

**TERMINAL OPERATOR AGREEMENT IN RESPECT OF THE LIQUID BULK TERMINAL
INCLUDING BUNKERING AND RELATED SERVICES FOR A 25 (TWENTY-FIVE) YEAR
CONCESSION AT THE PORT OF CAPE TOWN LIQUID BULK TERMINAL**

between

TRANSNET NATIONAL PORTS AUTHORITY, a division of TRANSNET SOC LTD

(Registration Number: 1990/000900/30)



and

(TERMINAL OPERATOR)

(Registration Number:)

NOTE TO BIDDERS

1. All Bidders and to note the provisions of the RFP and are reminded to submit "marked up" versions of the negotiable clauses of this Terminal Operator Agreement.
2. As the Terminal Operator Agreement has been drafted in general terms, TNPA reserves the right to amend or vary any of the terms of this Terminal Operator Agreement to ensure alignment with the Preferred Bidder Business Case and the commercial risk allocation between the TNPA and the Preferred Bidder.
3. The Financiers Direct Agreement will be negotiated and agreed between the TNPA, the Preferred Bidder and the Lenders of the Preferred Bidder should third party finance be provided to undertake the project. This Financiers Direct Finance Agreement and the negotiable clauses of the Terminal Operator Agreement will be revised to ensure consistency between Terminal Operator Agreement and the Financiers Direct Finance Agreement.
4. TNPA shall not in any way be bound to the terms and conditions provided for in this draft TOA and TNPA reserves the right to vary and negotiate the final terms with the Preferred Bidder.

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PART I – GENERAL PROVISIONS

1. DEFINITIONS AND INTERPRETATION

1.1 In this Agreement and its Schedules, the following terms shall, unless inconsistent with the context within which they appear, have the following meanings and cognate expressions shall bear corresponding meanings:

- | | | |
|----------|--|---|
| 1.1.1. | “2025 Prices” | - has the meaning given to it in clause as further amended clause 1.15 |
| 1.1.2. | “the Act” | - the National Ports Act, Act 12 of 2005; |
| 1.1.3. | “Actual Operations Commencement Date” | - the date of commencement of Operations as stated in the notice issued by TNPA in terms of clause 21.3 <i>Operations Commencement Notice</i> ; |
| 1.1.4. | “Adjusted Highest Compliant Tender Price” | - the Highest Compliant Tender Price less, to the extent it is a positive amount, the aggregate of: |
| 1.1.4.1. | | the Tender Costs; and |
| 1.1.4.2. | | amounts that TNPA is entitled to set off or deduct under clause 58.12 (<i>set-off</i>), |

plus the aggregate of:

- 1.1.4.3. all credit balances on any bank accounts held by or on behalf of the Terminal Operator on the date that the highest-priced Tender is received; and
- 1.1.4.4. any insurance proceeds and other amounts owing to the Terminal Operator (and which the Terminal Operator is entitled to retain).
- to the extent that TNPA is entitled to such amounts in accordance with this Agreement:
- 1.1.5. **"Agent"** - the agent bank appointed by the Lenders as their agent;
- 1.1.6. **"Agreement"** - this Terminal Operator Agreement and its Schedules, as amended, extended, replaced and varied from time to time;
- 1.1.7. **"Amended B-BBEE Codes"** - the amended B-BBEE Codes of Good Practice, published under Government Gazette 42496, on 31 May 2019, in terms of section 9(1) of the B-BBEE Act;
- 1.1.8. **"Associated Agreements"** - Means the Constitutional Documents and any other agreements entered into by the Terminal Operator in respect of the Project (other than the Finance Agreements) that TNPA may designate as falling within this clause 1.1.8;
- 1.1.9. **"Authority Change"** - has the meaning ascribed to it in clause 31 (*Authority Changes*);

- 1.1.10. **“Updated Financial Model”** - the base case financial model for the Project, which is attached to this Agreement as Schedule 4 and which has been agreed by TNPA, the Terminal Operator and the Lenders;
- 1.1.11. **“B-BBEE”** - Broad-Based Black Economic Empowerment;
- 1.1.12. **“B-BBEE Act”** - Broad-Based Black Economic Empowerment Act, Act 53 of 2003, as amended;
- 1.1.13. **“B-BBEE Commitment Schedule”** - the schedule setting out the Terminal Operator’s commitments on B-BBEE as set out in Schedule 8A;
- 1.1.14. **“B-BBEE Improvement Plan”** - a plan for the improvement of the Terminal Operator’s Contributor Status Level as set out in Schedule 8B;
- 1.1.15. **“Berths”** - the berth or berths to which the Terminal is connected via pipelines used for the conveyance of Liquid bulk Cargoes to and from the Terminal as reflected in Schedule 1 (Terminal and Existing Buildings). Berths are common-user berths, open to use by other Liquid bulk terminal operators and shipping lines calling at such other operators’ Liquid Bulk Terminals;
- 1.1.16. **“Black Ownership”** - the effective ownership of shares by Black People, which shall be determined with reference to the Amended B-BBEE Codes and evidenced by way of a B-BBEE verification certificate or sworn affidavit;

- 1.1.17. **“Black Ownership Commitment Schedule”** - the schedule setting out the Terminal Operator’s commitments relating to Black Ownership of the Terminal Operator as set out in Schedule 8A;
- 1.1.18. **“Black People”** - is a generic term defined in the B-BBEE Act to mean natural persons who are Africans, Coloureds and Indians:
- 1.1.18.1. who are citizens of the Republic of South Africa by birth or descent; or
- 1.1.18.2. who became citizens of the Republic of South Africa by naturalisation –
- before 27 April 1994; or
 - on or after and who would have been entitled to acquire citizenship by naturalisation prior to that date;
- 1.1.19. **“Business Day”** - any day that is not a Saturday, Sunday or official public holiday in South Africa;
- 1.1.20. **“Cargo”** - means for the purpose of this RFP all Liquid Petroleum and related products thereof, but excluding Liquefied Natural Gas (LNG) and Liquefied Petroleum Gas (LPG), Any reference in this document to "cargo" or "cargoes" includes Liquid Bulk Cargoes;
- 1.1.21. **“Certifications”** - the following certifications or certifications that are equivalent to the certifications listed below:
- 1.1.21.1. ISO 14001;
- 1.1.21.2. BS OHSAS 18001;
- 1.1.21.3. ISO 9001; and

- 1.1.21.4. NOSA 1 – 2 Star or Equivalent;
- 1.1.22. **"Change in Control"** - any change whatsoever in Control whether effected directly or indirectly;
- 1.1.23. **"Change in Law"** - the coming into effect, after the Signature Date, of any Law, or any amendment or variation to any Law, other than any Law that on or before the Signature Date, has been published as an Act but has not been brought into effect;
- 1.1.24. **"Companies Act"** - the Companies Act, Act 71 of 2008;
- 1.1.25. **"Compensation Date"** - either:
- 1.1.25.1. if clause 47.2 (*retendering procedure*) applies, the earlier of:
- the date that the New Terminal Operator Agreement is entered into; and
 - the date on which TNPA pays the Adjusted Highest Compliant Tender Price to the Terminal Operator; or
 - if clause 45.3 (*no retendering procedure*) applies and TNPA exercises its option to purchase the Terminal Equipment as contemplated in clause 7.3, the date on which TNPA pays the purchase price for the Terminal Equipment to the Terminal Operator;
 - if clause 48 (*Termination Amount for TNPA Default/Relief Event*) applies, the date on which TNPA pays to the Terminal Operator monies that are

- payable to the Terminal Operator for TNPA Default;
- 1.1.26. **"Completion Certificate"** - the certificate to be issued by the TNPA in terms of clause 26.2 (*Completion of the Works*) upon the completion of the Works
- 1.1.27. **"Concession"** - means the concession rights granted by TNPA to undertake this Project in terms of section 56 of the Act;
- 1.1.28. **"Concession Fees"** - the concession fees payable by the Terminal Operator to TNPA, in respect of the rights to undertake the Project as set out in clause 6 (*Concession Fees*), being the fixed concession fees;
- 1.1.29. **"Confidential Information"** - any and all:
- 1.1.29.1. information relating to the design of the Facility or any Intellectual Property Rights of the Terminal Operator;
- 1.1.29.2. information in respect of or relating to the Base Case Financial Model as well as such model and each Updated Financial Model; and
- 1.1.29.3. other information which relates to the undertaking or finances of any of the Parties and which is identified by the Party releasing such information as being confidential and the release of which is made in connection with this Agreement;
- 1.1.30. **"Consents"** - any consent, registration, filing, agreement, notarization, certificate, licence, approval, permit, authority, or an

exemption from the aforesaid, by, with or from any Relevant Authority, which is required from time to time in respect of the Project or to be held by the Terminal Operator or which has any impact (whether direct or indirect) on the Project or the Terminal Operator;

- 1.1.31. **“Constitution”**
 - the Constitution of the Republic of South Africa Act, Act 108 of 1996;
- 1.1.32. **“Constitutional Documents”**
 - the Terminal Operator's memorandum of incorporation and registration certificate, equity subscription agreements and equity guarantees (if any), entered into and provided in respect of the Terminal Operator and any documents or agreements in respect of any debentures issued by the Terminal Operator, all of which are listed in Schedule 2 (*Constitutional Documents*);
- 1.1.33. **“Contractors”**
 - any Subcontractor appointed by the Terminal Operator for the Project;
- 1.1.34. **“Contract Year”**
 - each period of 12 (twelve) consecutive calendar months, commencing on the Actual Operations Commencement Date and thereafter commencing on the anniversary of the Actual Operations Commencement Date;
- 1.1.35. **“Contributor Status Level”**
 - the B-BBEE contributor status level of the Bidder as determined by their compliance with the generic B-BBEE scorecard in terms of the Amended B-BBEE Codes;
- 1.1.36. **“Control”**
 - has the same meaning as defined in the Companies Act, and “Controlled shall have the same meaning”;

1.1.37. **"Corrupt Act"**

- any conduct that constitutes an offence under the Prevention and Combatting of Corrupt Activities Act, Act 12 of 2004, including but not limited to:

1.1.37.1.

offering, giving or agreeing to give to TNPA or any other organ of state or to any person employed by or on behalf of TNPA or any other organ of state any gift or consideration of any kind as an inducement or reward:

- for doing or not doing (or for having done or not having done) any act in relation to the obtaining or performance of this Agreement or any other contract with TNPA or any other organ of state; or
- for showing or not showing favour or disfavour to any person in relation to this Agreement or any other contract with TNPA or any other organ of state;

1.1.37.2.

entering into this Agreement or any other contract with TNPA or any other organ of state in connection with which commission has been paid or has been agreed to be paid by the Terminal Operator or on its behalf, or to its knowledge unless before this Agreement is entered into particulars of any such commission and of the terms and conditions of any such contract for the payment of such commission have been disclosed in writing to TNPA;

1.1.37.3. committing any offence in connection with this Agreement:

- under any law from time to time dealing with bribery, corruption or extortion;
- under any law creating offences in respect of fraudulent acts; or
- at common law, in respect of fraudulent acts in relation to this Agreement or any other contract with TNPA or any other public body; or

1.1.37.4. defrauding or attempting to defraud or defraud or conspiring to defraud TNPA or any other public body in relation to this Agreement;

1.1.38. "CPI" - the consumer price index excluding interest on mortgage bonds, for metropolitan and other urban areas as determined and published from time to time by Statistics SA in Statistical Release provided that if, after the Signature Date:

1.1.38.1. such index ceases to be published; or

1.1.38.2. the Terminal Operator and TNPA agree or, failing agreement if it is determined pursuant to clause 55.7 (*fast-track dispute resolution*) that, due to a change in circumstances, the index is no longer representative, then, from the date that the index was last published, the Parties shall use such other index as agreed between them or, failing agreement, as determined pursuant to clause 55.7 (*fast-*

- track dispute resolution*) as being a fair and reasonable replacement index;
- 1.1.39. **“Day**
- any period of 24 (twenty-four) hours that starts at 00h01 and ends at 24h00;
- 1.1.40. **“Debt”**
- means, at any date, all amounts due and payable by the Terminal Operator that are outstanding under the Financing Agreements at that date, excluding Shareholder Loans or interest thereon and all default interest and ends at 24h00;
- 1.1.41. **“Decommissioning”**
- means the process to be conducted by the Terminal Operator to ensure cessation of the Operations at the Terminal in accordance with the Decommissioning EMP;
- 1.1.42. **“Decommissioning-EMP”**
- the environmental management plan to be developed by the Terminal Operator for the decommissioning of the Terminal as contemplated in clause 11.16;
- 1.1.43. **“Decommissioning Period”**
- a maximum period of 6 (six) months commencing on the 1st (first) business day before the Expiry Date, provided that the TNPA has delivered the notice contemplated in clause 7.7, requiring the Terminal Operator to demolish and remove the Terminal Infrastructure;
- 1.1.44. **“Detailed Design”**
- the detailed design for the Works, which is to be prepared by the Terminal Operator and approved by TNPA, in terms of clause 26.1 (*Performance of the Detailed Design*) at any time after the Actual Operations Commencement Date;
- 1.1.45. **“Distributions”**
- whether in cash or in kind, any:

- 1.1.45.1. dividend or other distribution of share capital;
- 1.1.45.2. reduction of share capital, stated capital, any capital redemption fund or any share premium account;
- 1.1.45.3. cancellation, conversion, redemption or re-purchase of shares or any other variation whatsoever in share capital;
- 1.1.45.4. payment in respect of the shareholder loans (whether of principal, interest, liquidage costs or otherwise);
- 1.1.45.5. payment, loan or other financial assistance, transfer of rights or other assets or receipt of any other benefit to the extent put in place after the Signature Date and not in the ordinary course of business, on an arms-length basis or on reasonable commercial terms to any shareholders of the Terminal Operator or their Related Parties in respect of the Project; or
- 1.1.45.6. any release of any contingent liability of any of the Terminal Operator's shareholders or their Related Parties in respect of their financial obligations to the Terminal Operator and or the Lenders, including any security company or trust holding any security in respect of the Finance Agreements for the benefit of the Lenders;
- 1.1.46. **“Economic Development Plan”**
- the Terminal Operator’s development plan, which details the economic development value summary during the Operations phase as outlined in Schedule 8D hereto;

- 1.1.47. **“Effective Date”** - the 1st (first) Business Day following the date on which the last of the Suspensive Conditions is fulfilled, or if capable of being waived, has been waived;
- 1.1.48. **“Encumbrance”** - any encumbrance, lien, charge, hypothec, pledge, mortgage, title retention agreement, security interest of any nature, adverse claim, exception, reservation, easement, right of occupation, any matter capable of registration against title, option, right of pre-emption, right of first refusal, privilege or contract to create any of the foregoing; and variations of the word, including **“Encumber”** and **“Encumbered”**, shall have corresponding meanings;
- 1.1.49. **“Environment”** - the aggregate of surrounding objects, conditions and influences that influence the life and habitats of man or any other organism or collection of organisms, and including all or any of the following media: air (including the air within any building or the air within any other man-made or natural structure above or below ground), water (including inland waters, groundwater and water in drains and sewers) and the Terminal;
- 1.1.50. **“Environmental Authorisation”** or **“Environmental Consents”** - any authorisations, permits, consents, licences, certificates, orders and exemptions to be obtained from the Relevant Authority in compliance with the Environmental Laws in order for the Terminal Operator to undertake the Project;
- 1.1.51. **“Environmental Laws”** - means all applicable laws (including general remedies and duties of care), statutes, regulations, statutory guidance

notes and final and binding court and other tribunal decisions of any relevant jurisdiction in force and binding on the Terminal Operator at the date of this Agreement whose purpose is:

1.1.51.1. to protect, or prevent pollution of, or to remedy damage to the Environment;

1.1.51.2. to protect or prevent or compensate harm to human health and safety; or

1.1.51.3. to regulate emissions, discharges, or releases of Hazardous Substances into the Environment, or to regulate the use, treatment, storage, burial, disposal, transport or handling of Hazardous Substances,

and all by-laws, codes, regulations, decrees or orders issued or promulgated or approved thereunder for such purposes to the extent that the same have the force of law and are binding either or both of TNPA and the Terminal Operator at the date of this Agreement;

1.1.52. **“Environmental Management Plan”**

- the environmental management plan and system prepared in respect of the Project for the monitoring and management of environmental issues raised as a result of the environmental impact assessment and based on TNPA’s environmental policy (which will be provided by TNPA to the Terminal Operator) and any Environmental Consents issued in respect of the Project pursuant to the Environment and the Environmental Laws;

1.1.53. **“Equity”**

- any shares issued in the authorised share capital of the Terminal Operator,

- any share premium on such issued shares, any debentures issued by the Terminal Operator and any loans to the Terminal Operator by its shareholders or debenture-holders;
- 1.1.54. **“Equity IRR”** - the projected blended rate of return to the Terminal Operator’s shareholders and their Related Parties over the full Operations Period, having regard to Distributions made and forecast to be made and as detailed in the Base Case Financial Model;
- 1.1.55. **“Existing Buildings”** - the existing buildings located within the Terminal and depicted in Schedule 1 (*Terminal and Existing Buildings*);
- 1.1.56. **“Expert”** - has the meaning ascribed to it in clause 54 (*Expert Determination*) of this Agreement;
- 1.1.57. **“Expiry Date”** - the date on which this Agreement shall expire, being at the end of the Project Term;
- 1.1.58. **“FDA”** - Financier Direct Agreement to be entered into between TNPA, the Terminal Operator and the Lenders, which shall be substantially in the form and substance of the agreement attached to this Agreement as Schedule 6 (*Finance Direct Agreement*);
- 1.1.59. **“Finance Agreements”** the agreements which may be entered into by the Terminal Operator and the Lenders (amongst others) in respect of the provision of loan facilities, credit facilities, hedging arrangements and guarantee facilities provided to the Terminal Operator for the purpose of financing the Terminal Operator's

- obligations in respect of the Project and under this Agreement, and any security documents in relation to such financing, all of which shall be on terms and conditions to TNPA's satisfaction;
- 1.1.60. **"Finance Agreements"** - the agreements which may be entered into by the Terminal Operator and the Lenders (amongst others) in respect of the provision of loan facilities, credit facilities, hedging arrangements and guarantee facilities provided to the Terminal Operator for the purpose of financing the Terminal Operator's obligations in respect of the Project and under this Agreement, and any security documents in relation to such financing, all of which shall be on terms and conditions to TNPA's satisfaction;
- 1.1.61. **"Force Majeure"** - has the meaning ascribed to it in clause 39 (*Force Majeure*);
- 1.1.62. **"Force Majeure Event"** - any event of Force Majeure;
- 1.1.63. **"Guaranteed Amount"** - the amount equal to the sum of no less than the assessed or agreed amount sufficient to cover the amount guaranteed by each of the guarantees forming the Terminal Operator Guarantee;
- 1.1.64. **"Handover Date"** - means, during the Transition Period, the date agreed between the incoming Terminal Operator and the incumbent Terminal Operator being the date when full and effective possession and responsibility of the Handover Equipment will be transferred to the incoming Terminal Operator.
- 1.1.65. **Handover Equipment** -

means, during the Transition Period, the Equipment purchased by the incoming Terminal Operator from the incumbent Terminal Operator and taken possession thereof on the Handover Date for purposes of operating the Terminal, as depicted in Schedule 16 of this Agreement

1.1.66. **Hazardous Substances”** -

means:

1.1.66.1.

any petroleum or petroleum products, radioactive materials, asbestos in any form, urea formaldehyde foam insulation, transformers or other equipment that contain dielectric fluid containing regulated levels of polychlorinated biphenyls (PCBs) and radon gas; and

1.1.66.2.

any pollutants, contaminants, pesticides, chemicals, materials or other substances (including any special, dangerous or toxic wastes) defined as or included in the definition of “pollutant,” “hazardous substances,” “hazardous wastes,” “hazardous materials,” “extremely hazardous wastes,” “restricted hazardous wastes,” “toxic substances,” “toxic pollutants,” or other words of similar import, in terms of all applicable Legislation;

1.1.67. **“Highest Compliant Tender Price”**

- the price offered by the Tenderer (if any) with the highest tender price and, if no Tenders are received, zero;

1.1.68. **“IMDG Code”**

- the International Maritime Dangerous Goods Code, published by the International Maritime Organisation;

- 1.1.69. **“Incumbent Terminal Operator”** - the entity that is currently undertaking Operations at the Terminal;
- 1.1.70. **“Independent Expert”** - shall mean:
- 1.1.70.1. an accountant of not less than 10 (ten) years of professional experience or investment banker agreed to between the Parties, and failing agreement nominated (at the request of either Party) by the President for the time being of the South African Institute of Chartered Accountants: Northern Region, if the matter relates primarily to a financial matter; or
- 1.1.70.2. an attorney or advocate of not less than 10 (ten) years of professional experience agreed to between the Parties, and failing agreement nominated (at the request of either Party) by the Chairman for the time being of the Legal Practice Council, if the matter relates primarily to a legal matter; or
- 1.1.70.3. an engineer of not less than 10 (ten) years of professional experience agreed to between the Parties and failing agreement nominated (at the request of either Party) by the President for the time being of the Engineering Council of South Africa, if the matter relates primarily to an engineering matter;
- 1.1.70.4. a port facilities manager of not less than 10 (ten) years of professional experience agreed to between the Parties and failing agreement nominated (at the request of any Party) by the President for the time being of South African Facilities Management Association, if the matter

relates primarily to a port facilities management matter; or

1.1.70.6.

in any other case, any person of not less than 10 (ten) years of professional experience in any other relevant discipline, as required and agreed to by the Parties, and failing agreement, nominated (at the request of either Party) by the professional body of the relevant discipline;

1.1.71. **“Insurance”**

- the project insurance that the Terminal Operator is required to purchase and maintain in terms of clause 15 (*Project Insurance*);

1.1.72. **“Intellectual Property Rights”**

- all registered or unregistered trademarks, service marks, patents, design rights (whether the aforementioned rights are registered, unregistered or formed pending applications), utility models, applications for any of the foregoing, copyrights (including copyright in any software programs, data and documents), database rights, the sui generis rights of extraction relating to databases and any similar or analogous rights to any of the above, whether arising or granted under the Laws or any other jurisdiction;

1.1.73. **“International Best Practice”**

- in relation to any design, construction, equipping and commissioning of the Terminal, and in relation to the provision of the Operation and Maintenance, the exercise of that degree of skill, diligence, prudence, foresight and operating practice that would reasonably and ordinarily be expected from a skilled and experienced person engaged in providing

a facility similar to the Terminal or the same type of business or undertaking as the Operations (irrespective of whether or not that facility or that business is conducted by or on behalf of any organ of State), under the same or similar circumstances;

1.1.74. **“ISPS Code”**

- the International Ship and Port Terminal Security Code, as referred to in the Merchant Shipping (Maritime Security) Regulations, 2004, published under Government Notice R751 in Government Gazette 26488 of 21 June 2004;

1.1.75. **“Key Performance Areas”**

- the key performance areas that the Terminal Operator shall be required to meet for the Operations Period, which will be agreed upon by TNPA and the Terminal Operator and included in this Agreement as and Schedule 12C (*Key Performance areas*) of this Agreement once agreed, and dealt with in terms of clause 27 (*Operation and Maintenance*);

1.1.76. **“Laws”**

- the Constitution, the common law, Legislation, and all judicial decisions and any notifications or other similar directives made pursuant thereto that have the force of law, issued by any executive, legislative, judicial or administrative entity in South Africa or by TNPA or the municipality in which the Port is located;

1.1.77. **“Legislation”**

- all applicable statutes, statutory instruments, by-laws, regulations, orders, rules, executive orders and other secondary, provincial or local legislation,

treaties, directives and codes of practice having the force of law in South Africa;

- 1.1.78. **“Lenders”**
- any or all of the persons (other than providers of Equity) who may conclude Finance Agreements with the Terminal Operator in respect of the Project;
- 1.1.79. **“Long Stop Date”**
- the last Business Day of the 6th (sixth) month after the Actual Operations Commencement Date (as that date may be extended by the parties in writing from time to time in terms of this Agreement) being the date by which Operations and Maintenance must have commenced failing which TNPA shall be entitled to terminate this Agreement in accordance with the provisions in clause 41 (*Terminal Operator Default*);
- 1.1.80. **“Losses”**
- losses, damages, liabilities, claims, actions, proceedings, demands, costs, charges or expenses of any nature in respect of the Project;
- 1.1.81. **“NEMA”**
- National Environmental Management Act, Act 107 of 1998, as amended;
- 1.1.82. **“NERSA”**
- National Energy Regulator established in terms of the National Energy Regulator Act, Act 40 of 2004, as amended;
- 1.1.83. **“NERSA Legislation”**
- legislation including regulations administered by NERSA and that is applicable to the Project;
- 1.1.84. **“New Terminal Operator Agreement”**
- a contract on the same terms and conditions as this Agreement at the Termination Date, but with the following amendments:

- 1.1.84.1. if this Agreement is terminated prior to the Actual Operations Commencement Date, then the Actual Operations Commencement Date shall be extended by a period to allow the Successor Terminal Operator to achieve commencement of Operations;
- 1.1.84.2. any penalties accrued in terms of Schedule 9 (*Penalties*) and/or warning notices shall be cancelled;
- 1.1.84.3. the term of such contract shall be a period equal to the period from the Termination Date until the Expiry Date; and
- 1.1.84.4. any other amendments, which do not adversely affect the Terminal Operator;
- 1.1.85. **“Operations”** - services provided at the Terminal, consisting of handling Cargo, storing Cargo, transshipment of Cargo and delivering Cargo to vessels and trucks and services related thereto;
- 1.1.86. **“Operations Period”** - the period from the Actual Operations Commencement Date until the Expiry Date or Termination Date of this Agreement as the case may be;
- 1.1.87. **“Operations and Maintenance”** - all operation and maintenance activities and obligations of the Terminal Operator in respect of the Project, which shall include the provision of services at the Terminal in respect of the loading and unloading of Liquid bulk cargo from vessels berthed in the Port for that purpose and the storage of such cargo until removed from the Terminal, that are required in order to undertake the Project and for the operation and maintenance of the Terminal, in accordance with the

- requirements of Schedule 12A (*Terminal Operator's Operating Specifications*) of this Agreement and International Best Practice;
- 1.1.88. **“Operations and Maintenance Manual”**
- manuals that the Terminal Operator shall utilise in conducting Operating and Maintenance as contemplated in clause 27.2 (*Standards of Operation and Maintenance*) whether transferred from the Incumbent Terminal Operator or not;
- 1.1.89. **“Operation Performance Guarantee”**
- if the Terminal Operator concludes an Operating Agreement with an Operator, the performance guarantee to be issued by a Qualifying Financial Institution (that TNPA approves) on behalf of the Operator in favour of the Terminal Operator, substantially in the form of the guarantee attached to this Agreement as Schedule 13 (*Final Maintenance Guarantee*) and the terms of which are to be to the satisfaction of TNPA;
- 1.1.90. **“Operating Rights”**
- all the rights and obligations conferred and imposed on the Terminal Operator in terms of and pursuant to this Agreement in respect of and for the purposes of carrying out the Project;
- 1.1.91. **“Operating Specifications”**
- the specifications and standards in accordance with which the Operation and Maintenance activities are to be conducted and the Terminal is to be maintained and upgraded, all of which are detailed in Schedule 12A (*Terminal Operator's Operating Specifications*) and 12D (*Terminal Operator's Performance Standards*);
- 1.1.92. **“Parties”**
- TNPA and the Terminal Operator;

- 1.1.93. **“PFMA”** - the Public Finance Management Act, Act 1 of 1999, as amended;
- 1.1.94. **“Performance Penalties”** - penalties payable by the Terminal Operator for failure to meet or comply with the minimum performance standards, Key Performance Areas and Operating Specifications as set out in Schedule 12A (*Terminal Operator’s Operating Specifications*) and 12D (*Terminal Operator’s Performance Standards*);
- 1.1.95. **“Permitted Borrowing”** - at any time after the Signature Date, any advance made to the Terminal Operator under the Finance Agreements for the purposes specified therein;
- 1.1.96. **“Port”** - the Port of Cape Town duly established by and equipped in terms of the National Ports Act, 2005 and Port Regulations, 2009;
- 1.1.97. **“Port Facility Security Officer”** - a security officer appointed by the Terminal Operator in accordance with the provisions of the ISPS Code and the certificate issued in terms of the ISPS Code in respect of the Terminal;
- 1.1.98. **“Port Infrastructure”** - the basic common use structures of the Port including the Berths, Breakwaters, seawalls, channels, basins, quay walls, jetties, roads, railways and infrastructure used for the provision of water, lights, power, sewage and similar services, other than the Terminal Infrastructure;
- 1.1.99. **“Ports Regulator of South Africa”** - The independent Regulator established in terms of section 29 of the Act to monitor the activities and functioning of TNPA;

- 1.1.100. **“Port Rules”**
- the Port Rules issued under section 80(2) of the Act, as amended from time to time in respect of the operation of the Port specifically or ports in South Africa generally and or in respect of the behaviour, conduct and manner of conducting business of users of the Port specifically or ports in South Africa generally;
- 1.1.101. **“Port Users”**
- any other person, other than the Terminal Operator, organisation and/or agency utilizing the services of the Terminal and the Port and or conducting business within the Port limits, including shipping lines, vessel agents, licenced operators, operators of other terminals within the Port and any Subcontractor and or any third parties authorised to conduct business on behalf of any Port User;
- 1.1.102. **“Private Siding”**
- a railway line in private use which is connected to TNPA's railway lines by means of an agreed turnout, as well as any associate shunting yard, marshalling yard, the siding and siding extension or any section of railway line which provides access between TNPA's railway lines and the Terminal, as described in Schedule 1 (*Terminal and Existing Buildings*);
- 1.1.103. **“Project”**
- means, operating, maintaining and/or constructing and transfer of a Liquid Bulk Terminal at the Port and the handling of Cargo at the Terminal for a period of 25 (twenty-five) years;
- 1.1.104. **“Project Deliverables”**
- the principal rights and obligations of the Terminal Operator, as specified in this Agreement including those specified in

clause 5.4 (*General Rights and Obligations of the Terminal Operator*) of this Agreement and the Key Performance Areas;

- 1.1.105. **“Project Documents”** - all drawings, data, books, reports, documents, software, source codes and manuals and other information, which the Terminal Operator has or have been using and which are required for the Works and/or necessary for the continuing Operation and Maintenance;
- 1.1.106. **“Project Term”** - the period of years from the Effective Date to the end of the Operations Period or the Termination Date, as the case may be;
- 1.1.107. **“Qualifying Financial Institution”** - a bank as defined in section 1 of the Banks Act, 1990, any pension fund or provident fund registered in terms of the Pension Funds Act, 1956, any collective investment scheme as defined in section 1 of the Collective Investment Schemes Control Act, 2002, any long-term insurer as defined in section 1 of the Long-term Insurance Act, 1998 or any short-term insurer being a person registered or deemed (in terms of the Short Term Insurance Act, 1998) to be registered as a short-term insurer in that statute, or any financial institution that is established outside of South Africa in accordance with legislation in the place of its establishment, which legislation is analogous with any of the aforementioned legislation;

- 1.1.108. **“Quarter”** or **“Quarterly”** - a 3 (three) month period commencing on 1 April annually and occurring every 3 (three) months thereafter;
- 1.1.109. **“Rand”** or **“R”** - the lawful currency of South Africa;
- 1.1.110. **“Refinancing”** - at any time after the Signature Date and to the extent that it becomes applicable:
- 1.1.110.1. any material amendment, assignment, novation, replacement or supplementing of any of the Finance Agreements and/or the Constitutional Documents, whether independently or in combination with any connected arrangements;
- 1.1.110.2. the exercise of any right or grant of any waiver, indulgence or approval under any of the Finance Agreements (other than a Permitted Borrowing) and/or the Constitutional Documents;
- 1.1.110.3. the disposition or encumbering (by whatever means) of any rights under any of the Finance Agreements and or the Constitutional Documents or the creation or granting of any other benefit or interest in any of the Finance Agreements and/or the Constitutional Documents or any of the Terminal Operator's other contracts, revenues or the Terminal; and/or
- 1.1.110.4. any other arrangements having any of the effects in clauses 33.1.1 to 33.1.2;
- 1.1.111. **“Reinstatement Works”** - has meaning as defined in clause 15.3.3.1;
- 1.1.112. **“Related Party”** - a person who:
- 1.1.112.1. directly, or indirectly through one or more intermediaries, Controls, or is Controlled

by, a person who holds, at least 50% Equity in the Terminal Operator; or

1.1.112.2.

any person who holds at least 50% Equity in the Terminal Operator;

1.1.113. **“Related Party Transaction”**

- any transaction relating in any way directly or indirectly to the Project in which the Terminal Operator leases, transfers or otherwise disposes of any of its properties or assets to, or purchases any property or assets from, or enters into any contract, agreement, understanding, loan, advance or guarantee with, or for the benefit of, a Related Party to the Terminal Operator (other than the Terminal Operator), but excluding the Finance Agreements;

1.1.114. **“Relevant Authority”**

- National and or Provincial legislature, any agency, local authority, department, inspectorate, minister, ministry, official or public or statutory person (whether autonomous or not) having jurisdiction over any or all of the Parties or the subject matter of this Agreement. A Relevant Authority shall not include any Utility operator or provider;

1.1.115. **“Relief Event”**

- Means:
 - a) any fire, explosion, tempest, flood, ionising radiation (to the extent it does not constitute an event of Force Majeure), earthquakes, riot and civil commotion, or pressure waves caused by devices travelling at supersonic speed;
 - b) (without limiting the obligations of the Private Party regarding

- service level specifications) any failure by the Institution or any Responsible Authority, utility or other like body to carry out works or provide services;
- c) any accidental loss or damage to the Works and/or the Facilities;
 - d) any off-site failure or shortage of power, fuel or transport;
 - e) any blockade or embargo which does not constitute an event of Force Majeure;
 - f) the discovery of any heritage objects or resources or conditions at the Terminal that could not reasonably have been discovered by proper due diligence, by the Terminal Operator;
 - g) any delay in obtaining any Consent; or any official or unofficial strike, lockout, go slow or other such labour disputes generally affecting the Liquid bulk industry or a significant sector of it,
 - h) any breach by the TNPA of any of its obligations under this Agreement (save for any breach that constitutes TNPA Default), and provided that the breach is not caused or contributed to a material extent by the contributory negligence or wilful misconduct of the Terminal Operator or any of its

Subcontractors, and any other event that is designated in this Agreement to be dealt with in accordance with clause (Consequences of a Relief Event);

- i) unless any of the events listed in Clauses (a) to (i) inclusive arises (directly or indirectly) as a result of any negligence, wilful conduct or default of the Private Party or any Subcontractor

1.1.116. **“SAMSA”**

- means the South African Maritime Safety Authority;

1.1.117. **“Schedules”**

- the schedules to this Agreement, as amended, replaced and varied from time to time;

1.1.118. **Security Deposit Guarantee**

- means the on-demand bank guarantee to be obtained by the Terminal Operator, in favour of the TNPA, in the sum equal to three (3) months Fixed Concession Fees in accordance with clause 6.1.10 of the Agreement

- 1.1.119. **"Signature Date"** - the date on which this Agreement has been signed by both Parties and, if signed on different dates, the last of such dates;
- 1.1.120. **"South Africa"** - the Republic of South Africa;
- 1.1.121. **"Subcontract"** - an agreement concluded between the Terminal Operator and a Subcontractor;
- 1.1.122. **"Subcontractors"** - any subcontractor of the Terminal Operator, who has contracted directly with the Terminal Operator in respect of the Works;
- 1.1.123. **"Substitute Entity"** - a person duly and properly appointed to be the new Operator in the place and stead of the Terminal Operator in terms of the FDA;
- 1.1.124. **"Successor Terminal Operator"** - any person who has been appointed in terms of Part VI to take over the Operation and Maintenance and undertake the Operations in the place of the Terminal Operator;
- 1.1.125. **"Suitable Substitute Terminal Operator"** - a person approved by TNPA in terms of section 56 read with section 57 of the Act as:
- 1.1.125.1. having the appropriate technical and financial ability to perform the rights and obligations of the Terminal Operator under this Agreement;
- 1.1.125.2. employing persons having the appropriate qualifications, experience and technical competence; and
- 1.1.125.3. having sufficient resources available to it (including financial resources and subcontracts) to perform the obligations

- of the Terminal Operator under this Agreement;
- 1.1.126. **“Supplier Development Plan”** - (the Terminal Operator's supplier development plan which includes the supplier development value summary worksheet as outlined in Schedule 8E (*Supplier's Development Plan*);
- 1.1.127. **“Tax”** - VAT, any tax, levy, impost, duty or other charge or withholding of a similar nature (including any related penalty or interest);
- 1.1.128. **“Tender”** - any tender submitted by a Tenderer that meets the qualification criteria notified in terms of clause 47.2 (*retendering procedure*);
- 1.1.129. **“Tenderer”** - a tenderer who is a Suitable Substitute Terminal Operator having submitted a Tender that complies with the requirements of the Request for Proposal issued by TNPA in relation to the New Terminal Operator Agreement;
- 1.1.130. **“Tender Costs”** - the reasonable and proper costs of TNPA incurred in carrying out the Tender Process;
- 1.1.131. **“Tender Process”** - the process by which TNPA requests tenders from any parties interested in entering into a New Terminal Operator Agreement, evaluates the responses from those interested parties and negotiates the conclusion of a New Terminal Operator Agreement with a Successor Terminal Operator, in accordance with clause 47.2 (*retendering procedure*);

- 1.1.132. **“Tender Process Monitor”** - a third party appointed by the Terminal Operator under clause 47.2 (*retendering procedure*);
- 1.1.133. **“Terminal”** - the land areas as demarcated in Schedule 1 (*Terminal and Existing Buildings*) which includes the Port Infrastructure that is linked to or associated with the Terminal, provided by TNPA to the Terminal Operator for use in respect of the Project;
- 1.1.134. **“Terminal Equipment”** - the movable assets, including equipment and machinery as well as above surface pipelines excluding the Cargo storage tanks (whether affixed to the Project Site or not), which shall for the purposes of this Project be deemed to be movable and required in order to operate the Terminal;
- 1.1.135. **“Terminal Infrastructure”** - Terminal buildings, workshops, substations, storage facilities, surfacing, rail sidings and terminal operations and infrastructure for the provision of water, lights, power, sewerage and similar services within the Terminal boundaries demarcated in Schedule 1 (*Terminal and Existing Buildings*);
- 1.1.136. **“Terminal Operator”** - means the Preferred Bidder granted the right to undertake the Project in terms of the TOA concluded between the Terminal Operator and TNPA, pursuant to being selected as the Preferred Bidder under this RFP;
- 1.1.137. **“Terminal Operator Guarantee”** - means the on-demand parent company guarantee to be obtained by the Terminal Operator, in favour of the TNPA, in

- accordance with clause 14 (*Terminal Operator Guarantee*);
- 1.1.138. **“Termination Amount”** - the amount payable on termination of this Agreement in terms of Part VI;
- 1.1.139. **“Termination Date”** - the date on which this Agreement is terminated in accordance with its terms, other than by way of effluxion of time;
- 1.1.140. **“TNPA”** - Transnet National Ports Authority, a division of Transnet;
- 1.1.141. **“TNPA Financial Year”** - the financial year of TNPA, which runs from 1 April to 31 March annually;
- 1.1.142. **“Transition Period”** - a period of 6 (six) months between the Signature Date and the Actual Operations Commencement Date, during which the Parties shall enter into arrangements relating to the processes for the handing over of the Terminal including the Terminal Infrastructure and the Handover Equipment;
- 1.1.143. **“Transition Plan”** - a Plan to be developed by TNPA in consultation with the Terminal Operator and the Incumbent Terminal Operator, setting out the processes for the handing over of the Terminal including the Terminal Infrastructure and any Handover Equipment;
- 1.1.144. **“Transnet”** - Transnet SOC Ltd, registration number 1990/000900/30, as incorporated pursuant to the Legal Succession to the South African Transport Services Act, Act 9 of 1980;
- 1.1.145. **“Uncommitted Capacity Reports”** - reports that the Terminal Operator is required to develop in relation to uncommitted storage capacity of the

- Terminal in terms of the Petroleum Pipelines Act and submit to TNPA on request;
- 1.1.146. **“Unforeseeable Conduct”**
- such conduct shall occur if, after the Signature Date, TNPA or any Relevant Authority takes any action (including a Change in Law) or fails to carry out its obligations as prescribed by law:
 - 1.1.146.1. the principal effect of which is directly borne by:
 - the Project and not other similar transactions;
 - the Terminal Operator and not other persons or parties undertaking port terminal operations;
 - 1.1.146.2. in respect of which the Terminal Operator is not entitled to any other relief pursuant to any other provisions of this Agreement;
 - 1.1.146.3. which was not foreseen by the Terminal Operator on or before the Signature Date; and
 - 1.1.146.4. which could not reasonably have been foreseen by any person in the position of the Terminal Operator on or before the Signature Date;
- provided that:
- 1.1.146.5. Unforeseeable Conduct shall be deemed not to have occurred under circumstances where any action or omission of TNPA or Relevant Authority is in direct response to any act or

omission of the Terminal Operator which is illegal (other than an act or omission rendered illegal by virtue of such conduct of TNPA or Relevant Authority) or in violation of agreements to which the Terminal Operator is a party;

1.1.146.6.

an increase in taxes of general application which does not discriminate against TNPA or against TNPA and other parties undertaking similar transactions shall be deemed not to be Unforeseeable Conduct; and

1.1.146.7.

Unforeseeable Conduct shall be deemed not to have occurred if such conduct by TNPA or any Relevant Authority is required as a result of an event of Force Majeure and is reasonably proportionate thereto;

1.1.147. **“Updated Financial Model”**

- the Base Case Financial Model as amended and updated from time to time in terms of the FDA or otherwise in terms of this Agreement;

1.1.148. **“Uninsurable”**

- in relation to a risk, means either that:

1.1.148.1.

the required insurance is no longer available in the worldwide insurance market from reputable insurers; or

1.1.148.2.

if the required insurance is available, the insurance premium payable for insuring that risk has increased to such a level that the risk is not generally being insured against in the South African insurance market on commercially acceptable terms;

- 1.1.149. **“Utilities”** - all facilities serving the public and Port Users such as water, electricity, sewage, gas and telecommunications and where appropriate includes the relevant provider thereof;
- 1.1.150. **“Valuer”** - a Property Valuer registered with the South African Council for Property Valuers;
- 1.1.151. **“VAT”** - the value-added tax levied in terms of the Value Added Tax Act, Act No.89 of 1999;
- 1.1.152. **“Works”** - any design, construction, refurbishment, equipment procurement, installation and commissioning, renewal, reconstruction, repair or reinstatement work which may be carried out in respect of the Terminal, Terminal Infrastructure and/or the Terminal Equipment as set out in the Works Programme;
- 1.1.153. **“Works Programme”** - a programme for the undertaking of the Works by the Terminal Operator, which shall be set out and attached as Schedule 10 (*Works Programme*);

1.2 In this Agreement, unless inconsistent with the context, words referring to:

- 1.2.1 one gender includes a reference to the other genders;
- 1.2.2 the singular includes the plural and *vice versa*;
- 1.2.3 natural persons include juristic persons and *vice versa*.

1.3 When a number of days as prescribed in this Agreement, such number shall be calculated including the first and excluding the last day, unless the last day falls on a day that is not a Business Day, in which case, the last day shall be the first succeeding day which is a Business Day.

1.4 Any Schedules to this Agreement shall be deemed to form part of this Agreement. If there is a conflict between the provisions of a Schedule and the provisions of this Agreement, the provisions of this Agreement shall prevail.

- 1.5 Any reference to legislation, a statute, a statutory instrument or a standard in this Agreement shall be a reference to such legislation, statute, statutory instrument or standard as amended, replaced, varied or re-enacted from time to time.
- 1.6 Words and expressions defined in any sub-clause shall, for the purpose of the clause of which that sub-clause forms part, bear the meaning assigned to such words and expressions in that sub-clause.
- 1.7 If any provision in a definition is a substantive provision conferring rights or imposing obligations on any party, effect shall be given to it as if it were a substantive clause in the body of the agreement, notwithstanding that it is only contained in the interpretation clause.
- 1.8 Any reference in this Agreement to another agreement shall be to such agreement as amended, supplemented, varied, novated or replaced from time to time in accordance with its terms and conditions.
- 1.9 Titles of clauses and Schedules of and to this Agreement are inserted for the sake of convenience only and shall not be used in respect of or in any way affect the interpretation of any provision of this Agreement.
- 1.10 A reference in this agreement to any person shall be a reference to such person's permitted successor, transferee, cessionary and or delegate.
- 1.11 Any reference in this Agreement to the Updated Financial Model shall, unless the context requires otherwise, be a reference to such document as most recently updated, amended or replaced and provided to TNPA, in accordance with the terms of this Agreement.
- 1.12 Where this Agreement requires that the waiver, consent, approval or permission of TNPA is to be obtained:
- 1.12.1 such waiver, consent, approval or permission shall at all times be required to be obtained by the Terminal Operator prior to undertaking or failing to undertake the course of action to which such waiver, consent, approval or permission pertains;
 - 1.12.2 the granting or withholding of such waiver, consent, approval or permission shall not be valid unless it is issued in writing by TNPA;
 - 1.12.3 such waiver, consent, approval or permission shall not be unreasonably withheld or delayed.
- 1.13 The terms "**holding company**" and "**subsidiary**" shall have the meanings ascribed to them in the Companies Act.

- 1.14 References in this Agreement to TNPA, the Terminal Operator, the Agent and the Lenders shall include their respective authorised agents and representatives.
- 1.15 References to “**2024Prices**” means that such amounts are stated in December 2024 values and shall, for the purposes of this Agreement, be escalated on the Effective Date and on each anniversary thereof thereafter in accordance with the following formula:

$$EA = CA \cdot \frac{CPI_x}{CPI_y}$$

where:

- EA = the escalated amount;
- CA = the amount specified in this Agreement in December 2024 prices;
- CPI_x = CPI for, in the case of the Effective Date, the third month prior to the Effective Date, and, in the case of each subsequent anniversary thereof, the third month prior to such subsequent anniversary; and
- CPI_y = CPI for December 2025

- 1.16 Any reference in this Agreement to Lenders, Debt, Refinancing, the Finance Agreements and FDA shall be applicable only to the extent that the Terminal Operator decides to finance the Works through Debt.
- 1.17 Any provision of this Agreement that contemplates or provides for the performance of an obligation or compliance with a provision of this Agreement subsequent to any termination or expiry of this Agreement shall survive any termination or expiry of this Agreement and shall continue in force and effect for the period contemplated in the said provision.
- 1.18 Termination or expiry of this Agreement shall not affect and shall be without prejudice to the accrued rights, obligations, claims, duties and liabilities of either Party which such accrued rights, obligations, claims, duties and liabilities arose prior to such termination or expiry. For the avoidance of doubt, such rights, claims and liabilities shall include any rights of a Party in respect of an antecedent breach or non-performance by either Party of any of the terms or conditions of this Agreement.
- 1.19 The *eiusdem generis* rule and the *contra proferentem* rule shall not be applicable to this Agreement.

2. INTRODUCTION

- 2.1 In terms of the Act, TNPA exercises authority, power, control and responsibility in respect to the commercial ports of South Africa, including the Port. In addition, certain powers, capacity, and authority have been conferred on TNPA, as a division of Transnet, in respect of the Port by the Act.
- 2.2 During 2025, TNPA issued a Request for Proposals for the appointment of a person to undertake the Project in terms of section 56(5) of the Act ("**the RFP Process**").
- 2.3 Upon completion of the RFP Process, TNPA selected the Terminal Operator as the Preferred Bidder to undertake the Project.
- 2.4 Accordingly, TNPA wishes to appoint the Terminal Operator the concession rights to undertake the Project in terms of section 56 read with section 57 of the Act, and the Terminal Operator wishes to accept the granting of such concession rights to undertake the Project on the terms and conditions set out in this Agreement.
- 2.5 The Parties agree to enter into this terminal operator agreement on the terms and conditions detailed in this Agreement.

3. **SUSPENSIVE CONDITIONS**

- 3.1 Save for the provisions of this clause 3 and clauses 1 (*Definitions and Interpretation*), 10 (*TNPA's Warranties and Undertakings*), 18 (*Transition Planning*), and 53 (*Corrupt Gifts and Fraud*) to 57 (*Miscellaneous Matters*), which shall come into effect immediately upon signing of this Agreement ("**Immediately Operative Provisions**"), this Agreement shall not come into force and effect until the suspensive conditions set out below are fulfilled or waived as the case may be, within a period of 6 (six) months from the Signature Date or such later date as the Parties may agree to in writing prior to the expiry of the said period of 6 (six) months ("**the Fulfilment Date**"):
 - 3.1.1 resolution of the Executive Committee of TNPA authorising the conclusion of this Agreement;
 - 3.1.2 resolution of the Terminal Operator's Board of Directors authorising the conclusion of this Agreement; and
- 3.2 The Parties shall cooperate and shall use all reasonable endeavours to procure the fulfilment of the suspensive conditions in this clause 3 by not later than the Fulfilment Date. Each Party shall promptly inform the other Party, in writing, when the suspensive conditions for which it is responsible have been satisfied.

- 3.3 The suspensive conditions in clauses 3.1.1, and 3.1.2 are for the benefit of both parties and may be waived by agreement in writing between the parties at any time prior to the Fulfilment Date. The remaining suspensive conditions are not capable of being waved.
- 3.4 Unless the suspensive conditions contained in this clause, are fulfilled or where applicable, waived, as the case may be, on or before the Fulfilment Date, the provisions of the immediately operative provisions shall continue to be of full force and effect, but the remainder of this Agreement shall not become operative or effective and shall have no force or effect whatsoever.
- 3.5 No Party shall have any claim, unless explicitly set out in this Agreement, against any other Party pursuant to the non-fulfilment of the suspensive conditions in this clause, save where a Party has breached the terms of this clause and/or has deliberately frustrated the fulfilment of such condition or intentionally caused that condition not to be fulfilled, in which event that Party shall be liable to the other Party for such damages as such other Party may have suffered thereby.

4. DURATION OF THIS AGREEMENT

- 4.1 The Project Term shall be a period of 25 (twenty-five) years reckoned from the Effective Date and shall expire on the Expiry Date unless terminated earlier in terms of the provisions of this Agreement.
- 4.2 It is recorded that, prior to the Expiry Date, this Agreement may be extended, in TNPA's sole and absolute discretion, on such basis as may be determined by TNPA, and otherwise on the same terms and conditions, in order to facilitate the process of transition for the taking over of the Operations and Maintenance by a new terminal operator, including pursuant to the provisions of clause 46 (*Effects of Termination*).

5. APPOINTMENT OF TERMINAL OPERATOR AND GRANT OF RIGHTS

5.1 Grant of Rights

TNPA hereby appoints the Terminal Operator to undertake the Project on the terms and conditions contained in this Agreement. The Terminal Operator accepts such appointment on the terms and conditions contained in this Agreement.

5.2 Exclusivity of rights

- 5.2.1 Subject to the provisions of this Agreement, the Terminal Operator shall be granted the exclusive concession to operate, maintain, refurbish, equip, and transfer the Terminal. To the extent required, the Terminal Operator shall be entitled to

finance, design and construct any Terminal Infrastructure required to operate and maintain the Terminal.

5.2.2 The Operating Rights herein granted are exclusively to the Terminal Operator from the Signature Date until the termination or expiry of this Agreement in accordance with its terms.

5.2.3 The Terminal Operator shall be entitled to use the Port Infrastructure that is within the Terminal boundary from the Signature Date until the termination or expiry of this Agreement in accordance with its terms.

5.2.4 The Terminal Operator shall also be entitled to use the Port Infrastructure for the purposes of the Project in accordance with the Port Rules, subject to the use thereof by any other Port Users in accordance with the Port Rules.

5.3 **Sub-contracting**

5.3.1 Regardless of the fact that this Agreement permits or requires the Terminal Operator to appoint third parties to perform part of the Project, such appointment shall not relieve or excuse the Terminal Operator of any duty, obligation, liability or responsibility under this Agreement and in respect of the Project.

5.3.2 The Terminal Operator shall be responsible for the management and supervision of any third parties appointed by it to perform any part of the Project. The Terminal Operator shall be and shall remain, at all times, fully responsible and liable for the actions and omissions (whether negligent, wilful or intentional) of all such third parties and of the agents, representatives and employees of such third parties, whether such third parties are employed directly or indirectly by the Terminal Operator.

5.3.3 Nothing in this Agreement is intended to create or should be interpreted as creating any privity of contract between TNPA and any third parties appointed by the Terminal Operator to perform any part of the Project. The Terminal Operator shall ensure that a provision to this effect is inserted into every contract entered into by it with such a third party.

5.4 **General Rights and Obligations of the Terminal Operator**

5.4.1 **Use of Terminal, No Alienation or Encumbrance and Terminal Condition**

5.4.1.1 The Terminal shall be used solely for the purpose of undertaking the Operations and carrying out tasks and activities that are

reasonably necessary for and incidental to the undertaking of those Operations, in accordance with this Agreement (including the terms, conditions, exclusions, limitations and restrictions contained in this Agreement), and for the exercise by the Terminal Operator of its rights and the fulfilment of its obligations under this Agreement, and for no other purpose whatsoever, unless the prior written consent of TNPA has been obtained, which consent may be withheld in TNPA's sole and absolute discretion.

5.4.1.2 The Terminal Operator shall not lease, sell, dispose of or otherwise alienate or Encumber the whole or any portion of the Terminal in any manner whatsoever.

5.4.1.3 The Terminal Operator shall not do or cause anything to be done that may cause a nuisance to TNPA or to any other Port User or the occupants of adjoining properties.

5.4.1.4 The Terminal Operator acknowledges and agrees that the Terminal Operator has inspected the Terminal and has satisfied itself fully as to the location, condition, geotechnical characteristics and features, zoning, ownership, existing Encumbrances, nature and extent of the Terminal as well as any and all Consents already granted to or held by TNPA in respect of the Terminal and the Terminal Operator expressly records and agrees that TNPA does not warrant the suitability or otherwise of the Terminal for purposes undertaking the Operation and/or Maintenance or for purposes of undertaking the Operations and that the Terminal Operator shall have no claims whatsoever against TNPA in respect of the location, condition, geotechnical characteristics and features, zoning, ownership, existing Encumbrances, nature and extent of the Terminal as well as any and all Consents already granted to or held by TNPA in respect of the Terminal.

5.4.1.5 The Terminal Operator shall undertake the Project at its own cost and risk in accordance with the terms of this Agreement. TNPA shall not, and no Relevant Authority will, provide any guarantee, subsidy, grant or any financial support of any nature to the

Terminal Operator or in respect of the Project, the Terminal or this Agreement.

- 5.4.1.6 The Terminal Operator shall at its own cost, maintain the Certifications, if applicable, for the duration of the Project Term.
- 5.4.1.7 This Agreement shall not be interpreted as granting the Terminal Operator any rights or imposing any obligations or duties on TNPA or any Relevant Authority, except as expressly and specifically stated in this Agreement.
- 5.4.1.8 No instructions or approvals given by TNPA or any Relevant Authority in accordance with the Law and this Agreement in respect of any aspect of the Project or the Terminal will affect, alleviate, excuse or provide relief from the Terminal Operator's duties, obligations, liabilities and responsibilities under this Agreement and in respect of the Project unless they are in conflict with such instruction or approval given by TNPA or any Relevant Authority, in which event such instruction or approval shall prevail and the Terminal Operator shall not be in breach of any provision of this Agreement by virtue of having acted in accordance with such instruction or approval.

5.4.2 Terminal Operator's Obligations to Undertake the Operations

- 5.4.2.1 The Terminal Operator shall undertake the Operations in accordance with the terms of this Agreement for the duration of the Operations Period.
- 5.4.2.2 The Terminal Operator shall in undertaking the Operations, comply at all times with the Operating Specifications, the Terminal Operator's Performance Standards and the provisions of this Agreement.
- 5.4.2.3 The Terminal Operator shall ensure that the reasonable demand for Services and facilities of the Terminal are adequately satisfied
- 5.4.2.4 The Terminal Operator shall undertake the Operations with effect from the Actual Operations Commencement Date.
- 5.4.2.5 The Terminal Operator shall be entitled to undertake the Works at any time during the Project Term.

- 5.4.2.6 The Terminal Operator shall only undertake the Operations to the extent that such Operations do not have a negative impact on the delivery of any of the existing activities at the Port.
- 5.4.2.7 Without limiting the other obligations of the Terminal Operator as specified in this Agreement or imposed by Law, the Terminal Operator shall:
- 5.4.2.7.1 provide reliable, secure and efficient services associated with the Operations to all Port Users wishing to use any or all of such services;
 - 5.4.2.7.2 ensure that the provision of any services as envisaged above, shall not hinder or otherwise interfere with any other activities undertaken or conducted at the Port by TNPA, any other Port User or any other person;
 - 5.4.2.7.3 obtain, take transfer, maintain and renew all documents, manuals and Consents necessary to Operate and Maintain the Terminal, to undertake the Operations and perform the activities and discharge the obligations contained in clause 5.4 (*General Rights and Obligations of the Terminal Operator*) and this clause 5.4.2 (*Terminal Operator's Obligation to Undertake Operations*) and in this Agreement;
 - 5.4.2.7.4 provide, maintain or replace, according to International Best Practice, all Terminal Equipment and other equipment necessary for the efficient operation of the Terminal; and
 - 5.4.2.7.5 promote and foster positive customer relations and actively market and promote the Terminal and the services associated with the Operations to potential customers and Port Users.
- 5.4.2.8 Without limiting the other obligations of the Terminal Operator, as specified in this Agreement or imposed by Law, the Terminal Operator shall be obliged to manage and operate the Terminal for the purpose of:

- 5.4.2.8.1 providing reliable, secure and efficient services and facilities to Port Users;
- 5.4.2.8.2 receiving Cargo at the Terminal vessels and road trucks
- 5.4.2.8.3 loading of Cargo into vessels and off-loading of Liquid bulk Cargo from vessels;
- 5.4.2.8.4 transferring liquid-related Cargo from the vessel into the vessel for distribution and/or vice versa;
- 5.4.2.8.5 distributing refined Cargo to inland customers through rail or road, or the pipeline;
- 5.4.2.8.6 performing maintenance-related activities that the Terminal Operator may deem necessary;
- 5.4.2.8.7 obtaining, maintaining and renewing all documents, permits, licenses or other authorisations necessary to operate the Terminal and render the services and perform the activities referred to in this clause 5.4.2.8;
- 5.4.2.8.8 procuring, installing and operating communication, control and administrative systems necessary for the efficient operation of the Terminal;
- 5.4.2.8.9 complying with all applicable provisions of the Act, the Port Rules, the Regulations and any directives issued in terms of the Act;
- 5.4.2.8.10 complying with the requirements of SAMSA, including any applicable Legislation and codes relating to safe working practices;
- 5.4.2.8.11 complying with the ISPS Code and the IMDG Code in relation to security and dangerous goods, respectively; and
- 5.4.2.8.12 complying with all other applicable Legislation and generally conducts its activities and operations in accordance with the Law.

5.4.2.9 Notwithstanding the obligation to provide equitable access to the services provided at the Terminal in terms of clause 5.5.1, TNPA acknowledges that the Terminal Operator is obliged to consider its position on matters connected with individuals, entities and/or countries who have been placed under economic embargoes, sanctions and prohibition by operation of Laws or other legal instruments with a force of law, whether locally or internationally, ("**Sanctioned Persons**"), including sanctions by their respective lending institutions, customers and/or other stakeholders. In such instances, the Terminal Operator shall be entitled to implement a due diligence process to determine sanction requirements and / or restrictions which may impact the Terminal Operator's obligations under this Agreement and/or the Operations. The Terminal Operator shall act in accordance with the outcome of the due diligence process and undertakes to keep TNPA abreast of such matters. To the extent that TNPA's duty to safeguard national security, strategic economic interests and/or to discharge an international obligation of South Africa will be impacted, the Terminal Operator shall immediately inform TNPA upon becoming aware of the Sanctioned Persons, in writing.

5.4.2.10 For the avoidance of doubt, all the obligations of the Terminal Operator set out in clause 5.4.2 and 5.4.3 under this Agreement in its entirety, shall be in compliance with the applicable Legislation as the context requires. In the event that the Terminal Operator contravenes the applicable Legislation such contravention shall constitute a breach of this Agreement by the Terminal Operator.

5.4.3 The Terminal Operator may not:

5.4.3.1 use the Terminal for residential purposes or as sleeping quarters, save that the TNPA may in writing authorise a portion of the Terminal to be used as sleeping quarters for operational or security purposes;

5.4.3.2 do or cause anything to be done that may cause a nuisance to the TNPA or any other port service provider or the occupants of adjoining properties or the operators of nearby offshore facilities

5.4.3.3 do anything that materially detracts from the appearance or the safe Operation and Maintenance of the Terminal, the Terminal Infrastructure and/or the Terminal Equipment.

5.5 **Non-discrimination and Open Access**

- 5.5.1 The Terminal Operator shall have the exclusive right to operate the Terminal and shall provide reasonable equality of access to the Terminal and the loading facilities to Terminal Users and potential Terminal users wishing to utilise the services of the Terminal.
- 5.5.2 The Terminal Operator shall not unreasonably discriminate, in its tariff structure or its trading conditions (including but not limited to all commercial terms and conditions) between various users or potential users of the Terminal and the loading facilities.
- 5.5.3 Terminal Users have on a first come, use or lose it basis, open access to the Terminal and the loading facilities available and uncommitted.
- 5.5.4 As part of its reporting obligations under clause 28, the Terminal Operator shall provide to TNPA copies of all the Uncommitted Capacity Reports.
- 5.5.5 The Terminal Operator acknowledges and agrees that failure to provide TNPA with copies of the Uncommitted Capacity Reports shall constitute Terminal Operator Default for which TNPA shall be entitled to exercise its options in terms of clause 39.3 (*TNPA Options*) of this Agreement.

5.6 **Terminal Operator's Replacement, Repair and Maintenance Obligations**

- 5.6.1 The Terminal Operator shall be responsible for maintaining the Terminal Infrastructure and Terminal Equipment and shall at its own cost undertake all maintenance and make all repairs, renewals and replacements necessary to maintain the Terminal and for the efficient operation of the Terminal, as detailed in this clause 5.6.
- 5.6.2 The Terminal Infrastructure (including the surface of the quay, if applicable) shall be maintained and kept in good order and condition, in accordance with International Best Practices and the international standards for a terminal comparable to the Terminal.
- 5.6.3 The Terminal Operator shall procure the Terminal Equipment and provide additional equipment or replace equipment in order to ensure the efficient operation of the Terminal in accordance with International Best Practices and the international standards for a terminal comparable to the Terminal.
- 5.6.4 The Terminal Operator shall conduct annual inspections of the Terminal Infrastructure and Terminal Equipment and must incorporate the outcome of

such inspections in the reports that the Terminal Operator has to submit to TNPA in terms of clause 28.1.

- 5.6.5 The Terminal Operator shall provide TNPA with an annual maintenance programme for the Terminal Infrastructure and a replacement programme for the Equipment, at least 2 (two) months prior to the start of each of the Terminal Operator's financial years.
- 5.6.6 The Terminal Operator shall, to the extent that the relevant service at the Terminal is not provided by the relevant local authority in the ordinary course as envisaged in clause 26.4, be responsible, at its own cost, for the disposal of garbage and waste, including garbage and waste generated by vessels visiting the Terminal and by the Terminal itself.
- 5.6.7 The Terminal Operator shall keep the Terminal and the area within the Terminal boundary in a clean, orderly and sanitary condition.
- 5.6.8 The Terminal Operator shall attend to the removal of intrusive vegetation including regular control and removal of grass, noxious and other weeds, and other plants and vegetation at the Terminal.
- 5.6.9 The Terminal Operator shall, in the Operation and Maintenance of the Terminal, comply with all other applicable Laws (including all labour related Laws) the Port Rules, the Port Regulations, TNPA policies, any directives issued in terms of the Act, and generally perform the Operations at the Terminal in accordance with all applicable Laws.

5.7 Erection of Improvements and Extensions of Terminal Infrastructure

- 5.7.1 The Terminal Operator shall be entitled to make, or cause to be made in the Terminal or in respect of the Terminal Infrastructure such improvements, alterations, additions and/or extensions as may be necessary or appropriate for the undertaking of the Operations and/or the Operation and Maintenance of the Terminal; provided that any improvements, alterations, additions and/or extensions which are not envisaged or provided for in the Detailed Design and/or the Works Programme shall only be undertaken by or on behalf of the Terminal Operator after it has first submitted the plans, designs and specifications thereof to TNPA and has obtained the prior written approval of TNPA, which approval shall not be unreasonably withheld.
- 5.7.2 Unless otherwise agreed in writing by the Parties or otherwise expressly provided for in this Agreement, all improvements, alterations, additions and/or extensions envisaged in clause 5.7.1 shall be undertaken by the Terminal

Operator at its own cost and TNPA shall not be liable to compensate the Terminal Operator for improvements, alterations, additions and/or extensions which are effected to the Terminal (including the Terminal Infrastructure) whether or not such improvements, alterations, additions and/or extensions are effected pursuant to and with the prior approval of TNPA in terms of clause 5.7.1 and the value of any and all such improvements, alterations, additions and/or extensions shall not be deducted from or set off by the Terminal Operator against, or otherwise form the substance of counterclaim by the Terminal Operator or in other manner whatsoever affect or detract from any amounts which are or may become payable by the Terminal Operator to TNPA in terms of this Agreement.

5.8 Roadways, Surfaces and Access to the Terminal

- 5.8.1 The Terminal Operator shall not load vehicles (including as a goods vehicle or truck or tracked or wheeled equipment) in any area within the Port, other than in the Terminal, except with TNPA's prior written consent or with written permission from another Person legally in control of the area.
- 5.8.2 The Terminal Operator shall, at its own cost, operate and maintain in good order and condition, all existing roads within the Terminal and shall construct, Operate and Maintain in good order and condition all roadways and surfaces as may be required within the Terminal for the provision of the Operations and the performance of the activities and obligations contemplated in this Agreement.
- 5.8.3 Such roadways and surfaces shall be constructed, Operated and Maintained in accordance with all applicable Laws, the Detailed Design and the Operating Specifications and in accordance with a standard that complies with the permissible axle loads for the types and volumes of Cargo and traffic which will use the roads which are envisaged in the Operating Specifications and the Detailed Design, and otherwise at such standard as is stipulated by TNPA and communicated to the Terminal Operator in writing.
- 5.8.4 The Terminal Operator shall ensure that all vehicles entering and exiting the Terminal shall be organised to minimise traffic congestion, the parking of vehicles and any queuing outside the Terminal. To the extent that the weighing of vehicles entering and exiting the Terminal in order to load or unload Cargo is required by any Law, the Terminal Operator must check the weight of vehicles entering and exiting the Terminal.

5.8.5 TNPA's duly authorised agents, employees and contractors shall have the right of access to the Terminal for purposes of performing TNPA's functions, provided that TNPA ensures that its agents, employees and contractors comply with all reasonable safety and security stipulations, and environmental rules of the Terminal Operator whilst in the Terminal.

5.8.6 All other persons, vehicles and equipment shall have access to the Terminal and may use the roadways and the surfaces in the Terminal in the manner reasonably determined by the Terminal Operator in order to conduct normal legal business related to the Operation of the Terminal, provided that in the use of such roadways such persons, vehicles and equipment shall not unnecessarily interfere with or impede the activities of the Terminal Operator and shall comply with all the safety and security stipulations, and environmental rules of the Terminal Operator.

5.8.7 The Terminal Operator may not impose any fee for admission to the Terminal.

5.9 Spillage

5.9.1 The Terminal Operator shall take all reasonable steps to prevent the spilling or dropping of Cargo and or any other matter into the Port's water. The Terminal Operator shall:

5.9.1.1 immediately notify TNPA if any Cargo and or any other matter is spilt or dropped in the water as a result of its operation of the Terminal or the conduct of its employees, agents, service providers, contractors or persons responsible for the vessels calling at the Terminal; and

5.9.1.2 immediately take steps to recover such Cargo and/or clean such Cargo or any other matter out of the Port's water.

5.9.2 If the Terminal Operator fails to recover any spilt Cargo or any other matter as envisaged above, TNPA may take whatever steps are necessary to recover the Cargo or any other matter and to claim the reasonable costs of taking such steps from the Terminal Operator.

5.10 General Safety and Security in the Terminal

5.10.1 Without detracting from the provisions of 24 (*Health and Safety*) and 25 (*Security*), the Terminal Operator shall be responsible for the safety and security of the Terminal and for all persons and movables therein, including Cargoes, and the

implementation of and adherence to the ISPS Code, and accordingly, the Terminal Operator shall:

- 5.10.1.1 ensure that the perimeter of the Terminal is fenced with security fencing of a standard reasonably acceptable to TNPA and which is in compliance with the ISPS Code and that such fencing is maintained at that standard (and repaired as necessary) during the term of this Agreement;
- 5.10.1.2 as part of the security plan envisaged in clause 25 (*Security*), monitor and control all Cargo, vehicles and people entering and leaving the Terminal as part of the Terminal security plan, and ensure that security communications are always readily available;
- 5.10.1.3 comply with all applicable provisions of the Act, the Regulations, the Port Rules, prevailing security and safety requirements of TNPA (including requirements relating to access to and egress from the Terminal), and any directives that may be issued in terms of the Act, from time to time;
- 5.10.1.4 comply with the requirements of the Port Regulator;
- 5.10.1.5 comply with the provisions and requirements of SAMSA, including any applicable legislation and codes relating to safe working practices;
- 5.10.1.6 comply in all material respects with the provisions of the International Maritime Organisation Convention of Safety and Security at Sea, the ISPS Code and the Maritime Security Regulations 2004, adopted under the Merchant Shipping Act, Act No 57 of 1951; and
- 5.10.1.7 comply with the IMDG Code in relation to security and dangerous goods.

5.11 **Personnel, Contractors and Other Subcontractors - Generally**

- 5.11.1 The Terminal Operator as well as its Contractors and other Subcontractors shall comply with all relevant labour Laws.
- 5.11.2 The Terminal Operator as well as its Subcontractors shall at all times employ or engage sufficient and suitably qualified and competent personnel to enable it

to efficiently undertake the Operations and Operate and Maintain the Terminal, all envisaged in the Terminal Operator Agreement.

- 5.11.3 The Terminal Operator shall implement all measures as are required by the relevant applicable Laws and/or as may be reasonably necessary to ensure the safety of its employees and that of its Subcontractors and shall provide them or ensure they are provided, free of charge, with any necessary personal protective clothing and equipment and shall ensure that its Subcontractors do likewise.
- 5.11.4 The Terminal Operator accepts full responsibility for the training of staff and shall ensure that all its employees are properly trained for the work they are undertaking and are familiar with safety and security requirements that apply to the Terminal and shall ensure that its Contractors and other Subcontractors do likewise.
- 5.11.5 TNPA may require the Terminal Operator to remove any employee or other personnel of the Terminal Operator or any Subcontractor from the Terminal and the Terminal Operator shall do so (subject to any applicable law) if in the reasonable opinion of TNPA such employee or personnel engages in any conduct which might reasonably result in a breach of any provision of this Agreement or threatens public health, safety or security, and the Terminal Operator shall immediately comply and replace such employee or personnel with suitable appropriately qualified and experienced replacements, subject to applicable Law.

6. CONCESSION FEES

6.1 Fixed Concession Fees

- 6.1.1 The Terminal Operator shall pay to TNPA, in consideration of the right to use and operate at the Terminal Site for the purpose set out in this Agreement, a fixed concession fee in the amount of **[insert amount]** per month (excluding VAT) from the Actual Operations Commencement Date.
- 6.1.2 The Concession Fees referred to in this clause 6.1 (*Fixed Concession Fees*) shall be paid monthly in advance on or before the 1st day of each and every month of the Contract Year of this Agreement.
- 6.1.3 Thereafter the monthly Concession Fees payable by the Terminal Operator in terms of clause 6.1.1 shall be reviewed and/or escalated annually in accordance with the following principles:

- 6.1.3.1 for the period commencing on the Actual Operations Commencement Date, the monthly Concession Fees amount shall be escalated by TNPA on each anniversary of such date by 9% (nine per cent) per annum, with the first such escalation being based on the amount that was payable in terms of clause 6.1.1 above;
- 6.1.3.2 for a 5 (five) year period commencing upon the expiry of the period referred to in 6.1.3.1 and for each subsequent period of 5 (five) years, the Concession Fees payable and escalations in respect thereof shall be market-related amounts, determined in accordance with the remaining provisions of this clause;
- 6.1.3.3 no later than 6 (six) months prior to the expiry of the first 5 (five) Contract Year period referred to in clause 6.1.3.2 the expiry of each subsequent discrete 5 (five) Contract Year period thereafter ("**Review Period**"), the parties shall meet in order to endeavour to agree on the Concession Fees and the annual escalation that shall apply in respect of the subsequent 5 (five) Contract Year period;
- 6.1.3.4 should the Parties not be able to agree upon the Concession Fees and escalation rate in terms of the clause 6.1.3.3 above within 6 (six) months prior to the expiry of the relevant five-year period, the Concession Fees and escalation rate shall be determined by a registered Transnet-approved Valuer (or such other Valuer as Transnet may appoint) and a Valuer that the Terminal Operator may appoint;
- 6.1.3.5 in the event that the two Valuers referred to in clause 6.1.3.4 fail to reach an agreement, within a period of 14 (fourteen) days from the date of referral thereto, the Concession Fees and escalation rate shall be determined by an independent expert Valuer mutually agreed upon by the parties ("**External Valuer**");
- 6.1.3.6 in the event that parties fail to agree on an External Valuer within 10 (ten) days after the expiry of the said 14 (fourteen) day period, the dispute shall be referred to the Chairman of the South African Council for Property Valuers who shall appoint a Valuer of at least 10 (ten) years standing for the purpose of determining the Concession Fees and escalation rate ("**SAIV Valuer**");

- 6.1.3.7 forthwith following the appointment of the External Valuer, or the SAIV Valuer, as the case may be, each Party shall submit a written Concession Fees estimate to such Valuer, together with any information supporting such estimate;
- 6.1.3.8 the External Valuer or SAIV Valuer, as the case may be, will act as an expert (and not as an arbitrator) and, within 30 (thirty) days after being appointed, will determine the Concession Fees and the escalation rate for the Terminal for the relevant Concession Fees for the Review Period, which determination shall be reduced to writing; and
- 6.1.3.9 the costs of the External Valuer or the SAIV Valuer, as the case may be, shall be borne equally by the Parties.
- 6.1.4 Notwithstanding anything to the contrary contained in this Agreement, pending the determination of the Concession Fees and the escalation rate applicable during any Concession Fees Review Period, the Terminal Operator shall continue to pay Concession Fees equal to the Concession Fees which prevailed in the month immediately prior to the dispute referred to under this Agreement until such determination is made. Thereafter, if applicable, the Terminal Operator shall on demand pay any additional amount it would have had to pay in respect of the period from the date of the dispute arising to the end of the month during which the determination is made.
- 6.1.5 The Terminal Operator accepts responsibility for the payment of rates, Taxes, charges, levies, assessments or any equivalent taxation which may at any time be levied by a Relevant Authority upon or in connection with the Terminal. Such acceptance shall endure for the period covered by this Agreement. Such acceptance does not, however, include any Taxes imposed in relation to the receipt by TNPA of the payment detailed in this clause 6.1.5 or in connection with the disposal of its interest in the Terminal used by the Terminal Operator or in relation to any other amounts received by or accrued to TNPA as a result of or in connection with this Agreement or the Terminal used by the Terminal Operator.
- 6.1.6 The Terminal Operator shall not be entitled to set-off against the Terminal Operator Guarantee, alternatively, the Security Deposit Guarantee, any amount owed to TNPA in terms of or arising out of this Agreement.
- 6.1.7 Except if TNPA otherwise agrees in writing, all payments shall be made in Rand.

- 6.1.8 All payments to be made in terms of this Agreement by the Terminal Operator to TNPA shall be made in full without set-off or counterclaim in immediately available funds, free of bank exchange or any other charges or deductions, electronically into the following bank account:

RMB Corporate Bank, a division of FirstRand Bank Limited; Account Type: Corporate Cashman Account, Branch Code: 255005, Account Number: 62875762611, Swift Code: FIRNZAJJ.

- 6.1.9 TNPA shall be entitled in its sole and absolute discretion to appropriate or re-appropriate any amounts received from the Terminal Operator towards the payment of any other amounts owing by the Terminal Operator to it.
- 6.1.10 The Terminal Operator shall, no later than the Actual Operations Commencement Date, furnish to TNPA a Security Deposit Guarantee in an amount equal to 3 (three) months of Fixed Concession Fees as payable during the first Contract Year, excluding VAT thereon, as security for the payment of any and all amounts payable by the Terminal Operator in terms of this Agreement. The Security Deposit Guarantee shall be an on-demand bank guarantee issued in favour of TNPA and shall have a term no shorter than the full duration of this Agreement and any renewal or extension thereof.
- 6.1.11 The Terminal Operator shall be required, from the Actual Operations Commencement Date and thereafter during every Review Period, to increase the amount of the Security Deposit Guarantee to such amount as is equal, at the relevant time, to an amount of 3 (three) months of the Fixed Concession Fees, excluding VAT thereon.
- 6.1.12 TNPA shall have the right to apply the whole or portion of the Security Deposit Guarantee towards the payment of any amounts owing by the Terminal Operator when any such amount has not been paid within 15 (fifteen) Business Days of written notice requesting such payment that is due and payable. If any portion or the whole of the Security Deposit Guarantee is so applied, the Terminal Operator undertakes, within 30 (thirty) days of receipt of a request from TNPA, to reinstate the amount of the Security Deposit Guarantee to the original amount.
- 6.1.13 The rights and claims to the Security Deposit Guarantee shall be retained by TNPA until the termination of this Agreement, the vacating of the Terminal by the Terminal Operator and the complete discharge by the Terminal Operator of all its payment obligations under this Agreement, whereafter the rights and claims to such amount (or the remaining balance thereof if a portion thereof has been

applied by TNPA in terms of clause 6.1.12) shall then be returned to the Terminal Operator.

7. OWNERSHIP AND EVENTUAL HANDOVER OF THE TERMINAL AND TERMINAL INFRASTRUCTURE

- 7.1 The Terminal Operator agrees and acknowledges that TNPA is and shall at all times be the owner of the Port and the land on which the Terminal is situated.
- 7.2 The Terminal Operator agrees and acknowledges that on expiry of the Project Term it shall transfer the rights, title, and interest in and to the Terminal Infrastructure developed to undertake the Project to TNPA at no cost, unless otherwise expressly agreed.
- 7.3 The Terminal Operator hereby grants to TNPA the right of first refusal to purchase the Terminal Equipment, upon the expiry or early termination of this Agreement, on the following terms and conditions:
- 7.3.1 the right shall be exercisable by written notice given by TNPA to the Terminal Operator at any time between the date on which notice of termination of this Agreement is given by either Party to the other in terms of this Agreement and the Termination Date, or at least 2 (two) years prior to the Expiry Date if the Agreement will expire by the effluxion of time; and
- 7.3.2 the purchase price for the Terminal Equipment shall be its fair value as agreed by the Terminal Operator and TNPA as at the Termination Date or the Expiry Date, as the case may be, or failing such agreement, as determined by an Independent Expert.
- 7.4 The Parties shall use their reasonable endeavours to agree on the purchase price and complete the transfer of the Terminal Equipment to TNPA within [30] days prior to the Termination Date and/or Expiry Date, as the case may be.
- 7.5 It is recorded that TNPA shall be entitled to cede its right to purchase the Terminal Equipment to a third party that may undertake the Operations after the expiry or early termination of this Agreement without the consent of the Terminal Operator.
- 7.6 In the event of TNPA electing not to exercise its right to purchase the Terminal Equipment, or of the Terminal Operator and the third party referred to in clause 7.5 not reaching an agreement on the purchase of the Terminal Equipment by such third party, the Terminal Operator shall be obliged to remove such Terminal Equipment from the Terminal within 90 days of TNPA notifying the Terminal Operator of its election not to purchase the Terminal Equipment or of such third party and the Terminal Operator failing to reach an agreement.

- 7.7 At least 2 (two) Contract Years prior to the expiry of the Operations Period, TNPA shall notify the Terminal Operator whether it is required to demolish and remove all or some of the Terminal Infrastructure. Should TNPA notify the Terminal Operator to demolish and remove all or some of the Terminal Infrastructure, the Terminal Operator shall at its own cost decommission, demolish and remove all or the selected Terminal Infrastructure during the Decommissioning Period.
- 7.8 Upon the termination for any reason or expiry of this Agreement, but subject to the provisions of clause 21 (*Transition Planning*), the Terminal Operator shall deliver and give vacant possession of the Terminal and any other assets or facilities owned by or if not owned by, in the possession of, the Terminal Operator (to the extent that they are capable of being transferred and to the extent that they have not been purchased by TNPA or a third party pursuant to clauses 7.3 or 7.5), free of charges, liens, claims or encumbrances of any nature whatsoever and free of any liabilities, and in accordance with the standards and requirements detailed in the Operating Specifications to TNPA. The Terminal Operator shall not be entitled to payment of any monies in connection with delivery.
- 7.9 Upon the termination for any reason or expiry of this Agreement and subject to clause 7.7 and without derogating from the generality of the provisions of the clause 46 (*Effects of Termination*), and where TNPA has exercised its option to take transfer of the Terminal Equipment, the Terminal Operator will be required to:
- 7.9.1 give free and vacant possession of the Terminal, the Terminal Infrastructure, the Terminal Equipment to TNPA;
- 7.9.2 hand over all associated manuals, certificates and documents in respect of the Terminal Infrastructure and the Terminal Equipment, if applicable;
- 7.9.3 leave the Terminal in a safe, clean and orderly condition in accordance with the terms and conditions contained in this Agreement.
- 7.10 Subject to clause 7.3, the Terminal Operator shall not be entitled to payment of any monies in connection with such delivery referred to in clause 7.9.

8. INDEMNITY

- 8.1 Subject to clauses 8.2 and 8.4, the Terminal Operator shall fully and effectively indemnify and hold TNPA or any Port User harmless in respect of all Losses suffered or incurred by TNPA or any Port User which arises in connection with the breach of this Agreement or the Laws by the Terminal Operator, including, without limitation to the generality of the foregoing, any Losses which may be incurred or suffered by TNPA or any Port User, in respect of personal injury (including injury resulting in death).

- 8.2 Clause 8.1 shall not apply to:
- 8.2.1 any Losses to the extent that they arise directly from the wilful default or negligent act or omission of TNPA or the relevant Port User;
 - 8.2.2 Losses to the extent that TNPA or the relevant Port User is reasonably able to mitigate such Losses.
- 8.3 If the Terminal Operator pays to TNPA an amount in respect of Losses and TNPA subsequently recovers (whether by payment, insurance, discount, credit, saving, relief or other benefit or otherwise howsoever) a sum which is directly or indirectly referable to the fact, matter, event or circumstances giving rise to the Losses, TNPA shall forthwith repay to the Terminal Operator:
- 8.3.1 an amount equal to the sum recovered or the value of the savings or benefit obtained, less any reasonable costs and expenses incurred by TNPA in recovering the same; or
 - 8.3.2 if the figure resulting under clause 8.3.1 above is greater than the amount paid by the Terminal Operator to TNPA in respect of the Losses, such lesser amount that has been paid by the Terminal Operator to TNPA.
- 8.4 The Parties shall indemnify each other in respect of all losses relating to the use or infringement or alleged use or infringement by either Party of Intellectual Property Rights.
- 8.5 Except as expressly provided in this Agreement, the Terminal Operator shall not make any claim against TNPA or any Port User in respect of any Losses sustained by the Terminal Operator by reason of or arising out of or in any way connected with its performance of this Agreement.
- 8.6 For the avoidance of doubt, this clause 8 (*Indemnity*) shall take effect without prejudice to either Party's obligations under the other provisions of this Agreement.
- 8.7 The Parties agree that they will forthwith notify each other of any claim or any matter or thing which comes to their attention and which may give rise to a claim by either Party against the other under this Agreement pursuant to this clause 8 (*Indemnity*), as follows:
- 8.7.1 the Parties will at all times after such notification, disclose in writing to the other Party all information and documents relating to any claim and matter giving rise thereto and will allow such Party to see appropriate files and records relating to the same and take copies of all relevant documents.
 - 8.7.2 both Parties will take such action as they may reasonably request at the requesting Party's expense to avoid disputes, settle, compromise, defend or appeal

against any such claim and will take no steps to avoid disputes, settle, compromise, defend or appeal against any claim without the other's written consent, which consent shall not be unreasonably withheld or delayed. The Terminal Operator and TNPA shall procure that their contractors, agents or representatives shall provide identical undertakings to each other.

8.8 Subject to clauses 8.2 and 8.3 above, TNPA shall fully and effectively indemnify and hold the Terminal Operator harmless in respect of all Losses suffered or incurred by the Terminal Operator which arise in connection with the breach of this Agreement by TNPA, the carrying out of the TNPA's obligations under this Agreement or the breach of any Laws by the TNPA, including, without limitation to the generality of the foregoing, any Losses which may be incurred or suffered by the Terminal Operator, in respect of personal injury (including injury resulting in death) occurring within the Port.

8.9 Clause 8.8 shall not apply to:

8.9.1 any Losses to the extent that they arise directly from the negligence and/or wilful conduct of the Terminal Operator, its employees, Subcontractors, agents and/or any person or entity acting on its behalf; and

8.9.2 Losses to the extent that the Terminal Operator is reasonably able to mitigate such Losses.

8.10 TNPA shall further fully and effectively indemnify and hold the Terminal Operator harmless in respect of all environmental contamination, pollution or other environmental impacts whatsoever at the Terminal which have occurred prior to the Actual Operations Commencement date as evidenced in a baseline environmental site assessment report submitted to TNPA by the Terminal Operator within a period of 3 (three) months of the Actual Operations Commencement Date.

9. **TERMINAL OPERATOR'S WARRANTIES AND UNDERTAKINGS**

9.1 **Registration**

9.1.1 The Terminal Operator is incorporated in South Africa in accordance with the provisions of the Companies Act. The Terminal Operator shall remain validly incorporated and registered in accordance with the provisions of the Companies Act for the entire Operations Period.

9.1.2 The Terminal Operator shall not amend, restate, supplement or otherwise modify the Constitutional Documents, unless expressly agreed to by TNPA.

9.2 **Compliance with Laws**

- 9.2.1 The Terminal Operator shall comply with the Laws applicable to it and the Project in all respects and shall obtain all Consents that are required in respect of it and all and any aspects or parts of the Project, in accordance with Laws.
- 9.2.2 TNPA shall use its reasonable endeavours within its powers to assist the Terminal Operator to obtain such Consents as may be required to enable the Terminal Operator to execute the Project, provided that TNPA shall bear no liability or responsibility for any failure of the Terminal Operator to obtain such Consents save as provided in this Agreement.

9.3 **Compliance with Operating Specifications**

- 9.3.1 The Terminal Operator shall comply with and shall ensure that its Subcontractors comply with the Operating Specifications in respect of the Operation and Maintenance at all times.
- 9.3.2 The Terminal Operator warrants that the Project shall be carried out in conformity with the Operating Specifications using equipment and materials which are of suitable quality for the purposes and uses intended and are free of defects and deficiencies. All such work shall be undertaken in accordance with the Operating Specifications to the reasonable satisfaction of TNPA.
- 9.3.3 The Terminal Operator shall ensure that any decision, determination, instruction, inspection, examination, testing, consent, approval, expression of satisfaction, acceptance, agreement, exercise of discretion (whether sole or otherwise) or similar act by any Relevant Authority in respect of this Agreement or the Associated Agreements shall be applied for or requested promptly by the Terminal Operator.

9.4 **Related Party Transactions**

- 9.4.1 Unless otherwise agreed to by TNPA, the Terminal Operator shall not enter into any Related Party Transactions, other than Related Party Transactions which are no less favourable to the Terminal Operator than those that could have been obtained in a comparable arm's length transaction by the Terminal Operator with a person who is not a Related Party.
- 9.4.2 TNPA shall have the right to review the basis for all costs charged, directly or indirectly, to the Terminal Operator under a Related Party Transaction. The Terminal Operator shall give prior notice to TNPA of any Related Party Transaction, together with all relevant details relating thereto.

9.5 **Limitation on Financial Indebtedness**

9.5.1 The Terminal Operator shall not incur, assume or permit to exist any indebtedness that is likely to and/or has the potential to cause an interruption to and /or stoppage of the Terminal operations,

10. **TNPA'S WARRANTIES AND UNDERTAKINGS**

10.1 **Registration**

Subject to the provisions of section 3 of the Act, TNPA shall remain validly constituted as the Relevant Authority and performing the Relevant Authority's statutory functions in accordance with the provisions of the Act for the entire Operations Period.

10.2 **Compliance with Laws**

TNPA shall comply with the Laws applicable to it in all respects and shall ensure that all Consents required for the continued operation of the Terminal are transferred by the Incumbent Terminal Operator and/or assist the Terminal Operator, to the extent reasonably required, to apply for and obtain the Consents.

11. **ENVIRONMENTAL COMPLIANCE AND OTHER CONSENTS**

11.1 The Terminal Operator shall be responsible for all applicable Environmental Authorisations, Consents and permits at its cost.

11.2 The Terminal Operator shall comply with the Environmental Authorisations and/or permits for the Project Term, where applicable or required. The Terminal Operator undertakes to indemnify TNPA in respect of all Losses for any failure to comply with the Environmental Authorisations during the Project Term.

11.3 TNPA shall use its reasonable endeavours within its powers to assist the Terminal Operator to obtain Environmental Consents, Consents relating to heritage and other Consents as may be required to enable the Terminal Operator to execute the Project, provided that TNPA shall bear no liability or responsibility for any failure of the Terminal Operator to obtain such Consents save as provided in this Agreement.

11.4 The Terminal Operator shall exercise the duty of care at all times and take all necessary steps to ensure that appropriate pollution controls and other environmental protection measures are taken in accordance with the Environmental Laws as well as applicable international conventions. The Terminal Operator shall comply with the existing Environmental Management Plan at all times.

- 11.5 If and to the extent that Works are carried out at the Terminal, upon written request by TNPA at any time during the Project Term, the Terminal Operator shall conduct an environmental site assessment, at the Terminal Operator's expense and within the period specified by TNPA, in respect of all such Works conducted at the Terminal.
- 11.6 Such environmental site assessment shall:
- 11.6.1 include a systematic identification and evaluation of any potential impacts of any current or proposed work on the Environment, this includes biophysical, biological, social, cultural, economic, aesthetic and technological aspects, to such an extent that those aspects are relevant to the Works conducted at the Terminal;
 - 11.6.2 be conducted by an independent environmental assessment practitioner;
 - 11.6.3 form part of the Terminal Operator's Environmental Management Plan (**the "EMP"**) and inform the Terminal Operator's Environmental Management System (**the "EMS"**); and
 - 11.6.4 comply with any other reasonable requirements stipulated for such an assessment by TNPA.
- 11.7 Within a period of 3 (three) months of the Actual Operations Commencement Date, the Terminal Operator shall submit an Operational Environmental Management Plan ("**OEMP**") to TNPA for its approval. The OEMP shall comply with NEMA and TNPA's written requirements (which requirements shall be provided to the Terminal Operator), and will be implemented during the Operations Period. The EMP, OEMP and EMS shall be binding upon the Terminal Operator.
- 11.8 TNPA shall have the right at all times to conduct audits of the Terminal Operator's compliance with the EMP or OEMP (as the case may be) and the EMS. If, and where TNPA is of reasonable belief that there is non-compliance, inefficiency or inadequacy in relation to such compliance, then TNPA may require that the Terminal Operator rectify such non-compliance, inefficiency or inadequacy, without any delays, to the reasonable satisfaction of TNPA.
- 11.9 The Terminal Operator, as required by Law, shall comply with:
- 11.9.1 all the requirements of SAMSA in relation to the Environment;
 - 11.9.2 all the conditions laid down in respect of the Terminal, if the Terminal is declared as a protected natural environment or a special nature reserve;
 - 11.9.3 TNPA's requirements for the regular waste removal;

- 11.9.4 all the conditions in environmental permits, consents, licences, certificates, authorisations, orders and exemptions from the Relevant Authority in respect of the Terminal; and
- 11.9.5 all applicable requirements of the Laws related to the Environment including NEMA, the National Water Act, Act 36 of 1998, the Air Quality Act, Act 39 of 2004 and the Biodiversity Act, Act 10 of 2004, and any other environmental Legislation enacted or promulgated before or after the Effective Date.
- 11.10 TNPA shall appoint, at the Terminal Operator's reasonable cost, and with the prior approval of the Terminal Operator, which approval shall not be unreasonably withheld, an independent environmental monitor who shall be responsible for:
- 11.10.1 ensuring that the Operations and Maintenance are performed in accordance with the Operating Specifications and the Environmental Laws; and
- 11.10.2 monitoring and ensuring the implementation and effectiveness of mitigation measures and other requirements and targets set forth in the Operating Specifications and the Environmental Laws.
- 11.11 The conditional authorisations and/or environmental requirements to be fulfilled by the Parties during the Operations Period in terms of the OEMP are set out in Schedule 7 (*Environmental Management Plan*) of this Agreement.
- 11.12 The Parties shall review the EMP or OEMP (as the case may be) at the start of each Contract Year in order to ascertain whether that plan needs to be amended or replaced. If the Parties are unable to agree whether the EMP or EMS should be amended or replaced or on the contents of such amendment or replacement, then such dispute shall be referred to the independent environmental monitor detailed in clause 11.10 for determination in terms of clause 54 (*Expert Determination*). The decision of such monitor shall, in the absence of manifest error or fraud, be final and binding on the Parties.
- 11.13 The Terminal Operator shall, upon the written request of TNPA and within a reasonable period of such request, provide TNPA with certified copies of:
- 11.13.1 all Environmental Authorisations obtained regarding Operation and Maintenance at the Port and where such authorisations are renewable in each instance a certified copy of a new or updated permission; and
- 11.13.2 any measurements undertaken of emissions, effluent, stormwater quality and material safety data sheet for hazardous substances which it is obliged to submit to a Relevant Authority.

- 11.14 The Terminal Operator may not, as required by Law, by any means cause significant pollution or degradation of the Environment and shall:
- 11.14.1 provide TNPA within a reasonable period with certified copies of any notices and directives issued by a Relevant Authority to the Terminal Operator to take steps to address pollution or negative impact on the Environment;
 - 11.14.2 provide TNPA with certified copies of any report, including an emergency report, submitted by the Terminal Operator to a Relevant Authority regarding pollution or negative impacts on the Environment;
 - 11.14.3 take all reasonable measures as envisaged by applicable Environmental Laws, including NEMA and the National Water Act, Act 36 of 1998, to investigate, assess and evaluate the impact of its activities on the Environment of the Port and the water resources on or below the Port;
 - 11.14.4 if the Terminal Operator's Works and services directly or indirectly cause any significant pollution, environmental degradation or negative impact on the Environment, which is not authorised by TNPA or a Relevant Authority, the Terminal Operator shall, at its own costs, undertake efficient and effective means of combating, mitigating, cleaning, collecting and/or disposing of all pollutants, or otherwise addressing the environmental damages or other negative impact with the appropriate remedial and/or rehabilitative measures to the satisfaction of TNPA and any Relevant Authority;
 - 11.14.5 take every reasonable precaution to prevent the spillage of Cargo and/or other material (including fuel and waste) from vessels, vehicles and Terminal Infrastructure. The Terminal Operator shall take immediate steps to mitigate and remedy any spillage to the satisfaction of SAMSA and TNPA at its expense; and
 - 11.14.6 take all reasonable measures to utilise energy-efficient solutions as well as any other sustainable means in order to reduce the carbon footprint of the Terminal and to promote environmental sustainability, provided that the Terminal Operator shall not be obliged to upgrade or replace any of the existing Terminal Infrastructure for this purpose other than as required by Law.
- 11.15 If the Terminal Operator fails to comply promptly with any of the obligations imposed under this clause, TNPA shall be entitled to immediately take whatever steps necessary to combat, mitigate and remedy any such pollution, environmental degradation or other impact on the Environment and to recover all reasonable costs incurred by TNPA from the Terminal Operator.

- 11.16 Should TNPA, in writing, on 24 months' notice of cancellation or 24 months' prior to termination of this Agreement determine that the Terminal shall be decommissioned, ("**Decommissioning Notice**"); the Terminal Operator shall develop and submit a Decommissioning-EMP to TNPA and the Relevant Authority for implementation during the Decommissioning Period in terms of the Decommissioning-EMP guidelines. The Decommissioning-EMP guidelines shall be provided to the Terminal Operator by TNPA. The Decommissioning-EMP shall be required to be approved by TNPA and all applicable Relevant Authorities prior to the cancellation and/or expiry of the Agreement in order for the duly approved Decommissioning-EMP to be submitted to TNPA within a period of 6 (six) months after termination of this Agreement.
- 11.17 Unless otherwise indicated in this Agreement:
- 11.17.1 the Terminal Operator shall be solely responsible for, shall bear full responsibility for and shall discharge, all environmental and or health and safety obligations in relation to the Terminal Infrastructure and Terminal Equipment and the Terminal pursuant to and in accordance with the applicable Consents and Environmental Laws; and
- 11.17.2 the Terminal Operator shall be solely responsible for, shall bear full responsibility for and shall discharge all obligations in relation to any contamination of the Terminal which has arisen as a direct result of the provision of the Services by the Terminal Operator pursuant to and in accordance with the applicable Consents and Laws;
- 11.17.3 the Terminal Operator shall be solely responsible for, shall bear full responsibility for and shall discharge all obligations pursuant to any remediation order issued by any Relevant Authority pursuant to and in accordance with the applicable Consents and Environmental Laws in respect of any contamination of the Terminal, which has arisen as a direct result of the carrying out of the Services by the Terminal Operator;
- 11.17.4 the Terminal Operator shall be solely responsible for, shall bear full responsibility for, shall discharge all obligations and shall bear all consequences) that:
- 11.17.4.1 arise as a direct or indirect result of any appeal or review being lodged against any amendment to any of the Consents issued in terms of any Environmental Laws; or
- 11.17.4.2 arise as a direct or indirect result of the Terminal Operator's failure to obtain the conversion of its provisional air emissions licence into a final air emissions licence, in terms of the Environmental Laws,

due to its failure to comply with the terms and conditions of the provisional air emissions licence; or

11.17.4.3 arise as direct or indirect result of any Responsible Authority imposing additional conditions on the Terminal Operator in terms of any Consents issued in terms of any Environmental Laws, pursuant to a review by the Responsible Authority of the Terminal Operator's provisional or final air emissions licence or waste management licence; or

11.17.4.4 arise as a direct or indirect result of the Responsible Authority declaring the area in which the Terminal is situated as an air pollution priority area and imposing additional requirements on the Terminal Operator in terms of its air emissions licence to align with the air quality management plan for that area; and

11.17.5 the Terminal Operator shall be solely responsible for, shall bear full responsibility for and shall discharge all obligations pursuant to any obligations or requirements to decommission the Terminal Infrastructure at the end of its life, pursuant to and in accordance with the Decommissioning-EMP and the applicable Consents and Laws;

11.17.6 the Terminal Operator indemnifies and shall hold harmless, upon demand, the TNPA against any claims, damages, losses, expenses and any other consequences of or arising out of the Terminal Operator's failure to comply with this clause 11 (unless, and then to such extent, that such failure arises as a result of a Relief Event).

11.17.7 In the event of an early termination of the Agreement as a result of a Relief Event, Change in Law, and/or invalidation in terms of s67 of the Act, TNPA shall be liable for all costs arising in connection with the Decommissioning of the Terminal Infrastructure and the TNPA indemnifies the Terminal Operator in respect of any Losses incurred, as well as any claims made or instituted by any third party, including, but not limited to, any Responsible Authority, against the Terminal Operator, in connection with the Decommissioning thereof.

11.18 In terms of rehabilitation of the Terminal, to the extent where required, the Terminal Operator shall comply with the decision/s issued by the Relevant Authority (including, if directed so, provision of financial security or making arrangements, as may be acceptable to the Relevant Authority), for the purposes of rehabilitating the Terminal.

- 11.19 Without in anyway limiting the contents of clause 11.18, upon the completion of the Decommissioning of the Terminal Infrastructure by the Terminal Operator, the Terminal Operator shall take such steps as are necessary, at its cost, to obtain an environmental remediation report, which report shall confirm the baseline condition of the land forming part of the Terminal upon the completion of the Decommissioning and hand over.
- 11.20 Nothing set forth in this clause 11 shall limit the responsibility of the Terminal Operator to comply with any remediation order or directive, pertaining to any area of the Terminal, as issued by any Responsible Authority at any time during the Operation of the Terminal, upon the termination, alternatively, the Expiry of this Agreement. Any costs arising in connection with the Terminal Operator's compliance with such remediation order shall be treated in accordance with the principles set forth in clause 11.17.7.

12. EMPOWERMENT OBLIGATIONS

- 12.1 The Terminal Operator shall comply with its obligations and commitments, for the duration of this Agreement, as set out in:
- 12.1.1 the B-BBEE Commitment Schedule (Schedule 8A);
 - 12.1.2 the B-BBEE Improvement Plan (Schedule 8B);
 - 12.1.3 the Black Ownership Commitment (Schedule 8C)
 - 12.1.4 the Economic Development Plan (Schedule 8D), which consists of, *inter alia*, operational phase value summary sheet.
 - 12.1.5 The Supplier Development Plan (Schedule 8E); and
 - 12.1.6 The Economic Development Guideline (Schedule 8F)
- 12.2 It is recorded that, as at the Signature Date, the Terminal Operator holds a Level 1 Contributor Status in terms of the prevailing sector code for the maritime transport and services sector published in terms of section 9 of the B-BBEE Act and shall maintain such Contributor Status Level or otherwise keep its Contributor Status at Level 4 or better in terms of the aforementioned sector code, which shall be subject to the terms of its B-BBEE Commitment Schedule and B-BBEE Improvement Plan covering the duration of the Operations Period.
- 12.3 The Terminal Operator shall within 30 (thirty) Days of the date of issue of its annual B-BBEE accreditation, provide TNPA with a certificate of accreditation from an accredited verification agency verifying the Terminal Operator's Contributor Status Level.

- 12.4 The Terminal Operator shall ensure that for the duration of the Contract Year and subsequent years thereafter, it holds a valid certificate of accreditation from an accredited verification agency verifying the Terminal Operator's Contributor Status Level.
- 12.5 The Terminal Operator further undertakes to:
- 12.5.1 promote job creation, job retention, skills development and undertake such further supplier development initiatives as set out in its Supplier Development Plan, which is annexed hereto as Schedule 8D (*Economic Development Plan*) of this Agreement;
 - 12.5.2 maintain at least Contributor Status Level. 4;
 - 12.5.3 improve its level of Black Ownership as set out in the Black Ownership Commitment Schedule, which is Schedule 8A (*Black Ownership Commitment Schedule*) of this Agreement.
- 12.6 The actual performance of the Terminal Operator against its targets and commitments in the Black Ownership Commitment Schedule, the B-BBEE Improvement Plan and the Supplier Development Plan will be reviewed annually by TNPA, following the completion of each Contract Year. TNPA shall provide the Terminal Operator with a list of all the information which it reasonably requires the Terminal Operator to provide in respect of each Contract Year by no later than 40 (forty) Business Days before the end of each Contract Year.
- 12.7 Subject to the rights of TNPA to terminate this Agreement under clause 41 (*Terminal Operator Default*), following receipt of the annual report, TNPA shall review compliance by the Terminal Operator with the targets and commitments in the Black Ownership Commitment Schedule, the B-BBEE Improvement Plan and the Supplier Development Plan in respect of the preceding Contract Year.
- 12.8 In order to conduct the annual review, the information requested by TNPA in terms of clause 12.6 shall be submitted by the Terminal Operator in writing in terms of clause 28.1.2 and shall form part of the annual report.
- 12.9 TNPA shall communicate its initial comments and any requests for additional information within 15 (fifteen) Business Days after the information has been supplied by the Terminal Operator in terms of clause 12.7 read with clause 28.1.2, and will take into consideration any response by the Terminal Operator to these initial comments, provided that such response is submitted within 10 (ten) Business Days of the initial comments and/or requests envisaged above. If TNPA intends to make a negative finding regarding any aspect of the performance of the Terminal Operator, it shall give reasonable notice of its intention to do so to the Terminal Operator and representatives of TNPA and the Terminal Operator shall meet to discuss the proposed finding before a final decision is made.

- 12.10 When, in the opinion of the Terminal Operator, events or circumstances occur which may impact negatively on the achievement of its targets and commitments in the Black Ownership Commitment Schedule, the B-BBEE Improvement Plan and/or the Supplier Development Plan, the Terminal Operator shall notify TNPA in writing within 10 (ten) Business Days of the occurrence and both the Terminal Operator and TNPA shall document the details of the occurrence of such events or circumstances. The targets and commitments in the Black Ownership Commitment Schedule, the B-BBEE Improvement Plan and/or the Supplier Development Plan, as applicable, may be adjusted or reduced in accordance with such terms as the Parties may agree in writing, should the Terminal Operator be prevented or delayed in performing its obligations by reason of a Force Majeure event. Furthermore, the targets and commitments in the Black Ownership Commitment Schedule, the B-BBEE Improvement Plan and/or the Supplier Development Plan, as applicable, may be reviewed and amended, by agreement between the Parties in writing, in the case of any other event or circumstance demonstrably beyond the reasonable control of the Terminal Operator, which had a material, negative impact on the achievement of the targets or commitments by the Terminal Operator.
- 12.11 If the Terminal Operator fails to achieve compliance with the targets and commitments in the Black Ownership Commitment Schedule, B-BBEE Improvement Plan and the Supplier Development Plan in respect of any Contract Year (**the "Penalty Period"**), as determined in accordance with Schedule 9 (*Penalties*) and such failure is not attributable to any action, inaction or breach by TNPA of its obligations under this Agreement or due to Force Majeure (a "**Failure**") TNPA shall be entitled to impose the penalties envisaged in Schedule 9 (*Penalties*) in respect of such Failure.
- 12.12 Such penalties shall be calculated from the completion of the first Contract Year onwards but shall only be imposed on the Terminal Operator in respect of any Penalty Period, with effect from the completion of the 4th Contract Year onwards.
- 12.13 In relation to any Penalty Period in respect of which a Failure occurs the Terminal Operator shall as part of the annual report envisaged in clause 28 (*Reporting Requirements*), submit a written remedial plan to TNPA, which shall detail the remedial steps that the Terminal Operator will take during the Penalty Period immediately following the Penalty Period in respect of which such Failure arose, in order to remedy the Failure and to achieve compliance with the Black Ownership Commitment Schedule, B-BBEE Improvement Plan and the Supplier Development Plan referred to in Schedule 9 (*Penalties*).
- 12.14 If the Terminal Operator: (i) fails to comply with clause 12.2; and/or (ii) incurs a Failure and associated penalties in respect of any Penalty Period following completion of the 4th Contract Year; and/or (iii) fails to submit a remedial plan in terms of clause 12.13; and/or (iv) fails to comply with a remedial plan submitted in terms of clause 12.13 in respect of any

Penalty Period following completion of the 4th Contract Year; (v) fails to comply with the targets in the Black Ownership Commitment Schedule, TNPA shall be entitled to exercise its rights in accordance with the provisions of clause 41 (*Terminal Operator Default*).

- 12.15 The provisions of clauses 27.7.10 and 27.7.11 shall apply equally to the imposition and recovery of penalties by TNPA in terms of this clause 12 (*Empowerment Obligations*).
- 12.16 The Parties agree that in the event that any penalties incurred in terms of this clause 12 (*Empowerment Obligations*) are determined to be a penalty in terms of the Conventional Penalties Act, 1962, TNPA shall be entitled to claim Liquidated damages from the Terminal Operator in lieu of the relevant penalty, in an amount equal to such penalty.
- 12.17 The Terminal Operator shall incorporate the "Increased Competitiveness, Capability and Capacity Supplier Development Classification Matrix" in Schedule 8F (*Economic Development Guidelines*) into its supply chain and procurement practices and shall at the request of TNPA submit such reports as may be requested and required in respect of the extent of the Terminal Operator's compliance thereto from time to time.

13. ACCESS TO DOCUMENTS, COPYRIGHT AND RELATED MATTERS

- 13.1 Subject to the provision of clause 13.6 the Terminal Operator shall, at no cost to TNPA or any other Relevant Authority, at any time make available to TNPA and/or such Relevant Authority, as the case may be, upon request by any of them, all documents which are or were acquired or brought into existence by the Terminal Operator for the purpose of or in connection with the Project, or supplied to the Terminal Operator from other parties to the Associated Agreements and/or the Finance Agreements.
- 13.2 The Terminal Operator shall use its best endeavours to procure that all software, source codes and manuals, programmes and documentation shall be provided by the Terminal Operator to TNPA and that TNPA shall be granted a perpetual non-exclusive, royalty-free licence to use the same for the continued Operation and Maintenance of the Terminal, which licence shall be transferred to a Substitute Entity or to a third party for continuing the Operation, Maintenance and or upgrade of the Terminal.
- 13.3 Copyright owned by the Terminal Operator or Operator in all Project Documents shall be transferred free of any cost to TNPA on termination of this Agreement or expiry of the Operations Period, whichever is the earlier
- 13.4 To the extent that the Terminal Operator is the owner of the copyright in the Operating Specifications and other documents issued by TNPA or the Terminal Operator, such copyright shall become the property of TNPA. To the extent necessary, any copyright in terms thereof shall be ceded, assigned and made over to TNPA. The Terminal Operator may at its cost (and shall allow other parties to the Associated Agreements to) copy, use

and communicate any such document for the purposes of the respective Associated Agreements. The Terminal Operator shall not (and shall ensure that other parties to the Associated Agreements shall not) without TNPA's written consent, use, copy or communicate to a third party such documents, except as strictly necessary for the purposes of the Associated Agreements. In addition to and without limiting the foregoing, the Terminal Operator shall deliver the Project Documents, and to the extent that the Terminal Operator is the owner of the copyright in any such documents or the Terminal Operator is otherwise lawfully able or entitled to do so, transfer the copyright in such documents to TNPA on the earliest of:

13.4.1 the termination of this Agreement; or

13.4.2 the appointment of a Substitute Entity/Successor Terminal Operator, and

provided that such documents have or such copyright has not already been delivered or transferred to TNPA, as the case may be, upon the appointment of such Substitute Entity/ Successor Terminal Operator.

13.5 Upon termination of this Agreement due to Terminal Operator Default, the Terminal Operator shall upon request by TNPA provide copies of or access to TNPA or to any other Relevant Authority designated by TNPA, the Project Documents, which access and copies shall be at no cost to TNPA or such Relevant Authority, and shall be for their use in relation to the Operations and Maintenance before the appointment of a Substitute Entity, if any. The Terminal Operator further agrees, upon expiry of the Project Term or termination of this Agreement for whatsoever cause, to ensure the transfer of ownership of the Project Documents (to the extent owned by the Terminal Operator), to TNPA. The Terminal Operator shall procure that TNPA is legally entitled to use such Project Documents..

13.6 Save in the course of the proper discharge of its duties hereunder, the Terminal Operator shall not and shall ensure that other parties to the Associated Agreements and the Finance Agreements shall not, during the Operations Period or at any time thereafter, disclose to any person (other than to the Lenders or prospective Lenders) or otherwise make use of any information relating to the Project, TNPA or the Terminal Operator (including, but without limitation, information relating to the Operations and Maintenance, the contents of any documents, including any legal agreements, prepared by or on behalf of the Terminal Operator or to which the Terminal Operator is a party), save for such information that is or comes into the public domain (other than through the default of the Terminal Operator or other parties to the Associated Agreements), other than with the prior written approval of TNPA. Nothing contained in this clause shall preclude the Terminal Operator from using such information in enforcing its rights against TNPA or any other person.

- 13.7 Unless otherwise agreed to by TNPA in writing, and except as provided for in this Agreement or the Associated Agreements, the Terminal Operator and other parties to the Associated Agreements shall have no other interest or benefit in or to receive any remuneration related to the use of confidential documents and / or intellectual property in connection with the Project or any part thereof. The Terminal Operator shall not (and shall ensure that other parties, excluding the Lenders acting in their capacity as such, to the Associated Agreements shall not) be engaged in any activity which might conflict with the interests of TNPA under this Agreement or the Associated Agreements unless such activity is carried out pursuant to the enforcement of its rights thereunder. Nothing in this clause shall prevent the Terminal Operator or the Lenders from enforcing their rights under this Agreement or the Associated Agreements.

14. TERMINAL OPERATOR GUARANTEE

14.1 Delivery of Terminal Operator Guarantee

- 14.1.1 The Terminal Operator shall prior to the commencement of the Operations Period or as may be specified in the relevant clauses in this Agreement, obtain (at its cost) and furnish to TNPA the Terminal Operator Guarantee in the form of an on-demand bank or parent company guarantee in the amount, form and currencies mutually agreed between the Parties to secure the Terminal Operator's obligations in relation to the, as may be applicable, Construction Performance Guarantee, the Operations Performance Guarantee and Final Maintenance Guarantee.
- 14.1.2 Where applicable, the Terminal Operator shall ensure that the Terminal Operator Guarantee is capable of being ceded to TNPA (or the Lenders where appropriate).
- 14.1.3 The Terminal Operator shall ensure that the Terminal Operator Guarantee is valid, maintained and enforceable until 90 (ninety) days post the Termination Date or Expiry Date of this Agreement (which includes any renewal or extension of the Term), as applicable.
- 14.1.4 Subject to clause 14.1.1, upon the commencement of the Project Term, and the end of every 5th (fifth) Contract Year thereafter, the Terminal Operator shall increase the Guaranteed Amount (in respect of the Terminal Operator Guarantee to align with the Guaranteed Amount of required at that point in time. Upon the written notification of TNPA, the Terminal Operator shall furnish the TNPA with written confirmation of the increase of the Guaranteed Amount.

- 14.1.5 Where TNPA's Decommissioning Notice, delivered to the Terminal Operator in accordance with clause 11.16 is not delivered as a result of the early termination of this Agreement due to a Relief Event, and further stipulates that the Terminal Infrastructure, or part thereof, is to be handed over by the Terminal Operator to the TNPA (and hence not Decommissioned in its entirety) (the "**Remaining Terminal Infrastructure**") then the following shall occur:
- 14.1.5.1 within 90 (ninety) Business Days of delivery of the Decommissioning Notice, the Parties shall meet to agree, in writing, the Guaranteed Amount;
 - 14.1.5.2 the increase must be necessary to provide security to the TNPA for the Terminal Operator's maintenance obligations, in respect of the Remaining Terminal Infrastructure, so that upon the Handover Date such Remaining Terminal Infrastructure is, having regard to the life of the infrastructure in question, maintained in good order and condition, in accordance with the standards of a reasonable and prudent Operator, such increase to be agreed having regard to:
 - 14.1.5.2.1 the scope of the Remaining Terminal Infrastructure;
 - 14.1.5.2.2 the condition of the Remaining Terminal Infrastructure;
 - 14.1.5.2.3 the Terminal Operator's general level of compliance with its maintenance obligations, in respect of the Terminal Infrastructure, prior to the date of delivery of the Decommissioning Notice; and
 - 14.1.5.2.4 the amount spent by the Terminal Operator, in the preceding Contract Year, on the planned maintenance of such Remaining Terminal Infrastructure;
 - 14.1.5.3 such increase shall not result in the Guaranteed Amount exceeding 6 (six) times the monthly Concession Fee;
 - 14.1.5.4 In circumstances where the Parties fail to reach agreement on any required increase in terms of clause 14.1.5.1, then the amount of the increase (if any) shall be determined by the appropriate Independent Expert in accordance with clause 55.7 (*fast-track dispute resolution*), which Independent Expert shall have regard

to the principles set out in clause 14.1.5.2 when making a determination; and

14.1.5.5 where it is agreed (in accordance with clause 14.1.5.1) or determined (in accordance with clause 14.1.5.2) that the Terminal Operator is to effect an increase of the Guaranteed Amount, the Terminal Operator shall effect such increase of the Guaranteed Amount of the Terminal Operator Guarantee, no later than 30 (thirty) Business Days following such written agreement or receipt of the determination.

14.1.5.6 Subject to clause 14.1.5.6.3, TNPA shall have the right to apply the whole or portion of the Terminal Operator Guarantee towards the payment of any amounts owing by the Terminal Operator in terms of this Agreement (save in circumstances where the payment of the amount is the subject of a valid dispute) in respect of:

14.1.5.6.1 the failure of the Terminal Operator to make timeous payment of the monthly Concession Fee;

14.1.5.6.2 the failure of the Terminal Operator to make timeous payment of the penalty amount within the period agreed by the Parties in accordance with clause 27.7; and

14.1.5.6.3 the failure of the Terminal Operator to handover to TNPA the Remaining Terminal Infrastructure maintained in good order and condition, in accordance with the standards of a reasonable and prudent operator and, having regard to the life of the Remaining Terminal infrastructure, with such fair wear and tear as reasonably expected;

14.1.5.7 Prior to demanding payment under the Terminal Operator Guarantee, and subject to clause 14.1.5.5, the TNPA shall provide the Terminal Operator with written notice of the outstanding amount, due and payable by the Terminal Operator under the Agreement (the "**Demand Amount**"), and the circumstances/relevant provisions of the Agreement giving rise to the right, on the part of the TNPA, to enforce payment under the Terminal Operator Guarantee.

- 14.1.5.8 If such breach is not remedied within 60 (sixty) Business Days of the date of TNPA's written notice (or such extended period as agreed to by the Parties in writing), and subject to the terms and conditions contained in the Terminal Operator Guarantee (where applicable), the TNPA may:
- 14.1.5.8.1 demand payment under the Terminal Operator Guarantee for the Demand Amount (less any amount paid pursuant to such Demand Amount by the Terminal Operator); alternatively;
 - 14.1.5.8.2 offset the Demand Amount (less any amount paid pursuant to such Demand Amount by the Terminal Operator) against the Terminal Operator Deposit.
- 14.1.5.9 If any portion or the whole of the Guaranteed Amount is so applied, the Terminal Operator undertakes, within 60 (sixty) days of receipt of request from TNPA, to reinstate the amount of the Terminal Operator Guarantee, to the original amount.
- 14.1.5.10 The Terminal Operator shall be entitled, but not obliged, to cede any reversionary interest in the Terminal Operator Guarantee (as it related to maintenance of the Terminal Equipment, which it may have after the aforesaid cession to TNPA) to and in favour of any Lender as security for the Terminal Operator's obligations to such Lender under the Finance Agreements.
- 14.1.5.11 For the avoidance of doubt, where TNPA makes the decision not to Decommission the whole Terminal, then TNPA will indemnify and hold the Terminal Operator harmless against any liability arising in relation to the remaining non-decommissioned part of the Terminal.

14.2 Enforcement Action

- 14.2.1 Pursuant to the cession of the Terminal Operator's right, title and interest, or any reversionary interest, (as the case may be) in and to the Terminal Operator Guarantee as contemplated in clause 14.1 above, such Terminal Operator Guarantee shall secure the Terminal Operator in respect of the Concession Fee deposit, the Performance Standards and the Operation and Maintenance obligations to TNPA and may be called upon by TNPA to the extent of any

losses, costs, damages or expenses suffered or incurred by TNPA as a result of a breach by the Terminal Operator of the aforesaid obligations including, but not limited to, compensation to TNPA for any actions taken by TNPA as a result of such breach by the Terminal Operator of its obligations.

- 14.2.2 Prior to enforcing the Terminal Operator Guarantee as aforesaid, TNPA shall give notice to the Terminal Operator, informing the Terminal Operator of the reasons giving rise to the right, on the part of TNPA, to enforce the Terminal Operator Guarantee. If such breach is not remedied within the stipulated remedy period (as contemplated in clause 41.4 (*Remedy Provisions*)), and subject to the terms and conditions contained in the relevant or applicable Terminal Operator Guarantee and to any rights of the Lenders in terms of their cession under clause 14.2.1, TNPA may enforce the applicable Terminal Operator Guarantee for an amount equal to any cost, losses, damages or expenses incurred by TNPA in respect of any breach by the Terminal Operator.

15. PROJECT INSURANCE

15.1 General Obligations

- 15.1.1 As of the Effective Date and thereafter at all times throughout the Project Term, the Terminal Operator shall obtain and maintain, at its own expense, with a reputable insurance company, as determined by TNPA in its sole and absolute discretion, insurance cover against:

- 15.1.1.1 Losses, damages or destruction of the Terminal at the Port. Such insurance shall be:

- 15.1.1.1.1 for not less than the cost to restore the Terminal in terms of clause 15.3.6 below; and

- 15.1.1.1.2 against any risk of fire, lightning, explosions, storms, floods, earthquake, riots (this includes political riots), strikes (protected and unprotected strikes) and malicious damage to the Terminal, public and third party liability, business interruption as well as all risks cover against any other risk selected by TNPA consequent upon the damage to or destruction of the Terminal, which is insurable in the local South African insurance market.

- 15.1.1.2 Environmental risks, including sudden and accidental environmental risks and, if so required by TNPA in writing, long-

term gradual pollution risks to the extent that such risks are not uninsurable.

- 15.1.2 The Terminal Operator shall with effect from the Actual Operations Commencement Date (or earlier if the relevant risks commence before that date) take out and maintain or procure the maintenance of the insurances described in Schedule 14 (*Project Insurance*) and any other insurances as may be required by law. These insurances must be taken out and become fully effective in each case not later than the date on which the relevant risk commences.
- 15.1.3 No Party to this Agreement shall take any action or fail to take any action, or (in so far as it is reasonably within its power) permit anything to occur in relation to it, which would entitle any insurer to refuse to pay any claim under any insurance policy in which that Party is an insured, a co-insured or additional insured person.
- 15.1.4 The insurance referred to in clauses 15.1.1 and 15.1.2 shall:
- 15.1.4.1 name TNPA as co-insured with any other party maintaining the insurance;
 - 15.1.4.2 provide for non-vitiation protection in respect of any claim made by TNPA as co-insured in respect of the insurances detailed in Schedule 14 (*Project Insurance*). If non-vitiation protection is unavailable when any such insurance policy is first placed, then the Terminal Operator shall use all reasonable diligence to investigate whether any non-vitiation protection subsequently becomes available prior to each renewal of the policy and provides written confirmation promptly upon the renewal thereof as to the unavailability thereof to TNPA. If any non-vitiation protection subsequently becomes available, then TNPA shall be entitled to require the Terminal Operator to procure such protection and the costs thereof shall be borne by the Terminal Operator;
 - 15.1.4.3 contains a clause waiving the insurers' subrogation rights against TNPA, its employees and agents;
 - 15.1.4.4 provides for 90 (ninety) days prior written notice of their cancellation, non-renewal or amendment to be given to TNPA; and
 - 15.1.4.5 provides for payment of any proceeds to be made.

- 15.1.5 The insurance referred to in clauses 15.1.1 and 15.1.2 shall name TNPA as a co-insured for its separate interest in the Project.
- 15.1.6 All the costs relating to the insurance policies, including the insurance premiums, shall be paid by the Terminal Operator.
- 15.1.7 The Terminal Operator shall comply with all the terms and conditions embodied in the insurance policies contemplated in this provision.
- 15.1.8 The Terminal Operator shall, upon request by TNPA and within 30 (thirty) days or such a shorter period as reasonably directed by TNPA:
- 15.1.8.1 provide certified copies of all insurance policies referred to in clauses 15.1.1 and 15.1.2 (together with any other information reasonably requested by TNPA relating to such insurance policies) at the property management offices of TNPA and thereafter annually before the anniversary date of the Effective Date. TNPA shall be entitled to inspect the certified copies of all the insurance policies during ordinary business hours; and
 - 15.1.8.2 provides TNPA with satisfactory evidence that all the insurance premiums and amounts due and payable under all insurance policies have been paid and that the insurance covering the Terminal is in full force and effect in accordance with the requirements of this clause 15.1 (*General Obligations*).
 - 15.1.8.3 be responsible for the administration of all claims and payments of the relevant inner deductible in respect of any claim instituted; and
 - 15.1.8.4 provide TNPA with payment of the full insurance claim settlement in respect of any of TNPA's facilities or assets that have been written off.
- 15.1.9 Renewal certificates in relation to the insurance referred to in clauses 15.1.1 and 15.1.2 shall be obtained as and when the policies in respect of such insurances have been renewed and copies of the renewal certificates (certified in a manner acceptable to TNPA) shall be forwarded to TNPA as soon as possible but in any event at least 10 (ten) days after the renewal date.
- 15.1.10 If the Terminal Operator is in breach of clause 15.1.1 or 15.1.2, TNPA may procure and maintain, at the sole cost and expense of the Terminal Operator, the insurances referred to in those provisions to the extent that TNPA deems it

necessary. In this event, the Terminal Operator shall be obligated to reimburse TNPA with any or all of the insurance premiums disbursed by TNPA on behalf of the Terminal Operator within a period of 14 (fourteen) days of receiving a written notice from TNPA to do so.

- 15.1.11 The Terminal Operator shall give TNPA notification within [5 (five)] days after any claim is made in excess of R10 000 000.00 under any of the insurance policies referred to in this clause 15.1 (*General Obligations*).
- 15.1.12 Neither failure to comply nor full compliance with the insurance provisions of this Agreement shall limit or relieve the Terminal Operator of its liabilities and obligations under this Agreement.
- 15.1.13 Subject to the provisions of clause 15.4, the proceeds from the insurance cover referred to in clause 15.1.1 above shall be utilised towards the repairing and/or the re-construction of the Terminal, and the Terminal Equipment with the end view of having them restored to their condition immediately prior to the event which occasioned the loss or damages.

15.2 Uninsurable Risks

- 15.2.1 If a risk usually covered by the Project Insurances in Schedule 14 (*Project Insurance*), becomes Uninsurable, then the Terminal Operator shall notify TNPA within 5 (five) days of that risk becoming Uninsurable.
- 15.2.2 If both Parties agree, or it is determined in accordance with clause 55.7 (*fast-track dispute resolution*), that:
- 15.2.2.1 such risk is Uninsurable;
 - 15.2.2.2 such risk being Uninsurable is not caused by the actions or omissions of the Terminal Operator or a Subcontractor; and
 - 15.2.2.3 other service providers carrying on businesses similar to the Project would cease to operate their business as a result of such Uninsurability, then the Parties shall meet to discuss the means by which such risk should be managed (including by way of self-insurance by either Party).
- 15.2.3 The Terminal Operator shall bear the onus of proving the circumstances in clauses 15.2.2.1 and 15.2.2.2.
- 15.2.4 If the requirements of clauses 15.2.2.1 and 15.2.2.2 are satisfied, then the Agreement shall continue in full force and effect. The Terminal Operator shall,

at the start of each Contract Year, place those monies that it no longer uses to pay insurance premiums in respect of the relevant insurance into an account in the joint names of TNPA and the Terminal Operator, which account shall be called the "**Premium Reserve Account**". The Lenders shall not be entitled to take security on the Premium Reserve Account.

15.2.5 On the materialization of such risk, but only if such risk is still Uninsurable, TNPA shall, at TNPA's option, pay to the Terminal Operator either:

15.2.5.1 an amount equal to the insurance proceeds that would have been payable had the relevant risk continued to be insurable and this Agreement will continue, less the proceeds in or that ought to be in the Premium Reserve Account; or

15.2.5.2 an amount equal to the amount set out in clause 49 (*Termination Amount for termination in terms of Section 67 of the Act*) less the proceeds in or that ought to be in the Premium Reserve Account, and this Agreement will terminate.

15.3 Reinstatement

15.3.1 Subject to clause 15.4 (*Economic Test*), all insurance proceeds received under any policy referred to in Schedule 14 ("**Material Damage Policies**") shall be applied to repair, reinstate and replace each part or parts of the Terminal in respect of which the proceeds were received.

15.3.2 All insurance proceeds paid under any Material Damage Policy in respect of a single event (or a series of related events) in an amount in excess of R10 000 000.00 (in 2021 Prices) shall be paid into a bank account to be opened in the name of both Parties (the "**Joint Insurance Account**"). The Lenders shall not be entitled to take security over the Terminal Operator's rights in the Joint Insurance Account.

15.3.3 Subject to clause 15.4 (*Economic Test*), where a claim is made or proceeds of the insurance are received or are receivable under any Material Damage Policy in respect of a single event (or a series of related events) (the "**Relevant Incident**") in an amount in excess of R[*the same figure as in clause 15.3.2 above*] (in 2021 Prices):

15.3.3.1 the Terminal Operator shall deliver, as soon as practicable and in any event within 30 (thirty) days after the making of the claim, a plan prepared by the Terminal Operator for the carrying out of the works necessary (the "**Reinstatement Works**") to repair,

reinstate, replace or decommission and write off (the "**Reinstatement Plan**") the assets which are the subject of the relevant claim or claims. The Reinstatement Plan shall set out:

- 15.3.3.1.1 if the Terminal Operator is not going to undertake the Reinstatement Works, the prior written agreement of TNPA shall be required in respect of the person to be appointed to undertake the Reinstatement Works; and
- 15.3.3.1.2 the proposed terms and timetable upon which the Reinstatement Works are to be undertaken (including the date that the Project will become fully operational), the final terms of which shall be subject to the prior written agreement of TNPA,

provided that if the Parties fail to reach any such agreement, then the dispute shall be referred for resolution in accordance with clause 55.7 (*fast-track dispute resolution*).

15.3.4 If TNPA is satisfied that the Reinstatement Plan will enable the Terminal Operator to comply with clause 15.3.5 below within a reasonable time scale:

- 15.3.4.1 the Reinstatement Plan will be adopted;
- 15.3.4.2 the Terminal Operator shall enter into contractual arrangements to effect the Reinstatement Works with the person identified in the Reinstatement Plan agreed to by TNPA;
- 15.3.4.3 prior to the termination or the expiry of this Agreement, whichever occurs earlier, any amount standing to the credit of the Joint Insurance Account (the "**Relevant Proceeds**") (together with any interest accrued) may be withdrawn by the Terminal Operator to the extent required to enable it to make payments in accordance with the terms of the contractual arrangements referred to in clause 15.3.3 above, and to meet any other reasonable costs and expenses incurred by the Terminal Operator for the sole purpose of undertaking the Reinstatement Works. Following the earlier to occur of termination or the expiry of this Agreement, TNPA may withdraw amounts standing to the credit of the Joint Insurance Account for the purposes of funding any Reinstatement Works;

- 15.3.4.4 TNPA agrees and undertakes that, subject to compliance by the Terminal Operator with its obligations under this clause 15.3, and provided that the Terminal Operator procures that the Reinstatement Works are carried out and completed in accordance with the contractual arrangements referred to in clause 15.3.3 above, it shall not exercise any right which it might otherwise have had to terminate this Agreement by virtue of the event which gave rise to the claim for the Relevant Proceeds; and
- 15.3.4.5 after the Reinstatement Plan has been implemented to the reasonable satisfaction of TNPA and in accordance with clause 15.3.5 below, TNPA shall permit withdrawal by the Terminal Operator of any Relevant Proceeds then held in the Joint Insurance Account that have not been paid under clause 15.3.3 above, in respect of the Relevant Incident, together with any interest accrued on the Relevant Proceeds.
- 15.3.5 Where insurance proceeds are to be used, in accordance with this Agreement, to repair, reinstate or replace any part of the Works or the Terminal, the Terminal Operator shall carry out the Reinstatement Works or procure that the work is carried out in accordance with the Operation Specifications so that on completion of the Reinstatement Works, such Works meet and fulfil the requirements of this Agreement in respect of the Works.
- 15.3.6 In the event that the Parties agree that full replacement of the Terminal, on a like for like basis, is not necessary for the Terminal to operate at its efficient capacity, then Reinstatement, if applicable, shall be based on restoring the Terminal to the same or similar operational efficiency level that existed prior to the damage. The Terminal Operator shall keep full records of this decision as part of the Operation Specification and TNPA shall have no claim against the Terminal Operator in this regard.
- 15.4 Economic Test**
- 15.4.1 If all or substantially all of the Terminal is destroyed or substantially destroyed in a single event or series of related events, the Terminal Operator will prepare an Updated Base Case Financial Model to include the projected cost of reinstating the Terminal to the Reinstatement Standard. If the Updated Base Case Financial Model demonstrates that the Terminal Operator will be unable to achieve its Equity IRR, then the Terminal Operator shall be entitled to terminate this Agreement as if the event causing the damage was Unforeseeable Conduct, and the provisions of clause 40 shall apply.

15.4.2 If the Updated Base Case Financial Model demonstrates that it is economically viable for the Terminal to be reinstated to the Reinstatement Standards, then an amount equal to the lesser of:

15.4.2.1 the insurance proceeds; and

15.4.2.2 Debt,

shall be released from the Joint Insurance Account to the Terminal Operator and such release shall constitute a complete discharge of all and any liability on the part of TNPA in respect of the damage caused to the Terminal and the damaged Terminal but shall not discharge the Terminal Operator from the Operation and Maintenance or from undertaking the Operations in accordance with this Agreement, unless it is determined that the Terminal is damaged beyond repair and any form of Reinstatement shall be uneconomical.

15.4.3 For the avoidance of doubt, should this Agreement subsequently and as a result of the damage done to the Terminal:

15.4.3.1 terminate for Terminal Operator Default, TNPA shall not have any additional liability in terms of clause 45 (*Termination Amount on Terminal Operator Default*),

15.4.3.2 terminate for TNPA Default, TNPA shall pay to the Terminal Operator an amount equal to the amount set out in clause 46 (*Termination Amount for TNPA Default/Relief Event*)

16. PORT RULES, OCCUPATIONAL HEALTH AND SAFETY, AND PROCESS SAFETY ENGINEERING

16.1 The Terminal Operator shall fulfil its obligations, duties and responsibilities under this Agreement and in particular (without limitation) its duties in respect of the provision of the Operation and Maintenance and the Operations:

16.1.1 so as not to interfere with the use of the Port, its facilities and the Port Infrastructure by other Port Users; and

16.1.2 in compliance at all times with the Act, Port Rules and the Liquid Bulk Terminals: Mandatory Requirements for Safety, Health, Environment, Process Safety, Civil, Structural, Mechanical and Electrical Engineering as set out in Schedule 15.

17. SHAREHOLDING IN THE TERMINAL OPERATOR

- 17.1 Subject to clause 17.2 below, the Terminal Operator shall notify TNPA forthwith on becoming aware of any change in the legal or beneficial ownership from time to time of the Terminal Operator, and shall provide TNPA with any information which TNPA may reasonably require (and which the Terminal Operator is reasonably able to provide) relating to any person, which from time to time has acquired, or which it is aware proposes to acquire, a legal or beneficial interest in the Terminal Operator.
- 17.2 The Terminal Operator shall obtain TNPA's written consent (which consent shall not be unreasonably withheld or delayed) prior to any material change (as defined below) in the ownership of the Terminal Operator (other than where the Lenders exercise their rights to take a transfer of the shares in the Terminal Operator, in terms of the Finance Agreements conferring security over any of the shares of the Terminal Operator). TNPA shall notify the Terminal Operator whether it consents to the transfer of ownership within 20 (twenty) Business Days of receipt from the Terminal Operator of all information required by TNPA to make a decision on the said request for consent. In this clause "**material change of ownership**" shall mean:
- 17.2.1 any Change in Control directly or indirectly of the Terminal Operator (or any company of which the Terminal Operator is a subsidiary and which company has the sole business of holding Equity in the Terminal Operator), within 5 (five) years from the date hereof, provided that, without limitation to the generality of TNPA's right to refuse consent, TNPA shall be entitled to withhold its consents if it considers, in its reasonable opinion, that the proposed change has or is reasonably likely to have a material adverse effect on the basis upon which the Terminal Operator was appointed to be the preferred party to equip, operate and maintain the Terminal or provide Operations and Maintenance, or the change in control conflicts with the intention of section 56 of the Act;
- 17.2.2 any Change in ownership or Control directly or indirectly of the Terminal Operator (or any company of which the Terminal Operator is a subsidiary and which company has the sole business of holding Equity in the Terminal Operator) or any change in the way in which the Terminal Operator is managed which results in or is reasonably likely to result in non-compliance with Schedule 8A (*B-BBEE Commitment Schedule*) at any time prior to the expiry of the Operations Period, provided that TNPA's consent shall not be unreasonably withheld or delayed;
- 17.2.3 any change to the ownership of (including without limitation the right to exercise any rights in relation to) the shares of the Terminal Operator, with the direct or indirect result of a change of ownership of 50% or more of such shares in aggregate over any period of 24 (twenty-four) calendar months, provided that TNPA's consent shall not be unreasonably withheld or delayed; or

17.2.4 any change in the composition of the directors of the Terminal Operator or the voting rights of the directors of the Terminal Operator that results in a change to at least 50% (fifty per cent) of the voting rights.

17.3 TNPA shall not unreasonably refuse its consent to any change of ownership of the Terminal Operator which is intended to produce compliance with Schedule 8A (*B-BBEE Commitment Schedule*). Any dispute as to whether TNPA is acting unreasonably in refusing its consent to such transfer shall be resolved in accordance with the dispute resolution procedure set out in clause 55.7 (*fast-track dispute resolution*).

18. TNPA ASSISTANCE AND RIGHTS AND LIMITATIONS ON LIABILITY

18.1 Except as otherwise provided in this Agreement, TNPA shall;

18.1.1 assist the Terminal Operator in its dealings with any Relevant Authority in connection with implementing the Project in accordance with the terms and conditions set forth herein; and

18.1.2 make every reasonable effort to assist the Terminal Operator to obtain those Consents necessary for the Works and Operation and Maintenance, provided that TNPA shall not be liable or responsible for any failure of the Terminal Operator to obtain any such Consents. If the Terminal Operator fails to obtain any such Consents, the Terminal Operator shall discuss with TNPA mutually acceptable solutions.

18.2 Nothing in this Agreement shall preclude or in any manner limit the rights of TNPA or any other Relevant Authority from granting such further or other concessions as it in its sole discretion deems fit, nor shall the Terminal Operator have any claim against TNPA or any other Relevant Authority arising from the grant of such further or other concessions. as it in its sole discretion deems fit, nor shall the Terminal Operator have any claim against TNPA or any other Relevant Authority arising from the grant of such further or other concessions, in any other port in South Africa.

18.3 TNPA shall not be liable to the Terminal Operator for the volume of demand for the services rendered in respect of the Operations.

18.4 Notwithstanding anything else contained in this Agreement, the Terminal Operator shall not in any way be relieved from any obligation under this Agreement nor shall it be entitled to claim against TNPA or any other Relevant Authority and or their respective officers, employees, agents and or representatives on grounds that any information, whether obtained from or made available by TNPA or any such other Relevant Authority and or their respective officers, employees, agents and or representatives or otherwise is incorrect or

insufficient and shall make its own enquiries as to the accuracy and adequacy of that information.

- 18.5 Where in this Agreement any power, duty, function or discretion is given or is to be carried out or exercised by TNPA, such power, duty, function or discretion may be carried out or exercised by any person nominated by TNPA in writing.

19. TNPA STEP-IN

- 19.1 If TNPA reasonably believes that it needs to take any action in connection with the Operation and Maintenance of the Port Terminal because a serious and urgent risk arises to the health or safety of persons or property, or the environment, or to national and public safety and or to discharge a statutory duty, then TNPA shall be entitled to take action in accordance with the provisions set out below.
- 19.2 If pursuant to this clause 19.2, TNPA wishes to take action, it shall as soon as possible after reaching its determination to do so notify the Terminal Operator in writing of:
- 19.2.1 the action it wishes to take;
 - 19.2.2 its reasons for taking such actions;
 - 19.2.3 the date when it wishes to commence such action;
 - 19.2.4 the time period (the "**Step-in Period**") which it reasonably believes will be necessary for such action and which must be a fixed period; and
 - 19.2.5 to the extent practicable, the effect of such action on the Terminal Operator on its obligations to perform the Operation and Maintenance during the Step-in Period.
- 19.3 Following the service of such notice, TNPA shall take such action as notified under clause 19.2 and any ancillary action as it reasonably believes is necessary (the "**Required Action**") and the Terminal Operator shall give all reasonable assistance to TNPA in the conduct of such Required Action.
- 19.4 If the Terminal Operator is not in breach of its obligations in terms of this Agreement in respect of which the Required Action is proposed to be taken, then for so long as and to the extent that the Required Action is taken, and this prevents the Terminal Operator from providing any part of the Project:

- 19.4.1 the Terminal Operator shall be relieved from such obligations; and
- 19.4.2 in respect of the time period over which such Required Action is conducted and provided that the Terminal Operator provides TNPA with such reasonable assistance as TNPA may need in the conduct of such Required Action (such assistance, however, to be at the expense of TNPA to the extent of any incremental costs), TNPA shall pay to the Terminal Operator an amount of monies that is equal to the revenue that the Updated Financial Model projects to have been earned by the Terminal Operator at the time of and during the period of the Required Action if the Terminal Operator was fulfilling all its obligations in respect of the Project that are affected by the Required Action over such period, less any monies that would have been payable to TNPA in terms of this Agreement including Concession Fees.

19.5 If the Required Action is taken as a result of a breach by the Terminal Operator of any of its obligations under this Agreement, then for so long as and to the extent that such Required Action is taken and this prevents the Terminal Operator from providing any part of the Project:

- 19.5.1 the Terminal Operator shall be relieved of its obligations in respect of such part; and
- 19.5.2 the Terminal Operator shall owe TNPA an amount equal to TNPA's costs of taking such Required Action,

provided that, if by the expiry of the Step-in Period, the breach still subsists and if it constitutes a Terminal Operator Default, then TNPA will be entitled to serve a notice in terms of clause 41.3 (*TNPA's Options*) requiring the Terminal Operator to remedy the Terminal Operator Default or to put forward a remedial programme.

PART II – PROVISION OF THE TERMINAL AND THE PORT

20. PROVISION OF THE PORT

In accordance with the Act and any other applicable Laws, TNPA shall provide the Port and shall manage and maintain the Port.

21. TRANSITION PLANNING

21.1 It is recorded that, in order to ensure that there is no interruption of Operations at the Terminal during the cessation of Operations by the Incumbent Terminal Operator and the taking over of such Operations by the Terminal Operator, TNPA shall within 15 (fifteen) days

of the commencement of the Transition Period, provide the Transition Plan setting out the processes for the handing over of the Terminal including the Terminal Infrastructure and, where applicable, the Terminal Equipment.

21.2 TNPA shall develop the Transition Plan in consultation with the Terminal Operator and the Incumbent Terminal Operator, and take, *inter alia*, the following factors into account:

21.2.1 the date on which the Incumbent Terminal Operator shall cease to undertake Operations at the Terminal;

21.2.2 the provision of Services during the Transition Period;

21.2.3 disclosure of the historical, present and post-Transition maintenance, environmental, safety, security, transferable intellectual property, permits, authorisations and/or any other record, information, account, and/or document to enable the Transition;

21.2.4 payment of rental during the Transition Period;

21.2.5 the anticipated Effective Date, expiry of the Transition Period and Notice of Termination of the existing lease agreement; and

21.2.6 the anticipated Actual Operations Commencement Date.

21.3 Upon completion of all the processes and activities set out in the Transition Plan that are necessary to ensure seamless transfer of the Terminal from the Incumbent Terminal Operator to the Terminal Operator in a manner that does not interrupt Operations at the Terminal and ensures security of supply, TNPA shall issue a notice to the Terminal Operator notifying it of the date (which shall be the first day of the month) on which the Terminal will be handed over to the Terminal Operator in accordance with the procedure set out in the Transition Plan ("**Operations Commencement Notice**").

22. THE TERMINAL

22.1 TNPA shall be the owner of the Port and the land on which the Terminal is constructed for the duration of this Agreement.

22.2 The Terminal Operator acknowledges the ownership rights of TNPA in respect of the Port and the land on which the Terminal is constructed and shall not in any way challenge or procure that any person challenges or assist any other person to challenge, such ownership rights and title of TNPA.

- 22.3 The Terminal Operator acknowledges that it does not have and shall not have any rights of title, ownership, lien, leasehold or any other rights in respect of the Terminal other than the rights of occupation and use as detailed in this Agreement.
- 22.4 The Terminal Operator also acknowledges that, to the extent applicable, the Lenders do not have and shall not have any rights of title, ownership, lien, leasehold or any other rights in respect of the Terminal by virtue of providing funding to the Terminal Operator in respect of the Project.
- 22.5 The Terminal Operator shall bear all risks and costs with regard to the physical conditions or obstructions at the Terminal (both above ground and subsurface and whether artificial or not) whether foreseen or unforeseen which are encountered during the Operations Period or otherwise. The Terminal Operator shall be deemed as at the date of this Agreement to have satisfied itself in all respects as to the properties, nature, condition and extent of the Terminal.
- 22.6 For the Project Term of this Agreement the Terminal Operator shall have the right to free and undisturbed use and occupation of the Terminal as from the Effective Date, subject to the terms of this Agreement.
- 22.7 The Terminal Operator may object to any rates valuation made by any Relevant Authority of the Terminal used by the Terminal Operator. The Terminal Operator shall be liable for all costs in prosecuting any such objection and the Terminal Operator shall be entitled to any benefit accruing as a result of a successful objection.
- 22.8 If TNPA is obliged by the Relevant Authority to make payments referred to in clause 6.1.5, as a result of which TNPA makes such payments on behalf of the Terminal Operator, TNPA shall notify the Terminal Operator in writing about such payments and following such notice, the Terminal Operator shall, within 30 (thirty) Days after being called upon to do so, refund to TNPA such payments as TNPA may have made in respect of the rates, Taxes, charges, levies, assessments or equivalent Taxes levied.
- 22.9 TNPA shall use its reasonable endeavours to ensure that no other Port Users negatively affect the use by the Terminal Operator of the Terminal. The Terminal Operator shall not negatively affect the use of the Port by TNPA and the other Port Users, other than the Terminal and then only to the extent detailed in this Agreement.
- 22.10 TNPA shall have the right to enter into and inspect the Terminal at reasonable times and on reasonable notice so as to enable it to inspect the Terminal in order to fulfil its obligations of maintenance in respect of the Port and to fulfil its obligations as the port authority of South Africa.

- 22.11 The Terminal Operator shall use the Terminal solely for the uses and purposes contemplated in this Agreement in respect of the Project.
- 22.12 The Terminal Operator shall be responsible for maintaining the Terminal in good condition, fair wear and tear excepted, at no cost to TNPA or any other Port User. TNPA shall maintain or shall use its reasonable endeavours to procure that other Port Users maintain the Port, other than the Terminal, in good condition, fair wear and tear excepted, at the cost of TNPA or the relevant Port User. The Parties shall meet and discuss any intended maintenance or repair activities, taking into account the maintenance programme referred to in clause 5.6.5, so as to ensure that such activities are conducted in a manner that minimises any interference with the operations of the other Party.
- 22.13 The Terminal Operator shall not be able to transfer any of its rights in respect of the Terminal or the use thereof to any other person without the prior written consent of TNPA.
- 22.14 The Terminal Operator shall, subject to TNPA's written approval, provide for:
- 22.14.1 any diversions to and re-routing of roads not forming part of the Terminal; and
- 22.14.2 the clearance, relocation and diversion of all Utilities on the Terminal, from the date the Terminal is delivered to the Terminal Operator and which are necessary for the execution of the Project.
- 22.15 The Terminal Operator shall continue to be bound by and shall honour any existing agreements between TNPA and any person, which grant access or wayleaves to the Terminal. The Terminal Operator may, however, apply to TNPA for any necessary modifications or cancellations of such agreements, such application to be made timeously in order to avoid any delay or additional cost. To the extent that TNPA has the right to modify or cancel such agreements and agrees to such modifications or cancellations, it shall comply timeously with the Terminal Operator's request to modify and/or cancel any such agreements.
- 22.16 TNPA warrants to the Terminal Operator that, to the best of its knowledge, there are no agreements referred to in clause 22.15 in relation to the Project Site, and should such agreements be concluded with any person, the true and complete copies of such agreements shall be provided to the Terminal Operator.

23. KEY PERSONNEL AND REMOVAL OF PERSONNEL

- 23.1 The Terminal Operator shall at all times ensure that it and its Subcontractors have sufficient suitable and appropriately qualified and experienced personnel to undertake the Project and that such personnel shall be located in South Africa. Without limiting the generality of the

foregoing, the Terminal Operator shall ensure that the key personnel positions are always filled as soon as reasonably possible.

- 23.2 The Terminal Operator shall implement all measures as are required by Law and/or as may be reasonably necessary to ensure the safety of its employees or Subcontractors and shall provide them or ensure that they are provided, free of charge, with any necessary personal protective clothing and equipment.
- 23.3 The Terminal Operator accepts full responsibility for the training of staff and shall ensure that all its employees and Subcontractors are properly trained for the work they are undertaking and are familiar with safety and security requirements that apply to the Terminal. The Terminal Operator shall provide TNPA with a plan in respect of such training in accordance with the requirements of TNPA.

24. HEALTH AND SAFETY

- 24.1 In accordance with the requirements of the Occupational Health and Safety Act, Act No 85 of 1993, within 3 (three) months of the Actual Operations Commencement Date the Terminal Operator shall at its cost complete a comprehensive risk assessment of its business in respect of all areas of the Terminal and the services or processes it intends to undertake. Furthermore, the Terminal Operator shall provide TNPA with a full report on its risk assessment so undertaken within 1 (one) month of completing the assessment.
- 24.2 The Terminal Operator shall be responsible for:
- 24.2.1 the implementation of and adherence to the IMDG Code and its regulations;
 - 24.2.2 compliance with the Occupational Health and Safety Act, Act No 85 of 1993 and regulations promulgated in terms of such Act;
 - 24.2.3 procuring and implementing systems and services for the prevention, monitoring, detection and extinguishment of fires or explosions; and
 - 24.2.4 maintaining a working environment which is safe and designed to minimise the risk of injury or illness to any person present at the Terminal and to minimise the risk of loss or damage to Cargoes, vessels or other movable and immovable property in accordance with the Laws and the further written requirements of TNPA.
- 24.3 The Terminal Operator may not keep or store on the Terminal any Hazardous Substances or flammable substances unless:
- 24.3.1 it reasonably requires such Hazardous Substances or flammable substances to be kept or stored to enable it to conduct its business at the Terminal;

24.3.2 it has obtained the prior written approval of TNPA; and

24.3.3 it complies with the applicable Law in respect of Hazardous Substances in general and that specific Hazardous Substance in particular.

24.4 In addition to the general Port water network provided by TNPA, the Terminal Operator shall provide, at its own cost, such fire water network, facilities or equipment, or other protective measures that are, in TNPA's reasonable opinion necessary in order to provide effective fire protection installations and water supply to the Terminal.

24.5 TNPA may from time to time require the Terminal Operator by notice in writing to provide and install at the Terminal Operator's cost such further devices, appliances and installations as TNPA may reasonably consider necessary to minimise the risk of any fire occurring or to prevent the spread of any fire which may occur. The Terminal Operator shall, when so required, comply with the requirements outlined in such notice within the time period specified in the notice.

24.6 The Terminal Operator shall be required to ensure that it avails and/or procures appropriate and suitably qualified emergency response personnel to manage emergencies in the Terminal and shall submit, at the request of TNPA, all and any emergency response plans it has prepared in respect of the Terminal.

24.7 The Terminal Operator shall be obliged to submit a written report to TNPA in respect of any incident, industrial accident or disaster which occurs in the Terminal where any employee of the Terminal Operator or its Subcontractors has been injured or died, within 24 (twenty-four) hours of the occurrence of such incident, industrial accident or disaster.

25. SECURITY

25.1 The Terminal Operator must ensure that the perimeter of the Terminal is fenced with security fencing of a standard reasonably acceptable to TNPA and which is in compliance with the ISPS Code, and that such fencing is maintained at that standard (and repaired as necessary) for the duration of the Project Term.

25.2 The Terminal Operator shall comply in all material respects with the provisions of the International Maritime Organisation Convention on Safety and Security at Sea and the ISPS Code. The Terminal Operator shall be responsible for the security of the Terminal and for all persons and movables therein, including Cargoes, and for the implementation of and adherence to the ISPS Code.

25.3 The Terminal Operator shall submit to TNPA, within 1 (one) month of the Actual Operations Commencement Date, a Terminal security assessment and develop a Terminal security plan for security levels 1, 2 and 3, corresponding with normal, medium and high threat situations.

The plan shall indicate the operational and physical security measures the Terminal Operator will take to ensure that it normally operates at security level 1. The plan shall also indicate the additional or intensified security measures the Terminal Operator will take when instructed to do so by TNPA in order to move to and operate at security level 2 and level 3.

- 25.4 The Terminal Operator will nominate a Port Facility Security Officer who shall organise regular security drills and at all times provide the necessary security equipment at the Terminal.
- 25.5 As part of the Terminal security plan the Terminal Operator shall monitor and control all Cargo, vehicles and people entering and exiting the Terminal. In addition, the Terminal Operator shall ensure that security communications are always readily available.

PART III – OPERATION AND MAINTENANCE

26. DESIGN AND PERFORMANCE OF WORKS

26.1 Performance of the Detailed Design

- 26.1.1 The Terminal Operator shall be entitled to design, develop and commence the performance of Works at any time after the Actual Operations Commencement Date.
- 26.1.2 In such an instance, the Terminal Operator shall perform and deliver a Detailed Design in accordance with the Detailed Design procedure to TNPA.
- 26.1.3 The Detailed Design shall be reviewed, prior to the performance of Works, by TNPA in accordance with the Terminal Operator's Detailed Designs. If TNPA, acting reasonably, is of the opinion that the Detailed Designs comply with the requirements of this Agreement, the industry norms and standards, then TNPA shall accept the Detailed Designs in writing.
- 26.1.4 If TNPA, acting reasonably, is not satisfied with the Detailed Designs, then TNPA shall notify the Terminal Operator of the reasons for its dissatisfaction within 10 (ten) Business Days after the review referred to in 26.1.3 specifying those elements of the Detailed Designs with which TNPA is dissatisfied.
- 26.1.5 Within 10 (ten) Business Days of TNPA having expressed dissatisfaction with the Detailed Designs, the Terminal Operator shall attend to such areas of concern raised by TNPA and re-submit the amended Detailed Designs for review by TNPA.
- 26.1.6 Once the Detailed Designs have been accepted in writing by TNPA, the Detailed Designs shall be deemed to have been approved by TNPA.

26.2 Completion of the Works

- 26.2.1 Completion of the Works shall be effected in the manner as set out in the Works Programme and TNPA shall be entitled to inspect the Works upon notification of completion thereof by the Terminal Operator.
- 26.2.2 If TNPA is of the reasonable opinion, upon inspection, that completion of the Works has taken place, then TNPA shall forthwith issue the Completion Certificate.
- 26.2.3 If TNPA is not satisfied that, upon inspection, completion of the Works has occurred, then TNPA shall notify the Terminal Operator of such failure to attain completion of the Works within 5 (five) Business Days after the inspection referred to in clause 26.2.1 specifying those elements of the Works or other conditions that remain to be satisfied by the Terminal Operator.
- 26.2.4 The issuing of a Completion Certificate shall not be withheld or delayed where there are minor items that were not completed and or attended to.
- 26.2.5 TNPA shall issue to the Terminal Operator a Completion Certificate within 5 (five) Business Days after the inspection and completion of the Works, ensuring that all elements and conditions specified are satisfied.
- 26.2.6 If the Terminal Operator has suffered a delay in the execution of its rights or obligations in terms of this Agreement as a result of the TNPA's failure to act in accordance with this clause 26.2 (*Completion of the Works*), such event shall constitute a Relief Event and shall be governed by the provisions of clause 388 (*Consequences of a Relief Event*).

26.3 Archaeological matters

- 26.3.1 All fossils, coins, articles of value or antiquity, structures and other remains or things of geological or archaeological interest or burial sites discovered on the Site ("**Archaeological Articles**") shall (as between the Parties) be the property of TNPA. The Terminal Operator shall take all reasonable precautions to prevent its agents, representatives, employees, or other persons from removing or damaging any such Archaeological Articles. The Terminal Operator shall, immediately upon discovery of such Archaeological Articles, advise TNPA, who shall issue instructions for dealing with it, accordingly.
- 26.3.2 If the Terminal Operator has suffered delay in the execution of its rights or obligations in terms of this Agreement as a result of having followed TNPA's instructions as contemplated in clause 26.3.1 or obtaining the Consents required in respect of such Archaeological Articles and their removal or

preservation, such event shall constitute a Relief Event and shall be dealt with in accordance with clause 38 (*Consequences of a Relief Event*).

26.4 **Utilities and Utility Wayleaves**

26.4.1 TNPA shall provide Utilities between the Port boundary and the Terminal boundary provided that, for the avoidance of doubt, TNPA shall not be liable or responsible for any Utilities at the Terminal, including the removal and disposal of waste.

26.4.2 At the request of any public or private Utility, TNPA may approve the establishment on or over and/or relocation from the Terminal, of Utility wayleaves including, but not limited to, power pylons or lines, water or gas pipes and telecommunication lines or pylons.

26.4.3 If such establishment and/or relocation has delayed the Works or adversely affected the normal course of Operation and Maintenance, such event shall constitute a Relief Event and shall be dealt with in accordance with clause 38 (*Consequences of a Relief Event*).

26.5 **Information Relating to the Works**

26.5.1 The Terminal Operator shall furnish to TNPA, or any of its duly authorised representatives, all such reports and other such information in relation to the Works as TNPA may reasonably request from time to time.

26.5.2 Upon completion of any part of the Works, the Terminal Operator shall supply TNPA with, copies of all "as-built" drawings and such other technical and design information and completion records relating to the finished Works as TNPA may reasonably request.

26.6 **Disruption to Port and Port Users**

The Terminal Operator shall ensure that none of the Works cause any disruption to existing Port Users nor to activities on adjoining land except to the extent that such disruption cannot reasonably be avoided as a result of any Works being carried out. Where disruption cannot reasonably be avoided the Terminal Operator shall ensure that appropriate traffic and other appropriate management measures are implemented to minimise the effect of any such disruption on Port Users.

27. **OPERATION AND MAINTENANCE**

27.1 **Obligation to Operate and Maintain**

During the Operations Period, the Terminal Operator shall be obliged to undertake Operation and Maintenance subject to and in accordance with the terms of this Agreement including the Operating Specifications.

27.2 Standards of Operation and Maintenance

27.2.1 Operation and Maintenance shall be carried out in accordance with the Law and in conformity with the standard of care and workmanship prescribed in the Operating Specification, using equipment and materials which are of suitable quality for the purposes and uses intended and free of defects and deficiencies, and in accordance with the Operating Specifications.

27.2.2 The Terminal Operator shall prepare Operations and Maintenance Manuals based on the Operating Specifications and shall submit them to TNPA for approval. The Operations and Maintenance Manuals shall include:

27.2.2.1 formalised risk management processes in place which demonstrate how hazards are identified and quantified, and how the associated risk is managed;

27.2.2.2 risk assessments for the proposed Operations and the manner in which the Terminal Operator will be structured in order to identify hazard events, assess the probability of occurrence and the determination of potential consequences of the event;

27.2.2.3 the output of the risk assessment shall provide recommendations on prevention, mitigation and recovery; and

27.2.2.4 written, comprehensive marine terminal operating manual specific for the proposed operations at the Terminal which shall comprise *inter alia* loading and discharge procedure, exposure to toxic vapours, Cargo transfer equipment procedures, control and shutdown procedures, fire and emergency procedures, Terminal layout plan, drawings, static electricity precautions and plan of firefighting systems.

27.3 Any changes to the Operations and Maintenance Manuals, after such manuals have been approved by TNPA as contemplated in clause 27.2.2, shall require the prior written notification to TNPA.

27.4 The Terminal Operator shall develop an active and comprehensive safety programme designed to deliver a high level of safety performance to achieve the aims of TNPA's safety policy. The Terminal Operator must submit its health and safety policy document together

with the elements covered in its safety program to TNPA for approval. The safety programme must comprise the following minimum requirements:

- 27.4.1 emergency management;
- 27.4.2 periodic fire and oil spill drills to address all aspects and locations of potential incidents including vessel at berth;
- 27.4.3 hazard identification and risk assessment;
- 27.4.4 permit to work system;
- 27.4.5 incident reporting;
- 27.4.6 site safety inspections;
- 27.4.7 site work practices of work and housekeeping;
- 27.4.8 personal protective equipment;
- 27.4.9 safety management of visitors; and
- 27.4.10 on-site training and management.

27.5 **Management**

- 27.5.1 The Terminal Operator shall ensure that, subject to the other provisions of this Agreement, the Terminal is open to undertake the Operations and that the use of the Terminal and undertaking of the Operations are convenient and safe at all times.
- 27.5.2 The Terminal Operator shall take all reasonable steps in the performance of its obligations hereunder in such a way so as to prevent the occurrence of any Environmental or health and safety hazards.
- 27.5.3 The Terminal Operator shall otherwise manage the Terminal and all vessels using the Terminal in accordance with the Act, the Port Rules, the Operation and Maintenance Manuals and the Operating Specifications.
- 27.5.4 The Terminal Operator shall at all times exercise its concession rights strictly in compliance with the provisions of this Agreement and applicable Law.

27.6 **Volumes and Occupancy**

- 27.6.1 The Terminal Operator shall ensure that the volumes of the Cargo on the Liquid bulk vessels are in accordance with the measures set out in Schedule 12C (*Key Performance Areas*).
- 27.6.2 For the avoidance of doubt, the Terminal Operator Guarantee shall also cover the Terminal Operator's obligations in terms of this clause 27.6 (*Volumes and Occupancy*) and Schedule 12C (*Key Performance Areas*).

27.7 **Performance Measures and Penalties**

- 27.7.1 Without limiting the generality of this clause 27.7.1, but subject to clause 27.7.7, the Terminal Operator shall, from the first anniversary of the Actual Operations Commencement Date, meet the minimum performance standards to be determined by TNPA. TNPA shall notify the Terminal Operator in writing at least 3 (three) months prior to such anniversary.
- 27.7.2 The minimum performance standards determined in terms of clause 27.7.1 shall be reviewed by TNPA on an annual basis in such a manner that the reviews are aligned with TNPA's Financial Year, after consultation with the Terminal Operator. New minimum performance standards shall be determined by TNPA and notified in writing to the Terminal Operator at least 3 (three) months prior to the expiry of TNPA Financial Year in which such review is conducted.
- 27.7.3 The performance of the Terminal Operator will be reviewed Quarterly by TNPA. TNPA will provide the Terminal Operator with a list of all the information which it reasonably requires the Terminal Operator to provide for each Quarter no later than 10 (ten) Business Days before the beginning of that Quarter.
- 27.7.4 In order to conduct the Quarterly review, the Terminal Operator shall provide TNPA, within 10 (ten) Business Days after the end of each Quarter, with all information that TNPA requires to assess the Terminal Operator's performance in that Quarter.
- 27.7.5 TNPA shall communicate its initial comments and any requests for additional information within 10 (ten) Business Days after the information has been supplied by the Terminal Operator in terms of clause 27.7.4, and will take into consideration any response by the Terminal Operator to these initial comments, provided that this response is submitted within 10 (ten) Business Days of the initial comments.

- 27.7.6 Where TNPA makes a negative finding regarding any aspect of the performance of the Terminal Operator, it shall give reasonable notice to that effect to the Terminal Operator and representatives of TNPA and the Terminal Operator shall meet to discuss and develop a performance improvement plan or a performance remediation strategy, in terms of which:
- 27.7.6.1 a plan of action with appropriate timelines shall be implemented by the Terminal Operator without delay; and
 - 27.7.6.2 the results thereof be submitted within the set timelines to TNPA for review and final decision and/or outcome.
- 27.7.7 When, in the opinion of the Terminal Operator, circumstances occur which may impact negatively on the achievement of its performance targets, the Terminal Operator shall notify TNPA in writing within 10 (ten) Business Days of the occurrence and both the Terminal Operator and TNPA shall document the details of the occurrence. Every performance standard shall be relaxed in accordance with such terms as the Parties may agree, should the Terminal Operator be prevented or delayed in performing its obligations by reason of a Relief Event. The performance targets may be reviewed and amended, by agreement between the Parties, in the case of any other event or circumstance demonstrably beyond the control of the Terminal Operator, which had a material negative impact on the achievement of the targets by the Terminal Operator.
- 27.7.8 Subject to the rights of TNPA to terminate this Agreement under clause 41 (*Terminal Operator Default*), if the Terminal Operator fails to achieve the minimum performance standards set out under this clause 27.7 and Schedule 12C (*Key Performance Areas*) at the conclusion of the year under assessment (the "**Assessment Period**"), and such failure is not attributable to any action, inaction or breach by TNPA of its obligations under this Agreement ("**Failure**"), TNPA will notify the Terminal Operator of such Failure and the manner in which the Penalty as shall be determined in accordance with the cascade formula in Schedule 13E (*Penalty and Incentive Cascade Formula*) shall be imposed. For the avoidance of doubt, Schedule 13E (*Penalty and Incentive Cascade Formula*) addresses the Penalty and Incentive scheme as it relates to performance efficiencies under TOPS and excludes any penalty that may be imposed with respect to throughput standards.
- 27.7.9 If the Terminal Operator achieves the minimum performance standards set out under this clause 27.7 and Schedule 12C (*Key Performance Areas*) for the Assessment Period, TNPA will notify the Terminal Operator of their entitlement

to an Incentive applicable to it as shall be determined in accordance with the cascade formula contained in Schedule 13E (*Penalty and Incentive Cascade Formula*).

- 27.7.10 The penalties payable in terms of this clause 27.7 shall be in addition to any other amounts payable in respect of the Assessment Period. TNPA shall not be entitled to seek damages for any failure of the Terminal Operator for which there is a specified penalty under this clause 27.7 or elsewhere in this Agreement. The provisions of this clause 27.7 are, however, without prejudice to TNPA's rights to claim damages for any other breach or default of this Agreement or to exercise any other rights available to it at Law or under this Agreement arising as a result of any failure of the Terminal Operator as referred to in this clause 27.7 or any other cause whatsoever.
- 27.7.11 Any monies due to TNPA or due by TNPA pursuant to the provisions of this clause 27.7 shall be payable within 30 (thirty) Days after certification by TNPA that the Terminal Operator is liable or is entitled (as the case may be) to such payment.
- 27.7.12 TNPA shall be entitled to set off any amounts payable as aforesaid against any monies due or which may become due to the Terminal Operator under this Agreement or against any Performance Guarantee provided that, should the Terminal Operator notify TNPA with appropriate supporting information that the Terminal Operator has not committed the breach complained of and that no such right to set-off or deduct penalties has arisen.
- 27.7.13 In the event that a dispute arises under this clause, either Party shall, at their own cost, approach an "**Independent Expert**" (a person with appropriate expertise in respect to port operations of not less than 10 (ten) years' experience, agreed to between the Parties, and failing agreement nominated (at the request of either Party) by the secretariat of the Ports Regulator of South Africa) to determine whether TNPA shall be entitled to the aforesaid penalties. The Independent Expert shall determine the dispute without delay but within 7 (seven) Days of referral of dispute and their finding shall be final and binding upon the Parties. The payment or set-off of such penalties shall not relieve the Terminal Operator from any liability or any of its obligations under this Agreement.

28. REPORTING REQUIREMENTS

- 28.1 The Terminal Operator shall within 3 (three) months after the end of the Terminal Operator's Financial Year, submit to TNPA a report on its Operations and Maintenance during that

financial year. The format, nature and scope of the reporting required by TNPA shall be provided to the Terminal Operator within a reasonable period of time before that report is required to be submitted by the Terminal Operator, but shall generally include detailed information in respect of the following:

- 28.1.1 the quality and level of service in the financial year under review;
 - 28.1.1.1 its compliance with the terms of this Agreement, the Act and the Regulations;
 - 28.1.1.2 steps taken to eliminate anti-competitive and discriminatory practices; and
 - 28.1.1.3 the quality and level of performance with regard to such environmental criteria and social responsibility requirements as may be set by TNPA or required by other national Legislation.
- 28.1.2 On an annual basis, the Terminal Operator shall submit to TNPA:
 - 28.1.2.1 such statistical information relating to its Operations as may reasonably be required by TNPA, including but not limited to statistics on the number, type and size of vessels serviced at the Terminal;
 - 28.1.2.2 statistics on the number of wagons and trucks handled at the Terminal interface with land transport and Liquid Bulk Cargo dwell time statistics; and
 - 28.1.2.3 its Cargo forecast for the remainder of the Project Term, or such other shorter period as specified, in the form determined by TNPA.
- 28.2 The Terminal Operator shall, if requested by TNPA in writing, submit to TNPA an information summary regarding the information in clauses 28.1 and 28.1.2 (excluding any Confidential Information and or any information not required to be provided by the Terminal Operator) and the Uncommitted Capacity Reports referred to in clause 5.5.4, which summary may be disclosed to members of the public.
- 28.3 Reports in respect of all Cargo exported, landed and shipped must be provided to TNPA by the Terminal Operator on a per vessel basis, 72 (seventy-two) hours subsequent to the vessel having entered the Port.
 - 28.3.1 TNPA may require the Terminal Operator, at the Terminal Operator's cost, to submit such additional information as may be reasonably necessary to explain

or amplify any report or information submitted by the Terminal Operator in terms of clauses 28.1 and 28.1.2 above.

- 28.3.2 The Terminal Operator must, within 24 (twenty-four) hours of its occurrence or discovery inform TNPA of:
- 28.3.2.1 any industrial dispute between the Terminal Operator and its employees;
 - 28.3.2.2 any industrial accident or disaster involving any employee or agent of the Terminal Operator or any injury on duty or fatality;
 - 28.3.2.3 any occurrence of fire within the Terminal;
 - 28.3.2.4 any theft or pilferage within the Terminal or any theft or pilferage involving any Cargo in the Terminal Operator's possession or control;
 - 28.3.2.5 any proceedings or claim instituted or made against the Terminal Operator which could materially affect its ability to perform any obligation or to comply with any term or condition of this Agreement; and
 - 28.3.2.6 any spillage or pollution that may have an impact on the Environment.

29. FINANCIAL ACCOUNTS, REPORTS, INSPECTION AND REPORTING OF CHANGES

29.1 Financial Accounts and Auditors

- 29.1.1 The Terminal Operator shall arrange at its own expense and cost for an accounting and cost control system consistent with the International Financial Reporting Standards (IFRS), and the appointment as auditors of a firm of independent accountants.
- 29.1.2 The Terminal Operator shall keep any of its income statements and asset register in relation to the Project at all times within South Africa. The accounts of the Terminal Operator will be kept in Rand. Such income statement and asset register shall be provided to TNPA.
- 29.1.3 TNPA may meet with the Terminal Operator's auditors regarding the Terminal Operator's accounts and operations twice in a Contract Year. TNPA may also, at its own cost, require that officers of TNPA or a firm of independent

accountants conduct additional audits of the Terminal Operator after 10 (ten) Days prior notice to the Terminal Operator.

29.2 **Right of Inspection**

The Terminal Operator shall furnish to TNPA any information that TNPA may reasonably request and shall permit representatives of TNPA to visit the Terminal or any of the other offices where the business of the Terminal Operator is conducted. In addition, the Terminal Operator shall provide TNPA with access to the Terminal Operator's books of accounts, records, designs, drawings and generally all information to determine whether license conditions are complied with. The Terminal Operator shall provide TNPA with full read-only access to the Operator's computer for the review and monitoring of revenue collection at the Terminal, provided that the Terminal Operator shall be entitled to redact information which does not relate to the Operation of the Terminal and which may be commercially sensitive.

29.3 **Periodic Reports**

29.3.1 The Terminal Operator shall furnish TNPA as soon as practicable but in any event not later than 6 (six) calendar months after the end of each Contract Year, with:

29.3.1.1 A copy of the Terminal Operator's complete financial statements for such financial year in relation to the Project (which are consistent with the books of accounts and prepared in accordance with IFRS, together with an audit report thereon, all in accordance with the requirements of the Laws and regulations pertaining to accounting;

29.3.1.2 a copy of any management letter or other communication sent by the auditors to the Terminal Operator or its management in relation to the Terminal Operator's financial, accounting and other systems, management and accounts;

29.3.2 The Terminal Operator shall furnish TNPA, as soon as practicable but in any event no later than 45 (forty-five) Days after the end of each Quarterly period of each Contract Year (except for the last Quarterly period of each financial year), with:

29.3.2.1 Management Accounts for such Quarterly period (which are consistent with its books of account and prepared in accordance with IFRS);

29.3.2.2 a report on any factors materially and adversely affecting or which might materially and adversely affect the Terminal Operator's business and operation or its financial condition;

- 29.3.3 upon TNPA's written request, the Terminal Operator shall provide a list of its Lenders, creditors and debtors, which may impact the Terminal Operator's business materially and adversely, and to which the Terminal Operator owes or is owed a sum in excess of R50,000,000.00 (fifty million Rand) in relation to each Lender, creditor or debtor;
- 29.3.4 The Terminal Operator shall furnish to TNPA, upon written request, as soon as practicable, the projected profit and loss account and the budget for the following Contract Year, together with an analysis thereof.
- 29.3.5 The Terminal Operator shall immediately report to TNPA details of the following events:
- 29.3.5.1 any charge, lien or attachment imposed on any of the Terminal Operator's property and any seizure thereof which charge, lien, attachment or seizure will have a material adverse effect on the ability of the Terminal Operator to perform its obligations under this Agreement;
- 29.3.5.2 any default under any Finance Agreement, the circumstances thereof and possible results as viewed by the Terminal Operator; and
- 29.3.5.3 any matter the Terminal Operator is aware of, which might influence the validity of this Agreement or any matter that constitutes a material breach, including without limitation, any possible termination event, the circumstances thereof, and possible results as viewed by the Terminal Operator.
- 29.3.6 The Terminal Operator shall, upon TNPA's written request, provide a written report to TNPA with respect to the matters specified in the Operating Specifications to be reported relating to the provision of the Operations and Maintenance and or the Operations.

29.4 **Delivery of Records**

For a period of not more than 4 (four) months following the termination of this Agreement for whatever reason, the Terminal Operator shall retain in safe custody and storage all such records as are referred to in clause 29.3 (*Periodic Reports*) which were in existence at the date of termination. Upon expiry of such period or such earlier date as may be agreed by TNPA and the Terminal Operator, the Terminal Operator shall deliver all such records (or copies thereof where such records are required by Legislation to remain with the Terminal Operator or the Terminal Operator's shareholders) to TNPA or to its duly authorised

representative, in such manner and at such location as TNPA shall determine. TNPA shall make such records available for inspection by the Terminal Operator at any reasonable time. All costs of retaining such records in safe storage and delivering the same shall be borne by the Terminal Operator.

29.5 Reporting of Changes

29.5.1 The Terminal Operator shall not, without written notice to TNPA:

29.5.1.1 make or allow any change in or to its shareholding structure, the Terminal Operator Constitutional Documents or its financial year end;

29.5.1.2 enter into any agreement or incur any liability which is not in the ordinary course of business of the Terminal Operator as it relates to the operation of the Terminal; or

29.5.1.3 make any change in the insurance policies contemplated in clause 15 (*Project Insurance*), to the extent that the change negatively impacts the operation of the Terminal.

29.5.2 The Terminal Operator shall notify TNPA of any claim brought or threatened which is reasonably likely to have a significant and material effect on the Terminal Operator or on its ability to perform its obligations under this Agreement.

30. RIGHTS OF ACCESS

30.1 Subject to the reasonable safety requirements of the Terminal Operator, TNPA and/or its representatives may, at its own risk, enter upon the Terminal (or any other area used by the Terminal Operator) to inspect the Terminal and Operation and Maintenance and to monitor compliance by the Terminal Operator with its obligations under this Agreement.

30.2 The Terminal Operator shall procure that adequate facilities are made available to TNPA and or their representatives and that reasonable assistance is given for the purposes of clause 30.1, subject to the Terminal Operator's operational requirements not being adversely affected and to reimbursement of any reasonable costs or expenses incurred by the Terminal Operator.

31. AUTHORITY CHANGES

31.1 TNPA shall have the right to require changes to be made to the Operating Specifications in accordance with this clause ("**Authority Change**"), in which event TNPA shall serve notice thereof ("**Authority Notice of Change**") on the Terminal Operator. Such Authority Changes

shall always provide for any variation of the Terminal Operator's obligations under this Agreement and the Associated Agreements and be technically feasible.

- 31.2 The Authority Notice of Change shall:
- 31.2.1 set out the Authority Change required in sufficient detail to enable the Terminal Operator to calculate and provide the estimated revised costs of the Project in accordance with clause 31.3 ("**Estimate**"); and
 - 31.2.2 require the Terminal Operator to provide TNPA with the Estimate within such period as determined by TNPA (which period shall not be less than 28 (twenty-eight) Days after receipt by the Terminal Operator of the Authority Notice of Change).
- 31.3 As soon as practicable and in any event within the period specified in the Authority Notice of Change, the Terminal Operator shall deliver the Estimate to TNPA. The Estimate shall include the opinion of the Terminal Operator on:
- 31.3.1 any impact on the performance of the Terminal Operator's rights or obligations under this Agreement and any impact on the Terminal Operator's obligations to the Lenders;
 - 31.3.2 any amendment required to this Agreement and or any Associated Agreement as a result of the Authority Change;
 - 31.3.3 any capital expenditure that is required or no longer required as a result of the Authority Change; and
 - 31.3.4 the proposed method of certification of any operational aspects of the Terminal Operator's obligations under this Agreement required by the Authority Change if not covered by the procedures set forth in the Operation and Maintenance.
- 31.4 As soon as practicable after TNPA receives the Estimate, the Parties shall discuss and agree on the issues set out in the Estimate. In such discussions, TNPA may modify the Authority Notice of Change, in which case the Terminal Operator shall as soon as practicable and in any event within such period as determined by the TNPA (which period shall not be less than 28 (twenty-eight) Days after receipt by the Terminal Operator of such modification), notify TNPA of any consequential changes to the Estimate.
- 31.5 As soon as practicable after the contents of the Estimate have been agreed, TNPA shall:
- 31.5.1 confirm the Estimate (as modified); or
 - 31.5.2 withdraw the Authority Notice of Change.

- 31.6 If TNPA does not confirm the Estimate (as modified) within 30 (thirty) Days after the contents of the Estimate have been notified to it in accordance with clause 31.3 or determined pursuant to clause 31.5, then the Authority Notice of Change shall be deemed to have been withdrawn.
- 31.7 If the Estimate (as modified) involves estimated capital expenditure, then the Terminal Operator shall use its reasonable endeavours to obtain funding for the whole of the estimated capital expenditure, on terms satisfactory to the Terminal Operator and the Lenders.
- 31.8 If the Terminal Operator has used its reasonable endeavours to obtain funding for the whole of the estimated capital expenditure but has been unable to do so within 60 (sixty) Days after the date that TNPA confirmed the Estimate, then the Terminal Operator shall have no obligation to carry out the Authority Change, unless TNPA agrees to pay the cost involved.
- 31.9 TNPA may at any time following the date on which the Estimate is confirmed agree to meet all or to the extent the Terminal Operator has obtained funding for part of the capital expenditure and the remaining part of the estimated capital expenditure.
- 31.10 If the Estimate has been confirmed by TNPA and TNPA has agreed to meet all or part of the capital expenditure pursuant to clause 31.9, then the Terminal Operator shall be entitled to compensation as set forth in clause 38 (*Consequences of a Relief Event*).
- 31.11 If the Authority Notice of Change is deemed to be withdrawn in terms of clause 31.6 or if TNPA has confirmed the Estimate and has agreed to meet all or part of the capital expenditure as envisaged in clause 31.9, but TNPA thereafter withdraws the Authority Notice of Change, TNPA shall pay to the Terminal Operator the reasonable costs of providing the Estimate.

PART IV – FINANCIAL PROVISIONS

32. FEES WITH RESPECT TO OPERATIONS

- 32.1 With effect from the Actual Operations Commencement Date, the Terminal Operator shall have the exclusive right and obligation for its benefit and risk to levy and collect charges in respect of the Operations.
- 32.2 None of TNPA or any other Relevant Authority shall incur or assume any liability for or in connection with the charges levied in respect of the Operations, any system used in respect of such charges or any defect or deficiency therein.
- 32.3 All costs and expenses related to and arising from the charging and collection of charges shall be borne by the Terminal Operator.

33. REFINANCING

33.1 If the Terminal Operator deems it necessary at any time after the Actual Operations Commencement Date, the Terminal Operator shall promptly notify TNPA in writing prior to taking any steps to implement any proposed Refinancing of the Project of more than 50% of the insured value of the Terminal. Such notice shall include:

33.1.1 the terms and conditions for such Refinancing in the FDA; and

33.1.2 any other information that may be reasonably necessary to enable TNPA to assess such Refinancing having regard to the provisions of this clause 33 (*Refinancing*).

33.2 For the avoidance of any doubt, the notification requirements set forth in this clause 33 (*Refinancing*) do not apply to any Permitted Borrowing.

34. FOREIGN EXCHANGE RISK

To the extent that the Terminal Operator at any time enters into any agreement in any currency whereby the risk of currency fluctuations is hedged, TNPA shall not in any circumstances be liable for such hedging arrangements and the Terminal Operator shall not enter into in any such arrangements whereby TNPA is or may become so liable. The costs and Losses arising out of such hedging arrangements shall not be included in or form part of the Termination Amount.

35. DEFAULT INTEREST

Interests shall accrue on all overdue amounts payable in terms of this Agreement at the prime overdraft interest rate charged by First National Bank, a division of First Rand Bank Limited (or should First National Bank or First Rand Bank Limited cease to exist, any other major commercial bank in South Africa) plus 2% (two per cent).

36. Marine Services

36.1 Marine services shall be provided by the TNPA in accordance with the agreed service between the vessel agent and the harbour master at the Port, and marine services charges will be payable by the vessel owners to the vessel agent to cover for pilotage, tugs or craft assistance, berthing services running of ships lines and vessel tracking systems. The details of the marine services tariffs as at the Signature Date are stipulated in the TNPA Tariff Book.

- 36.2 The TNPA shall provide port and marine services to the Terminal Operator in accordance with this Agreement, the Act, Berthing Guidelines and operating arrangements for booking and allocation of berths.

37. Port Dues

- 37.1 Port dues shall be levied by the TNPA for its costs in providing Port protective works and dredging. The port dues will be payable by the vessel owner based on each vessel's technical characteristics. The port dues as of the Signature Date shall be levied in accordance with the TNPA Tariff Book.

PART V – RELIEF, AND FORCE MAJEURE EVENTS, CHANGE OF LAW

38. CONSEQUENCES OF A RELIEF EVENT

- 38.1 If and to the extent that a Relief Event:
- 38.1.1 directly causes a delay in the Actual Operations Commencement Date; and/or
 - 38.1.2 materially adversely affects the ability of the Terminal Operator to perform any of its obligations under this Agreement,
- then the Terminal Operator shall be entitled to apply for relief from any rights of TNPA arising under clause 41 (*Terminal Operator Default*) and from its obligations under this Agreement.
- 38.2 To obtain relief, the Terminal Operator must:
- 38.2.1 as soon as practicable, and in any event within 14 (fourteen) days after it became aware that the Relief Event has caused or is likely to cause delay and/or materially adversely affect the ability of the Terminal Operator to perform its other obligations, give to TNPA a notice of its claim for relief from its obligations under the Agreement, including full details of the nature of the Relief Event, the date of occurrence and its likely duration;
 - 38.2.2 within 10 (ten) days of receipt by TNPA of the notice referred to in clause 38.2.1 above, give full details of the relief claimed; and
 - 38.2.3 demonstrate to the reasonable satisfaction of TNPA that:

- 38.2.3.1 the Terminal Operator and its Subcontractors could not have avoided such occurrence or consequences by steps which they might reasonably be expected to have taken, without incurring material expenditure;
 - 38.2.3.2 the Relief Event directly caused the delay to Actual Operations Commencement Date or the need for relief from other obligations under the Agreement;
 - 38.2.3.3 the time lost and/or relief from the obligations under the Agreement claimed could not reasonably be expected to be mitigated or recovered by the Terminal Operator acting in accordance with International Best Practice, without incurring material expenditure; and
 - 38.2.3.4 the Terminal Operator is using reasonable endeavours to perform its obligations under the Agreement.
- 38.3 If the Terminal Operator has complied with its obligations under clause 38.2.3 above, then:
- 38.3.1 the Actual Operations Commencement Date shall be postponed by such time as shall be reasonable for such a Relief Event, taking into account the likely effect of delay; and/or
 - 38.3.2 TNPA shall not be entitled to exercise its rights to terminate this Agreement under clause 41 (*Terminal Operator Default*) and, subject to clause 38.4 below, shall give such other relief as has been requested by the Terminal Operator.
- 38.4 If the information required by clause 38.2 above is provided after the dates referred to in that clause, then the Terminal Operator shall not be entitled to any relief during the period for which the information is delayed.
- 38.5 The Terminal Operator shall notify TNPA if at any time it receives or becomes aware of any further information relating to the Relief Event, giving details of that information to the extent that such information is new or renders information previously submitted materially inaccurate or misleading.
- 38.6 If a Relief Event continues for a period in excess of 180 (one hundred and eighty) days, the Parties shall meet in order to find a mutually satisfactory solution for dealing with such a prolonged Relief Event.
- 38.7 The Parties shall resolve the matter in accordance with clause 55.7 (*fast-track dispute resolution*) if:

- 38.7.1 the Parties cannot agree on the extent of the relief required; or
- 38.7.2 TNPA disagrees that a Relief Event has occurred; or
- 38.7.3 the Terminal Operator is entitled to an extension of the relief from other obligations under this Agreement.

39. FORCE MAJEURE

39.1 For the purposes of this Agreement, Force Majeure means any of the following acts, events or circumstances, or circumstance or a combination of acts, events or circumstances, which:

- 39.1.1 is beyond the reasonable control of the affected Party;
- 39.1.2 is without fault or negligence on the part of the affected Party and is not the direct or indirect result of a breach by the affected Party of any of its obligations under this Agreement;
- 39.1.3 could not have been (including by reasonable anticipation) avoided or overcome by the affected Party, acting in accordance with the standards of a reasonable and prudent operator / landlord (where the affected Party is TNPA); and
- 39.1.4 prevents, hinders or delays the affected Party in its performance of all (or part) of its obligations under this Agreement.

39.2 Without limiting the generality of the foregoing, a Force Majeure Event may include any of the following acts, events or circumstances, but only to the extent that it satisfies the requirements set out in clause 39.1.1 to 39.1.4 above:

- 39.2.1 any action or failure to act by a Responsible Authority, including without limitation, any Consent or Supplier Consent (a) ceasing to remain in full force and effect other than in accordance with the terms and conditions upon which it was issued or by reason of the failure of the holder thereof to comply with any of its terms or conditions or (b) not being issued or renewed upon application having been properly made;
- 39.2.2 any natural event, disaster or act of God, (which includes but is not limited to cyclone, drought, fire, lightning, earthquake, explosion, tsunami, tempest, unusual flood, violent storm, typhoon, tornado, ionising radiation, epidemic or plague);

- 39.2.3 strikes, lockouts and other industrial action other than by employees of the affected Party or any Affiliate or any contractor of the affected Party or any of its Affiliates;
- 39.2.4 accidents or explosions;
- 39.2.5 acts of war whether declared or not, invasion, armed conflict, act of foreign enemy or blockade in each case occurring within or involving the Republic of South Africa;
- 39.2.6 acts of rebellion, riot, civil commotion, act or campaign of terrorism, or sabotage of a political nature, in each case occurring within the Republic of South Africa;
- 39.2.7 boycott, sanction or embargo;
- 39.2.8 nuclear contamination unless the Terminal Operator and/or its Subcontractor is the source or cause of the contamination;
- 39.2.9 threats of violence or interruptions arising in connection with the acts of business forums, the 'construction mafia' or any like organisation or groups (other than by employees or contractors of the affected Party or any Affiliate of it);
- 39.2.10 electricity grid collapse
- 39.2.11 chemical or biological contamination of the Terminal from any of the events referred to in clause 39.2.5 and 39.2.6 above,

which directly causes either Party to be unable to comply with all or a material part of its obligations under this Agreement.

39.3 The Affected Party shall, as soon as reasonably practicable, notify the other Party in writing (such notice being a "**Force Majeure Notice**") setting out:

- 39.3.1 full particulars of the Force Majeure Event;
- 39.3.2 the impact of the Force Majeure Event on the Affected Party's obligations under this Agreement;
- 39.3.3 the Affected Party's reasonable estimate of the length of time by which its performance has been and will be affected by such Force Majeure Event; and
- 39.3.4 the steps which it is taking or intends to take or will take to remove and mitigate the adverse consequences of the Force Majeure Event on its performance hereunder.

- 39.4 A Party claiming Force Majeure shall:
- 39.4.1 take all reasonable steps to mitigate the consequences of such an event upon the performance of its obligations under this Agreement, resume performance of its obligations affected by the Force Majeure Event as soon as practicable and use all reasonable endeavours to remedy its failure to perform; and
 - 39.4.2 not be relieved from liability under this Agreement to the extent that it is not able to perform, or has not in fact performed, its obligations under this Agreement due to its failure to comply with its obligations under clause 39.4.1.
- 39.5 Subject to clause 39.4, the Party claiming relief shall be relieved from liability under this Agreement to the extent that, by reason of the Force Majeure Event, it is not able to perform all or a material part of its obligations under this Agreement.
- 39.6 The Affected Party shall have the burden of proving both the existence of any Force Majeure Event and the effect (both as to nature and extent) which any such Force Majeure Event has on its performance.
- 39.7 A subsequent written notice shall be served by the Affected Party on the other Party within a further 10 (ten) Business Days, which notice shall contain such relevant information relating to the failure to perform (or delay in performing) as is available, including (without limitation) the effect of the Force Majeure Event on the ability of the Affected Party to perform, the action being taken in accordance with clause 39.4.1 since the date of the occurrence of the Force Majeure Event and an estimate of the period of time required to overcome it and or its effects.
- 39.8 The Affected Party shall notify the other as soon as the consequences of the Force Majeure Event have ceased and when the performance of its affected obligations can be resumed.
- 39.9 If following the issue of any notice referred to in clause 39.7, the Affected Party receives or becomes aware of any further information relating to the Force Majeure Event and/or any failure to perform, it shall submit such further information to the other Party as soon as reasonably possible.
- 39.10 If the Parties are, on the basis of the Force Majeure Notice and any supporting documentation, unable to agree as to the existence or as to the effect of a Force Majeure Event by the date falling sixty (60) Days after the receipt by the non-Affected Party of the Force Majeure Notice, either Party shall be entitled to refer the matter to dispute resolution in accordance with clause 55.7 (*fast-track dispute resolution*).
- 39.11 If it is agreed or determined that a Force Majeure event has occurred, the Terminal Operator, being the Affected Party, provided that it has complied with the requirements of this clause

39, shall not be liable for any failure to perform an obligation under this Agreement as a consequence of such Force Majeure Event, provided to the extent only that:

39.11.1 such performance is prevented, hindered or delayed by Force Majeure; and

39.11.2 such failure could not have been mitigated by the Affected Party (acting as a reasonable and prudent operator).

39.12 In such instance, if the Terminal Operator's performance of all (or part) of its obligations under this Agreement is prevented, hindered or delayed by a Force Majeure event:

39.12.1 occurring prior to the Actual Operations Commencement Date, then the Actual Operations Commencement Date shall be extended by a period equal to the period by which its performance is prevented, hindered or delayed by the Force Majeure Event;

39.12.2 occurring during the Transition Period, then the Transition Period shall be extended by a period equal to the period by which the Transition is prevented, hindered or delayed by the Force Majeure event; and

39.12.3 with effect from the Actual Operations Commencement Date, where the period by which the Terminal Operator's performance of all (or part) of its obligations under this Agreement has been prevented, hindered or delayed by one or more Force Majeure events (each of which events lasts twenty four (24) hours or longer), the Project Term shall be extended by a period equal to the period by which the Terminal Operator's performance is prevented, hindered or delayed by the Force Majeure event, taking into account any reimbursement that the Terminal Operator has received under any insurance policy),, provided further that the aggregate extensions to the Project Term under this clause 39.12.3 shall not result in the Expiry Date falling more than fifty (50) years after the Actual Operations Commencement Date (taking into account any extensions of the Project Term granted in accordance with the provisions of this Agreement).

39.13 The Affected Party shall use all reasonable efforts to mitigate, rectify and overcome the effects of such Force Majeure Event and to minimise the effect on the Project and shall give the other Party:

39.13.1 regular reports on the progress of the mitigation measures; and

39.13.2 notice promptly on the cessation of the Force Majeure Event.

39.14 Subject to clause 43 (*Termination for Force Majeure*), the Terminal Operator's sole right to payment or otherwise in relation to the occurrence of a Force Majeure Event shall be as provided in this clause 37 (*Force Majeure*).

39.15 The Parties shall endeavour to agree to any modifications to this Agreement which may be equitable having regard to the nature of an event or events of Force Majeure. Clause 55 (*Dispute Resolution*) shall not apply to a failure of TNPA and the Terminal Operator to reach an agreement pursuant to this clause 39.15, and this Agreement shall terminate in terms of clause 41 (*Termination for Force Majeure*) if no such agreement is reached.

40. UNFORESEEABLE CONDUCT

40.1 Should any Unforeseeable Conduct occur which materially and adversely affects the general economic position of the Terminal Operator, the Terminal Operator shall be entitled to such compensation and/or relief from TNPA as shall place the Terminal Operator in the same overall economic position, as measured against the Base Case Financial Model, as the Terminal Operator would have been but for such Unforeseeable Conduct.

40.2 Should any Unforeseeable Conduct occur which materially beneficially affects the general economic position of the Terminal Operator, the Terminal Operator shall pay the value of such benefit to TNPA so that the Terminal Operator remains in the same overall economic position it would have been had the materially beneficial Unforeseeable Conduct not occurred.

40.3 The Party claiming the occurrence of the Unforeseeable Conduct ("**Claiming Party**") shall give written notice to the other Party ("**Receiving Party**") containing reasonable particulars of such conduct and its likely economic consequences to the Terminal Operator.

40.4 The Receiving Party shall have 60 (sixty) days from the date of receipt of such notice to effect a change for the Unforeseeable Conduct which restores the general economic position of the Terminal Operator to that which it would have been if such Unforeseeable Conduct had not occurred. If the Receiving Party does not effect such a change within such period, the Parties shall consult within 10 (ten) Business Days after the expiration of such period with a view to reaching a mutually satisfactory resolution of the situation. In the event that a mutually satisfactory resolution has not been reached within such 10 (ten) Business Day consultation period, the matter shall be dealt with in accordance with clause 53 (*Dispute Resolution*).

40.5 In so far as the Terminal Operator is the Claiming Party, it shall use all reasonable endeavours to minimise and mitigate the effects of any Unforeseeable Conduct.

PART VI – TERMINATION

41. TERMINAL OPERATOR DEFAULT

41.1 Definition

41.1.1 **"Terminal Operator Default"** means any of the following events or circumstances (other than where in connection with a Relief Event):

- 41.1.1.1 any arrangement, composition or compromise with or for the benefit of creditors (including any voluntary arrangement as defined in the Insolvency Act, 1936 or the Companies Act) being entered into by or in relation to the Terminal Operator;
- 41.1.1.2 a Liquidator, business rescue practitioner or the like taking possession of or being appointed, or any business rescue, winding-up, execution or other process being levied or enforced (and not being discharged within 20 (twenty) Business Days) upon the whole or any material part of the assets of the Terminal Operator (in any of these cases, where applicable, whether provisional or final and whether voluntary or compulsory);
- 41.1.1.3 a resolution being passed or an order of court being made for the administration or the commencement of business rescue proceedings, winding-up, Liquidation or dissolution of the Terminal Operator (in any of these cases, where applicable, whether provisional or final and whether voluntary or compulsory);
- 41.1.1.4 the Terminal Operator abandons the Terminal;
- 41.1.1.5 the Terminal Operator informs TNPA that it intends to cease operations, with no intention to resume;
- 41.1.1.6 the Terminal Operator fails to commence with the Operations within a period of 365 (three hundred and sixty-five) consecutive days from the Actual Operations Commencement Date;
- 41.1.1.7 the Terminal Operator commits a breach of any of its material obligations under this Agreement (other than as a consequence of a breach by the TNPA of its obligations under this Agreement);
- 41.1.1.8 the Terminal Operator ceases to undertake all or a substantial part of the Operations in accordance with this Agreement (other than

as a consequence of a breach by TNPA of its obligations under this Agreement or the occurrence of a Force Majeure Event);

- 41.1.1.9 the Terminal Operator failing to achieve the specific and quantifiable targets detailed in Schedule 8B (B-BBEE Commitment Plan) for 3 (three) consecutive years without providing TNPA with a recovery plan;
- 41.1.1.10 the Terminal Operator failing to comply with any provision of clause 17 (Shareholding in the Terminal Operator);
- 41.1.1.11 the Terminal Operator failing to pay any sum or sums due to TNPA under this Agreement (which sums are not bona fide in dispute) which is the equivalent of 12 (twelve) months Concession Fees and such failure continues for 20 (twenty) Business Days following receipt by the Terminal Operator of a notice of non-payment from TNPA;
- 41.1.1.12 the Terminal Operator failing to maintain any required insurance in terms of clause 15 (Project Insurance);
- 41.1.1.13 any breach of any provision of this Agreement has occurred more than once and:
 - 41.1.1.13.1 TNPA has given an initial warning notice to the Terminal Operator describing that breach in reasonable detail and stating that if that breach persists or recurs then TNPA may take further steps to terminate the Agreement; and/or
 - 41.1.1.13.2 TNPA has issued a second and final warning notice following the persistence or recurrence of that breach for a period of 90 (ninety) Days after the initial warning notice, stating that if that breach persists or recurs within the period of 90 (ninety) Days after the final warning notice then TNPA may terminate the Agreement on 30 (thirty) Days' notice to the Terminal Operator
- 41.1.1.14 the Terminal Operator fails to maintain the Terminal Operator Guarantee after TNPA providing the Terminal Operator with 90 (ninety) Days' notice to that effect;

41.1.1.15 the Terminal Operator pledging or ceding the Terminal and/or the Terminal Infrastructure as security without TNPA's written approval;

41.1.1.16 the employees or authorised representatives engaging in any activity prohibited under this Agreement and/or by Law or which constitutes a breach of this Agreement or breach of or an offence under any law, in the course of any activity undertaken pursuant to this Agreement;

41.2 Notification

The Terminal Operator shall notify and provide details to TNPA of the occurrence of any Terminal Operator Default and of any event or circumstance which is likely, with the passage of time or otherwise, to constitute or give rise to a Terminal Operator Default. The Terminal Operator shall notify TNPA promptly upon the Terminal Operator becoming aware of occurrence of any of the above.

41.3 TNPA's Options

41.3.1 On the occurrence of a Terminal Operator Default, or within a reasonable time after TNPA becomes aware of same, and subject to clause 41.6, (*Lender's Step In Rights*) and clause 44 (*Effects of Termination*) TNPA may:

41.3.1.1 in the case of the Terminal Operator Default referred to in clauses 41.1.1.1 to, terminate this Agreement in its entirety by notice in writing having immediate effect, and in any event subject to clause 46.1; and

41.3.1.2 while the same is subsisting in the case of any other Terminal Operator Default referred to in clause 41.1, serve notice of default on the Terminal Operator requiring the Terminal Operator at the Terminal Operator's option either:

41.3.1.2.1 to remedy the Terminal Operator Default referred to in such notice of default (if the same is continuing) within 30 (thirty) Business Days of such notice of default; or

41.3.1.2.2 to put forward within 20 (twenty) Business Days of such notice of default a reasonable programme for remedying the Terminal Operator Default. The programme shall specify in reasonable detail the manner in, and the latest date by which such Terminal

Operator Default is proposed to be remedied. The Terminal Operator shall only have the option of putting forward a programme in accordance with this clause if it first notifies TNPA within 15 (fifteen) Business Days of such notice of default that it proposes to do so.

41.4 Remedy Provisions

41.4.1 Where the Terminal Operator puts forward a programme in accordance with clause 41.3.1.2.2, TNPA shall have 15 (fifteen) Business Days from receipt of the same within which to notify the Terminal Operator that it does not accept the programme, failing which TNPA shall be deemed to have accepted the programme. TNPA shall act reasonably in rejecting the programme.

41.4.2 Where TNPA notifies the Terminal Operator that it does not accept the programme, the Parties shall endeavour within the following 10 (ten) Business Days to agree to any necessary amendments to the programme being put forward. In the absence of agreement within 10 (ten) Business Days, the question of whether the programme (as the same may have been amended by agreement) will remedy the Terminal Operator Default in a reasonable manner and within a reasonable time period (and, if not, what would be a reasonable programme) may be referred by either Party for resolution in accordance with clause 55.7 (*fast-track dispute resolution*).

41.4.3 If:

41.4.3.1 the Terminal Operator Default notified in a notice of default is not remedied before the expiry of the period referred to in the notice; or

41.4.3.2 where the Terminal Operator puts forward a programme which has been accepted by TNPA or has been determined to be reasonable and the Terminal Operator fails to achieve any element of the programme or to complete the programme by the specified end date for the programme (as the case may be); or

41.4.3.3 any programme put forward by the Terminal Operator is rejected by TNPA as not being reasonable and the dispute resolution procedure does not find against that rejection,

TNPA may, subject to clauses 41.6 (*Lenders' Step-in*) and 46.1, terminate this Agreement in its entirety. TNPA shall do so by written notice to the Terminal

Operator with immediate effect, provided that if the Terminal Operator's execution of the programme is adversely affected by the occurrence of a Relief Event, TNPA's right in this regard is subject to the Terminal Operator complying with the mitigation and other requirements in this Agreement concerning the Relief Events, and the time for execution of the programme or any relevant element of it shall be deemed to be extended by a period equal to the delay caused by the Relief Event which is agreed by the Parties in writing or determined in accordance with clause 55.7 (*fast-track dispute resolution*).

41.5 **TNPA's Costs**

41.5.1 The Terminal Operator shall reimburse TNPA with all costs incurred by TNPA in exercising any of its rights in terms of this clause 39 (*Terminal Operator Default*) (including, without limitation, any relevant increased administrative expenses).

41.5.2 TNPA shall not exercise, or purport to exercise, any right to terminate this Agreement except as expressly set out in this Agreement. The rights of TNPA (to terminate or otherwise) under this clause are in addition (and without prejudice) to any other right which TNPA may have in Law to claim the amount of loss or damages suffered by TNPA on account of the acts or omissions of the Terminal Operator (or to take any action other than termination of this Agreement).

41.6 **Lenders' Step-In Rights**

Upon the occurrence of a Terminal Operator Default, as defined in clause 41 (*Terminal Operator Default*) and for so long as such Terminal Operator Default persists the Lenders, if applicable, shall be entitled to exercise their rights to step-in under the Finance Direct Agreement.

42. **TNPA DEFAULT**

42.1 **Definition**

42.1.1 "**TNPA Default**" means any one of the following events:

42.1.1.1 an expropriation or requisition of a material part of the Terminal and/or shares of the Terminal Operator by TNPA or other Relevant Authority or a material part of the Terminal being removed from the possession of the Terminal Operator by TNPA or other Relevant Authority other than in terms of this Agreement;

- 42.1.1.2 a breach by TNPA of its obligations under this Agreement which substantially frustrates or renders it impossible for the Terminal Operator to perform its obligations under this Agreement for a continuous period of 180 (one hundred and eighty) Days.

42.2 Termination for TNPA Default

- 42.2.1 On the occurrence of a TNPA Default, or within 90 (ninety) Days after the Terminal Operator becomes aware of same, the Terminal Operator may serve notice on TNPA of the occurrence (and specifying details) of such TNPA Default. If the relevant matter or circumstance has not been remedied or rectified within 30 (thirty) Business Days of such notice, the Terminal Operator may serve a further notice on TNPA terminating this Agreement with immediate effect, in any event subject to clause 46.1.
- 42.2.2 The Terminal Operator shall not exercise or purport to exercise any rights to terminate this Agreement (or accept any repudiation of this Agreement) except as expressly provided for herein.

43. TERMINATION FOR FORCE MAJEURE

If, in the circumstances referred to in clause 37 (*Force Majeure*), the Parties have failed to reach agreement on any modification to this Agreement pursuant to that clause within 180 (one hundred and eighty) Days of the date on which the affected Party serves notice on the other Party in accordance with clause 37 (*Force Majeure*), either Party may, subject to clause 46.1, at any time afterwards terminate this Agreement by written notice to the other Party having immediate effect. This right is subject always to the effects of the relevant events of Force Majeure continuing to prevent either Party from performing any material obligation under this Agreement.

44. INVALIDATION IN TERMS OF SECTION 67 OF THE ACT

If it is necessary to change the use of the Terminal to improve the safety, security, efficiency and effectiveness of the operations of the Port in accordance with section 67(1) of the Act and the new use is incompatible with this Agreement, TNPA may issue a directive, subject to the provisions of section 67(2)(b) of the Act. Such directive shall stipulate that this Terminal Operator Agreement is cancelled from the date stipulated therein and payment shall be due in terms of clause 49 (*Termination Amount for Invalidation in terms of Section 67 of the Act*).

45. CHANGE IN LAW

- 45.1 If any Change in Law occurs after the Signature Date, which requires the Terminal Operator to incur any additional expenditure (including, but not limited to, capital and/or operating expenditure) in connection with the Project, then the Terminal Operator shall be entitled to

an extension of the Project Term as shall place the Terminal Operator in the same overall economic position as it would have been in but for such Change in Law, provided that the total extension of the Term shall not exceed ten (10) years (plus any extensions of the Project Term granted in accordance with the provisions of this Agreement), and the Terminal Operator shall be entitled to relief from such other obligations to the extent that it is unable to perform or fulfil such obligations as a result of the Change in Law.

- 45.2 The provisions of this clause 43 shall not apply in respect of any Change in Law which:
- 45.2.1 was foreseen or could reasonably have been foreseen by the Terminal Operator on or before the Signature Date as being reasonably likely to occur and to impact the Project; or
 - 45.2.2 could reasonably have been foreseen by any person in the position of the Terminal Operator on or before the Signature Date as being reasonably likely to occur and to impact the Project; or
 - 45.2.3 relates to any changes in the rates, effect, application, implementation, enforcement or interpretation of any Tax of any nature (including income, capital gains and VAT), custom duties, dues, levies, stamp duty, excise fees or charges; or
 - 45.2.4 arises as a direct or indirect result of any appeal or review being lodged against any amendment to any of the Consents issued in terms of any Environmental Laws; or
 - 45.2.5 arises as a direct or indirect result of the Terminal Operator's failure to obtain the conversion of its provisional air emissions licence into a final air emissions licence, in terms of the Environmental Laws, due to its failure to comply with the terms and conditions of the provisional air emissions licence; or
 - 45.2.6 arises as a direct or indirect result of any Responsible Authority imposing additional conditions on the Terminal Operator in terms of any Consents issued in terms of any Environmental Laws, pursuant to a review by the Responsible Authority of the Terminal Operator's provisional or final air emissions licence or waste management licence; or
 - 45.2.7 arises as a direct or indirect result of the Responsible Authority declaring the area in which the Project Site is situated as an air pollution priority area and imposing additional requirements on the Terminal Operator in terms of its air emissions licence to align with the air quality management plan for that area.

- 45.3 The Terminal Operator shall use all reasonable endeavours to minimise and mitigate the effects of any Change in Law on the Terminal Operator.
- 45.4 The Terminal Operator shall not be entitled to claim both Unforeseeable Conduct and Change in Law or a combination of Unforeseeable Conduct and Change in Law in respect of the same event or circumstance or the same series of events or circumstances.
- 45.5 Any Change in Law which constitutes Unforeseeable Conduct shall be dealt with in terms of clause 40 (*Unforeseeable Conduct*).

46. EFFECTS OF TERMINATION

46.1 Termination

Notwithstanding any provision of this Agreement on service of a notice of termination, or otherwise, this Agreement shall only terminate in accordance with the provisions of this clause 44 (*Effects of Termination*).

46.2 Continued Effect - No Waiver

Notwithstanding any breach of this Agreement by either Party and without prejudice to any other rights which the other Party may have in relation to it, the other Party may elect to continue to treat this Agreement as being of full legal force and effect and to enforce its rights hereunder. Failure of either Party to exercise any right hereunder, including any right to terminate this Agreement and to claim damages shall not be deemed a waiver of such right for any continuing or subsequent breach.

46.3 Continued Performance

Subject to any exercise by TNPA of its rights to perform or to procure a third party to perform the obligations of the Terminal Operator, the Parties shall continue to perform their obligations under this Agreement, notwithstanding, the giving of any notice of default or notice of termination until the termination of the Agreement becomes effective in accordance with the provisions of this clause 44 (*Effects of Termination*).

46.4 Transfer to TNPA of Terminal, Associated Agreements and Other Assets

46.4.1 Where the Termination Date of this Agreement, or the service of a notice of termination in accordance with this Agreement for any reason on not less than 10 (ten) Days prior to the Expiry Date of this Agreement, or on such other time as may be agreed upon between the Parties in writing, the Terminal Operator shall:

- 46.4.1.1 transfer all rights and title to the Terminal to TNPA, free from all encumbrances, the Terminal which shall be in the state required in accordance with the Operating Specifications; or
- 46.4.1.2 procure that any Subcontractor shall (as the case may be), transfer to TNPA, free from any security interest full and unencumbered title in and to all or any part of the Terminal required by TNPA in connection with the Operations;
- 46.4.1.3 procure that any Intellectual Property Rights associated with the Operations shall be provided to TNPA and TNPA shall be granted a perpetual nonexclusive, royalty-free license to use such Intellectual Property Rights;
- 46.4.1.4 deliver to TNPA (as far as not already delivered to TNPA) one complete set of:
 - 46.4.1.4.1 "as-built drawings" showing all alterations made to the Terminal since the commencement of Operations at the Terminal;
 - 46.4.1.4.2 Operations and Maintenance Manuals and, training manuals for the Terminal;
 - 46.4.1.4.3 the historical operating data and plans of the Terminal, its furniture, fittings and Terminal Equipment in a format acceptable to TNPA;
 - 46.4.1.4.4 use all reasonable endeavours to procure that the benefit of all manufacturer's warranties in respect of mechanical and electrical plant and equipment used or made available by Terminal Operator under this Agreement and included in the Terminal are assigned or otherwise transferred to TNPA;
 - 46.4.1.4.5 the information referred to in clause 29 (*Financial Accounts, Reports, Inspection and Reporting of Changes*), except where such documents are required by Law to be retained by the Terminal Operator or any Subcontractor concerned, in which case complete copies shall be delivered to TNPA; and

- 46.4.1.4.6 ensure that provision is made in all contracts of any description whatsoever to ensure that TNPA will be in a position to exercise its rights and the Terminal Operator will be in a position to comply with its obligations under this clause 46.4.1.

46.5 Termination

On completion of the transfer required by clause 46.4 (*Transfer to TNPA of Terminal, Associated Agreements and other Assets*) (except insofar as any of the requirements of that clause may be waived by TNPA), this Agreement shall terminate and, save as provided in clause 46.7 (*Continuing Obligations*), all rights and obligations of TNPA and the Terminal Operator under this Agreement shall cease and be of no further force and effect.

46.6 Transitional Arrangements

On the expiry of this Agreement or earlier termination of this Agreement for any reason, for a period of 3 (three) months both before and after that expiry or earlier termination or such extended period as may be agreed upon by the Parties in writing, the Terminal Operator shall have the following duties:

- 46.6.1 co-operate fully with TNPA and any person who is providing services in the nature of the Operations or any part of the Operations, in order to achieve a smooth transfer of the manner in which TNPA obtains Operations and to avoid or mitigate insofar as reasonably practicable any inconvenience or any risk to the health and safety of the employees of TNPA, the Port Users and members of the public;
- 46.6.2 the Terminal Operator shall as soon as practicable remove from the Terminal all property not required by TNPA pursuant to clause 46.4 (*Transfer to TNPA of Terminal, Associated Agreements and other assets*) and if it has not done so within 20 (twenty) Business Days after any notice from TNPA requiring it to do so, TNPA may (without being responsible for any loss, damage, costs or expenses) remove and sell any such property and shall hold any proceeds less all costs incurred for the credit of the Terminal Operator;
- 46.6.3 the Terminal Operator shall by no later than the expiry or the date of any earlier termination of this Agreement becoming effective, or such other date as may be agreed upon between the Parties in writing, deliver to TNPA:
- 46.6.3.1 any keys, remote access apparatus and computer access cards to the Terminal;

- 46.6.3.2 without prejudice to clause 13 (*Access to documents, copyright and related matters*), any copyright licences for any computer programs (or licences to use the same) necessary for the operation of the Terminal (but excluding computer programs which have been developed or acquired by the Terminal Operator for its own use and not solely for the purposes of providing any of the Services at the Terminal or the assignment or transfer of which is otherwise restricted); and
- 46.6.3.3 the Terminal Operator shall as soon as practicable vacate the Terminal and (without prejudice to the rest of this clause 44 (*Effects of Termination*)) shall leave the Terminal in a safe, clean and orderly condition.
- 46.6.4 If TNPA wishes to conduct a tender process, other than as envisaged in clause 47.1 (*Retendering Election*), with a view to entering into a contract for the provision of services (which may or may not be the same as, or similar to the Operations or any of them) following the expiry or earlier termination of this Agreement, the Terminal Operator shall co-operate with TNPA fully in such tender process including (without limitation) by:
- 46.6.4.1 providing any information which TNPA may reasonably require to conduct such tender process excluding any information which is commercially sensitive to the Terminal Operator (and for the purpose of this sub-clause, "commercially sensitive" shall mean information which would if disclosed to a competitor of the Terminal Operator give that competitor a competitive advantage over the Terminal Operator and thereby prejudice the business of the Terminal Operator but shall exclude any information dealing with employment matters); and
- 46.6.4.2 assisting TNPA, by providing all (or any) participants in such tender process with access to the Terminal.

46.7 **Continuing Obligations**

- 46.7.1 Save as otherwise expressly provided in this Agreement:
- 46.7.1.1 termination of this Agreement shall be without prejudice to any accrued rights and obligations under this Agreement as at the date of termination; and

46.7.1.2 termination of this Agreement shall not affect the continuing rights and obligations of the Terminal Operator and TNPA under clauses 1 (*Definitions and Interpretation*), 8 (*Indemnity*), 9 (*Terminal Operator's warranties and undertakings*), 11 (*Environmental Compliance and Other Consents*), 13 (*Access to documents, copyright and related matters*), 14.1 (*delivery of Terminal Operator Guarantee*), 18 (*TNPA's Assistance and Rights and Limitations on Liability*), 46.6 (*Transitional Arrangements*), 46.7 (*Continuing Obligations*), 51 (*Corrupt gifts and fraud*), 52 (*Expert Determination*), 55 (*Dispute Resolution*), and 56 (*Information and audit access*) or under any other provision of this Agreement which is expressed to survive termination or which is required to give effect to such termination or the consequences of such termination.

47. TERMINATION AMOUNT FOR TERMINAL OPERATOR DEFAULT

47.1 Retendering Election

47.1.1 Upon the occurrence of a Terminal Operator Default and subject to clause 47.1.3, TNPA shall be entitled either to:

47.1.1.1 re-tender the provision of the Operations in accordance with clause 47.2 (*Retendering Procedure*) should TNPA, within its entire and sole discretion, deem it necessary to maintain the continuity of Operations; or

47.1.1.2 exercise its rights as provided for in clause 46.4 and 46.5 and request the Terminal Operator to vacate and hand back the Terminal and or exercise its option to purchase the Terminal Equipment from the Terminal Operator in accordance with clause 47.3 (*No Retendering Procedure*) hereof below.

47.1.2 Subject to clause 47.1.3, TNPA shall notify the Terminal Operator of its election on or before the date falling 60 (sixty) Days after delivery of the relevant termination notice.

47.1.3 TNPA shall not be entitled to elect to retender the Operations for the remaining portion of the Term if the Lenders have stepped in and the Agent has demonstrated to TNPA that there are less than 3 (three) parties (each meeting the criteria in the definition of "Substitute Entity" in the FDA) who have pre-qualified pursuant to a

request for proposals issued by the Lenders for the undertaking of the Operations for the remaining portion of the Project Term.

47.2 **Retendering Procedure**

- 47.2.1 If TNPA elects to retender the provision of the Services under clause 47.1 (*Retendering Election*), the provisions set out below shall apply.
- 47.2.2 The Terminal Operator and or its members shall be precluded from participating, whether directly or indirectly in any manner whatsoever, in the retendering procedure.
- 47.2.3 Whilst not the primary objective, one of the outcomes of the retendering procedure, among others, shall be to establish and (subject to clause 47.2.12) pay to the Terminal Operator and or Lender, as the case may be, the Highest Compliant Tender Price less tendering costs and other amounts owed to TNPA.
- 47.2.4 TNPA shall, (subject to any legal requirements preventing it from doing so) use its reasonable endeavours to complete the Tender Process as soon as practicable.
- 47.2.5 TNPA shall notify the Terminal Operator of the qualification criteria and the other requirements and terms of the Tender Process, including the timing of the Tender Process, and shall act reasonably in setting such requirements and terms.
- 47.2.6 The Terminal Operator authorises the release of any information that is reasonably required as part of the Tender Process by TNPA, which TNPA would otherwise be prevented from releasing under clause 13 (*Access to documents, copyright and related matters*).
- 47.2.7 The Terminal Operator may, at its own cost, appoint a Tender Process Monitor for the purposes of observing and reporting to the Terminal Operator and the Lenders on TNPA's compliance with the Tender Process and making representations to TNPA in respect thereof. The Tender Process Monitor will not disclose any Confidential Information to the Terminal Operator, the Lenders or any other person (and shall provide an undertaking to TNPA to such effect as a condition of its appointment) but shall be entitled to advise the Terminal Operator and or the Lenders as to whether it considers that TNPA has acted in accordance with the Tender Process.
- 47.2.8 The Tender Process Monitor shall be required to enter into a confidentiality agreement with TNPA in a form acceptable to TNPA and shall be entitled to

attend all meetings relating to the Tender Process. In addition, the Tender Process Monitor shall be entitled to inspect copies of the tender documentation and bids and shall make written representations to TNPA regarding compliance with the Tender Process. The Tender Process Monitor shall be required to make all representations in a timely manner as the Tender Process proceeds. TNPA shall not be bound to consider or act upon such representations but acknowledges that such representations may be referred to by the Terminal Operator in the event that the Terminal Operator refers a dispute relating to the Tender Process to dispute resolution in accordance with clause 55.7 (*fast-track dispute resolution*).

47.2.9 TNPA shall, with the express written consent of the Terminal Operators, require bidders to bid on either:

47.2.9.1 the acquisition of the Terminal Equipment and any other movable assets only; and/or

47.2.9.2 the acquisition of the entire business of the Terminal as a going concern, and

in either event, as set out in 47.2.9.1 and 47.2.9.2, on the basis that they will receive the benefit of any insurance proceeds or any outstanding claims under material damage insurance policies on the date that the New Terminal Operator Agreement is entered into, and in either event, TNPA shall cede its right to purchase the Terminal Equipment under clause 7.5.

47.2.10 As soon as practicable after tenders have been received TNPA shall (acting reasonably) evaluate the Tenders and shall notify the Terminal Operator of the Highest Compliant Tender Price.

47.2.11 If the Terminal Operator refers a dispute relating to the Highest Compliant Tender Price to dispute resolution in accordance with clause 53 (*Dispute Resolution*), TNPA shall nevertheless be entitled to enter into a New Terminal Operator Agreement.

47.2.12 Upon receipt of payment of the Highest Compliant Tender Price and within 180 (one hundred and eighty) Days after the Adjusted Highest Compliant Tender Price has been determined, TNPA shall pay to the Terminal Operator the Adjusted Highest Compliant Tender Price.

47.2.13 The discharge by TNPA of the payment in clause 47.2.12 above shall be in full and final settlement of any and all claims and rights of the Parties as against each

other for breaches and or termination of this Agreement and the Project Documents whether under contract, delict or otherwise.

47.2.14 If the Adjusted Highest Compliant Tender Price is not accepted by the Terminal Operator, TNPA shall have no obligation to make any payment to the Terminal Operator, in which event the Terminal Operator shall remain obliged to comply with the provisions of clauses 46.4 and 46.5 (*Termination*) above. In these circumstances, TNPA shall be released from all liability to the Terminal Operator for breaches and/or termination of this Agreement and any other Project Document whether under contract, delict or otherwise.

47.2.15 TNPA may elect at any time prior to the receipt of a Tender to follow the no-retendering procedure under clause 47.3 (*No Retendering Procedure*) by notifying the Terminal Operator that this election has been made.

47.2.16 If TNPA receives a Tender but decides not to complete the Tender Process, it shall notify the Terminal Operator of this decision and exercise its rights as per the provisions of clause 46.4 and 46.5 (*Termination*) and or 47.3 (*No Retendering Procedure*).

47.3 **No Retendering Procedure**

47.3.1 If either TNPA is not entitled to or elects not to retender pursuant to clause 47.1 (*retendering election*), then the provisions of clause 7.3 shall apply *mutatis mutandis*.

47.3.2 Save for the payment to the Terminal Operator for the Terminal Equipment, TNPA shall have no obligation to make any payment to the Terminal Operator and shall be released from all liability to the Terminal Operator for breaches and/or termination of this Agreement and any other Project Documents whether under contract, delict or otherwise.

48. **TERMINATION AMOUNT FOR TNPA DEFAULT/ RELIEF EVENT**

48.1 On termination of this Agreement as a result of TNPA Default or a Relief Event (in circumstances where the Terminal Operator Relief Event in question does not provide its own remedy for the payment of an amount to the Terminal Operator upon the occurrence of such event), then TNPA shall pay the Terminal Operator an amount equal to the direct actual costs incurred or sustained by the Terminal Operator as a consequence of the termination of the Agreement. The direct actual costs will be limited to the following:

48.1.1 the value of the Terminal Infrastructure which compensation shall be determined with reference to:

- 48.1.1.1 the fair value of the Equity of the Terminal Operator; alternatively
- 48.1.1.2 the discounted cash flow of all future proceeds in respect of the Terminal attributable to the Equity Holders (excluding debt funders) for the remainder of the Project Term; whichever is higher as at the date of termination
- 48.1.2 an amount equal to the Debt (to the extent applicable);
- 48.1.3 redundancy payments for employees of the Terminal Operator that have been reasonably incurred by the Terminal Operator as a direct result of the termination of this Agreement including any redundancy payments to their employees;
- 48.1.4 the market value of any other assets and rights of the Terminal Operator or the Lenders (other than those transferred to TNPA pursuant to this Agreement) less liabilities of the Terminal Operator or the Lenders properly incurred in connection with this Agreement, provided that no account shall be taken of any liabilities and obligations of the Terminal Operator arising out of agreements or arrangements entered into by the Terminal Operator to the extent that such agreements or arrangements were not entered into in connection with the Terminal Operator's obligations in relation to the Project and agreements or arrangements entered into by the Terminal Operator to the extent that such agreements or arrangements were not entered into in the ordinary course of business and on commercial arm's length terms; and
- 48.1.5 amounts that TNPA is entitled to set off and deduct under clause 55.11 (set-off) provided always that the Terminal Operator shall use reasonable endeavours to mitigate its liability in respect of all such amounts (such total amount payable by the TNPA to the Terminal Operator shall constitute the "Termination Amount").

49. TERMINATION AMOUNT FOR INVALIDATION IN TERMS OF SECTION 67 OF THE ACT

- 49.1 On termination of this Agreement under clause 44 (*Invalidation in terms of Section 67 of the Act*), TNPA shall pay to the Terminal Operator, the aggregate of:
 - 49.1.1 an amount equal to the Debt (to the extent applicable) all fees, costs, expenses, liquid age costs and liquid age premiums in connection with any Finance Agreement;
 - 49.1.2 all liquid age costs and premia payable by the Terminal Operator to the Lenders (or the counter-parties to the interest rate hedging arrangements provided for

in the Finance Agreements) in connection with the early termination of such hedging arrangements as a result of the prepayment of amounts outstanding under the Finance Agreements, subject to the Terminal Operator and the Lenders taking all reasonable steps to mitigate such costs and premia;

- 49.1.3 redundancy payments for employees of the Terminal Operator not transferring to TNPA that have been or will be reasonably incurred by the Terminal Operator as a direct result of the termination of the Agreement;
- 49.2 less, to the extent it is a positive amount, the aggregate of:
- 49.2.1 all credit balances on any bank accounts held by or on behalf of the Terminal Operator on such Termination Date;
- 49.2.2 the value of any right of the Terminal Operator or its Lenders to receive insurance proceeds and of any such proceeds actually received by them (save where such insurance proceeds are paid to TNPA and or are to be applied in reinstatement) or sums due and payable from Subcontractors and any other third parties;
- 49.2.3 all amounts payable by the Lenders (or the counterparties to the interest rate hedging arrangements provided for in the Finance Agreements) to the Terminal Operator in connection with the early termination of such hedging arrangements as a result of the prepayment of amounts outstanding under the Finance Agreements; and
- 49.2.4 the market value of any other assets and rights of the Terminal Operator (other than those transferred to TNPA pursuant to this Agreement) less liabilities of the Terminal Operator properly incurred in carrying out its obligations under this Agreement as at the Termination Date or such later date as the assets can be realised provided that no account shall be taken of any liabilities and obligations of the Terminal Operator arising out of:
- 49.2.4.1 agreements or arrangements entered into by the Terminal Operator to the extent that such agreements or arrangements were not entered into in connection with the Terminal Operator's obligations in relation to the Project; and
- 49.2.4.2 agreements or arrangements entered into by the Terminal Operator to the extent that such agreements or arrangements were not entered into in the ordinary course of business and on commercial arm's length terms;

49.2.5 amounts which TNPA is entitled to set off in terms of clause 58.12 (*set-off*),

provided that if the aggregate of the amounts referred to above is less than zero, then, for the purposes of the calculation in this clause they shall be deemed to be zero.

50. **NO TERMINATION AMOUNT FOR TERMINATION FOR FORCE MAJEURE**

On termination of this Agreement in accordance with the provisions of clause 41 (*Termination for Force Majeure*), no payments and or compensation will be payable by TNPA to the Terminal Operator and the Terminal Operator will have no claim against TNPA for any payments and or compensation upon such termination.

51. **TERMINATION AMOUNT FOR CORRUPT GIFTS AND FRAUD**

51.1 On termination of this Agreement in accordance with clause 51 (*Corrupt Gifts and Fraud*) TNPA shall, subject to clause 51.2, pay the Lenders, for and on behalf of, the Terminal Operator, an amount equal to:

51.1.1 Debt (to the extent applicable);

51.1.2 less, to the extent it is a positive amount, the aggregate, as at the Termination Date, of:

51.1.3 all credit balances on any bank accounts held by or on behalf of the Terminal Operator on the Termination Date;

51.1.4 the value of any right of the Terminal Operator or its Lenders to receive insurance proceeds and of any such proceeds actually received by them (save where such credit balances or insurance proceeds are paid to TNPA and/or are to be applied in reinstatement) and sums due and payable from Subcontractors and any other third parties;

51.1.5 all amounts payable by the Lenders (or the counterparties to the interest rate or exchange rate hedging arrangements provided for in the Finance Agreements) to the Terminal Operator in connection with the early termination of such hedging arrangements as a result of the prepayment of amounts outstanding under the Finance Agreements;

51.1.6 the market value of any other assets and rights of the Terminal Operator or the Lenders (other than those transferred to TNPA pursuant to this Agreement) less the liabilities of the Terminal Operator or the Lenders properly incurred in connection with this Agreement, provided that no account shall be taken of any liabilities and obligations of the Terminal Operator arising out of:

51.1.6.1 agreements or arrangements entered into by the Terminal Operator to the extent that such agreements or arrangements were not entered into in connection with the Terminal Operator's obligations in relation to the Project; and

51.1.6.2 agreements or arrangements entered into by the Terminal Operator to the extent that such agreements or arrangements were not entered into in the ordinary course of business and on commercial arm's length terms; and

51.1.7 amounts that TNPA is entitled to set off and deduct under clause 58.12 (*set-off*), provided that if the aggregate of the amounts referred to above is less than zero, then, for the purposes of the calculation in this clause 51.1 the aggregate shall be deemed to be zero.

51.2 If the termination is as a result of a Corrupt Act on the part of any of the Lenders in connection with this Project, TNPA shall make no payment at all to the Lenders or the Lenders concerned, as the case may be.

52. PAYMENT OF TERMINATION AMOUNT

52.1 In this clause 50 (*Payment of Termination Amount*):

52.1.1 "**Notice Date**" means the date when the Termination Amount has been determined in accordance with clause 45 (*Termination Amount For Terminal Operator Default*), 48 (*Termination Amount For TNPA Default/ Relief Event*), 47 (*Termination amount for invalidation in terms of Section 67 of the Act*) or 49.51 (*Termination Amount for corrupt gifts and fraud*);

52.1.2 "**Termination Amount**" means any compensation payable by TNPA to the Terminal Operator on early termination of the Agreement under clause 45 (*Termination Amount For Terminal Operator Default*), 46 (*Termination Amount For TNPA Default/ Relief Event*), 47 (*Termination amount for invalidation in terms of Section 67 of the Act*) or 49 (*Termination Amount for corrupt gifts and fraud*); and

52.1.3 "**Repayment Rate**" means the base interest rate on the Debt together with 50% of the margin on such base interest rate.

52.2 **"Method of payment":**

- 52.2.1 TNPA shall pay to the Terminal Operator the Termination Amount no later than 60 (sixty) Days after the Notice Date unless it elects to pay in accordance with clause 52.2.2 below.
- 52.2.2 TNPA may elect to pay the Termination Amount:
- 52.2.2.1 in instalments, on the dates (the "**Instalment Dates**") and in the amounts that the Terminal Operator would have been required to pay, to the Lenders (under the terms of the Finance Agreements) had the termination of this Agreement not occurred; or
- 52.2.2.2 as the Parties may otherwise agree in writing.
- 52.2.3 From the Notice Date until the date of payment, interest shall accrue on any unpaid element of the Termination Amount at the default rate detailed in clause 35 (*Default Interest*) and be payable on the next occurring instalment date.
- 52.2.4 If TNPA has elected to pay in accordance with clause 52.2.2 above, it may (on 30 (thirty) Days prior written notice to the Terminal Operator) elect to pay any outstanding element of the Termination Amount in full on any Instalment Date.
- 52.2.5 If TNPA fails to make a payment to the Terminal Operator in accordance with clause 52.2.1 or 52.2.2.1 and 52.2.2.2 above, the Terminal Operator may issue a notice to TNPA declaring any unpaid and outstanding element of the Termination Amount to be immediately due and payable.
- 52.2.6 TNPA shall be entitled to set off against any Termination Amount, any monies owed to it by the Terminal Operator at the time for payment of the Termination Amount, whether such monies are due yet or not.

PART VII – PROCEDURAL ISSUES

53. CORRUPT GIFTS AND FRAUD

- 53.1 The Parties warrant that in entering into this Agreement they have not committed any Corrupt Act.
- 53.2 If the Terminal Operator, its Affiliates, any Shareholder or any Subcontractor (or anyone employed by or acting on behalf of any of them) admits to or is convicted of having committed any Corrupt Act in relation to the Project or in respect of any of the Project Documents, then the TNPA shall be entitled to act in accordance with clauses 53.2.1 to 53.2.8 below:

- 53.2.1 if the Corrupt Act is committed in relation to the Project or this Agreement by the Terminal Operator, any Shareholder, and director of the Terminal Operator, any director of any Shareholder, or any employee of the Terminal Operator or any Shareholder acting under the authority of or with the knowledge of a director of the Terminal Operator or such Shareholder, as the case may be, then in any such case, TNPA may terminate this Agreement with immediate effect by giving written notice to the Terminal Operator;
- 53.2.2 if the Corrupt Act is committed in relation to the Project or this Agreement by an employee of the Terminal Operator or of any Shareholder acting of his or her own accord, then in any such case, TNPA may give written notice to the Terminal Operator of termination and this Agreement will terminate unless within 10 (ten) Business Days of the Terminal Operator's receipt of such notice that employee's involvement in the Project is terminated and (if necessary) the performance of any part of the Project Deliverables previously performed by him or her is performed by another person;
- 53.2.3 if the Corrupt Act is committed in relation to the Project or this Agreement by a Subcontractor, director of a Subcontractor or an employee of a Subcontractor acting under the authority or with the knowledge of a director of that Subcontractor, then in any such case, TNPA may give written notice to the Terminal Operator of termination and this Agreement will terminate unless within 60 (sixty) Business Days of its receipt of such notice the Terminal Operator terminates the relevant Subcontract and procures the performance of the relevant part of the Project Deliverables by another person, where relevant;
- 53.2.4 if the Corrupt Act is committed in relation to the Project or this Agreement by an employee of a Subcontractor acting on his or her own accord, then TNPA may give notice to the Terminal Operator of termination and this Agreement will terminate unless within 10 (ten) Business Days of its receipt of such notice the Terminal Operator procures the termination of that employee's involvement in the Project and (if necessary) procures the performance of that part of the Project Deliverables previously performed by that employee to be performed by another person;
- 53.2.5 if the Corrupt Act is committed in relation to the Project or this Agreement by a Lender, a director of a Lender or any employee of a Lender acting under the authority or with the knowledge of a director of that Lender, then in any such case TNPA may give written notice to the Terminal Operator of termination and this Agreement will terminate unless within 80 (eighty) Business Days of its receipt of such notice the Terminal Operator procures the termination of such

Lender's involvement in the Project (in any capacity whatsoever including, without limitation, as Lender under the Finance Agreements) and provides TNPA with satisfactory proof that such Lender's entire participation in the Debt and any undrawn financial commitments under the Finance Agreements have been assumed by any other Financial Institution that meets with TNPA's approval (including any one or more of the remaining Lenders);

53.2.6 if the Corrupt Act is committed in relation to the Project or this Agreement by any employee of a Lender acting on his or her own accord, then TNPA may give written notice to the Terminal Operator of termination and this Agreement will terminate, unless within 10 (ten) Business Days of the Terminal Operator's receipt of such notice, that employee's involvement in the Project is terminated;

53.2.7 if the Corrupt Act is committed in relation to the Project or this Agreement by any other person not specified in clauses 53.2.1 to 53.2.6 above but involved in the Project as a Subcontractor or supplier to any Subcontractor or to the Terminal Operator, then TNPA may give notice to the Terminal Operator of termination and this Agreement will terminate unless within 40 (forty) Business Days the Terminal Operator procures the termination of such person's involvement in the Project and (if necessary) procures the performance of the relevant part of the Project by another person; and

53.2.8 any notice of termination under this clause 53.2 shall specify:

53.2.8.1 the nature of the Corrupt Act;

53.2.8.2 the identity of the party or parties who TNPA believes have committed the Corrupt Act; and

53.2.8.3 the date on which this Agreement will terminate in accordance with the applicable provisions of this clause.

53.3 If the TNPA, its shareholder minister or any of its contractors (or anyone employed by or acting on behalf of any of them) admits to or is convicted of having committed any Corrupt Act in relation to the Project or this Agreement, then if the Corrupt Act is committed by an employee or director of the TNPA, its shareholder minister or any of its contractors, such person shall be prevented from having any further involvement in the Project and/or this Agreement and the Terminal Operator shall be entitled to terminate this Agreement unless, within 45 (forty-five) Business Days of the Terminal Operator's notice of termination, the TNPA delivers to the Terminal Operator a written notice confirming that such person's involvement in the Project and/or

this Agreement is terminated (and any termination by the Terminal Operator pursuant to this provision shall be deemed to constitute a termination due to a TNPA Default).

53.4 Without prejudice to its other rights or remedies under this clause, either Party shall be entitled to recover from the other any direct losses sustained by it in consequence of any breach of this clause by the other Party.

53.5 Nothing contained in this clause shall prevent the Terminal Operator from paying any proper commission or bonus to its employees within the agreed terms of their employment.

53.6 The Terminal Operator shall notify TNPA of the occurrence and provide details of any Corrupt Act promptly upon the Terminal Operator becoming aware of its occurrence.

54. EXPERT DETERMINATION

54.1 Any dispute arising out of or in connection with this Agreement which is referred to resolution in terms of this clause 54 (*Expert Determination*) shall be determined in accordance with the provisions of this clause 54 (*Expert Determination*). The dispute resolution provisions contained in this clause 54 (*Expert Determination*) shall only be used in respect of matters specifically referred to dispute resolution in terms of this clause 54 (*Expert Determination*) by this Agreement, and all other disputes arising out of or in connection with this Agreement, or the subject matter of this Agreement shall not be referred to resolution in terms of this clause 54 (*Expert Determination*) but shall be dealt with in accordance with the Law applicable to such disputes and may be the subject of dispute resolution in terms of clause 55 (*Dispute Resolution*).

54.2 The dispute resolution in terms of this clause 54 (*Expert Determination*) shall be held in Cape Town and the Parties shall endeavour to ensure that it is completed within 90 (ninety) days after the appointment of the person designated in the clause of this Agreement that refers the relevant matter to the determination under this clause 54.2 (such person being the "**Expert**" in this clause 54 (*Expert Determination*)).

54.3 The Parties shall procure that the Expert acts in accordance with the following criteria:

54.3.1 the Expert shall have appropriate expertise with respect to the subject matter of the dispute to be referred to him; and

54.3.2 the Expert shall be disinterested in the matter which is the subject of the dispute and shall have no interest in the outcome of the dispute.

54.4 The procedure to be followed in a dispute resolution shall be determined by the Expert at the request of either Party, with due regard to the following principles:

- 54.4.1 the Expert shall have full and unrestricted powers in relation to dispute resolution. In particular, but without limitation, the Expert shall have the power of a single arbitrator appointed in terms of the Arbitration Act, 1965 and need not strictly observe the rules of evidence;
- 54.4.2 the Expert may have regard to his personal knowledge of the facts, and any expert knowledge he may have, relating to the issues in dispute, but is to afford the Parties an opportunity of challenging the knowledge which he claims to have;
- 54.4.3 the Expert may make such award, whether interim, provisional or final, as he considers appropriate, including without limitation *ex parte* awards, declaratory orders, interdicts and awards for specific performance, restitution, damages, penalties, security for costs or restitution;
- 54.4.4 the Expert shall give his reasons for the award if so requested by either Party;
- 54.4.5 subject to any relevant provisions of this Agreement, the Expert shall make such award as to costs as he deems appropriate. If the Expert's charges and any other costs have to be paid before the Expert has made his award in respect of costs, the Parties shall pay the costs in equal amounts, and if a Party fails to pay its share, the Expert may make his award in respect of the claim and costs in the absence of that Party. It is recorded that the Parties intend that the substantially successful Party shall be awarded a full indemnity for all costs reasonably incurred by that Party and not merely the costs on the High Court or other scale.
- 54.5 The Parties shall use their best endeavours to procure that the Expert complies with the provisions of clause 54.3 and that the procedures detailed in the clause 54.3 above are followed.
- 54.6 Nothing in this clause 54 (*Expert Determination*) shall prevent a Party from seeking relief, in respect of matters referred to dispute resolution in terms of clause 52 by any of this Agreement, on an urgent or interlocutory basis with a court of appropriate jurisdiction. Subject to the provisions of the clause of this Agreement that refers a dispute to determination in terms of this clause 54 (*Expert Determination*), if either Party is dissatisfied with or otherwise wishes to challenge the Expert's decision, recourse may be had to dispute resolution in terms of clause 53 (*Dispute Resolution*).

55. DISPUTE RESOLUTION

55.1 Referable Disputes

The provisions of this clause 55 (*Dispute Resolution*) shall, save where expressly provided otherwise, apply to any dispute arising in relation to or in connection with any aspect of this Agreement between the Parties.

55.2 Internal Referrals

55.2.1 If a dispute arises in relation to any aspect of this Agreement, the Parties shall attempt in good faith to come to an agreement in relation to the disputed matter, in accordance with the following informal process:

55.2.1.1 all disputes shall first be referred to a meeting of the liaison officers or other designated executives from each Party who have sufficient authority to be able (if necessary with consultation back to their respective organisations) to resolve it; and

55.2.1.2 if the Parties have been unable to resolve the dispute within 15 (fifteen) days of referral to the persons specified in clause 55.2.1.1, either Party may refer the dispute for a decision by the accounting officer or accounting authority of TNPA and the chief executive officer or equivalent officer of the Terminal Operator.

55.2.2 In attempting to resolve the dispute in accordance with the provisions of this clause 55.2 (*Internal Referral*), the Parties shall (and shall procure that their employees and representatives shall) use best endeavours to resolve such dispute without delay by negotiations or any other informal procedure which the relevant representatives may adopt. Those attempts shall be conducted in good faith in an effort to resolve the dispute without the necessity for formal proceedings.

55.2.3 Any dispute which has not been resolved by the representatives contemplated in clause 55.2.2 within 15 (fifteen) days of the dispute being referred to them (or any longer period agreed between the Parties) shall be treated as a dispute in respect of which informal resolution has failed.

55.3 Performance to continue

No reference of any dispute to any resolution process in terms of this clause shall relieve either Party from any liability for the due and punctual performance of its obligations under this Agreement.

55.4 Litigation

55.4.1 Save where any dispute has been expressly referred for determination in terms of clause 55.7 (*fast-track dispute resolution*), if the informal resolution of any

dispute has failed, then the dispute may be referred to arbitration by either Party in the following manner:

- 55.4.2 any dispute arising from or in connection with this Agreement will be finally resolved by arbitration in accordance with the Rules of the Association of Arbitrators (Southern Africa) (**Rules**) or its successor current at the date of the dispute arising;
- 55.4.3 where the dispute is for a sum of less than R5 million (five million Rand) and does not relate to the potential termination of this Agreement, the dispute shall be heard before a single arbitrator and the arbitrator will be a person mutually agreed on or, in the absence of agreement, appointed by the Association of Arbitrators (Southern Africa) or its successor, subject to the provisos that:
- 55.4.3.1 articles 3 and 4 of the Rules relating to the issuing of a notice of arbitration and response will not be prerequisites to the making of the appointment; and
- 55.4.3.2 the arbitrator so appointed must be a practising senior counsel, a retired judge or an attorney with at least 15 years' experience in practice.
- 55.4.4 where the dispute is for a sum exceeding R5 million (five million Rand) and/or relates to the potential termination of this Agreement, the dispute shall be heard before 3 (three) arbitrators, and each Party shall be responsible for the appointment of 1 (one) arbitrator and the 3rd (third) arbitrator will be a person mutually agreed on or, in the absence of agreement, appointed by the Association of Arbitrators (Southern Africa) or its successor, subject to the provisos that:
- 55.4.4.1 articles 3 and 4 of the Rules relating to the issuing of a notice of arbitration and response will not be prerequisites to the making of the appointment; and
- 55.4.4.2 the arbitrator so appointed must be a practising senior counsel, a retired judge or an attorney with at least 15 years' experience in practice.
- 55.4.5 Subject to the provisions in clauses 55.4.1 to 55.4.4, the arbitration proceedings will be conducted in accordance with the provisions of the Arbitration Act, 1965, or its successor.

55.4.6 A written notice by a Party to the other Party that a dispute be submitted to arbitration will be deemed to be a legal process for the purposes of interrupting extinctive prescription.

55.4.7 Notwithstanding anything to the contrary set out herein, no provision of this Agreement shall prevent any Party from approaching a court of law for urgent relief.

55.4.8 Neither Party is limited in any proceedings before the High Court to the information, evidence or arguments used in the informal attempts to resolve the dispute.

55.5 **Interlocutory Proceedings**

Notwithstanding the previous provisions of this clause either Party shall have the right to seek appropriate interdictory relief or an order of specific performance against the other in an appropriate Court having jurisdiction in South Africa.

55.6 **Suspension of Prescription**

The Parties agree that, for the purposes of the Prescription Act, 1969 as amended from time to time, time shall cease to run in respect of any dispute on the date of service of the relevant notice referring that dispute for mediation, and if any other subsequent proceedings are instituted in respect of that dispute, time shall cease to run from the date of service of the relevant summons or notice of motion.

55.7 **Fast-Track Dispute Resolution**

55.7.1 Disputes expressly referred for determination pursuant to this clause 55.7 (*Fast-track Dispute Resolution*) shall be determined by the relevant Independent Expert.

55.7.2 Within 5 (five) Business Days after a dispute has been referred by either Party to the appropriate Independent Expert, the Independent Expert shall require the Parties to submit in writing their respective arguments. The Independent Expert shall, in his or her absolute discretion, consider whether a hearing is necessary in order to resolve the dispute.

55.7.3 It shall be entirely within the power and competence of the Independent Expert to decide upon any matters related to the proper preparation of the dispute for hearing and in that regard, the Independent Expert shall direct the Parties accordingly.

55.7.4 The Independent Expert shall set the date for the hearing, choose the venue (which must be a venue in Cape Town, South Africa) for the hearing and

determine all matters regarding any aspect of the hearing. Moreover, the Independent Expert can decide whether at the hearing the Parties are to give oral evidence or confine themselves to presenting their cases in writing or by some other appropriate procedure. In this regard, the Independent Expert must be guided by considerations of fairness, and the cost-effective resolution of the dispute, with particular emphasis to resolve the dispute quickly.

- 55.7.5 The Independent Expert shall provide both Parties with his or her written decision on the dispute, within 20 (twenty) Business Days of the referred (or such other period as the Parties may agree after the referral). The Independent Expert shall give his or her reasons for the award if so requested by either Party.
- 55.7.6 The Independent Expert's costs of any referral shall be borne as the Independent Expert shall specify or, if not specified, equally by the Parties. Each Party shall bear its own costs arising out of the referral, including its legal costs and the costs and expenses of any witnesses.
- 55.7.7 The Independent Expert shall act impartially and may take the initiative in ascertaining the facts and the law. The Independent Expert need not strictly observe the principles of law and may decide the matter submitted to him or her in accordance with the required expertise and what he or she considers equitable in the circumstances.
- 55.7.8 The proceedings shall be confidential and all information, data or documentation disclosed or delivered by either Party to the Independent Expert in consequence of or in connection with his or her appointment as Independent Expert shall be treated as confidential. Neither the Parties nor the Independent Expert shall, save as permitted by the confidentiality provisions of this Agreement, disclose to any person any such information, data or documentation unless the Parties otherwise agree in writing, and all such information, data or documentation shall remain the property of the Party disclosing or delivering the same and all copies shall be returned to such Party on completion of the Independent Expert's work.
- 55.7.9 The Independent Expert is not liable for anything done or omitted in the discharge or purported discharge of his or her functions as an Independent Expert unless the act or omission is grossly negligent or in bad faith. Any employee or agent of the Independent Expert is similarly protected from liability.
- 55.7.10 Should any Party fail to cooperate with the Independent Expert with the result that in the view of the Independent Expert such default or omission prejudices the adjudication process, then the Independent Expert can either:

55.7.10.1 gives that Party written notice that unless it remedies the default or omission within a given time, it will forfeit the right to continue to participate in the adjudication; or

55.7.10.2 warns the Party in writing that its default or omission may make it liable to a punitive order of costs towards the other Party.

55.7.11 The Independent Expert shall not sit as an arbitrator but shall render his or her decision as an expert. The provisions of the Arbitration Act, 1965 and any other law relating to arbitration shall not apply to the Independent Expert or his or her determination or the procedure by which he or she reaches his or her determination. The Independent Expert's decision shall be final and binding on the Parties.

55.8 **Survival of Clause 53**

55.8.1 The provisions of this clause 55:

55.8.1.1 constitute an irrevocable consent by the Parties to any proceedings in terms hereof and no Party shall be entitled to withdraw therefrom or claim at any such proceedings that it is not bound by such provisions;

55.8.1.2 are severable from the rest of this Agreement and shall remain in effect despite the termination of or invalidity for any reason of this Agreement.

56. **INFORMATION AND AUDIT ACCESS**

56.1 The Terminal Operator shall provide to TNPA all information, documents, records and the like in the possession of, or available to, the Terminal Operator as may reasonably be requested by TNPA for the purpose of complying with any of its statutory reporting obligations including where pursuant to the PFMA or the Auditor-General Act, 1995.

56.2 Without limiting the generality of the foregoing, the Terminal Operator shall:

56.2.1 provide and shall procure that its Subcontractors shall provide all such information as TNPA may reasonably require from time to time to enable TNPA to provide reports and returns as required by any Relevant Authority, including reports and returns regarding the physical condition of any building occupied by the Terminal Operator, health and safety, national security, and environmental safety; and

- 56.2.2 note and facilitate TNPA's compliance with the Promotion of Access to Information Act, 2000, if TNPA is required to provide information to any person pursuant to that Act.

57. MISCELLANEOUS MATTERS

57.1 Incorporation of TNPA

- 57.1.1 The Parties hereby acknowledge that on the incorporation of TNPA as a subsidiary of Transnet as contemplated in section 3(2) of the Act or the entity as envisaged by section 4(1) of the Act, the incorporated entity shall automatically substitute TNPA as a party to this Agreement. TNPA shall be under no obligation to obtain the Terminal Operator's consent for such substitution nor give the Terminal Operator prior written notice to that effect.

58.

58.1 Addresses

- 58.1.1 The Parties choose the following addresses to which notices may be given, and at which documents in legal proceedings may be served (i.e. their *domicilia citandi et executandi*), in connection with this Agreement :

58.1.1.1 in the case of TNPA:

Physical address:

Current e-mail:

Attention:

58.1.1.2 in the case of the Terminal Operator:

Physical address:

Current e-mail:

Attention:

(being "**Party's addresses**")

- 58.1.2 Notices given to the above addresses shall be delivered by hand or courier service and shall only be deemed received by the recipient Party once signed for on its behalf.

58.1.3 A Party may change that Party's addresses for this purpose, by notice in writing to the other Party, provided that the new addresses include a physical address in South Africa.

58.2 Certificate of Indebtedness

58.2.1 A certificate signed by the officer, manager or employee of TNPA, the appointment of which officer or manager or employee need not be proved, reflecting:

58.2.1.1 any monies owing by the Terminal Operator to TNPA under this Agreement;

58.2.1.2 any obligations owing by the Terminal Operator to TNPA under this Agreement; and

58.2.1.3 the due date for payment of such monies or for performance of such obligations;

58.2.1.4 shall be *prima facie* proof thereof.

58.3 No partnership or agency

This Agreement shall not constitute or imply any partnership, joint venture, agency, fiduciary relationship or other relationship between the Parties other than the contractual relationship expressly provided for in this Agreement. Neither Party shall have, nor represent that it has, any authority to make any commitments on the other Party's behalf.

58.4 Entire Contract

58.4.1 This Agreement contains all the express provisions agreed on by the Parties with regard to the subject matter of this Agreement and the Project, and the Parties waive the right to rely on any alleged express provision not contained in this Agreement.

58.4.2 If there is a conflict between the terms of this Agreement and those of any Schedule, the terms of this Agreement shall prevail.

58.4.3 This Agreement and the rights and obligations of the Parties shall take effect on the Signature Date.

58.5 Rights and remedies

The rights and remedies of TNPA under this Agreement are cumulative, may be exercised as often as TNPA requires and are in addition to any other rights and remedies which TNPA may have under the Law.

58.6 Further undertakings

TNPA and the Terminal Operator shall perform, or procure the performance, of all acts, and execute and deliver (or procure the execution and delivery) of all further documents, as may be required by the Law or as may be desirable or necessary to implement or give effect to this Agreement and the transactions contemplated therein.

58.7 No representations

A Party may not rely on any representation which allegedly induced that Party to enter into this Agreement, unless the representation is recorded in this Agreement.

58.8 Variation, cancellation and waiver

58.8.1 No contract varying, adding to, deleting from or cancelling this Agreement, and no waiver of any right under this Agreement, shall be effective unless reduced to writing and signed by or on behalf of the Parties.

58.8.2 The expiry or termination of this Agreement shall not prejudice the rights of any Party in respect of any antecedent breach or non-performance of or in terms of this Agreement.

58.9 Indulgences

58.9.1 The grant of any indulgence by a Party under this Agreement shall not constitute a waiver of any right by the grantor or prevent or adversely affect the exercise by the grantor of any existing or future right of the grantor.

58.9.2 If any Party at any time breaches any of that Party's obligations under this Agreement, the other Party ("**the Aggrieved Party**"):

58.9.2.1 may, at any time after that breach, exercise any right that became exercisable directly or indirectly as a result of the breach, unless the Aggrieved Party has expressly elected in writing not to exercise the right. If the Aggrieved Party is willing to relinquish that right the Aggrieved Party will on request do so in writing. In particular, acceptance of late performance shall, for a reasonable period after performance, be provisional only, and the Aggrieved Party may still exercise that right during that period; and

58.9.2.2 shall not be estopped (i.e. prevented) from exercising the Aggrieved Party's rights arising out of that breach, despite the fact that the Aggrieved Party may have elected or agreed on one or more previous occasions not to exercise the rights arising out of any similar breach or breaches.

58.10 Invalidity and severability

If any of the provisions of this Agreement becomes invalid, illegal or unenforceable for any reason, the validity, legality and enforceability of the remaining provisions of this Agreement shall not be impaired or affected in any way by such invalidity, illegality or unenforceability.

58.11 Cession

The Terminal Operator shall not be entitled to cede, assign or transfer any rights and obligations it has under this Agreement to any other person, without the written consent of TNPA.

58.12 Set-off

58.12.1 Either Party shall be entitled to set off against monies owed by them to the other Party in terms of this Agreement, unless as otherwise provided for in this Agreement.

58.13 Applicable law

This Agreement is to be interpreted and implemented in accordance with the laws of South Africa.

58.14 Language

All notices or communications under or in connection with this Agreement shall be in English.

58.15 Jurisdiction of South African courts

Subject to clauses 54 (*Expert Determination*) and 55 (*Dispute Resolution*), the Parties consent to the exclusive jurisdiction of the Cape Town High Court of South Africa, for any proceedings arising out of or in connection with this Agreement.

58.16 Lenders' benefits

Any right or benefit that is conferred on the Lenders or the Agent by any provision of this Agreement may be accepted by the Lenders or the Agent (as the case may) in writing provided that the Lenders and the Agent (as the case may be) simultaneously bind

themselves in favour of TNPA accepting and undertaking to fulfil any obligations imposed upon them by this Agreement.

58.17 Costs

The costs of and incidental to the preparation of this Agreement shall be borne by TNPA, provided that each Party shall bear its own costs of negotiating and concluding this Agreement.

58.18 Counterparts

This Agreement may be executed in more than one counterparts, each of which together shall constitute one and the same instrument.

Signed at _____ on _____ 2026

Witness _____ for **Transnet National Ports Authority**

1.
.....
duly authorised and warranting such authority

2.

Signed at _____ on _____ 2026.....

Witness _____ for

1.
.....
duly authorised and warranting such authority

2.

SCHEDULE 1: Terminal and Existing Buildings

[To be submitted by TNPA]

DRAFT

SCHEDULE 2: Constitutional Documents

[These documents will be derived from the actual constitutional documents of the Terminal Operator and derived from the term sheets submitted as part of the preferred tender submission]

DRAFT

SCHEDULE 4: Updated Financial Model

Base Case Financial Model

[To be derived from the preferred bidder's tender submission]

DRAFT

SCHEDULE 5: Finance Agreements

[To be prepared on the basis of the finance term sheets, if and when same becomes applicable]

DRAFT

SCHEDULE 6: Finance Direct Agreement(FDA)

[To be prepared by TNPA on the basis of the finance term sheets and prevailing market practice, if and when same becomes applicable]

DRAFT

SCHEDULE 7: Environmental Management Plan

1. Interpretation and Definitions

In this Schedule 7, the following words and expressions shall bear the meanings ascribed to them hereunder:

"DWA"	the Department of Water Affairs;
"EMC"	the Environmental Monitoring Committee;
"Environment"	shall have the same meaning as ascribed thereto in the Environmental Legislation;
"Environmental Legislation"	means all legislations relating to the Environment including, but not limited to, the National Environmental Management Act, Act 107 of 1998; the National Environmental Management Biodiversity Act, Act 10 of 2004; the National Environmental Water Act, Act 36 of 1998; the National Environmental Management Integrated Coastal Management Act, Act 24 of 2008; the National Environmental Management: Waste Act, Act 59 of 2008; the Marine Living Resources Act, Act 19 of 1998; the National Heritage Resources Act, Act 25 of 1999; the National Environmental Management Air Quality Act, Act 39 of 2004; and the Marine Pollution Act, Act 2 of 1986 (including international conventions such as the London Dumping Convention; and the MARPOL);
"Port Users"	has the same meaning ascribed to it in this Agreement;
"SWMP"	Storm Water Management Plan;

2. Introduction

- 2.1. This Environmental Management Plan encompassed all the Port environmental requirements contained in TNPA's environmental policies; the Port of Cape Town - Operational Security, Safety, Health and Environmental Requirements ("SHEQ Requirements"); and the OEMP.
- 2.2. The OEMP serves as a management programme designed and developed to address environmental requirements related to the operations of the Port. The Port Users are expected not only to develop the OEMP but also to implement it at the terminal.

3. **Application and Scope of the EMP**

- 3.1. The EMP is applicable to all relevant Parties, this includes TNPA, the Terminal Operator, Subcontractors, and all Port Users.
- 3.2. The scope of the EMP is restricted in that it only applies in so far as the Operation and Maintenance of the Port is concerned.

4. **General Obligations**

- 4.1. TNPA shall be responsible for the development, implementation and monitoring of the OEMP to ensure that effective environmental practices are implemented and complied with by all Port Users, for environmental risk purposes.
- 4.2. The Port Users shall be responsible for ensuring that the operation Works conducted in the Port, are compliant with the requirements contained in the OEMP, and any environmental obligations.
- 4.3. The EMC may in consultation with TNPA be responsible for conducting periodic reviews on the site to ensure that TNPA is appropriately implementing the environmental requirements and specifications contained in the OEMP.
- 4.4. TNPA has developed an environmental induction and training programme that provides the environmental requirements of the Port which must be complied with. It is imperative for all Port Users to complete the induction and training programme prior to entry to the Port. If the Port Users fail to complete such a programme, a Port access permit shall not be issued.
- 4.5. TNPA and all Port Users shall be responsible for reporting progress with regard to the implementation of the OEMP. The Parties shall report the results of the inspection; the monitoring and audits conducted within the Ports; environmental incidents or non-conformances; public complaints lodged; and the requirements for relevant permits or licenses.

ENVIRONMENTAL MANAGEMENT REQUIREMENTS

5. Air Quality Management

- 5.1. The sources of air pollution that is expected during the Port operation are dust, atmospheric and ship emissions from the port tenants and Port User's activities.
- 5.2. Ships shall be prohibited from producing smoke within the confines of the Port.
- 5.3. All power or electricity-operated equipment used for activities within the Port limits that generate emissions shall be kept in good working condition or order. Regular inspections and emissions tests shall be undertaken.
- 5.4. The internal Port areas where dust is generated shall be stabilized using appropriate soil-binding agents (unless otherwise approved by TNPA's environmental department). All landscape areas shall be adequately maintained.
- 5.5. The material stores within the Port confines shall be fully enclosed unless otherwise authorised by TNPA. Appropriate dust mitigation measures shall be implemented for all dust-generating Works inside the Port.
- 5.6. The air quality monitoring programme shall be initiated, if necessary. TNPA may require the Port Users to develop and implement air quality management plans depending on the nature of their work or activities.

6. Solid and Liquid Waste Management

- 6.1. TNPA and all Port Users are required to adhere to the waste management practices.
- 6.2. TNPA has developed and implemented a Solid and Waste Management Plan for the operation of the Port which shall comply with the requirements of TNPA Waste Management Strategy and any reversions thereof.
- 6.3. Port Users are required to comply with the Solid and Waste Management Plan.
- 6.4. The waste storage and disposal storage facilities shall be cautiously positioned to reduce the visual impact and shall be placed in sheltered areas where the waste will not be subject to any disturbance such as wind.
- 6.5. The volumes of solid waste produced shall be monitored and thereafter recorded. The Terminal shall be monitored weekly for inappropriate waste disposal practices.
- 6.6. All waste produced shall be disposed of at licensed disposal sites. The waste storage Liquid shall be equipped with lids or covers that are tip-proof, weatherproof and scavenger proof.

- 6.7. There shall be no burning within the confines of the Port, no on-site burials or dumping of waste.
- 6.8. TNPA shall ensure that the storm water and waste water discharged meet the required discharge quality standards and applicable requirements of this EMP.
- 6.9. Chemicals, potentially hazardous materials, oils, process effluent or wash water shall not be allowed to be discharged into storm water drainage systems.
- 6.10. A groundwater, surface water and near-shore seawater quality monitoring programmes have been implemented, these programmes shall be continual throughout the operational phase of the Port. The water quality report shall be submitted to the EMC.
- 6.11. In the event of contamination and or unsatisfactory conditions, appropriate corrective and preventative measures shall be taken.
- 6.12. All Port Users shall be required to provide detailed information on their material inputs and outputs and the Port Users shall maintain an up-to-date waste register.
- 6.13. Waste that cannot be reused or recycled shall be transported off-site for appropriate disposal or recycling. All operational areas shall be provided with an adequate number of waste bins and readily accessible liquids for the disposal of hazardous waste shall be provided.
- 6.14. All hazardous waste including oil and other chemicals (paints and solvents) shall be stored in enclosed areas and clearly marked. Such hazardous waste shall be disposed of at an approved hazardous landfill site and disposal manifests kept.
- 6.15. Oil and grease that is already used shall be removed from the site by an approved and authorised used oil recycling company.
- 6.16. Used oil, lubricants and cleaning materials or products, from the maintenance of the vehicles, machinery and equipment shall be collected in holding drums and removed from the site by a specialist oil recycling company for disposal at an approved and authorised hazardous waste site.
- 6.17. There shall be no spoiling of tar or bitumen products in any area inside the Port.

7. **Operational Noise Management**

- 7.1. TNPA is required to ensure that all the operations meet the requirements of the relevant noise regulations and Legislation.

- 7.2. As a number of operational activities or Works will generate noise, it is required that a noise control measure be implemented, such as keeping the equipment in good working condition and regularly maintaining the machinery.
- 7.3. All excessive noise-generating Works shall be recorded in the register of noise-generating equipment.
- 7.4. Noise complaints reported shall be recorded.
- 7.5. Maintenance and service equipment shall be fitted with the required noise suppression equipment.

8. **Visual Impact Management**

- 8.1. Developments that take place inside the Port shall take the requirements of the Visual Guidelines for the Coega Industrial Development Zone into consideration. Such guidelines shall be applicable to building design, colouring, signage, fencing walling and entrance gates, and lighting.
- 8.2. Landscaping and rehabilitation shall be done in accordance with the requirement outlined in this EMP to allow adequate screening of the buildings, roads and parking areas.
- 8.3. Minimum lighting requirements for the Port include:
 - 8.3.1. external lights shall not be allowed to shine upwards;
 - 8.3.2. security and street lights shall be designed to ensure that light is directed downwards and that side spill is prevented; and
 - 8.3.3. lighting shall be designed to ensure that light spills beyond property boundaries are reduced.

9. **Emergency Preparedness and Response**

- 9.1. TNPA and all Port Users shall establish and implement emergency preparedness and response procedures as part of the operational environmental management system of the Port.
- 9.2. The Procedures shall clearly define lines of authority during emergency situations and accidents, the type of response required and the communication lines to be followed.
- 9.3. These Procedures shall be exercised at least once a year and records shall be maintained of such drills. A register shall also be compiled and displayed in all operational areas.

- 9.4. TNPA and the Port Users shall ensure compliance with the requirements of relevant Legislation.
- 9.5. Fires and smoking shall not be permitted close to any potential source of combustion. Precautions shall be taken when working with spark-generating equipment close to a potential source of combustion.
- 9.6. Spillage of flammable substances shall be cleaned immediately.

10. **Protection of sites of Archaeological and Paleontological importance**

- 10.1. Should any archaeological or paleontological artefacts or remains be discovered during the operations, all work in the vicinity of the find shall be ceased immediately and the advice of the heritage specialist should be obtained.
- 10.2. TNPA shall be responsible for contacting the South African Heritage Resource Agency ("SAHRA") unless if the responsibility is delegated to the Port Users.
- 10.3. TNPA and all Port Users shall be required to adhere to the specifications set out by SAHRA or the heritage specialist appointed to investigate the findings.
- 10.4. The archaeological material shall not be destroyed, damaged, excavated, altered, defaced or otherwise disturbed without a permit issued by a Relevant Authority (relevant heritage resources authority).
- 10.5. Any finds or potential finds shall be reported immediately to TNPA's environmental management department.
- 10.6. During the operation of the Port, disturbance of graves must be avoided. All grave sites shall be clearly demarcated and included in the Coega Open Space Management Plan.
- 10.7. Should the Port User find a grave within the Port boundaries, the Port User must immediately report the find to TNPA.

11. **Storm Water Management**

- 11.1. TNPA and the Port Users shall comply with the requirements set out in SWMP, which was developed and implemented by TNPA and which took into consideration the requirements and standards of the DWA.
- 11.2. All Port Users shall be responsible for the treatment and management of stormwater generated on their sites and shall ensure that discharge complies with the DWA standards.
- 11.3. Regular maintenance of all stormwater manholes, sumps and related structures shall be undertaken.

- 11.4. Specific cleaning and dewatering operations shall be undertaken prior to and immediately after rainfall events.
- 11.5. Disposal of dewatering water containing waste shall be done on the approval of TNPA's environmental management department and proof of disposal shall be kept for audit purposes.

12. **Prevention and Combating of Pollution**

- 12.1. TNPA and the Port Users shall establish emergency containment procedures which shall be implemented in the event of spillage.
- 12.2. A comprehensive oil Spill Contingency Plan shall be developed and implemented which shall address containment clean-up and shall adopt the best practice techniques.
- 12.3. Port Users may not by any means pollute or negatively impact the environment or the site and or areas in which they operate, or any property for that matter.
- 12.4. In the event that pollution arises or a negative impact occurs, which is unauthorised by TNPA and or the Relevant Authority, the Port User shall, at its own expense, provide efficient means of combating, mitigating, cleaning, collecting and disposing of all pollutants, and required remediation and rehabilitation measures to the satisfaction of TNPA and or the Relevant Authority.

13. **Water Quality Monitoring**

The Port tenants, terminal operators and all other Port Users may be required by TNPA to conduct site-specific or additional water (surface, fresh, storm and or ground) quality monitoring and biological monitoring where their Works or activities and or operations pose a risk to the environment.

14. **Marine Biomonitoring**

- 14.1. TNPA implements a seawater quality, turbidity and biological monitoring programme to ensure that habitat quality is maintained and provide long-term assessment of marine environmental health near the Port.
- 14.2. Water quality shall be monitored by the measuring of physical oceanography, several indicators of industrial pollution, and contamination by sewage.

15. **Invasive Alien Vegetation Management and Eradication**

- 15.1. The removal of alien plant and weed species shall be done in accordance with the requirements in the management plan.

- 15.2. The minimum strategy for alien vegetation control inside the Port includes the initial control (which is the reduction of the existing populations), follow-up control (the control of seedlings), and maintenance control (the ongoing low-level control of keeping alien plant numbers to a minimum level).

16. Landscaping and Rehabilitation

- 16.1. The vegetation rehabilitation plan shall be submitted to TNPA's environmental management department for approval. Such plan shall include:
- 16.1.1. seed requirements;
 - 16.1.2. topsoil, mulch, fertiliser and soil stabiliser requirement and application;
 - 16.1.3. landscaping and vegetation methods for each area;
 - 16.1.4. list of indigenous plant species to be sourced;
 - 16.1.5. vegetation establishment and maintenance requirements including irrigation for all revegetated areas; and
 - 16.1.6. the use of herbicides or other substances for weed control during maintenance periods.
- 16.2. Maintenance of the rehabilitated areas shall remain the responsibility of the Port User concerned for the period of 12 months after acceptable cover has been established over all rehabilitated areas providing that acceptable cover is maintained throughout the 12-month period.
- 16.3. Control of the speed of alien species growth, especially Acacia Cyclops, shall be managed by regular monitoring of the area and removal of these seedlings.
- 16.4. The rehabilitation programme shall be flexible to allow modifications to the rehabilitation programmes such as the need to irrigate, sow more seeds or fertilise.

17. Open Space Management

- 17.1. The Open Space Management Plan, that TNPA has developed, provides specific guidelines for the management of open spaces which shall be implemented and complied with for the duration of the Port operations.
- 17.2. TNPA and all Port Users shall take cognisance of the plan and ensure compliance with its requirements.

18. Protection of Environmentally Sensitive Areas

- 18.1. Certain areas within the confines of the Port have been identified as being Environmentally Sensitive Areas. These areas include the Dune vegetation, steep slopes which prone to erosion, the sites of archaeological and paleontological importance, and the surrounding islands.
- 18.2. To minimise adverse impact on these areas during Operations, the areas shall not be entered or used for any purposes unless written approval from TNPA's environmental management department has been obtained.
- 18.3. TNPA shall prevent any physical disturbance or pollution of these areas at all times.
- 18.4. These areas shall be fenced and remain fenced off for the duration of the Port operations.

19. **Protection of Flora (plants) and Fauna (animals) Species of Special Concern**

- 19.1. Indigenous flora and all fauna within the Terminal and around the Port shall be protected.
- 19.2. All indigenous flora (protected and unprotected) should not be removed without the written permission of the landowner being obtained, failure to obtain such consent will result in prosecution.
- 19.3. Alien fauna (animals that are not indigenous) shall not be allowed inside the Terminal. Should such faunas be identified within the Terminal, they should be reported to TNPA's environmental management department.
- 19.4. Measures should be implemented to prevent the disturbance of fauna species.

20. **Rodent Control and Monitoring**

- 20.1. The Port has been declared a poison-free zone and under no circumstances is poison allowed for any purpose inside Port limits.
- 20.2. TNPA has developed a rodent control and monitoring plan that it and all Port Users shall comply with.
- 20.3. Only non-poisonous rodent bait shall be placed in the monitors to attract rodents. Live traps shall be set where rodent activity is detected and all exotic rodents trapped shall be removed off-site.
- 20.4. A database shall be kept to record all species (indigenous and exotic) that are trapped, removed off-site and or released.

21. **Marine Mammal Management and Monitoring**

TNPA has developed and implemented a Marine Mammal Monitoring Plan which it, terminal operators, tenants and all Port Users shall comply with.

22. **Blasting Noise Management**

22.1. TNPA has developed and implemented a blasting noise management plan which it, terminal operators, tenants and all Port Users shall comply with.

22.2. There shall be no underwater blasting allowed within the Port limits, without prior approval from TNPA and the Relevant Authority.

23. **Ballast Water Management**

TNPA has developed and implemented a Ballast Water Management which it, terminal operators, tenants and all Port Users shall comply with.

24. **Cleaning of hulls and associated vessel structures**

Cleaning of hulls and associated marine vessel structures releases marine organisms that may be harmful to the environment and also antifouling paints are identified as a pollution risk to the marine environment. These can only be conducted with permission from TNPA's environmental management department by a licensed hull cleaning company.

25. **Management of Dredging Activities**

25.1. Appointed dredging contractors shall compile and submit a Dredge Material Management Procedure that must be submitted to TNPA's environmental management department for written approval.

25.2. The two identified dredging which takes place within the Port boundaries are the capital dredging (necessary to create ports, harbours etc.) and maintenance dredging (aimed at sustaining sufficient water depths for safe navigation).

25.3. Dredging and dredging material disposal inherently involves disturbance of existing substrates which may result in physical and ecological impacts on the environment. A specific EMP should be put in place to limit or minimise the potential environmental impacts associated with dredging.

25.4. In the event that dredging takes place in areas where the sediments exceed the prohibition limits, an alternative disposal site or method should be identified.

25.5. Disposal of material shall be carried out in such a way as to maximise the beneficial use whilst minimising the impact on the affected environment.

- 25.6. Offshore disposal of dredge material shall be carried out under the conditions set out by the relevant Legislation and best practices.
- 25.7. TNPA shall obtain the required dredging permit from the necessary Regulatory Authority and contractors shall be required to comply with the terms and conditions of the dredging permit.
- 25.8. A suspended solids standard has been developed for dredging contracts at the Port to ensure that the environmental impact of dredging is limited. It is the contractor's responsibility to ensure that the suspended solids standard is complied with.

26. **Management of Hazardous Substances**

- 26.1. TNPA, terminal operators, tenants and all Port Users shall develop and implement procedures for the handling, storage, use and disposal of fuels, hazardous and poisonous substances including hydrocarbon-containing materials.
- 26.2. TNPA, terminal operators, tenants and all Port Users shall comply with the relevant national, regional and local Legislation with regard to the transport, use and disposal of hazardous materials.
- 26.3. Information on all hazardous substances shall be made available to all personnel.
- 26.4. Personnel handling hazardous substances shall be adequately trained and educated on proper use, handling and disposal.
- 26.5. Petrochemicals, oils and grease shall only be stored under controlled conditions and all hydrocarbon materials shall be stored in a secured, designated area that has restricted entry and all liquids shall be closed to prevent rainwater ingress.
- 26.6. Authorisations to store hazardous substances shall be obtained from the Relevant Authority.
- 26.7. Warning signs indicating the nature of the stored materials shall be clearly displayed on the storage facility or containment structure.
- 26.8. Bunded containment areas shall be provided for the storage of hazardous materials to prevent pollution of the surrounding environment by leaks or spillages.
- 26.9. Necessary precautions shall be taken to prevent fires or spills at the fuel stores. No smoking shall be allowed in the vicinity of the stores.
- 26.10. The Spill Contingency Plan to be developed by TNPA, terminal operators, tenants and all Port Users to prevent the pollution of the ground and or water resources by fuels and chemicals as a result of their activities.

- 26.11. The necessary materials and equipment shall be kept on-site to deal with spillages of any of the materials used or stored on-site.
- 26.12. Pumps and other machinery requiring oil, diesel, or other that are to remain in one position for longer than two days shall be placed on drip trays, which shall be emptied regularly and the contaminated materials disposed of off-site at a facility capable of and authorised to handle such wastewater.
- 26.13. The Terminal Operator shall develop and implement a procedure for bunkering activities, for the review and approval of TNPA's environmental management department.
- 26.14. Any person responsible for the distribution, sale, exportation or disposal of bunkers, or of any other related activity, shall be required to apply for a licence in terms of the Port Rules, regardless of whether such a person is responsible for physical transportation or conveying the bunkers to ships or not.

27. **Fire Control**

- 27.1. TNPA and the Terminal Operator shall develop a Fire Contingency Plan for the duration of the Operations Period.
- 27.2. All fire management plans shall take cognisance of biodiversity concerns and ensure compliance with the applicable legislative requirements (including the National Veld and Forest Fire Act, Act 101 of 1998).

28. **Resource Management**

- 28.1. TNPA and the Terminal Operator shall incorporate resource-efficient measures during the Operation and Maintenance of the facilities.
- 28.2. TNPA and Terminal Operator are required to have programmes and procedures designed to manage aspects of resource conservation.

29. **Scientific Environmental Monitoring Programmes**

- 29.1. TNPA shall in terms of the requirements of the environmental authorisations implement various environmental monitoring programmes for the duration of the Operations Period.
- 29.2. Such monitoring programmes shall include marine Biomonitoring, rodent and plague monitoring, air quality, marine mammal monitoring, and ground and surface water quality monitoring.

30. **Operation and Maintenance Environment Management Requirements**

- 30.1. All maintenance Works or activities shall take cognisance of environmental and relevant Legislation and should comply with the requirements of the OEMP.
- 30.2. Environmental procedures for individual Works or activities shall be developed and written approval from TNPA's environmental management department shall be obtained prior to the commencement of the Works.
- 30.3. Any activity requiring environmental authorisation must ensure that an environmental impact assessment and or applicable assessment is undertaken and a record of decision and or applicable authorisations have been obtained prior to any operations and or associated actions.
- 30.4. The Terminal Operator shall supply TNPA with copies of all relevant authorisations, permits and or other applicable approvals.
- 30.5. All operations inside the Terminal boundaries shall be subject to the implementation of an Operations Environmental Programme which shall be reviewed and approved by TNPA's environmental management department.

31. **Port User Minimum Environmental Management Requirements**

- 31.1. TNPA shall make a copy of the OEMP available to all Port Users.
- 31.2. Such Port Users shall ensure that their activities comply with the requirements specified in the OEMP.

32. **Port Health Requirements**

TNPA and all Port Users shall comply with the applicable health and related requirements.

EVALUATION AND COMPLIANCE

33. **Compliance Monitoring and Inspections**

- 33.1. The operational works shall be monitored and inspected in terms of the requirements of the OEMP and or this EMP.
- 33.2. TNPA shall inspect operational sites at least monthly, compile monthly written reports, maintain records of major incidents, conduct regular internal audits, and provide information as required during external audits which shall include the reports of internal audits conducted.

34. **Environmental Auditing**

- 34.1. Audits conducted shall determine compliance with the OEMP and the environmental authorisations, and the Port license requirements.
- 34.2. Findings of the audits and required changes and responses to the findings shall be discussed and the implementation thereof agreed upon at scheduled meetings.
- 34.3. All inspections and audit reports shall be documented and recorded.

35. **Recording Environmental Incidents**

TNPA shall develop and implement a procedure for recording and reporting environmental incidents which shall form part of the Operational Environmental Management System of the Port.

36. **Environmental non-conformances**

- 36.1. TNPA can institute a non-conformance procedure for any non-compliance with the environmental requirements.
- 36.2. The time period for mitigating a non-conformance shall be determined by the severity of the non-conformance.
- 36.3. All non-conformances shall be recorded in a register and made available for audit purposes.
- 36.4. TNPA shall be entitled to stop Works or certain activities in the case of non-compliance or failure to implement corrective actions and deal with any non-conformance in terms of the applicable mechanisms and Legislation

37. **OEMP Review**

- 37.1. The OEMP and supporting documents shall be reviewed and improved when required to ensure that they adequately address impacts associated with the operations of the Port.
- 37.2. The interval for review of the OEMP shall be determined by TNPA's environmental management department.

SCHEDULE 8A: B-BBEE Commitment

[As at Actual Operations Commencement Date, Terminal Operator is a majority Black owned, BBBEE Level 1 company. Schedule to be submitted by Terminal Operator if and when same becomes applicable]

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SCHEDULE 8B: B-BBEE Improvement Plan

B-BBEE Improvement Plan

[As at Actual Operations Commencement Date, Terminal Operator BBEE Level 1. Schedule to be submitted by Terminal Operator if and when same becomes applicable]

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SCHEDULE 8C: Black Ownership Commitment

[As at Actual Operations Commencement Date, Terminal Operator is majority Black owned. Schedule to be submitted by Terminal Operator if and when same becomes applicable]

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SCHEDULE 8 D: Economic Development Plan

Economic Development Plan

EXECUTIVE SUMMARY *(details available in Terminal Operator's tender submission)*

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SCHEDULE 8E: Supplier's Development Plan

Supplier's Development Plan

[To include Supplier Development Value Summary - (details available in Terminal Operator's tender submission)]

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SCHEDULE 8F: Economic Development Guidelines

Economic Development Guidelines

[To be derived from the preferred bidder's tender submission]

DRAFT

SCHEDULE 9: Penalties

[NOTE: the penalties should be determined with reference to the financial and economic strength of the Project. The penalties applicable to each project are specifically devised for that project]

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SCHEDULE 10: Works Programme

(to be submitted if and when any Works is to be undertaken)

DRAFT

SCHEDULE 11: Operating Performance Guarantee

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SCHEDULE 12A: Terminal Operator's Operating Specifications

[These documents will be derived from the Terminal Operators documents submitted as part of the preferred tender submission]

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SCHEDULE 12B: Principal Rights and Obligations of the Terminal Operator

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SCHEDULE 12C: Key Performance Areas

(as per the minimum performance standards agreed by the TNPA and the Terminal Operator from time to time)

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SCHEDULE 12D: Terminal Operator's Performance Standards

(as per the minimum performance standards agreed by the TNPA and the Terminal Operator from time to time)

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SCHEDULE 13: Final Maintenance Guarantee -

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SCHEDULE 14: Project Insurance

1. The Terminal Operator is required, in terms of clause 15 (*Project Insurance*) of this Agreement to arrange appropriate and adequate insurance policies for the Project. Without prejudice to the generality of that requirement, the Terminal Operator is required to arrange and maintain the Project Insurances listed in this Schedule 14 (*Project Insurance*) on the terms and with insurance companies acceptable to TNPA throughout the relevant period under this Agreement. Premiums per class of insurance must be identified.
2. The Terminal Operator shall punctually pay all premiums in respect of all insurance policies required to be effected in terms of this Agreement and shall promptly provide TNPA with copies of all payment receipts if so requested by TNPA.
3. The Terminal Operator shall be at liberty to combine any or all of the Project Insurances referred to in this Schedule 14 (*Project Insurance*) respectively into one policy document.

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List of insurance required during the Operation and Maintenance Period

(Terminal Operator to provide proof of insurance to TNPA, in a format similar to the below, within 3 months of Actual Operations Commencement date)

The Project Insurances in this Schedule 14 shall be effective from the Actual Operations Commencement Date and maintained in force and renewed as required for the duration of the Operation and Maintenance Period:

1. ASSETS ALL - RISK'S INSURANCE

Cover:	[•]
Insured Parties:	[•]
Sum insured:	[•]
Maximum Deductible:	[•]
Period:	[•]
Gross Premium:	[•]
Exclusions:	[•]
Extensions:	[•]

2. BUSINESS INTERRUPTION CONSEQUENTIAL INSURANCE

Cover:	[•]
Insured Parties:	[•]
Sum insured:	[•]
Maximum Deductible:	[•]
Period:	[•]
Gross Premium:	[•]
Exclusions:	[•]

Extensions:	[•]
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3. THIRD PARTY LIABILITY INSURANCE

Cover:	[•]
Insured Parties:	[•]
Sum insured:	[•]
Maximum Deductible:	[•]
Period:	[•]
Gross Premium:	[•]
Exclusions:	[•]
Extensions:	[•]

4. EMPLOYERS LIABILITY INSURANCE

Cover:	[•]
Insured Parties:	[•]
Sum insured:	[•]
Maximum Deductible:	[•]
Period:	[•]
Gross Premium:	[•]
Exclusions:	[•]
Extensions:	[•]

5. MOTOR VEHICLE THIRD PARTY LIABILITY INSURANCE

Cover:	[•]
Insured Parties:	[•]

Sum insured:	[•]
Maximum Deductible:	[•]
Period:	[•]
Gross Premium:	[•]
Exclusions:	[•]
Extensions:	[•]

6. **PROFESSIONAL INDEMNITY INSURANCE FOR WORKS**

Cover:	[•]
Insured Parties:	[•]
Sum insured:	[•]
Maximum Deductible:	[•]
Period:	[•]
Gross Premium:	[•]
Exclusions:	[•]
Extensions:	[•]

[NOTE: the above to include details regarding the risks covered all material exclusions, any endorsements, amounts covered, deductibles and the earliest date on which the insurances are to become effective.]

List of insurances in respect of which non-vitiating cover is required

The Project Insurances in this Schedule 14 shall include insurances in respect of which clause 15.2 (*Uninsurable risks*) regime is applicable and shall be effective from [•] Date and maintained in force and renewed as required for the duration of the Project:

- [•]
- [•]
- [•]

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SCHEDULE 15:**Mandatory Requirements for Safety, Health, Environment, Process Safety, Civil, Structural, Mechanical and Electrical Engineering****INTRODUCTION**

This standard applies to all Terminals within the boundaries of the various Ports, which are utilised for the reception, storage, handling and distribution of products as referred to in the scope of this document. With the continuous expansion of the ports (especially the Liquid bulk sector), this standard clearly outlays the minimum requirements for existing and new companies to operate Liquid bulk facilities on the property of the NATIONAL PORTS AUTHORITY. This stems from current applicable standards, best practices and experience in order to ensure:

- Security and integrity of NATIONAL PORTS AUTHORITY infrastructure
- The health, safety and environment of surrounding communities
- The health, safety and environment of Lessees' facilities/infrastructure and that of its neighbouring companies on NATIONAL PORTS AUTHORITY property
- The health and safety of the Lessee's personnel during operations on NATIONAL PORTS AUTHORITY property

Lessees may operate to their internal best practices while ensuring that all requirements in this standard are adhered to as a minimum.

SCOPE OF DOCUMENT

This standard covers the reception, handling, storage and distribution of chemical, petroleum and non-petroleum products in Liquid or gaseous form in the ports controlled by the NATIONAL PORTS AUTHORITY, and on land leased from the NATIONAL PORTS AUTHORITY specifically designated for such activities. This standard shall also apply to sites leased in terms of agreements entered into prior to the date upon which these instructions came into effect. This standard will not be binding on NATIONAL PORTS AUTHORITY, nor will any liability be attached to NATIONAL PORTS AUTHORITY arising out of compliance with this standard. It should be noted that compliance with this standard does not grant immunity from the relevant national legal requirements, including municipal and other bylaws. Should special circumstances prevail, additional or amended requirements may be stipulated by NATIONAL PORTS AUTHORITY.

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PART A – APPLICABLE STANDARDS

1. INTRODUCTION

It is of critical importance for Liquid Bulk activities in the Port System to be done in a manner that safe, environmentally responsible and sustainable, and in the best interest of port efficiencies. Adherence to globally and locally acceptable standards, legislation and best practice as a minimum ensures that these goals will be attained.

2. SCOPE

Part A covers the applicable standards, legislation and best practices for the reception, handling, storage and distribution of chemical, petroleum and non-petroleum products in Liquid or gaseous form in the ports controlled by NATIONAL PORTS AUTHORITY.

3. APPLICABLE STANDARDS, CODES OF PRACTICE AND INSTRUCTIONS

In addition to specific requirements indicated in this standard, the latest version of the following documents shall always apply:

3.1. FOR PETROLEUM-BASED PRODUCTS

- **SANS 10089-1:** The petroleum industry Part 1: Storage and distribution of petroleum products in above-ground bulk installations
- **SANS 10089-2:** The petroleum industry Part 2: Electrical and other installations in the distribution and marketing sector
- **API 2610:** Design, Construction, Operation, Maintenance and Inspection of Terminal & Tank Facilities
- **API 2350:** Overfill Protection for Storage Tanks in Petroleum Facilities
- **API 2015:** Requirements for Safe Entry and cleaning of petroleum storage tanks

3.2. FOR HAZARDOUS CHEMICAL PRODUCTS

- **SANS 310:** Storage tank facilities for hazardous chemicals - Above-ground storage tank facilities for flammable, combustible and non-flammable chemicals
- **SANS 10228:** The identification and classification of dangerous goods for transport by road and rail modes

3.3. FOR LIQUEFIED PETROLEUM (LPG) PRODUCTS

- **SANS 10087-3:** The handling, storage, distribution and maintenance of liquefied petroleum gas in domestic, commercial, and industrial installations Part 3: Liquefied petroleum gas installations involving storage vessels of individual water capacity exceeding 500 L
- **SANS 10087-4:** The handling, storage, distribution and maintenance of liquefied petroleum gas in domestic, commercial and industrial installations Part 4: The transportation of LP gas including the design, construction, inspection, fittings, filling, maintenance and repair of LP gas bulk vehicles and rail tank cars
- **API 2510:** Design and Construction of LPG Facilities

- **API 2510A:** Fire-Protection Considerations for the Design and Operation of Liquefied Petroleum Gas (LPG) Storage Facilities
- **NFPA 58:** Storage and Handling of Liquefied Petroleum Gases

3.4. FOR LIQUEFIED NATURAL GAS (LNG) PRODUCTS

- **NFPA 59A:** Standard for the Production, Storage, and Handling of Liquefied Natural Gas (LNG)
- **International Safety Guide for Oil Tankers and Terminals (ISGOTT)**
- **Liquefied Gas Handling Principles on Ships and in Terminals – SIGTTO**
- **LNG Operations in Port Areas – SIGTTO**
- **EN 1473:** Installation and Equipment for LNG - Design of Onshore Installations
- **BS EN 1160: Properties and materials for LNG**
- **BS EN 13645:** Installations and equipment for LNG – Design of onshore installations with a storage capacity between 5t and 200t
- **SANS 252:** Metallic hose assemblies for Liquid petroleum gases and liquefied natural gases
- **SANS 1156-2:** Hose for natural gas and liquefied petroleum gas (LPG) Part 2: Hose and tubing for use in natural gas and liquefied petroleum gas vapour phase
- **SANS 15589-1:** Petroleum and natural gas industries - Cathodic protection of pipeline transportation systems Part 1: Onshore pipelines
- **The Selection and Testing of Valves for LNG Applications – SIGTTO**
- **BS EN 12567:** 2000 Industrial valves- Isolating valves for LNG
- **Liquefied Petroleum Gas Sampling Procedures – SIGTTO**
- **ASME B31.8:** Gas Transmission and Distribution Piping Systems
- **Manifold Recommendations for Liquefied Gas Carriers (SIGTTO)**
- **BS 4089:** Specification for Metallic Hose Assemblies for Liquid Petroleum Gases and Liquefied Natural Gases
- **LNG Transfer Arms and Manifold Draining, Purging and Disconnection Procedure – SIGTTO**
- **ESD Arrangements and Linked Ship/Shore Systems for Liquefied Gas Carriers – SIGTTO**
- **Liquefied Gas Fire Hazard Management – SIGTTO**
- **IMO IMDG Code**
- **LNG Fire Protection and Emergency Response**
- **Accident Prevention:** The Use of Hoses and Hard-Arms at Marine Terminals Handling Liquefied Gas - 2nd Ed – SIGTTO
- **BS EN 60079-Part 29-2:** Explosive Atmospheres Gas detectors – Selection installation, use and maintenance of detectors for flammable gases and oxygen

The latest versions of the following regulations, instructions and standards shall apply to all products mentioned in the scope of Part A:

3.5. OCCUPATIONAL HEALTH & SAFETY ACT:

- **Major Hazard Installation Regulations**
- **Construction Regulations**

3.6. HAZARDOUS AREA CLASSIFICATION & EQUIPMENT SELECTION:

- **SANS 10108:** The classification of hazardous locations and the selection of equipment for use in such locations
- **API RP 505:** Recommended Practice for Classification of Locations for Electrical Installations at Petroleum Facilities Classified as Class I, Zone 0, Zone 1 and Zone 2
- **SANS 60079-0:** Explosive atmospheres
- **SANS 10086-1:** The installation, inspection and maintenance of equipment used in explosive atmospheres Part 1: Installations including surface installations on mines

3.7. FIRE-FIGHTING REQUIREMENTS (ADDITIONAL TO THOSE MENTIONED IN SANS 10089-1):

- **SANS 10105-1:** The use and control of fire-fighting equipment Part 1: Portable and wheeled (mobile) fire extinguishers
- **SANS 10105-2:** The use and control of fire-fighting equipment Part 2: Fire hose reels and above-ground hydrants
- **NFPA 11:** Standard for Low-, Medium-, and High-Expansion Foam
- **NFPA 15:** Standard for Water Spray Fixed Systems for Fire Protection
- **NFPA 16:** Standard for the Installation of Foam-Water Sprinkler and Foam-Water Spray Systems
- **NFPA 20:** Standard for the Installation of Stationary Pumps for Fire Protection (For new installations)
- **NFPA 24:** Standard for the Installation of Private Fire Service Mains and their Appurtenances (For new installations)
- **NFPA 25:** Standard for the Inspection, Testing, and Maintenance of Water-Based Fire Protection Systems
- **NFPA 30:** Flammable and Combustible Liquids Code
- **NFPA 68:** Standard on Explosion Protection by Deflagration Venting
- **NFPA 307:** Construction and Fire Protection of Marine Terminals, Piers and Wharves
- **Local Authority By-Laws:** "INTERIM CODE RELATING TO FIRE PREVENTION AND FLAMMABLE LIQUIDS AND SUBSTANCES" particularly for the Certificate of Registration (COR) (For Port of Cape Town Only)

3.8. CATHODIC PROTECTION

- **SANS 15589-1:** Petroleum and natural gas industries - Cathodic protection of pipeline transportation systems Part 1: On-land pipelines
- **SANS 10121:** Cathodic protection of buried and submerged structures

3.9. STATIC ELECTRICITY, LIGHTNING AND STRAY CURRENT MITIGATIONS

- **SANS 10123:** The control of undesirable static electricity
- **API RP 2003:** Protection against Ignitions Arising Out of Static, Lightning and Stray Currents
- **SANS 10313:** Protection against lightning - Physical damage to structures and life hazard

3.10. VENTING AND RELIEF VALVE REQUIREMENTS:

- **API 2000:** Venting Atmospheric and Low-pressure Storage Tanks
- **API 520 Part 1 & 2:** Sizing, Selection, and Installation of Pressure-relieving Devices
- **API 521:** Pressure-relieving and De-Pressuring Systems
- **API 576:** Inspection of Pressure Relieving Devices
- **API 598:** Valve Inspection and Testing

3.11. TANK INSPECTION (INCL. HYDROSTATIC TESTING), REPAIR, ALTERATION, CONSTRUCTION, RECONSTRUCTION AND TERMINAL DECOMMISSIONING:

- **API 650:** Welded Steel Tanks for Oil Storage
- **API 653:** Tank Inspection, Repair, Alteration, and Reconstruction
- **API 2610:** Design, Construction, Operation, Maintenance and Inspection of Terminal & Tank Facilities
- **API 2015:** Requirements for Safe Entry and cleaning of petroleum storage tanks
- **NEMA:** National Environmental Management Act – Waste Act: Part 8: Contaminated Land; & EIA Regulations: GNR327 Listing Notice
- **NEMA:** National Environmental Management: Integrated Coastal Management Act, 2008 (Act No. 24 of 2008) (ICM Act)
- **API 2015:** Requirements for Safe Entry and cleaning of petroleum storage tanks
- **API 575RP:** Inspection of Existing Atmospheric and Low-pressure Storage Tanks

3.12. PROCESS PIPING:

- **ASME 31.3:** Process Piping
- **ASME 31.4:** Pipeline Transportation Systems for Liquids and Slurries

3.13. CENTRIFUGAL PUMPS

- **ANSI/API 610:** Centrifugal Pumps for General Refinery Service
- **DIN EN ISO 5199:** Technical specifications for centrifugal pumps
- **ASME B73.1:** Specification for Horizontal End Suction Centrifugal Pumps for Chemical Process
- **ASME B73.2:** Specifications for Vertical In-Line Centrifugal Pumps for Chemical Process
- **BS 5257:** Specification for horizontal end-suction centrifugal pumps (16 bar)

3.14. POSITIVE DISPLACEMENT PUMPS

- **API 674:** Positive Displacement Pumps – Reciprocating
- **API 675:** Controlled Volume for Petroleum, Chemical, and Gas Industry Services

3.15. COMPRESSORS

- **API 617:** Axial and Centrifugal Compressors and Expander
- **API 618:** Reciprocating Compressors for Petroleum, Chemical, and Gas Industry Services

3.16. BOILERS AND PRESSURE VESSELS

- **ASME V:** Boiler and Pressure Vessel Code
- **ASME VIII Div 1-3:** Boiler and Pressure Vessel Code

3.17. ELECTRICAL INSTALLATIONS AND LIGHTING:

- **SANS 10142-1:** The wiring of premises Part 1: Low-voltage installations
- **SANS 10142-2:** The wiring of premises Part 2: Medium-voltage installations above 1 kV a.c. not exceeding 22 kV a.c. and up to and including 3 MVA installed capacity
- **SANS 10389-1: Exterior lighting Part 1:** Artificial lighting of exterior areas for work and safety
- **SANS 60079:** “All the requirements pertaining to plant and equipment on site”
- **SANS 204:** Energy Efficiency in Buildings
- **SANS 10114-1:** Interior Lighting Part 1 – Artificial Lighting of Interiors
- **SANS 10114-2:** Interior Lighting Part 2 – Emergency lighting
- **SANS 60529:** Degrees of Protection lighting provided by enclosures (IP Code)
- **SANS 62305-1:** Protection of Structures against lightning, Part 1- General Principles

- **SANS 62305-1:** Protection against Lightning Part 2
- **SANS 62305-3:** Protection against lighting, Part 4- Electrical and electronic systems with structures

3.18. TRANSPORTATION AND HANDLING OF DANGEROUS GOODS:

- **SANS 10232-3:** Transport of dangerous goods: Emergency information systems Part 3: Emergency response guides
- **SANS 10263 (SABS 0263):** The warehousing of dangerous goods: Enclosed storage areas and covered and uncovered outdoor storage yards

3.19. PERMANENT AND TEMPORARY BUILDING/STRUCTURES REQUIREMENTS

- **API RP 752:** Management of Hazards Associated with Location of Process Plant Buildings
- **SANS 10400:** The application of the National Building Regulations
- **SANS: 0164, PART 1:** The structural use of Masonry
- **SANS 10162:** The structural use of Steel
- **SANS 01100:** Structural use of Concrete
- **SANS 0160:** Basis of structural design and actions for buildings and industrial structures
- **SANS 10137:** Glazing in Buildings
- **SANS 10162-1:** The Limit states design for hot rolled steel work
- **SANS 10162-2:** The cold formed stainless steel structural members
- **SANS 10163-1:** The structural use of Timber
- **Guidelines for Human Settlement Planning And Design:** The Red Book - Council for Scientific and Industrial Research, CSIR

3.20 ROADS INFRASTRUCTURE REQUIREMENTS

- **TRH 12:** Flexible Pavement Rehabilitation Design
- **UTG2:** Structural Design of Segmental Block Pavements
- **M10 Manual:** Concrete Pavement design and construction

3.21 GEOTECHNICAL REQUIREMENTS

- **SANS 10160 part 5- 2011:** Basis for geotechnical design and actions
- **SANS 207:2011:** Design, construction of reinforced soils and fills
- **SAICE 1989:** Lateral support in surface excavations

- **EN 1997-1:2004:** Geotechnical design - general rules

3.22 MARINE EQUIPMENT & OPERATIONAL REQUIREMENTS

- **OCIMF:** Design and Construction Specification for Marine Loading Arms
- **OCIMF ISGOTT: International Safety Guide for Oil Tankers and Terminals** ISGOTT shall be abided by in full, regardless of the Liquid type involved.
- **OCIMF SMOG:** Single Point Mooring Maintenance and Operations Guide
- **OCIMF - Tanker Jetty Safety:** Management of the Ship/Shore Interface
- **OCIMF:** Linked Ship Shore Emergency Shutdown Systems for Oil and Chemical Transfers
- **OCIMF:** Manning at Conventional Marine Terminals
- **OCIMF:** Recommendations for manifolds for LNG carriers
- **OCIMF:** Ship to Ship Transfer Guide for [Petroleum, Chemicals and Liquefied Gases](#)
- **OCIMF MTOCT: Marine Terminal Operator Competence and Training Guide**
- **OCIMF:** Guidelines for the Design Operation and Maintenance of Multi Buoy Moorings
- **OCIMF:** The Safe Transfer of Liquefied Gas in an Offshore Environment
- **OCIMF:** Competence Assurance Guidelines for F(P)SOs
- **OCIMF:** Cargo Guidelines for F(P)SOs
- **OCIMF GMPHOM:** Guide to Manufacturing and Purchasing Hoses for Offshore Moorings
- **OCIMF:** [Jetty Maintenance and Inspection Guide](#)
- **OCIMF:** Guidelines for the Purchasing and Testing of SPM Hawsers
- **SIGTTO:** Site Selection & Design for LNG Ports & Jetties
- **SIGTTO:** Ship/Shore Interface for LPG/Chemical Gas Carriers and Terminals
- **SIGTTO:** Liquefied Gas Handling Principles on Ships and in Terminals
- **SIGTTO:** Guidelines for the Alleviation of Excessive Surge Pressures on ESD for Liquefied Gas Transfer Systems
- **SIGTTO:** LNG Emergency Release Systems - Recommendations, Guidelines and Best Practices
- **SIGTTO:** LNG Marine Loading Arms and Manifold Draining, Purging and Disconnection Procedure
- **SIGTTO:** Liquefied Gas Handling Principles on Ships and in Terminals
- **SIGTTO:** Support Craft at Liquefied Gas Facilities. Principles of Emergency Response and Protection – Offshore
- **SIGTTO:** A Justification into the Use of Insulation Flanges (and Electricity Discontinuous Hoses) at the Ship/Shore and Ship/Ship Interface
- **SIGTTO:** Liquefied Gas Carriers: Your Personal Safety Guide

- **SIGTTO:** Liquefied Petroleum Gas Sampling Procedures
- **SIGTTO:** ESD Arrangements & Linked Ship/ Shore Systems for Liquefied Gas Carriers
- **SIGTTO:** The Selection and Testing of Valves for LNG Applications
- **SIGTTO:** Liquefied Gas Fire Hazard Management
- **SIGTTO:** LNG Operations in Port Areas
- **SIGTTO:** Guide to Contingency Planning for Marine Terminals Handling Liquefied Gases in Bulk
- **SIGTTO:** Guidelines on the Shipboard Odourisation of LPG

3.23 ALARM SYSTEMS AND SAFETY INTEGRITY SYSTEMS

- **SANS 62682:** Management of alarms systems for the process industries
- **ANSI ISA 84 Part 1:** Functional Safety: Safety Instrumented Systems for the Process Industry Sector - Part 1: Framework, Definitions, System, Hardware and Software Requirements

3.24. PROCESS SAFETY INDICATOR REQUIREMENTS:

- **API 754:** Process Safety Performance Indicators for the Refining and Petrochemical Industries

3.25. SAFETY DATA SHEET REQUIREMENTS

- **SANS 10234:** Globally harmonised system (GHS) of Classification and Labelling of chemicals

3.26. RAILWAY STANDARDS AND REQUIREMENTS:

- **Engineering Instruction GI-049:** Earthing and Bonding Arrangements in Private sidings handling Petro-chemical/Explosive Commodities (Annexure 4)
- **SANS 3000:** Railway safety management
- **SANS 10405:** Transport of Dangerous Goods by Rail – Operational & Design Requirements and Emergency Preparedness
- **Transnet specification governing works under/over Tracks and OHTE (Annexure 6)**

4. DEVELOPMENT OF INFRASTRUCTURE

4.1. APPROVAL OF PLANS

Plans for the development of any infrastructure, be it for new developments or the alteration of existing, within the area designated for bulk Liquid storage, shall be submitted to NATIONAL PORTS AUTHORITY in the prescribed manner of approval. This shall apply to works contemplated both within leased areas, and outside of such areas, in open areas, road reserves and on quaysides. The plans shall be accompanied by the following:

- Brief description of the intended development / alteration
- Products to be stored / handled
- Calculations of bund capacities
- Statement of fire-fighting facilities and fire-fighting risk assessment (done by suitably qualified Pr.Eng)
- Identification of all risks and appropriate risk assessments (inclusive of mitigations)
- If alteration to existing facilities, completed appropriate Management of Change documents
- Municipal Approval of Fire Plans
- Pipeline Classification
- Hazardous Area Classification Drawings
- Process and instrumentation diagrams (P&IDs)
- Process flow diagrams (PFDs)
- Statement of fitness
- System turnover
- Plot plan
- Equipment list
- 3D models with multidisciplinary interfaces and constructability reviews (By request from TNPA)

Plans submitted for approval to NATIONAL PORTS AUTHORITY must be signed by a registered Professional Engineer, or Professional Technologist (Engineering) certifying specifically that such plans comply with the provisions of these Instructions, and by implication SANS 10089-1 and SANS 10089-2 as amended, and those codes of practice, regulations, instructions and standards listed in Section 3 above. A scrutiny fee is payable. Approval by NATIONAL PORTS AUTHORITY of development plans in no way abrogates the applicant's responsibility to, in addition, obtain the approval of the Local Authority, and to comply with any other statutes and bylaws applicable, including the Major Hazard Installation Regulations.

4.2. COMPLIANCE WITH STANDARDS

All existing developments, new developments and alterations to existing developments contemplated shall comply with the letter and spirit of these instructions. With particular reference to products mentioned in 1.1, it is incumbent upon the applicant that best practices and standards mention in 1.1 shall be applied at all times.

4.3. APPROVAL OF PRODUCTS

The approval to handle new products, must be obtained from NATIONAL PORTS AUTHORITY prior to the handling or storage of the product. Each application for handling products must be concluded

via the NATIONAL PORTS AUTHORITY'S commodity approval application process, and must include the following details of the product to be handled in full:

- The name of the product, including chemical name and formula, common synonyms or trade names, purity, concentrations, IMO/UN designation
- As per SANS 10234, complete Safety Data Sheet (SDS) inclusive of product conductivity
- Detailed layout, showing tank number and tank location and description of the tank – volume, construction, vapour release mechanisms etc.
- Pipeline routes, construction, berth to be used.
- Approximate shipment quantities, and annual throughput
- Method of reception (road, rail, ship, pipeline) and method of dispatch
- Any special handling or storage requirements such as cooling, lagging, blanketing etc.
- Products stored in tanks sharing the same bund area
- Products stored in adjacent tank farms.
- Special precautions to be taken in event of an incident (spillage, catastrophic release or fire) involving the product.
- Facilities in immediate vicinity of tank farm.
- Facilities, activities on adjacent property.
- Approval of Local Authority

Where the Lessee's installation has been declared a Major Hazard Installation (MHI), the Lessee shall submit the necessary proof that the handling and storage of such product does not significantly increase the risk of the existing installation (full risk assessment).

Where a small quantity of material can act as a catalyst and produce violent reactions such as polymerization, dissociation and condensation, such catalysts should also be listed. Where pyrolysis degradation or reaction products are known to be hazardous, the data shall be furnished in respect of both the parent and the derived products and submitted to the NATIONAL PORTS AUTHORITY on request.

Approval granted for the handling and storage of specific products may be subject to compliance with specific requirements, both for infrastructural and operational aspects.

Such approvals will be reviewed every three years or if circumstances have materially changed, or if information regarding the product has emerged which may have a bearing on the approval requirements, NATIONAL PORTS AUTHORITY may, in consultation with the Lessee, amend such requirements.

5. TANK FARMS

5.1. BUND WALLS

All above-ground tanks, irrespective of the type of tank, which contain Class I, Class II, or Class III products must be completely surrounded by a bund wall.

5.2. DRAINAGE OF BUND AREAS

If the product being stored in tanks in the bund area is lighter than, and not miscible with water, drainage shall be provided in the bund to draw off rainwater, fire-fighting and cooling water from below any product floating on the water. The emergency drainage outlets shall be controlled by valves situated at least fifteen metres from the bund. These valves should normally be kept closed, and only be opened under properly controlled circumstances and under competent supervision. The released water may be discharged to storm water drainage, provided such drainage is designed to carry the anticipated flows.

No drainage separation pits/interceptors/sumps shall be located within the confines of a bund.

5.3. SURFACE DRAINAGE

All surface drainage from areas that could be contaminated by product spillage must go through a separator. Water discharging from a separator should be considered to be trade effluent and be discharged to a foul water sewer only after having been treated or neutralized in terms of Local Authority requirements.

As an alternative to discharging all potentially contaminated water through a separator to the foul water sewer, it is allowable to adopt a "first flush" approach.

In this approach there is a distinction between continuously contaminated areas (CCA) i.e. where product is habitually allowed to collect, and accidentally contaminated areas (ACA) i.e. where product is only released accidentally, and where immediate, comprehensive steps are taken to clean any product from the surface. More than one first flush pit may be needed, depending on the drainage needs of the site (for example, there may be multiple discharge points on the premises).

Rainwater falling on CCA areas, contaminated with product, must pass through a separator. However under the "first flush" approach, the first ten minutes of the peak design rain falling on the specific area shall be collected in holding tanks, for subsequent progressive discharge through a separator. The volume of the collection pit must be large enough to capture the pollutant load expected from the catchment. The volume will be a function of the nature of the catchment surface (pervious or impervious) and the nature of the pollutant(s) expected. A marker should be provided on the wall of the tank to indicate the level to which the collected water needs to be pumped down to ensure the required capacity is available for the next rain event. Additional volume will be required if it is expected that contaminants will accumulate at the bottom of the pit. As a guide, an additional depth of 500 mm or an additional volume of 30% of the required capacity shall be provided.

Any run-off after this time, confirmed and proven to be contaminant-free by means of a lab analysis comparison against legislated guidelines (either local bylaws or national guidelines where applicable), may be discharged into storm water system.

5.4. ABOVE-GROUND TANKS LEVEL INDICATION & OVERFILL PROTECTION

All above-ground tanks shall have electronic level indication with an independent set of level alarms for overflow protections. For petroleum based products, overflow protection shall comply with API 2350 irrespective of whether it is Class I, II or III product.

5.5. POSITIVE DISPLACEMENT PUMPS

All positive displacement pumps shall have a relief valve on the discharge piping at a relief setting below the maximum design discharge piping pressure. This is withstanding the positive displacement pump internal relief valve.

6. FIRE-FIGHTING MEASURES

In addition to the requirements of standards/codes mentioned in 1.1 (the Lessee shall comply with the Fire Fighting Measures of the requirements of SANS 10089-1 Section 7.8 Scale of fire-fighting equipment), the following fire-fighting measures apply:

- A bund area, enclosing storage tanks containing Class I, II or III products, must be protected by fixed foam pourers. Where the provision of fixed foam pourers is impractical, an approved alternative must be provided to the Authority. Refer to requirements of 2.1
- In order to provide greater flexibility of water supplies, valve-controlled pipe cross-connections must be installed to enable one site to boost the water supply of a neighbouring site.
- Hydrants must be spaced not more than 25m apart, and located, if possible, at least 15m from the bund wall. Any hydrant located closer than 1,5m from the bund walls must have "fire-safe" (carbon steel) valves with hand wheels above ground, marked so as to clearly indicate opening and closing directions. The exposed pipeline below the valve and to 300mm below ground must also be carbon steel.
- Foam sealing must be provided to floating roof tanks
- The inspection and maintenance of all fire-fighting equipment must be carried out in accordance with SANS 10105-1 and SANS 10105-2
- Reference must be made to the Municipality By-Laws in conjunction with the Chief fire officer of the municipality
- It is required that roadways to provide access to fire-fighting equipment must have a minimum width of 6m and adequate turning facilities are to be provided, which must have a minimum radius of 11m.

The Lessee shall provide a fire patrol after working hours and arrange for an alarm system to be installed. This alarm shall be connected to the Local Authority and NATIONAL PORTS AUTHORITY's fire stations /risk control centres. An alternative means of communication may be provided between each site and the respective fire stations / risk control centres subject to the satisfaction of both Authorities. The Lessee shall arrange for the site to be served by the Local Authority's fire services. TNPA Fire Services will conduct Fire Prevention Inspections of all sites on a yearly basis.

7. PIPELINES

The following requirements are supplementary to standards mentioned in Section 3 above:

- Plans and sections of all proposed pipelines outside the leased site boundary (i.e. in the commonage) shall be submitted for approval. The sections shall show new lines and existing pipelines.

- NATIONAL PORTS AUTHORITY will decide whether these pipelines are to be buried or laid above ground (exceptional circumstances will dictate the use of buried pipelines). If the pipelines are to be buried, NATIONAL PORTS AUTHORITY will advise the Lessee of the minimum depth to which the pipelines shall be buried, due cognisance being taken of code of practice SANS 10121. The Lessee shall give particular attention to existing cathodic-protected lines that could be affected.
- All discharge piping downstream of pumps shall be evaluated for the “blocked outlet” scenario and as to whether a pressure relief system is needed as per API 521.
- All new pipeline installations shall be tested to a pressure of twice the normal working pressure, with a minimum of a 1 400kPa, before they are commissioned.
- All buried pipelines shall be tested at least annually (or more frequently if circumstances warrant this) with water for a period of half an hour at constant temperature with a pressure 50% in excess of the design working pressure. The permissible drop in pressure over this period shall not exceed 15%.
- All above-ground pipelines shall be verified fit for purpose by an appropriate inspection technique that is signed-off by a competent inspection authority at a frequency determined thereby.
- On request, the Lessee must furnish NATIONAL PORTS AUTHORITY with certificates, which reflect in tabular form the pipeline tested, its normal working pressure, the test pressure, the actual drop in pressure and percentage drop, and any change in temperature of the product during a pressure test.
- When pipeline tests are to be conducted, the section of the line to be tested is to be suitably isolated. Any entrapped air shall be removed from the line before the test is conducted.
- When pipeline tests outside the leased site boundary (i.e. in the commonage) are to be conducted, at least two days advance notice in writing is to be given to NATIONAL PORTS AUTHORITY.
- Critical Non-Return Valves need to be identified and incorporated into a maintenance strategy.

Except in some cases where NATIONAL PORTS AUTHORITY, for reasons of the hazardous nature of a particular product, expressly forbids such practice, pipelines within a port area may be kept full of petroleum or other approved chemical products subject to the following conditions:

- Isolating block valves shall be inserted at strategic positions. The Lessee concerned in collaboration with NATIONAL PORTS AUTHORITY will determine the distance between block valves, subject to the approval of NATIONAL PORTS AUTHORITY
- The distance between the quay face and the first block valve shall, as a general rule, be a minimum of 30m. Where this is not practicable, each case will be considered on its merits by NATIONAL PORTS AUTHORITY
- Where pipelines between a tanker berth and tank farm are above ground level, the Lessee must patrol these during pumping operations
- The number of flanges in pipelines above ground level shall be the minimum consistent with essential maintenance requirements
- The portion of the pipeline in a port, from the ship's hose flange connection to the check valve, shall be cleared of product after pumping without causing any spillage onto the quay, and the end of the pipeline blanked off
- Pipelines left fully charged shall be fitted with safety relief valves in each block section to cope with any rise in temperature

8. BOILERS

Boilers which may be required for the supply of steam shall be erected at a minimum safety distance (specifically derived from a quantitative risk assessment) from any operations involving the storage and handling of flammable Liquids, or from any container which may contain the vapour of such Liquids.

9. MARINE LOADING ARMS

All marine loading arms installed/to be installed on NATIONAL PORTS AUTHORITY berths shall comply with OCIMF Design Specification for Marine Loading Arms.

All loading arms to be fitted with an emergency release coupling system e.g. PERC system (see ISGOTT in Port Rules).

10. LIGHTING AND ELECTRICAL EQUIPMENT IN HAZARDOUS AREAS

Where necessary, provide adequate artificial lighting to facilitate night operations. Lighting is to comply with as per relevant standards listed in Section 3.

The electrical installation, equipment used, and the maintenance thereof in the hazardous area must comply with the Occupational Health & Safety Act (Act 85 of 1993), and the relevant standards and codes of practice mentioned in Section 3.

NATIONAL PORTS AUTHORITY reserves the right to carry out inspections of all electrical installations and equipment at any time to ensure compliance with the requirements of the above-mentioned acts, standards and codes of practice. All lease holders are to submit valid certificate of compliance (COC) to the TNPA Real Estate Department.

11. CATHODIC PROTECTION

Cathodic protection, where provided, shall be in accordance with standards mentioned in Section 3. If the Lessee decides to install a cathodic protection system, the design documentation from a qualified specialist (Pr.Eng or Pr.Tech only) must be submitted to the NATIONAL PORTS AUTHORITY for approval. Lessee needs to demonstrate that cathodic protection systems are tested (and recorded) and are fit for purpose.

12. MAINTENANCE

The Lessee must maintain all fixed assets provided by Lessee to the satisfaction of both NATIONAL PORTS AUTHORITY and the local authority. The Lessee to allow NATIONAL PORT AUTHORITY access to the site at any reasonable time (on receipt of identity) to inspect the installations. The Lessee must have documentary proof of required statutory inspections, including frequency of such inspections, for various equipment on the plant. Certificates of Compliance and addendums need to be handed to TNPA Property

13. PREVENTION OF ELECTRIC SPARKS

The precautions which are to be observed to guard against the dangers of electric sparks due to stray electric currents, static electricity and lightning during the transfer of flammable Liquids and or gases to or from tank wagons are as defined in standards given in 1.1 and (Annexure A) and shall apply to the following sites :-

- all new sites
- all sites served by electrified sidings
- all sites within 50km of an electrified traction system
- all sites served by a pipeline
- all sites that are protected by an impressed current cathodic protection system
- all sites where stray currents or voltages can be shown to exist

Where it is intended to use flexible hose connections as an effective means of preventing the flow of electric current pipelines, such must comply with the following:

- a single length of electrically non-conducting flexible hose, not less than two metres in length and without intermediate metallic flanges or the use of an insulated flange when filling or decanting is performed
- such a hose shall be made easily identifiable by painting a white band, one metre wide, at its centre, which colour shall be carefully maintained
- the insulation of the joint shall in all cases be not less than 1 000 ohm and shall be measured with an insulation tester
- the electrically non-conducting flexible hose shall be tested and examined regularly to ensure its non-conducting properties. If chains of flexible hoses are used, such chains shall include only one non-conducting hose

All products stored or transferred on NATIONAL PORTS AUTHORITY land shall have known conductivities as to assess the need for mitigations for static electricity risks in compliance with SANS 10089-2, SANS 10123 & API 2003. There will be no splash loading allowed for of petroleum, hazardous and non-petroleum (only if toxicity concerns) products via tank, road tanker, rail tanker etc.

14. PERMITS TO WORK

Prior to construction, repair or maintenance work carried out within designated hazardous or restricted areas, a “permit to work” must be issued. Within the leased sites the “permit to work” shall be issued by a company employee, and approved by a depot manager, who signs off the work on completion.

On land outside of the leased areas, referred to as the commonage, the “permit to work” shall be issued by the NATIONAL PORTS AUTHORITY and approved by the designated NATIONAL PORTS AUTHORITY representative.

Such approval by NATIONAL PORTS AUTHORITY does not in any way absolve the company of its responsibility to ensure that a safe operation is undertaken. It does, however, provide NATIONAL PORTS AUTHORITY the ability to coordinate activities to prevent other operations, not under the control of the depot manager, from occurring in the vicinity of the designated work site, and provides the NATIONAL PORTS AUTHORITY with the necessary information to ensure that the operation to be performed is deemed to be safe.

On completion of such work outside of the leased site the designated NATIONAL PORTS AUTHORITY official is to sign off “permit to work” signifying that the danger occasioned by the work is no longer present

Hereunder are the specified minimum requirements.

Permits to work:

- Shall include the types of work, or areas where permits must be used, should be clearly defined and understood by all concerned.
- Shall contain a clear description of the work to be done, its location and start time.
- Shall provide for the reviewing of the Hazardous Area Classification drawing to identify what equipment precautions must be in certain zoned areas.
- Shall specify precautions to be taken, including safe isolation from the potential risks such as hazardous substances, electricity and other forms of energy.
- Shall determine ways to identify that the work site has been visited, and all precautions specified to be taken before work commences (isolations) have in fact been taken and will remain effective while the permit is open.
- Shall provide for the control of work activities that may interact or affect one another.
- Shall have a determination of when hazards need to be re-assessed.
- Should have a way of ensuring that permit users are properly trained and they understand specific arrangements made for the job.
- Copies of all issued permits shall be displayed at an appropriate location and in a consistent arrangement so that site personnel can readily see and check which equipment is under maintenance and not available for operation.
- Shall have a provision to ensure that any precautions and isolations are withdrawn at the end of the job unless they are cross-referenced to other permit activity.
- Where there are isolations common to more than one permit, there shall be a procedure to prevent the isolation being removed before all the permits have been signed off.
- There shall be a provision on the permit form to cross-reference other relevant certificates and permits
- There shall be a provision for the area owner to acknowledge the return of plant or equipment to their full control.
- Shall clearly specify a time limit for expiry or renewal.
- Shall include a handover mechanism for work which extends beyond a shift or other work period, including work which has been suspended
- Shall include means to identify and monitor tasks which require inhibiting safety devices, eg fire and gas detectors, to ensure that contingency plans and precautions are in place

There shall be a properly documented isolation procedure for use when working on potentially hazardous items of plant, and this should also provide for long-term isolation.

15. MANAGEMENT OF CHANGE

All Terminal Operators to have an appropriate Management of Change system and procedure which identifies MOC triggers, MOC process and relevant signatories (inclusive of Terminal Manager, Engineering Manager and Operations Manager).

There shall be a proper repository of all MOC and attached relevant documentation which must be kept indefinitely. The Close-out of all MOC's shall be signed off by the relevant signatories and shall include updated documentation & drawings e.g. P&IDs (piping and instrumentation diagrams) if necessary.

16. PROCESS SAFETY RISK ASSESSMENTS

All risk assessments where the hazard is either overfill, over-pressure or extreme temperature shall be conducted on a quantitative and not qualitative basis (e.g. LOPA). Risk assessment outcomes shall indicate barrier validity, final residual risk and tolerability. In terms of evaluating tolerability, the basis for the ALARP principle is referenced from the HSE (Health and Safety Executive, UK) guidance document "Reducing Risks, Protecting People" (R2P2), [19.3]. The ALARP principle that is required to be applied by all parties governed by these regulations is as follows (where the numbers on the left are risks of death per year).

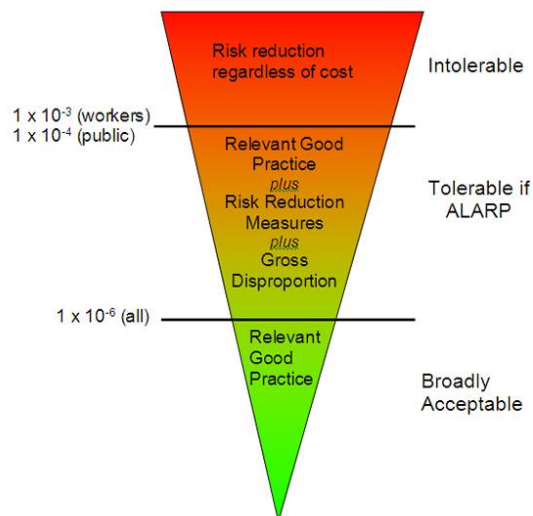
17. LIQUID BULK SITE FIRE PREVENTION COMMITTEE

Where sites are leased as per Scope of this Document, representatives of the operating companies concerned shall serve on the Liquid Bulk Sites Fire Prevention Committee. Where no such committee functions, the representatives must serve on the respective Port's Fire Prevention Committee. The applicable local authority shall also be invited to nominate a representative to serve on the committee. Either committee, whichever will be responsible for ensuring that all the instructions contained herein are observed, shall meet at least once every three months.

PART B – PHYSICAL PIPELINE IDENTIFICATION

1. INTRODUCTION

A primary factor that is essential to the maintenance of health and safety and of a steady flow of work is the elimination of danger to personnel. The use of correct identification as a means of speedy recognition and a warning of danger is obviously a valuable contributing factor in the reduction of incidents. However,



in the case of accident prevention, other efficient and established safety measures should not be replaced by, but should be used in conjunction with identification. This section must, therefore, be regarded as supplementary to any regulations laid down for health and safety.

One essential factor of any such form of identification is that there should be uniformity of the scheme used as this promotes greater safety, lessens the chance of error, and warns against hazards. In the past, lack of uniformity has often been responsible for the destruction of property and injury to personnel. It is, however, important to note that the number of identifications in the field of vision of workers should be kept to a minimum. This will avoid confusion and fatigue, and provide greater emphasis on the markings that are finally used.

Education is an essential part of any system for giving information. On the berths and common property where pipeline identification is to be adopted, it is essential that a training program be applied. Training

programs should be competently administered, and should be of such a nature that no personnel are allowed to work in any area of the port until they are fully conversant with all relevant identifications.

Finally, it is felt that, by the adoption of the pipeline identification systems given in this section and by its use, personnel and the terminals within the port as a whole will benefit.

Within the Port's, and more specifically, within the petroleum, chemical & non-petroleum Storage facilities, pipelines are used primarily to transport:

- domestic and industrial water supply
- fire-fighting reticulation
- petroleum and Petroleum, Chemical & Non-Petroleum Liquids transportation
- sewage and waste water removal
- power line and cable conduits

The key benefits of pipeline Identification are:

- Safety – Pipeline identification has the potential to prevent errors which cause incidents of a serious nature
- Environmental Impact - Pipeline identification has the potential to ensure that where pipes are leaking identification and verification of their contents is done as speedily as possible
- Economic - Accidents often cost companies large amounts of money, in terms of asset damage and loss of near future operation

Therefore, the ability to identify pipelines immediately is of significant interest to terminals.

2. PURPOSE AND SCOPE

This section aims to assist Port industry by establishing uniform standards that encourage a consistent approach in the identification of pipelines. The purpose of this section is to provide minimum standards for Terminals and Lessees utilising pipelines as a means of logistics. And also assists with complying with the provisions of the Occupational Health and Safety Act, which requires that employers maintain a working environment that is safe and without risk to health, and eliminate or mitigate any hazard or potential hazard to employees, and ensure the safety and absence of risks with regards to production, processing, use, handling, storage or transport of articles or substances. In addition to the aforementioned employers, and therefore terminals also have a duty to inform in relation to the contents of their pipelines. Piping systems shall be appropriately labelled to make people aware of the materials they carry. A common pipe marking and labelling method is to be utilized. This section will apply to all new buried pipelines, and for above-ground lines, the standard will be applied retroactively.

This section will also not apply within the leased premises of the terminal, nor to domestic and industrial water supply, fire-fighting reticulation, sewage and waste water removal, and power line and cable conduits. This section is applicable to all areas within the commonage and the berths utilised by Petroleum, Chemical & Non-Petroleum Terminals, and where the National Ports Authority deems it applicable, it shall apply to other facilities outside of the confines of any Petroleum, Chemical & Non-Petroleum complex, but within the area of a Port as defined in the National Ports Act (Act no 12 of 2005).

3. ABOVE GROUND FACILITIES

The colour coding system has to be uniformly applied and used throughout the port. The paint needs to be applicable based on the pipeline metallurgy, operational (temperature, pressure, etc.) and to atmospheric conditions.

This is of extreme importance, especially if there is a necessity to introduce ancillary colour coding as the SANS Standards cannot cater for all the chemicals and products in a universal pipeline colour coding system over and above the basic system set out in that part of SANS 10140.

Specific needs will have to be identified within a committee format and published to all terminals in order to ensure a consistent and uniform pipeline identification system across the port.

4. BELOW GROUND FACILITIES

API 1109 (Marking Liquid Petroleum Pipeline Facilities) – Fourth Edition addresses the permanent marking of Liquid petroleum pipeline transportation facilities. It covers the design, message, installation, placement, inspection, and maintenance of markers and signs on pipeline facilities located onshore and at inland waterway crossings. Markers and signs indicate the presence of a pipeline facility and warn of the potential hazards associated with its presence and operation. The markers and signs may contain information to be used by port users or members of the public when reporting emergencies and seeking assistance in determining the precise location of a buried pipeline.

The provisions of API 1109 covers the minimum marker and sign requirements for Liquid petroleum pipeline facilities. Alternative markers, which are recommended for some locations under certain circumstances, are also discussed. The pipeline operator is responsible for determining the extent of pipeline marking. Consideration shall be given to the consequences of pipeline failure or damage; hazardous characteristics of the commodity being transported; and the pipeline's proximity to industrial, commercial, residential, and environmentally sensitive areas. The pipeline marking programs are also integral parts of the pipeline operator's maintenance and emergency plans.

This recommended practice is not intended to be applied retroactively. Its recommendations are for new construction and for normal marker maintenance programs subsequent to the effective date of issue of the Physical Pipeline Identification Written Instruction.

5. LABEL REQUIREMENTS

Pipe marking labels must effectively communicate the contents of the pipes and give additional detail if special hazards such as high temperatures ($\geq 60^{\circ}\text{C}$) or pressures exist. From a pressure perspective anything 10barg or above shall be marked as high pressure.

The legend shall be short in length and easy to understand. An arrow shall be used in conjunction with the legend to show which direction the material flows. If flow can be in both directions, arrows in both directions shall be displayed.

Labels shall be positioned on the pipes so they can be easily read. Proper label placement is as follows:

- On the lower side of the pipe if the person has to look up to the pipe,
- On the upper side of the pipe if the person has to look down towards the pipe; or
- Directly facing the person if on the same level as the pipe.
- Labels shall be painted on utilising a stencil and shall contrast with the pipe colour in order to ensure high visibility, and should be of UV resistant paint. (For example on a silver pipeline the stencilled label would be black, on a black pipeline the stencilled label would be yellow)

Labels shall be located in the following places:

- Near valves and branches;
- Where a change in direction occurs;
- On entry/re-entry points through walls or floors;

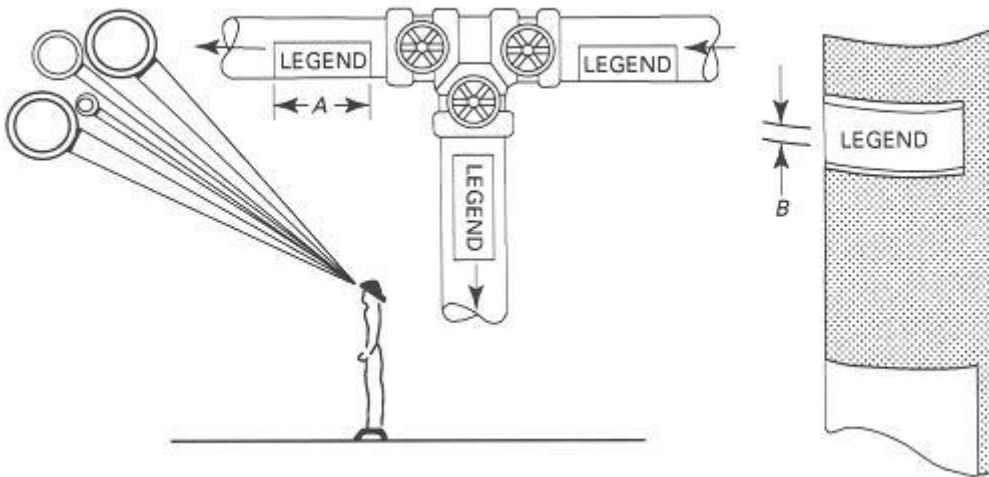
- And on straight segments with spacing between labels that allows for easy identification. Such as between flanges.

Labels shall bear the following legend if the pipeline carries multiple products:

- The Company Name;
- Emergency Telephone Number; and
- Direction of flow;
- Pipeline operating pressure Kilo Pascals
- All other pipeline identification is to be followed in terms of SANS 10140-3:2003 (Edition 3)

Labels shall bear the following legend if the pipeline carries multiple products:

- The Company Name;
- Emergency Telephone Number;
- Name of product; and
- Direction of flow;



- Pipeline operating pressure Kilo Pascals
- All other pipeline identification is to be followed in terms of SANS 10140-3:2003 (Edition 3)

All other pipeline identification is to be followed in terms of SANS 10140-3:2003 (Edition 3).

For pipes of less than 19 mm in diameter the pipe shall be identified by means of a permanently legible tag.

All labelling shall be maintained on a regular basis to ensure legibility.

Size of Legend Letters	
Outside Diameter of Pipe Covering (mm)	Size of Letters
19 to 32 mm	13 mm
38 to 51 mm	19 mm
64 to 150 mm	32 mm
200 to 250 mm	64 mm
Over 250 mm	89 mm

6. PIPE LINE COLOUR CODE REQUIREMENTS

All flanges are to be painted with the specific company colour code as tabled by Transnet National Ports Authority. (Please see Table 1 below). The Transnet National Ports Authority shall display pipeline content colour identification charts or boards relevant to all products in strategic locations on the berths and within the commonage. All colours utilised shall comply with SANS 1091:2004 (Edition 2)

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PORT OF PORT ELIZABETH
PHYSICAL PETRO-CHEMICAL PIPELINE IDENTIFICATION CHART



PLEASE NOTE
Colours represented on these charts are only an approximation. SANS 1091 references need to be quoted when ordering the appropriate colour for use





PORT OF EAST LONDON
PHYSICAL PETRO-CHEMICAL PIPELINE IDENTIFICATION CHART



PLEASE NOTE
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PORT OF CAPE TOWN
PHYSICAL PETRO-CHEMICAL PIPELINE IDENTIFICATION CHART



<p>CHEVRON & JBS Lime Green SANS 1091 Ref: H41</p> 	<p>FFS & CTBS Brilliant Green SANS 1091 Ref: H10</p> 	<p>OTGC Oxford Blue SANS 1091 Ref: F02</p> 	<p>BURGAN CAPE Spectrum Orange SANS 1091 Ref: B25</p> 
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PLEASE NOTE
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PORT OF NGQURA
PHYSICAL PETRO-CHEMICAL PIPELINE IDENTIFICATION CHART



OTGC
Oxford Blue
SANS 1091 Ref: F02



PORT OF RICHARDS BAY
PHYSICAL PETRO-CHEMICAL PIPELINE IDENTIFICATION CHART



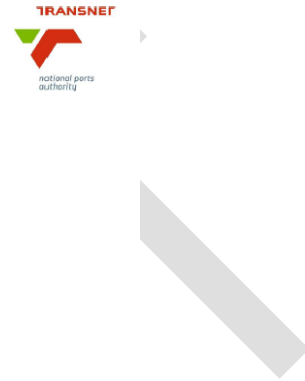
<p>SOUTH32 Brilliant Green SANS 1091 Ref: H10</p> 	<p>JBS Gulf Red SANS 1091 Ref: A04</p> 	<p>BTT Spectrum Orange SANS 1091 Ref: B25</p> 
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PLEASE NOTE
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PORT OF SALDANHA
PHYSICAL PETRO-CHEMICAL PIPELINE IDENTIFICATION CHART



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PORT OF MOSSEL BAY
PHYSICAL PETRO-CHEMICAL PIPELINE IDENTIFICATION CHART



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PART C – DECOMMISSIONING OF TERMINAL FACILITIES

1. INTRODUCTION

The petroleum industry has a vital role in the economic and environmental well-being of South Africa. This standard is intended to encapsulate the best techniques and methods presently available to mitigate or to eliminate the environmental impact on port activities. Companies using this standard can be sure of achieving the highest standards of protection.

All construction is different and, consequently, it is not possible to set prescriptions on any particular course of action. Rather, there are options for action, which, together, form a 'tool kit'. It is from these tool kits that planners and the construction teams in the field will select the options best suited to their needs.

Decommissioning of requires a careful assessment and balancing of environmental issues and close communication with regulators and other stakeholders. Key considerations include:

- health and safety implications;
- environmental impacts;
- technical options and cost;
- Long Term Port Development Framework Plans

2. PURPOSE AND SCOPE

The tabulated section below aims to assist the Port industry by establishing uniform standards that encourage a consistent approach in the pipeline decommissioning phases. It provides the necessary direction for the application of best practice decommissioning procedures and environmental management that aim to prevent or mitigate potential environmental impacts during decommissioning.

The purpose of the tabulated section is to provide minimum environmental management standards for terminals and lessees utilising pipelines as a means of logistics, encouraging the adoption and integration of appropriate environmental management systems and procedures. Consequently, it forms the basis for the environmental management guidelines required for project approvals, contributing to the improved efficiency of regulatory approvals processes.

If any provisions of the tabulated section below, present a direct or implied conflict with any statutory regulation, the regulation shall govern. However, if requirements in the tabulated section are more stringent than the requirements of the regulation, then the requirements presented herein shall be applied.

3. TERMINAL FACILITY DECOMMISSIONING

A decommissioning plan shall be submitted to TNPA with at minimum all the requirements of Section 14 "Removals and Decommissioning of Facility" contained in

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API 2610 being abided by. Decommissioning of any sort shall only commence following approval from TNPA.

4. PIPELINE DECOMMISSIONING

Supplementary to Section 3 above, the following requirements shall apply for Pipeline Decommissioning.

Decommissioning encompasses all activities where petrochemical products are no longer flowing through the pipeline, including:

- suspension - pipelines are not depressurised but are physically isolated from the pipeline system
- abandonment in place - pipelines are physically disconnected from the pipe system, purged and cleaned with water or inert material and sealed (capped) at the ends
- removal - pipelines are entirely removed from the pipeline way leave, typically only applicable to above-ground pipelines

Decommissioning of onshore pipelines needs to assess both the environmental and commercial costs of the chosen strategy. Part C addresses the issues in determining the best strategy for the decommissioning of pipelines within the Port jurisdiction. In the event that the utility is no longer required, the pipeline will be decommissioned in accordance with Legislative Requirements, and Part C of this standard.

5. LEGISLATIVE REQUIREMENTS

Legislation and/or pipeline licences in South Africa indicate that the regulation of decommissioning of pipelines will be based on the standards of the day and/or as directed by the relevant legislation. There are also international guidelines available for reference. The scope of this Written Instruction is applicable where a Pipeline exists on/within the jurisdiction of the Port as defined in the National Ports Act.

Industry shall refer to the legislation of the day and consult with the Transnet National Ports Authority, and the relevant government agencies for advice when commencing a pipeline decommissioning project.

6. PIPELINE DESIGN LIFE

Pipeline engineering design takes into consideration the planned life of the pipeline. Where it is intended to operate a hydrocarbon pipeline beyond the design life, a detailed investigation shall be made of the design, operating conditions and history of the pipeline in order to determine condition and any limits to continued safe operation of the pipeline.

The pipeline shall be operated under the approved conditions and the limits established from the detailed investigation.

7. DECOMMISSIONING OPTIONS

When a pipeline is no longer required (e.g. exhaustion of supply, reduced market, safety reasons), it is important that the pipeline be decommissioned in an environmentally

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responsible manner. Whilst it may be possible to consider Suspension as an operations option for the purpose of this report, Suspension shall be included in decommissioning.

A pipeline may be segmented with more than one of the three options (suspension, abandonment, removal) applying to the decommissioning, depending upon environmental considerations, future development potential or Transnet National Ports Authority requirements. International best practice recognises that removing the pipe from the ground may not necessarily be a commercially or environmentally viable option.

7.1. SUSPENSION

The pipelines are not depressurised but are physically isolated from the pipeline system. The pipeline may be purged with inert material, such as nitrogen or allowed to contain non corrosive petroleum fluids and blinded at the ends. The pipelines are maintained as per an operating pipeline including relevant standards, the monitoring of the pressure, maintenance to the cathodic protection system, and maintenance as determined in the safety and operating plan.

7.2. ABANDONMENT IN PLACE

Pipelines abandoned in place are physically disconnected from the pipe system, purged and cleaned with water or inert material and sealed (capped) at the ends. The pipelines are not pressurised and are not maintained, with cathodic protection system disconnected. The pipe would then be left to corrode and biodegrade in situ. All above ground structures are removed (including marker signs), and the way leave rehabilitated. Maintenance of the way leave is discontinued after an agreed monitoring period, and the way leave is relinquished. Abandonment of buried pipelines in situ is environmentally preferable to the disturbance associated with the removal of pipelines, which involves excavation. Buried pipelines should only be removed in the case where damage to the surrounding environment or disturbance to third party facility (resulting from the removal) is low. It is recognised that long term structural deterioration of a pipeline abandoned in place may lead to some measure of ground subsidence. The Canadian Association of Petroleum Producers has examined this issue and determined that subsidence is unlikely to be a critical issue as a structural failure due to corrosion may take many decades and that significant lengths of pipeline would not collapse at any one time due to the localised nature of the pitting process. Even if a total collapse did occur, it was determined that ground subsidence would be negligible for pipelines up to 232.9mm in diameter. Filling with an inert material may be appropriate at critical locations (e.g. infrastructure crossings). This will need to be determined in consultation with the Transnet National Ports Authority and relevant authorities at the time of decommissioning and take into account the long term plans for the pipeline.

Therefore, in situ decommissioning (i.e. Abandonment in Place) for inactive pipelines is usually considered the best option of decommissioning, subject to:

- licence conditions
- stakeholder requirements in terms of future development
- environmental considerations such as pipeline cleanliness, or exposure to subsidence or water conducting

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Buried pipelines should generally be left in situ, particularly those:

- that are adequately buried or trenched and which are not subject to future development and are likely to remain so
- where burial or trenching is undertaken to a sufficient depth and it is likely to be permanent
- that can be adequately cleaned, and do not contain environmentally contaminating materials
- that, due to structural damage or deterioration or other causes, cannot be recovered safely and efficiently

7.3. REMOVAL

This deactivation status applies to pipelines that are physically and entirely removed from the pipeline way leave. The pipeline is depressurised and purged with inert material, such as nitrogen. All above-ground and below-ground structures are removed and the pipeline way leave rehabilitated. Maintenance of the way leave is discontinued after an agreed monitoring period and the way leave is relinquished. Above-ground pipelines may be decommissioned by removal, but removal will need to be considered on a case-by-case, risk-assessed basis.

8. PLANNING

The decommissioning program shall be supported by a suitable study which addresses any potential effect on the environment and other uses of the way leave. The process of risk assessment shall be carried out. Each pipeline is different, as each is purpose built for a specific function in a specific location. The method of decommissioning for each section of a pipeline shall therefore be based on a case-by-case evaluation.

The following shall be considered:

- the potential reuse options
- age and length of the pipeline
- the nature of the environment in which the pipeline is located
- any other issues relevant to the particular pipeline

It is recognised that commercial considerations, such as whether there is any future use for the pipeline, can be a key determining factor in planning a decommissioning strategy. Early planning for decommissioning is essential in order to determine regulatory requirements for each case. Planning will also involve setting out the strategy, philosophy, goals and objectives for the decommissioning process. Planning aspects essentially comprise four assessment criteria:

- technical feasibility
- environment
- safety
- cost

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PLANNING – KEY ENVIRONMENTAL ISSUES

- Impact on flora & fauna
- Impact on soil and water quality
- Waste management and disposal
- Impact on Landholders and other stakeholder

PLANNING – ENVIRONMENTAL OBJECTIVES

- To undertake pipeline corridor remediation works in a manner that is consistent
- To decommission the pipeline corridor in a manner that minimises potential impacts on the environment, land use and third parties
- Where the pipeline decommissioning exposes the port users or the environment to high risk, to develop a safety management plan that is documented and implemented for the decommissioning of any pipelines
- To assess the environmental, safety and social impacts of all options prior to disposal of product, pipe waste and facility components
- To consider all feasible recycling alternatives when disposing of a facility
- To ensure that the means of decommissioning shall not cause a significant adverse effect on the environment
- To assess the environmental (including social) aspects of decommissioning options
- To clarify issues of residual liability before licence relinquishment

PLANNING – ENVIRONMENTAL MANAGEMENT

Activity	Management Measures
Strategy Option	<ul style="list-style-type: none"> • The decommissioning strategy must be identified. • Planning objectives shall be set. • A planning assessment shall be conducted. • Decommissioning procedures shall be developed. • Social/community implications shall be considered when decommissioning

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	<ul style="list-style-type: none"> • The Decommissioning Plan shall have an implementation • strategy
Technical	<ul style="list-style-type: none"> • Planning shall include a description of the pipeline(s) and associated equipment to be decommissioned, including lengths, diameters and type of construction. • Planning will incorporate technical and engineering aspects of the phase, including reuse and recycling and the impacts associated with cleaning, or removing chemicals from the pipeline. • Planning shall assess the timing of the decommissioning. • Planning shall assess safety considerations associated with capping, removal and disposal of above ground infrastructure. • Planning shall identify critical areas where subsidence of an abandoned pipeline cannot be tolerated (e.g. railway crossing). • Technical consideration shall be given to pipeline structural integrity and structural condition, the state of the way leave, and the establishment of the order of dismantling.
Existing Way leave Condition	<ul style="list-style-type: none"> • Assessment will be made during planning, on the current condition and status of the pipeline(s) including the extent of burial, trenching and details of any materials used to cover the lines in order to determine potential environmental impacts associated with decommissioning. • Operational and monitoring data and history shall be reviewed.

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Environment and Stakeholders	<ul style="list-style-type: none"> • Impacts on the environment and landholders, including exposure of the environment to pipeline related contaminants, shall be assessed in the development of the decommissioning strategy. • Impacts on other environmental aspects, including emissions to the atmosphere, leaching to groundwater, discharges to surface water and effects on the soil, shall be reviewed. • Consumption of natural resources and energy associated with re-use or recycling shall be reviewed. • Impacts on amenities, the activities of communities and on future uses of the environment shall be assessed.
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9. CONSULTATION

An appropriate level of consultation is required to ensure stakeholders have sufficient information and any concerns have been addressed. Potential impact on the activities of port users and on future uses of the environment shall be considered.

CONSULTATION – KEY ENVIRONMENTAL ISSUES

- Increased safety hazard resulting from temporary increases in traffic volume
- Increased noise and nuisance factor associated with temporary works
- Provision of sufficient information for public and landholders

CONSULTATION – ENVIRONMENTAL OBJECTIVES

- To undertake pipeline remediation works in a manner that is consistent
- To ensure stakeholders, landholders and regulators have been consulted and key issues addressed

CONSULTATION – ENVIRONMENTAL MANAGEMENT

Activity	Management Measures
Planning	<ul style="list-style-type: none"> • Decommissioning planning shall include consultation with statutory authorities, including the Transnet National Ports Authority and other interested and affected parties. • Consultation with the Transnet National Ports Authority and where applicable regulatory authorities regarding the utilisation of existing road or tracks and infrastructure.

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	<ul style="list-style-type: none"> • Consultation with the Transnet National Ports Authority and other applicable statutory authorities regarding critical areas where subsidence of pipelines abandoned in situ cannot be tolerated. • Consultation with the Transnet National Ports Authority and where applicable, local government regarding temporary road closures and traffic impediments.
Decommissioning	<ul style="list-style-type: none"> • Impacts on the environment and the port, including exposure of the environment to pipeline related contaminants. • Impacts on facilities, the activities of communities, and tenants and on future uses of the land and environmental functions.
Rehabilitation and Monitoring	<ul style="list-style-type: none"> • Following completion of decommissioning, landholders shall be provided with a contact number to register complaints.

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10. PRODUCT REMOVAL AND PIPE CLEANING

Onsite decommissioning commences with product removal and pipeline cleaning. Hydrocarbon product is purged from the line and the pipe cleaned using the most appropriate method over a series of stages. Likely stages include injecting inert substance such as Nitrogen, flushing with water, and the utilisation of foam or brush pigs to clean the pipeline.

PRODUCT REMOVAL AND PIPE CLEANING – KEY ENVIRONMENTAL ISSUES

- Potential impact on surface and ground water quality
- Potential soil contamination
- Potential impact on flora and fauna
- Release of air pollutants
- Waste management and disposal
- Temporary disruption to landholders and third parties

PRODUCT REMOVAL AND PIPE CLEANING – ENVIRONMENTAL OBJECTIVES

- To prevent impact on surface and ground water
- To prevent soil contamination
- To minimise impact on flora and fauna
- To minimise waste and dispose appropriately
- To minimise disruptions to landholders and third parties

PRODUCT REMOVAL AND PIPE CLEANING – ENVIRONMENTAL MANAGEMENT

Activity	Management Measures
Planning	<ul style="list-style-type: none"> • Site preparation and management requirements shall be implemented in accordance with developed and approved Decommissioning Strategy. • The equipment must be made safe by removing or making safe harmful substances.
Depressurising	<ul style="list-style-type: none"> • Hydrocarbon gases shall typically be disposed to fuel gas or flare systems. • As systems become depressurised the pipeline may then be isolated by valving and subsequent blanking.

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Venting	<ul style="list-style-type: none"> • Where flammable or other harmful materials are to be vented, the point(s) for release shall be located in order to preclude any possibility of vapours encroaching on areas where personnel are working or where there is a likelihood of ignition, under suitable meteorological conditions and away from residential and environmentally sensitive areas. • Prolonged or significant venting activities shall be undertaken in consultation with the appropriate regulatory agencies (e.g. TNPA, NERSA, DEA).
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Draining	<ul style="list-style-type: none"> • Prior to equipment being isolated it is essential that facilities are drained as much as possible via fitted drain points. • Adequately sized drain lines should be installed at the lowest points and sized in accordance with operating engineering practices. • All equipment must be cleaned and purged before connections can be cut ready for disconnection and/or removal. • The extent of the cleaning activity depends upon the state of the equipment and the type of contaminants present.
Purging and Flushing	<ul style="list-style-type: none"> • Pipe-work can be flushed or purged using steam, water or inert gas. For many applications, water is used as the primary pipe cleaning method. • Pipelines can be cleaned using a process called progressive pigging, where a series of cleaning pigs are pushed through the pipeline with chemical agents and flush water to remove all hydrocarbons. • A project specific Water Source and Disposal Plan shall be developed in consultation with the Transnet National Ports Authority, and the appropriate regulatory agencies • Water supply and disposal will be undertaken in accordance with regulations and managed in accordance with the procedures developed in the Decommissioning Strategy. • No water will be returned directly to watercourses without appropriate approvals. • Water shall be tested for hydrocarbon and chemical residue prior to disposal. • Where contaminant level exceeds national requirements, flushed water shall be disposed of at an approved waste facility. • Discharging water into the environment shall be undertaken in a manner that prevents localised effects, including erosion and sediment transport.

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Rehabilitation and Monitoring	<ul style="list-style-type: none"> • All pipelines which are partially or wholly left in situ shall be inspected and thoroughly cleaned internally to ensure that all contaminants are removed. • Consideration shall be given to filling the pipeline with cement slurry or other appropriate material to prevent water conduiting or subsidence. Alternatively, cathodic protection must be applied in order to prevent the eventual collapse of the pipeline and consequent ground subsidence. • In the event that cathodic protection is maintained, the responsibility for ownership is to remain with the pipeline operator and appropriate records kept.
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REMOVAL OF PIPELINES

As discussed above, abandonment of buried pipelines in situ is environmentally preferable to the disturbance associated with the removal of pipeline, which will involve excavation. Buried pipelines should only be removed in the case where damage resulting from the removal to the surrounding environment or disturbance to third party facility is low.

REMOVAL OF PIPELINE – KEY ENVIRONMENTAL ISSUES

- Potential impact on surface and ground water quality
- Potential soil contamination
- Potential soil erosion
- Potential impact on flora and fauna
- Waste management and disposal
- Temporary disruption to Port operations, lease holders and third parties

REMOVAL OF PIPELINE – ENVIRONMENTAL OBJECTIVES

- To undertake pipeline corridor remediation works in a manner that is consistent
- To prevent impact on surface and ground water
- To prevent soil contamination
- To prevent soil erosion
- To minimise impact on flora and fauna
- To minimise waste and dispose appropriately

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- To minimise disruptions to Port operations, lease holders and third parties
- To minimise visual impact of the way leave, site locations and access tracks by undertaking appropriate rehabilitation
- To decommission the pipeline corridor in a manner that minimises potential impacts on the environment, Port operations, lease holders and third parties

REMOVAL OF PIPELINE – ENVIRONMENTAL MANAGEMENT

Activity	Management Measures
Excavation	<ul style="list-style-type: none"> • The width of vegetation clearance shall be minimised to the safest practical width. • Cleared vegetation shall be stockpiled for respreading during rehabilitation. • Topsoil shall be stripped and stockpiled for respreading during rehabilitation. • Trench spoil shall be stockpiled separately from vegetation and topsoil.
Removal of Pipe	<ul style="list-style-type: none"> • The condition of the pipe shall be assessed and salvaged/dismantled for reuse, recycled, or disposed of as scrap as appropriate (refer to the project Waste Management Plan).
Reinstatement	<ul style="list-style-type: none"> • Trench spoil shall be replaced as close to soil horizon order as possible and certified clean fill material shall be added to the trench as required. • The way leave shall be reinstated to match surrounding contours in a manner that will not cause erosion. • Topsoil and cleared native vegetation shall be respread, monitored and assessed for any further revegetation needs.

REMOVAL OF ABOVE GROUND INFRASTRUCTURE

The overall objective is to leave the way leave as near as practical to pre-existing environmental conditions and decommission the pipeline in a manner that minimises potential impacts to the environment, Port Operations, lessees and third parties. All aboveground pipe and supports along the pipeline shall be removed (at a minimum depth of 750mm below the natural surface or at pipeline depth), and blinded below the surface. Where applicable all aboveground signs and markers above the pipeline shall be removed. If the cathodic protection system is being abandoned all above ground

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elements shall be removed, and anode and earthing beds are to be disconnected at 600mm below the natural surface level.

REMOVAL OF ABOVEGROUND INFRASTRUCTURE – KEY ENVIRONMENTAL ISSUES

- Potential impact on surface and ground water quality
- Potential soil contamination
- Potential impact on flora and fauna
- Waste management and disposal
- Temporary disruption to port operations, leaseholders and third parties

REMOVAL OF ABOVEGROUND INFRASTRUCTURE – ENVIRONMENTAL OBJECTIVES

- To undertake pipeline corridor remediation works in a manner that is consistent
- To prevent impact on surface and ground water
- To prevent soil contamination
- To prevent soil erosion
- To minimise impact on flora and fauna
- To minimise waste and dispose appropriately
- To minimise disruptions to leaseholders and third parties
- To minimise visual impact of the way leave, site locations and access tracks by undertaking appropriate rehabilitation

REMOVAL OF ABOVEGROUND INFRASTRUCTURE – ENVIRONMENTAL MANAGEMENT

Activity	Management Measures
Infrastructure	<ul style="list-style-type: none"> • Where applicable: • Reuse of buildings in good condition shall be considered. • Where buildings are to be demolished this shall be undertaken in accordance with the project's Waste Management Plan.

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	<ul style="list-style-type: none"> The condition of the power plants/generators, compressor station equipment, mainline valves and other ancillary infrastructure that is part of the pipeline shall be assessed and salvaged/dismantled for reuse, recycled, or disposed of as scrap as appropriate (refer to project Waste Management Plan).
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11. REHABILITATION OF PIPELINE CORRIDOR

The overall objective is to leave the pipeline corridor as near as practical to pre-existing environmental conditions and decommission the pipeline in a manner that minimises potential impacts on the environment, land use and third parties.

REHABILITATION OF PIPELINE CORRIDOR – KEY ENVIRONMENTAL ISSUES

- Potential impact on surface and ground water quality
- Potential soil contamination
- Potential impact on flora and fauna
- Remediation of hydrocarbon contaminated soils
- Waste management and disposal
- Temporary disruption to operations

REHABILITATION OF PIPELINE CORRIDOR – ENVIRONMENTAL OBJECTIVES

- To undertake pipeline corridor remediation works in a manner that is consistent
- To prevent impact on surface and ground water
- To prevent soil contamination
- To remediate any soil contamination present
- To prevent soil erosion and subsidence
- To minimise impact on flora and fauna
- To minimise waste and dispose appropriately
- To minimise disruptions to berth operators, and third parties
- To minimise visual impact of the way leave, site locations and access by undertaking appropriate rehabilitation

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REHABILITATION OF PIPELINE CORRIDOR – ENVIRONMENTAL MANAGEMENT

Activity	Management Measures
Earthworks	<ul style="list-style-type: none"> • Compaction relief shall be undertaken, as required, by ripping or scarifying soils along the contours. • As necessary, the pipeline corridor shall be re-profiled to original or stable contours, re-establishing surface drainage lines and other land features. • Where topsoil has been removed, it shall be respread or clean topsoil imported where there are insufficient stockpiles. • Erosion and sediment control measures shall be installed as necessary.
Revegetation and Monitoring	<ul style="list-style-type: none"> • Unauthorised access shall be discouraged in order to facilitate natural regeneration of the area. • The pipeline corridor shall be assessed to determine if additional revegetation is required to facilitate natural regeneration. • The pipeline corridor shall be assessed in accordance with 2.10 to ascertain pipeline corridor condition, and repairs undertaken as required e.g. revegetation, subsidence backfill. • Areas of high ecological value may be fenced in order to facilitate regeneration and revegetation.

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12. ROADS, ACCESS TRACKS AND HARDSTAND REMEDIATION

Where applicable, roads and access tracks may be left in place for continued use unless otherwise directed by the Port authority. If required, dirt roads and access tracks shall be rehabilitated to existing surrounding conditions or better

ROADS, ACCESS TRACKS AND HARDSTAND REMEDIATION – KEY ENVIRONMENTAL ISSUES

- Potential impact on surface and ground water quality
- Potential soil contamination
- Potential impact on flora and fauna
- Temporary disruption to operations

ROADS, ACCESS TRACKS AND HARDSTAND REMEDIATION – ENVIRONMENTAL OBJECTIVES

- To undertake pipeline corridor remediation works in a manner that is consistent
- To decommission the pipeline corridor in a manner that minimises potential impacts on the environment, land use and operations
- To prevent impact to surface and ground water
- To prevent soil erosion
- To minimise visual impact of the way leave by undertaking appropriate rehabilitation

ROADS, ACCESS TRACKS AND HARDSTAND REMEDIATION – ENVIRONMENTAL MANAGEMENT

Activity	Management Measures
Planning	<ul style="list-style-type: none"> • Ensure the Port Authority and affected stakeholders have been notified of intended works.
Remediation	<ul style="list-style-type: none"> • All imported material, signage and infrastructure shall be removed and recycled, where possible, or taken to an approved waste disposal facility. • Compaction relief shall be undertaken, as required, by ripping or scarifying soils along the contours. • As necessary, the pipeline way leave shall be re-profiled to original or stable contours, re-establishing surface drainage lines and other land features.

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	<ul style="list-style-type: none"> • Where topsoil has been removed it shall be respread or clean topsoil imported where there are insufficient stockpiles • Erosion and sediment control measures shall be installed as necessary.
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Rehabilitation and Monitoring	<ul style="list-style-type: none"> • Unauthorised access shall be discouraged in order to facilitate natural regeneration of the area. • The pipeline corridor shall be assessed to determine if additional revegetation is required to facilitate natural regeneration. • Areas of high ecological value may be fenced in order to facilitate regeneration and revegetation.
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13. WASTE MANAGEMENT

A project specific Waste Management Plan shall be developed and shall adopt the “reduce, reuse and recycle” principle. Remediation can be defined as the removal, and appropriate disposal, of an unauthorised or accidental release of a contaminant during operations. The primary goals of remediation are to protect public health, protect groundwater stores and to protect sensitive ecological resources.

WASTE MANAGEMENT – KEY ENVIRONMENTAL ISSUES

- Protection of soil and water quality
- Waste management and disposal
- Temporary disruption to Terminals/operations
- Remediation of hydrocarbon contaminated soils

WASTE MANAGEMENT – ENVIRONMENTAL OBJECTIVES

- To undertake pipeline corridor remediation works in a manner that is consistent
- To decommission the pipeline corridor in a manner that minimises potential impacts on the environment, land use and terminal operators
- To minimise and manage wastes in accordance with regulatory requirements
- To prevent contamination of soil and water
- To minimise visual impact of the pipeline corridor by undertaking appropriate rehabilitation

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WASTE MANAGEMENT – ENVIRONMENTAL MANAGEMENT

Activity	Management Measures
Planning	<ul style="list-style-type: none"> • Waste materials will be carefully disposed of at approved waste management facilities in accordance with the applicable regulations, standards and industry best practice. • Impacts on the environment, terminals and the Port, including exposure of the environment to pipeline related contaminants, shall be reviewed and considered in Waste Management Plan. • Consumption of natural resources and energy associated with re-use or recycling shall be reviewed and considered in Waste Management Plan. • Impacts on amenities, operations and on future uses of the environment shall be reviewed and considered in the Waste Management Plan.
Contaminated Soil	<ul style="list-style-type: none"> • Prior to the decommissioning, a preliminary inventory of existing equipment and hazardous material shall be collected. Historical information can be used to ascertain potential sources and types of contaminants. Historical information is also useful for documentation of previous spills or other incidents. • Initial sampling shall take place on areas suspected of having the greatest probability of subsurface contamination, in particular former treatment, storage and processing areas. • Sampling locations can be determined based on visual inspection and site surveys. • The results of the preliminary investigation shall be used to determine whether significant contamination has occurred. If it has, further assessment may be required in order to define the extent of the contamination and shall consist of more extensive testing including: soil testing, soil vapour testing (if applicable), groundwater testing (if applicable), health risk and ecological risk. • Hydrocarbon contaminated soils (e.g. loading bay drain/pig trap contents, oil/fuel spills), shall be removed and remediated according to their concentration of contaminants,

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	<ul style="list-style-type: none"> • their leachability and the extent of the area affected, in consultation with the Port Authority and relevant regulatory agencies, and in accordance with National regulations and policies, where applicable
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14. WAYLEAVE

Where a pipeline is being abandoned and no further use of the rights under the way leave is intended the rights under the way leave shall be relinquished.

WAYLEAVE – KEY ENVIRONMENTAL ISSUES

- Temporary disruption to Terminals and operations

WAYLEAVE – ENVIRONMENTAL OBJECTIVES

- To undertake pipeline corridor remediation works in a manner that is consistent
- To decommission the pipeline corridor in a manner that minimises potential impacts on the environment, land use, the Port and terminal operators

WAYLEAVE TENEMENT – ENVIRONMENTAL MANAGEMENT

Activity	Management Measures
Relinquishment	<ul style="list-style-type: none"> • Prior to the way leave being relinquished, consideration must be made of any abandonment conditions applying to the pipeline, including a review of the following documents to ensure that all condition have been met: • NERSA pipeline licence conditions • legislative requirements • SANS Standards • Port Authority agreements. • Way leave relinquishment shall also include obtaining Port Authority approval for the completed abandonment.
Records	<ul style="list-style-type: none"> • When the process of way leave relinquishment is undertaken, records (i.e. maps and drawings) identifying and locating the abandoned pipelines will need to be prepared and submitted to the Port Authority to allow future identification of infrastructure left in situ. • All pipelines which are partially or wholly left in situ shall be accurately mapped and recorded

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15. MONITORING & AUDITING

Pipeline/terminal operators are responsible for decommissioned pipelines however once a pipeline way leave has been relinquished a terminal/operator is normally relinquished of liability and responsibility after a specified period of time. A review shall be undertaken of the following documents in order to determine the extent and period of liability and responsibility for suspended, abandoned in place and removed pipelines:

- NERSA pipeline licence conditions
- legislative requirements
- regulatory commitments
- Port Authority agreements

MONITORING AND AUDITING – KEY ENVIRONMENTAL ISSUES

- Potential impact on surface and ground water quality
- Potential soil erosion
- Potential impact on flora and fauna
- Potential impact on Port and Terminal operators

MONITORING AND AUDITING – ENVIRONMENTAL OBJECTIVES

- To undertake pipeline corridor remediation works in a manner that is consistent
- To prevent impact on surface and ground water
- To prevent soil erosion and subsidence
- To minimise impact on flora and fauna
- To minimise visual impact of the pipeline corridor by undertaking appropriate rehabilitation

MONITORING AND AUDITING – ENVIRONMENTAL MANAGEMENT

Activity	Management Measures
Suspension	<ul style="list-style-type: none"> • Decommissioned pipelines require continued monitoring and maintenance of cathodic protection, signs and markers, and in some cases maintenance of the way leave or right-of-way. • Monitoring shall be undertaken periodically to ensure prompt remediation of erosion or third party damage to infrastructure.
Abandonment in Place	<ul style="list-style-type: none"> • Monitoring or auditing of abandoned pipelines shall be undertaken for a specified period following their abandonment or the relinquishment of the way leave

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	<ul style="list-style-type: none"> Monitoring or auditing of an abandoned pipeline shall focus on the success of remediation and revegetation activities. The way leave shall be monitored to check for evidence of soil subsidence and erosion, or ground water contamination.
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Removal	<ul style="list-style-type: none"> Monitoring or auditing of easements where the pipeline has been removed shall be undertaken for a specified period following their abandonment or the relinquishment of the way leave. Monitoring or auditing of removed pipeline way leaves shall focus on the success of remediation and revegetation activities. The way leave shall be monitored to check for evidence of soil subsidence and erosion.
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PART D – OVERSIGHT AUDIT METHODOLOGY

1. INTRODUCTION

This section provides a detailed description of the new audit methodology to be implemented as of November 2019.

Audits are critical elements of the Authority's oversight obligations in terms of the National Ports Act, and provide essential feedback to Management that Licensees are fit for purpose. Audits enable the Authority to do the following:

- Provide management assurance of the integrity and implementation of management systems;
- Ensure Licensees comply with all applicable national legislation and relevant industry standards;
- Ensure that Licensees adhere to License and Lease conditions;
- Ensure that significant non-conformances identified during audits are monitored and acted upon in a proactive and timely manner.

Oversight Audits provide the Authority with the assurance of the integrity of Safety, Health, Environmental, Security, Financial, and Planned Maintenance Management Systems. The findings of audits provide an input to the TNPA Risk Register and Oversight Management Framework.

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The current methodology utilized by the Authority has allowed for the establishment of an audit baseline. In order to ensure that the Authority maximizes value in terms of its Oversight mandate, the Authority has developed and approved a two-tier audit management system. This will have a significant impact on Licensees and therefore in the interests of good governance and transparency this document outlines the process to be followed.

2. CURRENT AUDIT MODEL: ANNUAL AUDIT METHODOLOGY

The original audit management system involved auditing all Licensees nationally on an annual basis for the purpose of allowing the Authority to establish an audit baseline. As part of the annual audit program, issues presented on site were issued as Minor or Major non-conformances and the Licensee is expected to implement the outcomes of the audit findings. In the following year a further audit would be conducted, and the year thereafter. The result being the establishment of a baseline. As described above the original audit management system did not provide for a mechanism to manage audits following the conclusion of the baseline audit phase. After a significant amount of research and deliberation, it was decided to implement a two tier audit management system.

A two tier audit management approach provides for a logical framework for the Authority to utilise the established baseline and improve on the existing approach, to the advantage of the Authority and the Licensee.

3. AUDIT MODEL DESCRIPTION: TWO TIER AUDIT MANAGEMENT METHODOLOGY

A two-tier audit management system facilitates multiple improvements to the original system such as:

- A holistic approach to terminal and license management;
- Optimization of audit resources;
- *Incentivisation* of licensees to comply;
- Utilisation of leading indicators to diagnose potential issues;
- Scalable – it can be utilized for any number of audits;
- Neutral Methodology – It can be utilized for any type of audit;
- Data-driven – Information can be extracted and analysed for statistical purposes;
- Quantitative - Progress is driven objectively rather than subjectively;
- Consistency - All audits utilize the same approach and methodology;
- Significant levels of compliance can be measured and incentivized;

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At the core of the two-tiered audit methodology or model is a calculation that provides a technically sound mechanism for differentiating between compliant and non-compliant Licensees.

As per the process flow on the next page, a new Licensee (far left) is subjected to Year 1, 2 and 3 onsite audits (i.e. Tier 1). During Tier 1, a foundational analysis of each Licensee's site and operation is performed by means of conducting Oversight audits with management, technical and operational teams present.

The audit scope from site audit 1 to 3 differ in order to ensure that all aspects of a Licensees operation from a HSE (Health, Safety and Environmental) and Process Safety Engineering perspective are interrogated to ensure that an adequate baseline can be established.

The culmination of the three years of onsite auditing results in the analysis of audit and other related data in order to calculate the progression of the License as per the two-tier audit model.

In order to calculate progression, the following parameters are utilised:

- N1 Minor Non-conformances**
Total number for all 3 years
- N2 Major Non-conformances**
Total number for all 3 years
- N3 Volumetric Capacity of Class I chemicals**
Cubic metres (of commissioned tank storage in a Terminal)
- N4 Volumetric Capacity of Class II chemicals**
Cubic metres (of commissioned tank storage in a Terminal)
- N5 Volumetric Capacity of Class III chemicals**
Cubic metres (of commissioned tank storage in a Terminal)
- N6 Major Hazard Installation (MHI) Status**
MHI or Non-MHI

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BASIC PROCESS FLOW – LIQUID BULK TERMINALS

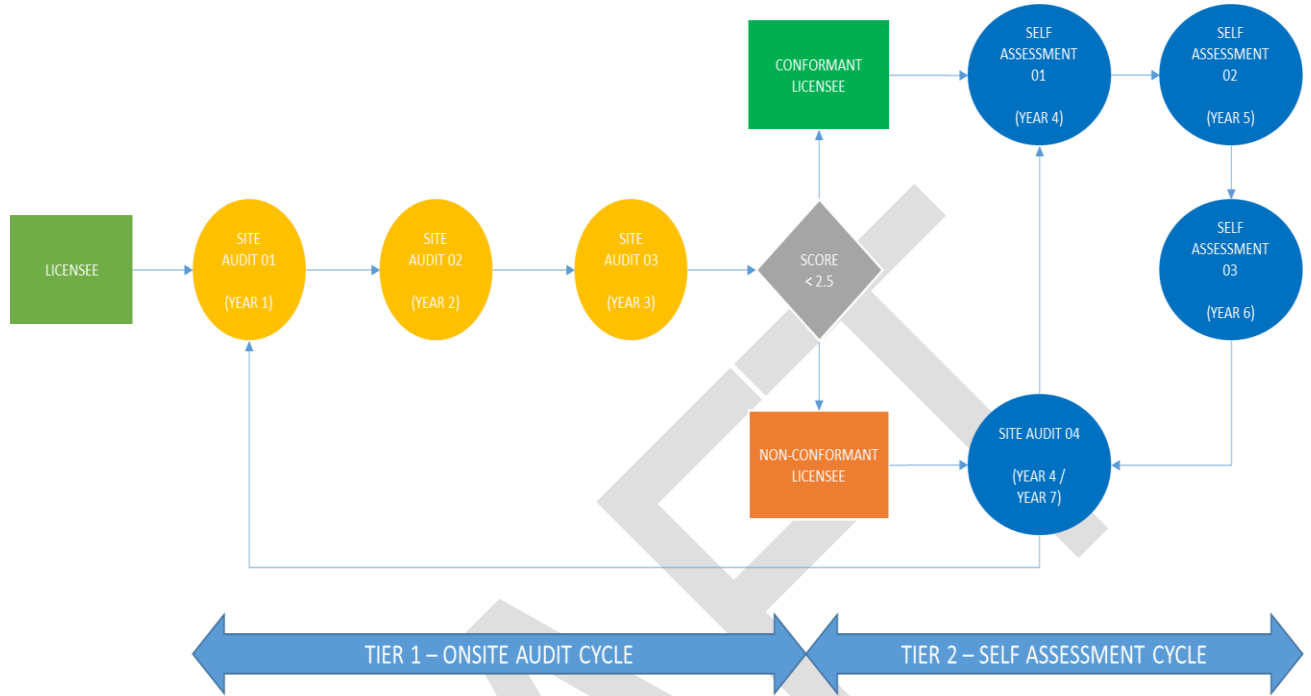


Figure – Liquid Bulk Terminals: New Two Tier Audit Methodology (Basic process flow)

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There are currently Liquid-Bulk Licenses issued within the Ports administered by the Authority. In some cases, the Licensees hold multiple licenses in a single Port with little or no differentiation in chemical storage and handling across the multiple sites. In such cases, relevant multi-sites have been grouped together under the specific company for operational and auditing purposes.

The Minor Non-conformances per Licensee are normalized as a fraction of 1 against the highest number of Minor Non-conformances in the data pool. The nomenclature of N1, N2, etc. next to each constituent above denotes the normalized nature of the final value per constituent category.

Similarly, all other constituents (other than the MHI constituent) are thereby respectively normalized.

For the case of MHI Status, the true condition (i.e. the site is an MHI) carries a value of 1 versus the false condition (i.e. the site is not an MHI) – which carries a value of zero. The six (6) constituents are then added together in a weighted manner as follows:

$$\text{Rating} = N1 + N2 + \{(1.00 \times N3) + (0.67 \times N4) + (0.33 \times N5)\} + N6$$

The volumetric capacity constituents are weighted as thirds of 1 since the risk associated with each level of chemical decreases as the flammability Class increases from I to II to III.

In terms of normalized addition: N1, N2, N3 (because it is multiplied by 1) and N6 all carry a maximum value of 1. Hence, adding N1+N2+N3+N6 can only provide a maximum value of 4.

Similarly, the maximum value of (0.67 x N4) is 0.67 and of (0.33 x N5) is 0.33, respectively. Hence, the total value that N4+N5 can provide is 1.

As such, the maximum value that all the normalized values can add up to is 5. Taking the aforementioned into consideration, the threshold for conformant and non-conformant Licensees has been set at 2.5 (i.e. 50% pass rate) – with 5 being the highest rating and 0 being the lowest rating.

Therefore, Licensees with a rating of less than 2.5 progress to a Self-Assessment Cycle and therefore postpone Site Audit No.4 from Year 4 to Year 7 in terms of the Licensee's audit program with the Authority.

The Self-Assessment Cycle requires the Licensee to complete a questionnaire during a 30-day period from confirmed receipt following issuance of the questionnaire. The questionnaire is repeated from Self-Assessment 1, 2, 3 to Site Audit 4. The purpose of repeating the questionnaire is to identify risks as a factor of time, for example, annual or 6 monthly maintenance checks on safety critical equipment, etc. The purpose of progressing from Self-Assessment 3 to Site Audit 4 is to allow verification of the Licensee's submissions as per Self-Assessment 1, 2 and 3.

It must be noted that Licensees that attain an accumulative rating above the 2.5 threshold will be subjected to Site Audit 4 in Year 4 of their respective audit cycle with TNPA. In the event that a Licensee has non-compliance issues during Site Audit 4, such Licensee will automatically return to the beginning of the audit cycle i.e. Site Audit 1.

Where the Licensee completes Site Audit 4 successfully, such Licensee will progress to the starting point of the Self-Assessment Cycle if the Licensee's rating is less than 2.5. In the event that the Licensee does not drop below the threshold after Site Audit 4, then the licensee will

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return to the beginning of the audit cycle as per Site Audit 1, however it is still possible to drop below the threshold after starting the new audit cycle.

If a Licensee does not achieve the threshold required, and as indicated in the above paragraph, the Licensee will then be subject to a Year 1 audit on-site again after the Year 4 audit. The Minor and Major Non-conformances from the new Year 1 audit will be added to the old Year 2, 3 and 4 values when calculating N1 and N2. Ratings are calculated on a running total.

Throughout the revised audit program Licensee's which may have just started with the audit program or those that have already started, will need to submit leading indicators on a quarterly basis. The Authority is entitled to request such information in terms of the National Ports Act, section 62 (2)(b)(i)

A leading indicator is proactive in nature. Measures include initiatives or reported activities, with the goal of preventing unfavourable events before they happen. Leading indicators will help to improve safety through awareness and prevention and will demonstrate to the Authority that Licensees are taking proactive steps to achieve compliant results. A set of questions utilising leading indicators will need to be completed on a quarterly basis by Licensee's on Tier 1 and Tier 2 of the Audit model. Data derived from the Leading Indicator program will be trended on a quarterly basis (including cumulative analysis & insight) and any concerning trends will receive immediate attention.

It must be noted that during the Self-Assessment cycle, any non-compliance will result in the issuance of non-conformance action and potentially the activation of the Legal enforcement protocol in order to ensure compliance.

GLOSSARY OF TERMS AND ABBREVIATIONS

API:

American Petroleum Institute

Aspect

Element of an organisation's activities, products or services that can interact with the environment.

Berths

Structure built alongside the water or perpendicular to the shore where ships berth for loading or discharging goods.

Borrow pit

Surface excavation for the extraction of materials such as sand or clay.

Bund

An earth, rock or concrete wall constructed to prevent the inflow or outflow of liquids.

Cathodic protection system

Application of an electrical current to the pipeline exterior to prevent the electrochemical process of corrosion occurring.

Commonage

Property held in common

EIA

Environmental Impact Assessment

EMP

Environmental Management Plan

EMS

Environmental Management System

ESD

Emergency Shut Down system

Hazard

The potential of something to cause injury or harm

Gabions

Small rocks enclosed within wire mesh, used to stabilise slopes.

Geofabric or geotextile

Fabric for placing on ground surfaces to minimise erosion.

Hazard

The potential of something to cause injury or harm

Health and Safety

Occupational health and safety is a cross-disciplinary area concerned with protecting the safety, health and welfare of people engaged in work or employment. The goal of all occupational health and safety programs is to foster a safe work environment

Hydrocarbon

A class of chemical compounds consisting primarily of the elements hydrogen and carbon. Petroleum hydrocarbons are complex mixtures of hydrocarbons ranging from light gas to heavy oil compounds. Some common petroleum hydrocarbons include methane, ethane, propane, butane, naphtha, condensate, crude oil and asphaltenes.

Hydrostatic testing

A pipeline testing process used to test welds and pipeline integrity in high pressure hydrocarbon pipelines. The process involves filling the newly constructed pipeline with pressurised water enabling the detection of leaks.

Hydrostatic testing (or hydrotesting)

A means to check the pipeline for strength and leaks prior to operation in which the pipeline is filled with water and the pressure increased and monitored under controlled conditions.

Impact

Result of an organisation's aspect actually causing an environmental harm

Landholder

A general term used to refer to the legal owner or manager of a parcel of land. It may be a private landowner, Government or private utility, or a Government Agency responsible for management of a particular parcel of government land (e.g. Port Authority).

Land Lord Port Authority

An institutional structure where the port authority or other relevant public agency retains ownership of the port land and responsibility for safety, and the environment, and port planning and development, as well as the maintenance of basic port infrastructure and aids to navigation.

OCIMF

The Oil Companies International Marine Forum (OCIMF) is a voluntary association of oil companies with an interest in the shipment and terminalling of crude oil, oil products, petrochemicals and gas. OCIMF focuses exclusively on preventing harm to people and the environment by promoting best practice in the design, construction and operation of tankers, barges and offshore vessels and their interfaces with terminals.

PERC

Powered emergency release coupling, connected to the ESD system

Pig

A tool which is inserted into a pipeline and propelled along by hydro-test water or the gas flow, to clean and inspect the pipe internally.

Port Authority

Means, subject to section 3, National Ports Authority Limited, contemplated in section 4 of the National Ports Act, Act 12 of 2005 - Is a company, government body or organization that owns or controls the land and activities at a sea port

Purging

Removing all air from the pipeline, using gas.

Radiography

Non-destructive examination of pipeline welds using X-ray to detect defects.

Rehabilitation

Rehabilitation is the process of returning an area to its pre-disturbance construction state including reinstatement, followed by regeneration, revegetation or restoration dependent upon the defined scope or works.

Reinstatement

Reinstatement is the process of bulk earth works and structural replacement of pre-existing conditions of a site (i.e. soil surface topography, watercourses, culverts, fences and gates and other landscape/d features).

Restoration

Restoration is the replacement of structural habitat complexity, ecosystem processes, services and function from a *de novo* or degraded site to that of a pre-determined or

analogue state.

Risk

The probability that harm or injury may occur to persons or the environment

SANS

South African National Standard

SIGTTO

The Society of International Gas Tanker and Terminal Operators. It is a not-for-profit organisation. It was formed as an international organisation for industry participants to share experiences, address common problems and derive policy for improvement to maritime operations.

Terminal

A company in the port where specific cargo is handled or contained/stored.

Trench spoil

Soil from the pipeline trench.

Trench water

Water (usually shallow groundwater) in the pipeline trench.

Way leave

A right held by the proponent to make use of the land for the installation and operation of a pipeline, also referred to as a right of way.

REFERENCES

1. National Ports Act (Act 12 of 2005)
2. Occupational Health and Safety Act (Act 85 of 1994)
3. National Environmental Management Act (Act 107 of 1998)
4. SANS 10140 – Parts 2 and 3
5. SANS 1091
6. American Petroleum Institute - API 1109 (Marking Liquid Petroleum Pipeline Facilities) – Fourth Edition 2010
7. Canadian Association of Petroleum Producers (2002) Guidelines for Pipeline Abandonment Applications in Alberta. (Draft)
8. Environment Institute of Australia and New Zealand (2008), Bibliography of Environmental Best Practice Documents
9. ARPEL (Regional Association of Oil & Natural Gas Companies in Latin America & the Caribbean) (1992)
10. Decommissioning and Surface Land Reclamation at Petroleum Production and Refining Facilities. Environmental Guideline No.6.

11. ARPEL (1992) Environmental Management of the Design, Construction, Operation and Maintenance of Hydrocarbon Pipelines. Environmental Guideline No.11.
12. Australian Pipeline Industry Association (APIA) - Code of Environmental Practice
13. National Environmental Management Act (Act 107 of 1998)

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SCHEDULE 16: Handover Equipment

(Terminal Operator to submit to TNPA within 3 months of Actual Operations Commencement date)

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