

Corridors Connect

South Africa Corridor Cape Town to Gauteng & Gauteng to Durban



The Cape Town-Gauteng and the Durban-Gauteng trade routes connect South Africa's most industrialised ports to the economic heart of the country – Gauteng – and is part of the North-South corridor, running northwards and linking with the Dar Es Salaam corridor.

The North-South Corridor is the busiest in the region in terms of values and volumes of freight. The road network is already under pressure in relation to its design capacities and in terms of delays at strategic points, such as border posts.

Current traffic on the North-South Corridor is characterised by exports of mining and agricultural products and imports of manufactured goods. The road network is generally in fairly good condition although there are sections of road that are in urgent need of rehabilitation and improvement. There are also heavily trafficked sections that create bottlenecks in terms of structural capacity and cause closure of the whole network if blocked such as bridge crossings.

The main operating feature of the regional road transport routes which affects transport efficiency, costs and tariffs, is the imbalance of freight flows, leading to empty return hauls. An empty return haul by road effectively means that the transport cost almost doubles.

On average, the roads in the Republic of South Africa carry over 69% of the total number of daily vehicle-kilometres in North-South Corridor, followed by Zimbabwe with 8.5%.

Cape Town-Gauteng trade route

19 million tons is transported along this corridor annually, 85% of which is road freight, leaving 15% to be transported over rail. The Cape Town port is ideally suited to serve as a hub for cargoes between Europe and the Americas and Africa, Asia and Oceania and it plays a significant role in the growing number of transshipments between the far east and west African ports.

Regular inter-port feeder services benefit especially the great Container Terminal which is regarded as a gateway for African countries, ideally becoming a hub port for those on the west African coast.

The main cargos along this trade route are processed foods, coal, chemicals and beverages and fruit produce. The Cape Town Container Terminal has the advantage that, in respect of the United Kingdom, European and American time-sensitive cargoes can be handled quicker to and from the Gauteng. This is made possible by the direct railgate of containers which eliminates the sailing time to other ports.

Durban-Gauteng trade route

The modern Port of Durban grew around trade from Johannesburg, as the South African industrial and mining capital is not located on any navigable body of water. Thus, products being shipped from Johannesburg outside of South Africa have been loaded onto trucks or railways and transported to Durban ever since.

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Currently, the busiest freight corridor, Gauteng – Durban, carries 36 million tons of cargo per annum, of which 70% is transported by road. The primary road infrastructure is of very good quality.

The deregulation of freight transport in the 1980s, in combination with the short comings in the rail system caused a cargo migration from rail to road. 16% of the total cargo are import export products. The main goods transported over this corridor are stone quarrying, limestone, processed foods and fuel & petroleum products.

Durban is famous for being the busiest port in South Africa, as well as the third container port in the Southern Hemisphere.