

NPCC & PCC Port Performance Roadshow 2026



All Ports

12th Annual Port Performance Roadshow **Agenda**

01 Welcome, Introduction and House Rules

02 Ports Regulator of SA

03 Ports Authority Executive Overview

04 PCC and NPCC Secretariat

05 Questions and Answers

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07 National Ports Authority

08 Questions and Answers



Department of Transport



transport

Department:
Transport
REPUBLIC OF SOUTH AFRICA

Ms Silindile Mkhabela

Contents

- **Background**
- **Guiding principles**
- **Pertinent issues**
- **Solution to the challenges**

Guiding Principles

- **Port performance roadshow derives its principles of consultation from the SA Constitution and National Ports Act No 12 of 2005;**
- **Roadshows aim to strengthen stakeholders' oversight levers to hold the Authority to account on its mandate to improve efficiency and performance in the management and operations of ports**
- **To further strengthen the effectiveness of the National Ports Authority the Minister of Transport in concurrence with the Minister of Finance in January 2025 approved the s54 application by Transnet for the Incorporation of the Ports Authority as required by the Act. This step is crucial in giving full independence to the Authority to discharge its mandate.**

Pertinent issues

- The inability of the Authority to provide timely infrastructure and efficient services is affecting investment in the ports;
- Underlying causes of port inefficiencies are the inadequate supply of necessary infrastructure to support world-class services;
- The inability of Rail to efficiently service the Ports leading to congestions and low levels of productivity;
- Sub optimal utilization of available capacity and inability to provide additional capacity timeously in order to meet the demand;
- Serious infrastructure backlog adversely affects efficient operations and automatically affects shipping business;
- Infrastructure upgrade in most of our Ports dates back to the 80s and early 2000;
- Slow pace of transformation in the industry is extremely concerning to the government;

Solution to the challenges

Government Freight Logistics Roadmap outline certain imperatives to address structural issues:

- **Government is intent to finalize TNPA Corporatization in terms of Chapter 2 of National Ports Act;**
- **Implementation of the National Rail Policy (NRP), which was approved by the Cabinet in March 2022. It provides for the introduction of open access and Private Sector Participation (PSP) in the national rail network;**
- **A process of establishing PSP unit has commenced;**
- **Rail Infrastructure Manager has been established ;**
- **Rail Network Statement issued in December 2024.**

Maritime sector presents enormous opportunities to grow economy of South Africa, for local and international investments to flow it is crucial that we have the efficient Port system.

Thank You



**Ports Regulator
South Africa**



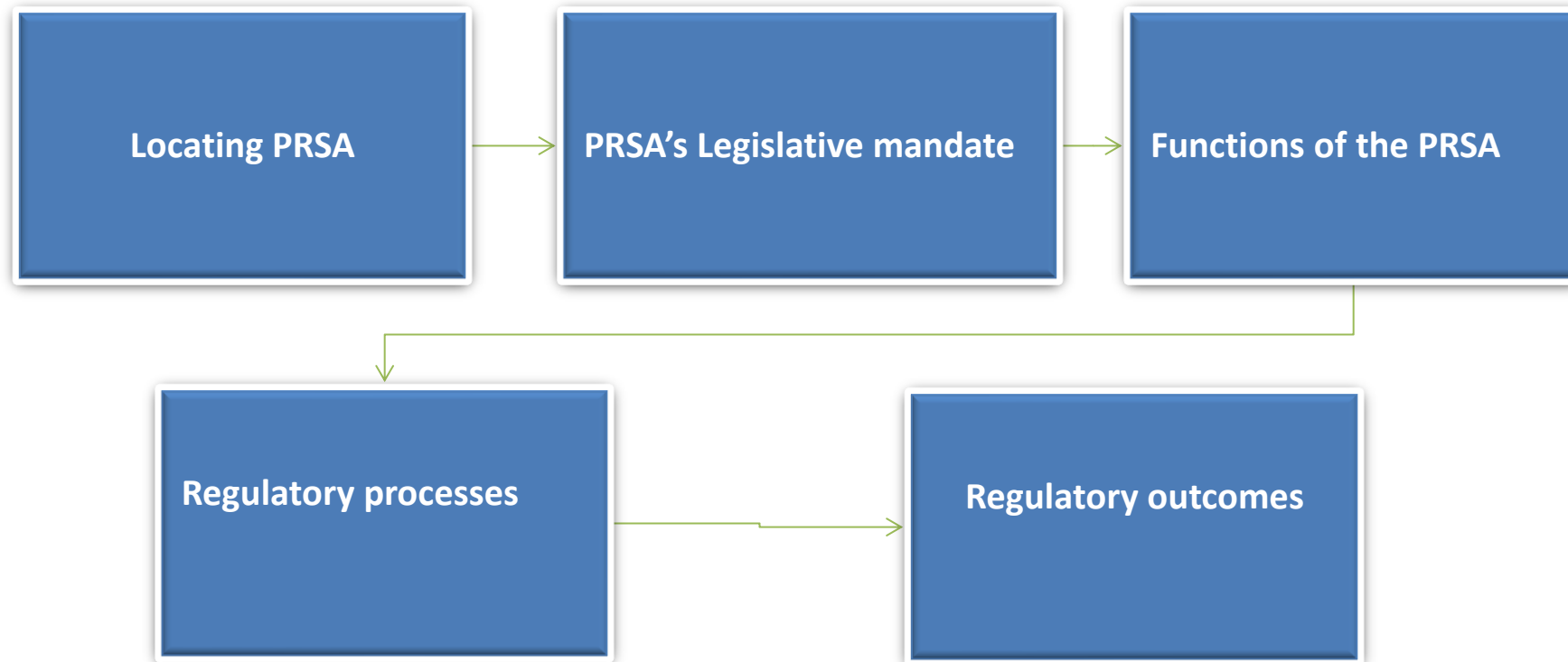
Mr Langa Dlamini



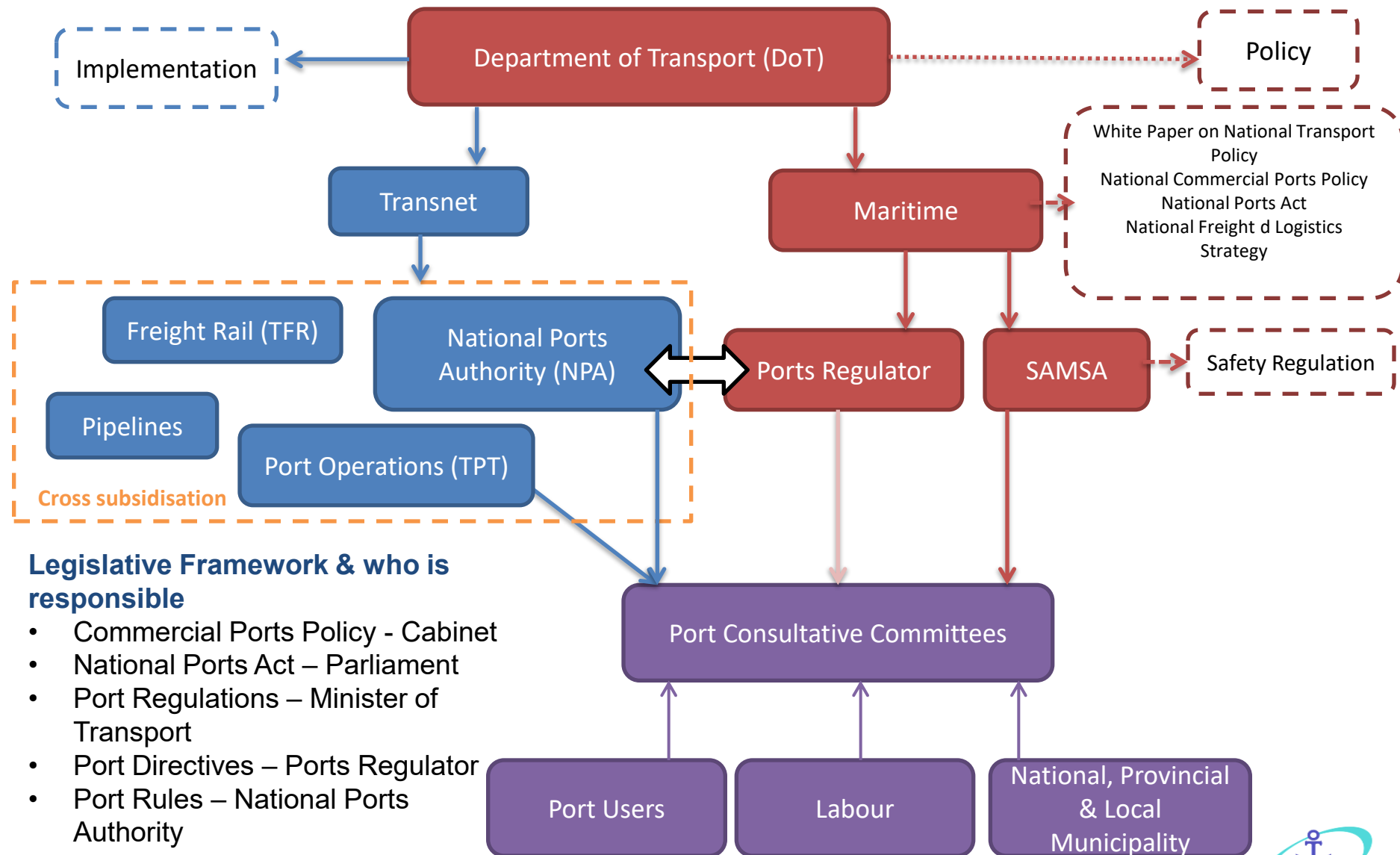
The Ports Regulator of South Africa (PRSA) Presentation: 12th Annual Port Performance Roadshow

Date: 12 May - 05 June 2026

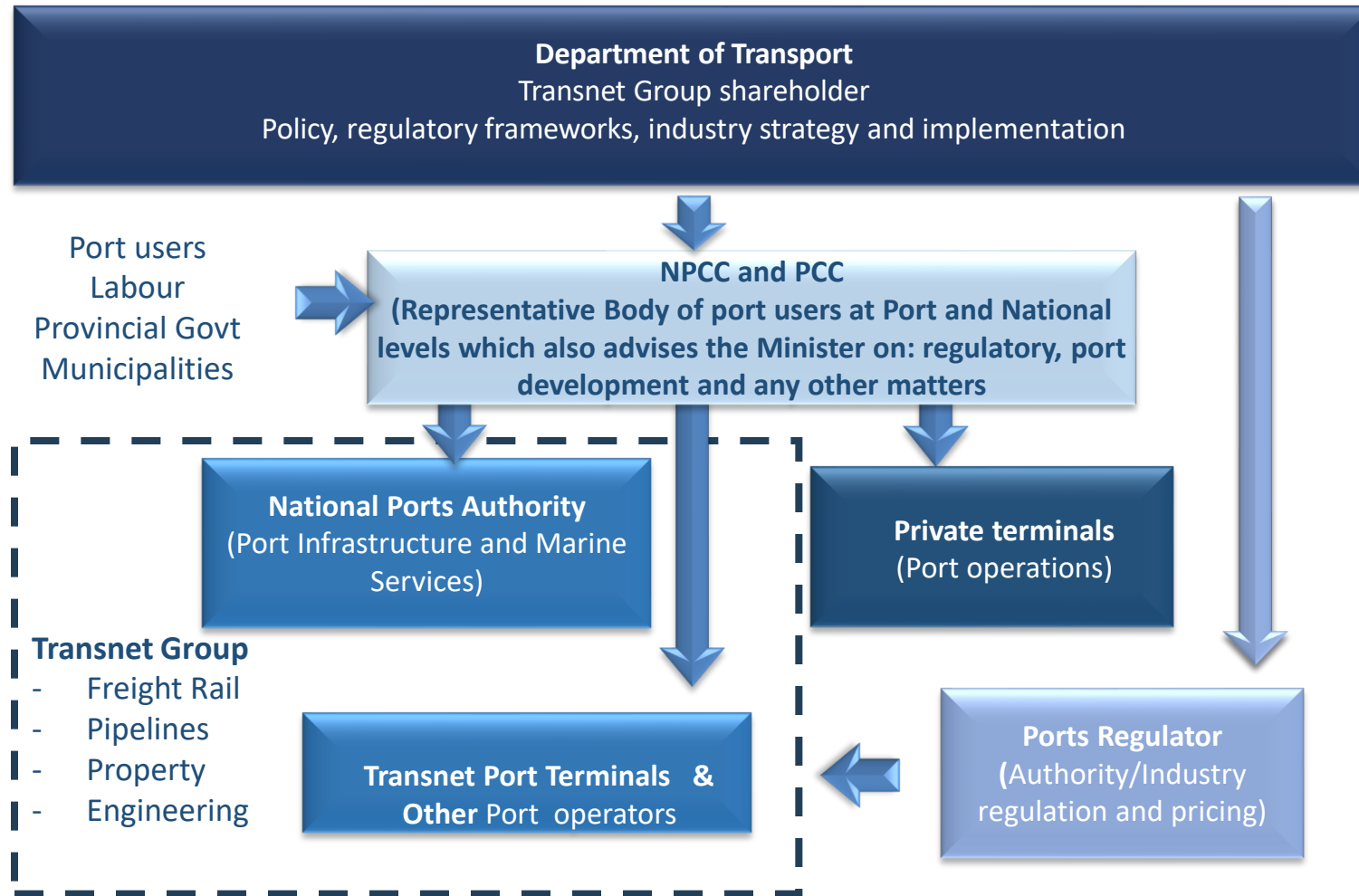
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South African Port System and institutional architecture



Democratisation of the South African Port System: Industry and port user interface



About Us

The Ports Regulator was established in terms of the National Ports Act, act number 12 of 2005. The Regulator comprise the Chairperson and a minimum of 6 up to a maximum of 12 members appointed by the Minister of Transport for a period of up to five years.

The Regulator is a Schedule 3A PFMA entity fully funded by the Department of Transport and it exercises fiscal, accounting and reporting duties in accordance with provisions of the PFMA.



The Members of the Regulator are **independent in decision making and performance** of their mandate with regulatory decisions taken without approval or vetting by the Minister



The Regulator's Chief Executive Officer also carries Accounting Officer responsibilities in terms of the Ports Act.



The Regulator adopted Regulatory **principles** and **directives** that guide regulatory decisions, including requirements for **stakeholder engagement** and participation in open and transparent regulatory frameworks and processes.



PRSA Legislative Mandate

The Ports Regulator is established in terms of section 29 of the National Ports Act, Act 12 of 2005. The Ports Regulator is a public entity that reports to the Minister of Transport. The Ports Regulator's main functions are to:

- exercise economic regulation of the ports system in line with government's strategic objectives;
- promote equity of access to ports and to facilities and services provided in ports; and
- monitor the activities of the Authority to ensure that it performs its functions in accordance with the Act.

The Ports Regulator is charged with the responsibility of considering the proposed tariffs of the National Ports Authority (section 72 of the National Ports Act); the promotion of regulated competition and to regulate the provision of **adequate, affordable** and **efficient port services and facilities**.

The Ports Regulator is also an independent arbiter of appeals and complaints against the National Ports Authority in the conduct of its functions.

Objectives and principles informing economic regulation of SA ports



Objectives

- Promote the development of an **effective and productive** ports industry for economic growth and development
- Promote and improve **efficiency and performance** in the management and operations of ports
- Promote the development of an **integrated regional production and distribution system** in support of government policies
- Enhance **transparency** in the management of ports



Principles

- **Consultation** with Stakeholders in all Regulator processes
- Promotion of **efficiency**
- Promotion of **appropriate investment**
- **Protection** of port users
- **Prevention of pricing and service discrimination**, without justification
- **Prevention of anti-competitive** practices
- **Competitive, efficient and affordable tariffs**

Functions of the Ports Regulator in terms of the National Ports Act, Act 12 Of 2005

- **Exercise economic regulation of the port system in line with government's strategic objectives (section 31(a) and section 72)**
 - Approve or reject the Authority tariffs
 - Tariff methodology; tariff strategy (PTIP, Lease strategy & Marine Tariff Strategy)
 - Regulate the provision of adequate, affordable and efficient port services and facilities: efficiency (WEGO, TOPS, etc), capex plans and expenditure, etc.
- **Promote equity of access to ports, facilities and services provided in ports (section 31(b) and sections 46 & 47)**
 - Monitor NPA compliance with National Ports Act Regulations – chapter 1 and 2 (analyse B-BBEE certificates and trends)
 - Adjudicate complaints and appeals against the Authority (incl. those dealing with access issues)
- **Monitor the activities of the National Ports Authority to ensure compliance with the Act (sections 31(c) & section 11)**
 - Regulate the provision of adequate, affordable and efficient port services and facilities

Secretariat Overview

The Ports Regulator has the responsibility to facilitate the implementation of relevant priorities for the Maritime sector as determined by the Minister of Transport.

The organisation is established along four functional programmes that are responsible for delivering on the key aspects and objectives of its mandate. These are:

1. Administration, Corporate Financial and Support Services
2. Policy, Strategy, & Research
3. Legal & Compliance
4. Industry Development

PRSA programmes overview

1: Running an efficient & effective admin system

- Annual review organizational policies
- Organisation and employee performance improved
- Align org. and employee performance to strategy and APP
- HR Management, skills development & training

2: Improve Economic Regulation in ports

- Implement tariff methodology
- Evaluate and assess impact of approved strategy
- Development of economic regulatory outcomes – medium to long term
- Monitor impact of economic regulatory interventions
- Economic Regulation Skills Development

3: Monitor Ports Authority Compliance; efficient and effective Tribunal

- Ongoing monitoring of “the Authority”, including as regards equity of access
- B-BBEE review of all s56 and s57 port facilities and service providers
- Legal instruments to enforce regulatory framework
- Tribunal capacitated to operate effectively and efficiently in dealing with complaints and appeals
- Governance & compliance framework in place for organisation
- Conclusion of MOUs with regulators and agencies on concurrent matters

4: Industry Development, Infrastructure Planning, Integration & Efficiency

- Implement stakeholder management/engagement
- Develop planned infrastructure adequacy assessment framework & assess CAPEX program of Authority
- Conduct research on port benchmarking & port performance in line with WEGO
- Monitor and Report on Equity of Access in port infrastructure and services as per baseline report and strategy
- Develop infrastructure efficiency targets for existing infrastructure

Recap of Regulatory processes in 2026/27

- Revisions to the Tariff Methodology were published in March 2026 subsequent to series of roadshows to extensive stakeholder consultations
- Following stakeholder consultations, the Regulator concluded the following:
 - The current tariff methodology will be issued for the period 2027/28.
 - The tariff methodology exclude changes to four issues on which additional public consultation is required.
 - Consultation on these issues will be undertaken in the 2026/27 financial year.
 - A **three-year tariff methodology** will then be issued for the period 2028/29 – 2030/31. This document will include potential revisions to the issues as set out above.
- Focused discussions with key stakeholders have been initiated, working towards finalisation of a proposed Tariff Methodology for comment

Tariff Strategy Update

- For the year 2015/16, the Tariff Strategy for the South African Ports System is due for revision
- Tariff strategy determines how the required revenue approach gets apportioned to specific user tariffs.
- General goals of the Tariff Strategy:
 - Based on clear principles and rules which provide a **rationale** for such differential treatment as may occur.
 - **Improves transparency** on the true cost of service provision, and any cross-subsidisation that may be occurring between users.
 - A pricing structure that **promotes access to and efficiency of ports.**
- Details of consultation plan will be announced in coming weeks

Legal Processes: Complaints & Appeals

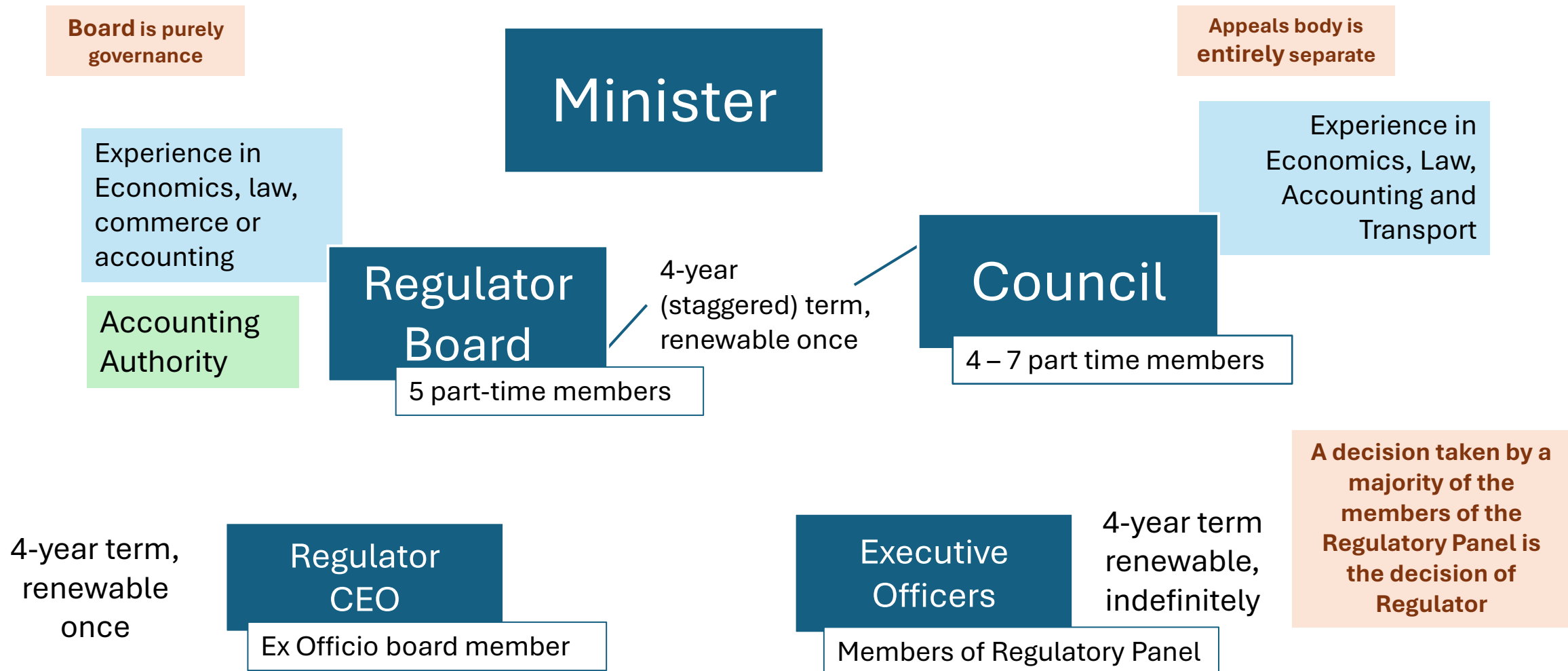
Appeals process

- Governed by **section 46 of the Act** read in conjunction with the National Ports Directives, 2009.
- An appeal is a process whereby a port user or licensed operator (Appellant) lodges an application with the Ports Regulator against a written or unwritten decision of the Authority which affects his or her rights and requires the decision to be changed or set aside.

Complaints process

- Governed by **section 47 of the Act** read in conjunction with the Directives, 2009.
- A complaint is where a port user or licensed operator or any aggrieved / affected person (“Complainant”) lodges a complaint with the Ports Regulator in respect of an action or omission by the TNPA which unfavourably affects his or her rights.
- Grounds of complaint:
 - Access to ports not provided in non-discriminatory, fair and transparent manner;
 - Small and med-sized enterprises do not have equitable access;
 - Transnet is treated more favourably and derives unfair advantage over other transport companies.

Dispute Resolution Mechanism in ERT Act



THANK YOU



Contact Us

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Policy, Strategy & Research
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Chief Financial Officer
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Acting Chief Executive
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Go to <http://www.portsregulator.org> for documents including Records of Decision, Regulatory Manual, consultation submission and reports, Tribunal cases (open, closed and pending, and other useful documents)



PCC and NPCC Secretariat



**Mrs Selma
Schwartz-Clausen**

Overview



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1. **Mandate of the PCC & NPCC**
 2. **Protocol of meetings**
 3. **Representation - Participation Guidelines**
 4. **Port Of Saldanha Bay PCC - Members**
 5. **NPCC and PCCs Agenda – PDFPs/ Capex/ Port Performance / Oversight**
 6. **Issue Escalation Process**
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Port of Saldanha Bay PCC Reps



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TNPA	Harbour Master	Captain Robert Divhambele	Captain Silindile Mdlalose
	Port Manager	Mr Shadrack Tshikalange	
	Port Planner/Port Engineer/Senior Ops Manager		
	Ms Mahlasoa Madia/Mr Gareth Gertse/ Captain Yolisa Tshangela		
	Managing Executive / Regional Manager & Terminal Oversight		
	Adv Phyllis Difeto/ Captain Vernal Jones		
PORT USERS REPRESENTATIVE	Cargo Owners / Freight Forwarders/ Road Hauliers	Mr Pieter-Chris Blom	
	Terminal Operators / Lessees / Stevedores	Mr Khayaletu Mshudulu	Ms Nonkoliseko Didi Mr Warren Kramer
	Shipping Lines / Agents / Oil & Gas / Ship Repairs / Fishing	Mr Steve Hrabar (NPCC)	Mr Dedrich Venter Mr Heinrich Schreiber
PROVINCIAL GOVERNMENT	Representative / Technical Subcom Chair	Mr Yongama Ndungane	
LOCAL GOVERNMENT		Mr Charles Barends	
LABOUR	SATAWU	Ms Sandisiwe Mdala	
	UNTU	Ms Sibongile Mbonyana	
SAMSA		Mr Neville Noble	

Upcoming Port Performance Roadshows



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Port	Date	Venue	Time
Mossel Bay	12 May 2026	Mossel Bay Town Hall	09:00
Saldanha Bay	14 May 2026	Siyabonga Hall - (Next to TNPA Admin Building)	09:30
Cape Town	15 May 2026	TBC	09:00
Richards	19 May 2026	Employee Wellness Centre – Opposite Bayvue Centre – Port of Richards Bay	09:00
Durban	21 May 2026	N-Shed	09:00
East London	26 May 2026	East London IDZ Conference Centre	09:00
Ports of PE and Ngqura	28 May 2026	TNPA e-Mendi Admin Building Port of Ngqura	09:00
JHB	2 June 2026	TBC	09:00
Port Nolloth	5 June 2026	Drop-In Centre	09:00

4th Quarter PCC Meetings



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Port	Date	Venue	Time
Mossel Bay	30 June 2026	Microsoft Office - Teams	09:00
East London	30 June 2026	Microsoft Office – Teams	12:30
Saldanha Bay	1 July 2026	Microsoft Office – Teams	09:00
Cape Town	2 July 2026	Microsoft Office – Teams	12:30
Richards Bay	3 July 2026	Microsoft Office – Teams	09:00
Ngqura	8 July 2026	Microsoft Office – Teams	09:00
Port Elizabeth	8 July 2026	Microsoft Office – Teams	12:30
Port of Durban	9 July 2026	Microsoft Office – Teams	09:00

Year 12 Quarter KPI Technical Subcom



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Port	Date	Venue	Time
Mossel Bay	08 June 2026	Microsoft teams	09:00
East London	08 June 2026	Microsoft teams	12:30
Saldanha	9 June 2025	Microsoft teams	09:00
Cape Town	10 June 2025	Microsoft teams	09:00
Ngqura	11 June 2025	Microsoft teams	09:00
Port Elizabeth	11 June 2025	Microsoft teams	12:00
Durban	12 June 2026	Microsoft teams	09:00
Richards Bay	15 June 2026	Microsoft Teams	09:00

Way Forward



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- Comments:
- Kindly submit Inputs To:
 - Anga Tshaka atshaka@samsa.org.za and Lindeka Ngxumza Ingxumza@samsa.org.za copy SSchwartz@samsa.org.za
 - Saldanha Bay - 12 June 2026
(subject: PPR 2026 - Port of Saldanha Bay)
- Ports Authority's Response – two weeks after finalisation of the Roadshow
- PRSA Tariff Process commencing Monday 1 August 2026
- NPCC inputs to the PRSA Tariff Process to consider Port User Inputs – ROD 1 D

Timelines



National Ports Authority

TRANSNET



*national ports
authority*

**Managing Executive Western
Region – Advocate Phyllis Difeto**

12th ANNUAL PORT PERFORMANCE ROADSHOW

PORT of SALDANHA

14 May 2026

TRANSNET



*national ports
authority*





TNPA Overview

TNPA Mandate

PORT POLICY



A system of ports, **seamlessly integrated** in the **logistics network** that is jointly and individually self-sustainable through delivery of high levels of service and increasing **efficiency** for a growing customer base, enhancing South Africa's global **competitiveness** and facilitating the **expansion** of the South African **economy** through socially and environmentally sustainable port development"

MARITIME TRANSPORT POLICY



Ensure the **competitiveness** of South Africa's **international trade** by providing customer focused **maritime transport infrastructure** and **services** through an innovative, safe, secured, **reliable**, effective, profitable and **integrated** maritime supply chain, infrastructure and systems including **safety of navigation**.

PORTS ACT

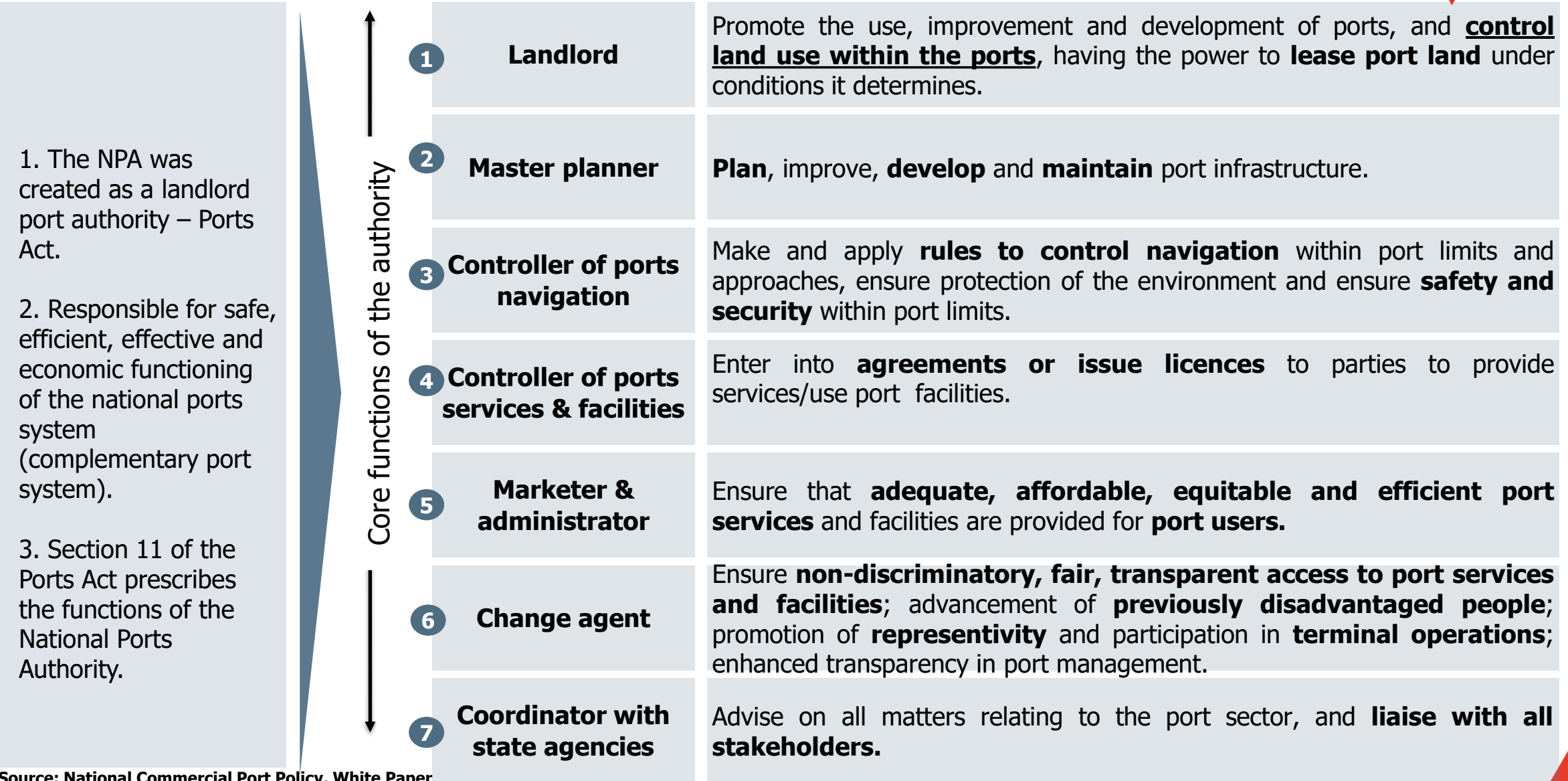


1. Promote the **development** of an effective and **productive** South African **Ports industry** that is capable of contributing to the **economic growth and development** of the country;
2. Promote and improve **efficiency** and performance in the management and operation of **ports**;
3. **Ports** are to ensure **infrastructure development**, especially **industrial development**, is well **connected** to harness the opportunities for export.



TNPA Overview

TNPA Mandate



Source: National Commercial Port Policy, White Paper



TNPA Overview

Core functions



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



TNPA Overview

SA Ports System Overview

- Eastern Region**
- Central Region**
- Western Region**



Note:
● Boegoebaai – Exact location and name to be confirmed

PORT SYSTEM CHARACTERISTICS

- 8 commercial Ports (Saldanha, Cape Town, Mossel Bay, Port Elizabeth, Ngqura, East London, Durban and Richards Bay).
- The ninth port, Port Nolloth, is not commercial and is leased in its entirety.
- Plans have been developed for a new commercial port in the Northern Cape, Port of Boegoebaai.
- South Africans Coastline spans over 2 800km

NUMBER OF BERTHS

Ports	Containers	Dry bulk	Liquid bulk	Break-bulk	Automotive	Total
1. Richards Bay	-	14	2	6	-	22
2. Durban	6 ^(a)	14	6 ^(c)	6 ^(d)	3 ^(e)	35
3. East London	2 ^(f)	2	1	2 ^(g)	2	9
4. Ngqura	4	2	1	-	-	7
5. Port Elizabeth	2	1	1	5	1 ^(h)	10
6. Mossel Bay	-	-	2	1	-	3
7. Cape Town	3 ⁽ⁱ⁾	-	3 ⁽ⁱ⁾	8	-	14
8. Saldanha	-	2	2	4	-	8
Total	17	35	18	32	6	108



TNPA Overview

Current Challenges and TNPA's Response to R4G Strategy

TNPA CURRENT CHALLENGES

Port Competitiveness Decline	Volume Decline	Inadequate Infrastructure	Regulatory Transformation
<ul style="list-style-type: none"> • Capital Expenditure Underspensing and Under-investment • Outdated Equipment • Operational Inefficiencies • Infrastructure Deficits (Lack of maintenance and failure to upgrade to modern technology) • Persistent Congestion 	<ul style="list-style-type: none"> • Cargo Growth Decline • Low Economic Growth • Deterioration of Rail Freight • Cargo Loss to Alternative Ports in Neighbouring Countries • Operational Inefficiencies and Port Congestion 	<ul style="list-style-type: none"> • Infrastructure Vulnerability to Climate Change • Aging Infrastructure and Lack of Maintenance • Capital Expenditure Underspensing and Under-investment • Larger Vessel Calls and Terminal Limitations • Poor Hinterland Connectivity 	<ul style="list-style-type: none"> • Implementation of Private Sector Participation (PSP) • Delayed Structural Reform for Corporatisation of the TNPA • Complex and Contested Tariff Regulations • Emerging Single Transport Economic Regulator (STER) • Low Black Economic Empowerment (B-BBEE) Representation

TNPA's RESPONSE TO R4G STRATEGY

TACTICAL

- Operational recovery with equipment availability, craft reliability (Pilot Boats, Tugs & Helicopters) and volume restoration

TRANSFORMATIVE

- Corporatization, S56 and S79 partnerships (PSP's), Ship Repair & Island View Strategies

EXPANSIONARY

- New Business Development and capacity growth



TNPA Overview

Authority's Strategy

VISION:

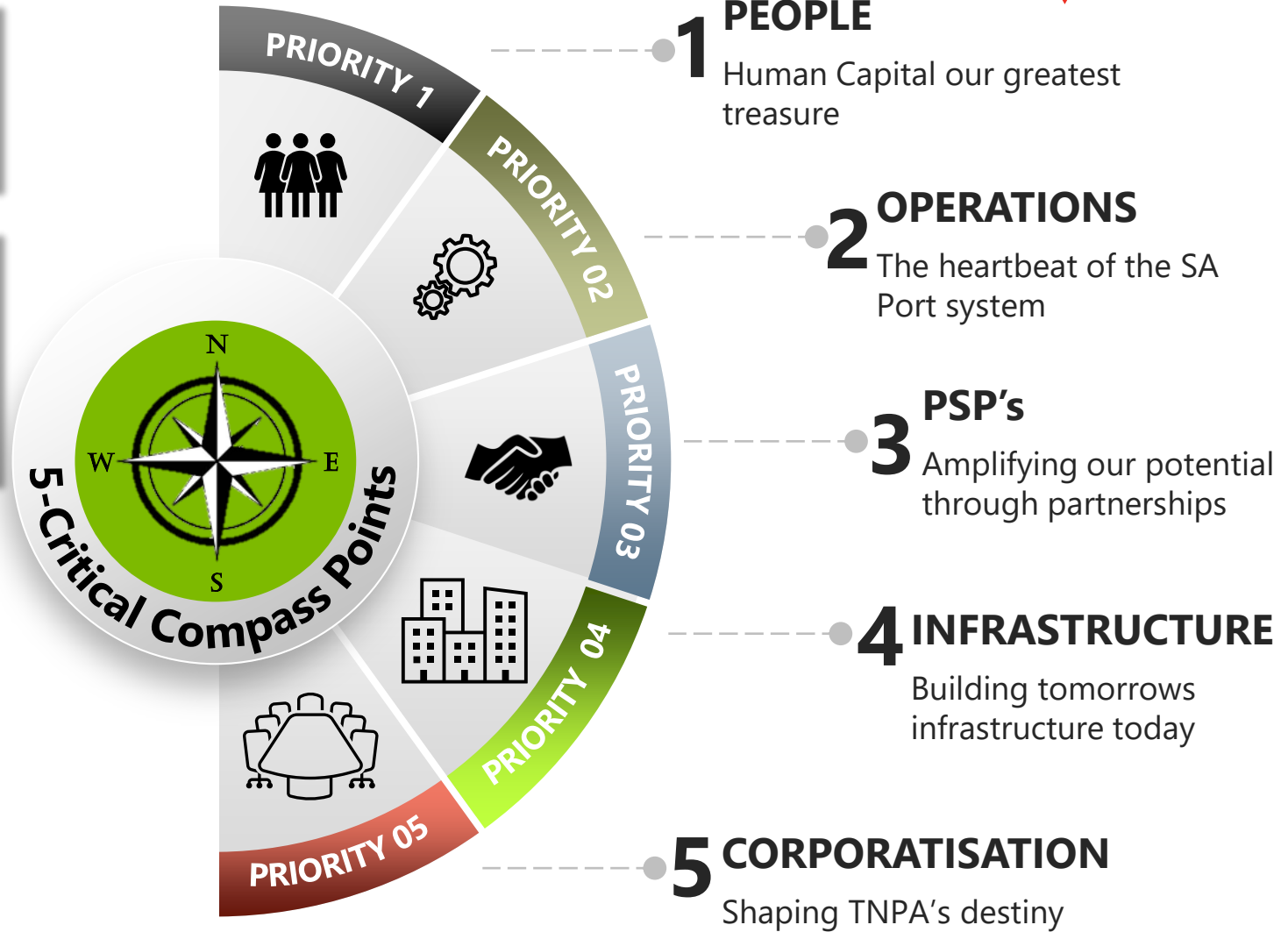
Enablement of a Transformed & Sustainable World Class Port System

MISSION STATEMENT:

A financially sustainable least cost Smart Port System enabled by empowered workforce and a seamless maritime value chain, strategically positioned to unlock inclusive economic growth in an environmentally sustainable manner.

THE OBJECTIVES

F	Financial Sustainable Least Cost Port System
E	Environmentally Sustainability Port System
L	Landlord Port Authority
O	Operationally Excellent Port Authority
W	World Class Port Infrastructure
S	Smart Port System
P	People-Centric Employer





TNPA Overview

How the 5 Compass Points Deliver R4G

TACTICAL

FIX AND OPTIMISE THE BUSINESS

Strategic enabler of South Africa's logistics competitiveness



PEOPLE:

Employee Well-being, Operational Culture, Safety & fit for purpose workforce



OPERATIONS:

Integrated oversight, volume recovery & efficiency improvement



INFRASTRUCTURE:

Equipment and asset reliability

TRANSFORMATIVE

ALIGNMENT TO POLICY CHANGES

Restore operational excellence and enhance port efficiency rankings [CPPI]



CORPORATISATION:

Organizational restructuring and governance



PEOPLE:

Change management and capability building



OPERATIONS:

Enforcement of integrated port oversight

EXPANSIONARY

SUSTAINABLE FUTURE GROWTH

Position SA ports as leading logistics hubs in the Southern Africa



PSP's:

New business development through S56 & S79



INFRASTRUCTURE:

Innovative Capacity expansion and modernization



OPERATIONS:

Strengthening Oversight framework



Summary Economic Review

SA ECONOMIC PERFORMANCE REVIEW
Quarterly Performance Review for 2025

Key Sectors	1Q2025	2Q2025	3Q2025	4Q2026	2025
	% change (Q/Q)	% change (Q/Q)	% change (Q/Q)	% change (Q/Q)	% change (Y/Y)
GDP	0.1% ↑	0.8% ↑	0.3% ↑	0.4% ↑	1.1% ↑
Agriculture	16.4% ↑	1.2% ↑	1.4% ↑	0.4% ↑	17.4% ↑
Mining	-3.3% ↓	3.2% ↑	2.4% ↑	-0.6% ↓	0.2% ↑
Manufacturing	-1.4% ↓	1.2% ↑	0.2% ↑	-0.6% ↓	-1.2% ↓
Electricity/Water	-2.7% ↓	0.1% ↑	-2.6% ↓	-2.2% ↓	-4.3% ↓
Construction	-3.6% ↓	-0.8% ↓	0.1% ↑	-1.3% ↓	-4.4% ↓
Trade	0.3% ↑	1.1% ↑	0.4% ↑	0.9% ↑	2.3% ↑
Transport	2.4% ↑	0.1% ↑	0.5% ↑	-0.3% ↓	0.8% ↑

Source: StatsSA data 2025

Key notes for economic performance in 2025:

- South Africa’s economy maintained marginal growth of 0.4% in 4Q2024 and registering an overall growth of 1.1% for 2025
- Overall positive performance was driven by agriculture | trade | finance | transport
- While construction and electricity & water sectors experienced major decline of 4.4% and 4.3%, respectively
- Despite positive growth, SA economy remains below global (average) growth
- South Africa’s economic outlook looks positive at average 1.8% over the short-term
- Country’s trade is projected to recovery over the medium-term for both exports and imports
- Sustainable electricity supply and improved logistic network to continue stimulating trade and economic growth over the medium-term
- However, current Middle East conflict and trade policy shifts are seen as major risks for growth and trade prospects

TNPA Summary Cargo Volume Performance



Summary Cargo Performance by Port: FY2025/26

SLD		Budget	Actual	Deviation (%)	Growth (%)
Dry Bulk	Tons	61434660	59729788	-2.8% ↓	1.4% ↑
Liquid Bulk	KI	4916420	4539672	-7.7% ↓	-22.9% ↓
Break Bulk	Tons	194891	227101	16.5% ↑	-15.4% ↓
Weighted Cargo	Tons	66545970	64500928	-3.1% ↓	-0.9% ↓

RCB		Budget	Actual	Deviation (%)	Growth (%)
Container	TEUs	1100	379	-65.5% ↓	290.7% ↑
Dry Bulk	Tons	96165920	85164537	-11.4% ↓	4.6% ↑
Liquid Bulk	KI	2792685	3546670	27.0% ↑	13.4% ↑
Break Bulk	Tons	505000	800480	58.5% ↑	-0.9% ↓
Weighted Cargo	Tons	99481205	89517873	-10.0% ↓	4.9% ↑

DBN		Budget	Actual	Deviation (%)	Growth (%)
Container	TEUs	2733912	2773346	1.4% ↑	4.5% ↑
Dry Bulk	Tons	12928206	14029357	8.5% ↑	1.4% ↑
Liquid Bulk	KI	21848611	22112378	1.2% ↑	0.2% ↑
Break Bulk	Tons	3488446	4560384	30.7% ↑	-2.4% ↓
Automotive	Units	530820	701864	32.2% ↑	27.4% ↑
Weighted Cargo	Tons	86785235	91392431	5.3% ↑	3.9% ↑

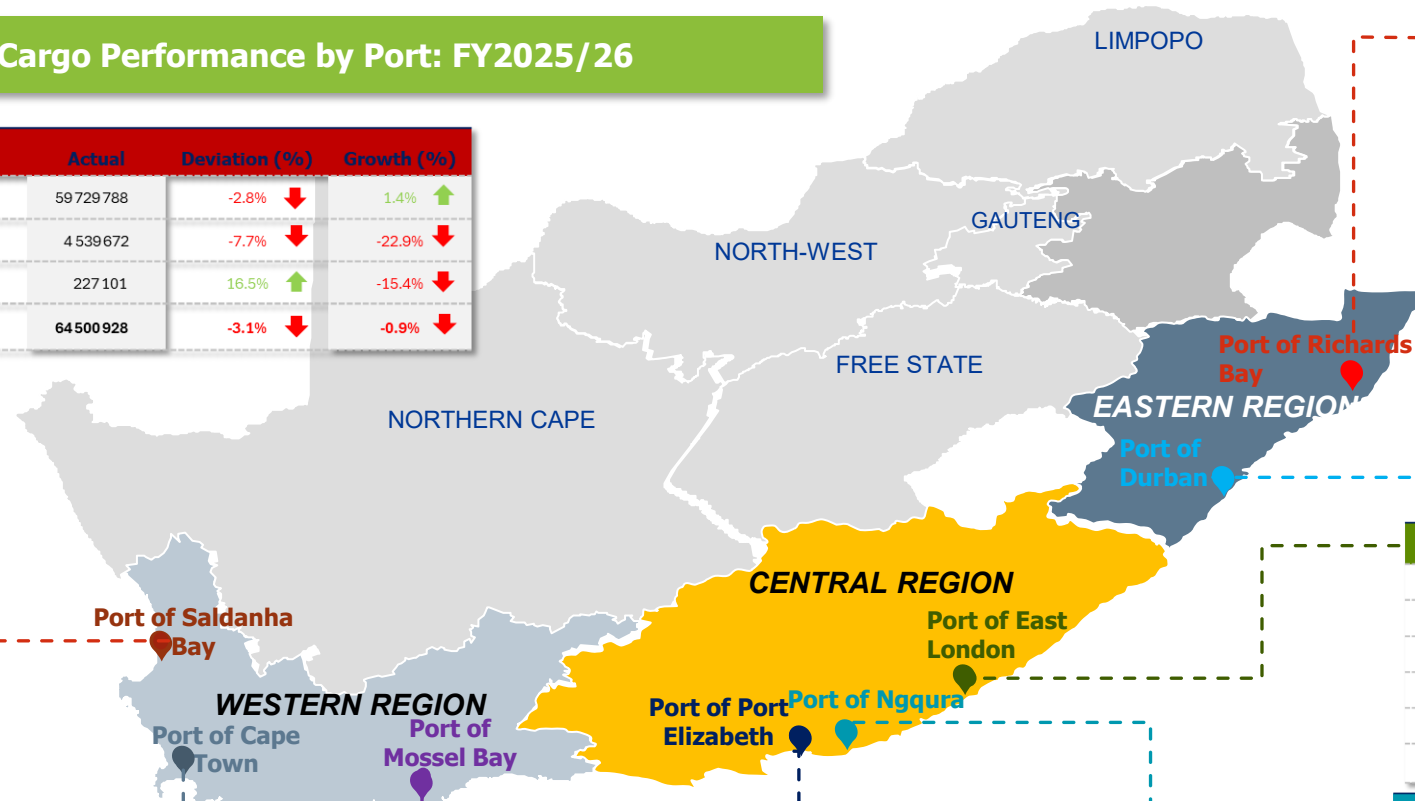
EL		Budget	Actual	Deviation (%)	Growth (%)
Container	TEUs	15242	18275	19.9% ↑	-8.6% ↓
Dry Bulk	Tons	619425	281599	-54.5% ↓	-7.7% ↓
Liquid Bulk	KI	1132644	1150167	1.5% ↑	-16.6% ↓
Automotive	Units	8613	7100	-17.6% ↓	-45.4% ↓
Break Bulk	Tons	77065	64831	-15.9% ↓	-19.4% ↓
Weighted Cargo	Tons	2698131	2314748	-14.2% ↓	-15.5% ↓

NGQ		Budget	Actual	Deviation (%)	Growth (%)
Container	TEUs	735400	797933	8.5% ↑	21.1% ↑
Dry Bulk	Tons	5183447	8657090	67.0% ↑	25.4% ↑
Liquid Bulk	KI	84000	35560	-57.7% ↓	-70.6% ↓
Break Bulk	Tons	-	40975	N/A	-50.0% ↓
Weighted Cargo	Tons	17033847	21500553	26.2% ↑	21.8% ↑

CPT		Budget	Actual	Deviation (%)	Growth (%)
Container	TEUs	783784	845866	7.9% ↑	6.5% ↑
Dry Bulk	Tons	603954	887449	46.9% ↑	-42.7% ↓
Liquid Bulk	KI	2503369	3593035	43.5% ↑	10.3% ↑
Break Bulk	Tons	443779	581036	30.9% ↑	25.5% ↑
Weighted Cargo	Tons	16091646	18595718	15.6% ↑	3.5% ↑

PE		Budget	Actual	Deviation (%)	Growth (%)
Container	TEUs	151329	143817	-5.0% ↓	-2.4% ↓
Dry Bulk	Tons	8483526	11336074	33.6% ↑	13.8% ↑
Liquid Bulk	KI	833405	1052778	26.3% ↑	220.1% ↑
Break Bulk	Tons	302100	260820	-13.7% ↓	-29.7% ↓
Automotive	Units	170282	147445	-13.4% ↓	-16.1% ↓
Weighted Cargo	Tons	13572833	16277749	19.9% ↑	11.5% ↑

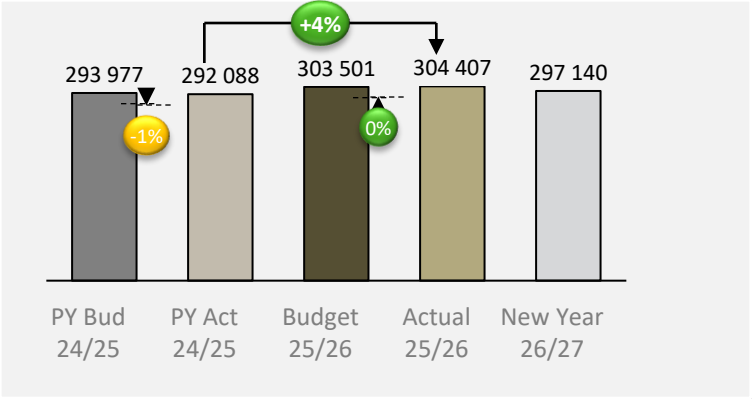
MSB		Budget	Actual	Deviation (%)	Growth (%)
Liquid Bulk	KI	1278654	296716	-76.8% ↓	-56.2% ↓
Break Bulk	Tons	13500	10379	-23.1% ↓	-2.6% ↓
Weighted Cargo	Tons	1292154	307095	-76.2% ↓	-55.4% ↓



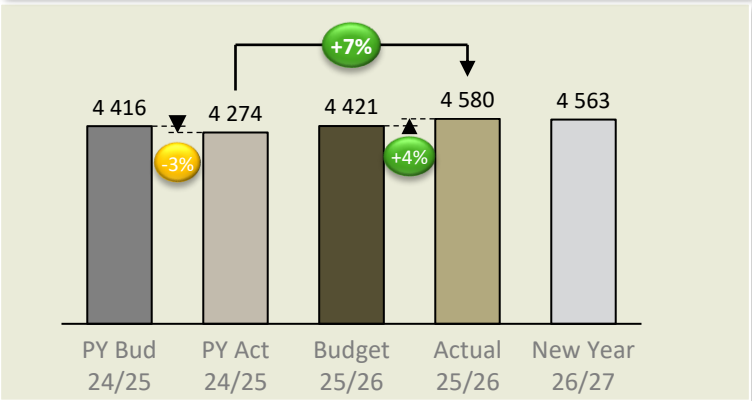


TNPA Summary Cargo Volume Projections

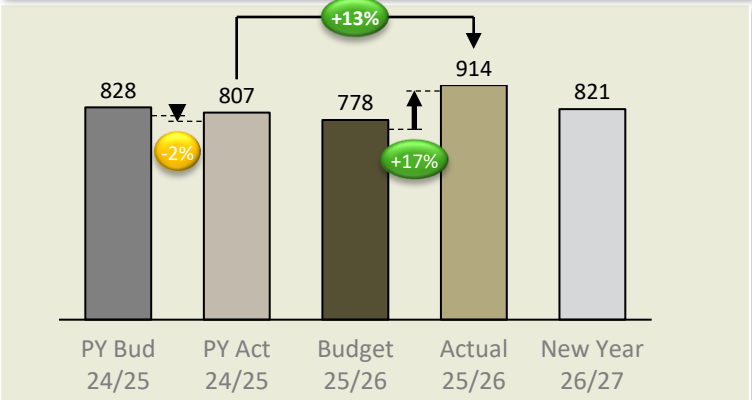
Total Volumes



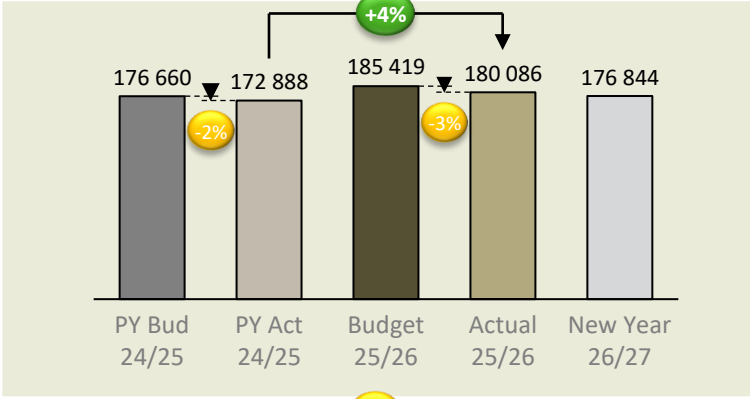
Containers (000 TEU's)



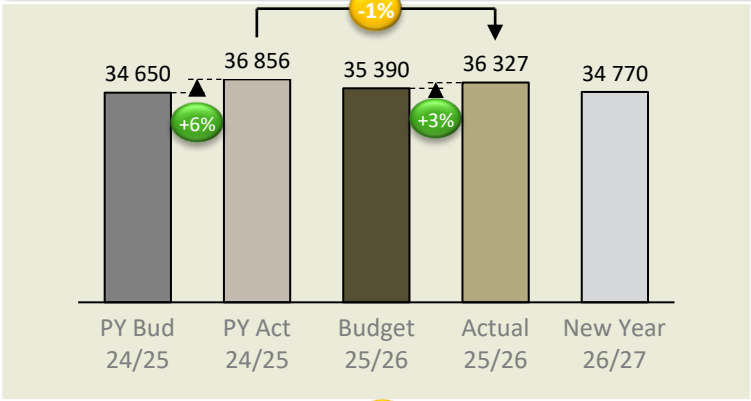
Automotives (000 Units)



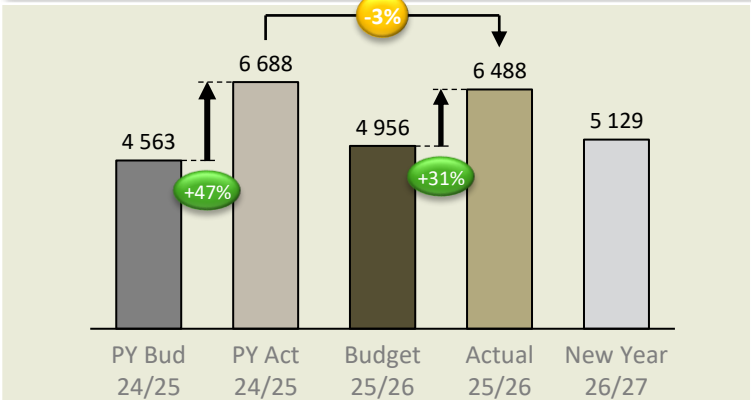
Dry Bulk (000 Tons)



Liquid Bulk (000 KL's)



Breakbulk (000 Tons)





National Ports Authority

TRANSNET



*national ports
authority*

**Chief Planner
Ms Khanyi Khanyile**



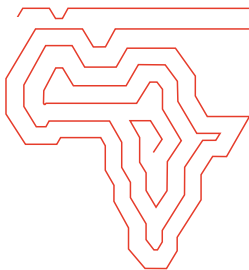
TRANSNET



NATIONAL PORTS PLAN / PDFFPs



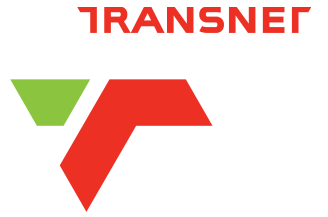
TNPA NATIONAL PORTS PLAN INCL. 2025/26 PDFPs



- 01** Purpose of the Meeting
- 02** NPP 2026 Process and National Overview
- 03** 2025/26 Port Development Framework Plans
- 04** Capital Investment Plans – Linked to NPP



Purpose of the Meeting



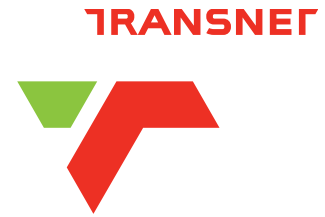
The purpose of this presentation is to:

- a) Share the draft National Port Plans and Port Development Framework Plans for the Port of Saldanha for public comments.

2025/26 NPP & PDFPs

Consultations and High Level Roadmap

- Behind schedule
- In progress
- Complete
- Not yet started



PORT	PCC DATE	Progress Status
Mossel Bay	23 Feb 2026	●
Saldanha Bay	24 Feb 2026	●
Cape Town	25 Feb 2026	●
Richards Bay	04 Mar 2026	●
Durban	05 Mar 2026	●
East London	10 Mar 2026	●
Ngqura	11 Mar 2026	●
Port Elizabeth	12 Mar 2026	●





TRANSNET



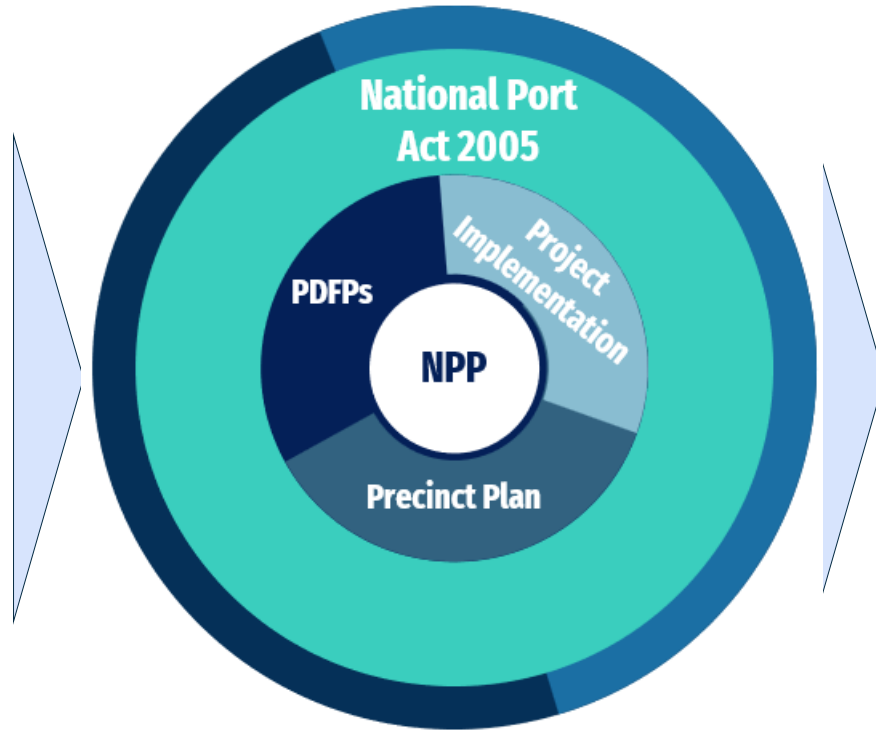
NPP 2026 Process and National Overview



The TNPA National Ports Plan Process



- The National Ports Act** → Provides legal authority.
- NPP (National Level)** → Sets long-term strategy framework
- PDFPs (Port Level)** → Converts strategy into port-specific plans
- CAPEX Plan** → Funds the plans. Capital investment in long-term port infrastructure.
*Without CAPEX, plans remain theoretical.
- Precinct Plans (Site-Specific Level)** → Detailed layout and Land use
- Project Implementation** → Executes Projects
Monitoring & Review of project progress and effectiveness



- Section 11(a) Gives Authority the mandate to: Plan, develop, and maintain ports. Ensure efficient and economic functioning
*In theory: This is the governance framework—it defines who plans and how.
- Focuses: Specialist studies such as:
 - Cargo volumes
 - Capacities
 - World Trade trends
 - Demand Forecasting
 - Vessel Forecasting, etc.
 * Studies Informs the PDFP interventions
- PDFPs produces- Infrastructure layout, Terminal development and Land use. Examples- PoCT, Includes plans for the expansion of the Cape Town Container Terminal (CTCT) and the development of the Culemborg area to increase capacity and improve port efficiency.
- Focuses on a specific precinct in the port, such as: Container terminal, Maritime Commercial, Logistics Park etc. Examples:
- Investment Plan
Supports future port growth (20+ years).
Implementation Plan: Links with planning, capital investment (CAPEX Plan), Execution & Monitoring Tool

Hierarchy & Integration of Plans

National Level (Strategies):

National Development Plan 2030 (NDP)
 Medium-Term Strategic Framework (MTSF)
 Spatial Planning and Land Use Management Act(SPLUMA)
 National sector plans:
 Transport Master Plan (TMP)

Sets the Vision and Priorities >> NPP



Provincial Level (Regional spatial strategies):

Provincial Growth and Development Strategy (PGDS)
 Provincial Spatial Development Framework (PSDF)

Provincial alignment >> PDFP



Local Level (Implementation):

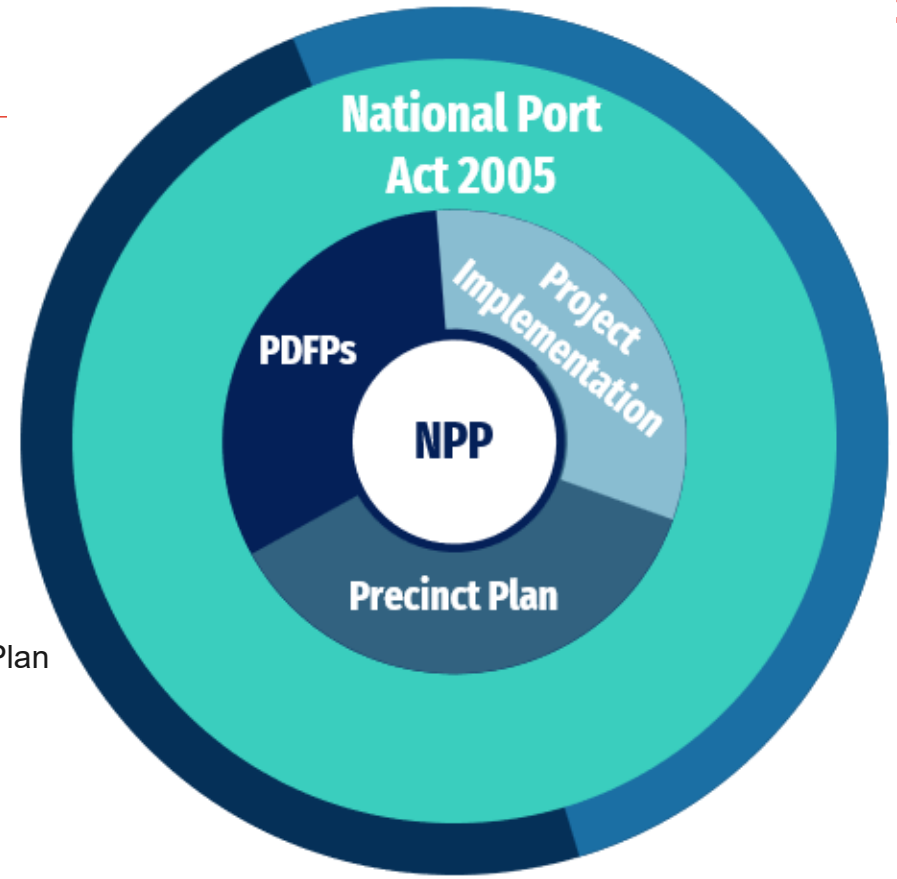
Integrated Development Plan (IDP)
 Spatial Development Framework (SDF)
 Land Use Management Bylaws
 Sector Plans;
 Integrated Transport Plan
 Environmental Management Plan
 LED Strategy

Municipal planning alignment >> PDFP/Precinct Plan
(Detailed implementation on the ground)



Implementation Role:

- Turn strategy into projects and budget
- Guide capital expenditure



Key Plans & Instruments

Port Development Plans & Legal Authority

Key Insight
 NPP = what needs to be achieved nationally
 PDFPs = where and how provinces structure development
 Precinct Plans = exactly what gets built, where, and how at a local level

Think of it like this:

- NPP → “**What** role does each port play in the country?”
- PDFP → “**How** will this specific port develop?”
- Precinct Plan → “**How** will this specific precinct inside the port be designed and used?”



Key Trends for Port Development in 21st Century:

(1): Climate change, decarbonization and green ports e.g., Ports of East London and Mossel Bay green fuels bunkering for TNPA fleet

(2): Ports as Energy Hubs and Energy Security Hubs e.g., Port of Saldanha Bay and Port of Ngqura

(3): Smart Ports (Head Office initiative)

(4): Mega-Ships & Infrastructure Scaling e.g., berth reconfiguration at all ports, seaward expansion at the Port of Cape Town.

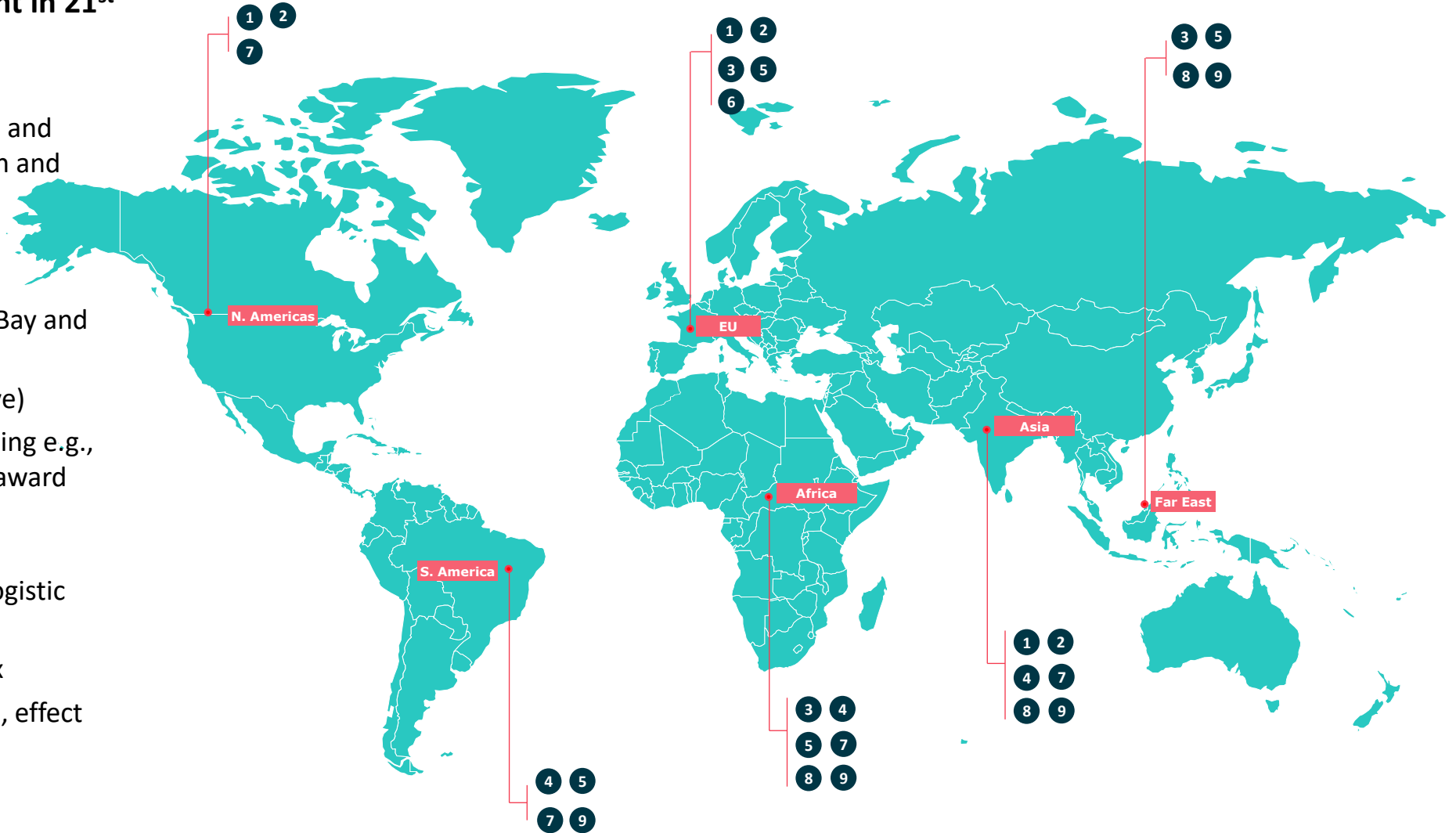
(5): Port-Centric Logistics e.g., SEZ integration with ports, automotive logistic parks in PE and Durban.

(6): Diversification of commodity mix

(7): Geopolitics & Strategic Ports e.g., effect of PSPs

(8): Port clustering (and land-linking)

(9): Modernization of terminals



Notes:

a) Numbers on map refer to the trends listed above

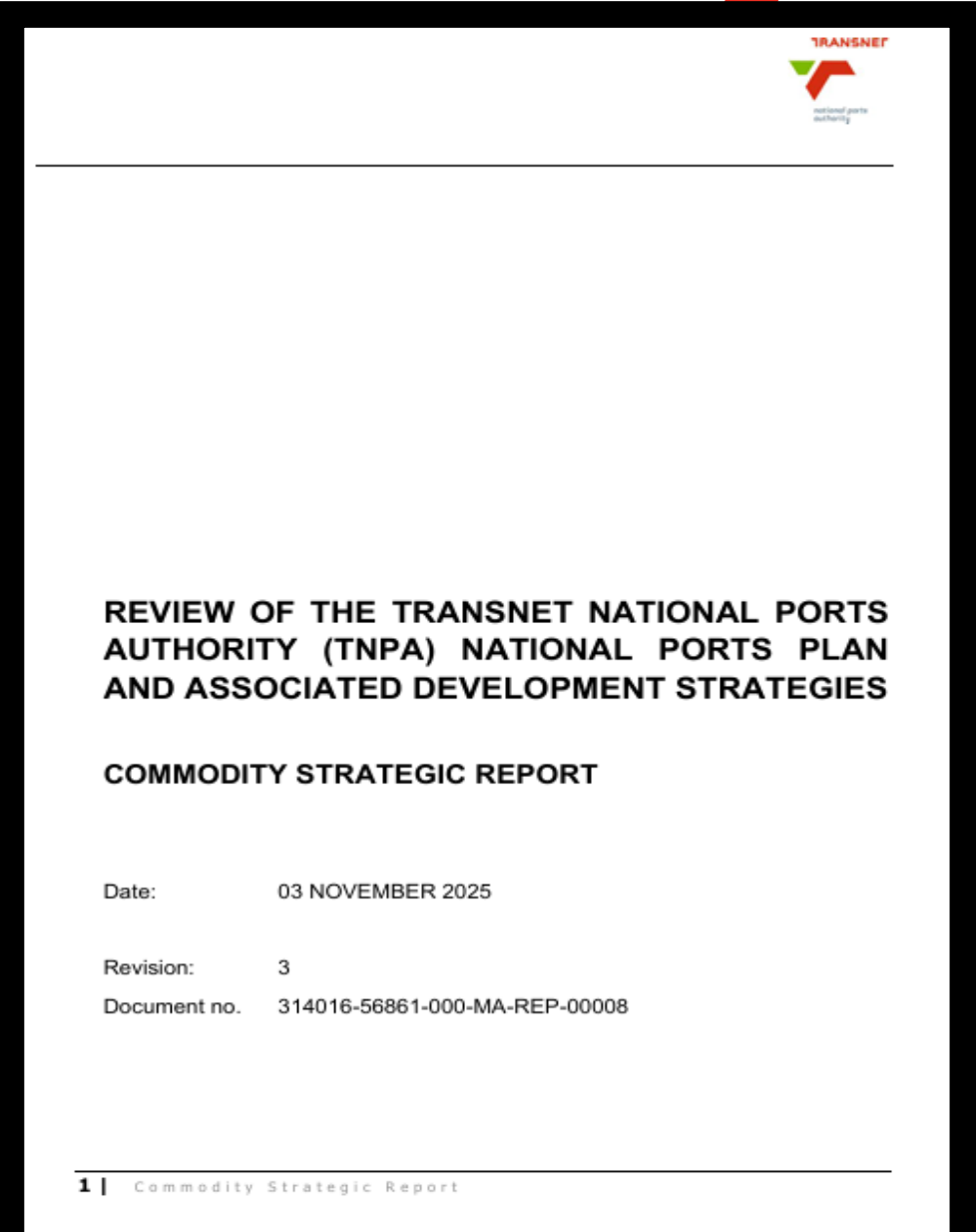


NPP 2026: World Market Trends

Key Summary of the Commodity Strategic Report:

- TNPA Growth Strategies for each port are aligned with the Transnet Segment Strategies.
- However, there is a strategic opportunity to go beyond current commodity demand drivers and, more especially, on strategic moves aligned to global indicators.
- Research and benchmarking, coupled with the analysis of demand forecasts, the TNPA Growth Strategies and the Transnet Segment Strategies, sifts out **5 strategic priorities:**

Operational Efficiency and Digitisation	<ul style="list-style-type: none"> • Cargo Handling Efficiency • Vessel Turnaround Time • Port Digitalisation
Economic Diversification and Industrial Integration	<ul style="list-style-type: none"> • Port-linked SEZ industrialisation • High-value Commodities Handled
Intermodal Connectivity and Hinterland Integration	<ul style="list-style-type: none"> • Cargo Rail-Road Modal Split • Inland Dry Ports • Port-Hinterland Corridor Efficiency
Governance and Institutional Effectiveness	<ul style="list-style-type: none"> • Port Governance Transparency • Stakeholder Engagement
Sustainability and Decarbonisation	<ul style="list-style-type: none"> • GHG Emissions Reduction • Renewable Energy Use • Green-certified Vessels

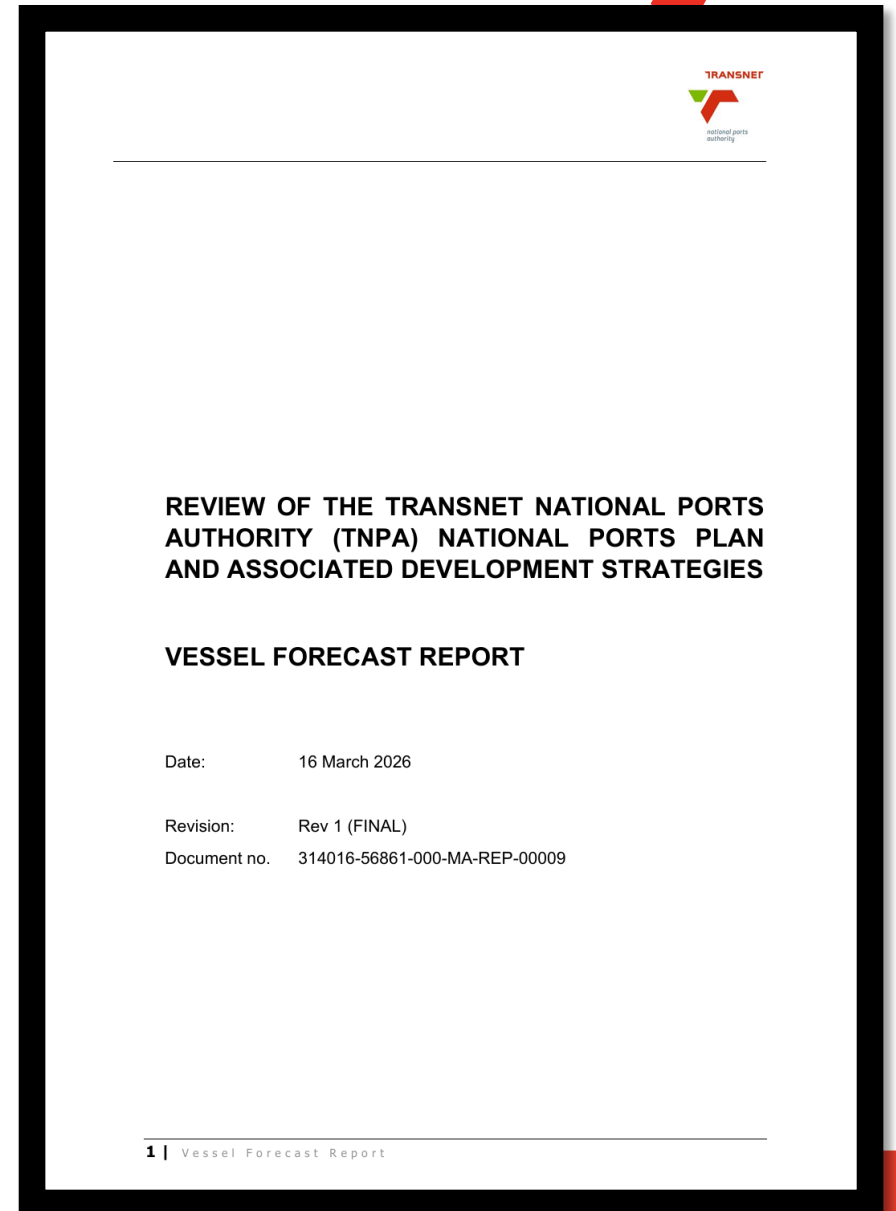


NPP 2026: Vessel Evolution



Key Findings of Vessel Forecast Report:

- Main commodities that account for **80%** of port traffic: **Containers, Dry Bulk and Liquid bulk.**
- **38%** of port traffic through **Port of Durban.**
- Declining trend in SA port traffic since 2015 due to:
 - ✓ Slow economic growth at origin and destination ports (slow pace in global developments)
 - ✓ Slow economic growth in SA
 - ✓ Port limitations (and delays) – in most cases it is length and depth restrictions
 - ✓ Transshipment volumes to neighbouring ports
 - ✓ Despite declining trade in SA with the rest of the World, SA port calls include significant vessel size frequently per year. Significant sizes are the dry and liquid bulk carriers.





Overview

Review of climate change hazards for the 10* SA ports (direct potential impacts):

- **Global warming and sea level rise:** Challenges to access and cargo operations
- **Extreme weather events:** Damage to breakwaters and revetments and increased overtopping e.g. Richards Bay
- **Coastal erosion:** increase in sediments (more maintenance dredging), and undermining of coastal structures
- **Droughts and water scarcity:** increase the pressure and demand on water supply used for vessel operations, cargo operations (dust suppression, cooling for cryogenics)
- **Temperature extremes:** heat stress risks to labour workforce, reduced machinery performance efficiency, and cargo cooling challenges.
- **Ocean Acidification:** Threatening assets and infrastructure durability

REVIEW OF THE TRANSNET NATIONAL PORTS AUTHORITY (TNPA) NATIONAL PORTS PLAN AND ASSOCIATED DEVELOPMENT STRATEGIES

CLIMATE CHANGE STUDY

Date: 07 OCTOBER 2025

Revision: Rev 1

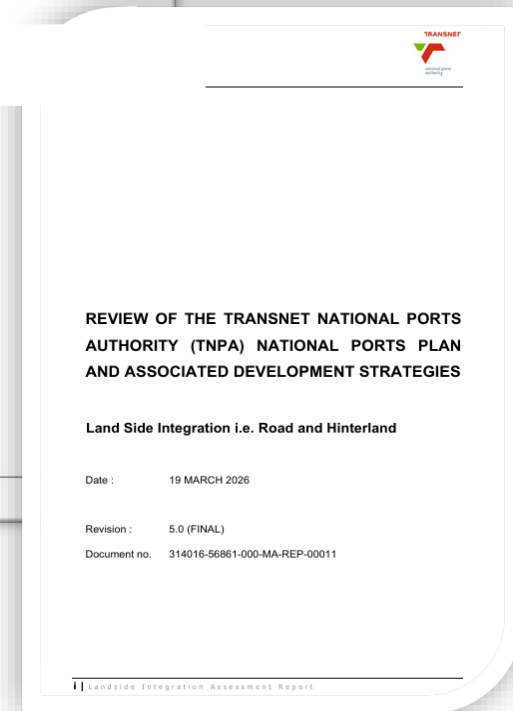
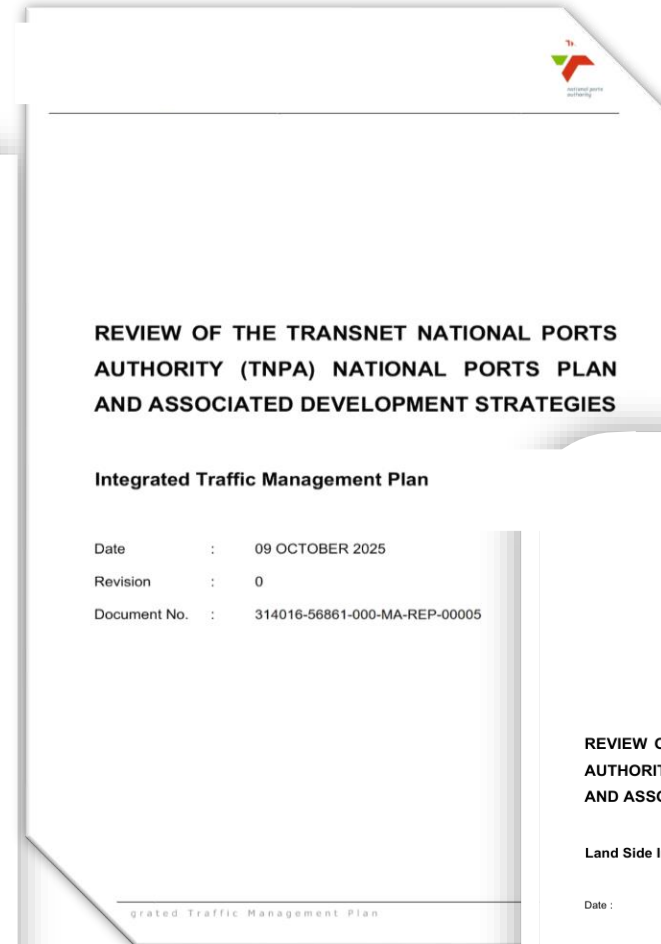
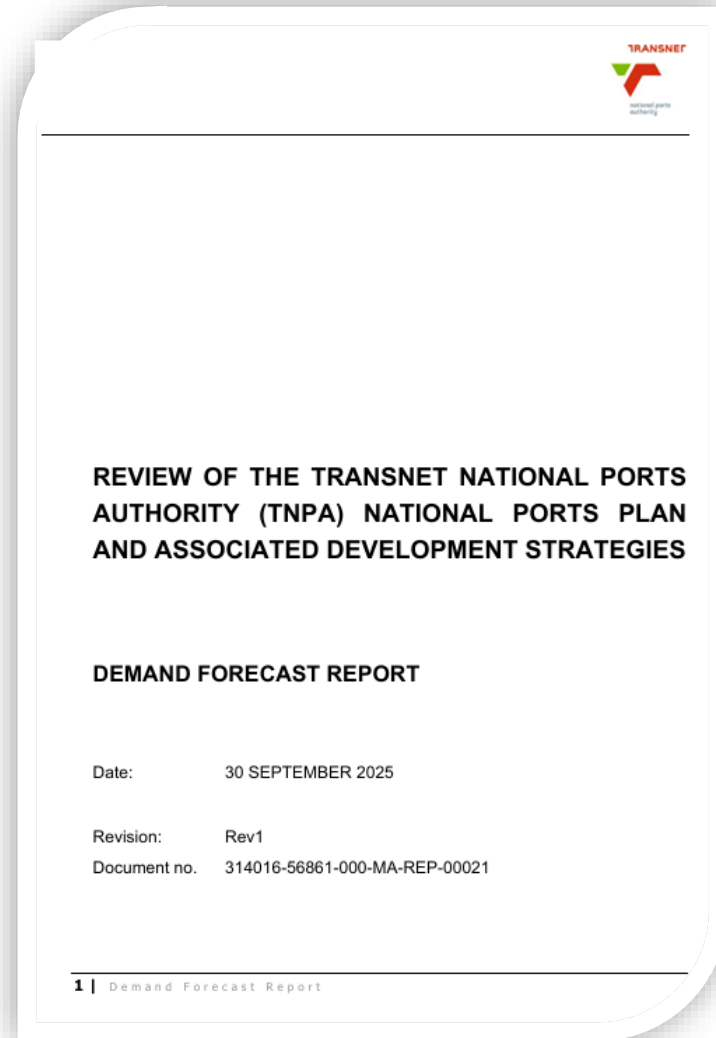
Document no. 314016-56861-000-MA-REP-00016

NPP 2026: Freight Demand Model



Overview:

- Origin-destination trade flows (SARS & UN Trade Data)
- Mode Choice (road, rail, sea)
- Port/Route Choice
- Network Assignment
- Future cargo volumes

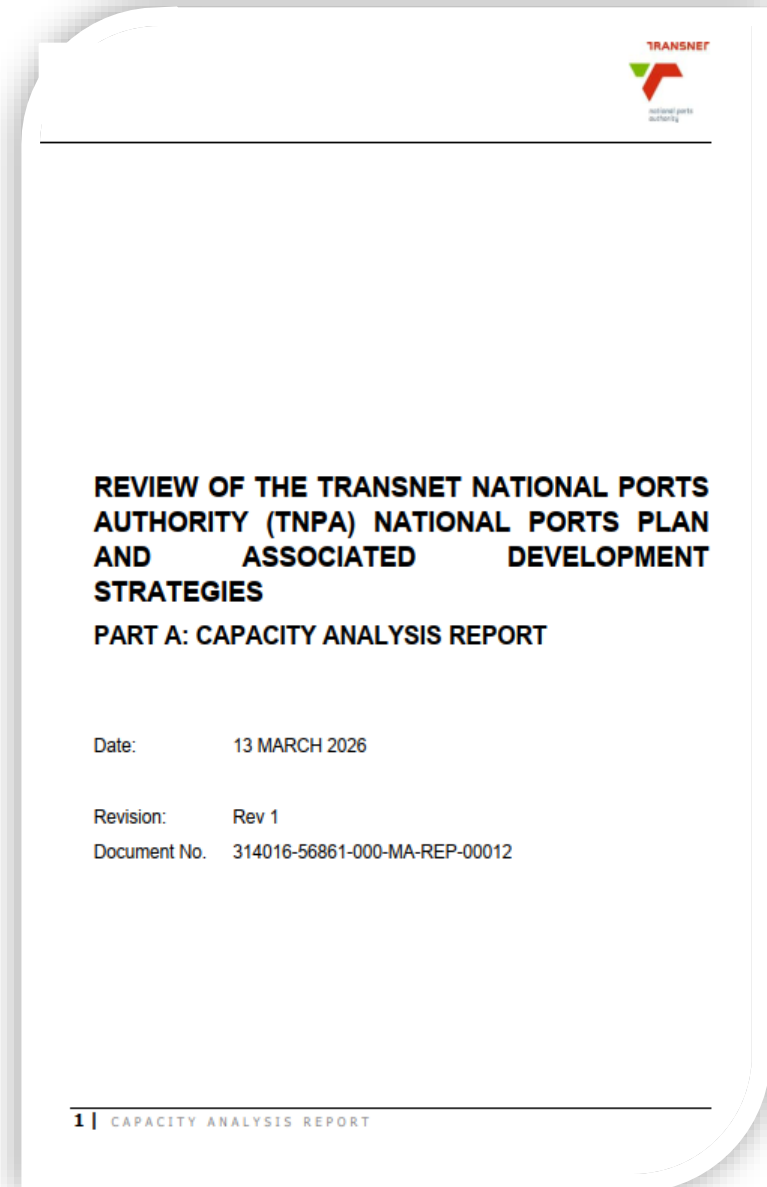


NPP 2026: Terminal Capacity



Objectives:

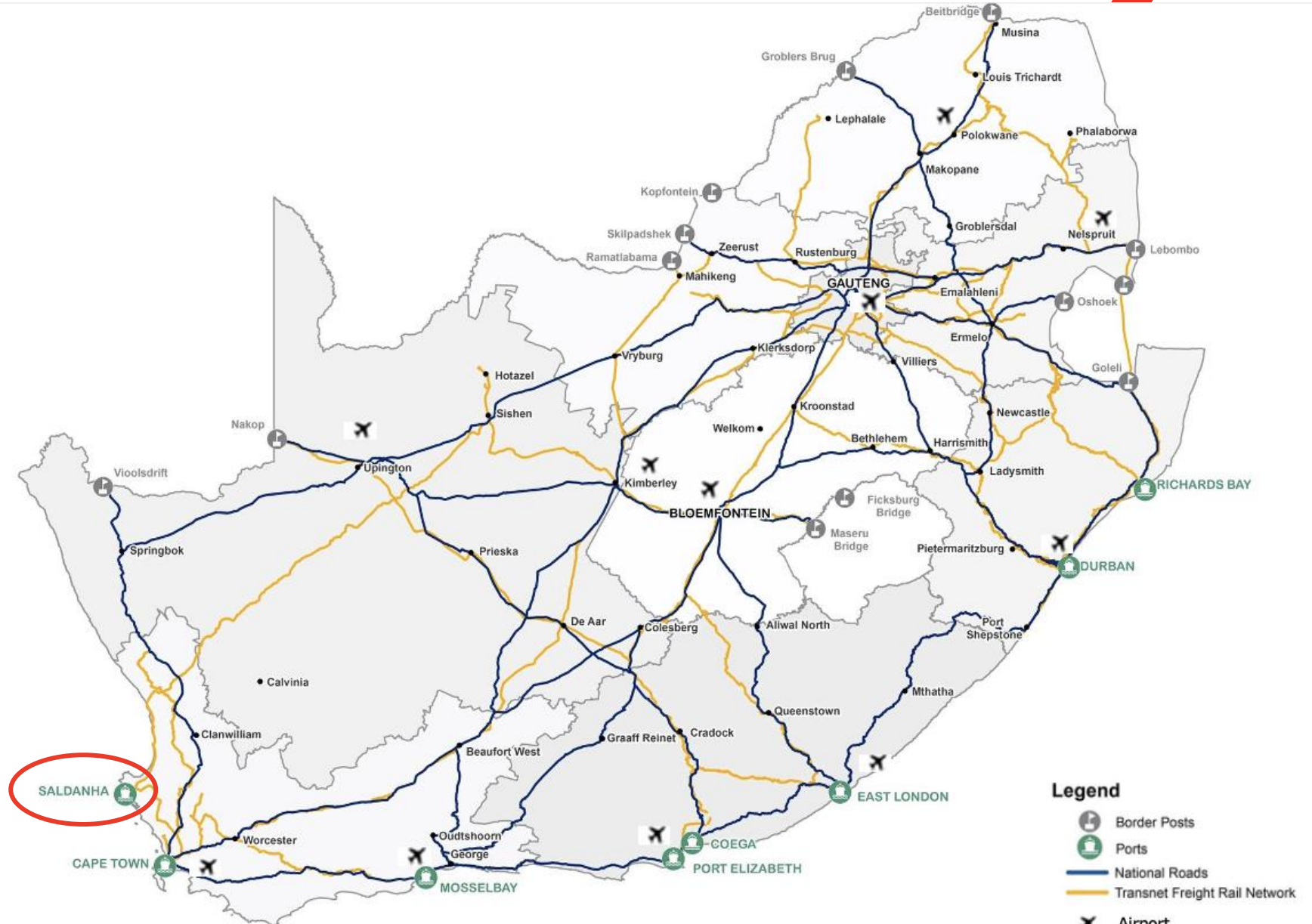
- Port models have been developed to aid efficient and informed master planning of the port development and allow for robust design.
- The key objective of the simulation capacity study is to determine the overall terminal (berth, storage and intermodal) capacity.
- Terminal capacity has been assessed for the following scenarios:
 - ✓ Current Infrastructure (installed and design capacities)
 - ✓ Future infrastructure (design capacities)



Transport Network: Road and Rail











1. SA logistic chain encompasses an integration of airports, ports, railways and roads that ensure the seamless flow of goods from international gateways to inland markets.
2. Ports are the gateways of international trade, linking maritime routes to inland economies.
3. Dedicated freight corridors connect the ports with the hinterland give priority to cargo, ensuring predictable, high-volume flows between ports and inland centres.



National Overview of the South African Ports




LEGEND

-  BREAK BULK
-  DRY BULK
-  CONTAINER
-  LIQUID BULK
-  AUTOMOTIVE
-  SHIP REPAIR
-  WATERFRONT
-  PROPOSED WATERFRONT

Boegoebaai 

Port Nolloth 

Saldanha Bay 

Cape Town 

Mossel Bay 

Port Elizabeth 

Ngqura 

East London 

Durban 

Richards Bay 

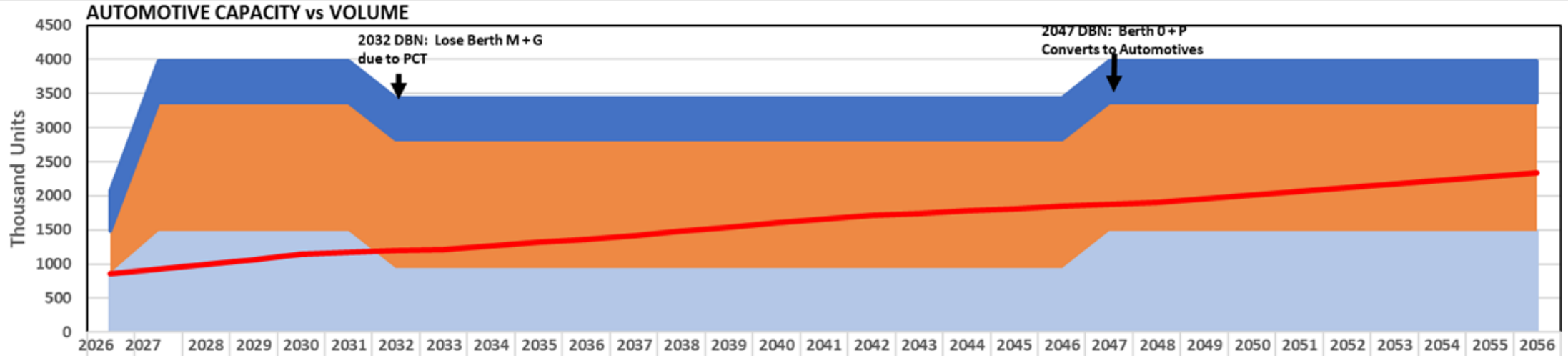


NATIONAL CAPACITY GRAPHS





National Automotive Capacity

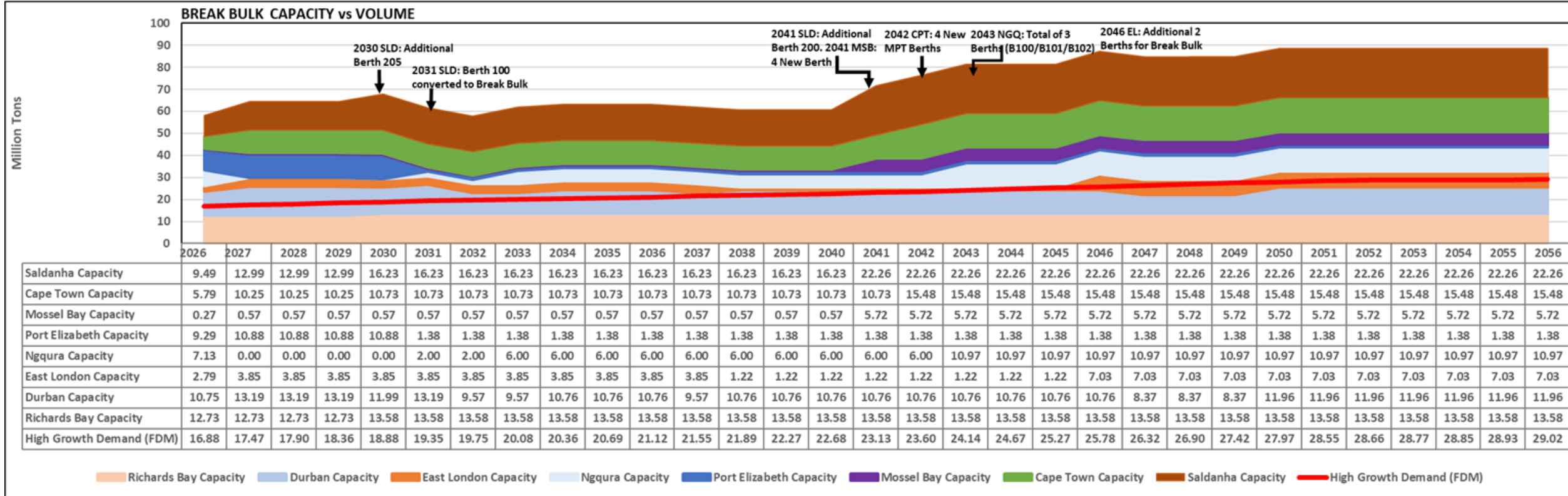


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Port Elizabeth Capacity	600	600	600	600	600	600	600	600	600	600	600	600	600	600	600	600	600	600	600	600	600	600	600	600	600	600	600	600	600	600	600
East London Capacity	602	1892	1892	1892	1892	1892	1892	1892	1892	1892	1892	1892	1892	1892	1892	1892	1892	1892	1892	1892	1892	1892	1892	1892	1892	1892	1892	1892	1892	1892	1892
Durban Capacity	876	1482	1482	1482	1482	1482	940	940	940	940	940	940	940	940	940	940	940	940	940	940	940	1482	1482	1482	1482	1482	1482	1482	1482	1482	1482
High Growth Demand (FDM)	863	924	992	1066	1147	1167	1190	1214	1268	1312	1362	1419	1485	1539	1598	1663	1714	1744	1774	1806	1851	1879	1908	1958	2010	2064	2122	2174	2227	2280	2333

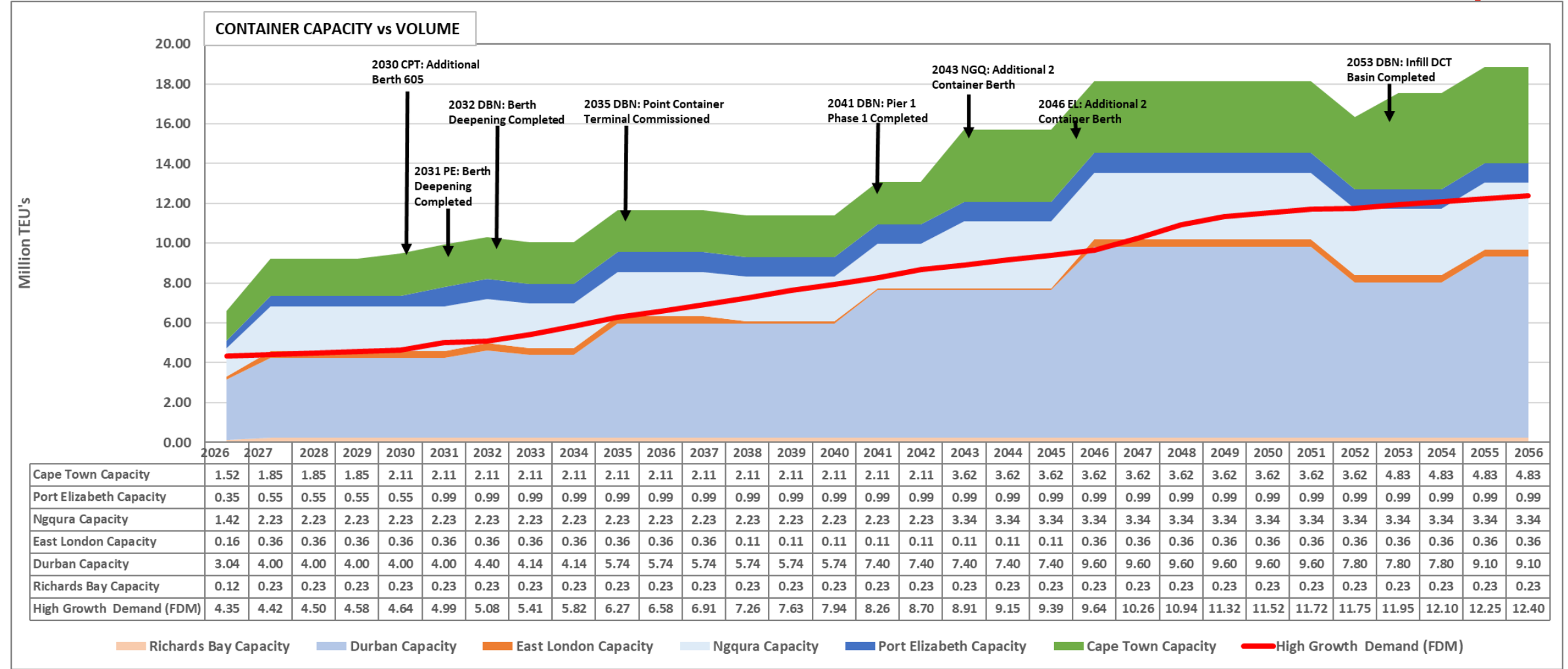
■ Durban Capacity
 ■ East London Capacity
 ■ Port Elizabeth Capacity
 — High Growth Demand (FDM)



National Break Bulk Capacity

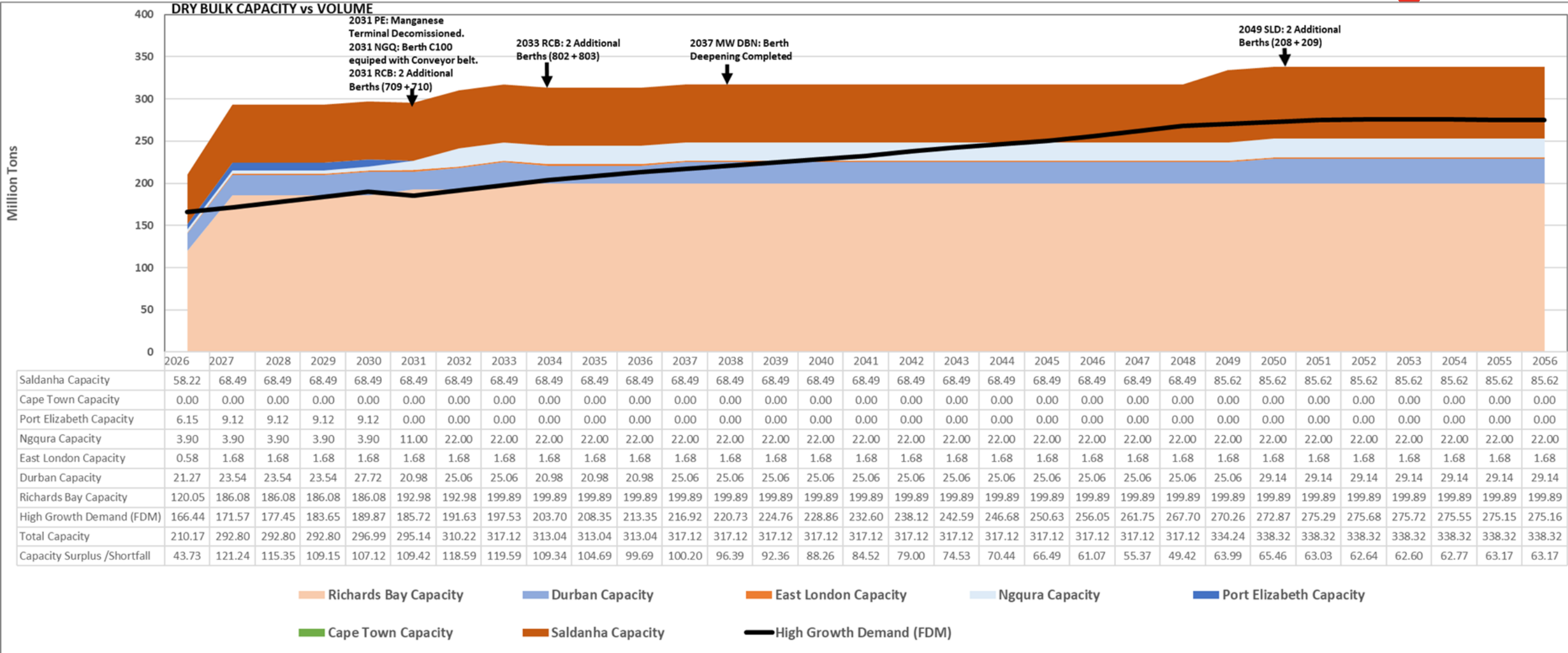


National Container Capacity

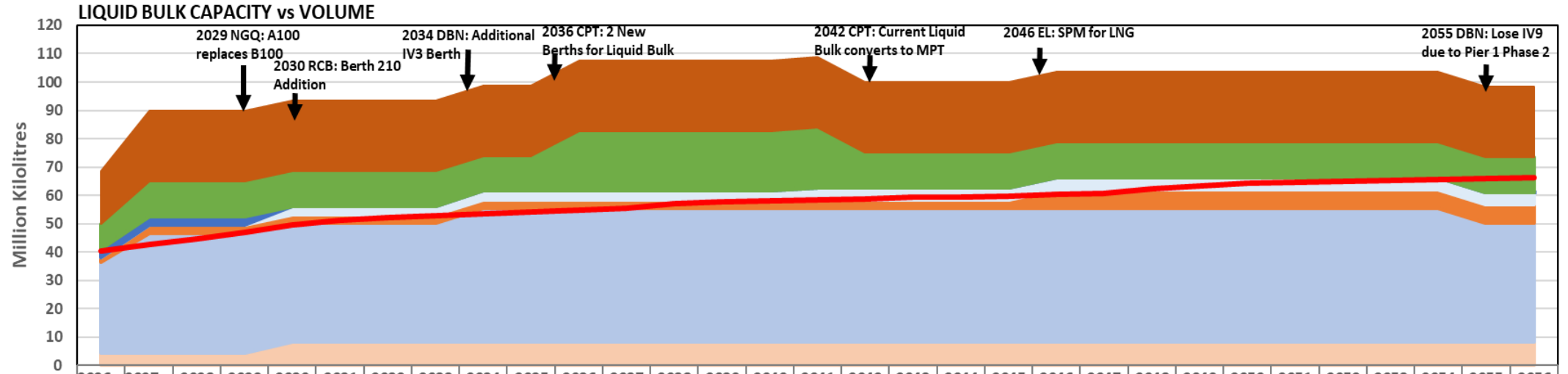




National Dry Bulk Capacity



National Liquid Bulk Capacity



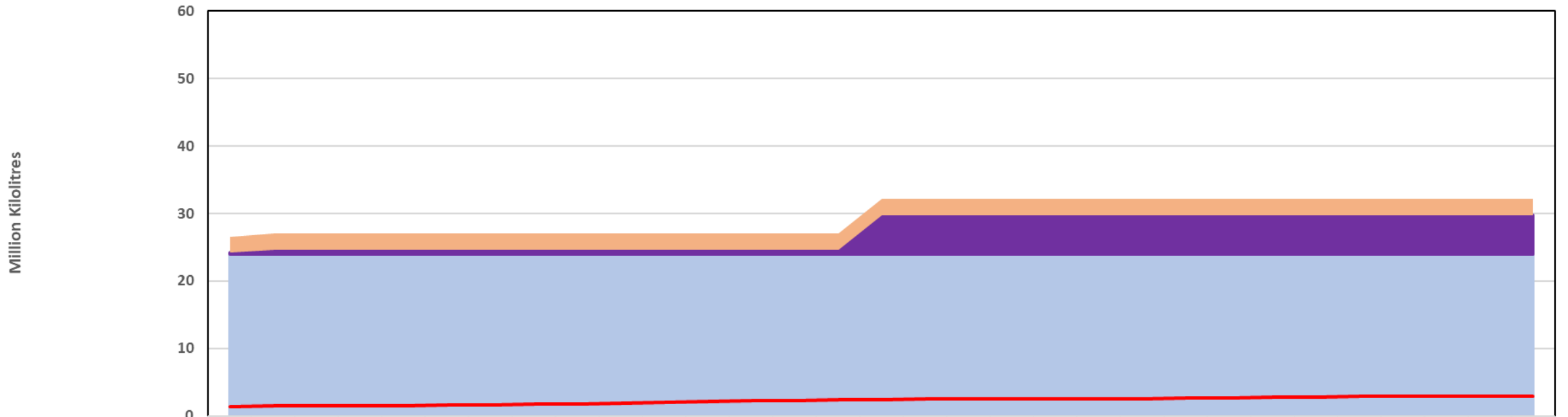
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Saldanha Capacity	18.76	24.92	24.92	24.92	24.92	24.92	24.92	24.92	24.92	24.92	24.92	24.92	24.92	24.92	24.92	24.92	24.92	24.92	24.92	24.92	24.92	24.92	24.92	24.92	24.92	24.92	24.92	24.92	24.92	24.92	
Cape Town Capacity	8.68	12.36	12.36	12.36	12.36	12.36	12.36	12.36	12.36	12.36	21.19	21.19	21.19	21.19	21.19	21.19	12.36	12.36	12.36	12.36	12.36	12.36	12.36	12.36	12.36	12.36	12.36	12.36	12.36	12.36	12.36
Port Elizabeth Capacity	3.00	3.00	3.00	3.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Ngqura Capacity	0.00	0.00	0.00	0.00	3.00	3.00	3.00	3.00	3.00	3.00	3.00	3.00	3.00	3.00	3.00	4.11	4.11	4.11	4.11	4.11	4.11	4.11	4.11	4.11	4.11	4.11	4.11	4.11	4.11	4.11	4.11
East London Capacity	1.60	3.00	3.00	3.00	3.00	3.00	3.00	3.00	3.00	3.00	3.00	3.00	3.00	3.00	3.00	3.00	3.00	3.00	3.00	3.00	6.59	6.59	6.59	6.59	6.59	6.59	6.59	6.59	6.59	6.59	6.59
Durban Capacity	32.01	41.96	41.96	41.96	41.96	41.96	41.96	41.96	47.20	47.20	47.20	47.20	47.20	47.20	47.20	47.20	47.20	47.20	47.20	47.20	47.20	47.20	47.20	47.20	47.20	47.20	47.20	47.20	47.20	47.20	47.20
Richards Bay Capacity	4.56	4.56	4.56	4.56	8.33	8.33	8.33	8.33	8.33	8.33	8.33	8.33	8.33	8.33	8.33	8.33	8.33	8.33	8.33	8.33	8.33	8.33	8.33	8.33	8.33	8.33	8.33	8.33	8.33	8.33	8.33
High Growth Demand (FDM)	40.26	42.73	44.79	47.10	49.68	51.13	52.17	52.95	53.57	54.32	54.96	55.47	57.12	57.60	58.12	58.53	58.90	59.27	59.53	59.80	60.25	60.71	62.46	63.37	64.29	64.61	64.84	65.26	65.57	65.88	66.19

Richards Bay Capacity Durban Capacity East London Capacity Ngqura Capacity Port Elizabeth Capacity Cape Town Capacity Saldanha Capacity High Growth Demand (FDM)



National SPM & CBM Capacity

SBM/CMB/SPM CAPACITY vs VOLUME

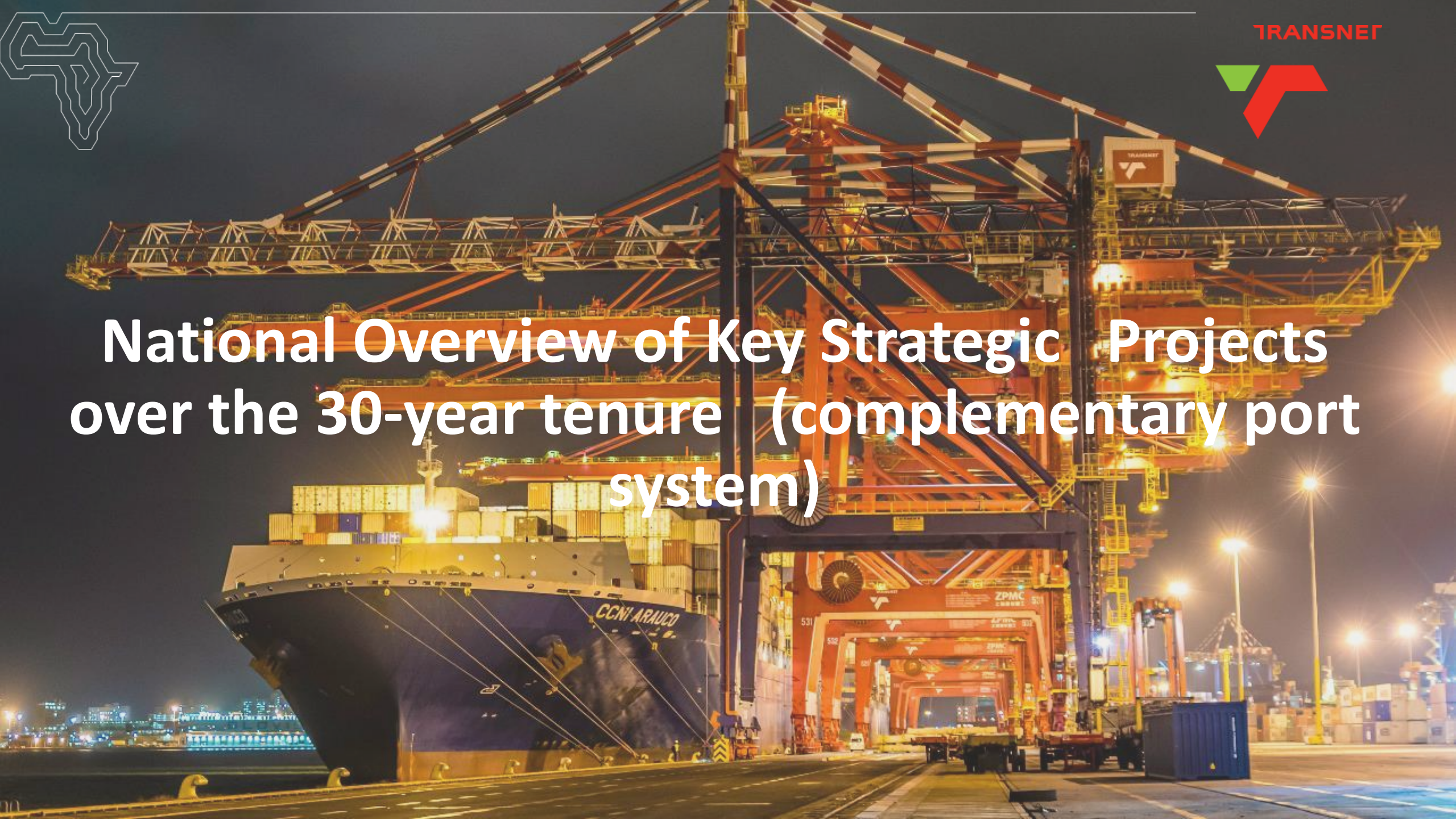


	2026	2027	2028	2029	2030	2031	2032	2033	2034	2035	2036	2037	2038	2039	2040	2041	2042	2043	2044	2045	2046	2047	2048	2049	2050	2051	2052	2053	2054	2055	2056	
Saldanha Bay Capacity	2.24	2.52	2.52	2.52	2.52	2.52	2.52	2.52	2.52	2.52	2.52	2.52	2.52	2.52	2.52	2.52	2.52	2.52	2.52	2.52	2.52	2.52	2.52	2.52	2.52	2.52	2.52	2.52	2.52	2.52	2.52	
Mossel Bay Capacity	0.27	0.57	0.57	0.57	0.57	0.57	0.57	0.57	0.57	0.57	0.57	0.57	0.57	0.57	0.57	5.72	5.72	5.72	5.72	5.72	5.72	5.72	5.72	5.72	5.72	5.72	5.72	5.72	5.72	5.72	5.72	5.72
Durban Capacity	24.00	24.00	24.00	24.00	24.00	24.00	24.00	24.00	24.00	24.00	24.00	24.00	24.00	24.00	24.00	24.00	24.00	24.00	24.00	24.00	24.00	24.00	24.00	24.00	24.00	24.00	24.00	24.00	24.00	24.00	24.00	24.00
High Growth Demand (FDM)	1.44	1.47	1.50	1.53	1.56	1.60	1.67	1.74	1.82	1.91	2.01	2.11	2.22	2.30	2.38	2.47	2.56	2.57	2.58	2.59	2.59	2.60	2.61	2.67	2.74	2.83	2.91	2.91	2.91	2.91	2.91	

■ Durban Capacity
 ■ Mossel Bay Capacity
 ■ Saldanha Bay Capacity
 — High Growth Demand (FDM)



National Overview of Key Strategic Projects over the 30-year tenure (complementary port system)

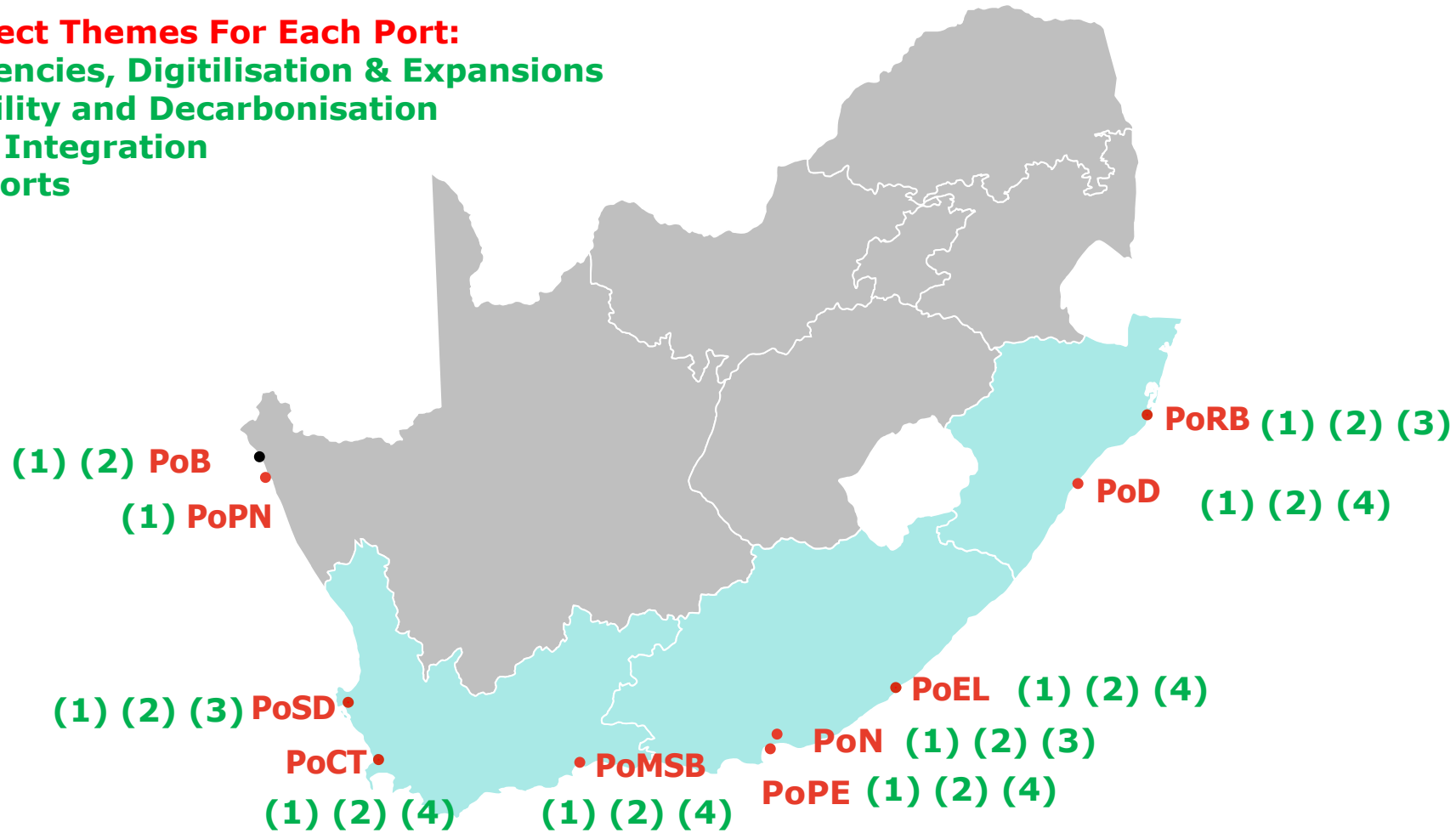


Key Strategic Projects over the 30 years



Strategic Project Themes For Each Port:

- (1) Port Efficiencies, Digitalisation & Expansions
- (2) Sustainability and Decarbonisation
- (3) Industrial Integration
- (4) People's Ports



Key Strategic Projects over the 30 years



Port of Saldanha

Strategic Projects:

- (1) Automotives
- (2) Break Bulk
- (3) Commercial logistics
- (4) Containers
- (5) Dry bulk
- (6) Liquid bulk
- (7) Liquid bulk(Decarbonization, Just Energy Transition)
- (8) Maritime Commercial
- (9) Maritime Engineering
- (10) Infrastructure expansion

SLD Strategic Projects:

- (5) Berth 205
- (5) Reconfiguration of oil jetty
- (7) LNG berth and terminal
- (9) Development of Mossgas quay and supporting infrastructure

SLD World Trend Projects:

- (11) LNG/H2/NH3 project, bunkering facilities
- (12) LNG/H2/NH3 project, bunkering facilities
- (13) Port Community System (HQ)
- (14) Berth reconfiguration
- (15) New green steel and MPT facility
- (16) LNG/H2/NH3 project, bunkering facilities

World Trends:

- (11): Climate change, decarbonization and green ports.
- (12): Ports as Energy Hubs and Energy Security Hubs
- (13): Smart Ports
- (14): Mega-Ships & Infrastructure Scaling.
- (15): Port-Centric Logistics
- (16): Diversification of commodity mix
- (17): Geopolitics & Strategic Ports
- (18): Port clustering (and land-linking)
- (19): Modernization of terminals (including IMO compliance)





National Summary of Investment and Implementation Plan - linked to NPP: 2026 to 2056

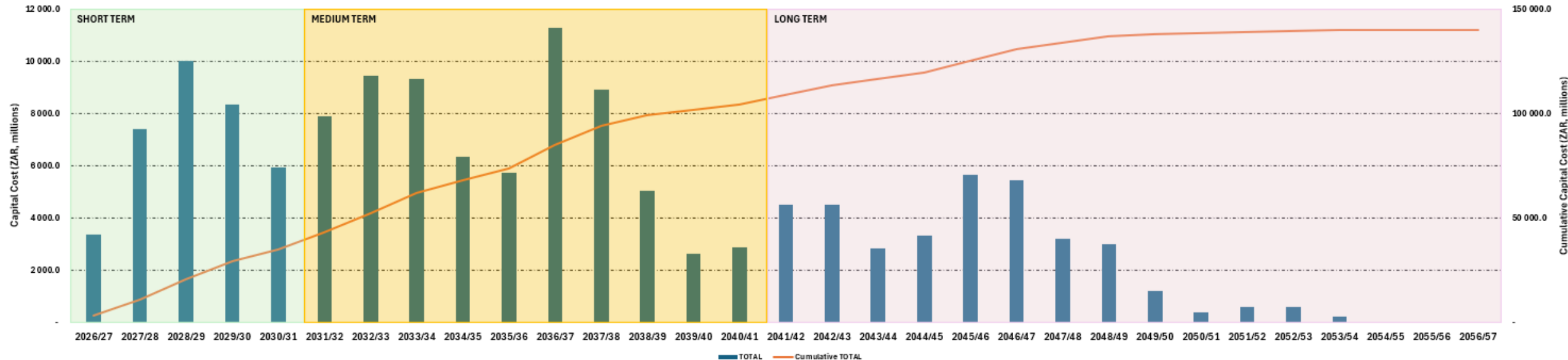


Summary of Investment Plan & Implementation Schedule



Summary:

- Short Term:** Port investment is focused on establishing of business cases and retaining market share by reconfiguring the ports to rationalize land use and resolving compatibility aspects of the port. Short Term investment accounts for **25%** of CAPEX.
- Medium Term:** Port investment is realizing the growth in key commodity sectors, maritime commercial and the maritime engineering development. Medium Term investment accounts for **50%** of CAPEX.
- Long Term:** Investment plan focused on future proofing of the ports and growing beyond the long term. Long Term investment accounts for **25%** of CAPEX.

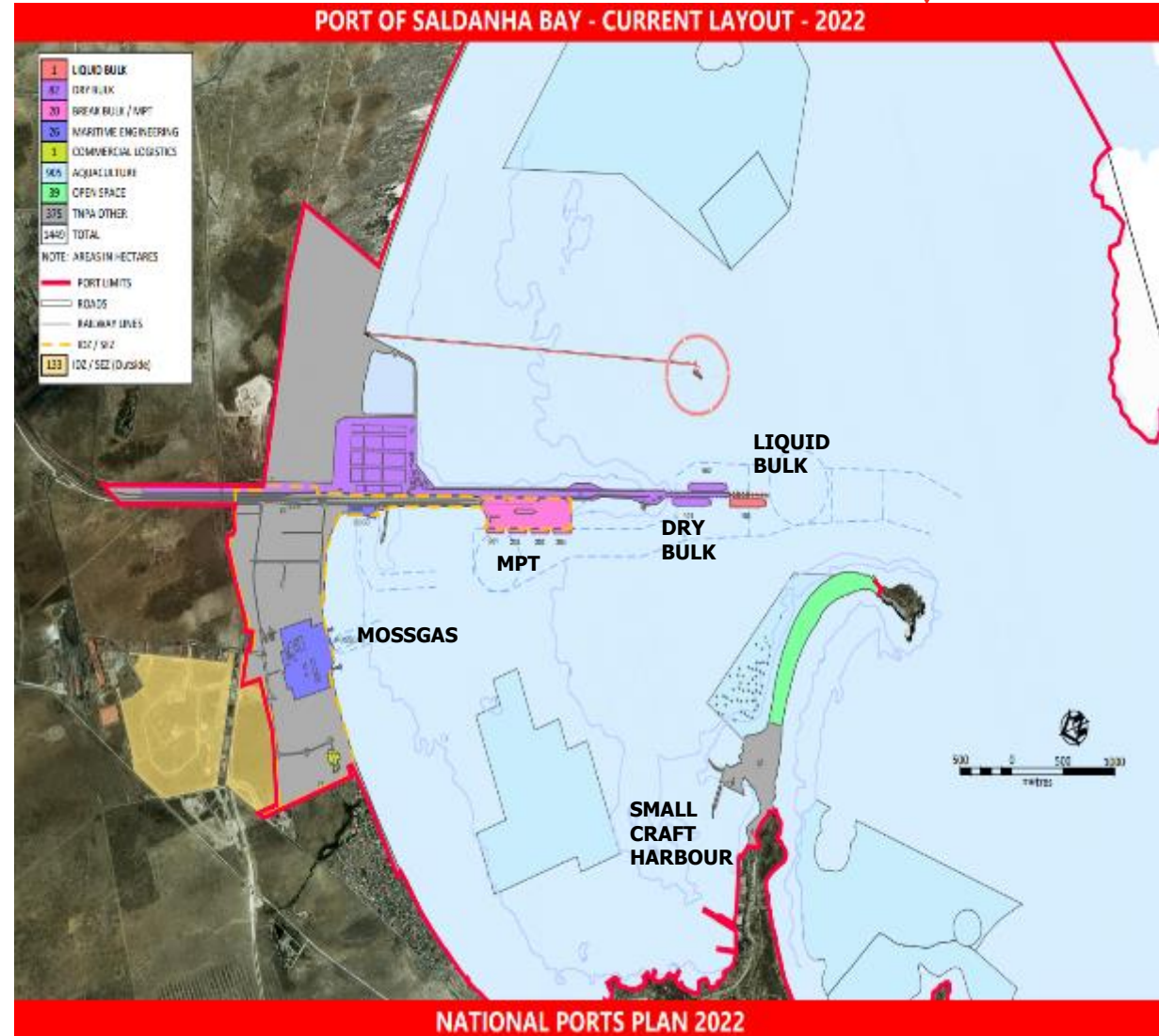
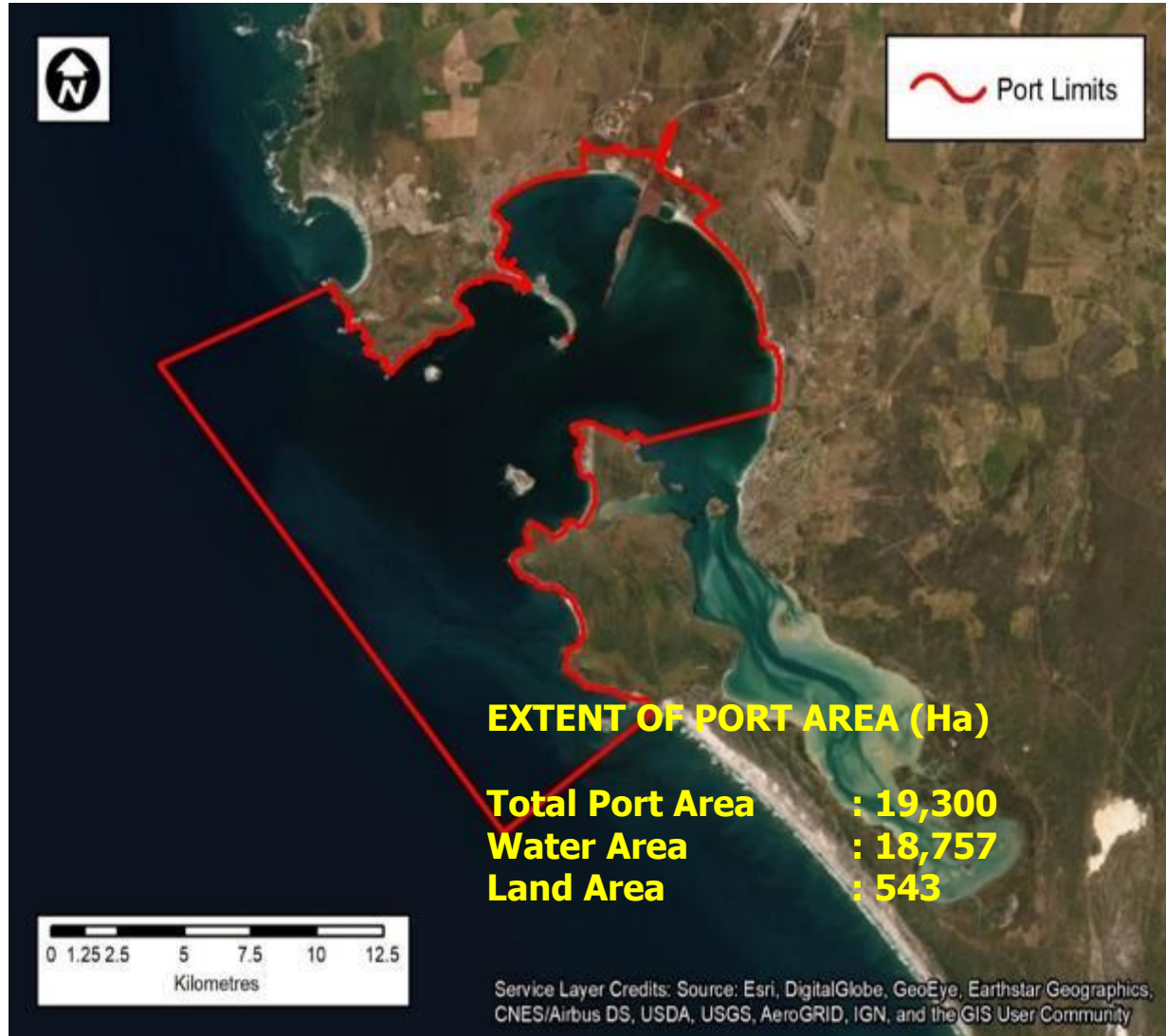




Port of Saldanha PDFPs (Short, Medium and Long Term)



Current Port Layout

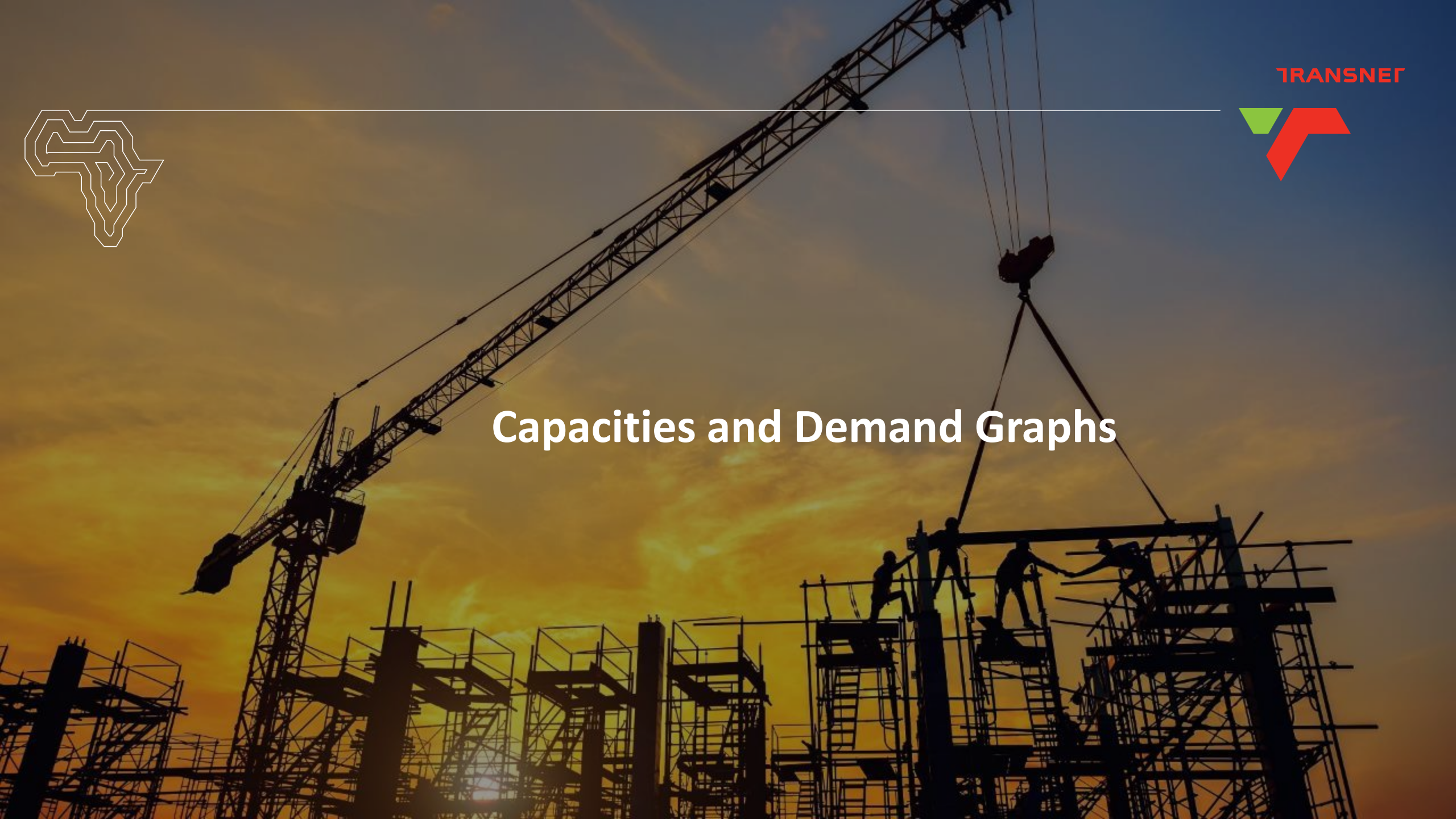




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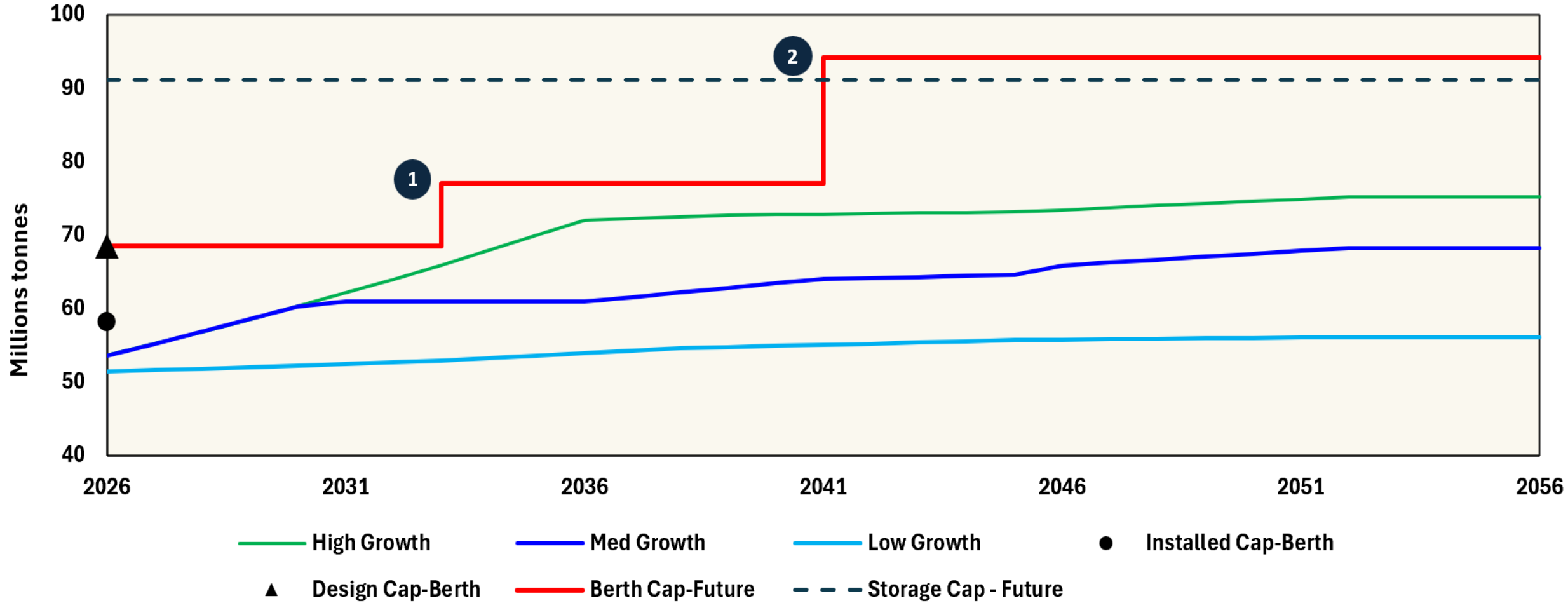
Capacities and Demand Graphs



Saldanha Bay – Future Capacities



Dry Bulk (Iron Ore) Terminal



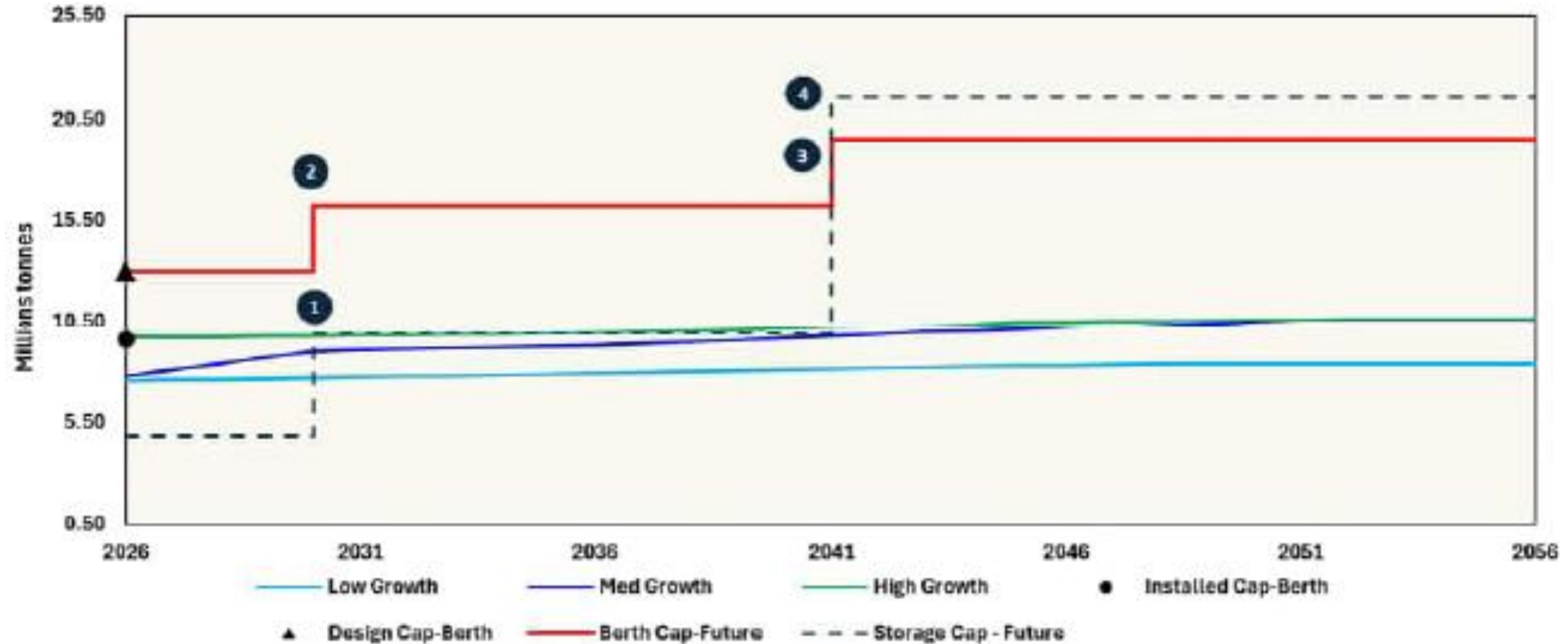
Iron Ore:

1. Increase in Berth capacity from 68.5m tons to 77.0m tons due to improved efficiencies by the terminal operator (including improved handling rate).
2. Increase in Berth capacity from 77.0m tons to 95.6m tons due to berth 208/209.

Saldanha Bay – Future Capacities



Multi Purpose Terminal (Break bulk)



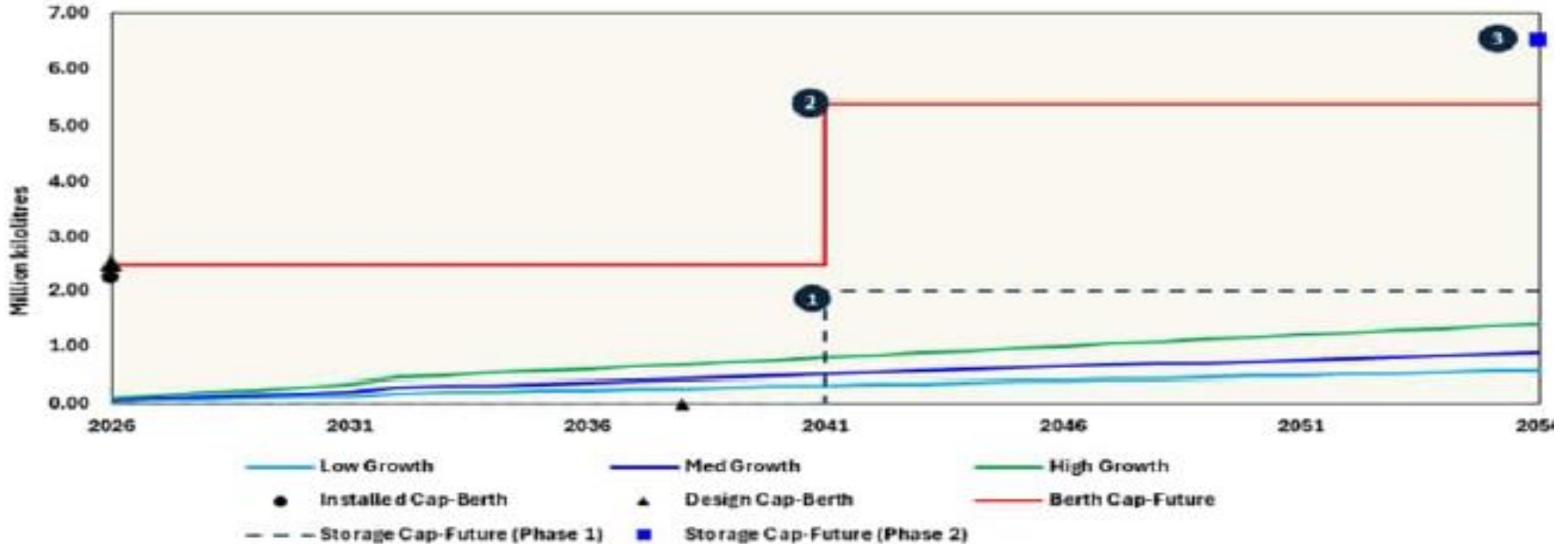
MPT (Break bulk):

1. Increase in Storage capacity from 4.8 to 9.8m tons (commissioning of the Oyster dam Iron Ore stockpile).
2. Increase in Berth capacity from 13.0 to 16.2m tons due to Berth 205.
3. Increase in Berth capacity from 16.2 to 19.5m tons due to Berth 200 to support the SEZ initiatives.
4. Increase in Storage capacity from 9.8 to 21.6m tons due to commissioning of the offsite dry bulk.

Saldanha Bay – Future Capacities



Liquid Bulk Terminal (LPG)



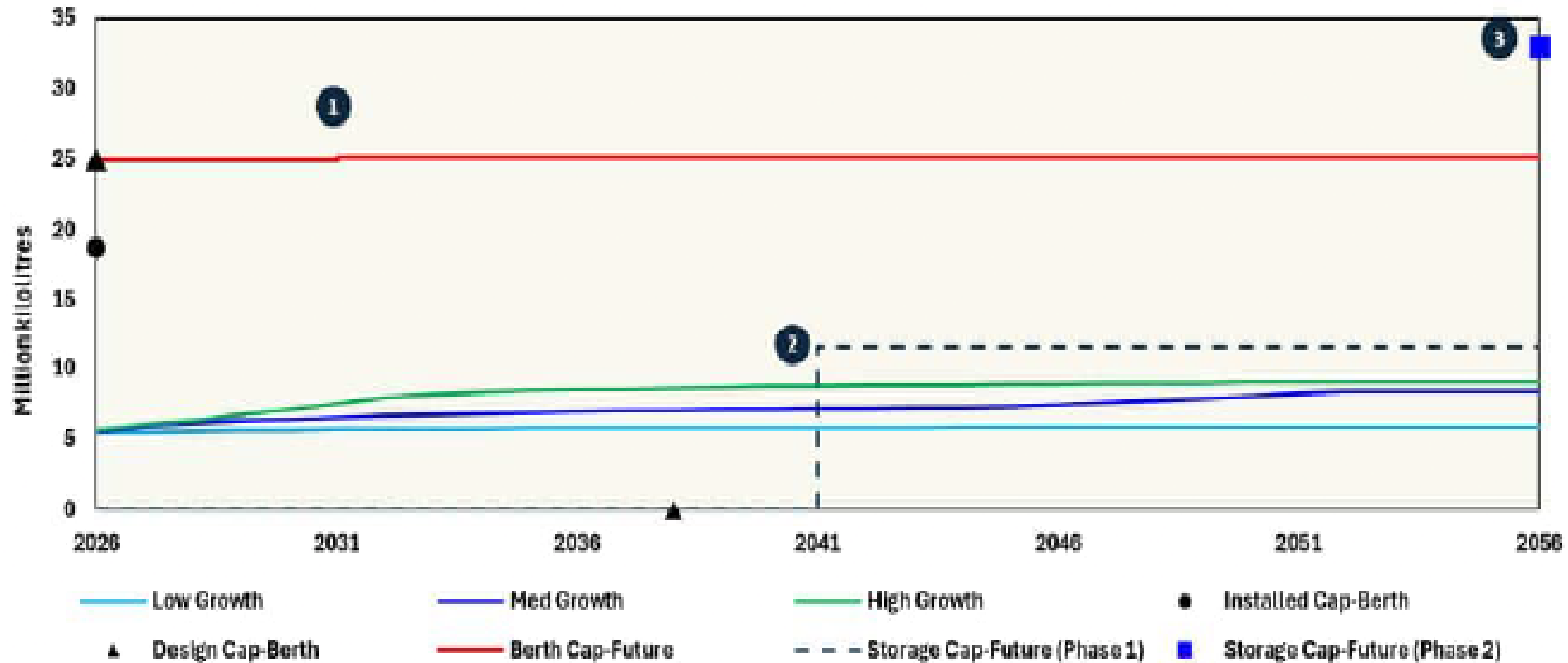
Liquid bulk (LPG):

1. Storage capacity increase phase 1 to 2.0m kilolitres based on the area of 3.5 hectares.
2. Increase in Berth capacity from 2.52m kilolitres to 5.4m kilolitres due to new Jetty.
3. Storage capacity increase phase 2 from 2.0m kilolitres to 6.5m kilolitres due to tank farm expansion.

Saldanha Bay – Future Capacities



Liquid Bulk Terminal (Other):



Liquid bulk:

1. Increase in Berth capacity from 24.9m kilolitres to 25.2m kilolitres due to additional Berth 104.
2. Storage capacity increase phase 1 to 11.5m kilolitres due to additional 11.0 hectares.
3. Storage Capacity increase phase 2 from 11.5m kilolitres to 34.0m kilolitres due to tank farm expansion.



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Short Term: 2026 to 2031



Commodity Strategy: Short Term (2026 to 2031)

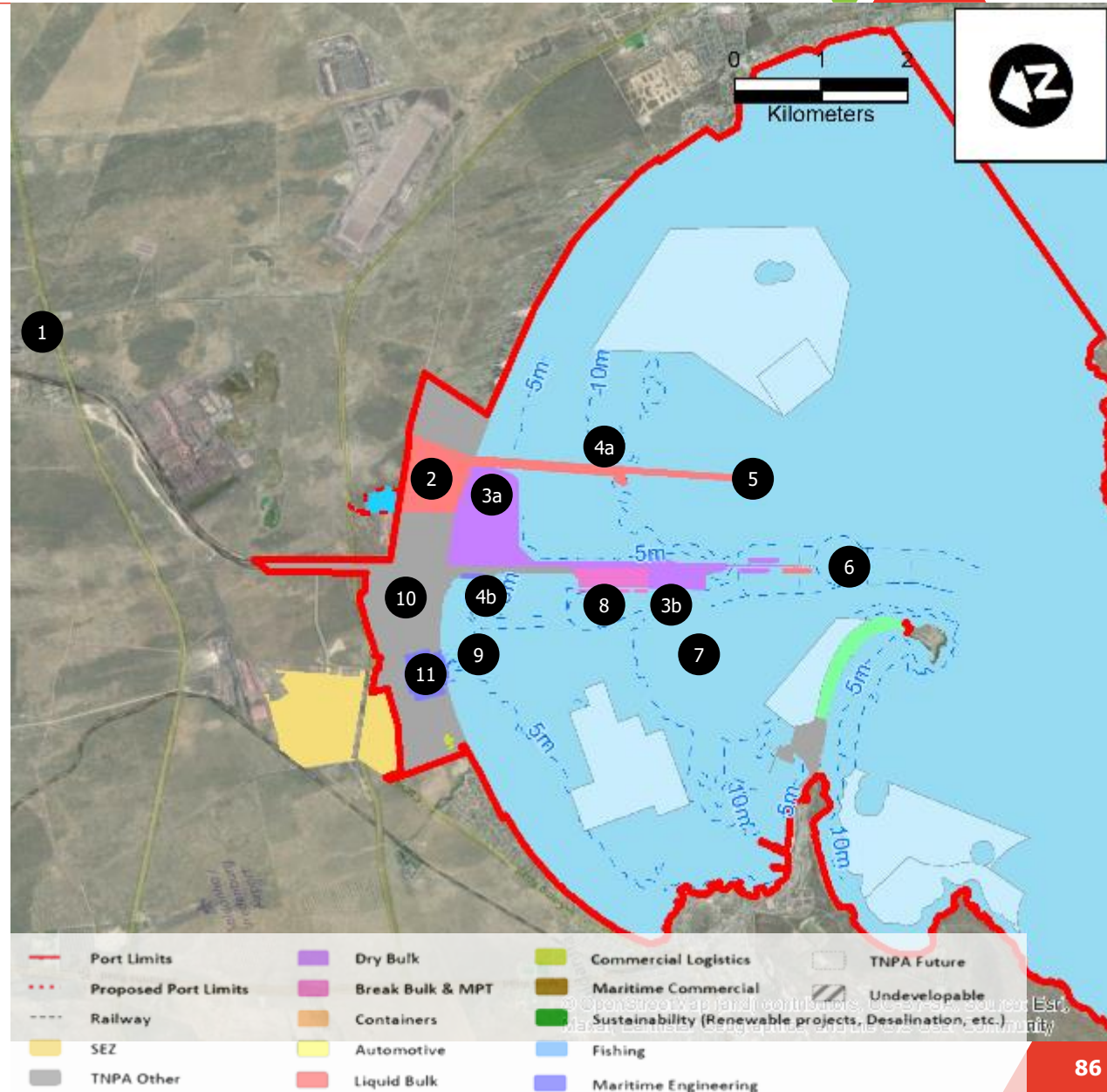


Commodity Strategy	Initiatives
1. Break Bulk Strategy & Precinct Plan	Feasibility studies & execution: Berth reconfiguration (Berth 205).
2. Manganese Strategy & Precinct Plan	Feasibility studies & execution: Berth reconfiguration (Berth 205).
3. Dry Bulk Strategy & Precinct Plan	Feasibility studies & execution: Expand Iron ore storage capacity to accommodate emerging miners.
4. Iron Ore Strategy	No initiative.
5. Liquid Bulk Strategy & Precinct Plan	Feasibility studies: Develop LNG terminal infrastructure.

Short Term (2026 to 2031)

Interventions:

1. Feasibility studies: Development of dry bulk terminal (Manganese) outside port boundaries.
2. Feasibility studies: Land (including new port limits and application for exemption from sensitive classification) earmarked for energy, liquid bulk, gas storage, and jetty infrastructure.
3. a) Feasibility studies & Execution: Expand Iron ore storage capacity to accommodate emerging miners b) Feasibility studies & Execution: Berth 205.
4. Feasibility studies: Develop bunkering capabilities at a) new LNG/H2/LPG Jetty or b) OSB quay.
5. Feasibility studies: Decommissioning of MBM and subsea pipeline.
6. Execution: Reconfiguration of oil jetty.
7. Feasibility studies: A new anchorage point for cruise liners visiting the bay (cruise vessel longer & deeper) .
8. Feasibility studies: Expansion of MPT terminal capabilities to handle a wider variety of cargo types, including berth reconfiguration.
9. Execution: Port dredging to increase depth to Mossgas Quay.
10. Feasibility studies: Establishment of green steel handling facility.
11. Feasibility studies: Maritime engineering development.





External Dependencies to Compliment PDFP Interventions in the Short Term

INTERVENTION N.º	DESCRIPTION	CATEGORY	KEY PROPONENT	COMMENTS
A	Engage on improving terminal/rail efficiencies to ensure integration with dry bulk terminal.	TRANSPORT	Terminal Operator/Transnet Freight Rail	This intervention is aimed at mitigating current infrastructure capacity constraints associated with rail performance, providing rail slots for emerging miners fostering growth..
B	Facilities for environmentally sustainable steel production using renewable energy.	ENVIRONMENTAL	Saldanha IDZ	This intervention aligns with the National Government initiatives around beneficiation within South Africa (special economic zones)
C	A dedicated arrival facilities for tourists arriving on cruise liners , linked to vibrant waterfront areas, recreation areas, and community uses	MARITIME COMMERCIAL	Transnet Property & Saldanha Bay Municipality	Aligns with the Growth Strategy and overall Western Cape Government Strategy.
D	Onshore green energy production (wind) along breakwater.	SUSTAINABILITY	Transnet Environmental, DFFE	Aligns with the Transnet Energy Master Plan
E	Increase occupancy to aquaculture activity within the bay.	MARITIME ENGINEERING	DFFE	This intervention aligns with the Operation Phakisa objectives.



External Dependencies to Compliment PDFP Interventions in the Short Term

INTERVENTION N.º	DESCRIPTION	CATEGORY	KEY PROPONENT	COMMENTS
F.	Refurbishment of Main Breakwater and Causeway Rock revetment.	TNPA OTHER	Infrastructure/Main tenance	This intervention aligns with the climate change resilience of the ports and future proofing of the ports.
G.	Establishment of green steel production plant in IDZ	SUSTAINABILITY/BRE AK BULK CARGO	Saldanha IDZ	This intervention aligns with the National Government initiatives around beneficiation within South Africa (special economic zones). SASOL and AMSA MoU, SASOL/AMSA MoU with Freeport
H.	Feasibility studies for the decommissioning of MBM and subsea pipeline.	LIQUID BULK	SUNRISE LPG	This intervention is made possible by construction of jetty for liquid bulk and the vessels calling to MBM can be accommodated on a dedicated LPG berth.
I.	Rezoning of land uses to allow for industrial uses.	TNPA Other	Saldanha Bay Local Municipality (SBLM)	Project # 1 is made possible by the SBLM reclassifying land uses in the hinterland to attract developers and tenants.



TRANSNET



Medium Term: 2031 to 2041



Commodity Strategy: Medium Term (2031 to 2041)

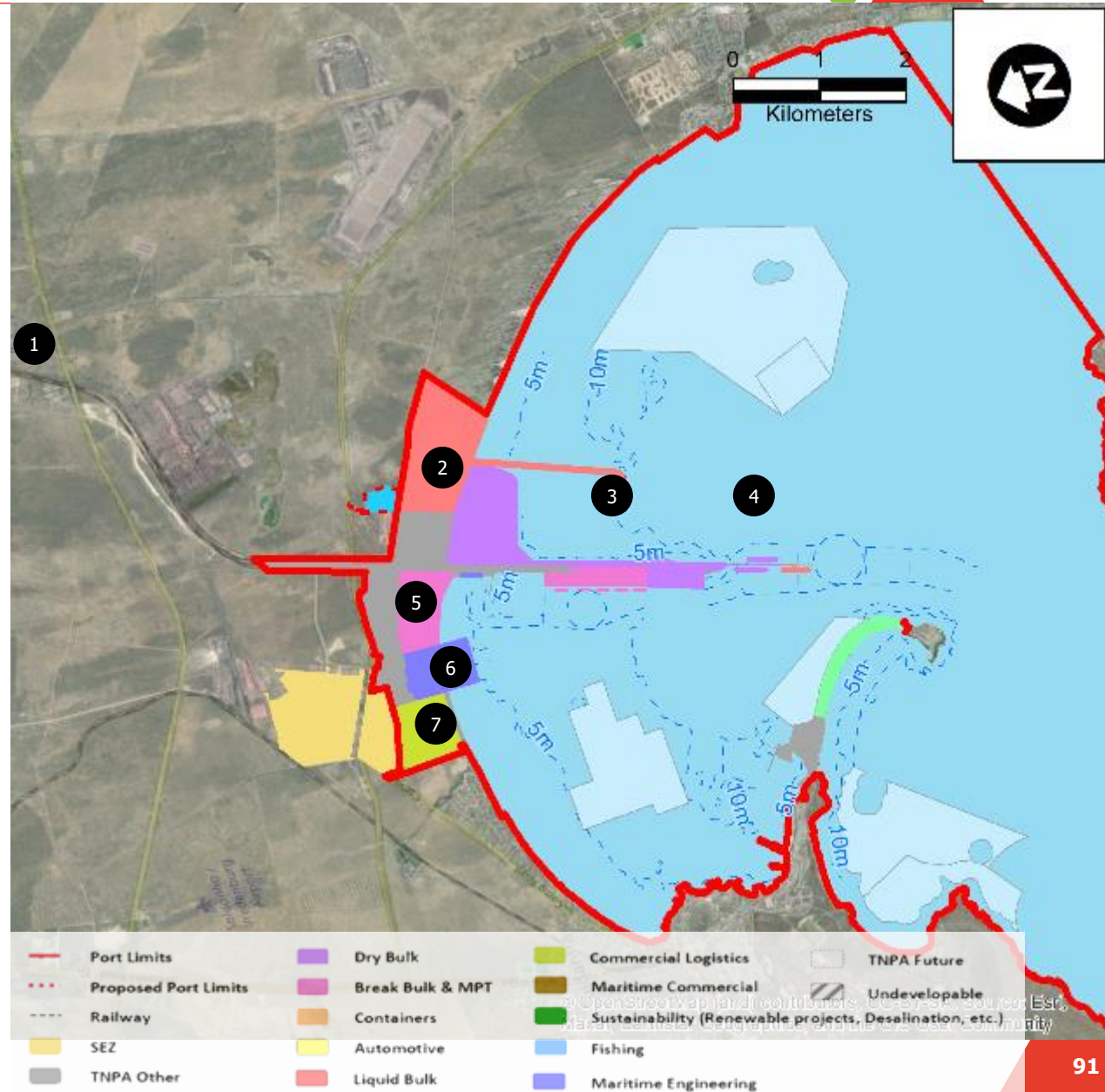


Commodity Strategy	Initiatives
1. Break Bulk Strategy & Precinct Plan	Execution: Rationalize MPT
2. Manganese Strategy & Precinct Plan	Execution: Develop dry bulk terminal.
3. Dry Bulk Strategy & Precinct Plan	Execution: Develop dry bulk terminal.
4. Iron Ore Strategy	No initiative.
5. Liquid Bulk Strategy & Precinct Plan	<ul style="list-style-type: none">• Execution: Develop H2, LNG & LPG berth infrastructure• Execution: Decommissioning MBM

Medium Term (2031 to 2041)

Interventions:

1. Execution: Develop dry bulk terminal (Linked to studies in Short Term).
2. Execution: Increase the footprints of the liquid bulk storage, energy and LNG (extension of land in Dune area).
3. Execution: H2, LNG & LPG jetty for liquid bulk (relocation of MBM and Berth 103 volumes to jetty).
4. Execution: Decommissioning of MBM.
5. Execution: Terminal storage (MPT) to handle diverse cargo types, supporting green steel, aquaculture and agriculture imports and exports – terminal to use Berth 201-205 (Linked to studies in Short Term).
6. Execution: Maritime engineering expansion seawards to support vessel maintenance, repairs and boat building capacity (Linked to studies in Short Term).
7. Feasibility studies & Execution: Commercial logistics area to strengthen relation with IDZ.





External Dependencies to Compliment PDFP Interventions in the Medium Term

INTERVENTION N.º	DESCRIPTION	CATEGORY	KEY PROPONENT	COMMENTS
A	Establishment of a green corridors and protected green area to enhance biodiversity and mitigate environmental impacts of port activities. Can be used as part of a land swap agreement to allow for the port to expand beyond its current boundary, whilst mitigating impacts to environmentally sensitive land.	ENVIRONMENTAL	Transnet Environmental, Saldanha Bay Municipality, DFFE	This intervention is aimed at offsetting of port development and part of ports sustainability initiatives.
B	Large-scale development of sustainable tourism East and West of the port area, leveraging natural landscapes.	MARITIME COMMERCIAL	Transnet Environmental, Saldanha Bay Municipality, Private Sector	Aligns with the Growth Strategy and overall Western Cape Government Strategy.



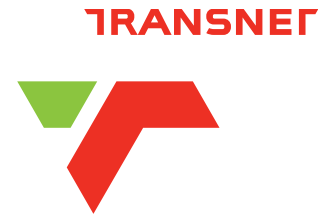
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Long Term: 2041 to 2056



Commodity Strategy: Long Term (2041 to 2056)

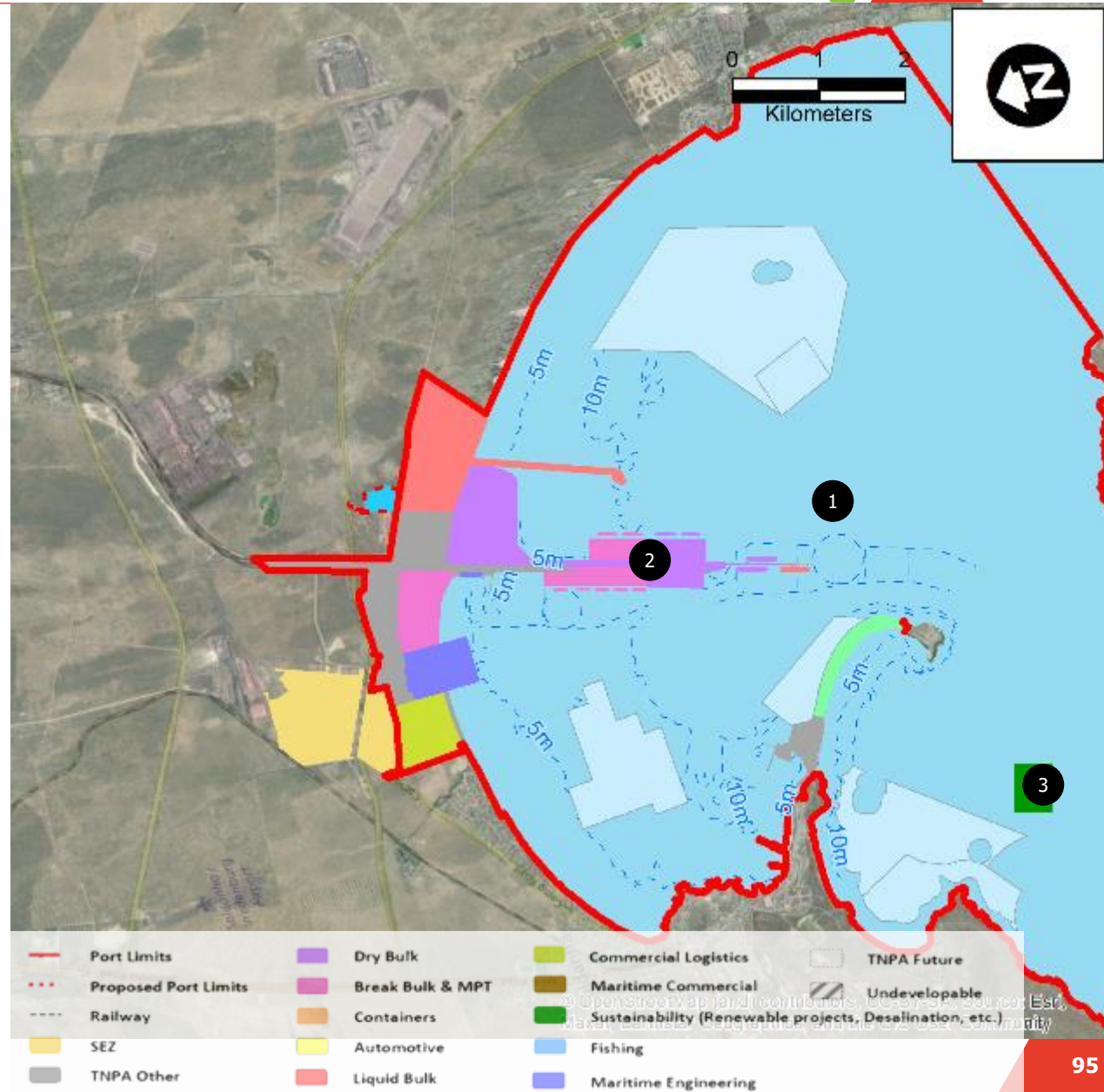


Commodity Strategy	Initiatives
1. Break Bulk Strategy & Precinct Plan	Feasibility studies: Additional widening of causeway for storage and new berths for break bulk (206 & 207) vessels.
2. Manganese Strategy & Precinct Plan	No initiative.
3. Dry Bulk Strategy & Precinct Plan	Feasibility studies and Execution: Additional widening of causeway for storage and new berths for dry bulk (208 and 209) vessels.
4. Iron Ore Strategy	No initiative.
5. Liquid Bulk Strategy & Precinct Plan	No initiative.

Long Term (2041 to 2056)

Interventions:

1. Feasibility studies & Execution: Continue to dredge the Big Bay side of the port (Linked to Berths 208/209)
2. a) Feasibility studies: Break bulk berths (206 & 207)
 b) Feasibility studies and Execution: Dry bulk berths (208 and 209).
3. Feasibility studies & Execution: Develop offshore wind or wave energy generation.



Notes:

1) New berths on the causeway do not encroach on desalination plant.



TRANSNET



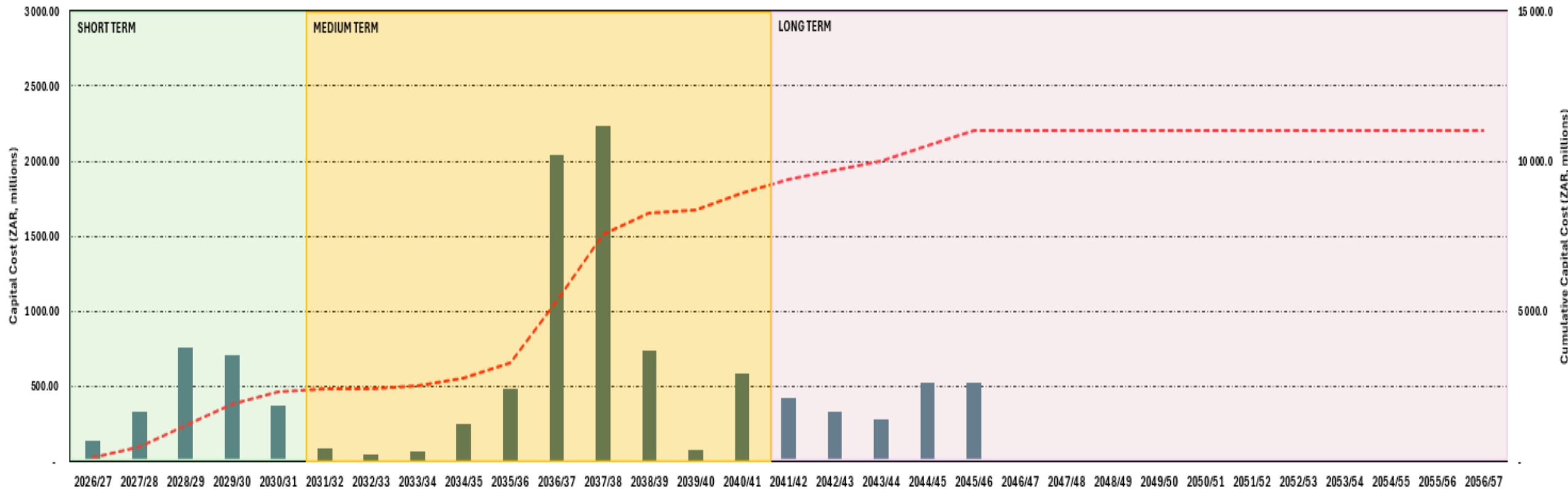
Capital Investment & Implementation Plan – Linked to NPP





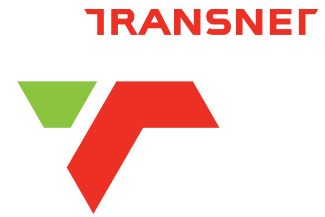
Summary of Investment Plan & Implementation Schedule

- Short Term:** Port investment is focused on retaining of existing business with Berth 205 (with stockpile for emerging miners), and feasibility studies for the liquid bulk terminal (energy, liquid bulk and gas storage including new jetty). Short Term investment is approx. **R 2.3 Billion**, which accounts for **21%** of total CAPEX over 30 years.
- Medium Term:** Port investment is focused on growing with new liquid bulk terminal (jetty and terminal), SEZ linkage projects, and expansion of maritime engineering. Medium Term investment is approx. **R 5.9 Billion**, which accounts for **53%** of total CAPEX over 30 years.
- Long Term:** Investment plan focused on sustaining the port with the future expansion. Long Term investment is approx. **R 2.8 Billion**, which accounts for **26%** of total CAPEX over 30 years.



** In some cases, spending for medium and long term projects commences in the previous term

Summary of Investment Plan & Implementation Schedule



Top 10 Projects Over the 30 Years:

PDFP ID#	Description	Designation	Transnet Segment Strategy	R4G Phase	Start	End	Duration
MT03	Execution:H2, LNG & LPG jetty for liquid bulk (relocation of MBM and Berth 103 volumes to jetty).	Liquid Bulk	Fuel & Gas	Expansionary	2035/36	2038/39	4
LT02	Feasibility studies & Execution: Additional widening of causeway for storage and new berths for break bulk (206 & 207) and dry bulk (208 & 209) vessels.	Break bulk	Manganese	Expansionary	2038/39	2043/44	6
LT01	Feasibility studies & Execution: Continue to dredge the Big Bay side of the Port ensuring a suitable site for:	TNPA Other	Other	Expansionary	2043/44	2045/46	3
ST03	a) Feasibility studies & execution: Expand Iron Ore storage capacity to accommodate emerging miners.	Dry Bulk	Iron Ore	Expansionary	2027/28	2030/31	4
MT02	b) Execution: Increase the footprints of the liquid bulk storage, energy and LNG (extension of land in Dunes).	Liquid Bulk	Fuel & Gas	Expansionary	2035/36	2038/39	4

Summary of Investment Plan & Implementation Schedule



Top 10 Projects Over the 30 Years:

PDFP ID#	Description	Designation	Transnet Segment Strategy	R4G Phase	Start	End	Duration
ST02	Feasibility studies: Land (including new port limits and application for exemption from sensitive classification) earmarked for energy, liquid bulk, gas storage, and jetty infrastructure.	Liquid Bulk	Fuel & Gas	Expansionary	2027/28	2030/31	4
MT07	Feasibility studies & Execution: Commercial logistics area to strengthen relation with IDZ (Phase 1 – 3).	Commercial Logistics	Other	Expansionary	2035/36	2037/38	3
ST12	Feasibility studies & Execution: Develop offshore wind or wave energy generation & desalination.	Renewables	Fuel & Gas	Tactical	2026/37	2038/39	4
MT06	Execution: Maritime engineering expansion seawards to support vessel maintenance, repairs and boat building capacity.	Maritime Engineering	Other	Expansionary	2036/37	2038/39	3
MT04	Execution: Decommissioning of MBM	Liquid Bulk	Fuel & Gas	Tactical	2035/36	2037/38	3

2025/26 NPP & PDFPs

Consultations and High Level Roadmap

- Behind schedule
- In progress
- Complete
- Not yet started



The National Ports Plan will be published for public comment for a period of 30 days.

Thereafter, responses to the comments received during the public participation process will also be published.



transport

Department:
Transport
REPUBLIC OF SOUTH AFRICA



Q & A



National Ports Authority

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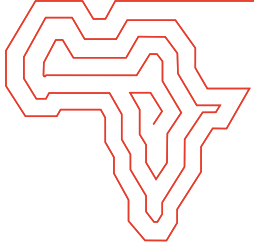


*national ports
authority*

**Port Manager
Mr Shadrack Tshikalange**



Contents



-
- 01** Capital Expenditure Performance FY 2025/26

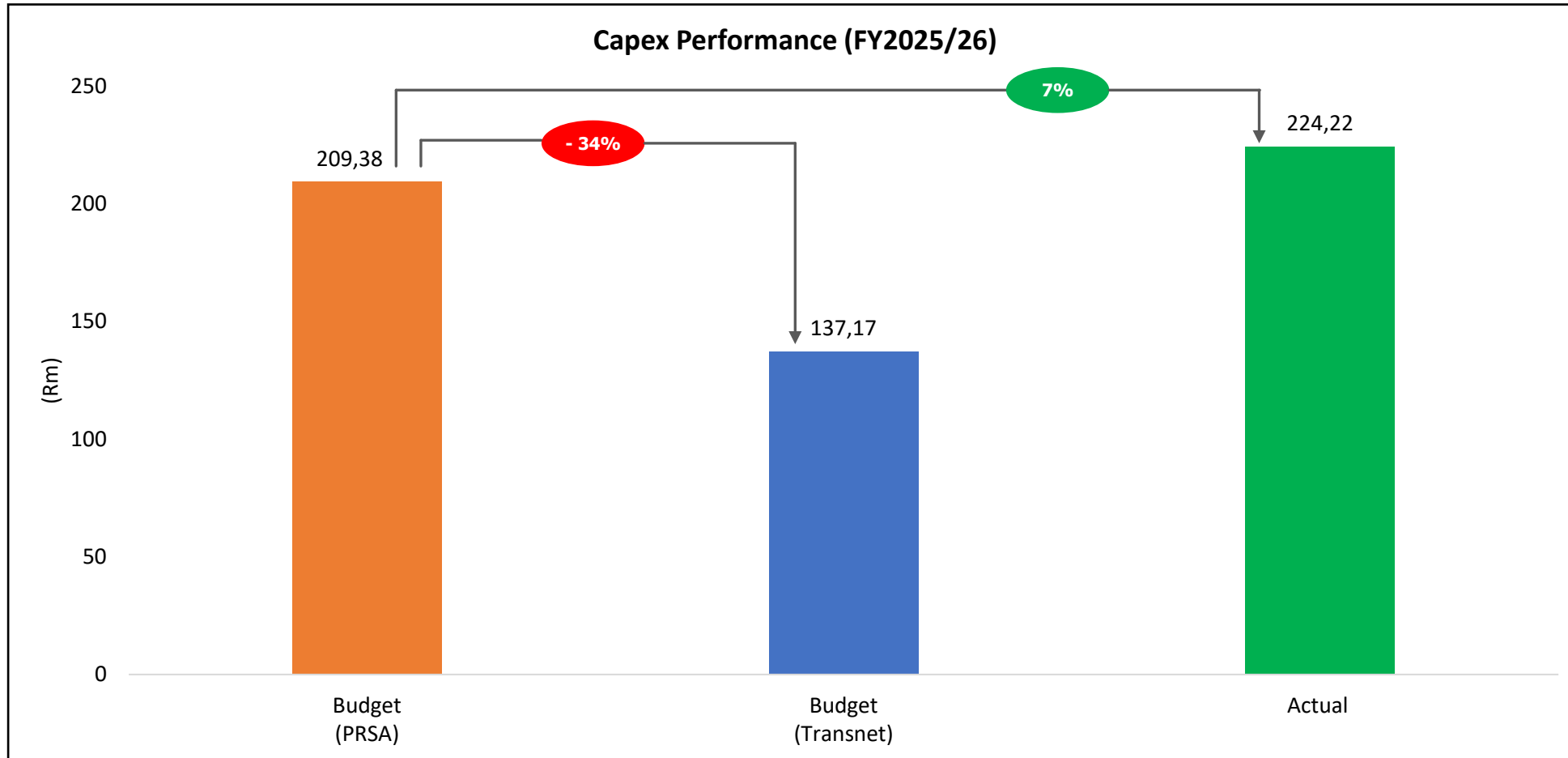
 - 02** Capital Budget Aligned with PRSA ROD FY 26/27

 - 03** Capital Investment Programme – 7 Year Horizon



CAPITAL INVESTMENT PERFORMANCE

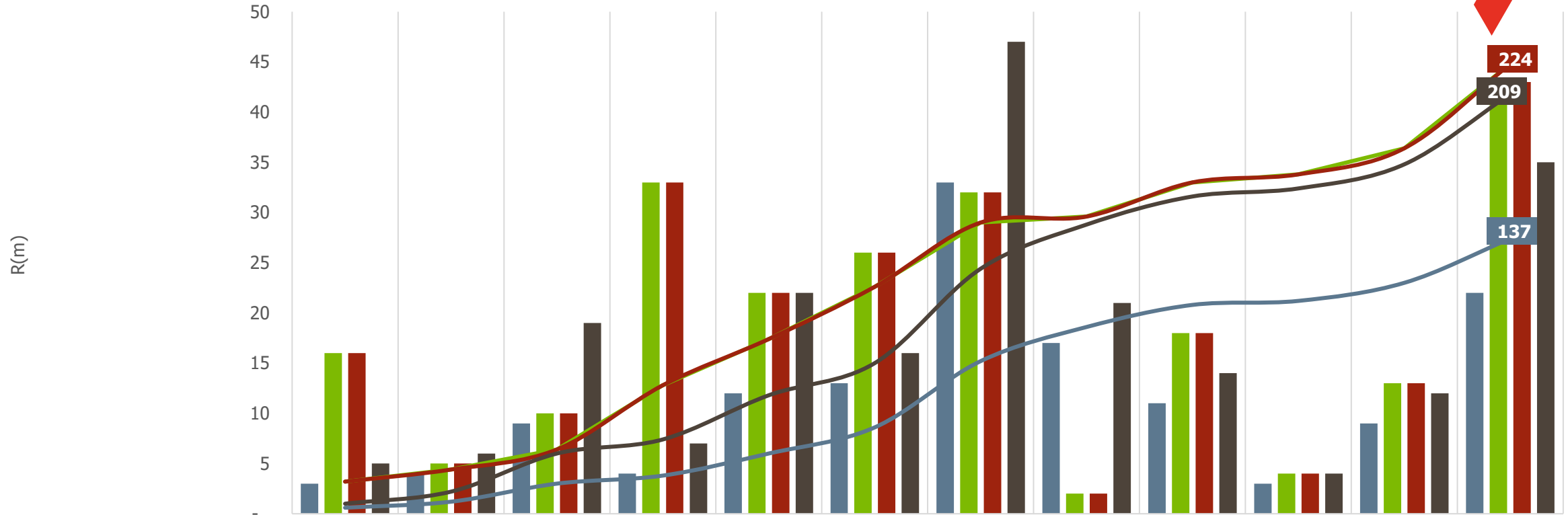
FY 2025/26 – Port of Saldanha Bay



[The **2025/26 CAPEX** performance stands at **7%** above the PRSA Budget]

CAPITAL EXPENDITURE PERFORMANCE

Financial Year 2025 / 26 - Port of Saldanha Bay



	Apr-25	May-25	Jun-25	Jul-25	Aug-25	Sep-25	Oct-25	Nov-25	Dec-25	Jan-26	Feb-26	Mar-26
Approved Budget (Prd)	3	4	9	4	12	13	33	17	11	3	9	22
Actual / Spend (Prd)	16	5	10	33	22	26	32	2	18	4	13	43
Latest Estimate (Prd)	16	5	10	33	22	26	32	2	18	4	13	43
TA Budget	5	6	19	7	22	16	47	21	14	4	12	35
Approved Budget (Cumul)	3	6	15	19	30	43	76	93	104	106	115	137
Actual / Spend (Cumul)	16	22	32	64	87	113	145	148	165	169	182	224
Latest Estimate (Cumul)	16	22	32	64	87	113	145	148	165	169	182	224
TA Budget (Cumul)	5	11	30	37	59	75	122	144	158	162	174	209

CAPITAL EXPENDITURE PERFORMANCE

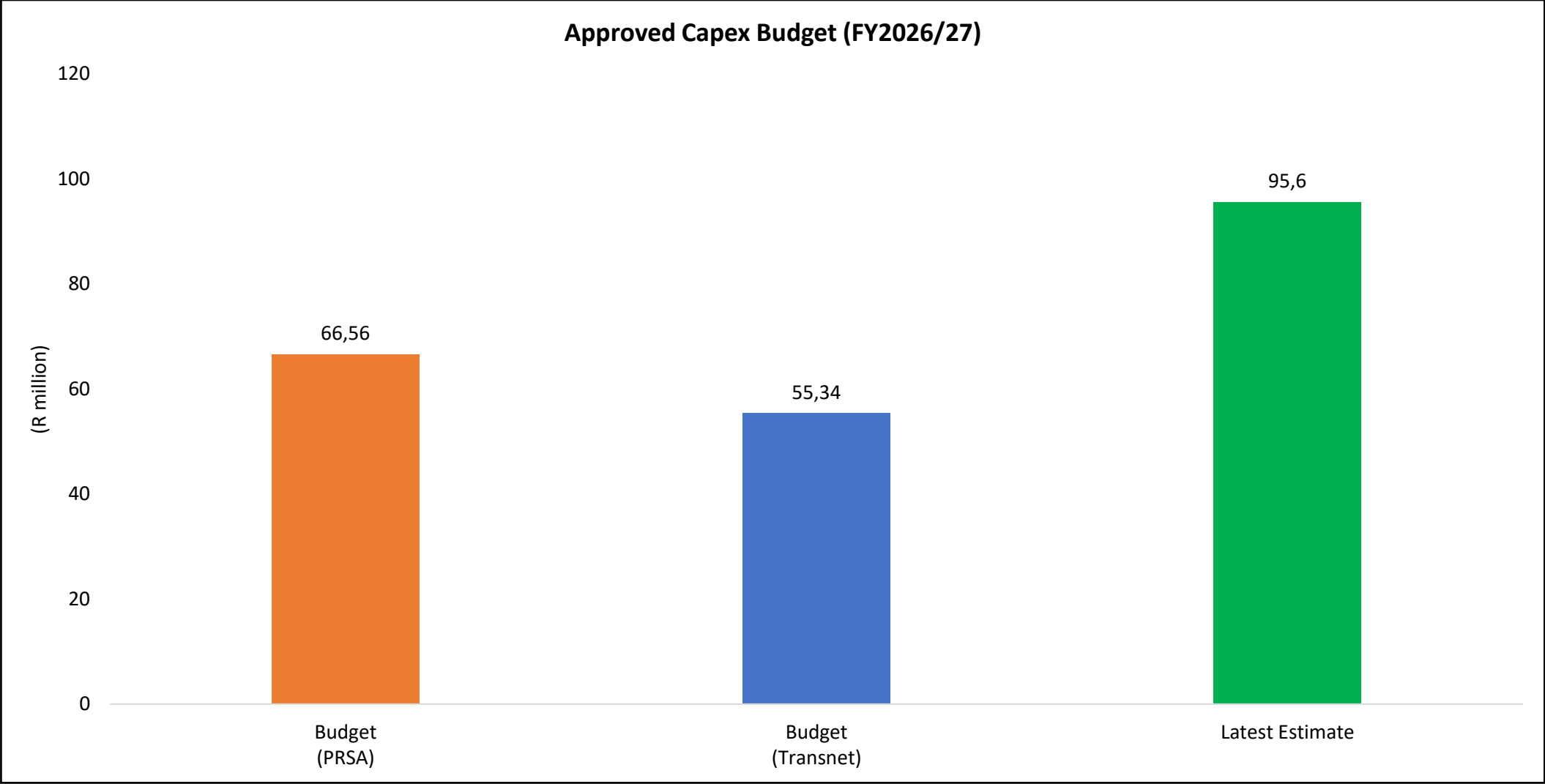


Financial Year 2025 / 26 – Top 10: Port of Saldanha Bay

Project Name	PRSA Budget FY2025/26 (R'ms)	Approved Budget FY 2025/26 (R'ms)	Actual / Spend FY 2025/26 (R'ms)	Reason for Variance
Bulk Electrical Power Supply Project	-	-	103.19	Roll-over project – delays due to termination of contract with original principal construction contractor.
Acquisition of 23 Yokohama Floating Pneumatic Fender	60.00	50.92	68.01	Complete
20 MW Renewable Energy Electricity Generating System	8.00	6.79	0.30	Not contracted yet – pending a finalisation of a governance process (Gate Review).
Purchase of Fire and Emergency Services Appliances (SLD)	-	-	0.15	Roll-over project – Supplier's subcontractor for the Cabs experienced unforeseen delays.
Dredging requirements in the Port - SLD	5.00	4.24	16.27	The Grab Hopper Dredger managed to complete the budgeted capital dredging volumes unhindered.
Construction and Delivery of Tug Ernie	-	-	19.09	Unforeseen Investment in response of a settlement agreement to complete construction of Tug Ernie.
Operational Facilities for Infrastructure Maintenance	30.00	25.46	0.42	Tender non-award – Readvertisement in the FY2026/27.
Purchase of Generator Sets for the Port of SLD	97.00	41.79	(0.69)	Change in business strategy.
Upgrade of Port Entrances	2.00	1.69	1.39	Procurement delays.
Feasibility: Refurbishment of Main Breakwater and Causeway	0.00	0.00	0.28	Procurement delays.

CAPITAL INVESTMENT PROJECTIONS

FY 2026/27



CAPITAL EXPENDITURE PERFORMANCE

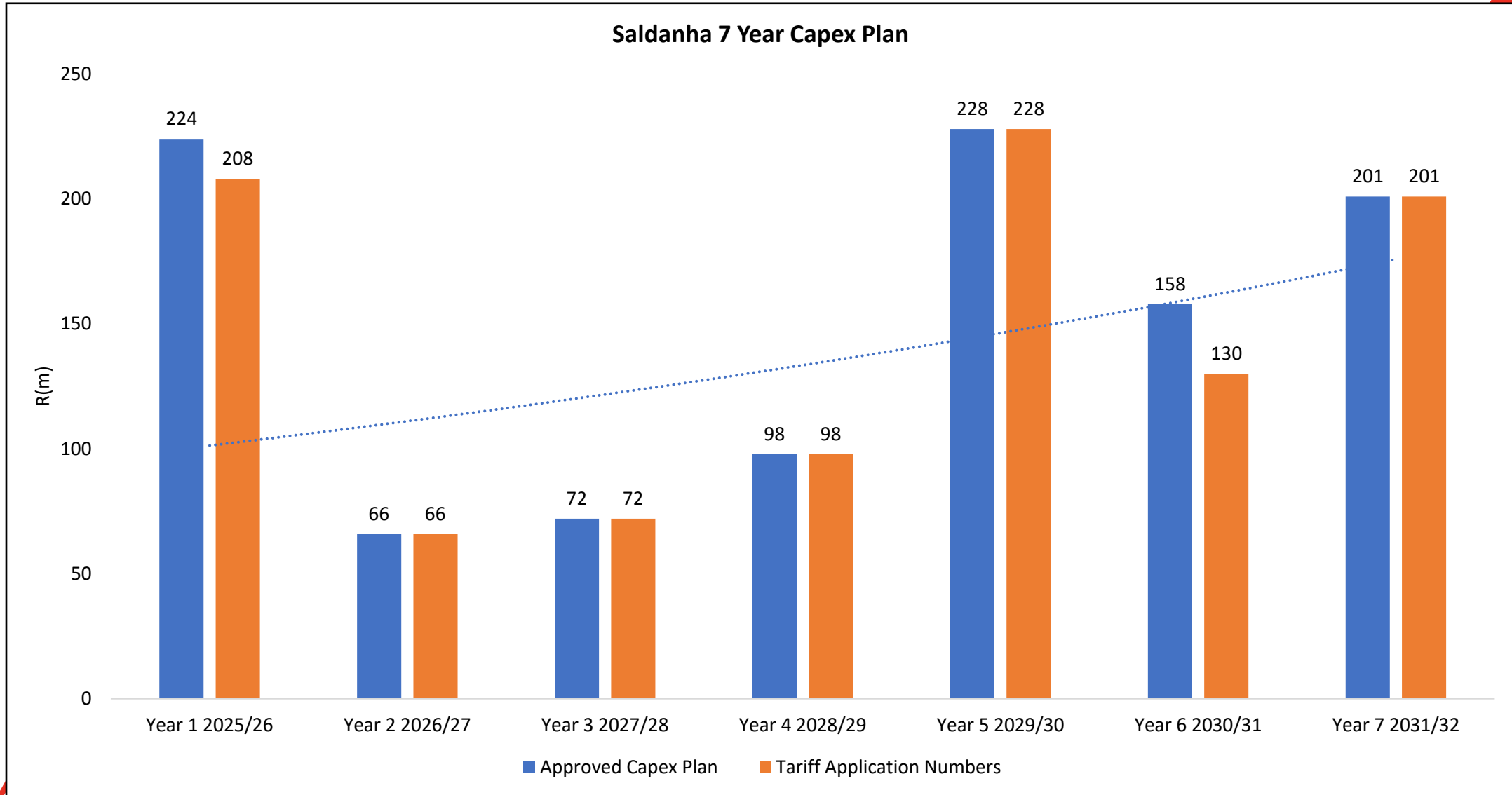


Financial Year 2026 / 27 – Top 10: Port of Saldanha Bay

Project Name	PRSA Budget FY2026/27 (R'ms)	Approved Budget FY 2026/27 (R'ms)	Latest Estimate FY2026/27	Reason for Variance
Bulk electrical power supply related to Third tippler	0.00	9.55	24.75	Roll-over project – delays due to termination of contract with original principal construction contractor.
20 MW Renewable Energy Electricity Generating System (SLD)	13.14	2.10	0.39	Not contracted yet – pending a finalisation of a governance process (Gate Review).
Convert Tugs to Utilize Renewable Energy	0.00	16.70	0.00	Emanated from a TNPA Exco resolution in October 2025. Business case not approved yet.
Execution: Pneumatic Fender Maintenance & Storage Area - Phase 1	0.00	4.28	4.28	Procurement delays
Dredging requirements in the Port - SLD	6.39	2.51	2.51	Change in project execution strategy
Operational facilities for Infrastructure Maintenance	0.00	4.50	4.50	Roll-over project: Tender non-award – Readvertisement in the FY2026/27.
Upgrade and Replacement of Asbestos Waterline: Phase-1	0.00	0.00	6.18	Roll-over project: delays due to changes in procurement strategy.
Feasibility: Refurbishment of Main Breakwater and Causeway Rock revetment	0.00	6.52	6.52	Roll-over project: delays in development of specifications documents.
Construction and Delivery of Tug Ernie	0.00	0.00	30.83	Unforeseen Investment in response of a settlement agreement to complete construction of Tug Ernie.
Purchase of Fire and Emergency Services Appliances (SLD)	0.00	0.00	10.03	Roll-over project – Supplier's subcontractor for the Cabs experienced unforeseen delays.
Purchase of Generator Sets for the Port of Saldanha	41.75	0.00	0.00	Change in business strategy.
	61.28	46.16	89.99	

CAPITAL EXPENDITURE INITIATIVES

7 Year Capex Plan



CAPITAL EXPENDITURE INITIATIVES – 7 YRS

Port of Saldanha Bay



Projects	Year 1 2026/27	Year 2 2027/28	Year 3 2028/29	Year 4 2029/30	Year 5 2030/31	Year 6 2031/32	Year 7 2032/33
20 MW Renewable Energy Electricity Generating System (SLD)	Execution	Execution	Execution	Execution			
Bulk electrical power supply related to Third tippler	Execution						
Dredging requirements in the Port - SLD	Execution	Execution	Execution				
Execution: Ore Expansion New Berth Construction							
Execution: Pneumatic Fender Maintenance & Storage Area - Phase 1	Execution	Execution					
Execution: Provision of Infrastructure & Bulk Services for Lettable Land: Upgrade and Replacement of Asbestos Waterline	Execution						
Execution: Reconfiguration of the Oil Jetty	Execution	Execution					
Execution: Refurbishment of Main Breakwater and Causeway Rock revetment		Execution	Execution	Execution			
Execution: Road and Rail Upgrade Phase 1 – Haul Road	Execution	Execution	Execution	Execution	Execution		
Execution: Upgrade of Mossgas Quay				Execution	Execution	Execution	Execution
Feasibility: Ore Expansion New Berth Construction	Concept	Concept					
Feasibility: Reconfiguration of the Oil Jetty							
Feasibility: Refurbishment of Main Breakwater and Causeway Rock revetment	Pre-feasibility						
Feasibility: Upgrade of Mossgas Quay	Pre-feasibility	Pre-feasibility	Pre-feasibility				
Operational facilities for Infrastructure Maintenance	Execution	Execution					
Purchase of Fire and Emergency Services Appliances (SLD)	Execution						
Tie-in of SBIDZ Switching Station with New Main Intake Substation	Pre-feasibility	Execution					
Construction and delivery of Tug Ernie T3021 (SLD)	Execution	Execution *					
Execution: Multipurpose Berth Mooring Interventions		Execution	Execution				
Feasibility: Multipurpose Berth Mooring Interventions	Pre-feasibility						
Convert Tugs to Utilize Renewable Energy		Execution	Execution				

LEGEND

- Concept
- Pre-feasibility
- Feasibility
- Execution





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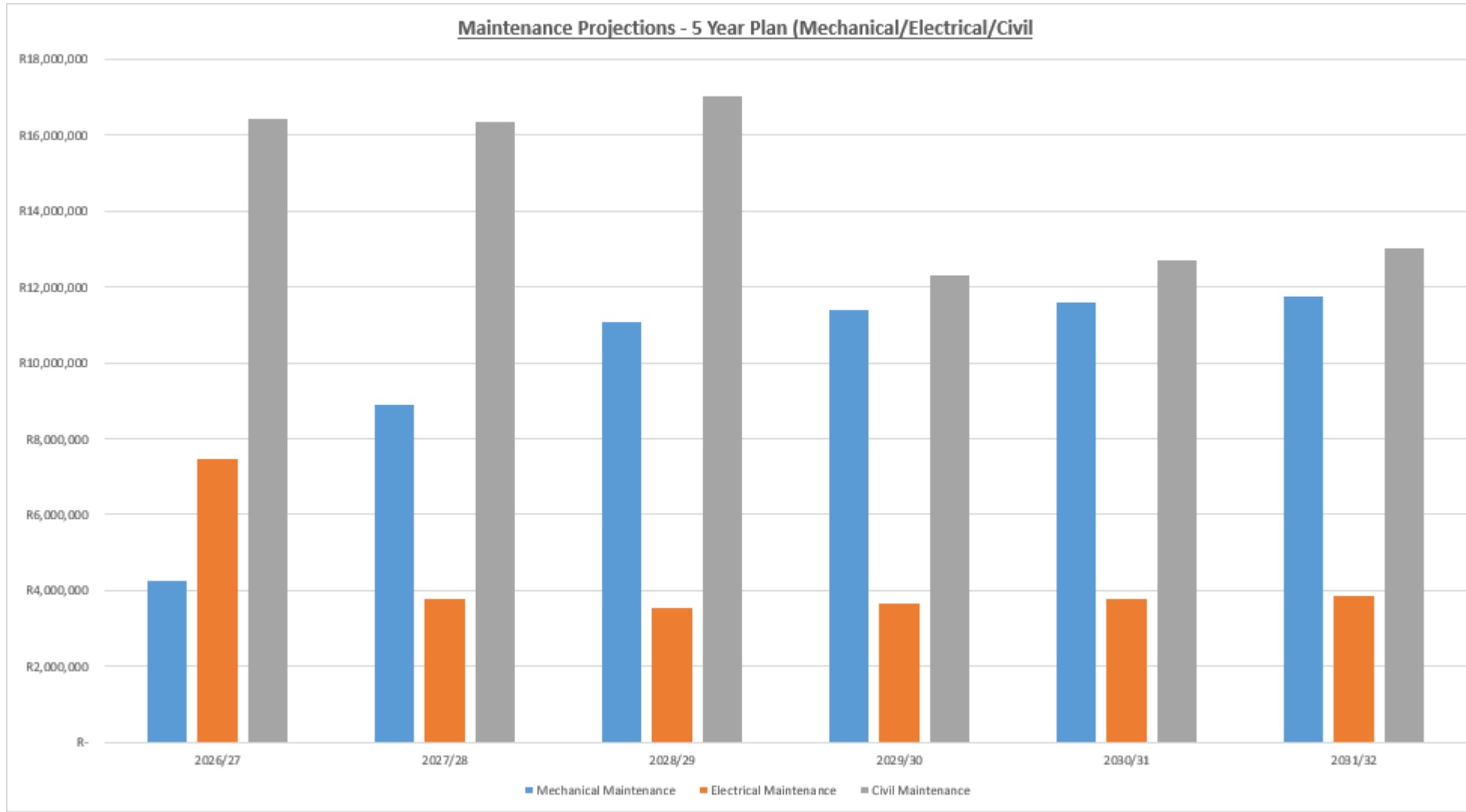


MAINTENANCE PROJECTIONS



MAINTENANCE EXPENDITURE INITIATIVES – 5 YR PLAN

Port of Saldanha Bay





TRANSNET



PORT OPERATIONS PERFORMANCE & OVERSIGHT REGIME





Authority Main Function

To own, manage, control and administer ports to ensure their efficient and economic functioning

Primary Objectives

- Orderly, efficient and effective port operations
- Safety and security in ports
- Compliance to national and international laws, conventions and agreements



Port Oversight Framework

Regulatory Requirements

Perform oversight of Terminal Performance to ensure efficient and effective working ports

- Efficiency – *(Clause 14)*
- Safety, Health *(Clause 10)*
- Environment *(Clause 13)*
- Security *(Clause 12)*
- Infrastructure Maintenance *(Clause 5, 6, 7, 8)*
- Finance – *(Clause 16 & 17)*
- Real Estate – *Clauses included on lease agreement*

INTEGRATED PORT OVERSIGHT

Operations Oversight within Port Oversight



Operations

- Vessel Performance Monitoring
- Monthly Inspections
- TOPS Quarterly Assessments
- WEGO Assessments
- Annual Oversight Audits

Infrastructure

- Infrastructure Condition assessment
- Monitoring Maintenance and CAPEX Programme
- Annual Oversight Audits

HSE

- Annual Environmental Compliance Audits
- Ad hoc SHE Inspections Tenants
- Annual Oversight Audits

Security

- ISPS Compliance Level-1
- DOT Audits- 5 years due in June 2024
- Terminal Oversight – Close DoT findings
- Access Control
- Annual Oversight Audits



- Compliance to Lease Agreement conditions
- Monthly and Ad hoc Building Inspections
- Investment Property Evaluations
- Annual Oversight Audits

Real Estate

- Bunkering monitoring
- IMDG compliance inspections
- Diving compliance monitoring
- Stevedore compliance inspections
- Hull cleaning compliance monitoring
- Annual Oversight Audits

Harbour Master

- Reporting Compliance / Annual Financial Statements

Finance

FY 2025/26 - MARINE OPERATIONS PERFORMANCE STANDARDS



Vessel Operations	Count
Number of Days	365
Available Slots	2920
Number of Requested Services	1319
Slot Utilization	45.17%
Number of Vessel Movements	1315
Total Number of Movements Delayed	37
On-Time Performance	97.19 %
Vessel Service Delays	2.81 %

Category	No of Movements	% of Movements	% of Movements	Average Hours	Total Hours
Infrastructure	4	99.70%	0.30%	10:55	43:42
Marine Service	10	99.24%	0.76%	01:19	13:18
Port	0	100.00%	0.00%	00:00	00:00
Shipping Line	2	99.85%	0.15%	01:33	03:07
Terminal	2	99.85%	0.15%	01:00	02:00
Weather	19	98.56%	1.44%	12:49	243:36

- Delay due to vessel not ready reflected as shipping line.
- Delay due to platform faulty, infrastructure maintenance and fenders not available.
- Delay due to ship loader obstruction reflected as Terminal.

FY 2025/26 - PERFORMANCE CLASSIFICATION DASHBOARD

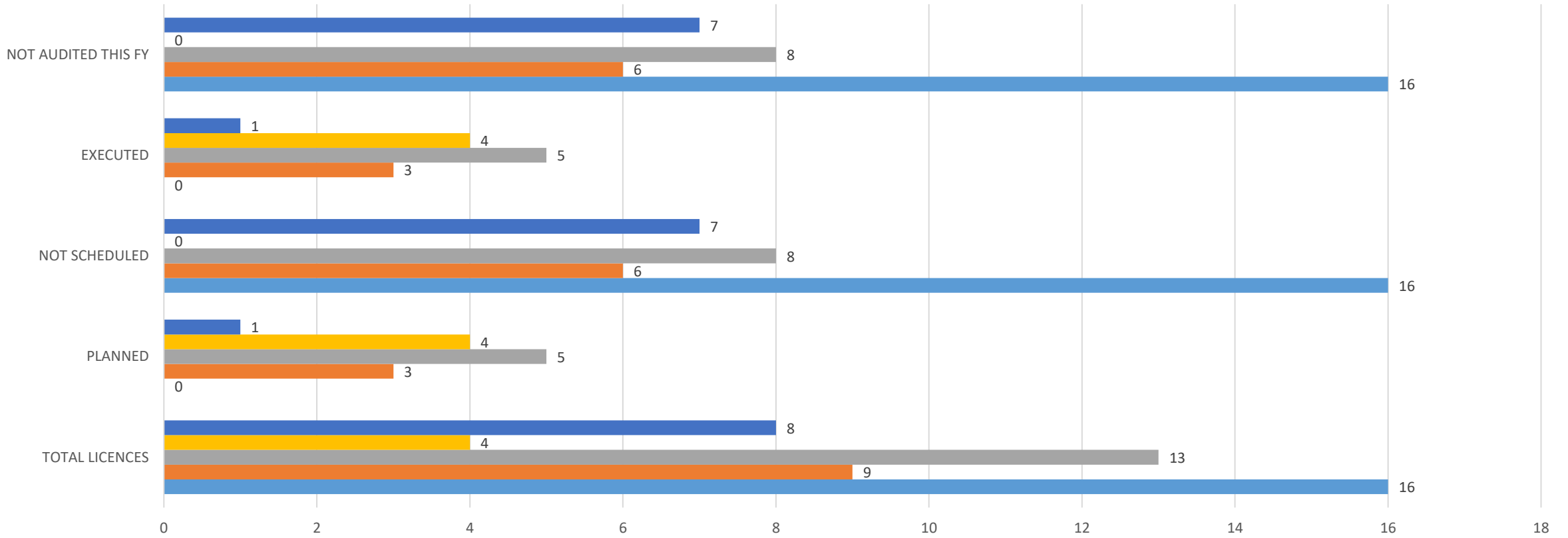


Priority Level	Operations/TOPS (Individual KPI)	TOPS/Quarterly Performance	Terminal Rating - Quarter 1 Performance	Terminal Rating - Quarter 2 Performance	Terminal Rating - Quarter 3 Performance	Terminal Rating - Quarter 4 Performance	Terminal Rating Full Year Performance	Number of Terminals
1	A score that is below -20% deviation against target	Process Improvement Plan (PIP)	•					0
2	A score that falls between, and including -20% and -10% deviation against target	Process Improvement Plan (PIP)	• TPT: IOT (TOL/SB/02)	• TPT: IOT (TOL/SB/02)	• TPT: IOT (TOL/SB/02)			0
3	A score that falls between, and including -10% and -5% deviation against target	Remedial Action Plan (RAP)				• SRE (TOL/SB/04)		0
4	A score that falls between, and including -5% and 0% deviation against target	Monitor Performance	• SFF (TOL/SB/01) • TPT: MPT (TOL/SB/03)	• TPT: MPT (TOL/SB/03) • SRE (TOL/SB/04)	• TPT: MPT (TOL/SB/03) • SRE (TOL/SB/04)	• SFF (TOL/SB/01)	• TPT: IOT (TOL/SB/02) • SRE (TOL/SB/04)	2 (50%)
5	A positive deviation	No Action Required	• SRE (TOL/SB/04)	• SFF (TOL/SB/01)	• SFF (TOL/SB/01)	• TPT: MPT (TOL/SB/03) • TPT: IOT (TOL/SB/02)	• SFF (TOL/SB/01) • TPT: MPT (TOL/SB/03)	2 (50%)

AUDITS CONDUCTED – SALDANHA (YTD MARCH 2026)



License Spectrum



	TOTAL LICENCES	PLANNED	NOT SCHEDULED	EXECUTED	NOT AUDITED THIS FY
WASTE DISPOSAL	8	1	7	1	7
TERMINALS	4	4	0	4	0
STEVEDORING	13	5	8	5	8
DIVING	9	3	6	3	6
BUNKERING	16	0	16	0	16

■ WASTE DISPOSAL ■ TERMINALS ■ STEVEDORING ■ DIVING ■ BUNKERING

SALDANHA- WEGO

Port Efficiency Gain Report- Summary



Port of Saldanha - WEGO 2025/26 FY Report		Liquid Bulk - SFF				Liquid Bulk - Sunrise Energy					Breakbulk					Drybulk					Port of Saldanha Aggregated Performance	
Key Performance Measures	Weight	Previous Best Performance	2025/26 Full Year	Gain/Loss	Weighted Gain/Loss	2024/25 Full Year	Previous Best Performance	2025/26 Full Year	Gain/Loss	Weighted Gain/Loss	2024/25 Full Year	Previous Best Performance	2025/26 Full Year	Gain/Loss	Weighted Gain/Loss	2024/25 Full Year	Previous Best Performance	2025/26 Full Year	Gain/Loss	Weighted Gain/Loss	Port of Saldanha Aggregated Performance	
Vessel Service Delays - Marine	30%	0,0%	0%	0,0%	0,0%	0,0%	0,0%	0,0%	0,0%	0,0%	0%	0,0%	0,0%	0,0%	0,0%	0,6%	0,0%	0,0%	0,0%	0,0%	0,0%	
Vessel Service Delays - Terminal Operator	10%	0,0%	0,0%	0,0%	0,0%	0,0%	0,0%	0,0%	0,0%	0,0%	0,0%	0,0%	0,0%	0,0%	0,0%	0,0%	0,0%	0,0%	0,0%	0,0%	0,0%	
Ship working Hour	10%	6450	5822	-9,7%	-1,0%	532	533	415	-22,2%	-2,2%	355	357	401	12,3%	1,2%	8259	8763	6941	-20,8%	-2,1%	-0,75%	
Berth Productivity	5%	4360	4781	9,7%	0,5%	303	303	335	10,7%	0,5%	308	308	372	20,8%	1,0%	3317	3932	3410	-13,3%	-0,7%	0,13%	
Ship Productivity Indicator	20%	4318	3473	-19,6%	-3,9%	193	193	226	17,0%	3,4%	328	404	356	-11,9%	-2,4%	2372	4223	3050	-27,8%	-5,6%	-3,70%	
Ship Turnaround Time	25%	33	42	-27,7%	-6,9%	32	30	28	5,2%	1,3%	110	94	109	-17,0%	-4,2%	77	41	62	-51,3%	-12,8%	-8,32%	
TOTAL KPI WEIGHTINGS	100%				-0,6%					3,0%					-1,7%						-10,5%	-12,6%
Number of Vessel Calls (Total)	542				29,00					33,00					210,00						270,00	
Number of Operational Vessels	542				5,4%					6,1%					38,7%						49,8%	
Terminal Call Ratio	100%																					
Port Efficiency Gain/Loss	-12,6%																					



TRANSNET



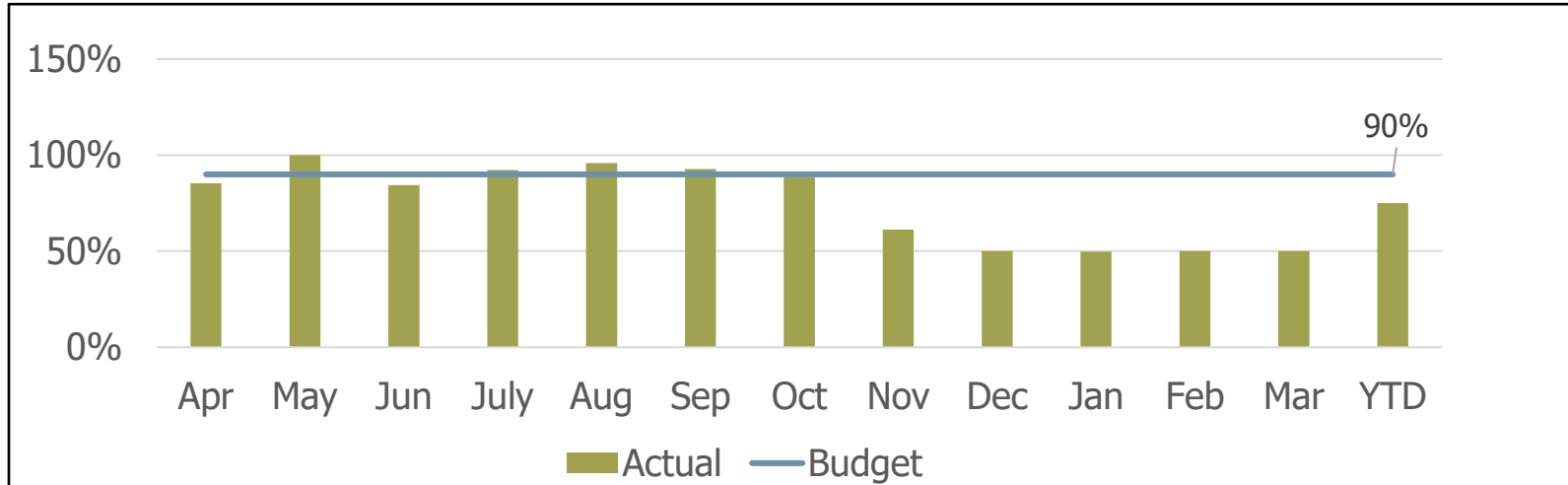
MARINE OPERATIONS & AIDS TO NAVIGATION





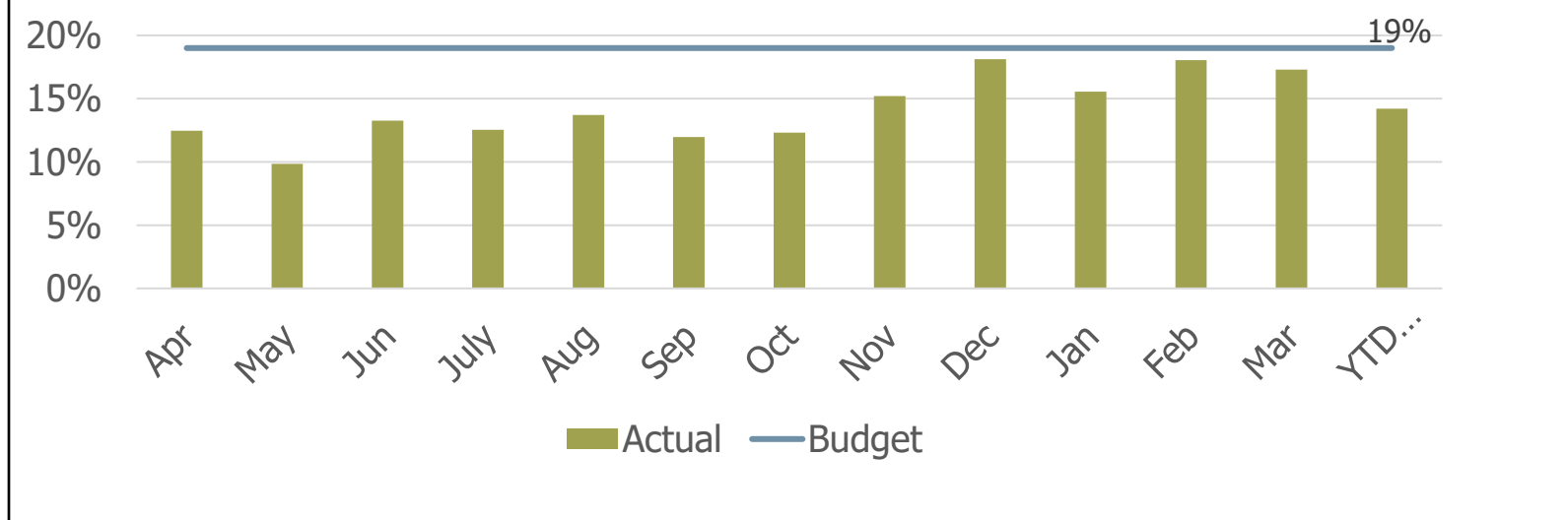
MARINE CRAFT STATUS 2025/26

Tug Availability %



Comments:
Tug Availability below target YTD at 75% due to craft scheduled for dry dock in the period under review.

Tug Utilisation %



Comments:
Tug Utilisation below target at 14% against a budget of 19%. Below budget utilization because of the scheduled for dry dock in the period under review.



PORT PERMISSIBLE DRAFTS AT BERTH

Terminal	Berth	Max Perm Draft	Bollards
TANKER BERTH	103	20,5 In – 21,5 Out	N/A
TPT IOT	OBL	20,5 In – 21,5 Out	N/A
TPT IOT	OBS	20,5 In – 21,5 Out	N/A
MPT	201	12,5	1 – 12
MPT	202	13,5	12 – 21
MPT	203	13,5	21 – 30
MPT	204	13,5	30 – 39
LPG	MBM	10,4	N/A
GMQ	GMQ	6.5m and 7m at High Tide	1 - 15

Status

- All aids to navigation are at 100% availability.
- Dredging completed in June 2025.
- Planned soundings done to monitor and ensure depth management.

New developments

- None.



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Port	Date	Venue	Time
Mossel Bay	08 June 2026	Microsoft teams	09:00
East London	08 June 2026	Microsoft teams	12:30
Saldanha	9 June 2025	Microsoft teams	09:00
Cape Town	10 June 2025	Microsoft teams	09:00
Ngqura	11 June 2025	Microsoft teams	09:00
Port Elizabeth	11 June 2025	Microsoft teams	12:00
Durban	12 June 2026	Microsoft teams	09:00
Richards Bay	15 June 2026	Microsoft Teams	09:00



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Thank You!

Way Forward



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- Comments:
- Kindly submit Inputs To:
 - Anga Tshaka atshaka@samsa.org.za and Lindeka Ngxumza Ingxumza@samsa.org.za copy SSchwartz@samsa.org.za
 - Saldanha Bay - Tuesday 26 May 2026
(subject: Port of Saldanha Bay PPR)
- Ports Authority's Response – two weeks after finalisation of the Roadshow
- PRSA Tariff Process commencing Monday 1 August 2026
- NPCC inputs to the PRSA Tariff Process to consider Port User Inputs – ROD 1 D

Timelines