



There is a global effort to alleviate the problem of IAS. In SA, there are multiple on-going projects driving IAS awareness, control and removal, including WWF SA, Department of Water and Sanitation's Working for Water Programme (WWF currently runs over 300 projects in all nine of SA's provinces), Cape Nature's Alien Vegetation Removal Programme, The Greater Cape Town Water Fund, SANBI Invasive Species Programme (includes Eastern Cape Invasive Species Forum) and Midlands Conservancies Forum in KZN, amongst others. It will of course, require a

collective effort to tackle IAS in SA. Besides doing the responsible thing, landowners or workers need to actively respond to IAPs on their territory to comply to SIZA environmental standards and to maintain market access, which is fundamental from a sustainability point of view (both

environmentally and economically). Taking on an IAP removal project is not a quick and easy job, but very rewarding when complete, knowing that you contributed positively to the environment. It's truly a long-term investment for our next generation. After all, we are just borrowing the land from them. 

Sources:

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4. "SA's wetlands and rivers are crucial for water security." 2019. South African National Biodiversity Institute, blog post, October 16. <https://www.sanbi.org/news/sas-wetlands-and-rivers-are-crucial-for-water-security/>
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Logistics

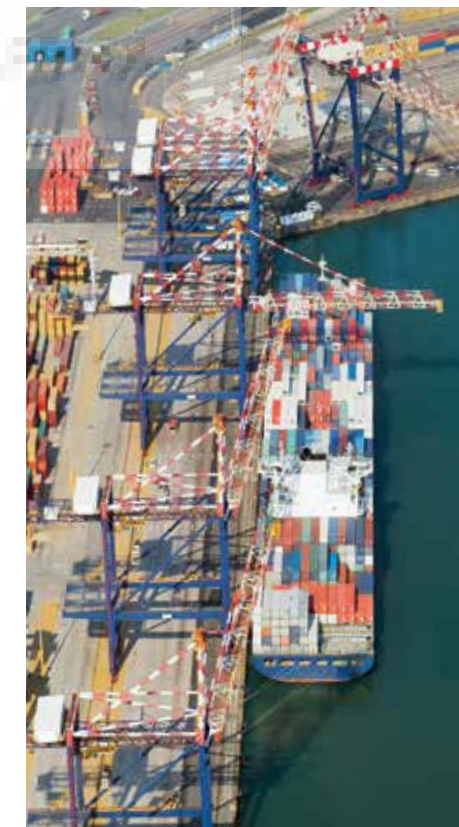
What is at stake if SA does not fix the ports?

This year many citrus growers suffered significant losses, directly or indirectly, due to the operational challenges at the ports. If we do not address these issues and work collectively towards fixing them, citrus growers will continue to bear the brunt. By Mitchell Brooke

These are tough topics to raise and deal with. But the alternative – where the industry faces the same situation next year and is unable to get sufficient product through to the market – is when the real impact will be felt. Citrus fruit is grown across SA, eSwatini and Zimbabwe, supporting hundreds of thousands of people and bringing much needed economic benefits and hope to rural areas that would otherwise have no access to economic opportunities, healthcare, schooling and everything else that the farmers contribute. And the citrus export industry is in a rapid growth cycle, growth that will only add benefits to Southern Africa and its people, especially those in the rural areas where economic stimulus is most needed. If the citrus industry does not thrive and the growth that is inevitable is not maximised, the industry may eventually face collapse and Southern Africans will be left in dire straits.

The way forward

The CGA continues to engage with Transnet executives and government representatives. Problems that are being reported in the media need to be looked at and if true, dealt with effectively. Every effort must be made to prevent Transnet following the same path as other State Owned Enterprises (SOEs). The reality is the citrus industry is compelled to use the only (monopoly) port terminal operator and if they are ineffective, all up- and downstream players are severely impacted. 



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The harrowing question is: What will happen next year when potentially 180 million cartons of citrus are expected to descend upon our malfunctioning ports for export?

The citrus industry of Southern Africa has the largest (by infrastructure), most diversified and complex logistics chains on the African continent, using five seaports and 12 export terminals to export roughly four million tons of fruit to global markets. On top of this, the citrus industry uses four rail terminals to transport roughly 4 000 12m reefer containers to seaports for export. Billions of rand have been invested in orchards, packing and cold storage facilities by foreign and local investors (including major banks), and by farmers themselves.

The Citrus Growers Association of Southern Africa (CGA) represents the growers and stakeholders that have made these investments, and is obliged to advise them about the state of the ports and whatever impacts on the effectiveness of the logistics chain.

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