



SOUTH AFRICA
YEARBOOK
2024/25

Transport

The Constitution of the Republic of South Africa of 1996 identifies the legislative responsibilities of the national, provincial and local levels of government for all modes of transport, with associated infrastructure and operational requirements. 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. Accordingly, it conducts sector research, formulates legislation and policy to set the strategic directions of subsectors, assigns responsibilities to public entities, regulates by setting norms and standards, and monitors implementation.

Over the medium term, the department continued to focus on creating an enabling environment for economic activity by maintaining South Africa's road network, facilitating integrated road-based public transport networks, and investing in critical infrastructure to revitalise and turn around passenger rail services. Expenditure was expected to increase at an average annual rate of 4,2%, from R78.3 billion in 2023/24 to R88.6 billion in 2026/27.

Transfers and subsidies, mainly for transport public entities, accounted for an estimated 97,9% (R250.7 billion) of the department's expenditure, increasing at an average annual rate of 4,2%, from R76.7 billion in 2023/24 to R86.7 billion in 2026/27. Transfers to the provincial roads maintenance grant, the public transport operations grant, the public transport network grant and the rural roads asset management systems grant are intended to fund other spheres of government with concurrent transport functions.

Cabinet approved reductions to the department's budget amounting to R20.3 billion over the medium term. Of this R17.4 billion was effected in the national sphere on transfers to public entities, including the South African National Roads Agency and the Passenger Rail Agency of South Africa (PRASA); R2.7 billion in the provincial sphere on transfers to the provincial roads maintenance grant; and R237.9 million in the municipal sphere on transfers to the public transport network grant.

Accordingly, targets for roads rehabilitated, resealed and re-gravelled in provinces, and for passenger trips for integrated

public transport services across various municipalities, were reduced. To minimise the impact of these reductions, the department, through its implementing agencies, sought to improve efficiencies and contract management to ensure value for money on services rendered by the private sector.

Maintaining South Africa's road network

By investing in South Africa's road networks, the department ensured that passengers and freight carriers had adequate access to safe roads. Of the R140.6 billion over the medium term allocated to the Road Transport programme to fund the construction, upgrading and maintenance of national and provincial road networks, R86.8 billion is allocated to the South African National Roads Agency.

Of this amount, R53.3 billion was to be spent on maintaining the national non-toll network, R4.1 billion on the N2 Wild Coast project, R3 billion on the R573 (Moloto Road) development corridor and R2.3 billion on the Gauteng freeway improvement project. The agency was set to receive an additional R81.4 million over the MTEF period to pilot a single ticketing system for public transport in Gauteng that would allow commuters to access all public transport facilities with a single pass. The provincial roads maintenance grant was set to receive allocations amounting to R51.8 billion over the period ahead. The grant prioritised different elements of strategies to preserve road assets, including maintenance and refurbishment.

The road maintenance component of the grant provided funds to provincial transport departments to maintain and preserve the provincial road network, whereas the refurbishment and rural bridges component of the grant provides for the refurbishment of roads and the construction of 96 rural bridges in 2024/25 and 2025/26. Provinces were also expected use the grant to rehabilitate 11 354 lane kilometres, reseal 14 710 lane kilometres, re-gravel 21 855 kilometres and blacktop-patch 7 369 246 square metres.

Facilitating integrated road-based public transport networks

The department disbursed the public transport network grant

to municipalities to carry out required infrastructure projects and cover indirect costs of bus rapid transit services in Cape Town, Ekurhuleni, George, Johannesburg, Nelson Mandela Bay, Polokwane, Rustenburg and Tshwane. Funding from the grant was expected to lead to an increase in the number of weekday passenger trips on bus rapid transit services from a combined 245 141 in 2024/25 to 356 144 in 2026/27. Transfers to the grant were set to increase from R6.2 billion in 2023/24 to R7.6 billion in 2026/27.

Allocations to the public transport operations grant, which subsidises road-based public transport services, were expected to increase from R7.4 billion in 2023/24 to R8.5 billion in 2026/27. These services are provided by provincial departments of transport.

Investing in critical infrastructure to revitalise passenger rail services

In consultation with the department, the PRASA has adopted a priority corridor strategy to recover rail services and increase commuter numbers. To achieve this, interventions in the Rail Transport programme over the medium term include maintaining, recovering and renewing the agency's rolling stock fleet, modernising rail infrastructure, rolling out new train sets to priority corridors and increasing rail passenger trips and freight. Accordingly, transfers from the programme to the agency amounted to an estimated R60.7 billion over medium term. These funds would also be used to continue the agency's rolling stock renewal drive.

As a result of Cabinet-approved reductions, transfers to the agency for capital expenditure were set to decrease at an average annual rate of 0,7%, from R12.9 billion in 2023/24 to R12.7 billion in 2026/27. Transfers to the agency for operational expenditure, however, were set to increase at an average annual rate of 4,1%, from R7.5 billion in 2023/24 to R8.5 billion in 2026/27, as more commuter lines become operational. The agency would explore contractual exit clauses if necessary to mitigate the risk these reductions might pose to the fulfilment of some of its contracts.

Development and implementation of an integrated public transport network (IPTN) model in rural provinces

The National Guideline Framework for the development of integrated public transport plans provided a set of planning steps for district municipalities to use in formulating the rural district IPTNs. A process of formulating operational plans and designing an integrated public transport system was been outlined to provide technical assistance in this regard.

The Rural Transport Strategy promotes the IPTN approach in districts that had higher densities of population. The system linked rural settlements and district towns that had a concentration of economic activities and resulting in higher level of transport demand. The IPTN was aligned with the Municipal Spatial Development Framework because there was a spatial relationship between residential areas and economic activities.

Over the MTSF, the Department of Transport planned to develop ten IPTN plans in line with the District Development Model (DDM). The purpose of district municipality IPTN plans was to intensify the provision of integrated transport infrastructure and public transport services, and also to promote modal integration. IPTNs also strove to balance the public transport supply and demand, with the added outcome of reduced congestion on the road. The Rural Transport Implementation Framework, which was also linked to the District Development Model, embodies the principles of the differentiated approach that guided targeted infrastructure investment to areas with proven potential for economic development.

As a result, areas that did not qualify for the development and implementation of the IPTNs would benefit from the implementation of the ITPs with basic infrastructure provision. The provision of public transport services would be strengthened through better coordination, planning and management of public transport operations.

Sustainable solution on e-tolls

Government has officially switched off the gantries of the Gauteng Freeway Improvement Project (GFIP), popularly

known as e-tolls. The gantries were switched off at midnight on 12 April 2024 at the South African National Roads Agency (SANRAL) Central Operations Centre.

Taxi industry formalisation and professionalisation

The mandate of the Taxi Recapitalisation Programme (TRP) dealt solely with the scrapping of old minibus taxi vehicles across the country with the overarching objective being the improvement of road safety by removing unroadworthy minibus taxis from the roads of South Africa. The process involved the scrapping process and facilitation of an upgrade in the fleet of new TRP-compliant vehicles through a scrapping allowance paid directly to taxi operators.

The Revised Taxi Recapitalisation Programme (TRP) thus introduced key value-add elements to encourage sustainable continuity to the programme. As part of the Revised TRP, the scrapping allowance was increased from R91 000 to R124 000 per scrapped old taxi. Over the medium term, and as part of the extended scope of the Revised TRP, the following were prioritised:

- Commercialisation: the development of sustainable commercially viable Revised TRP management solutions leveraging and exploiting opportunities available in the minibus taxi industry's value chain. These would include affordable supply of new taxi vehicles, finance, short-term insurance, spare parts, repairs, fuel, lubricants, electronic fare collection and property management.
- Illegal operations and verification process: a national survey on the extent of illegal taxi operations across the country would be conducted and a comprehensive database of minibus taxi industry operators would be developed.
- Change management and unity: the Revised TRP would be used as a catalyst for change to the taxi industry's operating model, through the introduction of collaborative ownership, cooperatives and corporatisation.

Taxi Relief Fund (TRF)

The Taxi Relief Fund secured by the department to mitigate the negative financial impact of COVID-19 on the

minibus taxi industry came to an end on 31 March 2023. Approximately R440 million had been disbursed accounting for over 80 000 operating licences. Discussions took place with the National Treasury to ensure that the unspent funds, if possible, reached the intended beneficiaries.

Road transport safety and security

Motor vehicle accidents proved to have a negative effect on socio-economic development in the country. South Africa had one of the highest vehicle accident mortality rates in the world. A comparative analysis of road deaths per 100 000 population indicates a rate of 25.2 for South Africa, which was above the world average of 17.4.

South Africa is a participant to the second United Nations Decade of Action (UNDA) for Road Safety 2020-2030. The National Road Safety Strategy (NRSS) sets a new path for creating a safe and secure road environment in South Africa. The primary strategic target of the strategy is to ultimately reduce fatal crashes by 50% by 2030. The strategy is based on a safe system approach that looks at a holistic view of the road transport system and interactions among roads and roadsides, travel speed, vehicles and the road user. In accordance with the United Nations Decade of Action, the pillars of the strategy that will remain consistent in the National Road Safety Strategy are road safety management, safer roads and mobility, safer vehicles, safer road users and post-crash response.

The strategy has also taken into consideration previous efforts made towards addressing road safety problems in South Africa, by carefully reviewing previous road safety strategies. Key findings of these strategies highlight a lack of effective implementation, insufficient resourcing, misaligned prioritisation and lack of broader stakeholder participation among the key issues previously experienced.

As such, the NRSS focuses on sequencing of proposed interventions in a manner that is realistic and implementable. Recognising that the battle to improve road safety cannot be won unless all stakeholders played their role and took responsibility for their own safety, community-based structures have also been established in all provinces to improve civil society participation in road safety.

Also noting that road crashes affect young people between the ages of 18 and 35 in large numbers, engagements continue to be held with the youth to empower them to be advocates for their own cause and to re-shape the South African road safety landscape. Over the MTSF period, greater focus will be put on road safety education, engineering and law enforcement. Effective evaluation mechanisms will also be put in place to ensure the effectiveness, efficiency and impact of government programmes. The target set is to reduce road fatalities by 25% during the medium term.

Maritime Safety and Security

Maritime safety and security assist the industry to operate in a safe environment and provide a conducive environment to do business. Merchant ships operate in a hostile environment and certainty in terms of policy direction is important. The Comprehensive Maritime Transport Policy (CMTP) encourages stakeholders to support its initiatives as they assist with promoting shipping.

The attack against ships and other forms of criminal activities are a concern for the industry. These challenges must be addressed hence the National Maritime Security Strategy. South Africa must jealously guard against any form of pollution to its waters. It is important to have initiatives that will ensure that South African waters remain safe and secure from all forms of pollution.

To this effect, the development and application of risk assessment and management techniques to maritime safety and security must consider the complex regulatory and operational context in which the maritime industry operates. The Department of Transport (DoT) will thus strive to create a fit-for-conditions safety and security platform that will outline current concerns, provide “fit-for-purpose” tools and management mechanisms, and enable focused operational programmes aimed at building capacity and critical mass.

Over the medium term, the DoT will focus on ensuring 100% compliance with the International Ship and Port Facility Security (ISPS) Code. The code, developed in response to the perceived threat to ships and ports after the 9/11 attacks, encompasses a set of measures to enhance security of

ships and port facilities. It is part of the Safety of Life at Sea Convention and compliance is mandatory for South Africa as part of the contracting parties to the convention.

As part of ensuring compliance to the International Ship and Port Facility Security Code, the department will focus mainly on addressing the “stowaway” problem, which seems to be an ever-present phenomenon for the shipping industry. Stringent measures will be put in place to ensure that no unauthorised personnel are able to gain access to vessels, and that all those who have been authorised to board disembark before sailing. The DoT will aim to reduce stowaways by addressing inadequacies in security and watch keeping. Stringent measures are planned to ensure that no unauthorised personnel are able to gain access to vessels, and that all those who have been authorised to board disembark before sailing.

In line with the implementation of the national strategic plan to end gender-based violence and femicide (GBVF) in the country, the development of a monitoring system for GBVF in the maritime sector will enable support and the protection of women at sea. There is ample evidence suggesting that investing in women is the most effective way to lift communities, companies and even countries. It is reported that countries with more gender equality have better economic growth and the evidence is clear that equality for women means progress for all.

Legislation

For cross-modal functions of public transport and freight, the department is guided by the following legislation and policies:

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

regulatory functions.

- The incorporation of the Shosholoza Meyl train service and the Autopax long-distance bus services into PRASA was finalised in the Legal Succession to the South African Transport Services Amendment Act, 2008 (Act 38 of 2008).
- The National Road Traffic Amendment Act, 2008 (Act 64 of 2008) and the Cross-Border Transport Amendment Act, 2008 (Act 12 of 2008), allow for better road-traffic enforcement and improved cross-border regulation.
- The Administrative Adjudication of Road Traffic Offences Act, 1998 (Act 46 of 1998).
- The Civil Aviation Act, 2009 (Act 13 of 2009), was promulgated to harmonise and rationalise safety and security legislation for aviation to ensure compliance with the International Civil Aviation Organisation (ICAO) standards.
- The Air Service Licensing Amendment Act, 2008 (Act 21 of 2008), addresses corporate governance issues relating to the Air Services Licensing Council. The department plans to implement the airlift strategy and improve aviation safety and compliance with the standards set by the United States of America Federal Aviation Administration’s International Aviation Safety Assessment Programme, and by the International Civil Aviation Organisation, an organ of the United Nations (UN).
- The Road Accident Fund (RAF) Amendment Act, 2005 (Act 19 of 2005), creates an equitable, affordable and sustainable system for victims of road accidents and their families.
- The Road Accident Fund (Transitional Provisions) Act, 2012 (Act 15 of 2012), provides for transitional measures regarding certain categories of third parties whose claims were limited to R25 000 under the RAF Act, 1996 (Act 56 of 1996) prior to 1 August 2008. The department has published a revised version of the Road Accident Benefit Scheme (RABS). The Bill proposed that the Road Accident Benefit Scheme Administrator replace the RAF. The new regulations, rules and forms were drafted to enable a better understanding of how the proposed scheme would operate in practice. The RABS Bill provides for a new,

no fault benefit scheme and a new administrator. The RABS Bill forms part of an initiative to replace the third-party compensation system currently administered by the RAF with a new scheme that is reasonable, equitable, affordable and sustainable.

Budget

For the 2022/23 financial year, the department was allocated R65.4 billion. The department aimed to remain within its ceiling for compensation of employees by managing the number of personnel, which was expected to decrease from 818 in 2021/22 to 750 in 2024/25 through natural attrition and retirement.

Entities

Air Traffic and Navigation Service (ATNS)

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, 2003 (Act 45 of 2003). All its services are in accordance with the standards of the International Civil Aviation Organisation and the civil aviation regulations issued in terms of the Civil Aviation Act, 2009 (Act 13 of 2009).

The company will continue to focus on providing safe, efficient and cost-effective air traffic management solutions and related services over the medium term. An estimated 78% (R4.8 billion) of its budget over this period is expected to be used on communication, surveillance and simulator systems. Compensation of employees comprises 59,1% (R3.7 billion) of total expenditure over the period ahead, while goods and services accounts for 26,2% (R1.6 billion). Total expenditure is expected to increase at an average annual rate of 6,9%, from R1.8 billion in 2023/24 to R2.2 billion in 2026/27.

The company expects to generate 85,6% (R5.6 billion) of its revenue over the medium term by providing aeronautical services to the aviation industry, mainly through en-route and approach fees. Total revenue is expected to increase at an average annual rate of 7,8%, from R1.9 billion in 2023/24 to R2.4 billion in 2026/27, as the company returns to normal operations after the lifting of COVID-19 restrictions.

Airports Company South Africa (ACSA)

ACSA is established in terms of the Airports Company Act, 1993 (Act 44 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 will continue implementing its recovery strategy, which is supported by a revised financial plan.

The strategy focuses on continuously delivering major infrastructure requirements while maintaining its financial sustainability. Since the end of the COVID-19 pandemic, the company has reinforced its efforts to improve its sustainability and organisational resilience.

Total expenditure is expected to increase at an average annual rate of 3,4%, from R5.8 billion in 2023/24 to R6.4 billion in 2026/27, with goods and services accounting for an estimated 45,5% (R8.6 billion) of spending over the MTEF period. Total revenue is expected to increase at an average annual rate of 11,1%, from R6.4 billion in 2023/24 to R8.8 billion in 2026/27, driven by the expected increase in passenger numbers as the air travel industry continues its recovery from the pandemic.

Cross-Border Road Transport Agency (CBRTA)

The CBRTA is mandated to regulate the cross-border road freight and passenger industry in terms of the Cross-Border Transport Act, 1998 (Act 4 of 1998). It facilitates an unimpeded flow of freight and passenger road transport across the region. Over the next three years, the agency will focus on conducting inspections to enforce cross-border road traffic law.

Total expenditure is expected to increase at an average annual rate of 7,5%, from R333.3 million in 2023/24 to R414.3 million in 2026/27, mainly driven by spending on administration, law enforcement, facilitation and regulatory services. The road transport inspectorate, which was transferred to the Road Traffic Management Corporation in 2017, was transferred back to the agency from 1 April 2023. The additional cost of this function is estimated at R81 million and will be funded through interest on investments.

The agency is set to derive 75,5% (R892.3 million) of its revenue over the MTEF period from administrative fees. Revenue is expected to increase in line with spending.

Driving Licence Card Account

The Driving Licence Card Account was established in terms of the Public Finance Management Act of 1999 to manufacture driving licence cards based on orders from testing centres across South Africa. Over the medium term, the trading account will invest in a new production machine to ensure optimal manufacturing productivity.

As a result, spending on production and infrastructure is expected to account for 64,2% (R440.7 million) of its budget over the period ahead. Spending is projected to increase at an average annual rate of 4,3%, from R197.9 million in 2023/24 to R224.4 million in 2026/27. The entity generates revenue through the sale of licence cards. Revenue is expected to decrease by 1,6%, from R235.6 million in 2023/24 to R224.4 million in 2026/27.

Passenger Rail Agency of South Africa (PRASA)

The 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 will focus on ensuring the recovery of commuter rail services by implementing its strategic corridor recovery programme and modernising its core infrastructure, which includes replacing old rolling stock and investing in signalling infrastructure. As part of its strategic corridor recovery programme, the agency aims to restore services – including rebuilding infrastructure, especially in Gauteng – and recover lines in KwaZulu-Natal after severe flooding in April 2022. Accordingly, spending on Metrorail is expected to amount to R29.3 billion over the next three years.

Total expenditure is expected to increase at an average annual rate of 3,3%, from R15.1 billion in 2023/24 to

R16.7 billion in 2026/27. Spending on compensation of employees accounts for an estimated 35,6% (R16.8 billion) of total expenditure over the period ahead, decreasing at an average annual rate of 2,4%, from R6.1 billion in 2023/24 to R5.7 billion in 2026/27, due to the agency's planned voluntary severance process.

Transfers from the department account for an estimated 88,3% (R60.7 billion) of the agency's revenue over the medium term. Other sources of income include the sale of train and bus tickets, rental income from leasing properties, on-board sales and interest. Total revenue is expected to decrease at an average annual rate of 0,9%, from R24.6 billion in 2023/24 to R23.9 billion in 2026/27, driven mainly by a reduction in transfers from the department.

Ports Regulator of South Africa (PRSA)

The Ports Regulator of South Africa was established in terms of the National Ports Act of 2005 to regulate South Africa's ports infrastructure system. It sets tariffs for the National Ports Authority and oversees complaints and appeals to preserve fairness, transparency and competitive practices for ports infrastructure. The regulator remains focused on strengthening the economic regulation of ports infrastructure and compliance with the ports regulatory framework.

Total expenditure is expected to increase at an average annual rate of 4,7%, from R44.1 million in 2023/24 to R50.7 million in 2026/27. Compensation of employees comprises an estimated 71,2% (R103.1 million) of the regulator's expenditure over the MTEF period, increasing at an average annual rate of 4,4%. The regulator derives more than 96% of its revenue through transfers from the department, increasing at an average annual rate of 4,5%, from R42.6 million in 2023/24 to R48.6 million in 2026/27.

Railway Safety Regulator (RSR)

The RSR was established in terms of the National RSR Act of 2002. It is mandated to oversee railway operations, monitor operators and enforce a safe operating environment. This includes rail operators in neighbouring countries with operations that enter South Africa. Over the medium term, the regulator aimed to focus on issuing safety permits, conducting inspections and audits, investigating railway

accidents, and developing regulations and safety standards.

Expenditure is expected to increase at an average annual rate of 4,3%, from R270.2 million in 2023/24 to R306.9 million in 2026/27. Compensation of employees comprises an estimated 64% (R565.6 million) of planned expenditure over the MTEF period. The regulator expects to generate 70,3% (R624 million) of its revenue over the next three years from administrative fees and most of the remainder through transfers from the department. Revenue is expected to increase in line with spending.

Road Accident Fund (RAF)

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, the change in the settlement policy for loss-of-income claims from lump sum to annuity is expected to result in a moderation in the payment of claims in line with the fund's pay-as-you-go principle.

As a result, the total value of claims paid out over the MTEF period is expected to decrease at an average annual rate of 6,2%, from R45.4 billion in 2023/24 to R37.4 billion in 2026/27. The fund derives revenue through the road accident fund levy in terms of the Customs and Excise Act (1964). Transfers received through the levy are expected to increase at an average annual rate of 0,3%, from R49 billion in 2023/24 to R49.5 billion in 2026/27, in line with an expected increase in the sale of fuel.

Road Traffic Infringement Agency (RTIA)

The RTIA derives its mandate from the Administrative Adjudication of Road Traffic Offences (AARTO) Act (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 agency's activities over the medium term are focused on administration, adjudication and support, and the AARTO roll-out programme.

Expenditure is expected to increase at an average annual rate of 2,4%, from R508.9 million in 2023/24 to R546.6 million in 2026/27, with goods and services accounting for an estimated 58,9% (R915.7 million) of total estimated spending. The agency derives its revenue mainly through administrative fees and transfers from the department. Revenue is expected to increase at an average annual rate of 4,5%, from R479.1 million in 2023/24 to R546.6 million in 2026/27.

Road Traffic Management Corporation (RTMC)

The RTMC was established through the Road Traffic Management Corporation Act (1999). It is mandated to provide national road traffic strategic planning and law enforcement, and pool public sector resources for road traffic management.

Over the medium term, the corporation intends to implement the national road traffic law enforcement code, which is expected to integrate and harmonise traffic law enforcement and facilitate the integration and development of road safety regulations and the fair and efficient use of resources.

Total expenditure is expected to increase at an average annual rate of 6,9%, from R1.5 billion in 2023/24 to R1.8 billion in 2026/27, mainly driven by spending on compensation of employees. Although transaction fees are expected to remain the corporation's main revenue source, comprising an estimated 61,7% (R3 billion) of total revenue over the MTEF period, the corporation will pursue alternative revenue streams through its online licence renewal initiative.

South African Civil Aviation Authority (SACAA)

The South African Civil Aviation Authority was established in terms of the Civil Aviation Act (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 International Civil Aviation Organisation.

The authority will continue to focus on implementing safety and security programmes over the medium term in line with

the standards and recommended practices issued by the organisation and South African civil aviation regulations. Accordingly, it intends to enhance and sustain its capacity by replacing flight inspection aircraft and flight calibration equipment, and procuring security systems, server rooms and an examination centre for its new building.

Total expenditure is expected to increase at an average annual rate of 8,5%, from R900.7 million in 2023/24 to R1.2 billion in 2026/27. Compensation of employees accounts for an estimated 68,6% (R2.2 billion) of total expenditure over the medium term. Passenger safety charges, user fees and the aviation fuel levy are expected to comprise 79,1% (R2.6 billion) of the authority's revenue over the period ahead, with transfers from the department amounting to an estimated R271.4 million. Revenue is set to increase in line with spending.

South African Maritime Safety Authority (SAMSA)

The SAMSA was established in terms of the SAMSA Act (1998). It is responsible for regulating and enforcing maritime safety and marine pollution from ships, and promoting South Africa's maritime interests. Its continued focus is on ensuring the safety of life and property at sea, and preventing and combating marine pollution.

Spending is expected to increase at an average annual rate of 4,3%, from R471.6 million in 2023/24 to R535.2 million in 2026/27, with compensation of employees comprising an estimated 62,3% (R948.6 million) of total expenditure over the MTEF period.

The authority generates revenue through levies, fees and user charges. Total revenue is expected to increase at an average annual rate of 4,3%, from R472.2 million in 2023/24 to R536.3 million.

South African National Roads Agency Limited (SANRAL)

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

The declared national road network as at 31 March 2023 was 23 536km, of which non-toll roads comprised 87% and toll roads constituted 13%. Non-toll roads are fully funded through annual grant allocations amounting to R53.5 billion over the next three years.

Over the medium term, the agency's focus remains on constructing, maintaining and preserving the national road network. Accordingly, over the period ahead, the agency intends to implement its flagship projects, of which 11 are in the construction phase, 6 are in the tender phase and 10 are in the design phase. These projects are expected to result in more than R24.5 billion in infrastructure investment. They are all in key economic corridors and their timelines for completion range between five and 10 years.

Due to the implementation of backlog projects, payments to service providers for road maintenance or construction accounts for the bulk of the agency's total expenditure, increasing at an average annual rate of 1,8%, from R26.3 billion in 2023/24 to R27.7 billion in 2026/27. Expenditure on compensation of employees is estimated to increase at an average annual rate of 3,9%, from R820.7 million in 2023/24 to R919.3 million in 2026/27, in line with the agency's imperative to retain personnel.

Total expenditure is expected to increase at an average annual rate of 2,3%, from R30.3 billion in 2023/24 to R32.4 billion in 2026/27. The agency is set to receive 74,4% (R83.5 billion) of its revenue over the MTEF period through transfers from the department and 15,7% (R15.8 billion) through toll fees, concession income and rental income from investment properties. Revenue is expected to increase at an average annual rate of 7,1%, from R30.9 billion in 2023/24 to R38 billion in 2026/27.

Rail transport safety and security

In recent years, the rail environment became a target of theft and vandalism of infrastructure, senseless attacks on employees and private security while on duty, sabotage and general disregard for the rule of law. The department plays a key role in ensuring safe rail operations in the country through the development of policies, strategies and legislative regulatory framework. This role is augmented

by the Railway Safety Regulator (RSR), which is an independent entity of the department tasked with overseeing and promoting safe railway operations through appropriate support, monitoring and enforcement.

Rail networks

The purpose of the Rail Transport Programme within the DoT is to facilitate and coordinate the development of sustainable rail transport policies, rail economic and safety regulations, and infrastructure development strategies; systems that reduce system costs and improve customer service; to monitor and oversee the RSR and the PRASA; and the implementation of integrated rail services planned through the lowest competent sphere of government.

The South African rail network is the 11th-largest in the world at 22 298 route kilometres, and total track distance of 30 400km. Public sector railways comprise three distinct vertically integrated entities, namely Transnet Freight Rail (TFR) division of Transnet, PRASA and Gautrain Management Agency.

They fulfil distinctly different roles and responsibilities, and have different objectives and service delivery requirements. The TFR owns 20 953 route kilometres of the cape gauge track, of which 12 801 route kilometres comprises the core network. The remaining track comprises 68 branch lines totalling 6 708km in length. The PRASA operates metropolitan commuter services through its Metrorail division, and long-distance commuter services through its Main Line Passenger Services division, Shosholozza Meyl.

PRASA owns 746 route kilometres of cape gauge network whilst Shosholozza Meyl trains run almost exclusively on the TFR track. The access relationship that PRASA has with TFR is heavily influenced by the history of the asset split criteria used to allocate infrastructure and rolling stock. The criterion used was that the main user of the network received ownership control of the asset.

In practice, this should have decreased the requirement to access each other's network as much as possible but over time, the pattern of asset usage has changed, and currently, in a number of cases Metrorail is operating on a network owned by TFR, but where PRASA trains comprise

the majority of activity on the track. The Gautrain network is approximately 80 km-long and does not interconnect with any other network on basis of its standard gauge track

The National Development Plan (NDP) provides a strategic framework to guide actions on the maintenance and expansion of economic infrastructure such as transport and, more especially, rail transport to support economic growth and social development goals. The NDP states that given government's limited finances, private funding will need to be sourced for some of these investments. In addition to issuing licenses and setting tariffs, the NDP requires regulations to place emphasis on stimulating market competition and promoting affordable access to quality services.

The DoT has established an interim rail economic regulatory capacity, which prioritises developing guidelines and frameworks to ensure fair and transparent access to the rail network, which will create a conducive environment for private sector participation. To function optimally, South Africa needs reliable, economical, integrated smooth flowing rail corridors linking the various modes of public transport. Investing in the rail network should increase access to an integrated rail network and create a conducive environment for private sector participation and investment in rail infrastructure.

Passenger rail is a critical function that creates enormous positive externalities for the economy and justifies significant subsidisation from government. The consequences of any move by passengers to alternative modes of transport include the new costs that are imposed on the rest of the economy; low-income households relying on more expensive and less safe modes of transport; traffic congestion increases; and people in outlying areas becoming even more marginalised.

Government's infrastructure delivery plan prioritises network industries to support a long-term increase in the productive capacity of the economy with the potential to crowd-in additional private sector investment. As part of prioritising infrastructure development for network industries, the modernisation of the rail freight and passenger transport will receive immediate attention.

The adoption of the Private Sector Participation (PSP) Framework for the railway industry is an important step in

securing private sector interest. The next step to encourage private sector investment should be a clear procurement framework and rail economic regulation. Areas identified for private sector participation include main line freight, terminal-to-terminal freight, terminal operations in the service areas, private line freight and private sidings in the services and asset upgrade areas, municipal rail infrastructure, rail infrastructure upgrade and maintenance concessions and the leasing of rolling stock in the asset areas. In addition, there are other areas in the services provision and asset upgrade category, which include branch line freight services, commuter services, rapid rail intercity and marshalling yards.

Over the MTSF, the DoT and PRASA will intensify implementation of its capital expenditure programme with focus on three programmes – rolling stock fleet renewal, repair and modernisation of station and rail signalling improvement.

Rail infrastructure

While South Africa has a relatively good core network of national economic infrastructure, the challenge is to maintain and expand it to address the demands of inclusive economic growth. The economy has already been constrained by inadequate investment and ineffective operation and maintenance of existing infrastructure, while productive investment in historically black communities continues to face constraints.

South Africa needs to make large investments to propel economic activity. These need to be made in a structured, considered manner to prevent inappropriate initiatives, protect South Africa's resources and ensure that prioritised investments are efficiently implemented. Given government's limited finances, private funding will need to be sourced for some of these investments, and policy planning and decision-making will require trade-offs between competing national goals.

Government needs not only to better coordinate collaborative investment by businesses and provincial and local government into key infrastructure projects, but to shape its institutional, policy and regulatory environment in

order to enable investment, realise the desired efficiencies, improve infrastructure delivery, and contribute to economic growth and employment creation.

Rail-based public transport

The DoT, in its pursuit for a safe, affordable and reliable public transport system, has adopted an integrated policy approach that is based on peak intermodality. Besides its value proposition, intermodality is an integral part of sustainable mobility and its enhancement is vitally important for the provision of door-to-door transport services because of its advantages of economies of scale for both commuter and freight transport.

With this policy approach, the sector has set itself, amongst others, a medium-term target of realising the modal shift from road dominance to rail, not only to reduce the impact on our road infrastructure but also to reduce roadside emissions and to improve efficiencies in the broader transport value chain.

South Africa's passenger rail system has suffered years of underinvestment and deferred maintenance, creating fertile ground for the decline of the passenger rail system and a haemorrhage market share over time. As part of positioning rail as a backbone of the public transport system, the Priority Corridor Strategy was introduced to ensure focused implementation. This included looking at corridors with high ridership to maximise impact. It is thus important that rail is improved to compete with other modes to achieve proper share of passenger transport in order to reduce congestion on the road and further improve road safety.

To achieve an optimum performance level, a number of interventions will be implemented over the medium term. These include maintenance, recovery and renewal of rolling stock fleet, modernisation of rail infrastructure, rolling out new train sets to priority corridors and increasing rail passenger trips.

Also targeted in the medium term is the revitalisation of branch lines to make rural economies more competitive by enabling provision of transport to some of the far-flung communities to be considered. These branch lines will not only benefit commuters but will also contribute to the

proposed modal shift to rail for freight, thus alleviating pressure on the road network.

Transnet SOC Limited

Transnet provides and operates freight transportation services and infrastructure. The company's key strategic objectives include improving the competitiveness of logistics, promoting a modal shift from road to rail, increasing logistics connectivity, attracting private investment, developing skills and promoting reindustrialisation.

Transnet has experienced a series of challenges that have resulted in underperformance and affected its liquidity and financial position. These include declining operational and maintenance efficiency, limited investment capital, a high cost base, reduced asset availability and reliability, increased crime and vandalism to equipment and infrastructure, and operational disruptions.

The decline has been more pronounced in the freight rail division, accounting for about 53% of the company's business, which has had a decrease in volume from 226 million tonnes in 2017/18 to 149.5 million tonnes in 2022/23.

To address this decline and optimise business operations over the medium term, Transnet will implement its recovery plan, which provides for 18 months to transition the company to profitability. As such, it plans to spend R19.2 billion on capital investments into, among other things, locomotives, and improving the availability and reliability of critical equipment and the quality of assets at ports.

Through this spending, Transnet anticipates rail freight volumes to increase to 154 million tons by 2023/24 and 193 million tons by 2024/25. Port volumes are also expected to increase based on a series of initiatives at both the ports and rail divisions. Accordingly, container volumes are expected to increase from 4 912.4 TEUs (thousand 20-foot-equivalent units) in 2023/24 to 6 933.3 TEUs in 2026/27.

As a result, expenditure is expected to increase at an average annual rate of 3,9%, from R89.6 billion in 2023/24 to R100.4 billion in 2026/27. Spending on compensation of employees constitutes an estimated 31,6% (R87.9 billion) of total expenditure over the next three years, whereas that on goods and services constitutes 28,8% (R83.6 billion).

Revenue is projected to increase at an average annual rate of 6,3%, from R93.9 billion in 2023/24 to R112.8 billion in 2026/27. The company expects to generate 93,7% (R291.6 billion) of its revenue through providing rail freight services.

Gautrain

The Gautrain is an 80km long mass rapid transit railway system that links Johannesburg, Pretoria and the 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 Gauteng 25-Year Integrated Transport Master Plan will ensure integration of transport with spatial patterns, as well as the integration between various transport modes to transport people effectively.

The Gautrain ferries more than 60 000 people a day (including weekends) or 1.2 million people a year. The Gautrain Management Agency is planning to extend the rail route by 150 km over the next 20 years, including routes through Randburg, Fourways and Soweto. This expansion is expected to create 211 000 jobs. A feasibility study that included demand modelling to determine transport needs for Gauteng in 2025 and 2037, indicated that the "cost of doing nothing" in the province will lead to major road congestion in 2037, at which stage cars will travel at an average of 15 km/h due to the doubling of car growth. The feasibility study identified the following main links and stations of the Gautrain rail network extensions: On the link between Jabulani via Cosmo City and Samrand to Mamelodi, stations will include Roodepoort, Little Falls, Fourways, Sunninghill, Olievenhoutsbosch, Irene, Tshwane East and Hazeldean.

The link between Sandton and Cosmo City will have a station in Randburg. On the link between Rhodesfield and Boksburg there will be a station at East Rand Mall and possible link-up with the OR Tambo International Airport Midfield terminal development. A future link from Cosmo City to Lanseria Airport.

Passenger rail safety

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

- oversee safety in railway transport, while operators remain responsible for managing the safety of their operations;
- develop an appropriate regulatory framework through the development of regulations and standards for safe railway operations;
- monitor and ensure safety compliance by conducting audits, inspections, safety assessments and occurrence investigations;
- collect and disseminate information relating to safe railway operations;
- promote the harmonisation of the railway safety regime of South Africa with the Southern African Development Community (SADC) railway operations; and
- promote improved safety performance to support the use of rail.

In line with this mandate, the RSR has, in collaboration with the railway industry and the South African Bureau of Standards, developed a series of standards to ensure a common and consistent approach to railway safety in areas such as safety management, technical and operational requirements, and the management of human factors. A key to the successful regeneration of the railway system in South Africa, and the subregion, is the interoperability of the railways. This implies consistent standards and common usage of technology where railway infrastructure is used by more than one operator.

The RSR and the railway industry continue to collaborate in developing the overarching broad technical and operating standards. The need for harmonisation of safety standards within the SADC region is of strategic importance. The RSR is facilitating efforts to adopt and align the current railway safety standards by regional railway operators through the Southern African Railways Association (SARA). Since the RSR's creation, there has been increased awareness of safety in railways, improvements in safety management and

accountability, and standardisation of safety management systems among railway operators in South Africa and regional railways operating into South Africa.

The permit system employed by the RSR ensures the standardisation of safety management systems. Through its SARA membership, the RSR plays a leading role in regional safety issues. The RSR played a central part in developing the Regional Safety Policy Framework and safety standards and in updating the Handbook on the Transportation of Hazardous Materials by Rail. Since the reintroduction of the railway police, there has been a significant drop in crime on trains and at train stations.

Civil aviation

Civil aviation is vital to international trade, investment, and tourism, as well as contributing to domestic transport, sports and recreation. Air transport connects South Africa to cities around the world and generates benefits to consumers and the wider economy by providing speedy connections between cities. The DoT's Civil Aviation programme exists to facilitate the development of an economically viable air transport industry that is safe, secure, efficient, environmentally friendly and compliant with international standards through regulations and investigations, and to oversee aviation public entities. Plans are under way to develop a business case for a government-owned national aviation academy.

Civil aviation safety and security

The South African Civil Aviation Authority (SACAA) will focus on strengthening its effort in the implementation of General Aviation Safety Strategy through the use of innovation and technological solutions. The SACAA led a coordinated process of audits conducted by the following international bodies:

- The United States Federal Aviation Administration (FAA) following an audit conducted in November 2021. The final outcome audit assessment confirmed that South Africa has retained its category 1 status with the United States. The benefit of this outcome is that South African airlines, can operate directly into the United States with no hindrance.

- August 2022, South Africa was also subjected to a Universal Security Audit Programme by the International Civil Aviation Organisation (ICAO). South Africa has now received the final report from ICAO and the State received an unqualified audit opinion with no significant security concerns raised by ICAO.
- In November 2022, South Africa's aviation security cargo system was assessed by the United States Transport Security Administration. The outcome of this assessment confirmed yet again that the cargo security system of South Africa is on par with that of the US. As a result, the TSA granted South Africa permanent recognition. This means that South African cargo operators wishing to operate in the US can do so unhindered, without a need to undergo individuals' assessment by the US.
- In November 2022, South Africa also received the final report from the United States Federal Aviation Administration (FAA) following an audit conducted in November 2021. The final outcome of this assessment confirmed that South Africa has retained its category 1 status with the United States. The benefit of this outcome is that South African airlines, can operate directly into the United States with no hindrance.
- In March 2023, South Africa was again audited by ICAO under its Universal Safety Oversight Audit Programme. From this audit, South Africa did not attract any significant safety concern and received an overwhelming Effective Implementation (EI) score of around 92%. This represents a significant improvement from the 87,39% that ICAO gave the country in the 2017 audit. The recognition of South Africa's aviation systems by leading aviation states and bodies has huge economic benefits for the state and the operators in the country.

Aviation infrastructure

The National Civil Aviation Policy acknowledges that airports are currently not integrated into a meaningful network that contributes to the socio-economic development of the country. The National Airports Development Plan has been initiated to guide present and future airport development, the development of individual airports integrated within their

broader spatial and transport contexts; and facilitate and promote development of aerotropolis and airport cities in consultation with relevant stakeholders.

An integrated airport network system has the potential to support the NDP's objective by contributing to growing the economy and ensuring that potential investments are utilised effectively and efficiently through economic initiatives such as the aerotropolis, airport cities, special economic zones linked to international airports to promote economic growth, trade and tourism and job creation. It could further facilitate the expansion of tourism, including sport and adventure tourism.

There are approximately 128 licensed airports, of which 10 are designated as international airports and 68 voluntarily registered airports. Of these, nine are owned by ACSA, nine owned by provincial governments, 38 military airports and around 100 municipal (local and district) airports. There are also numerous privately-owned licensed airports, with the vast majority of the remainder of the airports being private (business, non-profit, and individual). South Africa's nine major airports are:

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

Airlift Strategy

The Airlift Strategy introduces structured regulatory measures for increasing tourism growth in South Africa. In particular, this strategy is based on aviation policy directives and contributes to the county's growth by:

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



The overall objective of the Airlift Strategy is to increase aviation's contribution towards sustainable economic growth and job creation. This requires the creation and maintenance of an enabling framework, within which both suppliers and consumers of air-transport services may exercise reasonable flexibility and choice. The strategy enhances the prospects of South Africa as a preferred air-travel destination and synchronises the basis for bilateral air services negotiations with other priorities.

The strategy also provides specific guidelines for various unique markets, with emphasis on the needs of intra-African air services, and aims to improve the regulation of particularly the supply side of air-transport services. The DoT also developed the Airlift Implementation Plan, which provides a clear framework and capacity targets to be met. Airlines Several domestic airlines, as well as a number of smaller charter airline companies, operate in South Africa.

South African Airways (SAA)

SAA operates a full-service network in the international, regional and domestic markets. The airline is responsible for promoting air links with South Africa's key business, trading and tourism markets across the world, and contributing to key domestic air linkages. The company was placed under business rescue in December 2019 and exited the process in April 2021. It resumed operations in September 2021, operating domestically and regionally, and has since been operating six aircraft

Over the MTEF period, the airline plans to increase its operations and improve its service offering, for example, by expanding its route network. Government is in the process of concluding the sale of its majority shareholding in the company to a strategic equity partner. This is expected to attract the funding and skills required to strengthen the airline's balance sheet and improve its operations. The partnership was expected to be finalised by the end of 2022/23, but due to outstanding matters such as regulatory approvals from the Competition Commission and the Air Services Licensing Council, it was expected to be concluded in 2023/24.

Expenditure was expected to increase at an average annual rate of 50,8%, from R4.6 billion in 2022/23 to R15.9 billion in 2025/26. This significant increase is attributed to an increase in operations with the lifting of COVID-19 restrictions. Spending on goods and services constitutes 87,2% (R32 billion) of total expenditure, mainly driven by fuel, leases and maintenance costs. Revenue is expected to increase at an annual average rate of 62,8%, from R3.9 billion in 2022/23 to R16.6 billion in 2025/26. It is mainly derived from the sale of air tickets, which constitutes 99,7% of total revenue. This significant increase is attributed to the airline's anticipated increase in operations.

Resources Roads

South Africa's road network, including unproclaimed roads, is approximately 750 000km, making it the 10th-longest road network in the world. Roads in South Africa fall under the jurisdiction of the three spheres of government (national, provincial and municipal), and responsibility for the entire road network is split between the three spheres' road authorities. Travel on South Africa's paved roads runs to about 32 billion vehicle-kms per year and this includes travel on national, provincial and local roads.

While national roads are mostly paved, the majority of the provincial network (more than 80%) consist of low-volume gravel roads, particularly in rural and peri-urban regions; and mainly provide isolated communities with access to public services, economic centres and other key facilities.

National roads

Government is responsible for overall policy, while SANRAL is the implementing agent of the national roads network. Along with the DoT, the agency plays a key role in influencing policy and setting standards. The DoT continues to improve the road network by ensuring that it is well maintained and safe.

Provincial roads

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

Municipal roads

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

Toll roads

The toll road network comprises about 19% (3 120km) of the national road grid. The SANRAL manages some 1 832km of these toll roads. In its endeavour to continue the expansion and maintenance of the comprehensive national road network, SANRAL will continue the selective expansion of toll roads. About 1 288km of the tolled sections of national roads have been concessioned to private companies to develop, operate and maintain.

Freight transport

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

Pipelines

South Africa consumes about 25 billion litres of petroleum products a year. Transnet Pipelines transports almost 50% of all refined petroleum products in the country for the emerging and major oil companies of South Africa. The

Tarlton storage and distribution depot is a vital conduit in the supply of fuel to Botswana.

The company plans to enhance this service. Transnet Pipelines transports all the crude requirements for the inland refinery at the National Petroleum Refiners of South Africa, from where almost 70% of their refined products, and 80% at Secunda, are transported through the pipeline network to the final markets. Transnet Pipelines owns, maintains and operates a network of 3 000km of high-pressure petroleum and gas pipelines. Investment in the pipeline sector is ongoing.

Maritime transport

South Africa is bordered by the ocean on three sides. Studies suggest that the ocean has the potential to contribute up to R177 billion to the GDP and between 800 000 and one million direct jobs. It is a catalyst to facilitate international trade thereby providing necessary maritime/marine infrastructure and services, for goods to be seamlessly transferred from the manufacturing centres to the ports as imports and exports.

Maritime Industry Development manages the promotion of the maritime industry locally, regionally and globally. Current projects aim to assist in developing programmes to improve the South African ship register and the inclusion of South Africans who are from historically disadvantaged backgrounds to participate in the maritime economic activities by supporting the establishment of a maritime broad-based black economic empowerment council.

The Oceans Economy Masterplan under Operations Phakisa is intended to use empirical evidence to galvanise stakeholders around a common understanding of challenges and opportunities, followed by the defining of a vision and the development of an action plan to address these challenges. As part of its contribution to unlock the economic potential of the ocean, the DoT will look at a number of key areas, including a regional coastal shipping agreement within the Southern African Development Community (SADC), establishment of a national shipping carrier and corporatisation of the Transnet National Ports Authority.

The DoT's Marine Transport programme implements

the Comprehensive Maritime Transport Policy (CMTP) to promote maritime transport, develop infrastructure, and ensure compliance. The programme works with the Ports Regulator, National Ports Authority, SAMSA, industry and international bodies. Marine transport encompasses all forms of transport by sea, intermodal links and inland ports. It serves a large degree for the freight market and, in the South African context, offers no significant passenger-carrying ability.

The accelerated implementation of the CMTP towards the goal of South Africa becoming an International Maritime Centre by 2030 is expected to achieve the following:

- Create enhanced maritime awareness by participating in international maritime platforms such as the Rio Competition in 2023.
- Establish the Maritime Development Fund (MDF).
- Create a shift from road to rail – open new markets for cargo movements.
- Create and maintain port capacity to support trade in ports through an effective port tariff methodology and strategy.
- Secure about 6% government cargo and use that to develop coastal shipping.

As a build-up and focused coordination, the following annual maritime thematic priorities have been agreed upon:

- 2022: Benefiting from the Maritime Value Chain;
- 2023: National Shipping Company;
- 2024: SADC Coastal Shipping;
- 2025: Maritime Infrastructure and Services;
- 2026: Revitalised South African Merchant Shipping;
- 2027: South Africa: Moving Our Strategic Cargo;
- 2028: A Vibrant South African Maritime Brand;
- 2029: Africa: A Thriving Maritime Market; and
- 2030: An International Maritime Centre in Africa.

Comprehensive Maritime Transport Policy (CMTP)

South African's length of the coastline is estimated to be approximately 3 000km. In South Africa, the greatest challenge has been the absence of a maritime transport policy that is required to provide guidance to the industry. The much-awaited Maritime Transport Policy will create

certainty in the transport sector and the logistics market.

There are more than 89 464 merchant ships trading internationally, transporting different types of cargoes and registered, in 150 nations, thus growing marine international trade by 4% per annum. South Africa currently has four ships on its ship register and there is commitment to grow the register through the creation of a conducive environment and providing incentives to ship owners as an encouragement to set up offices and possibly register under the South African flag.

The CMTP serves as the embodiment of government's commitment to the growth, development and transformation of South Africa's maritime transport sector. It represents South Africa's long-term vision, the underpinning philosophy and principles that inform its development and the direction that government has committed to take the sector to reach its full potential. One of the key strategic objectives of the CMTP is to develop South Africa to be an International Maritime Centre in Africa. In considering this bold objective, it is important to note that the CMTP Implementation Plan 2030 envisages that this status may be achieved by 2030.

In the second year of the Maritime Decade, the focus is highlighting the sailing and luxury boat building subsector as being part of what the country offers to the world. South Africa's maritime sector must develop beyond its ability to serve national interest and provide efficient services to the global industry. With the onset of the Fourth Industrial Revolution, South Africa should promote maritime analytical skills and tools. There is a need to learn from the excellence in the ship and boat building industry, where South Africa is already recognised in the world and ranking number two, after France, as leader in the manufacture and distribution of catamarans and other sophisticated luxury yachts.

One of the areas requiring a better marine footprint is shipping and the CMTP Implementation Plan 2030 identifies coastal shipping as a key instrument, laying a firm foundation to build and grow the maritime sector. South Africa is expected to take steps to promote the development of a national shipping company in the light of the renewed impetus brought about by the CMTP.

Maritime training

The South African Maritime Training Academy, at Simon's Town in the Western Cape, provides advanced training to the broader maritime sector, including the merchant navy, harbour-craft operations, the fishing industry and the South African Navy. The South African Merchant Navy Academy, established at Granger Bay, is integrated with the Cape Peninsula University of Technology (CPUT), with a similar training facility at the Durban University of Technology (DUT). Deck and engineering students and officers complete their academic training at the CPUT and DUT, while lower classes of certificates are offered at the Northlink College, situated in the Duncan Dock area in Cape Town.

This training institution also caters for deck, engine-room and catering department ratings. SAMSA is responsible for setting all standards of training certification and watch-keeping on behalf of the DoT, while the Maritime Education and Training Board is responsible for accrediting all maritime courses. Other maritime training organisations offer a wide range of courses that have been developed within the South African maritime industry. These are situated mainly in the ports of Cape Town and Durban and, to a lesser degree, Gqeberha.

As part of an initiative to reduce the vacancy rate of at least 45 000 jobs in the maritime industry, 12 further education and training (FET) colleges across the country offer courses aimed at equipping young people for a career in the industry. The FET colleges will meet at least 80% of the industry's skills demands, producing artisans such as riggers, welders and boiler makers. Annually, between 1 200 and 1 600 students enter the maritime industry after completing their studies.

Ports

Along its 3 000km-long coastline, South Africa has eight commercial seaports: Richards Bay, Durban, East London, Ngqura, Gqeberha, Mossel Bay, Cape Town and Saldanha. South Africa is situated on a major sea route, which facilitates the safe and secure movement of about 500 megatons (Mt) of crude petrochemical sea trade. This represents more than

30% of the world's petrochemical production, on board over 5 000 tanker voyages of very large crude carriers per year. The commercial ports are crucial to South Africa's transport, logistics and socio-economic development.

About 98% of South Africa's exports are conveyed by sea. The Port of Durban is the busiest container terminal in Africa and the second-busiest in the southern hemisphere after Melbourne, Australia. The Ports Authority alone employs 6 200 people at the Durban Port, with an estimated 30 000 people employed indirectly. Richards Bay is the busiest port in South Africa by tonnage and is one of the top two coal-handling ports in the world. The port focuses on bulk cargo handling while the Durban Port focuses on general cargo.

It has also been earmarked for expansion projects with R3.7 billion set aside for mobile and quayside equipment, as well as weighbridges. Safety-critical, environmental and legal compliance projects will also be carried out. Cape Town, located at the southern-most point of Africa, is ideally positioned as a hub terminal for cargo to South America and the Far East. West/East Africa cargo has grown substantially, making the Cape Town Container Terminal the terminal of choice for trans-shipment cargo. The Gqeberha Container Terminal is one of the three specialised container-handling facilities along the South African coastline.

Operation Phakisa

Operation Phakisa was modelled upon the Malaysia "Big Fast Results" methodology, where government and the private sector converged to address binding constraints which were obstructing growth and job creation. The Oceans Economy Lab was launched in 2014. South Africa is endowed with ocean space on three sides, representing a vast untapped market to grow the gross domestic product (GDP) and create jobs, thereby addressing poverty, unemployment and inequality. The Oceans Economy has the potential to grow the GDP by R177 billion and create one million new jobs by 2033. A key assumption driving the above targets was a GDP growth rate of 5% per annum and an annual job growth rate of 6%.

The binding constraints were analysed by a cross-section

of public and private sector participants in a six-week Operation Phakisa Lab process, which resulted in 18 marine transport and manufacturing initiatives being crafted into a detailed three-foot plan for implementation. These initiatives addressed policy and regulation, infrastructure, skills and market development.

Safety of travellers

Road safety

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

At the end of 2015, it was announced that the RTMC could not use the Arrive Alive campaign anymore, as it had been registered as a brand. The safety campaign remains in place, operating under the name 365 Days of Road Safety Programme, which focuses on creating awareness all year round.

The goals of the campaign are to:

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

The campaign emphasises that the reduction in road deaths was urgent and non-negotiable. As part of efforts to alleviate the scourge of road accidents and incidents, the department continues to work tirelessly to ensure that law enforcement is declared an essential service to guarantee availability of traffic officers 24/7 on the roads. Anti-fraud and corruption operations continue to be intensified at all public and private driver learning testing centres and driving schools around the country.

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 megatons of crude oil. South African weather

conditions present regular challenges to vessels, often resulting in distress calls to the Cape Town-based Maritime Rescue Coordination Centre (MRCC). Piracy constitutes a serious challenge to the development and stability of the Southern African Development Community (SADC) member states, given the importance of the region's international seaborne trade and its vital contribution to regional food stocks and economic development.



Threats of piracy are of particular concern to the SADC, whose coastline and shipping lanes are extremely vulnerable to maritime crime. As the SADC's coastal area does not fall within patrol areas of the international anti-pirate forces, the SADC has taken responsibility for its own maritime security. The threat around the Horn of Africa and SADC waters detrimentally affects the SADC's trade and economy.

The SADC's Maritime Strategy entails a regional partnership with all member states contributing within their means. Not all members necessarily have the essential maritime and military capabilities, but they still contribute in other ways by providing land-based equipment such as radar and soldiers to patrol coastlines and islands. The SADC has established robust rules of engagement for anti-piracy, which are largely consistent with those of other regions and task forces. Regarding the legal framework, SADC member states are expected to:

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

The MRCC enables South Africa to exercise its responsibilities to the international community by employing state-of-the-art search-and-rescue infrastructure and services. South Africa has a well-established pollution prevention strategy, and is ready to respond in case of threats to the environment or to provide assistance to vessels at risk. The country acts in terms of the Indian Ocean Memorandum of Understanding (IOMOU) on Port State Control and has a similar agreement with the states of West Africa in the form of the Abuja MoU.

Search and rescue services

The Southern African Search and Rescue Organisation (Sasar) has been in existence since 1957. It was formalised through the enactment of the South African Maritime and Aeronautical Search and Rescue (SAR) Act, 2002 (Act 44 of 2002). The Act gave the organisation a statutory mandate to coordinate all search and rescue activities within South Africa's area of responsibility. Its mandate is to ensure a coordinated and effective maritime and aeronautical search and rescue service within the South African search and rescue regions.

The search and rescue service is provided in terms of the obligations accepted by South Africa after signing and ratification of relevant IMO and ICAO Conventions inter alia, the International Convention on Maritime Search and Rescue, 1979 and the Convention on International Civil Aviation, 1944.

Other objectives include:

- minimising the loss of life and personal injury to aviators and mariners;
- minimising time spent searching for persons in distress by using top-of-the-range technology, research and development, education, regulation and enforcement;
- promoting and enhancing regional search and rescue capacity or capability and ensuring optimal use of search and rescue scarce resources;
- ensuring the implementation of international standards and recommended practices; and
- improving cooperation between aeronautical and maritime search and rescue authorities.

South Africa is responsible for a huge search and rescue area, representing about 10% of the globe and about 28.5 million square kilometres in total. The South African area is divided into the aeronautical and maritime search and rescue areas. The aeronautical search and rescue region covers Lesotho, Namibia, South Africa and Eswatini, and associated flight information regions.

The maritime search and rescue area stretches about halfway between South Africa and South America on the western side, and about halfway between South Africa and Australia on the eastern side. It also borders on Namibia,

Angola, South Africa and Mozambique on the northern side and then extends to the south pole. Relevant operational structures and substructures were established for Sasar to execute its mandate successfully. The Aeronautical Rescue Coordination Centre (ARCC) and the MRCC are the primary structures responsible for the execution of Sasar's statutory mandate.

The ARCC and the MRCC are based at ATNS and SAMSA. The search and rescue only works when several countries and all stakeholders collaborate across borders. This culture of collaboration dates back to 1959 when the Convention on International Civil Aviation first made provision for cooperation between states. According to this provision, states will individually or in cooperation with other states, arrange for the establishment and prompt provision of the search and rescue services within their territories to ensure that people in distress get assistance. Regional cooperation also uses scarce resources and helps nations to avoid duplicating efforts and facilities. Through this collaboration, services are provided for poorer states in a uniform way across a wide area. Collaboration also reduces the overall cost of the search and rescue operations.



Green Transport Strategy (GTS)

The movement of goods and services in time and space defines and influences economic activity. Demand for transport shapes the urban landscape and influences peoples' spatial choices in relation to schooling, places of work, religious services, and economic services such as banking, shopping and basic lifestyle requirements. Businesses also choose to establish themselves based on market proximity and size, and ease of transport supporting labour, goods and services. These choices contribute in ways that are either favourable or extremely compromising to the well-being of individuals, households and businesses.

According to the Green Transport Strategy (GTS) for South Africa (2018-2050), emissions from the transport sector in South Africa account for 10,8% of the country's total greenhouse gas (GHG) emissions. In addition to these direct emissions arising from the combustion of fuels, there are indirect emissions from the production, refining and transportation of fuels. Continued growth within the transport sector is likely to have an increasing impact on land resources, water quality, air quality and biodiversity. In urban centres, transport is a major contributor to air pollution and emissions include nitrous oxides and particulates, which contribute to the brown haze seen over many of South Africa's main cities.

These pollutants have a significant impact on human health, increasing risks of respiratory diseases, heart disease, lung cancer and low birth weight – with children and the elderly particularly vulnerable. This places an even greater burden on the healthcare system with substantial medical costs. Planes, trains and automobiles, carriages, carts and coaches, from history's earliest to modern man's most sophisticated modes of transport, have changed through the ages with little attention paid to man's first step in mobility: walking. In South Africa, walking is one of the most utilised forms of getting people from one place to another, but at enormous cost: financially, emotionally, morally and physically.

It is the responsibility of the DoT to contribute to national economic development through a people-centred

approach that creates opportunity and stimulates growth. The department intends to do this by driving the goals of the National Transport Master Plan 2050 as South Africa confronts its crossroads to provide safe, efficient, reliable and affordable transport. This makes the need for real change within the transport sector urgent and imperative. The GTS aims to minimise the adverse impact of transport on the environment, while addressing current and future transport demands.

This is underpinned by sustainable development principles. The strategy promotes green mobility to ensure that the transport sector supports the achievement of green economic growth targets and the protection of the environment. The objectives of the GTS include:

- enabling the transport sector to contribute its fair share to the national effort to combat climate change in a balanced fashion;
- promoting behavioural changes towards sustainable mobility alternatives through information, education and awareness raising;
- engaging the low-carbon transition of the sector, to assist with the aligning and developing of policies which promote energy efficiency and emission control measures in all transport modes;
- minimising the adverse effects of transport activities on the environment; and
- facilitating the sector's just transition to a climate resilient transport system and infrastructure.

Road transport has been identified as the primary source of transport-related carbon dioxide emissions in South Africa, contributing 91,2% of total transport GHG emissions. The heavy reliance of the sector on fossil fuels contributes significantly to total GHG emissions for the country. This justifies a focus on immediate and targeted interventions around road transport to ensure a significant reduction of emissions in the transport sector as a whole. This requires commitment to resources: significant long-term finance and investment, as well as supplementary work to prepare detailed business plans for finance and investment in transport-related mitigation. There are broad-scale economic opportunities for growth in the public and private sectors.

Some of the benefits include access to employment opportunities for poor communities, an efficiently run public transport system, access to clinics and other healthcare services and less polluted air. Improvements in transport efficiency also have positive knock-on effects for all economic sectors that use transport. During the MTSF, as part of implementation of the GTS, the DoT planned to develop its carbon emission just transition plan to ensure that it contributes to the country's target of keeping emissions between 398 metric tons of carbon dioxide equivalent (Mt CO₂e) and 614 Mt CO₂e range and the commitments set out in the Nationally Determined Contributions.

Transport Month

October is Transport Month. During this month, the DoT and its entities showcase transport infrastructure services in aviation; maritime; public transport and roads. Transport Month is also used to further advance the country's road safety initiatives, while also creating awareness of the economic benefits of the sector. The aim is to raise awareness of the important role of transport in the economy and encourage civic society and business to help make transport safer, more affordable, accessible and reliable.

Government's investments in rail, roads and public transport are changing the way people access their places of work, study and entertainment. These investments also help to grow our economy and address the challenges of unemployment, poverty and inequality. October was declared Transport Month in 2005 during the Transport Lekgotla.

