

14th AFRICA PPP CONFERENCE: REDEVELOPMENT OF 6 PRIORITY LAND PORTS OF ENTRY IN SOUTH AFRICA

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Background

1. The current state of South Africa's 71 ports of entry has a significantly negative impact on:
 - a) Regional and intra-Africa trade; and
 - b) Efficient movement of people in and out of South Africa.
2. To address this situation, the Minister of Home Affairs has designated the following key ports of entry for infrastructural improvement:
 - a) Beitbridge (*bordering Zimbabwe*)
 - b) Lebombo (*bordering Mozambique*)
 - c) Maseru Bridge (*bordering Lesotho*)
 - d) Kopfontein (*bordering Botswana*)
 - e) Ficksburg (*bordering Lesotho*)
 - f) Oshoek (*bordering Kingdom of eSwatini*)
3. The project is being procured through a Public-Private Partnership (PPP) mechanism; and the re-developed ports will serve as a blueprint for the development of other ports of entry. The Request for Proposals document was issued in Sept 2024 and will be closing in October 2024.
4. The re-developed ports of entry are envisaged to yield:
 - a) The efficient movement of people and goods across the ports of entry
 - b) The improved administration of persons entering and leaving the Republic
 - c) Investment in infrastructure as an enabler of a secure and efficient service

Towards the Future Smart Corridors

1. Process of re-developing South Africa's ports of entry contributes to the development of Smart Regional Trade Corridors.
2. The re-development of the ports is done with a view to:
 - a) Eventually serve as OSBPs with neighbouring countries
 - b) Increase the use of real time traffic data to assist in optimising the use of corridor resources & infrastructure assets
 - c) Enhance and simplify trade
 - d) Reduce cargo transportation and costs
 - e) Enhance corridor countries competitiveness
3. The following are also part of SA's long term strategy:
 - a) Establish Inland pre-clearance of cargo
 - b) Automation of processes resulting in minimal human contact
 - c) Data driven operations
 - d) Establishment of Single Window systems between supply chain operators & border management.

Towards the Future: Smart Corridors

4. SMART = “Secure, Measurable, Automated, Risk-Based and Technology-Driven”.
5. To ensure that the Trade Corridors are SMART, the following will be critical in re-developing South African ports:
 - a) Multi-lane entrances and exit in the port precinct including separation of traffic by mode;
 - b) Automated arrival and exit processes supported by number plate recognition software and CCTV cameras, linked to core declaration and reporting systems;
 - c) Automated boom gates, passport, and other readers to enable self-service for trusted travellers while officers are freed to enhance vigilance and conduct anti-smuggling type of functions;
 - d) In-line imaging facilities and radiation portal monitors that can scan all traffic entering the port while posing no harm to people but create an effective screening and assurance tools to identify any anomalies that may require further intervention; and
 - e) “Drive through” like facilities that enable the processing of passports without requiring drivers and passengers to leave their means of transport thereby reducing congestion challenges and limiting human movement in the port.
6. All the above will need alignment and the harmonization of processes within the corridor countries.

THANK YOU