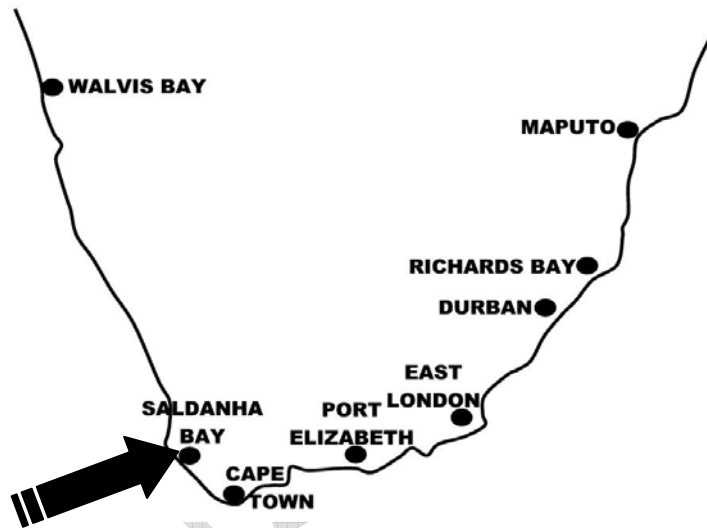


SALDANHA BAY PORT **INFORMATION**



Whilst every effort has been made to ensure that the information contained herein is accurate, it must be noted that from time to time the details will change. We therefore disclaim any liability for any incorrect information supplied.

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SALDANHA BAY

1 PORT

1.1 NAME

Saldanha Bay

1.2 POSITION

Latitude 33 02 ' S
Longitude 17 56 ' E

1.3 TIME

GMT +2 hours

1.4 UNCTAD LOCODE

ZA SALD

2 PORT DESCRIPTION

2.1 LOCATION

A natural harbour on the west coast of Southern Africa, 60 nautical miles north west of Cape Town.

2.2 GENERAL OVERVIEW

The port of Saldanha is South Africa's main iron ore export harbour. A highly mechanised ore-handling plant remains the largest and most important facility at the port and in addition to this is the multi purpose terminal.

The port consists of the following:

- * A reclaimed area on which approximately 3 million tonnes of iron ore can be stockpiled and which houses part of the ore-handling facility.
- * A causeway 2,3 km long from the reclaimed area to the ore/tanker quay.
- * An ore quay with two berths, the multi purpose terminal with 3/4 berths (depending on vessels' LOAs) and one tanker berth.
- * A straight dredged navigation channel.
- A beach type breakwater of 1,7 kilometres between Hoedjies Point and Marcus Island which has created a relatively calm area in the vicinity of the quay.

TOTAL CARGO HANDLED -2005	SALDANAHA
LANDED	
IMPORTS	3986014
COASTWISE	-
TOTAL CARGO LANDED	3986014
SHIPPED	
EXPORTS	29411074
COASTWISE	11793
TOTAL CARGO SHIPPED	29422867
TRANSHIPMENT CARGO	1799767
TOTAL CARGO HANDLED	35208648

2.3 MAXIMUM SIZE

Draft 20,5 metres any tide. With special permission, and subject to tidal conditions, Port Captain may agree to 21,5 metres for outgoing vessels only. Day time berthing restrictions on all vessels with draft in excess of 14 metres.

3 PRE ARRIVAL INFORMATION

3.1 ETA's

Master to keep the agent advised of his ETA, advising Port Control 48 hrs prior to arrival ETA, draft freeboard and reason for calling Saldanha Bay. Port Health Saldanha Bay is to be faxed by Master 48, via the agent, 48 hours prior arrival requesting pratique stating last port, number of crew and their state of health.

ISPS Requirements: Change from time to time thus it is important that Owners/Disponent Owners contact their agents for an up dated advice. ISPS must be submitted min of 4 days and max 7days prior arrival.

3.2 DOCUMENTATION

Documents required on arrival:- Crew Lists, Passenger Lists (if applicable) Stowaway Lists (if applicable) completed Customs Form (DA5) Crew Declaration of Personal Effects, Narcotics List, Firearm List (if applicable), Vaccination List, Maritime Declaration of Health, valid De-rat Certificate, valid Load line Certificates, Safety Radio Certificate, Safety Equipment Certificate, valid ISM Certificate where applicable. Customs and Immigration will collect these forms on berthing and put any undesirable or illegal material under seal.

3.3 RADIO

Coastal radio station - Cape Town Radio which operates 24 hours a day.

3.4 HEALTH

See paragraph 3.1 above

3.5 CUSTOMS & IMMIGRATION

Customs & immigration will advise Master of local restrictions on berthing. Penalties may be imposed for non-compliance with prescribed regulations.

3.6 STANDARD MESSAGES

No messages sent under normal circumstances unless Master communicates with Port Control.

3.7 FLAGS

South African Flag to be flown at all times. International code flags to be flown in accordance with International Regulations.

3.8 NOTICE OF READINESS

Saldanha Bay Harbour Radio (Port Control) arrival time is generally accepted as the arrival time for tendering/receiving Notices of Readiness.

In the case of ore loading vessels, Notice of Readiness may only be tendered once the vessel has passed the Arrival Line. The imaginary Arrival Line extends from the North Head to the South Head lighthouses. The crossing is monitored and the time is determined and recorded by Port Control. Otherwise as per Charter Party.

3.9 REGULATIONS & GENERAL NOTICES

Customs & Immigration will inform Master of local regulations on berthing. Certain load terminals will present Master with instructions before loading can commence.

3.10 AGENCY

No special arrangements but sometimes written into a charter party.

4 NAVIGATION

4.1 PORT LIMITS

Defined by the straight line connecting the centres of the two lighthouses at North Head and South Head.

4.2 SEA BUOY, FAIRWAYS & CHANNELS

A vessel is considered arrived when it enters limits as described in paragraph 4.1 above

4.3 PILOT

Pilotage is compulsory for arriving, sailing and shifting berth. The Master will receive instructions as to the boarding position and time of boarding of the pilot from Saldanha Bay Harbour Radio via VHF16. The pilots board by means of a pilot launch or by helicopter depending on weather conditions - helicopter to be arranged by the agent after consultation with Master/Port Authorities. The Master must ensure that the pilot ladder conforms to SOLAS regulations.

4.4 ANCHORAGES

There is no anchorage outside Saldanha Bay. In order to anchor, the vessel will have to enter port where anchor can be dropped. To enter the Bay, Port Control will require advanced written notice. Additional charges for Pilotage, and possibly tugs, will be applied. In the case of ore loading vessels, Cape Town and St Helena Bay may be used for

anchoring purposes. Prior to these positions being accepted, consultation will have to take place with Kumba. In instances where a vessel requires anchoring in St Helena Bay, permission must first be obtained from SAMSA.

4.5 TIDES

Lowest 0,20m above chart datum - highest 1,90m

4.6 DOCK DENSITY

1025

4.7 WEATHER

Mediterranean climate; winter rainfall and dry summer. Prevailing winds south westerly and north easterly.

4.8 VHF

Saldanha Bay Harbour can be contacted on VHF CH16. Agents are not permitted to use VHF to contact the vessel. They must work through Cape Town Radio.

4.9 NAVIGATION AIDS

Navtex (Port Control), leading lights/lighthouse

4.10 CHARTS AND PUBLICATIONS

Charts : B.A. 1232 (Approaches) B.A. 1236 (Port of Saldanha). Vessels must be in possession of charts, otherwise Port Captain will not permit sailing.

4.11 TRAFFIC SCHEMES

Saldanha Bay Harbour Radio via VHF CH16.

4.12 RESTRICTIONS

Tanker vessels and ore vessels exceeding 14m draft, daylight docking only

4.13 TUGS

Port Authorities decide on number of tugs required for any particular shift, depending on their work load. Tugs are compulsory for all berthing, shifting and sailings. Shifting, berthing and sailing times are requested by the agent via Port Control on telex. Tug lines are used. Tugs have fire-fighting capabilities.

Name of craft	Propulsion	Bollard Pull (ton)
Jutten	Class IX Voith-Schneider, speed 12.34 knots	42 tons
Marcus	Class IX Voith-Schneider, speed 12.34 knots	42 tons
Meeuw	Class IX Voith-Schneider, speed 12.34 knots	42 tons

4.14 COAST GUARD

Search and Rescue facilities are available should a vessel get into trouble.

4.15 BERTHING & UNBERTHING

Vessels must be sufficiently ballasted to permit safe navigation within the harbour. The following table illustrates what the Port Authorities consider as suitable drafts:

Length	Draft-fore	Draft-aft
183 m/600 ft	6,0 m/20 ft	7,5 m/24 ft
213 m/700 ft	7,5 m/25 ft	8,5 m/28 ft
244 m/800 ft	8,0 m/26 ft	9,0 m/30 ft
274 m/900 ft	8,5 m/27 ft	10,0 m/32 ft
Over 274 m/900 ft	8,5 m/27 ft	10,5 m/34 ft

Too light a draft could well delay the docking of a vessel in windy conditions or prejudice its safety.

Hours of work/movements

Ship movements:

Ore vessels and Tankers	Handled 24 hours a day, 7 days a week, 365 days a year.
All other vessels (Except fishing vessels)	Handled 24 hours a day, 7 days a week, 365 days a year on request

Cargo working and stevedores:

Ore vessels	Load 24 hours a day, 7 days a week, 365 days a year
Tankers	Discharge or backload continuously until finished - handled in daylight hours only
Ships at General Cargo Quay Weekdays	1st shift 2nd shift
	0700-1900 1900-0700
	0700-1900
	0700-1500
	(The above times are negotiable)

Reefer ships
(Sea Harvest Cold Storage)

Working times arranged on request.

5 BERTHS AND CARGO

5.1 BERTHS

5.2 FACILITIES

5.3 STORAGE

5.4 CARGO

Tanker Jetty	Length	450	m
	Depth	23,0	m
	Permissible draft	20,5/21,25	m ##
	Cope level	+7,85	m
Ore Jetty	Length	500	m
	Depth	23,0	m
	Permissible Draft	20,5/21,25	m ##
		(21,5	m at high tide)
	Cope level	+8,40	m
	(This berth is controlled by Iscor who have their own loading terms and conditions)		
Multi Purpose Quay			
Berth 201	Length	250	m
	Depth	14,0	m
	Permissible draft	12,0	m
	Cope level	3,8	m
Berth 202	Length	310	m
	Depth	15,0	m
	Permissible draft	13,5	m
	Cope level	3,8	m
Berth 203	Length	310	m
	Depth	15,0	m
	Permissible draft	13,5	m
	Cope level	3,8	m
General Cargo Quay	Length	107	m
	Depth	7,0	m
	Permissible draft	6,5	m
	Cope level	+3,80	m
Small Craft Harbour	Length	270	m
	Depth	7,0	m
	Permissible draft	N/A	
	Cope level	+3.36	m
Government Jetty	Length	360	m
	Depth	5.5	m
Slipway Jetty	Length	70	m
	Depth	5.0	m
Sea Harvest	Length		
	Depth	5.0	m

Note All levels to chart datum

Note ## The Port of Saldanha is subject to severe swell conditions which are difficult to predict although they are associated with weather depressions passing the Cape from west to east. Not every depression produces a high swell. To ensure adequate under-keel clearance the maximum draft of ships **sailing** is 21,5m with an additional 0,25m at the discretion of the Port Captain. For **incoming** ships the maximum permitted draft is 20,5m

Fendering

The Tanker/Ore Jetty is fendered by Yokohama floating pneumatic fenders. They have a diameter of 3,3m and vary in length from 6,5m to 10,6m. The General Cargo Quay is well fendered with roller fenders.

Bulk Facilities

The ore handling equipment consists of a tandem truck tippler, a conveyer belt system, 2 combination stacker-reclaimers, an automatic sampling layout, 2 ship loaders and a central control tower.

The tandem rotary tippler simultaneously unloads 2 iron ore trucks (170 tonnes of ore) with an automatic 96 seconds cycle between tips without uncoupling the trucks. Unloading is at a rate of approximately 6500 tonnes/hour but the automatic cycle of 96 seconds could be adjusted for an ultimate tippler capacity of 7200 tonnes/hour.

There are 7km of conveyor belting. The belt is re-enforced with steel cable strands, 1650 mm wide and 25 mm thick. It runs at a speed of 4m/second. The capacity of the belt is decided by the capacities of the stackers and ship loaders but the design capacity is 8000 tonnes/hour.

On the iron ore quay, the carriers are loaded by two giant ship loaders with a maximum reach of 38.8m from the fender face at 90 deg on the one and 42,8m on the opposite side of the quay. The average capacity of each ship loader is approximately 7500 tonnes/hour.

Each of the 2 stacker / reclaimers in the stockpile yard has a reach of 56m. Stacking is in windrows and reclaiming is on the slew. The design capacity of the stacker / reclaimers is 8000 tonnes/hour but its performance is determined by the shiploader in use.

A total stacking area of 12,4 hectares is available with a maximum stackable tonnage of approximately 3 million tonnes.

General Cargo Berths and Facilities

Multi Purpose Quay

The general cargo quay is located on the western side of the causeway. This quay can accommodate vessels up to 200m in length (for longer vessels consult the Port Captain). A 285m diameter turning basin is situated next to the quay and this is connected to deep water by an approach channel which runs parallel to the causeway.

Vessels are normally berthed port side to. The quay has 12 bollards each with an 80 ton capacity. A 13th bollard was removed to enable starboard side discharge ramp for Ro-Ro vessels to be accepted. The quay is served by 2 x 15 ton wharf cranes. There is a stacking area directly behind this quay.

General Cargo Quay

This is situated at the root of the causeway on the western side. Used mostly for lay-up or repair of small craft belonging to Portnet. Also used occasionally for lay-up of commercial vessels of up to 80m in length and 6,5m draft.

Other Quays and Jetties

Sea Harvest Cold Storage

Vessels loading frozen fish are berthed opposite the Sea Harvest Corporation Cold Store. They may go either port or starboard side to. Depending on their size they may be assisted into berth by one or two launches.

Government Jetty

Situated next to the Sea Harvest Corporation's factory and is used mostly by fishing vessels.

Slipway Jetty

Serves as a landing wall for the slipway. It is equipped with a 10 ton crane and the slip itself can accommodate vessels of up to 1200 tons, 70m in length, 11m beam and 5m draft.

NPA Small Craft Harbour

Used mainly for the berthing of Portnet harbour craft.

5.5 BARGES

Nil

5.6 BALLAST & SLOPS

Clean ballast can be discharged into the harbour. However dirty ballast may result in a fine by the pollution officers. There are no facilities to pump slops ashore for disposal, but tanker trucks with a capacity of 30cbm can be arranged from Cape Town.

5.7 SECURITY

Police, ambulance and fire-fighting services available.

5.8 SAFETY

Firemen on duty at all tanker and bunker berths whilst vessels are working cargoes/bunkering.

5.9 CARGO DOCUMENTATION

The agent, tallymen and/or wharf foremen will complete the paper work before a vessel sails. The departure time will be booked by the agent via Port Control (on telex). The Port Authorities request a minimum of 2 hours' notice of any changes to this time

5.10 GENERAL BERTHING INFORMATION

Nil

6 GENERAL

6.1 REPAIRS

No shipyards. Divers (from Cape Town) are available for underwater surveys. Hull cleans are usually not permitted due to the area being "environment friendly". There are ship repairers for small repairs, otherwise from Cape Town.

6.2 DOCKING SHIP REPAIR FACILITIES

None. There are no ship repair facilities.

6.3 BUNKERS/WATER/STORES

Water/stores can usually be supplied at short notice. Fuel and Gas Oil not available. Diesel Oil by road from Cape Town only.

6.4 MEDICAL FACILITIES

Full medical facilities are available with hospital and ambulance services in close proximity to the port.

6.5 TRANSPORT

There is no airport at Saldanha Bay. Nearest airport for local and international flights is Cape Town Airport which is approx 2 hours by road. Saldanha Bay and the port is serviced by good road links.

6.6 REPATRIATION

Via Cape Town

6.7 CONSULS

Nil

6.8 BANKS

First National Bank of South Africa Ltd	Saldanha Road, Saldanha 7395	7142251
Standard Bank of South Africa Ltd	Berg Street, Saldanha 7395	7141520

Currency : The South African currency is the Rand, which is made up of 100 cents. It is written as follows: R1=100 cents
Notes issued : R10, R20, R50, R100, R200 - Coins issued : 1c, 2c, 5c, 10c, 20c, 50c, R1, R2, R5

Foreign currency may be exchanged at any commercial bank or appointed foreign exchange dealers.

6.9 HOLIDAYS

Public Holidays:

January 1	New Year's Day	
March 21	Human Rights Day	
March/April	Good Friday	[Date fluctuates]
March/April	Family Day	[Date fluctuates]
April 27	Freedom Day	
May 1	Workers Day	
June 16	Youth Day	
August 9	Women's Day	
September 24	Heritage Day	
December 16	Reconciliation Day	
December 25	Christmas Day	
December 26	Goodwill Day	

Note: Where a Public Holiday falls on a Sunday, the following Monday will be treated as a Public Holiday in lieu.

6.10 WORKING HOURS

See paragraph 4.15 above

6.11 DEVELOPMENTS

No immediate developments

6.12 SURVEYORS

Limited Cargo Surveyors available (dry and liquid). P & I and Classification Societies travel from Cape Town. SAMSA are locally represented.

6.13 RECREATION

Shore leave is available. Taxi services are provided by private operators. Each charge their individual tariffs which is always displayed in the vehicles. Rates can vary slightly from one operator to the other.

6.14 GARBAGE

Disposal, frequency of collection. Reception, on board, ashore

	Facilities Available	Removal is compulsory	Removal is request only	How many CBM can be received
Food waster	Yes			
Cargo associated waste	Yes			
Waste from maintenance work	No			
Other types of waste	Refuse			

Garbage is collected on request.

6.15 OFFICIALS AND VISITORS

No accommodation required. Visitors subject to Agents / Masters permission.

6.16 FUMIGATION

Available.

6.17 POLLUTION

Pollution of Harbours and International Sea Limits are controlled by the Port Authorities and the Department of Transport Marine Division. Case of pollutions are to be reported immediately. Depending on liability/negligence, heavy fines may or may not be imposed. It is recommended that immediate action be taken. The South African Government operates coastal patrol boats and aircrafts to spot any infringements.

7 PORT DUES

Raised as per NPA Tariff, available on request from Ships Agents or Port Authorities.

7.1 CHARGES

Available on request from Agent or Port Authorities

7.2 WORKED EXAMPLE OF CHARGES

Available upon request from Ships Agents or NPA Tariff Manager - to calculate require vessel's GRT as shown in international tonnage certificate (1969) or the highest gross cubic metres appearing on vessel's register plus the cubic metre capacity of all cargo spaces not included.