

Port of Durban



INTRODUCTION

Durban has become a major city in South Africa and the port is the busiest on the African continent, and the biggest in terms of container capacity. Strategically placed on the world shipping routes, the port plays a pivotal role in the life of the city. The port of Durban, being South Africa's main general cargo and container port, handles 31,4 million tons of cargo worth more than R50 billion each year.

Forty four percent of South Africa's break-bulk cargo and 61% of all containerised cargo flows through the port of Durban, and an average of 83 000 containers per month are handled at the port of Durban Container Terminal, the largest in the southern hemisphere. The port of Durban employs 6 000 people, but approximately 30 000 people are directly dependent upon the port and its activities.

Main Features Including Water Area

The port of Durban has a total land and water area amounting to 1 854 hectares. The port is protected by the north and south breakwaters which are 335m and 700m long respectively. The water surface is 892 hectares at high tide and 679 hectares at low tide. The distance around the port is 21km. Rail tracks total 302km and it is one of the few cities in the world where the harbour is a mere block from the Central Business District. The port has 57 berths and over 4 000 commercial vessels call at the port each year. It was developed primarily for import cargo but over the years cargo flows have changed significantly and exports have become more important.

Description of Position

The port of Durban is situated on the east coast of Africa, 680 nautical miles northeast of Cape Agulhas.

Longitude and Latitude

Latitude 29° 52'S Longitude 31° 02'E

DEVELOPMENTS AT THE PORT

Pier One – Durban's Second Container Terminal

Construction is now under way at Pier One, which closed at the end of December 2006. The terminal, which will total three berths, is expected to be fully operational by the end of 2007. The berths alongside Pier One are being deepened from 11.8m to 15.5m, which will allow the terminal to handle the largest container ships. The new terminal will use rubber tyred gantry cranes to move containers, which will be stacked five-high and six-wide. It is estimated that four hundred personnel will need to be recruited, and along with the new equipment, it is hoped that Pier One will be transformed into a modern and super efficient operation. The terminal has a 720 000 TEU capacity.

Durban Container Terminal

Transnet Port Terminals (formerly SA Port Operations), will be importing a system from the US called PierPass, which will allow transporters to use the terminal 24 hours a day which will ease congestion at the terminal.

The Khangela Bridge linking Sydney Road to Bayhead Road is expected to be completed by early 2009.

Transnet Freight (formerly Spoornet) has introduced three scheduled trains a day from the terminal to Gauteng.

The terminal's waterside operations have improved, and are now operating close to their target, with vessel turnaround time having been reduced. Staff numbers have increased, new equipment has been brought in, and stacking space has been increased.

Harbour Entrance Channel

The widening of the port entrance is now underway. The "Marieke", a trailing suction hopper dredger, arrived in Durban at the end of June to begin the removal of sand from the outer side of the old North Pier. The North Pier will later be broken up, with the materials being reused in the construction of a new breakwater about 100 metres further north. The 'Marieke' will then commence cleaning and deepening the channel where the old breakwater now stands, and will then dredge the existing channel to the required depth. Various channels within the harbour will also be dredged both wider and deeper. This project will continue for at least two years and is expected to be complete in 2010. The channel will be widened from 130m to 220m at its narrowest point, and 300m at its widest. The draught will be increased from 12,8m to -17m chart datum in the inner channel.

Weighbridge Facility – Maydon Wharf terminal

A high-tech weighbridge has been installed at the Maydon Wharf Terminal, which means that the terminal can now offer a one-stop service including weighing, storage, handling and loading/offloading. Benefits to customers using the weighbridge are:

- A 24 hour one-stop facility
- Transparency in declaring cargo
- Quick turnaround time
- The system is GCOS compliant

- Accurate weighing of cargo at point of loading/offloading
- Accurate weight reduced risk to equipment, people and the environment.

The new weighbridge is an effective monitor for cargo leaving the terminal.

New SBM Tug at the Port – ‘SMIT MADURA’

The ‘Smit Madura’ arrived in Durban in April as the service vessel for the SBM (Single Buoy Mooring) outside the port, where more than 80% of South Africa’s oil imports are handled. This new tug is three times more powerful than the tug it is replacing:

SMIT MADURA

KIAL:	50m
Beam:	14.30m
Draft:	5.70m
Bollard Pull:	116 tons
Speed:	10kts economical, 15,50kts full speed
Firefighting:	4 x monitors operated from the wheelhouse capable of 1800m ³ /hour at 12,5 bar. Length of throw is 150m at a height of 70m. It also has a foam generating capacity.



The tanker Nino on Elgin Brown & Hamer's Durban-based floating dock, Eldock.

PORT AUTHORITY FUNCTIONS

Radio/Port Control

Port Control is housed in the Millennium Tower on the Bluff, and has 360° views of the port and outer anchorages. The port of Durban port control and the signal station are manned 24 hours a day, seven days a week. The port working channel is VHF Channel 12 and 2182 kHz frequency is monitored by the Bluff Signal Station only.

Radio Advice

TO PORT HEALTH, DURBAN – direct through Durban radio, to be given between 24 and 48 hours prior to arrival, advising ETA, last port of call, date sailed, number of crew, full inoculation and vaccination status and state of health of crew and requesting radio entry. Port Health Authorities will cable the vessel directly, either granting entry or requesting further details.

TO PORT CAPTAIN, DURBAN – direct through Durban radio, 48 hours prior to arrival, advising ETA, draft freeboard and reasons for calling at the port and any hazardous cargo being carried.

Limitations e.g. Harbour Entrance Depth

The entrance channel has a depth of 12,8m from Chart Datum, and a width of 122m between the caissons.

Port Limitations	Daytime	Night-time
Maximum Length	243,8m (800ft)	200,0m (660ft)
Maximum Beam	35,0m (115ft)	26.0m (85ft)
Maximum Draught	11,9m (38ft) 12,2m (40ft) Subject to Port Captain's permission and tidal restrictions	11,6m (38ft) Larger vessels may be accommodated on request to the Port Captain

Pilotage

Pilotage is compulsory. The pilot rendezvous point is 3 nautical miles northeast of the port entrance, on the leading lights. During daylight hours, pilot embarkation/disembarkation is by means of a helicopter, unless otherwise advised. It is hoped to extend this service shortly to a 24 hour service. When the pilot is embarking by pilot cutter, pilot ladders must comply with SOLAS regulations. All vessels with a freeboard in excess of 9,0m must have an accommodation ladder rigged in conjunction with the pilot ladder. Manropes must be provided. Two fast pilot boats are equipped with radar and VHF telephone.

Navigation

All shipping movements within the port limits are controlled by the Port Captain.

Ballast Requirements

Vessels must be sufficiently ballasted to permit safe navigation within the port. Only clean, locally loaded ballast water is permitted to be discharged in the port.

Tug Assistance

Being the busiest port on the African Continent, and the leading general/container port in the Southern Hemisphere, Durban obviously requires the most extensive tug fleet. The tugs are owned and operated by the National Ports Authority, which controls the tug fleets in all the South African ports.

The traffic of the port of Durban keeps the tugs at a high level of utilisation, handling ± 800 pilotage shipping movements on a monthly basis. (A peak was reached in 1996/97 of 11 155 pilotage movements, total GRT 182 191 000 tons).

At present, the ship handling needs of the port are served by six identical Schottel type tugs and one Niigata Z-Peller tug. Bollard pulls range from 32 to 39 tons.

All tugs are maintained to SAMSA's class 8 standards and provide fire fighting and salvage capabilities in addition to normal shipping duties.

In addition to the seven tugs there are:

- 1 twin screw workboat with a bollard pull of 11,5 tons
- Four launches
- Three cargo punts, 1 of 140 tons (length 15,6m and beam 10,8m) and two of 300 tons (length 21,9m and beam 14m).
- One 30 passenger vessel used for trade, business tour of the port.

Heavy lift service – two self propelled floating cranes

- "Indlovu" has a lifting capacity of 1 x 200 tons at 10m from outboard edge or 125 tons at 24m and can slew 360°.
- "Imvubu" has a lifting capacity of 1 x 60 tons at 6,1m from outboard edge or 40,6 tons at 16,2m and can slew 360°.

New tugs

Two custom built, state of the art Voith-class vessels, with a 50 ton bollard pull.

DOCUMENTATION

The following documents should be available on berthing at the port of Durban, and are requested at each South African port, even from vessels on the South African coastal route. Please contact your local shipping agent for further details.

Immigration	2 x Crew lists
Customs	2 x Crew lists 1 x list of narcotics on board 1 x Ship's store list 1 x DA 5 customs form 1 x Crew declaration of the crew's personal effects
Port Health	1 x Maritime declaration of health 1 x Vaccination list 1 x Crew list 1 x Valid de-rat certificate
Agents	2 x Crew list 1 x Load line certificate 1 x Safety radio certificate 1 x Safety equipment certificate

Working Hours

Pilotage, berthing and tug services are available 24 hours a day, 7 days a week.

Dry Dock/Ship Repair Facilities

The port of Durban is equipped to handle ship repairs at the Prince Edward Graving Dock, and on a floating dock at Bayhead, while small craft are repaired on a slipway.

Slipway

Overall length	19,81m
Maximum length permitted	19,80m
Width	5,00m
Maximum displacement	50 ton
Maximum draft	2,70m

Prince Edward Graving Dock

Overall docking length	352,04
Length on keel blocks	327,06
Length on bottom	352,04
Width at entrance top	33,52
Width at coping	42,21
Inner dock	138,68
Outer dock	206,90
Depth on entrance MHWS	12,56
Depth on inner sill MHWS	13,17

The Prince Edward Graving Dock can be divided into two compartments of 206,9m and 138,68m. The graving dock can be emptied in 4 hours. 5 Electric cranes serve this dock, ranging from 10 to 50 ton.

Floating Dock

The floating dock has a lifting capacity of 4 500 tons and has two 5 ton electric cranes capable of travelling the full length of the starboard and port side of the dock.

Overall length	109m
Length on bottom	109m
Length on keel blocks	95m
Overall width	23,34m
Width at entrance	22m
Height on keel blocks	1,40m
Draft on keel blocks	60m
Lifting capacity displacement	4 500 ton
2 x electric cranes (1 port, 1 starboard)	5 ton

Working Hours

Office hours: Monday to Friday except public holidays 07:00 to 17:00.

Movement of ships in and out of the docks is restricted to docking and undocking between 06:00 to 18:00, 7 days a week. Ships undocked during the hours of darkness must be less than 200m in length and have main and auxiliary machinery in good working order.

While National Ports Authority provides the dockyard facilities, repairs are carried out by private contractors. Vessels are booked on a first-come-first-served basis, dealing directly with the agents who liaise with the ship owners who book the ship repairer. Average bookings are made 3 months in advance. National Ports Authority is responsible for dry docking the vessel and supplies services such as water and electricity, but once docked; the vessel is handed over to the repairer.

Dormac has a private 210m long deep water repair quay served by a 50 ton crane and workshops established on 68 000m² at Bayhead. They have also been granted permission to sink a buoy, which will allow Panamax vessels of 275m length to berth at the quay.

The Elgin Brown & Hamer Group Forges Ahead

With the commissioning last year of a second floating dock, Namdock* by the Durban based Elgin Brown & Hamer (EBH) group to service the Namibian coastline, the organisation's ship repair capacity has risen significantly, with over 600 vessels undergoing repair work in 2006 and 130 docked.

Projects undertaken by the group through its eight operating companies in Durban, East London, Cape Town and Walvis Bay range from routine repair and maintenance programmes for class requirements to major repair work, modifications or refits. According to Rob Deane, managing director of EBH, the current five-year backlog in the supply of new ships into the market has resulted in ship owners trying to extend the lives of their existing vessels.

“Ship repair companies are extremely busy with work on vessels of all sizes, from large container ships to small tugs,” he said.

During April, repairs to the twin-screw 2D seismic vessel, Northern Explorer, were undertaken on EBH’s massive Durban based floating dock, Eldock. The vessel had sustained bottom damage due to grounding and the starboard rudder required extensive repair work.

Each project has its own unique challenges but a recent contract to reassemble, repair and lengthen the Toshka (renamed the Pinocchio), a dipper dredger built to work on the Toshka Canal near Lake Nasser in Egypt, required specialised expertise and equipment.

The scope of work included overhauling all hydraulic equipment, salvaging and installing pipework, and a complete review of the electrical equipment and switchgear. The spud poles, each 45 m high and weighing 130 tons, had to be re-engineered, and an 800 ton mobile crane was brought in from Johannesburg to assist. EBH’s East London shipyard recently completed a project with salvors Mammoet, to bring part of the wreck of the container ship Safmarine Aghulas to shore, after the ship ran heavily aground while leaving the port bound for Durban. The greatest logistical challenge to date for EBH Namibia involved a comprehensive repairs and maintenance programme for the Sedneth 701, a 91-metre long oil rig owned by Transocean Inc. In total the Sedneth 701 was a five-month project but the onboard work had to be completed in just one month, while the rig was in harbour. Specialised scaffolding had to be brought in from the United Kingdom to accommodate heights of up to 40 m above the water.

EBH Namibia’s main business involves servicing and repairing offshore supply vessels, reefers, container vessels and tugs.

To meet the need for onboard repairs and maintenance programmes, EBH’s Port Marine division supplies experienced riding crews to vessels worldwide. At any given time, Port Marine can have ten different crews operating simultaneously across the globe. Commenting on the project to widen and deepen the Durban harbour mouth, Deane said it would increase the amount of vehicle traffic and provide new opportunities for the ship repair sector.

“With leading shipbuilding yards worldwide operating at full capacity until 2009, we are also exploring opportunities for constructing smaller vessels such as tugs, bunkering barges, made-to-order dredgers and other harbour craft,” he concluded.

** Namdock is a joint venture with Namibian Ports Authority, NamPort.*

Eldock – Privately Operated Floating Dock

Operated by Elgin, Brown and Hamer Group offering a full range of services.

Length	155m
Length over floor	140m
Entrance width	23,5m
Lifting capacity	8 500 tons
Vessel draft	6,3m

For further information and bookings contact:

Tel: 031 205 6391

Fax: 031 205 1785

E-mail: shiprep@iafrica.com

MARINE SERVICES

Off Ports Limits Service

The rendezvous position for Off Ports limits is 4nm east of Cape Natal. This area is free of port dues, etc. Launch service is available 24 hours a day. Helicopter service is restricted to daylight hours.

Hazardous Cargo

The Port Liaison Officer is responsible to the Port Captain for the movement and control of all explosives and hazardous cargoes within the boundaries of the port. This includes all IMDG cargoes from Class 1 to Class 9, either in bulk or containerised.

All documentation for these commodities must come through this office, i.e. copies of import/export permits, all hazardous manifests and issuing of Explosive Rail Permits for shipments from Gauteng to the port of Durban, for ongoing carriage to foreign ports.

Pollution Control

This function falls under the Port Captain's department, and deals with pollution control measures within the port of Durban and its environs. It provides a functional and operational pollution network within the port of Durban, covering the perimeter of approximately 21km.

Ongoing services include the maintenance of the water quality of the bay, as well as monitoring and tracing the source of effluent entering the harbour through storm water drains and rivers flowing into the harbour. The department operates a small anti-pollution craft for collecting surface pollution, and is equipped with oil skimmer facilities.

This department assists in the prevention and combating of chemical and oil pollution from ships and is in charge of any clean up operation in the port using either its own staff or contractors. The pollution department liaises with private, government and civic authorities to prevent pollution.

Dredgers

Established in 1988, this independent service centre within the National Ports Authority is dedicated solely to dredging and sounding. It acts on a contract basis as an in-house contractor to the ports. Durban houses the head office, coordinating the administrative duties and overall deployment of the fleet. Durban also has a branch office along with Richards Bay and East London, which is responsible for work at all ports between East London and Walvis Bay.

Fresh Water Supplies

Fresh water supplies are available ex pipeline at all berths. The pumping rate is 50tph.

Fire

A fire protection service is provided for fire fighting and other related services.

Bunkering

Fuel and diesel oil is available ex-pipeline at Pier No.1, Container terminal and Island View berths. Gas oil ex-pipeline is only available at Island View berths 4, 5, 6, 7 and 8 while blends are available at Island View 2 to 8. The Maydon Wharf, Point and Bluff berths are served with fuel oil, diesel oil, gas oil and blends from bunker barge. No bunkers are supplied outside the port.

Divers

A full diving service is offered by professional divers equipped with modern equipment and marine expertise.

Chandlers

Ships chandling is readily available, carried out by private enterprise.

Stevedores

Stevedoring aboard vessels is undertaken by private stevedoring companies.

Bulk Cargo

Four privately owned bulk handling facilities are available in the port for the import and export of freeflowing bulk commodities.

Four coal berths are available for the handling of coal and anthracite. Privately owned sugar terminals situated at Maydon Wharf and handles bulk and bagged sugar exports.

Numerous other privately owned facilities for the handling of specialised commodities such as forest products, granite, molasses etc. are situated in the port.

PORT FACILITIES

Berths

The maximum permissible draft listed for the berths serves as a guide for the planning of vessels. The following is a table of drafts as updated 7 June 2000. The Port Captain should be advised timeously to arrange fresh soundings. If a vessel is loaded to maximum, the Port Captain should be consulted for safety.

Pier No. 1

Wharf	Length (m)	Design Depth CD	Max. Avail Depth	Max. Depth Draught
Harbour craft quay	103	-6.1	5.1	4.8
Berth 100	276	-9.1	9.1	8.8
Berth 101	229	-12.8	12.4	12.1
Berth 102	213	-12.8	11.0	10.7
Berth 103	235	-12.8	12.3	12.0
Berth 104	351	-12.8	12.2	11.9
Berth 105	235	-12.8	11.7	11.4
Berth 106	213	-12.8	12.0	11.7
Berth 107	238	-12.8	112.2	11.9

Island View

Wharf	Length (m)	Design Depth CD	Max. Avail Depth	Max. Depth Draught
Berth 1	230	-12.8	12.8	12.5
Berth 2	175	-10.6	10.3	10.0
Berth 3	165	-12.8	11.1	10.8
Berth 4	175	-10.6	9.7	9.4
Berth 5	175	-10.9	10.9	10.6
Berth 6	175	-10.6	9.2	8.9
Berth 7	230	-12.8	12.2	11.9
Berth 8	230	-12.8	12.3	12.0
Berth 9	245	-12.8	12.5	12.2

Point and T-Jetty

Wharf	Length (m)	Design Depth CD	Max. Avail Depth	Max. Depth Draught
Tug Jetty	183	-9.1	9.1	8.8
A Extension	62	-11.7	11.5	11.2
A Berth	288	-11.7	11.5	11.2
B Berth	329	-10.5	9.9	9.6
C Berth	213	-9.1	9.1	8.8
D/E Berth	275	-8.2	7.9	7.6
F Berth	345	-7.0	6.4	6.1
G Berth	346	-7.0	7.0	6.7
L Berth	05	-10.9	10.9	10.6
M Berth	305	-12.2	11.4	11.1
N Berth	262	-12.2	11.6	11.3
O Berth	310	-12.2	11.9	11.6
P Berth	310	-10.9	10.9	10.6
Q berth	183	-10.9	10.4	10.1
R Berth	183	-10.9	10.9	10.6

Cross Berth

Wharf	Length (m)	Design Depth CD	Max. Avail Depth	Max. Depth Draught
Berth 108	273	-12.8	12.1	11.8
Berth 109	272	-12.8	12.4	12.1

Pier No. 2

Wharf	Length (m)	Design Depth CD	Max. Avail Depth	Max. Depth Draught
Berth 200	236	-12.8	12.0	11.7
Berth 201	216	-12.8	12.2	11.9
Berth 202	216	-12.8	12.6	12.3
Berth 203	305	-12.8	12.5	12.2
Berth 204	305	-12.8	11.4	11.1
Berth 205	305	-12.8	11.7	11.4

Bluff

Wharf	Length (m)	Design Depth CD	Max. Avail Depth	Max. Depth Draught
Berth 1	148	-9.1	8.9	8.6
Berth 2	177	-10.3	9.3	9.0
Berth 3	180	-9.1	9.1	8.8
Berth 4	238	-10.6	10.3	10.0

Bayhead

Wharf	Length (m)	Design Depth CD	Max. Avail Depth	Max. Depth Draught
Graving Dock	79	-11.3	10.8	10.5
Repair Quay (24)	155	-6.1	6.1	5.8
Dept. Repair jetty	300	-6.1	5.1	4.8
Ship Repair jetty	413	-8.5	7.0	6.7
Fish Wharf Bayhead	152	-4.8	2.7	2.4

Maydon Wharf

Wharf	Length (m)	Design Depth CD	Max. Avail Depth	Max. Depth Draught
Fish Wharf & Jetty	441	-6.1	4.0	3.7
Berth 1	152	-9.9	9.4	9.1
Berth 2	153	-9.9	9.9	9.6
Berth 3	152	-9.9	9.0	8.7
Berth 4	153	-9.9	9.4	9.1
Berth 5	200	-9.9	9.9	9.6
Berth 6	154	-9.9	9.9	9.6
Berth 7	244	-9.9	9.5	9.2
Berth 8	172	-10.4	9.5	9.2
Berth 9	180	-9.9	9.9	9.6
Berth 10	226	-9.9	9.6	8.3
Berth 11	190	-10.6	10.2	9.9
Berth 12	275	-6.1	5.4	5.1
Berth 13	172	-9.9	9.9	9.6
Berth 14	173	-9.9	9.9	9.6
Berth 15	213	-9.9	9.9	9.6

SA PORT OPERATIONS

DURBAN CAR TERMINAL

The Durban Car Terminal is a modern, world class facility. It opened in 1998, with a capacity of 60 000 vehicles a year. In 2004, a R100 million expansion brought the number of bays to 6 500. This included a 380m bridge linking the terminal to the quayside, improving vessel turnaround time and improving security.

Berths Lengths & Draughts

The terminal facilities comprise a 366m quay with a depth alongside of 10,9m. This dedicated berth (Q/R) is able to accommodate the largest deep-sea car carriers.

Storage & Stacking

The quay is backed by 8,5Ha of surface storage with logistical road and rail access, vehicle inspection facilities and administrative block, with a state of the art cargo tracking system, CCTN surveillance monitoring, all surrounded by floodlit security fencing.

The new three storey car park with bridge linking quayside to terminal, increases the capacity to 6 631 bays, increasing throughput capacity from 60 000 to 120 000 units per year.

Terminal Working Hours

Normal hours: Monday to Friday 06:00 to 14:00, 14:00 to 22:00.

Dependent on ship working and exigencies of the service, can operate 24hrs and weekends.

The terminal is closed on 1 January, 1 May and 25 December.

DURBAN POINT MULTI-PURPOSE TERMINAL

Durban Multi-Purpose Terminal is the largest general cargo handling facility in the port of Durban, and is directly involved in the logistical handling of break-bulk, certain bulk and containerised cargoes. The terminal operates across twelve berths and is the combination of two separate terminals, Point and Pier 1, situated on opposite sides of the port. The terminal is undergoing a massive expansion. A new deep-water quay wall will provide six new modern berthing facilities for larger deep draft vessels and the area behind the quay wall will provide an additional 20 hectares for cargo handling and stack space.

MPT Durban handles a range of commodities including:

- Project cargo including heavy machinery and earth moving equipment.
- Ferro manganese and manganese ore.
- Maize and maize products.
- Paper and paper products.
- Timber and timber products.
- Containers.
- Rice imports.
- Fruit.
- Grain and grain products.
- Malt and malt products.
- Vehicles, aircraft and boats.
- Steel plates, coils, billets, slabs, bars, pipes & structures.
- Granite and granite products.

The terminal has an annual throughput of 3 million tons.

Berth Lengths & Draughts

Berth	Length (m)	Draught (m)	Berth	Length (m)	Draught (m)
A	288	11,7	102	213	12,8
B	329	10,5	103	235	12,8
L	305	10,9	104	351	12,7
M	305	12,2	105	235	12,8
100	276	9,1	106	213	12,8
101	229	12,8	107	238	12,8

Equipment & Handling

Type	Fleet Strength	Type	Fleet Strength
4 ton wharf crane	4	Gantry Cranes	2
3 ton forklift	20	Tractor	43
4 ton forklift	12	Reachstacker	4
5 ton forklift	3	Bathtub trailer	21
10 ton forklift	3	Multipurpose trailer	50
18 ton forklift	11	Skip trailer with 28 skips	14
32 & 42 ton forklift	10	Drawbar trailer	20
Clamp	5	Street sweeper	1
Hauler internal	24	Mobile crane 100 ton lift	1

Storage Facilities within MPT

Storage capacity	Area	Cargo Type	Method of handling
Covered:			Gantry crane, forklift, tractor
Combi	28 000m ²	Steel	
Point	25 000m ²	Steel	
L/M	20 000m ²	Rice	
Open:			
Combi	200 000m ²	General cargo	
Point	100 000m ²	General cargo	
Salt bins:			
Combi	10 000m ²	Ferro Manganese	

Terminal Working Hours

The terminal runs a 24 hour operation, 7 days a week

Monday to Friday – 06:00 to 14:00, 14:00 to 18:00, 18:00 to 02:00

Saturday & Sundays – 07:00 to 17:00, 17:00 to 07:00

Terminal is closed on 1 January, 1 May and 25 December

MAYDON WHARF MULTI-PURPOSE TERMINAL

Situated in the port of Durban, the Maydon Wharf Multi-Purpose Terminal handles a variety of containerised, break-bulk and bulk cargo. Historically, the Maydon Wharf area has been home to a vast majority of privately operated terminals. SA Port Operations operates this terminal within this competitive environment, and strives to fulfil its customers' needs and requirements through efficiency and sound customer relationships. Maydon Wharf MPT focuses on niche markets, specialising in the handling of specific commodities.

These include:

- Timber.
- Bulk – salt, fertiliser and other mineral products.
- Steel (including scrap steel).

In addition to the above commodities, the terminal also handles both import and export containers, handling on average 15 000 TEU's per annum with a potential to handle up to 30 000 TEU's per annum. Despite the focus on niche markets,

the terminal has the resources to handle most types of break-bulk and neo-bulk commodities. The terminal has an annual throughput of more than 1 million tons.

Berth Lengths & Draughts

Maydon Wharf Terminal operates five berths and also has access to the other seven berths along the Maydon Wharf area. This concept allows vessels to berth on arrival, cutting berthing delays to a minimum. The depths of each berth in Maydon Wharf Terminal are as follows:

Berth	Length (m)	Draught (m)	Berth	Length (m)	Draught (m)
M/W 1	152	9.1	M/W 9	180	9.6
M/W 2	153	9.2	M/W 10	226	9.1
M/W 3	152	9.3	M/W 11	190	9.7
M/W 4	153	8.7	M/W 12	275	5.8
M/W 5	200	9.3	M/W 13	172	9.6
M/W 6	154	9.6	M/W 14	173	9.6
M/W 7	244	8.8	M/W 15	213	9.6
M/W 8	172	10.3			

Facilities & Equipment

A perimeter fence provides security control at a number of strategic berths with back-up areas and consolidation of working area. The terminal offers its customers peace of mind for all high value and weather sensitive products, by providing secure undercover storage in three large sheds. Secure warehousing in the adjacent areas of Maydon Wharf is also available. Equipment comprises:

Type	Fleet Strength	Type	Fleet Strength
42 ton forklift (with telescopic spreader)	1	5 ton forklift	18
32 ton forklift	2	Tractor/trailer	5
15 ton forklift	5	Tractors	3

Terminal Working Hours

The terminal runs a 24 hour operation, 7 days a week using a 3 shift system. Terminal is closed on 1 January, 1 May and 25 December

DURBAN CONTAINER TERMINAL

The Durban Container Terminal is the largest and best equipped container terminal in the Southern Hemisphere. The terminal opened in 1977 and has experienced unfaltering growth from 6 000 containers handled per month in 1979, to the current level of more than 1,2 million TEU's per year. Durban's location on the east coast of Africa, makes the terminal a pivotal hub for the whole of the Southern African region of the Indian and South Atlantic Oceans, serving trade routes linking North and South America with the Middle East, India, Asia and Australasia. The terminal also serves as a crucial interface for the distribution of cargoes between ocean carriers and the markets of South Africa, Botswana, Zimbabwe, Zambia and the DRC. On the landside there is a direct connection with surface transport via rail sidings and also speedy connections to South Africa's trunk road network. As a facility that handles in excess of 80 000 containers per month, the latest IT and messaging systems are essential.

The original COSMOS program, installed just 5 years ago, has recently been updated with the most currently advanced software, to achieve the highest levels of efficiency in load planning, container movement and communication with shipping lines and customers. This includes Internet access, which allows participating customers to track their cargo in real time. The multi billion rand project "Development 2005" is addressing capacity constraints of container handling in the port, with the improvement in infrastructure and replacing of equipment. The existing container facilities will be extended by converting Pier 1 to a container handling terminal. This will create additional berths and increase the number of ground slots to 15 000. DCT is committed to providing and maintaining state of the art container handling infrastructure, equipment and operating systems to offer customers a reliable, predictable and cost-effective service.

Berth Lengths & Draughts

Berth	Length (m)	Depth (m) Chart Datum	Max permissible Draught (m)
108	273	12.8	11.8
109	272	12.8	12.1
200	236	12.8	11.7
201	216	12.8	11.9
202	216	12.8	12.3
203	305	12.8	12.2
204	305	12.8	11.1
205	305	12.8	11.4

Equipment

A perimeter fence provides security control at a number of strategic berths with back-up areas and consolidation of working area. The terminal offers its customers peace of mind for all high value and weather sensitive products by providing secure undercover storage in three large sheds. Secure warehousing in the adjacent areas of Maydon Wharf is also available. Equipment comprises:

Type	Lifting Capacity	Type	Fleet Strength
Ship to shore gantry cranes	40 ton under spreader	Noell, Demag	13
Rail transfer gantry cranes	40 ton under spreader	Demag, Morris	3
Straddle carriers	35 ton	Noel, Kalmar,	72
Reach stacker	40 ton	TCM	1
Internal hauliers		Fantuzzi	39
Bathtub trailers		ERF Harrier	29

Stacking Capacity

Total area 102 Ha. 13 000 ground slots and 600 reefer slots.

Terminal Working Hours

The terminal runs a 24 hour operation, 7 days a week.

Terminal is closed on 1 January, 1 May and 25 December.

PIER 1 CONTAINER TERMINAL

Pier 1 Container Terminal was established to increase the overall container capacity of the port of Durban. The terminal is being created to absorb growth in

container traffic through the port of Durban after the Durban Container Terminal (DCT) reaches its maximum capacity. The project commenced during the 2005/2006 financial year and will be completed during 2008/2009 financial year. Progress is being carefully managed by SAPO and NPA jointly against a baseline project plan. On completion of the project, the overall capacity of the terminal will be 590 000 TEU's per annum, compared to the current capacity of 145 000 TEU's per annum. New infrastructure will be installed, including the Cosmos system as the terminal is currently linked to DCT's system.

Berth Lengths & Draughts

Berth	Length (m)	Depth (m) Chart Datum	Max permissible Draught (m)
105	180	11.9	11.8
106	180	11.9	11.9
107	180	11.8	11.9

Equipment

Type	Fleet Strength	Type	Fleet Strength
TCM Straddle Carriers	4	Rail Transfer Cranes	2
Noel Straddle Carriers	13	Hauler/ Trailers	4
Mobile Cranes	2		



After being reassembled, repaired and lengthened by Elgin Brown & Hamer, the dipper dredger Pinocchio (previously the Toshka) left Durban under tow for a contract in Richards Bay.

Stacking Capacity

Total area 1 113 ground slots, 90 reefer slots and 120 ground slots for empty block stacking.

Terminal Working Hours

The terminal runs a 24 hour operation, 7 days a week.

Monday to Friday – 06:00 to 14:00, 14:00 to 22:00, 22:00 to 06:00.

Saturday & Sundays – 06:00 to 18:00, 18:00 to 06:00.

Terminal is closed on 1 January, 1 May and 25 December.

PRIVATE TERMINALS

BIDFREIGHT TERMINALS

Bluff Mechanical Appliance

Berth:	Berth 1 – 4 Bluff.
Cargo:	Dry Bulk.
Storage Capacity:	40 000 ton.
Cargo Type:	Coal, coke, mineral products, fertiliser and sulphur.
Load/ discharge	belt loader 10 000 tpd, discharge 3 500 – 5000 tpd, loading 4 500 – 7 000tpd.
Equipment:	Belt loader and 2 bucket loaders, 2 grab unloaders.

Rennies Bulk Terminal

Berth:	Berth 5 Maydon Wharf.
Cargo:	Dry Bulk.
Storage Capacity:	35 000 ton agricultural products, 100 000 ton agricultural/ mineral products, 21 000 ton soda ash.
Cargo Type:	Agricultural products, mineral products, soda ash, coal, fluorospar, fertiliser.
Load/ discharge:	loading = 12 000tpd, Discharge = 5 500tpd. Bagging = 750tpd.
Equipment:	Conveyor belt with SKT ship loaders and unloaders.

SA Sugar Terminal

Berth:	Berth 2 Maydon Wharf.
Cargo:	Dry Bulk.
Storage Capacity:	Silos – 520 000 ton, Warehouse – 57 000 ton.
Cargo Type:	Sugar.
Load/ discharge:	Up to 1 000 tons per hour.
Equipment:	Conveyor belt with ship loaders.

Grain Elevator (AGRIPORT)

Berth:	Berth 8 Maydon Wharf.
Cargo:	Dry Bulk.

Storage Capacity: Grain silo – 34 560 ton, Oil seed silos – 28 000 ton.
Cargo Type: Maize and other grain products.
Load/discharge: Intake capacity 900tph, Shipping capacity 1 290tph, Discharge 6000tpd.
Equipment: Conveyor belt with shipping spouts. Discharge by vacuators.

Tank Bank

Berth: Berth 3 & 4 Maydon Wharf.
Cargo: Bulk liquid.
Cargo Type: Heated and non-heated hard and soft vegetable and animal oils.
Equipment: 150mm stainless steel berth lines.

Durban Bulk Shipping

Berth: Berth 3 Island View.
Cargo: Dry Bulk and vegetable oils.
Storage Capacity: Grains/ Oilcake 69 000 tons, Vegetable oils 5 650m³.
Cargo Type: Wheat, maize & maize products, minerals, ores, coal and vegetable oils.
Load/ discharge: Shipping up to 15 000tpd, Discharge 6 000 tpd.
Equipment: Conveyor belts with ship loaders and pneumatic unloaders.

Island View Storage

Berth: Berth 4, 2, 5 Island View, Berth 3, Maydon Wharf.
Cargo: Liquid Bulk.
Storage Capacity: 354 000m³: 400 tanks.
Cargo Type: Chemicals, petroleum products, vegetable oils.
Equipment: Pipe line.

Forest Products Terminal

Berth:		Berth 15 Maydon Wharf		
Cargo	Dedicated	Dedicated	Dedicated	
Storage Capacity	15A = 14 477m ³	15B = 16 129m ³	15D = 12 157m ³	
Cargo Type	Pulp	Kraft	Pulp & Forest products	
Cargo	Containers	Containers	Containers	
Storage Capacity	10 000 TEU's	10A = 5 916m ³	Fynnlands = 10 500m ³	
Cargo Type	Containers	Pulp	Pulp	
Load/ discharge	Pulp = 10 000tpd, Paper = 3 000tpd, Loading 4 500 – 7 000tpd			
Equipment	Tractor, trailer, ships crane			

Ensimbini Terminals

Berth:	Berth 6 Maydon Wharf.
Cargo:	Steel
Storage Capacity:	40 000 ton
Cargo Type:	Steel and compatible general cargoes
Load/ discharge:	10 000tpd
Equipment:	Tractor, trailer, ships crane

Brunner Mond Bulk Facility

Berth:	Berth 14 Maydon Wharf
Cargo:	Dry Bulk
Storage Capacity:	32 000 ton
Cargo Type:	Soda ash
Load/ discharge	Shipping = 80 – 90tph
Equipment:	2 pneumatic dischargers, conveyor belt system

Pure Cane Molasses

Berth:	Berth 9 Maydon Wharf
Cargo:	Liquid bulk
Storage Capacity:	48 000 ton
Cargo Type:	Molasses
Load/discharge	Discharge = 500
Equipment:	Pipeline

VOPAK Terminal Durban (PTY) LTD

Berth:	Berth 2, 4, 5 Island View
Cargo:	Liquid Bulk
Storage Capacity:	130 000m ³ : 152 tanks
Cargo Type:	Lubrication oils, base oils, vegetable oils, glycols, chlorinated solvents, alcohol, chemicals, petrochemicals
Equipment:	Pipeline

Fresh Produce Terminal

Berth:	O & P Berths Point.
Cargo:	Specialised fruit.
Storage Capacity:	10 holding chambers: 7 776 pallets (176 204m ³) 72 rapid cooling channels: 3 456 pallets (7 831m ³)
Container area:	1 040 pallets (2 356m ³)
Repack holding area:	888 pallets (2 012m ³)
Cargo Type:	Citrus fruit.
Load/ discharge	2 000 pallets/ 2 600tpd.
Equipment:	Pallets/ wharf cranes. Facilities include equipment for pre-cooling and storage at 72 different temperatures.

Durban Granite Terminal

Berth:	Berth A Point
Cargo:	Specialised
Storage Capacity:	50 000 ton
Cargo Type:	Granite
Load/ discharge	3 600tpd

Equipment: Stacking crane, forklift, ships gear

Maydon Wharf Terminals

Cargo: Break-bulk
Storage Capacity: Adequate covered and open storage areas
Cargo Type: Granite, steel, timber and paper
Equipment: Combination of wharf cranes and ships gear

Combi Terminal Pier No. 1

Cargo: Break-bulk
Storage Capacity: Adequate covered and open storage areas
Cargo Type: Steel, CKD's, paper, granite and general cargo
Equipment: Combination of wharf cranes and ships gear

GRINDROD

Berth: Berth 13 Maydon Wharf
Cargo: Break-bulk
Storage Capacity: 20 000 ton open storage area
25 000m³ covered storage area
Cargo Type: Forest products
Load/ discharge: Supply of 16 000 tons per month

Tanker Berth

Vessels berth starboard side alongside. Generally all product/chemical tankers subject to daylight berthing only.

Island View No. 1 (Draught = 12.5m)

Used as a lay by berth but also for bunkering (pump rate very slow). Fuel oil and diesel oil only. No gas oil or blends. Minimum length overall 122m without indemnity.

Island View No. 2 (Dolphin Berth)(Draught = 10.0m)

Chemical Terminal used for caustic soda, tallow, molasses, vegetable oils and chemicals. Simultaneous load and discharge under certain conditions. 6" lines. Berth also used for bunkering of fuel oil and diesel oil only. No gas or oil blends. Minimum length overall 122m without indemnity.

Island View No. 3 (Dolphin Berth)(Draught = 10.8m)

Durban Bulk Shipping privately owned grain terminal but also has limited storage for vegetable oils. When berth is not in use can be used for bunkering fuel oil and diesel oil only. Minimum length 122m without indemnity.

Island View No. 4 (Draught = 9.4m)

Used for vegetable oils, chemicals and solvents. Numerous 6" lines available. Simultaneous load and discharge under suitable conditions. Also used for fuel oil, diesel oil and gas oil.

Island View No. 5 (Draught = 10.6m)

Used for Sapref and Engen products except Avgas and Lubes. 3 lines of 8". Also used for some Island View storage cargo and bunkering of fuel oil, diesel oil, gas oil and blends. No simultaneous load and discharge.

Island View No. 6 (Draught = 8.9m)

Products handled: Avgas, Kero, Jet, Laws, Mogas, gas oil, diesel oil, and fuel oil. 3 lines of 8". No simultaneous load and discharge.

Island View No. 7 (Dolphin Berth)(Draught = 11.9m)

Products handled: Fuel oil, diesel oil, gas oil and Mogas. 2 booms 10" lines for white oils. 2 booms 10" lines for black oils. No simultaneous load and discharge. All bunkers available. Minimum LOA 168m.

Island View No. 8 (Dolphin Berth)(Draught = 12.0m)

Products handled: Black oil only. 4 booms 10" lines. All bunkers available. Minimum LOA 168m.

Island View No. 9 (Dolphin Berth)(Draught = 12.2m)

Crude Oil Berth. Also bunkering of fuel oil and diesel oil. No gas or oil blends. Minimum length overall 168m.

PORT DIRECTORY

Contact	Tel No (+27 31)
National Ports Authority PO Box 1027, Durban 4000 Website: www.npa.co.za	
Ports Services Manager Fax Number Port Secretary	361 8795 361 8835 361 8871
PORT AUTHORITY Port Captain Deputy Port Captain Senior Port Control Officer	361 8799 361 8759 308 8518
MARINE SERVICES Marine Manager Deputy Marine Manager	361 8389 361 8459
PORT ENGINEER Port Engineer Deputy Port Engineer	361 8811 361 8812
MARKETING Marketing Manager	361 8822
FINANCIAL SERVICES Financial Manager Financial Accountant	361 8965 361 8301
PUBLIC RELATIONS Manager Assistant Manager	361 8796 361 8719
HUMAN RESOURCES Manager Manager: Employee relations Training Manager Risk Manager Personnel Manager	361 8711 361 8800 361 8718 361 8826 361 8738
PLANNING & DEVELOPMENT Manager	361 8815
SHIP REPAIR FACILITIES Dockyard Manager Deputy Dockyard Manager	361 5291 361 5440
EQUIPMENT & MAINTENANCE Technical Manager: Container Handling & Equipment Technical Manager: Mechanical Manager Handling Appliances Manager: Electrical Manager: Buildings & Marine Manager: Roads & Track	361 6631 361 8599 361 8721 361 6726 361 3512
BREAKBULK CARGO SERVICES Manager: City	361 8592

SA PORTS OPERATIONS

Contact	Tel No (+27 31)
CONTAINER TERMINAL	
Fax Number	
PIER 1 CONTAINER TERMINAL	361 6213
Fax Number	361 6826
MULTI-PURPOSE TERMINALS	
Maydon Wharf	361 3179
Fax Number	361 3329
Point	361 8332
Fax Number	361 8348

EMERGENCY CONTACT NUMBERS

Contact	Tel No (+27 31)	Fax No (+27 31)	
SAMSA - DURBAN OFFICE Kingsfield Place, 30 Field Street	307 1501	306 4983	
P & I ASSOCIATES 9th Floor, Rennie House 41 Victoria Embankment PO Box 3814, Durban 4000	368 5050	332 4455 368 3561	www.pandi.co.za pidurban@pandi.co.za Telex: 620964 083 250 3398
P & I CONTACTS <i>Managing Director</i> Captain Alan Reid	466 2139 (H)		083 250 3392
<i>Legal & Claims</i> Anne-Marie Bonnin	568 1405 (H)		083 252 2882
Michael Heads	207 2394 (H)		083 453 4899
<i>Stowaways</i> Ronald Evans			083 441 5685
<i>Crew Matters</i> Sash Naidu	505 2903 (H)		083 253 0170
<i>Surveys</i> Mark North			083 703 8113

PRIVATE TERMINALS

Contact	Tel No (+27 31)	Fax No (+27 31)
Bluff Mechanical Appliance	466 1960	406 5615
Brunner Mond	205 9252	205 1811
Fresh Produce Terminal	304 9471	304 9457
Pure Cane Molasses	205 6226	205 7391
Durban Bulk Shipping	466 9700	466 1783
Island View Storage	466 9000/4241	466 4541/2771
Rennies Bulk Terminals	327 5000	304 6794
Rennies Cargo Terminals	274 2400	205 4116
Terminal 1, Hershall Rd, MW	205 3253	
Terminal 2, Methven Rd, MW	205 3235	
Container Terminal, MW	205 5373	205 3274
Ensimbini Terminal, MW	305 7471	305 9233
Terminal 6d	205 9709	
Sappi Forest Products 15a/b	204 9100	205 7766
Terminals 15d/e/f/g, MW	204 9100	205 2216
Tank Bank	301 4970	301 4972
SA Sugar Terminals	365 8100	301 1313
Vopak Terminal Durban (Pty) Ltd	466 9200	466 9273

