

MEMORANDUM

To: Kwazulu-Natal AMAFA and Research Institute

**From: Moshe Motlohi
General Manager: Port of Durban**

Date: 7th December 2020

Subject: MOTIVATION FOR THE PROPOSED DEMOLITION OF OCEAN TERMINAL BUILDING IN THE PORT OF DURBAN

PURPOSE:

1. The purpose of this submission is to obtain approval from Kwazulu-Natal AMAFA and Research Institute for a permit to demolish Ocean Terminal Building located at T-jetty in the Port of Durban, as the building has now reached its heritage status and therefore a permit is a mandatory requirement before any demolition works can proceed.

BACKGROUND:

2. The Ocean Terminal Building (OTB) located at M Berth was built to provide a large multi-storey marine terminal complex with terminal hall for cruise liners, cargo areas, precooling stores, storage sheds, restaurants. In 1958, the South African Railways and Harbours (SAR&H) awarded the contract for a new Ocean Terminal Complex to Zakrzewski & Partners Consulting Engineers.
3. From 1958 to 1962 design and construction began on the buildings and Janusc Warunkiewicz was appointed in 1959 as the project architect by Zakrzewski & Partners. It was a multilevel complex approximately 800m long x 100m, accessible to vehicles with bridge access, ramps, stairways and roof level parking. The massive concrete structure stretched from H-bridge to the decorative staircase on the corner of T- Jetty and accommodated general cargo and pre-cooling facilities for export of fruit.
4. By 1987, the Portnet's Port Engineers decided that OTB should either be demolished and the space be used for cargo handling; or converted to offices for the Portnet staff. In 1988, the decision was taken to convert the underutilized OTB into offices for 300 Portnet staff. The passenger terminal operation was moved to N-Shed and the passenger terminal hall was converted into offices.
5. From the 1990's to the present day, there have been numerous additions and alterations to the Ocean Terminal Building (OTB) and surrounds. The complex of buildings has responded to port management changes, dynamics of terminal operational and technological advances.

6. Transnet National Ports Authority (TNPA) in the Port of Durban is investigating options of increasing cargo-handling space in the port. The planning strategy is to keep operational activity along the quayside and omit non-operational activities like administration areas to other non-operational areas that cannot be used for cargo handling. TNPA Port of Durban have recognised that OTB which accommodates the administration staff, is in the midst of prime operational area. We are therefore looking to move our administration functions out of the terminal and to other sites in the port. This strategy therefore implies that the Ocean Terminal Building will be demolished in order to free up space for cargo handling and storage.

DISCUSSION:

7. The waterside capacity for handling automotive in the Port of Durban is currently 900 000 units per annum, while the landside capacity is 520 000 units per annum. The actual number of units handled during the 2019/2020 financial year is 510 000 and this is very close to the landside capacity, as this marks the limitation of the number of units that can be handled.

8. In terms of the latest cargo demand projections, the available landside capacity will be exceeded within the next financial year and therefore this warrants an urgent need to find an additional space for automotive storage and handling within the Port.

9. If additional landside capacity is not created, the OEMs/Car Manufacturers may be forced to relocate from the Port of Durban to other Ports such as East London, Port Elizabeth or even the Port of Maputo.

10. This may result in dire consequences for the economy of KZN or the country. The Port of Durban may also lose cargo dues revenue which is in the order of R260m per annum.

11. As stated above, an opportunity has been identified that if the Port of Durban administrative staff offices in OTB are moved out of the operational area, a lot of space can be freed up to allow for cargo handling and storage. This will create the required additional capacity for future demand.

12. In order to achieve this, it is proposed that the OTB building be demolished and the existing footprint be paved up to convert it into a terminal area/automotive storage. In addition to this, the space that is currently used by TNPA personnel for parking will also become available to be used as automotive storage. The total area that will be made available (current footprint of the OTB building + the existing staff parking space) is equivalent to approximately 2 500 parking bays and this translates into the theoretical throughput in excess of 300 000 units per annum.

CONCLUSION:

13. It is requested that Kwazulu-Natal AMAFA and Research Institute grants TNPA Port of Durban a permit to demolish Ocean Terminal Building located at T-jetty in the Port of Durban, as the building has now reached its heritage status and therefore a permit is a mandatory requirement before any demolition works can proceed.

SUBMITTED BY:



Moshe Motlohi

GM: Port of Durban

11-12-2020

Date