

COMMISSION ON REGIONS

Ref:1 /11/14/16

**Technical team of the
Multiparty Commission on the Demarcation/Delimitation of regions**

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Socio-economic analysis

Note:

1. Data pertaining to economic similarities or otherwise between Johannesburg and Pretoria are hard to come by. I have begun to put together a picture. The first set of indicators were obtained from Roland Hunter who is working for the PWV Economic Development Forum. Unfortunately his fax to me is illegible and I will have to bring the data with me on Thursday. Other data on the distribution and growth of employment in the magisterial districts comprising the PWV is available from David Viljoen of the DBSA. However, he is presently sick and at home. I approached the DBSA for assistance, with no luck. Maybe you could try ...
2. I devoted a day to this follow-up, which means that:
 - I scanned very fast
 - ignored material that dealt with sub-regions or that comprised one of a "pile" of submissions all arguing the same point
 - "flagged" a submission which repeats arguments already made in the first hundred or so submissions (rather than describe the argument all over again).
3. The RSC and RDAC submissions are difficult to assess since while often quite sound in technical terms, they lack legitimacy and seem oriented to self-preservation.
4. The letters in brackets indicate submissions that deal with related topics.
 - (a) Region F and G, whether Pretoria should be included in region F, and the location of the Kruger National Park.
 - (b) The desire of eastern magisterial districts to be a part of Cape Town's region.
 - (c) Concerns regarding the southern boundary of the OFS.
 - (d) Whether East Griqualand should be included in Natal or the Eastern Cape.
 - (e) The location of Sasolburg.
 - (f) Links to Port Elizabeth.
 - (g) North-west Cape

IDASA, Transvaal Office, 1/11/11/123

- * This looks like a significant contribution, but my copy goes astray from page 47, where the economic contribution begins!

(g) From 1/11/11/125 on

- * First the region A and B RDACs disagree. Then numerous, seemingly well-orchestrated arguments are made for an extensive north-west Cape. However, note the lack of consensus coming from Namaqualand. The latter is understandable in that its economy depends on tourism coming from Cape Town, and on mining exports which use Saldanha and Cape Town's harbours.
- * Would the north-west Cape constitute an economically sensible region? The region's economy is based on mining and agriculture. Regional borders are unlikely to interfere with the transport of southwards-bound minerals. I cannot claim an expertise in respect of the delivery of agricultural services, but, given fiscal transfers, I do not imagine that it makes any difference if the services are supplied from within a north-west Cape region. Similarly, does one foresee that one or another regional delimitation will effect how farmers access their market?

(f) Democratic Party, East Cape, 1/11/11/142

- * An argument is made that Cape Town, Port Elizabeth and East London constitute the service nodes for their regions and that they should be separate.
- * It is held that Port Elizabeth has begun to reverse its industrial decline, and that integration with the conflict prone Border/Kei region would reverse this improvement.
- * The competition between Port Elizabeth and East London is reported to be intense and to preclude cooperation.

(b) Municipality of Plettenberg Bay, 1/11/11/143

- * The area is dependent on tourism and most such business originates in Cape Town. Hence the area should form a part of Cape Town's region.

(f) Midland Chamber of Industries, 1/11/11/145

- * Arguments similar to 1/11/11/142.
- * Note that it is proposed that western border should be the Gouritz River.

(d) Venterstad, 1/11/11/146

- * More evidence on the links to the southern OFS.

(d) Drakensberg Regional Services Council, 1/11/11/148

- * The claim made is that since the agricultural practices and links are with the southern OFS, separation from the OFS will hinder development.

(b) The municipality of Oudtshoorn, Doc. no. 1/11/11/150

- * Here again people in Oudtshoorn show how keen they are to stay with Cape Town. Evidence provided includes membership of the Western Cape Agricultural Union and links to the Cape Town tourism industry.

(a) Input regarding Midrand, 1/11/11/154

- * If Pretoria is separated from Johannesburg, where should its northern border be located? The evidence presented here argues that Midrand is more closely linked to the south.

(d) Diocese of Umzimvubu, Doc. no. 1/11/11/196

- * This submission is quite telling as it is probably more representative of what people think and what makes sense in functional terms. Here East Griqualand is separated from Transkei.

(f) SECOSAF/BKDF, 1/11/11/261

- * This is an important submission as it demonstrates tremendous cohesion. It also reveals unbounded enthusiasm in 'the inherent economic viability' of the region. Unfortunately the latter point is not demonstrated.

(a) PWV Consortium Transportation, 1/11/11/264

- * Note how claims for an "axis" to the east are not borne out by transportation flows.

National Regional Development Advisory Council, 1/11/11/265

- * This document is remarkable for the similarity with the problem areas identified by the TST.

(d) Association of Mayors on the Natal South Coast, 1/11/11/277

- * The market for the products and services of Southern Natal are found in Durban, Pietermaritzburg and the Witwatersrand. The only rail link is with Durban.
- * I do not think that this case needs repeating. Farmers and white business in Southern Natal will be disadvantaged if they form part of the Eastern Cape.

Standing Committee on Water Supply and Sanitation, 1/11/11/278

- * If regional boundaries cannot coincide with catchment boundaries, then 'it is important to ensure that the allocation of powers and functions to second tier water management agencies should be separate from the attribution of powers and functions to regional government.' Again, drawing boundaries in abstract is problematical.

(f) Grahamstown Chamber of Commerce and Industry, 1/11/11/287

- * Grahamstown disagrees with Port Elizabeth and believes that the region should be integrated. The only economic/financial argument raised is the cost of having two administrations.

(f) Municipality of Port Elizabeth, 1/11/11/297

- * Port Elizabeth fears having to carry the Border/Kei area. But surely these fears are invalid in the light of the anticipated fiscal transfers from the centre.
- * However, note the sentiments expressed in 1/11/11/261, where opposition is expressed to Port Elizabeth becoming a capital. Port Elizabeth does appear to be viewed as a "cash cow" and these sentiments do not bode well.