TRANSPORT

Building on the successful delivery of the World Cup transport infrastructure, government aims to take forward the delivery of major projects such as the:
• completion of the new petroleum pipeline
• completion of the Gautrain in 2011
• expansion of the Bus Rapid Transit (BRT) System.
The key deliverables of the transport sector broadly include:
• reducing transport costs
• improving safety
• reducing the backlog of road and rail infrastructure
• enhancing accessibility to and affordability of quality public transport in both urban and rural areas
• optimising freight logistics to improve energy efficiency.
The Moloto Corridor is another project that the Department of Transport identified as a priority. The project was registered as a private-public partnership.

In 2010, the department released details of a proposed high-speed rapid rail link between Durban and Johannesburg.

Policy and initiatives
National Transport Master Plan (Natmap)
In May 2010, the Department of Transport presented Parliament with the R750-million Natmap, which includes linking Johannesburg to Durban and Polokwane via rapid train networks. Natmap includes expanding the Port of Saldanha, doubling the Huguenot Tunnel outside Paarl and expanding the Port of Cape Town. Part of Natmap is to form partnerships with the private sector to help fund the projects and lower the burden on taxpayers. Cabinet initiated the Natmap in 2007 to develop and establish a multimodal transport system to meet South Africa's needs up to 2050.

In 2011, government started rolling out the S'hamba Sonke (walking together) Programme, an innovative nationwide drive to focus on the maintenance of the secondary road infrastructure using labour-intensive methods of construction and maintenance. It set aside R6,4 billion in 2011/12, R7,5 billion in 2012/13 and R8,2 billion for 2013/14, amounting to a total of R22,3 billion in the medium term. At least 70 000 jobs were expected to be created in 2011 through this programme, which includes a massive pothole patching programme that will be rolled out nationally.

Natmap's goals include:
- maximising the use of existing infrastructure facilities
- developing future infrastructure facilities
- developing an up-to-date and accurate central land-use/ transportation data bank.

Public Transport Strategy (2007 – 2020)

The Public Transport Strategy aims to accelerate the improvement in public transport by establishing integrated rapid public transport networks (IRPTNs), which will introduce priority rail corridors and BRT systems in cities.

The essential feature of the Public Transport Strategy is the phased extension of mode-based vehicle recapitalisation into IRPTNs. These networks comprise an integrated package of rapid rail, BRT, taxi and metered taxi priority networks, especially in major cities. The strategy is expected to improve public-transport services for over half the country's population.

Full special needs and wheelchair access for all trunk-corridor rail- and road-vehicles will also be implemented.

Electronic National Traffic Information System (eNaTIS)

eNaTIS is the official register for all vehicle, driver licence, contravention and accident data. The purpose of eNatis is to streamline the Department of Transport's motor-vehicle registration services. The system delineates the life cycle of a vehicle from the factory floor to the scrap yard.

In 2009, more than 177 000 000 transactions were performed on eNaTIS. This represented an increase of 12,67% compared to 2008's 157 340 912 transactions. By the end of December 2009, a total of 433 399 043 transactions had been performed on the system since its introduction in May 2007.

Compared to 2008, new vehicle registrations fell by 29,57% in 2009, while used vehicle registrations increased with 0,35%.

At the end of December 2009, South Africa's live vehicle population stood at 9 587 781.

Through eNaTIS, the department is able to eliminate duplicate vehicle registration and cloning.

The Department of Transport agreed with Mozambique, Swaziland and Namibia to make eNaTIS available to them to harmonise vehicle registration in the region.

President Jacob Zuma opened King Shaka International Airport, north of Durban, in May 2010. Facts about the airport include:

- 4 900 t of steel were used to build the passenger terminal – about half the amount of steel used to build the Eiffel Tower in Paris
- there is a choice of 10 service-providers to hire a car from
- the floor space of the passenger terminal is the same size as 27 soccer fields
- there are 72 counters where passengers can book in for their flights
- the runway is 3,7 km long
- there are 6 500 undercover parking bays and 3 000 sheltered parking spaces outside the airport
- provision has been made for 50 motorists who want to quickly drop off or collect a passenger
- there is provision for 25 taxis
- visitors have a choice of 12 restaurants
- there are 30 other shops to buy anything from jewellery to clothes.

From September 2010, vehicles travelling between these countries are registered on the eNaTIS. This ensures that none of these countries are used to reregister stolen vehicles, which are taken across South Africa's borders.

Agencies
The following entities report to the Minister of Transport: the South African National Roads Agency Limited (Sanral), South African Maritime Safety Authority, Cross-Border Road Transport Agency, South African Civil Aviation Authority, Road Accident Fund, Urban Transport Fund, Air Traffic and Navigation Services Company, Airports Company South Africa (Acsa) and the National Transport Information System.

Transnet Limited
Transnet is a focused freight-transport and logistics company wholly owned by the South African Government.

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

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

Infrastructure investments are expected to create over 300 000 jobs and boost economic growth in four provinces in the country. The utility's projects are expected to contribute just over 4,8% to the country's gross domestic product (GDP) by 2018. Outlining its five-year strategy in March 2010, Transnet indicated that more than R93 billion would be spent on infrastructure expansion and other projects to improve customer services and ensure financial sustainability in future.

Road transport

South Africa has the longest road network of any country in Africa.

Sanral is responsible for the design, construction, management and maintenance of South Africa's national road network, including toll and non-toll roads that in 2010 included: 1 573 km of dual carriageway, 550 km of four-lane undivided roads; 14 047 km of two-lane, single roads; 1 288 km of toll roads; and 1 832 km of state toll roads.

In its endeavour to continue with the expansion and maintenance of the comprehensive national road network, Sanral will continue with selective expansion of the toll-road network.

About 1 288 km of the tolled sections of the national road have been concessioned to private companies to develop, operate and maintain.

In 2009, Sanral awarded construction contracts worth R18 billion.

Minibus taxis are responsible for 65% of the 2,5 billion annual passenger trips in urban areas, as well as a high percentage of rural and intercity transport.

Starting in June 2011, the Gautrain will move at least 40 000 people hourly on the commuter line between Johannesburg and Pretoria stress-free and in less than 40 minutes! The system includes 125 feeder buses operated by a consortium that includes taxi operators.

Buses and trains account for 21% and 14% respectively of all public transport.

Taxi Recapitalisation Programme (TRP)

Government's TRP is underpinned by a strong desire to have an integrated public-transport system.

The main objectives of the TRP are to have a taxi industry that supports a strong economy that puts the passenger first and that meets the country's socio-economic objectives.

Government recognises the critical role played by the industry, and endeavours to ensure its growth and sustainability. The TRP is not only about scrapping old taxi vehicles, but is also concerned with the sustainability and effective regulation of the industry. It is a direct response to the recommendations of the National Taxi Task Team to consider specific interventions to turn around the taxi industry.

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

By May 2010, more than 38 000 old taxi vehicles were scrapped, with more than R1,7 billion paid out to operators.

Bus Rapid Transit

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

By June 2010, the BRT was operational in Johannesburg, Pretoria, Bloemfontein, Port Elizabeth and Cape Town. The system was part of 2010 World Cup plans but it is also an immediate legacy of the 2010 World Cup. The BRT System's benefits outweigh its total cost. It addresses congestion, drives economic growth, and is world-class and affordable.

Since 30 August 2009, Rea Vaya has become a part of South African public transport culture and vocabulary.

Highlights about Rea Vaya are:
• passenger numbers have increased from 11 800 per day to 34 000 per day
• 1 100 trips are operated daily
• 18 500 km are travelled daily
• 280 000 litres of diesel are used monthly

- 1 000 people have been employed in the operations
- 307 000 passengers were transported during the World Cup and stadiums were cleared way ahead of FIFA benchmark times.

Passenger Rail Agency of South Africa (Prasa)

Prasa was launched in March 2009. It replaced the South African Rail Commuter Corporation. The establishment of Prasa brought the possibility to provide integrated transport solutions through its control of commuter rail, inter-city, long-distance rail and road-based long-distance buses.

The presence of buses within Prasa gives it the kind of flexibility to respond effectively to passenger demands with the real option to provide feeder and distribution services.

Prasa transports more than 645 million passengers per year across Metrorail (95%), Shosholoza Meyl (2,5%) and Autopax via 468 stations in cities and throughout the country.

Ahead of the 2010 FIFA World Cup™, Prasa invested R7 billion in the refurbishment of 2 000 coaches, 780 of which were dedicated to the tournament. Some R1,4 billion was invested in the acquisition of 570 new buses for Autopax, most of which were chartered by FIFA. The buses transporting the 32 participating teams were supplied by Prasa.

Transnet Freight Rail

TFR has a 20 247-km rail network, of which about 1 500 km comprise heavy haul lines. The network connects the ports and hinterland of South Africa as well as the rail networks of the sub-Saharan region. TFR infrastructure represents about 80% of Africa's rail infrastructure.

It operates freight trains, serving customers in the following major segments:
- mining: coal, iron ore, manganese, granite, asbestos, chrome and non-ferrous metals
- manufacturing: chemicals, fuel and petroleum, fertiliser, cement, lime, iron steel and scrap

In September 2010, the Gautrain celebrated carrying one million train passengers since opening Phase One of the project. Within days of opening, in time for the World Cup, the Gautrain carried almost 80 000 passengers a week. After the World Cup, the service stabilised at nearly 50 000 passengers a week.

For most of the morning of 11 July 2010, ahead of the World Cup final between Spain and the Netherlands, an aircraft was touching down every two minutes at OR Tambo International Airport. On 11 and 12 July 2010, OR Tambo facilitated more than 1 400 aircraft movements, carrying well over 160 000 passengers. The total number of aircraft handled between 1 June and 12 July at the three main international airports amounted to 58 045, namely: OR Tambo (35 964), Cape Town (14 600) and King Shaka (7 481).

- agriculture and forestry: grain, stockfeed and milling, timber, paper and publishing, and fast-moving consumer goods
- containers and automotive: intermodal wholesale, automotive and industrial.

In 2009, TFR handled 177 Mt of freight, including critical cargo such as iron ore, coal and containers. Transnet will be investing R54,6 billion of its total five-year capital investment plan of R93,4 billion in rail infrastructure and in acquiring and upgrading rolling stock.

Civil aviation
Airports Company of South Africa

Acsa owns and operates the 10 principal airports, including the three major international airports in Johannesburg, Cape Town and Durban. The others are domestic airports in Bloemfontein, Port Elizabeth, East London, George, Kimberley, Upington and Pilanesberg. Other airports in South Africa include Lanseria (Midrand), Gateway (Polokwane), Nelspruit and Kruger (Mpumalanga).

In 2009/10, Acsa's total revenue grew by 12% to R3,5 billion.

Acsa handles more than 32 million passengers annually. The number is expected to rise to 40 million in 2013.

The 10 airports handle over 98% of the country's commercial air traffic.

South African Airways (SAA)

SAA has been in operation for more than 75 years and has recently been recognised by Skytrax as being among the top 15 airlines in the world for it's product and service offering. It was also, for the seventh time in a row, voted the number one African airline and 11th in the world in business class.

In September 2010, SAA reported a group profit before tax of R596 million.

In June 2010, the Airports Company South Africa (Acsa) announced that it would be expanding its activities in India in the next few years. For the past four years, Acsa had been managing the airport in Mumbai with an Indian partner. Acsa's part of the profit is 10% and Acsa's income from the turnover in the 2009/10 financial year was R22 million. India plans to build a further 12 new airports and Acsa had contributed R166 million to the expansion.

SAA reported a bottom-line profit of R581 million, a 45% improvement from the previous year's net profit of R402 million.

SAA is the only non-stop service from the United States of America (USA) to South Africa, with daily departures from Washington DC and a daily direct service from New York.

SAA's local network includes connections to more than 20 South African destinations and more than 20 cities across the rest of the continent.

South Africa has a number of airlines flying between its major cities, and to some of its smaller ones, with fares ranging from first-class to cut-price economy. Flights can be booked online from anywhere in the world. Eight major domestic airlines operate in the country, as well as a number of smaller charter airline companies.

Ports

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

Among its major investments for 2009/10, Transnet announced its R2,8-billion upgrading of Durban Harbour, which included the entrance channel being deepened and widened. Before, it could only accommodate ships slightly over the 4 000 20-foot equivalent unit (TEU) capacity, but now those of 8 000 TEU can dock there.

A further R4,4 billion was pumped into the Cape Town Container Terminal Expansion Project, which has boosted capacity from 700 000 TEU in 2007 to 900 000 TEU. There are plans to increase capacity even more to 1,4 million TEU. Cape Town's Berth 601, the first of its four berths to be expanded, has already been deepened to 15,5 m to accommodate larger vessels.

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

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

The TNPA also has a control function, which includes:

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

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

The National Ports Regulator, which was established in terms of the National Ports Act, 2005, is responsible for the economic regulation of the ports system, in line with government's strategic objectives to promote equity of access to ports and to monitor the activities of the TNPA. The regulator also promotes regulated competition, hears appeals and complaints and investigates such complaints.

The adoption and implementation of measures to enhance maritime security have resulted in South Africa being fully compliant with the International Ships and Ports Security Code since July 2004.

More than 60% of South Africa's liquid fuels-demand lies within the Durban-to-Johannesburg Corridor. The Durban-to-Johannesburg Pipeline became inadequate to transport the required volumes of petroleum products from the coast to the inland regions.

The Department of Energy in its Energy Security Master Plan included the construction of a bigger new multiproduct pipeline by Transnet. The National Energy Regulator of South Africa awarded Transnet the licence to build the 24-inch trunk-line pipeline, including the 16-inch inland network and two terminals in December 2007. The trunk line is expected to be completed by September 2011 and operational by December 2011.