

the stakeholders

Common Ground is facilitating an independent process of dialogue between the stakeholders, who include:

TRANSNET: Owns the land and the Port of Durban, through the National Ports Authority, which owns all port land in South Africa. Its primary business is the handling and movement of freight traffic within, into and out of the country.

eTHEKWINI MUNICIPALITY: Although Transnet owns the port land, the port is situated in the broader Durban metropole. The municipality needs to be an integral part of developing any vision around the port that will bring maximum benefit for the local economy and environment.

NATIONAL GOVERNMENT: Seeks to accelerate economic growth in the country through the ASGI-SA policy. The expansion of Durban's port facilities fits in with a broader plan to develop the port and rail infrastructure throughout South Africa.

ECONOMIC PLAYERS: Business and labour is involved in a host of industries which are directly dependent on the port, such as manufacturing and shipping.

ENVIRONMENTAL GROUPS: The Bay of Durban provides important environmental services to the city and beyond. Environmental groups are concerned about ensuring these services for the future.

COMMUNITIES: The Port of Durban is surrounded by, and supports, a number of residential communities.

RECREATIONAL BODIES: The Bay of Durban is home to a number of recreational groups.

OTHER STAKEHOLDERS: The Bay and Port of Durban is important to many other stakeholders who need to be active in this process.

Proposed Expansion of Container Handling Facilities in the Port of Durban



in brief: TRANSNET seeks to significantly increase the container handling capacity of the Port of Durban by making structural changes to the port.

Transnet's reason

in brief: Durban port is South Africa's premier port and the hub of the whole region. It will not be able to cope with the vessel and cargo traffic increase envisaged over the next 10 to 20 years. It needs to grow and so support economic growth in South Africa through its role in the movement of high value goods.



in brief: All stakeholders will be involved in detailed reflection, debate and consideration of Transnet's proposal in order to reach as much agreement as possible.

Economic and logistic factors

- Durban Port is SA's most important, and a hub port for Africa.
- The size of the traffic the Port handles is very large by African and southern African standards.
- Container traffic grew by 18% in the last year, when compared to the previous year.
- It is bigger and more significant than all other ports in South Africa, including Cape Town and Richard's Bay.
- Around 32 000 people are employed directly in the Port, with each person supporting 1.9 others.
- The types and number of ships calling at the Port in a typical year include: 1 254 container vessels; 800 multi-purpose/breakbulk vessels and 600 transit/bunker vessels.
- Together, these vessels spend R5.91b per annum, in direct expenditure.
- Sailors and other ship personnel spend around R20m per annum while in Durban and surrounds.
- Vessels needing repair work that dock in the Port bring in around R300m a year and the repair industry employs 900 people.
- Huge growth in container handling is expected over the next 15 to 30 years. In 2005, 1 690 885 TEUs (containers) were handled. The figures for 2020 and 2025 are 5 363 773 and 8 million.

Current state of the Port of Durban

Transnet has been engaged in a process aimed at expanding the capacity of the bay for a number of years, through a number of processes and with a large variety of experts and stakeholders.

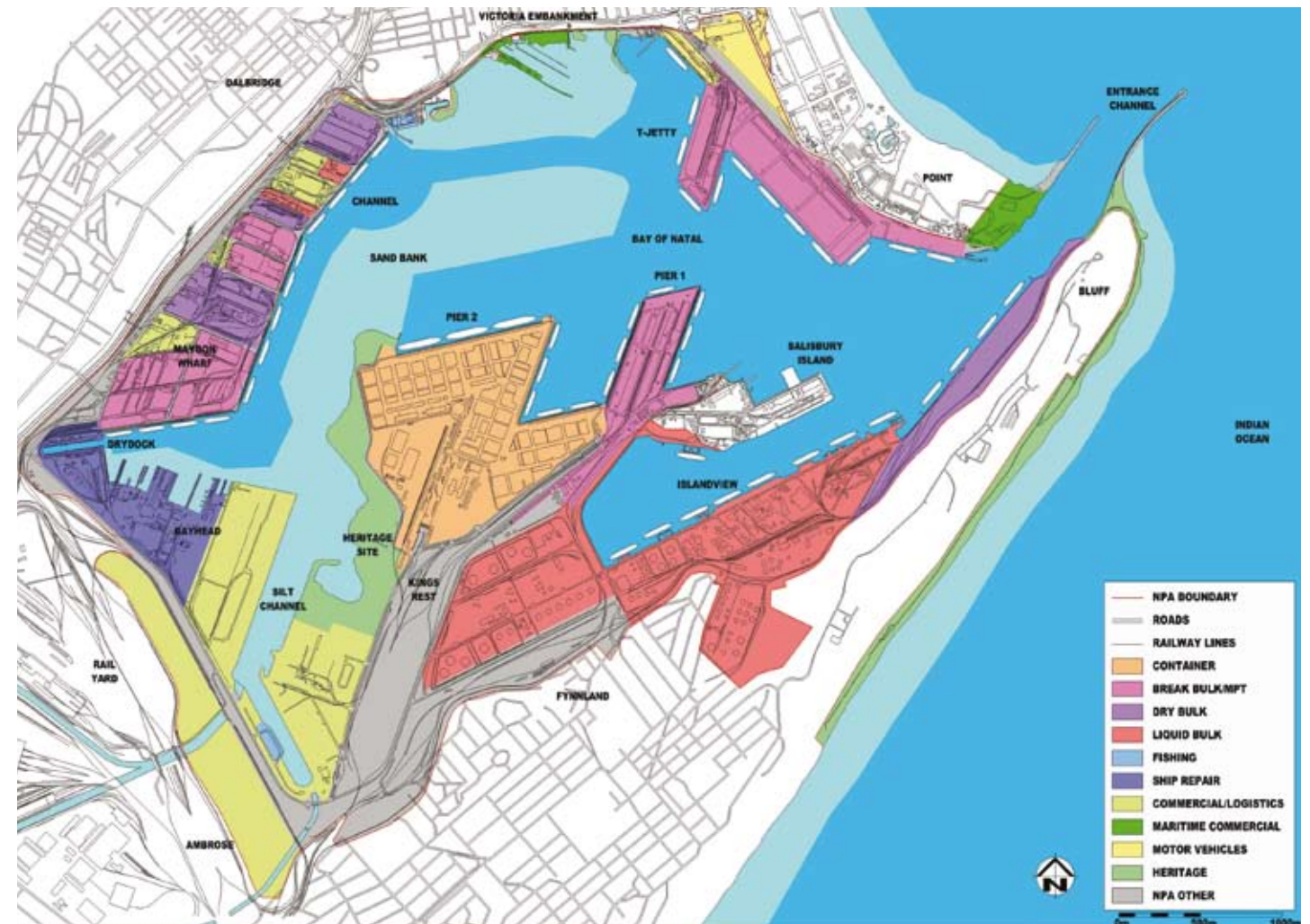
Since 1999 Transnet has made significant investments in improving the efficiency of container handling services in the Port.

Several options have been considered and costed, from a social, economic and environmental angle.

Below is the current layout of the Port.

Opposite is the proposed expansion of the Port.

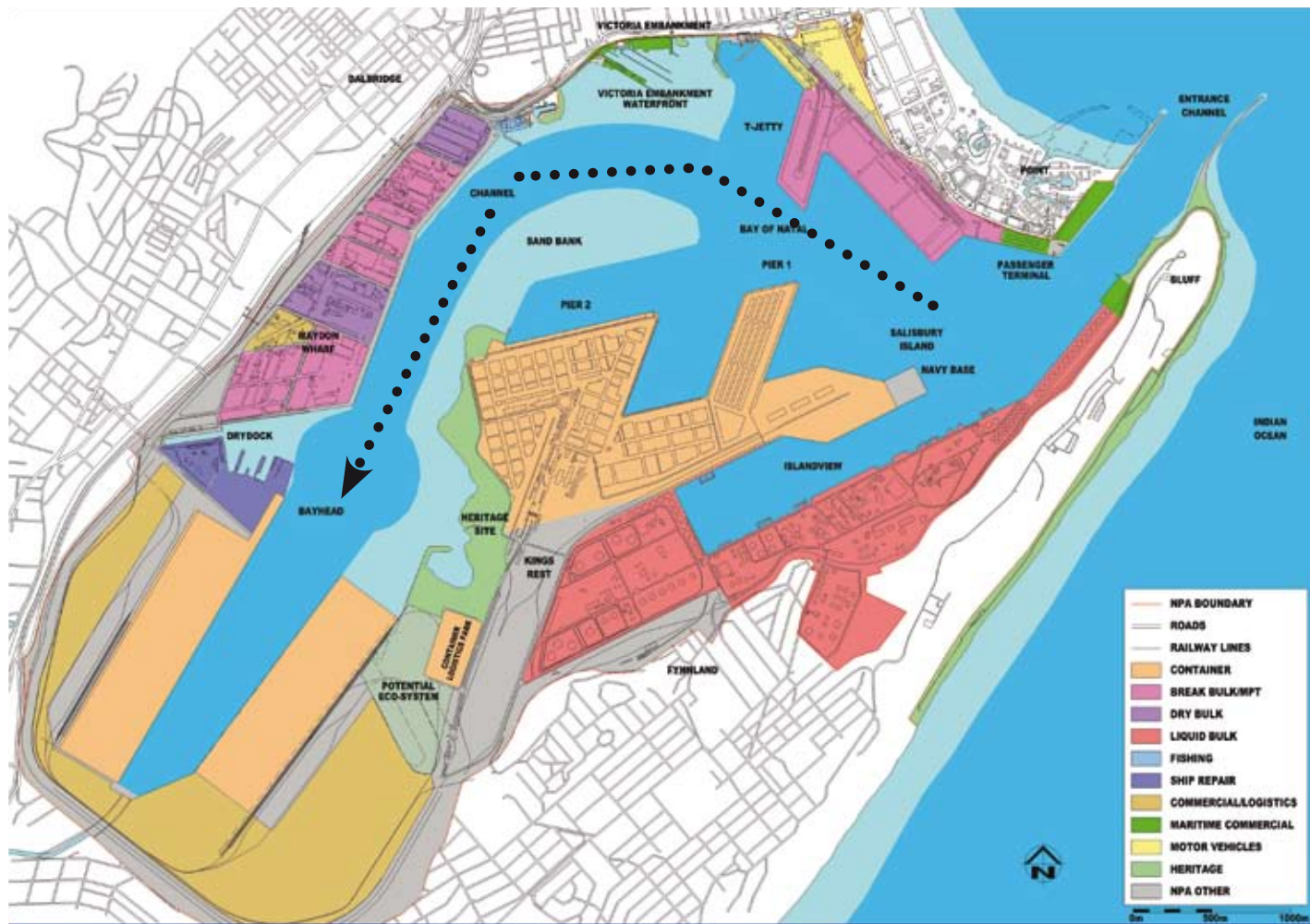
Bearing in mind that the overriding constraint is that no seaward expansion is possible, any expansion will need to occur within the Bay area.



Proposed expansion of the Port of Durban

This proposed expansion will entail a number of components, which are listed in brief here:

- A basin would need to be dug out in the existing Bayhead area. The area would have to be dredged, and quay walls constructed.
- Businesses currently operating will be affected.
- Sites for possible relocation will have to be identified, and rental agreements determined.
- The rail yard would be demolished and relocated in order to allow for penetration.
- The potential to create a new estuarine habitat next to the Bayhead site will be investigated.
- Developing this area would also entail reducing the current area reserved for shipbuilding.
- The harbour channel would need to be dredged and widened along the Northern Route (Maydon Wharf). This will affect the sandbank.
- An extended natural heritage area, which includes a new ecosystem, will be created.
- A link road will need to be built to join Bayhead Road to Edwin Swales Drive.



Environment and recreation factors

- Durban Bay has an important environmental and historical role, regionally and nationally. It is the only sheltered, marine dominated, permanently tidal sandbank habitat in the central KwaZulu-Natal region, and may be the richest of these in the province.
- The Bay supports a great diversity of flora and fauna. This includes a small area of mangrove trees and over 30 species of fish, as well as sand prawns. The Bay is a nursery for young fish, which seek refuge and food around the central sandbank.
- The Bay is a place of relaxation and sporting activity for the citizens of the eThekweni municipality, who use it for boating, fishing and board sailing.
- The Bay provides a resource to subsistence and recreational fisher folk.
- Birders are also attracted to the Bay as it supports a variety of water birds and migratory waders, including 62 endangered migratory species.
- The ecosystem of the Bay provides services to all people of all strata of society in the area. These services include waste assimilation (which cleans the water for recreational use); flood mitigation as it is a low lying area, which means that the city centre is NPA protected; and reduces water-borne diseases such as cholera.

Why Transnet wants to expand in the Port of Durban

- It will form part of a national, regional and local plan to enhance the total logistics of doing business in South Africa by improving the rail and port connections countrywide. Transnet has a mandate from Government to reduce the costs of doing business in South Africa through investing in infrastructure. Through this, it aims to contribute to economic growth and support the Accelerated and Shared Growth Initiative (ASGI-SA).

- Increased container handling facilities will support economic growth through facilitating the import and export of value-added manufactured goods.

- It will be able to retain and grow the significance of Durban as the premier port of South Africa, through which most of our exports and imports are channelled. If there is no expansion, Durban port will run out of container handling capacity by 2010 at current rates of growth.

- It is crucial to expand the capacity of all ports to enhance the country's economy. Expanding the Port of Durban is important to ensure its ongoing contribution to the growing economy.

- The port will be able to handle more than four times the number of containers that it currently handles. In 2005, this figure was 1,7m TEUs; in 2020, the number will increase to over 5m TEUs.

- It will be able to handle larger ships. Currently, the port is restricted to ships with a carrying capacity of less than 3 500 containers. The trend in shipbuilding and cargo carriers is towards bigger ships.

- It will enable Durban port to be a hub port for neighbouring countries.

- The increase in the port's capacity would call for an enlarged permanent workforce.

YOU and the process of engagement

There will be several phases of public and stakeholder engagement which will be facilitated by Common Ground.

You can get involved in any phase, at any time.

The process will consist of three broad phases of activity for stakeholders, such as yourself, to get involved in.

Phase 1: An initial process of informing everyone about the challenge and proposals to deal with it.

This will entail communication activities, consultations with as many affected and interested groups as possible, and the establishment of a Forum that is representative of all stakeholder sectors.

We propose that the Forum act as an ongoing point of reference for discussion and debate. It is not intended to replace other aspects of ongoing public participation.

Phase 2: More detailed and comprehensive consultations will follow in the second phase of the process.

These engagements will form part of, and fulfil the requirements of an Environmental Impact Assessment (EIA). This will include detailed opportunities for involvement in the scoping, environmental assessment and reporting phases of the EIA process.

Phase 3: Following the EIA process, Transnet would wish to maintain ongoing contact with stakeholders, regardless of the outcome of the assessment exercise.

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