

Brian Molefe, Group Chief Executive

Recd 9 Jan 2014  
(envelope dated)  
24 Dec 2014

TRANSNET



SAH-2013-TNT-0001  
(SPEC. P. 8)  
(SONA)

Our Ref No: BM/17712

The Freedom of Information Project Officer  
South African History Archive (SAHA)  
P.O. Box 31719  
**BRAAMFONTEIN**  
2017

**Attention: Ms Kathryn Johnson**

Per E-mail: foip@saha.gov.za

Dear Ms Johnson

South Africa History Archive (SAHA)	
Freedom of Information Programme	
Records Released Under PAIA	
2014 -01- 08	
PAIA Request No:	SAH-2013-TNT-0001
Receiving Officer:	E. Zanten
Signature:	<i>E. Zanten</i>

**PROMOTION OF ACCESS TO INFORMATION ACT ("PAIA"): REQUEST FOR ACCESS TO INFORMATION REGARDING THE DURBAN PORT EXPANSION HIGH LEVEL BUDGET AND PROJECT PLANS**

Your e-mail dated 17 October 2013 refers.

This serves to inform you that your request for access to information in terms of the Promotion of Access to Information Act, 2000 (Act No.2 of 2000), has been considered and is hereby granted.

The issues raised are addressed hereunder:

**1. High Level Budget**

Initial high level estimates are that the cost of the entire port development will be in the region of between R75 billion and R100 billion in real terms. More accurate figures are not available at this stage of the project life-cycle.

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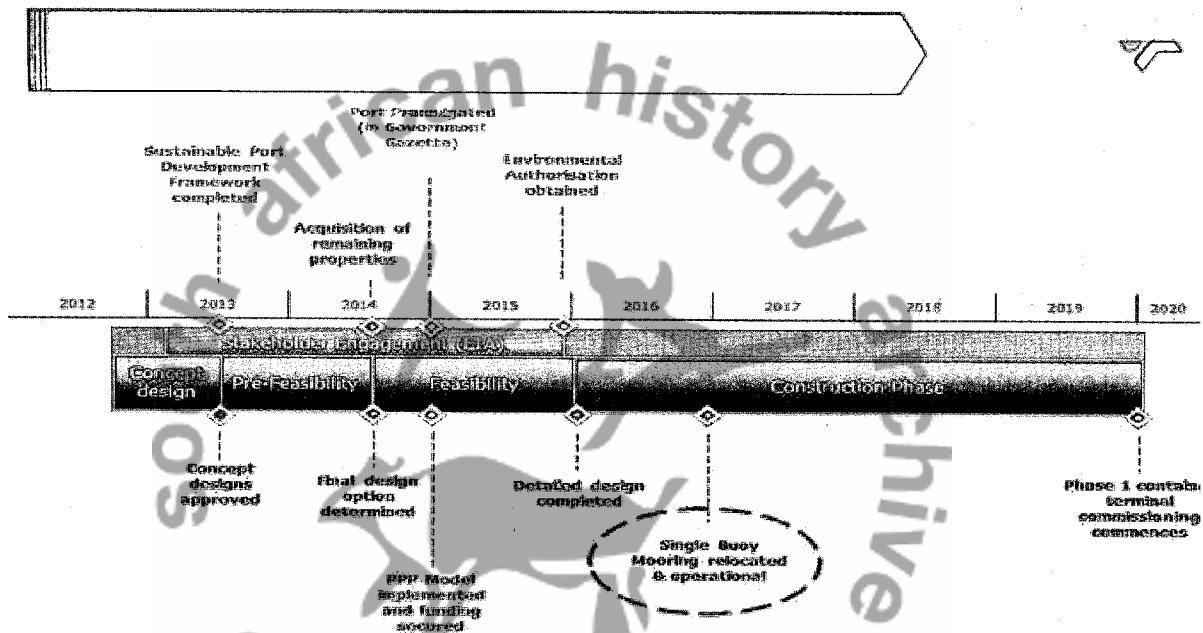
www.transnet.net

Group Company Secretary: ANC Ceba



**2. High Level Project Plan**

The high level Project Plan for the Durban Dig Out Port ("DDOP") is reflected pictorially hereunder:



Furthermore, the following is for your information relating to the DDOP:

**What is entailed in the planning process?**

Transnet follows the Project Lifecycle Process ("PLP") which is divided into four phases or, in engineering terms, Front End Loading ("FEL") phases. These are concept design (FEL1), prefeasibility (FEL2), feasibility (FEL3) and construction (FEL4).

The concept design phase (FEL1) of the DDOP came to a conclusion at the end of July 2013. This initial phase constituted the generation of a number of technical design options that took into consideration important criteria including but not limited to environmental, social and economic sustainability.



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The prefeasibility phase (FEL2) commenced during August 2013 and the decision to proceed to this stage of the programme was based on the favourable findings of the concept design phase. These findings will guide the prefeasibility study, which will see a more focused round of public consultations, as well as the selection of the most viable design for the port. The prefeasibility study will be completed during 2014.

During the prefeasibility phase, the environmental and social impact assessment processes will commence, in line with South Africa's robust regulatory framework. These impact assessments are critical to obtaining project authorisation from the regulatory authorities.

The feasibility study (FEL3) will entail the execution of the detail design and engineering for phase 1 of the port, and will comprise the design of breakwaters, revetments, channels and waterways, quay walls, bulk earthworks, bulk services, roads, rail and port authority buildings.

Construction (FEL4) of phase 1 is expected to commence in 2016 with operational capacity coming on stream in early 2020.

The remaining phases will be constructed in accordance with the demand as determined in the annually-updated Freight Demand Model, over a period of about 20 years, so that the port will be fully developed by about 2040.

We trust that this provides the required information.

Kind regards

**Brian Molefe**  
Group Chief Executive

Date: 21.11.13