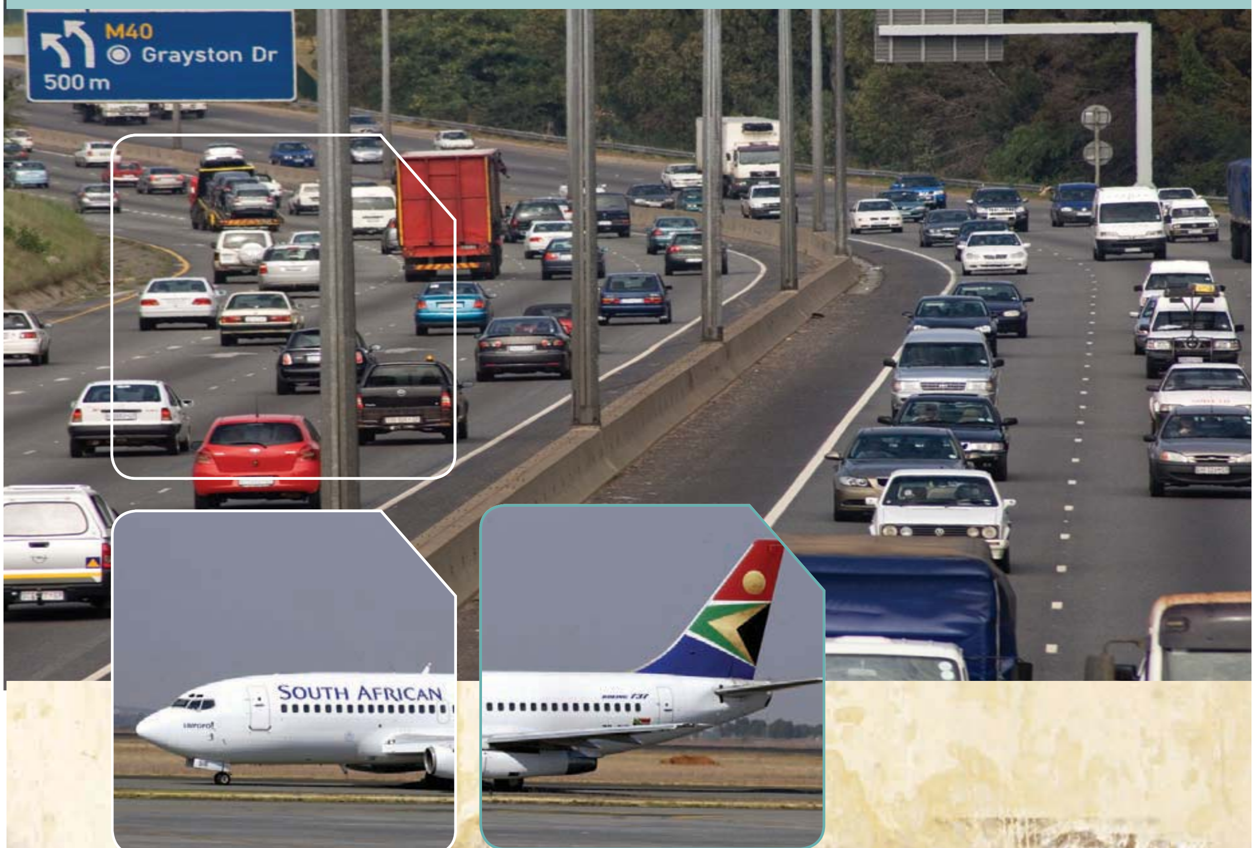
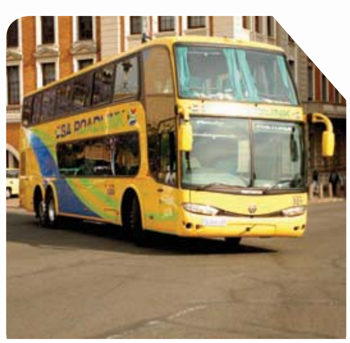
TRANSPORT





The South African transport sector employs 584 000 people in the formal and informal sectors, which represent 4,3% of the active population.

The Department of Transport aims to achieve the following:
- competitive transport costs
- improved safety and security
- reduced infrastructure backlogs
- improved access
- reduced transit times.

Policy

Public Transport Strategy (2007 – 2020)

The Public Transport Strategy, approved by Cabinet in March 2007, maps out a framework to accelerate the transformation of public transport service delivery.

The strategy articulates a vision to shift public transport service delivery away from operator controlled, commuter-based, unimodal routes to user-oriented, publicly controlled, fully integrated, mass rapid public transport networks. The aim is to provide quality services along priority corridors, remove duplicate services and provide integrated mass rapid public transport networks. This includes transforming of the bus and rail services into a public transport system integrated with the recapitalised taxi services.

2010 Transport Action Plan

The Department of Transport, in consultation with the transport sector, developed the 2010 Transport Action Plan. The plan integrates transport, security, emergency response and socio-economic development.

The broad principles of the 2010 Transport Action Plan are to:
- accelerate existing transport plans and maximise exisiting transport infrastructure
- improve public-transport services
- accelerate implementation of government's economic and sustainable development policies.

2010 World Cup transport projects are funded through the Public Transport Infrastructure and System (PTIS) Grant, with an allocation of R11,7 billion. Government is using the World Cup to spur a major revolution in South Africa's transport system through investments in:
- public transport and road infrastructure
- rail upgrades
- inter-modal facilities
- Bus Rapid Transit (BRT) systems
- inner-city mobility systems
- call centre systems
- airport-city links
- freight services
- passenger safety
- intelligent transport systems.

The PTIS Grant for the 2010 World Cup was increased from R9,2 billion to R13,6 billion, as announced in the Budget of February 2008.

By 2008, the implementation of the PTIS Grant had gathered momentum with most of the infrastructure either under construction or scheduled to start. In addition, operational transport planning was at an advanced stage.

The complete National Transport Plan, which includes the host cities' plans, was submitted to FIFA in June 2008.

Electronic National Traffic Information System (eNaTIS)

In April 2007, the Department of Transport replaced the 14-year-old National Traffic Information System with the eNaTIS, which uses state-of-the-art technology.

The eNaTIS stores, records, manages and enforces the requirements of the National Road Traffic Act (NRTA), 1996 (Act 93 of 1996), and the National Road Traffic Regulations.

It provides for the registration and licensing of vehicles, and manages and records applications for and authorisation of driver's and learner's licences. The eNaTIS is also a law-enforcement tool that is used to ensure that details of stolen vehicles are circulated to prevent the irregular or fraudulent re-registration of such vehicles.

The South African Bureau of Standards is linked to the eNaTIS, ensuring that only vehicles that meet South Africa's stringent safety standards are allowed to be registered.

The eNaTIS provides the following immediate advantages:
- centralised road-traffic management data
- eliminating fragmented small systems
- reducing queues due to the implementation of online transactions
- improved system security
- lower operating costs
- convenient, easy interaction by members of the public
- rapid deployment of new software.

The eNaTIS is one of the most advanced traffic-management systems in the world. It interfaces directly with the South African Police Service (SAPS), motor manufacturers, vehicle builders, vehicle importers, investigative agencies, financial institutions and insurance companies. Vehicles are managed on the system from factory floor to scrap yard. Since the new system was launched in April 2007, the average daily transactions have increased from 300 000 to 600 000. In its first 13 months of operation, an average of 12 million transactions per month was maintained.

Black Economic Empowerment (BEE)

The Integrated Transport Sector Broad-Based BEE (BBBEE) Charter sets targets for empowerment and participation through ownership, management and employment in companies throughout the transport-sector value chain. The charter aims to ensure representivity for black women and designated groups across most of the BEE indicators.

One of the most important priorities has been to maximise the participation of black people in the mainstream economy, as part of the Codes of Good Practice on BEE approved by Cabinet in February 2007.

As a result, BBBEE has been effectively placed at the centre of economic growth to promote economic transformation and enable meaningful participation of black people in the transport industry, and to achieve a substantial change in the racial composition of ownership and management structures of existing and new enterprises.

Non-motorised transport (NMT)

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

The Department of Transport has broadened its Shova Kalula "Pedal Easy" Project into a more comprehensive NMT project that incorporates among other things, cycling and animal-drawn carts.

Some of government's major investments in transport include:

- R13,6 billion on public-transport infrastructure for the 2010 FIFA World Cup™
- R20 billion on airports development
- R18 billion on a passenger rail system in the current Medium Term Expenditure Framework (MTEF)
- R70 billion on roads for the current MTEF
- R25 billion on the Gautrain
- R23 billion on the Gauteng Freeway Improvement Scheme.

The department aims to distribute a million bicycles countrywide by 2015, in line with the resolution and action plan of the African Ministers' Transport Summit held in Addis Ababa, Ethiopia, in 2005.

By mid-2008, the Shova Kalula Project was making substantial progress. A company was appointed to distribute 26 100 bicycles in all provinces.

The first batch of bicycles was delivered to schools in August 2008 and the target was the delivery of 46 100 by March 2009. It is believed that these initiatives improve the mobility of and access to economic opportunities by rural communities.

The Shova Kalula Project also incorporates the establishment of micro businesses which sell, repair and maintain bicycles to ensure the sustainability of the project.

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 of Transport 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.

Public entities and other agencies

The Department of Transport has established different bodies to take over certain elements of government's operational activities. They include the South African National Roads Agency Limited (Sanral), South African Maritime Safety Authority (Samsa), Cross-Border Road Transport Agency (CBRTA), Transport Appeal Tribunal, Road Traffic Management Corporation (RTMC), National Railway Safety Regulator, the South African Civil Aviation Authority (SACAA), Road Accident Fund (RAF), Air-Traffic Navigation Services (ATNS) and Airports Company of South Africa (ACSA).

In October 2008, the transport agencies celebrated 10 years of existence.

The Transport Agencies General Laws Amendment Act, 2007 (Act 42 of 2007), seeks to standardise practices within entities by streamlining the selection and appointment of board members and CEOs. The Act aims to:

- streamline the appointment processes and procedures and remove limitations on delivery capacity
- boost the performance of entities through strict monitoring of performance agreements
- ensure the smooth harmonisation of the national policy directive and strategic objectives of the entities.

South African National Roads Agency Limited

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.

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.

Sanral is responsible for the existing national road network of 16 750 kilometres, at an estimated value of over R40 billion.

By May 2008, Sanral was implementing its Public-Private Partnership concession programme. It was developing the N2 Wild Coast Toll Highway, worth R3 billion; N1/N2 Winelands Toll Highway, worth R3,5 billion; R300 Cape Town Ring Toll Highway, worth R2,5 billion; and the Gauteng Freeway Scheme, worth R23 billion.

South African Maritime Safety Authority

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

Samsa's main functions are to:

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

Funding comes from, among 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 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 encourages small-business development in the industry.

The CBRTA is also involved in collecting, processing and disseminating relevant information; providing training and capacity-building; and promoting entrepreneurship, focusing on small, medium and micro-enterprises (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
- undertaking road-transport law enforcement.

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

Road Accident Fund

The RAF is a public entity that compensates victims of motor-vehicle accidents for bodily injuries and/or loss of financial support caused by the death of a breadwinner. The rights for compensation are prescribed by the RAF Act, 1996 (Act 56 of 1996).

The RAF derives its income from a tax levied on petrol and diesel sold in South Africa.

The RAF pays out numerous claims each year in respect of accidents caused by recklessness; and inconsiderate, negligent, aggressive and drunken driver behaviour.

On 1 August 2008, the RAF Amendment Bill was promulgated. The legislative amendments to the original RAF Act, 1996 will replace the compensation system that promoted inequality and threatened the sustainability of the fund with a system that is more equitable, fair and transparent for the victims of road accidents.

All claims in respect of accidents that occur from 1 August 2008 onwards will be administered under the new Act. Claims in respect of accidents that occurred prior to this date will continue to be dealt with in terms of the original Act. The key amendments in this regard include, among other things, the following:

- Claims are limited to a maximum of R160 000 per year for loss of income, or R160 000 per year for each deceased breadwinner in the case of a claim for loss of support. This amount will be adjusted quarterly in line with inflation.
- "General damages" refer to compensation for pain and suffering, disfigurement and scarring, loss of pleasures of life (such as where the injured can no longer participate in sport), loss of life expectancy and emotional shock resulting from injury sustained in the accident. The RAF's obligation in terms of general damages will be limited to compensation for serious injuries, which will be assessed in accordance with the prescribed method.
- Tariffs for emergency medical treatment will be based on private-sector rates negotiated between the RAF and medical service-providers. This means that in case of emergencies even the indigent victims of accidents can be treated at private hospitals because the hospitals will be paid at private-sector rates. However, in cases other than the emergencies, the tariffs applicable in the public sector will apply.

The statutory limit of R25 000 per person in respect of claims from passengers in the offending car will fall away, meaning that passengers in the offending car will have the same rights to compensation as other victims.

South African Civil Aviation Authority

The SACAA promotes, regulates and enforces civil-aviation safety and security.

The SACAA is a leader in the aviation-regulatory sector in the SADC region. It hosts several regional meetings and conferences, and is the driving seat of efforts to harmonise aviation regulations in the region and to improve the level of aviation surveillance.

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

The SACAA is funded by a combination of direct and indirect fees and government funding for the investigation of aircraft accidents. User fees are based on the recovery of the agency's costs to provide the relevant direct services. This approach creates a more efficient and cost-effective regulatory regime and a safer civil-aviation system.

Following 2007 safety audit reports, recruitment and training of experienced pilots, technicians and inspectors had been placed high on the agenda of the SACAA. To assist with these and other initiatives, the Department of Transport granted the SACAA a once-off amount of R21,75 million to enable the SACAA to fulfil its safety and security oversight mandate.

Airports Company of South Africa

Acsa is busy implementing its R19,3-billion airports development plan. Acsa handles about 16,8 million departing passengers annually and experienced an annual growth of 10,8% in 2007. Smaller airports such as Port Elizabeth, Kimberley and Bloemfontein grew by about 10,4%, reaching total passenger volumes of 1,4 million. The current consolidated terminal capacity for smaller airports is two million passengers.

Airports

Acsa owns and operates South Africa's 10 principal airports, including the three major international airports in Johannesburg, Cape Town and Durban. Acsa also has a 35-year concession to operate the Pilanesberg Airport near Sun City in North West. The other six airports are in Bloemfontein, Port Elizabeth, East London, George, Kimberley, Upington and Pilanesberg.

Acsa's three core activities are:

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

The aviation sector is critical, particularly in South Africa's ability to host the 2010 World Cup. Construction at airports, especially those that will be directly affected by World Cup soccer activities, is progressing well.

Passenger traffic across the Acsa network of airports continues to surge and is estimated to increase from 32,8 million in 2006/07 to over 43 million passengers per year by 2010. Meeting this growth in passenger demand has necessitated enormous investment in airport infrastructure.

At OR Tambo International Airport in Johannesburg, the central terminal building (CTB) has a budget of R2,2 billion; upgrade of the international departures' terminal a budget of R105 million; a second multi-storey parkade a budget of R486 million; remote aircraft aprons a budget of R840 million; and the international pier a budget of R533 million. By May 2008, the CTB linking the current domestic and international terminals at OR Tambo as well as the reconfiguration and upgrade of the international arrival and departure areas were under construction.

The CTB Project is scheduled for final completion by the end of 2009, six months before the 2010 World Cup. It will also be connected to the Gautrain Rapid Rail Link for easy access to train transportation to Johannesburg, Sandton and Pretoria.

At Cape Town International Airport, there are two main projects – the CTB with a budget of R1,5 billion and the second multi-storey parkade with a budget of R394 million. Work on the CTB is progressing rapidly. The construction of a second multi-storey car park, which will be located directly opposite the international terminal is also in progress. The parkade will have 4 000 bays, which is almost double the current capacity.

Acsa is developing the new green-field international airport at La Mercy, outside Durban, at a cost of R6,7 billion. The department is busy with runway and terminal refurbishment at Bloemfontein Airport at a cost of R121 million and R49 million respectively. There is also a terminal upgrade at East London at a cost of R98 million and runway refurbishment at Port Elizabeth at a cost of R68 million.

In 2008, South Africa's Civil Aviation Authority (SACAA) earned a Category One rating from the United States of America (USA) Federal Aviation Administration (FAA). A Category One ranking means that the SACAA has been found to license and oversee air carriers in accordance with the International Civil Aviation Organisation's aviation safety standards.

The FAA conducts the International Aviation Safety Assessment Programme, assessing the civil aviation authority of each country with carriers operating to the USA. Countries that have earned a Category One ranking include the Netherlands, United Kingdom, Australia, Spain and France.

Air-Traffic Navigation Services

The ATNS is responsible for the efficient running of South Africa's air-traffic control systems and the maintenance of navigation equipment, including the deployment of air-traffic controllers and aviation technical staff.

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

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

A joint operations' centre at the OR Tambo International Airport 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 centre.

Transnet Limited

Transnet, which is transforming into a focused freight-transport and logistics company, comprises the following operating divisions:

- Transnet Freight Rail (TFR) – the freight rail division
- Transnet Rail Engineering – the rolling stock maintenance business
- Transnet National Ports Authority (TNPA) – fulfils the landlord function for South Africa's port system

- Transnet Port Terminals – manages port and cargo terminal operations in the country's leading ports
- Transnet Pipelines – the fuel and gas-pipeline business pumps and manages the storage of petroleum and gas products through its network of high-pressure, long-distance pipelines.

The initiatives in transport reflect the priorities government has set for itself. Transnet is investing a total amount of R82 billion over the next five years, of which R40,8 billion is being spent on upgrading freight rail infrastructure and rail engineering. The upgrading of the freight rail infrastructure is key to the objective of shifting more freight from the road network to the rail network as well as finding the balance between road and rail in respect of the transportation of goods.

Road transport

National roads

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

The Department of Transport continues to improve the road network by ensuring that it is well maintained and safe. A new national roads plan is being developed, acknowledging the importance of roads to the economy.

For the next three years R70 billion will be used for road infrastructure, maintenance and upgrading and an additional R3 billion for the Expended Public Works Programme for access roads, all of which is an attempt by government to alleviate traffic congestion.

Provincial roads

Provincial governments are responsible for planning, constructing and maintaining roads and bridges, except those falling under Sanral or local governments. The Department of Transport assists provincial and local governments to improve and develop the state of their roads.

Transnet Limited announced that its revenue rose 12,9% to R16,8 billion for the six months ended 30 September 2008. Revenue and volumes increased in all operating divisions, except Transnet Freight Rail.

Containerised traffic has been a key driver of growth and is important in reducing the cost of doing business in South Africa, which is Transnet's mandate from its shareholder.

The interim results of Transnet's revenue showed significant progress in the roll-out of its five-year R80-billion capital expenditure programme.

Municipal roads

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

Toll roads

Toll roads cover some 2 400 km and are serviced by 53 toll plazas.

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

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.

Public transport

In terms of the Constitution of the Republic of South Africa, 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.

According to the *National Household Travel Survey, 2003*, there were about 3,9 million public-transport commuters in mid-2003. The 2,5 million taxi commuters accounted for over 63% of public-transport work trips. Bus services accounted for another 22% of public-transport commuters and the rest were carried to work by train. In addition to the 2,5 million commuters who used minibus taxis as the main mode of travel, there were another 325 000 commuters who used taxis either as a feeder mode to other public-transport services, or as a distribution service from the main mode to their places of work.

National Transport Register

The National Land Transport Transition Act, 2000 (Act 22 of 2000), prescribed the establishment of the *National Transport Register.*

The purpose of this register is to integrate the land-transport systems, namely the Subsidy Manage-ment System (SUMS), the Land-Transport Permit System (LTPS) and the Registration Administration System (RAS).

The first phase of the R10,2-billion Moloto Rail Development Corridor Initiative between Tshwane in Gauteng and Siyabuswa in Mpumalanga was implemented in June 2008.

This phase will involve developing a railway line, which will be used to ferry people from Siyabuswa to Gauteng. The second phase will extend to Burgersfort and Tafelkop in Limpopo's Greater Sekhukhune District Municipality. The entire project is expected to take about five years. The project will be implemented by the South African Rail Commuter Corporation (SARCC) and aims to provide safe and affordable transport, as well as reduce accidents along the R573.

Taxis and buses will deliver people to stations along the railway line. The provincial Department of Economic Development and Planning had finalised an economic scoping report for the project by the end of June 2008. The resettlement of affected communities and the Environmental Impact Assessment also commenced in 2008. A Memorandum of Understanding has been signed between the Department of Transport, provincial departments in Mpumalanga and Limpopo, and the district municipalities of Nkangala in Mpumalanga and Sekhukhune in Limpopo to jointly implement the project with the help of the SARCC. The Moloto Rail Development Corridor Initiative is part of the Accelerated and Shared Growth Initiative for South Africa, which is aimed at creating jobs and reducing poverty.

The LTPS facilitates the issuing of public road-carrier permits, regulating entry into the road-carrier markets.

The objective is to facilitate the processing of permit applications and to enable local road-transportation boards (provincial permit boards) to provide an efficient service to the industry. In achieving this goal, the LTPS supports the boards in:

- 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. The system supports 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 of Transport supports provincial departments of transport and public works in constructing 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 buses and trains as modes of transport.

Rural transport

The deep rural areas are still isolated from major road and rail routes. However, the Rural Transport Strategy, approved by Cabinet in December 2007, is promoting mobility in such areas. A number of rural areas have been targeted such as the Sekhukhune, OR Tambo and Chris Hani districts for NMT initiatives, including infrastructure and freight logistics.

A rural-transport development mapping project is underway to map the co-ordination of service delivery within nodal points and economic hubs. This is proving to be of great assistance to district-wide planning, implementation and investment in Chris Hani district; the pedestrian and bicycle bridge underway in Thabo Mofutsanyane in the Free State; the rural transport brokerage system in OR Tambo district; a taxi rank in Jozini (Umkhanyakude); and acccess road maintenance in Sekhukhune in Limpopo and Bophirima in North West.

Motor vehicles

The number of registered vehicles increased by 490 366 (5,65%) from 8 672 481 at the end of February 2007 to 9 162 840 at the end of February 2008 .

Taxi Recapitalisation Programme (TRP)

Government's TRP is underpinned by a strong desire to have an integrated public-transport system. The main objectives are to have a taxi industry that supports a strong economy, that puts the passenger first and that meets the country's socio-economic objectives.

Government recognises the critical role played by the industry, and endeavours to ensure its growth and sustainability.

The TRP is not only about scrapping old taxi vehicles, but also about the sustainability and effective regulation of the industry. It is a direct response to the recommendations of the National Taxi Task Team, to consider specific interventions to turn around the taxi industry.

Compliance with the necessary basic requirements include possession of legitimate documentation and securing the appropriate type of vehicles, specifically new taxi vehicles that comply with safety specifications.

The TRP is part of government's broad integrated public-transport network system, which is aimed at forming part of the larger public transport feeder systems.

By May 2008, the scrapping of old and unsafe taxi vehicles and their replacement with new taxi vehicles with better safety features was on track. By July 2008, more than 14 000 old and unroadworthy vehicles had been removed from the roads and R700 million had been paid out to taxi operators as scrapping allowances.

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The Administrative Adjudication of Traffic Offences Act ,1998 (Act 46 of 1998), governing the issuing of fines and the licence points demerit system was launched in July 2008 with a pilot study in Tshwane. Overseen by the Road Traffic Management Corporation, the Act is expected to influence the way South Africans drive. Under the Act, all drivers will receive their "infringement notices" within five days and have the opportunity to reduce the amount payable by 50% if payment is received within 32 days. Payments received outside of this period will have to be for the full amount and will incur administrative costs. If, after a series of notices, the payment remains outstanding, the Sheriff of the Court will have the right to seize and sell movable property to cover the debt.

The points demerit system was expected to be introduced in the national roll-out from 2009. A driver will incur a set number of points for each traffic offence committed. This will be awarded against his/her licence. After 12 points have been exceeded, an automatic driving ban for a period in months equal to three times the number of points over 12 will be effected. Should a driver be disqualified a third time, the licence will be permanently revoked.

The driver will need to re-apply for a learner's licence after the disqualification period has elapsed. Points can be reduced at a rate of one point per three-month period, under the provision that no other demerit points are incurred during that period. According to the Act, fines, which have until now been handled by municipalities, will now cross municipal and provincial borders. The system will also have a tighter collection process and generate a reliable revenue stream that will be used to improve road safety.

Bus Rapid Transport

BRT systems provide an exciting and innovative mechanism for implementing high-quality public-transport networks that operate on exclusive right of way and incorporate current bus and minibus operators with no source of income or jobs.

With integrated, reliable and safe public transport, socio-economic development will be a spin-off and have sustainable, long-term economic benefits. It is expected that such systems will be running in a number of key corridors between Johannesburg and Pretoria by 2010.

The enclosed stations will have high security features, including security surveillance on buses and stations. Commuters from low-income areas will have equal access to economically active regions as BRT bus routes will service townships.

Some benefits are:

- contactless electronic ticketing will be use at station access gates
- a single automated electronic ticketing system will be used for all modes of public transport
- BRT buses and Gautrain routes and timetables will be co-ordinated to enable commuters to enjoy door-to-door transport convenience
- new planning strategies will limit car access to high-density areas
- when exchanging private cars for buses, greenhouse gas emissions are drastically reduced.

Major initiatives in all spheres of government are being undertaken in preparation for the 2010 World Cup, as guided by the Public Transport Strategy and Action Plan.

Cabinet has approved the Road Infrastructure Framework for South Africa, which is a blueprint for the planning, development and maintenance of the road network. Government has set aside R70 billion for the road infrastructure across all spheres of government.

The South African National Road Agency (Sanral) inherited 7 000 km of national road, and now manages more than 16 000 km of roads. South Africa's road system is considered to be among the best in the world, because of the development of systems to ensure world-class assessment and maintenance programmes, as well as the full utilisation of public-private partnerships. The Maputo Development Corridor is an example of this.

The challenges of rural access roads are also being addressed. Technology is being used, such as Intelligent Transport Systems, comprising variable message signs, a network management centre, ramp metering, and the opening of auxiliary lanes and cameras to manage traffic flow and keep road users informed of prevailing conditions.

Electronic tolling will be introduced to the rest of the national tolled roads, with every effort being made to have operational integration between the various sections of road, using a single transponder in each vehicle to register use.

By May 2008, construction was far advanced on the:

- Johannesburg phase one BRT system that links Soweto, Nasrec, the central business district (CBD), Ellis Park, Sandton and Alexandra
- Nelson Mandela Bay BRT System that links Motherwell and New Brighton with the CBD and the suburbs
- Cape Town Project, which provides rapid transit services within the inner city, and to the airport and also to the West Coast.

Road-traffic safety

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 its collective capacity for road-traffic management. The process for adjudicating road-traffic offences has been reformed and is now administrative, rather than judicial.

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 identifying, formulating and prioritising projects; monitors progress; and gives direction in the implementation of the RTMS.

The RTSB comprises members of national, provincial and local government and traffic stakeholders in the private sector. The ministers of education, health, justice and constitutional development, provincial and local government, safety and security, and 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 finalisation of the National Road Traffic Law Enforcement Code and subsequent agreements in respect of key performance indicators and service-level agreements between the RTMC and road traffic authorities will ensure that authorities are capacitated, empowered and supported in the planning, execution and reviewing of their road-traffic strategies, programmes and campaigns.

The training and development of all traffic officials also remain one of the RTMC's highest priorities.

The RTMC aims to establish a national training academy and integrated management model. Current traffic training colleges will be integrated, aligned and co-ordinated to ensure standardised training facilities, material and standards.

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.

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 Memorandum of Understanding (MoU), which facilitates transport between member countries through 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 have led to the establishment of joint route- management committees for certain cross-border passenger routes within the Sacu. These committees 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 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, to facilitate the movement of goods and people by road, and to 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 seaboard port in southern Africa and is 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 competitive internationally by enhancing their ability to exploit the benefits of preferential trade agreements with the United States of America (USA) and the European Union (EU).

Rail transport

With over 2,4 million passenger journeys being made every day, South Africa has the fastest growing railway in Africa. Government has increased funding for passenger rail transport services to about R18 billion over the Medium Term Expenditure Framework (MTEF). This funding is vital for the turnaround strategy being implemented by the South African Rail Commuter Corporation (SARCC) aimed at immediate and significant improvements through upgrading the current rolling stock fleet as well as upgrading the signalling infrastructure.

The Tshwane Business Express between Tshwane and Johannesburg, unveiled at the Pretoria Station in May 2008, is cutting down travel time and assisting in relieving congestion on the road network.

The programme to upgrade key railstations for the Confederations Cup in 2009 and for the 2010 World Cup is underway and construction or improvements at stations such as Nasrec, Doornfontein near Ellis Park in in Johannesburg, Moses Mabhida in Durban, Cape Town, Loftus Versveld in Pretoria and North End Station in Port Elizabeth was expected to be completed by end April 2009.

The SARCC has allocated about R300 million over three years to improve facilities such as ablutions, lighting and subways in over 130 stations, with over 75 stations either nearing completion or completed already.

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.

Passenger rail safety

The Department of Transport is implementing the National Rail Passenger Plan, which charts the way for the future of passenger-rail services in South Africa.

The following different options have been proposed:

- full recovery, where the whole rail network would be restored
- limited system, where all but efficient lines/routes would be closed
- priority rail corridors, where the socio-economic planning objectives would be balanced on existing rail strengths.

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

The regulator also oversees safety by 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.

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

A number of railway police stations have been completed countrywide. The SARCC is spending more than R237 million to roll out the provision of 30 accommodation facilities to the South African Police Service (SAPS). By the end of 2008, 25 SAPS railway police stations were expected to be completed. In October 2008, Park Station Railway Police Station in Johannesburg was officially launched as part of the October Transport Month Campaign. In preparation for the 2010 Soccer World Cup, the launch profiled and demonstrated the improved safety for rail passengers and the soccer-loving community nationally and internationally.

Through the Rail Passenger Plan, the department, with the SARCC/Metrorail and the SAPS saw the deployment of more than 5 000 railway police on passenger rail to provide and enhance safety for rail passengers.

The development of industrial and local standards, which will cover certain geographical locations and circumstances, was expected to be completed in 2008.

Gautrain

Construction on the Gautrain began in September 2006, and part of this project requires the construction of the OR Tambo external shell for the station. The CTB will be connected to the Gautrain Rapid Rail Link, of which construction of the external shell of the OR Tambo station concourse is complete.

The concrete infrastructure is also set to cross over the R21, making its way into the CTB. The rail link is complemented by the OR Tambo International Airport shell scheme, which, by October 2008, was ready to receive the link that will come across the R21.

Two weeks before the FIFA World Cup 2010, a stretch of the route between OR Tambo Airport and the Sandton Station, including two stations in between and the Midrand operations centre, will be opened. This will be a crucial segment of the route, as the majority of football fans visiting the country will enter the country through OR Tambo International Airport. An independent cost-benefit analysis has indicated that:

- Gautrain will save 585 000 vehicle kilometres per day
- lower traffic congestion will result in travel-cost savings of all vehicles in Gauteng of three cents per kilometre
- total accident cost savings will be R475 million per year
- Gautrain will save R3,8 million per year in vehicle operating costs the year by 2030 (2003 rand values)
- Gautrain will save R7,1 million per year in time costs for passengers travelling in this corridor by 2030 (2003 rand values).

The Gautrain Project is expected to reduce the severe traffic congestion along the Johannesburg-Tshwane traffic corridor, which has 300 000 vehicles per day, growing at an estimated 7% per year. The estimation indicates that the Gautrain Rapid Rail Link will reduce this amount by 20%.

South African Rail Commuter Corporation-Metrorail

The SARCC-Metrorail provides commuter rail services in South Africa. The first phase of the consolidation of all passenger rail entities in South Africa has been concluded by Metrorail's transferral from Transnet to the SARCC-Metrorail with effect from 1 May 2006.

Shosholoza Meyl has been part of the SARCC with effect from 1 April 2008. However, Transnet continued to manage and run the business on behalf of the SARCC until September 2008 when the parties concluded a Sale of Business Agreement to allocate assets and the accompanying risks facing Shosholoza Meyl.

The SARCC operates the Rail Commuter Services through its operator, Metrorail.

Rail Commuter Services is operated as a social-responsibility programme requiring considerable government subsidisation. The assets that were transferred to the SARCC-Metrorail included property with a net potential worth billions 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.

Up to 1,7 million people use the commuter rail service daily. The SARCC-Metrorail infrastructure and assets comprise 478 stations, some 2 240 km of electrified single-rail track and 4 564 coaches.

Investment for passenger rail has more than doubled since 1994, to over R16 billion in 2007. The long-term plan for the upgrading of flagship stations such as the Park and Durban stations is expected to attract more passengers to trains.

The SARCC-Metrorail works closely with metros and other municipalities to ensure that rail services support integrated transport plans developed by local government. The introduction by the SARCC-Metrorail of the express services within the current rail environment is intended to create a culture of using public transport among all South Africans.

Between 2007 and May 2008, the SARCC upgraded over 790 coaches, which have since been deployed back into service. The SARCC has already committed another 700 coaches to be refurbished in 2008/09 at an estimated cost of almost R2 billion. Several upgrading works on stations, rail track, signalling and rolling stock are proceeding in all SARCC areas of responsibility.

Government has increased funding for passenger rail services to approximately R18 billion over the MTEF period.

Allocations include:

- 165 coaches at a cost of R400 million – an additional 14 train-sets for the Western Cape
- 264 coaches at a cost of R460 million – an additional 20 train-sets for Southern Gauteng
- 115 coaches at a cost of R230 million – an additional eight train-sets for Tshwane
- the smallest operation of Metrorail of 24 coaches – an additional three train-sets for the Eastern Cape
- 108 coaches at a cost of R365 million – an additional eight train-sets for Durban.

Freight transport

The fourth *State of Logistics Survey* (2007) shows that about 87% of all land feight tonnage is carried by road, with the remainder carried by rail. Generally, road transport costs anything between 30% and 50% more than rail transport in additional costs, which cargo owners and end customers have to bear.

The National Freight Logistics Strategy is being implemented and seeks, among other things, to integrate first and second economies, and support the integration of marginalised local economies with the main logistics corridors.

The key objective is to reduce the costs of doing business and remove inefficiencies placed on businesses and their long-term sustainability.

The Department of Transport, in close co-operation with the provincial road-traffic authorities, is implementing the National Overload Control Strategy (NOCS) to protect road infrastructure, improve road safety and ensure seamless movement of cargo. The department has also developed guidelines in co-operation with the South African Bureau of Standards (SABS) as part of promoting self-regulation in the heavy-vehicle industry. This is aimed at fostering a partnership to ensure proper load management, vehicle roadworthiness and driver fitness.

Transnet Freight Rail

TFR (previously called Spoornet), the largest operating division of Transnet, has as its primary purpose the transportation of rail freight. Core freight activities account for about 95% of its revenues. It is a world-class heavy haul freight rail company that specialises in the transportation of freight.

TFR has about 25 000 employees. The company maintains an extensive rail network across South Africa that connects with other rail networks in the sub-Saharan region, with its rail infrastructure representing about 80% of Africa's total.

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

TFR has positioned itself to become a profitable and sustainable freight railway business, assisting in driving the competitiveness of the South African economy.

TFR has a 20 247-km rail network, of which about 1 500 km comprises heavy-haul lines. The network connects the ports and hinterland of South Africa and the rail networks of the sub-Saharan region.

TFR operates freight trains serving customers in the following major segments:

- mining: coal, iron ore, manganese, granite, asbestos, chrome and non-ferrous metals
- manufacturing: chemicals, fuel and petroleum, fertiliser, cement, lime, iron steel and scrap
- agriculture and forestry: grain, stockfeed and milling, timber, paper and publishing, and fast-moving consumer goods
- containers and automotive: intermodal wholesale, automotive and industrial.

Civil aviation

According to the *2007/08 SACAA Annual Report*, there were 10 189 aircraft in South Africa. Air travel in South Africa has grown above 10% per year over the past three years, largely due to the proliferation of low-cost airlines following the deregulation of the industry in the early 1990s and the increased volume of international traffic flowing into the country. In 1993, fewer than 12 international airlines flew to South Africa. However, this number increased to 20 by 1995 and today more than 70 international airlines fly into the country regularly.

It is estimated that air traffic in South Africa will be in excess of 45 million passengers per year by 2012, from 32,8 million in 2008.

In terms of passenger growth, between 1994 and 2000, the rate of domestic growth was pinned at 7,5%, compared with the global rate of 3%. Similarly, while global international traffic grew at an average of 7% during this period, South Africa experienced an international passenger growth rate of about 8,5%, and 2007 figures for passenger growth surpassed the 10% mark per year.

Acsa handles about 16,8 million departing passengers annually. Smaller airports such as Port Elizabeth, Kimberley and Bloemfontein grew by about 10,4% in 2007, reaching total passenger volumes of 1,4 million passengers. The current consolidated terminal capacity for smaller airports is two million passengers.

An important area for the Department of Transport has been to drive the capacity of the aviation sector and it has embarked on a programme to prepare for 2010 and beyond. Revenue is expected to grow from R3 billion in 2007/08 to over R4,3 billion by 2010/11. This growth averages an increase of 12,1% per year.

Acsa, in turn, continues with its concerted infrastructure expenditure through developments at OR Tambo International Airport, Cape Town and Durban and other airports at a cost of over R20 billion to provide for the expansion of airport infrastructure.

The new international arrivals hall at OR Tambo International Airport was opened on 3 September 2008.

This is the first phase of the R2,3-billion Central Terminal Building (CTB) at the airport.

International passengers will experience an improved arrivals facility, which includes a more user-friendly customs control process.

Passengers will also enjoy a new arrivals concourse, which is two and half times bigger than the airport's existing arrivals halls. According to Airports Company South Africa, the CTB development is the largest CTB project that the company has ever embarked upon.

The 18 000-m^2 space will ultimately include retail facilities such as a post office, cellular phone shops and foreign-exchange services as well as various eateries expected to open in December 2008. The departures facility of the CTB was expected to be fully operational by April 2009, with the full project to be complete by December 2009. The construction of the OR Tambo Gautrain Station has been completed and has been handed over for final finishing to Bombela, the consortium of companies that holds the concession to build, operate and maintain the Gautrain. The station was the first Gautrain station to be completed and handed over. The rail line will be elevated above the airport precinct and will connect directly to the CTB.

Airlift Strategy

The Department of Transport has developed the five-year Airlift Strategy, which was approved by Cabinet in July 2006, to introduce effectively structured regulatory measures for increasing tourism growth for South Africa.

In particular, this strategy is based on aviation policy directives and contributes to the Accelerated and Shared Growth Initiative for South Africa (AsgiSA) by:

- aligning with the Tourism Growth Strategy and industry
- prioritising tourism and trade markets
- unblocking obstacles to growth through regulatory mechanisms, and bilateral and multilateral air-services' negotiations.

In particular, the strategy supports the millennium development goals and the objectives of Nepad to increase African connectivity and access through the accelerated implementation of the Yamoussoukro Decision of 1999 on the liberation of intra-Africa air-traffic services.

The overall objective of the Airlift Strategy is to increase aviation's contribution towards sustainable economic growth and job creation. This requires the creation and maintenance of an enabling framework, within which both suppliers and consumers of air-transport services may exercise reasonable flexibility and choice.

In particular, the strategy will enhance the prospects of South Africa as a preferred air-travel destination and synchronise the basis for bilateral air-services negotiations with other priorities.

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

The department also developed the Airlift Implementation Plan, which provides a clear framework and capacity targets to be met. The Airlift Strategy is expected to promote the provision of adequate air-service capacity and infrastructure to cater for the projected growth in air movements within South Africa, and between South Africa and its key international partners.

Airlines

Major domestic airlines operate in the country, as well as a number of smaller charter airline companies.

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

South African Airways

SAA is by far the largest air carrier in Africa, with the OR Tambo International Airport being on the busiest routes in Africa. Nearly 75% of air-traffic activity in Africa takes place in the regions.

In August 2008, SAA was named the best airline in Africa at the 2008 Skytrax World Airline Awards, which are based on an annual survey conducted by British aviation experts Skytrax. The *Skytrax Survey* is recognised as an independent passenger survey of global airline standards. SAA also won the Skytrax Award for Best Cabin Crew in Africa.

SAA is the only non-stop service from the USA to South Africa, with daily departures from Washington, DC and a daily direct service from New York. The airline recently upgraded its in-flight entertainment on these flights, increasing the number of movies available from 15 to 44, ranging from global blockbusters to more culturally diverse options that include South African and Hindi choices. There are a number of channels with TV programmes and music from many different genres on offer.

Each seat on board includes a personal, on-demand entertainment system with a full range of upgraded content. Travellers in premium class enjoy 180-degree fully flat-bed seats. SAA's local network includes connections to more than 20 South African destinations and more than 20 cities across the rest of the continent. As a Star Alliance member, SAA also offers its customers 975 destinations in 162 countries and 18 100 flights daily, including convenient connections from more than 30 cities in the USA through code-share service with Star Alliance member United Airlines. Members of United Airlines' Mileage Plus, US Airways' Dividend Miles and Air Canada's Aeroplan programmes can earn and redeem miles on all SAA flights.

Aviation safety and security

The ATNS's core mandate, which is to provide safe, orderly and efficient air traffic, navigational and associated services, will continue to assist in the reduction of accidents.

In spite of the 6,7% growth in air traffic, the ATNS stabilised the incident rate at 3,5 incidents per 100 000 aircraft movements and has built safety oversight capacity to improve investigations. Over the MTEF period, the entity's target incident rate is set at 2,5% per 100 000 movements in 2010/2011, and it aims to improve the safety management system. South Africa complies with the ICAO-recommended practices on aviation security. SAA participated in the Operation Safety Audit Programme for the first time in 2005/06 and became the first southern African airline to successfully complete its safety audit.

South Africa is also participating in the development and establishment of an upper airspace control centre for the SADC. This initiative proposes that a single centre, hosted by a SADC country, will provide air-navigation services to all aircraft flying above 24 500 feet.

Emphasis is being placed on improved international access to and from South Africa by air, the expansion of the bilateral air-services framework, 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-airspace-control regimes are in place across the continent, supported by efficient air-traffic and navigational services and systematic human-resource (HR) development programmes
- efficient and effective aviation networks: this involves regulation 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.

Proposed legislation governing civil aviation will facilitate the appointment of a national aviation security co-ordinator to formulate and enforce effective aviation security policies. In September 2008, the Department of Transport briefed the Transport Portfolio Committee in Parliament on the Civil Aviation Bill. The proposed legislation will apply to all aircraft, airports and related economic activities, except aircraft and airports used by the South African National Defence Force (SANDF), the SAPS or customs services. The SACAA will be tasked with implementing the provisions of the Bill.

Section Six of the Bill will give the Minister of Transport the power to acquire any land adjacent to an airport in the interests of safety and air navigation. The Bill will prohibit any future legal action in terms of trespass or nuisance relating to the reasonable flight path of aircraft. However, registered owners of aircraft will be liable for damage or loss caused by aircraft in flight.

The Bill will establish the Aviation Safety Investigation Board (ASIB), which will investigate accidents, publish reports on investigations and seek to prevent accidents.

The board will not be responsible for apportioning blame or determining liability, but will be confined to identifying causes or contributing factors for accidents. The Bill will instruct the ASIB to co-operate where possible with other departments in the investigation of an accident or incident.

The proposed legislation also outlines unacceptable behaviour aboard an aircraft that would qualify as an offence. The minister will be empowered to issue appropriate orders to counter any perceived or real security threat to aircraft or airport facilities. For example, the minister can order airport managers to conduct extensive searches of passengers, aircraft and facilities to maintain adequate safety standards. The Bill will employ a National Civil Aviation Security Co-ordinator, who will serve a three-year term with the option of renewal. The co-ordinator will be responsible for devising security policies and ensuring that compliance with aviation security standards is maintained.

Ports

Commercial ports play a crucial role in South Africa's transport, logistics and socio-economic development. About 98% of South Africa's exports are conveyed by sea. The National Ports Regulator was established in terms of the National Ports Act, 2005 (Act 12 of 2005). Its primary function is the economic regulation of the ports system, in line with government's strategic objectives to promote equity of access to ports and to monitor the activities of the TNPA. The regulator also promotes regulated competition, hears appeals and complaints, and investigates such complaints.

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

The TNPA provides suitable infrastructure as a conduit for the country's imports and exports. As port landlord, it is responsible for:

- developing and managing port properties
- developing, advising and implementing national port policies
- providing and maintaining port infrastructure (i.e. breakwaters, seawalls, channels, basins, quay walls and jetties), and the sustainability of ports and their environments
- co-ordinating marketing and promotional activities for each port.

The TNPA also has a control function, which includes:

- providing vessel-traffic control and navigational aids
- licensing and leasing terminals to operators
- monitoring the performance of port operators
- ensuring the orderly, efficient and reliable transfer of cargo and passengers between sea and land.

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

This will be achieved through the delivery of high levels of service and increasing efficiency for a growing customer base. It will result in the enhancement of South Africa's global competitiveness and facilitate the expansion of the economy through socially and environmentally sustainable port development. The TNPA business consists of the following divisions:

Trade and Logistics

This division is the strategic business arm of the TNPA. It is responsible for customer-relationship marketing, in combination with technology and HR.

Landlord Services

Landlord Services ensures the planning, development and optimal use of port property and infrastructure, as well as a safe, secure and healthy port environment.

The division consists of property, engineering, and planning and development. Landlord Services has traditionally been the TNPA's major revenue earner, initially through wharfage, and currently through cargo dues.

Maritime Services

Maritime Services includes improving efficiency in shipping services, dredging navigational waterways, and ensuring a safe shipping environment through 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
- multipurpose 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 TNPA has vessel-traffic systems in all ports, ensuring improved safety of navigation within the port and port limits, and enhancing 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 South Africa's commercial ports. Twenty-four-hour services are provided at the ports of Durban and Richards Bay.

Portcon International

This division provides a consultancy and training service appropriate to ports operating within the African context.

Port and Corporate Affairs

This division is responsible for the efficient and profitable running of the ports as service-delivery platforms.

Deepwater ports

The Port of Richards Bay is South Africa's leading port in terms of cargo volumes, handling in excess of 80 mt of cargo annually.

By June 2007, the port was handling more than 1,7 billion tons (bt) of cargo, of which coal represented 1,3 bt. The port covers a surface area of 2 174 ha on land and 1 443 ha on water, making it the biggest port in South Africa in terms of size. It also offers easy access to South Africa's national rail network.

One of the port's inherent strengths is its deepwater infrastructure, with a maximum permissible draught of 17,5 m. This, coupled with the high-tech state-of-the-art terminal infrastructures, allows for high-speed, high-volume cargo handling and a fast turnaround of vessels.

The facilities at Richards Bay's Port comprise a dry-bulk terminal, a multipurpose terminal and the privately operated coal terminal. Other private operators within the port include several woodchip export terminals and a bulk liquid terminal.

Richard's Bay Dry Bulk Terminal is a unique terminal that handles a variety of commodities on its conveyor system.

To avoid contamination, every belt, transfer point, rail truck and vessel loader/unloader is washed thoroughly before the next product is handled. A high-volume woodchip loader, commissioned in 2004, has made this terminal one of the world's best and most efficient woodchip-loading facilities.

Saldanha Port, situated on the West Coast, is the deepest and 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. It is the only iron ore-handling port in South Africa.

Hub ports

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

The Port of Durban is one of the busiest in southern Africa. It has a surface land area of 1 854 ha. The container terminal is the largest such facility in the southern hemisphere and is geared to expand in terms of cargo handling.

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 also 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 of Cape Town is the other hub in South Africa. It offers multipurpose dry, and liquid and dry terminals, as well as fully serviced dry docks. The port is renowned for its deciduous fruit and frozen-product exports. A major fishing industry is also based here. 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, maximising benefits to the local and national economy.

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

Multipurpose 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 situated 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 container terminal has maintained the highest handling rates in Africa in recent years and is accredited to International Standards Organisation (ISO) 9002. Located mid-way between Cape Town and Port Elizabeth, the Port of Mossel Bay has in the past specialised in serving the local inshore and deep-sea fishing industry, as well as limited commercial cargo. However, it now serves the oil industry as well as other client-orientated marine cargo.

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

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

Transnet intends to invest about R26 billion in the next five years between its Port Authority and Port Terminals divisions, primarily to support growth in the dry-bulk, liquid bulk, containers, automotive and break-bulk sectors across the seven existing commercial ports and the new Ngqura Port.

It boasts a large container terminal and grain elevator, and it is the largest exporter of maize.

With a world-class R80-million car terminal, the port has become one of the major motor-vehicle export and import terminals in South Africa.

Through Transnet, government is investing close to R50 billion on rail- and port-infrastructure improvement.

Pipelines

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

Continued investment is also being made in the pipeline sector. In 2008/09, Transnet will invest R78 billion on pipeline infrastructure development towards this project. Some R11,5 billion has already been set aside for investment towards the construction of a liquid fuel pipeline between Durban and Gauteng.

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.

The Department of Transport is responsible for South Africa's maritime administration and legislation, which Samsa controls on its behalf in terms of the Samsa Act, 1998 (Act 5 of 1998).

The broad aim of Samsa is to maintain the safety of life and property at sea within South Africa's area of maritime jurisdiction, and to ensure the prevention of marine pollution by oil and other substances emanating from ships. The Department of Environmental Affairs and Tourism is responsible for combating pollution and uses *Kuswag* coastwatch vessels to perform this function. Samsa is responsible for introducing and maintaining 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 communications and radio navigation aids
- pollution prevention.

Samsa has an operations unit, a policy unit and a corporate support division to handle all financial, HR and IT issues.

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

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

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

In January 2007, South Africa signed an agreement to establish the subregional Maritime Rescue Co-ordination Centre (MRCC) in South Africa and subregional maritime subcentres in the Comoros, Madagascar, Mozambique and Namibia. South Africa also contributed R100 000 to be used in the operations of the International Maritime Security Fund.

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

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

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

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

Its main function is to search for, assist, and, if necessary, rescue survivors of aircraft accidents or forced landings, vessels in distress, and accidents at sea. It is also charged with co-ordinating the resources made available to the department by various government departments, voluntary organisations, and private aircraft and shipping companies for search-and-rescue purposes.

The executive committee of Sasar, in conjunction with the relevant officials of the department, is responsible for formulating policy and procedures.

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

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

The Aeronautical Rescue Co-ordination Centre is an operational facility of Sasar that promotes the efficient organisation of search-and-rescue services and co-ordinates aeronautical search-and-rescue operations. This plays a significant role in improving the safety of South African airspace.

Maritime safety

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

MRCC is enabling South Africa to exercise its responsibilities to the international community by employing state-of-the-art search-and-rescue infrastructure and services. Since 2003, the MRCC has received more than 500 distress signals from vessels off the South African coastline, some as far south as Antarctica. Various laden, very large crude-oil carriers have been assisted to safety, their cargo safely transferred by means of ship-to-ship transfers, and the affected vessels repaired or temporarily repaired to enable them to proceed to other ports for permanent repairs.

South Africa has a well-established Pollution Prevention Strategy, and is ready to respond in case of threat to the environment or to provide assistance to vessels at risk.

South Africa also acts in terms of the Indian Ocean MoU on Port State Control and has a similar agreement with the states of west Africa in the form of the Abuja MoU.

Acknowledgements

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