

22 February 2023

KwaZulu Natal Research & Amafa Institute

195 Langalibalele Street
Pietermaritzburg
3201

Attention: Dr Dlamuka

Per email: ceo@amafainstitute.org.za

**RE: AMAFA - CASE NO. 18075 - DEMOLITION OF BUILDINGS AND STRUCTURES
IN THE POINT PRECINCT (PORT OF DURBAN)**

1. We refer to the above and the meeting which took place yesterday, 21 February 2023 in respect of the above matter.
2. Please accept our sincere thanks for affording us the opportunity to respond to the queries and issues raised by the various respondents to your call for comments and objections in respect of the TNPA's application for the demolition of buildings and structures in the Point Precinct (Port of Durban).
3. The decision of AMAFA to favourably consider the TNPA's application and to grant permission for the demolition to take place, is greatly appreciated.
4. We deem it necessary and appropriate, having noted the Chairperson's comments at the meeting, for good orders sake to confirm the verbal representations we made at the meeting yesterday, which regrettably could not table with AMAFA before the meeting, due to unforeseen logistical challenges.

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5. TNPA confirms that it has duly considered the representations of the various interested and affected parties and set out in detail hereunder its responses thereto, in amplification of what was presented at the meeting held yesterday. We do so under various themes which appeared, from the objections received, to be similar in nature.

6. TNPA Mandate

6.1. We deem it necessary to reaffirm that TNPA's application is founded on a mandate to achieve the objectives of the National Ports Act 12 of 2005 (the Act). TNPA's role and function is clearly outlined in Section 11 of the Act, which includes amongst others, the responsibility to control land use within ports by planning, providing, maintaining and improving port infrastructure, by periodically updating the port development framework plans (PDFP) for each port.

6.2 In furtherance hereof, TNPA must in terms of section 68 of the Act, facilitate the building and exploitation of the infrastructure of ports, control the development of ports in accordance with the PDFP for each port and further ensure that the infrastructure of ports is managed and maintained in a manner that ensures efficient, safe and orderly port operations.

6.3 In discharging its function, TNPA enables and facilitates the development of trade and commerce in the interests of the national economy, KZN Provincial Growth Strategy as well as that of eThekweni Municipality. TNPA allows for the establishing of appropriate institutional arrangements to support the governance of ports, along with the promotion and improvement of efficiency and performance in the management and operation of ports.

7. Socio Economic Impact

7.1. In our memorandum dated 10 October 2022, we unpacked extensively the nature and extent to which the Port of Durban's PDFP's, which bears no repeating, suffice to state that the successful implementation hereof will no doubt have a

significant positive socio - economic impact for not only the City of Durban, but for the province of Kwa Zulu Natal and South Africa as a whole.

7.2. As pointed out in paragraphs 33 and 34 of our memorandum we anticipate direct, indirect and induced jobs in excess of 50 000, which will without a doubt improve the lives and livelihoods of the economically disenfranchised people of the city, province and country as a whole.

8. We set out hereinbelow our responses to the specific objections made to the proposed development:

8.1. Architectural Significance

8.1.1. In summary,

- Highlighted, in respect hereof the following:

a) Professor Walter Peters

The objection is based on the architecture and the significance of the Ocean Terminal as a building design inspired by Le Corbusier. The architectural significance of the building is highlighted as an example of modern architecture that uses of the inward sloping "V" roof and gutter, i.e. butterfly roof; similar to House Mathes (1934) by Le Corbusier, as well as sun protecting screens, flange walls, and curved solarium crown. Other inspired modern buildings include the High Court, Chandrigarh 1951-5 and the prismatic Algerian Building, Citi de Refuge 1929; Farrington, 87 Cato Street 1959 by Croft and Benjamin.

b) Ms. Katherine Munro: Heritage Association of South Africa

This is a prime example of modernist architecture with international influence. A pioneering building that is recognized for its international design, engineering, and architectural advances. It shows the influence of French pioneer of Modernism, Le Corbusier and South American architect, Oscar Niemeyer, in the use of pylon supports V-shaped columns and

cheese grate facades and the traditions of modernist buildings across the world with emphasis placed on quality design, technological advances, durability and functionality.

c) Mr. Arthur Gammage

Mr. Gammage concurs with the opinions within the report of Mike Scurr that the 1960's buildings are a "tour de force" and they are "modern movement masterpieces".

d) Sandra Van Der Merwe: Do.co.mo.mo

"The most revolutionary Government building in the country". The overall Ocean Terminal Complex is a unique typology integrating industrial public and logistic functions within the complex. It is an example of Modernist architecture. The overall scale, composition and combination of functions make the precinct magnificent and rare. There is a balance of practical function, technical performance robust materials and appropriate materials for the harbour environment, combined with public art. The approach displays the multi-disciplinary collaboration of architects and engineers. V-shaped columns, shaped concrete roof and V shaped columns of Durmarine clearly influenced by Le Corbusier and Niemeyer. The Ocean terminal has exceptional architectural, heritage significance, and is unique, inventive creative and ground-breaking. It is in good condition and relatively intact.

e) Mrs. F. Bird: Johannesburg Heritage Foundation

The response concurs with the evaluations by the heritage practitioners that the buildings are recognized of upstanding architectural quality.

f) Mr. Sikhumbuzo Mtembu: SAIA-KZN

The response concurs with the evaluations by the heritage practitioners that the buildings are recognized of upstanding architectural quality. The response from SAIA-KZN refers to various articles written and the Heritage

Scoping Report by RSA that confirm the architectural significance of the modernist Ocean Terminal Complex of buildings.

8.1.2. TNPA has considered this objection and will address same as follows:

- a) The architectural value of the modernist and international style Ocean Terminal Complex is acknowledged.
- b) TNPA has proposed that its New TNPA Administration Building captures the concept of modernist architecture and the incorporation of "total engineering", functionality and form in the designs. A multi-disciplinary consultancy firm is currently being appointed to undertake the preliminary engineering and architectural concepts. The multi-disciplinary approach of collaboration between engineering and architecture as well as to also ensure the modern abstract artworks will be celebrated and retained in the new building.
- c) As part of the concepts and options for development for the New Administration building, TNPA will strongly advocate those modern concrete features be replicated using latest technology.
- d) This building will be a port landmark and entrance for Durban as it will be situated adjacent the new Cruise Terminal and will attract travellers arriving by sea and other tourists in the Point area.
- e) The demolition of this modernist complex of buildings of architectural importance was given careful consideration. TNPA would encourage that all interested and effected parties including Do.co.mo.mo, SAIA-KZN, the heritage agencies and AMAFA provide guidance and direction on the authentic style and language of the new TNPA Administration building.
- f) A local architectural heritage practitioner will be appointed as part of the design team to ensure that this new building in its form, engineering,

architecture, artwork, and content will create an authentic expression of the modernist architecture which is lost.

- g) TNPA supports an engagement process that will ensure design reviews that guide the new TNPA Administration building designs and ensure participation in the process of design development by all interested parties including the tourism sector and public interest bodies.
- h) A maritime museum or heritage exhibition centre have been included in the requirement specifications of the building. All the artwork, sculptural elements, abstract mosaics, and artefacts will be relocated to the new building.
- i) The artefacts will be incorporated within the interior design of the new Administration building. In that manner, the old has given birth to the new building. These modernist artworks that capture the history and feel of Durban will be displayed and re-created in the new Administration building for the benefit of future generations
- j) TNPA will ensure that a museum curator is appointed to establish the historical documentation centre. Key elements of the centre will be the documentation and display of the history of the building and place, the principles of modern architecture, the contributions of architectural and engineering teams of Michal Zakrzewski, Janusc Warunkiewicz and other designers, as well as the international modernist pioneers Le Corbusier and the Basilian architecture of Oscar Niemeyer who greatly influenced the Modern Movement.
- k) TNPA envisages this museum and documentation centre as a place of learning that will encourage young children to pursue careers in engineering, architecture and port planning.

- l) It will be open to both local visitors and tourists to experience the history of the Point and the port.

8.2. **Historical Significance**

8.2.1 In summary, highlighted, in respect hereof the following:

a) Professor Walter Peters

As apartheid was implemented in phases the building depicted the application of the Reservations of Separate Amenities Act. Later the demise of the use of the Ocean Terminal was a result of progress in air transport.

b) Ms. Katherine Munro: Heritage Association of South Africa

In its day this building was a tourist showcase. It brought the world to Durban. The building has stood the test of time. The building is a visible expression of the experiences of ocean travel.

c) Mr. Arthur Gammage

It is a historical building due to decades of use for ocean-going passenger ships. It is a landmark of iconic status.

d) Ms. Sandra Van Der Merwe: Do.co.mo.mo

Do.co.mo.mo refers to a tool known as, "The Twentieth Century Historic Thematic Framework: A Tool for Assessing Heritage Places", published by the Getty Institute in 2021, which calls for a holistic evaluation of 20th century heritage places to include chronological, biological, stylistic, and architectural histories as well as main social, technological, political and economic phenomena that shaped the 20th century.

Based on the thematic framework, Do.co.mo.mo recognises the Ocean Terminal precinct is a good example of 20th century heritage place that represents the theme "World Trade and Global Corporations" and Transportation Systems and Mass communications", A precinct significant of

Durban's historical role and evolution as one of South Africa's main port destinations. It shows the advances in travel. The terminal combined cargo and passenger terminal in a highly technical building complex to handle large scale logistics brought about by 20th century developments.

The Ocean Terminal Precinct is unique as most ports separate passenger and cargo. The history of the building is wrapped in its identity as a gateway city with the Ocean Terminal Complex being its threshold. Demolition of this interface strips away this legacy.

e) Mr. Sikhumbuzo Mtembu: SAIA-KZN

Referred to Chapter 3 of the Heritage Scoping Report by RennieScurrArdendorff.

8.2.1. TNPA has considered this objection and will address same as follows:

- a) The port has changed over the past 100 years, continues to change, and evolve. The evolution of the port as a business is key in responding to the developments of the city's economy and the country's economy. The Port of Durban is severely constrained by limitations of land area, city development plans, business needs and commodity demands.
- b) The historical significance of the Ocean Terminal precinct within the city of Durban is acknowledged and the building has stood the test of time. The city of Durban and the port remains a gateway to Durban for people to continue to experience ocean travel.
- c) This is supported by the new Cruise Terminal completed in 2021 in the Point.
- d) The modern architectural style will be showcased in the new TNPA Administration Building that is being planned for the B Berth in the Point area.

- e) The TNPA Port of Durban will ensure comprehensive documentation of the context and history of the entire Point precinct and ensure that it clearly documents the construction of the complex in the 1960's and its present-day state. The site and context will be displayed in virtual electronic models and scaled built models that will be displayed in the TNPA museum.

- f) With the guidance of Do.co.mo.mo and other heritage groups, TNPA will ensure that a museum curator is appointed to establish the documentation centre. Key elements of the centre will be the display of the history and principles of modern architecture, the contributions of architectural and engineering teams of Michal Zakrzewski, Janusc Warunkiewicz and other designers, as well as the international modernist pioneers Le Corbusier and the Basilian architecture of Oscar Niemeyer who greatly influenced the Modern Movement.

- g) TNPA shall ensure comprehensive documentation of the history of the 1950's and 1960's when the complex was built. The Ocean Terminal Complex of buildings, the evolution of the landscape of T-jetty and history of the buildings in the precinct against the social and political history shall be documented. The Ocean Terminal Complex was commissioned and built in the 1950's and 1960's during the height of apartheid when many South Africans were imprisoned, and legislation passed that entrenched segregation.

- h) A photographic record and details of the concrete construction of the complex in the 1960's and the evolution to present-day condition shall be displayed.

- i) Photographic records, archived drawings, virtual electronic models and scaled models of OTB will be displayed in the TNPA museum and documentation centre.

- j) TNPA envisage that this museum and documentation centre is a place of learning, that will encourage young children to pursue careers in engineering, architecture, and port planning.
- k) It will be recommended to the heritage curator the tools and ten themes identified in "The Twentieth Century Historic Thematic Framework: A Tool for Assessing Heritage Places," be incorporated in the holistic assessment of the Ocean Terminal Complex of buildings, context and the place.

8.3. **Scientific and Technological Significance**

8.3.1. In summary,

- Highlighted, in respect hereof the following:

a) Professor Walter Peters

Significant building by the Polish architect and engineering teams and the innovation displayed in use of materials.

b) Ms. Katherine Munro: Heritage Association of South Africa

Use of the most advanced and latest approaches to concrete technology and engineering technology including the introduction of a cooling plant. All these technologies were used to achieve a functional, imposing landmark building that combined elegance, style, and engineering excellence.

c) Ms. Sandra Van Der Merwe: Do.co.mo.mo

The multi-disciplinary nature of the design team contributed to the sculptural forms and quality of execution associated with the OTB Precinct. The current OTB complex displays a balance of practical function, technical performance, robust materials and elaborate public interface combined with public art. This concept of "total engineering" will be lost.

The risk of losing the exceptional technological significance which demonstrated a high degree of creativity and technical achievement.

The building comprised of materials robust enough to manage the windy, hot, and abrasive marine environment but malleable enough to allow for expressive public interfaces.

f) Mr. Sikhumbuzo Mtembu: SAIA-KZN

Refers to articles in two publications, and Chapter 3 of the Heritage Scoping Report item 3.4, by RennieScurrAdendorff.

8.3.1. TNPA has considered this objection and will address same as follows:

To ensure retention as well as further advancement technological significance, the new building will demonstrate a high degree of creativity and innovation in the following ways:

- a) New design trends in geometrical forms: The new building design trend will be more towards aerodynamic and curvilinear shapes and forms. These modifications can provide a reduction of up to 25% in the base moment (due to wind loading) when compared to original square sections. This becomes more significant when considering the effects of global warming with increased wind speeds and frequency.
- b) Innovations in structural systems: Innovative diagrid system can be considered as a structural system of the new building. The diagonal structural elements in the diagrid system can carry the gravity loads as well as the horizontal loads due to their triangular configuration. The lateral loads are transferred through axial action of structural components and the bending stiffness is obtained by a diagonal grid. This structural system is beneficial to effectively dampen the dynamic impacts. It also allows for less steel usage due greater spans, and thus resulting in cost savings. This system has the advantage of improving the building's aesthetics as well.
- c) Innovative energy systems: Features in the new building will include maximum use of available ambient energy, the reduction of heat loss from

the building as well as the smaller demand for heat and electricity. Heating and ventilation of buildings accounts for a significant portion of the building operating costs and this has to be reduced. Features such as inner atrium allow natural light to be supplied to the interior of the building. Specially designed windows will ensure ventilation in the rooms e.g., windows constructed of three-layer façade systems with an air gap allowing air to circulate. The building will also incorporate the use of renewable energy sources.

- d) **New technologies of facades:** The concept of ventilated double skin façade is recommended for the new building. This concept positions the shading devices between two layers of glazing, thus capturing the energy trapped in the cavity. The integration between double façade and other environmental systems results in reduction in demand of power for heating and cooling.

8.4. **Social and Spiritual Significance**

8.4.1. In summary,

- Highlighted, in respect hereof the following:

a) Ms. Katherine Munro: Heritage Association of South Africa

the building is filled with significant artworks of the period by the architect Janusc Warunkiewicz, Armando Baldinelli and John Hooper. Artworks includes sculptures, extensive mosaics based on nautical and marine themes. The complex reflects its era in its social assumption of apartheid but stands as a model of why it was wrong and how redress can be captured. It can be used to tell a story of change in South Africa.

b) Sandra Van Der Merwe: Do.co.mo.mo

Refers to RSA heritage Scoping Report (pages 33 -36). The research into social significance of the Ocean Terminal Precinct should form part of further studies to fill gaps in the present statement of significance.

c) Mr. Sikhumbuzo Mtembu: SAIA-KZN

Refers and supports Chapter 3 of the Heritage Scoping Report:
RennieScurrAdenhorff

8.4.1. TNPA has considered this objection and will address same as follows:

- a) The aspects of social and spiritual is not well documented presently and will be covered with the further research that is to be undertaken.
- b) All the artwork and artefacts will be relocated to the new building.
- c) A maritime museum and heritage exhibition centre will be included in the specifications of the new TNPA Administration building. It should be noted that artefacts of great heritage importance will be utilised in the interior design of the new administration building.
- d) In that manner, the old has given birth to the new building. Various artwork and photographs will be displayed to capture the history and feel of Durban will be re-captured and re-created in the new Administration building, for the benefit of future generations.

8.5. **PDPF Implementation Concerns**

8.5.1. In summary,

- Highlighted, in respect hereof the following:

a) Ms. Katherine Munro: Heritage Association of South Africa

The opportunity to adapt and reuse the complex for international maritime museum or city museum to be explored.

b) Mr. Arthur Gammage

Mr Gammage raised traffic management concerns in the city and previous port plans (PDPF)

c) Sandra Van Der Merwe: Do.co.mo.mo

Misalignment between Transnet and municipality future planning of Point Precinct.

d) Mr. Sikhumbuzo Mtembu: SAIA-KZN

Does not support the demolition of the existing structures and is not convinced by the motivation to demolish.

e) Mr. Paul Dekker

Concern that the port plan is in concept phase and requires further assessment.

Concern on rail development for mass evacuation of goods from port

8.5.2. TNPA has considered this objection and will address same as follows:

- a) TNPA has developed Port Development Framework Plans (PDFPs) for all ports as per the Ports Act. These PDFPs are revised periodically.
- b) The PDFPs in the past have indicated the container developments at Bayhead and the Old Airport sites. The new strategy is that the Port of Durban is to be positioned as a Container Hub and a Premier Automotive Terminal. This strategy requires the Automotive and Container developments at the Point Precinct to be undertaken to ensure that the Port of Durban Master Plan is realised.
- c) The Port of Durban Master Plan is specific mainly on the Container and Automotive developments. The Container Developments of the Port of Durban Master Plan has been validated by the World Bank. The Port of Durban Master Plan was shared with the eThekweni Municipality at various forums including the Port Consultative Committee (PCC), the Provincial Steercom and the Transnet City Steercom.

- d) TNPA is continuously engaging the eThekweni Municipality to ensure that their concerns are addressed and that the eThekweni's Durban Bay Waterfront Development which is reflected on the Port of Durban Master Plan can progress to fruition.
- e) There is a Memorandum of Agreement (MOA) being signed between TNPA and eThekweni to formalize the engagement by the two parties to address the proposed development. Engagements are ongoing to ensure that there is alignment with the Port of Durban Plans and the eThekweni Municipality Plans. The eThekweni Municipality will revise the Local Area Plan (LAP) at the Point once there is alignment on the developments by the eThekweni Municipality and TNPA at the Point Precinct.
- f) The Old Airport site is still planned to be developed as a Port in the future and will be used currently as a Logistics Park to be managed by Transnet Property. This plan is to evacuate the cargo from the port to the Logistics Park via rail to alleviate the traffic congestion in the Port. The Durban Bay Waterfront Development proposes a sub-surface tunnel to separate the road and rail freight traffic and the public traffic. Engagements are being held with eThekweni Municipality to ensure the implementation of robust traffic management plans.
- g) The current PDFPs has been revised to align with the approved Port of Durban Master Plan. The planned roadshows for the engagements on the revised PDFPs will commence in March 2023, where all stakeholders can raise their comments. These comments will then be addressed and the revised PDFPs will be sent to the TNPA Board for approval.

8.6. **Environmental/ Context Significance**

8.6.1. In summary,

- Highlighted, in respect hereof the following:

a) Ms. Katherine Munro: Heritage Association of South Africa

Demolition will change the look and face of the Durban Harbour and separate the harbour and link to the city.

b) Sandra Van Der Merwe: Do.co.mo.mo

Proposal does not align with the Municipality's Long Term Development Plan of ensuring a more environmentally sustainable city.

The proposal contradicts the City's adopted sustainable development goals

c) Mr. Sikhumbuzo Mtembu: SAIA-KZN

Development proposal including the demolition of the terminal complex, requires environmental authorisation under the NEMA EIA Regulations.

Heritage, or cultural impacts, are an explicit focus of EIA, "sustainability" principles were not considered.

Reclamation and substantial alterations to existing port infrastructure requires involvement of Municipal planning in addition to obtaining environmental approvals. Furthermore, Inter-governmental co-operation is mandated by the Constitution and would be achieved by first requiring EIA to be completed. The demolition application does not deal at all with the various possible outcomes of the redevelopment proposals and the impact on the Point Precinct's Heritage. Supports the outcome of the heritage scoping report that the structure is of high heritage value and should be conserved. Amafa to suspend its decision until the outcome of the EIA.

d) Mr Paul Dekker

There's no time allocated to impact assessments and their related public engagement on the port implementation program

8.6.2. TNPA has considered this objection and will address same as follows:

- a) TNPA is in the process of appointing an independent Environmental Assessment Practitioner (EAP) to undertake an Integrated Environmental Impact assessment process in terms of the National Environmental

Management Act 107 of 1998 as amended. This assessment will encompass various studies which will include a Heritage Impact assessment. While the environmental authorisation process includes the heritage assessment, it should be noted that there are two independent permitting processes that must be followed by different competent authorities viz, Department of Fisheries, Forestry & Environment (DFFE) and the Heritage Agency.

- b) Transnet is of the view that the heritage significance of the buildings will be documented, and certain artifacts will be salvaged and kept at the Transnet Maritime Museum. However, it is only during the integrated Environmental assessment process that the three legs of sustainability will be assessed in detail with recommendations and mitigations explored in consultation with relevant authorities.

8.7 Port Operations

8.7.1. In summary,

- Highlighted, in respect hereof the following

a) Sandra Van Der Merwe:

Impact on the proposed total demolition to create a flat top and 6000 parking bays, Do.co.mo.mo SA has raised concerns that there are no alternatives on this proposal to retain significant structures. Reference is also made to the 2020 application which was submitted to AMAFA and SAHRIS which proposed demolition of the Terminal Hall and retaining of L and M Sheds, Durmarine, South Access Tower and ramp.

b) Paul Dekker

Multi-level stacking, as an alternative, has been proposed as a development alternative.

Suggests that alternatives and other sites be considered to achieve end-state.

8.6.1. TNPA has considered this objection and will address same as follows:

- a) TNPA maintains that if the buildings are not demolished, they will be isolated at the centre of an operational area and will not be accessible.
- b) Over the past 5 years, the volumes handled by the terminal have been increasing, challenging the current capacity of 520 000 units. During the following financial year, the port has noted increase of volumes handled as follows: 2017/18 terminal achieved 457 154, 2018/19 attained 475 880, 2019/20, the terminal ended the year at 510 179 units and for 2021/22 the terminal achieved 521 876, which is above the current capacity of 520 000 units
- c) The buildings will negatively impact operations and further decrease the flow of operations as drivers will to be need extra vigilant to avoid risk of damage.
- d) The proposed multi-storey parking will not only pose a challenge of reducing the speed in operations but increase the risk of damages to the vehicles and the pillars of the structure whilst drivers are reversing. Given the sensitive nature of the cargo, this will increase claims from the clients to the terminal.
- e) The proposed tabletop will facilitate smooth flow and manoeuvring of vehicles and therefore speed up discharge and loading of units, which in turn will improve the ship turnaround time of vessels allowing the port to handle more vessels. Depending on market trends, operations may change, and the port might follow these markets, the tabletop will allow for the port to repurpose its operations and align with Port Developments Plans when need to change arises.
- f) South Africa has a high unemployment rate. The Point Automotive Terminal Development and the Point Container Terminal Development will generate additional jobs to assist in the alleviation of unemployment. The

Point Automotive Terminal development is projected to cost R287 million. The projected employment by skills which would be derived from this project is estimated at 1 080 indirect and direct jobs.

- g) The Point Container Terminal development is projected to cost R14 billion. The projected employment skills which would be derived from this project is estimated at 54 705 direct and indirect jobs.
- h) TNPA has already started clearing the non-operational activity area.
- i) In 2021, the Cruise Terminal was relocated from N-Shed at T jetty to A-B Berth in the Point to facilitate port operations. This new Cruise Terminal hosts on average 73 passenger vessels per year. Each vessel attracts on average 3000 passengers locally and internationally and therefore brings more than 200 000 people into the Point annually to support the local restaurants and businesses in the Point.
- j) In 2022, the TNPA Administration staff were relocated to Queens Warehouse in the Point to clear T-jetty for operational use.
- k) The new TNPA Museum in the proposed new administration building will be open to local and international tourists, schools and business to learn about and experience both the new and old port history including the port developments over the past 100 years.
- l) The Port of Durban supports local schools and tertiary institutes. The port hosts at least 28 schools annually with 1 200 pupils each, as well as 8 tertiary institutions with 240 students. Pupils and students are given talks about port and maritime operations, marine and port engineering, and encouraged to pursue careers in engineering, business and port planning.

8.7 Grading of the Building:

8.7.1. In summary, highlighted, in respect hereof the following:

a) Mr Walter Peters

Incorrect grading of buildings proposed for demolition. Proposal of grading of Grade 1 as opposed to Grade 3 or Grade 2.

b) Mrs Bird

Building is of international significance. Proposal of Grade 1A, i.e., national heritage of highest significance

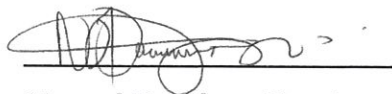
8.7.2. TNPA has considered this objection and will address same as follows:

- a) The proposed grading of Ocean Terminal complex and other buildings were concluded and were recommended by Lindsay Napier in 2021 and Mike Scurr in 2022.
- b) The final grading of the buildings and complex is the responsibility of the local heritage and research agency, which in this case is AMAFA.

In conclusion, we again wish to express our full appreciation to AMAFA for the due and proper and favourable consideration of the TNPA application.

Please be assured of our best attention at all times.

Your sincerely,



Mpumi Dweba - Kwetana

Port Manager: Port of Durban

Transnet National Ports Authority

Date: 22/02/2023.