



the dtic

Department:
Trade, Industry and Competition
REPUBLIC OF SOUTH AFRICA

THE NATIONAL COUNCIL OF PROVINCES

QUESTION FOR WRITTEN REPLY

QUESTION NO. 659

Inland container depot

MP Mr H J Van den Berg (Northern Cape: FF Plus) to ask the Minister of Trade, Industry and Competition:

Whether any considerations have been given to develop inland container depot in the Maluti-A-Phofung Special Economic Zone that will be linked to Durban Harbour by rail to relieve harbour congestion, heavy goods traffic on the highways, road maintenance and saving costs for industries that are transporting goods on this route; if not, why not; if so, (a) what potential savings are expected in this regard and (b) what are the further relevant details? CW800E

REPLY:

The Maluti-A-Phofung Special Economic Zone (MAPSEZ) is a Multi-Sector Zone designated for transport, logistics complex (including container depot), and manufacturing sectors, amongst others. The CEO for MAPSEZ, has highlighted that Harrismith may already be regarded as a hub for road transport services with large numbers of vehicles moving through the area daily. It is, however, important to note that few local companies in Harrismith are engaged in road haulage; underscoring the fact that the freight trucking industry utilising the N3 and N5 corridors is mainly from Durban, Johannesburg, or other regions.

- (a) According to MAPSEZ CEO, identifying potential savings may be difficult to estimate without running financial projections or a cost-benefit analysis related to the container terminal. However, there can be potential Economic and Transportation benefits to having the depot. The Economic benefit will include

industrial development: stimulating industrial development by attracting businesses to the region. This is particularly relevant, given the slow growth in industrial activity in the area. Increased investment: in support services and infrastructure related to the logistics hub, boosting the local economy. Transportation benefits include improved road safety, modal shift, and increased efficiency.

- (b) Developing an inland container depot requires the involvement of various key government departments for the project to gain traction. Other than the role played by **the dtic**, the National Department of Transport (DoT) would need to provide strategic direction and regulatory support as far as the National Freight Logistics Strategy is concerned, while Free State: Department of Public Works, Roads, and Transport (FS: DPWRT) will deal with the practical implementation, infrastructure development, and local stakeholder engagement for the Logistics Hub.

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