Johannesburg Business Forum
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City Deep/Karzene Upgrades

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City Deep Karzene

- 80% of the container volumes from the marine ports are consolidated in Gauteng Province
- City Deep remains central in handling the cargo from the 3 major container ports namely: Durban, Ngqura, Cape Town;
  - acting as an interchange for traffic destined to inland provinces and SADC region
- There need to be expansion in the current capacity to meet the forecasted growth in market demand
- Strategic projects have therefore been identified to cater for this growth in economic activities

Gauteng Intermodal Developments

Project description

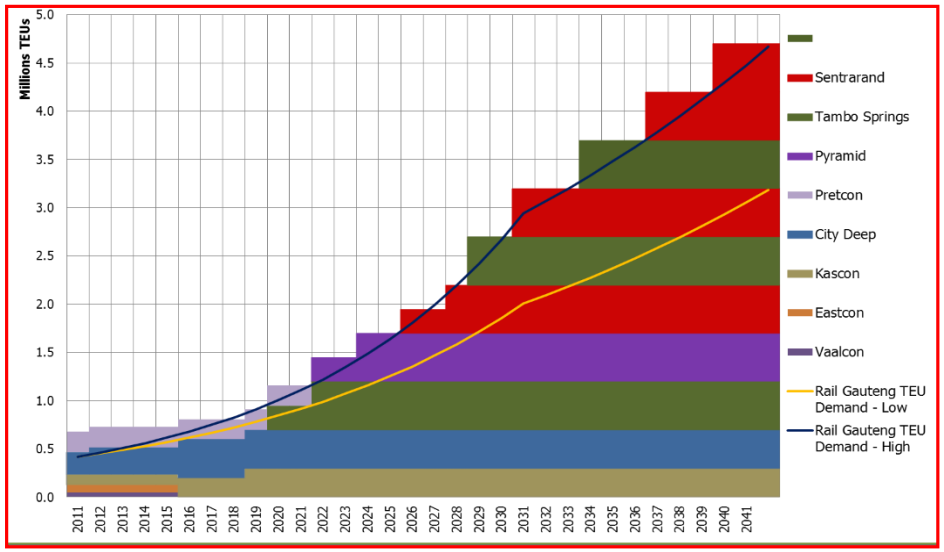
Upgrade the current intermodal terminals and the construct new super terminals within Gauteng area to complement the development of an efficient freight gateway between Gauteng - Durban. An upgrade of the existing City Deep and Kaserne terminals commenced in 2011 up to 2016. The new and upgraded terminals will increase Gauteng's intermodal terminal capacity to an estimated **4.5million TEUs per annum**.

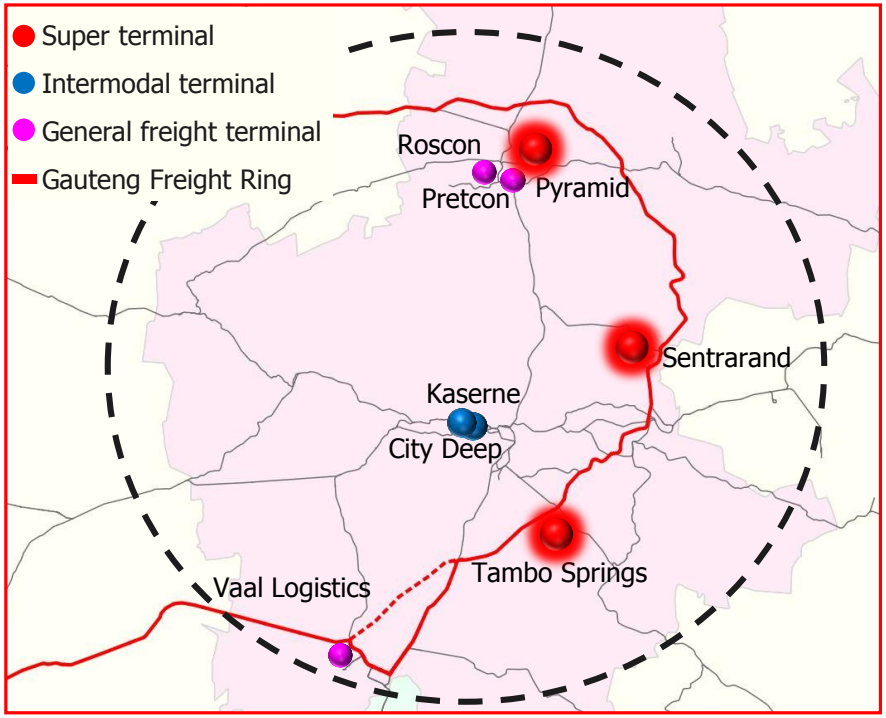
The three most promising sites to develop the new super terminals are ***Tambo Springs***, ***Pyramid*** and ***Sentrarand***. (see map) All three sites will be required over the next 30 years with Tambo Springs phase 1 as the most likely to be developed first. The Tambo Spring terminal will include a liquid bulk terminal.

Estimated total cost of project:

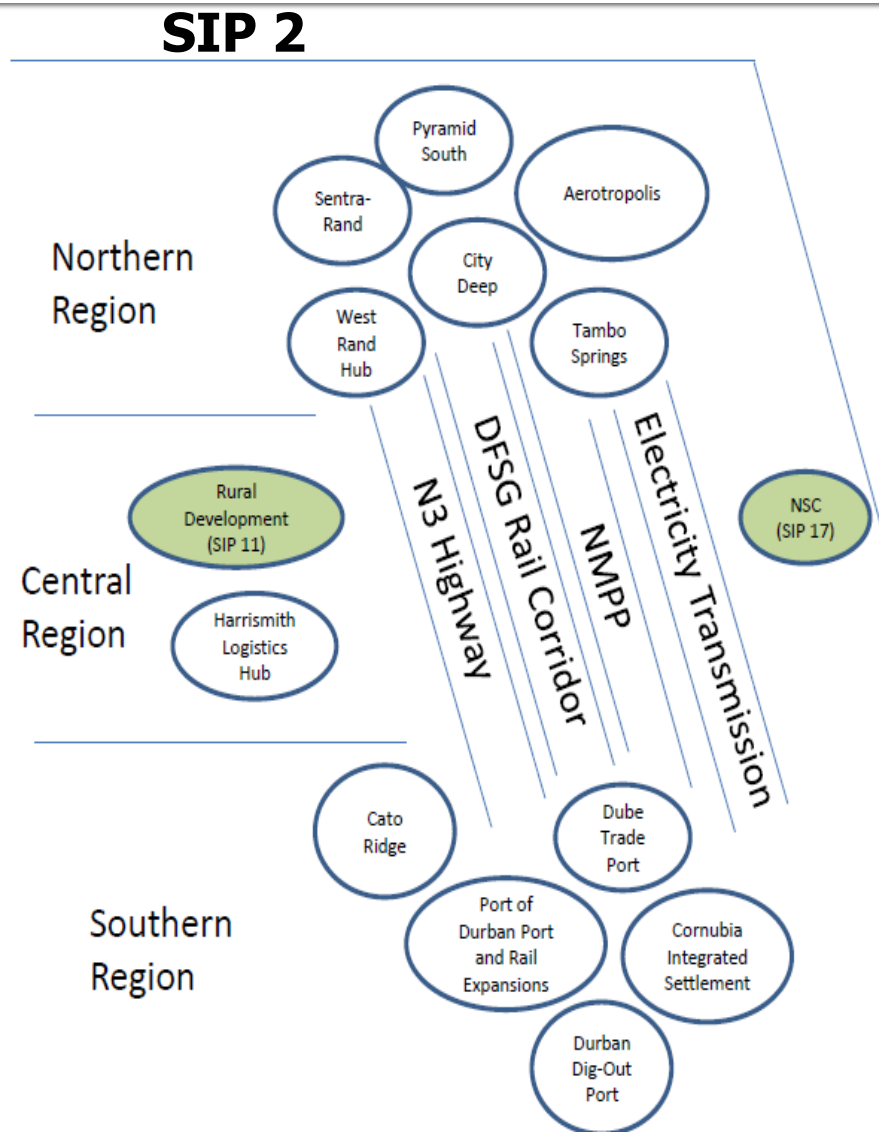
R 20.0bn (Rail) + R 23 bn (Private):

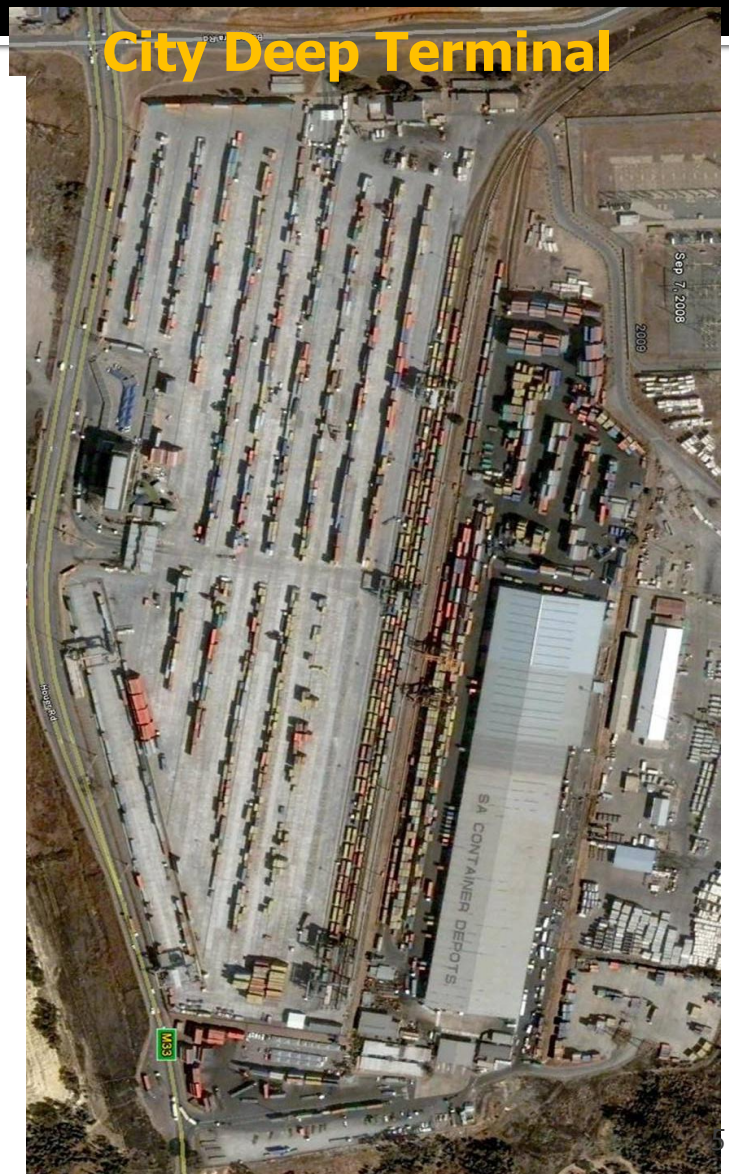
- R 2.7 bn (City Deep rail component)
- R 4.9 bn (Tambo Springs rail component – PSP)
- R 10.0 bn (Sentrarand rail component - PSP)
- R 2.8 bn (Pyramid rail component - PSP)





City Deep overview





SIP2 Key objectives

Improve the efficiency and effectiveness of the corridor;

- Create capacity ahead of demand;
- Create better access to the corridor; and
- Facilitate regional trade;

Align stakeholders behind a common plan for the corridor;

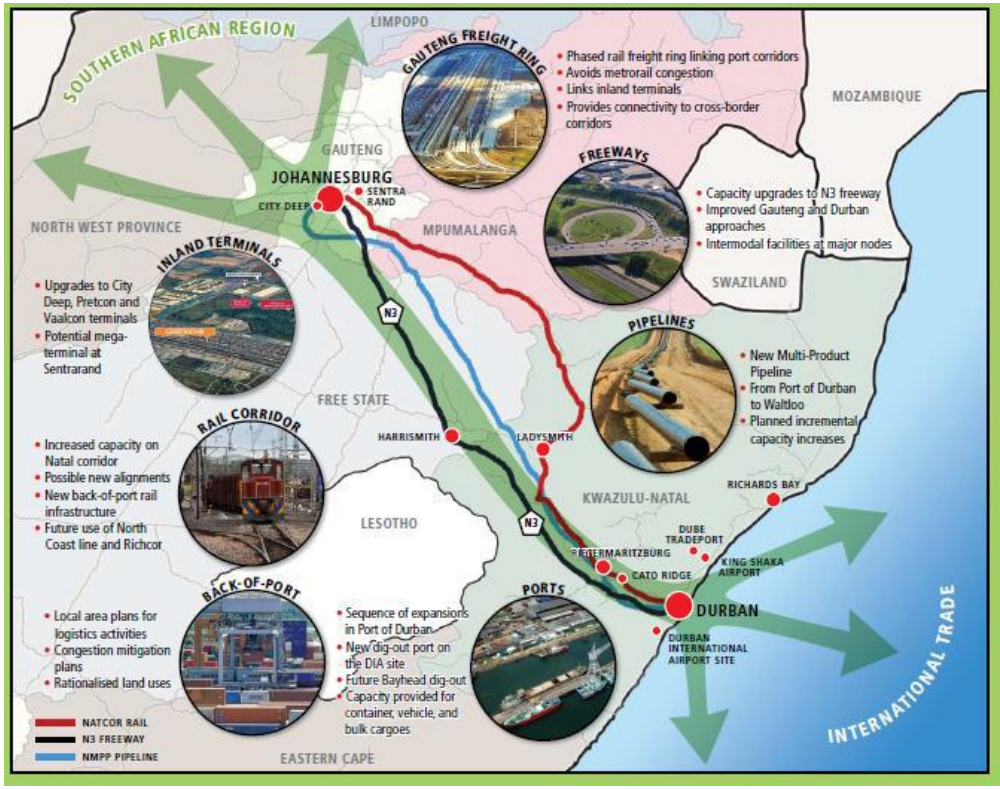
Accelerate and synchronise infrastructure rollout; and

Optimise industrial capability building, skills development and job creation.

City Deep container terminal upgrade

- City Deep Container Terminal is the primary Gauteng inland intermodal terminal
  - Secondary Gauteng container terminals include Kazcon, Vaalcon, Pretcon and Eastcon
- The capacity of the City Deep Terminal is determined by:-

1. Capacity of the Terminal rail yard
2. Capacity of the Terminal yard stack
3. Ability of rail corridor to consistently deliver trains at the rail terminal
4. Accessibility via access roads around the terminal



City Deep: Upgrade objectives

- The project encompassed the creation of a modern inland container terminal with a sustainable operational capacity of 400k TEU per annum, from the current 280k TEU per annum
  - This is achieved through
    - Deploying of new container handling equipment
    - deploying latest ICT – Navis Terminal Operating System
    - upgrading and replacing existing terminal infrastructure.

City Deep and Kaserne

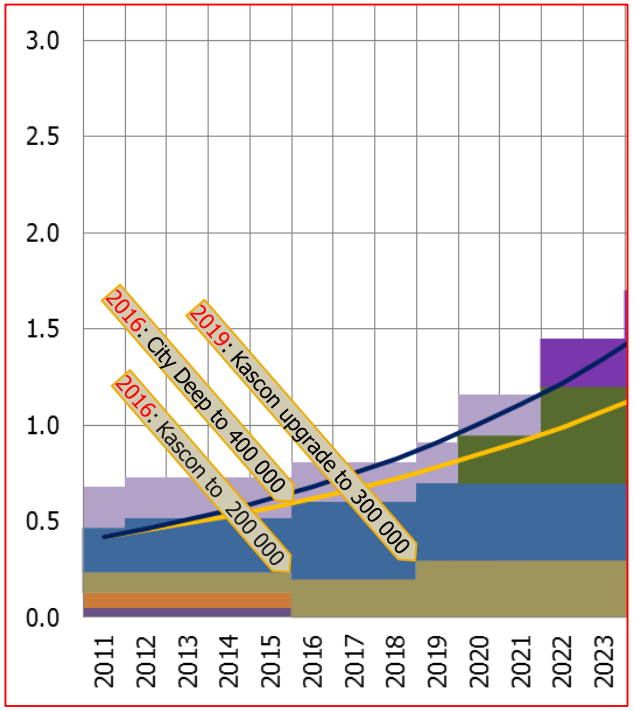
Project description

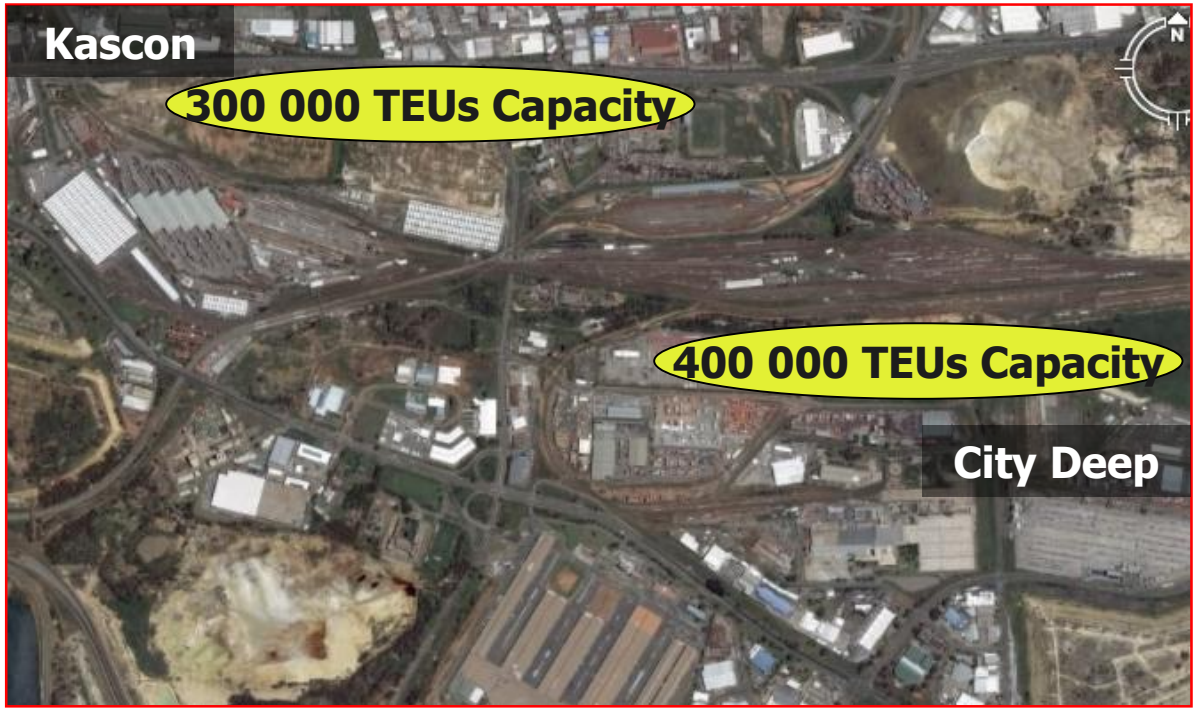
The City Deep terminal is undergoing an upgrade, with the introduction of Rubber Tyre Gantries (RTGs) and the creation of a modern inland container terminal with a sustainable operational capacity of 400 000 TEU per annum. The terminal will be retained for the next 30 years and will complement the new proposed mega terminals. Kascon terminal will be upgraded to 200 000 TEUs by 2016 and 300 000 TEUs by 2019.

Estimated Capacity created:

700 000 TEUs from City Deep and Kaserne Precinct

- 400 000 TEU per annum City Deep
- 300 000 TEU per annum Kascon





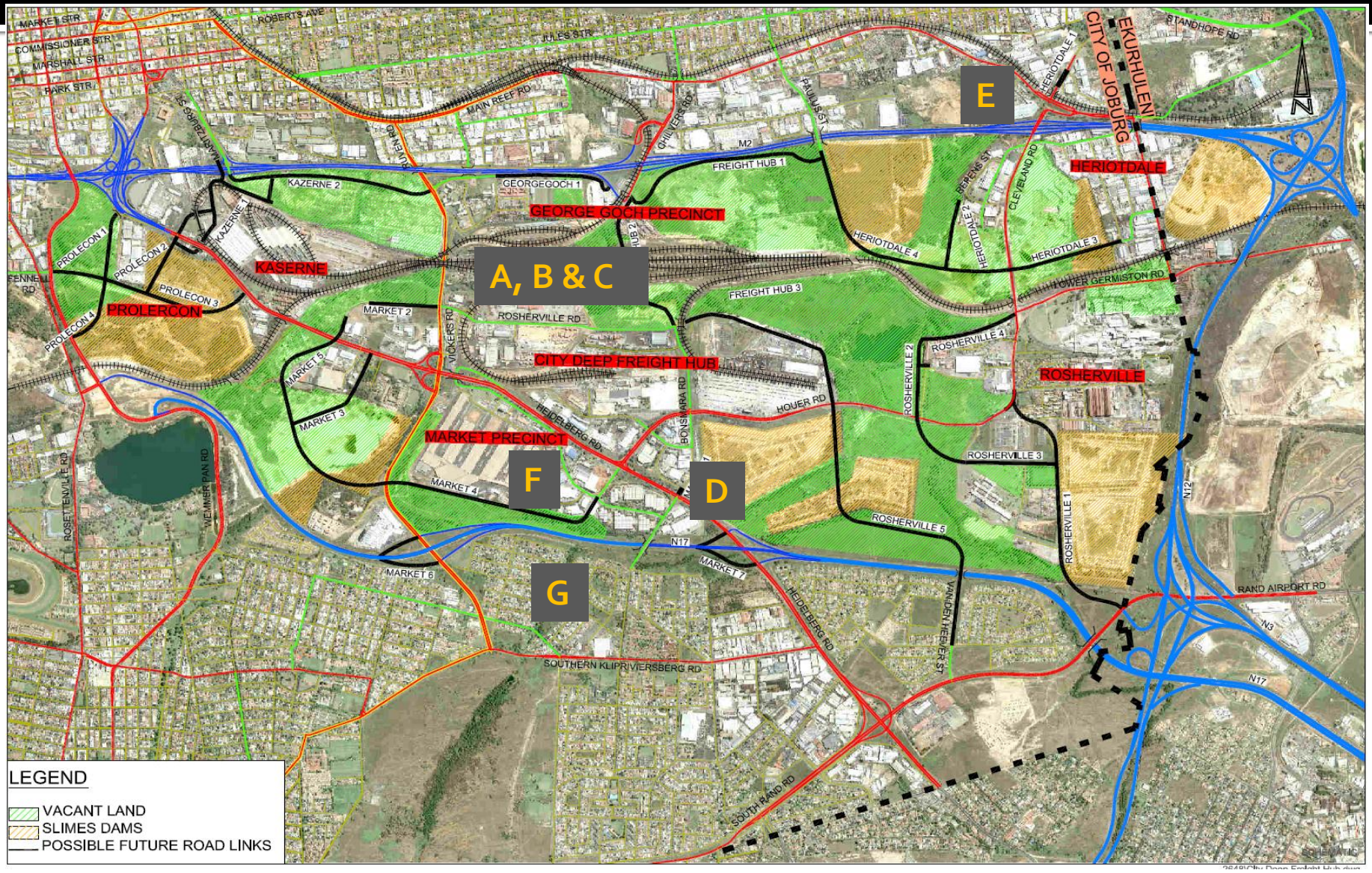
Project milestones

Description	Approved Budget	Commitment to Date	Expenditure to Date	Forecast Final Cost
Phase 1A	243 037 935	169 885 589	150 509 677	243 037 935
Phase 1B	556 961 955	259 221 245	56 180 954	541 961 955
TOTAL	**799 999 890**	**429 106 834**	**206 690 631**	**784 999 890**

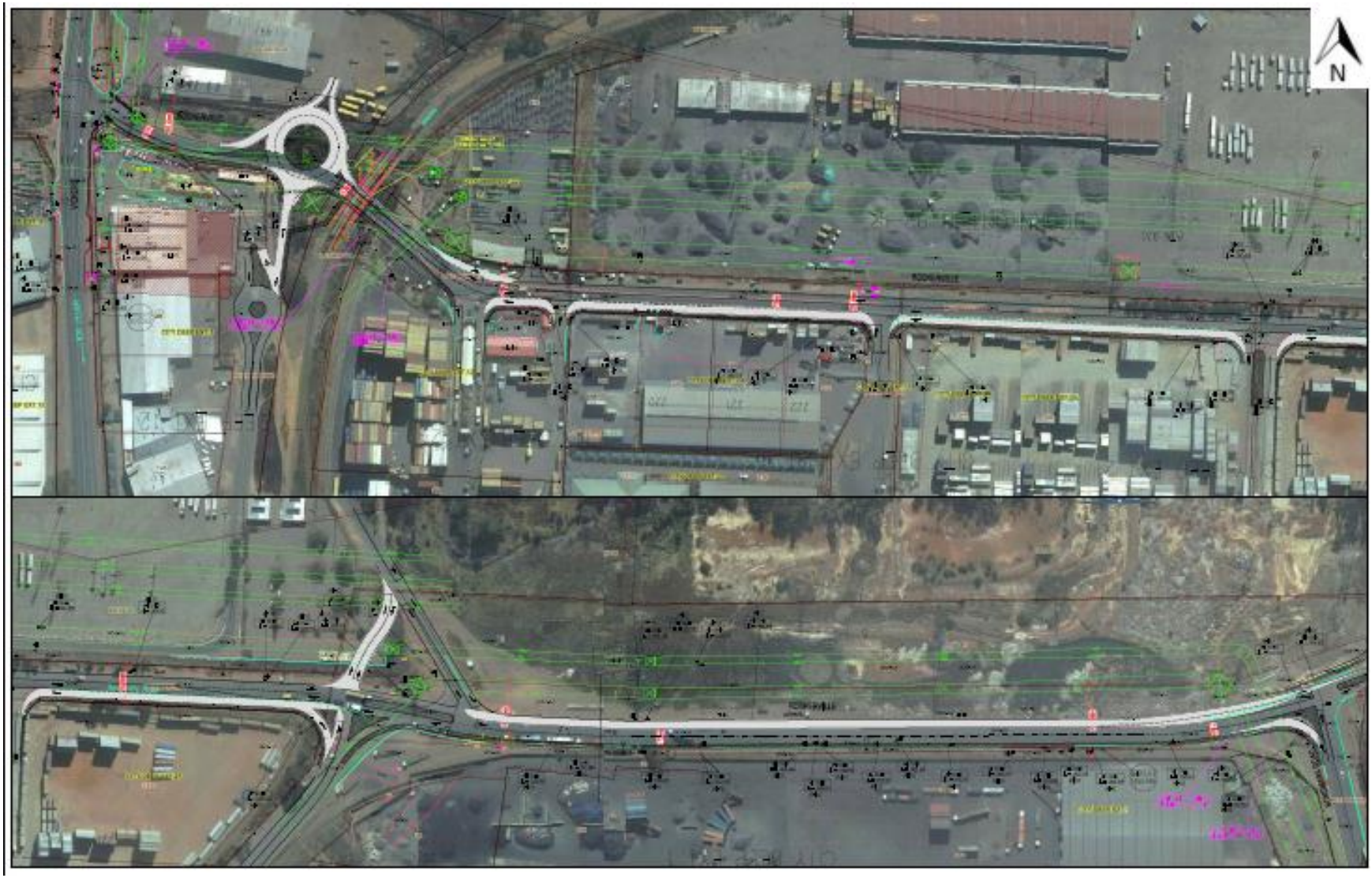
Phase 1A	Phase 1B
Gantry Cranes* and new crane beams	Civil Infrastructure*
Navis	Electrical Infrastructure
Security	
Civil Infrastructure	
Electrical Infrastructure	
Engineering Project and Construction Management (EPCM)	
Contingency and Escalation	

Karzene Inland Port studies

City Deep roads upgrades



Rosherville Road designs



Cleveland Bridge designs

Overall CAPEX of initiatives

CITY DEEP	Increase Capacity from 280K TEU to 400K TEUs by 2015				
	Project Name	**Stage**	**Duration**	**Budget**	**Owner**
Hub Infrastructure (Excluding Rail & Terminals)					
Rail & Terminal Infrastructure	City Deep Container Terminal: Phase 1	Construction	2012 – 2013	R800,000,000	Transnet
	City Deep Rail Component	Pre-feasibility	2012 - 2016	1,482,000,000	Transnet
	Kaserne Container Terminal	Pre-feasibility	2012 - 2019	R 410,000,000	PSP
External Road Infrastructure	N17 (east-west freeway) PWV12A	Feasibility	2020 – 2037	R 800,000,000	GDR&T
	The conversion of Rosherville into a one way road (JRA)	Detailed design	2012 - 2013	R 262, 500	CoJ
	The widening of Rosherville Road and Bridge (JRA)	Detailed design	2013 - 2016	R 44, 410, 000	CoJ
	The extension of Bonsmara Road to Heidelberg Road (JRA)	Detailed-design	2013 - 2016	R 17, 610, 000	CoJ
	The construction of the Cleveland Road Bridge (JRA)	Prelim-design	2014 - 2015	R 84, 310, 000	CoJ
	Extension of Houer Road to Vickers Road (JRA)/	Feasibility	2013 - 2014	R 3, 300, 00	CoJ
	Construction of ramps on the N17 (SANRAL).	Feasibility	2013 - 2014	R 4, 000, 000	CoJ

END

THANK YOU