The battle for south Durban and a sustainable city
South Durban Port & Road Expansion
1. SHORT TERM EXPANSIONS IN BAY OF NATAL

2. A NEW PORT ON THE OLD AIRPORT SITE

3. RETURN TO BAYHEAD FOR DIG-OUT EXPANSION
Environmental & community impacts
Why south Durban communities are fed up – more than 100 year of oppression

- **Indentured labour system** to secure labour for sugar estates 1858 first arrivals – 1911
  100 000 Indian immigrants remain making a living in market gardening, fishing and hawking

- **Introduction of hut taxes in rural areas and the Natal poll tax in 1904**, forcing unmarried black men to seek waged work in the city. Subject to regulations including worker registration fees, a 9pm curfew, designated residential barracks and strict penal system for any ‘disorderly’ conduct.

- **Prior to 1914** reclamation and construction of the Maydon Wharf, followed by the Congella industrial estate.
Why south Durban communities are fed up – more than 100 year of oppression

- **1930 Borough Boundaries Commission expanded the municipal boundaries** to include the south Durban basin – jurisdiction of town planning legislation to designate the area as industrial.

- **1930s reclamation of land occurred on the eastern shores of the bay at Island View for fuel storage tanks, railway was constructed around the bay.**

- Pressurised by industry, Council purchases 194 acres at Wentworth in 1925 and another 425 acres from the Bayhead south in 1931 for large-scale industrial and worker housing developments.

- **1934 Slums Act, ‘slum clearance’ proceeded swiftly in the areas that had been identified for industry**
• **1949 Durban Bay development report** recommends that the railways, shipping and industry be integrated in south Durban and that reclamation, dredging and canalisation take place to provide usable industrial land.

• **Group Areas Act (1951)** - racial zoning scheme was adopted for Durban in 1952

![Map of Durban](image)
• 1948  industrial estate of Mobeni
• 1950 railway marshalling yards to the Bayhead changing the bay contours and reducing the water area of the bay by half.
• Merebank and Lamontville housing schemes planned to supply industry with labour
• 1952 draining & canalisation, diversion of Umlazi river for airport
• 1954 the Standard Vacuum Refinery (Stanvac), now the Engen refinery
• Attempts to rezone of Clairwood began in 1956 but met with resistance. Through covert Council acquired 148 acres of land in Clairwood in the 1960s, resulting in creeping industrialisation and the gradual degradation of the area.
• In 1960, BP and Shell together built the SAPREF refinery
• 1964 Anglo-American Corporation persuades Council to sell Merebank’s open space alongside
The suburb of Clairwood has been an exceptional in resisting industrialisation. Settled by Indian immigrants in the 1920s, people worked hard to develop their own housing and cultural amenities.

The Apartheid Council’s attempts to rezone Clairwood as an industrial area, beginning in 1956, met with growing resistance.

In the early 1960s, government began a more covert campaign to coerce people out of Clairwood through surreptitious land purchases and expropriation – within 21 months many communities were destroyed and relocated as the first residents in the new ‘Indian area’ of Chatsworth.

Clairwood’s population dwindled from an estimated 50000 in the early 1960s to a mere 6000 by 1970. In this way the Council acquired 148 acres of land in Clairwood for industry.
The South Durban Strategic Environmental Assessment (SEA) (1998).

- The Island View Hazardous Chemical Storage Complex, the harbour, the airport and Umlazi not studies
- Social impacts and community capacity building and decision-making – key principles of Agenda 21 – were not included.
- The SEA technical reports excluded the investigation of gaseous emissions such as Volatile Organic Carbon’s (VOC’s), Nitrous Oxides (NOx’s) and heavy metal’s as a result of heavy industrial development in South Durban.
- A spatial plan was not used in the process.
- The SO2 reduction plan by the community, the first of its kind in South Durban, was not accepted despite the SEA air pollution study finding that SO2 concentrations were 2-4 times higher than WHO standards.
- **SEA accepted that the industrial character of south Durban would not change. Rather than stricter pollution control and enforcement, the consultants proposed the relocation of communities. National and provincial government had already announced intentions to develop a new international airport to the north of Durban. In the face of community opposition, the SEA favoured a combination of port and chemicals industry expansion into residential areas and at the airport site. The socio-economic impacts of these decisions were not studied.**
Currently broad strategic spatial development planning for:

**Southern planning region**: Umlaas Canal south to the eThekwini boundary

**Central planning region**: Umlaas canal north to the Umgeni River mouth.
Still at a rudimentary stage, but will take the South Durban Spatial Development Framework into account.
Housing & services

• Build what people need – extended families, single mothers.
• Critical shortage – use open land available
• Renovate and replace the ‘the flats’ with properly designed housing to stem the tide of social problems (drug trafficking, shebeens, gangs and violence.)

“Dilapidation contributes to a sense of neglect and hopelessness”

• allocate to people that have lived in area longest
• affordable to the poor in the area.
• Create viable communities
• address flooding & waste management problems that bring pests

Greater subsidies for basic services for the poor including water, electricity, schooling – cross-subsidise from high users
• Over 70% of Durban’s industry
• 300 industrial plants, (180 are smoke stack industries)

• Africa’s largest industrial plants: the Engen and SAPREF (Shell and BP) oil refineries, Island View chemical tank farm, the Mondi paper mill and the AECI chemical

At least 500 000 people impacted
Containers = Imports

- TRANSNET projections show at a growth rate of 8% that a capacity of only 12 mill TEUs by 2040
- Current: 2.7 mill TEUs (this year 1.56?)
- Planning for 20.2 mill TEUs

8 x the containers = pollution, trucks, social ills, port creep

- KZN Provincial Planning Commission “gateway to Africa and the world”
- 60% imports to Gauteng
R250 bill for Port expansion alone
Claim 130 000 jobs ???
[R1.9 million/job created]
• 3% of mangrove remain
• 14% of the tidal flats remain.
• 30 species of fish & sand prawns critical breeding ground for reef associated and migratory marine fish.
• 132 species of birds are found here and 62 species of endangered migratory birds rest and feed here. (9 species are already extinct.)
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