Update on South Africa exploration activity and recent port developments, as well as regional developments in Sub-Saharan Africa

South Africa as a key offshore oil and gas hub:
* Offshore oil and gas developments in Southern Africa
* Examining opportunities in East Africa
* Offshore support infrastructure in South Africa, including the Saldanha Bay IDZ
* Meeting demand for equipment and supplies
Offshore oil and gas developments in Southern Africa
Sourcing Oil and/or Gas from South Africa
Offshore Exploration Potential

Snapshot of offshore exploration developments in South Africa

- 20 Companies
- 30 Licences
- Offshore exploration activity announcements

Source: PASA
South Africa Oil & Gas
Deepwater exploration capabilities

Taking the plunge
Maximum operational depth of offshore fields*, km

- Auger
- Mars
- Ursa
- Hoover/Diana
- Horn Mountain
- Devils Tower
- Atlantis
- Independence Hub
- BW Peace
- Perdido

Source: Mustang Engineering, Offshore Magazine
*In first operating year
South Africa Oil & Gas
Development timelines for offshore and onshore exploration

Oil & Gas Value Chain

**Exploration** → **Production** → **Processing** → **Transportation & Storage** → **End Users**

UPSTREAM

MIDSTREAM

DOWNSTREAM

**BEST CASE Timelines for the development of Oil & Gas in South Africa**

- **7-10 Years Offshore South Africa**
  - Oil and/or Gas on a commercial scale from offshore exploration *(should exploration prove to be successful)*

- **>10 Years Onshore South Africa**
  - Gas on a commercial scale from onshore exploration *(should exploration prove to be successful)*

- **Large-scale Gas Pipelines**
  - Mozambique pipeline operational
  - Other pipelines

- **3-4 Years Coastal LNG Gas Import Terminal**
  - Receiving
  - Storage
  - Regasification

- **7-12 Years Shale Gas Pipeline Network**
  - Should exploration prove to be successful

- **Downstream Distribution Pipelines**
  - Mozambique pipeline operational
  - Refineries operational
  - Transnet
  - Multiproduct pipeline
  - Other pipelines
  - National,
  - Provincial
  - City
Examining opportunities in East Africa
Examining opportunities in East Africa
East Africa – A New Frontier for Oil & Gas

Horn of Africa
- Ethiopia
- Eritrea
- Djibouti
- Somalia

Nile Valley
- Egypt
- Sudan
- South Sudan

African Great Lakes
- Uganda
- Rwanda
- Burundi
- Kenya
- Tanzania

Southeast Africa
- Mozambique
- Malawi
- Zambia
- Zimbabwe
- Madagascar

Map depicting the relative size of Africa compared to countries

Africa
~32 million km²

East Africa
~10 million km²
The balance for oil & gas reserves potential is shifting from West to East Africa
Examining opportunities in East Africa
East Africa – Oil & Gas Potential

Oil Production World Rank op ( )
Natural Gas Production World Rank gp ( )
Proven oil Reserves World Rank or ( )
Proven natural gas Reserves World Rank gr ( )

Egypt op(28), gp(14), or(27), gr(21)
Sudan op(52), or(34), gr(57)
South Sudan Unranked
Eritrea Unranked
Ethiopia or(99), gr(73)
Djibouti Unranked
Somalia op(111), gr(89)
Kenya Unranked
Tanzania gp(66), gr(83)
Malawi Unranked
Madagascar Unranked
Mozambique gp(53), gr(51)
Uganda or(44)
Rwanda gr(63)
Burundi Unranked
Zambia op(109)
Zimbabwe Unranked
Uganda
Sudan
South Sudan
Eritrea
Ethiopia
Djibouti
Somalia
Kenya
Tanzania
Malawi
Madagascar
Mozambique
Uganda
Sudan
South Sudan
Eritrea
Ethiopia
Djibouti
Somalia
Kenya
Tanzania
Malawi
Madagascar
Mozambique

Ebrahim Takolia, CEO
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## Examining opportunities in East Africa

### East Africa – No.3 Region for Gas?

<table>
<thead>
<tr>
<th>Rank</th>
<th>Country/Region</th>
<th>Date of Information</th>
<th>TCF (Tcf)</th>
</tr>
</thead>
<tbody>
<tr>
<td>1</td>
<td>Russia</td>
<td>12 June 2013 est.</td>
<td>1,716</td>
</tr>
<tr>
<td>2</td>
<td>Iran</td>
<td>12 June 2013 est.</td>
<td>1,186</td>
</tr>
<tr>
<td>3</td>
<td>Qatar</td>
<td>12 June 2013 est.</td>
<td>886</td>
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<tr>
<td>4</td>
<td>Turkmenistan</td>
<td>12 June 2013 est.</td>
<td>618</td>
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<tr>
<td>5</td>
<td>United States</td>
<td>12 December 2013</td>
<td>334</td>
</tr>
<tr>
<td>6</td>
<td>Saudi Arabia</td>
<td>1 January 2012 est.</td>
<td>289</td>
</tr>
<tr>
<td>7</td>
<td>Venezuela</td>
<td>19 July 2011</td>
<td>195</td>
</tr>
<tr>
<td>8</td>
<td>Nigeria</td>
<td>1 January 2010 est.</td>
<td>185</td>
</tr>
<tr>
<td>9</td>
<td>Algeria</td>
<td>1 January 2010 est.</td>
<td>159</td>
</tr>
<tr>
<td>10</td>
<td>Australia</td>
<td>1 January 2012 est.</td>
<td>135</td>
</tr>
</tbody>
</table>

Based on initial findings, East Africa as a region (Mozambique, Tanzania and Kenya), could rank No.3 as an area for Global Gas Reserves.
Examining opportunities in East Africa

East Africa – An Exploration Hotspot

Offshore East Africa has become a proven gas province!

Discoveries with expected 2P resources >250 mmboe

Source: Deloitte, Wood Mackenzie

Ebrahim Takolia, CEO
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Offshore support infrastructure in South Africa
South African Ports with Oil & Gas Track Record

Port of Saldanha Bay
- 120km (60-90min drive) northwest of Cape Town.
- Depth up to 21.5 metres.
- Existing O&G fabrication yard.

Port of Cape Town
- Sturrock dry dock – 360m length, 45m width, 13.7m depth over entrance.
- Repair quay - 457m with 12m draft.
- A-Berth O&G repair/ fabrication facility

Port of Coega
- New deep water port ~20m
- Surrounded by free zone
- Northern edge of Port Elizabeth
- O&G development not currently planned here

Port of Durban
- Strong ship repair capability
- Engineering & fabrication

Ebrahim Takolia, CEO
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South Africa - well-positioned to play a hub role as opportunities spread across the region……

**Sophisticated Economy & Infrastructure**
- Largest, most sophisticated economy in Africa – diverse industrial base
- Excellent transportation and communications infrastructure
- Strong financial and legal system supports “first-world” business environment.

**Strategic Position & Regional Linkages**
- Part of Africa – leading player in African Union, SADC and SACU
- Strategic position as East and Southern Africa upstream adds to the West African success.
- De facto logistics and transport hub for sub-Saharan Africa – Johannesburg effectively the regional commercial capital.

**Strong Human Capital Base**
- Diverse population
- Young, trainable workforce
- Predominantly English speaking
- World-class universities and business schools.

**Highly attractive environment & lifestyle**
- Great climate and general standard of living for expatriate personnel.
- High quality education and medical care.
- Vibrant cultural and recreational life.
South African based suppliers offer a diverse range of services and partnering opportunities

<table>
<thead>
<tr>
<th>Fabrication &amp; Construction</th>
<th>Maritime Repairs &amp; Maintenance</th>
<th>E&amp;P Service Companies</th>
</tr>
</thead>
<tbody>
<tr>
<td>Subsea modules, Jackets, Topsides modules, Steel &amp; Pipe work, Tugs/Barges…</td>
<td>Rig/Ship repairs, Class Surveys, Rope Access, Certification, Inspection &amp; Testing, ROV, Diving, Riser…</td>
<td>Local/Regional bases of global players…</td>
</tr>
</tbody>
</table>

**General Engineering Services**
Mechanical, Electrical & Controls, Civil & Structural, Geotechnical, Environmental, Chemical & Process, Marine, General & specialised Project Management…..

**Equipment & Materials Supplies**

**Logistics**
Freight forwarding and Clearing, Warehousing & Storage, Helicopters, Crew Changes, Chandelling, Bunkering, Stevedoring…..

**Other Services**
Training, Financial, Legal, Commercial, IT, Medical, QHSE, Recruitment, Hospitality….
South African supplier base in the key ports offers the following services and capabilities

• Class Approved Underwater Services
• Class Approved Welding Procedures
• Vessel Class Inspections and Surveys
• Crane Repairs
• Dry-Dockings
• Electrical Installation, Fault Finding and Repair
• Full Engineering Turnkey Solutions
• Grit Blasting & Coating
• Propulsion Repairs
• Hydraulic Repairs
• Mechanical & Valve Testing

• Machinery Inspections
• Machining
• NDT Services
• Pipe Work Fabrication & Installation
• Rig Leg Repairs
• Riser and Subsea Fabrication
• Spud Can Repairs
• Steelwork Fabrication & Installation
• Travelling Squads
• UWILD Inspections
• Afloat Repairs
• Cofferdam Repairs
South Africa - Attractive base for operations into sub-Saharan Africa
Southern African ports of potential interest for Oil & Gas Rig/OSV servicing

Las Palmas 3913nm 33 days
Las Palmas 1472nm 12 days

Lobito 3059nm 26 days

Walvis Bay 1561nm 12 days

Luderitz

Saldanha Bay

Cape Town

Mossel Bay

Coega

Beira

Maputo

Richards Bay

Durban

East London

Dubai

Mtwar

Pemba

Nacala

Ebrahim Takolia, CEO
<table>
<thead>
<tr>
<th>Location</th>
<th>Physical Port Characteristics</th>
<th>Quay Facilities</th>
<th>Dry Dock Facilities</th>
<th>Contractors/Local Suppliers</th>
<th>Project Support</th>
<th>O&amp;G Track Record</th>
<th>Notes</th>
</tr>
</thead>
<tbody>
<tr>
<td>Lobito</td>
<td>3</td>
<td>2</td>
<td>1</td>
<td>1</td>
<td>1</td>
<td>?</td>
<td>Limited facilities and contractors</td>
</tr>
<tr>
<td>Walvis Bay</td>
<td>3</td>
<td>3</td>
<td>2</td>
<td>3</td>
<td>3</td>
<td>4</td>
<td>O&amp;G track record, limited supplier base</td>
</tr>
<tr>
<td>Luderitz</td>
<td>2</td>
<td>1</td>
<td>0</td>
<td>0</td>
<td>0</td>
<td>0</td>
<td>Ops base, limited repair</td>
</tr>
<tr>
<td>Saldanha Bay</td>
<td>4</td>
<td>3</td>
<td>0</td>
<td>2</td>
<td>3</td>
<td>3</td>
<td>O&amp;G track record, deep port, no dry dock</td>
</tr>
<tr>
<td>Cape Town</td>
<td>3</td>
<td>3</td>
<td>3</td>
<td>4</td>
<td>4</td>
<td>4</td>
<td>O&amp;G track record, draft/space limitations</td>
</tr>
<tr>
<td>Mossel Bay</td>
<td>2</td>
<td>1</td>
<td>0</td>
<td>1</td>
<td>2</td>
<td>0</td>
<td>Ops base, limited repair</td>
</tr>
<tr>
<td>Coega/Port Elizabeth</td>
<td>4</td>
<td>3</td>
<td>0</td>
<td>1</td>
<td>3</td>
<td>2</td>
<td>O&amp;G track record, no local industry</td>
</tr>
<tr>
<td>East London</td>
<td>3</td>
<td>2</td>
<td>2</td>
<td>2</td>
<td>3</td>
<td>1</td>
<td>Ship repair but limited O&amp;G, poor position</td>
</tr>
<tr>
<td>Durban</td>
<td>2</td>
<td>3</td>
<td>3</td>
<td>4</td>
<td>3</td>
<td>2</td>
<td>O&amp;G track record but limited channel</td>
</tr>
<tr>
<td>Richards Bay</td>
<td>4</td>
<td>2</td>
<td>0</td>
<td>1</td>
<td>2</td>
<td>0</td>
<td>Deep port but no repair, space limited</td>
</tr>
<tr>
<td>Maputo</td>
<td>2</td>
<td>1</td>
<td>1</td>
<td>0</td>
<td>2</td>
<td>0</td>
<td>Shallow, limited repair</td>
</tr>
<tr>
<td>Beira</td>
<td>2</td>
<td>1</td>
<td>1</td>
<td>0</td>
<td>1</td>
<td>0</td>
<td>Run down facilities, limited contractors</td>
</tr>
<tr>
<td>Nacala</td>
<td>4</td>
<td>0</td>
<td>0</td>
<td>0</td>
<td>1</td>
<td>0</td>
<td>Good port but no facilities or suppliers</td>
</tr>
<tr>
<td>Pemba</td>
<td>4</td>
<td>0</td>
<td>0</td>
<td>0</td>
<td>1</td>
<td>0</td>
<td>Good port but no facilities or suppliers</td>
</tr>
<tr>
<td>Mtware</td>
<td>4</td>
<td>0</td>
<td>0</td>
<td>0</td>
<td>1</td>
<td>0</td>
<td>Good port but no facilities or suppliers</td>
</tr>
<tr>
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<td>----------------------------------</td>
<td>----------------------------------------------------------------------------------</td>
<td></td>
</tr>
</tbody>
</table>

<table>
<thead>
<tr>
<th>Rig:</th>
<th>DS-2</th>
<th>Client:</th>
<th>ENSCO</th>
<th>Location: Port of Cape Town</th>
<th>Arrival: <strong>October 2013</strong></th>
<th>Thruster Repairs</th>
</tr>
</thead>
</table>

<table>
<thead>
<tr>
<th>Rig:</th>
<th>Sedco 702</th>
<th>Client:</th>
<th>Transocean</th>
<th>Location: Port of Saldanha</th>
<th>Arrival: <strong>November 2013</strong></th>
<th>UWILD inspection, Life Boat upgrade, Steelwork, Accommodation work, Drill String overhaul, BOP</th>
</tr>
</thead>
</table>

<table>
<thead>
<tr>
<th>Rig:</th>
<th>Orca</th>
<th>Client:</th>
<th>PetroSA</th>
<th>Location: Port of Coega</th>
<th>Arrival: <strong>September 2013</strong></th>
<th>Refitting and refurbishing to meet the requirements of a Special Period Survey (SPS) certification.</th>
</tr>
</thead>
</table>

<table>
<thead>
<tr>
<th>Rig:</th>
<th>Scarabeo 7</th>
<th>Client:</th>
<th>Saipem</th>
<th>Location: Port of Cape Town</th>
<th>Arrival: <strong>Dec 2013 – Jul 2014</strong></th>
<th>Piping, Mechanical, Steel renewal, Tank cleaning, Painting, Accommodation/ Galley upgrade, Control Systems upgrade, Thruster overhaul</th>
</tr>
</thead>
</table>

<table>
<thead>
<tr>
<th>Rig:</th>
<th>ENSCO 5000</th>
<th>Client:</th>
<th>ENSCO</th>
<th>Location: Port of Saldanha</th>
<th>Arrival: <strong>October 2013</strong></th>
<th>Cold Stacking</th>
</tr>
</thead>
</table>

Marianas now leased by PetroSA, active in the FO Field

Project Value >R1 billion
Port of Durban

Photo: Courtesy of DCD Marine

Restricted Entrance Channel

Repair area

Ebrahim Takolia, CEO © 2014 South African Oil & Gas Alliance
Port of Durban – Ship Repair Areas

EBH Eldock

Graving Dock

TNPA Floating Dock

Dormac Quay & Slipway
Durban Port – Key Data and Facilities

• **Physical Data**
  – Entrance channel restricted – ship shaped vessels only
  – Quayside depth: upto 12 meters

• **Common Access Facilities**
  – Prince Edward Graving Dock (352m length, 33.5m width, 11m depth)
  – Floating Dry Dock 3 (3629T weight, 107m length, 19.5m width)

• **Privately Operated Facilities**
  – Dormac Repair Quay (195m long up to 250m with buoy, 8m draft)
  – Eldock floating dry dock (160 metres long and 23.5 metres wide, weight up to 8 500 tonnes).

• **Supporting Industry**
  – Extensive in-port workshops and repair facilities
  – Well-developed supplier base and engineering facilities.
  – Class-societies locally based

• **Logistics**
  – Major regional port.
  – International airport
  – Excellent accommodation/amenities.

• **Key Observations**
  – No semi-sub rigs in port; limited O&G repair work;
  – Workshops handle major machining from other ports.
  – Extremely space constrained.
Port of Coega/Ngqura

**Rig Owner:** Odfjell  
**Rig:** Deepsea Stavanger  
**Facility:** General Quay

Photo: Courtesy of DCD Marine

Ebrahim Takolia, CEO  
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Coega/Ngqura Port – Key Data and Facilities

• **Physical Data**
  – Quayside depth: up to 18 meters

• **Common Access Facilities**
  – 5 berths with deep draft

• **Privately Operated Facilities**
  – None

• **Supporting Industry**
  – NOV main facility nearby.
  – Port Elizabeth is a major centre for automotive manufacturing
  – Most ship/rig repair capacity has to be mobilised to Coega.

• **Logistics**
  – Good rail, road and sea connections.
  – Good flight connections to Cape Town and Johannesburg.
  – Good accommodation/amenities.

• **Key Observations**
  – Port is new deepwater port and only first phase is complete (32 berths planned).
  – In past year a series of new generation rigs heading to East Africa have been modified here.
  – National Ports Authority does not envisage developing rig/ship repair at this port.
Facility: General Quay
Duration: 3 months
Scope of Work:
Mechanical, steelwork, electrical works and extensive pipework (including while the rig was in transit from Tanzania & again to Angola).
2011/12 Coega Transocean – Deepwater Millenium

Facility: General Quay

- Manufacture & Installation of new lifeboat davits & Lifeboat platforms
- Painting and coating of decks
- Installation of reverse osmosis system for fresh water supply
- Installation of various valves & pipes

Photo: Courtesy of DCD Marine
Port of Cape Town

- A-Berth
- Repair Quay
- Sturrock Dry Dock
Port of Cape Town – Key Data and Facilities

• **Physical Data**
  – Quayside depth: up to 14 meters

• **Common Access Facilities**
  – Sturrock Graving Dock (360m length, 45m width, 13.7 depth)
  – Robinson Graving Dock (161m, 21m width, 7.9m depth)
  – Syncrolift (1778T, 61m x 15m vessels, 5 lanes)
  – Various available quays and laydown areas for repairs.

• **Privately Operated Facilities**
  – A-Berth wet-repair facility
    • 275m quay, 12m depth
    • Project offices and stores
    • 42 000m² laydown area
    • On-site 350T crawler crane

• **Supporting Industry**
  – Well-developed supplier base and engineering facilities.
  – OEMs & class-societies locally based
  – Equipment testing and certification.

• **Logistics**
  – Logistics hub for SSA O&G
  – Extensive local and international flight connections
  – Excellent accommodation/amenities.

• **Key Observations**
  – Main centre for O&G repair in region
  – Future expansion limited by space and land values
  – Complementary to Saldanha Bay
Cape Town has long been a centre for oil and gas repair, maintenance and fabrication work.

Rig Owner: ENSCO
Rig: ENSCO 5001 (ex Pride South Seas)
Facility: A-Berth

Photo: Courtesy of DCD Marine
Cape Town Dry Docking facilities

Year: 2012
Rig Owner: Subsea 7
Rig: Polaris
Facility: Sturrock Dry Dock

Picture courtesy of Dormac
2012 Cape Town – Saipem Scarabeo 3

Facility: A-Berth
Contractor: DCD Marine
Duration: 100 days
Scope of work:
• Replacement of 120 tons of deck & shell plating.
• Renewal of sea safety walkways on all 3 columns,
• Installation of four new lifeboats and davits. Over 2 km of pipework.
• Fabrication & installation of a new laundry unit/ changeroom.

Picture Courtesy DCD Marine
Facility: A-Berth
Contractor: DCD Marine  
Duration: 28 days

The scope of work for the 28 day project included steel work, mechanical, piping, blasting and coating as well as hydraulics and electrical work.
Africa’s Regional Oil & Gas Services Hub
Saldanha Bay
Port of Saldanha Bay

Multi Purpose Terminal

Mossgas Quay

Fabrication Yard
Port of Saldanha Bay – Key Data and Facilities

• **Physical Data**
  – Well sheltered harbour, entrance channel 23m
  – Good anchorage: 16 meters depth
  – Quayside depth: up to 16 meters

• **Common Access Facilities**
  – Multi-purpose quay available
    • 16m alongside, more with space barge
  – Large 200m deep laydown area

• **Privately Operated Facilities**
  – Offshore Fabrication yard
  – 40m load-out quay – 8m alongside.

• **Supporting Industry**
  – 1 ¼ hour drive from Cape Town – many suppliers have branches in Saldanha Bay.
  – Local steel mill with supporting industry.

• **Logistics**
  – Good logistics into and out of port
  – Fly in/out Cape Town – road/rail connections
  – Good accommodation in Saldanha

• **Key Observations**
  – Targeted for future O&G development.
  – Most viable deepwater rig servicing option in region
  – Strongly linked with Cape Town
TRANSNET NATIONAL PORTS AUTHORITY & SALDANHA BAY IDZ LICENCING SOC LTD

JOINT PLAN FOR AN

OIL & GAS SERVICE COMPLEX

IN THE PORT OF SALDANHA BAY, SOUTH AFRICA

26 JANUARY 2015

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Content:

1. Shared Vision between TNPA & the SBIDZ LICO

2. Value Proposition to the Private Sector

3. The Joint Outcome: An Oil & Gas Services Complex in the Port of Saldanha Bay

4. Infrastructure Projects
Shared vision for the Port of Saldanha Bay:

Develop an Oil & Gas and Marine Repair Industry, within and adjacent to the Port of Saldanha, and in so doing, offer a comprehensive value proposition to the Offshore Oil & Gas Industry with a view to cater for the seamless delivery of services to the Industry.

- Establish an Oil & Gas Services Complex within the confines of the Port of Saldanha and the IDZ;
- Ensure that the Complex will offer a full-house service to the offshore Oil and Gas industry;
- Use the enabling legislation for the creation of a single contiguous Customs Controlled Area, thereby providing a ‘free-port’ equivalent; and
- Resolve some key challenges and constraints facing the offshore Oil and Gas industry in Saldanha Bay through joint planning, marketing, and coordination of work.

TNPA-SBIDZ LICO MOU, 12 September 2014
Value Proposition (1):

FOCUS

- Saldanha Bay IDZ is the only sector-specific IDZ in South Africa, allowing it the ability to focus its resources to understand the industry, its challenges and develop solutions to remove barriers & address issues while simultaneously having a positive impact on regional economic development and job creation.

EASE OF DOING BUSINESS & CCA

- SEZ Legislation allows for the SBIDZ to develop and implement an Ease of Doing Business model for Investors that includes relevant public & private sector role players, including the development of a Customs Control Area (CCA) or Freeport.

- Custom Control Area (CCA) means no VAT or duties on goods landed in the zone, with a focus on operational handling efficiencies and turnaround time.

LOCATION, SIZE & SPACE

- Relative proximity to the West and East African markets.

- Able to offer a contiguous development across back-of-port land, Transnet land and the terminals means seamless transfer and movement of goods in the Complex.

- Relatively greenfield and largest & deepest port in Sub-Saharan Africa.
Value Proposition (2):

LAND TENURE

• IDC: 25 year lease agreement between SBIDZ LICO& IDC, with option of a 25-year renewal.
  Initial 10 years being a phased-in rental model.

• TNPA: In the process of negotiation.

COST OF DOING BUSINESS

• Leasing Rates: Dependant on IDC & TNPA Head Lease Agreements.

• Services: Dependant on Service Level Agreements between SBIDC LICO & SBM/WCDM.

• Other: Uncertain at this time on any implications of EASE OF DOING BUSINESS model.

EXISTING ECONOMIC BASE

• SA has the supporting (un-developed) industry and a track record of quality repair work done by local companies.
Value Proposition (3):

PARTNERSHIPS & PROGRAMMES WITH LOCAL COMMUNITY

• IDZ Business Forum addresses concerns of access to locally-based companies AND development of these to meet international standards in both direct and indirect services offered.

• Community Skills & Training Committee (CSTC) addresses concerns of access to suitably skilled workforce in time.

LEGISLATIVE ENVIRONMENT

• SEZ legislation enables us to offer a CCA (a freeport) to the market - duty-free import tax on goods brought, produced or manufactured and/or stored within a CCA.

• Taxation Laws Amendment Bill (as of 1 January 2014) offers a reduced corporate tax rate of 15% (conditions apply).

• Others: Capital depreciation on assets & Employment training incentive.
Joint Outcome:

Developing the Oil & Gas Services Complex will require dedicated infrastructure and resources from both parties.

Dedicated infrastructure and resources includes:

• Conclusion of **TNPA-SBIDZ Lease Agreement**, as possible by IDZ Designation.

• An **Offshore Supply Base** terminal to service offshore operations off West & East African coasts & beyond.
  
  o The extension of the General Maintenance Quay (GMQ) into the Offshore Supply Base. This project is in execution phase (construction). The GMQ will be out of commission for a period of 12 – 15 months.
  
  o Dedicated **Deep Water Quay access** to accommodate Rigs and Vessel repair industry.
  
  o The construction of a 380m long Berth (Berth 205).

  o Berth 205 will also support OSB in cargo movement.
Joint Outcome:

Dedicated infrastructure and resources continued:

• Dedicated **shallow water access** to accommodate Vessel building industry.
  - The construction of a 500m long jetty adjacent Mossgas facility to enable launching and testing of Vessels, and repairs and maintenance.

• Various **bulk & internal civil and other services infrastructure** to open up investment across the Port & IDZ.
  - Construction of new access roads and bulk & internal electricity, water and sewer infrastructure across IDC- & TNPA-owned land for Complex.
  - Construction of a Solid Waste Transfer Station. Location undecided.
  - Installation of security systems and fencing along perimeter of Complex.
  - Installation of ICT cabling and infrastructure across IDC- & TNPA-owned land for Complex.
Joint Outcome:

Dedicated infrastructure and resources continued:

• Collaboration of operations and improved efficiencies includes:
  
  o A working team on unpacking the **EASE OF DOING BUSINESS** model.
  
  o Partnerships to roll-out at scale **skills & enterprise development initiatives**.
  
  o Joint **marketing campaigns, events, investor liaisons and best practise research**.
  
  o Structured **investor communications protocols**.
Location:

- Total land area of ~330ha designated across IDC- & TNPA-owned land
  - IDC-owned land ~164ha
  - TNPA-owned land ~166ha

Location as per General Notice 1081 of 2013 of Government Gazette
36988, 31 October 2013
SBIDZ Infrastructure Program

Through dti SEZ Fund Infrastructure Capex allocation:

Infrastructure that will unlock the zone

**Current projects**
- Upgrade of the Saldanha Waste Water Treatment Works
- Construction of site camp buildings – Targeted Procurement
- Installation of Civil services in SALDOC Land and Portland
- Design of the link road bridge
- Design and study of Solid Waste Management Facility
- Environmental Impact study is currently review phase.

**Future projects**
- Design and Construction of a new cell at a local Reservoir
- Design and construction of internal services at the Portland
- Design and construction of the access complex
- Construction of the link road bridge
- Construction of the CCA (Customs Control Area) Fence line
- Upgrading of Duferco substation – if necessary as study is still being done.
- Construction of Solid Waste Management facility
Site Camp Final Design

Source: Saldanha Bay IDZ Lico
Schematic Layout

**Site A:** Project-based Leasing Facility
**Site B:** Storage, Fabrication & Offices
**Site C:** Storage, Fabrication, Offices, R&D & Technology Facilities

Source: Saldanha Bay IDZ Lico
Concept Design (1):

Source: Saldanha Bay IDZ Lico
Concept Design (2):

Source: Saldanha Bay IDZ Lico