



TRANSPORT

OFFICIAL GUIDE TO  
**SOUTH AFRICA**

2022/23

## Transport

Transport is essential for many aspects of daily life. It provides opportunities for people to gain access to jobs, business opportunities, leisure and social activities as well as vital services, social, education and health.

Furthermore, transport connects businesses with customers and suppliers. Transport networks are essential arteries of a vibrant economy, and a catalyst for development and economic growth.

The Constitution of the Republic of South Africa of 1996 identifies the legislative responsibilities of different spheres of government with regards to all modes of transport and associated infrastructure.

The Department of Transport (DoT) is responsible for the legislation and policies for rail, pipelines, roads, airports, harbours, and the intermodal operations of public transport and freight. As such, it conducts sector research, formulates legislation and policy to set the strategic directions of subsectors, assigns responsibilities to public entities, regulates through setting norms and standards, and monitors implementation.

Over the medium term, the DoT aimed to streamline efforts towards improving mobility and access to social and economic activities. It expects to achieve this by cultivating an enabling environment for the maintenance of national and provincial road networks, facilitating integrated road-based public transport services and revitalising passenger services.

The goods and services budget will mainly be used to fund the expansion of the central roads data repository, operational costs associated with the administration of the recapitalisation of taxis, and unitary payments towards building a tugboat for monitoring South Africa's coastlines under the department's maritime pollution prevention function.

### Cultivating an enabling environment for maintaining road networks

The Road Transport programme facilitates activities related to maintaining the country's national and provincial road networks. Investments in road networks are targeted at ensuring that passengers and freight carriers, which haul almost 80 per cent of South Africa's freight load, have adequate access to safe roads.

The department has allocated funds over the next three years to construct, upgrade and maintain the national and provincial road networks. The South African National Roads Agency (SANRAL) planned to strengthen and upgrade the national non-toll network, and complete the N2 Wild Coast project, the R573 (Moloto Road) Development Corridor and the Gauteng Freeway Improvement Project.

Amongst the SANRAL's mega projects is the construction of the two iconic bridges, Msikaba Bridge, which is between Lusikisiki and Port St Johns in the Eastern Cape, being the highest, and the Mtentu Bridge, near Lundini also in the Eastern Cape, being the longest bridge, in Africa.

Government was also in the process to commence with construction work in the North Bound section of the 3.9 km-long Hugelunot Tunnel, making it the

longest road-based tunnel in Africa. These SANRAL mega projects confirm the diverse engineering excellence and profound expertise found right here in South Africa.

The road maintenance component of the provincial roads maintenance grant provides for the maintenance and rehabilitation of the provincial road network to prolong its lifespan. Over the medium-term period, funds were allocated for road refurbishment, disaster relief and the construction of 96 bridges in rural areas. Provinces were expected to use funds from the grant to rehabilitate 9 893 lane kilometres, reseal 13 122 lane kilometres, regravell 19 355 kilometres and blacktop-patch 6.5 million square kilometres.

### **Facilitating integrated road-based public transport services**

The DoT planned to achieve a seamless integration of all modes of public transport to deliver an efficient, safe and reliable public transport system. R60 million is set aside over the medium term to pilot the integration of all road-based public transport ticketing systems.

The public transport network grant funds the infrastructure and indirect costs of bus rapid transit services in 10 cities, including Cape Town, Ekurhuleni, George, Johannesburg, Nelson Mandela Bay and Tshwane.

### **Revitalising passenger rail services**

To address the deterioration of passenger rail services, transfers to the Passenger Rail Agency of South Africa (PRASA) through the Rail Transport programme are focused on the recovery of the rail network.

The budget will be used for the agency's shift in focus towards implementing its strategic corridor recovery programme and continuing with its drive to renew rolling stock.

### **Refurbishment, rehabilitation and eradication of potholes**

The work to improve the condition of the road network includes the refurbishment, rehabilitation and eradication of potholes, particularly in provincial and municipal roads. As part of this labour-intensive project, the department is working closely with the Transport Education Training Authority to develop requisite skills.

The department has also recognised the value of working with research institutions like the Centre for Scientific and Industrial Research for innovative solutions, like the nano technology solutions which were piloted in 2023 in the gravel road upgrade programme. The nano technology solutions will be used to upgrade gravel roads to a well-engineered and all-weather condition network.

### **Entities:**

The 12 public entities under the Ministry of Transport are the Airports Company South Africa (ACSA); PRASA; SANRAL; Ports Regulator of South Africa (PRSA); Air Traffic and Navigation Services (ATNS); Cross-Border Road Transport Agency (CBRTA); Railway Safety Regulator (RSR); Road Accident Fund (RAF); Road Traffic

Infringement Agency (RTIA); Road Traffic Management Corporation (RTMC); South African Civil Aviation Authority (SACAA) and South African Maritime Safety Authority (SAMSA).

### **Airports Company South Africa**

ACSA was established in terms of the Airports Company Act of 1993. The company owns and operates the nine principal airports in South Africa, including the three main international gateways – OR Tambo International Airport, Cape Town International Airport and King Shaka International Airport.

Over the medium term, the company aimed to focus on building and replacing infrastructure, and planned to invest approximately R1 billion in each year over the medium term on capital expenditure projects. This focus was deferred during the Coronavirus Disease 2019 (COVID-19) pandemic, which saw a significant decrease in commercial air travel, resulting in financial instability.

### **Passenger Rail Agency of South Africa**

PRASA was established in terms of the Legal Succession to the South African Transport Services Amendment Act of 2008. Its primary mandate is to provide rail commuter services within, to and from South Africa in the public interest. The agency also provides long-haul passenger rail and bus services within, to and from South Africa.

Over the medium term, the agency aimed to focus on ensuring the recovery of commuter rail services by implementing its strategic corridor recovery programme and modernising its core infrastructure, which includes the replacement of old rolling stock and investment in signalling infrastructure.

As part of its strategic corridor recovery programme, the agency aims to restore services on Cape Town's central line and Tshwane's Mabopane line.

### **South African National Roads Agency Limited**

SANRAL was established in terms of the SANRAL and National Roads Act of 1998. It is responsible for the planning, design, construction, operation, management, control, maintenance and rehabilitation of the South African national road network, including the financing of these functions, for both toll and non-toll roads.

Over the medium term, the agency aimed to continue focusing on the construction, maintenance and preservation of the national road network. It planned to increase the length of the network in active strengthening and resurfacing contracts from 1 500 kilometres in 2022/23 to 3 000 kilometres in 2025/26.

### **Ports Regulator of South Africa**

The PRSA was established in terms of the National Ports Act of 2005 to regulate South Africa's ports infrastructure system. The regulator sets port tariffs for the National Ports Authority and oversees complaints and appeals to preserve

fairness, transparency and competitive practices for ports infrastructure. The PRSA continues to focus on strengthening the economic regulation of ports infrastructure and compliance with the ports regulatory framework over the medium term.

### **Air Traffic and Navigation Services**

The ATNS Company is mandated to provide safe, orderly and efficient air traffic navigational and associated services to the air traffic management community in terms of the ATNS Act of 1993.

All its services are in accordance with the International Civil Aviation Organisation (ICAO) standards and the civil aviation regulations issued in terms of the Civil Aviation Act of 2009. The ATNS Company maintains its focus on providing safe, efficient and cost-effective air traffic management solutions and related services.

### **Cross Border Road Transport Agency**

The CBRTA is mandated to regulate the cross-border road freight and passenger industry in terms of the Cross-Border Transport Act of 1998. Over the next three years, the agency planned to continue facilitate an unimpeded flow of freight and passenger road transport across the region. To this end, the CBRTA planned to conduct inspections to enforce cross-border road traffic law over this period.

### **Railway Safety Regulator**

The RSR was established in terms of the National RSR Act of 2002. The regulator is mandated to oversee railway operations, monitor operators and enforce a safe operating environment. This includes rail operators from neighbouring countries with operations that enter South Africa.

Over the medium term, the regulator aimed to focus on its primary business of issuing safety permits to railway operators and conduct safety initiatives. These include education and awareness campaigns, community involvement programmes and training for safety ambassadors.

### **Road Accident Fund**

In terms of the RAF Act of 1996, the RAF is mandated to compensate South African road users for losses or damages caused by motor vehicle accidents within the borders of South Africa. Over the medium term, a change in the settlement policy of loss-of-income claims from lump sum to annuity was expected to see a moderation in the payment of claims to match the fund's pay-as-you-go principle.

### **Road Traffic Infringement Agency**

The RTIA derives its mandate from the Administrative Adjudication of Road Traffic Offences Act of 1998. The agency was established to administer procedures to discourage the contravention of road traffic laws, adjudicate infringements, enforce penalties for the contravention of road traffic laws, provide specialised

prosecution support services, and carry out community education and awareness programmes in road safety-related matters. The RTIA's activities over the medium term focused on administration, adjudication and support, and the roll-out programme.

### Road Traffic Management Corporation

The RTMC was established through the RTMC Act of 1999. It is mandated to provide national road traffic strategic planning and law enforcement, and pool public sector resources for the provision of road traffic management.

Over the medium term, the corporation planned to promote road traffic safety through education and awareness campaigns, manage road traffic data and information through the automation of processes in driving licence testing centres, maintain the electronic national traffic information system, and improve the coordination of road traffic law enforcement.

### South African Civil Aviation Authority

The SACAA was established in terms of the Civil Aviation Act of 2009. The authority is mandated to oversee the safety and security of the civil aviation industry and ensure compliance with and adherence to the standards and recommended practices of the ICAO.

Over the medium term, the SACAA aimed to focus on implementing safety and security programmes in line with the standards and recommended practices issued by the organisation and civil aviation regulations in South Africa. Accordingly, it planned to conduct air safety infrastructure investigations and air safety operation inspections per year over the medium-term period.

### South African Maritime Safety Authority

The SAMSA was established in terms of the SAMSA Act of 1998. The authority is mandated to ensure the safety of life and property at sea, and prevent and combat marine pollution. Over the next three years, the authority aimed to continue focusing on ensuring safety and preventing pollution at sea.

### Projects:

#### National Transport Master Plan (NATMAP)

The NATMAP 2050 is aimed at delivering a dynamic, long-term and sustainable transportation system framework which is demand responsive and that provides a coordinated transport agenda for the whole country. The NATMAP recognises that efficient, affordable and reliable transport systems are critical components of national economic development.

#### National Airspace Master Plan (NAMP) 2020-2025

The NAMP 2020-2025 provides the strategic view and direction of airspace organisation and management within South Africa.



The objectives of the NAMP are to:

- service the airspace in accordance with ICAO Standards and Recommended Practices (SARPS) in such a way that it meets the requirements of all users and particularly, the international community.
- rationalise all managed airspace in accordance with ICAO SARPS in such a way that it meets the requirements of all users by a consultative process, strategically and tactically.
- minimise all permanent prohibited, restricted and danger areas in accordance with ICAO SARPS and to facilitate the flexible use of airspace to the benefit of all users.
- continually maintain information (uncontrolled) airspace in accordance with ICAO SARPS in such a way that it meets the requirements of all users.

### Aviation

Civil aviation serves as a major catalyst for global economic activities and is vital to trade and tourism. South Africa's major airports include:

- OR Tambo International in Gauteng
- Cape Town International in the Western Cape
- King Shaka International in KwaZulu-Natal
- Bram Fischer International in the Free State
- Chief Dawid Stuurman International in the Eastern Cape
- Upington International in the Northern Cape
- King Phalo Airport in the Eastern Cape
- George Airport in the Western Cape
- Kimberley Airport in the Northern Cape
- Polokwane International Airport in Limpopo
- Kruger Mpumalanga International Airport in Mpumalanga.

### Public transport

#### Scholar Transport

The National Scholar Transport Policy provides a framework for safe and secure transport for learners through the cooperation of stakeholders and law-enforcement authorities. The DoT developed the national operational guidelines to remedy operational challenges that provinces have in implementing the Scholar Transport Programme.

The DoT continues to make a difference in the lives of many learners in rural and farmland areas through the Shova Kalula initiative, which supplies learners with non-motorised mobility in the form of bicycles.

### Taxi and bus industries

The taxi industry remains the most important part of South Africa's public transport system. Taxis are the preferred type of road transport. With more than 200 000 taxis on the road, the taxi industry generates about R40 billion per year and has created approximately 300 000 direct and indirect job opportunities,

including drivers, taxi marshals and administrative support. The Taxi Relief Fund secured by the DoT to mitigate the negative financial impact of COVID-19 on the minibus taxi industry came to an end on 31 March 2023. About R440 million has been disbursed, accounting for over 80 000 operating licences.

### Integrated public transport networks (IPTNs)

The implementation of the IPTNs in the country is central to the functioning of hubs of economic activity as they provide sustainable, affordable and functional transport solutions to urban commuters.

By mid-2023, seven cities were already operational:

- MyCiTi in Cape Town, Western Cape.
- Rea Vaya in Johannesburg, Gauteng.
- A Re Yeng (Let's go) in Pretoria, Gauteng.
- Go George in George, Western Cape.
- Harambee in Ekurhuleni, Gauteng.
- Libhongolethu in Nelson Mandela Bay, Eastern Cape.
- Leeto la Polokwane in Polokwane, Limpopo.

### Gautrain

The Gautrain is an 80-km long mass rapid transit railway system that links Johannesburg, Pretoria and OR Tambo International Airport. It was built to relieve traffic congestion in the Johannesburg-Pretoria traffic corridor and offer commuters a viable alternative to road transport, as Johannesburg had limited public transport infrastructure.

The Gautrain offers two distinct train services: An Airport Service linking Sandton and Marlboro to the OR Tambo International Airport and a Commuter Service linking Rhodesfield, Marlboro, and Sandton (east-west link) and Park, Rosebank, Sandton, Midrand, Centurion, Pretoria Central and Hatfield (north-south link). All stations with the exception of the Airport Station have integrated car parking facilities.

### Maritime

South Africa has three thousand (3000) kilometers coastline, correctly positioned along the sea trading route. We have the world's largest bulk coal terminal port in Richard Bay. Durban Port is the busiest in Africa and the largest container facility in Southern Africa.

The Port of Ngqura is the deepest container terminal in Africa. The Port of Cape Town is the biggest refrigerated container facility in Africa. Saldhana Bay is the largest port in Africa by water footprint. South Africa is among the top 15 countries that trade by sea.

SAMSA has since rolled out the Maritime Safety Programme with specific focus on ship safety inspection programmes which have resulted to no reported ship losses in South Africa's waters.



## National Road Safety Strategy (NRSS) 2016-2030

Road safety has become a global issue that ranks as one of the most pressing matters facing society today. South Africa implemented various strategies and campaigns in the past, with varying degrees of success in slowing down the rate of fatalities over time.

The objective of the NRSS is to create a safer road environment for all users with a significant reduction in the number of injuries and fatalities due to road crashes.