



CITY OF CAPE TOWN
ISIXEKO SASEKAPA
STAD KAAPSTAD

Draft Updated Freight Management Strategy (FMS)

SUMMARY

February 2026

Transport Planning & Network Management Department

Urban Mobility Directorate

1. Why freight movement matters for Cape Town

Every product we buy — from food to building materials — depends on freight transport. Land freight movement – whether by rail, truck, light delivery vehicle or micro-freight - supports Cape Town's economy, which supports jobs, and connects local businesses to national and global markets. As the city and the economy grows, so does the freight movement (including waste movement). Most freight moves through Cape Town by **road**, which leads to road damage, safety risks, and environmental impacts, and both contributes to, and is impacted by, congestion.

The updated Freight Management Strategy (FMS) sets out the City's plan to manage these pressures and ensure that freight can move **safely, efficiently, and sustainably**.

2. Why the strategy needed an update

Since the City's previous FMS (2016), Cape Town has seen:

- **An increase in road-based freight**, as rail infrastructure and services have declined
- **Heavier pressure on major roads**, including the N1, N2, and N7.
- **Rising safety concerns**, with 20–30 truck crashes each month on freeways.
- **Growth in online shopping**, leading to more light-delivery vehicles (LDVs) and micro-freight on local streets.
- **Operational challenges at the port of Cape Town**, affecting reliability for exporters and importers.
- **Increasing environmental concerns**, including emissions and noise.

The updated FMS responds to these challenges while aligning with national and provincial policies and the City's new Integrated Development Plan (2022-2026) and Comprehensive Integrated Transport Plan (2023-2028).

3. The strategy

Vision

*Freight transport within Cape Town and its Functional Area is **safe, efficient, and reliable** serving the needs of the **local and regional economy** without compromising the access and mobility needs of fellow road and rail users, while operators understand and **comply with regulations** related to safety, the environment, asset preservation and the 'user pays' principle.*

Four focus areas to achieve the vision

1. Safety

Ensure the safety of all road users by reducing freight-related incidents, improving vehicle standards and addressing risks in the freight eco-system.

- 1.1. Support the reduction in freight-related crashes through **operational improvements** (e.g. signage; compulsory stop measures).
- 1.2. Increase support for improved vehicle **roadworthiness** and driver **behaviour**.
- 1.3. Design **safer streets** which accommodate freight, but also protect pedestrians and cyclists.
- 1.4. Pursue good **data, planning tools, and regulation** for the increase in **micro-mobility deliveries**.

2. Efficiency & reliability

Improve the predictability, performance and resilience of freight movement across Cape Town by optimising modal choices, infrastructure and operation coordination.

- 2.1. Encourage a shift of freight from **road to rail**. About **95% of Cape Town's exports are moved by road**, while only 5% are moved by rail. A shift will remove trucks from congestion, reduce truck-related road deterioration, and reduce emissions.
- 2.2. **Maintain** freight routes.
- 2.3. **Reduce delays from road-based crashes**. Maintain and improve the current good incident response to securing, managing and clearing crashes, in support of all road users.
- 2.4. Support **inland terminals** and freight **corridors**.
- 2.5. Improve coordination with the **port of Cape Town**. For example, there is currently limited uptake by users of the port's after-hours services. The City should support after-hours freight movement in order to reduce pressure on the City's roads, especially after weather-related down time, and during peak export seasons.

3. Supporting local & regional economic growth

Position freight as an enabler of inclusive and sustainable economic development by aligning infrastructure, land use and operations with the needs of Cape Town's evolving economy.

- 3.1. **Plan for land uses and infrastructure** that support industry and logistics. For example, reviving freight rail lines; planning for freight infrastructure for port access.
- 3.2. Plan for the **growth of the port operations**, especially container movement on rail.
- 3.3. **Protect** well-located **areas for industrial** and freight-related activities.
- 3.4. Support **resilience** and **adaptability** to respond to changes and risks in the logistics system and workforce.

4. Compliance & regulation

Strengthen governance and accountability in the freight sector through effective regulation, enforcement and stakeholder collaboration, while promoting environmental responsibility and equitable contribution to infrastructure use.

- 4.1. Strengthen enforcement against **overloading**, **unsafe** vehicles, **illegal** operations and informal truck parking.
- 4.2. Promote industry **self-regulation** and compliance.
- 4.3. Support a fairer "**user pays**" approach for road maintenance.

5. Possible interventions identified in the strategy

5.1. Improving safety

- Upgrade dangerous intersections and freight crash hotspots.
- Strengthen vehicle inspections and enforce dangerous goods rules.
- Work with industry on better driver training and fatigue management.
- Use technology such as CCTV, weigh-in-motion systems, and automated over-height detection.

5.2. Making freight movement more efficient

- Advocate strongly for **rail revitalisation** and clearing rail reserves.
- Support inland terminals such as **Kraaicon** and improve access to Belcon.
- Develop a **Freight Incident Management Plan** to reduce delays.
- Improve coordination with provincial and national partners, especially SANRAL, Transnet, and the port.

5.3. Supporting the economy

- Integrate freight needs into land-use planning to ensure industrial areas remain well-connected.
- Protect land for future logistics hubs and rail-linked facilities.
- Work with businesses to encourage off-peak port operations, digital scheduling, and better routing.

5.4. Improving compliance

- Increase capacity of the City's Road Haulage Unit.
- Crack down on overloading, unroadworthy vehicles, and fraudulent licensing.
- Promote industry-led compliance schemes such as RTMS.
- Work with the province on fair and sustainable freight cost-recovery mechanisms.

6. Monitoring progress

The City will establish a structured **Monitoring & Evaluation (M&E) Framework** to:

- Improve data collection, especially on freight volumes, LDVs, and micro-freight.
- Track progress through reporting against targets through existing City performance systems.
- Ensure accountability across departments.