban (PoD):
Short Term (1-2 years):
- 16 Rubber Tyre Gantries (RTGs) will be replaced at the Durban Pier 1 Container Terminal;
 - Straddle Carrier Replacements at the Durban Pier 2 Container Terminal and will continue into the medium and long term; and
 - Planned maintenance spend to extend the existing life of container handling equipment.
- Medium Term (2-5 years):
- Replacement of 3 Ship to Shore (STS) cranes; and
 - Planned maintenance spend to extend the existing life of container handling equipment.
- Long Term (> 5 years):
- 4 Rubber Tyre Gantries (RTGs) will be replaced at the Durban Pier 1 Container Terminal;
 - 2 replacement ship to shore (STS) cranes will complement the deepened berths.
- c) Port of East London (PoEL):
Medium Term (2-5 years):
- Acquire 4 straddle carriers at the medium term.
- d) Port of Ngqura (PoN):
Medium Term (2-5 years):
- Replacement of Rubber Tyre Gantries (RTG) cranes and the acquisition of 50 hauler trailer combinations; and
 - 22 Rubber Tyre Gantry (RTG) cranes and 2 Rail Mounted Gantry (RMG) cranes will undergo mid-life refurbishment to ensure that they reach their expected design life of twenty-five years.
- e) Port of Gqeberha (PoG, Port Elizabeth):
Medium Term (2-5 years):
- Replacement of Ship to Shore (STS) crane; and
 - Replacement straddle carriers will be phased in over the next 2 to five years.
- f) Port of Mossel Bay (PoMB):
Transnet Port Terminals do not operate any cargo handling terminals at Mossel Bay.
- g) Port of Cape Town (PoCT):
Medium Term (2-5 years):
- Replacement equipment: 66 straddle carriers, 14 RTG cranes and 47 haulers.

h) Port of Saldanha (PoS):

Short Term (1-2 years):

- Conveyor route refurbishments and conveyor belt replacements are being carried out within a multi-year mid-life refurbishment of the Bulk Terminal of Saldanha to sustain existing iron ore handling capacity at the plant.

Medium Term (2-5 years):

- Sustaining investment in a new tippler (Tippler 3) as an end-of-life replacement for Tippler 1 in the Bulk Terminal Saldanha is nearing completion with commissioning planned for 2023/24.

i) Port of Nolloth (PoN):

Transnet Port Terminals do not operate any cargo handling terminals at Port Nolloth.