

# Conference on Clairwood



**You are cordially invited  
To participate in this Historical Conference**

**Papers to be presented by  
Professor Dianne Scott  
Professor Patrick Bond  
Professor Ashwin Desai  
Mr. Bobby Peek**

**Date : 1<sup>st</sup> September 2012  
Venue : Clairwood Tamil Institute  
59, Sir Kurma Reddi Road, Clairwood  
Registration : 08.30am  
Time : 9.30 to 2pm**

**Key note address : Honourable Minister Pravin Gordhan  
His Worship Mayor James Nxumalo ( will officially open the Conference )**

# white elephants in SA



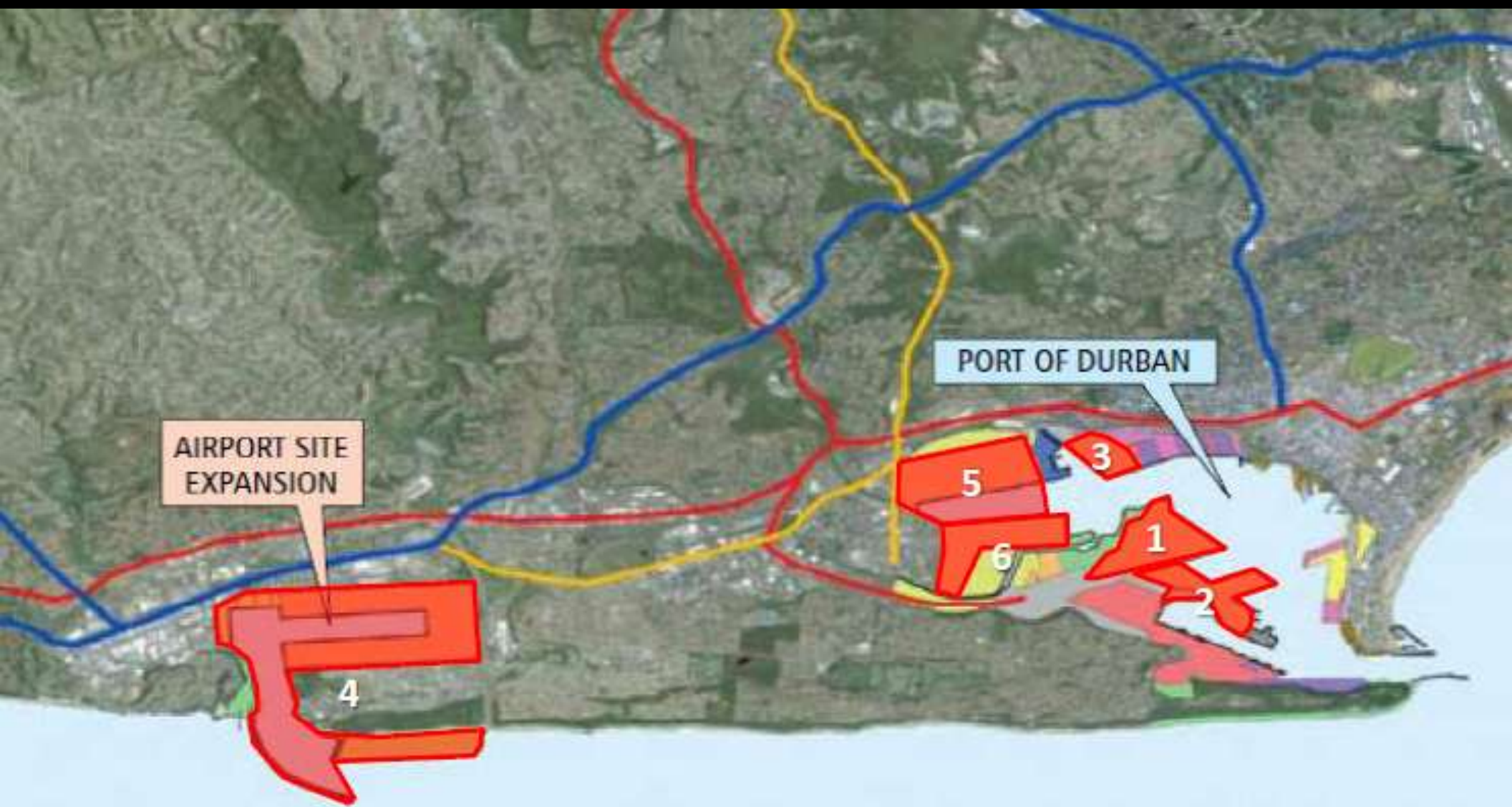
*where are they, and do they deserve to go extinct?*



*why South Durban residents question plans for the Back-of-Port, Link Road and Dig-Out Port*

slides by **Patrick Bond**  
University of KwaZulu-Natal  
Centre for Civil Society, Durban  
(with cartoons from *Zapiro*)





AIRPORT SITE  
EXPANSION



4

PORT OF DURBAN



5

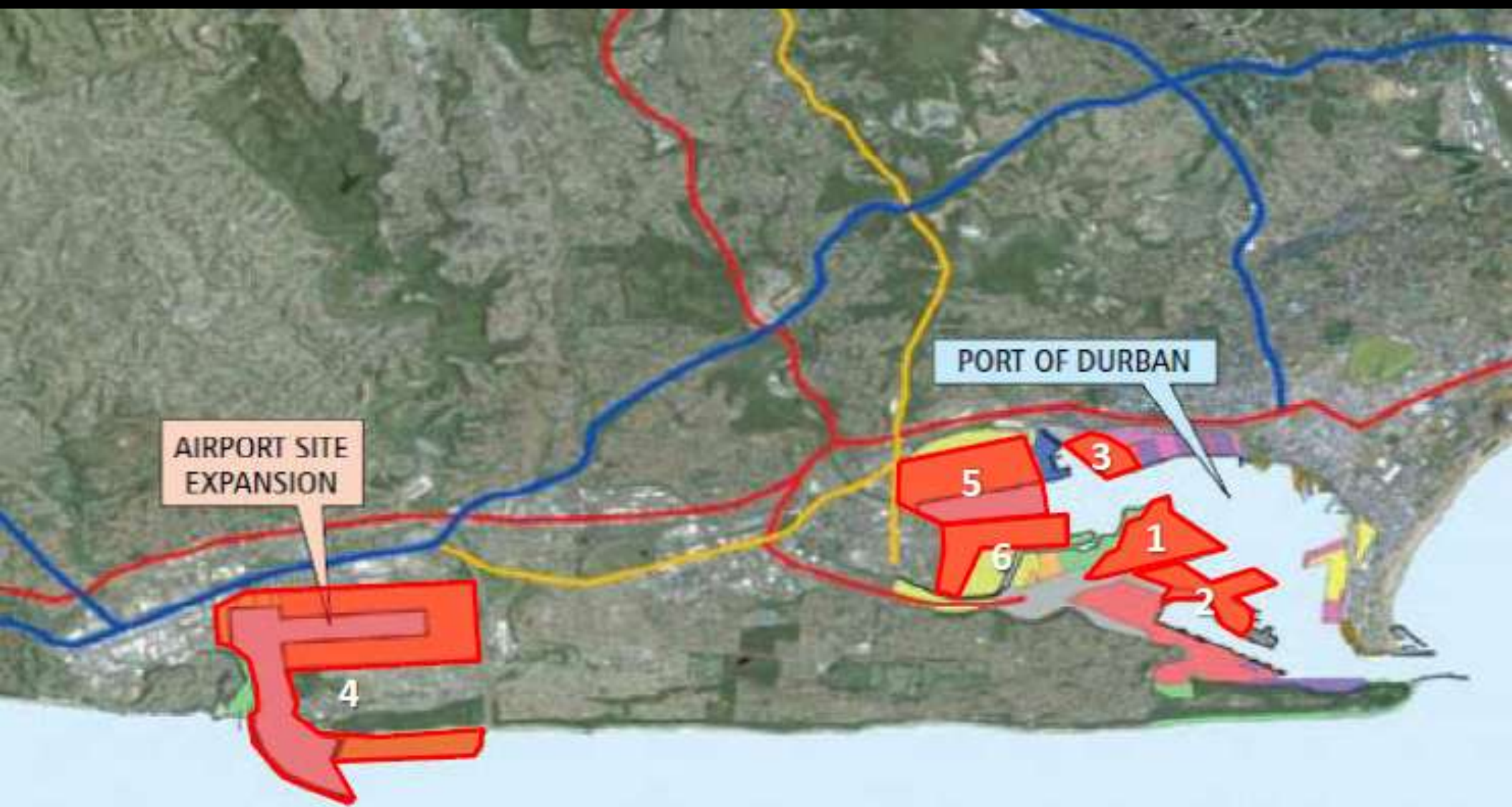
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1

2

3




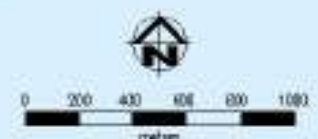
Phase 1 to 4  
Container  
Terminals


DCT: 2.9m  
PIER 1: 0.7m  
PIER1 Phase 2: 0.7m  
MAYDON WHARF: 0.6m  
**AIRPORT DIG-OUT: 7.2m**  
TOTAL: 12.1m TEU

Liquid Bulk  
Terminal

Vehicle  
Terminal

304	CONTAINERS
11	LIQUID BULK
24	MOTOR VEHICLES
21	OPEN SPACE
67	TNPA OTHER
417	TOTAL HECTARES
	PORT BOUNDARY
	ROADS
	RAILWAY LINES



An aerial photograph of an industrial or commercial site with several colored overlays. A yellow area is highlighted on the left side, with a white callout box pointing to it. The callout box contains the text "Vehicle Terminal". Other colored areas include orange, light blue, red, and green. A road and a parking lot are visible on the right side of the image.

Vehicle  
Terminal

# South Durban's courageous critics of white elephants:



- 2007, ward councilor and former SDCEA member Rajah Naidoo
- 2009, Clairwood and SDCEA leader Amod Osman
- 2008, firebomb attack on SDCEA's Des D'Sa



**Pravin Gordhan  
killed a big  
(R14 bn) white  
elephant!  
*Pebble Bed  
Modular  
Reactors***

**CALLING ALL PEOPLE TO PROTEST..**



**STOP ESKOM'S  
NUCLEAR**



**DEVELOPMENTS**



**IN SOUTH AFRICA!**



**Danger! Expensive! Few Jobs!  
No investment in renewable energy!**

**TUESDAY  
07 OCTOBER  
\* 16H00 \*  
ROYAL HOTEL  
SMITH STREET**

**SOUTH DURBAN COMMUNITY ENVIRONMENTAL ALLIANCE**

**031 4611991 / 031 4689069**







**'Tips  
for  
Pravin'**

# **PEOPLES BUDGET CAMPAIGN critique of TREASURY'S BUDGET STATEMENT**

- The fiscal stance it takes is completely at odds with job-creation.**
- The macro-economic interventions that it proposes are grossly inadequate in response to the continuing job losses**
- Its approach to financial markets is out of line compared to comparative economies**
- It lacks a political-economic analysis of global power dynamics, and thereby makes SA one of those countries that will bear the brunt of adjustment in resolving the continuing global crisis**

# are there more opportunities?

- *cancel **arms deal**,*
- *redirect R800 bn in **pro-corporate infrastructure** to social needs*
- *redirect **security spending** to environment*

LONMIN

## Arms deal déjà vu

Revisiting the arms deal scandal and official investigations  
1999 to 2011



## Cato Manor Hit Squad



## Marikana, 16 August



# who wins from new infrastructure spending?



- Johan van Zyl, Toyota SA CEO: ‘Durban as a brand is not strong enough to simply say “come and invest in Durban”. What it needs to attract investors are big projects. Durban needs to keep ahead of the competition. China is building ports they don’t even know when they will use. **If return on investment is the line of thinking we may never see the infrastructure.**’ – 6 February 2012

# who wins from new infrastructure spending?



- Peter Bruce, editor of *Business Day*: ‘mine more and faster and **ship what we mine cheaper and faster**’ – February 13 2012
- Minister of Economic Development Ebrahim Patel: ‘We took account of the lessons of the **2010 World Cup infrastructure** and the growing experience in the build programmes for the **Gautrain**, the **Medupi and Kusile** power stations, the **Freeway improvement programme** and the major **airport** revamps.’ – Feb 2012

**hypertoxic  
South Durban  
state & corporate  
attacks on people  
and environment**

**freight  
traffic  
(often illegal)**

**Island View  
refinery**

**container  
terminals**

**Africa's  
biggest port**

**hazardous petro-  
chemical plants**



**Mondi  
paper  
mill**

**Engen: 80%  
Petronas  
(Malaysia)**

**Africa's largest oil  
refining complex**

**Toyota  
car  
assembly**

**Sapref:  
BP/Shell**

**single buoy  
mooring:  
80% of SA's  
intake**



# South Durban's most explosive refinery: Engen



Settlers Primary School: 52% asthma rate (world's highest)



**Legend**

- \* Local Schools
- ▭ ENGEN Refinery
- ▭ Placenames

0.3 0 0.3 0.6 Kilom

# fires, explosions in South Durban

# SDCEA demands refinery closure

- 21 September 2007, Island View Storage (IVS) facility, tank explosion



- 18 September 2007, explosion at the IVS facility.



*18 January 2005, explosion  
at Engen Refinery*

25 October 2008, flaring, regular occurrence at SAPREF and Engen

The  
South Durban Community Environmental Alliance  
invites you to a  
**PROTEST**

**Engen has violated our Human Right**

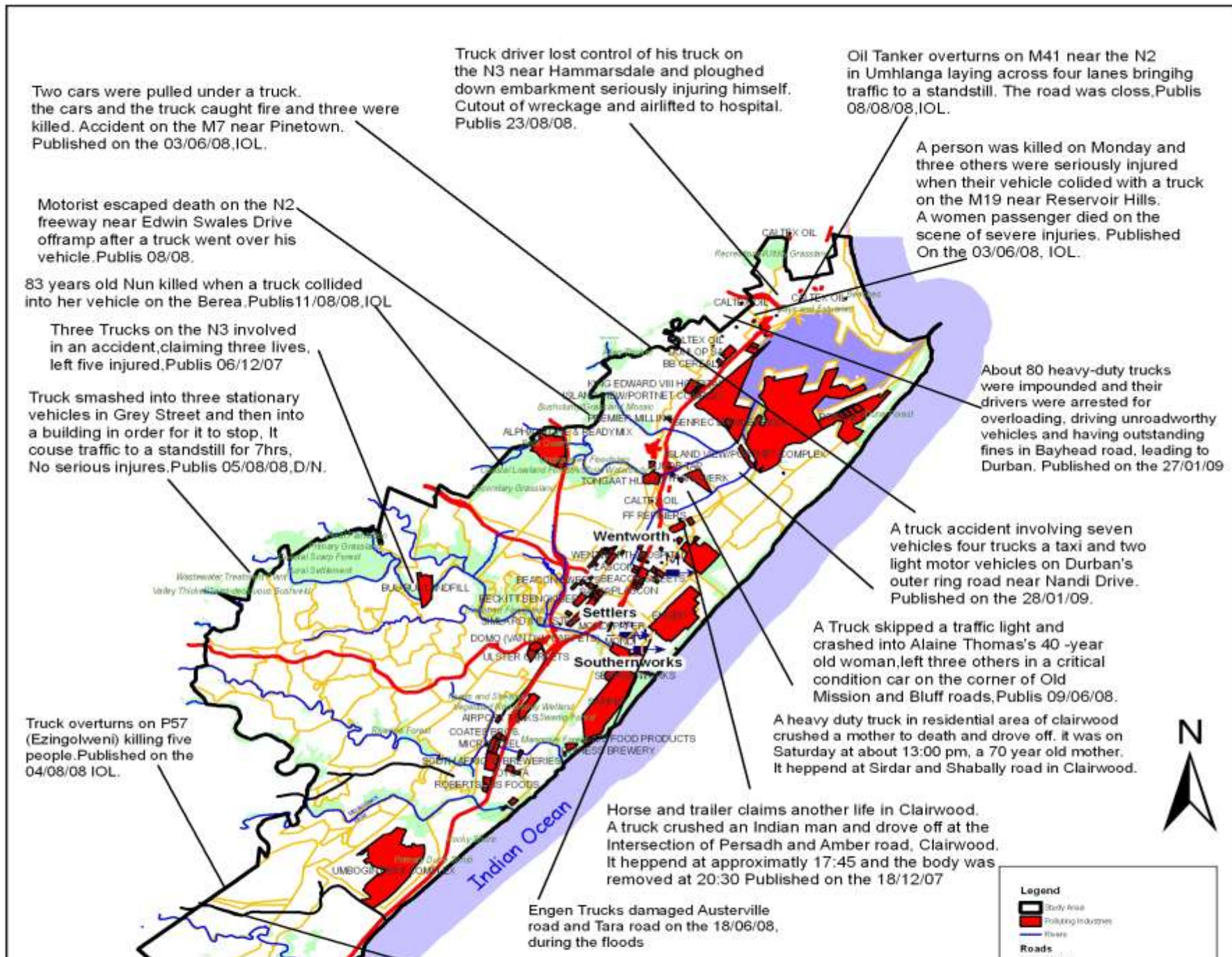
- i) to an environment that is not harmful to their health and well being;**
- ii) to have the environment protected, for the benefit of present and future generations.**





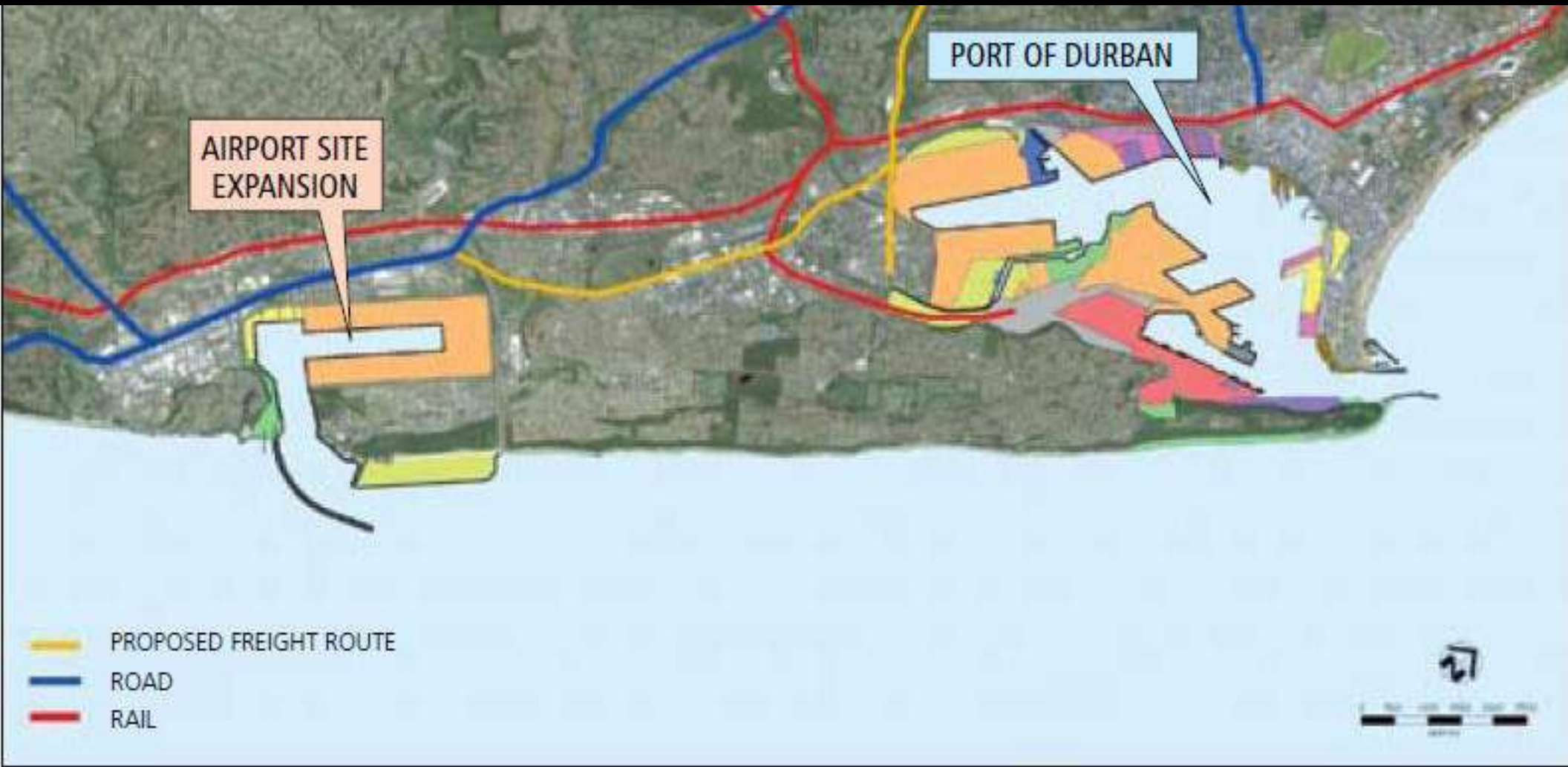
# Truck Accidents in the KZN

## A community under seige

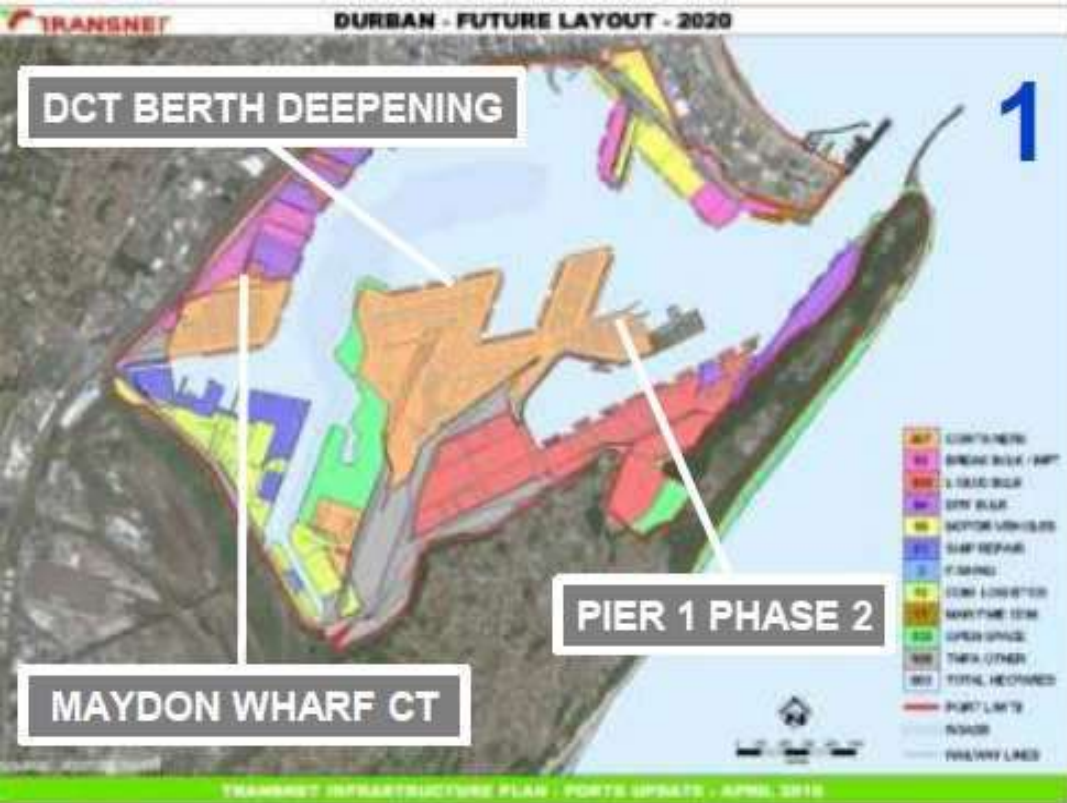




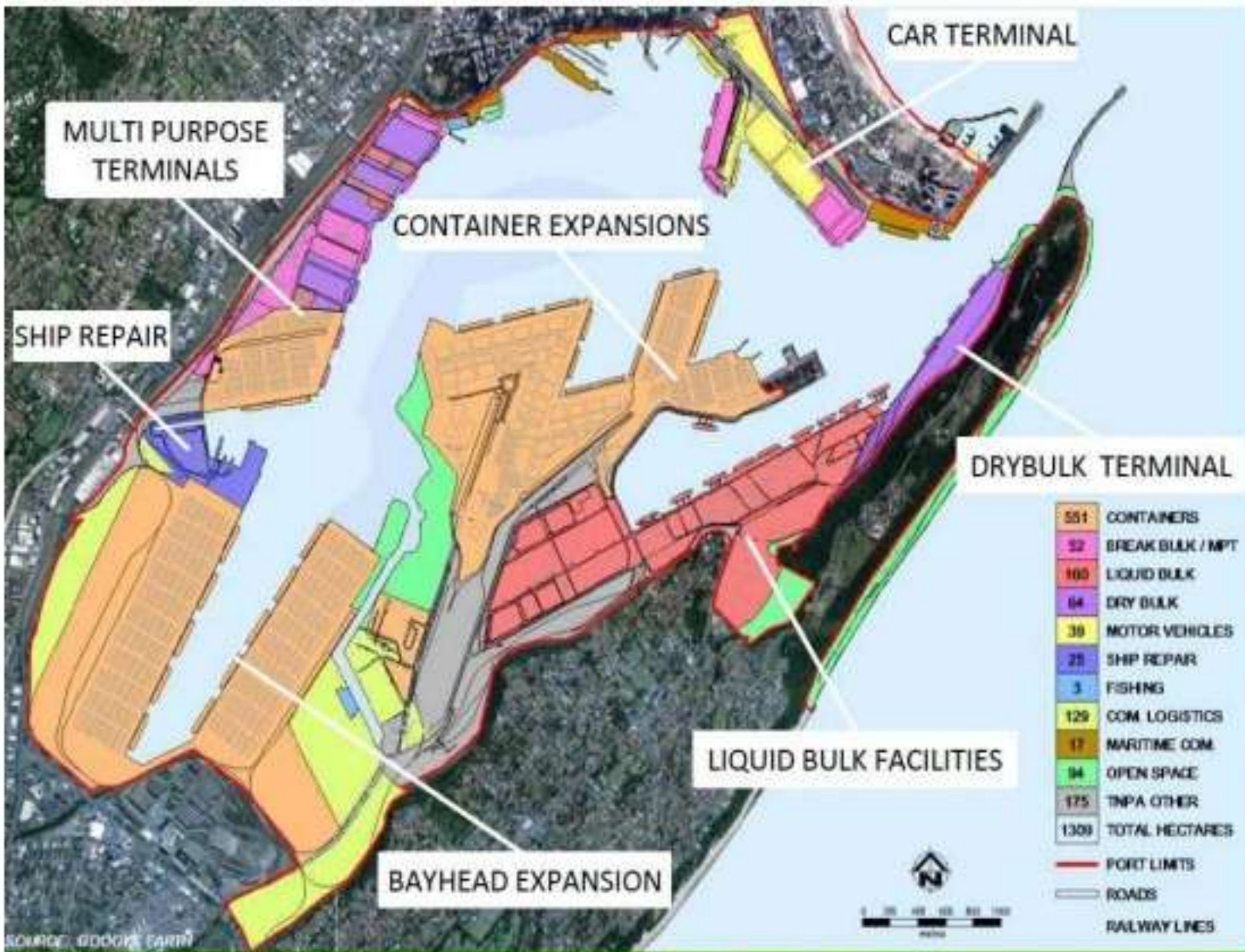
# coming soon to South Durban: biggest freight/shipping/petro- chem expansion in African history







1. SHORT TERM EXPANSIONS IN BAY OF NATAL
2. A NEW PORT ON THE OLD AIRPORT SITE
3. RETURN TO BAYHEAD FOR TIDAL DIG-OUT EXPANSION



SOURCE: @DOORS EARTH

# BAYHEAD BASIN - CONTAINER EXPANSION PROJECT



EDWIN SWALES LINK ROAD

BAYHEAD LOGISTICS PARK

RAIL YARDS

EDWIN SWALES DRIVE

CAR TERMINAL

HERITAGE SITE EXPANSION

BAYHEAD BASIN

CONTAINER TERMINAL

BAYHEAD ROAD TUNNEL

MAYDON WHARF

MAYDON BOULEVARD

KANGELA BRIDGE

**BAYHEAD BASIN**  
**PORT OF DURBAN 2020**

## 'CHARGE' IRON MIKE

Damning audit report about irregularities in R3,5 bn housing contracts urges that city's 'big fish' Sutcliffe be brought to book



courtesy of  
apartheid &  
Mike Sutcliffe,  
Durban city  
manager,  
2002-11



# Municipality: it's *not* Sutcliffe's plan (Mercury, 21 August)

The city remains committed to consulting all relevant parties about plans for the city, writes **Thabo Mofokeng**



The people of Clairwood, which has steadily lost its residential character over the years as trucking and other related businesses have moved in, will not be 'forcibly' relocated as part of the Back of Port plan, says the eThekweni municipality.

**T**HE article by Tony Carnie in The Mercury "Dig-out port to hit thousands" (August 16) refers.

The journalist has pieced together selective information contained in various reports and studies, some of which would not be considered relevant by Durban, as matters have advanced in recent years.

These reports were used as research to enable the city to make informed decisions when drafting the Back of Port Local Area Plan, and it is important that the studies are not taken out of context.

The facts of the matter are that the draft Back of Port Interface Local Area Plan is not the plan for the dig-out port. This distinction must be pointed out upfront.

The draft Back of Port Interface Local Area Plan is a land-use management plan the city has prepared in response to the existing and future demands and challenges for the area, including the proposed development and expansion of the port.

The city has an obligation to assess the impacts of any development and plan accordingly.

It must also be emphasised that there is no plan to forcibly relocate residents and business in the area.

The Back of Port Interface Local Area Plan does however recommend that the eThekweni municipality's logistics strategy should be framed in three phases:

- Phase 1 (short term): Develop and enhance the back of port logistics platform with improved linkages between Bayhead, Retanion (DLA), N2, M4 (the South Coast freeway) and M7;

- Phase 2 (medium term): Develop and unlock land to support the logistics sector as the proposed new dedicated truck road is built along the east-west logistics platform (up to Westmead); and

- Phase 3 (long term): Create a decentralised logistics hub as and when land close to the port and on the east-west corridor is no longer available at economic prices.

In terms of the study area – which includes Congella, Jacobs, Mobezi and Clairwood – the most significant change of land use is the rezoning of the Clairwood precinct from special residential to logistics. The plan does not propose the rezoning of any other residential suburb in the study area.

It is the view of the municipality that Clairwood, while zoned residential, is not performing as a residen-

tial area given its close proximity to the port, the shortage of industrial land in the city and in the South Durban Basin, and the continued loss of amenities which has resulted in a number of business and industrial activities infiltrating the area.

What everyone seems to forget is that Clairwood is zoned special residential, and more than 70 percent of the area is not used as residential space. While there is an argument for enforcement, which has its own

limitations, it seems that much of the area is sold or leased for business activity. Leaving the area as is (zoned residential) further compromises the residential amenities of existing residents, reduces land functionality and efficiencies, and leaves the area in limbo in terms of land use.

In the documentation released, it is clear that on an annual basis almost 8 percent of Clairwood residential properties transition to busi-

ness and industry use given its location and the economic value of the area.

Furthermore, property owners are under-realising value when they sell property because they sell at residential zoning prices while property is being bought for business use.

Notwithstanding the challenges of zoning and current use in the area, the municipality has tried to retain residential amenities, through a set of interventions in-

cluding, enhanced law enforcement in the area with resulting cases being prosecuted, a restricted truck route, as well as a satellite metro police presence.

These initiatives have provided short-term, limited impact in managing the infiltration of industrial and business activities into the area.

The municipality would like to emphasise that there is no plan to relocate or forcibly remove residents living in the South Durban Basin.

The current zoning rights for property owners will remain and will retain legal status; and only when land is sold, redeveloped or acquired will the new zoning take effect in terms of the proposed future zoning.

The plan also proposes benefits for residents in the study area. This includes a transitional buffer zone in an effort to prevent further encroachment into residential areas, and a dedicated truck route which

would divert heavy-duty traffic from residential roads.

The plan would act as a catalyst for further investment in the area and job-creation and, according to a property study it is envisaged that property values in the area will also increase.

The municipality has been trying to engage with the public through a series of public meetings; however, these have not been allowed to proceed by certain members of the community.

Invitations have been issued to ratepayers' associations, NGOs and other community-based organisations to discuss the plan and get their input, but even these have been declined to some extent.

Feelings of hysteria and disempowerment are created when communities are misinformed and deprived of relevant information.

While the municipality respects the stance of certain individuals and community organisations, communities are not homogenous in interest, needs and wants.

Notwithstanding these barriers, the municipality will widely circulate documentation, which is well in excess of the legal requirements – such as environmental impact assessments, etc.

The council sees the public consultation process as a means to enrich the public engagement process.

It allows more people to have a view of what is likely to happen in the area and make informed decisions as it allows organised civil society structures to engage from a more informed basis.

In this regard, the municipality has published a supplement in local community newspapers detailing the Back Of Port Plan in an effort to empower people with information, and will be distributing information to each household in English and Zulu over this weekend.

The municipality is committed to consulting the public in an open and fair manner, and would like to urge the public to engage it on the Back of Port Local Area Plan.

Information about the plan can be obtained from the local libraries in the project area, the South Durban Basin ABM Office and on the website, [www.durban.gov.za](http://www.durban.gov.za). The municipality has also set up a toll-free number to call if people have any questions or for comments. The number is 000-022-2365.

● Mofokeng is spokesman for the eThekweni municipality.





# yes it is: *Back of Port Zoning Plan,* secret 2011 municipal document



## MOVEMENT & CIRCULATION STRUCTURE

- NO HIGHWAY
- M4 HIGHWAY
- EXISTING ROADS
- PHASE 1 ROADS: LINK TO THE EXISTING HARBOUR AND M2
- PHASE 1 ROADS: PROPOSED INTERNAL PORT ROUTE
- PHASE 2 ROADS: LINK FROM EXISTING HARBOUR TO M7 AND M2
- PHASE 2 ROADS: PROPOSED LINK FROM M7 TO UMLAKUZUBA ROAD
- PHASE 3 ROADS: LINK TO THE NEW HARBOUR
- MIXED TRAFFIC ROAD
- RESIDENTIAL ROADS

## OPEN SPACE STRUCTURE

- COASTAL CORRIDOR & DUNE SYSTEM
- RIVER CORRIDOR & CANAL SYSTEM
- CONSERVATION PASSIVE RECREATION
- ACTIVE RECREATION
- CORRIDOR PLANTING STRATEGY
- PLACES OF SIGNIFICANCE
- CEMETERY
- WATERWAY SYSTEM

## LAND USE STRUCTURE

- INTERFACE AREA (office, service industry)

- MIXED USE / COMMERCIAL (Retail, services, offices, residential)
- SHOPPING
- LIGHT INDUSTRIAL (light industrial, services, offices)
- LOGISTICS A (distribution, assembly, warehousing, offices, container storage)
- LOGISTICS B (distribution, assembly, warehousing, offices)
- GENERAL INDUSTRY (manufacturing, warehousing, distribution)
- OFFICES (2-3 stories)

- LOW DENSITY OFFICE PARK (1-2 stories)
- HEAVY INDUSTRY
- RESIDENTIAL
- INSTITUTION
- CULTURAL SITES
- CULTURAL SITE
- CHURCH
- TEMPLE
- MOSQUE
- CULTURAL GRAVE
- CULTURAL CENTRE
- OTHER CULTURAL BUILDINGS
- CULTURAL MONUMENT
- LISTED BUILDINGS

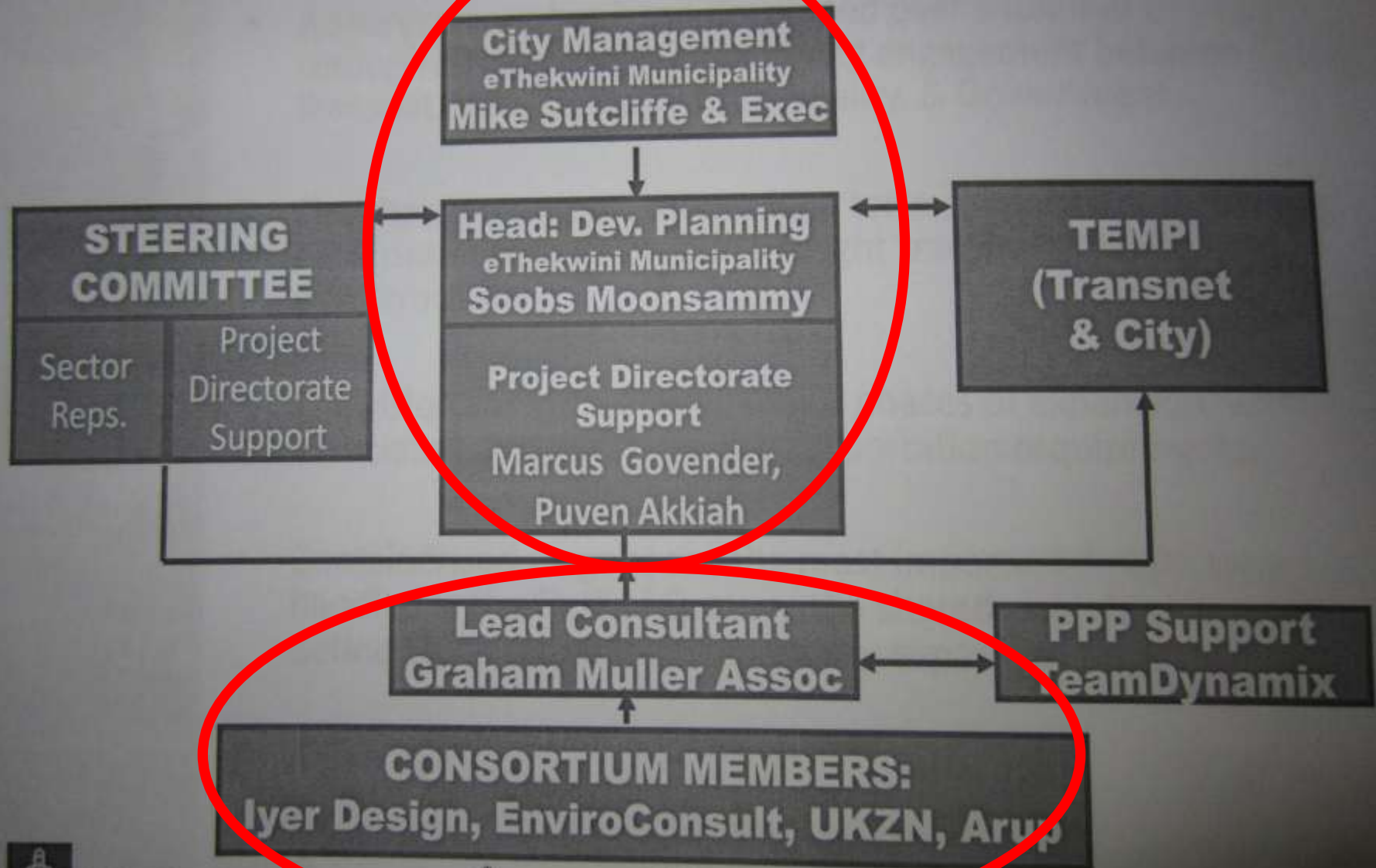


iyer.

Graham Muller Associates



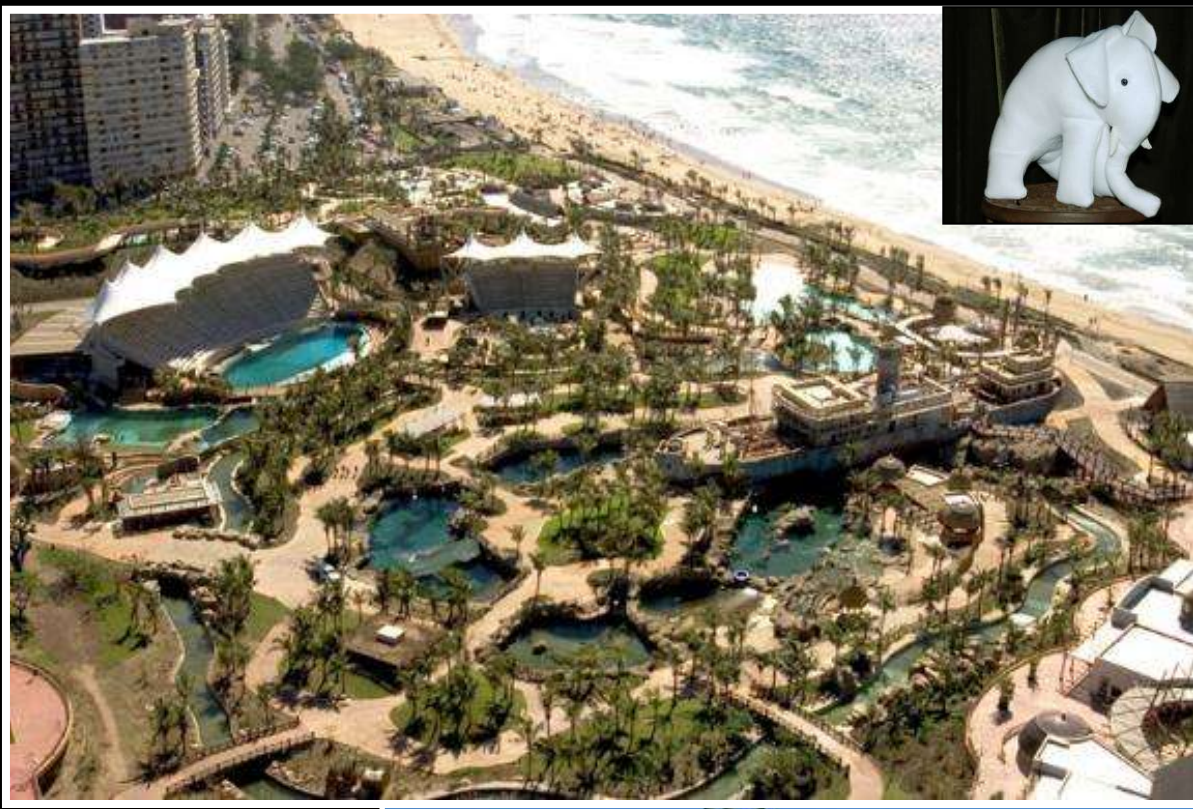
# Project Structure



IYER.

Graham Muller Associates





# uShaka Marine World



I  
C  
C

# Point luxury flats



## Durban Point Waterfront Development - DURBAN POINT

Laurusco Developments are the project directors/development managers of this exciting urban redevelopment project consisting of a waterfront with mixed use development opportunities and significant property development and investment potential. Neels Brink was instrumental in facilitating the planning and development of Durban's R730m world-rated uShaka Marine World that was the catalyst for the Durban Point Waterfront and has since played a key role in driving the Point Waterfront project from its inception in 2003. To date some R2billion has been invested in various buildings and related infrastructure, and all the land in Phase One (185 000sqm) has been sold and 17 mixed use developments consisting of residential, offices, hotels and retail outlets are nearing the end of the construction phase. The next and final phase will include a Small Craft Harbour and further mixed use waterfront development opportunities, managed by Laurusco Developments on behalf of the shareholders of the Durban Point Development Company.



# soon under water!

# climate denialism

## Sutcliffe slated for 'sneaky' Vetch's plan

**TONY CARNE**

ETHEKWINI municipal manager Michael Sutcliffe has come under fire for quietly seeking permission to lease public land for private property development at Vetch's Pier in Durban.

The plan to lease a section of the seashore and seabed on the Durban beachfront was advertised in a single-column legal notice on the back page of The Mercury yesterday, sparking criticism that the eThekweni municipality was trying to "sneak" through controversial development plans without giving the public a proper chance to comment or object.

The legal notice by national Transport Minister S'bu Ndebele states that he intends to lease the land to the eThekweni municipality in terms of the Seashore Act and has invited written comments or objections before May 20.

The legal notice does not provide further details, but says anyone who wants to see the full

particulars of the lease can view them during working hours at the Department of Transport's offices in Pretoria or via the office of the eThekweni municipal manager in Durban.

When The Mercury e-mailed Sutcliffe yesterday to seek access to the documents and to ask why they were not published for all to see on the eThekweni website, he responded: "I think it is going to council later in the week and will check."

Johnny Vassilaros, chairman of the Durban Paddle Ski Club – which is one of several groups opposed to the development of a new hotel, yacht marina and shopping centre at Vetch's Beach – said yesterday it was "disgraceful" that Sutcliffe had ignored previous requests to reveal the purpose of a series of recent behind-the-scenes meetings between eThekweni officials and the Durban Point Development Company.

"It must be understood that the intention of the municipality is to



**SUTCLIFFE**

eventually hand over the seabed to the development company to build a small-craft harbour. Should this happen, access to the ocean will be restricted to members of a combined boating club and there is no doubt that the fees for this club will be exorbitant, thus restricting access to the ocean only to the elite."

The controversy over development at Vetch's Pier has been raging for several years, and final environmental approval of the project was announced by Ndebele in 2009 while he was still premier of KZN.

However, the approval process

is under review by the Durban High Court, after the Save Vetch's Association charged that there was evidence of high-level political interference to ensure the project was approved in the face of strong opposition from several citizen groups.

The association has also challenged the position of the high-water mark relied on by the developers to proceed with construction, and a dispute remains about who owns the land.

The association has written to Sutcliffe twice over the past few months requesting clarity on the municipality's plans, and an assurance that no building will start before the high court review is concluded. According to Vassilaros, the association has not received a response.

Mpumi Dweba, of the national Transport Department, said yesterday that she would forward a copy of the proposed Vetch's lease agreement to The Mercury this morning.

Amanzimtoti: January 2007



then came March 2007 storm

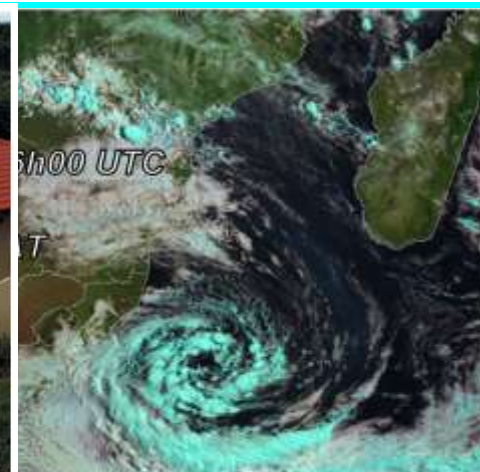


North Beach Pier, Durban

Amanzimtoti: July 2007



George Hulett Place, Salt Rock



extreme beachfront damage



**not just the rich living on the beachfront**



**also poor and working people – especially shackdwellers**



**oops, rogue oil tanker MT Phoenix ran aground north of Durban... 400 tonnes pumped out at huge risk and expense (pew!); unregistered ship towed out to sea for sinking**



**another storm, August 2011**



**another recent beach threat, from high-CO2 ship industry**





**Engen refinery, August 2012**

# White elephant or 2010 catalyst for growth?

The new political landscape in 2010 may catalyze growth in the economy, but it may also be a white elephant.

**By [Name]**  
The political landscape in 2010 is expected to be a catalyst for growth in the economy. However, it may also be a white elephant. The new government is expected to implement a series of reforms that will improve the business environment and attract foreign investment. This is expected to lead to a significant increase in economic growth. However, the reforms may also be a white elephant, as they may be too slow and incomplete to have a significant impact on the economy.



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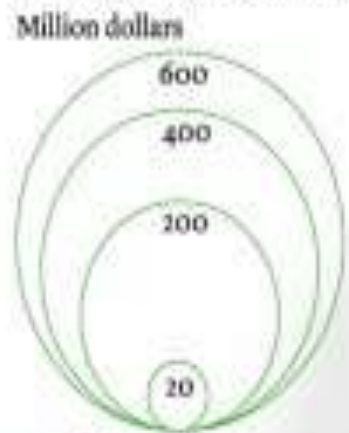
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# Fifa World Cup Cities

Costs for the construction or the renewal of the stadiums



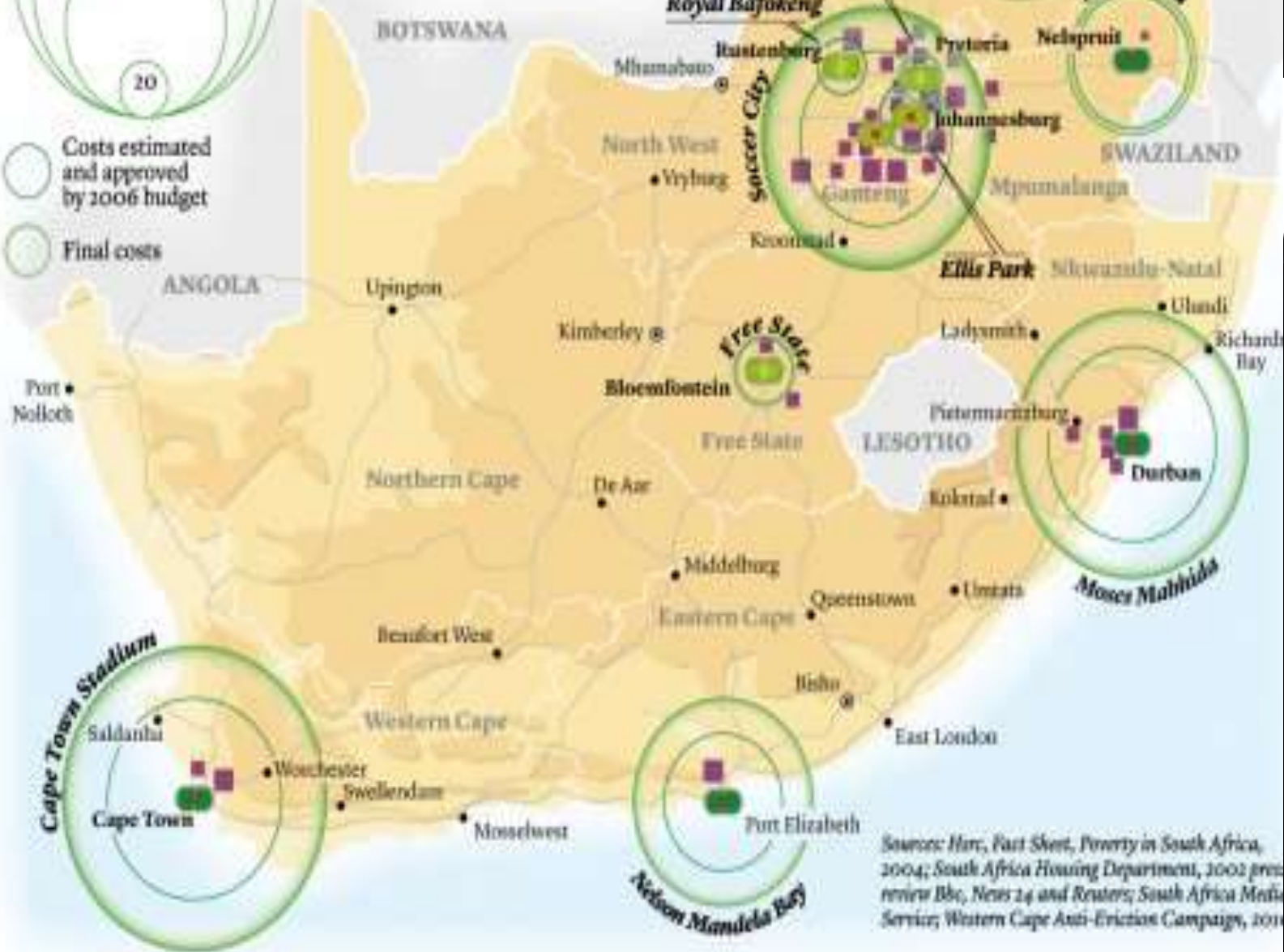
○ Costs estimated and approved by 2006 budget  
○ Final costs

The ten stadiums of the World Cup

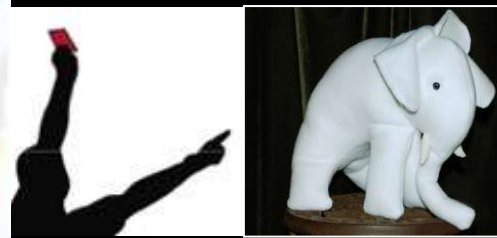
- Existing
- New
- Forced displacement of people, evictions or demolition of informal settlements

Main informal settlements in host cities

- Up to 10,000 families
- 10,000 to 30,000 families
- 30,000 to 87,000 families



**stadium costs above R3 bn: Cape Town, Joburg, Durban**



**would have covered housing upgrades (R30 000) for 100 000 homeless people in each city**

Source: *Hart, Fast Street, Poverty in South Africa, 2004; South Africa Housing Department, 2002 press review; Bbc, News 24 and Reuters; South Africa Media Service; Western Cape Anti-Eviction Campaigns, 2010*



Moses Mabhida Stadium - Durban



Mbombela Stadium - Nelspruit

**SA's white elephants:**

**new stadiums:  
Durban, Cape Town, Port Elizabeth, Nelspruit, Polokwane**

**refurbished Soccer City – but none can consistently fill stands**



Nelson Mandela Bay Stadium - Port Elizabeth



Soccer City - Johannesburg



Royal Bafokeng Stadium - Rustenburg



Loftus Versveld - Pretoria



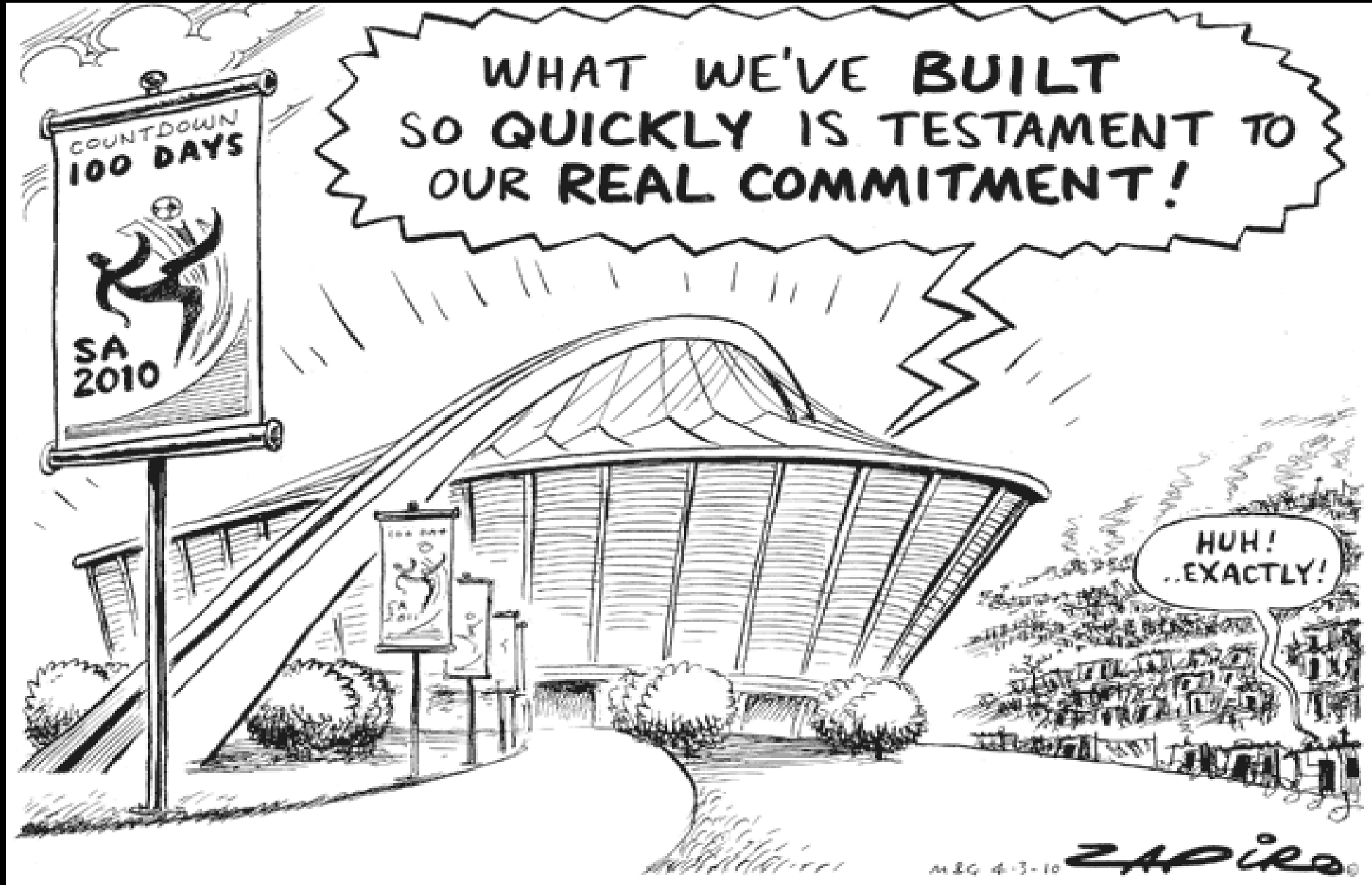


# Durban's Moses Mabhida: the *R3.1 billion* 'Alien's Handbag'



**out of sight: vast backlogs of housing,  
water/sanitation, electricity, clinics**

*original stadium subsidies before escalations: R9 bn, but final subsidies at least R25 bn + R20bn of infrastructure, and huge (often unnecessary) import bill = rising foreign debt*



# Durban citizens ask: *a sensible investment?*



next door to Mabhida: perfectly functional  
52,000-seater Absa Stadium hosting rugby



**vast cost escalation:**  
began as R2 billion in 2006  
**'usual suspects' won contracts:**

- Ibhola Lethu beneficiaries include Craig Simmer (official of crashed bus privatizer Remant Alton and Point development flop Dolphin Whispers)
- Broederbond firm Bruinette Kruger Stoffberg
- Group 5/WBHO with Tokyo Sexwale's and Bulelani Ngcuka's Mvelaphanda group,
- electricity deal: Vivian Reddy's Edison Power

**German tents erected  
next to Mabhida were  
imported, along with  
marquee construction  
crew!**



**breakdowns of  
Mabhida 'Sky Car'  
due in part to  
imported cables**



# so who uses Mabhida after July 2010?

*(Sharks champion rugby team said 'no' – old, next-door, 52,000-seat stadium is even better)*

Trevor Phillips, former CEO of Premier Soccer League:



*“What the hell are we going to do with a 70,000-seater football stadium in Durban once the World Cup is over? Durban has two football teams which attract **crowds of only a few thousand**. It would have been more sensible to have built smaller stadiums nearer the football-loving heartlands and used the surplus funds to have constructed training facilities in the townships.”*





## Jordaan 'sorry' over stadiums

Jordaan 'sorry' over stadiums

Source: Gallo Images

 Tweet  Share  +1  Print  Mail  Share  Rate this Article



**Norman Crews**

Soccer supremo Danny Jordaan has apologised to the cities that built stadiums for the soccer World Cup and admitted not enough thought had gone into their planning to ensure they would be financially viable.

An estimated R13bn was pumped into the building of the stadiums by national and local government, some of which have turned into expensive white elephants.

South Africa built six new stadiums and refurbished four others to meet Fifa's exacting specifications, including the FNB Stadium in Johannesburg, which is now Africa's largest stadium with a capacity of 95000.

Addressing the inaugural Sports & Events Tourism Exchange (SETE) conference in Cape Town, Jordaan, the CEO of SA's Local Organising Committee, warned South Africans against being too hasty in bidding for the Olympics.



# Durban's airport failed mandate on 7 July 2010

superfluous new R8 billion King Shaka International Airport

Flight	Origin	Time	Status	Expected
SA 225	CAPE TOWN	14:30	LANDED	19:09
SA 250	NELSPRUIT	16:00	DELAYED	19:15
SA 245	CAPE TOWN	16:30	LANDED	19:20
SA 222	JOHANNESBURG	16:30	DELAYED	19:30
SA 229	JOHANNESBURG	17:25	LANDED	19:17
SA 217	CAPE TOWN	17:40	DELAYED	19:05
SA 141	JOHANNESBURG	18:00	DELAYED	
SA 511	JOHANNESBURG	18:05	DELAYED	19:45
SA 231	JOHANNESBURG	18:14	DELAYED	19:50
SA 243	JOHANNESBURG	18:24	DELAYED	20:50
SA 251	DEENHOFTEIN	18:30	DELAYED	22:00
SA 252	JOHANNESBURG	19:00	DELAYED	19:45



*just before World Cup semi-final (Spain/Germany), Fifa and other VIPs hogged parking bays with private jets: eight flights with more than 1000 fans were redirected to other cities*

## SAA celebrates King Shaka by cancelling Durban-CT flights!

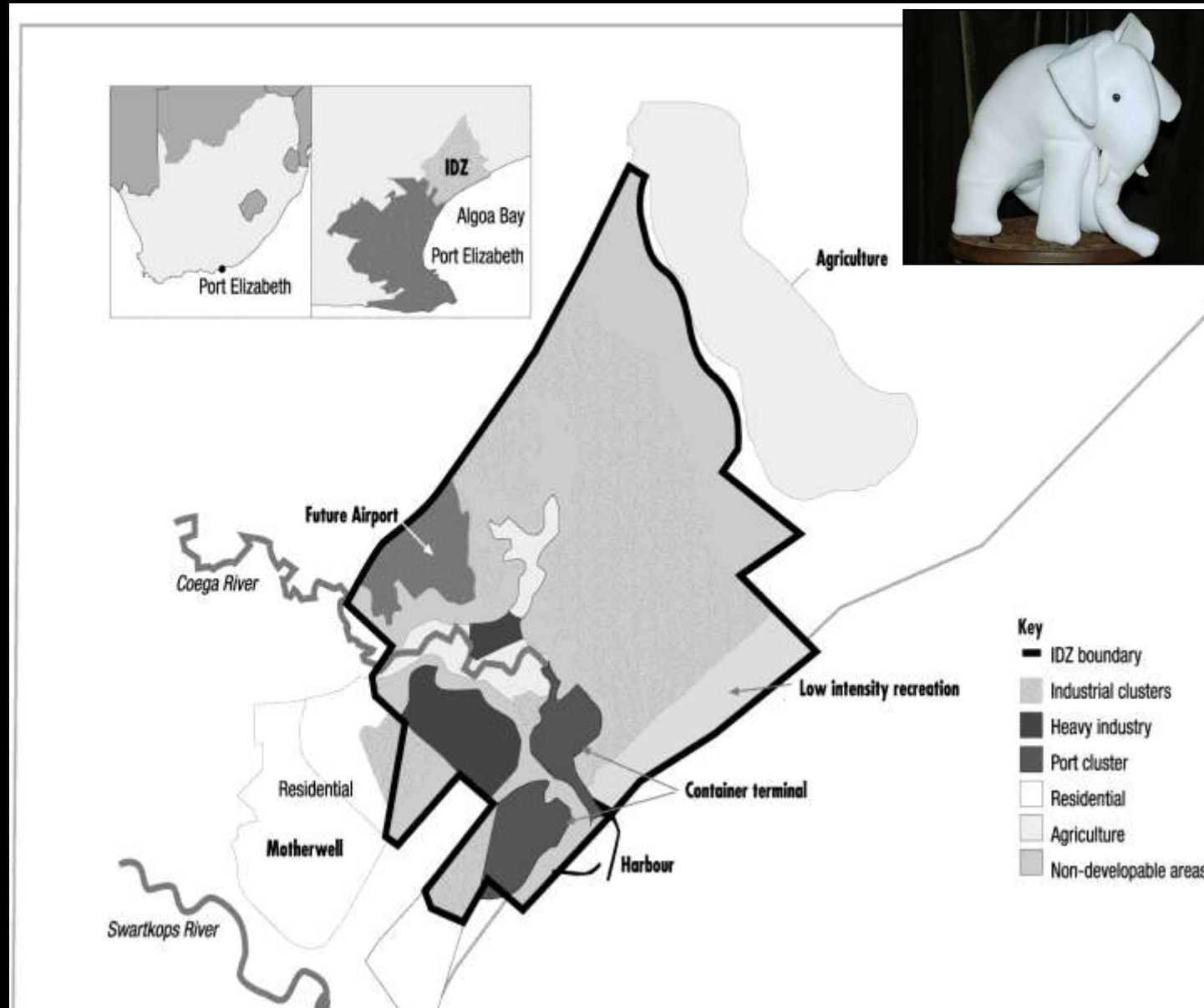


*was this airport, far north of the city, necessary?*

- *old Durban International had excess capacity until 2017*
- *neglects tourism trends, climate change, carbon taxes*
- *extreme distance, doubled taxi fare, no public transport*

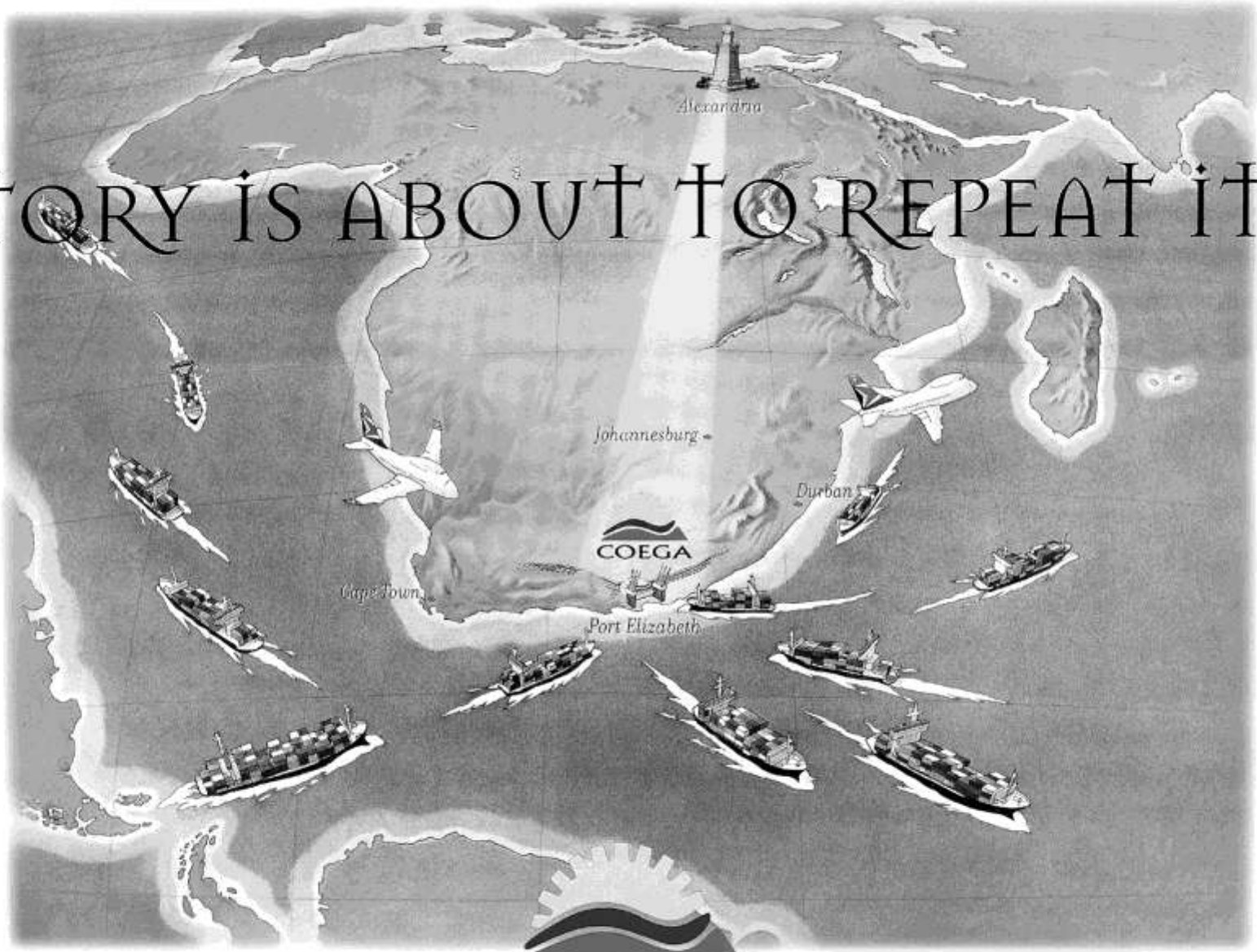
before Sutcliffe's S.Durban Port plan, SA's biggest industrial investment was Coega: also high on carbon emissions, pollution

*cost-benefit analysis and local efforts by green-red coalition unsuccessful – hence the 'Ghost on the Coast'*



In ancient times, Alexandria, Egypt's port city on the Mediterranean Sea, played a pivotal role in the economic empowerment of Africa.

It was the gateway through which Africa's unique products found their way to markets all over the world. Mariners were drawn to Alexandria by the fabled lighthouse of Pharos that stood at the harbour entrance. With a beam visible from over 50km away, it was one of the seven wonders of the ancient world. But "the great port" held many more attractions for merchants and traders. Offering immediate access to trade routes, Alexandria's bustling harbour was the undisputed epicentre of world commerce and trade. Not surprisingly, industries sprang up all around the port. Thousands of workers were employed. Money poured in. And prosperity spread throughout the countries of the north. Today, on the southern shores of the African continent, history is about to repeat itself. At Coega. Near Port Elizabeth.



Coega is South Africa's single largest and most important long-term investment in economic infrastructure. In every dimension.

Its deepwater port is designed to cater for the giant new generation container ships (the length of three rugby fields end-to-end) that will soon manoeuvre their way into South African waters. And right alongside the port, the Coega Industrial Development Zone (Coega IDZ), a 12 000 hectare duty-free area, will rival the advantages of Hong Kong, Singapore and Dubai. More importantly, the proven combination of a modern port, purpose-built industrial zone and ready access to the rest of the world will result in economic benefits for the entire sub-continent. Not to mention thousands of jobs for the people of the Eastern Cape. Ultimately, Coega will enable Africa to regain the economic might it enjoyed when Alexandria was the commercial and industrial capital of the world. The African renaissance is well and truly under way. For further information, visit [www.coega.com](http://www.coega.com)

**COEGA**  
DEEPWATER PORT AND  
DUTY-FREE INDUSTRIAL DEVELOPMENT ZONE

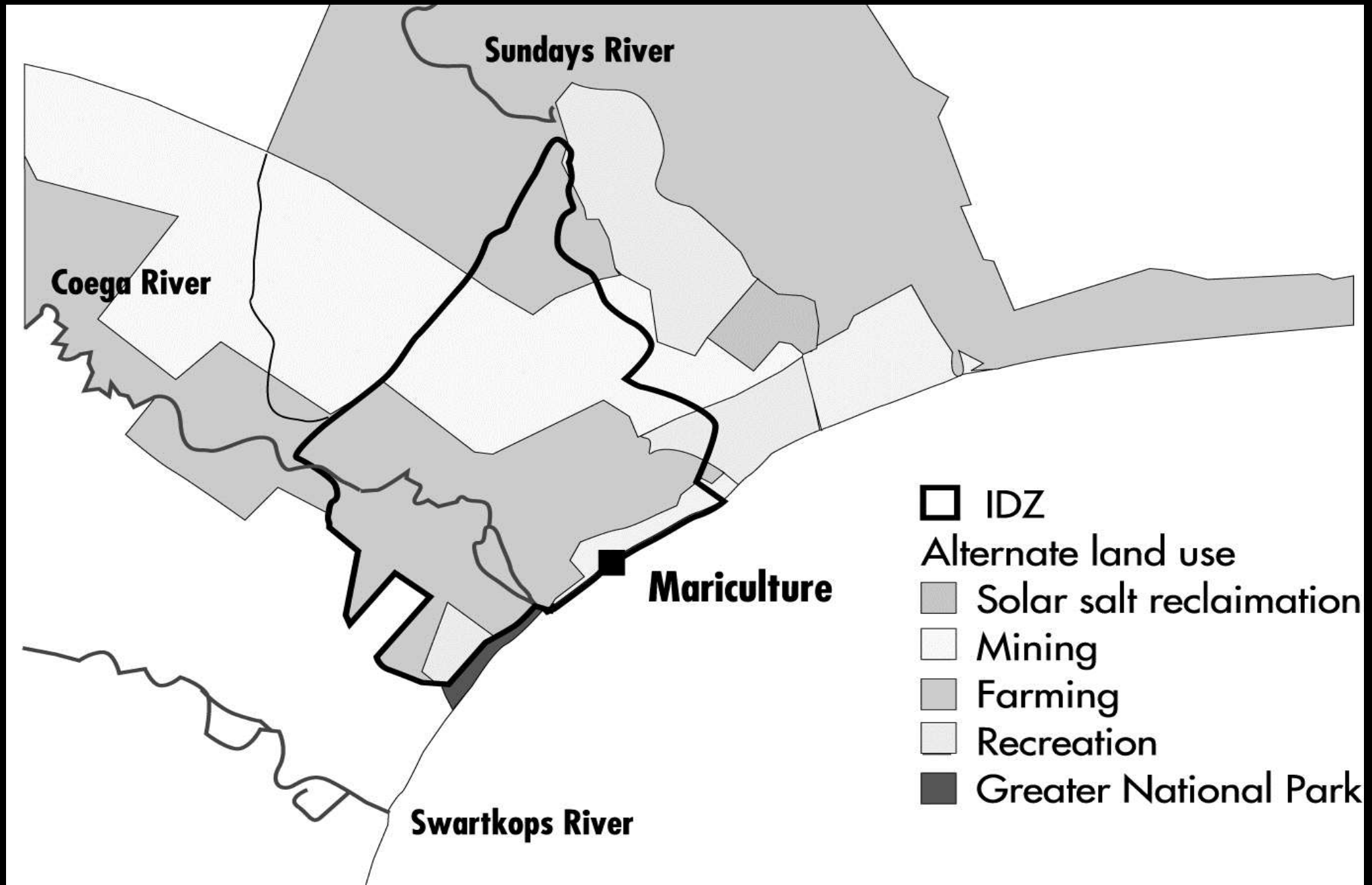




will PetroSA's proposed R80 billion refinery be built at Coega? if so, shut Engen!



for Coega, an alternative strategy... but did community/labour push hard enough?





**only THE RICH will score in 2010**

- ⚽ WHO CAN WATCH THE LIVE GAMES? The rich sit in R3 billion stadiums. Only the elite are allowed to profit.
- ⚽ Taxpayer's must maintain UNUSED STADIUMS.
- ⚽ It is illegal for ordinary people to make a living out of the World Cup - any one caught will be fined and jailed. Locals, street traders, fisherfolk, vendors, and artists' RIGHTS DENIED.
- ⚽ NEW APARTHEID: forced removals of the poor, vulnerable children, homeless and refugees to 'transit camps'.
- ⚽ EVERYTHING FREE FOR THIEFA; uninterrupted electricity - but electricity costs go up for us. No water, electricity or health for the poor. No facilities or service in poor areas.
- ⚽ COSTS OF LIVING INCREASES, but delivery and infrastructure rot.
- ⚽ Building of SCHOOLS STOPPED for stadiums.
- ⚽ Dereliction of Police duties - CRIME INCREASES, children targeted by traffickers and molesters. Drunken driving, assaults and abuse of women and children.
- ⚽ R17 BILLION would house over one million people
- ⚽ Few short term benefits - HUGE LONG TERM COSTS. No country has benefited from big international sporting events - they are still in debt.
- ⚽ Corruption whistle blowers ASSASSINATED.
- ⚽ High environmental costs while government paints GREENWASH picture.

**protest march**  
**16 june 10am**  
**DINIZULU PARK TO CITY HALL**  
 FOR MORE INFORMATION PLEASE CALL  
 DES 0839826939



PEOPLE BEFORE PROFITS  
 THE ANC HAVE NOT GIVEN A WORLD CUP FOR ALL BUT AGAIN CHOSE TO DELIVER TO THE RICH INSTEAD  
 world: cup A ALLI

UNITE COMMUNITY YOUTH AND WORKER STRUGGLES  
 world: cup A ALLI

Durban street protest, June 16





# white elephants in SA



*why they deserve to go extinct!*  
*recommendations - 5-step*  
*'South Durban Detox'*

- 1) reverse attempted rezoning of Clairwood*
- 2) enforce/expand existing residential zoning*
- 3) mobilise solidarity in Durban & everywhere!*
- 4) take seriously climate rhetoric: lower trade vulnerability, shift freight to trains, dry port*
- 5) plan/implement post-pollution, post-carbon Durban with 'Million Climate Jobs' campaign*