

## **Transnet National Ports Authority**

### **Nelson Mandela Bay Ports**

# **SCOPE OF SERVICES FOR THE PROVISION OF PROFESSIONAL SERVICES TO UNDERTAKE PRECINCT PLAN FOR THE PORT OF PORT ELIZABETH FOR THE PERIOD OF SEVEN (7) MONTHS**

## **1. INTRODUCTION**

- 1.1. Transnet National Ports Authority (TNPA), Port of Port Elizabeth (PoPE) invites qualified service providers to submit proposals to develop precinct plans for the PoPE namely; Charl Malan, Flemming and Barken`s river precincts. The project is aligned with the strategic objectives of the Port Development Framework Plans as outlined in Section 11 of the Ports Act of 2005.
- 1.2. Port Development Framework Plans (PDFPs) are periodically updated for all the ports under the mandate of TNPA. These are undertaken at national level and are based on demand of different cargos and generally take an unconstrained view.
- 1.3. TNPA has resolved that every two (2) years, each port, through a distinctly separate process, prepares its own development framework plans, which takes a more realistic and local view of planning for the port and overhaul the these plans every five (5) years.

## **2. PROJECT OBJECTIVES**

- 2.1. The purpose of the project is to provide a greater level of detail planning for the port. This includes the provision of detailed precinct plan that address port infrastructure, land use in the port, road, rail and pipeline access and other services.
- 2.2. Precinct plans are to explore detailed traffic demand validation, apply urban design principle, road alignments re-rationalization of layout and suggest road and rail alignments where needed. New business initiatives and proposed port expansion must be investigated.
- 2.3. Precinct plans are essential in offering better capacity management and strategic planning for the port on the short, medium and long term. In addition,

the following listed items must also be imparted into the development of precinct plans:

- a) Better use of terminal Capacity.
- b) Re-Rationalization of redundant spaces in the port.
- c) Detail planning to improve efficiency and attract investment in precincts that require rationalization.
- d) Optimised and harmonised detailed land use plans.
- e) Provide Implementation Plan and Costs for infrastructure assets improvements.
- f) Provide detail design layouts to improve traffic movements, connectivity and accessibility.
- g) Development of land use guidelines.
- h) Implementation of Land use design standards that inform safe, efficient use and accessible space.

2.4. The Precinct Plans will provide greater details that are outlined in the Port Development Framework Plan (PDFP). Precinct Plans are also to explore detailed traffic management, urban design alignment, road alignments re-rationalization of layouts and suggest road alignments where needed.

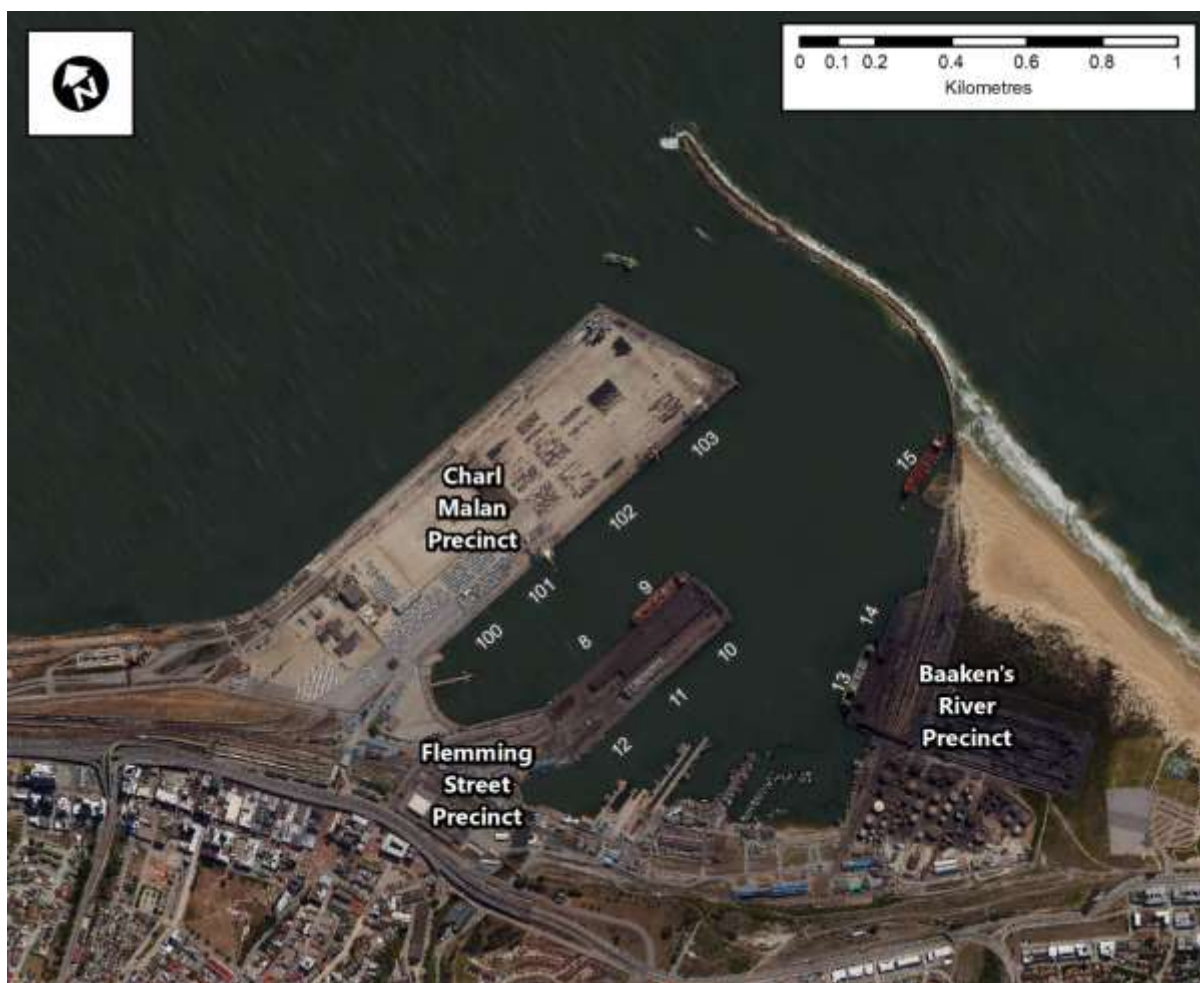
2.5. This will be achieved by dividing the port area into various priority precincts and identifying the specific characteristics, strengths and weaknesses of each precinct and providing recommendations aimed at strengthening/improving each of priority precinct, while mitigating the weaknesses.

### **3. STUDY AREA**

3.1. The PoPE is located in Algoa Bay on the south-eastern coast of South Africa and is situated within 20 km from the Port of Ngqura. The precinct plans are

sought to address the rationalization of the Port by providing an effective Precinct Plan that will attract investment and increase throughputs in the area.

- 3.2. This will also ensure that the precinct contributes to the economic functioning of the port by identifying the key development areas for dedicated future land use. The port is divided into three (3) individual precincts namely Charl Malan, Flemming Street and Baarkens river. The figure 1 below shows the current layout and various precincts of the Port of Port Elizabeth.



**Figure 1: Port of Port Elizabeth Layout and various precinct**

## Charl Malan Precinct

- 3.3. The Charl Malan precinct is predominantly occupied by Transnet Port Terminal (TPT) Container and Automotive Terminals. Zwembezi Farms (aquaculture) occupies a small area of the precinct towards the north, along with the TNPA offices to the west. The Green Street entrance is located adjacent to the TNPA offices. The western area of the precinct also contains rail line and portions of undeveloped land. The automotive Terminal was constructed in 1977, and the vehicles are imported and exported from berths 100 and 101, which is effectively utilized as one berth. Automotive operations occupy 16.8 ha of space within the precinct. Containers are handled at berths 102 and 103 which have a navigable depth of -12.2 m CD and a combined length of 635 m. The container terminal occupies 33.8 ha of space.
- 3.4. The Charl Malan Precinct aims to achieve specific goals but not limited to:
- a) Validate cargo demand forecast for Commodities
  - b) Conduct current and future development capacity calculations for storage and gate capacity – benchmarking against international trends.
  - c) Conceptual Design/Layout for the increase of the Automotive terminal capacity expanding into a container yard.
  - d) Investigate contributing factors (infrastructure, new operating model and equipment) that can assist with optimizing cargo operations in this precinct.
  - e) Evaluate the infrastructural requirements (road, rail & bulk services) for implementing such recommendations and provide budgetary projections based on scenario recommendations.
  - f) Indicate the vessel sizes that will be calling in the precinct in the short, medium and long term.in relation to infrastructure.
  - g) Evaluate the infrastructural requirements (road, rail, pipeline & bulk services) for implementing such recommendations and provide budgetary projections based on scenario recommendations.

### **Flemming Street Precinct**

- 3.5. The Flemming Street precinct is leased by Transnet Port Terminals (TPT), Fresh Produce Terminal (FPT) and Bidfreight Port Operations (BP). There are 4 commercial operations. The MPT covers an area of 8.4 ha and handles both dry bulk commodities, along with manganese. The terminal also accommodates visiting cruise liners and fishing vessels and caters for vessel lay-up. It is noted that a portion of the automotive terminal is located within the multi-Purpose Terminal precinct. The Flemming Street Precinct (MPT) has five berths, namely: Berth 8, 9, 10 and 11 with berth 12 which caters for some fishing and Off Port Limit vessels.
- 3.6. Specific goals for the Flemming Street Precinct Plan include but not limited to:
- a) Evaluate the infrastructural requirements (road, rail, pipeline & bulk services) for implementing such recommendations and provide budgetary projections based on scenario recommendations.
  - b) Conduct Traffic analysis and provide recommendations that include flow management, access management, road infrastructure required for current, medium, and future port scenarios
  - c) Indicate the vessel sizes that will be calling in the precinct in the short, medium and long term.
  - d) Conduct capacity calculations for storage and gate capacity – benchmarking against world trends.
  - e) Investigate options for optimal land use for MPT within the precinct.
  - f) Validate future demand for each commodity.

### **Baakens River Precinct**

- 3.7. The Baakens River precinct is used by dry bulk terminal and liquid bulk terminal situated in the southern portion of the port adjacent to Kings Beach. The dry bulk terminal is solely used for the export of manganese ore at berth 13 and 14. Liquid bulk is handled through berth 15. This precinct also consists of a number of non-

freight related activities including the fishing industry, leisure craft, the NSRI base, Ship/boat repair, bunkering for small vessels and restaurants.

- 3.8. Specific goals for the Baakens River Precinct Plan include but not limited to:
- a) The Service Provider is to undertake a demand forecast for ship repair for the continuation of the Drydock business.
  - b) Vessel forecast must be conducted to ascertain the frequency and the size of vessels that will call to the Port of Port Elizabeth Ship Repair Facility, in short term, medium term and long term.
  - c) Prepare options for marketing Port of Port Elizabeth ship repair facilities.
  - d) Cruise liner market analysis and cruise demand validation
  - e) Provide concept design and artistic impression for the waterfront Development including cruise terminal.
  - f) Provide recommendations of where to accommodate the growth of small craft operations within the Port and also provide the concept layout of the small boat jetty.
  - g) Investigate what other business the port can introduce while waiting for the waterfront phase 3 development.

#### **4. SCOPE OF WORKS AND OUTCOMES**

- 4.1. Qualified and experienced service providers are requested to submit proposals for the assessment and development of precinct plans for TNPA PoPE. The scope of works plans includes but are not limited to the following:
- a) New business initiatives are to be explored and associated port infrastructure recommendations to be provided.
  - b) Evaluate and integrate previously compiled planning documents and studies/investigations undertaken in the PoPE.
  - c) Collect and evaluate all relevant information for the study including demand forecasts, port berthing capacity and requirements and planning for each precinct.

- d) Analyze and demonstrate the overall distribution of land uses and how much land is used by each category including vacant and undevelopable land and natural features, and further create an inventory and map of the existing uses and the different classifications.
- e) Evaluate the infrastructural requirements (marine, terminal, road, rail & bulk services) for implementing such recommendations and provide budgetary projections.
- f) The service provider must assess current rail and road infrastructure and traffic circulation in each precinct and prepare conceptual options for the rationalization of road and rail circulation for each precinct.
- g) The service provider must provide scenarios for the port to include Short-, Medium- and Long-Term phases, these must be discussed and workshopped with TNPA with the aid of Multi Criteria Analysis.
- h) The plan must provide conceptual development, spatial/development guidelines, principles, parameters, and standards that will allow for sound decision making on land use management of the port in the short (10 years), medium (10-30years) and long term (beyond 30 years).
- i) Based on the land use recommendations, associated infrastructure projects are to be identified.
- j) Formulate implementation programme for achieving the recommendations as formulated by this study for each area as determined by the Precinct Plan and Project prioritisation and decision matrix.
- k) Integrate and convey all information spatially on one (1) map along with goals and recommendations.
- l) Create 3D models that reflects the current and future physical characteristics of the precincts.



- m) Provide urban design and artistic impressions of current and future proposed precincts.
- n) Provide Implementation Plan and Costs for infrastructure assets improvements.
- o) Conduct capacity calculations for storage and gate capacity these calculations shall include benchmarking against world trends. Ensure that there is sufficient capacity provided for short medium- and long-term demands.
- p) Identify land uses, current leases, opportunities, and constraints associated with each precinct and provide mitigation measures and other innovations that could enhance the land use.
- q) Formulate implementation programme for achieving the recommendations as formulated by this study for each area as determined by the Precinct Plan.
- r) The Service Provider is to investigate contributing factors (infrastructure, operations and equipment) that can assist with optimizing cargo operations in the port.
- s) The service provider to indicate the vessel sizes that will be calling in each precinct in the short, medium, and long term.
- t) The Service Provider must consider the growth in small vessel traffic (Fishing, Off Port Limits, Pleasure craft etc.) and the operations the perform and provide options of where to create possible future capacity
- u) Incorporate the concept layout for the phase Development of the integrated port/city waterfront and provide artistic impressions layout.
- v) Provide recommendations for the future use of the Tanker Berth and the back of berth area.

- w) Conduct highest and best use analysis to define suitable land uses for vacant and underutilized land.

4.2. The Precinct Plans shall be informed by the following development principles and objectives:

- a) To spatially articulate the vision, principles, and future intent for the Port of Port Elizabeth to guide the coordinated and complementary development.
- b) To spatially integrate and identify the strategies, actions, and initiatives to guide and deliver the re-imagining of the Port of Port Elizabeth.
- c) To set clear benchmarks and expectations in relation to design, development and environmental quality that will be critical success factors in the re-imagining, development, and revitalization of the Port of Port Elizabeth.
- d) To provide certainty to both the public and private sector about the quantum, pace, scale, and quality of change.
- e) To provide the flexibility required to respond to and accommodate unforeseen opportunities as they emerge over the lifetime of the plan.
- f) To ensure that the use and development of non-port related activities and buildings does not impede the current and future operation of the precinct.
- g) Define developmental parameters or measures to mitigate climate change of the precinct including the height restriction in accordance with appropriate scale whilst providing a transition in height between the city and the port.
- h) Develop and implement new innovative, sufficient, and appropriate strategies, projects, and Programmes, to ensure the overall maintenance and effective functioning of the port, and the provision and ongoing maintenance of port infrastructure and services (i.e., in terms of waste management, energy, recycling, street lighting, parking, traffic control, and infrastructure).

- i) Provide a consolidated plan that spatially integrates and link all precincts into one plan and map to ensure a harmonious, efficient, connected, and accessible port.
- j) Add Heritage sites and buildings as a unique feature for port identity and marketing. Conservation and integration of such properties into the future built environment.

## 5. PROJECT SCOPE OF WORKS SUMMARY

5.1. The project will be completed within a period of seven (7) months as outlined in the table below and will cover the following precincts and associated infrastructure assets:

Port Precinct Plans		
Focus Area	Name	Outcome
Charl Malan Quay	<ul style="list-style-type: none"> <li>Container &amp; Automotive Terminal</li> </ul>	<ul style="list-style-type: none"> <li>Detailed report on the precinct including practical implementable recommendations.</li> <li>Detailed precinct maps including land uses.</li> </ul>
Flemming Street Precinct	<ul style="list-style-type: none"> <li>Multi-purpose terminal</li> </ul>	<ul style="list-style-type: none"> <li>Detailed report on the precinct including practical implementable recommendations.</li> <li>Detailed precinct maps including land uses</li> </ul>
Baakens River Precinct	<ul style="list-style-type: none"> <li>Other activities</li> </ul>	<ul style="list-style-type: none"> <li>Detailed report on the precinct including practical implementable recommendations.</li> <li>Detailed precinct maps including land uses</li> </ul>
The successful bidder will be required to submit detailed reports, drawing, maps, models etc. as required in the scope of works.		

## **6. INFORMATION/DOCUMENTS PROVIDED BY THE TNPA**

6.1. The following documents shall be provided by TNPA to the appointed service provider.

- a) Port of Port Elizabeth PDFP.
- b) Nelson Mandela Bay Metropolitan Municipality Land Use Management Scheme.
- c) Lease timeframes.
- d) Land Use Plans.
- e) Demand Forecast.
- f) AutoCAD layouts and drawings of study area.
- g) Environmental Studies and Environmental Authorizations.
- h) Marine and Harbour Masters data.

## **7. DELIVERABLES**

7.1. A well-structured report aligned to the scope of work with greater detail to the following:

- a) Geographical layouts of precincts detailing South Africa, Provincial, Regional, municipal, and Metro context, road-rail linkages, and international trade routes.
- b) Detailed precincts plan
- c) Operational and other restrictions applicable to each precinct and be demonstrated graphically.
- d) Specialist report from the relevant specialist, which includes, but not limited to the following:

- i. Assessment of transport/traffic networks considering traffic flows, road capacity, road lanes, and desired infrastructure.
- ii. Assessments of all service infrastructure future needs and requirements in accordance with the proposed projects in the PDFPs.
- e) Physical infrastructure implications on Precinct Plans (short, medium, and long term).
- f) Determine if re-rationalization, spatial re-layout, and road reconfiguration of precinct are needed factoring leases, traffic management and financial implications.
- g) Urban design (aesthetics and functionality), signage, traffic management implications on precinct road and rail.
- h) Conservation areas and Cultural sites/Heritage sites per precinct (if applicable)
- i) Demonstrate Record of Heritage buildings, etc. and possible adaptive reuse of such properties within the Port's Strategic development programme.

## **8. SKILLS TRANSFER AND DEVELOPMENT**

- 8.1. The service provider is expected to include a detailed mentorship programme addressing skills transfer to TNPA. The programme must focus on fundamentals of Port planning, Coastal Engineering, Traffic management but not limited to.
- 8.2. The service provided is to make provision for one (1) TNPA staff to be trained for on-the-job training which must be included in the cost by the service provider and as part of the inception report must detail how the TNPA personnel will be incorporated during the project for on-the-job training and transfer of skills.

## **9. REPORTING FORMAT**

- 9.1. Reports from the service provider shall be required to be submitted in the following formats.
  - a) Power-point presentations to be on TNPA corporate format.

- b) Editable MS Word A4 and PDF Report with associated maps, graphs and tables.
- c) Five (5) hardcopies of a detailed precinct plan report.
- d) All documents, Intellectual Property, etc. shall become the TNPA property once payments have been effected.
- e) The software to be used by the consultant should be compatible to current TNPA software for ease of manipulation and integration.
- f) AutoCAD drawings in a pdf and dwg format
- g) GIS data in shapefiles format.
- h) Excel data sheets.
- i) And or any other native copy.

## **10. PREVIOUS EXPERIENCE**

- 10.1. Respondents must submit evidence that they have completed similar projects to give confidence to ensure that they are experienced and qualified to execute the work. The evidence shall be in the form of completion certificates or reference letters in the client letterhead, signed and with contactable details.
- 10.2. The evidence to be submitted should indicate superior capabilities in conducting multi-faceted work that involves socio-economic considerations, environmental considerations, land use and planning principles, detailed engineering master planning, transportation planning as well as the considerations and stakeholder participation/consultation.
- 10.3. Curriculum Vitae's detailing the experience & qualifications of the project team must accompany all proposals. Certified copies of the qualifications and professional registration (where applicable) shall also be required as part of the submission.

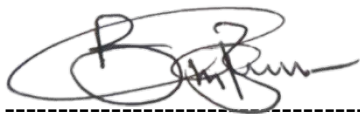
## 11. WORK SCHEDULE

- 11.1. The project will be executed over a period of seven (7) months. The Respondents must submit with their proposals a detailed schedule of the work to be undertaken, including estimated time required for each task as this will form part of the adjudication criteria.
- 11.2. The service provider shall be required to present all the deliverables, conduct workshops, and effect all changes and reviews requested by TNPA as part of the contract.

## 12. DATA PRICING

No.	Activity	QTY	Rate	Total
1.	Site visit, information collection	L/Sum		
2.	Situational Analysis Report	L/Sum		
3.	Scenario Planning	L/Sum		
4.	Implementation Plan (short, medium and long term)	L/Sum		
5.	Training cost	L/Sum		
6.	Report Compilation	L/Sum		
6.1	SHE File	L/Sum		
6.2	Draft Report Submission	L/Sum		
6.3	Final Approved Report Submission	L/Sum		
7.	<b>Subtotal</b>			
8.	<b>VAT @ 15%</b>			
	<b>Total</b>			

**Prepared by:**

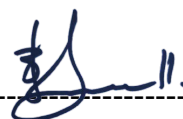


**Bongumusa Buthelezi**

Specialist Planning & Development

Date 23/04/2024

**Reviewed by:**



**Zinhle Small**

Property Manager: NMB Ports

Date 24-04-2024

**Reviewed by:**

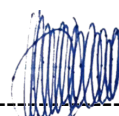


**Zuko Mdingi**

Senior Manager: Physical Planning

Date 23/04/2024

**Recommended by:**



**Khanyisile Khanyile**

Chief Planner

Date 24 April 2024

**Approved by:**



**Pamela Yoyo**

Port Manager NMB Ports

Date 03/05/2024