MEDIA STATEMENT

World Bank Port Performance Index Highlights Need for Continued Focus on Cape Town Container Terminal

Cape Town, 19 June 2026 — The Fresh Produce Exporters' Forum (FPEF), HORTGRO and the SA Table Grape Industry (SATI) note the release of the World Bank and S&P Global Market Intelligence Container Port Performance Index (CPPI) 2025, which again ranks the Port of Cape Town as the lowest-ranked container port globally (400th out of 400).

While the ranking is disappointing, with all South African ports among the worst performers globally, it is important to recognise that several ports recorded significant improvements during the reporting period. Durban was identified as the most improved port globally compared with 2024, despite remaining at no. 398. Ngqura (Coega) at no. 380, and Port Elizabeth at no. 314 also featured prominently among the world's top improvers. This demonstrates that progress is possible and that focused interventions can deliver meaningful results.

For the fresh fruit export industry, however, Cape Town's performance remains a strategic concern and continues to pose a significant risk to the fruit sector's future viability and growth. The port serves as South Africa's primary export gateway for deciduous fruit, citrus and other agricultural products destined for international markets. Roughly 80% of deciduous fruit exports from South Africa is shipped from the Port of Cape Town.

“The fruit industry supports approximately 320,000 jobs, accounting for around 35% of agricultural employment and 2% of total employment in South Africa. Ongoing inefficiencies at Cape Town and other ports are driving up costs, eroding competitiveness and putting these jobs at risk,” said FPEF CEO Piet de Jager.

In the 2025/26 deciduous fruit export season, logistics-related inefficiencies cost table grape producers about R3.2 billion, and stone fruit growers R1.05 billion in lost revenue and additional costs.

FPEF, HORTGRO and SATI acknowledge the efforts undertaken by Transnet Port Terminals (TPT) and Transnet National Ports Authority (TNPA) over the past year to maintain, upgrade and replace equipment, but operational performance remains at a low and unacceptable level.

“We appreciate the ongoing and constructive engagement between Transnet and industry stakeholders as we work together to address longstanding challenges, but we need to see and experience productivity improvements,” said De Jager.

The latest CPPI results serve as a reminder that sustained improvement remains essential. South Africa competes in global markets where reliability, efficiency and predictability are critical to shipping services, investment decisions and customer confidence.

The industry remains committed to collaborating with Transnet, government and industry partners to support practical, public and private-sector interventions that improve port performance and strengthen South Africa's export competitiveness.

“The improvement seen at other South African ports offers encouragement that progress is achievable. The challenge now is to translate those gains into consistent, measurable improvements in Cape Town, ensuring that the country's most important gateway for agricultural exports can support growth, job creation, economic development and the safeguarding of rural livelihoods,” said De Jager.

Achieving this will strengthen South Africa's competitiveness in global markets and provide greater certainty for exporters, shipping lines and international customers alike.

Ends

MEDIAVERKLARING

Wêreldbank se Haweprestasie-indeks beklemtoon die behoefte aan volgehoue fokus op die Kaapstadse Houerterminaal

Kaapstad, 19 Junie 2026 - Die Fresh Produce Exporters' Forum (FPEF), Hortgro en SA Tafeldruifindustrie (SATI) neem kennis van die vrystelling van die Wêreldbank en S&P Global Market Intelligence se *Container Port Performance Index* (CPPI) 2025, waarin die Hawe van Kaapstad weereens onder die swakste presterende houerhawens ter wêreld aangewys word met ’n rang van 400ste uit 400.

Alhoewel die ranglys teleurstellend is, met al ons hawens onder die swakstes ter wêreld, is dit belangrik om te erken dat verskeie Suid-Afrikaanse hawens gedurende die verslagtydperk betekenisvolle verbeterings getoon het. Die hawe van Durban is as die mees verbeterde hawe wêreldwyd in vergelyking met 2024 aangewys, ondanks dat dit steeds 398ste is, terwyl die hawens van Ngqura (380ste) en Port Elizabeth (314de) ook onder die grootste verbeterings ter wêreld tel. Dit bewys dat vooruitgang moontlik is en dat doelgerigte ingrypings tasbare resultate kan lewer.

Vir die varsvrugte-uitvoerbedryf bly Kaapstad se prestasie egter 'n strategiese bekommernis en bly dit 'n beduidende risiko vir die vrugsektor se toekomstige lewensvatbaarheid en groei. Die hawe dien as Suid-Afrika se primêre uitvoerhawe vir sagtevrugte, sitrus en ander landbouprodukte na internasionale markte. Ongeveer 80% van Suid-Afrika se uitvoere van sagtevrugte word deur die Hawe van Kaapstad verskeep.

"Die vrugtebedryf verskaf ongeveer 320 000 werksgeleenthede, wat bykans 35% van landbou-indiensneming en 2% van totale indiensneming in Suid-Afrika uitmaak. Voortdurende ondoeltreffendheid by Kaapstad en ander hawens jaag kostes op, ondermyn mededingendheid en plaas hierdie poste in gevaar," het FPEF se Hoof Uitvoerende Beampte, Piet de Jager, gesê.

In die 2025/26 sagtevrugte-uitvoerseisoen het logistiek-verwante ondoeltreffendhede tafeldruiweprodusente omtrent R3,2 miljard gekos, terwyl steenvrugprodusente R1,05 miljard se verliese (inkomste en bykomende kostes) gely het.

FPEF, HORTGRO en SATI erken die pogings wat deur Transnet Port Terminals (TPT) en Transnet National Ports Authority (TNPA) oor die afgelope jaar aangewend is om toerusting te onderhou, op te gradeer en te vervang, maar operasionele prestasie bly op 'n lae en onaanvaarbare vlak.

“Ons waardeer die voortdurende en konstruktiewe betrokkenheid tussen Transnet en bedryfsbelanghebbendes terwyl ons saamwerk om langtermynuitdagings aan te spreek, maar ons moet produktiwiteitsverbeterings sien en ervaar,” volgens De Jager.

Die jongste CPPI-resultate dien egter as 'n belangrike herinnering dat volgehoue verbetering noodsaaklik bly. Suid-Afrika kompeteer in globale markte waar betroubaarheid, doeltreffendheid en voorspelbaarheid kritieke faktore is wat verskepingsdienste, beleggingsbesluite en kliëntevertroue beïnvloed.

Die bedryf bly verbind tot samewerking met Transnet, die regering en industrievennote om praktiese, openbare en privaatsektor-intervensies te ondersteun wat haweprestasie verbeter en Suid-Afrika se uitvoermededingendheid versterk.

“Die verbetering wat by ander Suid-Afrikaanse hawens gesien is, bied bemoediging dat vooruitgang moontlik is. Die uitdaging is nou om dit te omskep in konsekwente, meetbare verbeterings in Kaapstad, sodat die land se belangrikste toegangspoort vir landbou-uitvoere groei, werkskepping, ekonomiese ontwikkeling en die beskerming van landelike bestaansmiddele kan ondersteun,” het De Jager gesê.

Dit sal Suid-Afrika se mededingendheid in wêreldmarkte versterk en groter sekerheid bied aan uitvoerders, skeepsrederye en internasionale kliënte.

Einde.

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