



# SHIP-TO-SHORE @ Durban Container Terminal

EDITION 1 - DECEMBER 2012



## A year of innovation, evolution and improvement.

Welcome to the first edition of Ship-to-Shore, Durban Container Terminal's new online newsletter. We'll be using Ship-to-Shore to keep all our stakeholders, management and employees informed of DCT's latest news; including performance highlights, infrastructure developments and operational improvements.

I'd like to start by saying a sincere 'thank you' to all stakeholders, customers, and employees for your support. Everyone knows the impact of the global economic downturn and we at DCT have not been immune to it. Our revenue has been hit hard, but with innovative thinking, hard work and our employees' support during the course of the year we have found ways of containing our costs, and continue to weather the storm.

2012 was indeed a challenging year for DCT, yet pockets of excellence are evident in a few areas. For this we are grateful for your support. It remains for me to wish customers, stakeholders and employees of DCT a happy, joyful festive season and a successful, prosperous New Year. I know we will overcome all the challenges of 2013 and take another step closer to becoming even more significant contributors to the prosperity of our country.

[Full story](#)



**HECTOR DANISA**  
Terminal Manager: DCT

## DCT first port in Africa to get tandem lift STS cranes



This R700 million investment is part of Transnet's Market Demand Strategy and will ensure that DCT is considered a serious player in the global shipping fraternity going forward.

Durban Container Terminal (DCT) made history on 20 November with the arrival of three brand new tandem lift ship-to-shore (STS) cranes.

About the cranes:

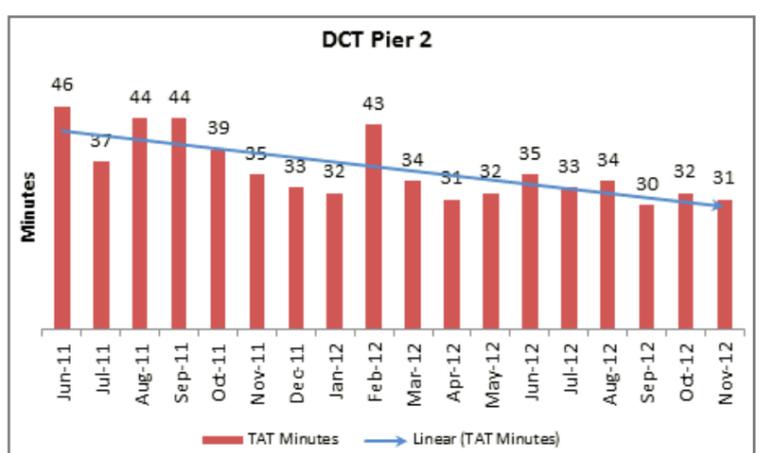
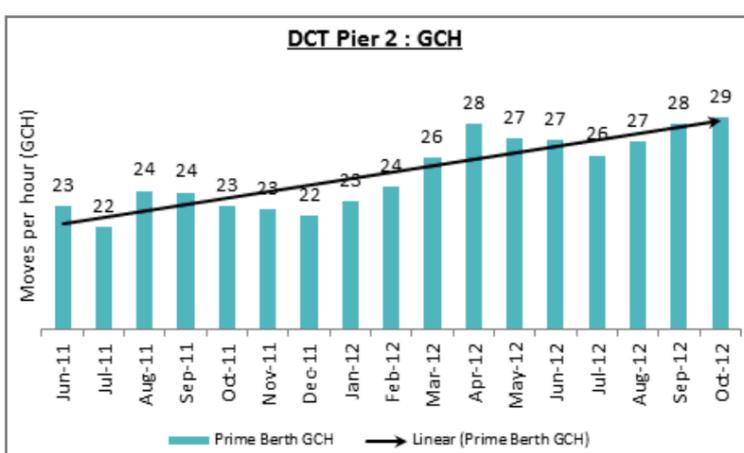
- Lift 2 x 40 foot containers or 4 x 20 foot(empty) containers in tandem
- Reach of 24 containers across the vessel and 7 containers high above the deck, this will enable DCT to service next generation megamax vessels
- Remaining four cranes are expected early 2013
- Testing and commissioning by April 2013

What does this mean to DCT and the shipping industry?

- Equipment will result in better efficiencies and improved service times for vessels

[Read Press Release](#)

### DCT (PIER 2) PRODUCTIVITY IMPROVEMENTS



PERFORMANCE HIGHLIGHTS DURING PAST 18 MONTHS...GCH FROM 23 TO 29 GCH, TAT FROM 46 TO 31 MINUTES



You have all the reason in the world to achieve your grandest dreams. Imagination plus innovation equals realization.

DENIS WAITLEY - Author and Productivity Consultant

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During the last 18 months DCT has undergone a complete overhaul with specific focus on our people, operating system NAVIS and equipment. The success of this exercise has been determined by the following:

1. The management structure was reviewed from Exco to lower levels of management, which has resulted in a complete overhaul and filling of various management vacancies. In addition, Operations has seen more than 200 people employed. The Technical Department successfully implemented a 3-shift working pattern, in the process recruited almost 100 people and nearly abolished casuals in that department, whilst also ensuring perfect alignment to the Operations shift pattern.
2. NAVIS was a big challenge for Pier 2 when I joined DCT, customers were sceptical and internal resistance was high. A lot of effort has been exerted in stabilising and optimising the system in the last year. Currently I'm happy to say that all stakeholders are now content with the NAVIS performance. We hope to build on this with new versions planned for commissioning next year which will optimize our planning processes. Our IT department needs to be acknowledged for their hard work in addressing this challenge, as well as our customers for forbearance.
3. On the equipment and infrastructure side, we've been actively upgrading our fleet, which includes the refurbishment of straddle carriers and ship-to-shore cranes. We have also received 28 new straddles and 20 new haulers for Pier 2. We were also able to commission a new reefer yard, which added nearly 200 reefer points in Pier 2. The next release of additional reefers is expected next year once the project is finalized and this will create additional points.
4. Much time and effort has been spent in preparation for our largest equipment upgrade, i.e. the procurement and commissioning of 7 new Tandem Lift cranes, which is a major milestone in our 35 year existence as a terminal. Read the report below for more details on this project. Pier 2 has also experienced disruptions, with up to two berths decommissioned simultaneously at any one point, 15% of the stack under construction and various cranes being moved between berths in preparation for the new ZPMC cranes. Despite this the terminal has managed to show an impressive performance this year, breaking some records in certain instances.

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# DCT first port in Africa to get tandem lift STS cranes

[DURBAN, South Africa – 20 November 2012]

Port operator Transnet Port Terminals (TPT) today made history when it took delivery of three brand new ZPMC tandem lift ship-to-shore (STS) cranes that are the first of their kind in Africa. The state-of-the-art equipment will revive the Durban Container Terminal (DCT) and result in improved efficiencies and reduced service times for vessels calling at the terminal.

TPT's Acting Chief Executive, Pru Archary says, "Today we celebrate a milestone with the delivery of three mega cranes, the largest of their kind deployed at any container terminal in the Southern Hemisphere. This acquisition will make DCT Pier 2 the first terminal in Africa to operate tandem lift STS cranes which reaffirms our commitment to delivering world class port services in Africa."

The three cranes were procured from Chinese-based Shanghai Zhenhua Heavy Industries Co (ZPMC) and arrived on board the Zenhua 27 vessel on Tuesday, 20 November 2012. The equipment is part of a fleet of seven tandem lift STS cranes procured to renew port terminal handling equipment in an effort to boost South Africa's flagship terminal, DCT. The remaining four cranes will arrive early in the New Year.

A dedicated team headed by TPT's General Manager of Capital Projects, Logan Naidoo, has over the past 15 months been intimately involved in ensuring that high quality design standards had been engineered into the cranes. Naidoo says "These cranes have been designed to take us into the next 20 years of the port's longevity and are capable of servicing the latest generation container vessels with a span of 24 containers across the deck." The cranes are fully compatible to service the next generation megamax vessels that will be able to dock at DCT's North Quay once it's deepened, which is planned for the near future. In addition to the standard twin-lift 20 foot container crane handling operation, DCT's new STS cranes are able to lift 2x40 foot full containers or 4x20 foot (empty) containers in tandem during vessel operations across the quay. With its 80 ton safe working load, this new dual-hoisting, tandem-lift technology is expected to boost port productivity.

These cranes will ensure that DCT is taken as a serious player in the global shipping fraternity and their arrival is a major milestone in the delivery of Transnet's Market Demand Strategy (MDS). Naidoo says, "TPT has R33 billion worth of capital projects planned over the next seven years, with a key focus on upgrading infrastructure at various terminals and replacing aged equipment. The investment in the tandem lift STS cranes, valued at R700 million was prioritised as one of TPT's top ten capital investment projects under the MDS".

Hector Danisa, DCT Terminal Manager, said: "The terminal has eagerly awaited the arrival of the cranes and the terminal has formulated an operational plan to put them to good use as soon as they are fully commissioned by the capital projects team. As part of the readiness preparations, a group of terminal operations and technical staff have travelled to Shanghai, China, for orientation training. As with all new technology, there will be an initial learning curve before the cranes are operated at "full speed" and we are confident that our crane operators will put these cranes into good use.

Danisa also highlighted that apart from the benefits the equipment will have for the terminal, its acquisition has also created an opportunity for a local engineering company as well as young engineering graduates. In line with Transnet's tender policy, the recipient of every tender is required to produce a Competitive Supplier Development Plan (CSDP).

The awarding supplier, ZPMC, has selected emerging port equipment spares and maintenance company, Elgin Marine Services (EMS) as their CSDP partner. In turn, EMS has employed and will mentor and develop 11 young newly graduated engineers from previously disadvantaged communities to whom skills will be transferred.

