The Constitution identifies the legislative responsibilities of different levels of government with regard to airports, roads, traffic management and public transport. Transport is a function that is legislated and executed at all levels of government. In addition, for transport functions at national level, most of the implementation takes place in public entities that are overseen by the Department of Transport (DoT), each with a specific delivery mandate.

The *1996 White Paper on Transport* defines the different subsectors in the transport sector. Broadly, these are the infrastructure and operations of rail, pipelines, roads, airports, harbours as well as the cross-modal operations of public transport and freight. The DoT is responsible for the legislation and policies for all these subsectors.

For the cross modal functions of public transport and freight, the guiding documents are the National Land Transport Act, 2009 (Act 5 of 2009), the public transport strategy and the national freight logistics strategy.

The DoT's strategic goals are to:
- ensure an efficient and integrated infrastructure network that serves as a catalyst for social and economic development.
- ensure a transport sector that is safe and secure.
- improve rural access, infrastructure and mobility
- improve public transport systems
- increase the contribution of the transport sector to job creation
- increase the contribution of the transport sector to environmental protection.

Sound and solid transport infrastructure remains crucial to generating economic growth, alleviating poverty, reducing inequality and increasing domestic and international competitiveness.

The DoT is investigating ways of ensuring a reliable statistical databank of road-related incidents. The private sector and civil society are being consulted to map out an inclusive approach through which all role-players could contribute. Scientific analysis is used to unearth the exact causes of the horrific crashes that have been witnessed on South African roads. This planned approach will see the departments of transport, police, justice and constitutional development, health, social development and other relevant State entities working together to develop preventive and responsive measures.

The DoT's effort to make transport the heartbeat of the economy continues.

The department will implement the Maritime Transport policy to unlock the country's maritime potential and support trade imperatives.

Transport

The department was finalising the National Transport Master Plan (Natmap). It will constitute a long-term plan to position transport as an enabler for social and economic development by rolling out infrastructure and services that respond to the needs of all South Africans and ensure the country meets its millennium development goals (MDGs).

Natmap will focus on integrated transport planning to ensure that the different modes of transport complement each other.

Natmap and the National Development Plan (NDP), which sets out critical national policy goals to be achieved by 2030. Both call for implementing the user-pay principle in a manner that does not crush the working class and poor people.

Within the prevailing economic climate, the fiscus alone is not able to finance the infrastructure backlog in South Africa.

Budget
In the 2014/15 financial year, the department's budget was R48,7 billion, of which R46,29 billion went to state-owned companies (SOCs) and agencies, which were the department's delivery agencies.

The South African National Road Agency (Sanral) received R3,454 billion for current operations and R7,043 billion for capital infrastructure.

Of the R48,7 billion allocated, R20,1 billion was transferred to provinces and municipalities towards road maintenance.

Effective coordination with provinces and municipalities is needed to ensure the department is not only a conduit of funds to other spheres of government, but that it takes the lead in monitoring and evaluating the implementation of government programmes.

Legislation
The DoT is guided by the following legislation and policies:
- The Transport Laws and Related matters Amendment Act, 2013 (Act 3 of 2013) aims, among other things, to amend the Cross-Border Road Transport Agency to collect toll on behalf of Sanral.
- The National Land Transport Act, 2009 (Act 5 of 2009) clarifies the concurrent roles and responsibilities of the different spheres of government in relation to public transport. It also consolidates public transport planning, service delivery, regulation and monitoring in the municipal sphere, establishes the national and provincial public transport regulators and enhances overall transport regulatory functions.

- The incorporation of the Shosholoza Meyl train service and the Autopax long-distance bus services into *Passenger Rail Agency of South Africa (*Prasa) was finalised in the Legal Succession to the South African Transport Service Amendment Act 2008, (Act 38 of 2008). Autopax will continue providing long-distance bus services that complement the long-distance rail services provided through Shosholoza Meyl.
- The National Road Traffic Amendment Act, 2008, (Act 64 of 2008), and the Cross-Border Transport Amendment Act, 2008 (Act 12 of 2008), allow for better road-traffic enforcement and improved cross-border regulation.
- The pilot project for the implementation of the Administrative Adjudication of Road Traffic Offences (Aarto) Act, 1998 (Act 46 of 1998), a demerit point system for traffic offences, has been rolled out in the municipal areas of Tshwane and Johannesburg. The system is expected to be extended to all municipal areas following the establishment of the Road Traffic Infringement Agency (RTIA), which will administer the system.
- The Civil Aviation Act, 2009 (Act 13 of 2009), was promulgated to harmonise and rationalise safety and security legislation for aviation to ensure compliance with International Civil Aviation Organisation (ICAO) standards.
- The Air Service Licensing Amendment Act, 2008 (Act 21 of 2008), addresses corporate governance issues relating to the Air Services Licensing Council. The department plans to implement the airlift strategy and improve aviation safety and compliance with the standards set by the United States of America (USA) Federal Aviation Administration's international aviation safety assessment, and by the ICAO, an organ of the United Nations (UN).
- The Road Accident Fund (RAF) Amendment Act, 2005 (Act 19 of 2005), came into effect in August 2008 with the publication of regulations guiding, primarily, the assessment of injuries. The Act creates an equitable, affordable and sustainable system for victims of road accidents and their families. In November 2009, Cabinet approved the policy to provide benefits to road-accident victims as a form of social security and to move away from the current fault-based systems.
- The no-fault policy for the proposed Road Accident Benefit Scheme was finalised. This will form part of the Comprehensive Social Security System (CSSS) and provide a more sustainable, affordable, equitable and reasonable scheme. It will also further

eliminate disparities regarding access to treatment and compensation.

• The RAF (Transitional Provisions) Act 2012, (Act 15 of 2012) provides for transitional measures regarding certain categories of third parties whose claims were limited to R25 000 under the RAF Act, 1996 (Act 56 of 1996) prior to 1 August 2008.

• In May 2014, the DoT published a revised version of the Road Accident Benefit Scheme (RABS). The Bill proposes that the Road Accident Benefit Scheme Administrator replace the Road Accident Fund. The Bill, including the RABS Regulations and the draft RABS Rules and Forms of the Road Accident Fund Board, was published in the Government Gazette No. 37612 on 9 May 2014. The new regulations, rules and forms were drafted to enable a better understanding of how the proposed scheme would operate in practice. The RABS Bill provides for a new no-fault benefit scheme and a new Administrator called the Road Accident Benefit Scheme Administrator (RABSA), which will replace the current Road Accident Fund and compensation system administered by it. The RABS Bill forms part of an initiative to replace the third party compensation system currently administered by the RAF with a new scheme that is reasonable, equitable, affordable and sustainable.

Role players
The DoT has established 12 public entities to deliver on certain elements of government's operational activities, namely the Airports Company South Africa (Acsa), Air Traffic and Navigation Services (ATNS), the Cross-Border Road Transport Agency (CBRTA), Prasa, the Ports Regulator, the Railway Safety Regulator (RSR), the RAF, the RTIA, the RTMC, the South African Civil Aviation Authority (SACAA), the South African Maritime Safety Authority (Samsa) and Sanral. These entities report to the Minister of Transport. Commercial role players include Transnet, South African Airways (SAA) and SA Express (SAX).

Airports Company South Africa
Acsa is regulated in terms of the Airports Company Act, 1993 (Act 44 of1993) and the

> In August 2014, a new dredger, the Italeni, to help maintain South African ports arrived in Durban from Bulgaria. According to Transnet, the Italeni was designed and built to achieve low maintenance costs. It will replace the ageing crane dredger, joining the Islandlwana grab hopper dredger. The grab crane on the crane will be transferred to the Italeni. The Italeni will be used mainly for maintenance work in various ports throughout the country.

Companies Act, 1973 (Act 61 of 1973), and is listed as a schedule 2 public entity in terms of the Public Finance Management Act, 1999 (Act 1 of 1999). The company was formed to own and operate the nine principal South African airports, including the three main international gateways of OR Tambo International, Cape Town International and King Shaka International airports.

Acsa also providessafe and secure services and infrastructure for passengers and airlines to transport people and goods. The company extends its responsibilities to include promoting tourism, facilitating economic growth and job creation, and protecting the environment.

The company's main strategic goals are for it to position itself strategically for long term sustainability and to improve its operations. This involves analysing the market, refining its business and revenue models, developing a comprehensive stakeholder management strategy, and improving short-term human resource performance. Civil aviation serves as a major catalyst for global economic activities and is vital to trade and tourism.

Acsa maintains an efficient, reliable and sustainable South African aviation industry, that maintains control over international air transport services within a well-defined regulatory framework, and is flexible enough to cater for changing needs and circumstances.

South Africa's airport network consists of 135 licensed airports, 19 military airports and up to 1 300 unlicensed aerodromes.

OR Tambo International Airport is the main international air gateway into South Africa and the SADC region.

The airport processes almost 19 million passengers and over 200 000 air traffic movements a year and also facilitates over 300 000 tonnes of cargo a year. It is projected to handle 30 million passengers and 360 000 air traffic movements by 2024.

Cape Town International Airport in the Western Cape has developed a strong regional presence through established business networks and partnerships. It handles an annual passenger throughput of 8,5 million people and up to 89 000 air traffic movements. The airport is projected to handle 12,6 million passengers and 177 000 air traffic movements by 2024.

King Shaka International Airport, located to the north of Durban, is a greenfield handling 4,7 million passengers and 44 000 air-traffic movements a year. The airport is projected to handle 7,3 million passengers and 64 000 air traffic movements by 2024.

Acsa recognises the need to unlock other sources of revenue to boost the company's

revenue growth by identifying and participating in select airport management and operating concession opportunities as part of its overall growth strategy.

The Eastern Cape DoT is positioning Mthatha Airport through a three-phase programme to serve as a passenger and freight hub linking road, rail and air transportation and effectively becoming a gateway to the eastern part of the province.

The Mahikeng Airport City Project is expected to pave the way for job creation and economic growth. The Mafikeng International Airport is repositioned as an airport city, while the former Mahikeng Industrial Development Zone is designated as a special economic zone. Development of the freight hub at the airport started with the completion of an air, road and rail transport strategy and upgrading of the airport in 2013.

The N8 Airport Development Node to be undertaken by the Mangaung Metropolitan Municipality will be the single largest mixed development initiative ever undertaken by the municipality. The project will have two phases, with key characteristics of Phase 1 including an International Convention Centre and a cargo terminal during Phase 2.

In October 2014, Acsa hosted at the 23rd Airports Council International (ACI) Africa Regional Assembly in Durban. The gathering of government representatives and airport leaders also placed the spotlight on the biggest outbreak of the deadly Ebola virus. Government was committed to minimising the spread of Ebola across borders. With so much likely to happen economically in Africa over the next few years, airports will play an important role and need to be given priority attention if they are to help the continent realise its undoubted potential. ACI Africa has 59 members operating 251 airports. In 2012, these airports collectively handled 153 million passengers, 1 795 tonnes of air cargo and over 2,5 million aircraft movements.

In May 2014, Acsa and Ghana Airports Company Limited (GACL) signed a Memorandum of Understanding (MoU), which will see the countries cooperate more in technical, operational, commercial and strategic business development aspects of the aviation industry. GACL has the responsibility for planning, developing, managing and maintaining Ghana's airports. This includes Kotoka International Airport in the country's capital, Accra, three regional airports and other airfields. In recent years, air traffic has been experiencing phenomenal growth, with domestic traffic growing by over 30% per annum, while that of international passengers has shown growth of around 10%. The South African Government's strategy of driving business cooperation across the African continent has been supported by the DoT in conjunction with Acsa. This agreement with GACL comes in the wake of similar partnerships between and GVK for the management of Mumbai International Airport in India, and with Invepar at Guarulhos International Airport in São Paulo, Brazil.

Air Traffic and Navigation Services

The ATNS was established in terms of the Air Traffic and Navigation Services Act of 1993. Its mandate is to provide safe, orderly and efficient air traffic navigational and associated services to the air traffic management community. It does this on behalf of the state and in accordance with the ICAO standards and recommended practices, and the South African civil aviation regulations and technical standards.

The company's overall strategy to grow and expand its footprint involves marketing, distributing and offering a high quality air-traffic management solution.

In line with this, the company's strategic goals are to:
• provide safe, efficient and cost effective air traffic management solutions and associated services
• expand the company footprint to cover Africa and the Indian Ocean region.

ATNS is responsible for air traffic control in approximately 10% of the world's airspace and is the sole provider of air traffic, navigation, training and associated services within South Africa. ATNS trains air traffic controllers from South Africa, Africa and the Africa-Indian Ocean area.

South Africa is one of the 36 council members of the ICAO Council, serving under Part II and is committed to regional aviation safety, security and environment issues.

Through the Southern African Development Community (SADC) and African Civil Aviation Commission mechanism the department works to prevent an Europian Union (EU) blacklist of African states and unilateral imposition of the Emission Trading Scheme.

Cross-Border Road Transport Agency

The CBRTA was created to regulate cross border road transport by providing an unsurpassed service through advising, facilitating and law enforcement.

The CBRTA is playing a major role in promoting economic development within the SADC through facilitating access to cross-border markets and improving the regulatory environment for trade and transport.

Cross-border road transport is regulated through multi- and bilateral road transport agreements, concluded with various SADC member states and in line with the stipulations of the SADC Protocol on Transport Communication and Meteorology.

Passenger Rail Agency of South Africa

The Prasa's mandate is contained in the Legal Succession to the South African Transport Services Amendment Act of 2008. The Act requires the agency to, at the request of the DoT, provide rail commuter services within, to and from South Africa in the public interest. In consultation with the DoT, it also provides for long-haul passenger rail and bus services within, to and from South Africa. The agency leverages off its assets to generate income, and to have due regard for key government social, economic and transport policy objectives.

The agency's strategic goals are to:
- invest in new capacity such as modern trains, signalling and telecommunications systems, infrastructure, transit-orientated developments, new generation stations, access control and other operating systems
- unlock the value of assets, such as the telecommunications network and the property portfolio
- effect key operational efficiencies for improved service delivery
- modernise operations in critical areas such as ticketing, cabling, booking systems and energy regeneration.
- achieve financial sustainability through improved revenue generation.

The NDP acknowledges that the Gauteng-Durban corridor is vital to the future of the national economy, and should be designated as a national competitiveness corridor. It accounts for about 46% of gross domestic product and would build on the DoT's 2050 Vision for the Durban-Gauteng freight corridor.

The corridor should be integrated as part of the anticipated transnational Durban-Dar es Salaam corridor.

According to the NDP, by 2030, the Durban-Gauteng-Free State logistics corridor should exemplify how to strengthen and optimise freight corridors.

As the corridor that handles most of the country's high-value freight, it is the first priority. It is also the most strategic corridor to achieve a shift of freight from road to rail by overcoming rail's main drawback (lack of intermodal flexibility) by improving the performance of terminals on either end.

It could demonstrate that the corridor improvement entails aligning the interests of cities with authorities across all tiers of government, as well as the transport operators that connect the intervening space.

In addition to the Coega initiatives, Transnet will revive and open some key railway lines, such as the Mthata-Amabhele line, Sterkstroom-Maclear line, Cookhouse-Blaney line, Stormberg-Rossmead line, Rossmead-Klipplaat line, Klipplaat-Port Elizabeth line, and Alicedale-Grahamstown line.

South Africa is improving passenger rail services by overhauling its fleet of passenger trains. This is in line with the NDP and the country's infrastructure investment plan to upgrade key infrastructure.

The upgrades are necessary given the impact the old rail infrastructure has on the daily lives of commuters. Ageing rail infrastructure, insufficient and outdated locomotives lead to low running speeds and an unreliable rail system.

The planned rail upgrades will restore the sector's safety and reliability, and will not only improve the lives of commuters, but encourage the use of public transport.

In 2013 a deal worth R51 billion was signed to acquire new passenger trains from French company, Alstom. This is among the biggest infrastructure contracts awarded in the country for 600 trains (3600 coaches) over a 10-year period from 2015 to 2025.

Rail infrastructure investment is being prioritised to ensure it becomes the backbone of the country's passenger transport system. The Public Transport Strategy details the country's move towards a high-quality Integrated Rapid Transport Network, which includes taxis, buses and trains at its heart. Prasa will over the next 10 years acquire 600 new commuter trains (3 600 coaches); over time Prasa plans to upfrade 7 224 coaches; the delivery of tranins will commence in the 2015/16 fiscal year. The revitalisation of the passenger rail system will run parallel with the country's drive to shift the transport of freight from road to rail. Transnet is investing R205 billion in its rail infrastructure, making its freight rail division the fifth-largest in the world.

Another R50-billion contract was awarded to four international companies to build 1 064 locomotives as part of the upgrade to freight rail.

Stringent local content, skills development and training commitments were attached to the deal.

Transnet Engineering, in partnership with these companies, will build 994 locomotives at its Pretoria and Durban plants. In total, the localisation elements are expected to contribute over R90 billion to the economy and create about 30 000 jobs.

National Ports Regulator

The NPR was established in terms of the National Ports Act, 2005 (Act 12 of 2005). Its primary function is the economic regulation of the ports system, in line with government's strategic objectives to promote equity of access to ports and to monitor the activities of the Transnet National Ports Authority (TNPA).

The regulator also promotes regulated competition, hears appeals and complaints, and investigates such complaints.

The TNPA is the largest port authority in Africa. It owns and manages ports at Richards Bay, Durban, East London, Port Elizabeth, Mossel Bay, Cape Town, Saldanha and Ngqura.

The TNPA provides suitable infrastructure as a conduit for the country's imports and exports.

Besides being the port landlord, it also has a control function, which includes:
• providing vessel-traffic control and navigational aids
• licensing and leasing terminals to operators
• monitoring the performance of port operators
• ensuring the orderly, efficient and reliable transfer of cargo and passengers between sea and land.

Based on the *White Paper on the National Commercial Ports Policy (2002)*, the vision for South African ports is to become a system of ports, seamlessly integrated in the logistics network, that is jointly and individually self-sustainable.

The NPR functions with certain statutory and non-statutory committees that concentrate on aspects of its mandates. The NPR is an independent regulator, within the context of the prevailing policy and regulatory framework and it is funded by fiscal allocation from national government.

Railway Safety Regulator

The RSR oversees safety in the railway transport industry, through appropriate support, monitoring and enforcement, guided by an enabling regulatory framework, including regulations and safety standards.

In November 2014, the RSR invited industry stakeholders to discuss the State of Safety Report 2013/2014 in Johannesburg. The report which is published every year, is an assessment of safety performance of railway operators. The report also identifies the main areas of concern and provides input to enable the regulator to develop strategic interventions to address the identified areas needing attention.

Road Safety and Road Accident Fund

With road safety being a challenge, the department is working on education, engineering and awareness campaigns to reduce the carnage on South African Roads. Fatalities and critical injuries mean more claims against the RAF. As government continues to shape the basis for its CSSS plans, there is an increased need for the RAF to fulfil its socio-economic mandate, while remaining financially sustainable, and being a customer-centric organisation.

The mandate of the RAF, a schedule 3A public entity, is derived from section 3 of the RAF Act of 1996 as the payment of compensation for loss or damage wrongfully caused by the driving of motor vehicles in South Africa. The socioeconomic mandate of the fund is to reintegrate victims of road accidents into society from a health and economic perspective, and to protect wrongdoers and their families from financial ruin. The fund delivers on this mandate by:
• paying the medical and related costs required to restore road accident victims to health
• compensating the victim/s or their dependants for income or support lost as a result of the accident
• indemnifying the wrongdoer from liability
• paying general damages in instances where a person suffers a serious injury in a road traffic accident
• paying funeral expenses to families when a person dies as a result of a road traffic accident. The fund's strategic goals over the medium term are to:
• develop a legislative dispensation that is aligned with the principles of social security
• ensure that the organisation is solvent, liquid and sustainable by 2020
• ensure that the organisation is customer centric, operationally effective and efficient by 2017.

The RAF has a strategic business interest in working together with other stakeholders to prevent the occurrence of road accidents.

The key objectives of the RAF Road Safety Strategy are to reduce the high rate of road accidents by becoming proactively involved in activities aimed at addressing road-safety behaviour and promoting road-safety principles and effective law enforcement. The RAF's Road Safety Strategy also creates a platform to support the RAF core business, since post-crash care is one of the pillars prescribed by the Global Road Safety Commission. It aims to:
• increase awareness of the RAF's business and service offering by conducting ongoing campaigns
• create a platform for all transport industry stakeholders to assist the victims of road

accidents and their family members

• enhance the overall business strategy by identifying key stakeholder groups and developing effective stakeholder engagement channels to reach target audiences in a proactive manner.

Road Traffic Infringement Agency
The RTIA mandate is predicated on the objective of decriminalising road traffic infringements and dealing with them through administrative justice processes, thereby freeing the courts to deal with more serious crimes, including excessive speeding and driving under the influence.

The RTIA's objectives include:
• administering the procedures to discourage the contravention of road traffic laws and to execute the adjudication of infringements
• enforcing penalties imposed against people contravening road traffic laws
• providing specialised prosecution support services
• undertaking community education and community awareness programmes to ensure that individuals understand their rights and options.
• The RTIA has joined forces with transport operator, Autopax to advocate for safety on South African roads.
• About 40 City-to-City buses travelling the length and the breath of South Africa carry the vivid colours of the RTIA and the AARTO Act, and this plays a significant role in road safety. These moving billboards will educate people on their rights and responsibilities as prescribed under the AARTO Act.

Road Traffic Management Corporation
The RTMC is responsible for coordinating road-traffic management across the three spheres of government. The core mandate of the corporation is to improve traffic-law compliance and reduce road fatalities.

In line with the UN MDGs and the Moscow Declaration on Road Safety, which calls for a Decade of Action for Road Safety, the corporation set itself goals over the medium term to reduce the road fatality rate by 25%. This objective would be achieved by:
• enforcing driver and vehicle fitness requirements
• coordinating effective prosecution of moving traffic violations
• implementing the national traffic law enforcement code.

The corporation also reviewed its strategic focus and developed a five-year strategic plan to improve financial management.

The RTMC will continue with the zero-tolerance approach against traffic offenders, while a comprehensive public media campaign and consultative programme are underway to educate the public about the Aarto Act, 1998.

The allocation of demerit points to infringers will be introduced nationalwide.

South African Civil Aviation Authority
SACAA is mandated with controlling, promoting, regulating, supporting, developing, enforcing and continuously improving levels of safety and security throughout the civil aviation industry.

It performs administrative and oversight control over 11 801 registered aircraft, 2 022 licensed aircraft maintenance engineers, 430 air maintenance organisations, 303 air operating certificate holders, 200 aviation training organisations and 16 755 aeroplane and helicopter pilots.

Year-on-year accident comparisons between 2011/12 and 2012/13 indicates a 7% drop in reported fatalities.

In February 2014, SACAA ICAO and hosted, the first African Aerospace Medicine conference.

It brought together regulatory authorities and health practitioners in the aerospace environment to discuss challenges confronting the sector.

Hosting the event helped promote awareness and encourage African states to share information regarding aircrew performance, the safety of aircrew and passengers in flight as well as safety management.

SACAA has developed the Cross-Functional Accident Reduction Plan (CFARP) aimed at reducing accidents in the general aviation sector, in a coordinated manner.

The plan will be implemented over two years and deals with systematic inherent weaknesses in addressing the causes of aircraft accidents.

The recent accidents occurred in the general aviation sector that is primarily made up of privately-owned small aircraft and recreational aircraft.

The CFARP had been based on inputs from

The Transport Month campaign is an annual feature during October on the calendar of the Department of Transport and is one of the platforms through which the department engages directly with its stakeholders. Transport Month seeks to:
• raise awareness of the important role of transport in the economy
• invite civic society and business to participate in providing a safer, more affordable, accessible and reliable transport system for the country.

within and outside the SACAA and would be subject to on-going review.

The plan also looks at what categories of pilots are responsible for accidents.

Data from serious incident and accident investigation reports between 2006 and 2012 indicated that pilots with fewer than 500 flying hours are responsible for most accidents.

The CFARP will attempt to maximise the development of pilot airmanship.

The CFARP also seeks to improve pilot competency development within the training environment with the authority intensifying its oversight role over pilot training schools.

Additionally, SACAA is considering the introduction of a standardised induction programme for all student pilots. The induction would ensure appropriate induction of prospective pilots, leading to the adoption of positive attitudes and discipline.

South African Maritime Safety Authority

Samsa and the DoT are working on mobilising the maritime sector, organising its industries and drawing the attention towards what the sector can contribute to the achievement of government's social and economic goals.

Samsa has successfully pulled together elements of the sector and created a cohesive sense of the boundaries and drivers of the country's performance, with regional and international positioning options.

The maritime economic sector is of central and strategic importance to the National Growth Path (NGP), the BRICS block and South Africa's influential role within the African Union (AU), India-Brazil-South Africa (IBSA) and the SADC.

The widening trade balance is to no small measure because of a lack of focus on shipping logistics and maritime transport. South Africa is the only country in all these partnerships that has no focused shipping and maritime transport sector policy and strategy and owns no ships.

Because South Africa owns no ships, it imports transport for all its outbound and inbound airborne cargo traffic, undermining the country's economic and security position.

Samsa is also focusing on increasing the number of qualified South African seafarers and ensuring that they are absorbed into employment, particularly the youth.

The department wants to increase the number of cadet officers on the *SA Agulhas* ship from 109 in 2013 to 200 in 2014.

Through Samsa the department continued investing in intelligent surveillance breakthrough technologies in ship tracking and maritime traffic management.

Every year the IMO celebrates World Maritime Day. The exact date is left to individual governments but usually falls during the last week in September. The day is used to focus attention on the importance of shipping safety, maritime security and the marine environment and to emphasise a particular aspect of the IMO's work.

South African National Roads Agency Limited

Sanral's main strategic goal is to provide effective strategic road infrastructure to facilitate development, commerce, mobility and access. In addition, the agency will continue with its preventative maintenance approach as it expands its network to the extended mandate of 35 000 km.

The agency is responsible for the design, financing, maintenance, operation and rehabilitation of South Africa's national toll and non-toll roads.

Its functions include:
• being responsible for proclaimed national roads
• maintaining, upgrading, operating, rehabilitating and funding the national roads
• levying tolls to service toll roads
• managing concessionaires
• advising the Minister of Transport on road-related matters
• creating public value.

South Africa has a 750 000-km-long road network, of which Sanral manages 19 667 km of paved roads.

Of the almost 19 700 km of roads under Sanral, only 3 200 km are tolled and 201 km are part of the Gauteng Freeway Improvement Plan (GFIP)

The non-toll road network accounted for 83,1% of the national network funded by the fiscus.

In March 2014, Sanral was set to take over a total 1 628 km Limpopo roads at the request of the province. The intervention in Limpopo is particularly vital because of its booming mining industry and its strategic agricultural sector, which both need, over and above rail connections, an excellent road infrastructure. Sanral's network was projected to grow to almost 35 000km as more provinces transfer some of their roads to the agency once proper processes in this regard have been completed. Because of the backlog in maintenance on the provincial roads, Sanral has to spend up to three times more to rehabilitate and do preventive maintenance work on these newly added roads.

Transnet Limited

Transnet is a focused freight-transport and logistics company wholly owned by the South African Government.

It comprises the following operating divisions:
• Transnet Freight Rail
• Transnet Rail Engineering
• Transnet Port Terminals
• Transnet Pipelines
• TNPA.

In September 2014, Transnet and the South African coal unit of the mining company BHP Billiton agreed to a 10-year contract to export coal by rail.

The agreement with BHP is a massive boost for certainty around Transnet's capacity expansion programmes on the export coal line. Transnet is adding close to 10 mt in capacity on the line from the current 73 million to 81 million tonnes over the next seven years.

The agreement equates to a contract value of approximately R2,4 billion a year and R24 billion over the 10-year period.

The organisation has secured a R6-billion funding guarantee with USA export credit agency, US-Exim for the funding of diesel locomotives the company is buying from General Electric (GE). This is a massive thumbs-up from the international investor community, affirming Transnet's creditworthiness and South Africa's attractiveness as an investment destination.

In March 2014, Transnet announced an agreement to purchase 599 electric and 465 diesel locomotives from four original equipment manufacturers, including GE. The guarantee is mainly intended for GE's share of the locomotives – which is 233 locomotives as well as other acquisitions from the manufacturer.

The locomotives are part of Transnet's locomotive fleet renewal programme – a key element of the company's seven-year R312 billion investment programme – The Market Demand Strategy.

In March 2015, Transnet announced a combined R13-billion funding for its long awaited 1 064 locomotive acquisition programme. The funding was raised in two agreements with various financial institutions in the country as well as others from Canada and the USA.

In March 2015, Transnet completed assembling 95 electrical locomotives as part of its long-term fleet renewal programme. Eighty-five of the locomotives were assembled in South Africa. This will contribute to the development of local industries by stimulating local commerce, strengthening industrial cycles, as well as building up the manufacturing capacity of the rail industry.

At least 65% of the R2,7-billion contract value of the project had been committed to local supplier development. A total of 190 people were trained in China and 260 were employed in assembling the locomotives.

Transet had partnered with a broad-based black economic empowerment company, which included a black woman-owned company and a community trust.

The successful achievement of the delivery of 95 locomotives set a platform for Transnet to deliver on the acquisition of 1 064 locomotives, which it announced in 2014.

South African Airways

SAA is the leading carrier in Africa, serving 26 destinations across the continent, as well as major destinations within South Africa and internationally from its Johannesburg hub at OR Tambo International Airport and is a member of the largest international airline network, Star Alliance.

SAA's core business is the provision of passenger airline and cargo transport services together with related services, which are provided through SAA and its four wholly owned subsidiaries: SAA Technical; Mango, its low-cost carrier; Air Chefs, the catering entity of SAA; and South African Travel Centre.

SAA's long-term Turnaround Strategy is a three-phase implementation approach with continuous and cyclical monitoring and review over a 20-year period.

One of the key elements of the strategy was increased focus and emphasis on governance and accountability. SAA believes these will go a long way in restoring the airline's reputation in the global markets and among its stakeholders.

This makes SAA one of the world's leading carriers in the areas of environmental responsibility and sustainability.

In January 2015, the SAA became the first airline globally to install the Satellite Authorisation System (SatAuth) that allows for secure credit-card transactions anywhere in the skies.

SAA installed the device on one of its Airbus A340-300 aircraft at the SAAT maintenance facility in Kempton Park, Johannesburg.

The system also provides pin-point accurate aircraft tracking services for operational purposes.

The system will allow for secure credit card transactions at any point and real-time positioning of any flight, anywhere, impacting fuel saving interventions in-flight as well as providing full visibility of actual flight paths versus planned routing at any time. SatAuth, the first product of its kind, was developed in South Africa.

SAAT will manufacture all major aircraft components required for installation of SatAuth in accordance with international aviation certification standards required for installation. SAA is plannning to install SatAuth across its entire long-haul fleet over time.

In December 2014, the airline was transferred from the Department of Public Enterprises to National Treasury.

In January 2015, the Minister of Finance approved an additional guarantee of R6,488 billion for SAA, taking the total guarantees granted to the airline to R14,4 billion.

SAA is expected to develop proposals within three months on the network structure, fleet strategy and structure of the airline for government's consideration, as well as the review and stress testing jointly by government and SAA of the financial model and refined long-term turnaround strategy.

The guarantee condition also includes that the airline should strengthen governance, internal controls and working capital management as well as submit weekly reports to National Treasury.

In December 2014, SAA and Air China strengthened their bilateral cooperation within Star Alliance as part of the strengthened cooperation between the two countries. The key element in this strengthened relationship will be some network reconfiguration for both airlines to provide better passenger and cargo services between South Africa and China and countries adjacent to both. The two airlines established a Joint Working Group between the two airlines to commence implementation.

SA Express

SAX is a domestic and regional passenger and cargo carrier established on 24 April 1994. Although the airline is operationally independent of SAA, its flights are incorporated within the strategic alliance with Airlink and SAA.

SAX became the first airline in the country to adopt a new method of taxiing after landing that burns less fuel and cuts fuel emissions.

This simple but unusual method of using only one engine to taxi off the runway to the terminal after landing, cuts the amount of fuel burned by an average of 20 ℓ on every landing.

A flight from Johannesburg to Bloemfontein typically uses 1 000 ℓ of fuel, so saving 20 ℓ is a reduction of 2%, helping the airline to become.

Programmes and projects
Road Transport Management System (RTMS)
The RTMS is an industry-led voluntary self-regulation scheme that encourages consignees, consignors and road transporters to implement a management system that preserves road infrastructure, improves road safety and increases productivity of the logistics vakue chain.

The system's key components are load optimisation, driver wellness, vehicle maintenance and productivity. It is designed to show transport companies how to take greater corporate responsibility for road safety.

A national RTMS steering committee is responsible for the promotion and administration of the RTMS in South Africa. It comprises individuals representing major industries and aligned stakeholders within the country.

National Transport Master Plan
The Natmap 2050 was finalised in 2013 in line with the NDP 2030. The long-term vision of Natmap 50 will sustain South Africa's projected growth and focus on integrated transport planning to ensure that the different modes of transport complement each other. Government policies, plans and programmes, including the NDP and the NGP, enjoin the nation to create a social contract to help propel South Africa to a higher developmental trajectory, as well as build a more cohesive and equitable society.

The transport sector is critical to realising the implementation of the 2030 vision of advanced economic development, job creation, growth, and provision of equitable access to opportunities and services for all, while fostering an inclusive society and economy.

Public Transport Strategy
South Africa is on its way to becoming the first country in Africa to have rapid public transport networks. Such networks will not only change the face of the country, but will boost economic development, job creation and tourism.

South Africa's Public Transport Strategy, which comprises a multibillion rand transport infrastructure plan, is set to entirely reshape travel in South Africa. At the core of the plan is a high-quality integrated mass rapid public transport network that includes rail, taxi and bus services. The strategy aims to accelerate the improvement in public transport by establishing integrated rapid public transport networks (IRPTNs), which will introduce priority rail corridors and Bus Rapid Transport (BRT) systems in cities.

The Public Transport Strategy is expected to improve public transport services for more than half the country's population.

The long-term goal of the strategy is to have 85% of a metropolitan city's population within

1 km of the network, and provide a transport service that is clean, comfortable, reliable, fast, secure, safe and affordable.

As part of government's commitment towards rural development, the S'hamba Sonke Programme addresses road maintenance on secondary roads and rural roads, with particular emphasis on repairing potholes, using labour-intensive methods of construction and maintenance.

Electronic National Traffic Information System (eNaTIS)

eNaTIS provides for the registration and licensing of vehicles. It manages and records applications for and authorisation of driving and learner's licences.

It is also a law-enforcement tool used to ensure that the details of stolen vehicles are circulated and prevents irregular and fraudulent re-registration of such vehicles.

The system delineates the lifecycle of a vehicle, from the factory floor to the scrap yard.

It is compulsory for all new motor vehicles and motor vehicles requiring a police clearance to be microdotted.

The DoT and the South African Police Service (SAPS) would enforce the requirements through eNaTIS.

The registration of a motor vehicle introduced onto the eNaTIS by the manufacturer, importer or builder is only allowed if the microdot information was loaded onto the system.

S'hamba Sonke Road Maintenance Project

The S'hamba Sonke (meaning "walking together") programme was launched by the DoT in 2011 to address the backlog in road repairs. The programme, through the Provincial Roads Maintenance Grant, consists of three budget components. The largest enables provinces to expand their maintenance activities. The other components allow provinces to repair roads damaged by floods and cover the cost of rehabilitation work created by coal haulage activities in Mpumalanga and Gauteng.

A new formula to allocate funds is being applied to all provinces. It is based on extent; condition; topography; road traffic and weather conditions. These factors reflect the different costs of maintaining road networks in each province.

Future allocations will also depend on the satisfactory use of the road asset management systems from 2013/14. The grant requires provinces to follow best practices for planning and to use and regularly update the road asset management system.

The grant has an allocation of R27,6 billion over the Medium-Term Expenditure Framework (MTEF) starting with R8 696 210 in 2013/14 rising to R9 126 190 in 2014/15 and reaching R9 773 920 in 2015/16.

The DoT, through the Rural Roads Asset Management Systems grant, supports local government in improving the planning and budgeting of rural roads infrastructure. The grant funds the collection of accurate data on the condition and usage of rural roads in line with the Road Infrastructure Strategic Framework. Over the MTEF, this grant will be extended to more municipalities with an allocation of R225,2 million.

Rural Transport Strategy

Rural transport development has become one of the main challenges in the country requiring better mobility and access in rural areas.

The national transport survey found that a higher percentage of the population cannot afford the high cost of transport. This limits their access to transport and therefore social and economic opportunities. This perpetuates underdevelopment and isolation from the mainstream public transport system.

The National Land Transport Act of 2009 provides for different levels of government to be responsible for planning. In line with this phenomenon, the department looked at ways to help six district municipalities develop their Rural Public Transport Network plans through various funding models.

The department assessed the impact of the Rural Transport Strategy adopted by Cabinet in 2007. The process will contribute to the formulation of the National Planning Guidelines for rural district municipalities' public transport network plans.

This implementation intervention will address multi-year planning and streamline the various budgetary provisions. Finding sustainable ways of strengthening and expanding the provision of public transport services in district municipalities lies at the centre of this intervention.

Scholar Transport

In recognition of the challenges confronting learners who attend school far away from their homes, the department introduced the Rural Scholar Transport Programme. By march 2014, more than 360 000 learners were benefiting

The Department of Transport plans to elevate and increase road-safety awareness at schools, especially at primary schools because those are the most vulnerable road users. It also wishes to foster joint-venture awareness campaigns that will be ongoing and sustainable throughout the year to entrench the messages of road safety.

nationally from the programme. Since the introduction of Shova Kalula, the department, in partnership with provinces, municipalities and private sector, has distributed about 177 310 bicycles to destitute learners, who travel long distances to their respective schools.

The objective of the National Scholar Transport Policy is to manage and oversee the implementation of an integrated learner transport service. The policy provides a framework for safe and secure transport for learners through the cooperation of stakeholders and law-enforcement authorities.

The department developed the national operational guidelines to remedy operational challenges that provinces had in implementing the Scholar Transport Programme to ensure that the programme is effective and efficient.

By April 2014, the DoT had distributed 95 000 bicycles to deserving learners and was planning to distribute 21 000 more in the next three years.

In August 2014, the DoT was in the process of finalising a new policy on scholar transport aimed at improving road safety for vulnerable pupils. This policy is because of alarming deaths of child pedestrians on the roads, who get killed while walking long distances to and from schools; those that get killed in vehicles that are not roadworthy and those whose grades are affected by exhaustion for taking long walks to school. On top of tighter enforcement of public transport safety, particularly scholar transport, the RTMC introduced several educational programmes aimed at also empowering vulnerable scholars, such as Road Safety Education in Life Orientation as a subject, Scholar Patrol, Road Safety schools debates and Junior Traffic training centres.

Non-motorised transport

The promotion of NMT is mainly aimed at increasing transport mobility and accessibility, mainly in rural areas.

The DoT has broadened its Shova Kalula ("Pedal Easy") Project into a more comprehensive NMT undertaking that incorporates, among other things, cycling and animal-drawn carts.

The project forms part of government's action programme and is expected to contribute to its antipoverty strategy and second-economy interventions. It is believed that these initiatives improve rural communities' mobility and access to economic opportunities.

The department aims to distribute a million bicycles countrywide by 2015.

The Shova Kalula Project also incorporates microbusinesses, which sell, repair and maintain bicycles to ensure the project's sustainability.

In October 2014, The City of eThekwini unveiled its NMT Network at the Green Hub in Durban. The city was committed to developing public transport infrastructure that was safe and easy to use for its citizens. The NMT network provides accessible lanes and routes for citizens to reach public transport through the roll out of GO! Durban, its IRPTN. The NMT network caters for transport that is "human powered" including cycling, push scooters, wheelchair travel, roller skates, skateboards and hand carts. It also caters for "animal powered" transport such as horse and carriage drawn carts. The plan for the NMT network will include sidewalks, off-road paths, safe crossings, pedestrian bridges and cycle areas for recreational and commuting purposes. The focus, however, will be on commuter-based use, which enables people to walk and cycle throughout the city. It will be designed in a way that will keep pedestrians safe from motorised vehicles. The idea of connecting people and communities that was created by the city for the event included walkway routes such as the Green Walk Cycle Circuit, Walk all the Way System and Connect to Rail. eThekwini will now create NMT networks across the city that will include Umlazi, KwaMashu, Chatsworth, Inanda, KwaXimba, uMbumbulu and Buffelsdraai. The long-term goal is that as these intra-city mini networks grow, they will exponentially connect the various areas of the city. The benefits of non-motorised transport are that they are non-polluting, versatile, reliable and promote physical exercise.

Taxi Recapitalisation Programme

The TRP is an intervention by government to bring about safe, effective, reliable, affordable and accessible taxi operations by introducing new taxi vehicles designed to undertake public transport functions in the taxi industry.

The TRP is not only about scrapping old taxi vehicles, but also about how best to help operators to benefit constructively through empowerment.

The compulsory requirements are also meant to ensure passenger comfort.

Through the TRP, government has ensured the following changes:
- introduction of safety requirements for passengers
- comfort for passengers by insisting on the size and number of seats
- promotion of accessibility on the size and number of seats
- branding and colour coding of taxi vehicles so that legal taxis can be identified and differen-

tiated from illegal ones, and so that members of the public can easily identify a taxi vehicle.

- 7. (pg 424)
- The Wild Coast Project
- This project stretches over approximately 560 km between the N2 Gonubie Interchange in the Eastern Cape and the N2 Isipingo Interchange in KwaZulu-Natal. This project is expected to unlock the economic potential of Pondoland and address poverty in the region.
- The N1-N2 Winelands Project
- Upgrading the Western Cape's N1-N2 Winelands Highway road network is expected to improve road safety and create jobs for local communities. The project includes the upgrading and operation of a second bore of the Huguenot Tunnel between Paarl and Worcester, the 108-km upgrade of the N1 between the Old Oak interchange and the Hex River Valley, and the 70,3-km upgrade of the N2 between the R300 to Bot River.

Resources
Roads
National roads
Government is responsible for overall policy, while Sanral is responsible for road-building and maintenance.

The DoT continues to improve the road network by ensuring that it is well maintained and safe.

A new national roads plan was developed, acknowledging the importance of roads to the economy.

Between 2010 and 2015, R75 billion is to be used for road infrastructure, maintenance and upgrading; with an additional R3 billion budgeted for Extended Public Works Programme (EPWP) access roads, all of which are government's attempts to alleviate traffic congestion.

As part of rural development, roads in five rural development nodes – Magaliesburg, Winterveld, Hammanskraal, Rust de Winter and Bantu Bonke – were upgraded.

Provincial roads
Provincial governments are responsible for planning, constructing and maintaining roads

> **i** The Minister of Transport addressed the Annual Gospel All Stars Year-end celebration on 31 December 2014.
>
> The Annual Gospel All Stars celebration is a family oriented show that accommodates people from various walks of life and all ages. The celebration featured 19 gospel musicians, pastors and congregants from various denominations and gospel music lovers from across the country and the continent.
>
> This was part of the Minister's outreach programme on road safety awareness, which ceme after the release of the festive season statistics.

and bridges, except those falling under Sanral or local governments. The DoT helps provincial and local governments to improve and develop the state of their roads.

Municipal roads
The construction and maintenance of most roads and streets within the municipal boundaries of cities and towns is the responsibility of the municipality concerned.

Toll roads
The toll-road network comprises about 19% (3 120 km) of the national road grid. Sanral manages some 1 832 km of these toll roads.

In its endeavour to continue the expansion and maintenance of the comprehensive national road network, Sanral will continue the selective expansion of toll roads.

About 1 288 km of the tolled sections of national roads have been concessioned to private companies to develop, operate and maintain.

The Presidential Infrastructure Coordinating Committee (PICC) has expressed full support for the N2 Wildcoast Project. The Greenfields portion of the highway was implemented as a toll road using a hybrid funding model.

In August 2014, Phase 2 of the N12 freeway rehabilitation project costing R120 million, which stretches from Eldorado Park to Zuurbekom, near Soweto, was announced. This follows a R374-million upgrade of the N12 freeway launched in July 2014, from Zuurbekom (south of Lenasia) to the North West boundary near Fochville.

There will be no toll fees charged when the rehabilitation of the 50-km dual carriageway is completed on the N12 freeway in Gauteng. The N12 serves as a major east-west link, which connects Gauteng to Mpumalanga, North West, the Northern Cape and the Western Cape. Both phases of project were aimed at repairing structural damages to the road and the full resurfacing of the freeway.

By August 2014, a large part of the N12 leading to Bloemhof had already been upgraded by Sanral. The project would be implemented along 14 municipal wards spanning the cities of Johannesburg, Westonaria and Merafong municipalities. It will ensure that local labour and contractors benefit from the project and it is designed to recruit youth, women and disabled persons into the work plan.

Different segments of the N12 project were scheduled to be completed within 12 to 24 months.

Rail
Gautrain
The Gautrain is an 80 km-long mass rapid transit

railway system that links Johannesburg, Pretoria and OR Tambo International Airport.

It was built to relieve traffic congestion in the Johannesburg-Pretoria traffic corridor and offer commuters a viable alternative to road transport, as Johannesburg had limited public transport infrastructure.

In October 2013, the Gautrain Management Agency proposed the development of seven new rapid rail routes along identified "high-mobility corridors" in Gauteng, which will be promulgated under the province's 25-year Integrated Transport Master Plan.

The proposed extensions, would include a link from the existing Sandton station to Randburg; a link from Ruimsig to the Samrand station; a link from the Samrand station to Tshwane East; a link from Rhodesfield to the East Rand Mall; a link from Naledi to Ruimsig; and a link from Mamelodi to Tshwane East.

In 2014, a consortium of Transaction Advisors was appointed to conduct the feasibility study for the possible rapid rail extensions to the Gautrain network.

The possible rapid rail extensions follow from the Gauteng 25-Year Integrated Transport Master Plan. This plan will ensure integration of transport with spatial patterns as well as the integration between various transport modes to transport people effectively.

The Gautrain ferries 52 000 people a day (including weekends) or 1,2 million people a year.

Moloto Rail Development Corridor
The Moloto Rail Development Corridor announced by Cabinet in July 2014, will be an integrated public transport system, which will have rail as a backbone and other modes of transport – buses and taxis in particular – providing feeder services.

Civil aviation
South Africa's nine major airports are:
• OR Tambo International in Gauteng
• Cape Town International in the Western Cape
• King Shaka International in KwaZulu-Natal
• Bloemfontein International in the Free State
• Port Elizabeth International in the Eastern Cape
• Upington International in the Northern Cape
• East London Airport in the Eastern Cape
• George Airport in the Western Cape
• Kimberley Airport in the Northern Cape
In June 2013, SAA and SAX launched

Through the launch of the Pilot Cadet Training and Development Programme for those who had been previously disadvantaged the three state-owned airlines – SAA, SAX and Mango – will strengthen their role as engines of economic growth in the developmental state, and as leaders in the transformation of the aviation sector.

Airlift Strategy
The Airlift Strategy introduced structured regulatory measures for increasing tourism growth for South Africa. In particular, this strategy is based on aviation policy directives and contributes to the county's growth by:
• aligning with the Tourism Growth Strategy and industry
• prioritising tourism and trade markets
• unblocking obstacles to growth through regulatory mechanisms, and bilateral and multilateral air-services negotiations.
The overall objective of the Airlift Strategy is to increase aviation's contribution towards sustainable economic growth and job creation. This requires the creation and maintenance of an enabling framework, within which both suppliers and consumers of air-transport services may exercise reasonable flexibility and choice.

The strategy enhances the prospects of South Africa as a preferred air-travel destination and synchronises the basis for bilateral air-services negotiations with other priorities.

The strategy also provides specific guidelines for various unique markets, with emphasis on the needs of intra-African air services, and aims to improve the regulation of particularly the supply-side of air-transport services.

The department also developed the Airlift Implementation Plan, which provides a clear framework and capacity targets to be met.

Airlines
Several domestic airlines, as well as a number of smaller charter airline companies, operate in South Africa. SAA, British Airways (BA)/Comair, SAX, SA Airlink and Inter-Air operate scheduled air services within South Africa and the Indian Ocean islands.

In addition to serving Africa, SAA also operates services to Europe, Latin America and the Far East. Other airlines operating in the country are Kulula and Mango. Scheduled international air services are also provided by Air Afrique, Air Austral, Air Botswana, Air France, Air Gabon, Air Madagascar, Air Malawi, Air Mauritius, Air Namibia, Air Portugal, Air Seychelles, Air Tanzania, Air Zimbabwe, Airlink Swaziland, Alliance Express, BA, Cameroon Airlines, Delta Airlines, El Al, Egyptair, Emirates, Ethiopian Airlines, Ghana Airways, Iberia, KLM, Kenya Airways, LAM Mozambique Airlines, LTU Interna-

tional Airways, Lufthansa, MK Airlines, Malaysia Airlines, Martinair Holland, Northwest Airlines, Olympic Airways, Qantas, Royal Air Maroc, Saudi Arabian Airlines, Singapore Airlines, Swissair, Taag, Thai International, Turkish Airlines, Uganda Airlines, United Airlines, Varig, Virgin Atlantic, Yemenia, Zambian Air Services and Zambian Skyways.

In December 2014, SAA commenced adding additional frequencies to its network, which will increase air services to some of its key African routes. The additional capacity injection answers the commercial mandate of the Long-Term Turnaround Strategy (LTTS), and is in response to positive market growth. SAA increased frequencies between Johannesburg and Maputo by 19% from 17 to 21 weekly frequencies, Johannesburg and Harare from 18 to 19 every week (5%), Johannesburg and Kinshasa from 6 to 7 a week (6%) and Johannesburg and Mauritius from 9 to 10 weekly frequencies (9% increase).

Freight transport
Ports
South Africa is situated on a major sea route, which facilitates the safe and secure movement of about 500 Mt of crude petrochemical sea trade. This represents over 30% of the world's petro-chemical production, on board over 5 000 tanker voyages of very large crude carriers per year.

The country's ports handle over 430 Mt of varied cargo types, carried on over 9 000 ship calls a year. The nine commercial ports are crucial to South Africa's transport, logistics and socioeconomic development. About 98% of South Africa's exports are conveyed by sea.

Hub ports
The Port of Durban is a full-service general cargo and container port. It is the most conveniently situated port for the industrialised Durban/Pinetown and Gauteng areas and cross-border traffic.

Durban has developed into Africa's busiest multiservice port, handling up to 80 Mt of cargo and, on average, 4 000 ships a year.

Pipelines
South Africa consumes about 25 billion litres of petroleum products a year.

Transnet Pipelines transports almost 50% of all refined petroleum products in the country for the emerging and major oil companies of South Africa. The Tarlton storage and distribution depot is a vital conduit in the supply of fuel to Botswana. Transnet Pipelines plans to enhance

this service.

Transnet Pipelines transports all the crude requirements for the inland refinery at Natref, from where almost 70% of their refined products and 80% at Secunda are transported through the pipeline network to the final markets.

Transnet Pipelines owns, maintains and operates a network of 3 000 km of high-pressure petroleum and gas pipelines.

Investment in the pipeline sector is ongoing. Construction on a R5,8 billion fuel pipeline between the Mozambican Port of Matola in Maputo and Kendal in South Africa started in 2009. The 450 km pipeline transports up to 3,5 Mℓ a year and is expected to prevent potential fuel shortages in South Africa.

The pipeline facilitates the importation of petrol and diesel from Mozambique, which has extensive natural gas and coal reserves, but no oil reserves. Of the pipeline's total capacity of 3,5 Mℓ of fuel and diesel, a maximum of 1,5 Mℓ is diverted to Mbombela. The remainder is transported to Kendal.

More than 60% of South Africa's liquid-fuels demand lies within the Durban-Johannesburg corridor. The Durban-Johannesburg pipeline is no longer adequate for the transportation of the required volumes of petroleum products from the coast to the inland regions.

The multiproduct pipeline, being constructed at a cost of R23 billion between Durban and Johannesburg, will replace the existing Durban-Johannesburg pipeline.

Freight
Africa's road access rate is only 34% compared with 50% in other geographical zones. Yet roads remain the dominant mode of transportation, accounting for more than 90% of passenger and freight transport in Africa, compared with around 50% of freight in Europe.

Government will also review its rail investment programme to accelerate the shift of freight transport from road to rail.

Transnet will invest about R63 billion in the freight rail system over the next five years. For its part, organised business will continue to promote greater use of rail freight by companies.

Transnet Freight Rail (TFR)
TFR is the largest division of Transnet. It is a world-class heavy haul freight rail company that specialises in the transportation of freight.

The company is proud of its reputation for technological leadership beyond Africa as well as within Africa, where it is active in some 17 countries.

TFR has positioned itself to become a profitable

Aviation contributes R74,3 billion or 3,1% to South Africa's gross domestic product.

and sustainable freight railway business, assisting in driving the competitiveness of the South African economy.

The company is made up of the following six business units:

• Agriculture and Bulk liquids
• Coal
• Container and Automotive
• Iron Ore and Manganese
• Steel and Cement
• Mineral Mining and Chrome

Forming an integral part of the southern African economy, Transnet:

• moves 17% of the nation's freight annually
• exports 100% of the country's coal
• exports 100% of the iron ore
• 30% of the core network carries 95% of freight volumes
• has annual revenues of over R14 billion
• will invest R35 billion in capital, over the next five years
• has 38 000 employees country-wide.

The company maintains an extensive rail network across South Africa that connects with other rail networks in the sub-Saharan region, with its rail infrastructure representing about 80% of Africa's total.

Maritime

Marine transport encompasses all forms of transport by sea, intermodal links and inland ports. It serves a large degree for the freight market, and in the South African context offers no significant passenger-carrying ability.

The DoT is responsible for South Africa's maritime administration and legislation, which Samsa controls on its behalf in terms of the Samsa Act of 1998.

The broad aim of Samsa is to maintain the safety of life and property at sea within South Africa's area of maritime jurisdiction, and to ensure the prevention of marine pollution by oil and other substances emanating from ships.

The Department of Environmental Affairs (DEA) is responsible for combating pollution and uses Kuswag coast-watch vessels to perform this function. Samsa is responsible for introducing and maintaining international standards set by the IMO in London, with respect to:

• ship construction
• maritime training and training curricula
• watch-keeping
• certification of seafarers
• manning and operation of local and foreign ships
• maritime search-and-rescue
• marine communications and radio navigation aids
• pollution prevention.

Samsa has an operations unit, a policy unit and a corporate support division to handle all financial, human resources, and information technology issues.

Other functions include registering ships, establishing a coastal patrol service and managing marine casualties and wrecks.

Samsa is steadily improving its capacity to monitor safety standards of foreign vessels. Numerous ships calling at South Africa's major ports are inspected, and those not complying with international safety standards are detained until the deficiencies are corrected.

The South African Marine Corporation, Unicorn Lines and Griffin Shipping are South Africa's predominant shipping lines. Their fleets of container, oil tanker, general cargo and bulk cargo vessels operate not only between South African ports and as cross-traders to other parts of the world.

South African Maritime Training Academy

The South African Maritime Training Academy at Simon's Town in the Western Cape provides advanced training to the broader maritime sector, including the merchant navy, harbour-craft operations, the fishing industry and the South African Navy.

The South African Merchant Navy Academy, General Botha, established at Granger Bay, is integrated with the Cape Peninsula University of Technology, with a similar training facility at the Durban Institute of Technology.

Deck and engineering students and officers complete their academic training at the Cape Peninsula University of Technology and the Durban Institute of Technology, while lower classes of certificates are offered at the Training Centre for Seamen, situated in the Duncan Dock area in Cape Town. This training institution also caters for deck, engine-room and catering department ratings.

Samsa is responsible for setting all standards of training certification and watch-keeping on behalf of the DoT, while the Maritime Education and Training Board is responsible for accrediting all maritime courses.

Other maritime training organisations offer a wide range of courses that have been developed within the South African maritime industry. These

The South African Maritime Safety Authority, in partnership with Nelson Mandela Metropolitan University launched the South African International Maritime Institute in Nelson Mandela Bay, in November 2014. The institute will promote and coordinate maritime education, skills development and research to support South Africa in harnessing the potential of its mostly untapped maritime resources.

are situated mainly in the ports of Cape Town and Durban and, to a lesser degree, Port Elizabeth.

As part of an initiative to reduce the vacancy rate of at least 45 000 jobs in the maritime industry, 12 FET colleges across the country started to offer courses aimed at equipping young people for a career in the industry from 2013.

The FET colleges will meet at least 80% of the industry's skills demands, producing artisans such as riggers, welders and boiler makers. Annually between 1 200 and 1 600 students enter the maritime industry after completing their studies.

Through its involvement in the AU, South Africa was leading the development of an integrated African Maritime Strategy.

Public transport

The DoT continues to administer subsidies for buses and other subsidised forms of public transport.

This includes world-class airports, upgraded train stations, refurbished coaches and luxury buses, taxis and IRPTNs such as the BRT System.

Integrated public transport networks
Bus Rapid Transport

The Tshwane Rapid Transit (A Re Yeng) started operating in 2014.

Commuters in the City of Tshwane can look forward to travelling in style and comfort with the new state-of-the-art A Re Yeng buses which were unveiled in November 2014. All A Re Yeng buses are equipped with free Wi-Fi on the trunk route, full air conditioning, low-floor technology which supports Euro V emission levels, vehicle stability and a cashless automated electronic system that is fully monitored by camera and censors. The buses are operated by qualified former taxi drivers recruited from the various taxi associations in the City. The A Re Yeng bus project will be rolled out in phases, culminating in the construction of 80-kilometre long dedicated lanes. The route will comprise 51 bus stations

In January 2015, the Minister of Transport hosted a meeting of the African Ministerial working group on the establishment of a single air transport market in Africa in Pretoria. The Ministerial Working Group is composed of members of the current Bureau of the Conference of the African Ministers of Transport and Ministers from a select total number of 15 states representing each region of the African Union with various aviation backgrounds.The meeting was convened with the main objective of engaging the Ministers and seeking their guidance on the implementation of this initiative in the air transport industry.

that stretch from Soshanguve to Mamelodi, passing through the city centre and surrounding suburbs. The buses, which are fitted with cameras, are monitored at the operation centre at the Pretoria Showgrounds. At the control centre, the operators are able to communicate with the driver and are able to see where the bus is travelling. Regarding safety, if the bus doors are not properly closed, the bus cannot move. The buses also cater for passengers with special needs, including children, the elderly and people with disabilities. The City of Tshwane's launch follows on Johannesburg's Rea Vaya and Cape Town's MyCiti Integrated Rapid Transit systems.

The City of Johannesburg's new Rea Vaya bus system route was operational in October 2013.

The route runs from Soweto and passes through Noordegesig, New Canada, Pennyville, Bosmont, Coronationville, Newclare, Westbury, Westdene, Melville, Auckland Park and Parktown, and it links to the CBD.

The faster, safer and cost-effective Rea Vaya bus service is exceeding its daily target of transporting 80 000 passengers daily.

The new services will be using 134 new buses, which have also been manufactured locally.

Residents and students will be able to travel to universities and hospitals much easier with Rea Vaya.

The introduction of the Rea Vaya smart card is another innovation that commuters can use to pay for travel easily and safely.

All the South African BRT systems will expand in phases over the next decade.

Infrastructure development

It is the mandate of the PICC to oversee the implementation of infrastructure projects that stimulate social and economic growth.

South Africa's infrastructure plans include economic and social infrastructure that will unlock key mineral resources and exports. The PICC coordinates this infrastructure plan.

In July 2014, the Minister of Transport unveiled the final design of Prasa's brand-new, modern, and safe commuter train, which boasts the latest technology the rail industry has to offer throughout the world. This was part of Prasa's massive rail revitalisation programme.

This is milestone in government's commitment to build infrastructure that will stimulate the economy and support local procurement.

The first Prasa train was expected to hit the track in 2015. The modernisation of the train system will overhaul metro rail services - a major catalyst for the transformation of public transport in South Africa.

Prasa will spend R51 billion over the next 10

years to procure 600 top-class trains for the people of South Africa. A total of 580 of these trains will be manufactured in South Africa at a new factory to be established in Dunnotar outside Nigel in Ekurhuleni at a cost of R1 billion. The 600 000 m2 manufacturing facility is designed to house the manufacturing plant, a training facility and fully-fledged industrial park.

The project will create 8 088 direct jobs, part of over 33 000 direct and indirect jobs over the 10-year period, achieving a local content level of over 65%.

Prasa will train a total of 19 527 individuals (engineers, artisans, technicians, train drivers and, technologists) during the life of the project.

The Rolling Stock Fleet Renewal Programme is much more than the procurement of trains, it is about three pillars, which will bring this industry to its former glory, revive the rail-engineering sector, and contribute to economic development and localisation.

Rail

The DoT has embarked on a process of developing an all-encompassing national rail transport policy which will cover freight, long-distance passenger and commuter rail.

Prasa is at the forefront of government efforts to transform public transport in South Africa, with rail services forming the backbone of the network. Prasa's main responsibility is to integrate inter-modal facilities and services into public transport solutions that optimise the performance of the whole transport system.

The main thrust of the rail policy will focus on investment and new modern technology. It will address the regulatory framework required, particularly economic regulation, infrastructure and operations. It will also make proposals regarding the investment required to restore rail to its rightful place in the country's economy.

By 2020, existing logistics corridors are expected to be expanded upon and new corridors will have been established. A world-class export-oriented rail manufacturing sector and 6 405 km of rail are expected to have been replaced for the general freight, coal and ore lines, increasing the rail network capacity by 149,7 Mt.

The Durban-to-Gauteng Corridor is the busiest corridor in the Southern Hemisphere, both in terms of value and tonnage. It also forms the backbone of South Africa's freight transportation network.

Ports

Transnet Port Terminals is expected to spend R33 billion over the next seven years on upgrading and expanding South Africa's ports, as part of a massive state-led infrastructure drive aimed at boosting the country's economic growth.

The expansion projects will see major increases in the container-handling capacity of the ports in Durban, KwaZulu-Natal and Ngqura outside Port Elizabeth in the Eastern Cape.

Durban Container Terminal's Pier 1 will see its capacity grow from 700 000 to 1,2 million 20-foot equivalent units (TEUs) by 2016/17, while its Pier 2 capacity will expand from 2,1 million to 3,3 million TEUs by 2017/18.

Over the next 20 years, Transnet Port Terminals, which operates 45 cranes in seven ports across the country, will buy 39 new ship-to-shore cranes.

The Ngqura Container Terminal, which has been earmarked as a trans-shipment hub, will be expanded from 800 000 to two million TEUs by 2018/19.

Container capacity is also being created in other terminals, such as the Durban Ro-Ro and Maydon Wharf Terminal, through the acquisition of new equipment, including mobile cranes and various infrastructure upgrades.

The port is said to be the deepest container terminal in sub-Saharan Africa and will accommodate the new generation of giant container ships that regularly visit the country's shores.

Given its positioning and size, the Ngqura Trade Port will go a long way in boosting South Africa's trade with other countries in the region and is expected to support the country's new growth path. The planning of the Ngqura has been integrated with that of the Coega Development Zone.

The bulk handling capacity at Ngqura, Richards Bay in KwaZulu-Natal, and Saldanha in the Western Cape will also come in for major expansion.

Safety-critical, environmental and legal compliance projects are also in the pipeline.

Some R1,2 billion will be spent on creating new capacity, including new storage areas, at Richards Bay.

Transnet is also pursuing the re-engineering of the port to create additional capacity for bulk products at the terminal.

Saldanha's iron-ore bulk facility, which has undergone significant expansion in recent years, will be further expanded, taking its capacity from 60 Mt to 82 Mt a year.

Additional manganese capacity will be created by relocating the existing 5,5 Mt a year export facility in Port Elizabeth to a new two-berth manganese facility at the Port of Ngqura, boosting capacity to 12 Mt a year from 2016/17.

Safety of travellers
Arrive Alive

Government's Arrive Alive Road-Safety Campaign has become an important part of the DoT's road safety projects and awareness efforts, especially during critical periods for road traffic management such as Easter and the December holidays.

The goals of the campaign are to:
• reduce the number of road-traffic accidents in general, and fatalities in particular, by 5% compared with the same period the previous year
• improve road-user compliance with traffic laws
• forge improved working relationships between traffic authorities in the various spheres of government.

The Free State experiences high traffic volume because most roads leading to travellers' destinations pass across this province.

The campaign emphasised that the reduction in road deaths was urgent and non-negotiable.

According to DoT statistics, about 40 people are killed on South African roads every day, costing the economy R306 billion annually.

The RAF pays out about R15 billion to victims of road accidents every year.

Since the start of the festive season in December 2014, 63 were arrested for drunken driving, while four others have been held for speeding in the Northern Cape. According to the DoT, 17 282 vehicles had been stopped and checked with 1 505 summonses issued for various infringements. A total of 13 vehicles were discontinued on the road while 19 vehicles were impounded.

The number of road crashes and fatalities between 1 December and 28 December decreased slightly compared to 2013. The Dot registered 924 fatal crashes with 1 143 fatalities. During the same period in 2013, the department registered 974 fatal crashes with 1168 fatalities. The DoT issued 99 060 summons for exceeding the speed limit; arrested 415 people for excessive speeding with the highest speed recorded being 265km/h; and arrested 904 drivers who were driving under the influence of alcohol and had exceeded the limit.

UN Decade of Action for Road Safety 2011 – 2020

South Africa is a signatory to the UN Decade of Action for Road Safety 2011 – 2020. The UN General Assembly resolution proclaiming a Decade of Action for Road Safety 2011 – 2020 was tabled by the Government of the Russian Federation and co-sponsored by more than 90 countries.

The initiative aims to save lives by halting the increasing trends in road traffic deaths and injuries world-wide.

As part of South Africa's contribution to this global initiative, efforts were focused on four key areas:
• fatigue or driver fitness
• drinking and driving
• use of seat belts
• pedestrian safety.

A key aspect of the integrated Road Safety Management Programme is increasing pedestrian safety. In planning and design, Sanral provides for interventions such as traffic calming, safe stopping areas for public transport, and pedestrian bridges. The DoT also engages communities adjacent to national roads to find solutions to pedestrians' needs.

To contribute to safety on the roads, Sanral has developed a database of projects that need to be implemented in areas that are hazardous to pedestrians. The solutions range from pedestrian bridges, pavements, road safety education and traffic calming measures.

When it comes to managing safety on freeways, Sanral's incident management system, supported by central coordination centres, embraces interaction between emergency services and law enforcement agencies on all declared national routes.

Passenger rail safety

The National RSR Act, 2002 (Act 16 of 2002), is the enabling legislation for setting up the independent RSR, reporting and accountable to the Minister of Transport. The mandate of the RSR is to:
• oversee safety in railway transport, while operators remain responsible for managing the safety of their operations
• develop an appropriate regulatory framework through the development of regulations and standards for safe railway operations
• monitor and ensure safety compliance by conducting audits, inspections, safety assessments and occurrence investigations
• collect and disseminate information relating to safe railway operations
• promote the harmonisation of the railway safety regime of South Africa with SADC railway operations
• promote improved safety performance to support the use of rail.

In pursuance of this mandate, the RSR has, in collaboration with the railway industry and the South African Bureau of Standards (SABS), developed a series of standards to ensure a common and consistent approach to railway

safety in areas such as safety management, technical and operational requirements, and the management of human factors.

A key to the successful regeneration of the railway system in South Africa, and indeed the subregion, is the interoperability of the railways.

This implies consistent standards and common usage of technology where railway infrastructure is used by more than one operator.

The RSR and the railway industry continue to collaborate in developing the overarching broad technical and operating standards.

The need for harmonisation of safety standards within the SADC region is of strategic importance. The RSR is facilitating efforts to adopt and align the current railway safety standards by regional railway operators through the Southern African Railway Association (Sara).

Since the RSR's creation, there has been increased awareness of safety in railways, improvements in safety management and accountability, and standardisation of safety management systems among railway operators in South Africa and regional railways operating into South Africa.

The permit system employed by the RSR ensures the standardisation of safety management systems.

Through its Sara membership, the RSR plays a leading role in regional safety issues. The RSR played a central part in developing the Regional Safety Policy Framework and safety standards and in updating the *Handbook on the Transportation of Hazardous Materials by Rail*.

Since the reintroduction of the railway police, there has been a significant drop in crime on trains and at train stations.

Maritime safety

An estimated 7 000 vessels pass around South Africa's coastline annually, of which many are laden tankers carrying in excess of 30 Mt of crude oil. South African weather conditions present regular challenges to vessels, often resulting in distress calls to the Cape Town-based Maritime Rescue Coordination Centre (MRCC).

Piracy constitutes a serious challenge to the development and stability of the SADC member states, given the importance of the region's international seaborne trade and its vital contribution to regional food-stocks and economic development.

Threats of piracy are of particular concern to the SADC, whose coastline and shipping lanes are extremely vulnerable to maritime crime. As the SADC's coastal area does not fall within patrol areas of the international antipirate forces,

the SADC will have to take responsibility for its own maritime security.

The threat around the Horn of Africa and SADC waters detrimentally affects the SADC's trade and economy.

The SADC's Maritime Strategy entails a regional partnership with all member states contributing within their means. Not all members necessarily have the essential maritime and military capabilities, but they still contribute in other ways by providing land-based equipment such as radar and soldiers to patrol coastlines and islands.

The SADC has established robust rules of engagement for antipiracy, which are largely consistent with those of other regions and task forces.

Regarding the legal framework, SADC member states are expected to:
- ratify or accede to international maritime conventions/treaties/regimes and the incorporation of these into their national law
- put in place comprehensive legal regimes at national level, consistent with international law, to prosecute pirates
- stop the practice of "catch-and-release" of pirates since it allows experienced pirates to execute more sophisticated acts of piracy
- strengthen and harmonise regional and domestic legal frameworks for arrest, awaiting trial detention, prosecution and imprisonment or repatriation of pirates
- take responsibility for its own maritime security in cooperation with other regions, task forces, navies and role players.

The MRCC enables South Africa to exercise its responsibilities to the international community by employing state-of-the-art search-and-rescue infrastructure and services.

South Africa has a well-established pollution prevention strategy, and is ready to respond in case of threats to the environment or to provide assistance to vessels at risk.

South Africa acts in terms of the Indian Ocean Memorandum of Understanding (MoU) on Port State Control and has a similar agreement with the states of West Africa in the form of the Abuja MoU.

Search and rescue services

The Southern African Search and Rescue (Sasar) has been in existence since 1957. It was formalised through the enactment of the South African Maritime and Aeronautical Search and Rescue (SAR) Act, 2002 (Act 44 of 2002). The Act gave the organisation a statutory mandate to coordinate all SAR activities within South Africa's area of responsibility.

South Africa is responsible for a huge SAR area, representing about 10% of the globe and about 28,5 million km^2 in total. To manage this vast area, the South African area is divided into the aeronautical and maritime SAR areas.

The aeronautical SAR region covers Lesotho, Namibia, South Africa and Swaziland, and associated flight information regions.

The maritime SAR area stretches about halfway between South Africa and South America on the western side, and about halfway between South Africa and Australia on the eastern side. It also borders on Namibia, Angola, South Africa and Mozambique on the northern side and then extends to the South Pole.

Relevant operational structures and substructures were established for Sasar to execute its mandate successfully.

The Aeronautical Rescue Coordination Centre (ARCC) and the MRCC are the primary structures responsible for the execution of Sasar's statutory mandate. The ARCC and the MRCC are based at the ATNS and Samsa.

SAR only works when several countries and all stakeholders collaborate across borders. This culture of collaboration dates back to 1959 when the Convention on International Civil Aviation first made provision for cooperation between states.

According to this provision, states will individually or in cooperation with other states, arrange for the establishment and prompt provision of SAR services within their territories to ensure that persons in distress get assistance.

Regional cooperation also uses scarce resources and helps nations to avoid duplicating efforts and facilities.

Through this collaboration, services are provided for poor states in a uniform way across a wide area. Collaboration also reduces the overall cost of SAR operations.

The SADC approached the ICAO and the IMO to fund the training requirements identified for the region.

In collaboration with the DEA, the DoT is also planning to create SAR capacity in the Antarctic region.

The DoT, the South African National Defence Force, Telkom, Portnet, Samsa, SACAA, ATNS, SAPS, the Independent Communications Authority of South Africa, SAA and the Department of Cooperative Governance are members of Sasar and contribute their services and facilities.

Voluntary organisations such as the 4x4 Rescue Club, the Mountain Club of South Africa, Hamnet (the national amateur radio emergency communication network) and the National Sea Rescue Institute are also members of Sasar.

The ARCC Centre is an operational facility of Sasar that promotes the efficient organisation of search and rescue services and coordinates aeronautical search and rescue operations. This plays a significant role in improving the safety of South African airspace.