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# Durban Port Developments

4 September 2007

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## Main topics

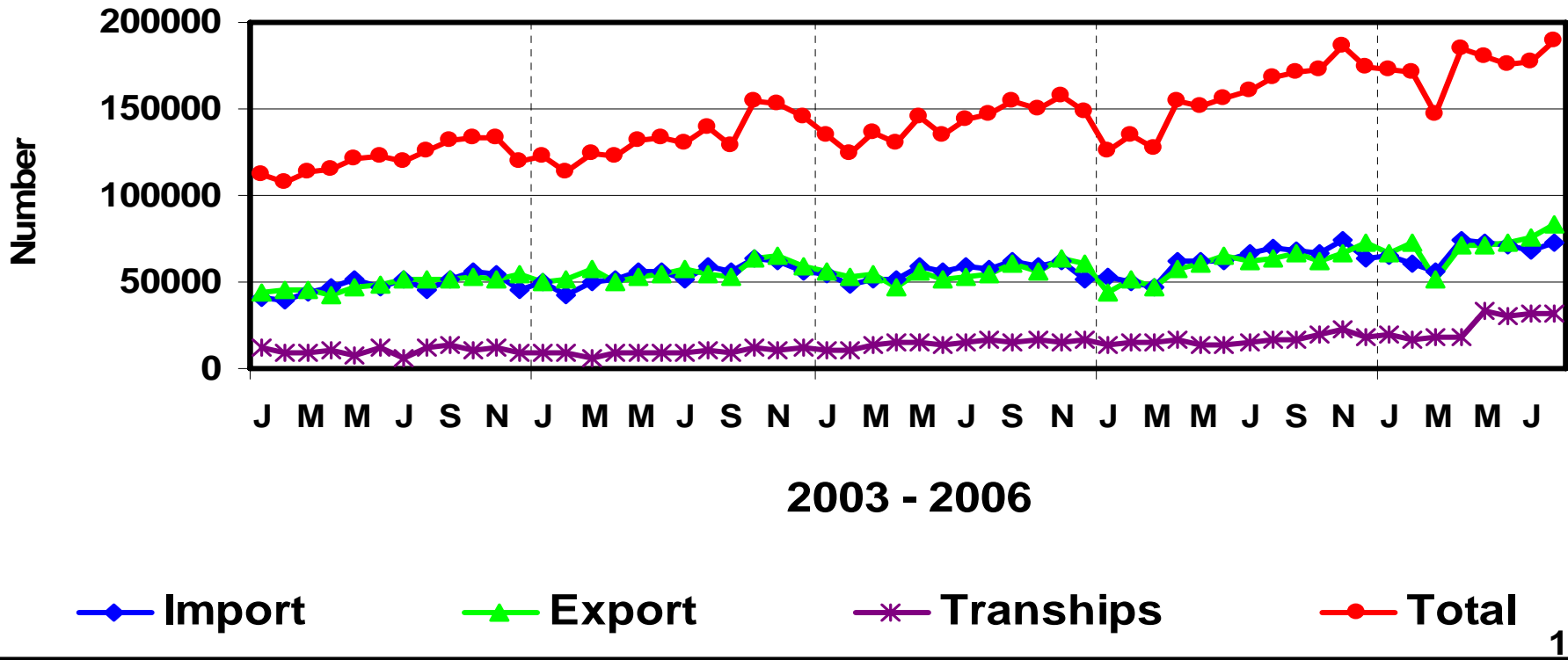
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- **DCT volume trends**
- **Transnet projects to increase container handling capacity in Durban**
  - Investment
  - Recruitment
  - Employee Training
  - Productivity improvement
- **Performance overview**
- **Road traffic management**



# Monthly waterside volume handled at DCT

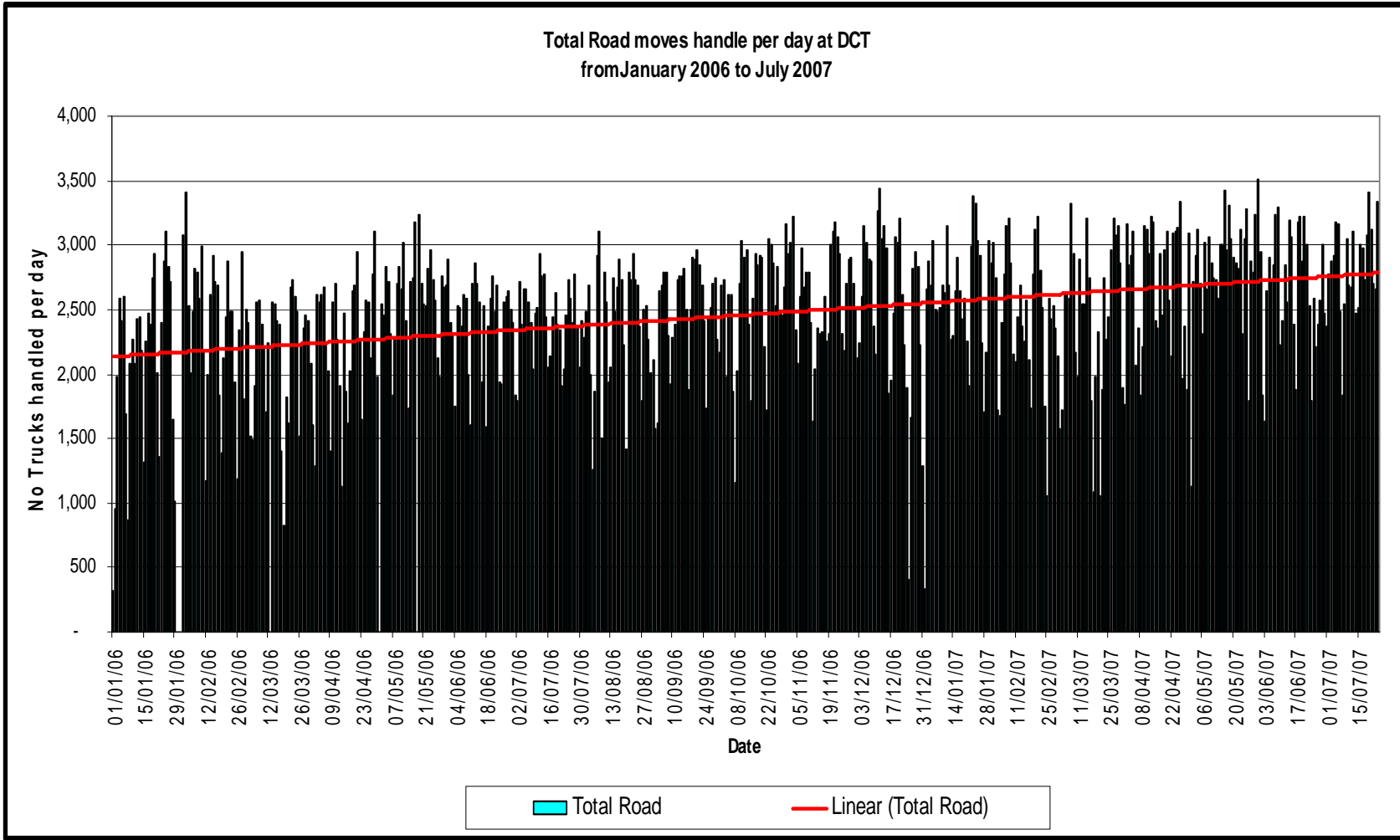
## TEUS Handled



Volume handled is 20% higher than same period last year



## Daily road volume handled at DCT



**Volume handled is 20% higher than same period last year**

# Transnet projects to increase container handling capacity in Durban

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- **Pier 1 construction**
- **DCT Vulindlela project**
  - Vessel change over reduction
  - Increase in number of containers moved per day
  - Increase in number of gangs
  - Improvement in equipment reliability
  - Increase in stacking capacity
- **DCT container operations best practice training**
  - Berth by berth approach
- **Additional equipment**
  - 30 new 1 over 3 Kalmar straddle carriers
  - 3 new Liebherr STS cranes
  - 38 new Haulers and trailers
  - 4 new empty containers stackers

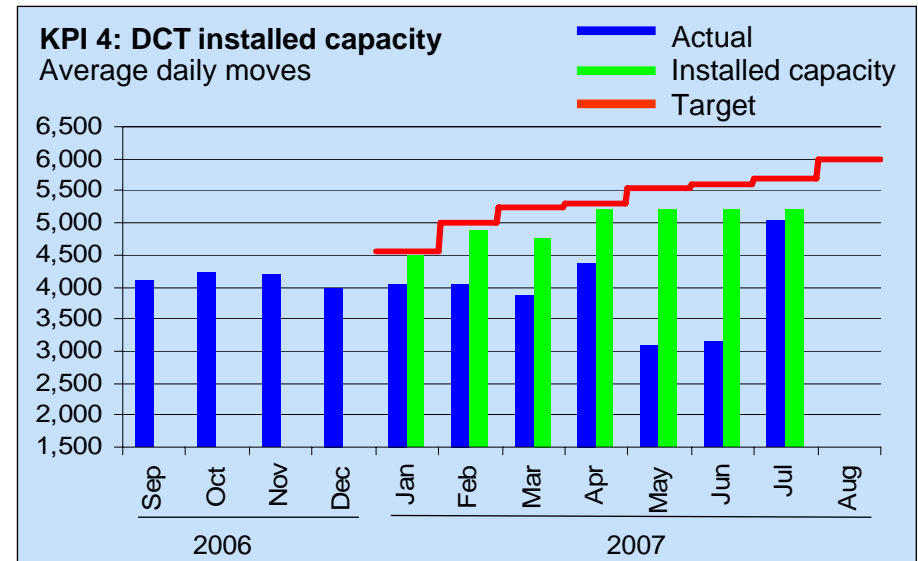
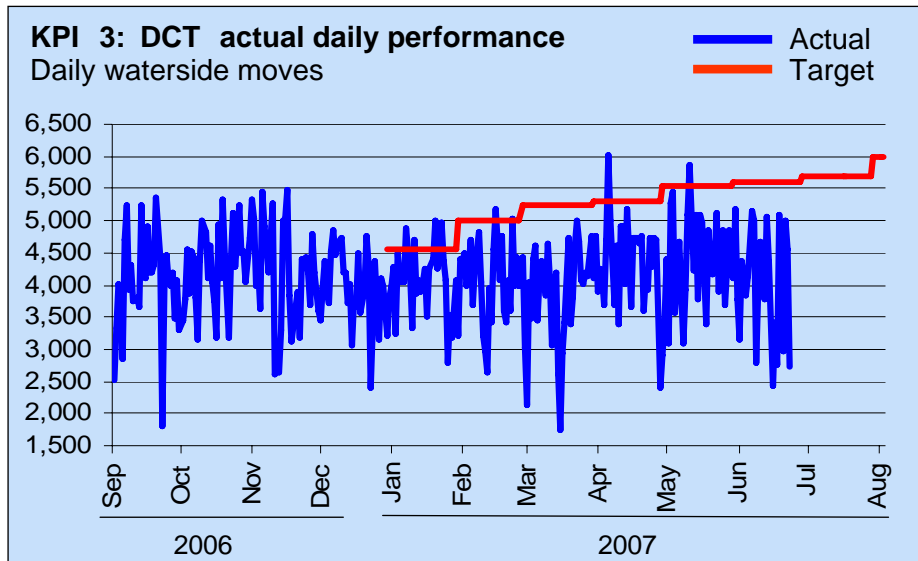


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# Performance Overview

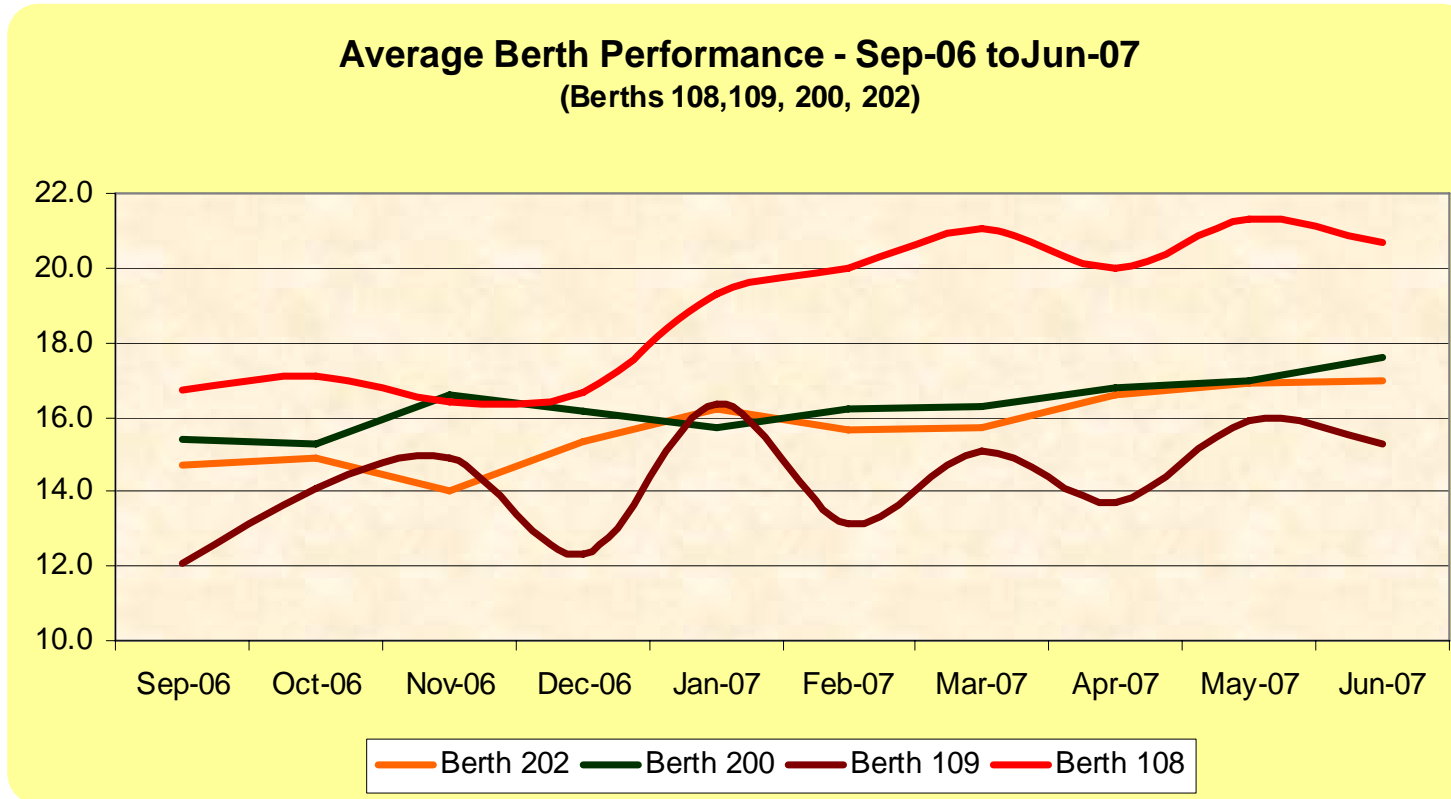


# Results of Vulindlela project



Source: DCT; Vulindlela team analysis.

## Performance by berth (Nov-06 to Jun-07)



- Container best practice training improved performance by over 20%
- Only 50% of employees trained the rest to be trained in next six months



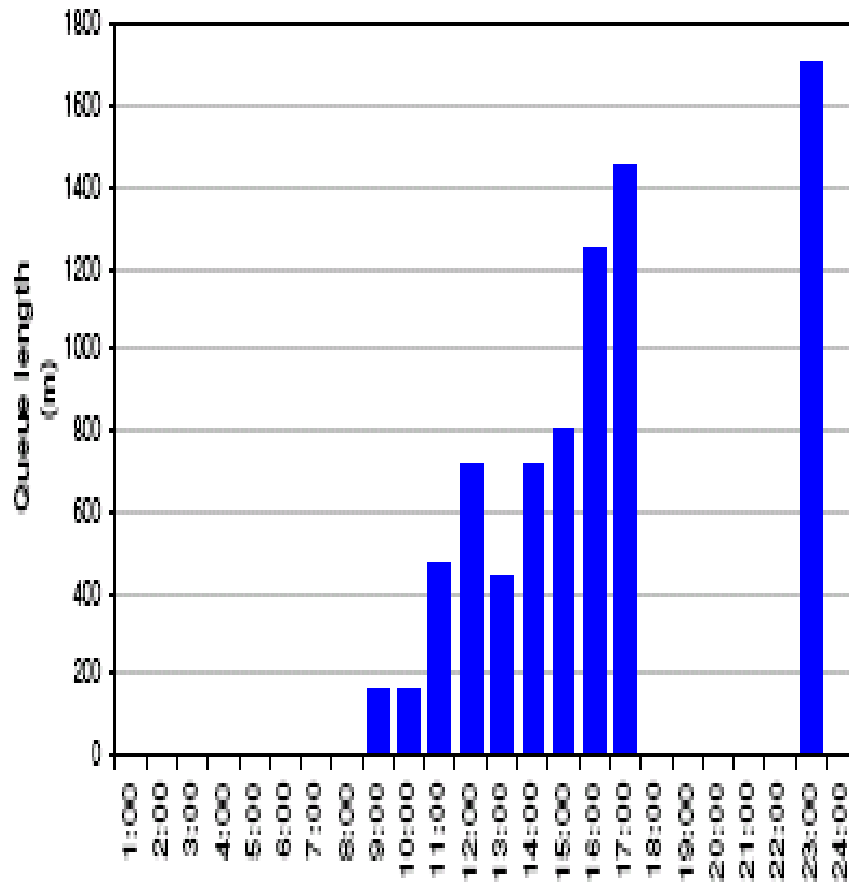
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# Traffic management

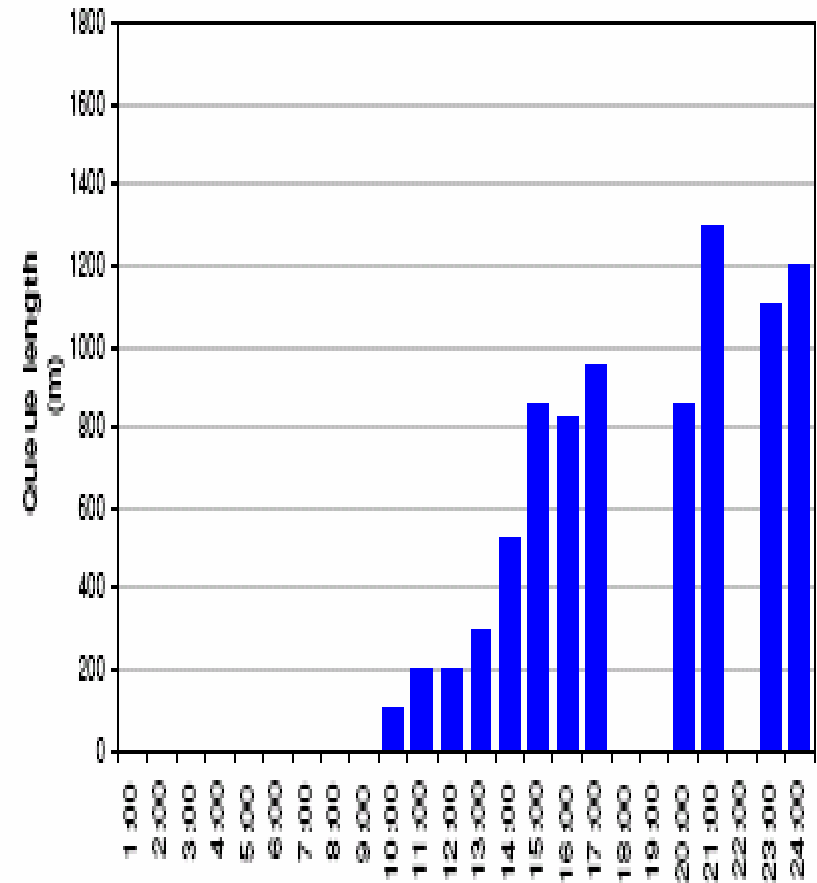


# Average queue length outside gate

Average hourly queue length at gate between 28 May and 04 Jun



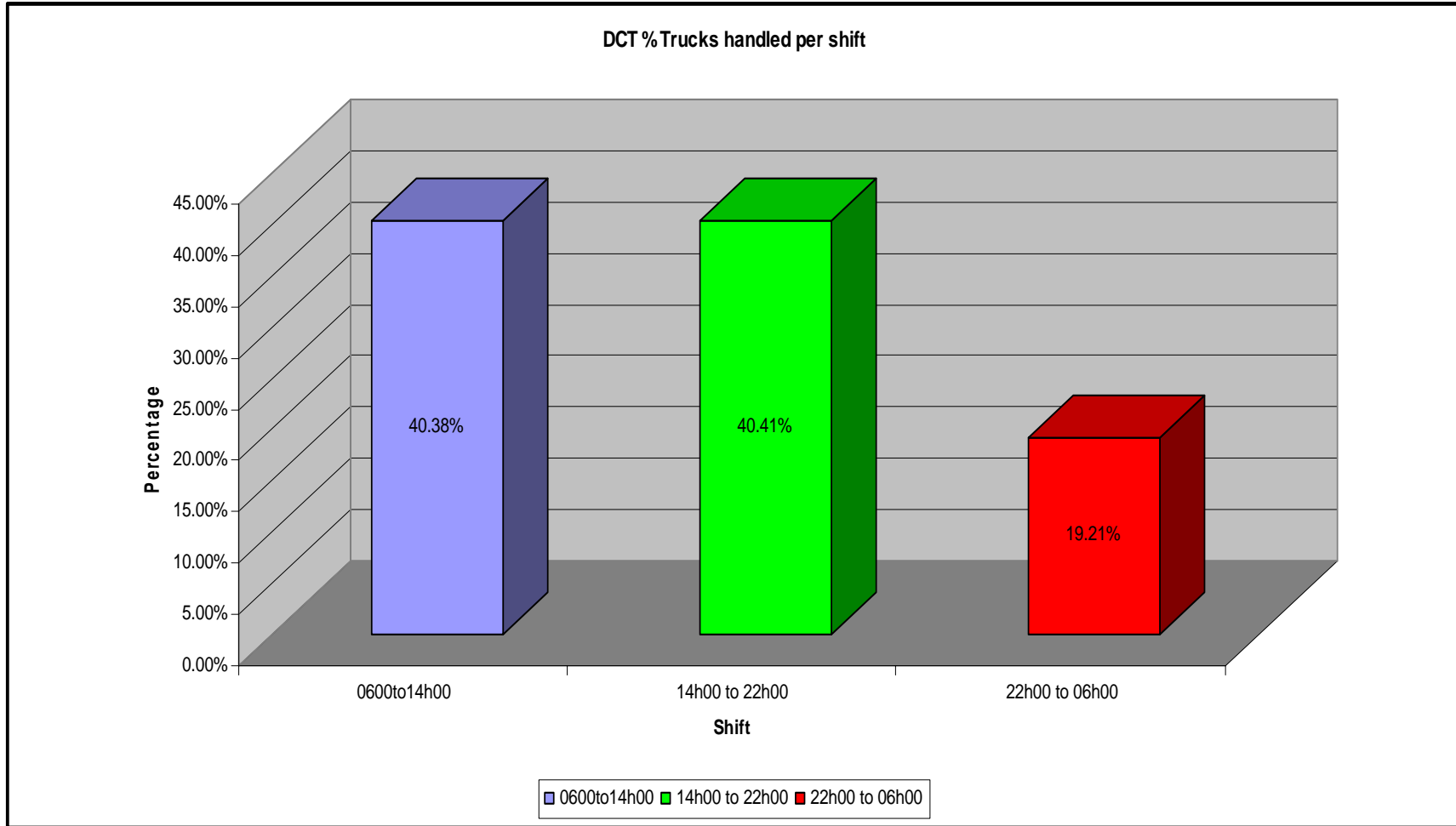
Average hourly queue length at gate between 04 Jun and 11 Jun



t terminals



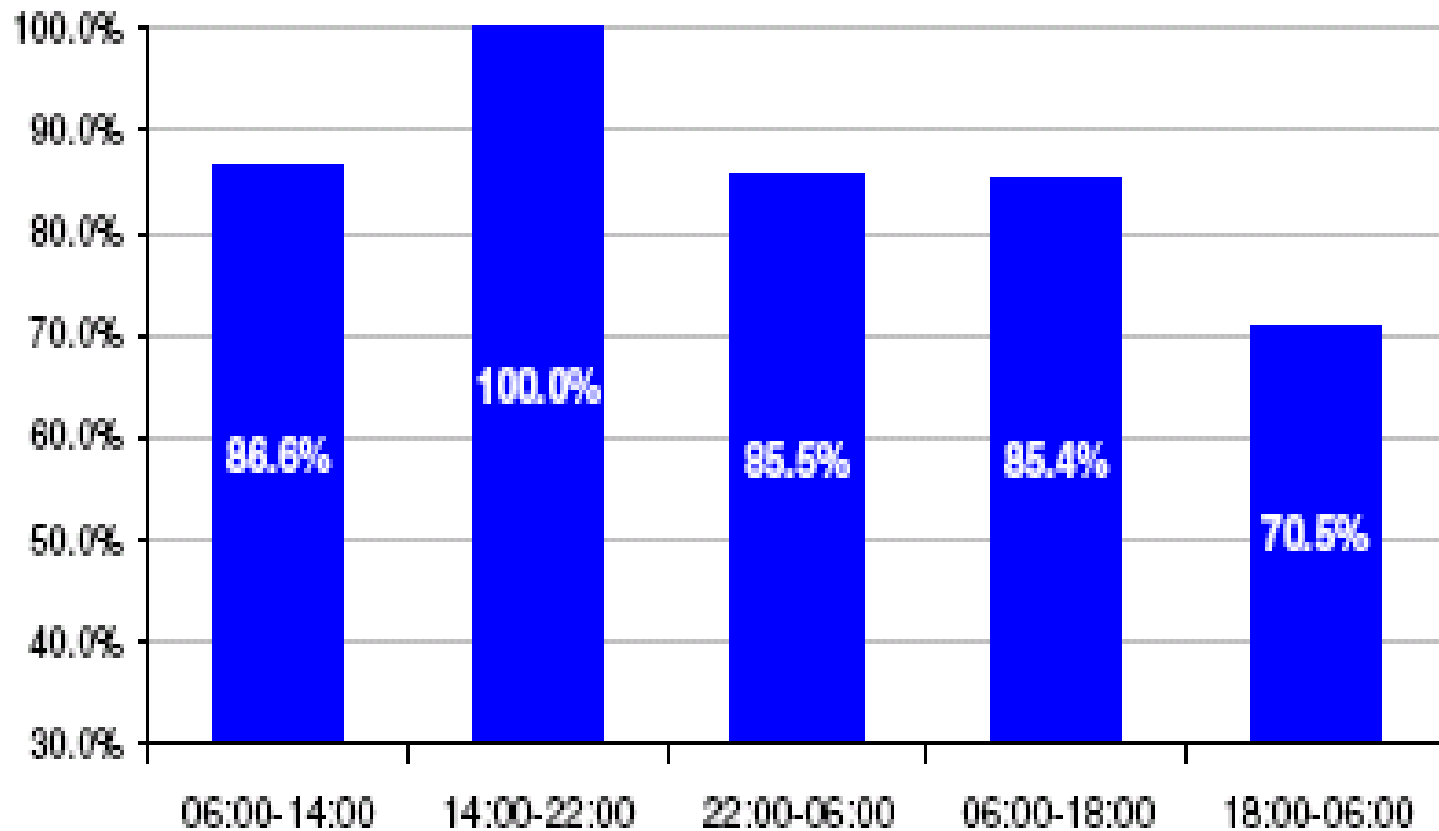
# Containers handled per shift



# Transnet projects to increase container handling capacity in Durban



Capacity utilisation between 04 Jun and 11 Jun - per shift





## Other short-term solutions to be implemented

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- **Online Truck booking system by Jan 2008**
- **Pier PASS asap**
- **Joint problem solving sessions with SAAFF**
- **Joint problem solving with other Langeberg road users**

PORT OF DURBAN



# Transport Framework

# Contents



- Research and Planning
- Traffic Control and Discipline
- Infrastructure Developments
  - DCT A-Check Project
  - Bayhead Rd Extension

# Research and Planning



- Traffic planning considers the various terminal volumes and cargo flows in the Port
- Move from 80/20 road/rail split to 50/50 in long term
- Collaboration between Transnet and City on traffic studies and conceptual planning
- Models set up by traffic Specialists
- Collaboration with DOT to deal with Provincial and National planning

# Traffic Control and Discipline



## • Operational Improvements

- Terminal gate improvement eg Auto gates at DCT and A-Check
- IV – additional weighbridge to reduce queues

## • Increased Policing

- Metro Police and NPA to intensify monitoring
- Metro Police has dedicated 4 Officers and Port Security Services has dedicated 20 Officers for Port Policing
- NPA is providing accommodation at Maydon Wharf for these Officers

## • Road Signage

- Joint initiative by ETA and Port Engineer to improve road signage in the Port in order for Metro Police to execute bylaws

# Infrastructure Improvements

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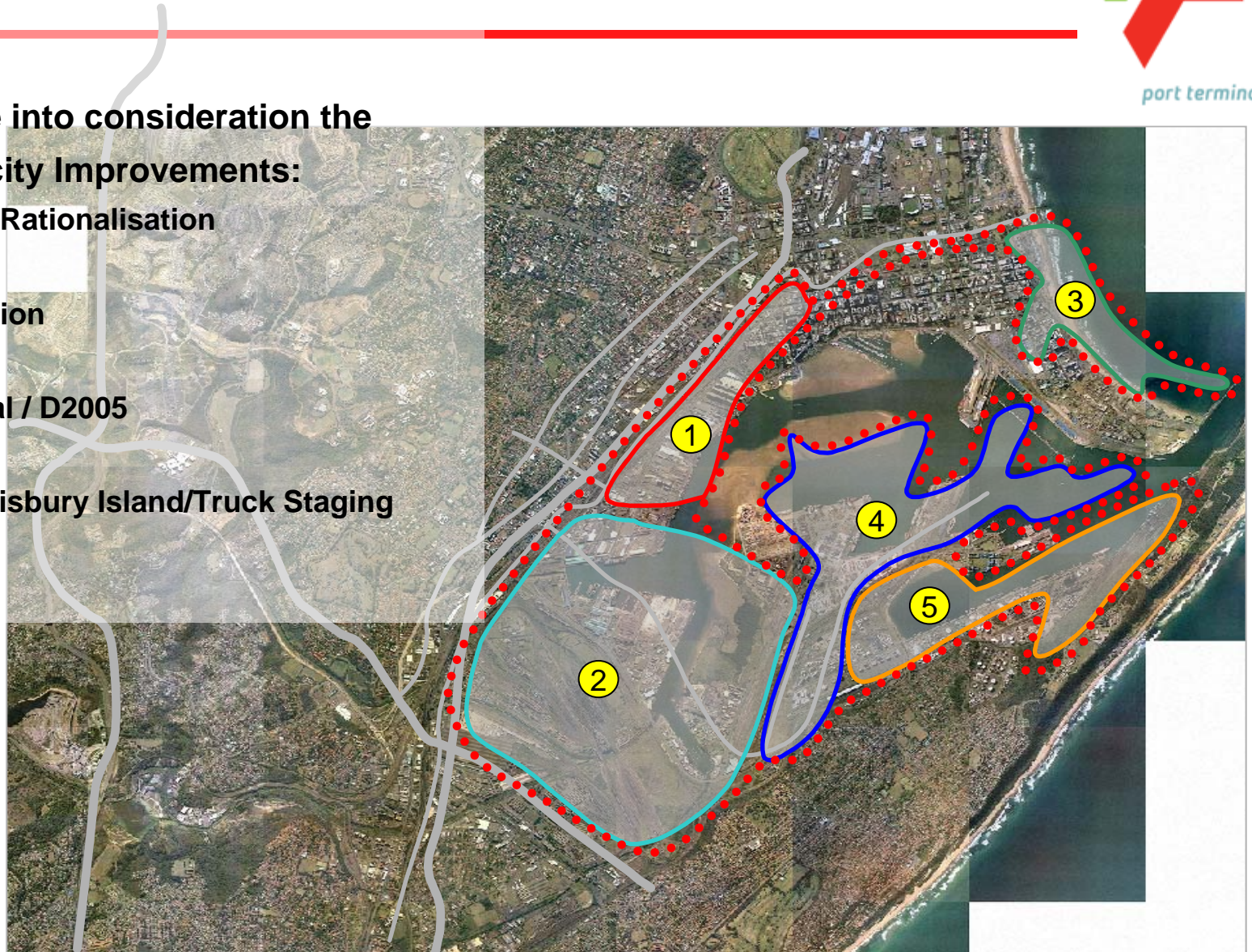


- **Infrastructure requirements**
  - Integrated Planning
  - Short to long term Initiatives

# Road Proposals

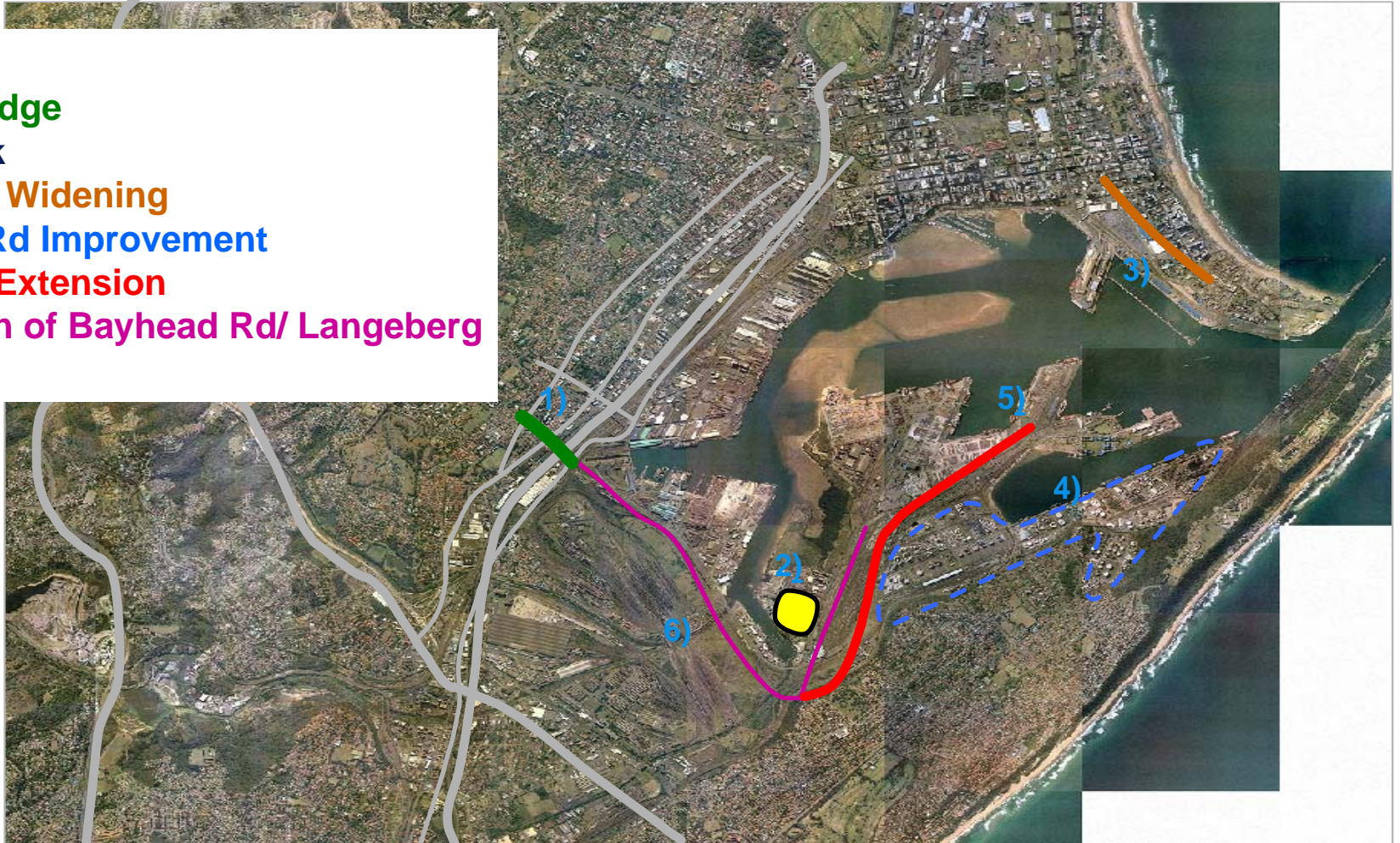
Road Proposals take into consideration the following Port Capacity Improvements:

- ① Maydon Wharf – Rationalisation
- ② Bayhead Expansion
- ③ New Car Terminal / D2005
- ④ DCT / Pier 1 / Salisbury Island/Truck Staging
- ⑤ Island View



## 2010 PORT ROAD LAYOUT

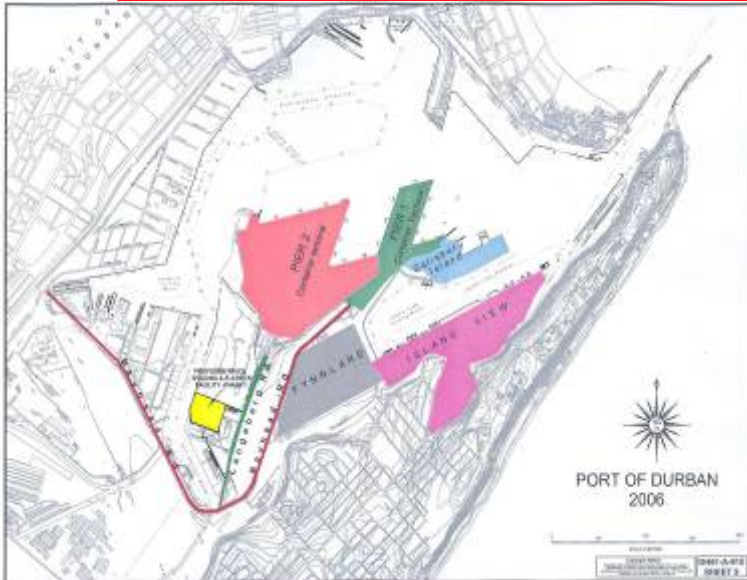
- 1) Khangela Bridge
- 2) DCT A-Check
- 3) Quayside Rd Widening
- 4) Island View Rd Improvement
- 5) Bayhead Rd Extension
- 6) Rehabilitation of Bayhead Rd/ Langeberg





# DCT A-Check

# DCT A- Check



**Cost:** R77.3 million

## **Scope**

- Construction of access roads, truck staging parking area, and administration facility for A-check and document control.
- Provision of security, lighting and other bulk services

## **Capacity**

- 250 trucks

## **Time frame**

- Design            May 07 to August 07
- Construction    Sept 07 to June 08



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# Bayhead Road Extension

# Bayhead Rd Extension



**Cost:** R3.65 million Approved (Feasibility study)

## **Scope (Feasibility)**

- Wide Bayhead to double carriageway
- Truck staging for Pier 1 and Island View
- Geotechnical investigations, EIA scoping, traffic study, design and specifications.
- Detailed Cost estimate.

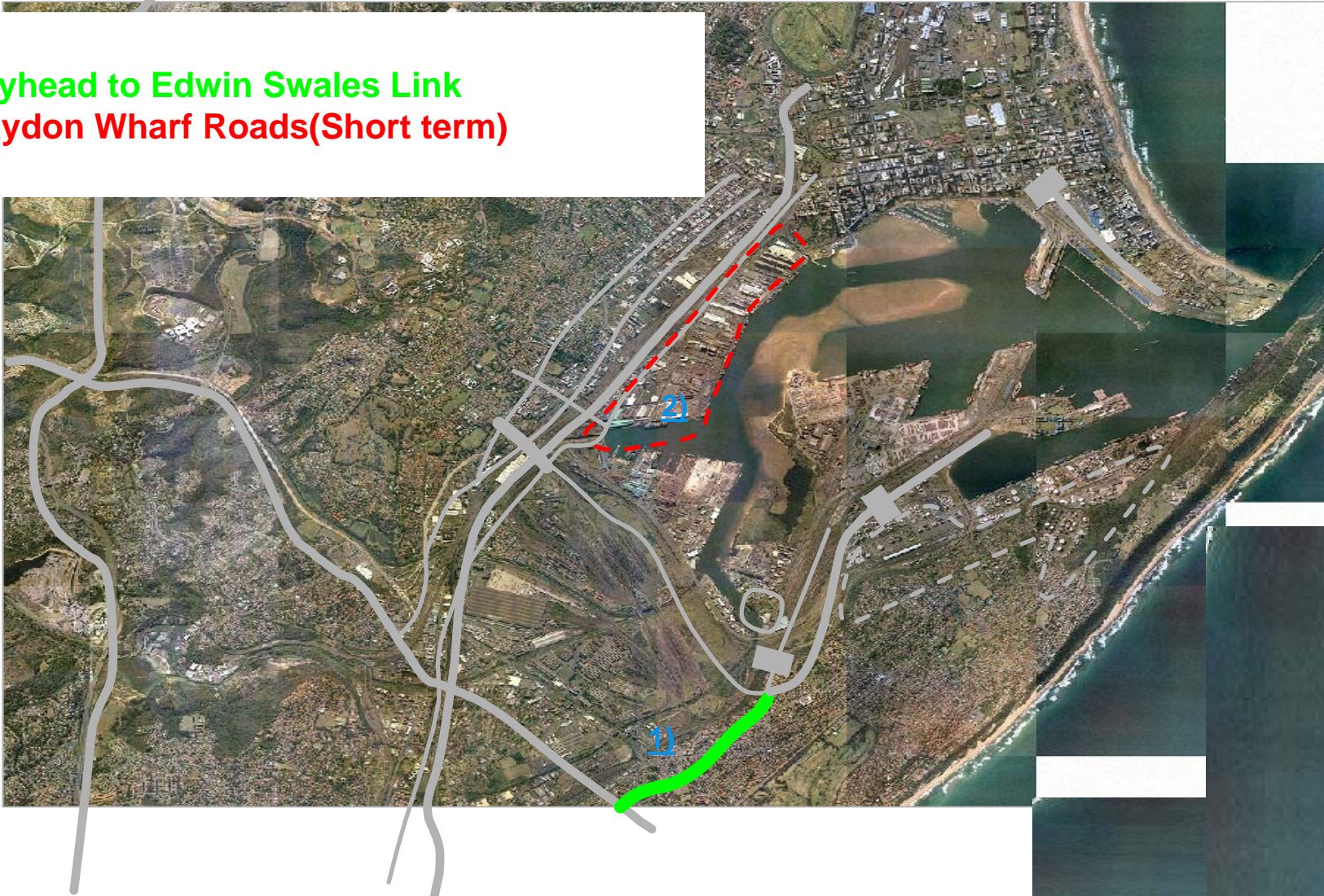
## Progress to date

- Concept layouts completed
- In progress to appt. EIA consultant
- Commencing with detailed road alignments



# 2010 - 2015 Road Layout

- 1) Bayhead to Edwin Swales Link
- 2) Maydon Wharf Roads(Short term)



# 2015 - 2020 Road Layout

- 1) Bayhead Deviation
- 2) Umhlatuzana Arterial
- 3) Maydon Wharf (Long Term)

