

Port of Ngqura Fact Sheet

1. Project background

- The development of the Port of Ngqura is part of the National Ports Authority of South Africa's (NPA of SA) R3,2 billion ports upgrading programme.
- The port is currently the biggest government-sponsored infrastructure development in South Africa.
- The concept of a port at the Coega River mouth was first mooted some 30 years ago.
- The last port to be built in South Africa was Richards Bay, in 1976.
- The port is being developed to provide additional container, bulk and breakbulk cargo handling capacity, and to support the Coega Industrial Development Zone (IDZ).
- Large-scale container handling capacity and deepwater berths will provide a major attraction for container traffic and transshipment opportunities.
- The Port of Ngqura will complement the existing deepwater ports in Richards Bay and Saldanha Bay.
- The port will have 330 anchor days a year as the area is protected from prevailing south winds.

2. General information

- The R2,6 billion Port of Ngqura will be South Africa's third deepwater port.
- The NPA, a division of Transnet, is building the port over three years.
- The port will admit its first commercial shipping vessel in 2005.
- The Port of Ngqura is situated at the mouth of the Coega River in Algoa Bay, 20km north east of Port Elizabeth, in the Eastern Cape.
- It will be the eighth commercial port in South Africa. The first commercial river port is the port of East London, also situated in the Eastern Cape.
- The Port of Ngqura can be expanded if this is dictated by market forces; the container terminal side can accommodate another two berths and the jetty another berth.
- The long-term development plan for the port includes another basin, which can accommodate a minimum of another eight berths.

3. Marine Infrastructure

- The NPA will provide the infrastructure in the port while it expects private investors to provide the cargo handling facilities.
- The Port of Ngqura will house South Africa's deepest container terminal as well as bulk and general cargo berths.
- Ngqura is being built to accommodate 6 500 twenty foot equivalent unit (TEU) ships but could accommodate up to 8 500 TEU ships.

- The port will be able to receive Panamax size container vessels of up to 80 000 deadweight tonnage.
- Port Elizabeth and East London also have container terminals but are not deepwater ports.
- Existing container terminals of Cape Town, Durban and Port Elizabeth will run out of capacity – even if they undergo major expansions – by 2020.
- The initial marine infrastructure will consist of two breakwaters, two container berths and three general or bulk cargo berths. A sand bypass system will cater for the movement of sand along the coastline.
- The main breakwater will be 2,6km long extending to a depth of 17,5m below and at a height of 6m above mean sea level.
- The secondary breakwater will be 1,3km long extending to a depth of 15m below and at a height of 5,5m above mean sea level.
- The quay walls will be 1 864m long.
- The height of the bulk liquid and container quay walls will be 21.5m (of which 17,5m is below mean sea level), while the height of the dry/breakbulk quay walls will be 23m (of which 19m is below mean sea level).
- The quay walls will be constructed in the dry.
- The container terminals will be 780m long with a back-up depth of 400m to 500m.
- The jetty for the bulk and general cargo berths will be 632m long and 100m wide.
- The port of Port Elizabeth will continue to serve as a motor vehicle, tourism and agriculture hub.
- All port terminals will be operated by private companies.
- Aluminium Pechiney and the Coega Development Consortium (Codeco) are, at this stage, potential concessionaires.
- Aluminium Pechiney intends to build an aluminium smelter at the planned adjacent Coega Industrial Development Zone (IDZ).

4. Landside Infrastructure

- The Coega Development Corporation (CDC) is developing the landside infrastructure for the Coega Industrial Development Zone. These developments will complement each other.
- The landside development will encompass a custom secure logistic park, an e-commerce park, areas for port activities and allied industries, a mixed-use corridor as well as electronic and technical clusters.
- A R500 million rail line will link Coega with the Port Elizabeth rail network.

5. Construction

- The construction of the port represents the biggest maritime civil engineering project in Africa for some time.
- Contractors moved on site in September 2002.
- The marine infrastructure will be completed by the end of 2005.

- Large scale earthworks, approximately 13 million m³ of land-based excavation and 14 million m³ of dredging works, is required to level the cargo handling areas and create deep water berths. The original land level is up to 45m above sea level.
- Five million tons of rock is needed for the construction of the port's breakwaters. The rocks will be obtained from the Western Coega Kop quarry, situated 9km from the port site.
- Ngqura Harbour Contractors Joint Venture (Hochtief Construction, Concor Holdings and Ngqura Empowerment Contractors) is the main contractor who will build the breakwaters, quay walls and earthworks. (Contract value: R1 430 million)
- Connec Joint Venture (Concor Holdings and Ngqura Empowerment Contractors) is constructing the sand bypass works. (Contract value: R99 million)
- Belgian firm Jan De Nul will dredge the entrance channel. (Contract value: R481 million)
- Ngqura can easily be expanded in future, with the container terminal accommodating another two berths and the jetty accommodating one more berth.
- The longterm development plan makes provision for another basin, which can accommodate at least another eight berths.

6. Economic contribution

- The project will boost economic growth in the Eastern Cape.
- More than 20 000 permanent jobs and 50 000 construction jobs will be created in the initial phase of the port.
- Mr Jeff Radebe, Minister of Public Enterprises, has said government's expenditure on the infrastructure/port shows its commitment to contributing to economic development in a practical manner.
- The NPA and Pechiney signed a 25-year agreement which ensures that the Port of Ngqura creates the necessary infrastructure and resources for industrial activities in April 2003.
- The Port of Ngqura will serve as gateway for exports produced in the Coega Industrial Development Zone (IDZ).
- The Port of Ngqura will put manufacturers in a more competitive position as they will save on land transportation costs.
- The Coega IDZ is being developed next to the port by the Coega Development Corporation (CDC).
- Primary, secondary and tertiary industries should flow from the establishment of the port and IDZ.

7. Environment

- An Environmental Monitoring Committee has been established to monitor the construction of the port and the IDZ.
- The NPA is required to protect the Bontveld, which forms part of environmentally sensitive areas within the project areas.
- The pristine Bontveld area on the eastern side of the Coega River has been fenced off from the construction area.

- The Bontveld will be part of the open spaces of the Coega Project.
- Bontveld is preserved for the unique manner in which plant and animal species co-exist in the area.
- Three environmentally sensitive islands exist off the port site: Jahleel, St. Croix and Brenton Islands.
- No activity is allowed within 500m from these islands.
- A Predator Control Management Plan has been developed to manage rodents and monitor the bird population on Jahleel.
- The islands will be protected and may possibly be marketed to tourists and members of the public.
- Protected and environmentally sensitive plant species were removed from the construction areas after a permit was obtained.
- These plants will be relocated to other areas and some will be used during the rehabilitation of some of the port area after construction has been completed.
- An independent study found that an insignificant portion of the Algoa Bay population of gerbils would be affected by the construction.