CITY OF CAPE TOWN
ISIXEKO SASEKAPA
STAD KAAPSTAD

Industrial survey

Economic Development Department

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Contents

1. Introduction

Within the Economic Development Department (EDD) and throughout the City of Cape Town (CCT/City), officials and politicians are tasked daily with decision-making. In order to duly service the residents of Cape Town, decisions taken need to be informed by quality, reliable and appropriate data and/or information. Decision makers find it difficult to obtain local level data (i.e. at municipal level or lower) and when this level of data is found, it usually has limitations or is packaged in a non-user-friendly manner.

To enable informed decision making on economic development interventions, the Economic Development Department's (EDD's) Economic Information and Research (EIR) unit embarked on a study to identify the different economic activities that exist in the industrial areas of Cape Town.

2. Project objective

The objective of the study was to link Standard Industrial Classification (SIC) codes to individual land parcels/erven/erf numbers (LIS keys) in order to develop a more complete picture of how industrial and economic activities are distributed across the metro.

Contextually, Standard Industrial Classification (SIC) is based upon the latest International Standard Industrial Classification which was designed for the classification of establishments according to kind of **economic activity**. It provides a standardized framework for the collection, tabulation, analysis and presentation of statistical data on establishments. SIC code classifications was used to enable and promote the uniformity and comparability of statistics compiled from different sources.

Briefly, SIC codes have a hierarchical, top-down structure that begins with general characteristics and narrows down to the specifics. The SIC codes can be grouped into progressively broader industry classifications: major division, division, major group, group and subgroup. The numbers used to identify the major divisions, divisions, major groups, groups and subgroups are arranged according to a decimal system. Each subgroup consists of five digits - the first digit denotes the major division, the first and second digits together the division, the first three digits together the major group, the first four digits together the group and the full five digits the subgroup.

3. Methodology

The method under taken to collect the data for the survey involved getting maps displaying the different LIS keys (Erf number/land parcel number) from the CCT Spatial Planning and Urban Development department, and driving and walking each street in the 23 different industrial areas to collect the business name and economic activity prevailing on each land parcel/erven. The information was then captured and quality assessed to ensure the dataset is correct and consistent throughout.

4. Project time lines

Phase one of the study, which included the data collection, capturing and quality assurance exercises took place over approximately eight (8) month. In the second phase of the Industrial survey the information was analysed and information products were considered. The study is currently in its third phase in which information products are being developed and will be disseminated to the relevant stakeholders.

5. Findings

5.1 City of Cape Town wide analysis

The City of Cape Town hosts 23 industrial areas in its boundaries. Cumulatively, the industrial areas are mapped across 5557 LIS keys and hosts 7229 different businesses.

Figure 1 below illustrates how the enterprises are distributed across economic activities.

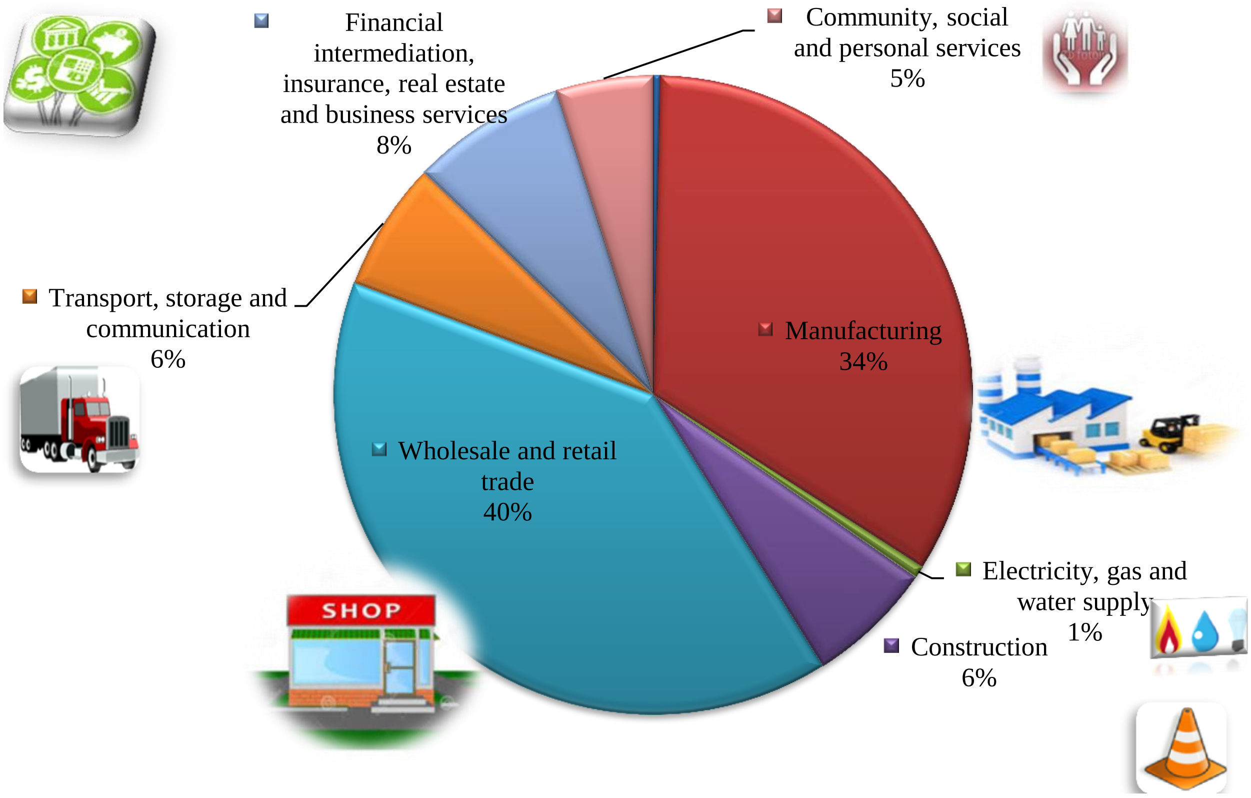


Figure 1: Distribution of economic activity across the City of Cape Town industrial areas.

Industrial areas are generally known an area zoned for heavy and light manufacturing industries, general industries and service industries. It can however be seen in figure 1 that only 34% of the economic activities in the Cape Town industrial areas involves actual manufacturing. Other economic activities that compliment manufacturing such as the transport, storage and communications group, construction and the supply of electricity, gas and water group respectively contribute 6%, 6% and 1% to the economic activity of City of Cape Town industrial areas. Surprisingly, wholesale and retail trade enterprises that is usually prevalent in mixed use or commercial areas accounts for 40% of enterprises in City of Cape Town industrial areas.

In terms of territory, Elsies River industrial, Blackheath industrial and Montague Gardens industrial are the industrial areas that contribute the most to the terrestrial surface of the City's industrialised zones if figure 2 is considered. The before mentioned areas respectively occupy 12%, 11% and 10% of the total number of land parcels across the City while communally subjugating 33% of the total number LIS keys across the region.

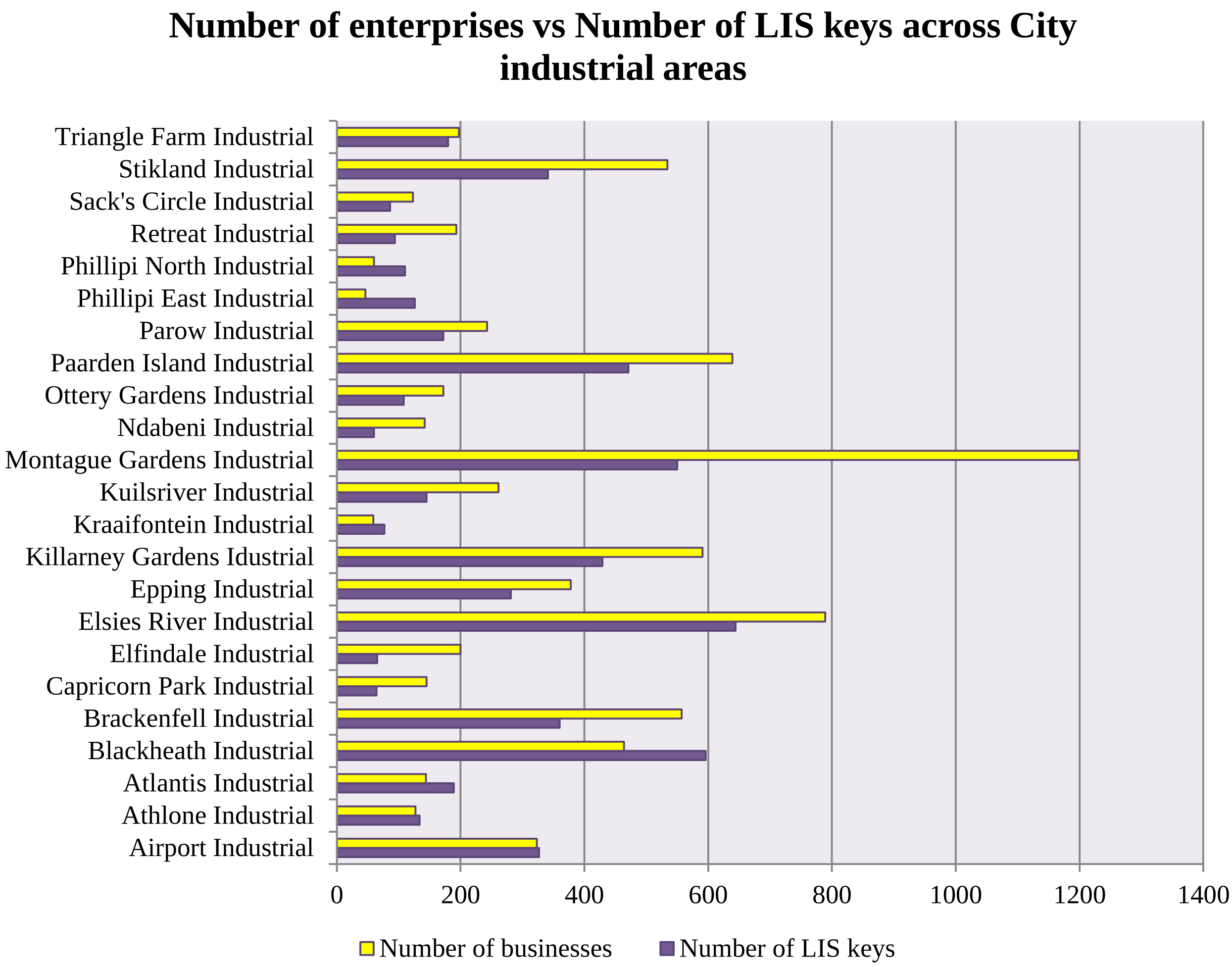


Figure 2: Number of enterprises vs the Number of LIS keys across City industrial areas

Contrastingly, the Ndabeni, Capricorn Park, and Elfindale Industrial areas are the industrial areas with the smallest geographical contribution to the City's industrial zones. Respectively, these industrial areas occupy 60, 64 and 65 LIS keys individually, which poignantly cumulatively adds up to 3% of the total LIS keys across the region.

The industrial area with the most number of businesses in its industrial zone is the Montague Gardens industrial. Across the 550 LIS keys which this industrial area is mapped across, there are 1198 businesses. This industrial area hosts 14% of the total number of businesses across the City's industrial areas. Paarden Eiland and Killarney Gardens industrial could also be considered the industrial areas with the greatest number of businesses within its boundaries, as they respectively host 639 and 591 different businesses.

Some of the industrial areas that host the least number of businesses in its boundaries include Philippi East (46), Kraaifontein (59) and Philippi North (60) Industrial.

Further examination of the data revealed that ten percent (10%) of the land in the industrial areas across Cape Town is not economically active. These land parcels are either vacant, are occupied by vacant buildings, under construction or occupied by residents in private households. Of these LIS keys that are not economically active, 65% is vacant land, 25% is occupied by vacant buildings, 7% is occupied by private households and 3% is under construction.

Moreover, as illustrated in Figure 3, Blackheath industrial is the industrial area which has the most economically inactive LIS keys. This industrial zone has 132 economically inactive LIS keys, 97 of which are vacant land, 30 of which are occupied by vacant building, and 5 of which are under construction.

Philippi East industrial, which is mapped across 126 LIS keys, has 90 economically inactive LIS keys and 36 economically active LIS keys. This means that the total number of economically inactive LIS keys exceeds the total number of LIS keys occupied with economic activity. The economically inactive land parcels are divided amongst 60 vacant erven, 10 vacant building, 13 private households and 1 LIS key is under construction.

Killarney Gardens industrial, on the other hand, even though it has more businesses than LIS keys in its region, (where the former is 591 and the latter 429), still has a total of 15% of its land parcels economically inactive. Approximately 66 LIS keys are economically inactive in this industrial area. Fifty (50) is vacant land, 15 of these LIS keys are occupied by vacant buildings while 1 LIS key is under construction.

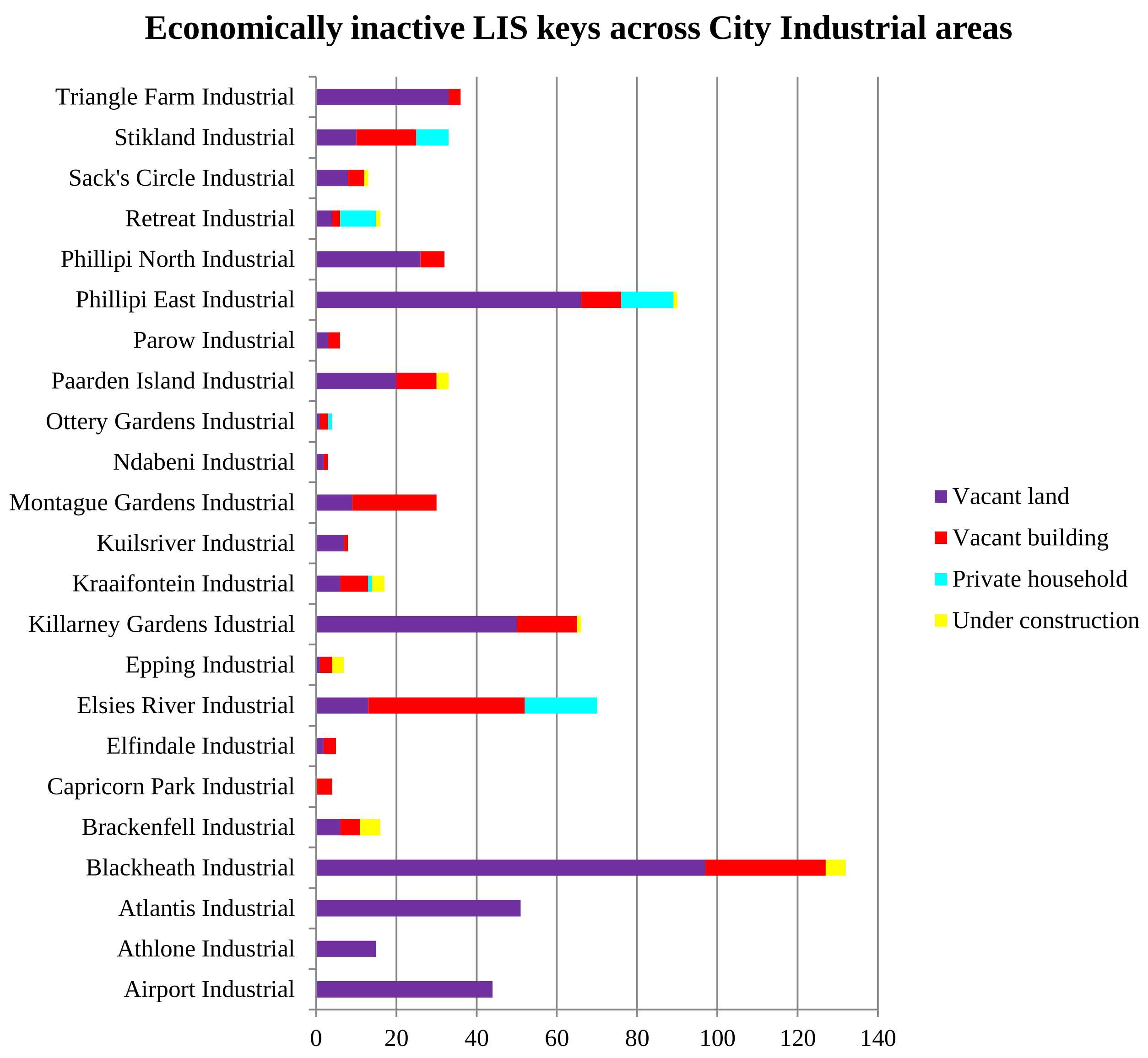


Figure 3: Number of Economically inactive LIS keys across City industrial areas

Other industrial areas with high numbers of vacant land include Atlantis industrial (51), Airport Industrial (44), Triangle Farm Industrial (33) and Philippi North Industrial (26).

Industrial areas with the least number of economically inactive LIS keys include:

Ndabeni Industrial which has three (3) economically inactive LIS keys of which two (2) are vacant and one (1) is occupies by a vacant building

Ottery Gardens Industrial which has four (4) economically inactive LIS keys of which one (1) is a vacant land parcel, two (2) are occupied by vacant buildings and one (1) is private household,

Capricorn Park Industrial which has four (4) economically inactive LIS keys all of which is occupied by vacant buildings

Elfindale Industrial which has five (5) economically inactive LIS keys of which two (2) are vacant land parcels and three (3) are occupied by vacant buildings,

Parow Industrial which has six (6) economically inactive LIS keys of which three (3) is vacant land parcels and three (3) are occupied vacant buildings,

Epping Industrial which has seven (7) economically inactive LIS keys of which one (1) vacant land parcel, three (3) land parcels are occupied by vacant buildings, and three (3) LIS keys are under construction

Kuilsrivier Industrial which has eight (8) economically inactive LIS keys seven (7) of which are vacant land parcels and one (1) is occupied by a vacant building.

If Table 1 is considered, it can be seen that economic activities relating to the wholesale and retail industry dominates both the terrestrial component (29%) as well as the economic activity (2723) component of the City of Cape Town industrial areas.

Table 1: Total number of businesses and LIS key division across all City Industrial areas

Major Divisions (Industries)	Number of companies	Percentage (%) of LIS Key occupancy
Agriculture, hunting, forestry and fishing	24	0%
Mining and quarrying	8	0%
Manufacturing	2318	29%
Electricity, gas and water supply	41	1%
Construction	442	6%
Wholesale and retail trade	2723	29%
Transport, storage and communication	451	8%
Financial intermediation, insurance, real estate and business services	539	7%
Community, social and personal services	337	4%
Not economically active		5%
Unattainable	346	11%

Figure 4 illustrates that there are approximately 918 businesses that specialises in the sale, maintenance and repair of motor vehicles and motor cycles and trades in automotive fuel across the City's industrial areas there. Furthermore, there are 813 retail outlets, 768 wholesale outlets and 218 businesses that are involved in hotels and restaurants in across the City's industrial areas.

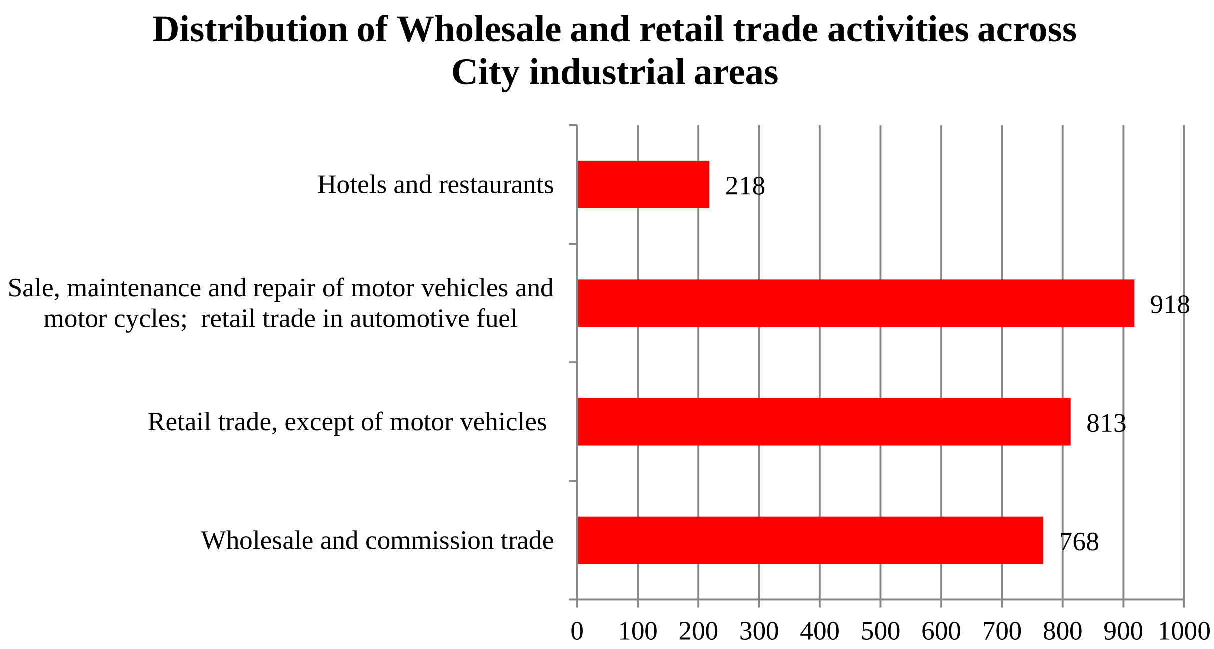


Figure 4: Wholesale and Retail trade in City of Cape Town

Manufacturing is the major division that has the second most number of businesses in the City of Cape Town industrial areas. The 23 industrial areas in City of Cape Town have 2507 manufacturing companies in its boundaries. Montague Garden Industria is the industrial area that has the most number of manufacturing companies in its precincts with 301 manufacturing companies in the area. Elsies River and Killarney Gardens Industria are the industrial areas that follow with the most number of manufacturing companies in confines with 242 and 241 companies respectively. On the Philippi East, Philippi North and Kraaifontein Industria are the industrial with the least number of manufacturing companies in its mists as it has 9, 13 and 14 manufacturing companies in its mists respectively.

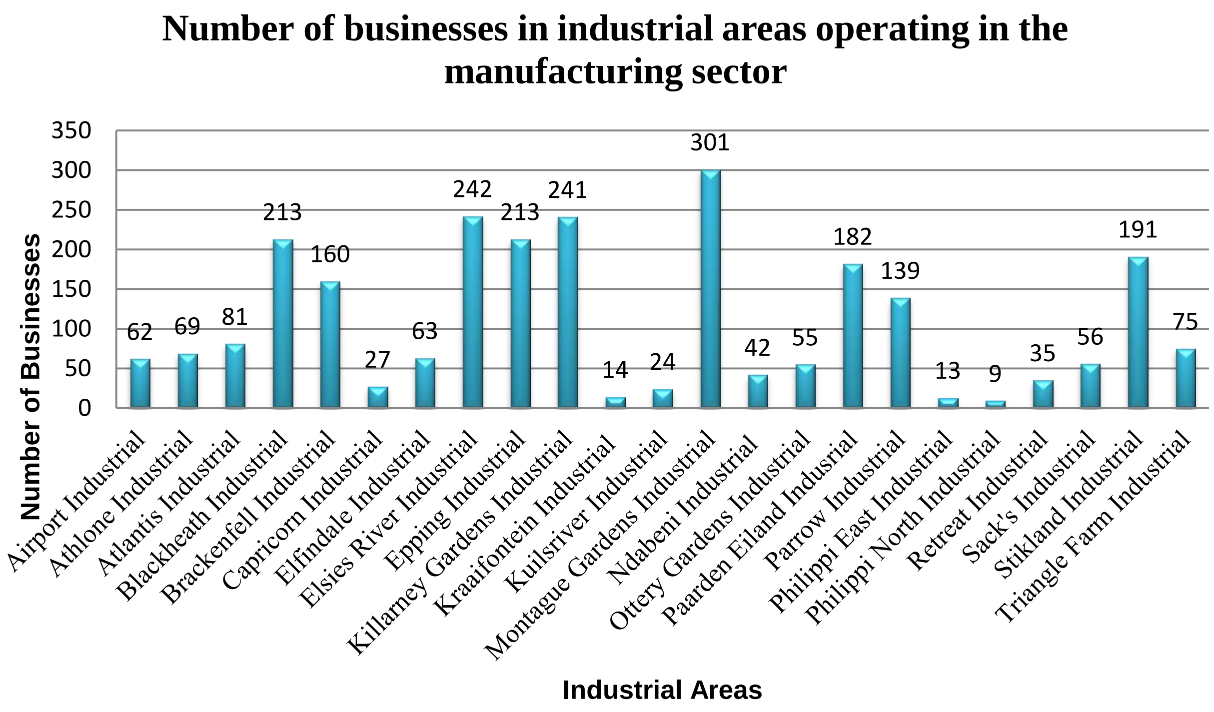
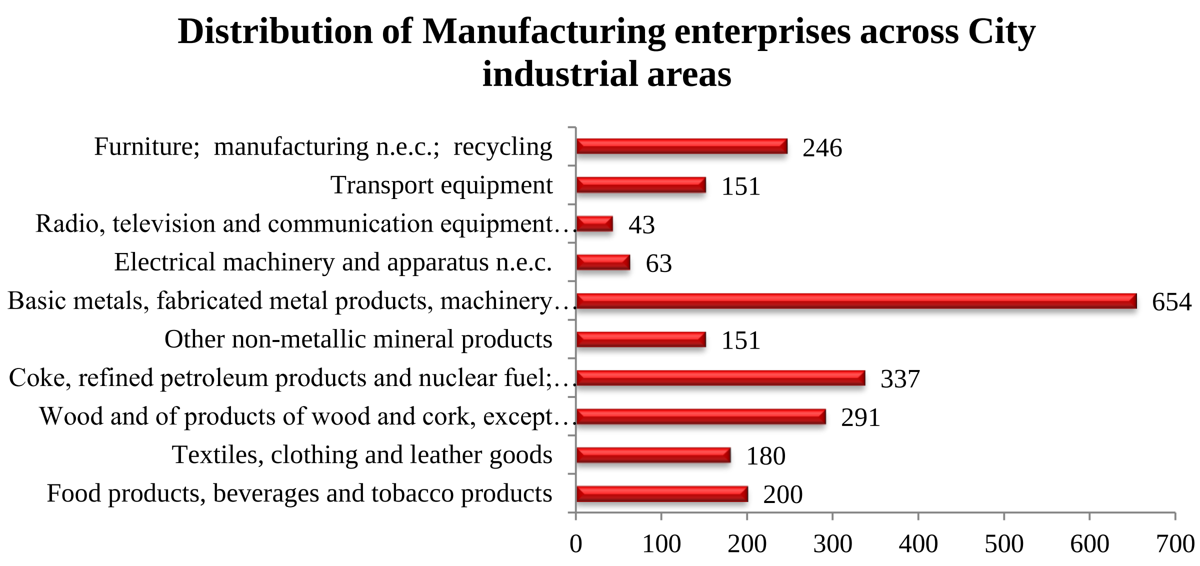


Figure 5: Manufacturing across City-wide industrial areas

Across Cape Town a wide range of manufacturing takes place. As evident in figure 6 below, the manufacturing of basic metals, fabricated metal products, machinery and equipment and of office, accounting and computing machinery is the most prominent manufacturing taking place in the region. In total there are 654 different businesses that participate in the manufacturing of these artefacts across Cape Town industrial areas. This accounts to 28% of manufacturing in the region.

Figure 6: Manufacturing division across City-wide industrial areas



The manufacturing of coke, refined petroleum products and nuclear fuel, chemicals and chemical products rubber and plastic products is also prevalent in Cape Town. Across the region 337 business are involved in this economic activity which accounts for 15% of the manufacturing of Cape Town.

Other divisions that contribute extensively to the manufacturing major divisions are the manufacturing of wood and of products of wood and cork, except furniture division as 291(13%) different formal businesses are involved in this economic activity, as well as the division that is inclusive to the manufacturing of furniture, manufacturing n.e.c., recycling. Here, 246 businesses are involved in economic activities identified before which accounts for 11% of manufacturing across Cape Town.

Another influential industry in the industrial areas of Cape Town is the Financial Intermediation sector. This industry possesses 10% of both the land-dwelling and economic activities in Cape Town industrial areas according to table 1.

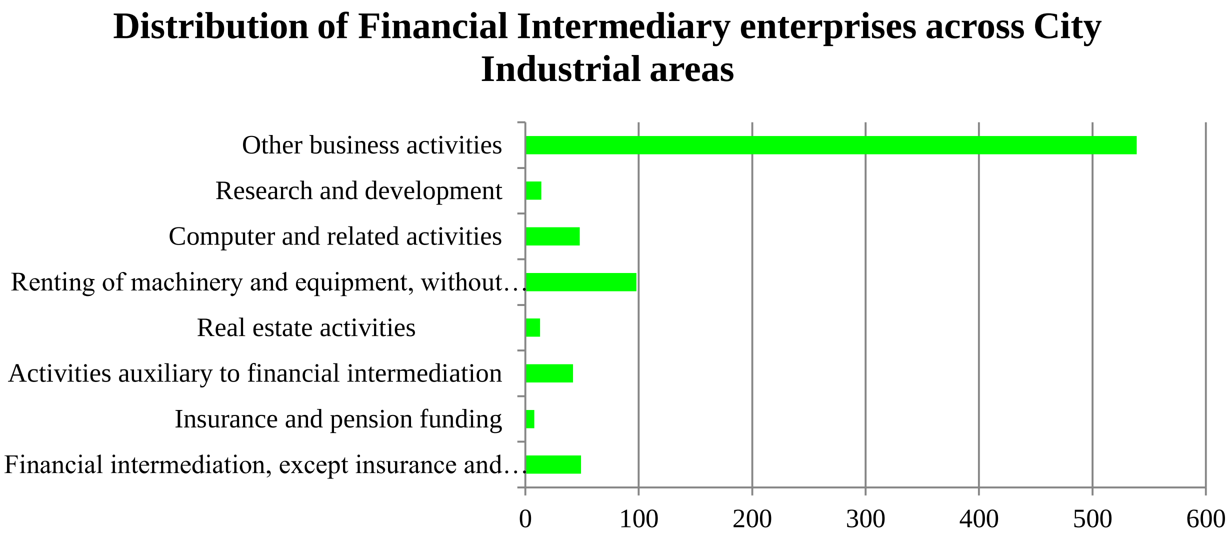


Figure 7: Financial intermediary activities across City of Cape Town industrial areas

The financial intermediary major division is dominated by activities referred to as other business activities. These activities account for 539 (66%) of the 811 total economic activities in the financial intermediary division. The activities in the other business activities group which is graphically represented below (figure 7) comprises mostly of packaging activities (49%). The remaining economic activities include other business activities (23%), which is a group name for other business services not elsewhere classified, labour recruitment and provision of staff (9%), investigation and security activities (8%), building and plant cleaning activities (9%) and photographic activities (2%).

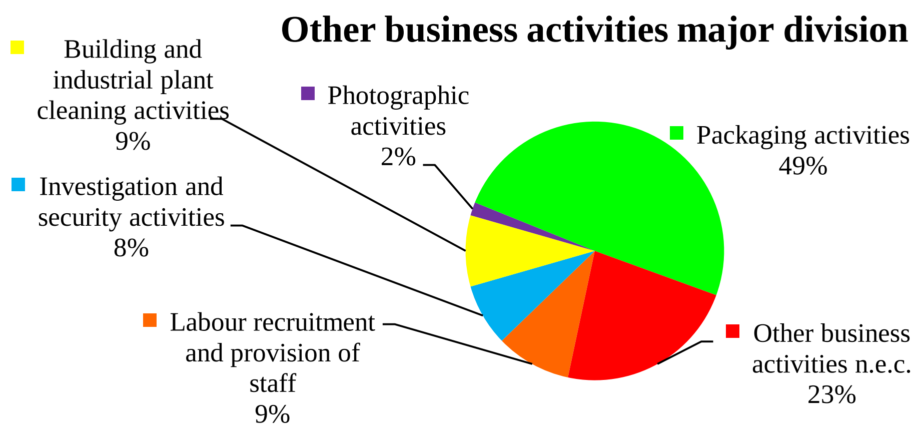


Figure 8: Other business activities major division across City of Cape Town industrial areas

Furthermore, the Construction, as well as the Transport, storage and communication divisions both contribute 6% to the economic activity of Cape Town industrial areas. These major divisions respectively cover 6% and 7% of the territory across the city industrial areas..

With regards to the construction major division, there are approximately 444 different construction companies across the industrial areas of Cape Town.

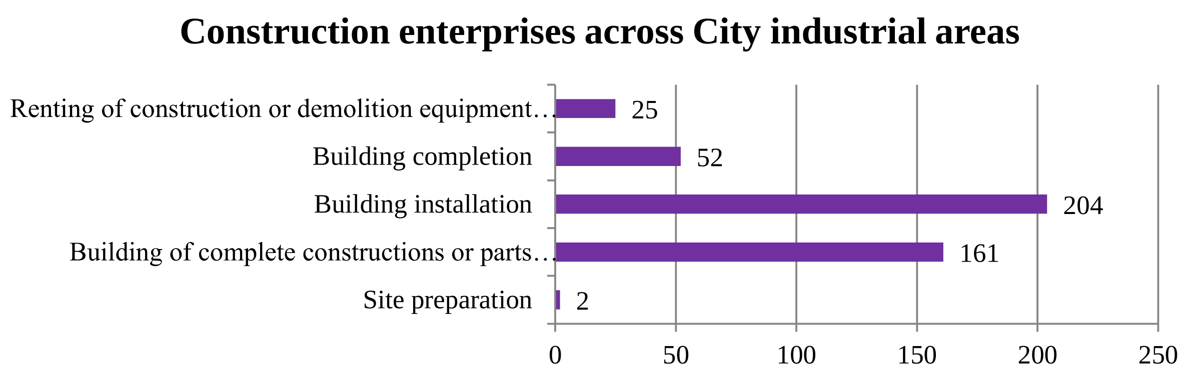


Figure 9: Construction enterprises across City of Cape Town industrial areas

Building installation accounts for 46% of the economic activity the construction sector of Cape Town. This includes activities such as plumbing, installation of electrical equipment, fencing, air-conditioning and pool heating. A further 36% of the economic activities in the construction industry in Cape Town involve the building of complete constructions or parts thereof and civil engineering, which includes civil, engineered structures, homes, swimming pools and other engineering structures.

Building completion contributes approximately 12% to the total economic activity in the construction division. Here businesses offer services which include, but are not exclusive to, painting and decorating, roofing and waterproofing.

The remaining 6% of economic activities in the construction division is made up of companies that involved in renting of construction or demolition equipment with operators (5.5%) and companies that are involved in site preparation (0.5%).

In terms of the transport, storage and communication major division, activities that support and are auxiliary to transport activities and activities of travel agencies account for the majority (49%) of the economic activities in this major division. Here storage and warehousing is prevalent economic activities in the division, but it also includes activities such as cargo handling, parking garages and parking lots and travel agencies and their related activities.

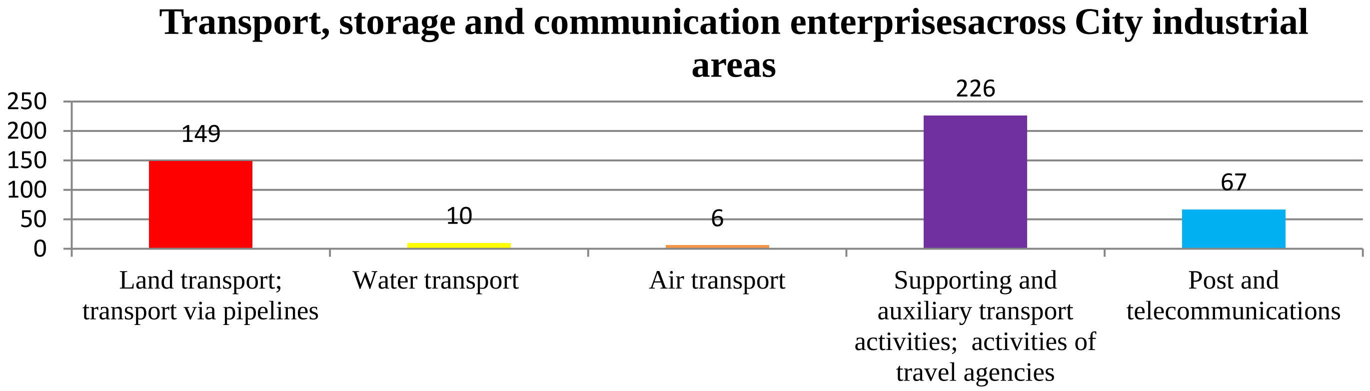


Figure 10: Transport, storage and communication across City of Cape Town industrial area.

Land transport is another significant economic activity in this division. A total of 149 (32%) businesses in Cape Town's main business activity can be categorised in this division. This major division includes economic activities like freight transport by road, urban, suburban and inter-urban bus and coach passenger lines, freight forwarding and clearing, transport via pipelines and Safaris and sightseeing bus tours.

Moreover, there are 10 businesses involved in water transport and 6 businesses involved in air transport respectively across City industrial areas.

The 67 different businesses that make up the post and telecommunication major division comprises of courier and national postal activities (66%) and telecommunications (34%).

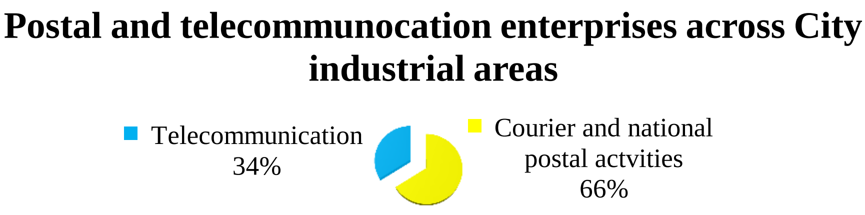


Figure 11: Postal and telecommunication enterprises activities across City of Cape Industrial areas

Economic activities relating to electricity, gas and water supply major division occupies 60 LIS keys across the City's industrial areas.

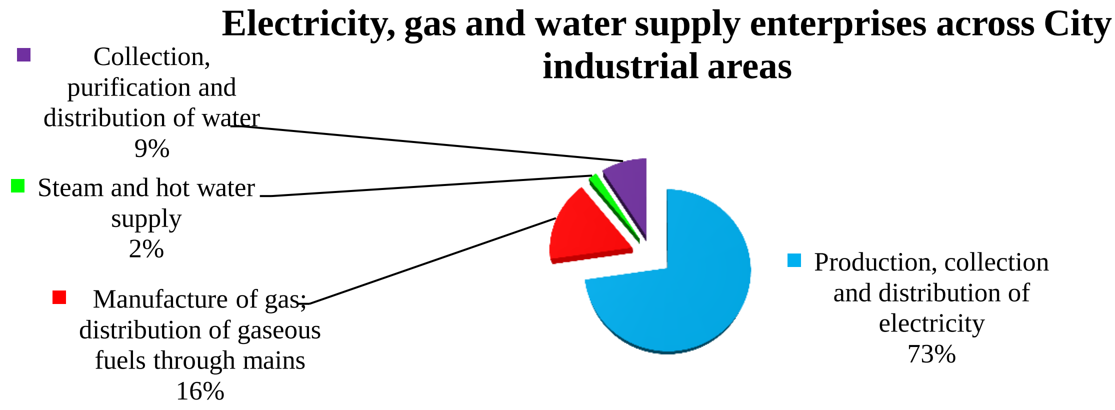


Figure 12: Electricity, gas and water supply enterprises across City of Cape Town industrial areas

The production, collection and distribution of electricity take up the majority (73%) of the electricity, gas and water supply major division. The remaining groups that contribute to economic activities in electricity, gas and water supply major division includes the manufacturing and distribution of gaseous fuels (16%), the collection, purification and distribution of water (9%) and steam and hot water supply (2%).

In terms of agriculture, hunting, forestry and fishing, there are only 24 different businesses involved in activities relating to this major division across the City.

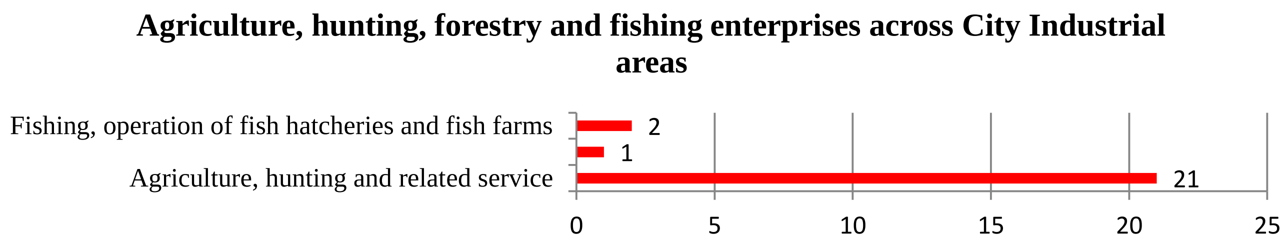


Figure 13: Agriculture, hunting, forestry and fishing enterprises across City of Cape Town industrial areas

Agriculture and husbandry services makes up the majority (52%) of the services in this division. This includes services such as pest control, fumigation services and landscaping services. Furthermore, there are 7 businesses in the 23 industrial areas that produce fertilizers in Cape Town and 2 different businesses that are involved in the growing vegetables, horticultural specialities and nursery products.

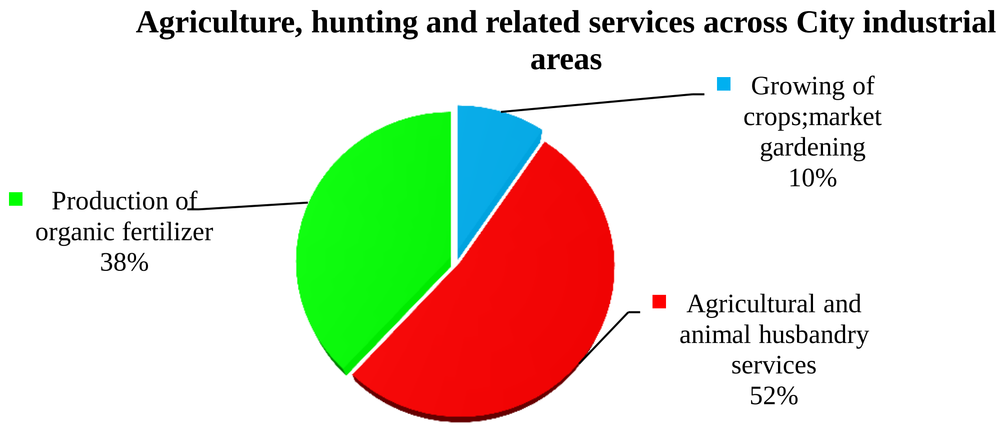


Figure 14: Agriculture, hunting and related services enterprises across City of Cape Town industrial areas

The mining and quarrying major division does not contribute significantly to the economic activities of the industrial areas of the City. There are only 8 firms across all 23 industrial areas involved in activities relating to mining and quarrying in Cape Town. The activities these firms are involved in include service activities related to oil and gas extraction, service activities relating to mining of minerals, and mining and quarrying of dimension stone (granite, marble, slate and cornerstone).

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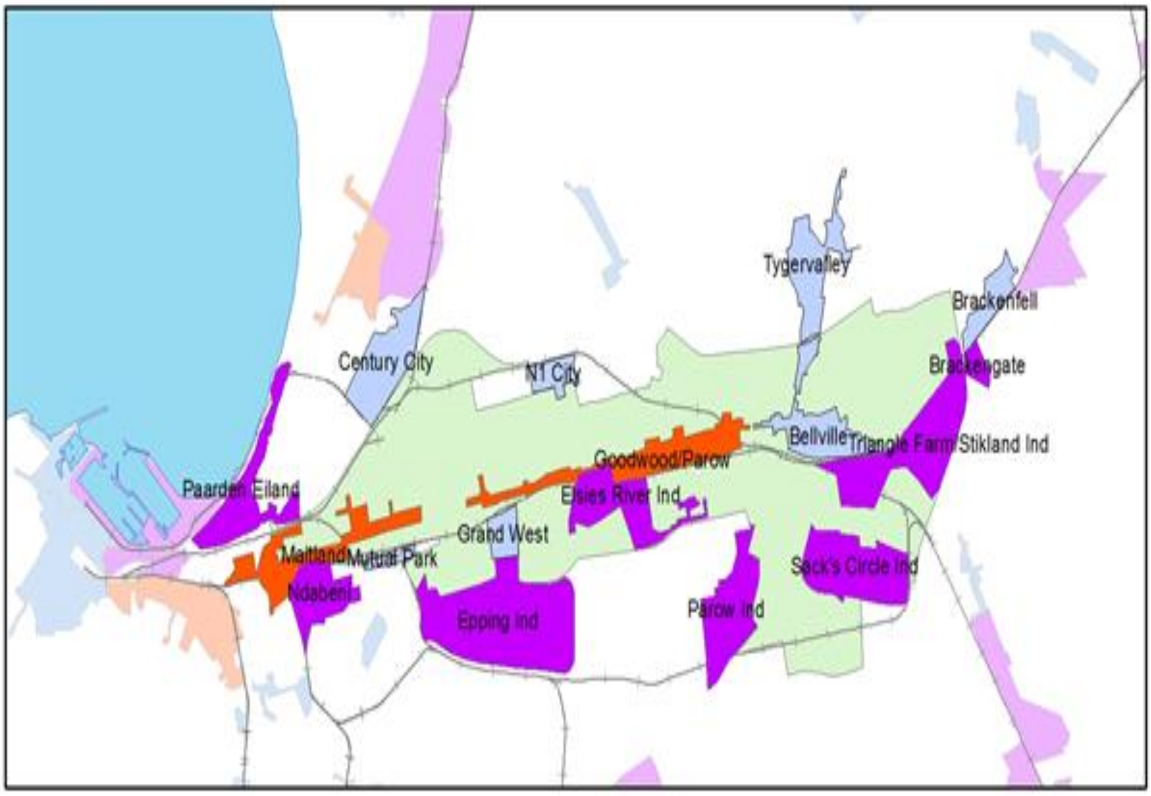
Voortrekker Road Corridor



Making progress possible. Together.

5.2 Voortrekker road corridor

The Voortrekker Road Corridor is one of 12 nodes on the Mayoral Urban Renewal Programme. It is home to many notable institutions which include at least seven hospitals and four major universities, a range of industrial areas, and a major transport interchange, amongst other things.

There are 6 industrial areas along the Voortrekker road corridor which contribute to the economic growth of Cape Town, and also provide thousands of Cape Town residents with employment.

The information collected in the Industrial survey was consolidated to provide a picture of the economic activities along the corridor. The analysis is presented below followed by a possible value chain analysis based on the assumption that businesses of a particular nature contribute to the supply chain of other businesses within the same area of operation. This is done to illustrate how particular businesses can add value to each other's' activities, if they are not currently doing it. The ultimate goal is to encouraging businesses to use manufacturers or supplies situated in their particular area of operation. This paper also identifies missing and or possible components to the value chains which could potentially inform future investment. The industrial survey data also allowed for cluster analysis, which enabled us to identify the different economic clusters across the corridor.

5.2.1 Voortrekker road corridor results

The industrial areas in Voortrekker road corridor is mapped across 1 487 LIS keys. 146 of these keys are economically inactive, 69 of which are vacant land parcels, 67 of which are vacant buildings, while the remaining 63 are under construction and are residential property.

Table 2 demonstrates the division of LIS keys and economic activity across the Voortrekker road corridor.

Major Divisions (Industries)	Number of companies	Percentage (%) of LIS Key occupancy
Agriculture, hunting, forestry and fishing	3	0
Mining and quarrying	3	0
Manufacturing	729	33%
Electricity, gas and water supply	16	1%
Construction	103	6%
Wholesale and retail trade, repairs of motor vehicles, motor cycles and personal and household goods, hotels and restaurants	648	30%
Transport, storage and communication	94	5%
Financial intermediation, insurance, real estate and business services	175	9%
Community, social and personal services	86	5%
Not economically active		7%
Unattainable		3%

Table 2: Total number of businesses and LIS key division across the Voortrekker road corridor

As illustrated by table 2 and Figure 15, the manufacturing sector dominates both the geography (33%) as well as the economic activity (39%) of the Voortrekker Road corridor.

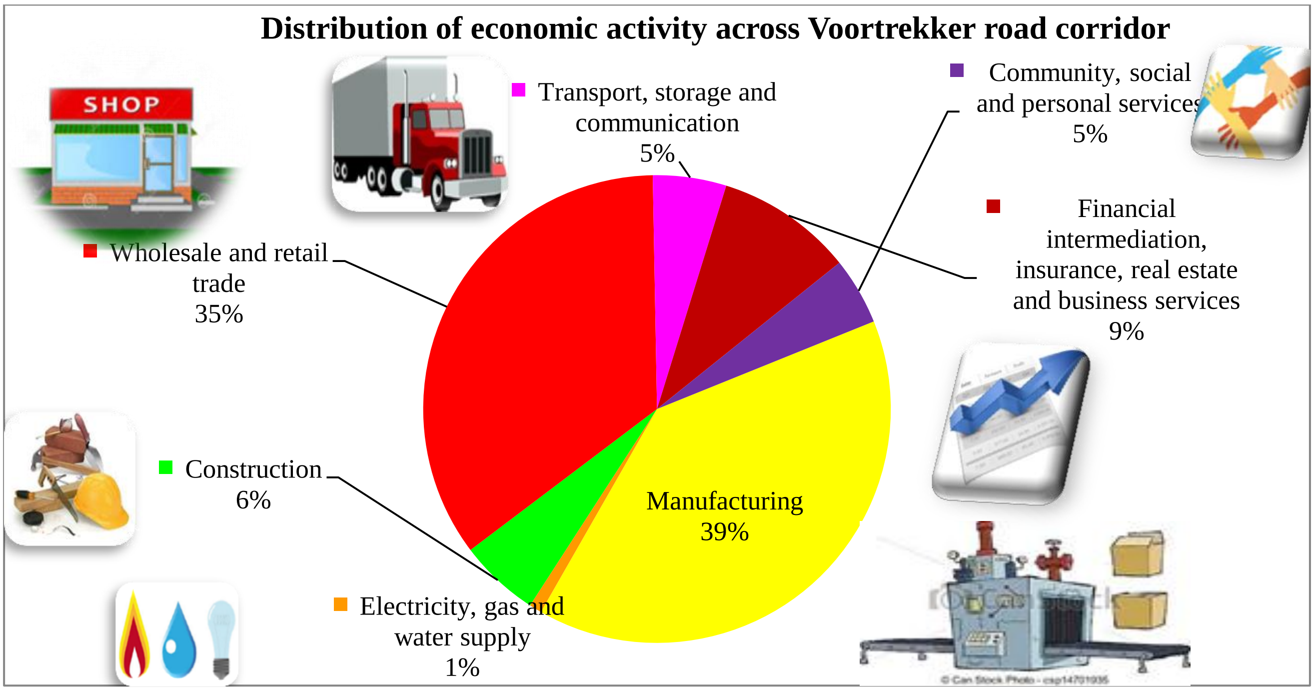


Figure15: Distribution of economic activity across Voortrekker road corridor

According to Figure 16 below, the group of artefacts mostly manufactured in the Voortrekker road corridor industrial areas are basic metals, fabricated metal products, machinery and equipment and office, accounting and computing machinery (267). The manufacturing of coke, refined petroleum products and nuclear fuel, chemicals and chemical products of rubber and plastic products as a group contributes 12% (98) to the economic activity of the region. Other contributors to the manufacturing sector of the Voortrekker road corridor is the manufacturing of wood and products of wood; and the manufacturing of furniture, manufacturing n.e.c and recycling where both divisions contribute 10% (82) to the total manufacturing while the manufacturing of food product, beverages and tobacco products and that of textile, clothing and leather goods contribute 9% (69) to the manufacturing sector of the Voortrekker road corridor.

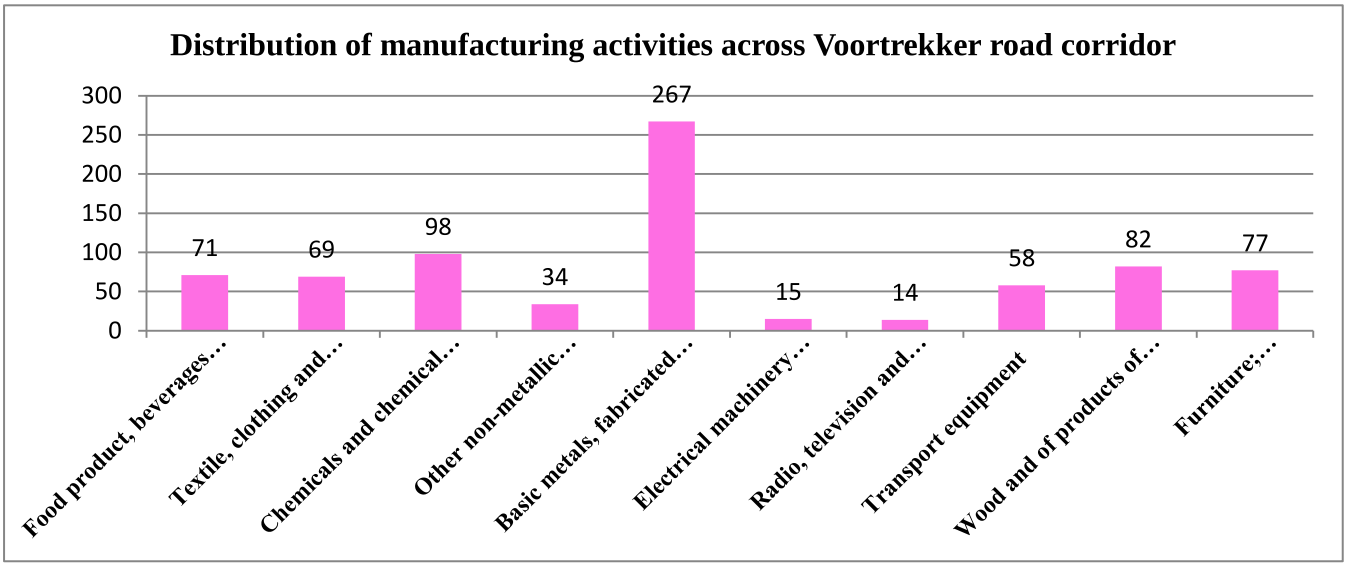


Figure 16: Distribution of manufacturing activities across Voortrekker road corridor

The wholesale and retail trade sector which occupies 30% of the LIS keys in the Voortrekker road corridor constitutes 35% of the economic activities to the region under review.

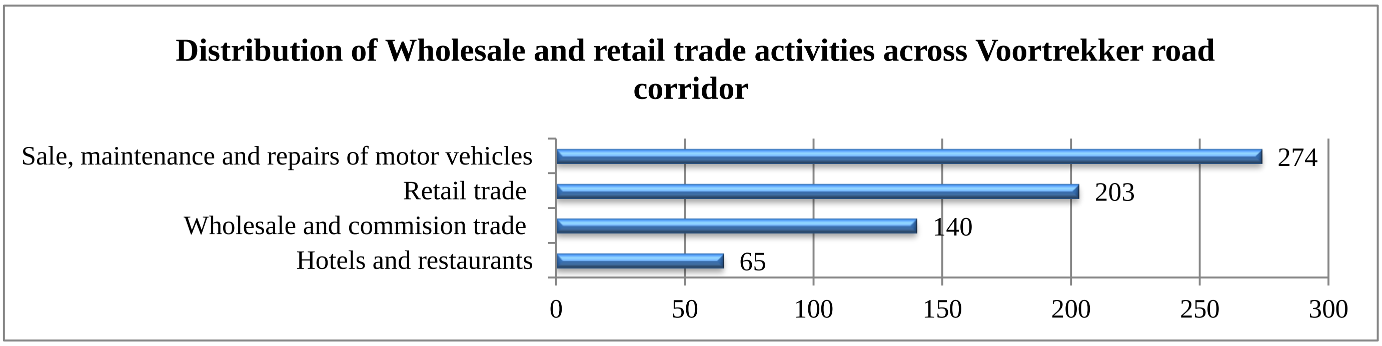


Figure 17: Distribution of Wholesale and retail trade activities across Voortrekker road corridor

Forty percent (40%)(274) of this major division's economic activities are embedded in the sale, maintenance and repairs of motor vehicles, 30% (203) in retail trade except for that in motor vehicles and motor cycles, 20% (140) in wholesale and commission based trade except for that in motor vehicles and motor cycles and 10% (65) in hotels and restaurants.

Activities relating to financial intermediation, insurance, real estate and business services occupy nine percent (9%) of the LIS key in the Voortrekker road corridor and makes up nine percent (9%) of the economic activities in the region under review.

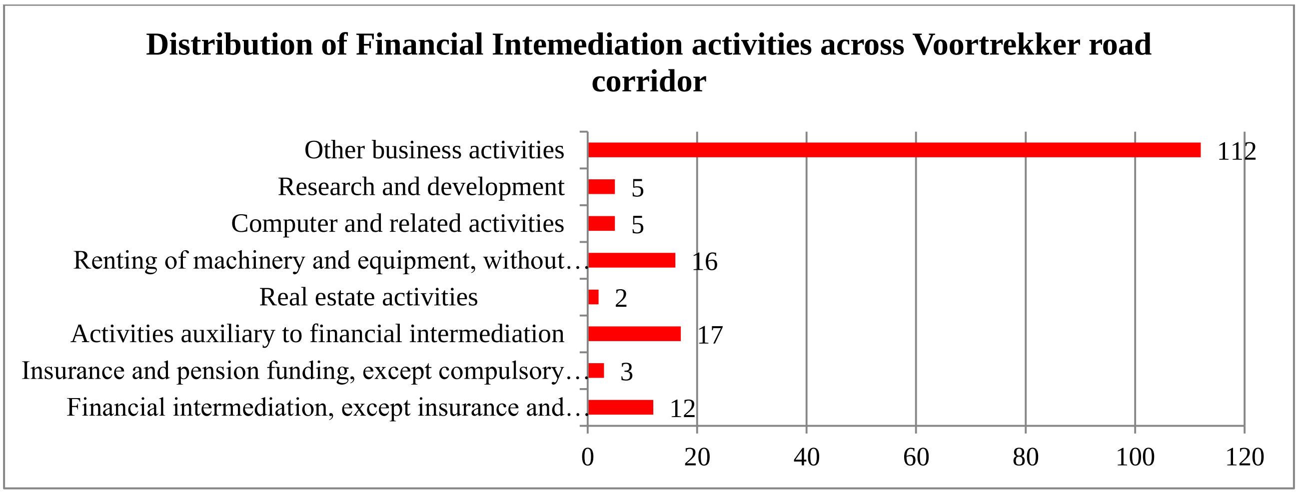


Figure 18: Distribution of Financial Intemediation activities across Voortrekker road corridor

Other business activities make up the majority (65%) of the economic activities in this division and these include activities such as advertising, architectural, engineering and other technical activities as well as legal, accounting, bookkeeping and auditing activities; business and management consultancy.

Other economic activities in this division includes activities auxiliary to financial intermediation (10%), the renting of machinery and equipment without operator and of personal and household goods (9%), financial intermediation, except insurance and pension funding (7%), Computer and related activities (3%) research and development (3%), Insurance and pension funding (2%) and Real estate activities (1%).

The construction sector occupies four percent (4%) of the geography of the industrial areas in the Voortrekker road corridor and contributes four percent (4%) to the economic activity of the corridor.

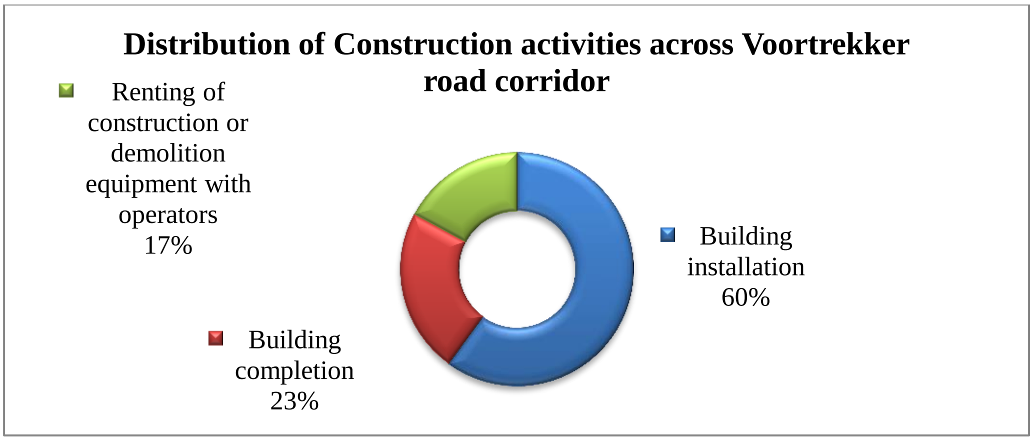


Figure 19: Distribution of Construction activities across Voortrekker road corridor

In this division, building installations assumes (60%) of the economic activity in the area, building completion 23% and the renting of construction or demolition equipment with operators 17%.

The Transport, storage and communication activities occupy five percent (5%) of the LIS keys in the industrial areas along the Voortrekker road corridor. Similarly, 5% of the economic activities in the Voortrekker road corridor involve transport, storage and communication activities.

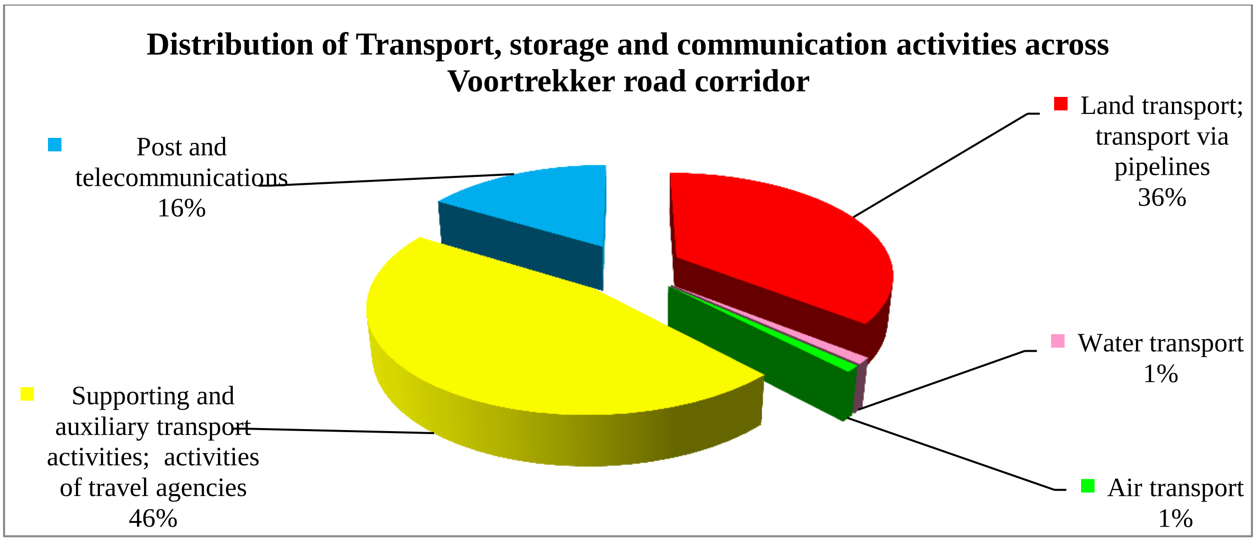


Figure 20: Distribution of Transport, storage and communication activities across Voortrekker road corridor

Activities supporting and auxiliary to transport activities and activities of travel agencies make up 46% of the divisions' activities. The remaining 54% of activities in this division is made up of activities related to land transport (36%), post and telecommunication (16%), water transport (1%) and air transport (1%)

Community, social and personal services occupy five percent (5%) of the LIS keys of the industrial areas in the Voortrekker road corridor contributes five percent (5%) to the total number of economic activity in the region under review.

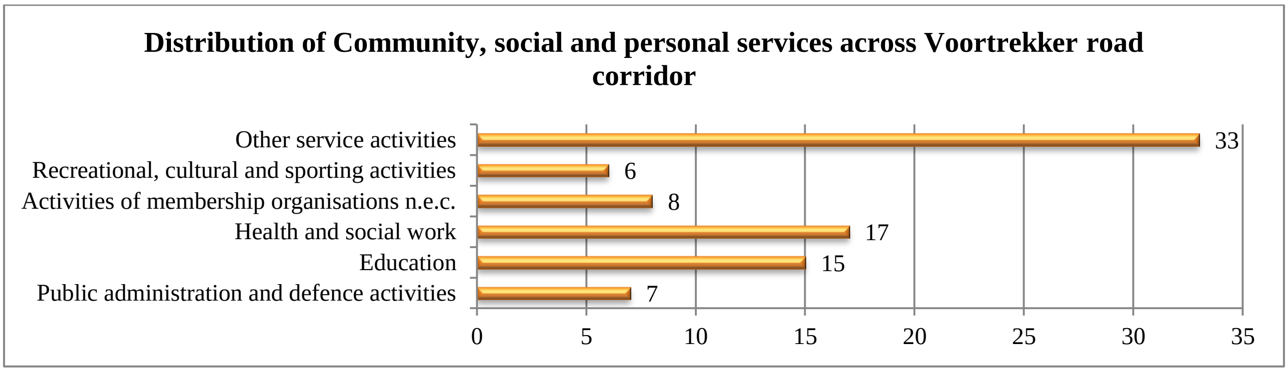


Figure 5: Distribution of Community, social and personal services across Voortrekker road

Activities under the "other service activities" umbrella contribute the most (38%) to this major division's economic activities. Activities under this umbrella include activities such as ladies and men hairdressing, funeral and related activities and dry-cleaning. Other contributions to the economic activities of the Voortrekker road corridor includes health and social work (17%), education (15%), public administration and defence activities (8%), activities of membership organisations (9%) and recreational, cultural and sporting activities (7%).

Activities relating to electricity, gas and water supply contributes one percent (1%) to the total economic activity. Ninety three percent (93%) of the activities in this division is made up of electricity, gas, steam and hot water supply while the remaining seven percent (7%) of the activities involve the collection, purification and distribution of water.

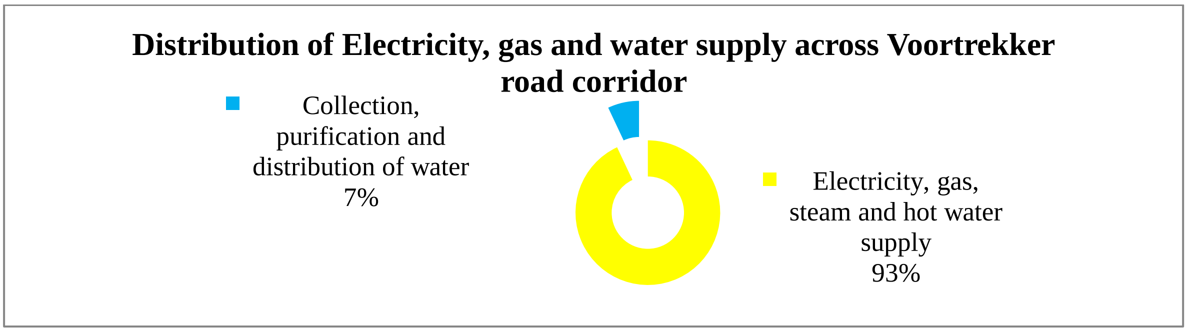


Figure 22: Distribution of Electricity, gas and water supply across Voortrekker road corridor

5.2.2 Value chain analysis of Voortrekker road corridor

As mentioned before, with the intention of encouraging businesses to use manufacturers or supplies situated in their particular area, possible value chain were constructed. These value chains functions to illustrate the network of businesses that exist in the corridor that could potentially enable specific industries to deliver a valuable product or service for the market for less by using the businesses in its surrounding area. The value chain analysis thus demonstrates the potential (if not already existent) **supply chain** of other businesses within the same area of operation across the corridor.

The methodology used to construct the possible value chain involved analysing the industrial survey data for each LIS key is then separated and grouped according to each economic activity. This was further groups per value chain component. From here, possible value chains for Voortrekker road corridor and Metro-South East corridor were constructed.

Possible value chains for production of textile goods, food and beverages, chemical products, glass products and the construction of buildings were constructed for the Voortrekker road.

5.2.2.1 Value Chain for Textile Goods in Voortrekker road corridor

The textile industry or apparel industry is primarily concerned with the design and production of yarn, cloth, clothing, and their distribution. The industry was so significant in Cape Town that many Cape Town families from across social classes relied on the industry for employment, with at least one family member being involved in the industry in some capacity. This all changed after the relationship between the big retailers and the manufacturers were harmed in 2004 due exchange rate controversy. In the interim, the retailers started sourcing their goods in places like China and many factories closed and many thousands of jobs were lost over the next decade.

To facilitate the manufacturing of apparel for cheaper a potential value chain for the corridor was constructed. Figure 22 shows that research and development is the first component of the textile goods value chain. Here information about the market, future competitors, possible consumers, costing and profit forecasting are gathered and evaluated. This works hand in hand with marketing where information about population, demographics and geography are all gathered for a product to perform better than those in the market of its kind. Fashion designers and household textile designers use this information to design a good that will survive in the market by attracting a wide range of consumers.

The manufacturers of raw materials found in the Voortrekker road corridor are businesses that specialise in yarns, ski-rope, animal wool and fur manufacturing. These raw materials are then processed and used as materials to create garments. Materials such as ribbons, dyes, zips and fasteners are used to attach pieces of material together, which is then custom printed or embroidered to finish the design of the good. Final goods produced in the Voortrekker road corridor ranges from men's and woman's clothing, household textiles, socks, caps, carpet and bathroom rugs, curtains, shoes, leather goods, industrial and safety gear.

The final textile goods are then neatly packaged and distributed to various wholesalers and retailer within the area. Companies that deal with logistics and business management ensure that distribution of the goods are not damaged or spoilt when it reaches the consumer.

Brand developing and advertising are key aspects in the marketing stage which assists in positioning the product in the minds of the consumer and increase the demand of the good. Manufacturers of billboard signage materials, printing material and ink, paper, cardboard and laminating goods are used by these marketers and advertising firms.

Consumers that purchase these goods range from boutique buyers, women and men shoppers and stylists. The Voortrekker road corridor has a few stores that specialise in repairs and maintenance of textile goods these stores are shoe repairs, tailors and dry cleaners.

The Voortrekker road corridor industrial survey results shows that there are a wide range of business manufacturing textile goods however, we found that there were not many businesses specialising in the **first component** of the production process which is the **collection of the raw materials**. This means that manufacturers of textile goods source raw materials such as cellulose flax fibre which is needed to produce linen fabric, from outside the corridor. It would be beneficial for **businesses that specialise in the manufacturing of linen fabric** to establish themselves in Voortrekker corridor region. Processing component of the production process should use flax wheel, polymer chips melting, spinneret, drawing tow and crimping machines as well as metal containers. Based on the industrial survey these products are not available for use in the Voortrekker road region. It would then be recommended that businesses specialising in the **manufacturing, hiring service, repairing of these machines or materials** should situate themselves in this region.

Possible Value Chain for Textile Goods in Voortrekker Road corridor

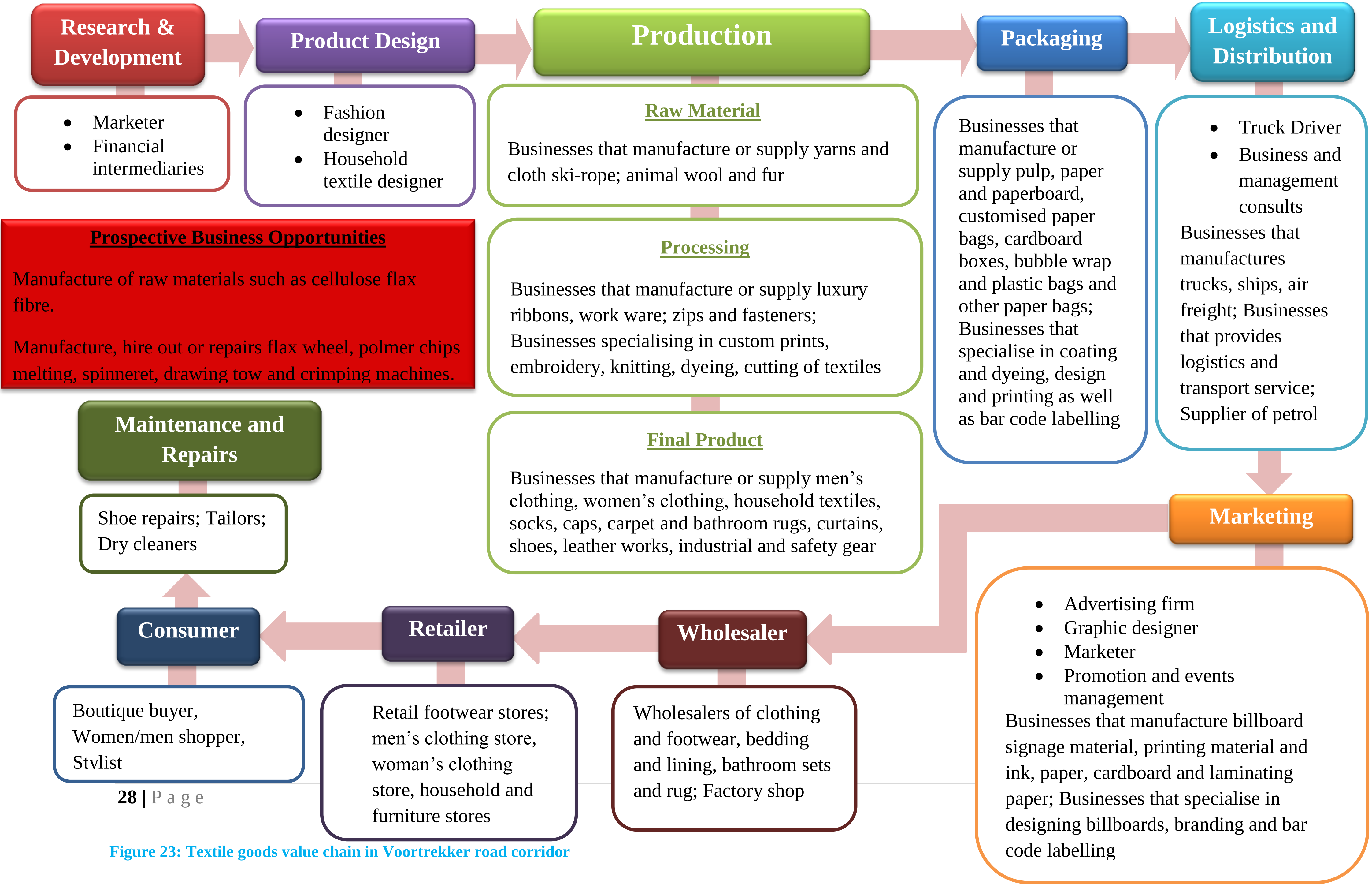


Figure 23: Textile goods value chain in Voortrekker road corridor

5.2.2.2 Value Chain for Food and Beverages in Voortrekker road corridor

The Western Cape is the leader in the food and beverages sector d due its combination of excellent and plentiful agricultural produce, large manufacturing capacity and a skilled workforce. This sector is the second-biggest contributor to the Western Cape's annual export basket, behind agriculture and fishing. The Voortrekker road corridor also hosts a value chain for this sector.

With regards to the value chain for food and beverages (figure 23), the first value chain component, research and development, consists of marketers, financial intermediaries, attorneys and supply chain management. This group of professionals all work together to gather and analyse information about the market, competitors' products and consumer's preferences. Once data is collected and analysed bakers, chefs, nutritionists set up recipes to make the end product.

Primary ingredients for food and beverages that are manufactured in the Voortrekker road corridor consists of salt and spices, cooking oil and sunflower oil, starch and glucose, fruit harvesting and rice harvesting these ingredients are then seasoned, cooked or baked to produce the final product. Final food and beverage products that are produced in the Voortrekker road corridor consists of fruit juice, preserved fish or seafood, bakery goods, dairy products or wine.

Goods that are preserved before reaching the consumer are packaged in plastic or cardboard boxes or bottles then go for labelling. Businesses that manufacturers of paper, paperboard, cardboard boxes, tins, bubble wrap or plastic bags in the corridor are and can be used to provide businesses with packaging materials before the final product reaches the retail stores. Logistics and courier businesses in the corridor then manage trucks, ships, air planes and distribution centres that are used to deliver the goods to wholesalers or retailers.

The wide range of marketing firms, advertising agencies, promotion and events management as well as graphic designers in the corridor then specialises in attracting a wide range of consumers and increasing the demand for the good once it reaches the retailers or wholesalers. Wholesalers of food and beverages in the Voortrekker road corridor consists of cash and carry and distribution centres. Retailers in this region consists of butchers, superette or super markets, take away or fast food shops, restaurants, kiosk or tuck-shops, pub or liquor stores, Shoprite checkers and Pick 'n Pay stores. Consumers who are more likely to purchase the product found in the Voortrekker road corridor are restaurants, catering companies, household shoppers or fast food stores.

The corridor would largely benefit from businesses that **manufacture, hire out or repairs food or beverage processing machines** and r**esearch and development specialists in food and beverage products** to complement its existing operations.

Possible Value Chain for Food & Beverages in Voortrekker Road corridor

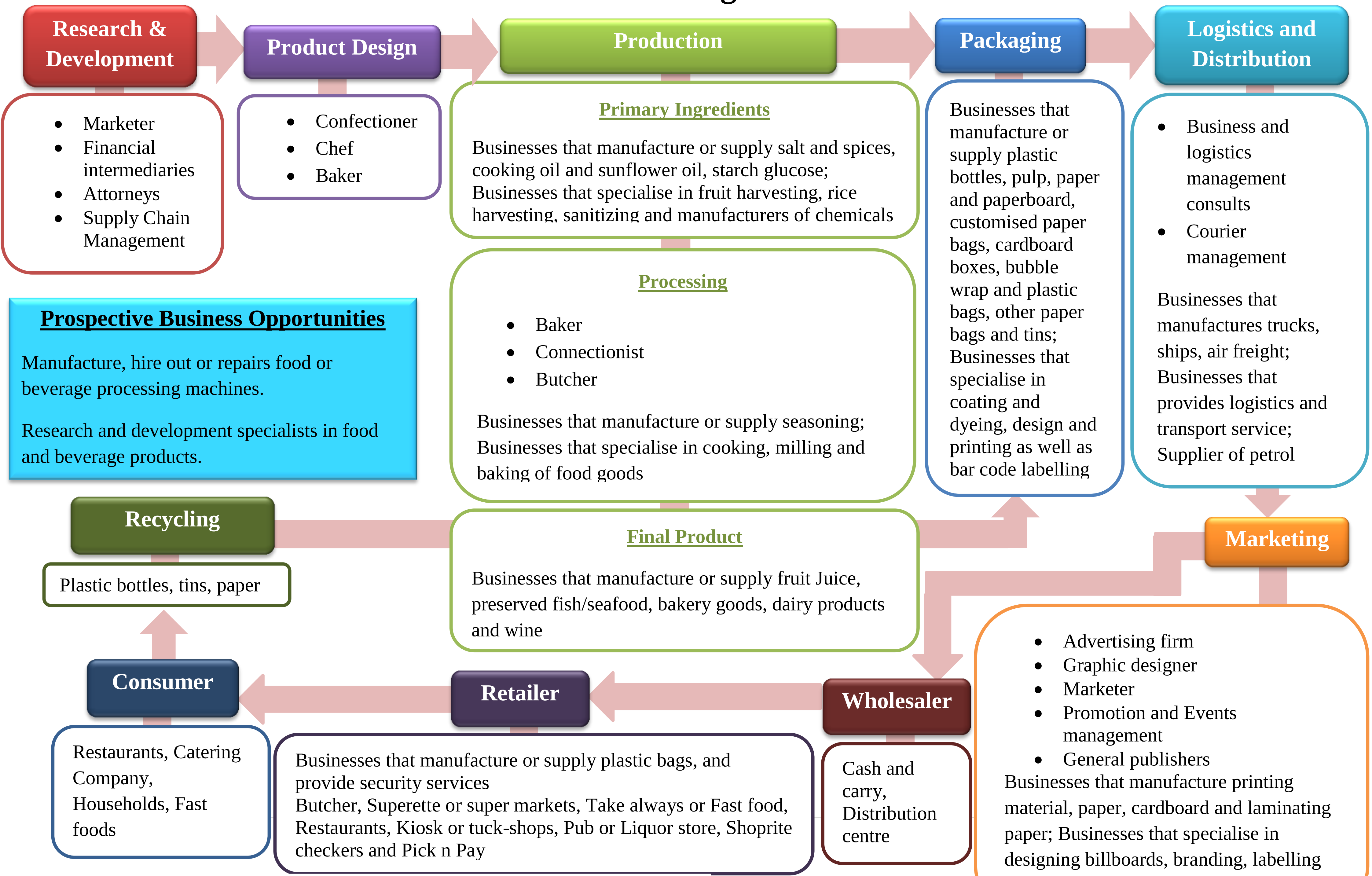


Figure 24: Value Chain for Food and Beverages in Voortrekker road corridor

5.2.2.3 Value Chain for Chemical Products in Voortrekker road corridor

The chemical industry comprises the companies that produce industrial chemicals. Central to the modern world economy, it converts raw materials (oil, natural gas, air, water, metals, and minerals) into more than 70,000 different products. The Voortrekker hosts a value chain in which chemical products are produced from scratch.

In this value chain (figure 24), the first value chain component in the research and development segment within the corridor consists of medical, marketing and veterinary researchers who study possible products that consumers need and will use. Product development consists of pharmaceutical manufacturers that help improve existing products or ways to treat specific symptoms based on the research collected.

The first phase of the production process is collecting raw materials such as basic chemicals, cleaning and industrial chemicals as well as gas and air compressors needed for the end product. Before the final product is distributed manufacturers do testing to evaluate the product. In the Voortrekker road corridor businesses specialising in drug testing, chemical dye and cosmetic testing are then used to ensure that the final product is of the best quality and ready to be used. The final product ranges from pharmaceutical products, general medication, herbal medication, fragrances, cleaning products, cosmetic products, weed and pest control as well as paint and varnishing products..

The packaging component of the value chain uses manufacturers of paper, plastic or tin bottles, paper or paperboard boxes, designing and printing of labels and barcodes are also needed before the final product is distributed. Truck drivers and logistic managers along with truck drivers are key role players who ensure that the distribution of these chemical goods is not damaged or exposed to anything that could affect the quality of the good. Advertising firms, marketers and graphic designers ensure that consumers are aware of the product and its functionality before it is released to the market.

Wholesalers of chemical products which are present in the Voortrekker corridor region are pharmacy distributers who then deliver goods to retailers such as pharmacies, medical practitioners, dental practices, optometrists, pathologists, chronic medical dispensary, health shops, cosmetic stores, Shoprite checkers, Pick n pay, superette or super markets. Consumers such as doctor and dentist patients, cleaning services and general consumers are a few consumers that are more than likely to purchase the good in the Voortrekker road corridor.

The last component of the value chain is the recycling of packaged goods. The packaging material such as cardboard boxes, plastic bottles, packaging paper or labels are but a few materials that are recycled to make new packaging material. **Polyethylene or polypropylene** plastic bottles used for packaging are vital to ensure chemical products are not fabricated or tampered with. Based on the industrial survey results however, businesses **manufacturing** in these packaged good are not situated in the Voortrekker region.

Weighing, mixing, heating, rotary granulator, single-punch and rotary tablet machines as well as slug utensils, mills, and sifters are key tools or machines used in the production of chemical products and are not easily found or available for use in the Voortrekker road corridor region. It would be recommended that businesses that **hires out, services or produce machines** of this type to locate themselves in this area. Furthermore, failure of these delivering chemical products may result in a range of repercussions to society thus it is essential that proper research and development are used throughout the production process. It would be beneficial if **businesses specialising in research of chemical products** situated themselves in areas such as the Voortrekker road corridor.

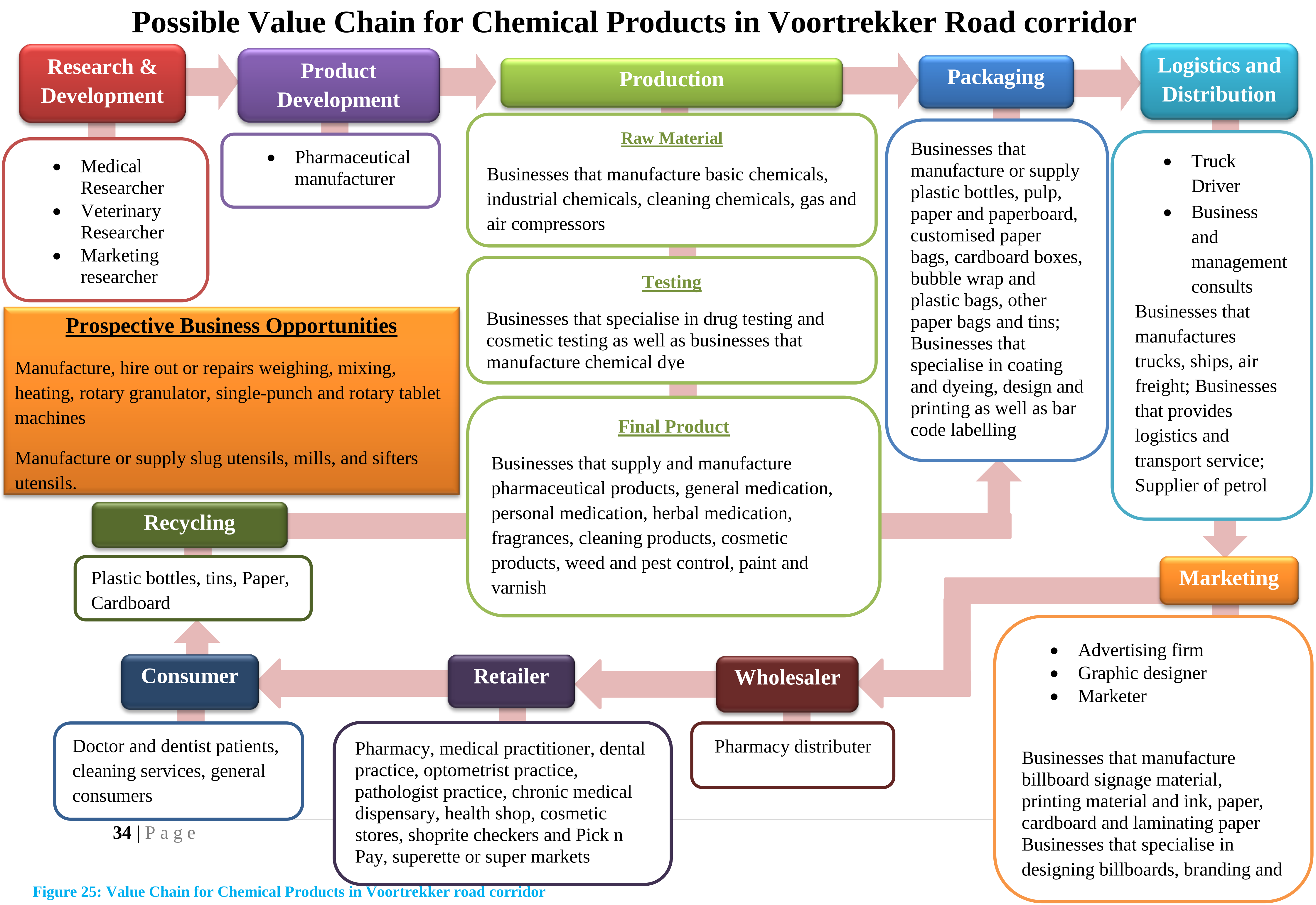


Figure 25: Value Chain for Chemical Products in Voortrekker road corridor

5.2.2.4 Value chain for glass in Voortrekker road corridor

The first segment of the glass value chain (figure 25) is the research and development component. Here marketers, financial intermediaries and engineers come together to collect data about the market and consumer preferences. These role players are essential as they contribute to the accuracy and authenticity of the information gathered thus increasing the success of the strategies or design of the product being implemented in the market.

Product designers, interior designers and engineers found within the Voortrekker road corridor are most likely used to design a product that is different to that of its competitors.

The production process starts with the gathering of raw materials where businesses that specialise or supply water purification, stone, coal and electricity felicities are used to produce glass products. Businesses specialising in cutting, heating or moulding are most likely used in the second phase of the production process to produce goods such as auto glass products, glass bottles, household glass products, drinking glasses, glass lenses or glass windows within the Voortrekker road corridor.

Once the product is produced packaging becomes essential to ensure these glass products are not broken when it reaches the consumer. Manufacturers of paper, paperboard, coating and dye, cardboard boxes, printing, bar code labelling, customised paper bags, bubble wrap and plastic bags or other paper bags are used in the packaging phase of the value chain. Logistics management and truck drivers who deliver the goods are key role players who add value to the end product by ensuring that when the product is delivered it is in its original form.

Graphic designers, marketers and advertising firms ensure that the product is introduced to a wide range of consumers to attract possible buyers. Materials used in the marketing segment of the value chain such as billboard signage material, printing material, ink, paper, cardboard and laminating paper are also available in this corridor.

Warehousing and storage spaces, builder's warehouses, furniture warehouses as well as distribution centre in the corridor have the functionality to stores these glass products and distribute it to retailers such as furniture stores, Pick n Pay, Shoprite and furniture stores. Interior designers, household shoppers, general consumers or furniture buyers are possible consumers who then purchase these goods from the stores. Recycling of glass bottles, auto glass products, glass bottles, household glass products, glass lenses and glass windows are used as raw materials to produce other glass products.

The industrial survey results shows that there are **no businesses specialising in dipping, glazing, sand blasting, paint, frosting, glitter decoration of glass products**, there are also not many businesses specialising in the **manufacturing of moulds for glass** in the Voortrekker road corridor region. This then provides business that provides services of this kind to operate in this area.

Possible Value Chain for Glass Products in Voortrekker Road corridor

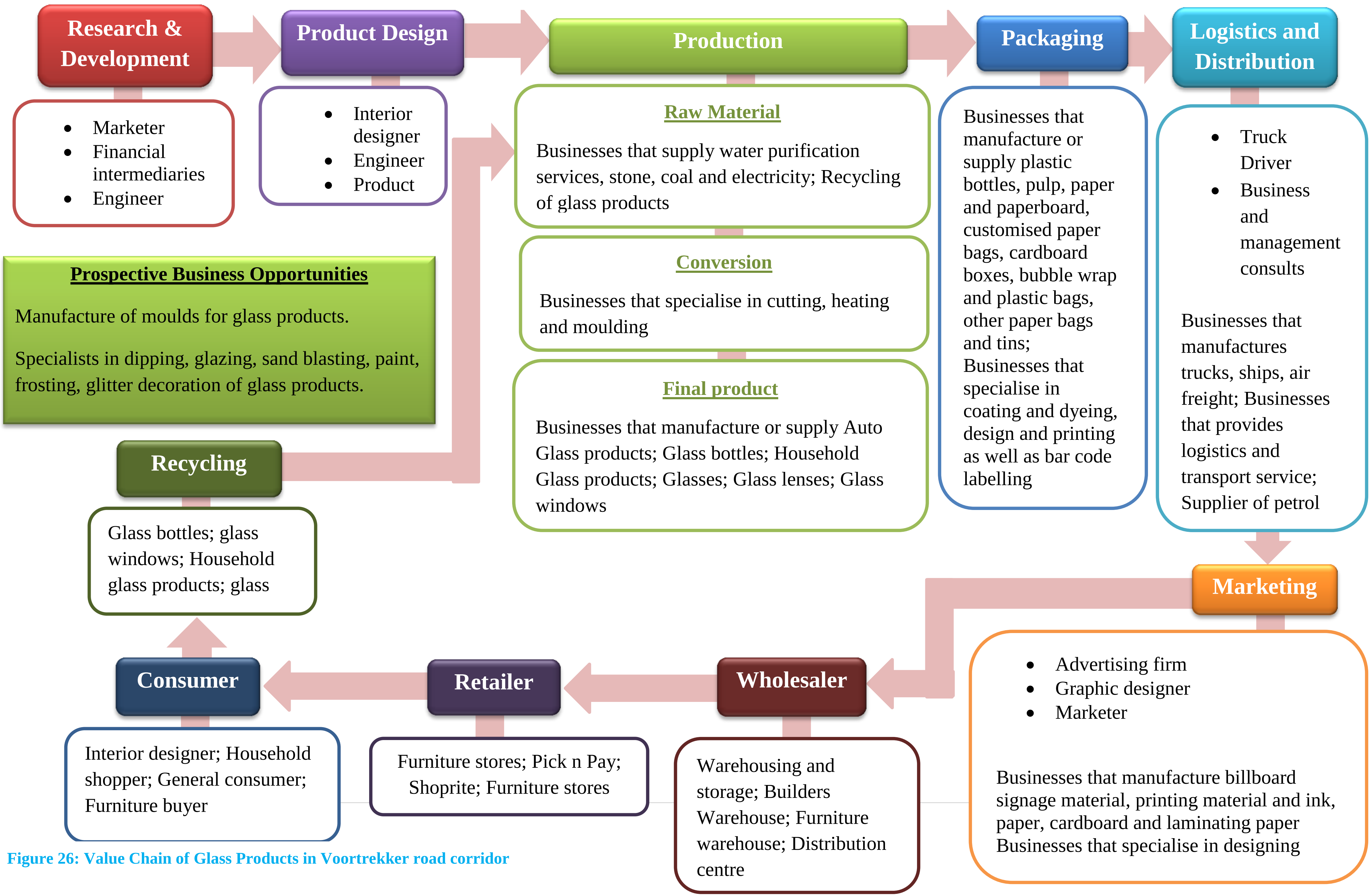


Figure 26: Value Chain of Glass Products in Voortrekker road corridor

5.2.2.5 Value Chain of Construction of a Building in Voortrekker road corridor

When considering building a structure, the planning is the first phase of the value chain (figure 26) where the attorneys, financial intermediaries and architects work together to determine whether it is viable to construct a building at a particular site or property. The architects, engineers, structural designers and project planners in the corridor would then come together to design or construct a building according to legal and financial constraints.

Logistic management companies that transport construction material and equipment to the construction site are also available in the corridor. The first phase of the construction process is where civil engineers, contractors, builders, machinery engineers, supervisors and machine or tools and equipment users are collectively needed on the site to ensure the structure is precise and perfect to ensure that the building does not collapse. Earthmoving equipment, cranes, cutting and CNC building machine, hardware tools and compactors are needed for construction and is available for use within the Voortrekker road corridor. Manufacturers of stone, sand and cement, concrete blocks, roof sheeting and ceramic tiles, glass, sanitary ware, aluminium window frames, doors and garage doors are all the materials need to finish the construction of the building and which are available in the area.

Plumbers and plumbing assistants are key role players that make use of manufacturers of tubing of drains, gutters, solar heaters, plumbing equipment and hardware tools for the implementation of the plumbing structure throughout the building. The electrical design within the construction of the building makes use of manufacturers of wire transmitters, conductors, electricity suppliers and hardware tools. Specialists such as electrical engineers, electricians, electrical contractors ensure that the transmission of energy has no faults. These professionals are all available in the Voortrekker road corridor.

Once the infrastructure is in place carpenters and furniture designers use door, bathroom, cupboard, dry wall partitioning, bathroom cabinet, oven doors and glass manufacturers for the carpeting aspect of the value chain. Interior designers and painters are also involved in this process as it uses manufacturers of hardware tools, paint and varnish, lining and decorating technology as well as blind manufacturers.

Landscape architects, groundskeeper and gardeners are key role players that add value to the final product. Manufacturers specialising in paving, steel or wooden decks, braai fireplaces, aluminium awning and pools are essential in adding value to the exterior of the building or construction.

The sales and marketing phase of the value chain consists of key role players such as advertisers, graphic designers, marketers and real estate agents that uses billboard or signage material, printing material and ink, cardboard and laminating paper to advertising the site for both foreign and domestic consumers to purchase or rent it.

The industrial survey results reflect that there are a wide range of businesses that contribute to the construction of a building. It would then be cost effective for **training facilities or employment agents** in the Voortrekker road region train and employ these low skilled workers to work on the construction site. The important material that are found in the Voortrekker road corridor are highlighted in the value chain above however, there are a few components or accessories used in the production process that are not manufactured in this region. For instance manufacturers of **toilet pots, basins baths, light bulbs, plastic casing for wires, household furniture** are among the few items that are not manufactured in the Voortrekker region. This provides an opportunity for business that specialise in the manufacturing of these products to operate in this area.

Possible Value Chain for Construction of Building in Voortrekker Road corridor

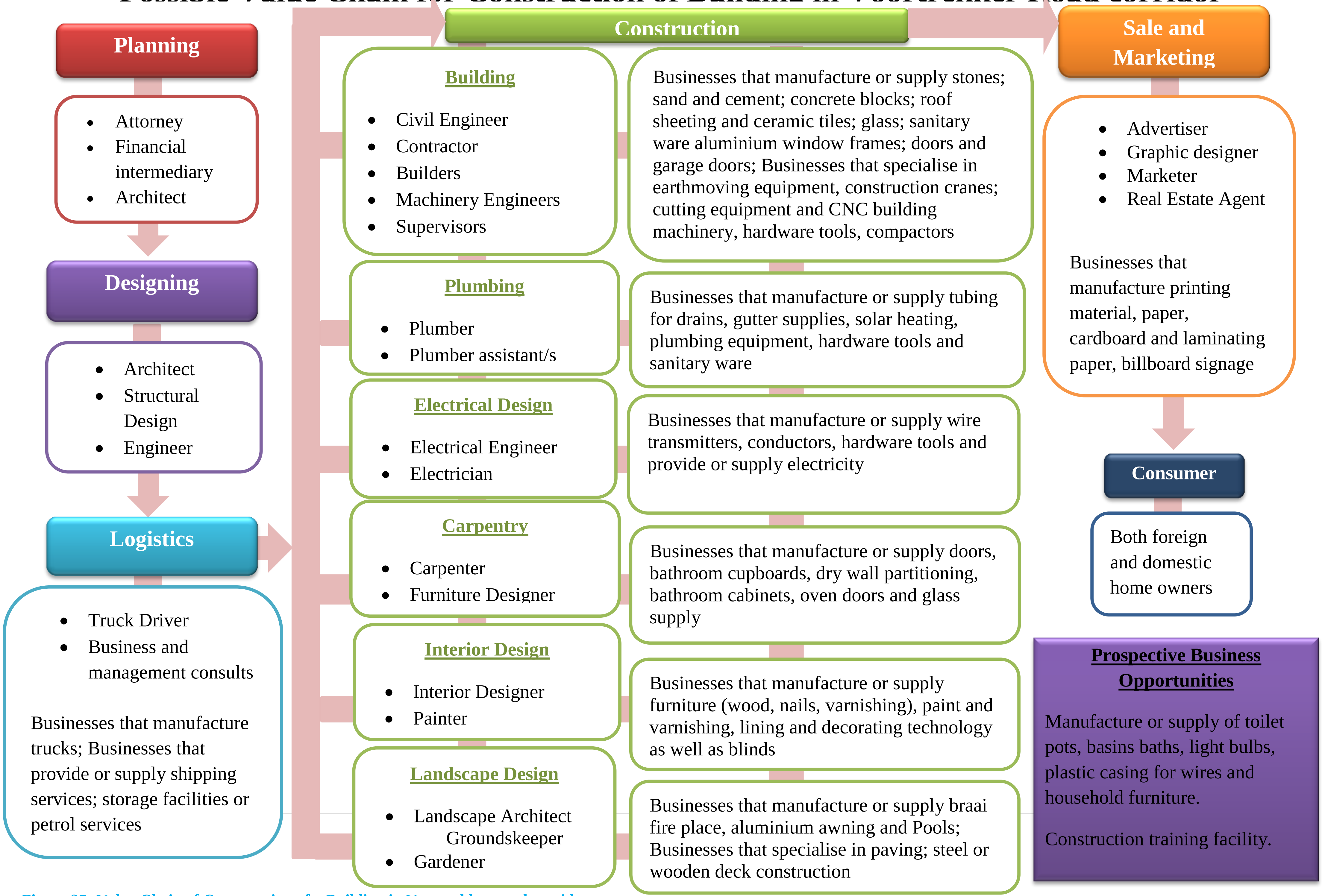


Figure 27: Value Chain of Construction of a Building in Voortrekker road corridor

5.2.3 Business clusters in the Voortrekker road corridor

Business clusters were identified across the corridor in the figure below. A business cluster is the geographic concentration of interconnected businesses, suppliers, and associated institutions in a particular field. Clusters are considered to increase the productivity with which companies can compete, nationally and globally.

Below are the clusters identified across the Voortrekker road corridor.

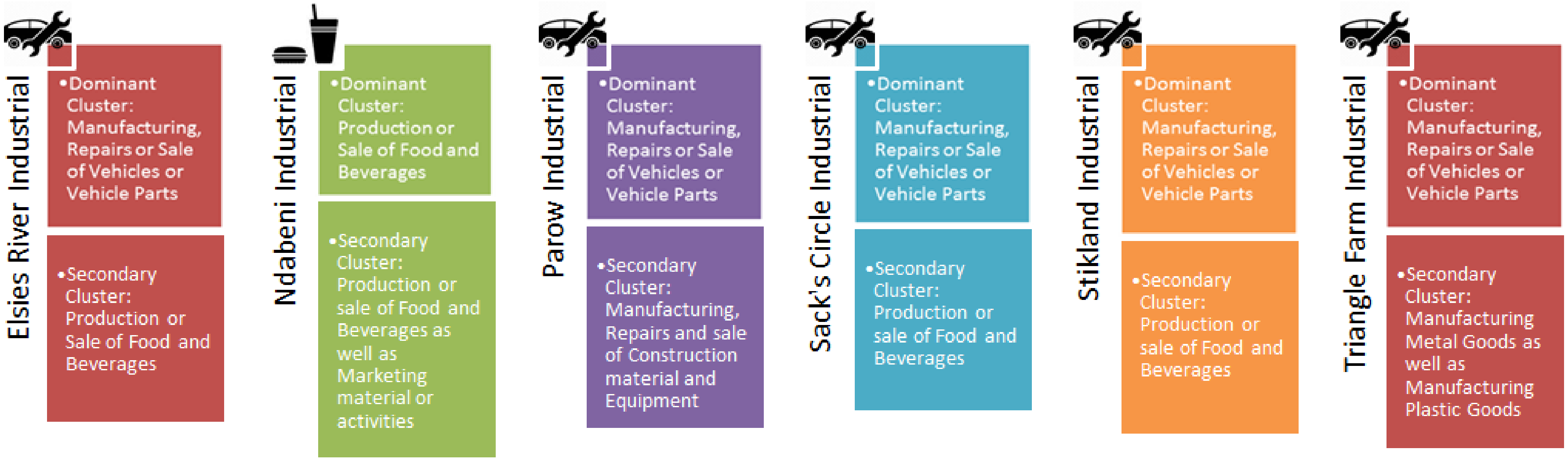


Figure 28: Business clusters in the Voortrekker road corridor

Evidently, the corridor is dominated by economic activities related to the manufacturing, repairing and/or sale of motor vehicles and its parts and accessories as this economic activity dominates in five (5) of the six (6) industrial areas across the corridor. The corridor also hosts a food and beverage cluster as it is the dominant cluster in Ndabeni industrial, but also the second biggest clustering in three (3) other industrial areas - Elsies River industrial, Sack's circle industrial and Stikland Industrial. Other clusters include the manufacturing, repairs and sale of construction material and equipment and the manufacturing of meal goods and a cluster of plastic goods.

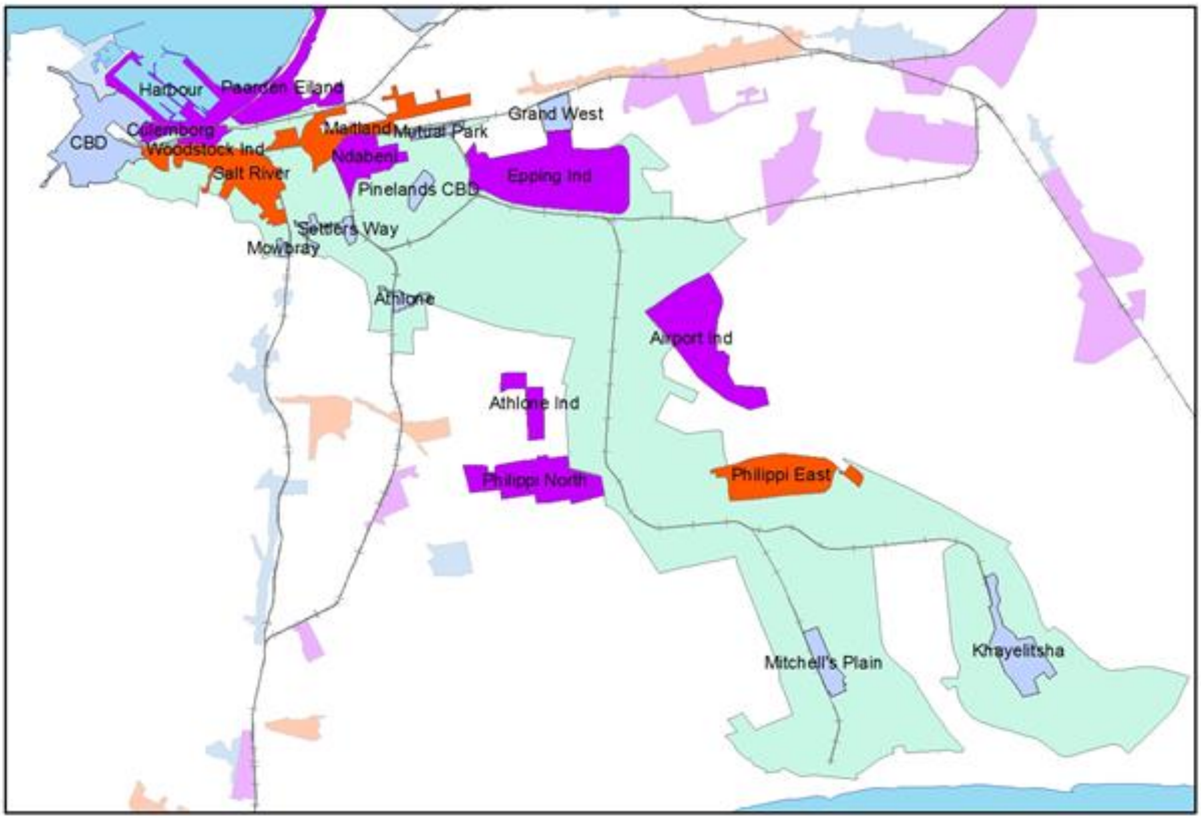
5.2.4 Investment in the Voortrekker Road

		Project description	Project location	Estimated cost
Land & Public Transport	**150 502 443 717.70**	Modernisation of the rail corridor	Metro South-East Corridor	136 000 000 000.00
		More households rely on access to informal and public housing delivery	Metro south east	
		Public transport linkages between urban nodes.	Metro South-East Corridor, **Belville, Mitchells Plain and Khayelitsha**	2 500 000 000.00
		Work with ACSA to attract an increased number of direct flights between Cape Town and international destinations. Transnet to better align the future development of the port.	**Cape Town Int. Airport**	173 970.00
			Philippi	
			Metro South-East Corridor	
			Metro South-East Corridor - **Langa**	2 269 747.70
		Local land use/ transport planning, land packaging, urban management, regulatory reform work in progress at most stations.	Metro South-East Corridor	12 000 000 000.00
Housing	**31 130 500 000.00**	Western sections overlap with Restructuring Zones identified for social housing.	Metro South-East Corridor	500 000.00

		Central and south-eastern sections are focus for numerous informal settlement upgrade, formal housing, and backyarder assistance programmes.	Metro South-East Corridor	31 130 000 000.00
WasterWater Treatment Works & Solid Waste	**13 872 000.00**	Critical WWTW upgrades at Athlone and Zandvliet.	**Athlone** and Zandvlei	11 000 000.00
		Regional solid waste initiatives.	Metro South-East Corridor	2 872 000.00
Power station Redevelopment	**9 000 000.00**		**Athlone**	9 000 000.00
Public Environment Upgrades	**6 181 914.75**		Metro South East Corridor	1 581 914.00
			Metro South East Corridor	4 600 000.75
ICT	**106 000 000.00**	Provide less-advantaged communities with wireless internet connection	Metro South East Corridor	100 000 000.00
			Hanover Park / Gatesville and Manenberg/ Athlone	6 000 000.00
	181 761 815 717.70		**TOTAL**	**181 761 997 632.45**

CITY OF CAPE TOWN
ISIXEKO SASEKAPA
STAD KAAPSTAD

Metro-South East Corridor



Making progress possible. Together.

5.3 Metro-South East Corridor

5.3.1 Metro South-East corridor results

The Metro South–East corridor houses 5 industrial zones- Airport Industrial, Athlone industrial, Epping Industrial, Philippi East and Philippi North industrial- and is mapped across 965 LIS keys.

Table 3: Total number of businesses and LIS key division across the Metro-South East corridor

Major Divisions (Industries)	Number of companies	Percentage (%) of LIS Key occupancy
Agriculture, hunting, forestry and fishing	2	0%
Mining and quarrying	1	0%
Manufacturing	337	26%
Electricity, gas and water supply	8	1%
Construction	57	5%
Transport, storage and communication	148	16%
Financial intermediation, insurance, real estate and business services	112	0%
Wholesale and retail trade	305	20%
Community, social and personal services	39	3%
Unattainable		3%
Not economically active		15%

According to table 3 and figure 28, the majority (85%) of the LIS key in this region is occupied with businesses that are economically active. The remainder of the LIS keys, are vacant land parcels, occupied by vacant buildings, occupied by private households (0.5%) and is under construction.

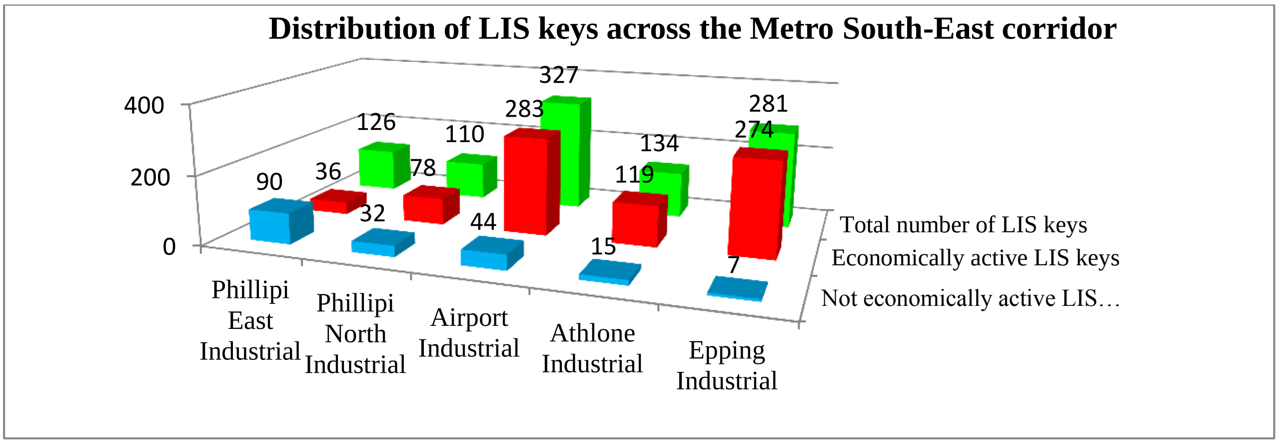


Figure 29: Distribution of LIS keys across the Metro South-East corridor

Table 3 also illustrates that activities relating to manufacturing occupy most (26%) of the LIS keys in the industrial areas in the Metro South-East corridor, while figure 29 shows that the most dominant (33%) economic activity in the region is manufacturing.

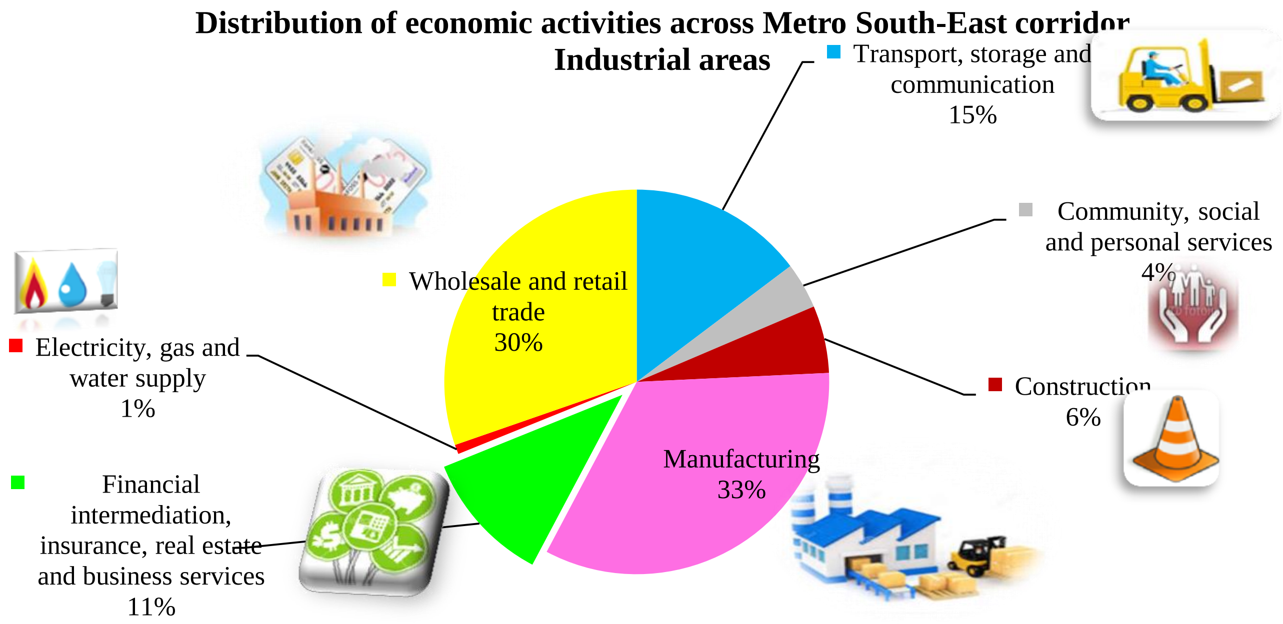


Figure 30: Distribution of economic activity across the Metro South-East corridor

According to figure 31 the articles mostly manufactured in the region fall the group that includes basic metals, fabricated metal products, machinery and equipment and office, accounting and computing machinery , the group that comprises of wood and products of wood, cork and paper, and the group that manufactures chemicals and chemical products, plastic and rubber.

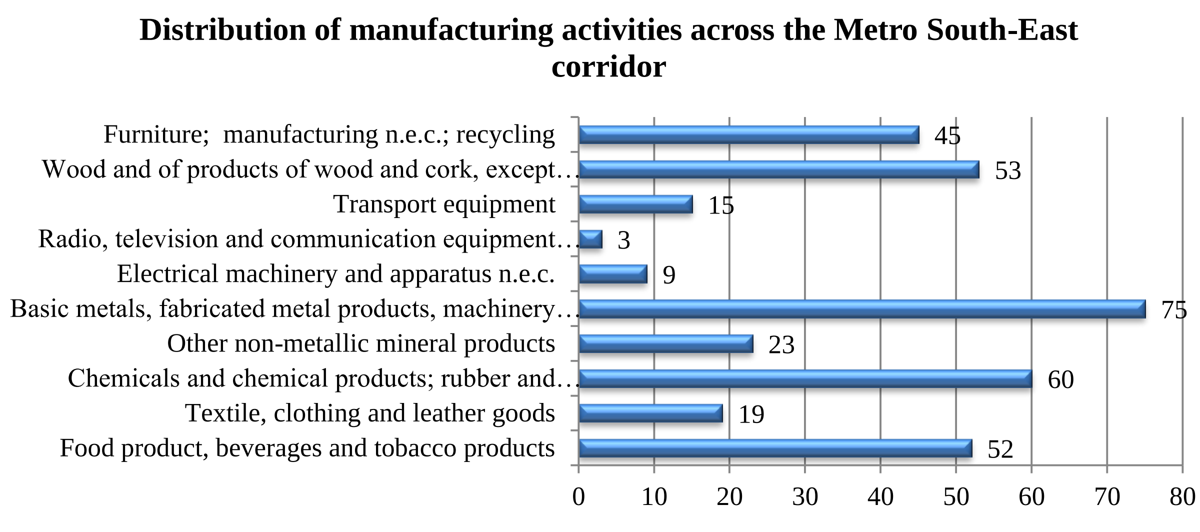


Figure 31: Distribution of manufacturing activities across the Metro South-East corridor

Other prominent manufacturing in the area include the manufacturing of Food product, beverages and tobacco products, and the manufacturing of furniture manufacturing n.e.c. and recycling .

Table 3 and Figure 30 shows that another distinguished major division in the Metro South East corridor is the wholesale and retail trade sector. According to Figure 30 this sector contributes 30% to the total economic activity of the Metro South-East corridor, and occupies 20% of the LIS keys in the region if Table 3 is considered.

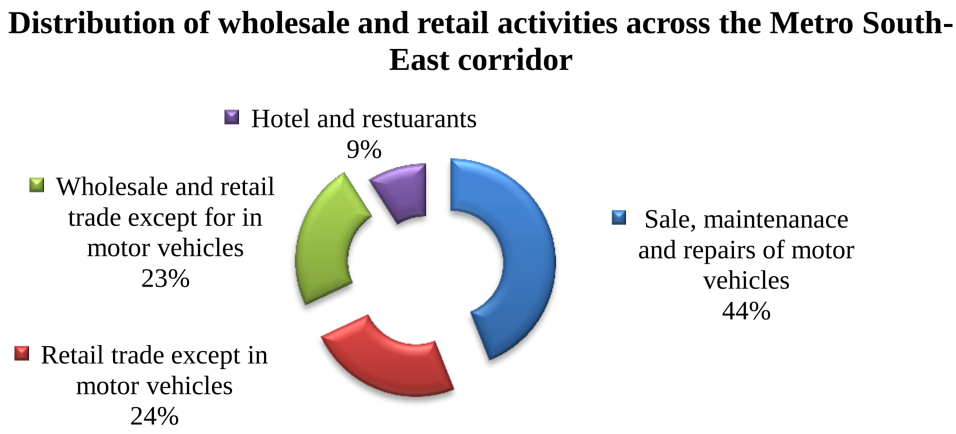
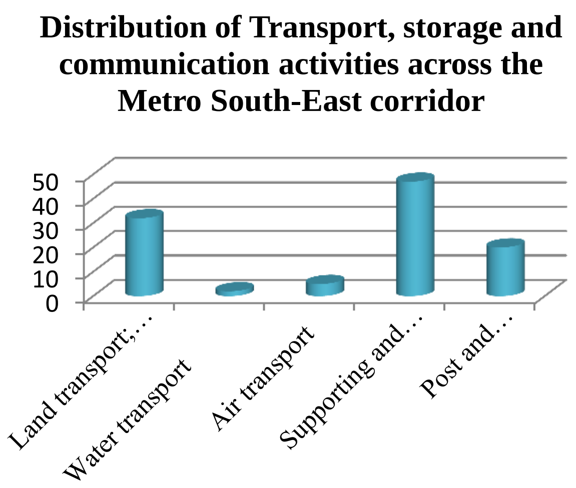


Figure 32: Distribution of wholesale and retail activities across the Metro South-East corridor

According to Figure 32 the sale, maintenance and repairs of motor vehicles is the dominant (44%) economic activity in this major division. Retail trade, except for that in motor vehicles, contributes 24% to the economic activity of this region, while wholesale and commission based trade, except for that in motor vehicles, contributes 23%. The remaining nine percent (9%) of economic activity in this major division is reserved by the hotel and restaurant division.

As stated by Table 3 the transport, storage and communication major division occupies 15% of the industrial area's LIS keys in the Metro South-East corridor and contributes 15% to the economic activity of the region.



According to Figure 33 the majority (44%) of the economic activity relating to transport, storage and communication in this region, is embedded in the activities that support and are auxiliary to transport activities and activities of travel agencies Land transport activities contributes 31% to the economic activities of this major division, while water transport and air transport respectively contributes 2% and 5%. The remaining 17% of the economic activity in this major division is entrenched within post and telecommunication services.

Figure 33: Distribution of Transport, storage and communication activities across the Metro South-East corridor

The Financial intermediary activities occupies 10% of the geography of the Metro South-East corridor and contributes about 11% to the total economic activity of the region. The composition of the different financial intermediation activities in this corridor is illustrated in Figure 34.

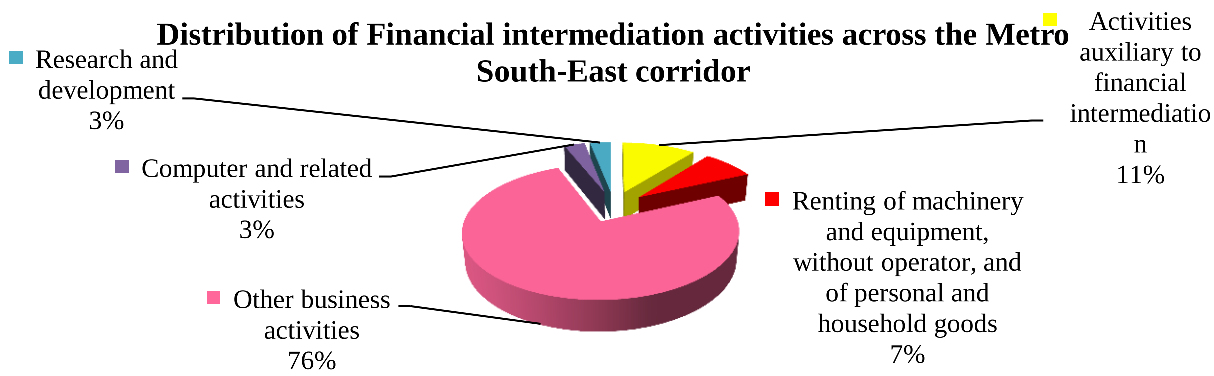


Figure 34: Distribution of Financial intermediation activities across the Metro South-East corridor

More than 75% of the economic activities in this major division relates to business services.

Other business services again is dominated (44%) by Logistic and supply chain management companies that are group under a major division referred to as Business services. Other activities most prevalent with regards to business services is Packaging as 16% under Business activities n.e.c. , architectural, engineering and other technical activities (12%), as well as activities that involve employee provision (6%).

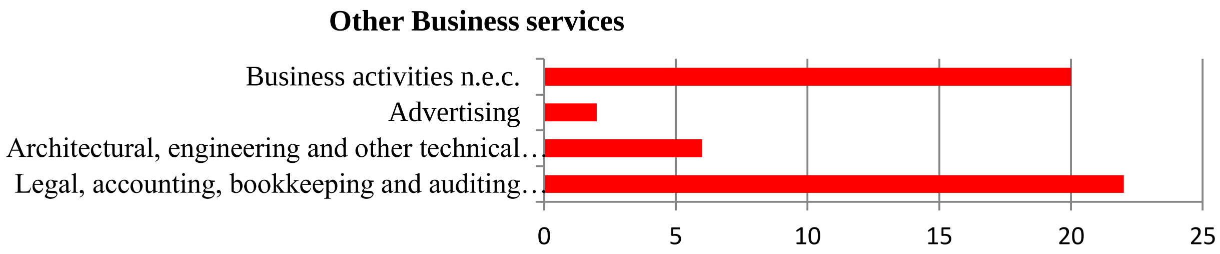


Figure 35: Other business service in the Metro South-East corridor

According to Table 3 and Figure 30 economic activities related to construction contribute 6% to the economic activity of the Metro South-East industrial corridor across 5% of the total geography of the area.

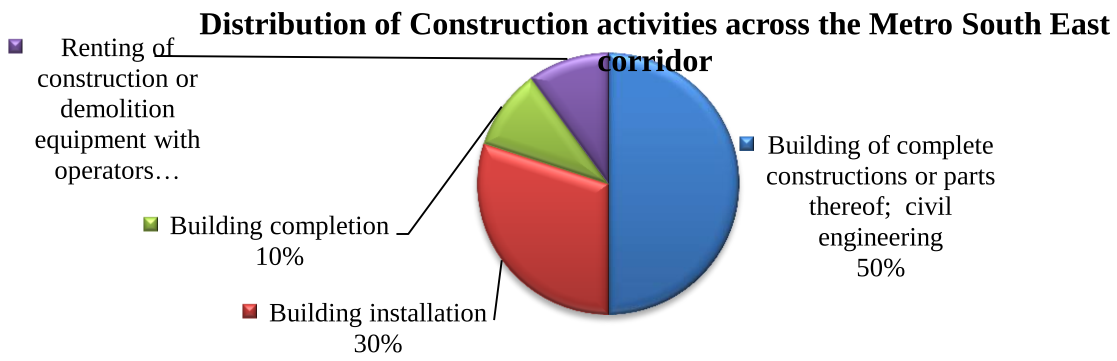


Figure 36: Distribution of Construction activities across the Metro South East corridor

According to Figure 36 the most dominant construction economic activity in the Metro South-East corridor is that of building complete constructions or parts thereof (50%) and building installations (30%). Building completion activities as well as the renting of construction and demolition equipment with operators respectively account for 10% of the economic in this division.

The 4% that makes up the community, social and personal services across the Metro South-East corridor consists mostly of other services activities such as funeral services (28%), public and defence activities (12%) and education related activities (12%) according to Figure 37.

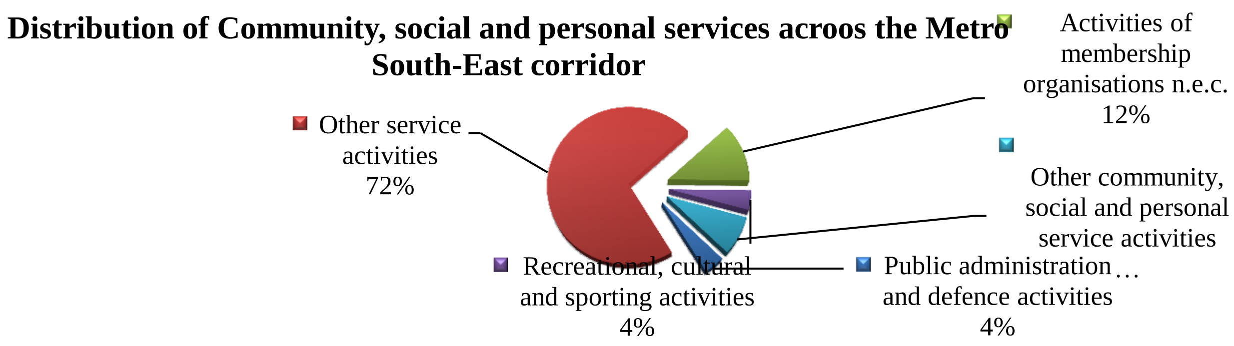


Figure 37: Distribution of Community, social and personal services acroos the Metro South-East corridor

The electricity, gas and water supply activities contributes one percent (1%) to the economic activities in the region under review and was dominated by activities relating to electricity, gas, steam and hot water supply.

5.3.2 Value chains for Metro South-East Corridor

Possible value chains identified in the Metro-South East corridor are the value chains of transport equipment (Figure 37), metal furniture (Figure 38), radio, TV and communication equipment (Figure 39), recycling of metal scrap and waste (Figure 40) and non-ferrous and ferrous metal goods (Figure 41).

5.3.2.1 Value Chain of Transport equipment across the Metro South-East Corridor

Transport equipment is classified as motor vehicles and their accessories, trailers, ships, boats, aircrafts, railway and tramway locomotives and rolling stock. Based on the industrial survey data however, only the manufacturers of the parts for vehicles, motor cycles, ships, trucks and aircrafts are situated in the metro-south east corridor area.

Available role players within the research and development component of the value chain in this corridor are marketers, financial intermediaries, data processors and supply chain management, which analyses the market and consumer preferences to ensure that consumers will purchase the goods. Product designers and engineers from the corridor then come together to design a product that consumers will purchase and survive in the market of its kind.

Raw materials such as metal, aluminium, rubber, chemicals and wood as well as recycled goods are available here and are used for casting melting, cutting pressing, heat treatments and hot dip glazing to produce material or parts which is then assembled to make the final product. Manufacturers of motor transport paint, gearboxes, tires, rims, engines and windscreens across the Metro South-East corridor is them used in the assembly phase of the production component of the value chain before the parts are and distributed to wholesalers and retailers. Engineers, welders, assembly workers, mechanics and assembly supervisors are all responsible for ensuring that the end product is of good quality and functions correctly as intended.

Vehicles, motor cycles, ships, trucks and aircrafts are final goods produced in the Metro-South-East corridor and then distributed to retailers such as garages, vehicles and motor cycle retailers.

Marketers, salesman, and advertisers collectively contribute to the advertising and the promotion of the goods through signs and billboards. Once consumers use these goods they then take it to repairs and maintenance specialists to ensure that the functionality of the product is of good quality for the consumer to use. If these goods are irrecoverable they are then recycled to make new parts or products. All the professionals and their practices are situated in this corridor.

Manufacturing of metal car parts are largely focussed upon in the Metro South East corridor however, based on the industrial survey results not many businesses focus on **manufacturing goods for the interior of these cars**. Businesses that specialise in **manufacturing of car seats or general interior material** should establish themselves in this area as it would decrease transport costs of outsourcing or decrease the overall time of production.

It should also be noticed that there is a market for the **manufacture of raw materials such as petroleum and vinyl, the manufacturing or supplying of rear suspension, gas tanks, rear axles, drive shafts, wheel drums, braking systems, radiators** and **motor vehicle batteries as well as Specialists in buffering of transport equipment.**

Possible Value Chain for Transport Equipment in Metro South East corridor

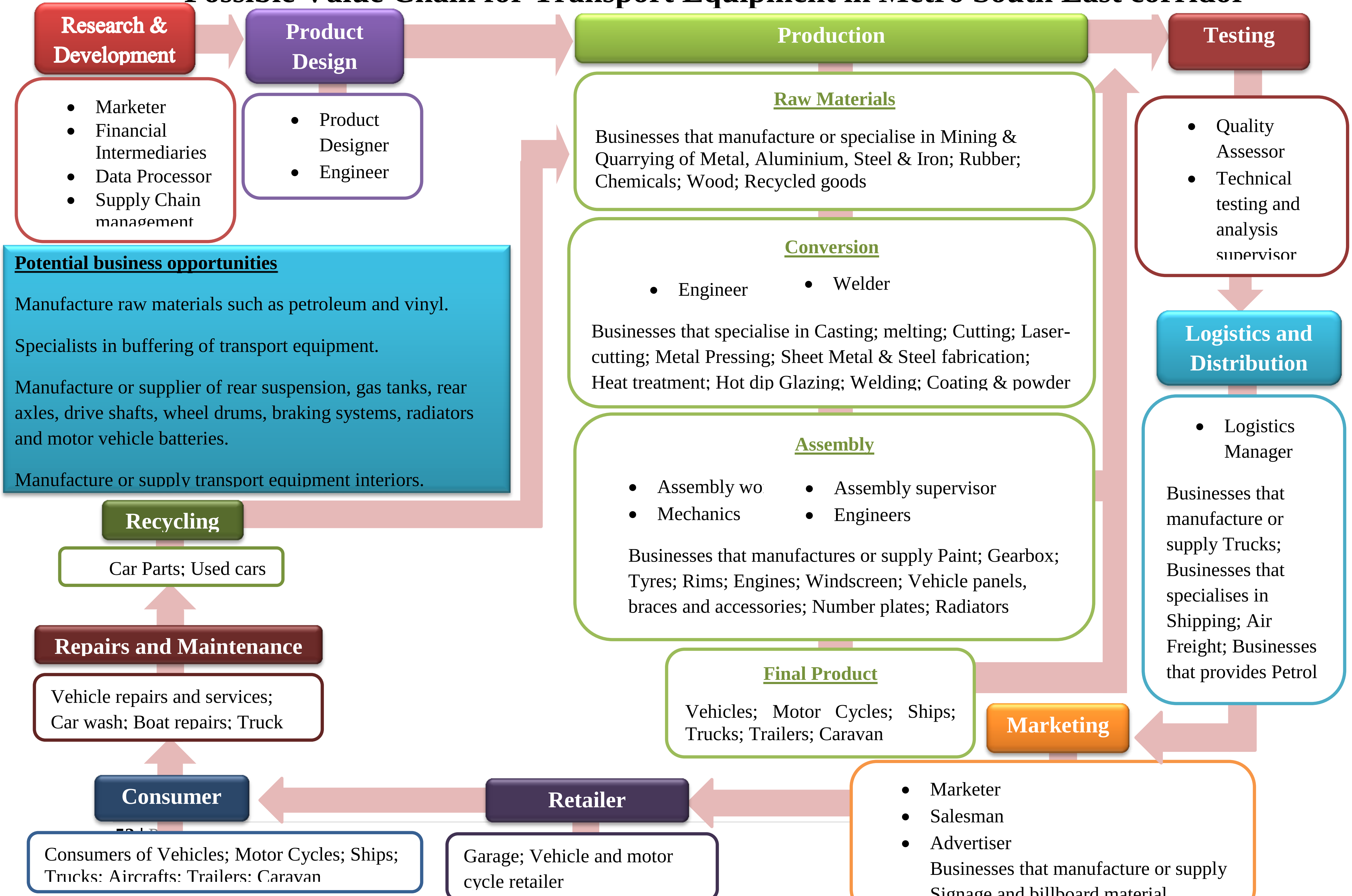


Figure 38: Value Chain of Transport equipment across the Metro South-East Corridor

5.3.2.2 Value Chain of Metal Furniture across the Metro South-East Corridor

The research and development segment of the metal furniture value chain (Figure 38) consists of marketing, financial intermediaries, data processing and supply chain management firms. These role players are essential in the value of this region as they contribute to the accuracy and authenticity of the information gathered thus increasing the success of the concept or design of the product being implemented into the market.

Metal furniture is predominately made from ferrous and non-ferrous metal elements. In metro-south east corridor metal, aluminium, steel and iron is mainly sourced through mining and quarrying used for manufacturing of metal furniture. Businesses specialising in casting, melting, cutting pressing, heat treatment, hot dip glazing, welding, coating and powdering are used in the conversion component of the production process within the value chain. The assembly worker, supervisor and carpenter are key role players who directly affect the quality of the final product. Businesses that manufacture paint and varnish, hardware material, glass, wood, fabric and foam are used in the assembling of the metal furniture which is in the form of the metal chairs, beds and tables. These products are then carefully packaged to ensure that the delivered good is not damaged once it reaches the retailers or wholesalers.

In the packaging component of the value chain brand managers and graphic designers in the corridor ensure that consumers position the product correctly in the minds of the consumers as intended by the marketers. They do this by printing the logo that is catchy and attractive on the packaged good as a means to draw consumers to the good. Logistic managers and firms specialising across the region distribution of heavy goods are essential to ensure the products are in the best condition once it reaches the consumer. Marketing firms include marketers, salesman and advertisers that directly influence the way the consumer responds to the launch of the product.

The finished product is distributed to wholesalers and retailers then ultimately reaching the consumer. The metal furniture products found in the metro-south east corridor are metal chairs, beds, table and other metal household ornaments. Once consumers use the product parts or the actual product it is then recycled and used to produce another product.

Within the Metro- South East corridor there are many businesses that recycle metal waste and scrap which contributes to the collection of raw materials. It would be recommended that businesses that specialises in manufacturing of metal goods should use businesses that recycle metal waste and goods opposed to mining and quarrying businesses as it would decrease the cost of manufacturing.

Also, based on the information gathered from the industrial survey it seems that there are a number of businesses specialising in the conversion of metals, which forms part of the production element of the value chain thus indicating that it would be beneficial for businesses specialising in **manufacturing of metal products** to set up shop in the Metro-South East corridor region.

Possible Value Chain for Metal Furniture in Metro South East corridor

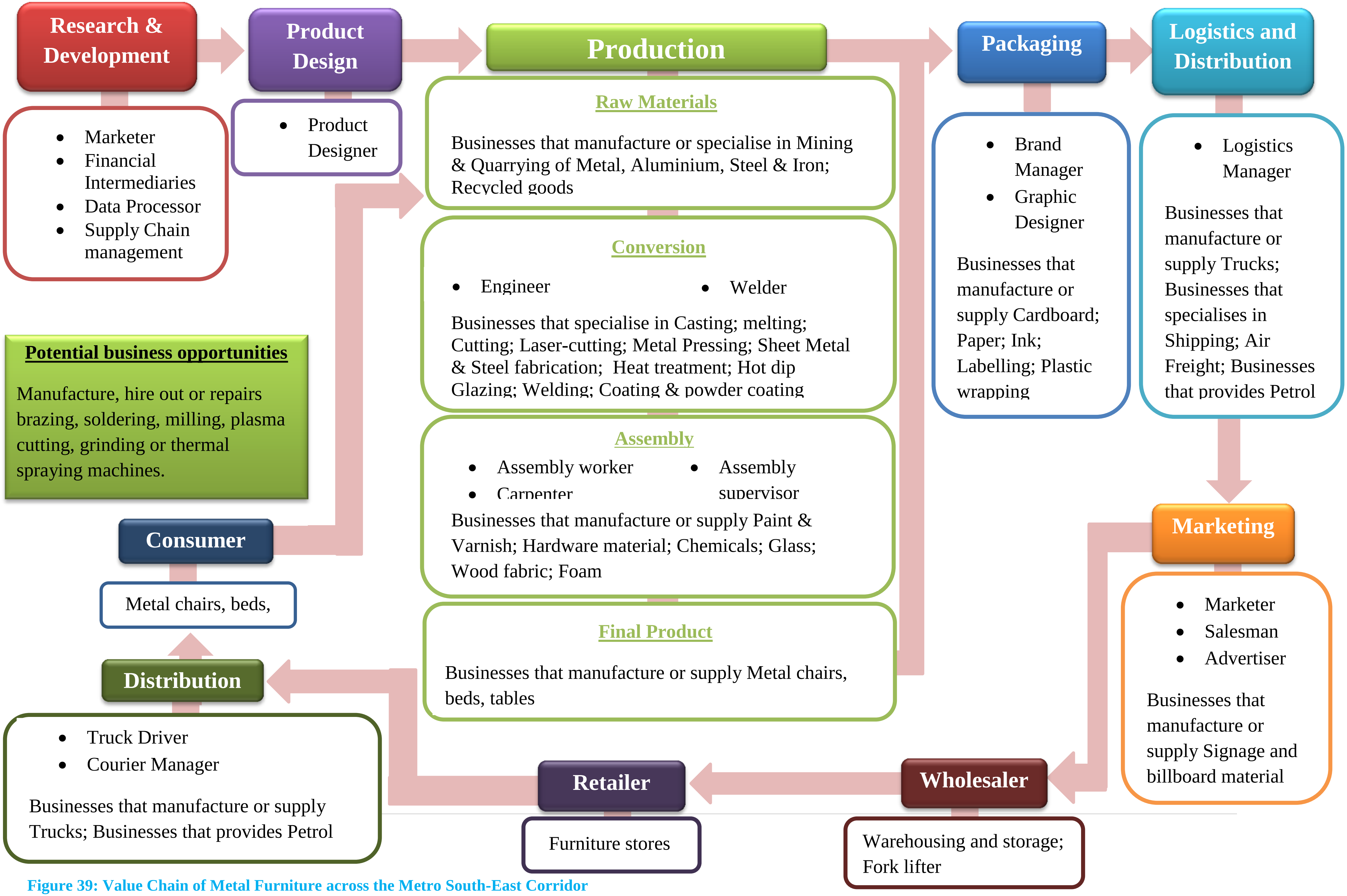


Figure 39: Value Chain of Metal Furniture across the Metro South-East Corridor

5.3.2.3 Value Chain Radio, TV and Communication equipment across the Corridor

Radio, television and communication equipment are electronic goods that are used to transfer energy in various forms. Below (Figure 39) is a value chain that depicts the role players and goods found in the Metro-South East corridor that adds value to the production of the final goods.

The research and development component consists of marketing firms that are responsible for assessing consumer needs and the competitive market for which producers wish to enter. Information regarding the finances in order to buy and ultimately produce the good is established within this segment of the value chain as well. Product designers then design the product based on niche studies and consumer preferences to distinguish itself in the market.

Radio, television and communication equipment are predominantly made from metal or plastic which is extracted by mining and quarrying firms or made from recycled goods or scrap yard material. The metal is then fabricated and powdered or coated to produce materials that are used to assemble the final product. There are a number of businesses specialising in the conversion component of the production phase of the value chain these include the assembly workers, supervisors and engineers within the Metro-South East corridor who add value to the quality of the finished good as they asses and monitor the functioning of the finished product. Businesses specialising in paint & varnishing, manufacturing of electronic valves or anything that contributes to the end product is used in the assembly component of the value chain.

The final product being radios, television and communication equipment is then carefully packaged and distributed to the wholesalers and retailers. Marketing firms assists in promoting the product to attract a wide range of the consumers within the market. Manufacturers of signage’s and billboards are present within the metro-south east corridor area which is used for advertising the products. Once the consumer is in possession of the good they are able to use retailers that specialise in repairs and maintenance services.

The industrial survey data indicates that there are number businesses responsible for metal waste and scrap. It would then be recommended that radio, TV and communication producers that use metals in there production process make use of businesses of this nature as a means to decrease production costs. It is also recommended that repairs and maintenance businesses should expand their businesses and specialise in **testing and evaluating** component of the value chain.

Possible Value Chain for Radio TV and Comunication Equipment in Metro South East corridor

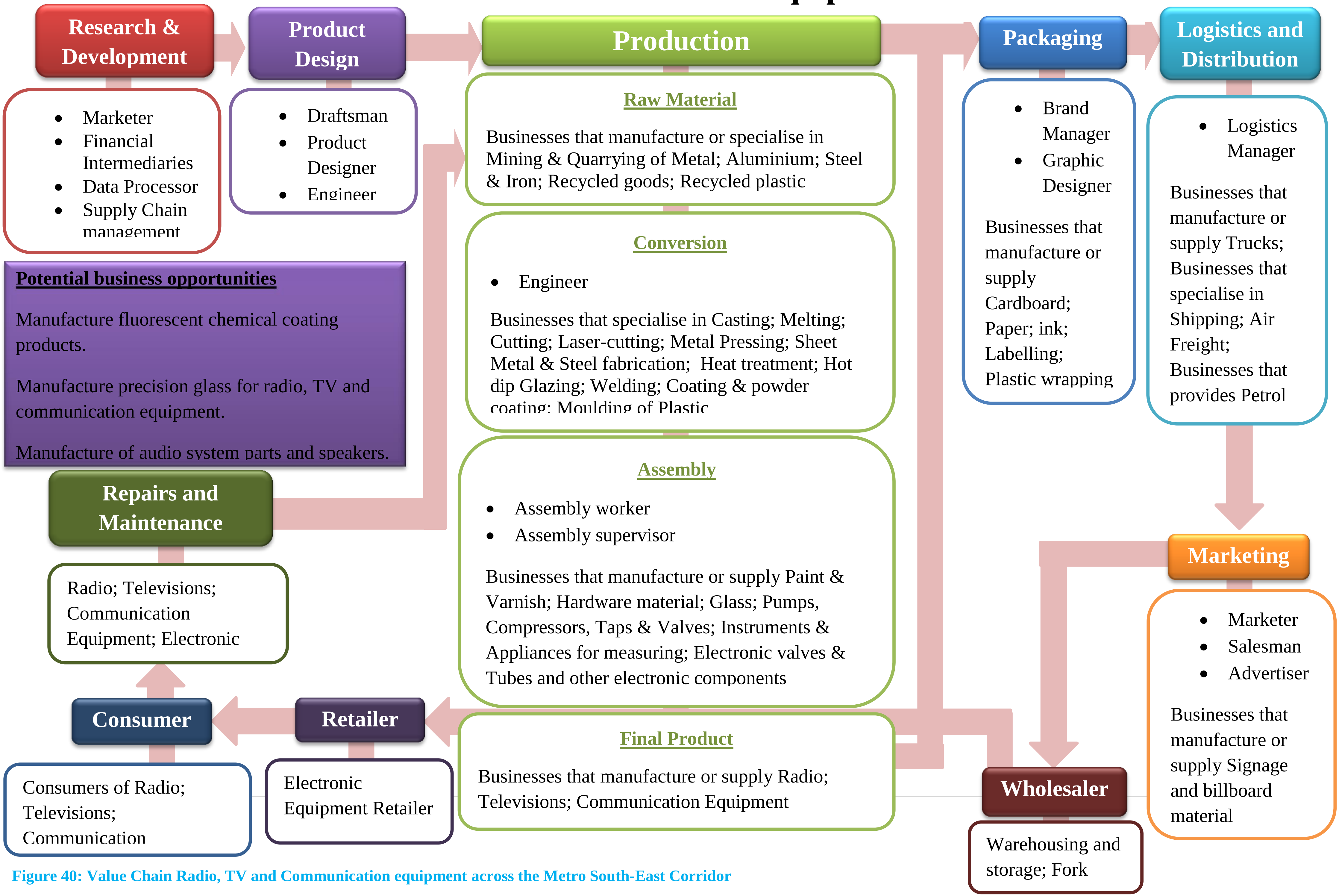


Figure 40: Value Chain Radio, TV and Communication equipment across the Metro South-East Corridor

5.3.2.4 Value Chain of Metal Waste and Scrap across the Metro South-East Corridor

Ferrous and Non-ferrous metal can be distinguished by their iron content along with other factors such as; the amount of carbon use, magnetic properties and resistance to corrosion or rust. Ferrous metal include mild steel, carbon steel, stainless steel, cast iron and wrought iron whereas non-ferrous metal includes aluminium, brass, copper, nickel, tin, lead, and zinc, as well as precious metals like gold and silver. The diagram below (Figure 40) displays the components that add value to the recycling of both ferrous and non-ferrous metal that are found within the Metro-South East Corridor.

The damaged or discarded items, demolition or asset recovery and feeder yards are various sources where metal products are collected and recycled to produce other metal goods. Metal chairs, beds, tables; vehicles; motor cycles; ships; burglar bars; fencing; gates; trolley; medal work; aluminium doors and windows that are damaged or discard as well as vehicles; motor cycles; ships; trucks; aircrafts; aluminium doors and windows that are demolished or recovered are various sources where before the sorting process of the value chain. Metal that are in scrap yards also contribute to the initial stage of the recycling of metal.

The next step is the sorting process this is where ferrous metal and non-ferrous metal are separated. Product designers and draftsman's then design a product according to the relevant material that is collected. The processing centre consists of manufacturers that specialise in casting, melting, cutting, metal pressing, heating, coating and powdering, hot dip glazing and painting which then makes final products such as metal chairs, beds, tables, radio, televisions, communication equipment, burglar bars, fencing, gates, trollies, medal work and household equipment mainly made from ferrous metal. Recycled non-ferrous metals are then processed to produce goods such as metal chairs, beds, tables, communication equipment, burglar bars, fencing, gates, trollies, medal work, aluminium doors or windows. Once the product is used it then recycled and separated to produce another product.

Possible Value Chain for Metal Scrap and Waste in Metro South East corridor

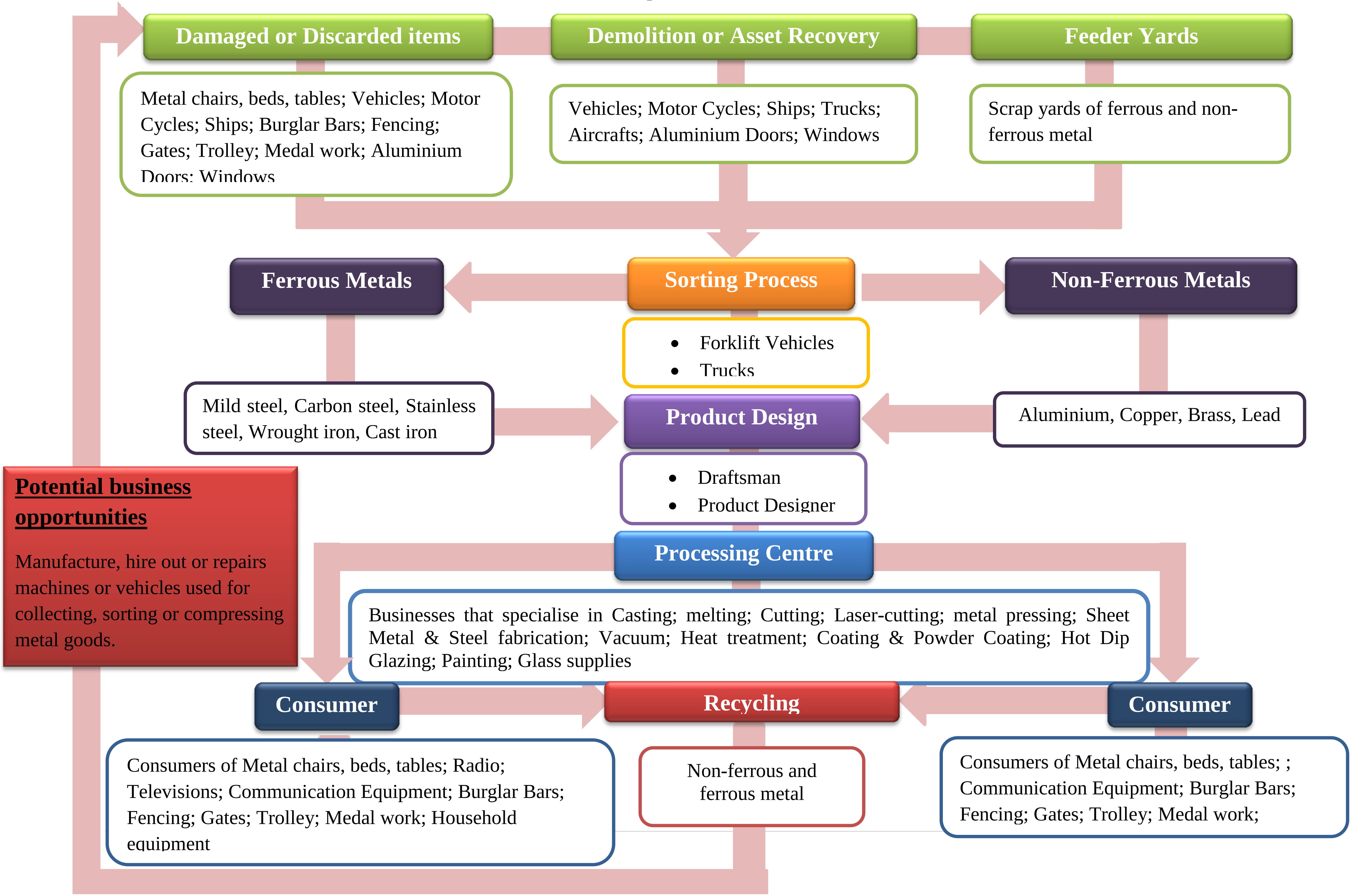


Figure 41: Value Chain of Metal Waste and Scrap across the Metro South-East Corridor

5.3.2.5 Value Chain of Ferrous and Non-Ferrous Metal Goods across the Metro South-East Corridor

Ferrous and Non-ferrous metal can be distinguished by their iron content along with other factors such as; the amount of carbon use, magnetic properties and resistance to corrosion or rust. Ferrous metal include mild steel, carbon steel, stainless steel, cast iron and wrought iron whereas non-ferrous metal includes aluminium, brass, copper, nickel, tin, lead, and zinc, as well as precious metals like gold and silver. The diagram below (Figure 41) displays the components that add value to the production of both ferrous and non-ferrous metal goods within the Metro-South East Corridor.

Firms specialising in marketing, financial and business solutions as well as recruitment or training facilities, form part of the research and development component of the value chain. The research and development component works together with the product designers to establish a product that will perform better than its competitors in the market of its kind.

Metro-South East Corridor industrial survey results display a small amount of companies specialising in mining & quarrying of ferrous or non-ferrous metal, however there are a vast amount of metal scrap yards; which are both used as primary resources to manufacture metal goods. With the large amount of businesses that manufacture metal goods in the area one can draw the conclusion that businesses in the area mainly use scrap yard material as a primary source of input to produce metal goods. If this is not the case it would be recommended that businesses of this nature use scrap metal material from the surrounding areas as opposed to outsourcing these raw inputs.

Semi-finished products are intermediary goods that needs further processing before becoming a finished good. Businesses that cast, melts, cuts or moulds metal are needed to produce ingots, billets, booms or slabs, collectively known as semi-finished goods, which are then used for further castings to produce metal products. Semi-finished goods can also be packaged and distributed to reach consumers. In the production component of the value chain engineers and quality assessors are key role players who add value to the end product and are situated within the metro-south east corridor region.

Businesses that specialises in **brazing, soldering or milling of metal products** are not present in the metro-south corridor. It would be largely beneficial for business of this nature to establish themselves in this area where manufacturing of metal products are largely focussed on. Machines that do plasma cutting, grinding, thermal spraying or milling and other hand held tools such as spring steel spoon, dollies, forming bags, mallets and metal slapper are a few instruments that are predominantly used in the manufacturing

Possible Value Chain for Ferrous and Non-Ferrous Metal Goods in Metro South East corridor

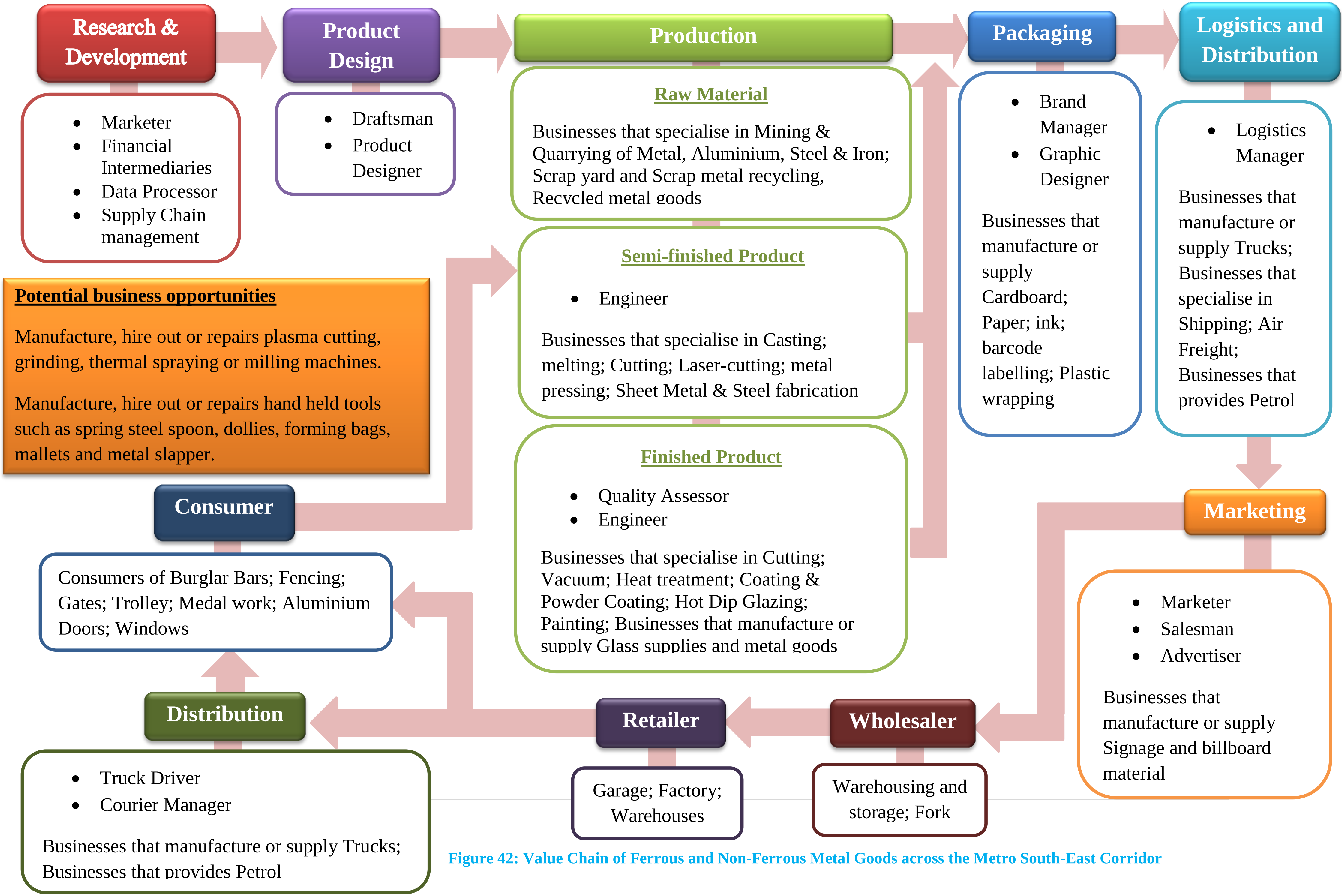


Figure 42: Value Chain of Ferrous and Non-Ferrous Metal Goods across the Metro South-East Corridor

5.3.3. Business clusters in Metro-South East Corridor

The Metro-South East corridor is the home of many clusters. The clusters across the corridor include that of logistics and distribution activities in Airport Industrial; a cluster of the production and sale of food and beverage in Athlone; the clustering of the manufacturing of metal goods in Epping Industrial; a manufacturing, repairs and sale of motor vehicles and its parts in Philippi East industrial and a warehousing/ storage of goods cluster in Philippi North industrial.

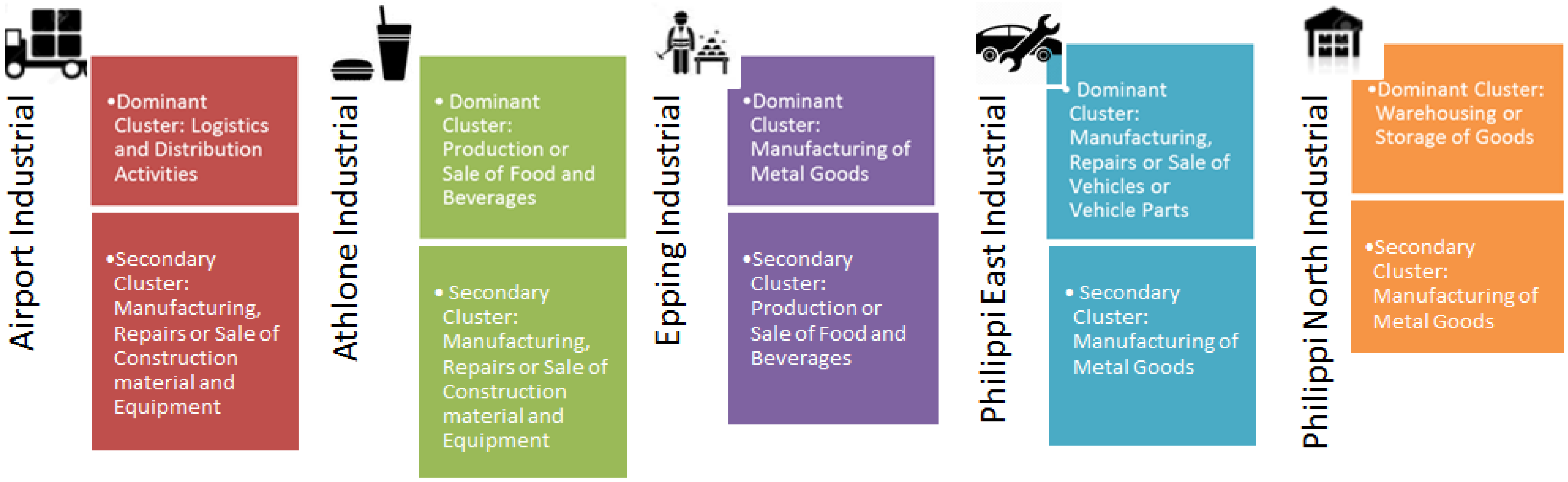


Figure 43: Business clusters in Metro-South East Corridor

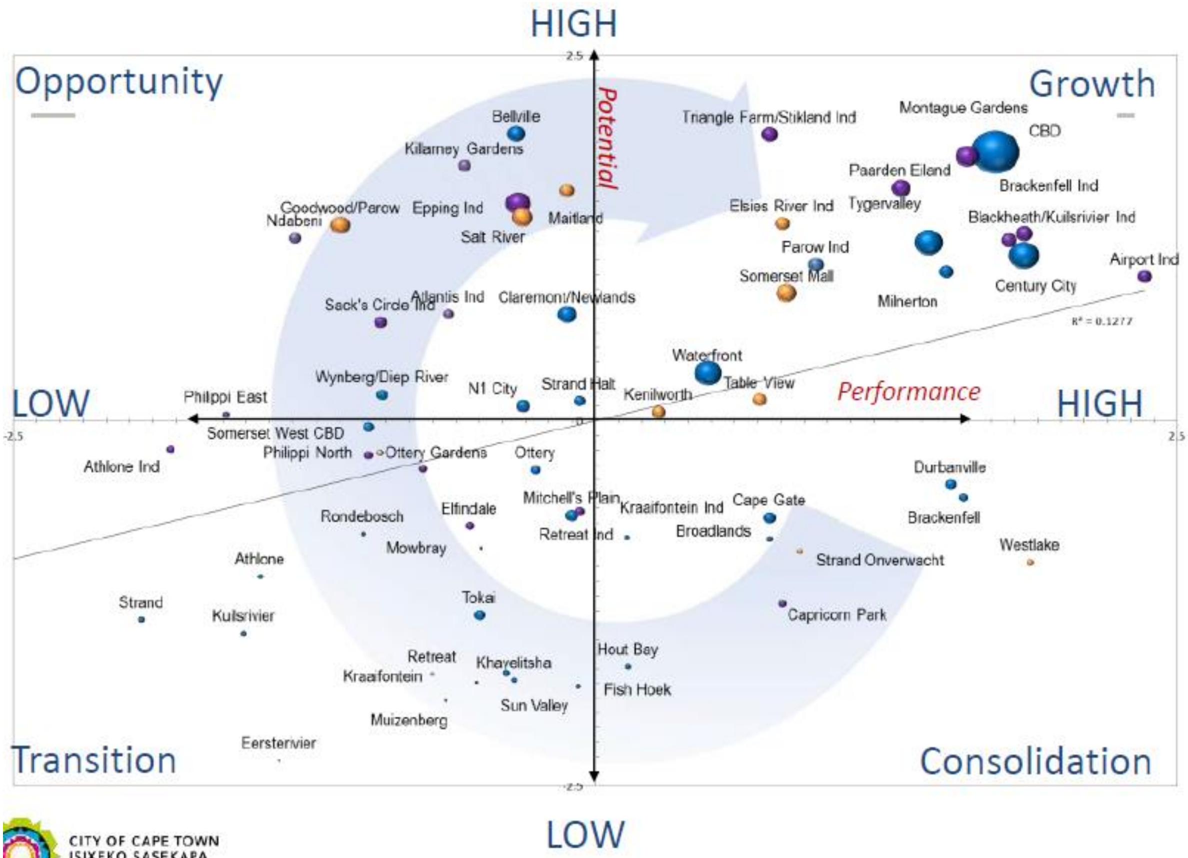
5.3.4 Investments in the Metro South-East corridor

Project name		Project description	Project location	Estimated cost
City Improvement District	**City Improvements**	Establishment of Greater Tygerberg Partnership and Voortrekker Road	Voortrekker Corridor	15 050 433 718
				15 050 433 718
Improve Accessibility to Corridor	**Accessibility**	Improvement to infrstructure (Durban Road realignment south of the N1 to link up with Robert Sobukwe Road, Frans Conradie Drive link to Sable Road, Odin Road extention across the railway to link with Voortrekker Road. Blue Downs railway link to Bellville, Fisantekraal railway link to Bellville, Bellvile PTI redevelopment Symphony Way IRT link from metro south-east to Durbanville via Bellville PTI).	Voortrekker Corridor	240 000 000
				240 000 000
Belville CBD planning		Linkages to Tygervalley	Voortrekker Corridor	11 000 000
				11 000 000
Tygerberg Hospital Redevelopment	**Hospital Redevelopment**	Under Planning	Voortrekker Corridor	2 000 000
				2 000 000
Plattekloof - N1 Reinforcement	**Road Improvements**		Voortrekker Road Corridor Integration Zone - Tygerdal	20 000 000
Symphony Way		Erica drive- UWC entrance	Voortrekker Road Corridor Integration Zone - Bellville	3 500 000
Tienie Meyer Bypass EB & WB			Voortrekker Road Corridor Integration Zone	7 700 000

Viking Way EB			Voortrekker Road Corridor Integration Zone - Valhalla Park	3 500 000
Halt Road NB and SB			Voortrekker Road Corridor Integration Zone	3 500 000
Jack Muller to Elizabeth Park			Voortrekker Road Corridor Integration Zone	4 100 000
				42 300 000
Multimodel Cape Town city region	**Public Transport Upgrades**	Public transport linkages between urban nodes.	Metro South-East Corridor, Belville, Mitchells Plain and Khayelitsha	2 500 000 000
				2 500 000 000
Braodband Project	**ICT Upgrades**	Roll out of expansive fibre-optic communication network across the network to provide high speed internet.	Khayelitsha, Mitchells Plain, Ndabeni and Southern Suburbs	1 300 000 000
				1 300 000 000

TOTAL **19 145 733 718**

Individual Industrial Area results



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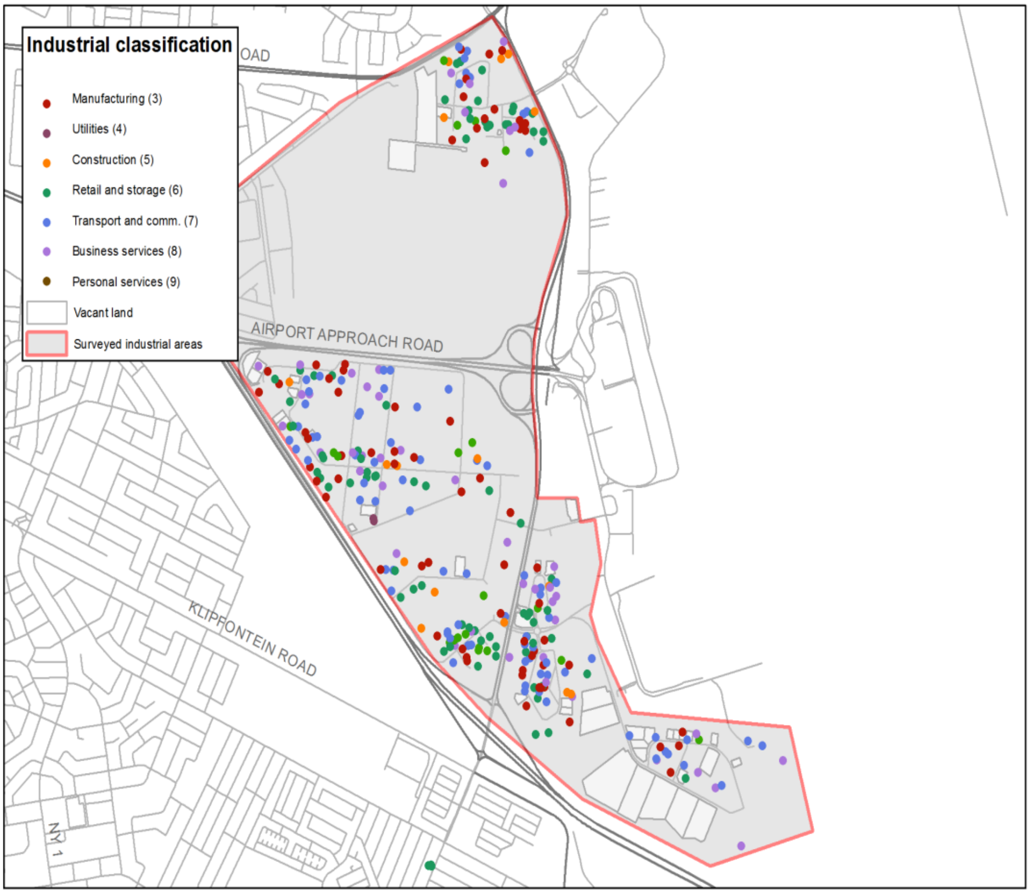
Airport Industrial



Industrial survey results
2014

The survey of industrial areas was conducted by the Department of Economic Development of the City of Cape Town. For more enquiries please contact the survey manager at michelle.joja@capetown.gov.za.

Airport Ind

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6.1 Airport industrial

The Airport industrial area is mapped out over 329 LIS keys. According to Table 4, 88% of the LIS keys are occupied by economic activities, while the remaining 12% is vacant land parcels that have no economic activity on it. The surveyors managed to identify 304 businesses in the Industrial area while 21 businesses details could not be obtained.

Table 4: Number of businesses and LIS key distribution of Airport industrial

Major Divisions (Industries)	Number of companies	Percentage (%) of LIS Key occupancy
Agriculture, hunting, forestry and fishing	0	0%
Mining and quarrying	1	0%
Manufacturing	62	17%
Electricity, gas and water supply	1	0%
Construction	16	5%
Wholesale and retail trade	78	19%
Transport, storage and communication'	81	23%
Financial intermediation	45	14%
Community, social and personal services	20	5%
Not economically active (Vacant building, vacant land, under construction)		12%
Unattainable	21	6%

According to Figure 44 the major division most prevalent in Airport industrial is that of Transport, storage and communication (27%). The economic activities that make up this 27% of this major division includes land transport activities (37%), activities supporting and auxiliary to transport (33%), post and telecommunication (22%), air transport (6%) and water transport (1%).

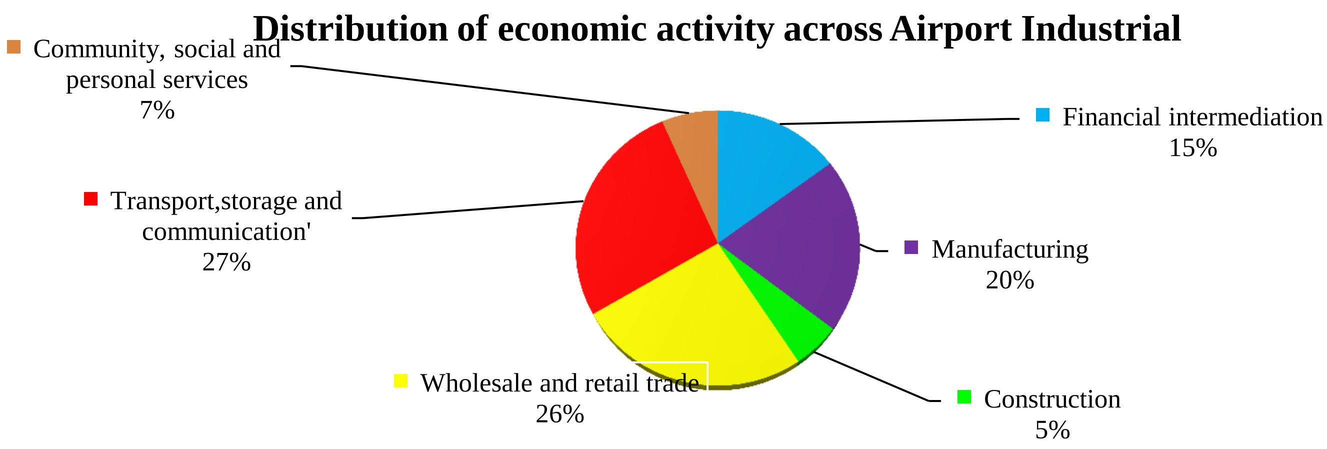

Figure 44: Distribution of economic activity across Airport industrial

Slightly more than a quarter (26%) of the economic activity in Airport industrial is dominated by wholesale and retail trade. Forty seven percent (47%) of this major division's activities relates to the sale, maintenance and repair of motor vehicles, while the remaining economic activities in this division is divided amongst wholesale and retail trade except for that in motor vehicles (21%) retail trade except for that in motor vehicles (18%) and trade in hotels and restaurants (10%).

Approximately 20% of the businesses in the Airport industrial are involved in manufacturing. The main products being manufactured in Airport industrial includes the manufacturing of basic metals, fabricated metal products and machinery and equipment (24%), the manufacturing of wood, cork, straw and plating materials (13%), and the manufacturing of textile, clothing and leather goods (13%).

Furthermore, the financial intermediation major division that contributes 15% to the economic activity to the industrial area under review is mostly (63%) made up of logistics companies.

The community, social and personal services in the Airport area make up 7% of the economic activities of this industrial areas economic activity and ranges from activities such funeral and related services, car hire, local authorities' activities and waste management.

Industrial Area	LIS KEY	Property	Address	Size SqM	Ownership
Airport Industrial	212505	Vacant land	2 B LA Sagra road, Airport Industria	63181	City of Cape Town
Airport Industrial	212506	Vacant land		1789	
Airport Industrial	212507	Vacant land	2 C LA Sagra road, Airport Industria	30453	City of Cape Town
Airport Industrial	212517	Vacant land	10 Manhattan street, Airport Industria	3035	Trisano Trust
Airport Industrial	212527	Vacant land	6 Manchester street, Airport Industria	116919	Airports Company South Africa Ltd
Airport Industrial	212605	Vacant land	7 Borcherds Quarry road, Airport Industria	12848	SA Padraad
Airport Industrial	213118	Vacant land	2 Midrid road, Airport Industria	784	City of Cape Town
Airport Industrial	213913	Vacant land	3 Munich road, Airport Industria	2920	Record Storage and management (Cape) (Pty) Ltd
Airport Industrial	239493	Vacant land	427 Robert Sobukwe road, Airport Industria	2352	Engen Petroleum Ltd
Airport Industrial	239498	Vacant land	17 Bahrain Drive, Airport Industria	28412	Redefine Properties Ltd
Airport Industrial	240630	Vacant land	2 Bahrain Drive, Airport Industria	19073	Shelco Shelving cc
Airport Industrial	343156	Vacant land	103 Manhattan street, Airport Industria	2791	Q2Q Properties (Pty) Ltd
Airport Industrial	343163	Vacant land	99 Manhattan street, Airport Industria	4656	City of Cape Town
Airport Industrial	444167	Vacant land	67 Manhattan street, Airport Industria	1815	Aregee Investments No 94 (Pty) Ltd
Airport Industrial	444172	Vacant land	77 Manhattan street, Airport Industria	1255	Igugulethu Bakeries cc
Airport Industrial	975261	Vacant land	19 Concorde crescent, Airport Industria	1290	K H Film Packaging
Airport Industrial	988513	Vacant land	5 Falcon crescent, Airport Industria	28665	Jowapi properties (Pty) Ltd
Airport Industrial	988519	Vacant land	48 Montreal Drive, Airport Industria	37400	Oasis Crescent Land Developers (Pty) Ltd
Airport Industrial	988521	Vacant land	42 Montreal Drive, Airport Industria	3164	Oasis Crescent Land Developers (Pty) Ltd
Airport Industrial	988522	Vacant land	36 Montreal Drive, Airport Industria	15440	Oasis Crescent Land Developers (Pty) Ltd

Airport Industrial	988523	Vacant land	32 Montreal Drive, Airport Industria	10469	Oasis Crescent Land Developers (Pty) Ltd
Airport Industrial	988527	Vacant land	29 Falcon crescent, Airport Industria	2875	Airport City Prop Holdings (Pty) Ltd
Airport Industrial	988528	Vacant land	31 Falcon crescent, Airport Industria	1437	Airport City Prop Holdings (Pty) Ltd
Airport Industrial	988536	Vacant land	26 Falcon crescent, Airport Industria	1643	Airport City Prop Holdings (Pty) Ltd
Airport Industrial	988537	Vacant land	28 Falcon crescent, Airport Industria	1660	Airport City Prop Holdings (Pty) Ltd
Airport Industrial	988538	Vacant land	59 Montreal Drive, Airport Industria	1812	Airport City Prop Holdings (Pty) Ltd
Airport Industrial	988545	Vacant land	11 Falcon crescent, Airport Industria	1221	Rapicorp 160 (Pty) Ltd
Airport Industrial	988546	Vacant land	13 Falcon crescent, Airport Industria	1220	Rapicorp 160 (Pty) Ltd
Airport Industrial	988552	Vacant land	25 Falcon crescent, Airport Industria	1395	Ithaca Developments 2 (Pty) Ltd
Airport Industrial	988559	Vacant land	14 Falcon crescent, Airport Industria	6102	Corob Trust
Airport Industrial	988565	Vacant land	6 Gulfstream Avenue, Airport Industria	3293	ERF 170999 Airport Industria (Pty) Ltd
Airport Industrial	988566	Vacant land	76 Montreal Drive, Airport Industria	15860	Oasis Crescent Land Developers (Pty) Ltd
Airport Industrial	988567	Vacant land	62 Montreal Drive, Airport Industria	20945	Oasis Crescent Land Developers (Pty) Ltd
Airport Industrial	988568	Vacant land		16944	Airport City Prop Holdings (Pty) Ltd
Airport Industrial	991914	Vacant land		2951	Container World (Pty) Ltd
Airport Industrial	1000243	Vacant land	74 Montreal Drive, Airport Industria	1787	Oasis Crescent Land Developers (Pty) Ltd
Airport Industrial	1001104	Vacant land	6 Mobile road, Airport Industria	32812	City of Cape Town
Airport Industrial	212520	Vacant building	3 Manhattan street, Airport Industria	3091	
Airport Industrial	212537	Vacant building	8 Manhattan street, Airport Industria	3085	Sun Terrace (Pty) Ltd
Airport Industrial	213393	Vacant building	34 Manhattan street, Airport Industria	1852	Wine Industries Inter cc
Airport Industrial	240624	Vacant building	18 Birmingham road, Airport Industria	1950	Cherryvest Eight (Pty) Ltd
Airport Industrial	343160	Vacant building	111 Manhattan street, Airport Industria	2031	Hill End Propriety (Pty) Ltd

Airport Industrial	444148	Vacant building	78 Manhattan street, Airport Industria	1146	Dormell Proprietyies 661 (Pty) Ltd
Airport Industrial	444170	Vacant building	73 Manhattan street, Airport Industria	1461	Limake Properties (Pty) Ltd
Airport Industrial	538149	Vacant building	115 Manhattan street, Airport Industria	3408	Purple Fountain Prperties 134 (Pty) Ltd
Airport Industrial	807641	Vacant building		1568	
Airport Industrial	213906	Vacant land	1 Madrid road, Airport Industria	3529	Limake Properties (Pty) Ltd
Airport Industrial	402185	Vacant land	4 Madrid road, Airport Industria	6347	Applemint Properties 93 (Pty) Ltd
Airport Industrial	988553	Vacant land	27 Falcon crescent, Airport Industria	3011	Timeway Investments (Pty) Ltd
Airport Industrial	988539	Vacant land		3147	Cracklefern Properties 16 (Pty) Ltd

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Athlone Industrial

Industrial survey results 2014

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6.2 Athlone Industrial

Athlone Industrial is mapped across 135 LIS keys. Fifteen (15) of these LIS keys are vacant while the remaining 120 is occupied by approximately 166 businesses. Of these 166 businesses 144 that could be positively identified by either its economic activity, name or both and 22 businesses that could not be identified.

Table 5: Number of businesses and LIS key distribution across Athlone industrial

Major Divisions (Industries)	Number of companies	Percentage (%) of LIS Key occupancy
Agriculture, hunting, forestry and fishing	0	0
Mining and quarrying	0	0
Community, social and personal services	4	2%
Construction	7	4%
Electricity, gas and water supply	2	1%
Financial intermediation, insurance, real estate and business services	13	8%
Manufacturing	69	40%
Transport, storage and communication	2	1%
Wholesale and retail trade, ect	47	22%
Not economically active		9%
Unattainable		11%

Manufacturing is the dominant (48%) economic active taking place in Athlone industrial if Figure 45 is considered. The manufacturing of food and food products, basic metals and chemical such as plastic, paints and cleaning detergents combined makes up 61% of the manufacturing activities in the industrial activities as they respectively contribute 26%, 18% and 18% to the manufacturing sector of Athlone.

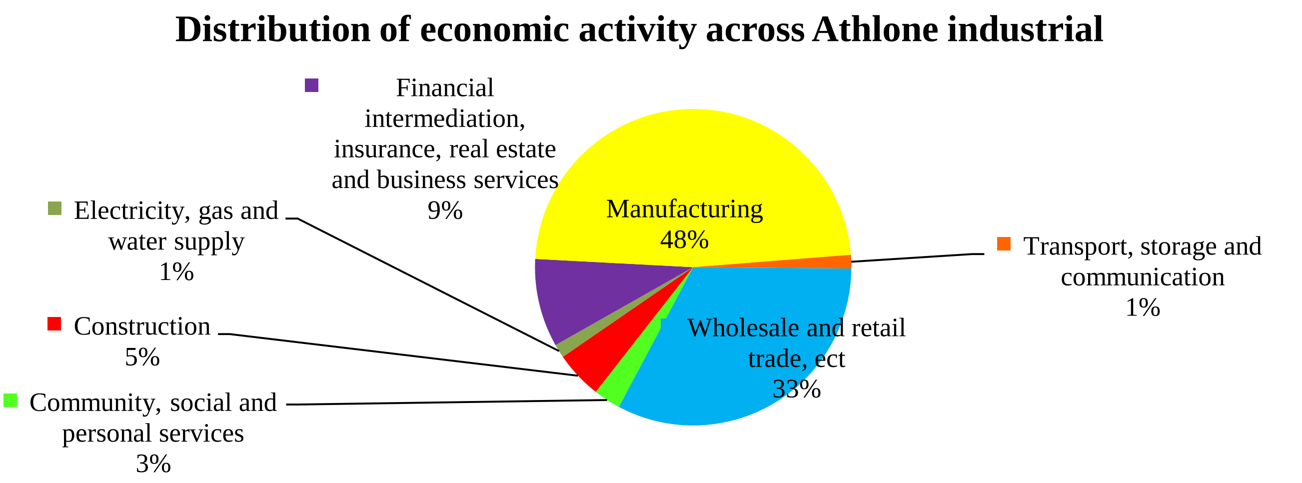

Figure 45: Distribution of economic activity across Athlone industrial

The wholesale and retail trade that contributes 33% to the economic activity of Athlone industrial is mostly (49%) made up of activities involving the retail, maintenance and repairs of motor vehicle and wholesale and commission trade (24%).

The Financial intermediation, insurance, real estate and business services major division contributes 9% to the economic activity of Athlone Industrial and the majority (60%) of these activities relates to business services ranging from, but not exclusive to, recruitment agencies, packaging activities and engineering consultancies.

The construction division, which contributes 5% to the economic activity of Athlone industrial, comprises of 89% building installation businesses and 11% complete or partial building constructions.

The remaining divisional groups collectively contribute 3% to the economic activity of Athlone and consist of activities like membership organizational activities, dry cleaners and coach passenger lines.

Industrial Area	LIS KEY	Property	Address	Size SqM	Ownership
Athlone Industrial	28966	Vacant land	Pooke Road, Athlone Industria	1865	Athlone Industrial Township
Athlone Industrial	28971	Vacant land	Pooke Road, Athlone Industria	2051	Elite Management Co.
Athlone Industrial	29358	Vacant land	Corner Velocity and Vanguard drive Athlone Industria	2433	L & B Scrap cc
Athlone Industrial	29361	Vacant land	21 Velocity Street Athlone Industria	561	Amina Hassan Bawa
Athlone Industrial	416397	Vacant land	4 Carrick Street Athlone Industria	7587	Elite Park Pty (Ltd)
Athlone Industrial	28978	Vacant land	17 Claude Road Athlone Industria	1677	Fatima Essop
Athlone Industrial	28967	Vacant building	45 Noll Avenue Athlone Industria	1978	The Terisa Trust
Athlone Industrial	29359	Vacant building	14 Carbon Street Athlone Industria	1013	Harprag Trust
Athlone Industrial	29364	Vacant building	16 Velocity Street Athlone Industria	4502	Goolam Faried Mohidien
Athlone Industrial	29365	Vacant building	10 Velocity Street Athlone Industria	508	City of Cape Town
Athlone Industrial	76944	Vacant building	17 Maslamoney road Athlone Industria	2119	Mogammat Toyer Ebrahim
Athlone Industrial	79686	Vacant building	30 Carbon Street Athlone Industria	4253	Capricorn Property Trust
Athlone Industrial	81326	Vacant building	7 Gani Street Athlone Industria	994	
Athlone Industrial	328181	Vacant building	30 Ebrahim Road Athlone Industria	4860	Special Products and Techologies cc
Athlone Industrial	967967	Vacant building	4 Maslamoney Road Athlone Industria	1922	N M Tayob Family Trust

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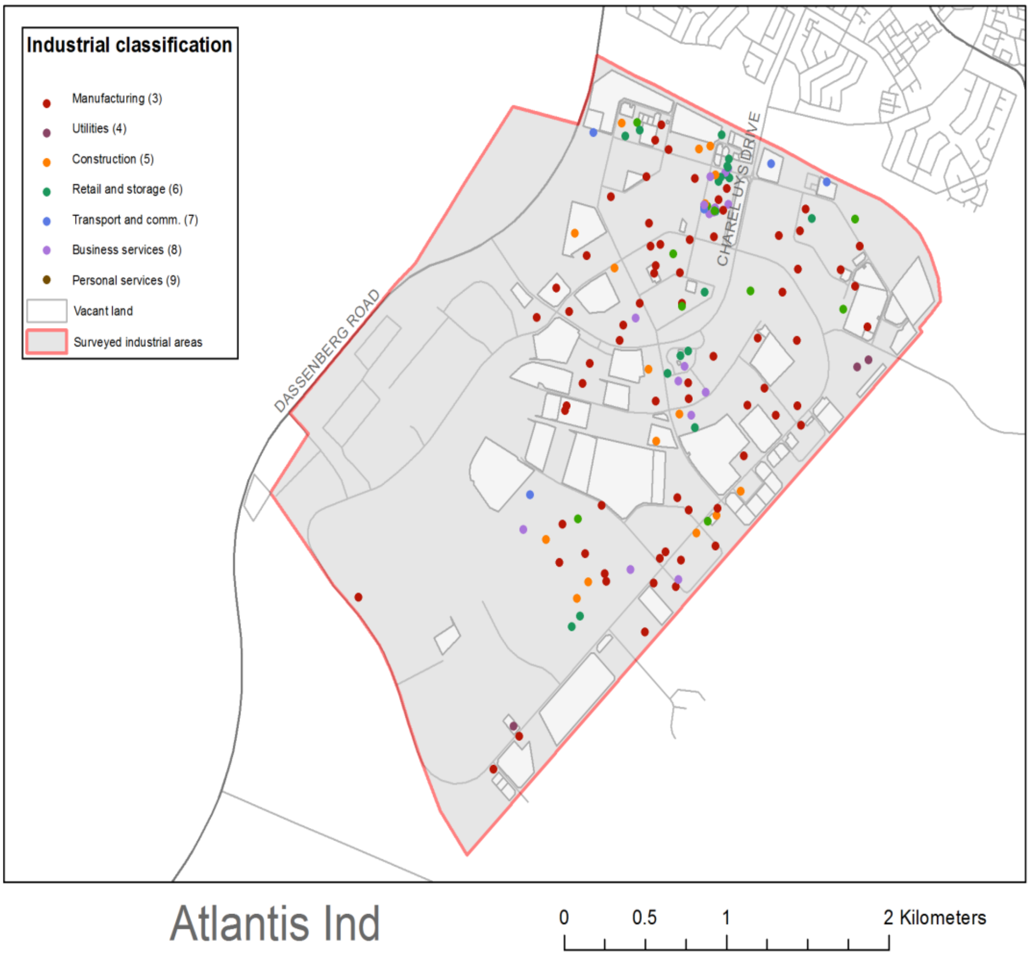
Atlantis Industrial



Industrial survey results
2014

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6.3 Atlantis industrial

At present, there are 174 LIS keys identified in the Atlantis industrial area. One quarter (25%) of these LIS keys are not economically active as they are either occupied by vacant buildings or the land is vacant (table 6).

Table 6: Number of businesses and LIS key distribution across Atlantis industrial

Major Divisions (Industries)	Number of companies	Percentage (%) of LIS Key occupancy
Agriculture, hunting, forestry and fishing	0	0
Mining and quarrying	0	0
Manufacturing	81	46%
Electricity, gas and water supply	3	2%
Construction	6	4%
Wholesale and retail trade	22	7%
Transport, storage and communication	5	3%
Financial intermediation	16	7%
Community, social and personal services	10	6%
Not economically active		25%
Unattainable	0	0

Manufacturing constitutes 57% of the economic activity in Atlantis Industrial. The manufacturing of textile, clothing and leather goods as well as the manufacturing of transport equipment respectively each contributes 16% to the manufacturing sector of Atlantis industrial. The manufacturing of wood and wooden products as well as that of plastic and plastic products is also significant in Atlantis Industrial as they respectively contribute 15% and 14% to the total economic activity of the industrial area. The former economic activity is dominated by the manufacturing of wooden doors, shutters and packaging, while, the latter is dominated by plastic packaging and product production.

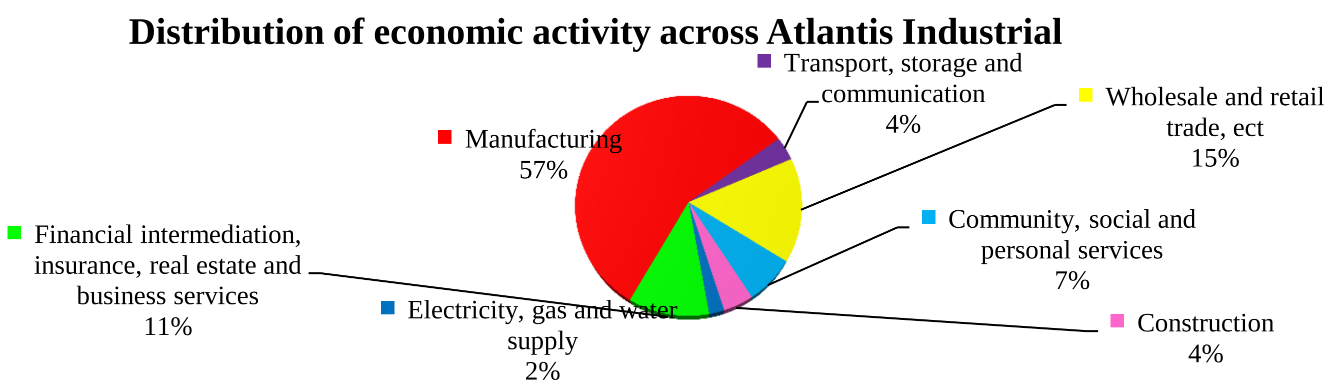

Figure 46: Distribution of economic activity across the Atlantis Industrial

Wholesale and retail contributes 15% to the economic activity of Atlantis Industrial. The most trade in conducted in retail (27%), restaurants, bars and canteens (27%) and scrap (18%).

The Financial intermediation, insurance, real estate and business services major division contributes 11% to the economic activity of Atlantis and the most prominent service activities rendered under in this major division is that of renting of machinery and equipment (19%), labour recruitment and provision of staff (19%) and investigation and security activities (19%).

The 4% of economic activity that the construction major division contributes to the economic activity of Atlantis is 73% made up of building of complete constructions or parts of it and 27% made up of building installations.

The community, social and personal services that contributes 7% to the economic activity of Atlantis Industrial is mostly (40%) made up of educational services as there are three FET colleges and two crèches in the industrial area. Trade union offices (20%) and sports field (10%) also contribute to the community, social and personal services available in the industrial area.

Land transport and Postal activities make up the 4% that the transport, storage and communication major division contributes to the Atlantis industrial economic activity. While two power stations and the company Chandler coal, the business that manufactures coal, makes up the 2% contribution the electricity, gas and water supply activities contribute to the economic activity of Atlantis industrial.

Industria Area	LIS KEY	Property	Address	Size SqM	Ownership
Atlantis Industria	107	Vacant building	13 Charles Duminy Street, Atlantis Industria	1993	Crimson Moon Investments 76 cc
Atlantis Industria	406395	Vacant building	19 Tom Henshilwood Street, Atlantis Industria	3657	SMTDC Properties (Pty) Ltd
Atlantis Industria	406397	Vacant building	15 Tom Henshilwood Street, Atlantis Industria	2704	Crimson Moon Investments 76 cc
Atlantis Industria	406402	Vacant building	14 Neil Hare Road, Atlantis Industria	9958	Rapiprop 127 (Pty) Ltd
Atlantis Industria	406404	Vacant building	8 Tom Henshilwood Street, Atlantis Industria	13168	The Mazuri trust
Atlantis Industria	406425	Vacant building	2 Pieter van Eck Street, Atlantis Industria	10113	Classic Trade 129 cc
Atlantis Industria	406450	Vacant building	25 John van Niekerk Street, Atlantis Industria	10051	Rapiprop 127 (Pty) Ltd
Atlantis Industria	408123	Vacant building	66 Neil Hare Road, Atlantis Industria	2743	Business Partners Ltd
Atlantis Industria	408124	Vacant building	64 Neil Hare Road, Atlantis Industria	2743	Business Partners Ltd
Atlantis Industria	408125	Vacant building	62 Neil Hare Road, Atlantis Industria, 2010	2743	Business Partners Ltd
Atlantis Industria	408126	Vacant building	60 Neil Hare Road, Atlantis Industria	2727	Business Partners Ltd
Atlantis Industria	408153	Vacant building	10 Ivan Hamshire Street, Atlantis Industria	529	Mahomed Yunus Abdul Satar
Atlantis Industria	1015977	Vacant building	10 William Gourlay Street, Atlantis Industria	131956	City of Cape Town
Atlantis Industria	1037126	Vacant building	6 John Van Niekerk Street, Atlantis Industria	21825	Atlantis Property Development (Pty) Ltd
Atlantis Industria	12	Vacant land	1 David Cloete Street, Atlantis Industria	12944	City of Cape Town Atlantis Ind Local Council
Atlantis Industria	16	Vacant land	Neil Hare Road, Atlantis Industria	32995	City of Cape Town Atlantis Ind Local Council
Atlantis Industria	28	Vacant land	10 Christopher Starke Street, Atlantis Industria	3023	Braitex Tensilon (Pty) Ltd
Atlantis Industria	48	Vacant land	5 Charles Mathews Street, Atlantis Industria	18783	City of Cape Town
Atlantis Industria	60	Vacant land	4 Charel Uys Drive, Atlantis Industria	8119	City of Cape Town
Atlantis Industria	72	Vacant land	52 Neil Hare Road, Atlantis Industria	100279	City of Cape Town
Atlantis Industria	95	Vacant land	Dassenberg Street Atlantis Industria	12645	City of Cape Town
Atlantis Industria	108	Vacant land	15 Charles Duminy Street, Atlantis Industria	2023	COO EE inv cape (Pty) Ltd
Atlantis Industria	114	Vacant land	8 Charles Duminy Street, Atlantis Industria	1897	Kaapstad Herwining cc
Atlantis Industria	115	Vacant building	10 Charles Duminy Street, Atlantis Industria	1158	Kaapstad Herwining cc

Atlantis Industria	117	Vacant building	31 Christopher Starke Street, Atlantis Industria	30294	Hollyberry props 12 (Pty) Ltd
Atlantis Industria	121	Vacant land	4 Charles Duminy Street, Atlantis Industria	2174	SAAY Properties (Pty) Ltd
Atlantis Industria	124	Vacant land	14 Charles Duminy Street, Atlantis Industria	3534	City od Cape Town
Atlantis Industria	129	Vacant building	24 Thomas Williams crescent, Atlantis Industria	2014	Orion Workshop
Atlantis Industria	131	Vacant building	19 Christopher Starke Street, Atlantis Industria	2005	P and Sons Home improvement
Atlantis Industria	138	Vacant land	9 Christopher Starke Street, Atlantis Industria	10212	Slip Knot Investments 174 (Pty) Ltd
Atlantis Industria	406412	Vacant land	5 John Dreyer Street, Atlantis Industria	48856	City of Cape Town Atlantis and Local Council
Atlantis Industria	406415	Vacant building	15 John van Niekerk Street, Atlantis Industria	47917	City of Cape Town Atlantis and Local Council
Atlantis Industria	406422	vacant land	1 Norman Murray Street, Atlantis Industria	9987	EF Thomson and son bk
Atlantis Industria	406429	Vacant building	5 Pieter Van Eck Street, Atlantis Industria	23053	Ahlesa Blankets (Pty) Ltd
Atlantis Industria	406449	Vacant building	10 Neil Hare Road, Atlantis Industria, 7420	3200	CF Kiepfer cc
Atlantis Industria	406457	Vacant building	24 Christopher Starke Street, Atlantis Industria	23465	Prilla 2000 (Pty) Ltd
Atlantis Industria	408115	Vacant land	8 Charles Piers Street, Atlantis Industria	21711	Toro Holdings (Pty) Ltd
Atlantis Industria	408116	Vacant land	85 A Neil Hare Road, Atlantis Industria	918554	City of Cape Town Tygerberg admin
Atlantis Industria	408118	Vacant land	27 William Gourlay Street, Atlantis Industria	89542	Alzira Beleggings EDMS BPK
Atlantis Industria	408129	Vacant building	4 Ivan Hemshire Place, Atlantis Industria	755	Hawama Selah Mahomed satar
Atlantis Industria	408132	Vacant land	2 Neil Hare Road, Atlantis Industria	48611	Telkom S A Bpk
Atlantis Industria	408140	Vacant land	135 Neil Hare Road, Atlantis Industria	35128	City of Cape Town
Atlantis Industria	408142	Vacant land	3 Louwtjie Rothman Street, Atlantis Industria	2017	Global Forklift Importers cc
Atlantis Industria	408147	Vacant building	22 William Gourlay Street, Atlantis Industria	36353	Industria Development Corporation of South Africa
Atlantis Industria	408155	vacant building	2 Ivan Hampshire Place, Atlantis Industria	1360	Darries Inv trust
Atlantis Industria	408158	Vacant building	3 Charles Piers Street, Atlantis Industria	56671	Xintong steel (Pty) Ltd
Atlantis Industria	408161	Vacant land	67 Neil Hare Road, Atlantis Industria	3699	Bittersweet Trade and Invest 3 (Pty) Ltd

Atlantis Industria	408164	Vacant land	August Kotzenberg Street, Atlantis Industria	13081	Conqwa Konstruksie cc
Atlantis Industria	408166	Vacant building	139 Neil Hare Road, Atlantis Industria	3019	Malmesbury Sterilisasie Aanleg (Pty) Ltd
Atlantis Industria	408170	Vacant land	44 Neil Hare Road, Atlantis Industria	10124	City of Cape Town
Atlantis Industria	408174	Vacant land	69 Neil Hare Road, Atlantis Industria	3643	Transcape Steels worcester (Pty Ltd
Atlantis Industria	408180	Vacant building	102 Neil Hare Road, Atlantis Industria	13890	Promeal (Pty) Ltd
Atlantis Industria	408181	Vacant building	5 Louwtjie Rothman Street, Atlantis Industria	3018	Global Forklift Importers cc
Atlantis Industria	408188	Vacant land	50 Neil Hare Road, Atlantis Industria	33951	Peninusula Beverage Prop (Pty) Ltd
Atlantis Industria	408356	Vacant land	8 Neil Hare Road, Atlantis Industria	35798	Designamite (Pty) Ltd
Atlantis Industria	808038	Vacant land	36 Neil Hare Road, Atlantis Industria	25929	Benedict Trust
Atlantis Industria	993251	Vacant land	14 Charyl Uys Drive, Atlantis Industria	31207	Gorrie Findlay cc
Atlantis Industria	993319	Vacant building	17 Neil Hare Road, Atlantis Industria	53864	Kaymac Holdings (Pty) Ltd
Atlantis Industria	1021655	Vacant land	17 Charles Duminy Street, Atlantis Industria	10051	Hamisa cc
Atlantis Industria	1049401	Vacant land	John Dreyer Street, Atlantis Industria	2830	
Atlantis Industria	1051787	Vacant land	Charyl Uys Drive, Atlantis Industria	14114	
Atlantis Industria	1056247	Vacant land	32 Christopher Starke Street, Atlantis Industria	16253	Swartland Eiedomme (Pty) Ltd

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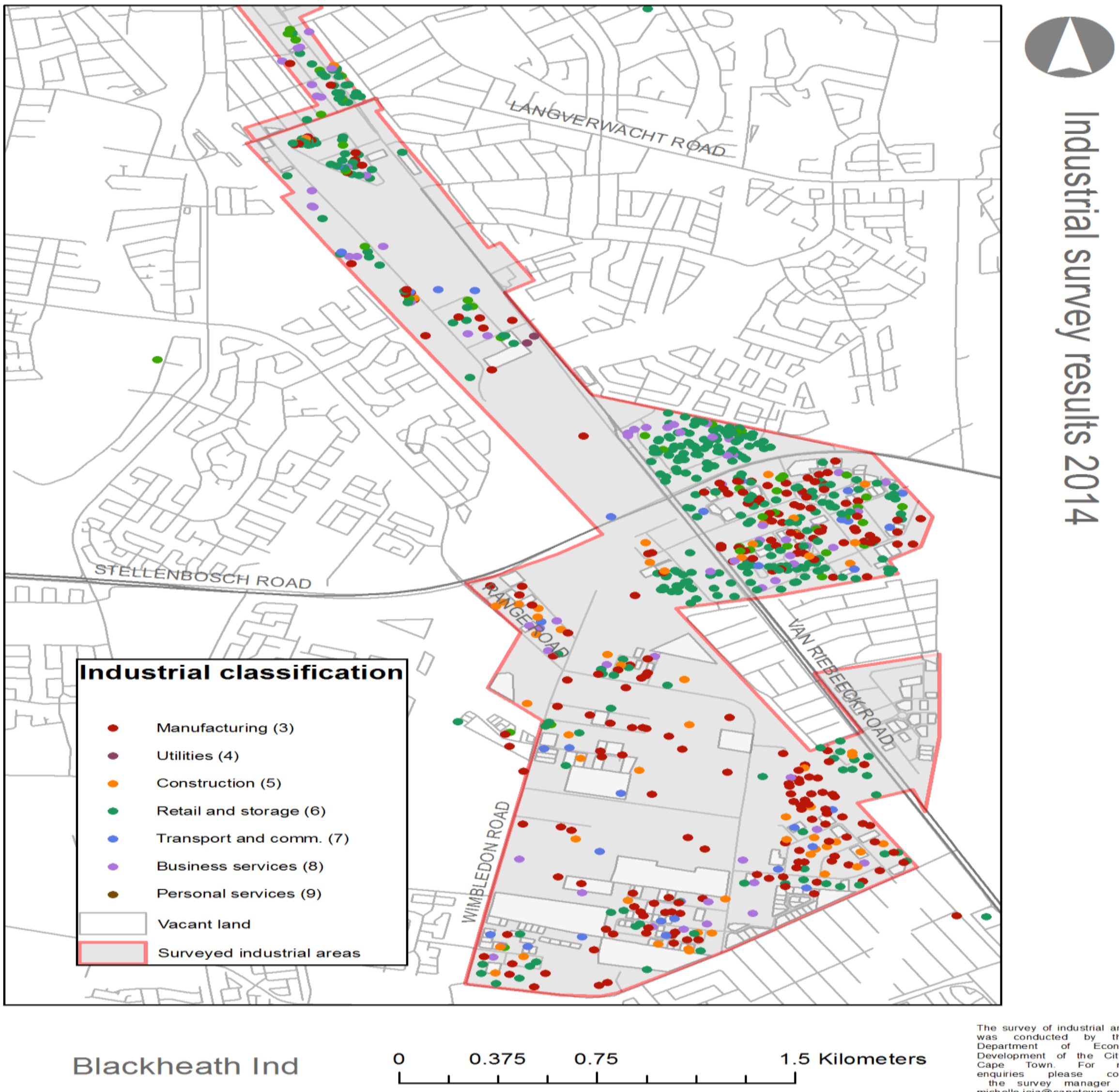
Blackheath Industrial



Blackheath Ind

The survey of industrial areas was conducted by the Department of Economic Development of the City of Cape Town. For more enquiries please contact the survey manager at michelle.joja@capetown.gov.za.

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6.4 Blackheath Industrial

Blackheath Industrial area is mapped out across 597 LIS keys. Proportionally, 465 of these LIS keys are occupied by 558 business activities- of which 536 could be positively identified and 22 not- while 132 of the LIS keys are not economically active as they are either vacant land, occupied by a vacant building or under construction.

Table 7: Number of businesses and LIS key distribution across Blackheath industrial

Major Divisions (Industries)	Number of companies	Percentage (%) of LIS Key occupancy
Agriculture, hunting, forestry and fishing	5	1%
Mining and quarrying	0	0
Manufacturing	213	30%
Electricity, gas and water supply	1	0%
Construction	59	10%
Wholesale and retail trade	150	19%
Transport, storage and communication	29	6%
Financial intermediation, insurance, real estate and business services	49	9%
Community, social and personal services	28	4%
Unattainable	22	3%
Not economically active		19%

Manufacturing occupies the majority (40%) of the LIS keys in the industrial area under review, and is the dominant major division in Blackheath Industrial. The artefacts mostly manufactured in this area includes basic metals, fabricated metal products and machinery and equipment manufacturing (33%), the manufacturing of wood and products of wood, cork, straw, paper as well as publishing, and printing (17%) in addition to the manufacturing of chemicals and chemical products, rubber and plastic products (14%).

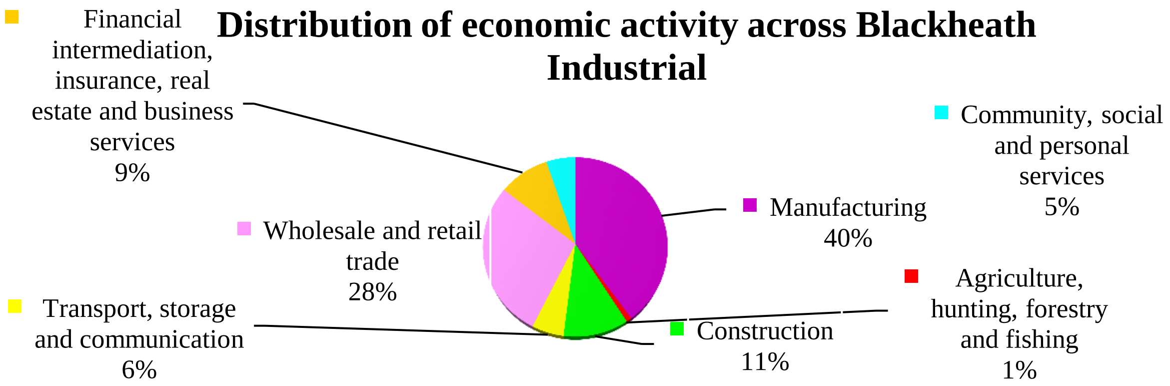

Figure 47: Distribution of economic activity across the Blackheath industrial

Wholesale and retail trade is the second most dominating economic activity in Blackheath Industrial with 28% of businesses participating in this economic activity. The itemization of these activities are the sale, maintenance and repair of motor vehicles and sale of fuel (38%), wholesale and commission trade except for that in motor vehicles (29%), retail trade except for that in motor vehicles (21%) and hotels and restaurants (11%).

Furthermore, activities relating to construction consume 11% of the economic activity of Blackheath Industrial. Sixty-five percent (65%) of these businesses' activities relates to the building of complete constructions parts thereof, 32% to building installations and 3% to renting of construction and demolition equipment with operators.

Business activities (61%) and computer and related activities (29%) together contributes to 90% of the economic activities in the financial intermediation, insurance, real estate and business services major division which constitutes 9% of the economic activities of Blackheath industrial.

A further six percent (6%) of economic activities in the industrial area under review relates to transport, storage and communication. Activities supporting and auxiliary to transport activities make up 50% of the economic activities in this division, while land transport makes up 47% and post and telecommunication contributes 3% to the 6% in total.

Community, social and personal services contributes 5% to the economic activity of Blackheath. Sixty-five percent (65%) of economic activities under this major division are referred to as other service activities.

While the agricultural, hunting forestry and fishery contributed the least (1%) to the economic activity of Blackheath industrial it includes three businesses that were involved in agricultural and animal husbandry services, one business involved in the production of fertiliser and one business participated in activities related to logging and related activities.

Industrial Area	LIS KEY	Property	Address	Size SqM	Ownership
Blackheath Industria	493053	Vacant building	14 Sysen street, Blackheath Industria	2961	Proximitas Investments 92 (Pty) Ltd
Blackheath Industria	493324	Vacant building	33 Trafford road, Blackheath Industria	2686	Ocmard Inv cc
Blackheath Industria	493834	Vacant building	Rand Road, Blackheath Industria	2095	
Blackheath Industria	494206	Vacant building	8 Nebula Crescent, Blackheath Industria	807	L & L Trust
Blackheath Industria	494658	Vacant building	18 Buttskop road, Blackheath Industria	25347	C Med (Pty) Ltd
Blackheath Industria	494912	Vacant building	8 Buttskop road, Blackheath Industria	2325	Tradev (Pty) Ltd
Blackheath Industria	492796	Vacant building	21 Metal road, Blackheath Industria	322	Omar Bros Family Trust
Blackheath Industria	492826	Vacant building	35 Metal road, Blackheath Industria	335	Steph Hugo Trust
Blackheath Industria	492483	Vacant building	2 Nicole Avenue, Blackheath Industria	1115	Jeffprop (Pty) Ltd
Blackheath Industria	492313	Vacant building	44 Range road, Blackheath Industria	1787	CIP Trust
Blackheath Industria	493105	Vacant building	8 Barewood close, Blackheath Industria	1019	Marchelle Props 112 cc
Blackheath Industria	492800	Vacant building	23 Metal road, Blackheath Industria	317	Rozita Edith Hansen
Blackheath Industria	492815	Vacant building	29 Metal road, Blackheath Industria	312	Omar Bros Family Trust
Blackheath Industria	492817	Vacant building	31 Metal road, Blackheath Industria	312	Omar Bros Family Trust
Blackheath Industria	492997	Vacant land	4 Sysen street, Blackheath Industria	2486	Alba Skrynwerkers geboue (Pty) Ltd
Blackheath Industria	493005	Vacant land	6 Sysen street, Blackheath Industria	3275	Lazercor Twenty One (Pty) Ltd
Blackheath Industria	493561	Vacant land	9 Anfield road, Blackheath Industria	1793	ERF 867 Blackheath cc
Blackheath Industria	494336	Vacant land	Buttskop Street, Blackheath Industria	47007	Midnight feast (Pty) Ltd
Blackheath Industria	494677	Vacant building	3 Heath Circle, Blackheath Industria	1114	Modified Plastics (Pty) Ltd
Blackheath Industria	1002004	Vacant land	29 Utilis street, Blackheath Industria	1367	Utilis Devco (Pty) Ltd
Blackheath Industria	1002005	Vacant land	27 Utilis street, Blackheath Industria	1429	Utilis Devco (Pty) Ltd
Blackheath Industria	1002007	Vacant building	23 Utilis street, Blackheath Industria	1021	Gateway Metalworks asset trust
Blackheath Industria	1002008	Vacant land	17 Utilis street, Blackheath Industria	1018	Silver moon inv 230 cc
Blackheath Industria	1002009	Vacant land	15 Utilis street, Blackheath Industria	1017	Janeleigh Trust

Blackheath Industria	1002010	Vacant land	13 Utilis street, Blackheath Industria	1018	Coco Haven 1017 cc
Blackheath Industria	1002011	Vacant land	11 Utilis street, Blackheath Industria	1031	Coco Haven 1017 cc
Blackheath Industria	1002012	Vacant building	7 Utilis street, Blackheath Industria	1017	Ackerman cement and paper cc
Blackheath Industria	1002015	Vacant land	1 Utilis street, Blackheath Industria	1013	Utilis Devco (Pty) Ltd
Blackheath Industria	1002018	Vacant land	5 Warrior crescent, Blackheath Industria	1653	Nilostar sixteen (Pty) Ltd
Blackheath Industria	1002024	Vacant land	17 Warrior crescent, Blackheath Industria	1017	Ariefa Khan
Blackheath Industria	1002025	Vacant land	19 Warrior crescent, Blackheath Industria	1019	Utilis Devco (Pty) Ltd
Blackheath Industria	1002026	Vacant land	21 Warrior crescent, Blackheath Industria	1015	Utilis Devco (Pty) Ltd
Blackheath Industria	1002027	Vacant land	23 Warrior crescent, Blackheath Industria	1015	Jonathan Craig Jack
Blackheath Industria	1002028	Vacant land	25 Warrior crescent, Blackheath Industria	1015	Shar Civils cc
Blackheath Industria	1002029	Vacant land	27 Warrior crescent, Blackheath Industria	1013	Brett Clyde Hoare
Blackheath Industria	1002030	Vacant land	29 Warrior crescent, Blackheath Industria	1011	Ringer Property Holdings cc
Blackheath Industria	1002031	Vacant land	10 Utilis street, Blackheath Industria	1013	Utilis Devco (Pty) Ltd
Blackheath Industria	1002032	Vacant land	12 Utilis street, Blackheath Industria	1015	Utilis Devco (Pty) Ltd
Blackheath Industria	1002033	Vacant land	14 Utilis street, Blackheath Industria	1011	Utilis Devco (Pty) Ltd
Blackheath Industria	1002034	Vacant land	16 Utilis street, Blackheath Industria	1013	Die Coetzee Familie Trust
Blackheath Industria	1002035	Vacant land	18 Utilis street, Blackheath Industria	1031	
Blackheath Industria	1042986	Vacant land	20 Utilis street, Blackheath Industria	2355	Coetzee Familie Trust
Blackheath Industria	492609	Vacant land	9 Metal road, Blackheath Industria	3809	J G H Manufacturing (Pty) Ltd
Blackheath Industria	493676	Vacant land	15 Wimbledon crescent, Blackheath Industria	66904	Barloworld (Pty) Ltd
Blackheath Industria	492301	Vacant land	Range Road, Blackheath Industria		
Blackheath Industria	492981	Vacant land	59 Range road, Blackheath Industria		Zennies Fresh Fruit cc
Blackheath Industria	492443	Vacant building	72 Wimbledon road, Blackheath Industria	19153	R S C Eiendomme cc
Blackheath Industria	542361	Vacant land	Range road, Blackheath Industria	12869	

Blackheath Industria	1056548	Vacant land	Range road, Blackheath Industria	2130	City of Cape Town
Blackheath Industria	1014165	Vacant land	Range road, Blackheath Industria	9447	Indy Sue (Pty) Ltd
Blackheath Industria	492851	Vacant land	35 Range road, Blackheath Industria	13003	L A Burger Investment (Pty) Ltd
Blackheath Industria	492306	Vacant land	32 Range road, Blackheath Industria	23435	Eskom Holdings Limited
Blackheath Industria	492495	Vacant land	49 Range road, Blackheath Industria	11254	Early Moon trading 510
Blackheath Industria	991693	Vacant land	47 Range Road, Blackheath Industria	11605	Continental China (Pty) Ltd
Blackheath Industria	492755	Vacant land	54 Wimbledon road, Blackheath Industria	105658	City of Cape Town
Blackheath Industria	1016250	Vacant land	62 Wimbledon road, Blackheath Industria	1701	Meadow Brood Properties 157
Blackheath Industria	1016252	Vacant land	Wimbledon road, Blackheath Industria	2237	City of Cape Town Bellville mun
Blackheath Industria	1016249	Vacant land	10 Artisian way, Blackheath Industria	1226	Grahams used spares cc
Blackheath Industria	1016247	Vacant land	12 Artisian way, Blackheath Industria	911	Melvins Transport cc
Blackheath Industria	1016246	Vacant land	14 Artisian way, Blackheath Industria, 7134	1198	Melvins Transport cc
Blackheath Industria	1016245	Vacant land	16 Artsian way, Blackheath Industria	1035	Fusion Properties 389 cc
Blackheath Industria	1016244	Vacant land	18 Artisian way, Blackheath Industria	1013	Current Affairs Electrical
Blackheath Industria	1016243	Vacant building	20 Artisian way, Blackheath Industria	1010	Red Ant Relocation and Eviction services (Pty) Ltd
Blackheath Industria	1016242	Vacant land	22 Artisian way, Blackheath Industria	1004	Tijger Prop (Pty) Ltd
Blackheath Industria	1016241	Vacant land	24 Artsian way, Blackheath Industria	1001	Tijger Prop (Pty) Ltd
Blackheath Industria	1016239	Vacant land	30 Dynamo way, Blackheath Industria	1021	Thomas and De Kock Construction Company (Pty) Ltd
Blackheath Industria	1016240	Vacant land	28 Dynamo way, Blackheath Industria	971	Thomas and De Kock Construction Company (Pty) Ltd
Blackheath Industria	1049126	Vacant land	1 Kwela street, Blackheath Industria	2009	AAD Truck and Bus (Transvaal) Ltd
Blackheath Industria	1049148	Vacant land	2 Kwela street, Blackheath Industria	3784	AAD Truck and Bus (Transvaal) Ltd
Blackheath Industria	1049147	Vacant land	4 Kwela street, Blackheath Industria	1606	AAD Truck and Bus (Transvaal) Ltd
Blackheath Industria	1049146	Vacant land	6 Kwela street, Blackheath Industria	1614	AAD Truck and Bus (Transvaal) Ltd
Blackheath Industria	1049145	Vacant land	8 Kwela street, Blackheath Industria	1646	AAD Truck and Bus (Transvaal) Ltd

Blackheath Industria	1064967	Vacant land	12 Kwela street, Blackheath Industria	2130	SPM Assets cc
Blackheath Industria	1049142	Vacant land	14 Kwela street, Blackheath Industria	1019	Copperglow Investments 109 (Pty) Ltd
Blackheath Industria	1049141	Vacant land	16 Kwela street, Blackheath Industria	1018	Nicholas Ross Cameron
Blackheath Industria	1049140	Vacant land	18 Kwela street, Blackheath Industria	1016	Nicholas Ross Cameron
Blackheath Industria	1049139	Vacant land	20 Kwela street, Blackheath Industria	1018	HNH Steelworks close
Blackheath Industria	1049152	Vacant land		14031	Kwela Park Property Owners' Association
Blackheath Industria	1049138	Vacant land	22 Kwela street, Blackheath Industria, 7579	1281	Kloofzicht Logistics cc
Blackheath Industria	1049151	Vacant land	9 Kwela street, Blackheath Industria, 7580	1023	Capegate Roomys and Cones cc
Blackheath Industria	1049129	Vacant land	42 Kwela street, Blackheath Industria, 7532	1239	Copperglow Investments 109 (Pty) Ltd
Blackheath Industria	1049150	Vacant land	11 Kwela street, Blackheath Industria, 7579	1026	C L De Jongh
Blackheath Industria	1049149	Vacant land	13 Kwela street Blackheath Industria, 7580	1084	ERF 69 Blackheath cc
Blackheath Industria	1049130	Vacant land	Buttskop Street, Blackheath Industria	1019	Copperglow Investments 109 (Pty) Ltd
Blackheath Industria	1049131	Vacant land	Buttskop Street, Blackheath Industria	1008	Copperglow Investments 109 (Pty) Ltd
Blackheath Industria	1049132	Vacant land	36 Kwela street, Blackheath Industria	1756	Linkgas Distribution centre cc
Blackheath Industria	1049133	Vacant land	34 Kwela street, Blackheath Industria	1113	Triangle Diesel Depot cc
Blackheath Industria	1049134	Vacant land	32 Kwela street, Blackheath Industria	1326	Triangle Diesel Depot cc
Blackheath Industria	1049135	Vacant building	30 Kwela street, Blackheath Industria	1033	Yenza Trading 101 cc
Blackheath Industria	996900	Vacant building	25 Wimbledon Crescent, Blackheath Industria	56916	K2012181326 (South Africa) Propriety Limited
Blackheath Industria	493306	Vacant building	19 Trafford road, Blackheath Industria	2091	Home 1104 INV cc
Blackheath Industria	494421	Vacant land	63 Nebula Crescent, Blackheath Industria	1051	Ning CAI
Blackheath Industria	494383	Vacant building	57 Nebula Crescent, Blackheath Industria	977	Saffraanlaan Beleggings (Pty) Ltd
Blackheath Industria	494332	Vacant building	49 Nebula Crescent, Blackheath Industria	857	Nebula Trust
Blackheath Industria	979013	Vacant building	Nebula Crescent, Blackheath Industria	3315	Nebula Trust
Blackheath Industria	493950	Vacant building	25 Nebula Crescent, Blackheath Industria	1013	Need Compost
Blackheath Industria	493974	Vacant building	21 Nebula Crescent, Blackheath Industria	1015	Yenza Trading 101 cc

Blackheath Industria	493988	Vacant building	19 Nebula Crescent, Blackheath Industria	1006	MHZA Machine Handling SA cc
Blackheath Industria	494166	Vacant building	32 Nebula Crescent, Blackheath Industria	808	Yenza Trading 101 cc
Blackheath Industria	494152	Vacant building	30 Nebula Crescent, Blackheath Industria	774	Yenza Trading 101 cc
Blackheath Industria	494082	Vacant building	26 Nebula Crescent, Blackheath Industria	807	Pebiloo cc
Blackheath Industria	494073	Vacant land	28 Nebula Crescent, Blackheath Industria	777	Pebiloo cc
Blackheath Industria	977325	Vacant land	6 Cincaut road, Saxenburg Park 1	7235	Sidewinder Property Holdings (Pty) Ltd
Blackheath Industria	491510	Vacant building	14 Cincaut road, Saxenburg Park 1	1560	Sidewinder Property Holdings (Pty) Ltd
Blackheath Industria	491574	Vacant land	22 Cincaut road, Saxenburg Park 1	1075	Cedar Falls Properties 166 (Pty)
Blackheath Industria	491613	Vacant land	24 Cincaut road, Saxenburg Park 1	1036	Equinox Trust
Blackheath Industria	491736	Vacant land		1040	Plot 432 Saxenburg Park cc
Blackheath Industria	491770	Vacant building	36 Cincaut road, Saxenburg Park 1	1036	Linbro Industrial Estates (Pty) Ltd
Blackheath Industria	491659	Vacant land	17 Cincaut road, Saxenburg Park 1	1008	TFDM Trust
Blackheath Industria	491647	Vacant land	Saxenburg Park 1	1690	MJ Carstens Family Trust
Blackheath Industria	491924	Vacant land	35 Shiraz road, Saxenburg Park 1	982	Abdul Aziz Undre
Blackheath Industria	491993	Vacant land	8 Riesling road, Saxenburg Park 1	1107	Superhold cc
Blackheath Industria	492009	Vacant building	7 Riesling road, Saxenburg Park 1	1702	Agani (Pty) Ltd
Blackheath Industria	491888	Vacant land	29 Muscat road, Saxenburg Park	2121	Kento Inv cc
Blackheath Industria	491855	Vacant building	19 Muscat road, Saxenburg Park 1	1560	Plot 432 Saxenburg Park cc
Blackheath Industria	491740	Vacant land	19 Chardonnay Road, Saxenburg Park 1	1869	C L DE Jongh cc
Blackheath Industria	491819	Vacant land	11 Chardonnay road, Saxenburg Park 1	1528	Hans Van Heerden Trust
Blackheath Industria	491849	Vacant land	7 Chardonnay road, Saxenburg Park 1	1723	African Trust Holdings (Pty) Ltd
Blackheath Industria	491991	Vacant building	2 Musante road, Saxenburg Park 1	1339	J & D Familie trust
Blackheath Industria	491957	Vacant land	8 Cabernet road, Saxenburg park 1	1067	Electrotechniacal Maintenance Group
Blackheath Industria	491938	Vacant land	12 Cabernet road, Saxenburg park 1	883	Marine Data Solutions (Pty) Ltd
Blackheath Industria	491896	Vacant building	23 Cabernet road, Saxenburg Park 1	1533	Techno Property Trust No 1

Blackheath Industria	1016139	Vacant land	25 Pintotage road, Saxenburg Park 1	1859	Sevenstone Investments 119 (Pty) Ltd
Blackheath Industria	492015	Vacant land	56 Muscat road, Saxneburg Park 1	3710	Mondtin Properies 220 cc

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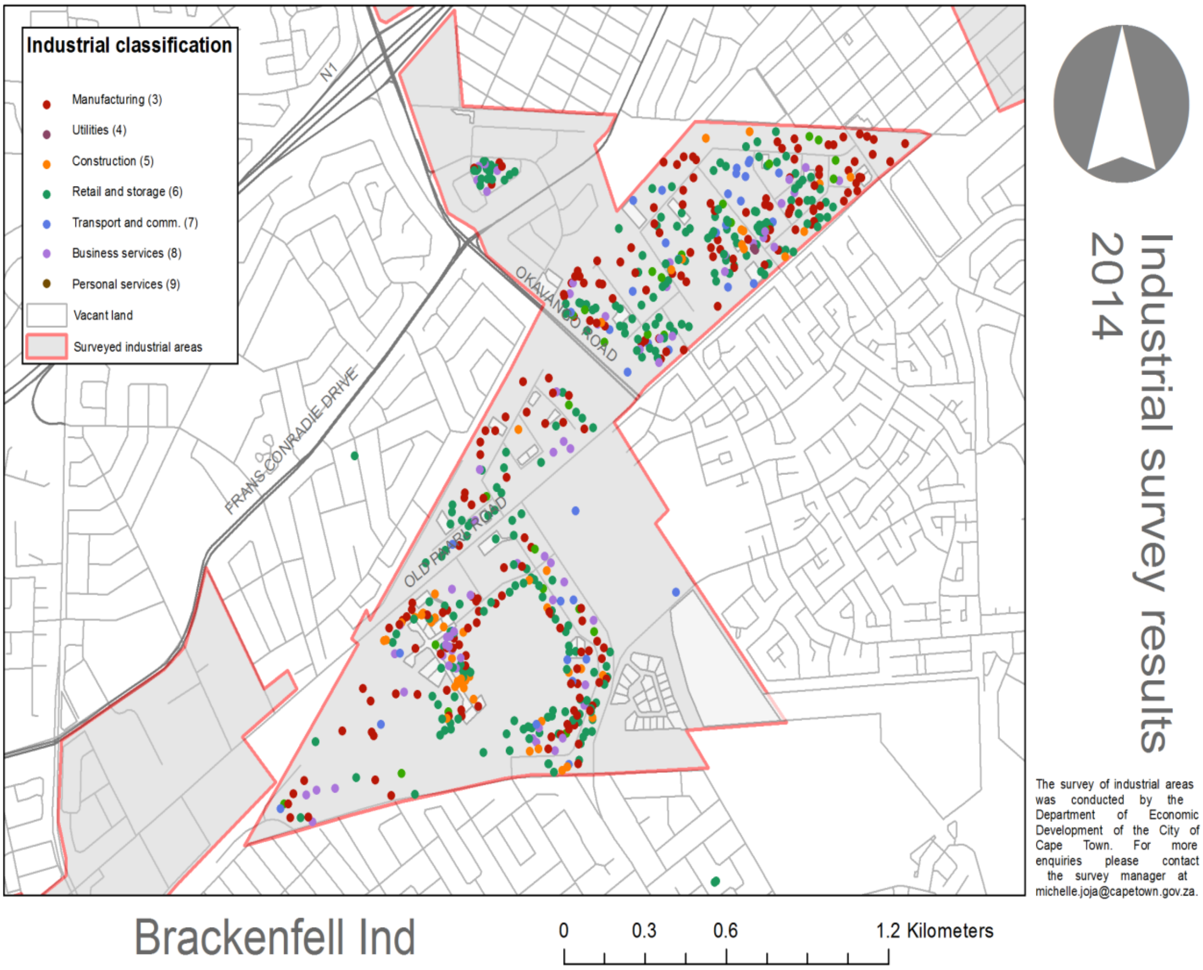
Brackenfell Industrial



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6.5 Brackenfell Industrial

Brackenfell industrial is distributed across 361 LIS keys. Overall there are 569 businesses in the industrial area, 538 that could have been positively identified, and 31 that could not be. A mere 3 % of the 361 LIS keys across Brackenfell industrial is not economically active.

Table 8: Number of businesses and LIS key distribution across Brackenfell industrial

Major Divisions (Industries)	Number of companies	Percentage (%) of LIS Key occupancy
Agriculture, hunting, forestry and fishing	5	0
Mining and quarrying	0	0
Manufacturing	160	30
Electricity, gas and water supply	1	0
Construction	44	8
Wholesale and retail trade	217	32
Transport, storage and communication'	25	8
Financial intermediation	62	9
Community, social and personal services	24	6
Not economically active (Vacant building, vacant land, under construction)		3
Unattainable	31	5

Wholesale and retail trade is the most prominent (41%) economic activity in the Brackenfell industrial area. Here the Sale, maintenance and repair of motor vehicles and motor cycles plus the retail trade in automotive fuel makes up 40% of the economic activity in this major division. Wholesale and commission trade, except of motor vehicles and motor cycles contributes 30%, retail trade, except of motor vehicles and motor cycles and repair of personal household goods contributes (25%) and hotels and restaurant account for 12% of the economic activity under this major division.

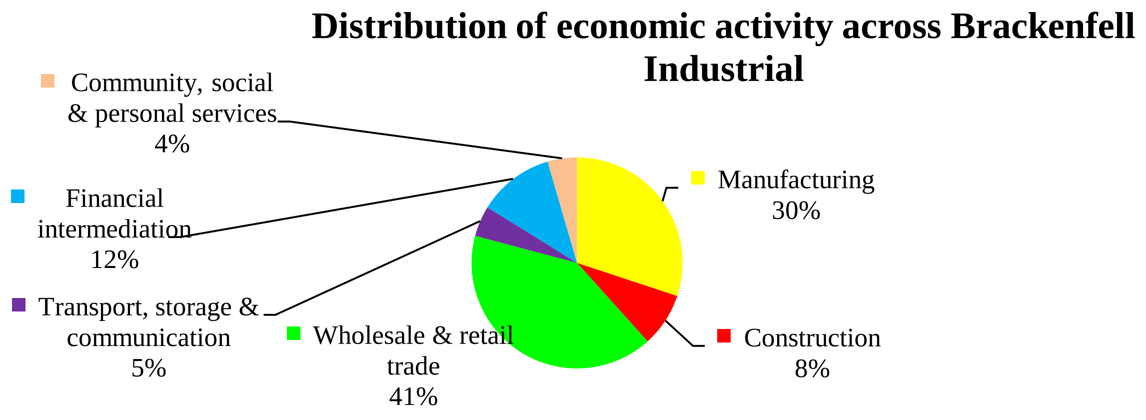

Figure 48 Distribution of economic activity across Brackenfell industrial

Manufacturing contributes 30% to the economic activity of Brackenfell industrial. In this major division, the manufacturing of basic metals, fabricated metal products, machinery and equipment and of office, accounting and computing machinery take the forefront contributing 37% of the economic activity of the area. Other major contributors here are the major group that includes the manufacture of coke, refined petroleum products and nuclear fuel; manufacture of chemicals and chemical products; manufacture of rubber and plastic products with 16% and the manufacturing of other non-metallic mineral products that contributes 10% to the total economic activity.

Financial intermediation, insurance, real estate and business services contribute 12% to the economic activities of the industrial area under review. The majority (63%) of the economic activities in this major division is classified as business services, and this refers to activities such as business and management consultancy activities, consulting engineering activities, packaging activities and building and industrial plant cleaning activities.

The transport, storage and communication major division contributes 5% to the total economic activity of Brackenfell industrial. In this major division the dominant economic activities include supporting and auxiliary transport activities and activities of travel agencies that account for 48% of the economic activities in this major division and land transport, which accounts for 32%.

Economic activities relating to community, social and personal services account for 4% of the economic activities of the industrial area under review. Here, other service activities are considered the major contributor (42%) to this major division's activities.

Vacant land and buildings

Industrial Area	LIS KEY	Property	Address	Size SqM	Ownership
Brackenfell Industrial	264177	Vacant land	5 Quarry Road , Brackenfell Industria	1103	Philippina Elizabeth Schenck
Brackenfell Industrial	463849	Vacant building	16 Lood Street, Brackenfell Industria	4460	Van Der Vyver Vervoer Perseel (EDMS) BPK
Brackenfell Industrial	464256	Vacant building	11 Carel Marincowits street, Brackenfell Industrial	1934	Van Der Vyver Vervoer Perseel (Pty) Ltd
Brackenfell Industrial	464368	Vacant building	9 Carel Marincowits street, Brackenfell Industrial	1890	Beachmaster Investments 149 cc
Brackenfell Industrial	466612	Vacant land	7 Silver street, Brackenfell Industria	2158	Infront one ten inv (Pty) Ltd
Brackenfell Industrial	467014	Vacant building	Corner Okovango and Old Paarl Road, Brackenfell Industria	40921	Mako Properties Ltd
Brackenfell Industrial	470172	Vacant building	14 Brass street, Brackenfell Industrial	2951	Cinprop 5056 cc
Brackenfell Industrial	471115	Vacant land	1 Taurus way, Brackenfell Industria	2037	City of Cape Town
Brackenfell Industrial	472751	Vacant land	78 Gemini street, Brackenfell Industria	4526	City of Cape Town
Brackenfell Industrial	812818	Vacant land	2 Libra road, Brackenfell Industria	1125	
Brackenfell Industrial	990592	Vacant building	1 Beatrix street, Brackenfell Industria	4650	Beachmaster Investments 149 (Pty) Ltd

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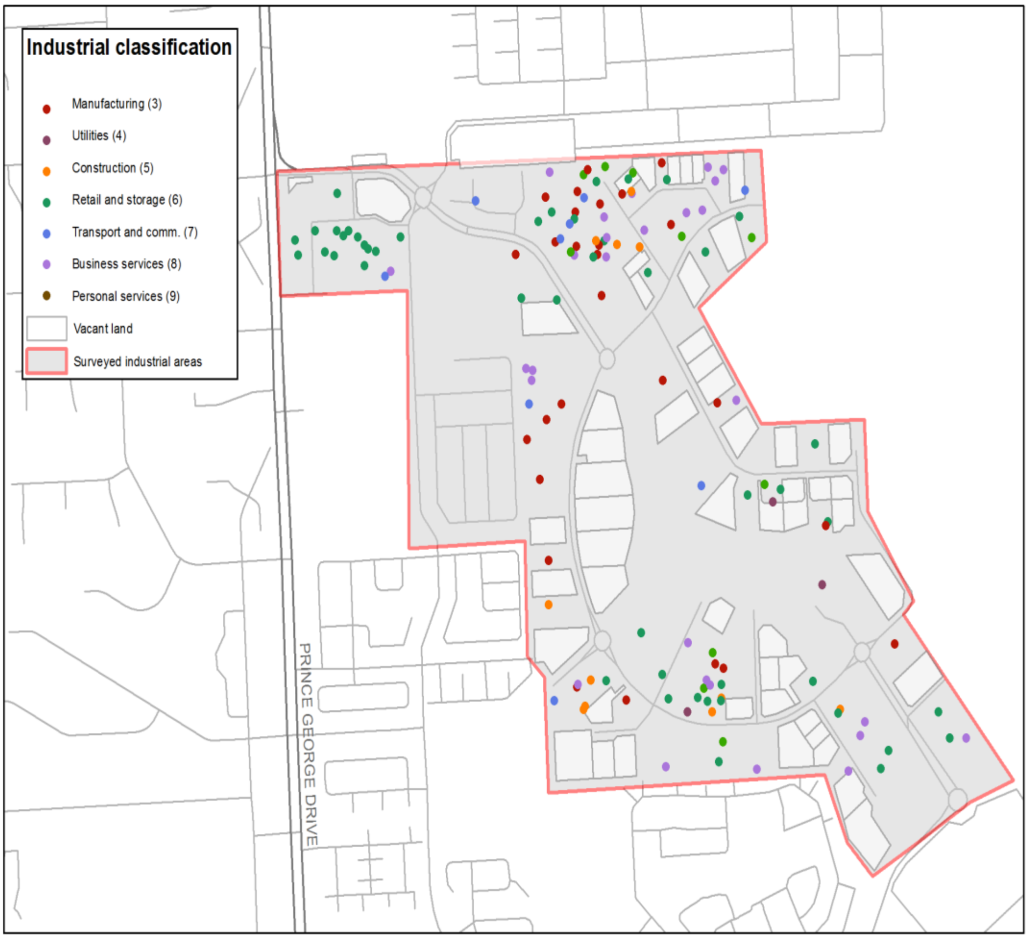
Capricorn Park Industrial



Industrial survey results 2014

The survey of industrial areas was conducted by the Department of Economic Development of the City of Cape Town. For more enquiries please contact the survey manager at michelle.joja@capetown.gov.za.

Capricorn Park

0 0.15 0.3 0.6 Kilometers

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6.6 Capricorn Park Industrial

Capricorn-Park industrial comprises of 145 businesses mapped across 64 LIS keys. Ninety six percent (96%) of the erven of Capricorn Park industrial is occupied with economic activity, while the four percent (4%) of the erven that are not economically active are occupied by vacant buildings.

Table 9: Number of businesses and LIS key distribution across Capricorn industrial

Major Divisions (Industries)	Number of companies	(%) of LIS Key occupancy
Agriculture, hunting, forestry and fishery	1	1
Mining and quarrying	2	1
Manufacturing	27	18
Electricity, gas and water supply	3	3
Construction	10	8
Wholesale and retail trade	47	24
Transport, storage and communication	9	7
Financial intermediation	27	18
Community, social and personal services	10	8
Unattainable	9	8
Not economically active		4

The wholesale and retail trade industry dominate not only the geographical area distribution (24%) of the industrial area under review, but it is also the dominant economic activity (35%) thriving in Capricorn Park Industrial. Incrementally, the wholesale and retail industry in Capricorn Park is made up of 53% retail trade except for that in motor vehicles, 30% wholesale trade in goods except for that in motor vehicles, 15% in trade by hotels and restaurants and 2% Sale, maintenance and repair of motor vehicles and motor cycles as well as retail trade in automotive fuel.

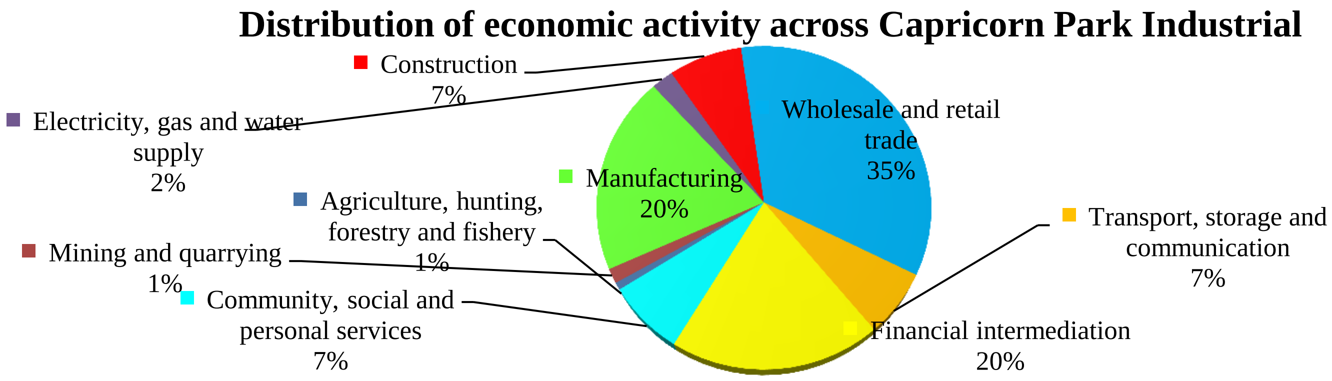

Figure 49: Distribution of economic activity across Economic activity division across Capricorn Park industrial

Twenty percent (20%) of the economic activities in the industrial area under review involves manufacturing. Activities relating to manufacturing occupy 18% of the geographical area of Capricorn Park Industria. The manufacturing of basic metals, fabricated metal products, machinery and equipment and of office, accounting and computing machinery is the most dominant of artifacts being manufactured in Capricorn Park and it contributes 40% to the manufacturing sector of the area.

The major division, financial intermediation, insurance, real estate and business services, also accounts for 20% of the economic activities of Capricorn Park and occupies 19% of the LIS keys of the industrial area under. The most prevalent financial intermediation economic activity in Capricorn Park Industrial is other business activities as it makes up 81% of the economic activities in this major division.

The remaining industries collectively contribute 25% to the economic activity of Capricorn Park. Respectively, the construction major group, the transport, storage and communication and the community, social and personal services major groups all contributes 7% of the economic activity to the Capricorn Park Industrial area, while the electricity, gas and water supply major group contribute 2% to the all-inclusive economic activity of Capricorn Park and the Agriculture, hunting, forestry and fishing and mining and quarrying groups respectively contributes 1% to Capricorn Park's economic activities.

Vacant land and buildings

Industrial Area	LIS KEY	Property	Address	Size SqM	Ownership
Capricorn Park Industria	427804	Vacant building	20 Lakeshore road, Capricorn Park Industria	3636	k2012121700 Propriety Limited
Capricorn Park Industria	427804	Vacant building	21 Lakeshore road, Capricorn Park Industria	3636	Starfish Prop cc
Capricorn Park Industria	427804	Vacant building	22 Lakeshore road, Capricorn Park Industria	3636	Begclaw Pty Ltd
Capricorn Park Industria	427804	Vacant building	23 Lakeshore road, Capricorn Park Industria	3636	Family Last Trust
Capricorn Park Industria	427792	Vacant building	6 Capricorn drive, Capricorn Park Industria	3123	ERF 26 Capricorn Park Partnership
Capricorn Park Industria	427792	Vacant building	7 Capricorn drive, Capricorn Park Industria	3123	Herbex cc
Capricorn Park Industria	427792	Vacant building	8 Capricorn drive, Capricorn Park Industria	3123	The Nythem Trust
Capricorn Park Industria	442284	Vacant building	Capricorn Crescent, Capricorn Park Industria	1183	Bunker Jills Investments 338 (Pty) Ltd
Capricorn Park Industria	442949	Vacant building	Capricorn Crescent, Capricorn Park Industria	1011	Corpclo 1522 cc

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