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FACTSHEET: SA AGRI LOGISTICS – THE CAPE CORRIDOR AND THE NEED FOR PRIVATE SECTOR INVOLVEMENT AT THE CAPE TOWN CONTAINER TERMINAL

Terminal Concessions

The South African Fruit Industry is seeking increased private participation in the Cape Town Container Terminal (CTCT) due to years of inefficiencies that have cost the industry over R20 billion, including over R4 billion in the 2025/26 season alone. Repeated requests for increased private sector involvement in the Terminal have been unsuccessful to date.

Are forms of partnership such as joint ventures or other types of concessions something the Transnet National Ports Authority (TNPA) undertakes?

Such partnerships usually focus on additional expertise, operational systems and capability. TNPA has in fact rolled out at least 16 terminal operator agreements for fuel, chemical or container operators over the last 3 years:

a. Liquefied Natural Gas (LNG) – two Agreements (Ngqura, Richards Bay)

b. Eleven fuel and chemical Agreements (Durban)

c. Three Liquid Bulk and LPG Agreements (Cape Town, Durban, Richards Bay)

d. One Container Terminal agreement, Pier 2 (Durban)

Why would South Africa benefit economically from a concession at the Cape Town Container Terminal (CTCT)?

1. **CTCT** accounts for around **18% of South Africa's total national container traffic volume** (TEUs), and around **22% of (containerised) economic value**.
2. **CTCT** manages around **15% of national non-agri** industrial and manufactured containerised exports volume.
3. **CTCT** handles over **50% of SA's total fresh produce** refrigerated, containerised exports.

4. For fruit, **CTCT** handles **70% to 80% of South Africa's deciduous fruit** exports volume (including **table grapes**) and around **20% of total citrus exports**.
5. **The Cape Corridor** (terminating at CT) handles around **20% of SA's total agri road traffic**.
6. **Empty containers:** the Port of Cape Town (PoCT) is the 2nd largest handler of empty containers nationally by port.
7. **The Cape Town Port container logistics chain contributed** an estimated **R69 billion to Gross Value Addition in 2021** and to the **creation or preservation of 225,000 jobs.** Taxes paid for these activities were almost R20 billion in 2021 (WC provincial government:2021).
8. **The growth potential of a more efficient PoCT** was also researched in 2021 at around R6 billion in additional exports, 20 000 additional jobs, and R1.6 billion in additional tax revenue.
9. **Global schedule deadlines:** A modern container vessel costs shipping lines between $30,000 and $50,000 per day just to keep running. If a vessel delays for a week in Cape Town to pick up fruit, it will miss its subsequent berthing slots in Rotterdam, London Gateway, or Shanghai, throwing off the entire global supply chain.
10. The Western Cape province where the Terminal is located is responsible for around **55% of South Africa's total agricultural exports and 40% of the food and beverage exports**: wine, table grapes, stone & pome fruit, citrus, blueberries, avocados, pomegranates, figs, kiwifruit, raisins, olives, vegetables, wheat, barley, rye, rooibos tea, honeybush tea, proteas, animal products (livestock, venison) and many other export crops. **I.e. around $8 billion in exports.**
11. **In 2025, SA experienced a seventh consecutive year of national agri export growth** - new record of US$15.1 billion. Growth of 43% between 2020 and 2025 (NAMC).
12. **Potential export opportunities for selected markets (DoA, 2024) illustrate the growth potential that efficient logistics can facilitate, even for fruit alone:**
    a. **China:** Remaining **untapped fruit potential** of **US$ 800 million** (with the capacity to expand current fruit export levels three-fold).
    b. **South Korea:** Remaining untapped fruit potential of **US$ 42 million.**
    c. **Philippines:** Remaining untapped fruit potential of **US$ 31 million.**
    d. **The SA fruit sector acts as an 'anchor', frequently accounting for up to 50% of the entire extended agricultural value chain opportunities in Asia and Middle East.**

    The **total export potential for all agricultural, forestry, and fisheries products** across all eight priority markets researched (China, Japan, India, UAE, Thailand, Vietnam, South Korea, Philippines) is **US$ 3.20 billion**. Much of this would flow out via CTCT.

For these reasons, the fruit sector sees immense value in finally adding CTCT to the list of African terminals where private sector involvement unlocks revenue for national development, job creation and poverty relief.