

TRANSNET



*national ports
authority*



TRANSNET NATIONAL
PORTS AUTHORITY 2025

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ACTING CHIEF EXECUTIVE'S OVERVIEW



“ As Transnet National Ports Authority (TNPA), we are committed to becoming a financially sustainable smart port system enabled by an empowered workforce and a seamless value chain. ”

We are strategically positioned to harness the potential of South Africa's maritime sector and promote economic development in an environmentally sustainable manner. We must be a financially sustainable, low-cost business, enabled by a proficient workforce.

Efforts to improve operational efficiency at South African ports focus on infrastructure, digital transformation, private sector participation (PSP) and governance reform. While notable progress has been made, sustained investment, strategic partnerships and institutional reform are essential to fully realise world-class port efficiency and service delivery.

This year, we took important steps towards achieving organisational stability. By executing the 18-month Tactical Recovery Plan, we focused on moving with agility to improve business performance through enhanced internal processes and operations. We had seven strategic improvement areas:

- Driving the capital investment programme through executing infrastructure projects and the marine fleet renewal programme.
- Unlocking new revenue generation opportunities through new business deals and real estate leases.
- Energy and desalination projects across the port system to ensure water and electricity security.
- Enhanced terminal oversight to address terminal operator matters in line with our role as the Ports Authority.
- Improving financial performance through reducing OPEX and driving revenue generation, in the context of a 0,0% weighted average tariff increase from the Ports Regulator of South Africa in 2023/24FY.
- Enhancing procurement processes to alleviate service delivery bottlenecks;
- Port simulation tools to enhance port planning for future demand.

Significant progress was achieved. The truck staging areas for the Ports of Cape Town, Durban and Richards Bay were constructed through collaboration between TNPA, Transnet Port Terminals (TPT), the Department of Transport, SANRAL and municipalities. The operational availability of the marine craft has also increased, with weekly availability now above the target of 85%.

HIGHLIGHTS

- Revenue increased by 4,9% to R14,7 billion (2024: R14,0 billion) due to improved cargo dues and real estate revenue
- EBITDA was recorded at 5,6% higher year-on-year
- A Lost-time Injury Frequency Rate (LTIFR) of 0,72 was achieved against a threshold of 0,75

CHALLENGES AND RESPONSES

The 2023/24FY presented a complex operating environment, characterised by internal leadership instability and declining shipping volumes due to global trade tensions. However, we were resilient and implemented measures to contain costs, including a moratorium on travel, opting to use technology to bridge the gap. We have overcome obstacles through decisive leadership and collaboration, resulting in TNPA achieving 5% year-on-year revenue growth.

STRATEGIC VISION AND OUTLOOK

We will support Transnet's Reinvent for Growth Strategy (R4G Strategy) in 2025/26FY through the following Five Compass Points:

1. **People:** Our human capital remains our greatest asset.
2. **Operations:** South Africa's economic lifeblood flows through our ports.
3. **PSP:** Amplifying our potential through section 79 and section 56.
4. **Infrastructure:** Building for tomorrow's vessels today;
5. **Corporatisation:** Shaping our institutional destiny.

OTHER SIGNIFICANT MATTERS

Beyond financial performance, we recognise our broader social responsibility. This includes strengthening stakeholder engagement, including with the regulators, PCCs and NPCCs, and fostering a culture of transparency and accountability. TNPA will also work towards finalising its incorporation.

Adv. Phyllis Difeto
Acting Chief Executive

BUSINESS OVERVIEW

TNPA serves port users, including terminal operators, shipping lines, ships' agents, cargo owners and the freight forwarding industry. The Authority's mandate encapsulates its value proposition for industry and the country.

TNPA manages South Africa's eight commercial seaports, ensuring the national port system's safe, efficient and effective functioning. TNPA operates as a landlord authority, providing port infrastructure, marine services and controlling port navigation. Section 11 of the Ports Act states the following as the Ports Authority's directive:

- To plan, provide, maintain and improve port infrastructure.
- To endorse the use, enhancement and development of ports, and control land use within the ports, possessing the authority to lease port land under its own determined conditions.
- To promote greater representativity and to increase participation for historically disadvantaged individuals.
- To provide or arrange marine-related services, such as pilotage services, tug assistance, berthing services, dredging and hydrographic services.
- To ensure that adequate, affordable and efficient port services and facilities are provided, including regulatory oversight over all port activities;
- To provide navigation aids to assist the routing of vessels within port limits and along the coast.

Strategically positioned in South Africa's transport logistics chain, TNPA oversees and manages the following commercial seaports: Saldanha, Cape Town, Mossel Bay, Port Elizabeth,

Ngqura, East London, Durban and Richards Bay. Port Nolloth, the ninth port, is leased to De Beers Consolidated Diamond Mines and does not handle commercial cargo.

Plans to develop a new commercial port in the Northern Cape to handle dry bulk and potential green hydrogen operations have progressed significantly, with an announcement of this project being one of the seven top strategic projects under Infrastructure South Africa.

Critical to the business of TNPA has been the advancement of public-private partnerships, in the 24/25 FY Terminal Operator Agreements were concluded and signed with Zululand Energy Terminal for the Liquefied Natural Gas terminal at the Port of Richards Bay and Grindrod Eyamakhosi signing a Facility Operator Agreement, for container handling also at the Port of Richards Bay, South Africa's premier export coal hub. Empowering the port system through transformation, with the signing of Mnambithi Terminals, 100% black owned terminal operator for a liquid bulk facility at the Port of Durban's Maydon Wharf Precinct.

In response to improvements on efficiency, TNPA invested R1 billion towards its marine fleet renewal programme, which saw the procurement of seven tugboats for the East London and Durban ports. This investment has contributed significantly towards the improvement of marine craft availability. TNPA's dredging fleet increased capabilities with a new installed excavator on one of its dredgers, which is designed to grab dredged material weighing up to 2 000kg at a radius of at least 20 meters. The upgrade enables the dredger to efficiently handle dredged volumes of 150 000 cubic meters (m^3), a significant increase from its annual capacity from 94 000 m^3 .

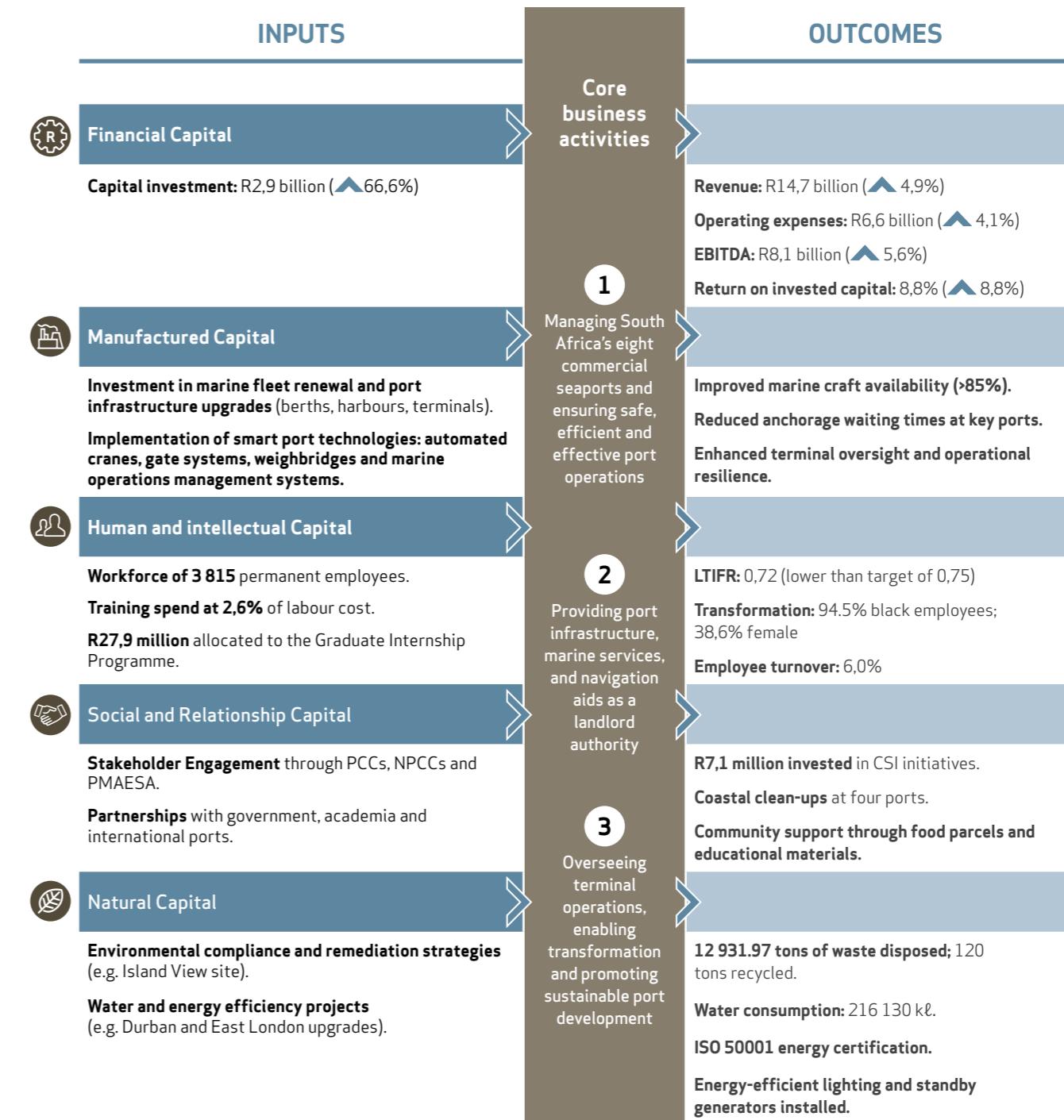
Progress towards building fit for future port infrastructure is evidenced by the Port of East London's N-Berth deepening, which has seen an immediate enabling of berthing two new generation vessels, increased volume throughput and improving overall efficiency.

The ports policy posits a system of ports, seamlessly integrated in the logistics network that is jointly and individually self-sustainable through delivery of high levels of service and increasing efficiency for a growing customer base, enhancing South Africa's global competitiveness and facilitating the expansion of the South African economy through socially and environmentally sustainable port development. TNPA has been spearheading project delivery against this policy posture, tied to the mandate as stipulated in the Ports Act of 2005.

CAPITAL INPUTS AND OUTCOMES: SUPPORTING VALUE CREATION

TNPA leverages a range of capitals to deliver value across its operations. The table below highlights how these inputs are transformed into outcomes that contribute to sustainable performance and long-term stakeholder value.

A summary of our capital inputs and outcomes for the 2024/25 year is as follows:



WHERE WE OPERATE



REGULATORY ENVIRONMENT

TNPA operates within a well-structured legal and regulatory framework that balances the needs of various stakeholders, promotes efficient port operations and ensures the long-term sustainability of the port system.

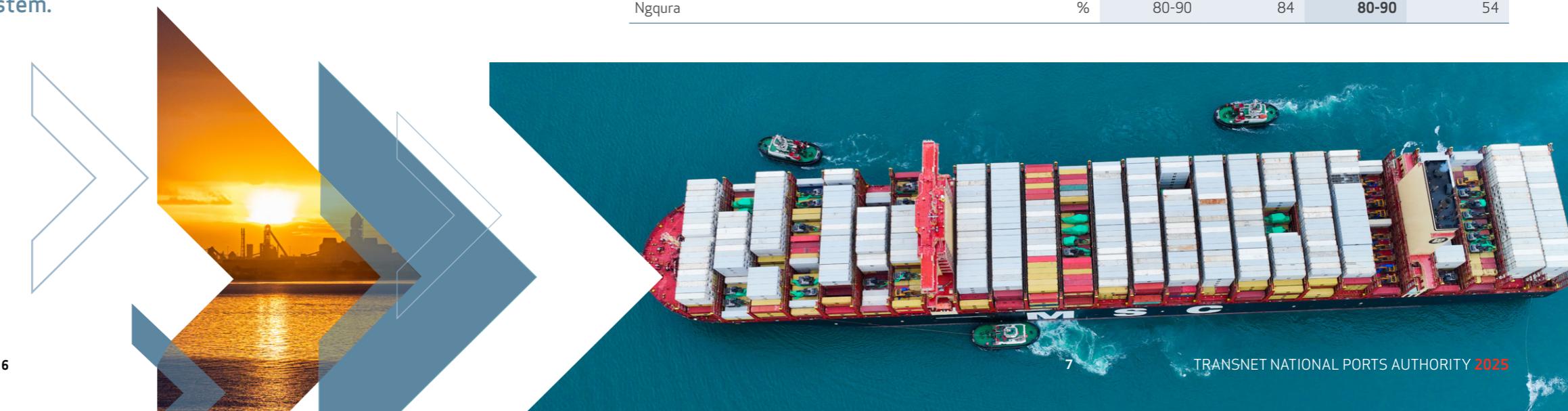
The National Ports Act, 2005, is the primary legislation that governs TNPA's functions and obligations, including its oversight responsibilities over all tenants and their activities. This oversight focuses on port users, involving both commercial and regulatory aspects. It ensures the efficiency of port terminals, the condition of infrastructure and compliance with health, safety and environmental regulations.

Policies and documents that support the TNPA's regulatory authority include:

- The Economic Regulation of Transport Act of 2024;
- White Paper of the National Commercial Ports Policy (2002).

OVERVIEW OF KEY PERFORMANCE INDICATORS

Key performance area and indicator	Unit of measure	2024 Actual	2025 Target	2025 Actual	2026 Target
Financial sustainability					
Revenue	R million	14 042	14 906	14 727	14 484
EBITDA	R million	7 662	8 365	8 085	7 504
Return on invested capital	%	4,7	4,8	6,6	4,8
Revenue per employee	R million	3,6	3,6	3,9	3,6
EBITDA margin	%	54,6	56,1	54,9	51,8
Operating profit margin	%	35,6	33,4	35,5	31,4
Gearing	%	(6,9)	(13,1)	(11,2)	(13,6)
Net debt to EBITDA	times	(0,7)	(1,2)	(1,0)	(1,4)
Return on total average assets – excluding capital work-in-progress (CWIP)	%	4,9		5,5	
Asset turnover – excluding CWIP	times	14,6	16,1	15,6	15,4
Cash interest cover	times	871,5	(18,4)	30,5	(26,2)
Capacity investment					
Capital expenditure	R million	1 769	3 553	2 865	2 759
Operational excellence					
Productivity					
Dry Bulk					
Coal (RBCT)	hours	3875	3317	3875	3143
Iron Ore (Saldanha)	hours	2500	11326	2500	1955
Manganese (Port Elizabeth)	hours	278	569	325.6532	798
Berth occupancy					
Durban Pier 1	%	65-75	96	65-75	60
Durban Pier 2	%	65-75	88	65-75	66
Cape Town	%	80-90	81	80-90	82
Port Elizabeth	%	55-65	88	55-65	157
Ngqura	%	70-80	73	70-80	67
Berth utilisation					
Durban Pier 1	%	85-95	87	85-95	70
Durban Pier 2	%	85-95	82	85-95	81
Cape Town	%	70-80	87	70-80	79
Port Elizabeth	%	85-95	88	85-95	109
Ngqura	%	80-90	84	80-90	54





OVERVIEW OF KEY PERFORMANCE INDICATORS continued

Key performance area and indicator	Unit of measure	2024 Actual	2025 Target	2025 Actual	2026 Target
Market segment competitiveness					
Volume and revenue growth					
Containers	000 TEUs	4 261	4 416	4 274	4 421
Break-bulk	million tons	5,9	4,6	6,7	5,0
Liquid bulk	million kilometres	38,9	34,6	36,9	35,4
Dry bulk	million tons	167,3	176,7	172,9	185,4
Vehicles	units	771 117	827 600	807 207	778 167
Tariffs					
Average tariff increase	%	3,32	0,00	0,00	
Sustainable developmental outcomes					
Human capital					
Training spend	% of personnel cost				
Employee turnover	%				
Employee headcount	permanent	3 914	4 100	3 815	4 076
Revenue per employee	R million	3,6	3,6	3,9	3,6
Risk, safety and health					
Cost of risk	% of revenue				
DIFR	rate	0,47	0,75	0,72	0,75



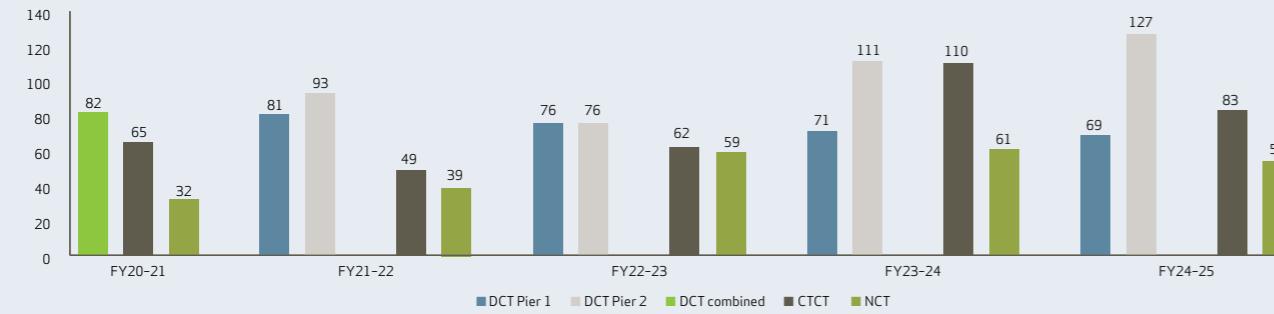
OPERATIONAL PERFORMANCE REVIEW

KEY INITIATIVES AND DEVELOPMENTS

TNPA has faced operational challenges, which have undermined trade competitiveness. However, various efforts are underway to improve capacity utilisation and enhance service delivery. This includes

- Adopting performance benchmarks aligned with global standards and crane moves per hour.
- Executing a plan to refurbish and replace key equipment to reduce equipment failure.
- Major ports like Durban, Ngqura and Cape Town are undergoing upgrades to expand berth space, deepen harbors and modernise terminals.
- Adoption of smart port technologies:
 - Port community systems, for improved communication between stakeholders and better cargo tracking.
 - Implementing automated cranes, gate systems and weighbridges to speed up container handling and improve accuracy;
 - Introducing a marine operations management system to streamline marine services and berth scheduling.

STAT Five-year performance (hours)



KPIs FOR STRATEGIC SECTORS

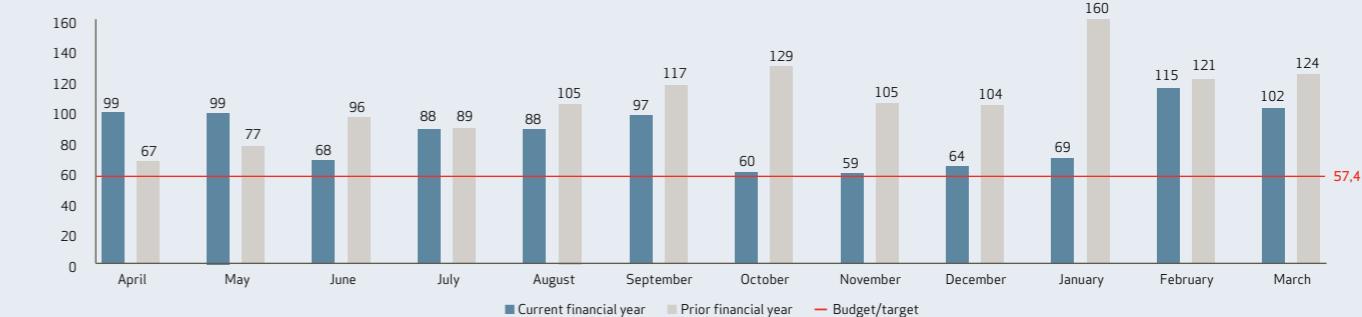
Transnet is strengthening key industrial supply chains across several strategic sectors. There are KPIs for containers, automotive, fuels, gas, coal, manganese, iron ore and agriculture. In 2024/25FY, negative variances were noted in all cargo types except general cargo due to slow economic growth. Adverse weather also affected the operational efficiency of container terminals in KwaZulu-Natal and the Western and Eastern Cape.

TNPA aims to bring its port efficiencies to international standards. In June 2023, TNPA concluded a benchmarking study on best practices for terminal management and port performance. The study's recommendations were used for target setting, with targets determined by April 2024.

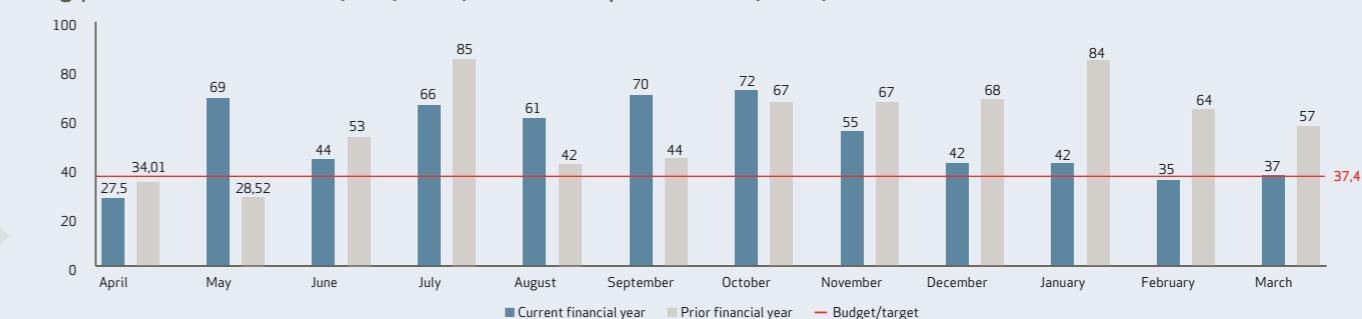
SHIP TURNAROUND TIME PERFORMANCE

Ship turnaround time (STAT) is the duration a vessel takes from the breakwater point on its inbound (arriving leg) to the time that same vessel passes the breakwater point on its outbound journey from the port (excluding weather delays and laytime).

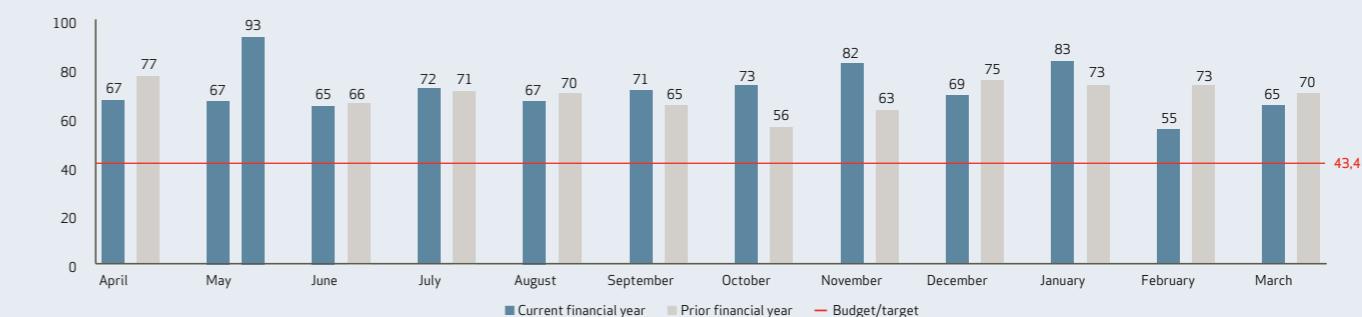
Cape Town Container Terminal (CTCY) 2024/25FY: STAT performance (hours)



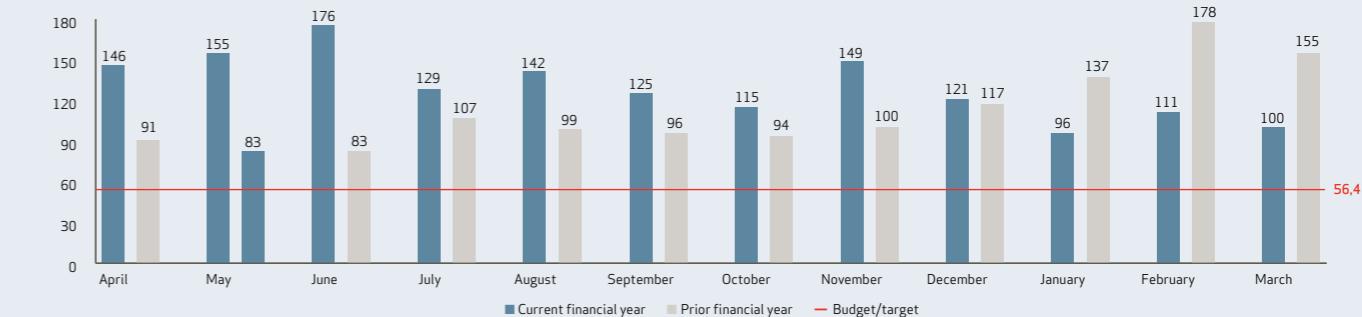
Ngqura Container Terminal (NCT) 2024/25FY: STAT performance (hours)



Durban Container Terminal (DCT) Pier 1 2024/25FY: STAT performance (hours)



Durban Container Terminal (DCT) Pier 2 2024/25FY: STAT performance (hours)





OPERATIONAL PERFORMANCE REVIEW continued

STATs performance	
CTCT	Turnaround times and cargo processing improved. However, this still significantly lags international benchmarks. Adverse weather conditions and equipment failures impacted performance. Achieving acceptable performance levels will require continued investment in infrastructure, digital technologies and strong public-private partnerships.
NCT	Continuous improvement, six sigma interventions and the support of the National Logistics Crisis Committee (NLCC) will reduce port inefficiencies.
DCT	NCT experienced an unstable performance slightly weaker than the previous year due to challenging weather conditions and crane equipment malfunctions. Performance benefited from early vessel arrivals and efficient handling. With improved crane availability, berth utilisation and better coordination among stakeholders, backlog and turnaround time metrics are expected to return to target levels in 2025/26FY.
Key priorities	<ul style="list-style-type: none"> Enhancing predictive berth planning by integrating weather forecasts and estimated time of arrival (ETA); Minimising STS crane downtime through advanced preventive maintenance; and Strengthening collaboration between agencies for timely clearances and increasing equipment reliability.
DCT	DCT Pier 1 and Pier 2 experienced significant performance setbacks due to adverse weather conditions, including strong winds and heavy rainfall, which slowed vessel operations. Maintenance shortcomings, equipment reliability problems and delays in vessel services further hindered terminal efficiency. Performance still lags international benchmarks. Despite these persistent challenges, the port has shown resilience through more adaptive operations, enhanced coordination and strategic infrastructure investments, including equipment replacement.
Key priorities	<ul style="list-style-type: none"> Continuing with equipment modernisation; Reducing weather-induced downtime through proactive measures; Optimising vessel handling during peak periods; Addressing recurring equipment breakdowns; and Mitigating system failures such as power outages, gas leaks, damaged twist locks, crane collisions and changeovers.

ANCHORAGE WAITING TIME

Port congestion and anchorage wait times are influenced by multiple factors, including:

- Terminal capacity and utilisation.
- Availability of berths at the terminal.
- The type and quantity of cargo being handled.
- Weather conditions.
- Customs inspections, clearances and other regulatory requirements.

CTC anchorage was hindered by adverse weather conditions, equipment malfunctions and vessel movement while docked, which resulted in prolonged delays in servicing vessels.

NCT anchorage faced delays due to unfavourable weather, equipment breakdowns and vessel movements while docked.

DCT Pier 1 and Pier 2 experienced significant improvements in anchorage times. However, poor weather, including wind, swell and heavy rain, impacted it. This resulted in slower vessel operations and a build-up of vessels at outer anchorage in October 2024. The port has addressed marine craft availability in the Port of Durban by acquiring a tug. Anchorage hours are expected to reduce in 2025/26FY.



FINANCIAL PERFORMANCE REVIEW

	Year ended 31 March 2025	Year ended 31 March 2024	
	R million	R million	% change
Salient features			
Revenue	14 727	14 042	4,9%
Containers*	3 393	3 347	1,4%
Break-bulk*	195	161	21,1%
Liquid bulk*	958	1 034	-7,3%
Dry bulk*	1 525	1 392	9,6%
Automotive*	383	352	8,8%
Other*	8 274	7 755	6,7%
Operating expenses	(6 647)	(6 386)	4,1%
Personnel costs	(3 193)	(3 026)	5,5%
Energy costs	(899)	(889)	1,1%
Maintenance	(655)	(664)	-1,3%
Materials	(180)	(172)	4,7%
Other	(1 720)	(1 636)	5,1%
Profit from operations before depreciation, derecognition, amortisation and items listed below (EBITDA)	8 080	7 655	5,6%
Depreciation, derecognition and amortisation	2 920	2 984	-2,1%
Profit from operations before items listed below	5 160	4 671	10,5%
Impairments and fair value adjustments	1 055	65	1523,1%
Net finance costs	489	103	375,5%
Profit before taxation	6 705	4 839	38,5%
Total assets (excluding CWIP)	R million	108 626	2,1%
Profitability measures			
EBITDA margin*	%	54,9%	54,5% 0,6%
Operating margin**	%	35,0%	33,3% 5,3%
Return on average total assets (excluding CWIP)***	%	4,8%	4,4% 8,8%
Asset turnover (excluding CWIP)****	times	13,7%	13,3% 3,3%
Capital investments^	R million	2 908	1 746 66,6%
Employees			
Number of employees (permanent)	number	3 818	3 914 -2,5%
Revenue per employee	R million	3,9	3,6 7,5%

* EBITDA expressed as a percentage of revenue.

** Profit from operations before impairment of assets, fair value adjustments, net finance costs and taxation expressed as a percentage of revenue.

*** Profit from operations before impairment of assets, fair value adjustments, net finance costs and taxation expressed as a percentage of the average total assets, excluding capital work-in-progress (CWIP).

**** Revenue divided by the average total assets, excluding CWIP.

^ Actual capital expenditure (replacement plus expansion), excluding borrowing costs.

Revenue rose by 4,9% to R14,7 billion (2024: R14,0 billion), mainly attributed to a 2,2% increase in cargo dues revenue to R6,5 billion. Real estate revenue increased 8,9% to R4,9 billion (2024: R4,5 billion). TNPA experienced a 0,6% decrease in weighted average volume growth.

Net operating expenses rose 4,0% to R6,6 billion (2024: R6,4 billion), due to salary increases, higher operational activities which resulted in increased energy, material and maintenance costs.

The EBITDA and operating margins rose to 54,9% (2024: 54,5%) and 35,5% (2024: 33,3%), respectively. Return on invested capital (ROIC) increased to 6,6% (2024: 4,7%), driven by higher operating profit at R5,2 billion (2024: R4,7 billion).

Capital expenditure increased 66,6% to R2,9 billion (2024: R1,7 billion), due to the fast-tracked delivery of key milestones, including the accelerated completion of tugs.



OUTLOOK

Strengthening the Ports Authority's regional positioning through integration, transformation and an agile port system.

TNPA ports are a strategic enabler for intermodal transportation, enhancing connectivity, optimising logistics, facilitating trade and supporting hinterlands. Regional trade agreements such as the African Continental Free Trade Agreement (AfCFTA) cement TNPA's regional position, to unlock economic opportunities through integration and fostering greater development and trade prospects. This strategic approach allows for optimised business processes, responsive and agile infrastructure development that adapts to the shipping industry's new generation vessels, and reduced barriers to entry. In line with the newly announced Reinvent for Growth Strategy, streamlining marine service offering, facilitating commercial agreements, digitisation of the port system and the development of a new infrastructure operating model and driving economic transformation will pivot the Ports Authority to bolster competitiveness and investment outlook.

CAPITAL EXPENDITURE – BUILDING TOMORROW'S INFRASTRUCTURE TODAY

TNPA will invest R2.8 billion for 2025/26FY, with an additional R12.0 billion earmarked for capacity creation, infrastructure maintenance and modernisation projects over the next four years, to 2028/29FY.

COMPLIANCE AND PARTNERSHIPS – VALUE CO-CREATION THROUGH COLLABORATION

Ensuring compliance with terminal regulatory requirements, upholding terminal operating agreements, and forming strategic partnerships, such as public-private collaborations, alliances with government bodies, universities and international ports, are also key priorities. Transforming the port sector through skills transfer, small business development, growth and promoting the participation of previously disadvantaged groups is a significant focus.

CUSTOMER SERVICE – ACHIEVING CUSTOMER CENTRICITY THROUGH TAILORED CUSTOMER CENTRIC SOLUTIONS

Having relaunched its Customer Call Centre, TNPA continues to solidify its relationship through customer engagements and tailoring an improved customer experience. Through dovetailing these initiatives with the customer app, the integrated customer relationship management system ensures the timely resolution of customer issues, accessibility to support, automation of customer interactions and continuous improvement mechanisms to enhance business performance.

PEOPLE – BUILDING AND SUSTAINING AN EMPOWERED WORKFORCE

An empowered workforce delivers improved productivity, better customer service and contributes towards meaningful impact. TNPA through its skills development programmes, bursaries and people centred initiatives encourages a high-performance culture through empowered, engaged and competent employees. Through effective talent management, clarity of purpose and an aligned value system TNPA aims to sustain a culture of continuous improvement and development and retain critical skills in the system.

ASSET UTILISATION – ENHANCING OPERATIONAL EFFECTIVENESS, MINIMISING WASTE AND IMPROVING IMPACT

Enhancing asset utilisation and operational efficiency remains a priority. This involves enhancing, maintaining and extending the life span of port infrastructure and marine fleet assets and ensuring that promulgated depths are maintained for effective vessel navigation in line with the dynamic needs of the international shipping industry. The Operating Division will also continue to strengthen its terminal oversight role to ensure the safe, efficient and compliant operation of terminals and their associated infrastructure.

SAFETY – INFUSING SAFETY IN TNPA'S ORGANISATIONAL DNA

TNPA is a safety conscious organisation, committed to maintaining and improving employee safety standards and preventing asset damage across the port system. This commitment will be upheld through inculcating a safety culture through initiatives such as a safety programme, a fire prevention plan, and the designation of Ports as national key points.



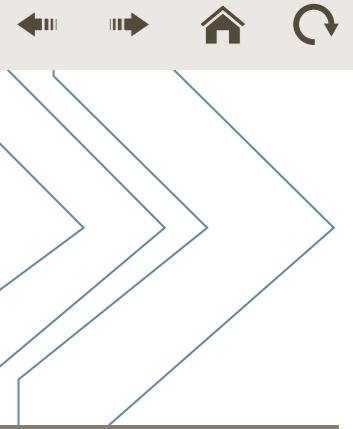
KEY RISKS AND MITIGATING ACTIVITIES

Top risks	Mitigating activities
1 Complexities in navigating the regulatory environment	<ul style="list-style-type: none"> Regularly and proactively engage regulatory authorities on legislative reforms to enhance readiness for implementation and mitigate potential unintended consequences.
2 Climate change impacts on port operations, stakeholders and the natural environment	<ul style="list-style-type: none"> Conduct climate modelling per port to establish the levels of port infrastructure vulnerability based on the 2023 Intergovernmental Panel on Climate Change predictions for the next 10 to 15 years. Conduct a climate port operational climate change risk assessment for ports. Implement renewable energy and desalination strategies to reduce environmental impacts.
3 Unreliability and breakdown of infrastructure or assets	<ul style="list-style-type: none"> Align maintenance budget allocation to industry best practices to optimise resource allocation and ensure efficient maintenance.
4 Inability to improve efficiencies and oversight in port operations	<ul style="list-style-type: none"> Enforce the penalty and incentive directive that addresses the continuous non-performance of underperforming terminal operators.
5 Insufficient capital funding for the execution of TNPA mega projects and segment strategies	<ul style="list-style-type: none"> Develop a National Ports Authority capital funding strategy and model to access funding for projects. Prioritise projects and execute programmes in tranches to deliver the most value.

CLIMATE CHANGE RISKS

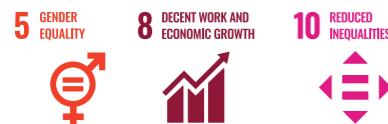
In August 2024, industry leaders, experts and stakeholders gathered for a pivotal climate change resilience and adaptation workshop for South African ports. The virtual event had an impressive turnout with representatives from all eight major ports, alongside key municipal, environmental and operational stakeholders. The workshop aimed to advance a collective understanding of climate change impacts and foster strategic approaches for safeguarding coastal infrastructure. The presenters included guests from the Council of Scientific and Industrial Research (CSIR), WITS University and WSP Engineering Consulting.

To safeguard critical infrastructure and operations, TNPA is conducting a climate change risk and vulnerability assessment across all ports. This assessment will evaluate key climate threats such as intensified storms, sea-level rise, increased sediment transport and extreme rainfall, which pose risks to port infrastructure, navigation and dredging operations. The findings will guide decision-making on infrastructure planning, emergency preparedness and sustainability initiatives, ensuring that our ports remain operational, efficient and climate resilient.



ESG PERFORMANCE

HUMAN CAPITAL



Employment and transformation

At year-end, the permanent headcount was 3 815 (2023/24FY: 3 884). Black employees accounted for 94,5% (2023/24FY: 93,4%). Female representation was 38,6% (2023/24FY: 38,3%). The representation of people with disabilities remained stable at 1,7% (2023/24FY: 1,8%). The employee turnover rate was 6%, slightly above the target of 5%, while the absenteeism rate was 1,53%, better than the 3% target.



Skills development

The total skills development spend for 2024/25FY was R82,7 million, with R27,9 million allocated to the Graduate Internship Programme. This programme supports young South Africans and includes 34 cadets, 10 engineers and one young professional in training. At year-end, 265 interns exited the programme. Approval was granted to recruit 200 graduate interns across the port system for 2025/26FY.

The artisan agreement supports 233 artisans participating in an outcomes-based modular learning programme. Employees are assessed on their readiness to progress to the next competency level.

TNPA has begun a skills analysis exercise to map its critical workforce planning requirements.

Health and safety

For 2024/25FY, an LTIFR of 0,72 was better than the target of 0,75, with 33 lost time injuries recorded. One fatality was reported at the Port of Durban; the investigation was concluded, and the recommendations have been implemented.

TNPA's ongoing commitment to improve safety performance is evident through several safety programmes. These include the roll-out of the Ten-Point Safety Plan, an Eastern Region safety workshop and the infrastructure safety workshop.

For 2024/25FY, 11 public fatalities were reported on our sites, seven from the Port of Durban, three from the Port of Cape Town and one from the Port of Port Elizabeth.

Security strategy

TNPA's security strategy focused on enhancing security technology infrastructure, including:

- Improving access control and CCTV surveillance to enhance automated detection and alerts and deter criminals.
- Streamlining and digitalising visitor registration to enhance security;
- Improving security perimeter infrastructure to prevent unauthorised access and mitigate trespassing and stowaway incidents; and
- Increasing security situation awareness to react to potential threats efficiently.

ENVIRONMENTAL STEWARDSHIP



Environmental performance business plan

TNPA aims to improve its ports' environmental performance. This includes focusing on:

- Environmental compliance with legislation;
- Waste, water, energy and air quality management;
- Remediation of contaminated land;
- Biodiversity management;
- Climate change risk mitigation; and
- Improved environmental awareness.

The Mossel Bay and Ngqura ports completed their first Strategic Environmental Assessment (SEA) projects since their inception. This will support future port planning and development. As per the National Environmental Management: Waste Act 59 of 2009, the Port of Durban is implementing remediation orders for eight sites at Island View through its remediation strategy.

Waste management

TNPA disposed of 12 931,97 tons of waste. A total of 120 tons was recycled, which included paper, cardboard, cans and scrap metal. TNPA is reviewing and updating its port waste management plans to improve waste management across the ports.

Water management

TNPA's water consumption was 216 130 kL. TNPA is implementing an unaccounted water recovery strategy with short-, medium- and long-term initiatives that quantify unaccounted water lost. These include the water reticulation network upgrades at the Ports of Durban and East London.

Energy sustainability

As part of its net zero clean energy initiatives, TNPA seeks to maximise energy efficiency. In November 2024, TNPA was Transnet's first Operating Division to receive the ISO 50001 certification (Energy Management). The certification is valid for three years. Energy efficiency initiatives include replacing all lighting with energy-efficient lighting on all TNPA-occupied buildings and operational areas. There are curtailment agreements to protect port operations from loadshedding. TNPA has installed standby generators for all key operational areas.



COMMUNITY DEVELOPMENT



TNPA's community development and CSI initiatives are guided by the United Nations Sustainable Development Goals (SDGs) and South Africa's National Development Plan. In the 2024/25FY, TNPA invested R7,1 million in initiatives to improve livelihoods and promote socio-economic development.

Nelson Mandela Day: TNPA provided Early Childhood Centres with essential items including reading material, stationery and improved ablution facilities. These improved learners' educational experience during critical child development stages.

Beach coastal clean-ups: To ensure preservation of biodiverse and sustainable coastlines, TNPA conducted beach clean-ups at the ports of Richards Bay, Mossel Bay, Durban and Port Elizabeth. These will be rolled out across the port system in 2025/26FY.

Shoes on Feet Campaign: TNPA donated 655 pairs of shoes to the Group Chief Executive's campaign to provide school children with suitable footwear.

National Sea Rescue Institute (SRI) handover: Provided equipment to reduce drowning incidents.

Maritime stationery handover: Provided maritime stationery to schools to improve learners' classroom experience and deepen understanding of the maritime value chain, critical landmarks and topographical elements.

Food security: The ports drive initiatives to address poverty and food security. Beneficiaries of food parcels include Culemborg Centre, Siphethimfundo Centre, Lilitha Educare Centre and Ndeculuntu Care Centre.

STAKEHOLDER ENGAGEMENT



TNPA implements Transnet's stakeholder engagement policy, which outlines systematic approaches to ensure timely and effective engagement with internal and external stakeholders. This includes keeping external stakeholders, such as customers, informed about TNPA's strategic positioning, port developments and relevant strategic initiatives.

TNPA participates in strategic engagement forums at a national, regional and port level. It uses these forums alongside internal stakeholder forums to keep abreast of and address critical issues. These include:

- The National Port Consultative Committee.
- The Port Consultative Committee.
- Business Chambers and Forums within the transport and logistics sector.

TNPA currently holds the chairpersonship of the Port Management Association of Eastern and Southern Africa (PMAESA). This role interacts with port operators, government ministries, logistics and maritime service providers and other port and shipping stakeholders from the Eastern, Western and Southern African and Indian Ocean regions.

ACRONYMS

CSI	Corporate social investment
CTCT	Cape Town Container Terminal
DCT	Durban Container Terminal
EBITDA	Earnings before interest, taxes, depreciation and amortisation
KPI	Key performance indicators
LTIR	Lost-time Injury Frequency Rates
NCT	Ngquara Container Terminal
NLCC	National Logistics Crisis Committee
PSP	Private sector participation
STAT	Ship turnaround time
TNPA	Transnet National Ports Authority





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