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# TRANSNET NATIONAL PORTS AUTHORITY

Port of Cape Town

Operations Recovery Plan

Marine & Harbour Master



# Overview

## Objectives

- Ensure safe, efficient and orderly berthing of vessels post operational interruptions
- Ensure all stakeholders have a common understanding of operations in the port
- Ensure good order and the effective and efficient working of the port post operational interruptions

## Guiding Documents

- Port Rules
- Berthing Guidelines
- National Ports Act

## Available Marine Resources

- 3x Harbour Tugs
- 1x Pilotboat
- 1x Workboat
- 1x Harbour Launch
- 3x Berthing Gangs

# Working Order

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Vessels to be serviced on a "*First Come, First Serve*" basis

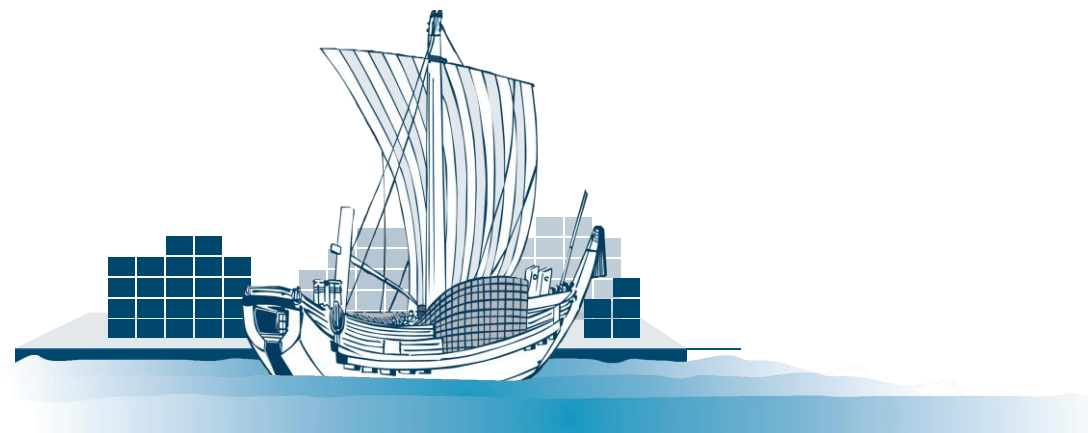
Harbour Master may prioritise vessel types in the interest of safety, security, good order, protection of the environment, effective and efficient working of the port

Harbour Master also reserves the right to prioritise vessels according to key commodities provided there are no competition issues.

# Order Of Priority

## Port of Cape Town

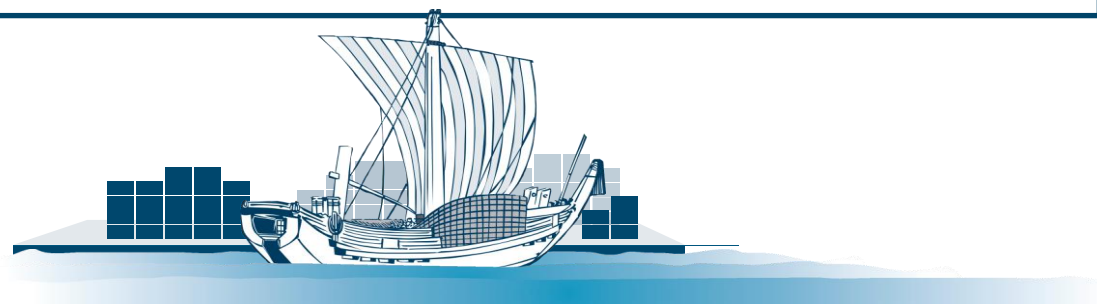
- Passenger Vessels
- Foreign Navy Vessels
- Jobs of Special Nature (incl. Tug and Tow)
- Draft Restricted Vessels (as per window indicated by DMAX)
- Container Vessels
- Bulk Carriers
- General Cargo Vessels
- Tankers
- Other (non-cargo vessels)



# Recovery Measures

## Port of Cape Town

- Deploy additional resources (marine crafts and marine pilots)
- Implement staggered lunch breaks
- Implement staggered shift changeover
- Increased management visibility and supervision
- Enforce strict discipline to docking and sailing requests and protocols
- Increased communication with regards to optimized operational solutions



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