

South Durban Community Spatial and development vision 2008

The South Durban Community Environmental Alliance (SDCEA) is a non-governmental coalition of community and environmental organisations, launched in November 1996. Members struggle together to bring higher environmental standards to the industries and communities that cohabit South Durban. SDCEA seeks a more sustainable South Durban, and eThekweni, that ensures the health and well-being of the human and natural environment.

SDCEA affiliates: Airport Farmers; Athlone Park Civics; Austerville Clinic Committee; Bluff Ridge Conservancy; Christ the King Church Group; Clairwood Ratepayers Association; Earthlife Africa eThekweni Branch; House of Worship; Isipingo Environmental Committee; Isipingo Ratepayers Association; Joint Action Committee of Isipingo; Merebank Clinic Committee; Silverglen Civic Association; Subsistence Fishermen of KwaZulu Natal; Treasure Beach Environmental Forum; Wentworth Development Forum.

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Introduction

The communities of south Durban have endured almost a century of injustice, implemented through spatial manipulation and racist laws that have forcefully located people alongside industry, fomented class and cultural differences and coerced people onto the cheap labour treadmill by robbing them of sustainable and independent livelihoods.

It is this unjust social and environmental legacy, perpetrated through spatial planning and zoning schemes beginning in the early 1900s that communities in south Durban seek to have addressed. Instead government and parastatal bodies have continued to present spatial development plans and fait accompli decisions that, like the colonial and apartheid planners of old, continue the collusion with industry in service of wealthy elites.

In 2004 the South Durban Basin Area Based Management (ABM) office released a South Durban Spatial Development Framework to the public. This had been developed without any public participation, and presented plans that would facilitate further industrialisation in Durban south at the expense of local communities. The SDCEA, supported by 14 000 signatories, opposed the plan and suggested an alternative community vision for the area. Since then the City has not made any effort to engage communities in meaningful participation on the spatial development of the area. The South Durban Basin ABM claim that the South Durban Spatial Development Framework is just a conceptual framework with no legal backing. At a city-wide level, the City's Planning Department are drawing up broad and strategic spatial plans, which will have more weight once they are approved by Council. The plans affecting communities in south Durban fall into two planning areas: the Southern planning region from the Umlaas Canal south to the eThekweni boundary and the Central planning region from the Umlaas canal north to the Umgeni River mouth. Draft plans for the Southern region are being submitted to the Council for approval in September 2008, with public consultation only planned towards the end of year for final approval in December. Plans for the Central region are still at a rudimentary stage, but will take the South Durban Spatial Development Framework into account¹.

South Durban organisations have been swamped by EIA applications for new, mostly industrial developments, in the south Durban area. Annex 1 lists the EIA processes that SDCEA has been involved in the past two years. These all have far-reaching consequences for the spatial development of the south Durban area and the future development of Durban as a whole. However, EIA applications are being submitted and mostly approved by authorities in a piecemeal fashion, without a forward thinking and democratic spatial development vision in place and without consideration for the cumulative impacts that these have on the area as whole.

In addition to compensating for past injustice and taking care of the current needs of citizens, spatial "planning" implies that future well-being will be carefully considered. In this regard constraints imposed by the global energy and climate crisis, and the need to act now to prevent catastrophic climate change can no longer be ignored. The SDCEA are concerned that the spatial planning and decisions being taken by the City affecting the development of south Durban are based on a business as usual approach which

¹ Personal communication with D Sukdeo, heading up Central Region's planning at eThekweni municipality on 10 September 2008

makes no attempt to move away from fossil resources or equip communities for a fossil-energy scarce future.

The impact of HIV and Aids and other social pressures on family structures also needs more careful consideration, and settlement patterns and housing need to support the well-being of extended families and those with only one care-giver.

This document is thus an alternate vision for the spatial development of south Durban, presented by the communities living in the area, which details the current inequities that people continue to experience and proposals for both strategic and local interventions that will ensure the long-term well-being of the people of south Durban and the city as a whole.

The process for developing this community vision

Communities in the south Durban area stretching from Umlazi and Isipingo all the way through to Victoria Embankment were engaged in a participatory consultation process by the SDCEA, which included the following components:

- 900 questionnaires were randomly distributed to residents across the South Durban area during the December 2007/January 2008 holiday season. A total of 561 were adequately completed and returned to the SDCEA early in 2008.

Focus group workshops, using participatory methods to map issues and proposals in each area, were then held with groups of residents as follows:

- 15th March 2008 in the Bluff, with residents from Austerville, Wentworth, Merebank, Merewent, Bluff and Victoria Embankment
- 4th April 2008 – with residents from Umlazi
- 9th April – in Wentworth with youth from Bluff, Austerville, Wentworth, and Merebank.
- 10th May – in Clairwood

Finally a workshop was held on the 31st of May at the Diakonia Centre with representatives from all areas to debate and agree on a spatial planning vision for South Durban in relation to key issues that emerged from the consultation process.

This document provides a summary of the inputs received through this process. Detailed documentation for each area is available from the SDCEA office.

The context for development planning in south Durban

Geography

South Durban extends from the Durban bay southwards to the Isipingo estuary and Umlazi, and from the beach west to the M4 highway. The topography of the area is dominated by a shallow, alluvial basin of about 4 x 24 kilometres extending south of the Durban Bay. The basin is framed on the seaward side by a large sand dune that runs from the South Point at the harbour entrance, southward through

Brighton, Anstey's, Treasure and on to Isipingo Beaches, where the river estuary breaks through the dune, and beyond. The basin is edged a few kilometres inland by the first ridge of hills that gradually rise towards the Drakensberg mountains. Before development most of the basin was near sea level and the rivers flowing from the mountains meandered through the basin, spreading out into numerous swamps and wetlands before draining into the Bay.

The History of south Durban's spatial development

The story of south Durban's development begins with the people who settled in the area in the late 1800s. Freed from the shackles of indentured labour, and with no assistance in the provision of housing or other means for survival, many Indian immigrants were drawn to the rich alluvial soils in the flood plain south of the bay. Here they rented or bought plots to grow fruits and vegetables.

Law allowing indentured labour was passed in colonial Natal in 1859 to supply cheap labour primarily to rapidly expanding sugar estates to the north and south of Durban. The first indentured labourers arrived from Java in 1858 and from India in November 1860. Indenture contracts were typically for 5 years, after which immigrants could re-indenture or seek work elsewhere in Natal. The indenture system continued until 1911 bringing just over 150 000 Indian immigrants to Natal, two thirds of whom were allocated to sugar estates and the rest to the dockyards, railways, municipal services, the coalmines of Northern Natal and domestic service. The majority of these immigrants originated from farming communities in Tamil Nadu, Andhra Pradesh, Oudh, Bihar and Uttar Pradesh. Roughly two thirds of indentured Indians chose to remain in Natal, rather than returning to India, where they mainly took to farming, market gardening and hawking.² In 1900 the trustees of the Grey Street Mosque provided a market for the benefit of fruit and vegetable hawkers in open ground within the mosque compound.³

Initially the Durban port had served the needs of Britain's agrarian colony. However, as inland settlements expanded as a result of mineral discoveries, economic activities in Durban were based increasingly on inland trade and shipping related to the growing sugar and coal industries. The first industrial development prior to 1914 was thus the reclamation and construction of the Maydon Wharf, followed by the Congella industrial estate. The 'first world war' from 1914 - 18 further stimulated industrial development, requiring more land and a greater labour force.⁴

An African migrant labour force had already been created by the introduction of hut taxes in rural areas and then the Natal poll tax in 1904, which forced unmarried men to seek waged work in the city. As early as 1900 these young men were already subject to regulations in Durban aimed at their control and

² Vahed, G. 2002. Constructions of community and identity among Indians in Colonial Natal, 1860 -1910: The role of the Muharram Festival. *Journal of African History*, 43 (2002), pp. 77- 93.

³ South African history online. The Warwick precinct markets.

<http://www.sahistory.org.za/pages/places/villages/kwazuluNatal/grey-street/markets.htm>

⁴ Scott, D. 2003. 'Creative Destruction': Early Modernist Planning in the South Durban Industrial Zone, South Africa. *Journal of Southern African Studies*, Volume 29, Number 1, March 2003

coercion as cheap labour, including worker registration fees, a 9pm curfew, designated residential barracks and a penal system that resulted in fines or hard labour for any 'disorderly' conduct.⁵

Pressurised by industry, represented by the Natal Manufacturer's Association (NMA) and later the Natal Chamber of Industry (NCI), the Durban Town Council began acquiring land outside of the Durban Borough to the south of the port for large-scale industrial and worker housing developments. In 1925, 194 acres was purchased at Wentworth and in 1931 the Council purchased another 425 acres from the Bayhead south. The NCI continued to pressure the council – known then as the Durban Corporation – for further industrial land throughout the 1930s. The low density residential and intensive small-scale market gardening settlements on private land, on which Indian immigrants had settled, prevented further large-scale land purchases in the south. To get around this obstacle, the Council set up a Borough Boundaries Commission, which in 1930 proposed greatly expanding the municipal boundaries. In this way a greater area, including the south Durban basin, fell under the legal jurisdiction of the Council, which now allowed the Council to control and develop the area under town planning legislation. The commission's report also argued for action on the 'unsanitary living conditions' on the municipal periphery. Upon legislation of the 1934 Slums Act "Slum clearance" proceeded swiftly in the areas that had been identified for industry, ousting the informal residents and market gardeners.

Further reclamation of land occurred on the eastern shores of the Bay at Island View for fuel storage tanks. This area became integrated with the Point by the construction of the railway around the bay. In 1936 a Bayhead development committee proposed expanding the industrial zone into Bayhead including additional wharfage, a railway node and the provision of labourers housing. Plans also included canalising the rivers flowing into the bay and construction of a road to the Bluff to enhance this as a white residential area. By 1938 the Council declared the Bayhead to be 'the natural location for industrial development' and the south Durban corridor was declared a 'productive zone'. Interrupted by the war, a Durban Bay development report was published in 1949 to formalise these plans. It recommended that the railways, shipping and industry be integrated in this location; and that reclamation, dredging and canalisation take place to provide usable industrial land. To this end the railway marshalling yards were relocated from the city centre to the Bayhead in the 1950s, substantially changing the bay contours and reducing the water area of the bay by half. Thus the railways were brought into the partnership between industry and the municipal government to push forward industrial expansion, as well as racial segregation, in south Durban at the expense of the black communities settled there.

Land appropriation and the relocation of people was an essential component of the industrialisation process – people were simultaneously robbed of residences, land and access to an independent means of living and then forced into segregated areas which could be managed as 'labour reservoirs' for the emerging industries. Housing schemes specifically to provide labour for industry were planned for Africans in Lamontville and Indians in Merebank as part of the 1949 plans. With the promulgation of the Group Areas Act (1951), a racial zoning scheme was adopted for Durban in 1952 that consolidated the segregation of black communities on the city periphery alongside industry through forced removals.

The greater Clairwood area was automatically included in this industrial vision despite the fact that Clairwood was a long established Indian residential area. The Council's attempts to rezone Clairwood as an industrial area, beginning in 1956 met with growing resistance. Although some segments of the

⁵ La Hausse, P. 'The Cows of Nongoloza': Youth, Crime and Amalaita Gangs in Durban, 1900-1936. *Journal of Southern African Studies*, Vol. 16, No. 1. (Mar., 1990), pp. 79-111.

community held their ground against rezoning pressure that continued until 1986, the Council began using more surreptitious means of land purchase and expropriation to force large numbers of people into further outlying townships, such as Chatsworth that had no access to market gardens and where higher transport costs prohibited access to fishing resources and work opportunities. In this way the Council acquired 148 acres of land in Clairwood in the 1960s, resulting in creeping industrialisation and the gradual degradation of the area.

After the second world war there was another industrial and the 'garden' industrial estate of Mobeni began development from 1948. In 1952 the landscape was again drastically altered to create the site for the airport: the swampy wetlands were drained, the rivers were canalised, and the Bluff dune was cut through to divert the Umlazi River away from its original outlet at Isipingo. In 1954 the Standard Vacuum Refinery (Stanvac), now the Engen refinery, was built in Wentworth right next to the planned township of Merebank. Six years later the SAPREF refinery was built by BP and Shell only 1.5 kilometres away. Then in 1964 Anglo-American Corporation persuaded the Council to sell them land originally zoned as open space within the Merebank Housing Scheme alongside the Umlaas canal for a paper factory.⁶

It is interesting to note that each successive wave of the appropriation of space for industrial purposes was carried out by way of planning maps that re-zoned space and made these abstract representations law, editing out communities' interaction with that space and excluding their participation through technical processes. Nothing much has changed, as the City is once again facilitating industry expansion using technocratic spatial planning processes to marginalise communities on the ground.

South Durban today

The population of south Durban has grown to approximately 100 000 people within the industrial basin between the M4 highway and the seashore, with another 390 000 people in Umlazi and 82 900 people in Lamontville, Montclair and Woodlands just over the highway. The racially motivated history of spatial engineering has resulted in the difficult circumstances south Durban communities find themselves in today – people choke on noxious fumes, suffer pollution related illness, and endure overcrowded housing with no room to expand; most areas show visible signs of Council neglect and employment in the area is increasingly tenuous as many companies switch to contract labour. While the City bemoans a lack of 'growth' in business and the migration of industry to Pinetown and Springfield, there are still over 1000 companies in the south Durban basin and it remains the second largest manufacturing node in the country.

Despite the hardships, the diverse and vibrant people of south Durban are proud of what they have created in their areas, largely in spite of government, and value the community that has grown through this. They continue to fight tenaciously for a better environment and sustainable livelihoods in south Durban.

⁶ Scott, D. 2003. 'Creative Destruction': Early Modernist Planning in the South Durban Industrial Zone, South Africa. *Journal of Southern African Studies*, Volume 29, Number 1, March 2003

COMMUNITY SPATIAL DEVELOPMENT CONCERNS AND PROPOSALS

Key issues

The following are an examination of the key issues that need to be addressed by the City in drawing up a spatial development plan for south Durban, based on the community concerns and recommendations resulting from the Vision workshop at the conclusion of the community consultation process as well as meetings on specific issues.

ENERGY AND CLIMATE CHANGE

However current context of climate change and peak oil - Need to look to future away from reliance on oil and petrochemical related business – imperative that City rethinks reliance on tourism, oil industry in Durban south for economic development; need to gear up Durban for climate change & energy crunch e.g. supplying essential needs locally through non-oil means – renewable energy, local food growing, non-motorised transport , settlement redesign, pre-empting problems with flooding, spread of illnesses like Malaria

Need for strategic environmental assessment of Durban that not only takes into account conservation issues, but also planning for changing climate as well as alleviating current environmental injustice in the city

Not only about physical development, but also how these are currently being used to marginalise people In particular the poor are losing their voice as well as physical space that enables them to adapt and make a living e.g. plight of fishers

pipeline does the opposite, just as South Africa enters the 21st century with emissions that are 42% of the entire African continent's output, and 20 times higher per unit of per capita GDP than even the USA's emissions (Figures 2&3).

Figures 2 & 3: SA CO2 emissions in relation to other countries

African Carbon Emissions - 1999

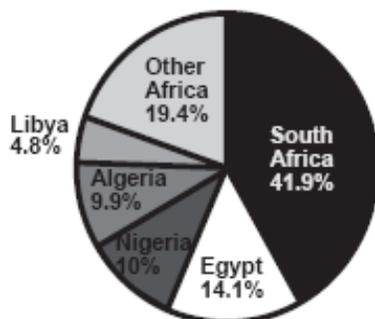


Table 6: Energy sector carbon emissions, 1999²

Area	Population (mns)	CO ₂ /person	GDP (\$bns)	CO ₂ /GDP (kg/\$bn)	CO ₂ (kg)/GDP*pop
S.Africa	42	8.22	\$164	2.11	0.0501
Africa	775	1.49	\$569	1.28	0.0016
USA	273	20.46	\$8,588	0.65	0.0023
OECD	1116	10.96	\$26,446	0.46	0.0004
World	5921	3.88	\$32,445	0.71	0.0001

NOTE: The tonnes of carbon dioxide (CO₂) emissions are those measureable through fuel combustion.

Moreover, as noted above, the transport sector has very high emissions from

A UN report leaked to the Guardian newspaper in February 2008 revealed that the world's merchant shipping fleet produces 1.12bn tonnes of CO² annually, or nearly 4.5% of all global emissions of CO². This is double the emissions produced by air travel. The UN report also reveals that other pollutants from shipping are rising even faster than CO² emissions. Sulphur and soot emissions, which give rise to lung cancers, acid rain and respiratory problems are expected to rise more than 30% over the next 12 years, citing increasing deaths in Britain due to shipping traffic in the English channel. Obviously this pollution is also an issue in the Durban harbour and surrounding communities.

7

Strategic Focus Area: Pollution Minimisation and Efficient Utilisation of Resources Programme 6: Develop and implement municipal pollution reduction and climate protection The National Climate Change Response Strategy (DEAT 2004) makes the following observations: 'There is now more confidence that global climate change is a threat to sustainable development, especially in developing countries, and could undermine global poverty alleviation efforts and have severe implications for food security, clean water, energy supply, environmental health and human settlements. Acknowledging the overall vulnerability of South Africa to climate change impacts, it will thus be necessary to carry out adaptation measures in this country. The South African Country Studies Programme identified the health sector, maize production, plant and animal biodiversity, water resources and rangelands as areas of highest vulnerability to climate change, and these are the areas that need to be targeted for adaptation measures. With regard to vital industries, the mining and energy sectors are particularly vulnerable to climate change mitigation measures.' eThekweni, being a coastal municipality, will be further affected by sea level rise and in this respect certain coastal development and infrastructure may be under threat of damage. eThekweni views the issue of climate change in a serious light and is developing appropriate mitigation and adaptation plans within the context of its climate protection programme. The management of air quality, particularly in the South Durban Basin (SDB) and other key locations, is a critical component of this work. The Municipality will, wherever possible, promote the reduction in harmful atmospheric emissions, and the priority being accorded to the development of an effective public transport system is also aimed at reducing total vehicle emissions. Finally, we will promote the development of non-polluting and renewable energy sources as a medium to long term alternative to the current reliance on coal and oil-based energy. Pollution impacts negatively both on ecosystem functioning and on the quality of life of eThekweni residents.

8

Pollution sources industry and vehicles, most notably vehicles associated with industry and port incl trucks and ships

Oil is South Africa's biggest import – in 2003 this equalled 21 million tonnes - , most of which comes through the port of Durban.⁹

⁷ Vidal, J. 13 February 2008. True scale of CO₂ emissions from shipping revealed. The Guardian newspaper.

⁸ eThekweni Integrated Development Plan 2008/9

⁹ Butler, M and Hallows, D. 2005. Whose energy future? Big oil against people in Africa. The GroundWork Report 2005.

DURBAN BAY AND PORT

The natural environment of the Durban Bay provides a unique shelter for fish and birds on the Southern African coast. In addition the Bay also shelters the city centre by mitigating flooding. Before development, what are now Bayhead and Kings Rest, used to be a floodplain through which several rivers including the Umbilo and Umhlatuzana emptied into the bay. Before development this swampy area was filled with mangrove forests and thousands of flamingo and migrating birds.¹⁰ However the ever expanding port and related business has drastically altered the Bay. All that is left of 200 hectares of mangrove forests that were growing in the Bay are the 20 hectares that have been conserved in the Bayhead natural heritage site, which was declared in October 1995.

Although only 14% of the tidal flats remain,¹¹ the large sandbanks within the bay provide the only sheltered, marine dominated, permanently tidal sand bank habitat in KZN. Thirty species of fish and sand prawns are found here¹² and 132 species of birds frequent the area¹³. Despite the marine traffic, the central sandbank and mangroves remain an important nursery area for young fish. According to David Allan who is the Curator of Birds at the national science museum in Durban, the central sand bank, which makes up only 8% of the bay, is crucial to 41 % of the birds and the Bayhead is favoured by 20% of birds.¹⁴ Sixty-two species of endangered, migratory birds (and in particular waders) rest and feed in the here.¹⁵ South Africa is bound to protect these birds, and thus the habitat on which they rely, under the Bonn convention on the Conservation of Migratory Species of Wild Animals, to which South Africa is a signatory. Durban Bay is one of few such habitats on the sub-tropical east coast of Africa. Nine species of birds that were once common in the Bay in the 1960s are now extinct.¹⁶

Thankfully international pressure put an end to whaling off Durban's coast in the 1970s. The industry began when the Norwegian Consul, Jacob Egeland, raised the money to start a whaling operation in 1907 with 2 whaling ships from Sandefjord in Norway. The first whaling station was to the south of South Pier. However, the stench of whale remains was so bad that the station was moved to the seaward side of the Bluff. Whales were still brought into the harbour and pulled up the slipway, before being transported to the whaling station on a specially built train. By 1912 the whaling trade peaked at 6 companies, but after the war the Premier Whaling Company and the Union Whaling Company remained to continue operations until 1975.¹⁷

Conservation of the bay ecosystem

¹⁰ Hutson, T. 30 May 2006. Dig out port still an option. Wharf Talk. The Mercury newspaper.

¹¹ Ryan, M. 29 July 2007. City crowds out birds. Sunday Tribune.

¹² Common Ground. April 2007. Port of Durban Expansion. Project Briefing Document

¹³ Bayhead natural heritage site. Pamphlet produced by the Environmental Planning Department.

¹⁴ Ryan, M. 29 July 2007. City crowds out birds. Sunday Tribune.

¹⁵ Common Ground. April 2007. Port of Durban Expansion. Project Briefing Document

¹⁶ Ryan, M. 29 July 2007. City crowds out birds. Sunday Tribune.

¹⁷ Jackson, A. Durban Facts: Whaling in Durban. <http://www.fad.co.za/Resources/whaling/whaling.htm>

South Durban communities are concerned that the marine, bird and plant life in and around the Bay is steadily declining and under threat from uncontrolled development, increased shipping and a variety of pollutants. Recently there have been several incidents of fish kills in the Bay indicating a threat to the whole ecosystem. (illegal effluent into Lavender Creek 21st December 2007, sewage leak on 26th December 2007) City management has responded to these with flippancy when, not only do we have a duty of care for other species, but also many poor people rely on this biodiversity for their livelihoods.

South Durban communities recommend that:

- the central sandbank and mangroves are conserved with no further reduction in their size as these are the lungs of the harbour and critical habitats for birds and marine species.
- there is a moratorium on the establishment of any chemical or other toxic industry in proximity to the harbour, where leaks and spills will pollute the Bay.
- Rivers and stormwater outlets flowing into the Bay are constantly monitored for potential contaminants and weirs and constructed wetlands put in place to filter pollutants.
- Pipes and sewers surrounding the Bay are inspected for leaks and replaced or repaired as a matter of urgency to prevent spills.

Port development

The port of Durban is the largest in Africa¹⁸, and South Africa's busiest port. It is visited by 4000 commercial vessels¹⁹ and supports 400 port-related industries.²⁰ In 2006/7 the port handled over 2.3 million standard container units²¹ (TEU) – two thirds of the South African container cargo trade. This translates into about 31.4 million tons of cargo.²² Durban container handling has been growing at 16% per year, double the pace of international trends.²³

This unexpected growth has prompted the Municipality and Transnet, which manages the port, to push ahead with plans to expand harbour facilities. Piers One and Two have been upgraded to handle another 720 000 TEUs²⁴ and the widening of the harbour mouth is underway. The extension of Berth 10 at Island View has also just been approved. This will enable 2 out of 4 bunker barges to berth and be loaded with fuel so that these can travel around the harbour to refuel ships. Currently vessels bunker at Pier One and Two and refuel from pipelines running into this area.²⁵ Although the airport is being explored as a possible site for a future harbour, Transnet has already initiated an EIA process to dig out the Bayhead and create two large, new container terminals on either side of this basin, at the expense of the ship repair facilities that are located here.²⁶

¹⁸ Scott, D. 2003. Creative Destruction': Early Modernist Planning in the South Durban Industrial Zone, South Africa. *Journal of Southern African Studies*, Volume 29, Number 1, March 2003

¹⁹ WSP Environmental. July 2007. Background Information document for the Island View Berth 10 Extension.

²⁰ Arde, G. 27 August 2007. Dig-out port on airport land back on the agenda. *The Mercury newspaper*.

²¹ TEU is a standard container unit representing a 20 foot equivalent unit

²² Transnet. 10 May 2007. Presentation to public meeting on expansion of container handling facilities in the port of Durban

²³ Hutson, T. 29 August 2006. To dig or not to dig. Wharf Talk. *The Mercury newspaper*.

²⁴ Naidoo, B. 22 June 2007. Durban harbour expansion to answer future freight demands. *Engineering News*.

²⁵ WSP Environmental. July 2007. Background Information document for the Island View Berth 10 Extension.

²⁶ Hutson, T. 30 May 2006. Dig out port still an option. Wharf Talk. *The Mercury newspaper*.

The SDCEA and its member communities and organisations raise the following concerns and recommendations about the further development of the Durban bay and port area:

South Durban communities are opposed to further port expansion. Current port activities are having serious knock-on impacts in surrounding environments especially Clairwood and the Bluff, related to increasing pollution, trucking congestion and the expansion of container storage businesses in residential areas around the port. Further port expansion will exacerbate this situation to untenable levels.

Further port expansion may also irreparably damage the bay ecosystem – current plans to dig out Bayhead would require removing part of the central sandbank. The central sandbank must be declared a conservation area that may not be tampered with as it is the most critical habitat in the bay and essential for fish breeding, birds and the cleaning of the bay.

No further development of the port and its facilities should take place without a comprehensive and holistic planning process, including a strategic environmental assessment of the port and south Durban, and with full public participation from the outset. Current developments and related public consultation are being pushed forward in a piecemeal way. Investments are being made in infrastructure that may hamper sustainable approaches to further development. For example, the expansion of Berth 10 will prevent using this waterway as an access route to a dig out basin in the Bayhead should this go ahead, which is preferable to routing vessels past the central sandbank and mangroves. Options for developments that will have broad impact need to be considered in comparison to each rather than one EIA at a time. For example, digging out the Bayhead must be investigated in relation to all other options including improving efficiency; a dig-out port at the airport; creating a new container depot in Cato Ridge or another less populated area that is linked to the harbour by rail; etc

SDCEA believe that the City and port authorities must work together to improve efficiency and address the problems with cargo handling and transportation. International terminal operators Hutchison Whampoa visited Durban's container terminal in 1999, and pointed out that this terminal occupies more space than Hong Kong's which handles 20 times the volume.²⁷ Durban lags behind on a number of areas in comparison to international standards:

- Durban handled 18 container moves an hour compared to 40 moves per hour in comparable ports elsewhere
- in 2007 the average time a ship spent waiting for a berth outside of Durban port was 30 hours, while other ports would delay a ship by only 2 hours
- Durban takes 10 hours to offload 300 TEUs while a world class port elsewhere takes 3 hours.²⁸

Durban could thus absorb the increase in container traffic for some time without expanding spatially. Furthermore, Transnet CEO Maria Ramos recently noted, "while container growth in recent times has been twice that of gross domestic product, the pace had slackened markedly."²⁹ We also question whether ports authorities are considering that container traffic may slow down as the impacts of climate change and peak oil begin to be felt.

²⁷ Hutson, T. 10 October 2007. Port growth need not be outwards. The Mercury newspaper.

²⁸ Hutson, T. 5 September 2007. Container terminal lags behind. The Mercury newspaper.

²⁹ Creamer, T. 11 July 2008. Growth of rail, ports and pipelines premised on integrated business model. Engineering News.

The transport of goods to and from the port is a critical issue that's needs urgent and more creative attention than it is currently receiving. The container terminal already draws 3000 trucks a day.³⁰ Inefficient container handling at the terminal is causing trucks to wait for up to 5 hours, causing long ques that can back up as far as the Rossburgh junction. Frustrated drivers take it out on other road users as well as looking for short cuts through residential areas with increasing danger to pedestrians and severe damage to streets and pavements. Long waits have also resulted in haulers switching to 24 hour operations so that they can fit in the 3 trips required to remain profitable, disturbing residents in the process.³¹ Although the Khangela Bridge linking Sydney Rd to Bayhead Rd is under construction, and Bayhead Rd and Edwin Swales may be linked in the future, this does not address the fundamental problem of there being too many large and heavily polluting vehicles travelling around the harbour area with negative impacts in Bluff, Clairwood, Congella, Umbilo and Victoria Embankment.

South Durban communities support a shift back to rail freight, with a target of 80% of freight to be transported by rail. Up to 70% of goods that move to and from the port are for Gauteng and cross-border destinations, and only 21 % of cargo moving from Durban inland is transported by rail.³² Even bulk goods like coal are being moved by road. Although Transnet Freight Rail has introduced 3 scheduled trains from the container terminal to Gauteng per day³³, these do not run at full capacity. The 2004 Provincial White Paper on Freight Transport Policy states that the main rail line between Durban and Gauteng only operates at 35% of the line capacity and could transport much more long distance freight, if equipment and systems were upgraded. All rail lines from Durban, including to Swaziland and Port Shepstone are "under-utilised but in need of urgent rehabilitation". Freight by rail has decreased over time due to shoddy service, delays (rail only achieved a 68% reliability level for general freight transport in South Africa) and relatively high cost, and this in turn has resulted in little investment in the rail network since the 1980s.³⁴ Transnet are investigating improving the freight rail service to Gauteng and have promised to spend R25.3 billion on the upgrade in the next 5 years.³⁵

South Durban communities want the improvement of rail transport prioritised over other Transnet investments such as the port expansion. However, upgrading the current Durban to Joburg line will not be sufficient to alleviate freight transport problems. South Durban communities call on the City and National government to work together to plan and implement the additional feed in systems to the main rail lines and to incentivise rail freight to ensure that companies make the switch from road to rail transport.

South Durban communities support the proposal to build a new 'dry port' for container cargo on the outskirts of the city, as has been suggested at Cato Ridge. This should have a direct rail link to the harbour, as this will substantially decrease heavy vehicle traffic and diesel pollution in high density areas of the city centre. Rail and road links to such an inland terminal could be planned to optimise efficiency and include well-designed truck stop and repair facilities.

³⁰ Enslin-Payne, S. 2007. Durban container terminal to address delays for truckers. Business Report newspaper.

³¹ Hutson, T. 2007. Service is the issue at container terminal. The Mercury newspaper

³² eThekwini Transport Authority. August 2005. Integrated Transport Plan 2005 - 2010.

³³ Enslin-Payne, S. 2007. Durban container terminal to address delays for truckers. Business Report newspaper.

³⁴ eThekwini Transport Authority. August 2005. Integrated Transport Plan 2005 - 2010.

³⁵ Creamer, T. 13 June 2008. Transnet mulls new container options at Durban and Richards Bay. Engineering News.

Public access to the Bay

South Durban communities are alarmed at the increasing enclosure and privatisation of the Bay and natural resources in the area. In managing this natural resource, which is the inheritance of all Durbanites, we should not pander to the security fears of other governments or make these an exclusive preserve for the wealthy. There is increasingly limited access to the harbour and certain parts of the seashore, with large portions enclosed by fencing. Many south Durban residents who responded to the SDCEA survey, that those developments that do still have access to the harbour, such as Wilson's Wharf, tend to cater for the rich. We demand that non-operational areas of the port are re-opened to the public, and that free or low cost recreation is also catered for.

Two recent issues highlight these concerns:

The proposed development of the Point Small Craft harbour impacting Vetch's Beach and Pier

South Durban communities oppose the development of a new small craft harbour at Vetch's beach as part of the Point waterfront development. The small craft harbour and 150-berth yachting marina at Vetch's Pier will provide leisure boat moorings for the wealthy, excluding families and fisherfolk who currently make use of this public resource. In particular we condemn the privatizing of the beach and the sea bed of Vetch's Beach as contemplated by Transnet in selling land below the high-water mark to the Durban Point Development Company.³⁶

Vetch's Beach is the only protected boat launch site on the entire KwaZulu Natal coastline. For this reason it has been an accessible, child-friendly and affordable amenity for Durbanites and excellent learner space for many water sports including snorkelling, surfing and paddle skiing. Vetch's Beach is home to the Durban Paddle ski club, which due to their unique craft, is the only club of its kind in the world. Paddle ski fishing began in Durban in the late 1930s with the original "Crocker Ski", invented here by Fred Crocker that then led to the creation of the ski boat industry in South Africa. If the club no longer has access to this safe launch site the sport will die. The area is shared with Durban Ski Boat Club, Durban Undersea Club and Point Yacht Club. Together the four clubs contribute an estimated R500 million to the economy annually.³⁷

There are also concerns that the construction process and new structures will harm marine life at Vetch's Pier and Limestone reef, which is a protected Marine Reserve and the largest sub-tidal mussel bed on the entire KwaZulu coast. The inshore reef hosts approximately 85 tons of mussels and many fish and other marine organisms that are vital to the health of marine life in the Vetch's-Addington stretch.³⁸

³⁶ The Ad Hoc Committee of the Durban Paddle Ski Club on Development at Vetch's Beach. 26 August 2007. MEMORANDUM in response to Letter by Mr. Moses of 4th July 2007

³⁷ Vassilaros, J. February 2008. Durban Paddle Ski Club's View of the Point Small Craft Harbour.

³⁸ The Ad Hoc Committee of the Durban Paddle Ski Club on Development at Vetch's Beach. 26 August 2007. Memorandum in response to Letter by Mr. Moses of 4th July 2007

Portnet's dredging and sand dumping have already damaged the reef, and recently rock and rubble from building dredge has been dumped compromising the paddle ski launch area.³⁹

Subsistence fishers

Many subsistence fishers make use of the harbour and the piers to catch fish for their families and to sell within their community. For some, fishing has been their family's means of survival since making a home on the shores of the Bay in the late 1890s, and they have tenaciously continued despite the history of forced relocations to townships far from the fishing grounds.

Despite this 120 year history, and the fact that subsistence fishing is the only means that many poor families have to survive, subsistence fishers currently have no rights. Although a policy on the 'Allocation and Management of Medium-term Subsistence Fishing Rights' was drafted in 2006, they still have no quota rights with current law favouring large fishing companies.

Now their survival is even more tenuous as they struggle for basic access to the fishing grounds. In the middle of June in 2007 the Ports Authority closed access to most of the harbour including the north and south piers and harbour beaches, using the draconian Anti-terrorism Bill and National Key Point Act. Reasons given for the closures include international security and security of construction works related to widening the harbour. However, this does not explain why areas of the Bluff headland and the harbour far from Port operations have also been closed. Fishing is also not allowed at those parts of the harbour that are still accessible to the public such as the pier alongside the Ship museum. Closing the South Pier to fishers is also questionable as their access is already controlled - only a lucky few have permits to access the pier via the military base, by special train from the last 'West' station. According to Draft port rules published in 2007, rights to access and use the port are at the discretion of the Port Authority and harbour master. Although Bay users feel that too much authority is being vested in one person, the Port Authority could allow access to subsistence fishers but is choosing to deal with subsistence fishers in a particularly harsh and undemocratic way. Since the closures subsistence fisherman have suffered repeated arrests, abuse and harassment by guards seeking bribes, just to continue feeding their families.

Bay users demand:

- full participation in decisions concerning the development of the harbour and seashore
- transparency by the authorities in providing information on decisions that will affect Bay users
- a halt to the privatisation of ocean, Bay and shore resources that belong to all the people of this country

³⁹ Vassilaros, J. 23 February 2008. Minutes of the Bay Users meeting held at Diakonia.

- access to traditional fishing areas in the harbour, North and South piers and the beach south of South pier. Access to the area from the seaward end of the coal berth to the south Pier is the most critical area as most fishers use this area for subsistence. The South pier is encrusted with sea life which attracts the larger fish species on which subsistence fishers depend including grunter, stumpies, shad, snoek, barracuda and kingfish.
- that the marine life in the Bay and on the shoreline is protected from increased chemical, sewage and litter pollution; increasing light pollution and damage from dredging and dumping.⁴⁰

POLLUTION AND INDUSTRY

Over 300 industrial plants⁴¹, of which 180 are smoke stack industries⁴², contribute to the south Durban basin being the second largest industrial cluster in South Africa and one of the most polluted areas in South Africa. Over 70% of Durban's industry located here.⁴³

The variety of petro-chemical industries create a complex mix of pollutants in the area. Their impact on communities living in south Durban is made worse because of the relatively low height of smoke stacks (50 – 100 m)⁴⁴ due to restrictions by plane flight paths, the basin topography and local climatic effects. The Bluff dune dams the air that drains downward off the Berea ridge through the river valleys and into the basin trapping the pollution. Off-shore winds also blow pollutants back onto land at Umbogintwini and Amanzimtoti. In winter night time temperature inversions compound this problem by keeping pollution close to the ground and preventing it from dispersing upward.⁴⁵

It has been difficult for communities to tackle the persistent pollution problems they have experienced over the years. The two biggest polluters, the Engen and Sapref oil refineries, were supported by the apartheid regime and protected from any public scrutiny by the Key Points Act, giving them free reign to pollute. In the 1990s mounting community pressure and democratic transition finally started having some effect. In 2000 the Cabinet proposed that a 'Multipoint Plan' be implemented in south Durban to measure pollution and assess the health impacts on communities. Monitoring stations were established throughout the basin, the city centre and some of the northern suburbs to compare results.⁴⁶ The following are some of the major findings of an independent health risk assessment carried out as part of the Multipoint Plan:

⁴⁰ Compiled from meetings of ocean and bay users held at Diakonia on 23 February 2008 and Blue Lagoon on 15 March 2008 and correspondence from the KZN Subsistence Fisherman's forum.

⁴¹ South Durban Community Environmental Alliance and Danmarks Naturfredningsforening. 2005. Flaring at oil refineries in south Durban and Denmark.

⁴² South Africa Environment Outlook 2006. Case study 5: Air pollution in South Durban, KwaZulu-Natal. Retrieved <http://soer.deat.gov.za/themes.aspx?m=413&amid=2610> 4 September 2008.

⁴³ South Durban Basin ABM, eThekweni municipality. December 2004. South Durban Basin spatial development framework.

⁴⁴ Battermans, S.; Gqaleni, N.; Naidoo, R.; and Robins, T. 2007. South Durban health study. Multipoint Plan Project 4 eThekweni Municipality.

⁴⁵ For further information see SDCEA and DN. 2004. Applied meteorology and climatology in South Durban.

⁴⁶ Battermans, S.; Gqaleni, N.; Naidoo, R.; and Robins, T. 2007. South Durban health study. Multipoint Plan Project 4 eThekweni Municipality.

- The Southern works monitoring site between Engen and Sapref is a Sulphur dioxide (SO₂) hotspot. Daily limits for were exceeded 34 times in 2004 and 14 times in 2005. The average SO₂ limit value of 19ppb was exceeded at all monitoring sites n 2005. In general short-term standards for SO₂ are exceeded throughout south Durban, which typically affects lung function and can result in respiratory and cardiovascular deaths.
- Particulate matter (PM) limits were also exceeded: annual PM10 targets were exceeded at all sites and 24 hr limits exceeded between 18 – 36 times in 2005. Average levels of Pm 2.5 exceeded annual EPA standards and WHO organisation limits. High PM causes a range of acute and chronic breathing related problems, and in south Durban industrial point sources are the main source.
- High levels of Vanadium at Nizam and Wentworth associated with catalysts used in petrol refining, chromium and manganese with metal working industries
- Several emissions pose cancer risks to the community. Volatile organic compounds (VOCs), especially benzene, were high throughout south Durban. Petroleum refining and vehicles are major sources of these. Semivolatile compounds such as dioxins, furans and naphthalene, and metals including chromium, nickel, lead and manganese were found at elevated levels posing a cancer risk. Life time cancer risk estimates based on breathing in all the cancer-causing emissions was found to be well above guideline levels.
- 32 % of children in south Durban suffer from some form of asthma and 30% of adults with upper respiratory tract symptoms.

Although the Multipoint Plan has encouraged some reduction in emissions, South Durban communities generally feel that there is still little incentive for industries to reduce emissions because government is not enforcing permits or imposing fines that will deter offenders.

Main polluting industries and community recommendations

Refineries

The two biggest polluters in South Durban are two of only four oil refineries in South Africa. The first is the Engen refinery, built by Mobil and which is owned by Malaysia's state-owned oil and gas company, Petronas. The other is the SAPREF refinery, jointly owned by the multinational oil companies, Shell and BP. Over two thirds of the crude oil imported to South Africa, most of which comes through Durban, is high sulphur content crude from Iran and Saudi Arabia.⁴⁷ Until recently the refineries each emitted 35 - 40 tonnes of sulphur dioxide gas every day as well as other sulphurs, nitrous oxides and hydrocarbons, mostly through flaring.⁴⁸ Most of the pollution complaints that SDCEA receive are connected to flaring at the refineries. People living near to Engen complain of nauseating chemical smells, especially in the morning.

Engen is a particular concern due to its proximity to communities and aging infrastructure. The community want Engen to be relocated away from residential areas.

⁴⁷ Butler, M and Hallows, D. 2005. Whose energy future? Big oil against people in Africa. The GroundWork Report 2005.

⁴⁸ South Durban Community Environmental Alliance and Danmarks Naturfredningsforening. 2005. Flaring at oil refineries in south Durban and Denmark.

Island View Storage (IVS) and pipelines

The refineries are connected by numerous underground pipes to the Island View fuel related storage and loading facility at the harbour. They are among 17 private companies that utilize the facility which is managed by Vopak, the world's largest private tank storage operator. Liquid fuels and chemicals stored include jet fuel, petrol, diesel, solvents, power paraffin, methylene chloride, vinyl formic acid, isopropylamine, propylene oxide, ethers and phenols.⁴⁹ Bluff residents complain that IVS - also known as Cutlers complex - releases stinky gases especially at night.

The potential for explosions and leaks presents a serious safety hazard in the harbour area as well as in the residential areas under which the pipelines run. In 2001 Sapref fuel lines leaked 1.3 million litres of fuel until residents detected the leak and complained. Years of pressure both locally and internationally, finally resulted in Shell and BP agreeing to replace the 40 year-old pipelines running between Sapref and Island View starting in 2006. Although relieved at the upgrading, it has resulted in ongoing inconvenience for residents in Austerville and the Bluff where roads and pavements aren't repaired after the pipes are replaced. Residents are also far more aware of the extent of pipelines and the potential hazard these pose.

An explosion at IVS on the night of the 18th September 2007 creating a blazing inferno that took more than 24 hours to contain and eventually consumed 8 storage tanks holding various solvents. Following from the fire Vopak initiated an EIA in June 2008 for an 'efficiency' project whereby it will replace several of its older storage tanks at its 3 sites in the Island View area with new facilities that will increase the storage capacity of commodity products⁵⁰, thus adding greater volumes of dangerous chemicals in the area.

Mondi pulp and paper mill

The third largest polluter in the area is the Mondi pulp and paper mill, belonging to the Anglo-American group. The community feel that both air and noise pollution is out of control and fines are too low to have any effect.

SAPPI

The plant is polluting the air – there needs to be independent pollution monitoring stations near communities, and the area needs to be checked for incidences of cancer.

The sea and Umkomaas River are saturated with pollutants, especially chemical dyes that are evident on the sharks. The Aliwal shoal is the breeding ground for Grey sharks and this is being destroyed by the dyes used by SAPPI. There needs to be regular water analysis and SAPPI must be held accountable for cleaning up. Alternative less toxic dyes need to be found.

SAPPI cut off the railway link that used to serve rural people – the railway link to the rural areas needs to be re-instated.

The casualisation of labour is leading to increased unemployment and Umkomaas town centre is dying.

Umbogintwini complex

The mangroves and fish nurseries are being destroyed. The area needs close pollution monitoring and polluters must be held accountable.

AECI – sulphur dioxide is affecting surrounding areas, and sulphur dust blows over to KwaMakhutha.

⁴⁹ Carnie, T and Wicks, J. 19 September 2008. Durban port inferno. The Mercury newspaper.

⁵⁰ Vopak. June 2008. Vopak Terminal Durban Efficiency Project EIA. Background Information Document.

Toyota

The community is opposed to Toyota buying the public road.
Pollution control must be installed, especially to reduce Benzene pollution.

Southern waste water works

The flies and smells need to be investigated.
It seems that the waste works are contributing to the pollution of the Umlaas canal.
The Merebank community in particular object to the closure of the Amanzimtoti sewage works and the diversion of waste to the Southern waste works in Merebank as this already appears not to be coping with the load.

Bayer

In 2004 municipal workers uncovered hexavalent chromium (Chrome 6) contamination of soil and ground water below Merebank as a result of the Bayer/Lanxess manufacturing plant in Tomango Road which produced Chrome 6 up until 1991. Several chromium dump sites in the south Durban basin were also in operation from 1947. The contamination had spread into an area of 9500 m² in the vicinity of Tomango, Chittagong, Alipore, Barrackpur and Chenab roads in Merebank and including parts of the Clairwood racecourse. Contamination has made it unsafe to use borehole water in the area or disturb the ground where the water table may have reached.⁵¹

This Bayer site is still not rehabilitated, and the City need to impose a time limit for remediation of the contamination. The Stanvac canal should be covered over to prevent the pollution from draining into it.

Hosaf Fibres

This company releases chemicals with very bad smells, especially at night.

Jacobs industrial zone

Companies in Jacobs are releasing pollutants at night as well as dumping in the river – this needs investigation and action to be taken.

Tongaat-Hulett's

Air pollution is a problem and the company has still not installed scrubbers.

Airport

The airport is an unavoidable source of noise pollution. Pollution emissions from aircraft also need to be monitored.

General recommendations

- 24-hour clinics are urgently required in heavily polluted areas or full-time mobile clinics, where doctors are on duty at all times. Many people that become ill cannot access the existing hospital as there is no transport and doctors are not on duty at nights.
- Both Engen and Hosaf Fibres need to be re-located away from residential areas, rather than investing in upgrading these in the current locations.

⁵¹ Carnie, T. 3 June 2005. Pipelines to be replaced in polluted area. The Mercury newspaper.

- The need for an emergency evacuation plan is a critical concern for many areas of south Durban and is high on the list of priorities in the Bluff and Merebank, especially due to the explosion at Island View in November 2007. Residents have been calling for an emergency plan for over ten years but the city continues to dismiss the issue.
- The extent of pipelines in the south Durban area must be mapped and shared with communities to prevent emergency situations.
- Implement a pollution tax that is paid into a fund, which can be used to compensate people for health impacts related to air pollution, and for environmental remediation.

THE AIRPORT LAND

The Durban International Airport (DIA) was built in 1955 on an area under sugar cane in the natural floodplain of the Umlaas and Isipingo Rivers.⁵² The DIA, then known as the Louis Botha Airport, replaced Durban's first airport, the Stamford Hill aerodrome, that had been built in 1921 by filling in the 'eastern vlei' 3 kilometres from the city centre.⁵³

In the 2007/8 financial year 4.535 million passengers used the DIA, most of which were domestic travellers. The DIA receives comparatively few international travellers. This has been blamed on the runway being too short to land a Boeing 747. A controversial new airport was approved in 2007 and is under construction in La Mercy, 30 kilometres north of the city centre. This forms part of the larger Dube Tradeport, which is being developed at a cost of 7.2 billion Rand. The development was initiated by the KZN provincial Department of Economic Development, which aims to increase export trade, tourism and employment in this area.⁵⁴

The new airport, to be known as the King Shaka International, is planned for completion by 2010. As expected, several industries are already eyeing the flat land at the existing airport for new industrial development. Several options are on the table and it is not clear how the process for deciding on what development takes place will be managed and by whom, or how the public, especially the residents of south Durban will be involved in these critical decisions. Proposals include large-scale manufacturing, a petro-chemical cluster and an additional dig-out port. According to the guiding spatial framework for the eThekweni Integrated Development Plan (IDP) "the Southern Industrial Basin contains a high concentration of strategic installation and leading industry that drive the regional and national economy. There is stimulus for further growth particularly in relation to the imminent relocation of the international airport, which will release a considerable amount of well-located and accessible land into the economy."⁵⁵ The 2004 South Durban Spatial Development Framework made the City's intentions clear: the airport move will liberate land for industrial development that the City intends to connect into the port by a new and dedicated link road.

⁵² Hutson, T. 29 August 2006. To dig or not to dig. Wharf Talk. The Mercury newspaper.

⁵³ Facts about Durban. History of Aviation in Durban. <http://www.fad.co.za/Resources/aviation/DurbanAirHistory.asp>

⁵⁴ <http://www.dubetradeport.co.za/>

⁵⁵ [http://www.durban.gov.za/durban/government/mayor/policy/idp/idp-2008-9/sector-report/spatial-development-framework?searchterm=spatial development](http://www.durban.gov.za/durban/government/mayor/policy/idp/idp-2008-9/sector-report/spatial-development-framework?searchterm=spatial%20development)

The Airports Company of South Africa (ACSA) started the ball rolling in March 2005 by initiating an application to rezone the 'eastern precinct' of the airport as a business park for commercial development. Shoprite and Toyota were identified as potential tenants. Toyota, KZN's largest automotive industry company, has subsequently confirmed that they would like to see a 'supplier park' that feeds their plant on the airport land.⁵⁶

However, this 100ha piece of land between the runways and the Umlaas Canal is currently under the care of the airport farmers who lease the land from ACSA. The rezoning application dismissively describes their farming as "informal market gardening located sporadically within the applicant site south of the existing runway"⁵⁷. This is far from the truth.

The Airport farmers

Some of the airport farmers have been tilling this particular piece of land for 17 years. Currently there are 14 farmers of mixed ages and genders who are tenaciously resisting eviction as the last in a long tradition of market gardeners in Durban. Indian market gardeners start selling their fruit and vegetables in the Gardener Street area, behind the present Post Office in 1876. Mr Siga Govender recalls that "Clairwood was all farming, especially around Dyal Road and Moosa's area. Also in the area of the racecourse and in Merebank." Farmers were forced out by industry. Govender started farming in 1976 opposite the SAPREF refinery, but Hosaf fibres caused the farmers to move. Some farmers were relocated to the airport land from Merebank after their land was contaminated by toxic chemicals when the Umlaas canal burst its banks in the 1987 floods.⁵⁸ Mr Teddy Govender's father and grandfather farmed. His father was evicted from land in Merebank for the Mondi paper mill.⁵⁹ Some farmers were forced off land to make way for industry in the Springfield flats. They were also allocated land at the airport but relocated to housing in Phoenix and Verulum on the far north of the city – they had to give up farming as it was too far to travel every day.⁶⁰ The airport farmers employ approximately 100 workers, and their produce supports traders at various markets, such as the Natraj market in Merebank. The farmers have invested time and resources in building the soil and protecting their fields from flooding. They have also saved ACSA the trouble of taking care of the land. Despite this long history and investment, the farmers are on a month-to-month lease. The only compensation that ACSA are offering is relocation to a new piece of land that is only 29 hectares in size – too small to enable all the farmers to make a living.

Community recommendations for the airport land

Plans for further industrialisation of the airport land are at odds with the priorities of south Durban communities. Based on SDCEA questionnaires the most urgent priority is the development of new

⁵⁶ Arde, G. 27 August 2007. Dig-out port on airport land back on the agenda. The Mercury newspaper.

⁵⁷ SiVEST Environment and Planning Division. 29 March 2005. Rezoning : Proposed Portion of the Farm Durban Airport No. 14263 From Airport to Business Park

⁵⁸ Govender, S. Personal communication on the 9 September 2008.

⁵⁹ Patel, R. 29 July 2006. Growing communities in South Durban. The Sunday Tribune newspaper.

⁶⁰ Govender, S. Personal communication on the 9 September 2008.

housing, which was listed by 27% of all respondents who returned questionnaires⁶¹. Only about 5% of total respondents listed industry, but many of these made a note that this should be light and non-polluting industry and manufacturing.

The following table lists each areas preferences on what to develop on the airport land:

Austerville:	1. Housing (63%), 2. Jobs, 3. Shopping, / relocate dirty industry
Bluff:	1. Relocate dirty industry (20%), 2. Container depot, 3. Housing, 4. Shopping, 5. Farming
Clairwood:	1. Housing (63%), 2. Trucking, 3. Light industry, 4. Relocate dirty industry
Congella:	1. Housing (20%), 2. Employment, 3. Hospital, 4. industry
Isipingo:	1. Shopping (48%), 2. Sports / business, 3. Airport stay/ industry, 4. Farming/hospital
Umlazi:	1. Employment (26%), 2. Airport stay (17%), 3. Sports, 4. Shopping / industry
Merebank/ went:	1. Housing (32%), 2. Farming, 3. Shopping, 4. Recreation, 5. industry
Umbilo:	1. Housing (56%), 2. Recreation, 3. Extend harbour / farming, 4. Industry
Victoria Embankment:	1. Housing (28%), 2. Shopping

Further consultation suggested two main options for the airport land:

- a) The preferred option is a mix of housing, agriculture (preferably organic) and shopping. There is a dire shortage of housing in the south Durban basin. Families have increased in size and need extra space, and there is also pressure from job seekers moving into the area. If carefully designed, the housing could be balanced with 'green' space that provides for biodiversity, recreation opportunities and incorporates food production. The current airport building should be renovated as a shopping centre.

South Durban communities support the airport farmers in their efforts to stay on the land and supply food locally. The current farming area needs to be expanded and a new generation of farmers trained in these fundamental skills. Efforts to grow food locally, avoiding the need for transport, reduces climate change impacts and more importantly could provide affordable food as people are struggling with the high cost of living. Maintaining a green space, rather than increasing hard surfaces, will also help mitigate the flooding to which the area is prone. Shopping facilities should be integrated into the development to service local needs, provide employment opportunities and link the farmers directly to a market.

Access to the area would be improved by building on and off ramps to the N2 from The Avenue East and a slipstream on Prospecton Road leading from Toyota onto the bridge.

- b) A second option would be to use the airport land to relocate polluting industry that is currently too close to high density residential areas. For example, Engen could build a new and less polluting facility with a greater buffer zone, rather than upgrading aging infrastructure where it is now. This would also group the major polluting industries together for better monitoring and

⁶¹ Not all people who returned questionnaires replied to this question.

emergency management. In this case the airport farmers would need to be provided with alternate land.

MOBILITY

Mobility in south Durban is compromised by congestion, unreliable public transport and general safety issues in getting around. The following are mobility-related issues identified in the community consultation process.

Freight issues

The most critical transport issue in the south Durban basin is the movement of goods, containers and chemicals by truck. Heavy vehicles result in a range of impacts in the south Durban area. The following roads are heavily congested:

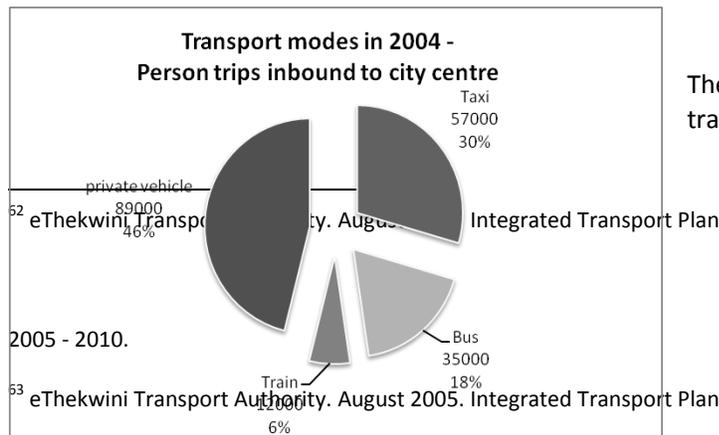
Edwin swales, South Coast Road, Umbilo Rd, Francois Rd, Maydon Rd, Bayhead Rd, Bluff Rd, Tara Rd, Langeberg Rd, Bay View, Marine Drive, Lighthouse Road, Island View Rd, Hernia rd
Turner St (tankers spill chemicals because of the steep incline)

Road safety is compromised by driver frustration especially in relation to port delays, overloading, toll road avoidance and reckless driving. eThekweni's Integrated Transport Plan drafted in 2005 proposes the development of specific routes for tankers transporting hazardous chemicals, but to date there is no evidence of such planning. It is estimated that on average 18% of all vehicle accidents in the eThekweni municipal area involve heavy vehicles.⁶² See the map of trucking accidents in the area collated by SDCEA. Many trucks are driving on residential roads either to avoid congestion or to deliver to business illegally opened in residential neighbourhoods like Clairwood. The Clairwood Ratepayers Association have counted 45 trucking depots in Clairwood. This damages roads and pavements and is extremely dangerous for pedestrians.

Community recommendations for alleviating transport problems in relation to cargo to and from the port are discussed in the earlier section on the 'Durban bay and port'.

People issues

eThekweni municipality estimated that roughly 52% of people travel on public transport during rush hour. The modal split during the morning peak hours in 2004⁶³ was as follows:



The south Durban basin is identified as a major transport node along the north-south transport

route from the city carrying 25 000 - 30 000 people in each direction a day .

By comparison the following table gives an indication of the modes of transport used per area in south Durban

Percentage of people per travel mode: *

		Walk	Taxi	Bus	Train	Car pool	Car	Cycle	m-bike
Umlazi	Adults	1	29	8	20		13		
	Children	25	11	15	16	2	8		
Isipingo	Adults	2	11	1		2	51		
	Children	15	2			8	17		
Merebank/Merewent	Adults	4	24	12		7	20		
	Children	31	15	4		4	11		
Austerville/Wentworth	Adults	14	27	12	1	1	3	1	
	Children	60	1	1		1	1		
Clairwood	Adults	28	18	8	2	2	28	2	
	Children	60	2				2		
Bluff	Adults	5	7	5	1	5	61	1	1
	Children	17	8	3		3	32		
Congella/Umbilo	Adults	12	25	19		3	24		1
	Children	6	4	16		3	13		
Victoria Embankment	Adults	31	22	19			28		2
	Children	3	6						

* Percentages are based on the number of responses out of the total questionnaires received in each area, but a number of people did not respond to the question perhaps because they do not travel to work or do not have children attending school.

Sustainable public transport challenges

The following are problems that people experience with the more sustainable public transport modes that are available and recommendations for improvements that would encourage people to use these forms of transport.

In general :

A single ticket system

Dedicated lanes for public transport

Cycling

Cycle lanes or

better road surfaces and fewer roadworks

Safety from dangerous drivers too many trucks

Too much pollution

Learn to cycle

Bus

More busses available smaller busses
 More frequent
 Available for more hours
 Better routes
 More convenient stops
 Monthly ticket

Train

Security on trains and at the stations

An integrated sustainable transport future

Smaller busses for localised circular routes
 Tuc Tuc taxis

Energy consumption

– average per seat-km

Walking	0.04
Bicycling	0.06
Bus : dedicated lane	0.09
Bus: mixed traffic	0.12
Rapid rail	0.15
Motorcar	0.29

(Source: Energy research Institute. (2001) Preliminary energy Outlook for South Africa as published in the Cape Town Energy Strategy)

Energy Efficiency

– average in MJ / passenger- km

	Asia	Europe	Australia	USA
Rail	0.2	0.5	0.9	1.1

Bus	0.7	1.3	1.7	2.5
Car	1.8	2.6	3	3.5

(Source: Gordge, R (2003) sustainable integrative Transport Solutions. City Energy Strategies Conference)

Diesel exhaust pollution:

Diesel pollution is more dangerous than petrol in that long term exposure can lead to lung cancer. It is a complex mixture of thousands of gases and fine particles (commonly known as soot) that contains more than 40 toxic air contaminants. These include many known or suspected cancer-causing substances, such as benzene, arsenic and formaldehyde. It also contains other harmful pollutants, including nitrogen oxides

Diesel exhaust can irritate the eyes, nose, throat and lungs, and it can cause coughs, headaches, lightheadedness and nausea. In studies with human volunteers, diesel exhaust particles made people with allergies more susceptible to the materials to which they are allergic, such as dust and pollen. Exposure to diesel exhaust also causes inflammation in the lungs, which may aggravate chronic respiratory symptoms and increase the frequency or intensity of asthma attacks.

Diesel engines are a major source of fine-particle pollution. The elderly and people with emphysema, asthma, and chronic heart and lung disease are especially sensitive to fine-particle pollution.⁶⁴

Health study found that the blood level of Durban children continues to exceed international norms despite the reduction as a result of lead free petrols, and continue to be double those of European and triple those of USA children.

HOUSING

Housing is a critical issue in south Durban as families have grown within the housing they occupy. Informal settlements have also developed on open ground as people seek housing close to work and amenities in south Durban and the city centre, and these are often a source of further pollution because they are not serviced and have no waste collection. The need for housing was identified as a priority in all areas except for the Bluff and the inner city suburbs of Umbilo/Congella, and Embankment.

Community recommendations:

Given the shortage of land in the area, housing should be built on existing vacant stands that have not been developed, as well as land that becomes available such as at the airport and the Clairwood racecourse.

⁶⁴ Health Effects of Diesel Exhaust. A fact sheet by Cal/EPA's Office of Environmental Health Hazard Assessment and the American Lung Association. http://www.oehha.org/public_info/facts/dieselfacts.html

The flats need to be replaced with properly designed housing to stem the tide of social problems that have developed here including drug trafficking, shebeens, gangs and violence. The current dilapidation of the flats contributes to a sense of neglect and hopelessness.

Housing must first be allocated to people who have lived in the area for decades and have a history of settlement in the area.

New housing must be affordable to the poor in the area.

The social structure of many families in south Durban is different from the western notion of a nuclear family. In addition, social pressures and the impact of HIV Aids has created a need for different housing typologies that will enable greater security and support for families of single mothers, families headed by youngsters or the elderly and extended families. A survey needs to be done to investigate the real needs of families requiring housing.

The current model of RDP housing is inadequate and should be stopped – houses are built from poor materials and the structures do not last. More importantly the size of plots and layout of houses prevents people from developing their homes and stands in ways that contribute to their livelihood and ultimately to sustainable communities.

Housing development must include the other amenities that people need for a viable community such a local shops, schools, libraries, police and health facilities etc.

Some residential areas are currently plagued by mosquitoes due to drainage problems in the area and infestations of rodents and cockroaches due to inadequate waste management. The latter problem is particularly bad in the flats. An environment friendly pest management system is urgently needed and waste and stormwater management must be improved to address the source of these problems.

Some areas have been developed without adequate social amenities but a lot of land has been allocated to churches. Some of this land should be returned and developed for the benefit of the broader community.

CRIME

Crime and safety was the main social concern in all areas with the exception of Austerville and Wentworth where drug related crime was listed before other forms of crime. In general the severity and frequency of crime seems closely related to the degradation of physical environments in south Durban. The flats in Austerville and Wentworth in particular, create an environment which fosters criminal activity. Spatial interventions that impact on criminal activity include:

- The installation and regular maintenance of street lighting. Solar powered lighting needs to be installed so areas are not affected by power cuts.
- Installation of surveillance cameras in hot spot areas linked to the police response system.
- Traffic calming to discourage speeding and drag racing
- The licensing of bars and nightclubs creating hot spot areas that attract illegal drinking, unruly behaviour, drug taking, as well as attracting more violent crime. This is a particular issue of

concern in Austerville where the community has campaigned unsuccessfully to have these establishments closed.

In addition to interventions in the physical environment, most areas noted :

- the need for more visible and active policing in all areas – this should include an increase in the number of police available, vehicles that are dedicated to particular areas, mobile police stations in hot spot areas such as Clairwood where no station exists, and specialised units for drug dealing and nightclubs.
- that corruption is rife and corrupt police officials need monitoring and eradication.
- New strategies for crime prevention and policing need to be tried (for example ‘restorative justice’ where punishment for small crimes is decided between the perpetrator and victim, and experts handle hot spot areas)

PRIVATISATION OF SERVICES

Experience around indigent policy

Suburbs demanding reduced service costs

Lack of services in some areas – shack settlements

Industry worsening illness burdens but not cross-subsidising access to households needing water to cope with disease

Westcliff residents argue that a universal entitlement is preferable to an indigence policy, because the latter divides poor from working people: a violation of constitutional equity.

For poor people labeled indigent, the water service includes a new kind of flow restrictor that stops your water after a certain point.

The 1997 consumption of water by the one third of the city’s residents who have the lowest income and pay their bills regularly was 22 kiloliters/household/month.

Shortly afterwards, MacLeod introduced ‘Free Basic Water’, but for just the first 6 kl/hh/month, and steep increases in price for the next blocks of water were imposed. By 2003, the (inflation-adjusted) price of the average kiloliter of water consumed by the lowest-income third of billed residents had doubled from R2 in 1997 to R4.

According to city official Reg Bailey, that price increase resulted in average consumption by low-income bill-paying consumers diminishing from 22 to 15 kl/household/month during the same period, an extremely large impact for what should be a basic need.

In contrast, for middle- and high-income consumers, the price rise was higher, but the corresponding decline in average consumption far less.

Indeed, the United Nations Development Programme’s 2006 Human Development Report indicates that Durban has an extremely convex-shaped

tariff curve, compared to several other Third World cities. Durban has by far the highest prices in the 6-20 kl/month range, the range in which many of the lowest-income people consume.

Even though this problem is now known to city officials, the 2007 budget proposals amplify the water inequalities, by raising the price by 15% for all residents and businesses regardless of consumption levels. This will have a severely adverse impact on poor people, many of whom will pay R8.22/kl for consumption in excess of 6kl/hh/month, leading to further disconnections and to health and socio-economic crises. Still 6000 litres per house per month instead of 50 litres per person per day the new 'indigent package': a conditional housing transfer, a minimalist 50kWh/household/month supply of Free Basic Electricity - but only for a few tens of thousands of households who consume less than 150kWh/month (not the hundreds of thousands who most need the promised free services) - and water debt relief.⁶⁵

ANC promise on this reads as follows: 'African National Congress-led local government will provide all residents with a free basic amount of water, electricity and other municipal services, so as to help the poor. Those who use more than the basic amounts will pay for the extra they use.' I think our joint critique is that big corporations and rich people have not been paying enough for water/electricity so they abuse it; and low/moderate-income people have not had enough free services. So maybe a bullet point would be good on improving access to services via larger amounts of free basic services, financed through larger cross-subsidies with higher prices for excess (luxury) consumption, so as to assure conservation (hence no new privatised, coal-fired power stations or Inanda-type dams!)

ECOLOGICAL INTEGRITY

Important green space that needs conservation. Unprotected environments e.g. rivers, beach fronts that suffer from effluent disposal etc

The Isipingo River has been re-routed over a portion of its length into an open channel to accommodate the development of Prospecton Industrial Township. This has altered the natural characteristics of the river dramatically and resulted in the estuary only receiving 3% of the water that originally flushed it in the early part of last century. This together with industrial development and sedimentation has led to the deterioration of the Isipingo estuary⁶⁶

⁶⁵ by Orlean Naidoo, Dudu Khumalo and Patrick Bond eThekweni: drought hits the poor. The Mercury Eye on Civil Society column
3 July 2007

⁶⁶ SiVEST Environment and Planning Division. 29 March 2005. Rezoning : Proposed Portion of the Farm Durban Airport No. 14263 From Airport to Business Park

Local area issues and recommendations

The following is a very brief summary of the issues raised by communities in relation to their experience of the physical and social environments in their areas. If you are interested in a detailed account of the specific issues in each local area and community recommendations in relation to these specifics, please contact the SDCEA office for a copy of the document, 'Detailed community analysis of the development challenges experienced in the local areas of South Durban'.

Clairwood

Indians released from indentured labour, settled in the area of Clairwood from the 1920s where they set up market gardens alongside the settlement. As with other areas in the south Durban basin, The industrial penetration of the Indian residential area of Clairwood commenced by the late 1950s, resulting in a slow process of urban decay.

In the early 1960s government began a more covert campaign to coerce people out of Clairwood and within 21 months many communities were destroyed.⁶⁷ The majority became the first residents in Chatsworth, the new "Indian" area 30 kilometres to the south west.

The longest and most successful campaign of resistance was the opposition to the re-zoning of Clairwood via the application of town planning regulations. This was organised by the Clairwood and District Residents and Ratepayers Association (CDRRA) and lasted for nearly three decades. the community

– by virtue of the fact that its forefathers had actively created a vast number of social, cultural, educational and religious institutions – laid claim to the area. Protest action staved off relocation through an agreement when an agreement was reached with Provincial authorities that no-one could be relocated until alternative accommodation was found. Clairwood resistance shifted from protests against removal to resistance against the industrialisation of Clairwood gaining wider support in the 1980s.

the DCC allowed a variety of light industries, such as scrap car dealers, and container storage facilities into the area on temporary permits.¹¹⁹ This significantly contributed to the blighted and degraded character of Clairwood.¹²⁰ CDDRA vehemently rejected the City Engineers Report on Clairwood that condemned 73 per cent of the zone as 'a slum'.¹²¹ The residents stated that it was the freezing of development, the levying of industrial rates and the decades of insecurity that prevented Indians from developing and maintaining their properties.

By 1970, Clairwood's population has dwindled from an estimated 50,000 in the early 1960s to a mere 6,000 due to forced removal or people leaving the area due to insecurity and its degraded state.⁶⁸

Annex 1: List of recent Environmental Impact Assessment processes SDCEA has commented on

- N2 toll Road in South Durban (SANrail) 2006

⁶⁷ Desai, A. 2000. The Pooors of Chatsworth.

⁶⁸ Scott

- Proposed installation of an elemental sulphur based plant nutrient facility in Umbogintwini (Chemical Initiatives) 2006
- Dube TradePort Proposed Airport Project (ACSA) 2006
- Rezoning of Umbogintwini Golf Course to develop a multi-use complex and external Road upgrade (Arbor Town) 2006
- Small Craft Harbor at Vetchi's Pier (Brink & Associates) 2006
- Proposed Ashgate Drive Petrol Station in Umbogintwini 2007
- Extension of Berth 10, Island View Port of Durban (Transnet) 2007
- Gas Pipeline at Island View (IVS) 2007
- Teakwood Road Sasol gas Pipeline (Isolyte) 2007
- Proposed Harbor Widening Project (Transnet) 2007
- Proposed upgrade of bay and link road between Edwin Swales and Bayhead Road (Transnet) 2007
- Proposed increase of carbon Dioxide Storage System at Prospecton (SAB) 2007
- Island View Storage Expansion (IVS) 2007
- Proposed Inwabi – link Road Development (Municipality) 2007
- Installation of an additional Monobloc line and new aerosol filling line (DivFood) 2007
- Container Terminal Expansion (Transnet) 2008
- Solvent Recovery unit Installation (Barloworld Plascon) 2008
- Expansion of the Formaldehyde plant at Umbogintwini (Resinkem) 2008
- Vehicle Staging Area at Isipingo (Transnet) 2008
- Flammable liquid Store , Durban Harbor (Transnet) 2008
- New Multi-products Pipeline (Transnet) 2008 - *525km fuel pipeline from Durban to Heidelberg.*

Useful contacts

SDCEA

eThekwini municipality

Emergency number

Potholes

Street lights

Pollution officer