South Africa Yearbook 2020/21

Transport

Transport

The Constitution of the Republic of South Africa, 1996, identifies the legislative responsibilities of different spheres of government with regard to all modes of transport and its associated infrastructure. The Department of Transport (DoT) is responsible for the legislation and policies for rail, pipelines, roads, airports, ports and the intermodal operations of public transport and freight. The department conducts sector research, formulates legislation and policy to set the strategic direction of subsectors, assigns responsibilities to public entities, regulates through setting norms and standards, and monitors implementation.

The work of the DoT contributes to the realisation of the vision of improved social and economic development articulated in the National Development Plan (NDP), Priority 1 (economic transformation and job creation) and Priority 4 (spatial integration, human settlements and local government) of government's 2019 – 2024 Medium Term Strategic Framework (MTSF). Over the medium term, the DoT plans to give effect to policies that focus on maintaining national and provincial road networks, addressing passenger rail challenges and facilitating the provision of integrated public transport networks.

Maintaining South Africa's road network

With an allocation of R104.3 billion over the medium term, the DoT's Road Transport programme facilitates activities related to the maintenance of South Africa's national and provincial road network. The South African National Roads Agency (SANRAL) plays a crucial role in programmes relating to upgrading, maintaining and strengthening national toll and non-toll roads. Transfers to the agency account for 31% the DoT's budget and 62.2% of the department's budget for road transport specifically.

A core focus over the Medium Term Expenditure Framework (MTEF) period, with regard to roads, is the R573 (Moloto Road) Development Corridor, which is allocated R2.7 billion. Transfers to fund reduced tariffs for the Gauteng Freeway Improvement Project amount to R2 billion over the MTEF period, while 53.6% (R34.8 billion) of allocations to the agency are to maintain the national network of non-toll roads.

The maintenance of provincial roads is largely funded through the Provincial Roads Maintenance Grant, which is set to receive R37.5 billion over the MTEF period. Funds from the grant are expected to be used for resealing 17 842 lane kilometres (km), rehabilitating 6 806 lane km, and blacktop patching 4.5 million square kilometres (km^2). Factors such as the condition of roads, weather patterns and traffic volumes determine grant allocations to provinces for the maintenance of provincial roads.

Addressing passenger rail challenges

The rail industry remains the key component of any functioning industrial economy, particularly with regard to transportation of people and goods. Since the past MTSF, the performance of the Passenger Rail Agency of South Africa (PRASA) and its service offering have been at an all-time low. Service has been poor, unreliable, unpredictable and unsafe, resulting in the decline in customer and stakeholder confidence on the company's ability to deliver on its mandate. Over the medium term, priority emphasis will be on a number of focused interventions, including:

- addressing key governance deficiencies and improving internal controls;
- intensifying and strengthening implementation of key capital expenditure programmes (modernisation of rail infrastructure and renewal of rolling stock fleet); and
- addressing safety and security concerns affecting infrastructure and users of rail transport.

Clear performance targets have been designed and incorporated into the PRASA Corporate Plan, and oversight over the entity and its management will be strengthened with quarterly monitoring and reports, in line with updated shareholder compacts.

Transfers to the PRASA in the Rail Transport programme account for an estimated 27.2% (R57 billion) of the DoT's budget over the medium term. However, the agency has struggled for many years to roll out its modernisation programme, which is meant to improve the reliability of services and increase the number of passengers. The programme entails focused spending on repairs and maintenance as part of the agency's rolling stock fleet renewal programme, as well as improved security.

Delays in the Rolling Stock Fleet Renewal Programme, along with poor spending on rail infrastructure and the effects of the COVID-19 pandemic, specifically lockdown restrictions, necessitated the reprioritisation of funds to support other entities in the transport sector. As such, the agency received no transfers from the DoT in 2020/21 for the Modernisation Programme. The reprioritisation included a R2.3 billion capitalisation of Airports Company South Africa (ACSA) and the R1.1 billion one-off gratuity to the taxi industry in 2020/21. As a result of the capitalisation of ACSA, allocations to the Civil Aviation programme are expected to decrease at an average annual rate of 50.8%, from R2.7 billion in 2020/21 to R319.4 million in 2023/24. Transfers for the Rolling Stock Fleet Renewal Programme are expected to resume in 2021/22.

The recent appointment of a permanent board for the PRASA is expected to lead to the intensified implementation of the Modernisation Programme. Over the MTEF period, capital transfers to the agency are expected to increase at an average annual rate 164.3%, from R700.9 million in 2020/21 to R12.9 billion 2023/24. To offset revenue loss during the COVID-19 lockdown, operational transfers were temporarily increased in 2020/21, accommodated by reductions to capital budgets. However, over the medium term, operational transfers to the agency are expected to decrease at an average annual rate of 5%, from R8.8 billion in 2020/21 to R7.5 billion in 2023/24.

Facilitating integrated public transport networks

Efficient public transport networks are important to keep economic hubs functioning optimally. Accordingly, through the Public Transport programme, the DoT makes allocations to the Public Transport Network Grant. The grant funds infrastructure and indirect costs of operating bus rapid transit services in Johannesburg, Tshwane, Cape Town, George, Nelson Mandela Bay and Ekurhuleni.

Allocations to the grant are expected to increase at an average annual rate of 15.7%, from R4.4 billion in 2020/21 to R6.8 billion in 2023/24. This relatively high increase is due to a one-off reduction in 2020/21 to fund priorities necessitated by the COVID-19 pandemic. Funding from the grant is expected to lead to a combined increase in the number of weekday passenger trips on bus rapid transit services from 154 799 in 2020/21 to 323 323 in 2023/24.

National Travel Household Survey (NHTS)

The 2020 NHTS revealed that the general usage patterns of public transport, as reported by households, has changed significantly between 2013 and 2020. There has been a general increase in households that used a taxi (from 9.8 million to 11.4 million). However, a significant decrease was recorded in the number of households that used a bus (from 2.9 million to 2.1 million) and a train (1.4 million to 0.5 million) as their preferred mode of transport.

The estimated total number of workers' trips using public transport decreased significantly from 5.4 million in 2013 to 4.7 million in 2020. Taxis accounted for most public transport users with 80.2% of workers using them, which is more than the proportion reported in 2013 (67.6%). More than 15% of workers using public transport used buses in 2020, whereas in 2013, the percentage of workers who used buses was 19.5%. Those who used trains in 2013 (12.9%) significantly decreased to 3.2% in 2020.

Generally, households needed less time to walk to their nearest taxi, bus or train station in 2020 compared to 2013. The percentage of households that walked for more than 15 minutes to the taxi rank decreased from 22.3% in 2013 to 20.2% in 2020. The number of those who walked to the bus station for longer than 30 minutes increased from 3.9% in 2013 to 7.4% in 2020. In 2013, a little more than 16.3% of households walked for longer than 30 minutes to a train station. This figure increased to 41.0% in 2020.

Nationally, 7.6% of households indicated that taxis were too expensive. Proportionally, households in the Northern Cape (11.5%), Eastern Cape (10.8%), KwaZulu-Natal (10.2%) and Mpumalanga (9.9%) were more likely to be concerned about the cost of taxis. A total of 5.6% of the respondents considered reckless driving by taxi drivers as one of their most concerning transport-related problems. The two provinces with the highest economic activity levels – the Western Cape (10%) and Gauteng (6.9%), had a greater proportion of households that identified this problem.

Facilities at taxi ranks and taxi fares remained the highest reason for dissatisfaction with minibus taxi services among South African households. In 2020, 56.9% were dissatisfied with the facilities at the taxi rank. Regarding bus services, households were most dissatisfied with bus stop facilities, the level of crowding in the bus and security at the bus stops. In 2013, reasons most likely to be indicated for dissatisfaction with train services were the level of crowding in train (78.2%), followed by security on the walk to/from the train station (56.6%). In 2020, the level of crowding in the trains (86.8%) and waiting time for trains (86.6%) were the biggest problems mentioned by households.

One in five workers walked all the way to their place of work, and only 1.1% of workers cycled to work. The majority of those who walked all the way to work were found in rural areas. Those who cycled to work were predominantly found in urban areas. About 10 million learners walked all the way to their educational institutions, while 16 000 cycled to their educational institution. About 3.4% of households who were interviewed indicated that they walked all the way to their destination.

The results show that walking all the way was the primary method used by scholars to reach their school (63.0%), including learners with disabilities (63.8%). Travelling by taxi (13.7%) was the second-most used mode of travel by scholars, followed by travelling by car/truck as a passenger (13.6%). Similarly, learners with disabilities indicated taxis (16.6%) as their second-most used travel mode, followed by travelling by car/truck as a passenger (10.6%). In urban areas, travelling by car/truck as a passenger (17.9%) was the second-most commonly used mode of travel for scholars, followed by taxis.

Nationally, 32.0% of learners hitchhiked to their respective educational institutions mainly because it is cheaper or more affordable, followed by 26.4% who cited public transport as being too expensive or not enough, and 13.3% said it was by choice.

Rural learners were more likely to cite public transport as being too expensive or not enough compared to urban learners. Again, rural areas (15.5%) had the highest proportion of learners who hitchhiked to their educational institution primarily because there was no transport.

The highest percentage of workers who walked to work were found in Gauteng (21.0%), Limpopo (1.2%), KwaZulu-Natal (14.3%) and the Western Cape (10.4%), while cyclists were most likely to come from Gauteng (25.2%), North West (16.4%) and the Western Cape (12.6%). About 47.2% of workers said it was by choice that they cycled all the way to their destination, followed by those who said public transport is too expensive/not available (25.2%), and by those who indicated that it was nearby/close enough to cycle (16.5%).

Nationally, more than one-third (36.8%) of workers cited public transport as being too expensive or not available as the main reason for hitchhiking to work. In comparison, 15.7% hitchhiked to their respective place of work mainly because it is cheaper. Rural workers (44.7%) were more likely to cite public transport as being too expensive or not available than urban workers (29.8%). Slightly more than two-tenths (21.2%) of urban workers said it was cheaper or free of charge to hitchhike to work. The percentage of workers who spent 15 minutes or more walking to their first transport decreased nationally from 14.7% in 2013 to 11.5% in 2020, while the percentage of workers who walked up to five minutes increased from 48.0% in 2013 to 52.1% in 2020. This represents a 4.1-percentage-point increase.

Train users were most likely to walk for more than 15 minutes to the station. Generally, walking times to taxis and buses show a similar distribution. However, slightly more of the taxi users (53.1%) as opposed to the bus users (50.5%) said that they walked for five minutes or less to get to their first transport.

Travel costs were the highest for those who travelled by car/bakkie/truck (R2 180) as their mode of travel, as opposed to taxi users (R960), using a car/bakkie/truck as a passenger (R990) and bus users (R745). Travelling by train was the least expensive mode of travel, with a mean of R581.

Gauteng (35.5%), KwaZulu-Natal (21.2%), North West (19.5%) and the Western Cape (19.0%) had the highest proportion of households who spent R1 001 or more monthly on public transport to travel to work compared to other provinces. By comparison, urban areas had the higher proportion of households who spent R500 or more monthly on public transport to travel to work (58.7%) when compared to rural areas (40.6%).

Most households who travelled to food or grocery shops (66.8%) travelled 15 minutes or less, followed by 20.5% who travelled between 16 and 30 minutes. More than seven in 10 households lived within 30 minutes' travel time from other shops, religious institutions, a police station and financial services/banks. Services for which significant percentages of households have to travel more than an hour include a tribal authority (68.6%), library (48.8%) and welfare office (34.7%).

Sustainable solution on e-tolls

World-class road infrastructure is essential to the implementation of the NDP and other key government programmes. It is, therefore, critical to create policy and legal certainty about the future of the toll road system and the user-pay principle to ensure that the SANRAL continues to meet its infrastructure mandate, its ability to raise capital on the bond market, improve its credit ratings and meet its debt obligations.

With the decision on the Gauteng Freeway Improvement Project still outstanding, a number of options have already been considered. The DoT will continue to engage with National Treasury to ensure that the final decision made is sustainable and in the best interest of South Africans. In relation to this, the DoT will, in the medium term, embark on the process of developing the Road Infrastructure Funding Policy to ensure that South Africa has a lasting solution to continued divergent stances around the toll road system and the user-pay principle.

Taxi industry formalisation and professionalisation

The National Taxi Lekgotla, successfully hosted in 2020, emerged with key resolutions that will place the taxi industry on a new trajectory. One of the resolutions was the integration of the taxi industry in the public transport subsidy regime of government. However, to achieve that, it is utmost critical that the industry be formalised and professionalised to ensure that it overcomes its previous challenges, it adapts to demands of modern public transportation, and ultimately grows. Besides formalisation, it is also important that the industry is regulated and its continued existence is anchored in the rule of law.

Over the medium term, resolutions of the Lekgotla will be implemented in a coordinated manner to ensure that they achieve intended outcomes. As a first step, the DoT will initiate a process to review the public transport funding model, with a focused task of revising the subsidy regime to incorporate the taxi industry.

The department will also consider empowerment options for the industry. To fulfill transformation and sustainability requirements for the Taxi Recapitalisation Programme, the DoT will aim to ensure that 60% of commercial benefits generated by the scrapping entity flow to the taxi industry. An appropriate business model and structure will be prioritised.

Impact of the COVID-19 pandemic on the transport industry

COVID-19 is not only a global pandemic and public health crisis, but has also severely affected the global economy and financial markets. As a result of this pandemic, some of the consequences of the disease mitigation measures include, among others, reduced income, increased unemployment, disruptions in services and halting of industrial operations.

The economic impact of this global pandemic and its associated lockdowns was harshly felt in the transport sector. Biggest casualties within the sector include global freight, which impacted on both the aviation and maritime sectors; the shipping industry, due to a decline in markets caused by low demand; decreased demand at ports as a result of decreased cargo volumes in the trucking industry; and subdued demand that led to a decline in oil prices.

The pandemic also had a devastating impact on the sector's plans and operations. Sector infrastructure programmes, particularly in the roads, rail and civil aviation spaces, were heavily delayed and in some cases halted. Land-based public transport operations – trains, buses and minibus taxis, which carry the majority of the people of South Africa, had to be restricted under Lockdown Alert levels 4 and 5. Where restrictions were eased, public transport could not load 100% capacity as an intervention to mitigate the spread of the virus.

Road transport safety and security

Motor vehicle accidents have proven to have a negative effect on socio-economic development in the country. South Africa has 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 is above the world average of 17.4. Overall, over the past few years, the number of accidents reported has been increasing, while the number of vehicles on the road has also been increasing, although not as much.

This changed during the last two quarters of 2020/21 due to COVID-19. It remains to be seen whether the advent of remote working will have the effect of reducing accidents in the long term. Vehicles sales decreased by 29% for the year ending 31 December 2020. This is a decrease from 536 612 vehicle sales in 2019 to 380 449 in 2020.

A decade ago, the DoT made a commitment as a party to the United Nations Decade of Action (UNDA) for Road Safety, to reduce road fatalities and injuries by 50% by 2020. This goal was further re-affirmed in the NDP, which enjoins the country to reduce injury, accidents and violence by half from 2010 levels. However, very little progress has been made towards the realisation of the 50% reduction of road fatalities goal.

The high number of road traffic crashes and its associated consequences have a significant impact on South Africans. It hampers socio-economic development and impacts on the well-being of all South Africans. This impact is measured in terms of human lives lost, pain, grief and suffering, as well as an increasing cost to the economy. The extent of the problem is exacerbated when road fatalities and serious injuries are seen in the context of contributing to a significant economic loss for South Africa. People injured or killed on South African roads are often the breadwinners of their families and thus vital contributors to the economy at large.

Cognisant of these facts, South Africa needs to strengthen its resolve to continue working to improve safety on roads by enhancing cooperation and coordination with the spheres of government, and improving stakeholder participation in road safety programmes. The economic and financial analysis emphasise the need to improve road safety in the country to ensure that South Africans can live long, productive lives and that fiscal resources may be made available to aid the country's further development.

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 UNDA, the pillars of the strategy that will remain consistent in the NRSS 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.

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 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 ISPS 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.

Legislation

For cross-modal functions of public transport and freight, the DoT 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 the 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 the 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 DoT 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 ICAO, 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 RAF (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 DoT has published a revised version of the Road Accident Benefit Scheme (RABS). The Bill proposed that the RABS 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 2020/21 financial year, the DoT was allocated R74.5 billion. Expenditure is expected to increase at an average annual rate of 8.1%, from R57.4 billion in 2020/21 to R72.5 billion in 2023/24. The substantial share of the DoT's expenditure is directed towards rail infrastructure, maintenance, operations and inventories, with the balance reserved for the SANRAL for the upgrading and maintenance of the national road network; and provinces and municipalities for the construction, operations and maintenance of transport infrastructure and services. Over the MTEF period, transfers account for an estimated R205.2 billion of the DoT's budget.

To remain within government's expenditure ceiling for compensation of employees, spending on this item is set to decrease at an average annual rate of 0.3%, from R536.8 million in 2020/21 to R531.5 million in 2023/24. Cabinet has approved a further reduction on the department's baseline amounting to R4.9 billion over the medium term, to be effected mainly on capital transfers to the PRASA, operational transfers to public entities and the Public Transport Network Grant to municipalities.

During the DoT's budget vote in July 2020, the department allocated R1.135 billion towards taxi relief support. The revised fiscal framework accounts for substantial revenue losses emanating from the economic shock of the COVID-19 pandemic. The special adjustment budget amounted to a net decrease of R4.6 billion in the department's 2020/21 budget allocation, proposed adjustments to the budget went towards the provision for the rapidly changing economic conditions and enabling spending on the COVID-19 response.

The reallocation was a consequence of the baseline reduction, which resulted in a downward adjustment to the baselines of the PRASA Rolling Stock Renewal Programme to the amount of R1.021 billion; the Provincial Road Maintenance Grant to the amount of R1.756 billion; the SANRAL non-toll capital to the amount of R1.096 billion, and the Public Transport Network Grant to the amount of R1.902 billion.

The allocation for taxi relief support was funded from this baseline adjustment. An amount of R349 million was shifted across programmes, from Goods and Services, and the Taxi Recapitalisation Programme, to fund the shortfalls of the department's distressed entities. The Cross-Border Road Transport Agency received R104 million, the Road Traffic Infringement Agency received R200 million and the Railway Safety Regulator (RSR) received R15.8 million. A total of R25 million was also reprioritised for the procurement of personal protective equipment for the public transport industry.

Entities

Air Traffic and Navigation Services Company

The company is mandated to provide safe, orderly and efficient air traffic navigational and associated services to the air traffic management community, and in accordance with the standards set out by the ICAO.

Over the medium term, the company will provide air traffic management solutions that are responsive to regional, continental and global demands, trends and technological advancements. Expenditure is expected to increase at an average annual rate of 3.6%, from R1.5 billion in 2020/21 to R1.7 billion in 2023/24. This relatively low increase is due to the implementation of cost-containment and cash-preservation measures, following the decrease in air travel as a result of the COVID-19 pandemic.

Revenue is derived mainly from aerodrome, en route and approach fees, and is expected to increase at an average annual rate of 33.9%, from R660.7 million in 2020/21 to R1.6 billion in 2023/24. This high increase is mainly due to the sharp decrease in revenue in 2020/21 because of COVID-19 travel restrictions, with air traffic operations expected to begin normalising over the period ahead.

Airports Company South Africa

The ACSA owns and operates nine of South Africa's principal airports, including OR Tambo International Airport, Cape Town International Airport and King Shaka International Airport. Over the medium term, the company will continue to focus on airport infrastructure and asset management, airport safety and security, and airport management. Although passenger numbers decreased to 10.6 million in 2020/21 due to the decrease in air travel because of COVID-19 travel restrictions, this is expected to increase to 13.9 million in 2023/24.

Accordingly, 39.8 million passengers are expected to depart from the nine airports, and 557 804 aircraft are set to arrive at the main airports over the MTEF period. Expenditure is expected to increase at an average annual rate of 3.3%, from R6 billion in 2020/21 to R6.6 billion in 2023/24. The borrowing plan over the medium term focuses on addressing liquidity pressures in the short term and financing a capital expenditure programme of R1 billion per year.

For this, the estimated new debt funding amounts to R1.7 billion over the period ahead. As a result of the decrease in air travel, revenue in 2020/21 decreased by 49.1% from 2019/20. This is expected to improve over the period ahead, as the company anticipates revenue to increase at an average annual rate of 14%, from R4.2 billion in 2020/21 to R6.2 billion in 2023/24.

Cross-Border Road Transport Agency

The agency's aim is to improve the cross-border flow of passenger and freight transport operators, and regulate market access. Over the medium term, the agency will continue to improve efficiencies in cross-border road transport and improve cross-border operations by implementing a risk-based accreditation scheme to ensure the seamless movement of compliant operators across borders.

Expenditure is expected to increase at an average annual rate of 12.2%, from R216.7 million in 2020/21 to R306.2 million in 2023/24. Spending in its administration, law enforcement, and research and development programmes account for an estimated 80.6% (R703.9 million) of total expenditure over the MTEF period. As a self-funded entity, the agency's primary source of revenue is permit fees. Revenue is expected to increase at an average annual rate of 12.4%, from R217 million in 2021/22 to R307.9 million in 2023/24. The agency's total budget for 2020/21 was R275.7 million.

Driving Licence Card Account

The Driving Licence Card Account is responsible for manufacturing driving licence cards based on orders received from driving licence testing centres across South Africa. Over the medium term, the entity will continue to focus on ensuring optimal manufacturing productivity.

Expenditure is expected to increase at an average annual rate of 3.7%, from R201.3 million in 2020/21 to R224.5 million in 2023/24. Spending on production and infrastructure accounts for 72.8% (R486 million) of total expenditure. The entity generates revenue through the sale of driving licence cards. Revenue is expected to increase at an average annual rate of 11.5%, from R202.2 million in 2020/21 to R280.1 million in 2023/24. The entity's total budget for 2020/21 was R230.2 million.

Passenger Rail Agency of South Africa

The PRASA's 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 PRASA has sought to secure the passenger rail environment by bolstering passenger security. Historically, the PRASA's security arrangement was entirely outsourced and placed reliance on private security firms. Notwithstanding the huge cost, that intervention was clearly not providing the desired outcome, given the security incident statistics. A new security plan, premised on developing required internal capability and capacity to mitigate and combat theft and vandalism of its infrastructure, has been developed. Among the interventions in the plan, the following has been prioritised:

- Internal security capability for armed response, control room operations and increasing the number of physical security officials will be created. For the optimal success of this intervention, suitability of candidates will have to be at the top of the priority list.
- An e-guarding solution for the protection of mission critical assets (substations, relay rooms and Global System for Mobile Communications-Railway high sites), with early warning security technology and defensive security systems, will be introduced.
- Specialised investigation services with legal support and access to a criminal laboratory will be procured. This capability will assist the department in securing better sentences and also improve the prosecution rate of offenders.
- Remotely piloted aircraft systems drones will be deployed to conduct virtual patrols of high-risk infrastructure. This will work in tandem with specialised investigations and armed response.

Expenditure is expected to increase at an average annual rate of 4.5%, from R15.9 billion in 2020/21 to R18.2 billion in

2023/24. Compensation of employees is the agency's largest cost driver, spending on which accounts for 41.9% (R21.2 billion) of expenditure over the medium term. A total of 68.2% (R34.4 billion) of the agency's expenditure over the medium term is earmarked for spending on the Metrorail and Mainline Passenger Service programmes, including the Modernisation Programme.

As a result of historic underspending on capital programmes, the agency's cash balance as at 30 October 2020 was R19.6 billion. Over the medium term, the agency plans to spend R44 billion on infrastructure mainly for Metrorail and the Mainline Passenger Service. Transfers from the DoT account for an estimated 82.3% of revenue over the medium term. Other sources of revenue include the sale of train and bus tickets, rental income from the leasing of properties, onboard sales and interest earned.

Revenue is expected to increase at an average annual rate of 7.5%, from R19.9 billion in 2020/21 to R24.7 billion in 2023/24.

Ports Regulator of South Africa

The Ports Regulator of South Africa is tasked with regulating South Africa's commercial ports by considering tariff increases of the National Ports Authority and regulating the provision of adequate, affordable and efficient port services and facilities.

This includes hearing complaints and appeals aimed at ensuring fairness, transparency and competitive practices in the ports system. Over the medium term, the regulator will continue to develop and review policy, strategy and research for an effective regulatory framework for the economic regulation of ports. Expenditure is expected to increase at an average annual rate of 2.9%, from R40.4 million in 2020/21 to R43.9 million in 2023/24. Revenue is derived entirely through transfers from the DoT, and is expected to increase in line with expenditure. The regulator's total budget for 2020/21 was R40.4 million.

Railway Safety Regulator

The RSR oversees and promotes safe railway operations by providing an enabling national regulatory framework, while monitoring and enforcing compliance in the rail sector. Its legislative mandate covers all railway operators in South Africa and those of neighbouring countries whose rail operations enter South Africa. Over the medium term, the regulator will continue to focus on improving railway safety and providing an independent regulatory function that focuses particularly on high-risk areas to ensure minimal rail incidents.

Expenditure is expected to increase at an average annual rate of 4%, from R247.3 million in 2021/22 to R278.2 million in 2023/24. Compensation of employees and goods and services account for an estimated 97.8% (R781.3 million) of the regulator's budget over the period ahead. The regulator generates its revenue mainly through permit fees and transfers from the department. Revenue is expected to increase at an average annual rate of 1.7%, from R257.8 million in 2021/22 to R271.4 million in 2023/24. The regulator's total budget for 2020/21 was R248.9 million.

Road Accident Fund

The RAF is mandated to compensate South African road users for losses or damages caused by motor vehicle accidents within the borders of the country. The fund receives its revenue from the RAF Fuel Levy, in terms of the Customs and Excise Act, 1964 (Act 91 of 1964). Revenue from the levy is expected to increase at an average annual rate of 5.8%, from R38.1 billion in 2020/21 to R45.2 billion in 2023/24.

The net deficit of the RAF continued to escalate during the 2020/21 financial year. This was mainly due to the operating model that was financially unsustainable and insufficient income received by the RAF to sustain settlement of claims. Over the medium term, the RAF will be supported to implement its new model that consists the intention to settle as many meritorious claims as possible within 120 days and reducing administrative costs.

Claims against the fund have increased at an average annual rate of 8.4%, from R61.3 billion in 2017/18 to R78.2 billion in 2020/21, and are expected to increase to R102.9 billion by 2023/24. As a result, the accumulated deficit is expected to increase from R367.7 billion in 2020/21 to R518.7 billion in 2023/24.

Road Traffic Infringement Agency

The agency administers procedures that discourage the contravention of road traffic laws by enforcing penalties and providing community awareness programmes. Over the medium term, the agency plans to discourage and penalise the contravention of road traffic laws, and develop efficient adjudication processes.

Expenditure is expected to increase at an average annual rate of 14.9%, from R316.2 million in 2020/21 to R479.1 million by 2023/24. The agency derives its revenue mainly through administrative penalties and departmental transfers. Revenue is expected to increase in line with expenditure, due to the planned increase in transfers from the DoT to implement the national roll-out of the administrative adjudication of road traffic offences. The agency's total budget for 2020/21 was R286.4 million.

Road Traffic Management Corporation (RTMC)

The RTMC provides national road traffic strategic planning and law enforcement, and pools public sector resources for the provision of road traffic management. Over the medium term, the corporation will promote road traffic safety through education and awareness campaigns, manage road traffic information, coordinate road traffic law enforcement, and improve transparency and accountability in the road traffic management sector to prevent fraud and corruption.

Expenditure is expected to increase at an average annual rate of 11.7%, from R1.1 billion in 2020/21 to R1.6 billion in 2023/24, mainly due to operational expansions relating to the electronic national traffic information system and road traffic law-enforcement training. As a result, spending on operations and law enforcement is expected to account for 42.6% (R2 billion) of expenditure over the medium term.

Revenue is mainly generated through transaction fees from the Electronic National Traffic Information System and transfers from the DoT. Total revenue is expected to increase in line with expenditure, mainly driven by significant increases in collections from road traffic infringement fees and user charges related to the Electronic National Traffic Information System. The corporation's total budget for 2020/21 was R1.5 billion.

South African Civil Aviation Authority

The authority promotes, regulates and enforces civil aviation safety and security standards across the aviation industry. Over the medium term, the authority will continue to focus on improving compliance and adherence to the standards and recommended practices of the ICAO.

Expenditure is expected to increase at an average annual rate of 9%, from R632.9 million in 2020/21 to R820.3 million in 2023/24. The authority is expected to spend R205 million over the period ahead on the replacement of the flight inspection aircraft and flight calibration equipment. The authority generates most of its revenue through passenger safety charges, user fees and the aviation fuel levy. Revenue is expected to increase at an average annual rate of 23.3%, from R437.3 million in 2020/21 to R820.3 million in 2023/24.

This significant increase is due to the expected recovery in air passenger travel over the medium term after the sharp decrease in passenger numbers in 2020/21 as a result of COVID-19 travel restrictions. The authority's total budget for 2020/21 was R842.3 million.

South African Maritime Safety Authority (SAMSA)

The SAMSA promotes South Africa's maritime interests, ensures the safety of life and property at sea, and prevents and combats the pollution of the marine environment by ships. Functions of the authority are also defined as per international maritime conventions to which South Africa is a signatory. Over the medium term, the authority will continue to focus on building on its maritime safety and environmental protection capabilities.

Expenditure is expected to increase at average annual rate of 3.6%, from R531.2 million in 2020/21 to R590.8 million in 2023/24. Revenue is generated by levies, fees and user charges, which are expected to increase at an average annual rate of 3.7%, from R538.5 million in 2020/21 to R600.4 million in 2023/24. The authority's total budget for 2020/21 was R531.2 million.

South African National Roads Agency Limited

The SANRAL is responsible for the management of South Africa's national road network, including finance, development, planning, control, operating, design and construction, maintenance and rehabilitation of national roads within the framework of government policy. The agency is responsible for the planning, design, construction, operation, management, control, maintenance and rehabilitation of the South African national road network, including the financing of these functions. This includes toll and non-toll roads.

South Africa has 750 000 km of roads – the 10th-longest road network in the world and by far the longest in Africa. At the core of this network is the spine – a national network of 22 214 km, which is managed by the SANRAL. It stretches from Beit Bridge in the north to the southern-most parts of the continent, and from Oranjemund to the KwaZulu-Natal coast.

The SANRAL is currently managing a national road network of about 22 253 km, of which 84% are non-tolled and 16% are tolled.

These roads are the country's single biggest public asset and critical to South Africa's future economic and social trajectory. These roads facilitate development, commerce, mobility and access.

The SANRAL's overarching objective is to meet the needs of South Africa in terms of its national road network. The accelerated implementation of the NDP will be at the core of government initiatives over the next decade and the quality of the country's primary road network will be critical to the success of the NDP.

This is governed by the four pillars of roads, road safety, stakeholders and mobility as contained in its strategy – Horizon 2030. The strategy includes a transformation policy which has the aim of promoting small, emerging, black construction companies and related industries, while also supporting the transformation of the industry to reflect the demographics of the country.

Over the medium term, the agency will continue to focus on the construction, maintenance and overall preservation of the national road network. As such, the agency plans to resurface 3 300 km and improve 1 500 km of roads, upgrade intersections to interchanges, and build new interchanges and bridges.

Expenditure in 2021/22 is expected to increase to R27.2 billion, from R22.9 billion in 2020/21. This increase is due to significantly higher expenditure on road maintenance and repairs as part of the agency's plan to eradicate the road maintenance backlog caused by procurement delays and disruptions in recent years. Over the medium term, expenditure is expected to decline to R21.1 billion in 2023/24, at an average annual rate of 2.6%.

The agency's number of personnel is expected to increase from 489 in 2020/21 to 695 in 2023/24. Accordingly, spending on compensation of employees is set to increase at an average annual rate of 9.4%, from R627.2 million in 2020/21 to R820.7 million in 2023/24.

The agency derives its revenue mainly through transfers from the DoT, toll fees and rental income. Total revenue is expected to increase at an average annual rate of 5.5%, from R19.6 billion in 2020/21 to R23 billion in 2023/24.

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 DoT 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 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 km, and total track distance of 30 400 km. Public sector railways comprise three distinct vertically integrated entities, namely the Transnet Freight Rail (TFR) division of Transnet, the PRASA, and the Gautrain Management Agency. They fulfil distinctly different roles and responsibilities, and have different objectives and service delivery requirements.

The DoT has developed a business case which was approved by National Treasury. This paved way for the revitalisation of the commuter rail network in South Africa. The Modernisation programme covers selected metropolitan areas and includes the upgrading of the signaling system, stations, construction of a rail manufacturing plant and the manufacturing of 3 600 new trains.

Through the PRASA, the DoT will continue its efforts to modernise South Africa's passenger rail services to improve the reliability of services, increase passenger ridership, improved security provision as well as repairs and maintenance. The spending focus over the medium term in this programme will be on developing the National Rail Bill for submission to Cabinet, developing the National Rail Policy, developing the Branch Line Framework Model for private sector participation, as well as regulating and enhancing rail safety and security by submitting the draft Railway Safety Bill to Cabinet.

Transnet SOC Limited

Transnet is a focused freight-transport and logistics company wholly owned by the South African Government. Its divisions include, the TFR, Transnet Rail Engineering, Transnet Port Terminals, Transnet Pipelines and Transnet National Ports Authority. The Transnet Port Terminals operates 45 cranes in seven ports across the country and plans to buy 39 new ship-to-shore cranes. Container capacity is also being created in other terminals, such as the Durban Ro-Ro and Maydon Wharf Terminal, through the acquisition of new equipment, including mobile cranes and various infrastructure upgrades.

The port is said to be the deepest container terminal in sub-Saharan Africa and will accommodate the new generation of giant container ships that regularly visit the country's shores. Given its positioning and size, the Ngqura Trade Port will go a long way in boosting South Africa's trade with other countries in the region and is expected to support the country's new growth path. The planning of the Ngqura Trade Port has been integrated with that of the Coega Industrial Development Zone. The bulk handling capacity at Ngqura, Richards Bay in KwaZulu-Natal and Saldanha in the Western Cape will also come in for major expansion.

The TFR is the largest division of Transnet. It is a world-class heavy haul freight rail company that specialises in the transportation of freight. Its technological leadership goes beyond Africa as well as within Africa, where it is active in some 17 countries.

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

The company is made up of the following business units:

- Agriculture and Bulk Liquids,
- Coal,
- Container and Automotive,
- Iron Ore and Manganese,
- Steel and Cement, and
- Mineral Mining and Chrome.

Forming an integral part of the southern African economy, Transnet:

- moves 17% of the nation's freight annually,
- exports 100% of the country's coal,
- exports 100% of the country's iron ore,
- has annual revenues of over R14 billion,
- will invest R35 billion in capital over the next five years, and
- has 38 000 employees countrywide.

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

Gautrain

The Gautrain is an 80-km 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 include Roodepoort, Little Falls, Fourways, Sunninghill, Olievenhoutsbosch, Irene, Tshwane East and Hazeldean.
- The link between Sandton and Cosmo City has a station at 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 RSR Act, 2002 (Act 16 of 2002), is the enabling legislation for setting up the independent 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 pursuance of 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

The DoT's Civil Avialtion 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 underway to develop a business case for a government-owned national aviation academy.

South African Airways (SAA)

The SAA 's core business is the provision of passenger airline and cargo transport services, together with related services, which are provided through the SAA and its four wholly owned subsidiaries:

- SAA Technical,
- Mango,
- Air Chefs – its catering entity, and
- South African Travel Centre.

In 2019, the airline was put under business rescue as a mechanism to restore confidence in the company and safeguard its good assets, as well as help to restructure and reposition the entity into one that is stronger, more sustainable and able to grow and attract an equity partner. It was government's desire that the restructured airline would mark the beginning of a new era in South African aviation – which would bring in millions more tourists into the country; help create more jobs in tourism and related sectors of the economy; and work with other African airlines to underpin and service the integration of African markets and improve intra-African trade and travel.

The business rescue would incorporate existing lenders to the SAA, providing R2 billion as post-commencement finance guaranteed by government and repayable out of future budget appropriations in order for the business rescue process to commence, and to enable the SAA to continue operating.

The business rescue would also incorporate the following:

- government, through National Treasury, providing an additional R2 billion of post commencement finance in a fiscally neutral manner;
- the prevention of a disorderly collapse of the airline, with a negative impact on passengers, suppliers and other partners in the aviation sector;
- providing an opportunity to critically review the cost structure of the airline, while simultaneously attempting to retain as many jobs as possible; and
- providing a structured opportunity to reorganise state aviation assets to make them better positioned to be sustainable and attractive to an investment partner.

A business rescue practitioner was chosen to take charge of the business and perform the function of operating the airline with the assistance of management. In February 2020, government set aside R16.4 billion to repay guaranteed debt for the struggling airline which has incurred net losses of over R32 billion since the 2008/09 financial year.

In January 2020, the Development Bank of Southern Africa provided R3.5 billion – with an immediate draw-down of R2 billion – to the SAA to assist the national carrier in addressing its liquidity challenges. The money was to repay the airline's guaranteed debt and to cover debt-service costs.

The Companies Act, 2008 (Act 71 of 2008) prescribes that the primary function of a business rescue process is to develop and implement a rescue plan with the view of fundamentally restructuring the business affairs and other liabilities of a company in distress, in a manner which maximises the likelihood for it to continue to exist on a solvent basis.

If this is not possible, the second option is to dispose of assets so that the company in distress can obtain better returns for its creditors and shareholders than they would otherwise receive from the liquidation of the company.

SA Express

The SA Express is a domestic and regional passenger and cargo carrier. Although the airline is operationally independent of the SAA, its flights are incorporated within the strategic alliance with Airlink and the SAA. It became the first airline in the country to adopt a new method of taxiing after landing that burns less fuel and cuts fuel emissions.

This simple, but unusual, method of using only one engine to taxi off the runway to the terminal after landing, cuts the amount of fuel burned by an average of 20 litres (l) on every landing. A flight from Johannesburg to Bloemfontein typically uses 1 000 l of fuel, so saving 20 l is a reduction of 2%, helping the airline to become more cost-efficient.

The airline was placed under business rescue in February 2020. The SA Express is unable to settle either short- or long-term obligations as they become due. Cumulative losses amount to R1.2 billion over the past 10 years.

Resources

Roads

South Africa's road network, including unproclaimed roads, is approximately 750 000 km, 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 the the SANRAL is the implementing agent of the national roads network, and along with the DoT, 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 the 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% (3 120 km) of the national road grid. The SANRAL manages some 1 832 km of these toll roads.

In its endeavour to continue the expansion and maintenance of the comprehensive national road network, the SANRAL will continue the selective expansion of toll roads.

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

The N12 freeway was recently upgraded at a cost of R485 million. It entailed the rehabilitation and upgrading of the N12 from Eldorado Park to the North West border, with the entire section of the road developed into a dual carriageway. The 20-month project involved the resurfacing of the freeway, clearing of drainage structures, replacing missing steel grids, reinstatement of road markings, erecting new road signs and replacing guard rails.

The N12 freeway serves as a critical freight link between Gauteng and North West, including the Western Cape. It also services the mining, agriculture and tourism sectors. The project had a strong economic empowerment component, with over 350 workers, particularly women and youth, as well as more than 20 local subcontractors from communities along the route.

The N2 Wild Coast Toll Road Project recently revised a route spanning 410 km from East London to the Mtamvuna River Bridge. The recent upgrade on the N1 highway, between Pretoria and Bela-Bela, is expected to increase the design life of the road by 10 years.

Other upgrades on the 395 km of network under Bakwena's control include adding 70 km of dual carriageway on the N4 between Pretoria and Rustenburg in a R1.5-billion project. Bakwena has already added 35 km of dual carriageway on the N4, with the upgrade expected to be completed by 2020/21. Bakwena is also spending R230 million on selected plaza and interchange upgrades.

Civil aviation

Civil aviation

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 Airport in the Eastern Cape,
- George Airport in the Western Cape, and
- Kimberley Airport in the Northern Cape.

Airlift Strategy

The Airlift Strategy introduced 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.

The SAA, British Airways (BA)/Comair, SA Express, Airlink and Interair operate scheduled air services within South Africa and the Indian Ocean islands. In addition to serving Africa, the SAA also operates services to Europe, Latin America and the Far East.

Other airlines operating in the country are Kulula and Mango. Scheduled international air services are also provided by Air Afrique, Air Austral, Air Botswana, Air France, Air Gabon, Air Madagascar, Air Malawi, Air Mauritius, Air Namibia, Air Portugal, Air Seychelles, Air Tanzania, Air Zimbabwe, Eswatini Airlink, Alliance Express, BA, Cameroon Airlines, Delta Airlines, El Al Israel Airlines, Egyptair, Emirates, Ethiopian Airlines, Ghana Airways, Iberia, KLM, Kenya Airways, LAM Mozambique Airlines, LTU International Airways, Lufthansa, MK Airlines, Malaysia Airlines, Martinair Holland, Northwest Airlines, Olympic Airways, Qantas, Royal Air Maroc, Saudi Arabian Airlines, Singapore Airlines, Swissair, Taag, Thai International, Turkish Airlines, Uganda Airlines, United Airlines, Varig, Virgin Atlantic, Yemenia, Zambian Air Services and Zambian Skyways.

In October 2020, SA Airlink changed its company name to Airlink, as part of a strategy to distinguish itself as an independent airline. It ended its 23-year franchise agreement with the SAA and began operating and issuing tickets on its own '4Z' code and designator. Airlink flights are no longer via SAA's website.

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 3 000 km of high-pressure petroleum and gas pipelines. Investment in the pipeline sector is ongoing. Construction on a R5.8 billion fuel pipeline between the Mozambican Port of Matola in Maputo and Kendal in South Africa started in 2009. The 450-km pipeline transports up to 3.5 millilitres (ml) a year and is expected to prevent potential fuel shortages in South Africa.

The pipeline facilitates the importation of petrol and diesel from Mozambique, which has extensive natural gas and coal reserves, but no oil reserves. Of the pipeline's total capacity of 3.5 ml of fuel and diesel, a maximum of 1.5 ml is diverted to Mbombela. The remainder is transported to Kendal.

More than 60% of South Africa's liquid-fuels demand lies within the Durban-Johannesburg corridor. The Durban-Johannesburg pipeline was no longer adequate for the transportation of the required volumes of petroleum products from the coast to the inland regions.

Maritime transport

The DoT's Marine Transport programme exists to implement the CMTP to ensure promotion and coordination; as well as infrastructure and industry development and achieve compliance through monitoring, evaluation and oversight, and collaboration with maritime-related public entities, including the Ports Regulator; National Ports Authority; the 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 buildup 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.

The theme for 2021 was; "South Africa: A Sailing and Leisure Boat Nation". During the year, the DoT planned to deepen the South African sailing and boating culture. The department will further progress work towards an operational framework for the national shipping company and take strides to finalise the coastal shipping negotiation text in support of the Africa Free Trade Area Agreement. Great progress will be made in developing the ground-breaking work of the MDF legislation. The fund will unlock key opportunities that must result in the implementation of the CMTP, including maritime infrastructure and services development, and positioning the country to attract international shipping.

In the coming years, the CMTP is expected to help achieve a revitalised South African Merchant Shipping to allow the country to move strategic cargo under the banner of a vibrant South African maritime brand: Maritime South Africa by increasing the:

- tonnage of identified commodities to be shipped by South African Shipping Companies;
- tonnage of identified commodities to be shipped by broad-based black economic empowerment companies;
- percentage strategic cargo moved by the national company using chartered vessels;
- number of ships, rigs and boats repaired in South African ship repair yards;
- number of ships ordering and taking offshore bunkers in South Africa;
- number of direct jobs supported by maritime transport economy;
- number of ship candling services offered by South African businesses;
- number of agreements entered into in terms of Section 56 of the National Ports Act of 2005, including number of licenses issued in terms of Section 75 of the Act;
- export of South African goods and services to other countries in the continent carried by local ships;
- number of vessels carrying the South African Flag as primary register; and
- redesigning ports and small harbours infrastructure to support coastal shipping.

The SAMSA, acting on behalf of the DoT, is South Africa's maritime safety enforcement agency as mandated by the SAMSA Act, 1998 (Act 5 of 1998). The broad aim of the SAMSA is to maintain the safety of life and property at sea within South Africa's area of maritime jurisdiction, and to ensure the prevention of marine pollution by oil and other substances emanating from ships.

The Department of Forestry, Fisheries and the Environment is responsible for combating pollution and uses Kuswag coast-watch vessels to perform this function. The SAMSA is responsible for introducing and maintaining international standards set by the International Maritime Organisation (IMO) in London, United Kindom, with respect to:

  - ship construction;
  - maritime training and training curriculums;
  - watch-keeping;
  - certification of seafarers;
- manning and operation of local and foreign ships;
- maritime search-and-rescue;
- marine communications and radio navigation aids; and
- pollution prevention.

The SAMSA has an operations unit, a policy unit and a corporate support division to handle all financial, human resources and information technology issues. Other functions include registering ships, establishing a coastal patrol service and managing marine casualties and wrecks.

The SAMSA is steadily improving its capacity to monitor safety standards of foreign vessels. Numerous ships calling at South Africa's major ports are inspected, and those not complying with internatiomanal safety standards are detained until the deficiencies are corrected.

The DoT maintains a single emergency towing vessel that is available to respond to emergency incidents, which is mainly deployed in the Western Seaboard. This exposes certain areas of the coastline, especially of the Indian Ocean, to risks from ships oil pollution in the event of accidents or incidents. The DoT is working on a long-term strategy to enhance capacity and capability for oil pollution surveillance and response.

Comprehensive Maritime Transport Policy

South African's length of the coastline is estimated to be approximately 3 000 km. 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 over 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 bit of excellence in the ship and boat building industry, where South Africa is already highly 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.

The 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 3 000 km-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 megatonnes (Mt) of crude petrochemical sea trade. This represents over 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, following Melbourne, Australia. The Ports Authority alone employs 6 200 people at the Durban Port, with an estimated 30 000 people employed indirectly.

Richard's 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 terminal handles 3 161 vessels per year for a gross tonnage of 44 501 297.

The Gqeberha Container Terminal is one of the three specialised container-handling facilities along the South African coastline. The terminal currently handles 1 271 ships with a total gross tonnage of 25 756 823.

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 where 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 on 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

Arrive Alive

Government's Arrive Alive 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 emphasised that the reduction in road deaths was urgent and non-negotiable. The RAF pays out about R15 billion to victims of road accidents every year. The DoT intends to harmonise road traffic law enforcement and establish a single traffic police unit.

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 will continue to be intensified at all public and private driver learning testing centres and driving schools around the country.

UN Decade of Action for Road Safety 2011 – 2020

South Africa is a signatory to the UN Decade of Action for Road Safety 2011 – 2020. The UN General Assembly resolution proclaiming a decade of action for road safety 2011 – 2020 was tabled by Russia and co-sponsored by more than 90 countries.

The initiative aims to save lives by halting the increasing trends in road traffic deaths and injuries world-wide.

It is based on the following pillars:

- Building road safety management capacity.
- Improving the safety of road infrastructure and broader transport networks.
- Further developing the safety of vehicles.
- Enhancing the behaviour of road users.
- Improving post-crash response.

As part of the campaign, government is targeting the reduction in fatalities by 50% in 2020. South Africa's efforts are focused on four key areas:

- fatigue or driver fitness;
- drinking and driving;
- use of seat belts; and
- pedestrian safety.

A key aspect of the Integrated Road Safety Management Programme is increasing pedestrian safety. In planning and design, the SANRAL provides for interventions such as traffic calming, safe stopping areas for public transport and pedestrian bridges. The DoT also engages communities adjacent to national roads to find solutions to pedestrians' needs.

To contribute to safety on the roads, the SANRAL has developed a database of projects that need to be implemented in areas that are hazardous to pedestrians. The solutions range from pedestrian bridges, pavements, road safety education and traffic calming measures.

When it comes to managing safety on freeways, the SANRAL's incident management system, supported by central coordination centres, embraces interaction between emergency services and law enforcement agencies on all declared national routes.

Maritime safety

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

Piracy constitutes a serious challenge to the development and stability of the 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 will have to take 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.

South Africa acts in terms of the Indian Ocean Memorandum of Understanding (MoU) 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 SAR 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 SAR 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 SAR 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 SAR area, representing about 10% of the globe and about 28.5 million km^2 in total. The South African area is divided into the aeronautical and maritime SAR areas. The aeronautical SAR region covers Lesotho, Namibia, South Africa and Eswatini, and associated flight information regions.

The maritime SAR 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 the ATNS and SAMSA.

The SAR 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 SAR 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 poor states in a uniform way across a wide area. Collaboration also reduces the overall cost of the SAR 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 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 will promote 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 will require 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 will also have positive knock-on effects for all economic sectors that use transport.

Transport Month

Transport Month is commemorated in October each year. Transport Month 2020 focused on service delivery across all modes of transport, paying particular attention to roads infrastructure development. It was commemorated under the theme; "Together shaping the future of transport".

The aim was to raise awareness on the important role of transport in the economy and to invite civil society and the corporate sector to participate in providing a safer, more affordable, accessible and reliable transport system for the country across all modes of transport.