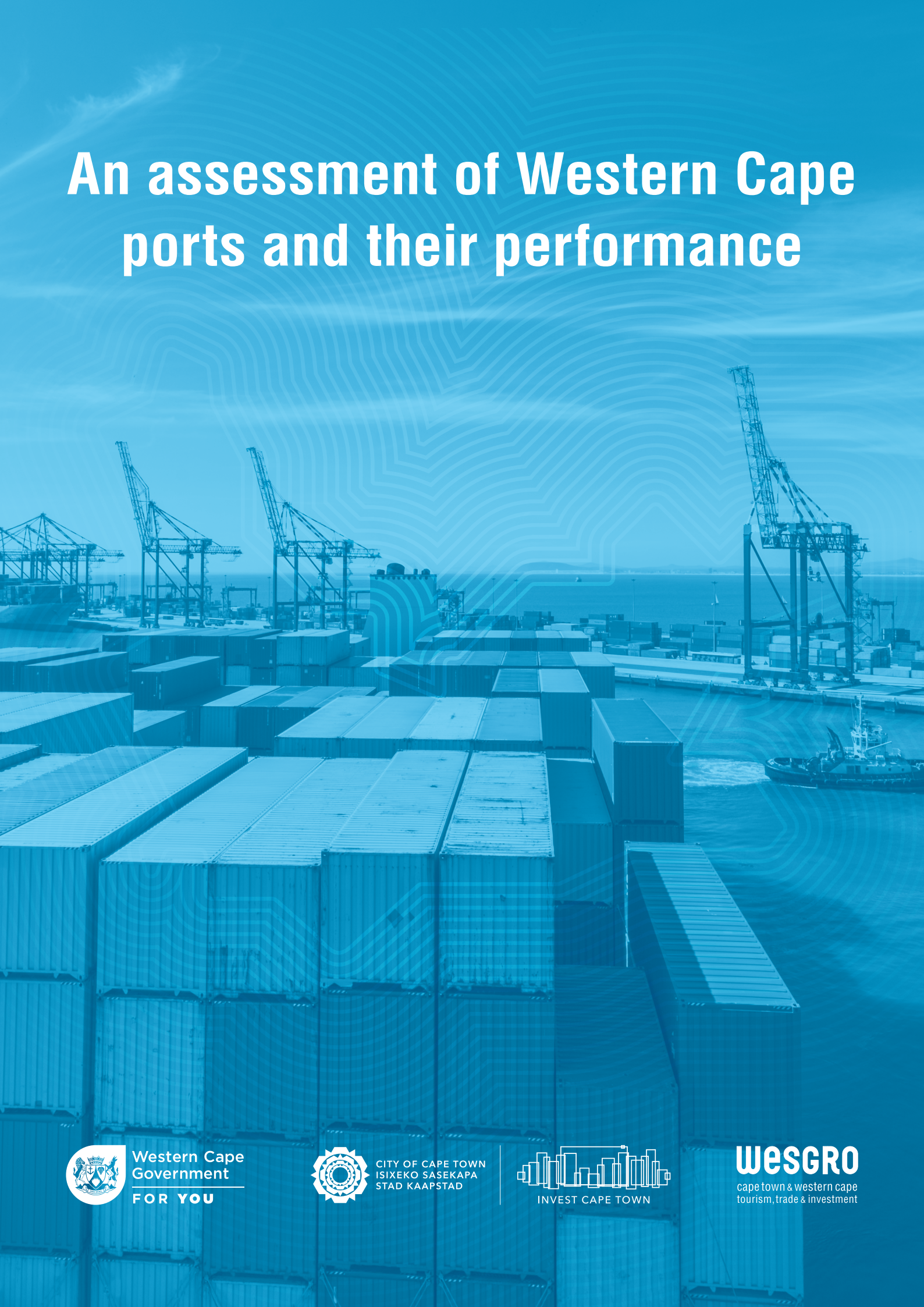
An assessment of Western Cape ports and their performance



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1. Introduction

Ports are major gateways to international trade and play a significant role in global supply chains. The efficiency and capacity of seaports are vital to world trade and global supply chains. This is because approximately four-fifths of global trade is seaborne (Mthembu and Chasomeris, 2023). Ports play a crucial role in a nation's economy, and their development will undoubtedly enhance economic growth. The expansion of ports drives higher trade activity, increased supply, larger foreign reserves, and lower commodity prices overall. By facilitating international trade, ports serve as important economic growth enablers.

With regard to the Western Cape, international trade, particularly trade relating to exports, is a crucial economic indicator for the province. Seaborne freight accounted for approximately 79.70% of the value of the province's trade in 2023. The Western Cape's major exporting sectors are heavily reliant on sea transport. In 2023, 86.73% of agricultural, forestry and fishing exports and 63.46% of food, beverages and tobacco exports were seaborne.

The competitiveness of a port is dependent on factors such as its geographical location, and the infrastructure and services that are provided. Another increasingly important in recent years is emerging technologies (Russo and Musolino, 2021). Inefficiencies at ports and high port fees increase both the cost of exporting goods and the cost of imports of intermediate goods. This can make a country or a region less competitive in the international market. On the other hand, an efficient and well-equipped port infrastructure can promote investment in production and distribution systems, drive growth in manufacturing and logistics, generate job opportunities, and increase income levels. In many instances, the establishment of efficient, high-quality container port infrastructure has been essential for successful export-driven growth strategies (The World Bank, 2024). The efficiency of port terminal operations is crucial for national port authorities, as global competition intensifies among ports aiming to become regional or global hubs. There is a need for port authorities to improve port efficiency and ensure that port services align with international standards of competition, which are essential for supporting export- driven economic growth.

Shipping must shift towards a more sustainable future, reduce its carbon emissions, and adopt digitalisation. Navigating these challenges will shape how the industry adjusts to changing operations and regulations, while still efficiently supporting global trade. Advancements in technology, changes in policy and demographics, and physical developments are reshaping ports, creating both new challenges and opportunities. A set of current and expected factors relating to change is poised to transform many industries, including ports, as emphasised by the Maritime Skills Commission (2022). The main drivers of change include advancements and the adoption of new technologies, especially in digitalisation and automation; policy changes, such as those focused on

diversity and decarbonisation through 'just transition' initiatives; and physical transformations, such as ports evolving into centres of broader economic activity.

The implementation of information technology (IT) and information systems (IS) has consistently facilitated modernisation in seaports. Current and emerging technologies under the "Fourth Industrial Revolution" are poised to revolutionise the daily operations of ports. Technologies like the internet of things (IoT), blockchain, big data, and advanced industrial robotics will bring greater automation, sensors, drones, data gathering, storage and exchange, as well as production and warehousing systems (Maritime Skills Commission, 2022). The adoption of these technologies will require significant investment in hardware, software, and training. Like many other industries, ports anticipate major changes in workforce requirements in the future. Thus, it will be important to retrain and upskill the existing workforce in the transition to the ports of the future.

This report provides an overview of seaports in the Western Cape, focusing on areas such as how critical ports are for international trade and performance indicators relating to ports. The remainder of the paper is structured as follows: Section 2 reviews literature on ports, focusing on the classification of ports as well as their significance to trade and economic development. Section 3 analyses the performance of ports in the Western Cape and the contributions they make to the province's trade and development. Section 4 concludes the study.

2. Literature review

This section reviews past empirical literature on ports, focusing on the classification of ports and the impact of technology on ports.

2.1 Classification of ports

Ports have evolved over time to become sophisticated transportation hubs handling large volumes of cargo annually. Russo and Musolino (2021) explain how ports were built for different purposes across time. First-generation ports were built closer to cities, serving as the medium for the exchange of freight between cities. Second-generation ports were designed to offer industrial and commercial services to industrial plants. As a result, these ports were built closer to industrial areas. The rise of large-scale containerisation and the growth of international trade during the last decade of the 20th century led to the emergence of third-generation ports, which served as transport centres and logistic platforms. Finally, fourth-generation ports emanated from the cooperation and alliances between ports that are close to one another.

2.1.1 Traditional classification of ports

Three main types of port definitions can be observed from the literature. These are hierarchical, generational, and functional classifications (COREALIS Consortium, 2018). The hierarchical classification focuses on the role of ports in the shipping network, including their function as intermodal links, but it does not address the inland networks at ports or their logistics services and regional relationships. The generational classification categorises ports based on their developmental or evolutionary stage, assuming that they progress from simple harbours to major global hubs. The functional classification highlights the impact of globalisation and regionalisation, and carries the idea that ports evolve into transshipment hubs or regional cargo centres within the global logistics chain, with a strong emphasis on their role in intermodal transport within the supply chain.

2.1.2 New classification of container ports

COREALIS Consortium (2018) identified nine types of container ports based on their shipping and inland transport networks. These are listed in Table 1.

Table 1: Classification of container ports

Type	Description
Dominant ports	These ports provide access to regional and global markets because they have a worldwide shipping network and a multifunctional inland network.
Superior ports	These type of ports have a global shipping network but a limited inland network, which means that they can only supply limited logistics services.
Intermediary ports	These ports, which are typically used by one or a few shipping companies, have a global shipping network and a simple inland network in their surrounding regions.
Versatile ports	These are ports that have a regional shipping networks, but their inland networks serve multiple functions.
Ordinary ports	These are ports with a regional shipping network and an intermodal inland network.
Developing ports	These are regarded as ports that have a regional shipping network and a simple inland network.
Specialised ports	These are ports that operate with branch or feeder routes along the shipping lane and have a multifunctional inland network.
Industrial ports	These are referred to as ports with branch or feeder routes in the shipping lane and intermodal inland networks.
Peripheral ports	These are categorised as ports that have branch or feeder routes and simple inland networks.

Source: COREALIS Consortium (2018)

2.1.3 Port products

As ports have evolved into hubs of economic activity, encompassing cargo handling, logistics, and port- related manufacturing, three distinct, yet complementary port products can be identified (De Langen, Nijdam and van der Horst, 2007). These port products are complementary in the sense that a better logistics product boosts the demand for a cargo transfer product and increases the appeal of a manufacturing product. In addition, an improved cargo transfer product enhances the attractiveness of both a logistics product and a manufacturing product. Likewise, a better manufacturing product boosts the demand for the other two port products.

Cargo transfer product: This product is the backbone of the port and involves the loading and unloading of ships, with shipping lines being the primary users of this service. Services include terminal handling, towage, pilotage, customs, and other services necessary for transferring goods to and from seagoing ships and other modes of transport.

Logistics product: This product includes storage and value-added activities such as repackaging, labelling, and quality inspection. The key users of this service are logistics service providers and companies involved in importing and exporting.

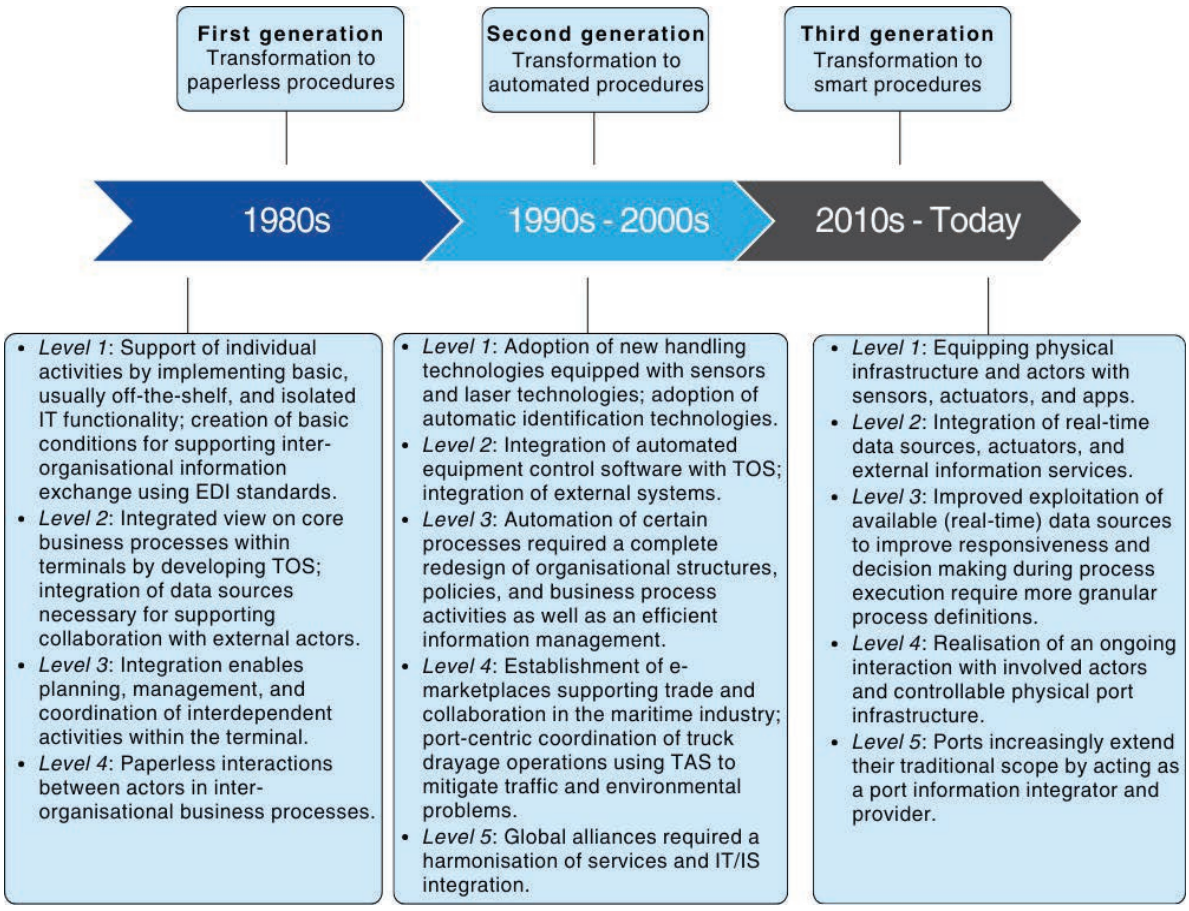
Port manufacturing product: This product involves providing space and conditions for investments in manufacturing facilities. It is relevant for ports that aim to attract manufacturing activities. The primary users of this service are multinational manufacturing companies that establish production plants in the port area.

2.2 Ports and technological changes

As key players in global supply chains, seaports are significantly impacted by technological advancements. The integration of IT/IS has become a crucial factor in the competitiveness of ports since the 1960s, when containerisation started. These technologies have streamlined communication and decision making, improving visibility, productivity, efficiency, and safety in port operations, which are influenced by a range of different factors.

Heilig, Schwarze and Voss (2017) identified three main generations in the development of digital transformation in seaports, as shown in Figure 1. The figure demonstrates the impact of IT/IS on port operations. The implementation of modern IT/IS can help tackle key challenges in ports and create a foundation for innovative just-in-time logistics or real-time traffic flow management, enhancing competitiveness. However, success depends largely on the ability of port stakeholders to adapt their processes and improve process interfaces by integrating and aligning individual IT/IS solutions.

Figure 1: History of technological development in ports



Source: Heilig et al. (2017)

Note: electronic data interchange (EDI); terminal operating systems (TOS); truck appointment system (TAS)

2.3 Impact of ports on economic growth and development

According to Dwarakish and Salim (2015), enhancements in port infrastructure are deemed to have a positive impact on GDP. Munim and Schramm (2018) analysed the impact of port infrastructure logistics on economic growth among 91 countries with seaports. The results of the study show that for developing countries, it is essential to enhance the quality of port infrastructure consistently, as this improves performance in logistics, boosts seaborne trade, and drives higher economic growth. Wibowo, Hamzah and Sofilda (2024) investigated the economic impacts of port development and concluded that ports offer direct job opportunities in areas like shipping, logistics, and port services, while also boosting secondary economic sectors such as retail, housing, and tourism. In addition, the rise in economic activity at ports contributes to higher tax revenues for local governments, which can then be used to fund further infrastructure and public service improvements.

3. Economic contributions and performance of ports in the Western Cape

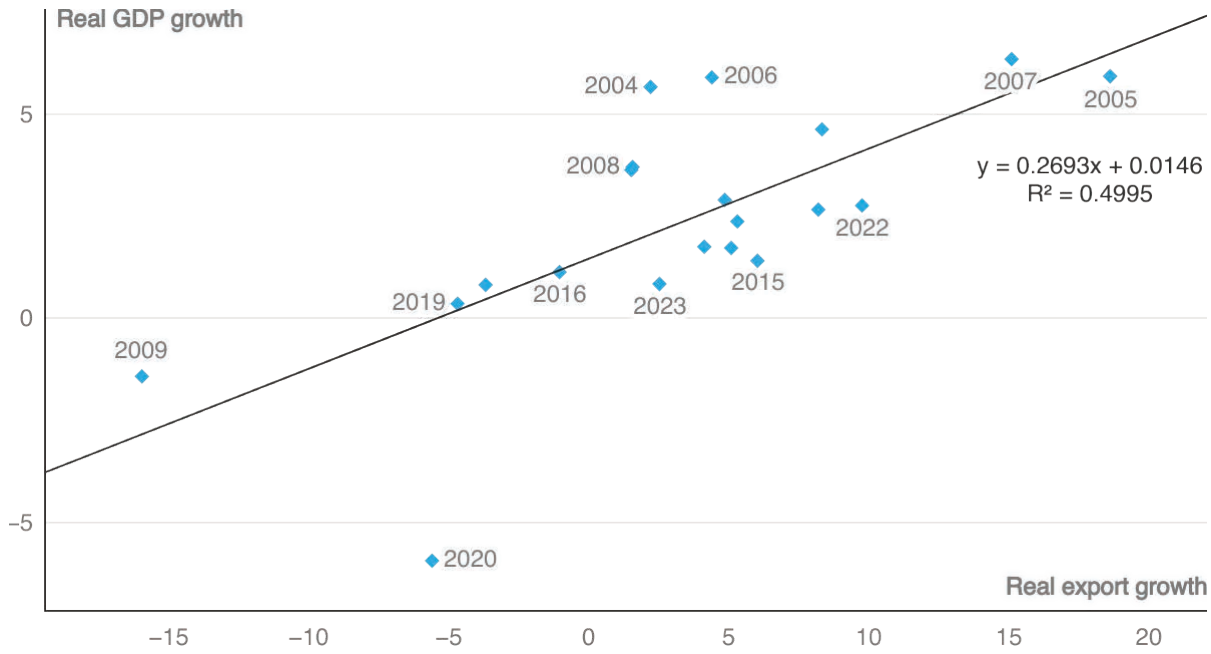
Ports serve as a key gateway for international trade and play a crucial role in the growth of an economy. Efforts should be intensified to improve port efficiency and streamline operations to promote trade. This section examines the contribution of ports to international trade in the Western Cape and also analyses the impact of ports, as facilitators of exports, on economic growth. The section also assesses the performance of ports in the province.

3.1 Impact of ports on economic output

Ports contribute positively to economic output in an economy through trade facilitation. In today's interconnected world, businesses seek to grow internationally through export strategies. Consequently, a country's GDP is heavily influenced by the capacity of domestic companies to export their products and services. Thus, efficient and accessible transportation ports can play a crucial role in boosting a country's economic growth and success.

Figure 2 presents a scatter plot relating to the percentage changes in real GDP and the percentage changes in real exports from 2004 to 2023. The diagram demonstrates a positive relationship between the two variables. The trendline equation[1] indicates that a 1% increase in real exports will lead to a 0.27% increase in economic growth. This is an indication that exports have a significant impact GDP growth. Furthermore, Figure 11 in the appendix compares the real GDP growth and the percentage changes in the Western Cape's real exports from 2004 to 2023. It can be observed that there is a positive co-movement between the two variables. This signifies that port efficiency, which directly influences total exports, is crucial for boosting GDP.

Figure 2: Relationship between real GDP growth and real exports growth, 2004–2023



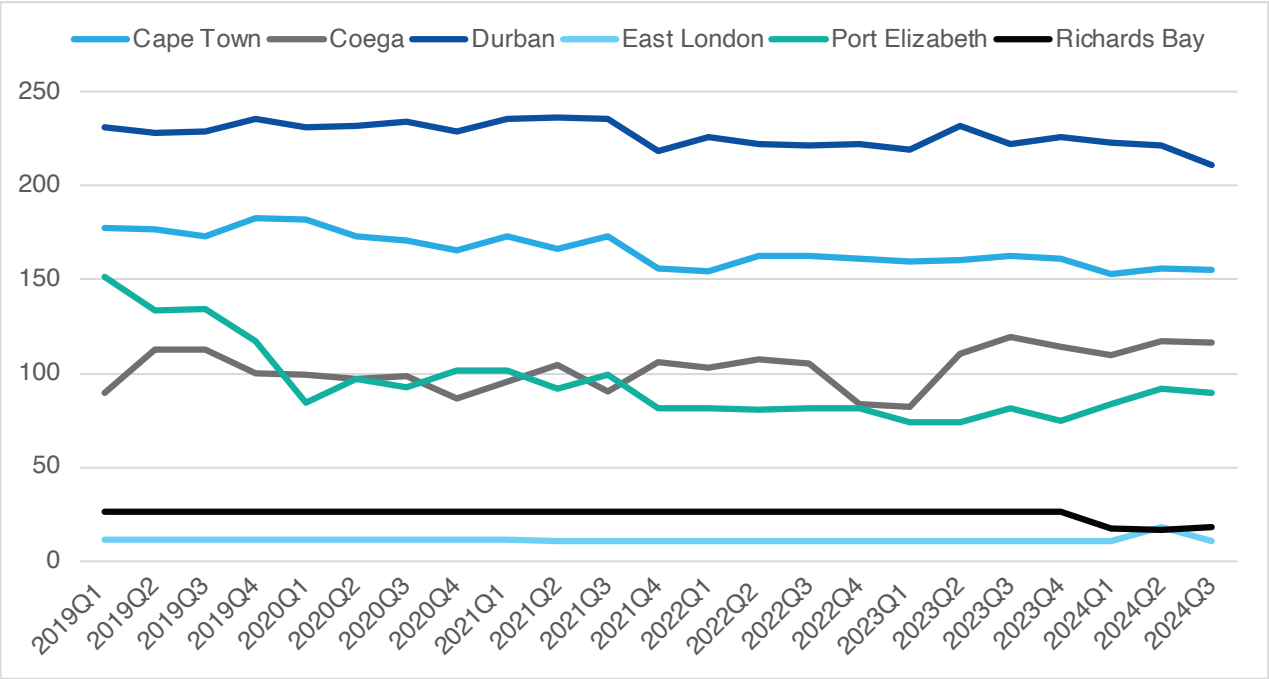
Quantec (2024)

3.2 Performance of ports

South Africa was ranked 46th out of 178 economies in the liner shipping connectivity index (LSCI) during the third quarter of 2024 (UN Trade and Development, 2024). LSCI is a measure of a country's integration into global liner shipping networks. Figure 3 shows the port liner shipping connectivity index (PLSCI) of South African ports. The PLSCI measures a port's integration into global liner shipping networks. A country's access to global markets relies largely on its transport connectivity, particularly in relation to regular shipping services for importing and exporting manufactured goods. A higher PLSCI value indicates stronger connectivity. It can be observed from the figure that the Port of Cape Town has the second highest PLSCI in South Africa, after the Port of Durban.

[1] Note that this is a simple regression that has not been subjected to any diagnostic test and robustness checks.

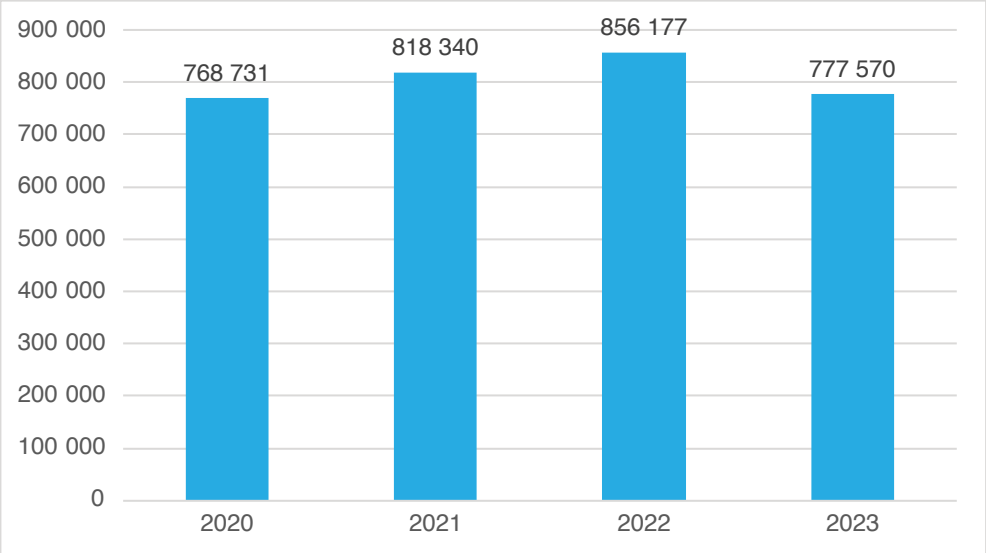
Figure 3: Port liner connectivity index of ports in South Africa, 2019Q –2024Q3



Source: UN Trade and Development (2024)

Figure 4 shows container throughput at the Port of Cape Town between 2020 and 2023. This is a measure of the number of containers (both inbound and outbound, and whether full or empty) that pass through the port annually. Port container traffic level can serve as an indicator of a country's economic growth. High container volumes suggest a healthy economy, characterised by significant trade activity and strong consumer demand. Following an increase of 6.45% and 4.62% in 2021 and 2022 respectively, the number of containers passing through the Port of Cape Town declined by 9.18% in 2023. Of the 777 570 containers that passed through the port in 2023, only 32 906 (4.23%) were transhipment[2].

Figure 4: Cape Town: container port throughput (expressed in 6m units - TEU'S), 2020–2023



Source: Transnet (2024)

2 Transhipment entails the transfer of goods from one ship to another to continue their journey to another destination, which provides less economic benefit to the economy as a whole.

Table 2 presents a summary of cargo (measured in metric tons except for vehicles) handled at three Western Cape ports from 2020 to 2023. The Port of Cape Town was the most used port in the province for exports of liquid bulk cargo, while the Port of Saldanha accounted for a significant share of exports

2 Transhipment entails the transfer of goods from one ship to another to continue their journey to another destination, which provides less economic benefit to the economy as a whole.of dry bulk cargo and breakbulk cargo (except in 2023). Between 2020 and 2022, the Port of Cape Town accounted for a significant proportion of imports in liquid bulk cargo and breakbulk cargo, but the Port of Saldanha overtook the Port of Cape Town in exports of these products in 2023. Over 90% of dry bulk cargo imported to the Western Cape between 2020 and 2023 came through the Port of Cape Town. And the few vehicles that are exported and imported to and from the Western Cape all move through the Port of Cape Town.

Table 2: Summary of cargo exported and imported at Western Cape ports (metric tons), 2020–2023

	2020			2021			2022			2023		
	Mossel Bay	Cape Town	Saldanha	Mossel Bay	Cape Town	Saldanha	Mossel Bay	Cape Town	Saldanha	Mossel Bay	Cape Town	Saldanha
Dry bulk cargo												
Exports		280324	59598658		335688	61727214		278412	57790916		253596	58805390
Imports		873727	27998		690300	53168		696639	33500		615158	23981
Liquid bulk cargo												
Exports	18639	69564			131			11453		12847	186515	
Imports	786979	3188831	2496437	771433	4307673	1192544	732608	4712579	744063	1203450	2100690	4215922
Breakbulk cargo												
Exports		83452	184729		111282	480569		159597	501734		160010	141668
Imports		159161	69182		236109	2450		260023	48	3232	278254	292645
Vehicles handled (Units)												
Exports		16			24			18			17	
Imports		12			10			23			26	
Total cargo handled excl. vehicles												
Exports	18639	433340	59783387	0	447101	62207783	0	449462	58292650	16079	600121	58947058
Imports	786979	4221719	2593617	771433	5234082	1248162	732608	5669241	777611	1203450	2994102	4532548

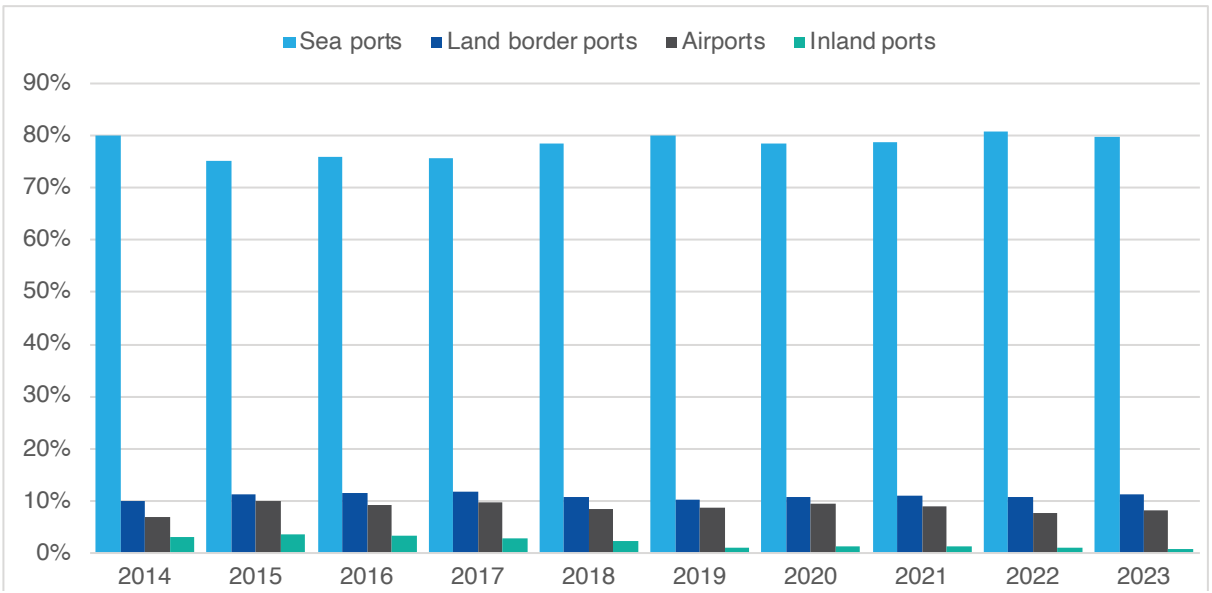
Source: Transnet (2024)

3.3 Ports as facilitators of trade

Sea freight is the most cost-effective method for shipping goods between countries. Maritime transport accounts for a significant proportion of the value of the Western Cape's goods trade, as shown in Figure

5. On average, seaports accounted for approximately 78.30% of the total value of both exports and imports between 2014 and 2023. This is in line with global trends: the World Bank (2024) indicates that over 80% of the volume of global merchandise trade is transported via sea routes, with a considerable proportion carried in containers. The main advantage of maritime transportation is its ability to move vast quantities of cargo across long distances.

Figure 5: Share of Western Cape's trade by port, 2014–2023



Quantec (2024)

Serving as the backbone of global trade, maritime transportation constitutes a vital part of the supply chain for different industries. The Western Cape's major exporting sectors are heavily reliant on sea transport. In 2023, 86.73% of agricultural, forestry and fishing exports and 63.46% of food, beverages and tobacco exports were seaborne. Other sectors that relied heavily on maritime transport for exports were transport equipment (75.90%); mining and quarrying (65.14%); and metals, metal products, machinery and equipment (55.07%). With regard to imports, all sectors (apart from radio, TV, instruments, watches and clocks) had more than 70% of imported goods transported via sea routes in 2023, as shown in Figure 7.

Figure 6: Western Cape's exports by industry and port type, 2023

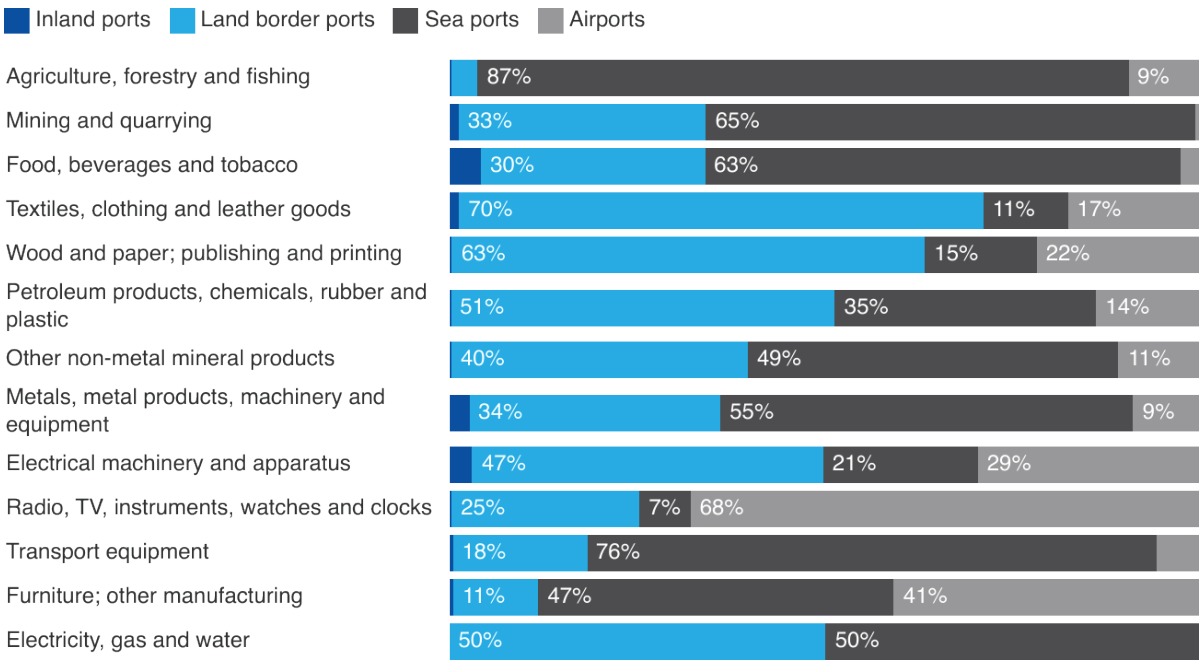


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Figure 7: Western Cape's imports by industry and port type, 2023

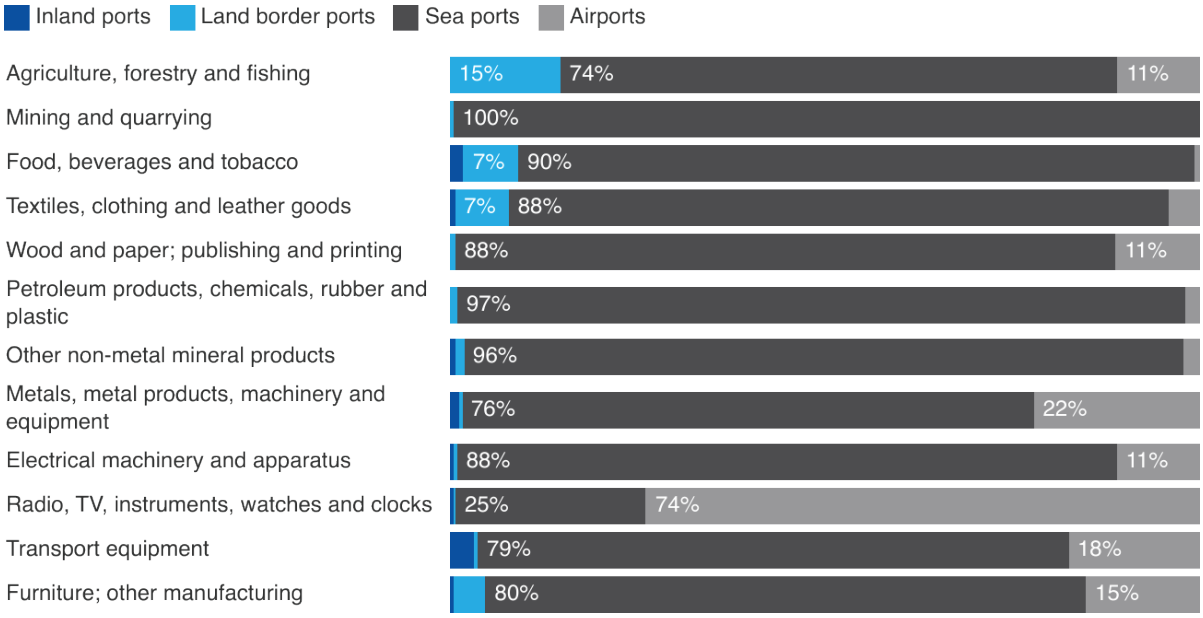

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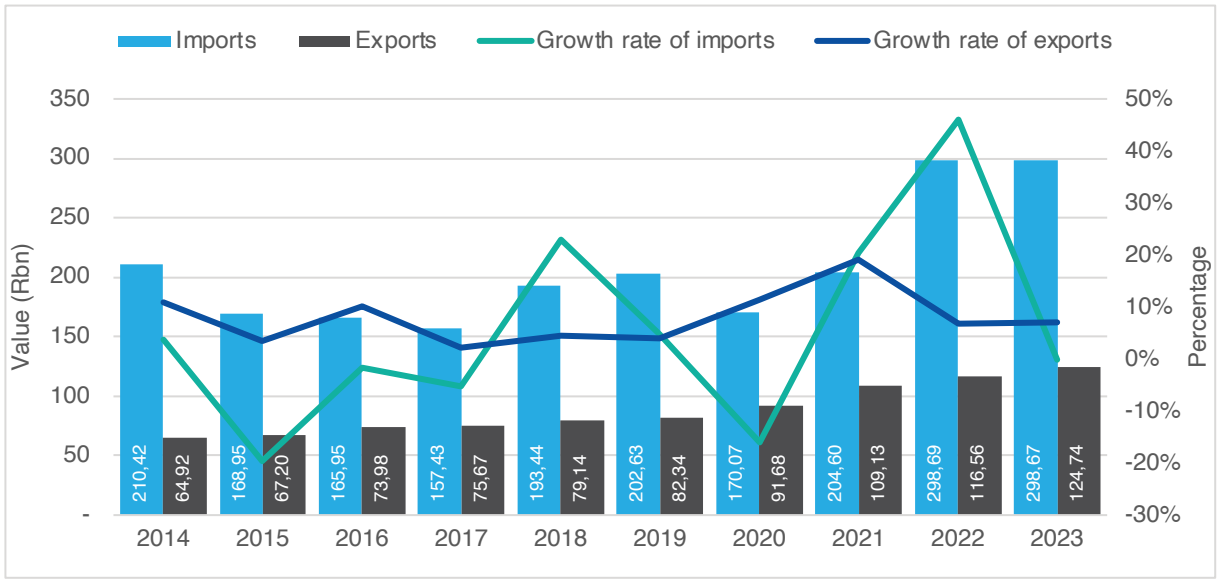
Figure 8 shows the values of the Western Cape's seaborne exports and imports between 2014 and 2023. The value of the province's imports transported by sea is greater than the value of its exports via the same route. In 2023, the Western Cape's seaborne imports were valued at R298.67 billion which was more than double the value of exports (R124.74 billion). Seaborne exports maintained a positive growth rate from 2014 to 2023, averaging 7.97% per annum. The growth rate of seaborne imports, on the other hand, fluctuated during this period, averaging 5.51% per annum.

Figure 8: Value of Western Cape's exports and imports via seaports, 2014–2023



Quantec (2024)

The Western Cape is an agricultural powerhouse in South Africa. The province accounted for over half of South Africa's seaborne exports of agricultural products in 2023. The top three products exported via seaports in the Western Cape in 2023 were all agricultural products. These were citrus fruit (with a 19.17% share of exported products transported by sea); apples, pears and quinces (8.98%) and grapes, fresh or dried (7.78%), as shown in Figure 9. Table 3 in the appendix has a breakdown of the top 10 exported products through the three major seaports in the Western Cape, namely the Port of Cape Town, the Port of Saldanha and the Port of Mossel Bay. Mostly minerals are exported via the Port of Saldanha, with iron ores and concentrates accounting for about four-fifths of total exports that passed through this port in 2023. This was followed by manganese ores and concentrates (with a share of 9.97%) and zinc ores and concentrates (4.27%). For the Port of Mossel Bay, seeds, fruit and spores, of a kind used for

sowing (41.42%); tubes, pipes and hollow profiles, seamless, of iron or steel (33.21%); and other live plants, cuttings and slips (12.58%) were the top three exported products in 2023. Compared to the other two ports, products exported via the Port of Cape Town in 2023 were more diverse. Citrus fruit (22.34%); grapes (11.76%); and apples, pears and quinces (10.73%) were the top three products that were exported through the Port of Cape Town in 2023.

Figure 9: Seaborne trade: top 10 exported products, 2023

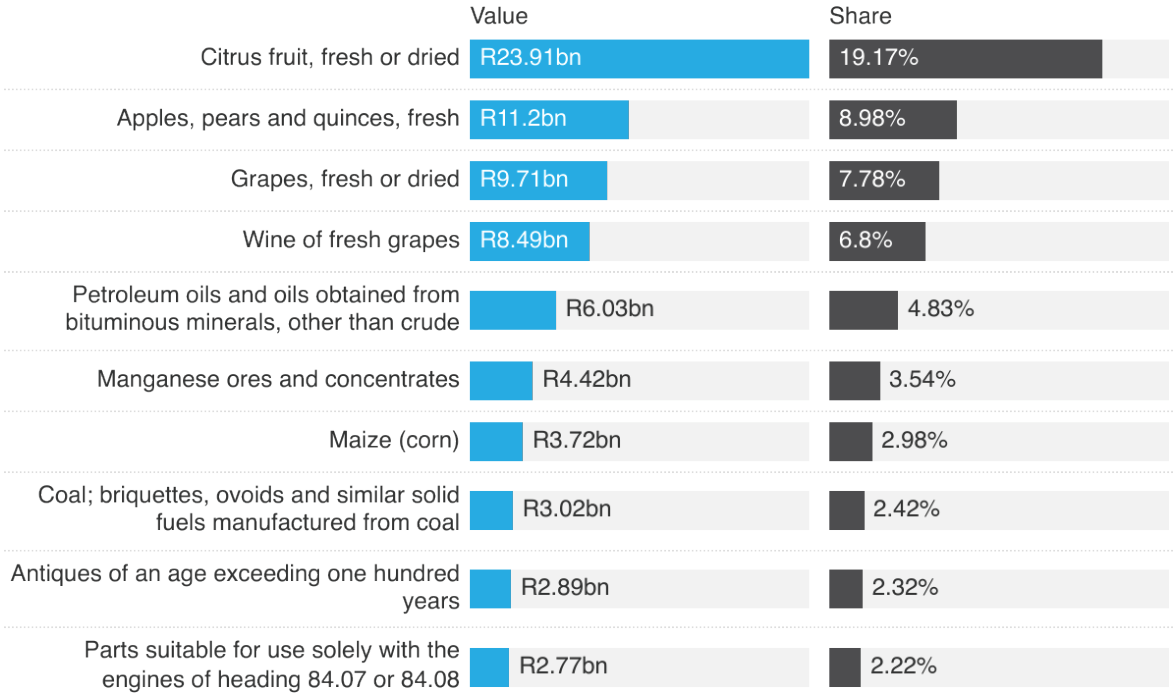


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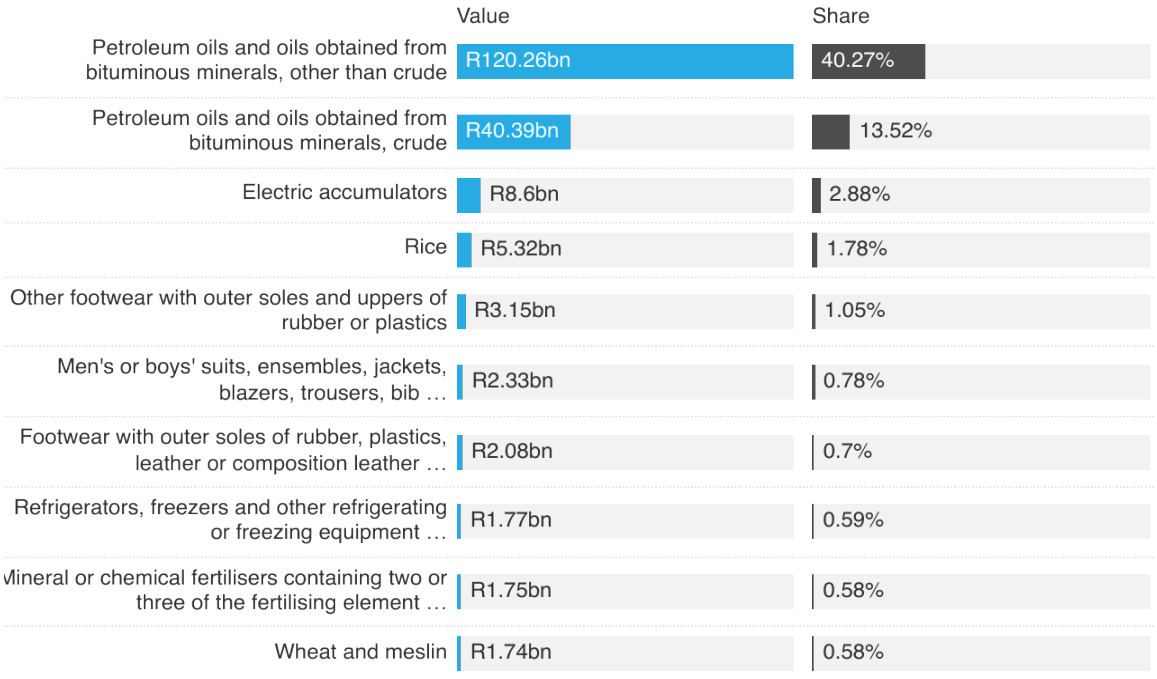
Figure 10 shows the Western Cape's top 10 products imported via its seaports in 2023. More than half of the province's seaborne imports were petroleum oils. Regarding imports through specific ports, both crude and non-crude petroleum oils accounted for about 33.41% of total goods that were imported via the Port of Cape Town in 2023, while more than four-fifths of total goods imported via the Port of Saldanha in the same year were crude petroleum oils. During this period, non-crude petroleum oils was the only product category that landed in the Port of Mossel Bay. These statistics can be found in Table 4 in the appendix.

Figure 10: Seaborne trade: top 10 imported products, 2023



Quantec (2024)

Europe and Asia were the top two continents for the Western Cape's seaborne trade in 2023. Europe was the top destination for the province's total exports via maritime transport, accounting for a share of 39.22% of exports. This was followed by Asia (with a share of 33.49%). Suppliers from Asia dominated the province's seaborne imports, accounting for two-thirds of total imports via maritime transport in 2023. Figure 11 shows the top 10 destination and source markets for maritime exports and imports from and to the Western Cape in 2023. The Netherlands (with a share of 12.39% in exports); China (12.07%); and the United Kingdom (9.06%) were the top three destination countries, while China (with a share of 18.45% in imports); the United Arab Emirates (10.60%); and Oman (7.53%) were the top three source countries.

Figure 11: Western Cape's seaborne trade: top 10 destination and source markets, 2023

	Exports		Rank		Imports	
Netherlands	R15.45bn	12.39%	1	18.45%	R55.11bn	China
China	R15.05bn	12.07%	2	10.60%	R31.67bn	United Arab Emirates
United Kingdom	R11.31bn	9.06%	3	7.53%	R22.50bn	Oman
United States	R10.41bn	8.34%	4	7.26%	R21.70bn	India
United Arab Emirates	R4.97bn	3.98%	5	6.13%	R18.31bn	Nigeria
Germany	R4.55bn	3.65%	6	5.35%	R15.98bn	Saudi Arabia
Russian Federation	R3.92bn	3.14%	7	4.01%	R11.97bn	Bahrain
Mauritius	R3.87bn	3.10%	8	3.30%	R9.85bn	United States
India	R3.50bn	2.81%	9	2.39%	R7.15bn	Thailand
Spain	R2.75bn	2.20%	10	2.07%	R6.19bn	Angola

Quantec (2024)

4. Conclusion

Container ports are crucial for growth in many emerging economies because of the vital role they play in global supply chains and international trade. Ports remain essential to a country's economic standing, with their performance directly influencing either substantial economic gains or setbacks. Furthermore, any nation or region aiming to expand its global economic presence must tackle the challenge of building large, efficient ports for exports.

This report highlights the pivotal role of technological advancements in enhancing the competitiveness of seaports, particularly through the integration of IT/IS. Since the 1960s, with the advent of containerisation, these technologies have played a key role in improving communication, decision making, visibility, productivity, efficiency, and safety in port operations. Modern IT/IS solutions are essential for addressing challenges in port management and facilitating innovations like just-in-time logistics and real-time traffic flow management.

The positive relationship between growth in real exports and real GDP growth in the Western Cape highlights the significant impact of efficient ports on a nation's economic performance. As shown by the data, an increase in exports contributes directly to higher GDP, which emphasises the importance of port efficiency in fostering economic success, particularly in regions like the Western Cape. Thus, enhancing port operations and accessibility is essential for promoting international trade and supporting long-term economic development. The PLSCI further demonstrates the importance of ports like Cape Town and Durban. This connectivity is crucial for South Africa's access to global markets, underscoring the vital role of efficient ports in supporting trade and economic growth. Improved shipping services and infrastructure at these key ports are essential for enhancing the country's competitiveness in global trade.

The cargo handling data from 2020 to 2023 highlights the distinct roles played by the ports in the Western Cape. The Port of Cape Town has consistently led in exports of liquid bulk cargo and in imports of liquid bulk and breakbulk cargo, while maintaining a dominant position in vehicle trade. The Port of Saldanha, on the other hand, has dominated in exports of dry bulk and breakbulk cargo. These trends underline the strategic importance of both ports in supporting the region's trade dynamics. Sea freightremains the most cost-effective and efficient method for transporting goods globally, and its importance is clearly reflected in figures relating to the Western Cape's trade. With seaports handling around 78.30% of the total value of exports and imports from 2014 to 2023, maritime transport plays a crucial role in the region's economy. This trend aligns with global patterns, where over 80% of merchandise trade is moved by sea, emphasising the sector's ability to transport large volumes of goods over long distances. Consequently, enhancing maritime infrastructure is key to sustaining and growing trade in the Western Cape and beyond.

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Appendix

Figure 12: Changes in real GDP vs changes in real exports, 2004–2023

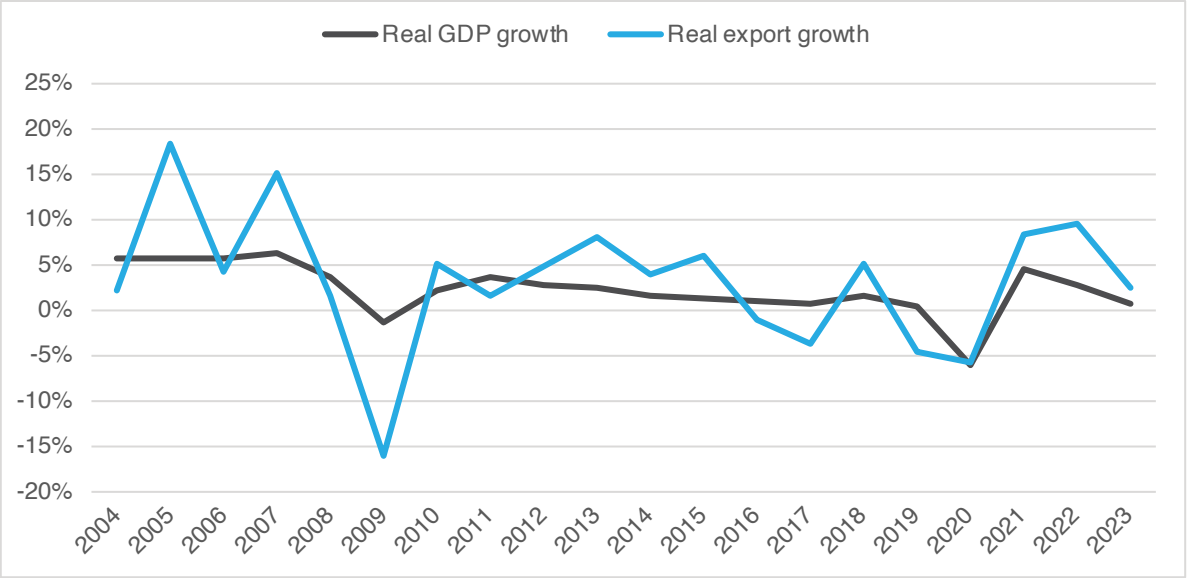

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Table 3: Top exported products through seaports in the Western Cape, 2023

Cape Town			Saldanha			Mossel Bay		
Product	Value (Rbn)	Share	Product	Value (Rbn)	Share	Product	Value (Rm)	Share
Citrus fruit	22.34	18.93%	Iron ores and concentrates	104.31	79.95%	Seeds, fruit and spores, of a kind used for sowing	54.58	41.42%
Grapes	11.76	9.97%	Manganese ores and concentrates	13.00	9.97%	Tubes, pipes and hollow profiles, seamless, of iron or steel	43.76	33.21%
Apples, pears and quinces	10.73	9.09%	Zinc ores and concentrates	5.56	4.27%	Other live plants, cuttings and slips; mushroom spawn	16.58	12.58%
Wine of fresh grapes	8.78	7.45%	Granulated slag (slag sand) from the manufacture of iron or steel	2.12	1.62%	Dried vegetables, whole, cut, sliced, broken or in powder	6.26	4.75%
Petroleum oils and oils obtained from bituminous minerals, other than crude	6.95	5.89%	Lead ores and concentrates	1.54	1.18%	Vegetable saps and extracts; pectic substances, pectinates and pectates …	6.06	4.60%
Niobium, tantalum, vanadium or zirconium ores and concentrates	3.95	3.35%	Copper ores and concentrates	0.94	0.72%	Other tubes, pipes and hollow profiles, of iron or steel	2.40	1.82%
Dates, figs, pineapples, avocados, guavas, mangoes and mangosteens	2.93	2.48%	Pig iron and spiegeleisen in pigs, blocks or other primary forms	0.83	0.64%	Harvesting or threshing machinery; grass or hay mowers; …	0.47	0.35%
Fruit, nuts and other edible parts of plants	2.81	2.38%	Niobium, tantalum, vanadium or zirconium ores and concentrates	0.66	0.51%	Direction finding compasses; other navigational instruments and appliances	0.17	0.13%
Parts suitable for use solely or principally with the engines of heading 84.07 or 84.08	2.80	2.37%	Pumice stone; emery; natural corundum, natural garnet and other natural abrasives	0.56	0.43%	Other live animals	0.17	0.13%
Fruit juices (including grape must) and vegetable juices	2.47	2.09%	Natural calcium phosphates, natural aluminium calcium phosphates and phosphatic chalk	0.54	0.41%	Petroleum oils and oils obtained from bituminous minerals, other than crude	0.17	0.13%

Quantec (2024)

Note: This is not just Western Cape's exports but include exports by other parts of the country

Table 4: Top products imported through seaports in the Western Cape, 2023

Cape Town			Saldanha			Mossel Bay		
Product	Value (Rbn)	Share	Product	Value (Rbn)	Share	Product	Value (Rbn)	Share
Petroleum oils and oils obtained from bituminous minerals, other than crude	28.53	16.76%	Petroleum oils and oils obtained from bituminous minerals, crude	12.05	82.12%	Petroleum oils and oils obtained from bituminous minerals, other than crude	16.35	100%
Petroleum oils and oils obtained from bituminous minerals, crude	28.34	16.65%	Electric generating sets and rotary converters	1.45	9.87%			
Electric accumulators	6.44	3.78%	Petroleum gases and other gaseous hydrocarbons	0.50	3.38%			
Electrical transformers, static converters and inductors	2.59	1.52%	Turbo-jets, turbo-propellers and other gas turbines	0.26	1.78%			
Electric generating sets and rotary converters	1.91	1.12%	Coal; briquettes, ovoids and similar solid fuels manufactured from coal	0.21	1.41%			
Other footwear with outer soles and uppers of rubber or plastics	1.67	0.98%	Flat-rolled products of iron or non-alloy steel, of a width of 600 mm or more	0.16	1.11%			
Fish, frozen, excluding fish fillets and other fish meat of heading 03.04	1.65	0.97%	Electrical transformers, static converters and inductors	0.05	0.33%			
Flat-rolled products of iron or non-alloy steel, of a width of 600 mm or more	1.42	0.83%						
Footwear with outer soles of rubber, plastics, …	1.38	0.81%						
Electric instantaneous or storage water heaters …	1.37	0.80%						

Quantec (2024)

Note: This is not just Western Cape's imports but include imports by other parts of the country