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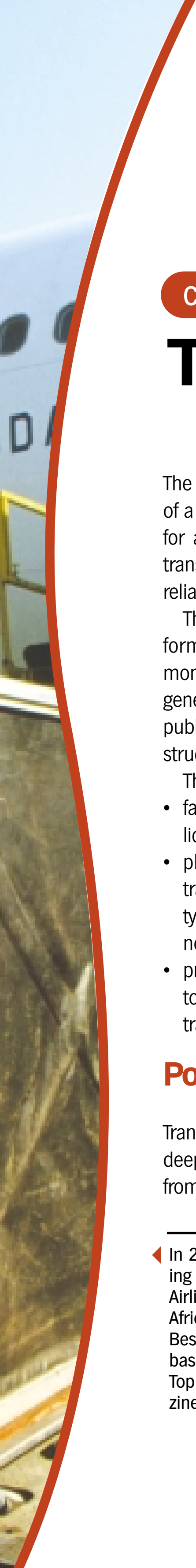

chapter 22

Transport

The Department of Transport's vision is one of a transport system that builds a better life for all. Its mission is to promote affordable transport access and mobility that is safe, reliable and internationally competitive.

The Department's main objective is to formulate, co-ordinate, implement and monitor transport strategies and policies in general, and to enhance safety, improve public transport and develop transport infrastructure.

The other key objectives include:

- facilitating access and affordability of public transport to the commuting public
- planning, developing and maintaining transport infrastructure to improve mobility and quality of life and contribute to economic development
- promoting sector and enterprise reforms to create a reliable, safe and competitive transport system.

Policy

Transport infrastructure in South Africa is deeply affected by the disparities arising from previous patterns of spatial development, with people, particularly the poor, often having to travel long distances.

This reduces the economic efficiency of the transport system and has a high social cost because transport consumes a relatively large proportion of the disposable income of the poor.

Coupled with this is the high rate of transport accidents, on both roads and rail. Overcoming these problems is the central challenge facing the Department of Transport. The Department is working to improve and expand infrastructure, and through subsidies, reduce the costs of public transport.

Transport policy is built on the framework set out by the Moving South Africa project, which began in 1997, and the National Land Transport Transition Act, 2000 (Act 22 of 2000).

These set out a vision of an efficient public transport system with the use of targeted subsidies, and the provision of a high-quality, comprehensive infrastructure.

The Department is continuously reviewing, developing, monitoring and evaluating its policies and strategies.

Public-transport subsidies

Transport subsidies are a potentially important tool for improving efficiency, access and equity. In the past they have been targeted loosely and implemented selectively, but the Department is trying to target subsidies at those with the greatest need – vulnerable

In 2003, South African Airways won the following awards: Best African Airline, Best Domestic Airline, Best International Airline flying to South Afric (ASATA Diners Club), Best Airline in Africa, Best Cabin Crew in Africa (Skytrax), Best Airline based in Africa (the Official Airline Guide) and Top Airline in Africa (the British weekly magazine, *Travel Bulletin*).

groups such as learners, people with disabilities, the aged, the unemployed and the employed poor – to maximise economic and social gains.

The strategy also seeks to integrate transport that is accessible to people with disabilities, and to promote the provision of accessible transport across all modes of public transport.

Significant additional funds have been allocated to the Department – over R1,5 billion – to help to deliver more effective and efficient public transport.

The Department is continuing to improve the efficiency of bus subsidies. It has already converted 30% of bus-subsidy contracts to more efficient, competitive tenders, and the remaining 70% were expected to be converted during 2003/04. It is also reforming contract provisions to ensure greater value for money for the Department. The passenger rail network also receives significant amounts of money.

In 2003, the Department of Transport commissioned Statistics South Africa to conduct a nationwide survey on travel patterns and modes of transport used by the majority of citizens, to help government to intervene properly in the allocation of subsidy and transport spending.

By July 2003, the Department was conducting a strategic review of public-transport policy and strategy, including the development of a policy on the targeting of public-transport subsidies for bus and commuter rail. The Department allocates R4 billion per annum to public-transport subsidies for bus and commuter-rail transportation.

Subsidised bus services currently operate in 36 local authorities in the country. Most subsidies are funded from the Department of Transport's budget, while provincial budgets provide for additional subsidies in certain areas.

During the 2001/02 financial year, almost 380 million subsidised passenger trips were recorded, while subsidised buses covered approximately 362 million kilometres (km). On average, each subsidised bus passenger received approximately R198 in subsidies per month, constituting some 6,7% of the average household income.

By June 2003, the curriculum for traffic-officer training was being revised to extend it from six months to one year.

The proposed change is expected to take place in 2004. The revised course will meet the South African Qualifications Authority's registration requirements.

The course content will be modernised and more subjects that are relevant to the operational responsibilities of traffic officers, such as first aid and trauma-management skills, will be introduced.

The revised basic course will further close the gap between metro and traffic courses as it will have the same legal content as the South African Police Service course. All 10 traffic training colleges have been evaluated for the first time in six years.

Certain metropolitan police departments have replaced traditional traffic departments. In such cases, traffic policing duties and functions have also been taken over.

Black Economic Empowerment (BEE)

By June 2003, the Department of Transport was engaged in a process of developing a BEE Strategy for the transport sector.

The objective of the process is to identify the challenges, set targets, and develop a monitoring and evaluation framework for the implementation of the Strategy.

The process includes stakeholders from all the key subsectors, such as maritime, aviation, rail, road construction, minibus-taxis, buses and road freight.

The proposed BEE targets will require provinces to set aside a minimum of 30% of services to be contracted to companies with at least 50,1% previously disadvantaged individuals (PDIs). Of the remaining 70% of services, a minimum of 35% PDI equity ownership will be required, together with 10% subcontracting of services to small, medium and micro enterprises (SMMEs)/PDIs.

The process of developing a Maritime Transport BEE Strategy has been under way since the end of May 2003.

A steering committee was nominated, with the objective of overseeing the formulation of the Draft Maritime Transport BEE Strategy.

By September 2003, the Draft Strategy was available for comment from industry.

Non-motorised transport

Greater emphasis will be placed on the promotion of non-motorised transport, primarily with a view to increasing transport mobility and accessibility, mainly in rural areas. In his budget vote speech in June 2002, the Minister of Transport, Mr Dullah Omar, announced that the Department would roll out the Non-Motorised Transport (NMT) Programme in the Kgalagadi and Botlhabela Presidential rural nodes. This Programme has four subcomponents:

- The promotion of ownership and usage of various rural transport operations (e.g. human/animal-drawn carts) in low-income rural areas and at local project level.
- The creation and/or improvement of appropriate, safe on- and off-the-road rural-transport infrastructure (on-the-road includes access roads, low-level access bridges, etc. and off-the-road includes foot-paths, side-tracks, as well as various safety gadgets).
- Alleviating rural poverty by promoting the economic as well as strong industrial dimension of NMT project operations and infrastructure (e.g. SMMEs). This will be achieved by exploiting to the maximum local expertise in the running and sustaining of the Programme.
- Impact assessment and programme evaluation. The main objective of this component is to provide meaningful contributions to the rural transport strategy.

By June 2003, a total of 16 pedestrian roadshows were held, aimed at promoting pedestrian road safety through the use of music artists and role models and the distribution of retro-reflective material such as sashes and bandanas.

Between April 2002 and June 2003, the Western Cape built two pedestrian bridges – one on the N2 and the other on the R300. Other pedestrian bridges were constructed in Hammanskraal and Witbank in Gauteng.

By June 2003, there were 2 826 scholar patrols, with 162 in the Eastern Cape, 65 in the Northern Cape, 185 in Mpumalanga, 48 in the North West, 109 in KwaZulu-Natal, 1 467 in Gauteng, 96 in Limpopo, 285 in the Free State and some 200 in the Western Cape. The Department of Transport has centralised the administration and control of all scholar patrols including equipment and uniforms. Some 20 000 scholar patrol bibs have been distributed in all nine provinces.

Of the envisaged 26 Junior Traffic Training Centres, 20 had been completed and six were under construction by June 2003.

The Centres are aimed at educating children through simulating the real road environment. In the most rural areas, trailers, which will act as Centres, will be distributed to the different provinces.

Transport safety

Increased emphasis will be placed on safety issues in all transport modes. The Road to Safety Strategy, transportation of dangerous goods by road, the establishment of a Maritime Rescue Centre, the setting-up of the Railway Safety Regulator and the Road-Traffic Management Corporation (RTMC) are examples of this. The RTMC Bill, which improves the structure and systems of the Board, was approved for submission to Parliament in December 2002.

Each province had to identify 10 hazardous locations and prioritise three for improvement. Work is under way to improve safety in those locations.

New Partnership for Africa's Development (NEPAD)

From a transport point of view, key issues in creating an effectively co-ordinated African response to global market challenges are market access, mobility, and systems integration. These are the factors that, in the overall environment of increasingly effective governance, make sustained economic and social development possible.

The Department is contributing actively to the practical realisation of both NEPAD and Southern African Development Community (SADC) development goals in several major areas, by promoting:

- efficient and effective maritime transport services
- rail-systems integration
- road-systems development and infrastructure maintenance.

Agencies

The Department of Transport has established four bodies to move certain elements of government's operational activities to commercial agencies. They are the South African National Roads Agency Ltd (SANRAL), the South African Maritime Safety Authority (SAMSA), the Cross-Border Road Transport Agency (CBRTA), and the Civil Aviation Authority (CAA).

The agencies perform functions and services previously provided by the national Department of Transport, in a fully commercial environment. They have been assigned clearly defined responsibilities and functions, and each agency has entered into a formal performance agreement and Memorandum of Understanding (MoU) with the Government as shareholder.

South African National Roads Agency Ltd

The SANRAL was created out of the need for the national Department of Transport to separate its roles as policy-maker and operator. The SANRAL, a commercially driven company with the Minister of Transport as its single shareholder, manages and operates the national road network on behalf of government.

The SANRAL was established in April 1998 as an independent, statutory company. It is responsible for the design, construction, management and maintenance of South Africa's national road network, both toll and non-toll. It is also charged with raising the finances required to develop and manage the road network, an asset worth an estimated R40 billion.

The SANRAL's responsibilities are to:

- strategically plan, design, construct, operate, rehabilitate and maintain South Africa's national roads
- deliver and maintain a world-class primary-road network
- generate revenue from the development and management of its assets
- undertake research and development to enhance the quality of the country's roads
- upon request of the Minister and in agreement with a foreign country, provide, operate and maintain roads in that country.

South African Maritime Safety Authority

The Authority is a statutory body that reports to the Minister of Transport. Its responsibilities include the promotion of safety of life and property at sea, the prevention of sea pollution by pollutants emanating from ships, and the co-ordination of overall technical operations. It also develops policy on legal issues, foreign relations, marine pollution and certain specific safety matters.

SAMSA's main functions are to:

- provide shipping competence and pollution services in a regional context
- manage marine incidents, casualties and wrecks, and participate in search-and-rescue missions
- control standby tugs and pollution stores
- maintain seafarers according to standards of training and staffing criteria
- provide a shipping-administration support service
- manage the registration of ships

- manage a coastal patrol service
- manage vessel traffic, including navigation aids
- provide lighthouse services.

Funding comes from, among others, levies on ships calling at South African ports, direct user charges, and government service fees.

Cross-Border Road Transport Agency

The Agency regulates and controls access to the cross-border road-transport market by the road-transport industry. It also aims to facilitate the establishment of co-operative and consultative relationships and structures between public and private-sector institutions, with an interest in cross-border transport.

The CBRTA is furthermore involved in the collection, processing and dissemination of relevant information; the provision of training and capacity-building; and the promotion of entrepreneurship, with the focus on SMMEs with an interest in cross-border road transport.

The functions of the Agency include:

- advising the Minister of Transport on cross-border transport matters and assisting in the process of negotiating and renegotiating cross-border road-transport agreements on request
- regulating the road-transport industry's access to the cross-border road-transport market
- facilitating ongoing co-operative and consultative relationships and structures between the public and private sectors in support of cross-border road-transport operations
- undertaking road-transport law enforcement.

The main source of income for the CBRTA is fees charged for cross-border permits.

Civil Aviation Authority

The CAA was established on 1 October 1998 following the enactment of the CAA Act, 1998 (Act 40 of 1998). The Act provides for the establishment of a stand-alone authority charged with promoting, regulating and enforcing civil aviation safety and security.

The primary purpose of the CAA is to promote, regulate and support high levels of safety throughout the civil aviation industry. Its core activities relate to overseeing aviation safety for operations, aircraft, personnel, airports and airspace. The CAA receives transfers as subsidies and user charges for Ministerial directives on aircraft-accident investigations. These declined from R10 million in 2000/01 to R5,4 million in 2002/03. In the medium term, they are projected to grow to R6,4 million by 2005/06.

The CAA receives most of its revenue from industry-user fees and levies.

Transnet Limited

Transnet Limited was established on 1 April 1990. It is a public company, of which the South African Government is the sole shareholder. The company is recognised as a dominant player in the southern African transport infrastructure. Its activities are not restricted to southern Africa but extend beyond its borders into Africa and the rest of the world.

It handles 176 million tons (Mt) of rail freight per year, 2,8 Mt road freight and 194 Mt of freight through the harbours, while 13,8 million litres (ML) are pumped through its petrol pipelines annually.

The company through South African Airways (SAA) flies 6,1 million domestic, regional and international passengers per year. In total, Transnet is worth R72 billion in fixed assets and has a workforce of some 80 000 employees.

Transnet Limited consists of nine main divisions, a number of subsidiaries and related businesses:

- Spoornet focuses on the transportation of freight, containers and mainline passengers by rail
- the National Ports Authority (NPA) focuses on the provision of total port infrastructure and marine-related services, the manage-

ment of port activities in a landlord capacity, and the regulation of the port systems
- South African Port Operations (SAPO) focuses on port-terminal and cargo operations in commercially viable business units
- Petronet focuses on the transportation of petroleum products and gas through a high-pressure long-distance pipeline network
- Freightdynamics is a strategic road-freight business with a national network of operations
- Propnet manages a profitable property development, and handles the management and investment function of Transnet's vast property portfolio
- Metrorail is a commuter rail transport business
- Transtel is the telecommunications unit of Transnet
- Transwerk is involved in engineering activities and is one of South Africa's leading manufacturers and refurbishers of railway rolling stock.

Road transport

National roads

In terms of the National Roads Act, 1998 (Act 7 of 1998), government is responsible for overall policy, while road-building and maintenance is the responsibility of SANRAL.

In October 2003, Johannesburg International Airport (JIA), Africa's biggest and busiest airport, was named the Best Airport in Africa for the second consecutive year by the Skytrax survey.

The Skytrax survey is one of the largest airport surveys of airline passengers, and is commissioned and undertaken by Skytrax of London.

Travellers from 80 countries submitted more than 1,6 million eligible nominations.

The Airports Company South Africa recorded a strong result in the survey, with Cape Town International Airport claiming second position and Durban International fifth.

About 12 million people pass through the JIA in a year.

Air-traffic movements increased by 175 509 (16%) from 1992 to 2002, and the number of passengers had increased by 103% to more than 12 million by 2002.

The Department continues to work on improving the road network, ensuring that it is well-maintained and safe. A new National Roads Plan is being developed, indicating the importance of roads to the economy.

The South African road network comprises some 534 076 km of roads and streets.

Responsibility for the network is carried by the Department with SANRAL, the nine provinces, and local authorities.

The national road system links all the major centres in the country to one another as well as to neighbouring countries. There is a national road network of 9 400 km, with plans to extend this to 20 000 km of primary roads. Toll roads, which are serviced by 31 mainline toll plazas, cover about 2 200 km. The network includes 1 437 km of dual-carriage freeway, 440 km of single-carriage freeway, and 56 967 km of single-carriage main road with unlimited access. South Africa has the longest road network of any country in Africa.

The Cabinet approved a five-year road infrastructure strategy to prevent the further deterioration of the country's road network.

The SANRAL is very involved in improving the country's primary road network. Although the issue of tolling is very contentious, the existing concession roads are combined with a private-sector investment value of R5,2 billion, of which R1,37 billion is in the form of foreign direct investment. Approximately 1 350 km of national roads are being upgraded and maintained without making any demands on tax-based revenue.

The Department is developing the Road-Infrastructure Strategic Framework that will give effect to the national vision of road transport in South Africa, taking into consideration the socio-economic environment, national imperatives, policy goals, institutional arrangements, funding mechanisms, current realities and future scenarios, as well as the needs and perceptions of the road user. The outcome will be a review of the principal issues facing the development of road infrastructure and a sustainable strategy for the future.

In line with the resolution of the Growth and Development Summit held in June 2003, the Department has embarked on a new initiative to integrate labour-intensive road-construction programmes. This initiative aims to mobilise the road subsector to maximise the amount of jobs that can be created through labour-intensive construction methods.

This is expected to ensure that the road subsector contributes meaningfully to the Expanded Public Works Programme, which is a key vehicle for creating jobs for unemployed people who cannot get access to the formal economy.

The Minister of Finance, Mr Trevor Manuel, announced at the tabling of the Medium Term Budget Policy Statement, in November 2003, that R20 million would be allocated to the Department of Transport for urgent road repair at a number of border posts.

Provincial roads

The planning, construction and maintenance of roads and bridges, other than those falling under the SANRAL or local governments, is the responsibility of provincial governments. The national Department of Transport is always ready to assist provincial and local governments to improve and develop the state of their roads.

It is estimated that the funding required to address the backlog for rural roads is R56 billion for all provincial roads and R8 billion for roads under the National Roads Agency.

Provincial budgets for infrastructure and road development increased by 7,5% from R4,7 billion in 2002/03 to R5,1 billion in 2003/04.

Spatial Development Initiatives (SDIs)

The SDI programme uses public resources – particularly project planning, scoping and logistical co-ordination skills – to leverage private-sector involvement. SDIs are recognised as an effective means of stimulating economic growth by exploiting the existing economic potential within an area. The Department's involvement in this project is focused on infrastructure provision, BEE, skills transfer and the creation of sustainable jobs.

The SDIs are Lubombo, West Coast, Fish River, Maputo Development Corridor, Wild Coast, Platinum, Phalaborwa and Richards Bay.

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

Toll roads cover some 2 200 km and are serviced by 31 toll plazas, including concessioned roads.

The viability of every toll road is determined over a 30-year period to assess the private-sector funding which can be sustained and served. The performance of all toll roads is within the forecast, and in many cases roads perform better than forecast. It is envisaged that all new major toll-road projects will be financed through the Build, Operate and Transfer principle. This allows greater private-sector involvement in the financing, building, operation and maintenance of toll projects. When the concession period expires, the facility is transferred back to the State at no cost.

Construction of the N4 Maputo Corridor Toll Road has been completed and includes 70 km of new road, 112 km of rehabilitation, and 240 km of road-widening. The new Road is one of the few privately financed cross-border toll roads in the world. Ownership of the N4 Maputo Corridor Toll Road, for which Trans African Concessions is the concessionaire for 30 years, will revert to the South African and Mozambican Governments after the concession agreement expires. It is the first international toll road in Africa.

The Bakwena Platinum Highway near Rustenburg, which closes the link between the Maputo Harbour in Mozambique and Walvis Bay in Namibia, is the first high-quality transcontinental route in sub-Saharan Africa.

The road reduces export and shipping times by as much as 10 shipping days, while the distance by road between Johannesburg and Windhoek is shortened by some 500 km. Other benefits of the Highway include injecting R3 billion into the economy, creating 3 000 direct jobs during the construction period, and opening doors for foreign direct investment.

An analysis of the project also revealed that the project would contribute at least R2,2 billion per annum to the Gross Domestic Product. Of this amount, at least 61% (R1,35 billion) will manifest in the region itself.

The project was also named 'Deal of the Year' by adjudicators under the auspices of Project Finance International.

Construction on the N3 toll road commenced in 1999, on the 418-km road from Heidelberg in Gauteng to Cedara in KwaZulu-Natal. The Harrismith section of the road has been open to the public since April 2001, while the Heidelberg-Villiers section opened in December 2001.

This project injected R3,5 billion into the economy, of which a payment of R1,38 billion allowed government to excise its debt obligation. The project includes a 100-km section over the De Beers Pass, which will be built in 2010, depending on the traffic volumes at that time.

Toll roads funded by the SANRAL include the N1-South extension in the Free State between Kroonstad, Welkom and Bloemfontein, at an investment value of about R180 million. Future projects in this category include an N17-East toll road in Gauteng and Mpumalanga; N4 East toll road below the Hans Strijdom offramp, outside Pretoria and the Gauteng-Mpumalanga border; and an N1 North extension in Limpopo. The roads' total investment value is estimated at R863 million. A new toll road was expected to be erected between Empangeni and Richards Bay in KwaZulu-Natal in 2003. The R1,2-billion project includes the design, construction, financing, operation and maintenance of a 19,2-km stretch of the John Ross toll highway.

South Africa hosted the Paris-based Independent Association of Road Congresses' (PIARC) 22nd World Road Congress in Durban from 19 to 25 October 2003.

The aim of the Congress was to promote international co-operation and technology transfer among members of PIARC, which include 100 countries – two-thirds of which are from developing countries – and 2 000 individual members.

Road-traffic signs

A revised road-traffic-sign system, which closely conforms to international standards, has been phased in since November 1993.

The revised system involves changes to the colours of some of the regulatory and all of the warning signs, changes in design parameters, the modernisation of text and symbols, and the addition of new signs, signals and markings. Many of the new signs make use of symbols rather than text to eliminate language problems and reduce observation time.

South Africa prepared a road-signs manual for the SADC in terms of the 1998 Protocol on Transport, Communications and Meteorology. South Africa has since started phasing in new SADC-aligned signs on its roads and other cross-border roads. The previous system was concurrently legal with the new system until 31 December 2000, by which date all the old signs had to be phased out and replaced with new signs.

To simplify the navigation task for tourists, foreigners and drivers in unfamiliar areas, as well as to promote global uniformity, it was agreed that drivers should make use of route maps (readable in any language) and route numbers to guide them towards their destinations (all major routes and main streets in urban areas are numbered and displayed on readily available maps).

Credit-card format (CCF) licences

The CCF driving licence was introduced on 1 March 1998. A period of five years was determined by Notice in the *Government Gazette,* for each motorist, based on their birth month, to apply for the conversion before 31 August 2002.

The Department of Transport extended the deadline for the conversion of the old book-style driving licence to the CCF to 28 February 2003.

However, due to an unprecedented number of outstanding applications, the final deadline was extended to 30 April 2003.

The CCF driving-licence is valid for five years. Motorists who failed to convert could either be fined or have their current driving licences nullified.

By April 2003, a total of 7 025 million CCF driving licences had been produced. All driving-licence records are centralised into the database of the online National Traffic Information System.

The introduction of modern technology to limit human intervention in driving-licence testing is in line with the strategy to fight fraud and corruption.

By September 2003, the Department was working on a computerised learner's-licence testing procedure which involves the use of an audio-visual, user-friendly computerised system to compile test questions and the marking of thereof.

The system was expected to be introduced at 330 learner driving-license testing centres in all 11 official languages. Other technology in the pipeline will limit human intervention in the process of eye-testing and the capturing of fingerprint information on the CCF.

Public transport

In terms of the Constitution of South Africa, 1996 (Act 108 of 1996), legislative and executive powers in respect of public transport are a provincial competency. National government, however, is responsible for policy formulation, monitoring and strategic implementation. The national Department of Transport continues to administer subsidies for buses and other subsidised forms of public transport.

National Transport Register

The establishment of the National Transport Register is a requirement of the National Land Transport Transition Act, 2000 (Act 22 of 2000).

The purpose of the Register is to integrate the land-transport systems, i.e. the Subsidy-Management System (SUMS), the Land-Transport Permit System (LTPS) and the Registration Administration System (RAS). The primary goal of the LTPS is to facilitate the issue of public road-carrier permits, to regulate entry into the road-carrier markets.

The objective is to facilitate the processing of permit applications and enable the Local Road Transportation Boards (Provincial Permit Boards) to provide an efficient service to the industry. In achieving this goal, the System supports the Boards with:

- registering applications
- generating and verifying advertisements
- capturing objections and appeals
- generating agendas
- verifying vehicle information
- generating permits and permit transfers.

The primary goal of the RAS is to facilitate the registration of minibus-taxi associations with the Provincial Registrar to formalise the industry. They support the Registrar with:

- registering members and associations
- registering vehicle particulars of members
- registering corridor particulars of associations
- management reporting.

The primary goal of the SUMS is to manage claims received from provincial departments for bus contracts, and to manage payment.

Urban transport

Metropolitan Transport Advisory Boards govern urban areas which have been declared metropolitan transport areas. Both short- and long-term programmes for adequate transportation development are drawn up by the core city of each area and are revised and adjusted annually.

Nine such core areas exist, namely Johannesburg, Cape Town, Pretoria, Durban, Pietermaritzburg, Port Elizabeth, the East Rand, Bloemfontein and East London.

The planning of transport for metropolitan and major urban areas must be done in accordance with a growth-management plan, and travel modes should not compete with each other. In urban areas, passenger road-transport services are provided by local governments, private bus companies which operate scheduled bus services between peripheral areas and city centres, and minibus-taxis.

The Department will support provincial Departments of Transport and Public Works in the construction of intermodal facilities and in their efforts to achieve integration between bus and taxi operations.

The minibus-taxi industry has shown phenomenal growth during the last few years, leading to a decrease in the market share of the bus and train as modes of transport.

Motor vehicles

On 31 December 2001, there were some 6,9 million registered vehicles in South Africa, more than 3,98 million of which were motor vehicles. The number of private motor vehicles continues to grow at a rate of 1,7% per annum.

Minibus-taxis

There are close to 127 000 minibus-taxis in South Africa, which provide 65% of the 2,5 billion annual passenger trips in urban areas, and a high percentage of rural and intercity transport.

The South African National Taxi Council (SANTACO) is the umbrella body for all provincial taxi organisations and strives to regulate, formalise and stabilise the industry. The Council acts as a mediator in disputes between taxi organisations and plays a role in eliminating the causes of taxi violence.

In May 1999, the Government signed an MoU with SANTACO, paving the way for the replacement of the industry's ageing fleet and its absorption into South Africa's formal economy.

The Memorandum commits SANTACO to act against violent elements in the industry, participate in the regulation of the industry by ensuring its members have legal operations, and implement a programme of acceptable labour practices. Government, in turn, is bound by the Memorandum to find an acceptable solution to the industry's recapitalisation crisis, legalise illegal operations within agreed parameters, and provide taxi operators with extensive training.

Taxi Recapitalisation Programme

The aim of the Taxi Recapitalisation Programme is to replace the current ageing taxi fleet with new, safer and purpose-built 18- and 35-seater vehicles.

In terms of Section 31 of the National Land Transport Transition Act, 2000, the Minister of Transport can determine a date from which existing minibus-taxis will not be used as public transport vehicles.

Key to the Programme will be a strong empowerment element involving the establishment of taxi co-operatives to liaise with financiers, distribute the new vehicles, and provide the facilities for a compulsory maintenance programme. The co-operatives will be established after extensive consultation with local taxi organisations.

The aim is to ensure that the new vehicles are manufactured locally, and to tap into

South Africa's highly diversified components-manufacturing sector.

On 8 October 2003, the Pretoria High Court granted the KwaZulu-Natal Taxi Council (KWANATACO) an interdict to prevent SANTACO from signing the Memorandum of Agreement (MoA) with government.

KWANATACO contended that it was not properly consulted by SANTACO and therefore wanted to be part of the decision-making process.

The MoA deals with frameworks and guidelines on the implementation of the Programme, and the relationship between government and SANTACO in the implementation process. Government is expected to start roll-out of the vehicles by mid-2004, with an average delivery of approximately 25 000 vehicles per year over the next four years.

On 8 October 2003, government confirmed that the Taxi Recapitalisation Programme would proceed as planned. The interdict brought against SANTACO will not affect the Taxi Recapitalisation Programme being finalised by government.

Subsequent to the court's interdict, negotiations between government, SANTACO and the industry have continued, resulting in collective endorsement of the Programme.

Bus transport

A network of public and privately owned passenger bus services links the major centres of South Africa and also serves commuters in the deep rural areas. The Cabinet has approved measures intended to improve public-transport safety. These include the intensification of law enforcement, lowering the maximum speed limit for buses and minibus-taxis to 100 km/h, and a fitness-testing programme for buses.

An informal consultation process is under way with freight and public transport employers' associations and trade unions. This will be followed by formal negotiations to build consensus around self-regulatory measures and legislative or regulatory changes deemed necessary for tighter fleet-safety management.

International models being explored emphasise the need for a formal safety fitness-rating methodology. A vehicle operator will receive a safety rating when an accredited or authorised safety specialist conducts an on-site review of the operator's compliance with applicable safety and hazardous material regulations. In terms of the formal compliance review, the operator will then be awarded one of three ratings: satisfactory, conditional or unsatisfactory.

To meet safety-fitness standards, the carrier will have to demonstrate that it has adequate safety-management controls in place to reduce the risks associated with:

- inadequate levels of financial responsibility
- inadequate inspection, repair and maintenance of vehicles
- Professional Driver's Permit standard violations
- the use of unqualified and fatigued drivers
- improper use of motor vehicles
- unsafe vehicles operating on highways
- failure to maintain collision registers and copies of collision reports
- motor-vehicle crashes
- driving and parking violations
- violation of hazardous materials regulations.

The operator of a vehicle that has received an unsatisfactory safety rating will have a specified period of time from the effective date of rating notice to improve the safety rating to 'conditional' or 'satisfactory'.

If these improvements do not occur, the carrier will be prohibited from operating commercial motor vehicles or transporting passengers for reward.

The Department of Transport has been working closely with the South African Bureau of Standards (SABS) to ensure that the emergency exits of buses and taxis meet required standards and allow passengers to escape without difficulty in emergencies.

The Department has requested the SABS to pay specific attention to the relevant safety standards, adequacy and competence in and out of water, day and night.

This includes the ability of young children and the aged to break through emergency windows.

The SABS has also been requested to look at the locations of all emergency exits and the education of passengers on how to use them.

The Department has intensified its education campaign on how to use emergency exits and is engaging manufacturers in ensuring that more visible and reflective material are used to identify emergency exits.

Realising that the majority of small bus operators do not have formalised structures which government could consult with on issues that affect the bus industry, a process to facilitate the formalisation of the industry was started in 2003.

Cross-border transport

Multilateral

The SADC Protocol on Transport, Communications and Meteorology provides a comprehensive framework for regional integration across the entire spectrum of the transport, communications and meteorology sectors. The general objective is to promote the provision of efficient, cost-effective and fully integrated infrastructure and operations in these fields.

The Protocol also specifically addresses road transport, and aims to facilitate the unimpeded flow of goods and passengers between and across the territories of SADC member states. It wants to promote the adoption of a harmonised policy, which lays down general operational conditions for carriers.

Cross-border transport within the Southern African Customs Union (SACU) is undertaken in terms of the SACU MoU. The Memorandum facilitates transport between member countries through, among others, the use of the single-permit system.

The MoU provides the framework for co-operation between the signatory countries, which has resulted in the establishment of technical working groups for, among others, traffic standards, road-user charges and passenger transport.

The activities of the passenger-transport working group led to the establishment of Joint Route Management Committees (JRMCs) for certain cross-border passenger routes within the SACU. The JRMCs comprise representatives from the public and private sectors of the countries concerned, and are aimed at jointly managing the routes in consultation with all stakeholders.

Bilateral

The main thrust of bilateral agreements is to facilitate and encourage cross-border road transport in support of regional trade.

This is promoted through the entrenchment of the principle of extra-territorial jurisdiction, the entrenchment of a strategic public-private sector relationship, and the establishment of consultative mechanisms that are sufficiently flexible to promote the joint management of implementation.

The Maputo Development Corridor between South Africa and Mozambique is a good example.

The two Governments also signed agreements dealing with road freight and passenger transport between the two countries, which will facilitate the movement of goods and people by road and eliminate bureaucratic proceedings at border posts.

The project also includes the upgrading and modernisation of the railway line between the two countries and of Maputo Harbour, at a cost of about R150 million.

During a bilateral meeting with the South African Minister of Transport, on 24 October 2003, the United Kingdom's Minister of Transport, Mr David Jamieson, accepted South Africa's request for assistance on road-traffic management expertise to address the carnage on South Africa's roads.

Both Ministers agreed that there was a need for the two countries to work together in exploring the latest methods and technical skills in an effort to decrease the country's high road-fatality rate.

On 29 September 2003, the Minister of Transport and his Namibian and Botswana counterparts signed an MoU on the development and management of the Trans-Kalahari Corridor (TKC).

The TKC was formally established in 1998 following the completion of the Trans-Kgalagadi Highway in Botswana. The TKC links the three southern African countries by road.

One of the benefits of the TKC is that it links the hinterlands of Botswana, Namibia and South Africa (especially Gauteng) with the Port of Walvis Bay. This Port is the western seabord port in southern Africa and closest to shipping routes to and from markets in the Americas and Europe.

The development of the TKC has the potential of significantly reducing transaction costs for SADC exporters and importers. This is expected to enable economic operators to become increasingly internationally competitive by enhancing their ability to exploit the benefits of preferential trade agreements with the United States of America (USA) and European Union.

Domestic

The CBRTA fosters investment in the cross-border road-transport industry and provides high-quality cross-border freight and passenger road transport services at reasonable prices. The Agency works on a cost-recovery basis and any profits from cross-border permit fees are ploughed back into the system through a price reduction on permits in the following financial year. It also encourages small-business development in the industry.

Goods transport

Since the mid-1980s, the southern African road transport industry has grown considerably.

Approximately 80% of all freight carried in South Africa is conveyed by road, while nearly 7% of the Gross National Product is spent on freight transport.

About 69% of road-freight tonnage is carried by firms or operators transporting freight in the course of their business, and 29% by firms transporting goods for reward.

The Department is working with provincial counterparts and major stakeholders on the Overload-Control Infrastructure Programme which deals with reckless overloading. The Programme is based on the construction of a strategic network of traffic-control centres and fixed weigh stations on major roads, supported by mobile weigh stations on alternative roads in the main freight corridors. As part of the Department's freight-transport strategic intervention of promoting a modal shift from road to rail, joint-venture projects with the Eastern Cape and KwaZulu-Natal Departments of Transport have been embarked upon to revive rail lines that have been classified as low and light-density lines.

Road-traffic safety

South Africa's road-vehicle collision and fatality rates compare poorly with those of most other countries. Every year, about 10 000 people are killed and 150 000 injured in approximately 500 000 accidents. The cost of road-traffic accidents is estimated at more than R13 billion a year.

Greater road-safety awareness has been generated through the activities of the *Arrive Alive* Campaign, which is part of the Road to Safety Strategy (2001 – 2005).

The Strategy involves the creation of the RTMC that will be responsible for vehicle registration, traffic information systems, public communication and traffic law enforcement.

The RTMC Act, 1999 (Act 20 of 1999), provided for the establishment of the RTMC. Recognising the importance of the regulation of public transport and road traffic for the

development, safety and quality of life of all South Africans, the RTMC was created to:
- enhance the overall quality of road-traffic management and service provision
- strengthen co-operation and co-ordination between the national, provincial and local spheres of government in the management of road traffic
- maximise the effectiveness of provincial and local government efforts, particularly in road-traffic law enforcement
- create business opportunities, particularly for the previously disadvantaged sectors, to supplement public-sector capacity
- guide and sustain the expansion of private-sector investment in road-traffic management.

The process for adjudicating road-traffic offences has been reformed and is now administrative, rather than judicial. The Road Traffic Infringement Agency will serve as the collection agency for outstanding traffic fines and adjudicate contested traffic offences. This is supposed to be a more efficient and effective system for administering traffic offences.

The Constitution authorises provinces to exercise legislative and executive powers pertaining to road-traffic safety, while the promotion thereof is primarily the responsibility of the Department of Transport. The Road Traffic Safety Board (RTSB) endorses and acts as guardian of the Road Traffic Management Strategy (RTMS); assists in the identification, formulation and prioritisation of projects; monitors progress; and gives direction in the implementation of the RTMS. The RTSB is made up of members of all three spheres of government as well as traffic stakeholders in the private sector. The Ministers of Education, of Health, of Justice and Constitutional Development, of Provincial and Local Government, of Safety and Security and of Transport serve on the Board.

Three Acts provide for the national co-ordination of regulation and law enforcement, the registration and licensing of motor vehicles, and the training and appointment of traffic officers. These are the RTMC Act, 1999 (Act 20 of 1999), the National Road-Traffic Amendment Act, 1999 (Act 21 of 1999), and the Administrative Adjudication of Road-Traffic Offences Amendment Act, 1999 (Act 22 of 1999).

The Administrative Adjudication of Road-Traffic Offences Amendment Act, 1999 provides for a more efficient system of collecting traffic fines and for the introduction of a points demerit system, linked to the CCF driver's licence. In terms of the Act, a motorist's driver's licence will be suspended when he or she has 12 penalty points against his or her name. For every point over and above 12, the motorist's licence will be suspended for three months. Points can easily be accumulated, for example, four points each for exceeding the speed limit by 50%, driving an unregistered vehicle, refusing to undergo a blood or breathalyser test, or driving a vehicle without registration plates. The use of hand-held cellphones in vehicles is not allowed and non-compliance could cost a motorist two points.

When a licence is suspended for a third time, it will be cancelled and the motorist will again have to undergo a driver's test. In more serious cases, a court may forbid a motorist to drive on a public road ever again. However, the system in no way detracts from the accused's

The eighth International Symposium on Heavy-Vehicle Weights and Dimensions will be held in South Africa from 14 to 18 March 2004.

The theme of the Symposium, an inter-continental forum for researchers, policy-makers and industry leaders in the field of freight transportation by road, is *Loads, Roads and the Information Highway.*

The issues expected to be discussed are safety, maintenance, efficiency, vehicle configuration and components, economic and operational issues, standards and regulations, emissions, fuels, life cycle and recycling as well as the effect of heavy vehicles on pavements.

constitutional right to a fair trial. The points demerit system is to be implemented in phases.

Arrive Alive

Government's *Arrive Alive* Road-Safety Campaign aims 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 an improved working relationship between traffic authorities in the various spheres of government.

Greater attention is being given to pedestrian safety, as 40% of deaths on South African roads are pedestrians. Pedestrian road-safety messages are being featured on billboards and a contract was negotiated with the Premier Soccer League to advertise road-safety messages on screens in big soccer stadiums.

The remedial engineering projects are supported by appropriate education efforts aimed at adults and children, and by public awareness and enforcement campaigns to ensure compliance with the new or changed facilities. The Council for Scientific and Industrial Research is responsible for the evaluation of these 90 projects and for preparing a report on the effectiveness of the Campaign.

South Africa's rate of pedestrian fatalities is unacceptably high. Factors that have exaggerated the problem in South Africa include lack of infrastructure such as adequate pavements or road-crossing facilities, lack of education in road usage, a traffic mix with vehicles and pedestrians sharing the road, poor town and transport planning of facilities such as schools and community halls, and an absence of law enforcement.

Important strides have been made in integrating road-safety awareness education into the mainstream school curriculum, as a set of basic life skills that can be continuously expanded and deepened over time.

The implementation of road-safety education has been planned and prepared in detail by task teams from the Departments of Transport and of Education.

Pupils at pre-school level through to 9 are being exposed to systematic, practical road-safety education within the framework of the 'life-skills' component of their curriculum.

During April 2003, the Cabinet approved a number of priority projects to deal with the scourge of road accidents in the country.

These included Integrated Law Enforcement, the establishment of a Central Accident Bureau, and Visibility and Community-Based Co-ordinating Structures.

On 13 October 2003, the Minister of Transport, Mr Dullah Omar, launched a pilot project of the National Public Traffic Call Centre in Limpopo.

The Public Traffic Call Centre aims to give easy access to all public road-transport passengers on buses and minibus-taxis to report unsafe vehicles and reckless and negligent driver behaviour, as well as fraud and corruption.

The Call Centre will also provide the public road-user with the opportunity to report blatant moving violations, such as ignoring red traffic lights and illegal and unsafe overtaking and overloading, as well as fraud and corruption at vehicle-testing stations and driving-licence testing centres.

Incidents and accidents can also be reported to the Centre, which will also be a source of limited road-traffic information, such as road and traffic conditions. Reports on courteous, good and helpful driver-behaviour can also be submitted.

The information collected by the Centre will be utilised for advising the registered owner of the vehicle, by letter, of the nature and location of the alleged offence.

The Centre will prepare and distribute reports to the South African Police Service and relevant traffic authorities on the routes and/or locations where stolen vehicles and vehicles with false registration plates were observed, where regular traffic offences occur, and where cases of fraud and corruption were observed.

Road-traffic control

The Department of Transport is responsible for co-ordinating and harmonising traffic control (law enforcement) in South Africa. This is done in conjunction with the provinces, which have legislative and executive powers in this regard. The aim is to enhance traffic quality, promote voluntary compliance of road users with rules and regulations, reduce the incidence of traffic offences, prevent accidents, ensure effective adjudication, and implement improved management.

An important facet of the Department's work is the development of a standardised management system for traffic control at micro level, to assist traffic authorities in managing their internal and external environments optimally, and to achieve the highest levels of traffic quality, subject to the limited availability of resources.

The traffic-management model has been implemented by approximately 100 provincial and local traffic authorities.

Road-traffic law enforcement is the responsibility of the respective local and provincial traffic authorities as well as metro police services in metropolitan areas. Vehicles are allocated to shifts and specifically designated tasks, e.g. road patrols. In some provinces, two officers are allocated to a vehicle, while in other provinces, one officer may be allocated to a vehicle. The time of day also plays a role, e.g. night operations require at least two officers per vehicle for security reasons.

Roadblocks are held on a continuous basis by provincial and local traffic authorities. Roadblocks take many forms, from formal joint roadblocks with the South African Police Service (SAPS), the South African National Defence Force (SANDF) and other role-players, to standard driver and vehicle roadside checks, run by traffic officers to check on driving licences, alcohol usage by drivers, vehicle licences, tyres, lights, brakes, outstanding fines, etc.

No reservist traffic officers or volunteers have been appointed to date, due to constraints in terms of their powers, duties and responsibilities with regard to the Criminal Procedure Act, 1997 (Act 51 of 1997). However, the matter is being investigated.

Generally, traffic wardens fulfil their duties within local and municipal traffic authorities. Provincial authorities are expected to appoint more full-time traffic officers to fulfil all the tasks required of a traffic law-enforcement officer.

Road Accident Fund (RAF)

The RAF compensates victims of motor-vehicle accidents under the terms and conditions provided for in the relevant legislation. The Fund receives a dedicated RAF levy, which is imposed on petrol and diesel.

The Fund is in regular contact with the National Treasury and Department of Transport on proposed increases dependent upon the number of claims received, as recent trends have seen a mismatch between the Fund's revenue from the levy and the amount required to settle all the claims lodged. The Fund has proposed a quarterly review of the levy to keep pace with the cost of claims received.

The RAF Commission, appointed by government to recommend improvements to the accident-compensation system, has proposed the introduction of a no-fault system under a completely new body.

The RAF has proposed a more evolutionary approach starting with legislative amendments to stabilise the current system, while a no-fault system is being considered for the long term.

This is informed by the fact that a no-fault system would require billions of Rand more than the current system and lengthy preparatory work before it can be implemented.

Some of the most critical legislative amendments proposed by the RAF to normalise the financial position of the current system are:

- instalments rather than lump-sum payments in some categories of compensation

- caps on non-residents' claims
- introduction of medical tariffs and provision of managed healthcare.

Steps not requiring legislative amendments to improve the cash flow of the RAF include investment in road safety – principally through *Arrive Alive* – to limit the high number of accidents in the country.

Since 2001, the RAF has been vigorously fighting fraud and corruption bedevilling the system. A new claims-management system has been introduced to detect fraud, and forensic-investigation partnerships with the SAPS and the Scorpions have resulted in the arrest of hundreds of people.

All RAF staff undergo security clearances before appointment, and staff involved in fraud and corruption are dealt with severely.

In 2003, the RAF introduced a project called *Tip-Offs Anonymous*, which allows members of the public to report fraudulent behaviour and service-providers who approach them and try to convince them to defraud the RAF.

The RAF has also embarked on a campaign to inform all South Africans on their right to compensation, and to encourage them to claim directly without using attorneys as intermediaries.

In 2002, at least five million information sheets in all the official languages were distributed countrywide. By the end of 2003, at least 12 new information offices were expected to be opened nationally, to educate the public about the Fund, assist claimants to lodge claims on their own without using attorneys, and update claimants on the status of their claims.

The Gautrain Rapid Rail Link project aims to alleviate the severe traffic congestion in the Johannesburg-Tshwane corridor – a corridor in which the traffic volume is growing at 7% per year. It is forecasted that the initial demand for the Gautrain service will be 104 000 passenger-trips per day.

The key objectives of the Gautrain Project include economic growth, development and job creation, alleviation of traffic congestion, promotion of business tourism, and the improvement of city sustainability.

A feasibility study showed that 57 000 jobs would be created during construction, 2 200 jobs would be created as part of the operation and maintenance of the system, and 39 500 would further be created as part of the urban change. It also indicated a projected R6-billion increase in business sales, which would contribute to an increase of between 0,7% and 1% in the Gauteng Gross Geographic Product.

The preferred bidder was expected to be announced in January 2004.

Rail transport

The Department has embarked on a comprehensive recapitalisation programme to improve rail safety and revive rail transport as a viable public-transport alternative.

Two contracts were entered into with the industry to refurbish 236 coaches at a cost of R615 million over two years, with final delivery expected at the end of 2003.

The South African Rail Commuter Corporation (SARCC) ensured, through its Tender Policy and Procedures, that the allocation of the refurbishment coaches to suppliers significantly contributed to BEE, while maintaining acceptable standards of safety and comfort.

A total of R884 million has been invested in the upgrading, remodelling and refurbishment of rail commuter stations countrywide over the past few years.

A further R1,6 billion of private-sector investments, covering more than 120 developments, has also been allocated for upgrading land and properties surrounding rail commuter stations.

The cumulative total economic impact of job creation and economic activity through the Station Investment Programme exceeded R3,7 billion. The SARCC, in consultation with representatives of communities and the informal traders sector, has commenced a programme to turn the stations into major community and economic hubs contributing to the economic development of South Africa.

In 2002, the Department of Transport, the

SARCC and Metrorail developed a new two-pronged Safety and Security Strategy for the rail commuter system.

The Strategy has been implemented, as a pilot project, in the entire Western Cape Metropolitan rail network since October 2002 with very positive results.

On the technical and institutional side, the system involves alarms, and helicopter surveillance capability for the co-ordination of safety and security actions. Improved co-ordination between rail security efforts and SAPS interventions is a priority and forms an integral part of the total Strategy.

Based on the assessment of the pilot project, the Strategy is expected to be rolled out to other metropolitan rail commuter networks across the country.

The second element of the Strategy is that of engaging communities along the rail corridors to protect rail assets, by promoting the concept of 'community ownership'. The system draws the community to assist rail security personnel and the SAPS in proactively identifying and neutralising criminal elements.

The National Railway Safety Regulator Act, 2002 (Act 16 of 2002), is the enabling legislation for the setting up of an independent Railway Safety Regulator, reporting and accountable to the Minister of Transport.

The Regulator will oversee safety by means of conducting audits and inspections; undertaking occurrence investigations; analysing occurrence statistics, operator safety plans and accident reports; and issuing notices to operators to cease an activity or to improve an unsafe activity. Failure to respond to a notice could result in the operator, including the top management and even the board, being prosecuted.

The Board of the Railway Safety Regulator was inaugurated in the second half of 2003.

The implementation of the National Land Transport Transition Act, 2000 resulted in a focus by newly elected metropolitan or unicity authorities on their obligations and rights relative to commuter rail. Most of the bigger cities have already started processes to ensure the establishment of appropriate structures, such as metropolitan transport authorities to control commuter-rail concessions within their sphere of authority.

Spoornet

Spoornet is the largest division of Transnet, a commercialised business with the State as shareholder. Spoornet's core business lies in Freight Logistics Solutions (FLS) designed for customers in numerous industry-based business segments, mining, and heavy and light manufacturing sectors.

Spoornet is the largest railroad and heavy haulier in southern Africa, with an annual turnover of R9 billion generated by the transportation of 180 Mt of freight. The company has a 60% market share of the 170 billion Mt km cargo available in South Africa. To serve these markets, it utilises some 30 600 km of track, 3 253 locomotives and 114 433 wagons, and 2 102 passenger coaches.

Spoornet maintains an extensive rail network across South Africa and connects with rail networks in the sub-Saharan region. Its infrastructure represents 80% of Africa's rail infrastructure.

Spoornet's future investment in infrastructure will be focused on renewal and where appropriate, capacity expansion. Significant parts of infrastructure, namely signalling and electrification infrastructure, are reaching the end of their design lifespans. Renewal is expected to concentrate on the application of new, cheaper and more effective technologies.

Planned investment expenditure for the next 15 years is about R1 billion per annum to address the estimated backlog of R15 billion.

Freight Logistics Solutions

In line with current market demands, Spoornet's vision is to be the leader in FLS. To achieve this vision, the company has devolved from its rail competencies to warehousing, transport (including long haul, trans-shipment and feeder services), inventory management, freight forwarding, clearing and other logistical services. Logistics incorporates all the freight transportation modes such as road, rail, air-freight, ocean and barge. It includes warehousing, inventory management, fleet operations, freight forwarding and customs-brokerage services. The software and information technology used to support the flow of goods to market is also part of the logistics mix.

Spoornet consists of five business units, each with its own core business focus.

General Freight Business (GFB)

GFB is the largest Spoornet business unit in terms of revenue, customer accounts and the number of people employed. It handles in excess of 52% of Spoornet's freight tonnage per annum.

GFB conveys about 96 Mt of commodity freight a year, serving customers in specialised diverse industrial commodity markets, namely mining, and light and heavy manufacturing. Structures provide for a sales force dedicated to customers in specific business sectors under a relationship/one-on-one philosophy.

COALlink

COALlink focuses on the provision of world-class transportation for South Africa's export coal, from the Mpumalanga coalfields to the Richards Bay Coal Terminal at the Port of Richards Bay.

Coal exports constitute an integral part of the South African export industry. South Africa is second only to Australia in terms of tons of coal exported. South Africa is the world leader in terms of steam-coal exports. COALlink was formed in 1997 through the ring-fencing of the rail operation over the coal-export line, and augmenting the structure with a business component and other support functions. This initiative ensured that South Africa remains at the forefront of the world steam-coal export market. Mercer Management Consultants benchmarked the coal-line operation in 1994 against similar operations worldwide. The study rated the bulk export logistics supply chain as 8% more efficient than global best practice.

A major milestone in the history of the coal-export industry in South Africa was reached in December 2000 when the billionth ton of coal was transported over the coal line and exported through the Richards Bay Coal Terminal. The coal line celebrated 25 years of existence in April 2001.

Orex

Orex, a specialist business unit of Spoornet, deals in the haulage of iron ore over the 861-km track from Sishen to Saldanha Bay. The line is dedicated to the movement of iron ore from the mines in the far Northern Cape to the steel industries in the Western Cape, and for the export of the ore through the Port of Saldanha Bay. The success of this bulk logistics operation depends on close co-operation with the Port and its facilities.

The average tonnage of iron ore transported per year increased from 17,5 Mt for the period 1990/92 to 1994/95, to 21,6 Mt for 1999/00. A benchmark study rated this seamless operation as 38% more efficient than global best practice.

Orex not only transports iron ore, but has also become an international player in providing a diverse range of heavy-haul logistics solutions for growing local and international markets. The line celebrated its 25th anniversary in May 2001.

Shosholoza Meyl

Shosholoza Meyl provides an affordable intercity passenger service between major destinations in South and southern Africa. Approximately four million passengers utilise this service per year.

It operates daily long-distance passenger services between Johannesburg, Durban, East

London, Port Elizabeth, Bloemfontein, Kimberley and Cape Town. Services also connect main centres in South Africa with destinations in southern Africa, namely Bulawayo in Zimbabwe, Maputo in Mozambique, and Mbabane, Swaziland.

Shosholoza Meyl ensures access for any person or enterprise that wishes to charter a train. Significant time and effort are spent on the design of the train service to fit each client's needs and requirements. The type of coaches that can be hired varies from traditional sleeper coaches to lounge cars, dining cars, and open-plan coaches that can be used for parties or lecture rooms. For the more selective traveller, *Shosholoza Meyl* offers a new class of travel called *Premier Classe*. It consists of two sleeping coaches and one dining/lounge car for the exclusive use of these guests. The sleeping coaches and air-conditioned lounge/dining car can accommodate up to 20 people.

In April 2003, *Shosholoza Meyl*'s facilities at Johannesburg's Park Station were relaunched, after being upgraded at a cost of R50 million. The upgrading of the Station and the Pretoria and Durban platforms focused on improving passenger flow, baggage handling, communication, a passenger-information system and access control from waiting areas to the platforms and trains.

Shosholoza Meyl requires an additional R450 million to refurbish coaches that are on average 25 years old. It receives an annual R175-million subsidy from Spoornet.

LuxRail

LuxRail's primary focus is on the prestigious operation of the Blue Train and caters for a growing international tourist market. For over half a century, South Africa's Blue Train has enjoyed an international reputation as one of the world's paramount travelling experiences. It was voted the world's leading luxury train by some 250 000 travel agents in 181 countries at the 2001 World Travel Awards. The Blue Train wine list has, for the past few years, consistently received the Annual Diners Club Award of Approval.

A lounge car at the rear of the Train complements the Blue Train experience, by allowing guests to use it as an observation car. The observation car is designed to be converted from a lounge into a 22-seater conference facility with computer, overhead projection, video and slide facilities.

The Blue Train travels from Pretoria to Cape Town, the Victoria Falls and Hoedspruit, and on the famous Garden Route between Port Elizabeth and Cape Town.

LuxRail also manages contracts with other luxury-train operators utilising Spoornet's infrastructure, such as Rovos Rail and Spier on the wine route in the Western Cape.

Social-investment activities

Spoornet contributes to the social fabric of South Africans. Notable social-investment activities include the following: AIDS awareness, Mr ChooChoo Safety Education Campaign, the Spoornet Rugby Excellence Programme, and Saturday schools for Spoornet employees' children, which improve their performance in mathematics and science, and offer supplementary courses such as study skills, career guidance and computer literacy. These classes are designed to support the national school curriculum.

Metrorail

Metrorail, a division of Transnet, is tasked with the operation of the SARCC's assets to provide an efficient commuter service. Metrorail ser-vices urban areas only. It operates in the Witwatersrand area, Pretoria, the Western Cape, Durban, Port Elizabeth and East London.

Metrorail operations have made steady progress in implementing far-reaching efficiency-improvement projects. This has enabled Metrorail to save the fiscus about 70% of the projected savings of R108 million. At the same time, it has produced healthy returns to its shareholder.

Together with the SARCC, major safety projects have been identified, and significant portions of the R355-million capital fund will be spent on refurbishing or renewing safety-critical signalling installations. The investment in the refurbishment of rolling stock is continuing, and the increased infrastructural investment, as announced by the Ministers of Finance and Transport, should also see improvements in other parts of the railway infrastructure.

The Department has developed a strategic framework for the concessioning of rail services – the current Metrorail service contract is already based on concessioning principles.

The Minister of Transport announced that concessioning would not occur during 2003 as originally planned. This is to give the country an opportunity to review the principles around concessioning, and develop a programme to address the challenges around infrastructure-investment in the railway industry. It also has implications for the pilot concessioning project that was due to start in 2002. In the meantime, Metrorail and the SARCC continue to conduct their relationship in terms of a business agreement that is firmly based on worldwide concessioning principles.

Metrorail is responsible for some 17% of all public transport in South Africa, which amounts to transporting approximately two million people to and from work daily. It serves 473 stations with 2 400 train services. Operating assets to the value of R69 million are managed on behalf of the State.

These include mobile ticket-selling points, customer-care programmes for all frontline staff, station upgrades, and a zone-fare structure.

South African Rail Commuter Corporation

The SARCC is a State corporation, established in 1990 to provide commuter rail services for the people of South Africa. It falls directly under the Department of Transport but has its own autonomous board of control. It owns all the commuter rail infrastructure and its rolling stock is valued at R70 billion. Its main sources of revenue are subsidies to cover operational losses and capital expenditure.

The Corporation received a R366-million operational subsidy and R490,2-million capital subsidy in 2001/02. The SARCC operates two major businesses – Rail Commuter Services and Property Management. Rail Commuter Services is operated as a social responsibility programme requiring considerable government subsidisation. The assets that were transferred to the SARCC included property with a net potential of R2 000 million in the main metropolitan areas.

The Corporation's role as concessionaire is to establish and monitor service standards, safety and security levels, and operating efficiencies. More than two million people use the commuter rail service daily.

The SARCC has 478 commuter train stations in Johannesburg, Pretoria, Durban and Cape Town.

The *White Paper on National Transport Policy* will lead to far-reaching changes in the way commuter rail services are structured in future. According to the White Paper, public and private operators will in future be able to bid competitively for the right to operate a rail line, service or network concession.

This has meant a change in the mission of the SARCC to one that ensures the 'provision of effective, efficient and sustainable rail commuter services under concessioning agreements'.

Intersite

Faced with managing a property portfolio of more than 478 stations worth some R2,6 billion, the SARCC formed a property-management company in 1992, called Intersite Property Management Services, to perform this task on its behalf. Intersite aims to develop railway stations into transport nodes that link taxi, bus and rail services in an integrated public-transport system.

Since 1990, Intersite has completed 61 station upgrades at a cost of R414 million. Nine were completed in the Western Cape at a cost of R75 million, 10 in the Eastern Cape at R9 million, eight in KwaZulu-Natal at R60 million, seven in northern Gauteng at R40 million, and 27 in southern Gauteng at R230 million.

Several intermodal transport facilities were also completed.

The objectives of interchange developments are to create an intermodal road/rail/bus/taxi transport environment for the commuting public, to enhance commuter rail stations and precincts, and to support government initiatives to integrate all modes of transport.

Money earned from the commercial aspects of Intersite's developments is ploughed back to reduce the subsidy provided by government.

Civil aviation

Airports

The Cabinet approved the *Green Paper on National Policy on Airports and Airspace Management* in February 1998. The document lays down principles for the development of airports, calls for the sustainability of public-owned airports to be assessed and for action to be taken where necessary. The Green Paper establishes criteria, ranging from economic activity to the implementation of air-traffic control that should be used to determine which airports could be named as possible international airports.

International airports are those airports where the necessary facilities and services exist to accommodate international flights. The current international airports are: Johannesburg, Cape Town, Durban, Bloemfontein, Port Elizabeth, Pilanesberg, Lanseria, Gateway (Polokwane), Kruger Mpumalanga and Upington.

The Kruger Mpumalanga International Airport, near Nelspruit, is the most recent addition, having been officially opened in October 2002. The Airport is run by the international power and automation group ABB. In April 2003, the Cabinet approved the status of the Kruger Mpumalanga Airport as an international airport. The Airport was opened in October 2002 and is expected to receive international flights from Europe, the USA and the East. It assumed the international status of the smaller Nelspruit Airport, which was downgraded to national status.

The Airports Company of South Africa (ACSA), which was officially established on 23 July 1993, owns and operates South Africa's nine principal airports, including the three major international airports in Johannesburg, Cape Town and Durban.

ACSA also operates the Pilanesberg International Airport in the North West on a concession basis. Before the formation of ACSA, airports countrywide were owned and operated by the State.

In April 1998, *Aeroporti di Roma* (ADR), an Italian airport-management firm, won a competitive bid to become ACSA's strategic equity partner, and paid R819 million for 20% of the company's shares.

ACSA's flagship development, the new R750-million domestic terminal at Johannesburg International Airport (JIA), was opened for operations in March 2003.

This is the largest terminal in Africa and will increase the Airport's total capacity to more than 18 million passengers annually. JIA is ACSA's success story and accounts for over half of the throughput of all ACSA airports. It has overtaken Cairo in terms of passenger traffic. Passenger traffic has climbed steadily over the past couple of years, with the figures now averaging 12 million passengers a year.

The Airport's greatest success lies in its commercial transformation. The dramatic R210-million duty-free retail mall contributed largely to JIA increasing its net operating income by more than 120%, fuelled by growth in non-aeronautical revenues over three times greater than aeronautical revenues.

Cape Town International Airport now boasts a world-class international terminal with capacity for up to five million passengers a year.

ACSA has committed R1 billion to the upgrading and development of Cape Town International Airport, including extensions to existing terminal buildings, the construction of parkades, two new satellite terminals, and an expanded runway system.

Cape Town International's new R120-million international departures terminal, officially opened in February 2003, boasts a total area of 21 000 m^2 – of which 2 360 m^2 is retail space, accommodating 13 shops. The new terminal is capable of accommodating up to 1 300 passengers in peak hours, or a million passengers a year, which is three times the capacity of the previous departures terminal.

The terminal building at Durban International Airport has been upgraded with the reconfiguration of the international and domestic terminal into an arrivals and departures terminal. Parking facilities have also been revamped and upgraded.

In April 2002, Cabinet decided that the Durban International Airport will relocate to La Mercy, about 50 km outside Durban.

Construction of the new Airport, to be known as the King Shaka International Airport, is set to begin in early 2004.

The new Airport forms part of the planned R2,2-billion Dube Trade Port at La Mercy. The project incorporates an Industrial Development Zone (IDZ), a cyberport and a multimodal transport node.

About R100 billion was budgeted for capital expenditure in the Medium Term Expenditure Framework. The amount included R55 billion for infrastructure projects.

A national Ministerial committee, which includes the Ministers of Trade and Industry, of Finance, of Transport and of Public Enterprises, has been established to drive implementation and guide the detailed business plan and financial structuring of the project.

By 2007, ACSA is expected to have spent R185 million on infrastructural developments at the seven smaller airports. Port Elizabeth, the largest and busiest of the seven, will receive the bulk of the capital expenditure amounting to R88 million for, among other things, a new instrument landing system (ILS), terminal upgrade, and equipment upgrade and replacement. The terminal upgrade was expected to be completed in April 2004.

The ACSA will spend about R14 million on Bloemfontein Airport for terminal revamp, upgrade of fire-fighting equipment, as well as runway rehabilitation, while the East London Airport will receive R23 million for a new ILS and fire-fighting equipment.

Kimberley and George Airports will each receive R6 million for terminal refurbishment, replacement and upgrade of equipment, and R17 million for terminal upgrade, an ILS, and equipment replacement.

Given its strong although seasonal freight traffic, about R14 million has been budgeted for cargo-apron extension, fire fighting and general equipment replacement, while R21 million has been set aside for strengthening of the runway, terminal extension and equipment improvement at Pilanesberg International Airport.

The Air-Traffic Navigation Service (ATNS) is responsible for the efficient running of South Africa's air-traffic control systems and the maintenance of navigation equipment, which includes the deployment of air-traffic controllers and aviation technical staff.

A joint operations centre at the JIA is the nerve centre of all airport communications and operations.

From here, all activities related to maintenance and building management are co-ordinated. The centre serves as a control office, crisis control centre for emergencies, and information technology centre.

The ATNS will increase the number of air-traffic controllers at the airport by 30% over the next 13 months.

Scheduled airlines

Domestic services

Twenty scheduled domestic airlines are currently licensed to provide air services within South Africa. These airlines provide internal flights, which link up to the internal and international networks of South African Airways (SAA), British Airways (BA)/Comair, Interair, SA Express and SA Airlink.

International services

SAA, BA/Comair, SA Express, SA Airlink and Interair operate scheduled air services within South Africa and the Indian Ocean islands. In addition to serving Africa, SAA operates services to Europe, Latin America and the Far East.

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, LTU, Lufthansa, MK Airlines, Malaysia Airlines, Martinair Holland, North-West Airlines, Olympic Airways, Quantas, 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.

Aviation safety and security

South Africa complies with the International Civil Aviation Organisation's (ICAO) recommended practices on aviation security. South Africa serves on the council of the ICAO.

Aviation safety in South Africa was audited by the ICAO at the Minister's request. The ICAO's recommendations are currently being implemented. South Africa is also participating in the development and establishment of an Upper Airspace Control Centre for the SADC. This initiative proposes that a single centre hosted by a SADC state will provide air-navigation services to all aircraft flying above 24 500 feet.

The ATNS is working on upgrading ageing radar display and processing systems at the JIA. The upgrade will expand control centres countrywide and incorporate 'automatic sequencing' of traffic into Johannesburg and Cape Town. This will ensure separation and a consistent flow of arrivals, which in turn will enhance efficiency and reduce costs for airlines. The total cost of the project, which is due for completion in 2004, is R228 million.

By early June 2003, SAA, SA Airlink and British Airways/Comair all operated the airborne collision-avoidance systems and were fully compliant with all requirements. Other South African registered airlines were taking steps to be compliant by the implementation date of 30 June 2003.

Emphasis is being placed on improved international access to and from South Africa by air, the expansion of the bilateral air-services framework, the implementation of the Yamoussoukro Declaration, effective monitoring of airline activities, and the efficient licensing and regulation of domestic and international air services. Other aims include promoting:

- safer skies: this involves ensuring that adequate safety and upper-air space-control regimes are in place across the continent, supported by efficient air-traffic and navigational services and systematic human resource development programmes
- efficient and effective aviation networks: this involves regulating as necessary to make air transport more affordable, creating regional hubs and air-carrier alliances, and supporting one another to establish a high-quality African airports network.

Ports

Commercial ports play a crucial role in South Africa's transport, logistics and socio-economic development. Approximately 98% of South Africa's exports are conveyed by sea.

On 16 September 2003, the Minister of Transport tabled the NPA Bill in the National Assembly.

Specific objectives of the Bill are to:

- provide for the establishment of the NPA to own, manage, and control ports on behalf of the State
- provide for the transfer of ports, land and other rights and obligations from Transnet to the Authority
- provide for the establishment of the Ports Regulator
- ensure equity in the access of ports facilities in a non-discriminating manner
- authorise the NPA to enter into various forms of contracts, including concessions
- provide for the licensing of port services and facilities
- authorise the charging of fees
- amend other laws that have a bearing on the activities of the ports.

The Bill has its origin in the *White Paper on National Commercial Ports Policy*, adopted by the Cabinet in March 2002.

The aim of the White Paper is to ensure affordable, internationally competitive, efficient and safe port services, based on the application of commercial rules in a transparent and competitive environment and applied consistently across the transport system.

The White Paper proposes that, in order to ensure that South African ports continue to contribute to international competitiveness, the separation of the port authority and port operations components will provide impetus to ongoing efforts to upgrade facilities and equipment.

By far the largest, best-equipped and most efficient network of ports on the African continent, South Africa's seven commercial ports have a significant role to play. They are not only conduits for the imports and exports of South Africa and neighbouring countries, but also serve as hubs for traffic emanating from and destined for the east and west African coasts. The NPA, a division of Transnet Limited, is the largest port authority in greater southern Africa, controlling seven of the 16 biggest ports in this region, namely Richards Bay, Durban, East London, Port Elizabeth, Mossel Bay, Cape Town and Saldanha.

The NPA was born out of the restructuring of Portnet, the port-management division of Transnet. The NPA's responsibility has been broadly defined as attending to the maintenance and development of port infrastructure.

The restructuring of Portnet into the NPA and SAPO came about after government's realisation of the benefits of public and private partnerships. While government plans to retain ownership of the country's port infrastructure, it is envisaged that individual terminals will ultimately be leased or concessioned to private operators.

A R4,3-billion investment has been set aside for use by the NPA in addressing infrastructural backlog, its primary responsibilities being landlord and maritime services.

Landlord services focus on the needs of cargo owners and terminal operators – from project conception, to terminal design, assessment of environmental factors and the concluding stages whereby a lease is signed with the terminal operator through which the cargo will pass.

Maritime services include the improvement of efficiency in shipping services, the dredging of navigational waterways, and ensuring a safe shipping environment by means of vessel-tracing services, pilotage and lighthouse services.

The ports provide:

- pilotage, tug and berthing services
- bulkhandling installations to handle dry

and liquid bulk, complemented by storage facilities
- container-handling facilities
- multipurpose terminals for the handling of breakbulk and containers
- access to rail and road links
- ship-repair facilities
- feeder services.

Lighthouse services operate 45 lighthouses along the South African coastline.

The NPA has vessel-traffic systems in all ports, which ensure improved safety of navigation within the port and port limits, and enhance the service provided to the port user.

Marine services operate 24 large tugs, eight work boats, four pilot boats and 14 launches in the seven commercial ports of South Africa. Twenty-four-hour services are provided in the Ports of Durban and Richards Bay.

The **Port of Richards Bay**, although a young port by international standards, and initially built for bulk exports, has rapidly developed and diversified into other cargo-handling forms. The Port is presently South Africa's leading port in terms of dry bulk volumes, and is capable of handling a diverse group of commodities from steel to forest products.

With increased traffic to and from the Far East and Australia, an upgrade was essential. More than R500 million was allocated to reduce vessel turnaround time, improve quality control, upgrade terminal-handling equipment, and increase storage capacity. The Port handles in excess of 80 Mt per year, representing 55% of South Africa's seaborne cargo trade.

It also offers easy access to South Africa's national and rail network with substantial growth capacity in the rail network link.

For industrial investors, there is an abundance of prime industrial land, both immediately adjacent to the Port and further inland. The Port hosts five cargo-handling terminals, of which three are privately operated and two are operated by SAPO. The privately operated terminals are the Richards Bay Coal Terminal; Island View Storage, which handles bulk liquids and liquefied gases; and Fedmis, which exports phosphoric acid.

The **Port of Durban** is a full-service general cargo and container port. It is the busiest port in southern Africa and is also the most conveniently situated port for the industrialised Durban/Pinetown and Gauteng areas and overborder traffic.

As South Africa's premier cargo and container port, the Port of Durban handles over 55 Mt of cargo per year. Durban has abundant shipping opportunities, both in terms of frequency and destinations served.

It is especially effective as a hub port for cargo to and from the Far East, Europe and the Americas, serving South Africa as well as west and east African countries. The Port is the premier port for a wide range of commodities, including coal, mineral ores, granite, chemicals, petrochemicals, steel, forest products, citrus products, sugar and grain.

The Port handles more than 1,2 million containers per annum, with an increase of 6% to 7% each year.

On 31 July 2003, the Durban Container Terminal (DCT) handled 2 555 container vehicles through its gates – the highest number handled in a 24-hour period in the history of the DCT.

The **Port of East London** is situated at the mouth of the Buffalo River on the east coast of South Africa, and is the only commercial river port on the South African coastline.

With a well-developed infrastructure, the Port has become one of the major motor vehicle export and import terminals in South Africa.

The **Port of Port Elizabeth**, with its proximity to heavily industrialised and intensively farmed areas, has facilities for the handling of all commodities – bulk, general and container cargo.

Being at the centre of the country's motor-vehicle-manufacturing industry, the Port imports large volumes of containerised components and raw material for this industry. The bulk of exports comprises agricultural products. Apart from agricultural produce, manganese ore, motor-vehicle-industry-related products and steel are exported.

The **Port of Mossel Bay**, primarily serving the fishing and oil industries, also offers limited commercial cargo activity.

This Port is the only South African port that operates two offshore mooring points within port limits. Both mooring points are utilised for the transport of refined petroleum products.

The NPA is building the modern deepwater port while the Coega Development Corporation is developing the entire land-side infrastructure for the IDZ.

The area is already well-serviced by existing transport networks and a skilled labour force.

The **Port of Cape Town** is a full-service general-cargo port. It is renowned for its deciduous fruit and frozen-products exports. The fishing industry based at the Port of Cape Town is of major proportion.

The Port of Cape Town is strategically positioned and ideally situated to serve as a hub for cargoes between Europe, the Americas, Africa, Asia and Oceania. The Port provides a complex network of services to its clients and a favourable environment for all stakeholders, so as to maximise the benefit to the local and national economy.

Integrated intermodal cargo systems, ship repair, bunkering facilities and the reefer trade are all examples of these services.

Saldanha Port is a deep-water port and is the largest natural port in southern Africa. The Port is unique in that it has a purpose-built railroad serving a bulk-handling facility, which is connected to a dedicated jetty for the shipment of iron ore.

Saldanha also serves as a major crude-oil importation and transhipment port.

About R600 million is being spent on upgrading and expanding Saldanha Bay's steel and iron ore handling facilities. This includes acquiring new equipment and increasing workspace efficiency. A number of projects have been initiated to help address environmental and ecoresponsibility issues.

The Port of East London's car terminal, which opened in 2000, reported a 29% increase in vehicle imports and exports moving through it in 2002. It moves 44 000 vehicles a year and this number was expected to rise to 55 000 units in 2003/04.

Pipelines

Petronet owns, maintains and operates a network of 3 000 km of high-pressure petroleum and gas pipelines. During 2001/02, Petronet transported 13,8 billion litres of fuel from coastal and inland refineries to the main business centres in Gauteng and surrounding areas, and some 334 million m^3 of gas from Secunda to KwaZulu-Natal. Petronet's customers are the major oil companies in South Africa.

Maritime affairs

Maritime administration, legislation and shipping

South Africa's maritime administration and legislation is the responsibility of the Department of Transport, and is controlled on its behalf by SAMSA in terms of the SAMSA Act, 1998 (Act 5 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 sea pollution by oil and other substances emanating from ships.

The Department of Environmental Affairs and Tourism is responsible for the combating of pollution, and has specific means at its disposal, such as the *Kuswag* coast watch vessels, with which to perform this function.

SAMSA is responsible for the introduction and maintenance of international standards set by the International Maritime Organisation (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 communication and radio navigation aids
- pollution prevention.

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

Other functions include the registration of ships, the establishment of a coastal patrol service, and the management of marine casualties and wrecks.

SAMSA is steadily improving its capacity to monitor safety standards on foreign vessels. Over the past year, 700 ships calling at South Africa's seven major ports were inspected. Vessels not in compliance with international safety standards were detained until the deficiencies were corrected.

The South African Marine Corporation (Safmarine), 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, but also as cross-traders to other parts of the world.

Training

On 9 September 2003, President Thabo Mbeki officially opened the South African Maritime Training Academy (SAMTRA) at Simonstown in the Western Cape.

SAMTRA is expected to provide 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 (formerly called Cape Technikon), with a similar training facility at the Durban Institute of Technology (formerly called Natal Technikon). 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 Department of Transport, while the Maritime Education and Training Board is responsible for the accreditation of all maritime courses.

Other maritime training organisations offer a wide range of courses that have been developed within the South African maritime industry. These are situated mainly in the Ports of Cape Town and Durban and, to a lesser degree, in Port Elizabeth.

Search-and-rescue services

The Department of Transport is responsible for the provision of a search-and-rescue function in South Africa.

The search-and-rescue programme has been in existence since 1948.

The South African Search-and-Rescue Organisation (SASAR) has been established to provide South Africa with a world-class search-and-rescue capability.

SASAR is a voluntary organisation functioning under the auspices of the Department of Transport.

Its main function is to search for, assist and, if necessary, rescue survivors of aircraft accidents or forced landings, vessels in distress, and accidents at sea. It is also charged with co-ordinating the resources made available to the Department by various government departments, voluntary organisations, and private aircraft and shipping companies for search-and-rescue purposes. The executive committee of SASAR, in conjunction with the relevant officials of the Department, is responsible for formulating policy and procedures.

The Department of Transport, the SANDF, Telkom, Portnet, SAMSA, CAA, ATNS, SAPS, the Independent Communications Authority of South Africa, SAA and the Department of Provincial and Local Government are members of SASAR and contribute their services and/or facilities.

Voluntary organisations such as the 4x4 Rescue Club, Mountain Club of South Africa, Hamnet and the National Sea Rescue Institute are also members of SASAR.

The South African Maritime and Aeronautical Search-and-Rescue Act, 2002 (Act 44 of 2002), is being implemented.

The Department was engaged in the following in 2003/04:

- inculcating a safety culture in the fishing industry
- developing appropriate legislation to inform and guide the port-sector reform process, which is near completion
- developing a framework for better working conditions in the maritime industry in conjunction with the Department of Labour
- developing a maritime multilateral strategy
- setting up a Maritime Resource Centre
- creating awareness of the importance of maritime transport in the economy
- undertaking a Marine-Pollution Prevention Programme to prevent incidents of oil and chemical spills at sea
- evaluating the levels of investment in maritime infrastructure necessary for the reconstruction and development of African economies
- conducting a maritime legislation-review process
- promoting safety in the maritime industry
- promoting SASAR through education and training, raising public awareness, raising funds for SASAR's member organisations, and being on par with international standards
- improving the search-and-rescue information systems by computerising the SASAR assets manual
- developing and reviewing search-and-rescue policies in order to comply with ICAO and the IMO
- revising the current institutional search-and-rescue framework.

The Department of Transport is charged with the negotiation and conclusion of bilateral search-and-rescue agreements with countries bordering on the vast area of responsibility, which is laid down by both the ICAO and the IMO, and is approximately 28,5 million km^2.

South Africa has contributed significantly to search-and-rescue in the southern oceans with the establishment of the Cospas-Sarsat System. It comprises three segments, namely:

- radio beacons, carried by ships and aircraft
- a space segment
- a ground segment.

Satellite services are provided free of charge in terms of the International Cospas-Sarsat Agreement, but individual countries must provide and pay for the ground segment that comprises:

- Local User Terminals (LUTs) that process relayed distress signals to provide a beacon location and then transmit alert messages to the Mission Control Centre (MCC)
- the MCC, which then validates and exchanges alert data and technical information and redistributes it to search-and-rescue authorities.

South Africa was accepted as a member of the International Cospas-Sarsat Programme as Ground Segment Provider with effect from 1 November 2000.

This enables its LUT/MCC to be integrated into the global Cospas-Sarsat System. The following countries will be served by the LUT/MCC: Angola, Botswana, Burundi, the Democratic Republic of the Congo, Lesotho, Malawi, Mozambique, Namibia, Rwanda, Swaziland, Uganda, Zambia and Zimbabwe.

Maritime safety

South Africa has been identified as a focal point for a regional search-and-rescue centre. During 2003/04, the Department set aside R3,5 million for the establishment of a dedicated Maritime Rescue Co-ordination Centre. The process is at an advanced stage.

Acknowledgements

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South African National Roads Agency Ltd
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