**Fact Sheet**

**SPATIAL DEVELOPMENT INITIATIVES (SDI)**

**What is it?**

The Spatial Development Initiative (SDI) programmes are transport and communication links between major industrial areas, metropolitan areas and harbours. The aims are to unlock inherent economic potential in specific spatial locations in southern Africa. The idea behind this is that smaller towns along the road, rail and other transport links also benefit from the development of infrastructure and passing traffic.

It makes these areas more accessible form tourists and open up transport routes from the smaller settlements to services rendered in larger settlements. The local communities can also use the services like the harbours to import or export goods.

The programme uses public resources to promote private sector investment in regions with a high potential for economic growth.

**How many SDI’s are there?**

There are currently 10 SDI’s in southern Africa of which 8 are listed below.

1. The Lubombo SDI (named after the Lubombo Mountains, which run through an area of south-east Africa that includes eastern Swaziland, southern Mozambique and the northern part of South African province of KwaZulu/Natal)

2. The West Coast SDI

3. The Fish River SDI (includes the coastal cities of Port Elizabeth and East London)

4.The Maputo Corridor (spans Gauteng and Mozambique, includes the transport infrastructure, investments in industry, agriculture and tourism)

5. The Wild Coast SDI (a 280 kilometre stretch of stunningly beautiful Indian Ocean coastline in South Africa's Eastern Cape province)

6. The Platinum SDI (includes South Africa (northern Gauteng province and North-West Province) and Botswana (the town of Lobatse)

7. Phalaborwa SDI (create better access between the Port of Maputo and mining potential in and around Phalaborwa and the agricultural projects near Xenon in South Africa's Northern Province)

8. The Richard’s Bay SDI (the Richards Bay-Empangeni area in northern KwaZulu/Natal) (SDI 2000).

These SDI’s have 518 potential investment opportunities valued at R115.4 billion and which will create 118 000 new jobs (SDI 2000).

The programme also plan to create new jobs and attract investments to the areas. Therefore, previously disadvantaged communities and neglected parts of the country would be drawn into social and economic upliftment. This programme also intended to decentralized industries which will contribute to the creation of an integrated secondary economy.

**The Platinum Spatial Development Initiative**

**Where is it situated?**

The Platinum Spatial Development Initiative (SDI) in the North West Province was initiated during 1996, by the Department of Trade and Industry together with the Department of Transport. The aim of this Initiative was to develop a strip of land about a hundred kilometres wide between Gauteng and Lobatsi in Botswana along the N4 highway. Possible mining, tourism, agricultural and industrial ventures were identified. The idea was to generate linkages with the rest of the province, gradually developing the whole province and eventually the country. It also aims to evaluate the development of the Platinum SDI with special focus on job creation.

Which towns/cities and industrial regions is it connected to?

In the east, the SDI connects to the metropolitan Mabopane–Centurion Corridor in Gauteng. The Platinum SDI forms the central part of the Coast2Coast SDI, which is a transcontinental highway across southern Africa, stretching from Maputo harbour in the east to Walvis Bay in Namibia. This transcontinental road, the ﬁrst of its kind in Africa, is being developed as part of the Maputo Development Corridor (MDC) east of Pretoria, and as the Trans-Kagalgadi highway (previously known as the Trans-Kalahari Corridor) in Botswana. Both these corridors are already functional.

The Platinum SDI includes the area between Pretoria and Rustenburg, as well as to the west of Zeerust up to the border with Botswana. The road component of the SDI will run from the north of Pretoria on the planned PWV alignment to Rustenburg, linking the Rosslyn, Akasia, Mabopane, Garankuwa and Brits industrial areas. From Rustenburg the route will, through Swartruggens and Zeerust, link with the Trans-Kalahari highway at Lobatse in Botswana. The Platinum SDI provides a link between the harbours of the Maputo Port in Mozambique and Walvis Bay in Namibia. The road from Pretoria to Lobatse is expected to take three to ﬁve years to upgrade. It will be some 400–500 km shorter than the current route between Johannesburg and the capital of Namibia, Windhoek.

The Platinum SDI is unique in that it spans the central section of the only coast-to-coast development corridor in Africa. The East–West corridor runs from Maputo on the eastern seaboard to Walvis Bay on the western seaboard. It connects the capital cities of four SADC countries, namely Maputo (Mozambique), Pretoria (South Africa), Gaborone (Botswana) and Windhoek (Namibia). It also includes on its most eastern side a metropolitan development corridor running around a north–south axis. This is the Mabopane–Centurion Development Corridor (MCDC). The multimodal and intermodal transport facilities that will be created by this IDZ could boost the economies of scale of both the road and rail transport infrastructure. For example, the Export Processing Zone (EPZ) being developed at Lobatse (the Lobatse 2000 project) currently lacks an international airport. Being only 48 km from Maﬁkeng International Airport.

The increased trafﬁc between Lobatse and the airport (the IDZ) and between the IDZ and the Platinum SDI will render the upgrading of key infrastructure in the supply chain viable, such as the Lobatse Border post and the road and rail linkages between Maﬁkeng and Zeerust, and between Zeerust and Lobatse. The EPZ at Walvis Bay and Walvis Bay Harbour will develop substantially if the Maﬁkeng IDZ leads to greater volumes of trafﬁc to Walvis Bay. The creation of an IDZ with bonded warehouse (i.e. inland port) facilities may expedite this development.

A number of key industries were identiﬁed, such as ornamental stone using black granite, automotive assembly supply-chain projects at Garankuwa, Brits and Rosslyn, and a leather cluster linking a sub corridor in the direction of Vryburg.

The North West province has the potential to become one of South Africa’s prime tourist destinations due to these developments. Attractions such as Sun City, the Lost Palace and Pilanesberg Game Park are some of the best-known tourist attractions in southern Africa. All these attractions are located in or close to the Platinum SDI. More than 130 potential tourism-related developments were identiﬁed, as well as a few agricultural projects in the eastern part of the SDI and a number of mining ventures. During the industrial audit the location of industries was chosen in a way that would not restrain potential tourist attractions. The creation of a single, inclusive tourism board, the North West Parks and Tourism Board, will beneﬁt the promotion and development of tourism in the SDI.

Industrial Development Zones (IDZs) were initially developed as part of the SDI programme’s incentives. The difference between an SDI and an IDZ is that SDI’s are broad geographical areas within which different economic activities can take place, while IDZs are speciﬁc, smaller areas, targeted for industrial export manufacturing.

**Richards bay Spatial Development Initiative (RSDI)**



<http://www.siyabona.com/kwazulu-natal-richards-bay.html>

*Agro-processing facility in the RBIDZ*

The RBSDI has land on which the agro-processing infrastructure is located. This is serviced land only two kilometres away from the Port of Richards Bay.

Agro-processing activities at the RBIDZ comprise of two major categories:

**Primary** – this involves activities such as crop-drying, shelling/threshing, cleaning, grading and packaging.

**Secondary** – this entails increasing the nutritional or market value of a commodity, and changing the physical form or appearance of the commodity. Examples include: milling grain into flour, grinding groundnuts into peanut butter and pressing juice out of fruit.

**Advantages include:**

* High growth in demand of agro processed products both locally and for export
* Government prioritisation of the sector as a key economic driver
* Supportive regulatory frameworks in place
* KZN has favourable climate conditions and a variety of bio-climatic regions and typography allow for virtually any crop to be grown, which makes the RBSDI location a world-in-one.
* KZN has the advantage of high rainfall, moderate to subtropical temperatures, access to markets, export facilities, and a growing economy.
* High export growth potential in sub sectors

**Specific services offered include:**

* A dedicated warehouse for the export of fresh and value added products
* A manufacturing facility for various commodities
* A dedicated warehouse for processed products for export
* Logistics and strategic linkages with farmers
* Market intelligence to local producers
* Service to international investors

The Techno Hub facilities in the RBSDI have the aim of giving back to the community and schools in aid of science education, and to create a culture of innovation in South African children. Techno Hubs are attractive to the young generation who may explore, practice and test innovative ideas that will benefit the region and the world.  The RBSDI is working closely with various parties and institutions in the development of a Marine / Maritime skills centre and a Renewable and Green energy research centre within the Techno Park.

**METALS BENEFICIATION**

A Metals Beneficiation Hub will offer tenants a serviced property located in a secure area with investment and operating incentives including a Customs Controlled Area (CCA).

**Metals beneficiation facilities in the RBSDI:**

* Industrial sheds / plots
* Warehouse facilities
* Common facility centres
* Material recycling and handling facilities
* Truck terminal and parking facilities
* Skill development centres
* Systematic network of internal roads
* Utility lines
* Firefighting system for the park
* Common effluent treatment and solid waste disposal and management facilities including hazardous and non-hazardous waste

**Benefits of locating in the RBIDZ:**

* Improved infrastructure, inter-department cooperation
* Promote industry development by encouraging cluster / alliances / cooperation in the metals, aluminium pipeline
* Established linkages with markets
* Generate sub sector data, including import / export market information
* One stop services