

A DAY IN A LIFE OF A SEAFARER

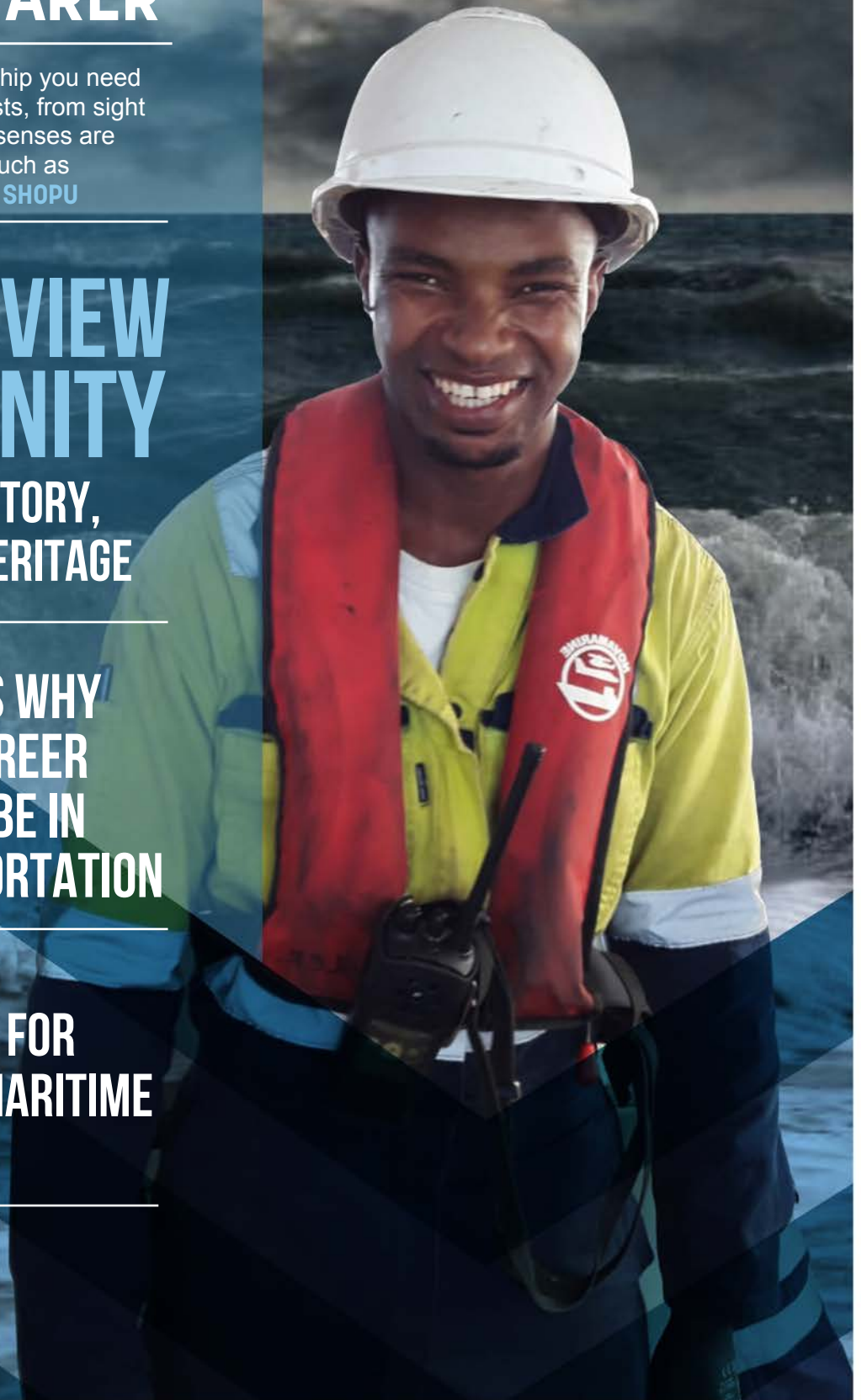
“To be an engineer on a ship you need to qualify at a series of tests, from sight to scent to sound. These senses are key to identifying issues such as burning wires...” **MANDLA SHOPU**

OCEANS VIEW COMMUNITY

LEVERAGING HISTORY, CULTURE AND HERITAGE

7 REASONS WHY YOUR CAREER SHOULD BE IN TRANSPORTATION

BUSINESS OPPORTUNITIES FOR YOUTH IN THE MARITIME INDUSTRY



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South Africa is in an advantageous situation with 3000 kilometres of coastline surrounding eight commercial seaports to capitalise on. In addition to shipping, commercial fishing, or the mining of oil, gas and minerals, the ocean presents so many more economic opportunities for South Africans.

The community of Ocean View in Cape Town has taken this cue and is leveraging its heritage and beautiful scenery to promote cultural tourism where they host organised guides and show off the history and magnificence of their coastal neighbourhood.

For the Robben Island Museum, the ocean offers an opportunity to plug a skills shortage gap in the maritime industry. Through their cadet training programme, the museum is training young people

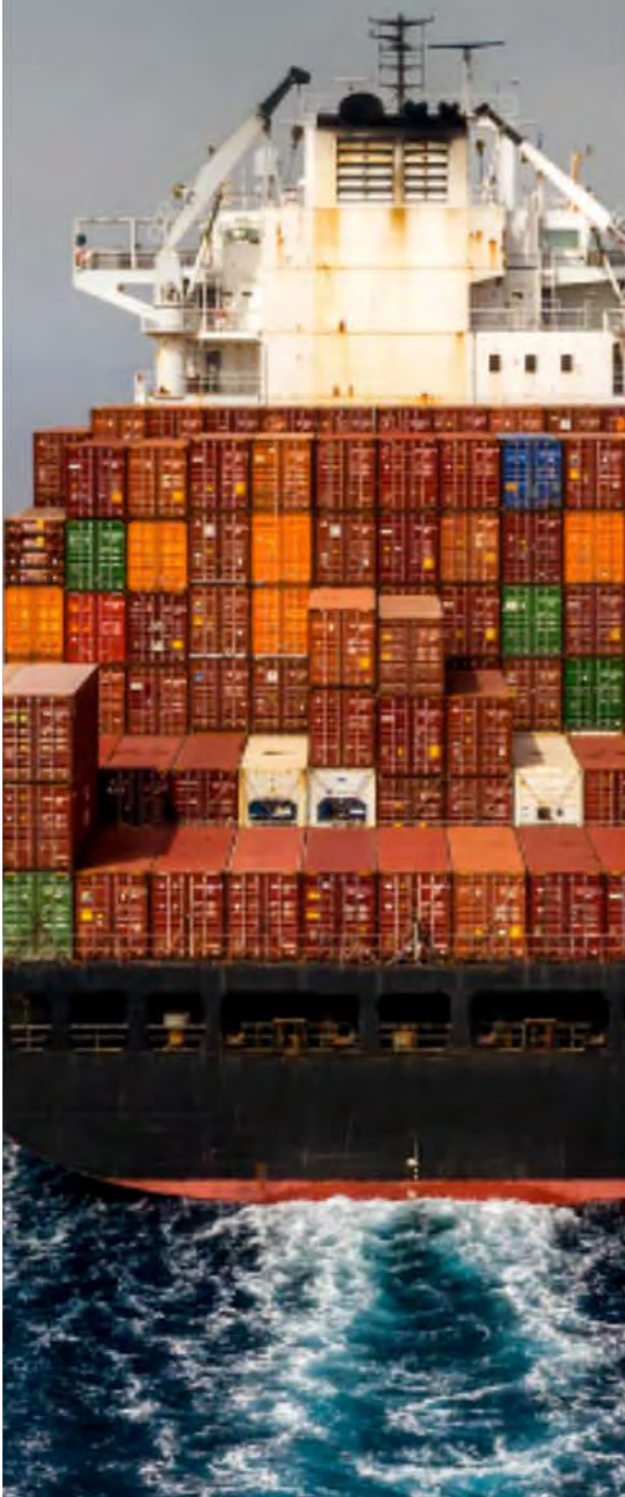
for certificates of competencies to qualify as deck and engineering officers in the field of port operations.

And for those without sea legs, Jeremy Messner, Vice President at Big Freight Systems, makes the case for pursuing a career in the land-based transport sector. An industry so vast and impactful it is responsible for over 11% of the country's gross domestic product.

Let's explore the maritime industry together in this issue.

Happy reading!

Sabelo Mbuku
Editor





“AS THE TRANSPORT SETA, WE SEEK TO MAKE IT A POSSIBILITY FOR SOUTH AFRICA TO BE A GATEWAY INTO THE REST OF AFRICA.”

Structural reforms: key enabler of ocean economy

In October 2020, President Cyril Ramaphosa announced the government’s intentions to accelerate economic reforms through Operation Vulindlela. Operation Vulindlela aims to prioritise structural reforms in the electricity sector, transport sector, digital communications sector, water sector and visa regime. The desired outcome for the transport sector is “competitive and efficient freight transport”. The planned reforms to achieve this includes the corporatisation of the Transnet National Ports Authority and the establishment of a Transport Economic Regulator through the Economic Regulation of Transport Bill.

This focus on the Transnet National Ports Authority is reassuring as this entity is the key implementer of Operation Phakisa, which is South Africa’s blueprint on unlocking economic opportunities at sea as inscribed in the National Development Plan. I must mention that since the launch of Operation

Phakisa in 2014, TETA has embraced the role of supporting this initiative through skills development, hence Operation Phakisa goals influence our strategic focus within the maritime industry and other transport subsectors such as freight handling and forwarding and clearing.

We deliver our mandate in the maritime industry through key bodies such as the South African Maritime Safety Authority (SAMSA) and the South African International Maritime Institute (SAIMI). Our efforts in the sector includes qualification development, learning material development, research and flagship skills development programmes targeting previously disadvantaged groups. Cases in point, among many others, include the appointment of Swiss-South African Cooperation Initiative (SSACI) to develop the learning material for the Maritime Search and Rescue Mission Coordinator qualification; a transformation

based sail training programme to provide disadvantaged communities with the opportunity to develop pre-sea skills and experience actual sea-time before launching a maritime career; a small business support project in the fishing industry; work readiness programmes to prepare learners to join the cruise line industry; and masters and PhD scholarships to the prestigious World Maritime University (WMU) in Malmo.

An effective implementation of Operation Vulindlela will give the TETA Board a head start in realising its ambitious African trade vision. As the Transport SETA, we seek to make it a possibility for South Africa to be a gateway into the rest of Africa. Our determinations will not only focus on South Africa but other parts of the continent, leveraging the African Continental Free Trade Area to transport goods, services and skills throughout Africa.

A DAY IN THE LIFE OF A SEAFARER



Mandla Shopu is an able seafarer (engine) with over 6 years of sea legs under him. Spurred by the proximity of the ocean to his hometown, Khayelitsha in Cape Town, Shopu decided to pursue a career in the maritime industry. While he admits he had no idea where he would end up when he started his career, he knew the possibilities that laid in the maritime sector were as boundless as the ocean enveloping a ship on the horizon.

“The maritime industry has so many careers, from engineering to navigation to maintenance. Even careers found on land like medicine, hospitality, beauty therapy and even harbour piloting local waters. I chose the engineering side as I was fascinated by the mechanics of the ship and how something so big and complex is kept afloat,” Shopu explains.

He starts his day at 06:00 every morning by doing the rounds in the engine room and checks for abnormal and normal machinery (which machines are functioning as they should, and which are not).

From there he proceeds to check the main engines and their oil levels, topping up the ones that are low and reporting any discrepancies to the chief engineer. Shopu is also responsible for inspecting the bilges, the part of the hull that would rest on the ground if the vessel were unsupported by water, making sure it is constantly dry as any traces of water could mean the ship leaks.

Breakfast is served at 7:00, cooked up by the ship’s chefs, Shopu likes to accompany his first meal of the day with a cup of coffee while waiting for the 8:00 meeting in the control room. During this meeting, every member of the engine room crew learns what jobs await them for the day.

But before any job is even initiated, Shopu and all crew members responsible for engineering maintenance, must perform what is called a Toolbox Talk (TBT). This is a logging process that consists of identifying any potential dangers, minimising risk and ensuring he always stays alert.

TBT includes assessing the confinement of the spaces the engineer will be working on and stating the required tools.

“To be an engineer on a ship you need to qualify at a series of tests, from sight to scent to sound. These senses are key to identifying issues such as burning wires, understanding the various safety colours which indicate and differentiate between fuel and seawater and being able to hear if the engines or other mechanical parts are under stress. Unlike a car which you can pull over and have it towed if it is giving you issues, on a ship a mechanical failure can lead to catastrophic events for the crew, the ship or the environment” says Shopu.

After servicing the generators Shopu assesses for oil leaks, reporting back to the second engineer his first task was completed and heading back to the TBT to close off his first log, a job which he says he completed around 9:40, just in time for tea between 10:00 and 10:30.

Shopu then proceeded to tackle his second task for the day; taking inventory of the main engine fuel and oil filters, to assess how many are available onboard. But no job starts without being logged on the TBT. By 11:45 his second task was complete and like most establishments, lunch is served between 12:00 and 13:00. On this day, lunch was seafood pasta

which is consumed in the mess room with other crew members, including those that work on the deck of the ship.

After lunch, Shopu attended his third and final job for the day, painting the engine room deck (the floor in the engine room) so it can dry up overnight. The process is then repeated, head over to the TBT, log the job and tools used, return the tools to the workshop and report to the second engineer and hand over all TBT documents citing all prescribed tasks that have been completed. If there is nothing more, Shopu retires to his cabin where he showers, rests and waits for supper at 18:00 and if he is not too tired, he might head over to the TV room for some recreational time before heading for bed where he waits for the next day to come with its instructions.

Order and meticulousness is always the agenda on a ship, Shopu explains. Everything is logged and recorded, daily meetings are held to establish any pain points and feedback given punctually. But like any organisation, teamwork is crucial because no one person can manage a ship by themselves. Should any member of the ship struggle with their tasks, officers or other crew members step in to assist.

Accountability in fulfilling one’s duties to their best abilities is, therefore, a non-negotiable as there are people whose lives are dependent on your actions. Decisions by fellow crew members at various decks are made on the assumption every objective from the engine room to the bridge has been met.

“Getting into the maritime industry might seem far-fetched for those who do not know which doors to knock on. But bodies like the South African Maritime Safety Authority (SAMSA) and the Transport Education Training Authority (TETA) offer a great deal of advice and information for those seeking to make the sea their office. Through my job as an able seafarer, I have been to places I never thought I’d ever see and worked alongside some of the greatest international crew members. I wouldn’t change my career for anything,” concludes Shopu.





TURNING CHALLENGES INTO MEANINGFUL CONTRIBUTIONS

The pursuit for meaning, actualising change in the world and leading a life of purpose led Mohammed Aziem Rujub into the aerospace and maritime sectors. Rujub's story fits the analogy of the mountain goat having summited soon realises there are more mountains to conquer. His progression in the aerospace and maritime industry has fuelled his desire to not only accept greater challenges but make the ascent into either sector for prospective aspirants less difficult.

Tell us about yourself.

I am a mechanical engineer with over 10 years of mechanical design and development experience. I gained most of my experience in the aerospace and defence sector. Over that decade, I left university as a fresh graduate to work my way into being the lead mechanical engineer for an entire system or product. I have always been passionate about engineering, especially taking on new challenges and innovating. Likewise, over time, I developed an interest in teaching and mentoring others and being part of their development too.

What inspires you?

Undertaking a relevant challenge. To undertake an endeavour with purpose. I think more and more it is the yearning to contribute to society meaningfully.

What attracted you to Maritime?

At some point in my career, some former colleagues and I realised that engineering wasn't an easy field to break into and get meaningful chances to develop one's career. We incorporated a company called LAD Industries wherein we wanted to drive engineering innovation in the country and seek to create jobs, but we were just not sure what field to apply ourselves in. We stumbled on Operation Phakisa and realised that South Africa has enormous potential in its maritime resource. Delving more into this sector, we ended up attending a conference arranged by the Norwegian embassy where we met the former South African Maritime Safety Authority (SAMSA) CEO, Commander Tsietsi Mokhele as well as the Chief Director of the Operation Phakisa Secretariat, Andre Share. Both gentlemen cemented in our minds that, the maritime space was the sector to be in.

What was the inspiration to study a qualification in maritime?

I wanted to grow myself in this field. I felt I wanted to grow my knowledge and skillset within it especially since I do not believe it is readily available in South Africa.

“To undertake an endeavour with purpose. I think more and more it is the yearning to contribute to society meaningfully.”

How did you get funding to study your course?

TETA funded my studies. After I had decided I wanted to pursue an MSc at the World Maritime University, the university indicated that I could apply for funding via TETA, and I was fortunate enough to receive a scholarship.

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What was the biggest challenge you had to face while completing your qualification?

I completed my studies in 2020 and unfortunately, this was a trying time globally. With COVID-19, it became a period of uncertainty that everyone was going through but fortunately the university was very flexible in responding to the challenges and managed to deliver the full curriculum in the originally prescribed time.

Maritime studies are not common, how do we give more young people access to information?

We must work towards making our maritime sector an innovative arena that young people would want to be part of. Rather than simply a matter of giving them access to information, we should also evaluate what is the state of the industry they will be stepping into. Will a fresh graduate be able to walk into a job or is the industry far off from that? What I would love to see are strategic decisions as to how South Africa plans to position itself in an industry that is evolving. One that is being challenged by digitisation as well as climate change. Furthermore, how are we planning to grow the local market share of this industry and how far along are we on this trajectory? We have seen the Comprehensive Maritime Transport Policy but how do we convert these to tangible objectives with visible results.

How has your Maritime qualification helped you in your career?

It has given me insight and a wealth of knowledge that I am to use going forward especially in my entrepreneurial objectives. It has also given me access to a global network of maritime professionals.

Anything else you'd like to share about your experience through your studies?

Of course, for one, they sponsored my studies. Without them, I would not have been able to pursue this opportunity. I also must commend them on the support and assistance that they put at our

disposal throughout our studies. I must commend Malcolm Alexander and his team for all the seamless effort they do behind the scenes to ensure that South African student can enrol and pursue Master's degrees at the World Maritime University. From my experience, I would advise other aspiring students to look at TETA's website to identify opportunities they would want to pursue across the various transport sectors.

“We stumbled on Operation Phakisa and realised that South Africa has enormous potential in its maritime resource. Delving more into this sector, we ended up attending a conference that cemented in our minds that, the maritime space was the sector to be in.”

ROBBEN ISLAND MUSEUM GIVES SOUTH AFRICAN YOUTH SEA LEGS

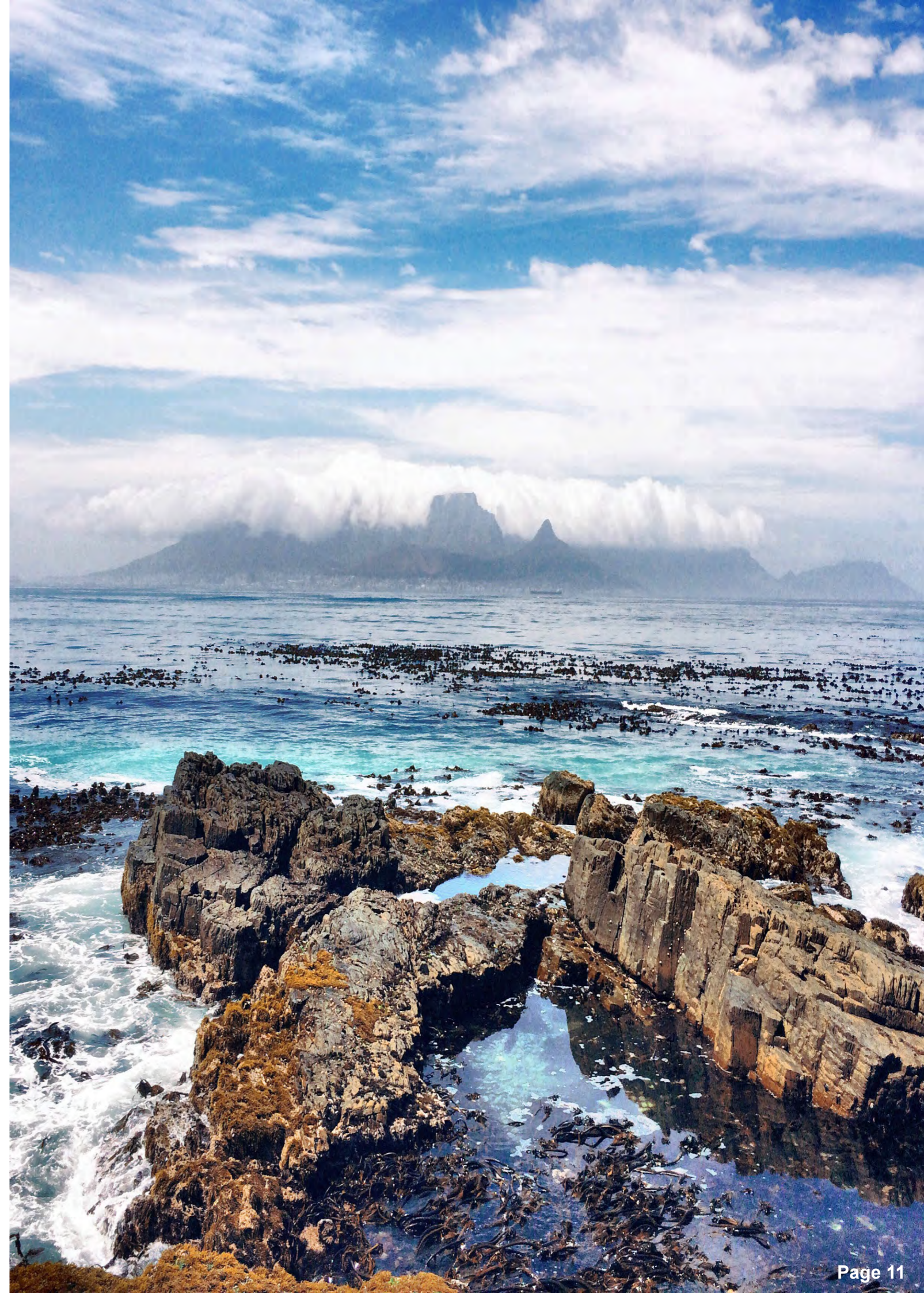
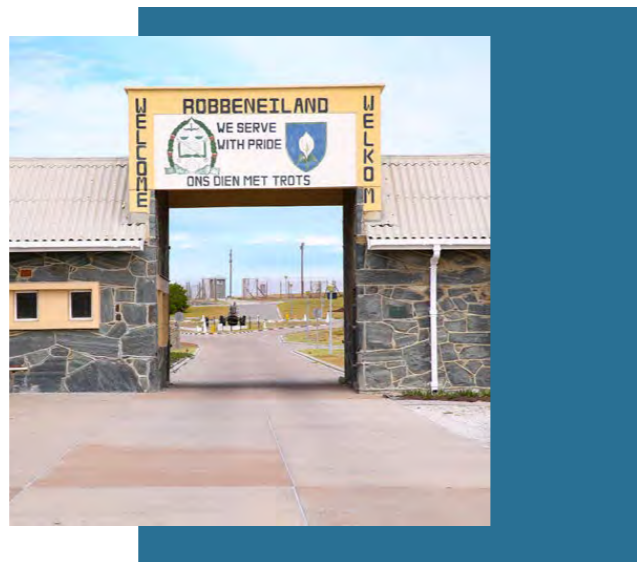
The maritime sector is bustling with abundant opportunities for eager South Africans seeking to make a living working on any of the country's vast 3000 km coastline. To bolster the intake of maritime cadets, the Robben Island Museum is initiating the Robben Island Museum Cadets Training Programme (RIMCTP) to train young people for their Certificates of Competencies to qualify as Deck and Engineering Officers in the field of Port Operations.

The project concept was inspired by the lack of streamlined training for learners in the maritime deck and engineering fields to pursue a career that is targeted at the port operations level. Before the RIMCTP, the focus was always on developing cadets for a foreign seagoing career. This project aims to create an initiative that presents the opportunity to address a more localised training opportunity whilst still instilling the standards as set out by the relevant international maritime organisations.

The RIMCTP will provide training to ten recently graduated South African cadets who are 21 years and over, interested in pursuing a career in Port Operations. The intention is that four of these cadets will be based in navigation and the other six in engineering. RIMCTP will offer the cadets the basic knowledge and experience required to take up more senior roles in the marine sector such as Master Port Operations and Chief Engineer Port Operations.

The cadets' current training includes ensuring cargo is safely loaded and properly stowed and lashed for sea fer-rying, checking that the vessel is ready for voyaging and reporting to the able seamen. The training will also ensure the trainees obtain their Skipper Port Operations and/or Master Port Operations Un-limited qualification in the stipulated time frame of 32 months for the Deck Cadets to attain a Certificate of Competency as Master Port Operations and 50 months for Engineer Cadets to qualify for Chief Port Operations.

Recognising the skills gap in Port Operations, the RIMCTP was created to fill the scarcity of the necessary talents, reduce unemployment and training rate within the maritime industry. With limited training berths available in South Africa, this opportunity presents the South African youth with the chance to receive locally and internationally acclaimed training that meets the Standards of Training, Certification and Watchkeeping, under the banner of the International Maritime Organisation.



OCEAN VIEW COMMUNITY: LEVERAGING HISTORY, CULTURE AND HERITAGE

The community of Ocean View in Cape Town is trodding down the path less travelled to display its vast heritage, bring pride among its residents and bring in additional economic activity by engaging in culture guide tourism.

“Ocean View is a coastal fishing community, but the sea can only sustain so many people at a time. So, we need to diversify the economy from coastal fishing to something a little bit more substantive. This is why we decided to explore opportunities in tourism,” says Head of Projects at Fisheries and Aquaculture Development Institute (FADI), Sulaiman Appoles.

Leveraging the abundant history and cultural spectacle that is Ocean View, FADI in partnership with the Transport Education Training Authority (TETA), sought to create guided tours to not only highlight gems of the community but also to stimulate the local economy through empowering the coastal communities outside of fishing.

Eleven graduates, all of whom come from fishing families, were trained as qualified culture tour guides and tasked with educating tourists about the heritage, culture and history of sites of social significance.

“The fit was easy as our coastal communities are hothouses of history and culture including shipwrecks, gravesites, lighthouses, Khoi Chiefs, remembrance halls and numerous crafts and skills unique to the small-scale fishing and maritime sector,” says Appoles.

The inaugural tour took place in April where tour guests that included representatives from the Cape Town Tourism, The Fisheries Fund, City of Cape Town, Tour Operators, the Rotary Club and TETA, visited the Hannah Cornelius Centre, the Ocean View food garden, “Seven Sisters”, murals sites, and the Ocean View Care Centre.

“It was a really wonderful half-day discovering the township community of Ocean View with some inspiring and insightful stories coming out of there. Initiatives such as this not only show us the massive beauty that exists even in the so-called “poorer communities” but also speak to the resiliency of people who are not content with just sitting back but are actively looking to uplift their communities,” says Appoles.

FADI is an NGO reputed for its “alternative livelihoods” work which creates income opportunities for poor fishers in addition to fishing. Through their approach, FADI helps with the reduction of overfishing, poaching and restoring the health of the oceans.





The inaugural Ocean Economy Skills Summit 2021, the first of its kind in South Africa, was held earlier this year at the Johannesburg Marriott Hotel Melrose Arch, connecting a hybrid audience of leaders and thinkers with a global audience on a digital platform. The summit was a collaborative effort between the Department of Higher Education and Training (DHET) and the Transport Education Training Authority (TETA), seeking innovative and meaningful ways of contributing to the growth of the ailing economy. This was even more relevant particularly considering President Cyril Ramaphosa's recent State of the Nation Address, which highlighted a 6% contraction of

the economy in the third quarter of 2020 compared to the last quarter of 2019. The Ocean Economy Skills Summit was presented as a hybrid event, hosting 50 Delegates in-venue and 200 Virtual Delegates.

The Summit aimed to create awareness and engender interest in the blue economy; encourage previously excluded communities to participate meaningfully in the maritime industry; establish a community of practitioners that consists of academics, industry partners and stakeholders; and create a collective learning space to address the challenges and explore the economics of the maritime industry.

The project also provided thought leadership in maritime skills development through research, dialogue, and publications to contribute to the global maritime body of knowledge while creating capacity in the system for continuous professional development to deliver on the skills mandate.

The blue economy will unlock the economic potential of South Africa's oceans, contributing up to R177 billion to the GDP by 2033 and between 800 000 and 1 million direct jobs. These will be in the marine transport and manufacturing; offshore oil and gas; aquaculture; marine protection services and ocean governance; small harbours development and coastal and marine tourism.



THIS IS HOW OCEANS ALIVE CONSERVATION TRUST SAVES AND PROTECTS THE OCEAN

Oceans Alive Conservation Trust is solidifying its mission to save and protect the oceans by increasing community involvement and embarking on a education and training campaign dubbed Oceans Alive Township Outreach Programme (OATOP). OATOP (in partnership with TETA) uplifts communities through education and training, work experience, and ultimately employment.

“Our vision is for healthy, pollution-free and protected oceans and ocean wildlife and coastal environments which contribute to a sustainable and healthy planet in a rapidly changing world where community awareness, social upliftment and education is essential to enable people to understand, respect, value and participate in the wonder and diversity of nature and our oceans and all life on earth,” says Colin Levin, CEO of Oceans Alive Conservation Trust.

The Oceans Alive Pro Lifesaving Training programme equips students with the following skills:

- Swimming Skills (from beginner to advanced)
- Beach Fitness Skills
- Surf Lifesaving Skills
- Pool Lifesaving Skills
- First Aid to Level 111
- International Computer Drivers License Certification
- Leadership and Responsible Behaviour Skills
- Work Etiquette
- Curriculum Vitae Writing
- Work Preparedness

All courses offered through the training are certified and students get placed with Oceans Alive Conservation Trust's partners for a three months work experience, and where possible, employment.

“We cannot achieve ocean conservation without community upliftment and participation because awareness, caring, appreciation, respect and behavioural change only comes with a commitment to the community. The way to achieve our goal is through the creation of ocean ambassadors who can go back into their communities and make a sustainable contribution to change and the Oceans Alive Pro Lifesaving Training programme is one programme that is doing that,” concludes Levin.

“We cannot achieve ocean conservation without community upliftment and participation”.



SEA FACTS

The maritime industry is associated with activities on all vessels used at sea and associated land-based services. Routes include oceans, coasts, seas, lakes, rivers, and channels. The maritime field offers a wide choice of career opportunities, many of which are international by nature.

These are careers in maritime industry but not limited to: **Marine and Ship Engineers, Crew Member, Deck Officers, Maritime Law, Tug Masters, Marine Pilots, Harbour Masters, Ship Surveyors, Maritime Environmentalist** etc.

Did you know:

South Africa has three thousand (3000) kilometres of coastline, correctly positioned along the sea trading route.

Durban Port is the busiest in Africa and the largest container facility in Southern Africa.

The Port of Cape Town is the biggest refrigerated container facility in Africa.



The Port of Richards Bay has the world's largest bulk coal terminal

The Port of Ngqura is the deepest container terminal in Africa.

South Africa is among the top fifteen (15) countries that trade by sea.

In the maritime business, South Africa is providing world-class maritime services such as consulting, legal services, surveys and bunkering.



Saldanha Bay is the largest port in Africa by water footprint.

More than 96% of the country's imports and exports move by sea transportation.

Approximately 95% of South Africa's total import and export trade by volume and 80% by value, was carried by foreign ships employing 240,000 foreign seafarers.

7 reasons why your next career should be in transportation

Jeremy Messner Vice President at Big Freight Systems

The transportation sector has numerous benefits including socio-economic offerings which make it a compelling employer for those seeking to work in a growth-oriented environment. Estimated to contribute 11.8% of the South African Gross Domestic Product, the road freight industry is an essential part of the supply chain process, which stimulates the economy by transporting goods to a destination for sale or export.

Here are seven awesome reasons why you too should consider a career in transportation:



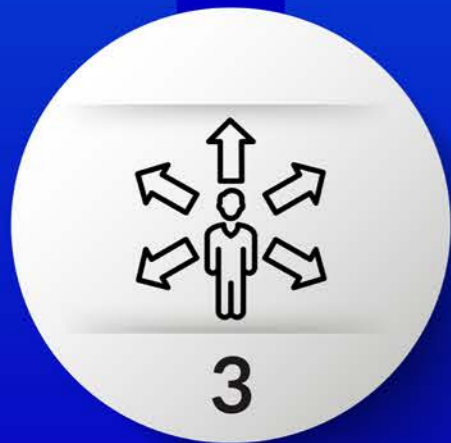
You will have **PURPOSE**.

"If you bought it, a truck brought it." This is true, and likely, a train, plane or ship also helped get that product to the store shelf. Transportation and logistics are critical to the economy, commerce and society; and every person working in the supply chain plays a big role in causing an impact on real people.



You will **GROW**.

A career in transportation will be filled with learning and development opportunities. Your job will expose you to problems in areas outside of your comfort zone, like economics, mathematics, technology, international law and customer relations, to name a few. Most transportation and logistics companies provide in-house training programmes and many support the acquisition of external education. Industry associations also provide classroom and online training programmes, access to networking events, newsletters and bulletins to put you in the know.



You will find **OPPORTUNITY**.

Both here at home and across the borders, industry associations have launched steering committees to design programmes to attract, recruit and develop young professionals. The transport industry is expanding the number of opportunities available to women and young people. These will further grow in the next five to 15 years. Enter the industry now and gain the experience you will need to capitalise on those opportunities.



Every day will bring **VARIETY**.

In the transportation industry, you are working in every industry. Most people know a lot about a little, but in transportation, you get to know a little about a lot. To truly add value, you need to understand your customers' businesses, and most transportation companies serve customers in many industries. On top of learning the ins and outs of moving freight, you will learn about the retail and grocery business; industrial manufacturing; automotive manufacturing and service parts logistics; online retailing; and countless other industries.



You will be **CHALLENGED**.

The transportation industry is full of hard-driving and demanding executives and managers. They will push you beyond your limits to achieve more. And once you understand the extent of your capabilities, you will come to expect more of yourself. It could feel at times like your bosses expect too much, but it is only through being challenged that you learn and grow.



You will become part of the **COMMUNITY**.

The world of logistics is made up of collections of communities across modes and geographies. Corporate cultures, professional bodies and local associations create the foundations that connect people from shippers, carriers and third-party logistics providers. These networks foster a sense of belonging with people that share one thing in common - their passion for transportation and logistics.



You will be fuelled by **PASSION**.

People who work (and last) in transportation, love transportation. The industry is filled with the most passionate, dedicated and inspirational people. Every day, you will be surrounded by people who love what they do. This is a 24/7 business, transportation can require long days, evening and weekend phone calls, business travel, and all-day marathons to get a customer's problem solved.

We do not stop when we are tired, we stop when we are done. Of course, some people thrive in that kind of environment. If you are one of those people, your next job should be in transportation.

BUSINESS OPPORTUNITIES FOR YOUTH IN THE MARITIME INDUSTRY

Whether from a lack of knowledge or perceived barriers of entry, the maritime industry represents one of the most overlooked business opportunities by Small to Medium and Micro Enterprise (SMMEs) in South Africa. To this avail, the Western Cape Maritime Cluster (WCMC) is playing an active role in assisting more SMMEs, especially those belonging to the black youth, women and military veterans to claim a stake in the ocean economy through enterprise development.

The WCMC offers accredited training programmes for capacity building and youth development. These skills programmes cover multiple accredited unit standards and are designed to allow learners to generate business ideas within the maritime transport and logistics sector. They can also evaluate their business offerings, gain an understanding of how to raise funding and learn how to manage their commercial ventures.

Some of the opportunities offered to entrepreneurs within the Western Cape maritime sector include:

- Stevedoring
- Boilermaking and pipefitting
- Woodworking
- Ship wiring (electricians)
- General suppliers
- Suppliers of safety equipment and PPEs
- Training companies
- Mechanical fitters
- Ship Chandlers
- Instrumentation installers and suppliers
- Blasting and coating
- Manufacturing and fabrication

This is just a fraction of what is available, therefore, it is important that more entrepreneurs are recruited into these and other maritime businesses, trained and prepared for the market. There is a massive opportunity for black-owned companies in the maritime transport subsector as the industry works towards transformation.

Entrepreneurs interested in maritime opportunities need to register on www.wcmc.org.za, registration is free.



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