22

Transport

The Department of Transport aims to establish a national transport system that enables the provision of efficient, affordable and fully integrated infrastructure and services, that best meet the needs of transport users and promote economic and social development, while being environmentally and economically sustainable.

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.

Transport contributes between 7% and 13% to South Africa's Gross Domestic Product (GDP).

Policy

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 Strategy (1999) and the National Land Transport Transition Act, 2000 (Act 22 of 2000).

These established the vision of an efficient public transport system through the use of targeted subsidies, and the provision of a high-quality, compre-

hensive transport infrastructure.

The Department is allocated a budget of over R6 billion, which is set to increase progressively over the Medium Term Expenditure Framework period.

A seamless logistics system

A critical area of focus is a seamless logistics system, characterised by an efficient flow of freight that promotes the economy's competitiveness. It is expected that the transport system will be restructured to ensure that logistics don't act as a restraint on economic growth, employment and sustainable development. The removal of blockages within the ports and rail systems is regarded a priority.

An integrated approach will be adopted to use the transport system as a catalyst to stimulate new development corridors in various regions of the nine provinces.

The development of strategic corridors will serve as a guide as to where transport infrastructure will be located in future. The development of these corridors will be interlinked with nodal and Spatial Development Initiatives (SDIs) to prevent areas outside of the corridors being delinked from the rest of the economy.

An example is the Kei Rail Project, which involves the upgrading and development of new facilities along the Umtata-Amabele railway line in the Eastern Cape.

Public-transport subsidies

Transport subsidies are potentially important tools for improving efficiency, access and equity. In the past, they have been targeted loosely and implemented selectively. The Department of Transport is trying to channel subsidies to those with the greatest need to maximise economic and social gains.

The allocation of subsidies for commuter rail and buses is done in a transparent manner to foster equality of access to transport through the affordability of basic services in socio-economically depressed areas. More than 60% of commuters use minibus taxis. Of the estimated two million migrant workers in South Africa, about 850 000 use unsubsidised public transport.

The Department, through the provincial departments of Transport, awards contracts by tender to bus operators for the provision of public-transport services.

By mid-2004, there were 34 interim, two negotiated and 58 tendered contracts involving about 7 500 buses. On average, passengers receive R198 in subsidies per month, which equals 6,7% of the average household income. Government was expected to spend more than R2,1 billion on bus subsidies in the 2004/05 financial year.

The tender processes aim to achieve the Department's objectives of a safe and effective public transport system while meeting other transformation objectives.

A minimum of 30% of all contracted services should be set aside for companies with 50% historically disadvantaged individuals, while the remaining 70% should have an equity ownership of 35%.

Black Economic Empowerment (BEE)

By mid-2004, the development of the Transport Sector BEE Charter was in the final stages of negotiations in eight subsector working groups, namely aviation, maritime, road freight, buses, freight forwarding, rail, the public sector and the taxi industry.

The Charter sets targets for small, medium and micro-enterprises (SMMEs), women, and people with disabilities.

The aim is to transfer ownership of enterprises throughout the industry value chain to Black people and to increase their participation at all levels – employment, management, procurement and the development of new enterprises.

Non-motorised transport

The promotion of non-motorised transport primarily aims to increase transport mobility and accessibility, mainly in rural areas.

The Non-Motorised Transport (NMT) Programme in the Kgalagadi and Botlhabela Presidential rural nodes 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
- Alleviating rural poverty by promoting the economic as well as the strong industrial dimension of NMT project operations and infrastructure (e.g. SMMEs). This will be achieved by exploiting local expertise to the maximum in running and sustaining the Programme.
- Impact assessment and programme evaluation. The main objective of this component is to make meaningful contributions to the Rural Transport Strategy.

Transport safety

Increased emphasis is placed on safety issues in all transport modes. The Road to Safety Strategy, the transportation of dangerous goods by road, the establishment of the Maritime Rescue Centre, the setting-up of the Railway Safety Regulator, and the Road-Traffic Management Corporation (RTMC) are examples.

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.

The Department is contributing actively to the practical realisation of NEPAD and the 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 South African Civil Aviation Authority (SACAA).

South African National Roads Agency Ltd

The SANRAL is an independent, statutory company responsible for the design, construction, management and maintenance of South Africa's national road network, including toll and non-toll roads.

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 of Transport and in agreement with a foreign country, provide, operate and maintain roads in that country.

South African Maritime Safety Authority

The SAMSA 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.

The 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 other sources, levies on ships calling at South African ports, direct user charges, and government service fees.

Cross-Border Road Transport Agency

The CBRTA regulates and controls cross-border passenger, freight and road transport. It also facilitates the establishment of co-operative and consultative relationships and structures between public and private-sector institutions, with an interest in cross-border road transport.

The CBRTA is also 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.

South African Civil Aviation Authority

The SACAA is charged with promoting, regulating and enforcing civil-aviation safety and security.

The SACAA has proved to be a leader in the aviation regulatory sector in the SADC region. It has hosted dozens of regional meetings and conferences since 1994, and is the driving seat of efforts to harmonise aviation regulations in the region and improve the level of aviation surveillance.

In 2003, South Africa was elected as a member of the International Civil Aviation Organisation (ICAO) Council and to establish a South African office at the ICAO headquarters in Montreal, Canada.

The SACAA became fully self-funded in 2003. This necessitated an increase in all revenue streams on 1 April 2003 since no fee increases had been effected over the preceding five years.

Revenue is generated from user fees charged for direct services rendered.

Transnet Limited

Transnet Limited, a public company of which the South African Government is the sole shareholder, was established on 1 April 1990.

> In October 2004, the Minister of Public Enterprises, Mr Alec Erwin, announced that the National Ports Authority would remain within Transnet, with a strengthened regulator and with the intention of moving it to a public company.
>
> The South African Airways was expected to be moved off the Transnet balance sheet.
>
> About R37 billion will be invested over the next five years in the first phase to expand port and rail infrastructure.
>
> The capital market requirements for this Capex programme and the servicing of existing debt is expected to range between R2,5 billion and R8 billion.

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), transports 6,1 million domestic, regional and international passengers per year. In March 2004, Transnet announced that it would recapitalise SAA for R6,1 billion to strengthen the national airline's financial position.

Transnet Limited consists of eight 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 management 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
- Propnet manages a profitable property-development portfolio, 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 the SANRAL.

The Department of Transport continues to improve 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 754 600 km of roads and streets.

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

A new proposed road-classification system has been developed to integrate the 29% of unclassified roads into the entire road system. Unclassified roads are predominantly access roads in rural communities and roads in settlements on the urban periphery.

The various categories include:

- 9 600 km of surfaced national toll and non-toll roads
- 56 000 km of surfaced provincial roads
- 300 000 km of gravel provincial roads
- 168 000 km of surfaced and unsurfaced urban roads
- 221 000 km of unclassified roads.

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

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 repairs 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 SANRAL.

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 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 SDI programme uses public resources – particularly project planning, scoping and logistical co-ordination skills – to leverage private-sector involvement.

The SDI areas 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 2 400 km and are serviced by 32 toll plazas, including concessioned roads.

The viability of every toll road is determined over a 30-year period to assess the private-sector funding.

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.

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.

Credit-card format (CCF) licences

The CCF licence is valid for a period of five years, whereafter licence holders have to apply for a replacement.

The production of CCF driving licences commenced on 1 March 1998. More than 6,5 million cards were produced during the first production period of five years, which was extended for 13 months until 31 March 2004.

The CCF licence contains more than 20 different security features, one of which is the encrypted two-dimensional bar code which complies with international standards.

A locally developed device was accepted for final testing in 2003. Fifty Card Verification Devices (CVDs), were distributed to traffic officers in Gauteng and KwaZulu-Natal during November 2003 for practical field testing.

A Record of Decision has been issued for the N2 Wild Coast Toll Road, which will link Durban and East London via Lusikisiki and Port St Johns. The Road also marks the boundary of the Pondoland Park, which is earmarked as a prime ecotourism attraction.

The N2 is expected to bring substantial investment to the Wild Coast. Further benefits include:
- R4,8 billion in gross investment during construction
- the creation of about 16 000 jobs
- R229 million in wages during and after construction
- R172 million in revenue investment in local industry, agriculture and forestry
- R114 million-investment in the local retail industry
- R57,2 million for service-providers
- R1,7 billion projected value of new business activated after construction
- some 1,4 million tourists expected per year
- some 780 projected new developments.

By October 2004, a further 950 devices were distributed to traffic officers in all nine provinces.

The total contract value over the full period is about R650 million, with the first production period amounting to about R350 million.

The CVD has been successfully used by provinces, particularly at roadblocks.

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 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.

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 LTPS facilitates the issuing 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 LTPS 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 RAS facilitates 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 SUMS manages claims from provincial departments and payments thereof for bus contracts.

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 one another. 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 grows at a rate of 1,7% per year.

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 conflict within the industry.

In May 1999, the Government signed an Memorandum of Understanding (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 MoU 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 MoU 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 Taxi Recapitalisation Programme aims to replace the current ageing taxi fleet with new, safer and purpose-built minibus taxis.

Government announced in October 2004 that it would roll out its revised Taxi Recapitalisation Programme at a cost of approximately R7,7 billion over seven years, starting at the beginning of the 2005/06 financial year.

The Programme includes the introduction of specifications for the new taxi vehicles through regulation by the Minister of Transport, with a focus on the safety aspects of the vehicles.

This will allow taxi operators to acquire vehicles from any manufacturer who complies with the set requirements.

Government will also introduce a once-off scrapping allowance of R50 000 per scrapped vehicle to legal operators.

To complement the safety specifications, government will introduce thresholds or bands for vehicle seating capacity, instead of requiring that the new taxi vehicles should take between 18 and 35 passengers.

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.

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
- the violation of hazardous material 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.

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 is used to identify emergency exits.

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 aims 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 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

Bilateral agreements serve to facilitate and encourage cross-border road transport in support of regional trade.

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.

On 29 September 2003, South Africa, Namibia and Botswana 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 the 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

In South Africa alone, road accounts for the movement of some 650 Mt of freight traffic per year, compared with about 180 Mt by rail.

The total throughput, inclusive of local production and imports, in the whole of the South African economy that requires logistics interventions amounted to 745 Mt in 2003.

This was divided between 49% for mining, 45% for manufacturing and 6% for agriculture. It is estimated that it cost R135 billion in 2003 in transport costs to move that quantity, where 62% of the total cost was attributable to long-haul road transport, 22% to road distribution, 8% each to rail and air, and 1% to pipeline and water modes. It is estimated that logistical costs to the South African economy are in the region of 14,7% of GDP, with transport representing some 75% of that cost.

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 about 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), provides for the establishment of the RTMC 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 historically disadvantaged sectors, to supplement public-sector capacity
- guide and sustain the expansion of private-sector investment in road-traffic management.

The RMTC is a partnership between the three spheres of government to strengthen government's collective capacity for 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 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; 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/she has 12 penalty points against his/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 penalty points each are given 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 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.

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.

The Department launched the *Niyabonwa* (You Are Seen) Campaign in November 2004.

The Campaign aims to reduce pedestrian deaths by encouraging pedestrians to ensure that they are visible to motorists.

Road-safety awareness education is being gradually integrated into the mainstream school curriculum as a set of basic life skills that can be continuously expanded and deepened over time.

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

Project E-Force was implemented as a pilot project from mid-November 2003, using advanced technology – including driver's licence CVDs – to increase the productivity of traffic officers and reduce traffic offences.

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 about 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

The Motor Industry Development Programme (MIDP) has been in operation for a number of years and provides the basis for government policies toward the automotive sector.

It seeks to rationalise the number of models assembled locally, and to increase exports of fully assembled vehicles and components.

There are eight local producers of light motor vehicles in South Africa, four of which are located in Gauteng. There are also 11 producers of medium and heavy vehicles in the country. In total, the industry produced 787 100 vehicles in 2000.

The sale of motor vehicles and parts is expected to grow at an average rate of 12,5% and contribute more to Gross Geographic Product than fabricated metal products by 2007.

The MIDP is expected to undergo a review in 2005, as part of an ongoing effort by government, in close consultation with industry stakeholders, to ensure that the MIDP continues to promote the development of the auto industry to meet the industry's objective of enhancing its global competitiveness.

checks, run by traffic officers to check on driving licences, alcohol usage by drivers, vehicle licences, tyres, lights, brakes, outstanding fines, etc.

To strengthen the regulation of freight transport, Operation Juggernaut was launched in November 2003 to focus and co-ordinate road-traffic law enforcement on heavy freight and passenger transport vehicles.

The screening of more than 450 000 vehicles, the issuing of over 200 000 offence notices, and the suspension of over 2 000 vehicles also contributed to the overall reduction of fatalities in December 2003.

At least 4 000 traffic officers have been trained in the enforcement of the regulations and standards for transporting dangerous goods.

Road Accident Fund (RAF)

The RAF compensates victims of motor-vehicle accidents for bodily injuries and/or loss of financial support caused by the death of a breadwinner, in terms of the provisions of the RAF Act, 1996 (Act 56 of 1996). The Fund derives its income from a special tax levied on petrol and diesel sold in South Africa.

On 18 February 2004, the Minister of Finance announced that the RAF levy would be raised by five cents per litre with effect from 7 April 2004.

However, some sectors of the economy – agriculture, forestry, sea fisheries, coastal shipping, offshore mining, rail freight and mining – were granted concessions from the RAF diesel levy. This concession is administered as a refund through the Value-Added Tax system by the South African Revenue Service.

The eighth International Symposium on Heavy-Vehicle Weights and Dimensions was held in South Africa in March 2004.

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

The issues discussed included 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.

The RAF is in regular contact with National Treasury and the Department of Transport on proposed increases dependent upon the number of claims received. Recent trends have seen a mismatch between the Fund's revenue from the levy and the amount required to settle all the claims lodged.

Steps to improve the cashflow of the RAF include assisting the Department of Transport in road-safety initiatives to reduce the number of accidents in the country. Since 2001, the RAF has been vigorously fighting fraud and corruption bedevilling the system.

Forensic investigation partnerships with the SAPS and other law-enforcement agencies have resulted in the arrest of hundreds of people.

All new employees are subjected to background record checks prior to appointment to reduce and eliminate fraud and theft. Identified employees dealing and handling sensitive information are also required to undergo security vetting processes so as to protect public funds and prevent corruption.

In 2003, the RAF introduced 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 of their right to compensation, and to encourage them to claim directly without using attorneys as intermediaries.

As part of the RAF's settlement obligations, it issues undertakings to claimants for future medical costs. In 1999, the RAF launched the Patient Outreach Unit which involves the deployment of medically qualified case managers throughout the country at various branches of the RAF as well as in satellite offices.

By June 2004, the RAF was planning to establish 12 new information offices to educate the public about the RAF, assist claimants to lodge claims directly and update claimants on the status of their claims.

These case managers manage the treatment of victims of road accidents in a holistic manner and assist them in administering their undertakings. Part of this holistic approach has also seen this Unit, under the auspices of the chief executive officer of the RAF, liaising with the Disabled People of South Africa, which led to this Unit employing many physically challenged individuals.

Rail transport

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

Over the past few years, government has contributed some R884 million to the remodelling and refurbishment of rail commuter stations. The private sector provided investment to the tune of about R1,6 billion in more than 120 projects on land and properties adjacent to and surrounding rail commuter stations.

By mid-2004, a lot of work had been done to refurbish the railway line and certain bridges that had fallen into disrepair, and renew fencing along tracks.

In 2002, the Department of Transport, the South African Rail Commuter Corporation (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 Strategy 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 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 oversees 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.

Spoornet

Spoornet is a division of Transnet, a commercialised business with the State as shareholder.

Spoornet has seven transport divisions providing transport services in all transport modes.

Spoornet's special focus businesses include *Shosholoza Meyl*, LuxRail (Blue Train and Premier Classe), LinkRail and Spoornet International Rail.

The revision of the public-transport subsidy system is expected to underpin the merger of Metrorail, *Shosholoza Meyl* and the SARCC to report to the Department of Transport, and allow Spoornet to concentrate on freight.

Spoornet represents the Group's rail transport interests and is the largest of the Transnet divisions in revenue, size and employee numbers.

Spoornet's core business lies in Freight Logistics Solutions, 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.

Spoornet maintains an extensive rail network across South Africa and connects with rail networks in the sub-Saharan region.

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.

Spoornet is expected to spend more than R14 billion over the next five years to revamp and upgrade ageing assets and infrastructure.

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

General Freight Lines

As the largest component of Spoortnet's operations, General Freight Lines has an annual volume throughput of almost 88 Mt, servicing the mining, heavy and light manufacturing industries. The heavy-haul lines comprise coal (Coal Line) and iron ore (Ore Line).

Coal Line

Spoortnet's Coal Line provides world-class transportation of South Africa's export coal, from the Mpumalanga coalfields to the Richards Bay Coal Terminal. Starting at Mpumalanga's 44 coal-rich mines, the 580-km line descends from the Highveld through to rural KwaZulu-Natal and culminates at the coastal town of Richards Bay.

The line consists of 37 concrete-lined tunnels, running a total distance of 44 km through geological formations, and 137 bridges.

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.

Coal Line 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.

Ore Line

Ore Line is responsible for the transportation of iron ore over the 861-km railway line from Sishen to Saldanha. Ore Line is the sole conveyor of South Africa's export iron ore and maintains an impressive 6% of global market share.

The mammoth task of constructing the 861-km railway line started in June 1973. The Olifants River Bridge of over 1 000 m was the longest of 82 bridges that had to be built, and the last 106 km had to be sculptured out of the windswept Atlantic coastline.

Ore 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.

Shosholoza Meyl

Shosholoza Meyl provides an affordable inter-city passenger service between major destinations in South Africa.

Shosholoza Meyl operates on 15 routes over a network of 6 398 km and a total of 6 500 trains run annually. Cape Town connects passengers to East London, Durban and Pretoria. Services also connect main centres in South Africa with Maputo in Mozambique.

About three million passengers travel along these routes annually. Commuters and traders are the

Facts on Spoornet for 2003/04

Freight wagons (active)	88 000
Locomotives	2 410
Track kilometers (km)	30 400
Route km	20 041
Freight tonnage	180,6 million tons
Net ton km	106,8 billion ton km
Passenger coaches	2 097
Number passengers – *Shosholoza Meyl*	3,08 million
Number passengers – The Blue Train	5 740
Turnover	R13,1 billion
Employees	34 771

Source: Spoornet

main users while the remainder is made up of operators (contract trains) and tourists.

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 on the route between Pretoria/Johannesburg and Cape Town. 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.

LuxRail

LuxRail's primary focus is the operation of the prestigious Blue Train, which 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 premier luxury rail cruise and travelling experiences.

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.

LinkRail

LinkRail comprises low- and light-density railway lines within South Africa. These lines typically convey small and infrequent loads and serve as a connecting service between the rural hinterland and main corridors.

Social-investment activities

Spoornet contributes to the social fabric of South Africans. Notable social-investment activities include the following: AIDS awareness; the *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 support the national school curriculum.

Spoornet's role in Africa

Spoornet maintains an extensive rail network across South Africa and connects with rail networks in the sub-Saharan region.

Spoornet is proud of its reputation for technological leadership internationally as well as in Africa, where it is active in more than 18 countries. As one of the most strategically important transport logistics companies in South Africa, Spoornet realises its responsibility for providing rail infrastructure that will support the South African and African economy.

This objective is to be achieved through the creation of strategic partnerships and alliances with relevant rail entities.

Spoornet International Rail, a business unit established in 1997, pursues and achieves Spoornet's growth and expansion objectives beyond the borders of South Africa while contributing to the ideals and objectives of NEPAD.

The company is continually seeking areas for development to implement specific strategies for Africa's logistic focus to support NEPAD. Harnessing the momentum and vision birthed by NEPAD, Spoornet provides its railway consulting, locomotive leasing, railway trucks leasing and commodities transportation expertise to enhance the African Renaissance.

Sub-Saharan Africa boasts about 83% of all Africa's railways, and South Africa's share of the African total is some 35% and 42% of sub-Saharan Africa.

South Africa accounts for about 47% of the total number of locomotives of all types in sub-Saharan Africa and 32% of the African total. South Africa's dominance of electric locomotives is nearly complete, with about 96% of sub-Saharan locomotives and 92% of the continent's total number of electric locomotives.

South Africa's dominance of the African freight wagon fleet is 62% of the total African fleet and 74% of the sub-Saharan total. The amount of rail freight tonnes moved occurs mostly in the South African system, with about 71% of the African total and some 91% of sub-Saharan traffic.

The business unit has leasing agreements with, among others, Swaziland, Mozambique, Zimbabwe, Tanzania, Sudan, the Democratic Republic of Congo, Cameroon and several South African mining groups.

Metrorail

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

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 of Transport, should also see improvements in other parts of the railway infrastructure.

Metrorail is responsible for some 17% of all public transport in South Africa, which amounts to transporting about two million people 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.

Construction of the Gauteng Rapid Rail Link is expected to commence in early 2005.

Gautrain will run along some 80 km of rail connecting Johannesburg, Pretoria and Johannesburg International Airport (JIA).

The project is estimated to cost over R7 billion and will employ more than 18 000 people over the next 20 years.

It will also create business activities worth about R3,6 billion per year, resulting in an increase of between 0,7% and 1% in the province's growth over the implementation phase.

The Gautrain is expected to ease traffic congestion and air pollution.

The trip from Johannesburg to Pretoria will take 35 minutes and the trip from Sandton to the JIA about 15 minutes.

The train will cruise at 160 km per hour and will operate 18 hours a day. The minimum frequency between Johannesburg and Pretoria will initially be six trains per hour in each direction.

There will be four underground stations, eight surface stations, and some 14 km of underground track, in some places up to 80 m below the surface.

South African Rail Commuter Corporation

The SARCC was established in 1990 to provide commuter rail service in South Africa.

It falls directly under the Department of Transport but has its own autonomous board of control. It owns all commuter rail infrastructure and its rolling stock is valued at R1,8 billion. Its main sources of revenue are subsidies to cover operational losses and capital expenditure.

The Corporation received a R1 678,84-million operational subsidy and R665-million capital subsidy in 2003/04. 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.

In 2003/04, the SARCC infrastructure and assets comprised 319 stations, some 2 240 km of electrified single rail track and 4 564 coaches.

The SARCC has 478 commuter train stations nationally.

Intersite

Faced with managing a property portfolio of more than 374 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 1992, Intersite has completed a number of station upgrades at a cost of R533,7 million while a further R186,3 million has been invested in Metrorail operational assets. 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.

The SARCC is implementing an active programme to improve the state of commuter rail rolling stock.

During the 2003/04 financial year, 362 coaches were overhauled at a cost of R526 million.

Civil aviation

Since 1994, the number of South African air-traffic movements has increased by nearly 150% to reach about 600 000 annual movements, moving about 20 million passengers during 2003. About 75% of these movements were domestic and the rest were international.

These represent some 50% of all air-traffic movements in the SADC region. By mid-2004, there were about 8 000 aircraft on the South African register, and over 14 000 licensed personnel including air-traffic controllers, pilots, cabin crew and flight engineers.

The number of airlines operating in South African airspace has increased from nine in 1994 to more than 50 in 2004. Some 21 air-traffic control centres support operations covering some 145 licensed airports with paved runways and over 580 aerodromes with unpaved runways.

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, and 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 international airports are Johannesburg (JIA), Cape Town, Durban, Bloemfontein, Port Elizabeth, Pilanesberg, Lanseria, Gateway (Polokwane), Kruger Mpumalanga and Upington.

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's three core activities are:

- airport services, including providing and maintaining runways, taxiways and aprons; terminal facilities; and security, fire and rescue services
- retail activities, including the provision of space within terminals to appropriate retailers, and other sites to operations such as car-hire firms, banks and advertisers
- property activities, including the development of airport infrastructure, retail and office premises, and car-parking facilities, as well as functioning as commercial landlords.

The ACSA recorded a 4,3% rise in domestic passengers from 2001 to 2002, and a 6% rise from 2002 to 2003. It is expected to set aside R300 million over the next five years to upgrade the national airport network.

In 2003/04, the ACSA's total revenue was expected to reach R1,8 billion, rising to an anticipated R2,5 million in 2006/07.

Over the medium term, the company was expected to realise a surplus of between R619 million in 2004/05 and R765,4 million in 2006/07.

The ACSA has invested more than R1,9 billion in infrastructure investment to develop the JIA.

The R750-million domestic terminal at the JIA was opened 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. The JIA is ACSA's success story and accounts for over half of the throughput of all ACSA airports.

The JIA has experienced remarkable growth with passenger traffic increasing from 6,4 million people to 13 million between 1993 and 2003.

The JIA's daily average passenger numbers have grown to 36 000.

Over 400 aircraft arrive and depart from the Airport each day.

In December 2003, the total number of international passengers was 8,4% higher than for December 2002, and the total number of regional passengers was 10,4% higher.

The JIA handles an average of 270 000 pieces of passenger baggage a month. By February 2004, the JIA was served by over 46 airlines offering travel to destinations in 45 countries.

The Johannesburg International Trade Bureau (JITB), a joint venture between the ACSA, the International Trade Bureau and the National African Federated Chamber of Commerce, was expected to be completed in 2005.

The JITB will offer 2 200 m^2 of permanent exhibition space to over 120 of South Africa's premier exporters, with unparallelled access to international business visitors.

The Bureau will also feature a business information library, an exhibitor information desk, meeting rooms and consultation areas.

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

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

The CTIA'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. The 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 (DIA) 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. The DIA handles 2,5 million passengers a year with an annual turnover of R134 million, R45 million of which represents retained earnings.

The R1,6-billion Dube Trade Port and King Shaka International Airport are expected to be operational by 2009. By mid-2004, National Treasury was in the final stages of registering the King Shaka International Airport and freight terminal as a public-private partnership.

The Port Elizabeth Airport's new terminal was officially opened in May 2004. The number of arriving and departing passengers moving through Port Elizabeth has increased over the past few years, with just under a million people moving through the Airport during 2003/04.

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

Air-Traffic Navigation Service (ATNS)

The 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.

It provides extensive air-traffic information services and related aeronautical support services in the major airspace and at 21 airports throughout South Africa.

The company college is a well-established facility that is used by a large number of African countries for air-traffic services training and for technical training for equipment support.

The ATNS does not receive government transfers and derives its funding from its operations.

Air-traffic service fees contributed 90% to total revenue earned in 2003/04, while revenue from the air-traffic satellite communication system in the SADC region contributed 5% during the same period.

The balance of revenue is earned from technical maintenance services, aeronautical information services, and the provision of training in air-traffic control.

Starting in 2004, the ATNS aims to achieve a return on capital employed of 11,1% over a five-year period, with medium-term targets of 6,1%, 6,9% and 8,2%.

The company expects to improve service-delivery targets, reduce pilot and controller workloads, and enhance the efficiency of the system by implementing the South African Advanced Air Traffic System.

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 an Information Technology (IT) centre.

Airlines

SAA is by far the largest air carrier in Africa, with the JIA being the busiest airport in Africa. Nearly 75% of air traffic in Africa takes place in the region.

SAA, British Airways (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 ICAO-recommended practices on aviation security.

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 an 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 consistent flow of arrivals, which in turn will enhance efficiency and reduce costs for air-

By December 2003, South African Airways was the only airline which operated:

- 272 flights a week between Johannesburg and Cape Town
- 234 flights a week between Johannesburg and Durban
- 96 flights a week between Europe and South Africa
- 34 flights a week between the United States of America and South Africa
- 36 flights a week between Asia Pacific and South Africa
- 202 return flights a week between Johannesburg and major African cities.

lines. The total cost of the project, which was due for completion in 2004, is R228 million.

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.

South Africa's seven commercial seaports are managed and controlled by the NPA, a division of Transnet Limited. The NPA was established in August 2001 out of the restructuring of Portnet to enhance the efficiency of South Africa's seaports in the evolving maritime climate of the 21st century, a vital function in sustaining the growth of the national economy.

The new structure, comprising the NPA and the SAPO as separate entities, is specifically designed to separate operational and landlord functions to optimise the benefits and potential of public/private-sector partnerships, while at the same time retaining State ownership of this essential part of the national infrastructure.

The NPA is responsible for the maintenance and development of port infrastructure and is the biggest port authority in 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.

By July 2004, the eighth commercial port, the Port of Ngqura, was being built by the NPA at a total cost of R2 600 million. The project is expected to be fully operational by the end of 2005. The Port is situated at the Coega River mouth about 20 km from Port Elizabeth. Destined to be the deepest container terminal in Africa, the Port is one of the biggest government-sponsored infrastructure developments in South Africa.

The Port will have the capacity to handle the new generation of deep-sea vessels. The adjacent Coega Industrial Development Zone (IDZ) is expected to complement the Port and provide vast areas of land for industrial developments including automotive, electronics, commercial, metal and agri-industrial industries, among others.

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 port 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.

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

Landlord Services plays an important role in en-suring the planning, development and optimal use of port property and infrastructure, as well as ensuring a safe, secure and healthy port environment.

This arm of the business focuses 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

Maritime Services includes improving 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
- bulk-handling installations to handle dry and liquid bulk, complemented by storage facilities
- container-handling facilities
- multi-purpose terminals for the handling of breakbulk and containers
- access to rail and road links
- ship-repair facilities
- feeder services.

Lighthouse Services

Lighthouse Services operates 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

Marine Services operates 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 at the ports of Durban and Richards Bay.

Deepwater ports

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 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 has been 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 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 liquified gases; and Fedmis, which exports phosphoric acid.

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.

Hub ports

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 cross-border 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 year, 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 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.

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.

Multi-purpose ports

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 Coega IDZ.

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

Pipelines

Petronet owns, maintains and operates a network of 3 000 km of high-pressure petroleum and gas pipelines. During 2002/03, Petronet transported 15,3 billion litres of fuel from coastal and inland refineries to the main business centres in Gauteng and surrounding areas, and some 466 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

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

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 the 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.

The SAMSA is responsible for the introduction and maintenance of international standards set by the International Maritime Organisation 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.

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

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

The SAMSA is steadily improving its capacity to monitor safety standards on foreign vessels. A considerable number of ships calling at South Africa's seven major ports were inspected and those not in compliance with international safety standards were detained until the deficiencies were corrected.

In February 2004, the Department released the Proposed Maritime Agenda 2010 Strategy, which, among other objectives, seeks to promote and facilitate safe, secure, environmentally sound, efficient and sustainable maritime transport.

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

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

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

Cape Town has won the bid to host the International Association of Marine Aids to Navigation and Lighthouse Authorities (IALA) Conference in March 2010.

The Conference is expected to attract some 400 delegates from over 40 countries, and will focus on related environmental issues and the preservation of historic lighthouses.

This will be the first time since the IALA was established in 1957 that one of its conferences – which takes place every four years – will be held in Africa. South Africa is the only African representative on the IALA Council.

Running parallel to the Conference will be a three-day Aids to Navigation Trade Exhibition, showcasing the latest developments in navigation-aid technology.

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.

The 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, 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) provides South Africa with a world-class search-and-rescue capability.

The 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 the 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, SACAA, ATNS, SAPS, the Independent Communications Authority of South Africa, SAA and the Department of Provincial and Local Government are members of the 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 the SASAR.

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

Maritime safety

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

Acknowledgements

Air Traffic and Navigation Services
Airports Company South Africa
BuaNews
South African Civil Aviation Authority
Department of Transport
Estimates of National Expenditure 2004, published by National Treasury
National Ports Authority of South Africa
South African Rail Commuter Corporation
Spoornet Ltd
Transnet Ltd
South African National Roads Agency Ltd
Road Accident Fund
www.gov.za
www.transnet.co.za
www.southafrica.info

Suggested reading

Burkett, D. *Jetlag: South African Airways in the Andrews Era*. Sandton: Penguin, 2001.
Byrom, J. *Fields of Air: Triumphs, Tragedies and Mysteries of Civil Aviation in Southern Africa*. Rivonia, Sandton: Ashanti, 1993.
Development Bank of Southern Africa. *Infrastructure: A Foundation for Development. Development Report 1998*. Midrand: Development Bank of Southern Africa, 1998.
Du Toit, A. *South Africa's Fighting Ships, Past and Present*. Rivonia, Sandton: Ashanti, 1992.
Harris, C. J. and Ingpen, B. D. *Mailships of the Union-Castle Line*. Cape Town: Fernwood, 1994.
Infrastructure Mandates for Change: 1994 – 1999. Pretoria: Human Sciences Research Council (HSRC), 2000.
Ingpen, B. D. *South African Merchant Ships: An Illustrated Recent History of Coasters, Colliers, Containerships, Tugs and Other Vessels*. Cape Town: Balkema, 1979.
Khosa, M. ed. *Empowerment Through Service Delivery*. Pretoria: HSRC, 2000.
Moore, D. *Sunset of Steam: A Tribute in Colour to the Golden Years of Steam Locomotives in South Africa*. Johannesburg: Chris van Rensburg, 1990.
Nöthling, C. J. and Becker, D. *Pride of the Nation: A Short History of the South African Air Force*. Pretoria: South African Air Force, 1995.
Robbins, D. *Blue Train*. Johannesburg: Penguin, 1993.
Schnettler, F. *A Century of Cars*. Cape Town: Tafelberg, 1997.