



NCT's NOSCAR Score Makes History

Ngqura Container Terminal is the very first TPT Terminal to achieve a NOSCAR Scoring of 95% on its way to becoming a NOSCAR Terminal in the next 3 years. The NOSA audit, which is recognised as an international benchmark in the management of Occupational Health, Safety and Environmental risks, entails 72 elements and was based on CMB253 and CMB0001, both of which are NOSA Integrated 5-Star system guidelines for general industries.

"All the milestones and accomplishments achieved by our terminal have set us apart as trailblazers with safety in particular being a permanent feature. Accolades of this nature further put our customers at ease in knowing that their cargo is being handled safely – which is ultimately paramount to the success of our own business," said NCT Acting Terminal Manager: Mrs Noxolo Thabatha.

Focus On Agriport For Maize Imports



Terminal Manager for Agriport, Boysie Mthembu, has all eyes on him as his terminal is at the forefront of maize import activity. The high maize import demand has arisen after South Africa's predicted food shortage was exacerbated by the El Nino drought phenomenon. Teamwork is key at this terminal as the operations, technical and key accounts teams work tirelessly to deliver on demand.

"We are seeing high truck volumes coming into our terminal. Truck loading capacity is at +- 5000 tons per day. To also make sure that we deliver, we have hosted and are continuing to host internal employee roadshows where employees are kept in the loop about how the work they do contributes to curbing the looming food shortage in our country," explains Boysie.

TRANSNET PORT TERMINALS FAQ

WHAT IS THE RATIONALE BEHIND THE TPT APPROACH TO SOLAS?

The TPT approach to SOLAS was informed by the IMO guideline MSC.1/circ.1475, the SAMSA marine notice MN 5 2016 as well as TPT's current export gate process-pre-advise.

WHO IS RESPONSIBLE FOR PROVIDING THE VERIFIED GROSS MASS FOR CONTAINERS?

The IMO guidelines are clear that the shipper is responsible for providing the VGM sufficiently in advance of loading the container aboard a vessel. For this reason, together with the high throughput nature of the TPT container facilities, TPT will not weigh containers at the coastal terminals.

HOW WILL TPT FACILITATE THE SUBMISSION OF THE VGM?

The existing process at TPT is the pre-advise of container exports prior to gate entry into any TPT terminal. To comply with SOLAS, the existing pre-advise fields will be amended in NAVIS and new fields will have to be developed. The fields will be mandatory and will be aligned to the operational principles, which guide the existing pre-advise process.

Additional fields required in NAVIS:

- Verified gross mass
- Method
- SAMSA Accreditation number (where method 2 is utilised)
- Designated person

WHAT ABOUT NON NAVIS TERMINALS?

Non NAVIS terminals handling containers i.e. using the GCOS system (Richards Bay) will also be required to comply with the mandatory VGM information. A new CTO which provides for the additional information requirements will be circulated in April 2016 and will replace the current CTO (last updated 25/03/2009).

WHO WILL ENFORCE THE SOLAS REGULATION?

The South African Maritime Safety Authority (SAMSA) is the competent authority of the state mandated to enforce the regulation. SAMSA have already indicated that they can at anytime request to audit this new process post 1 July.



WHEN SHOULD THE VGM BE DECLARED TO TPT?

In line with the current pre-advise process, which requires the provision of weight (among other data) prior to any truck gaining entry to the terminal, the SOLAS VGM fields will be mandatory. For rail containers, the pre-advise process will also remain as is. The source data received from rail customers will include the SOLAS VGM fields, TFR will electronically pass this on to TPT as per the current process via the rail pre-advise process before the train arrives at TPT. Our position is to retain our current business processes which require valid and complete pre-advise export containers PRIOR to entry at the terminal gate.

WHAT ABOUT NON EDI STAKEHOLDERS WHO PRE-ADVISE ON BEHALF OF SHIPPING LINES?

There are a number of stakeholders who pre-advise export containers on behalf of shipping lines. In light of the new input requirements for pre-advise, a list of users will be submitted for review to all TPT customers for the purpose of assessing user access validity at all our NAVIS terminals. This process will be managed through the key accounts representative at each terminal.

WILL TPT CONDUCT TRAINING ON THE NEW PRE-ADVISE SCREEN ONCE DEVELOPED?

Once the new 'front end' manual pre-advise screen has been developed there will be training sessions held for users. The dates will be communicated in late May 2016.



HOW WILL TPT IMPLEMENT SOLAS WITH CUSTOMERS VIA EDI?

A SOLAS compliant version of NAVIS will be implemented following the NAVIS upgrade in May 2016. Testing of the EDI messages with individual shipping lines however will begin in April and continue until full compliance is achieved prior to 1 July 2016.

HOW HAS TPT BEEN COMMUNICATING INFORMATION TO STAKEHOLDERS?

Since September 2015, TPT has held bilateral engagements with various stakeholders to communicate the TPT position on SOLAS and provide project updates. In addition, TPT has participated at all the national SAMSA industry workshops, posted web and social media statements as well as letters to our customers.

TPT thinks customer...

General Information:

TPT Customer Complaints/Compliments Logging System:
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National Customer Service Centre - Contact Details:
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