Transport

Sound and solid transport infrastructure remains crucial to generating economic growth, alleviating poverty, reducing inequality and increasing domestic and international competitiveness.

The Department of Transport's (DoT) spending in 2013 focused on maintaining road infrastructure, upgrading rail infrastructure and services, and constructing and operating transportation infrastructure.

The DoT's effort to make transport the heartbeat of the economy continues.

The department was finalising the National Transport Master Plan (Natmap). It will constitute a long-term plan to position transport as an enabler for social and economic development by rolling out infrastructure and services that respond to the needs of all South Africans and ensure the country meets its millennium development goals (MDGs).

Natmap will focus on integrated transport planning to ensure that the different modes of transport complement each other.

Natmap and the National Development Plan (NDP), which sets out critical national policy goals to be achieved by 2030. Both call for implementing the user-pay principle in a manner that does not crush the working class and poor people.

Within the prevailing economic climate, the fiscus alone is not able to finance the infrastructure backlog in South Africa.

Budget

In the 2013/14 financial year, the department's budget was R42,3 billion, of which R21,9 billion went to state-owned companies (SOCs) and agencies, which were the department's delivery agencies.

The Passenger Rail Agency of South Africa's (Prasa) Fleet Renewal Programme was concluded in December 2012. This will see a new coach assembly plant being built in Gauteng.

Some 8 300 direct jobs and a further 22 000 indirect jobs.

By March 2013, the total capital spend of R6,2 billion had been reached.

The South African National Road Agency (Sanral) received R3,454 billion for current operations and R7,043 billion for capital infrastructure.

Of the R42,3 billion allocated, R18 billion was transferred to provinces and municipalities towards road maintenance.

Effective coordination with provinces and municipalities is needed to ensure the department is not only a conduit of funds to other spheres of government, but that it takes the lead in monitoring and evaluating the implementation of government programmes.

The spending focus over 2013/14 was predominantly on maintaining road infrastructure; upgrading the rail infrastructure and services; and constructing and operating public transportation infrastructure.

Expenditure on these three areas included transfers, which comprised an average of 96,1% of the total budget allocation of the DoT over the medium term.

Grants were allocated to the:
- Provincial Road Asset Maintenance Grant – R8,696 billion
- Rural Roads Asset Management System Grant – R52,2 million
- Public Transport Infrastructure, Operations and Network Grants – R5,55 billion.

Other transfer payments included the:
- Road Traffic Management Corporation (RTMC) – R167 million
- Railway Safety Regulator (RSR) – R46,5 million
- The Road Traffic Infringement Agency (RTIA) – R25 million
- South African Maritime Safety Authority (Samsa) – R6,4 million
- South African Civil Aviation Authority (SACAA) – R18,155 million
- Taxi Recapitalisation Programme (RTP) – R522 million.

Legislation

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 Sanral.
- The National Land Transport Act, 2009 (Act 5 of 2009) clarifies the concurrent roles and responsibilities of the different spheres of government in relation to public transport. It also consolidates public transport planning, service delivery, regulation and monitoring in the municipal sphere, establishes the national and provincial public transport regulators and enhances overall transport regulatory functions.
- The incorporation of the Shosholoza Meyl train service and the Autopax long-distance bus services into Prasa was finalised in the Legal Succession to the South African Transport Service Amendment Act 2008, (Act 38 of 2008). Autopax will continue providing long-distance bus services that complement the long-distance rail services provided through Shosholoza Meyl.
- 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 pilot project for the implementation of the Administrative Adjudication of Road Traffic Offences (Aarto) Act, 1998 (Act 46 of 1998), a demerit point system for traffic offences, has been rolled out in the municipal areas of Tshwane and Johannesburg. The system is expected to be extended to all municipal areas following the establishment of the RTIA, which will administer the system.
- 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 International Civil Aviation Organisation (ICAO) standards.
- The Air Service Licensing Amendment Act, 2008 (Act 21 of 2008), addresses corporate governance issues relating to the Air Services Licensing Council. The department plans to implement the airlift strategy and improve aviation safety and compliance with the standards set by the United States of America (USA) Federal Aviation Administration's international aviation safety assessment, and by the ICAO, an organ of the United Nations (UN).
- The Road Accident Fund (RAF) Amendment Act, 2005 (Act 19 of 2005), came into effect in August 2008 with the publication of regulations guiding, primarily, the assessment of injuries. The Act creates an equitable, affordable and sustainable system for victims of road accidents and their families. In November 2009, Cabinet approved the policy to provide benefits to road-accident victims as a form of social security and to move away from the current fault-based systems.
- The RAF: The no-fault policy for the proposed Road Accident Benefit Scheme was finalised. This will form part of the Comprehensive Social Security System (CSSS) and provide a more sustainable, affordable, equitable and reasonable scheme. It will also further eliminate disparities regarding access to treatment and compensation.
- 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.

Role players

The DoT has established 12 public entities to deliver on certain elements of government's operational activities, namely the Airports Company South Africa (Acsa), Air Traffic and

Navigation Services (ATNS), the Cross-Border Road Transport Agency (CBRTA), Prasa, the Ports Regulator, the RSR, the RAF, the RTIA, the RTMC, the SACAA, the Samsa and Sanral. These entities report to the Minister of Transport. Commercial role players include Transnet, South African Airways (SAA) and SA Express (SAX).

Airports Company South Africa

Civil aviation serves as a major catalyst for global economic activities and is vital to trade and tourism.

Acsa maintains an efficient, reliable and sustainable South African aviation industry, that maintains control over international air transport services within a well-defined regulatory framework, and is flexible enough to cater for changing needs and circumstances.

South Africa's airport network consists of 135 licensed airports, 19 military airports and up to 1 300 unlicensed aerodromes.

Acsa was established in 1993 to own and operate the nine principal South African airports, including the three main international gateways of OR Tambo International Airport, Cape Town International Airport and King Shaka International Airport. Acsa is responsible for processing between 93% and 95% of all passengers departing on commercial airlines from airports within South Africa.

OR Tambo International Airport is the main international air gateway into South Africa and the SADC region.

The airport processes almost 19 million passengers and over 200 000 air traffic movements a year and also facilitates over 300 000 tonnes of cargo a year. It is projected to handle 30 million passengers and 360 000 air traffic movements by 2024.

Cape Town International Airport in the Western Cape has developed a strong regional presence through established business networks and partnerships. It handles an annual passenger throughput of 8,5 million people and up to 89 000 air traffic movements. The airport is projected to handle 12,6 million passengers and 177 000 air traffic movements by 2024.

King Shaka International Airport, located to the north of Durban, is a greenfield handling 4,7 million passengers and 44 000 air-traffic movements a year. The airport is projected to handle 7,3 million passengers and 64 000 air traffic movements by 2024.

Acsa recognises the need to unlock other sources of revenue to boost the company's revenue growth by identifying and participating in select airport management and operating concession opportunities as part of its overall growth strategy.

In May 2013, SA Air Link became the first airline to land on the new runway of the Mthatha Airport. The landing marked the beginning of a brighter future for the airport as it could now accommodate bigger aircraft following the completion of the new runway.

The National DoT allocated R465 million for the upgrade project.

The Eastern Cape DoT is positioning Mthatha Airport through a three-phase programme to serve as a passenger and freight hub linking road, rail and air transportation and effectively becoming a gateway to the eastern part of the province.

The Mahikeng Airport City Project is expected to pave the way for job creation and economic growth. In September 2013, the airport underwent a multimillion rand infrastructure upgrade, making it compliant with the regulations of the SACAA and the IAO. The Mafikeng International Airport will be repositioned as an airport city, while the former Mahikeng Industrial Development Zone will be designated as a special economic zone. Development of the freight hub at the airport started with the completion of an air, road and rail transport strategy and upgrading of the airport.

The N8 Airport Development Node to be undertaken by the Mangaung Metropolitan Municipality will be the single largest mixed development initiative ever undertaken by the municipality. The project will have two phases, with key characteristics of Phase 1 including an International Convention Centre and a cargo terminal during Phase 2.

Air Traffic and Navigation Services

ATNS provides safe, efficient and cost-effective air traffic management solutions and associated services on behalf of the state, in accordance with ICAO Standards and Recommended Practices and the South African Civil Aviation Regulations and Technical Standards.

ATNS is responsible for air traffic control in approximately 10% of the world's airspace and is

The South African Civil Aviation Authority (SACAA), Aeronautical Traffic Navigation Services (ATNS) and Airports Company South Africa (Acsa) will invest R52,4 million in a scarce and critical aviation skills development and sector transformation programme. To address the challenge of attracting and retaining skills in the aviation industry, the SACAA has entered into an agreement with the University of Pretoria to participate in training students in aerospace medicine. The first 10 degrees were conferred in March 2013.

Aviation agencies, in conjunction with the Department of Transport and relevant stakeholders, have developed an all-inclusive Civil Aviation Transformation Strategy. The strategy is the first in the country aimed at addressing transformation issues, which show that 4% of pilot licence holders are previously disadvantaged individuals.

the sole provider of air traffic, navigation, training and associated services within South Africa. ATNS trains air traffic controllers from South Africa, Africa and the Africa-Indian Ocean area.

South Africa is one of the 36 council members of the ICAO Council, serving under Part II and is committed to regional aviation safety, security and environment issues.

Through the Southern African Development Community (SADC) and African Civil Aviation Commission mechanism the department works to prevent an EU blacklist of African states and unilateral imposition of the European Union Emission Trading Scheme.

Cross-Border Road Transport Agency

The CBRTA was created to regulate cross-border road transport by providing an unsurpassed service comprising advising, facilitating and law enforcement. It plays a major role in promoting economic development within the SADC region by easing access to cross-border markets and improving the regulatory environment for trade and transport within the region.

Cross-border road transport is regulated through multilateral and bilateral road transport agreements, concluded with various SADC member states and in line with the stipulations of the SADC Protocol on Transport Communication and Meteorology.

Passenger Rail Agency of South Africa

Established in 2009, Prasa merged the operations, personnel and assets of the South African Rail Commuter Corporation, Metrorail, Intersite Property Management Services, Shosholoza Meyl and the Autopax (Translux and City-to-City) long-distance bus company. As part of the process of integrating these entities, the role of Intersite was redefined to support Prasa's new strategic direction and objectives.

In July 2013, the Prasa board finalised the details of the 30% black economic empowerment component of the Gibela consortium, which increased black economic participation in the contract to 41%. The consortium is led by Alstom, which in December 2013 won the first Prasa contract to manufacture new rolling stock.

Alstom will establish a new manufacturing plant for rolling stock in Ekurhuleni. The new plant will create about 33 000 direct and indirect jobs and ensure that about 65% of each coach is produced from local inputs.

Prasa aims to spend R123,5 billion on its fleet renewal programme, to procure 7 224 coaches to replace its ageing fleet, through two 10-year contracts. For 2014/15 and 2015/16, R4 billion and R5,3 billion have been set aside respectively under Prasa's capital investment programme to fund new rolling stock. However, 20 train-sets were manufactured overseas and imported, to ensure that the first new trains are ready to roll by the first quarter of 2015.

The new coaches will gradually replace the current 4 600 coaches. The coaches will be used by Metrorail as well as in inter-city travel on a number of corridors such as between Maputo and Johannesburg.

As part of its capital investment programme, Prasa will be spending R32 billion between 2013/14 and 2015/16 on new rolling stock, upgrading the current fleet, improving stations and installing new signalling and rail systems.

In 2013/14, Prasa budgeted to spend R7,5 billion on its capital investment programme, and R13,9 billion in 2015/16.

In all, 134 of the 500 stations that Prasa operates will be modernised at an expected cost of R5,4 billion.

Prasa is also extending rail links in a number of areas, including:

- the R2 billion Bara link to provide new rail linkages in Soweto
- the R1,5 billion Motherwell rail link to extend rail lines into Motherwell, Port Elizabeth
- a R3,2 billion rail link between Cape Town and Cape Town International Airport
- a R2,5 billion rail extension between Daveyton and Etwatwa.

A feasibility study was also under way on the Moloto rail corridor linking Gauteng with Mpumalanga, while Prasa was also investigating the possibility of a rail link to Durban's King Shaka International Airport, Dube Trade Port and Ballito, in KwaZulu-Natal.

In September 2013, the Minister of Transport unveiled 48 refurbished 10M5 train coaches at Naledi station in Soweto. The trains were refurbished at a cost of R1,8 billion. The 10M5 trains include a completely new body and improved commuter comfort and control systems constructed from an innovative modular manufacturing system.

Commuters enjoy better seating, lighting suitable for reading and ventilation, improved braking and electronic interiors.

The NDP acknowledges that the Gauteng-Durban corridor is vital to the future of the national economy, and should be designated as a national competitiveness corridor. It accounts for about 46% of gross domestic product and would build on the DoT's 2050 Vision for the Durban-Gauteng freight corridor.

The corridor should be integrated as part of the anticipated transnational Durban-Dar es Salaam corridor.

According to the NDP, by 2030, the Durban-Gauteng-Free State logistics corridor should exemplify how to strengthen and optimise freight corridors.

As the corridor that handles most of the country's high-value freight, it is the first priority. It is also the most strategic corridor to achieve a shift of freight from road to rail by overcoming rail's main drawback (lack of intermodal flexibility) by improving the performance of terminals on either end.

It could demonstrate that the corridor improvement entails aligning the interests of cities with authorities across all tiers of government, as well as the transport operators that connect the intervening space.

In addition to the Coega initiatives, Transnet will revive and open some key railway lines, such as the Mthata-Amabhele line, Sterkstroom-Maclear line, Cookhouse-Blaney line, Stormberg-Rossmead line, Rossmead-Klipplaat line, Klipplaat-Port Elizabeth line, and Alicedale-Grahamstown line. In October 2013, the Minister of Finance announced that government has channelled additional funding into the transport sector to support Prasa's procurement of rolling stock in a bid to implement South Africa's priority projects.

Investment in projects by SOCs, including the Prasa's R123 billion fleet renewal programme, account for the largest investments in economic infrastructure by the public.

National Ports Regulator

The NPR was established in terms of the National Ports Act, 2005 (Act 12 of 2005). Its primary function is the economic regulation of the ports system, in line with government's strategic objectives to promote equity of access to ports and to monitor the activities of the Transnet National Ports Authority (TNPA).

The regulator also promotes regulated competition, hears appeals and complaints, and investigates such complaints.

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

The TNPA provides suitable infrastructure as a conduit for the country's imports and exports.

> Park Station, Africa's largest railway station, has been transformed into an integrated public transport facility, and was refurbisted to accommodate retail shops and restaurants. The station is the central railway station in the city of Johannesburg and is also the terminus of Shosholoza Meyl long-distance services to Cape Town, Durban, Port Elizabeth, East London, Bloemfontein via Kimberley, Komatipoort via Nelspruit and Musina via Polokwane.

Besides being the port landlord, it also has a control function, which includes:

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

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

Railway Safety Regulator

The RSR oversees safety in the railway transport industry, through appropriate support, monitoring and enforcement, guided by an enabling regulatory framework, including regulations and safety standards. Over the medium term, the RSR will continue to strive to work towards an effective railway safety compliance regime.

Road Safety and Road Accident Fund

With road safety being a challenge, the department is working on education, engineering and awareness campaigns to reduce the carnage. Fatalities and critical injuries mean more claims against the RAF. As government continues to shape the basis for its CSSS plans, there is an increased need for the RAF to fulfil its socio-economic mandate, while remaining financially sustainable, and being a customer-centric organisation.

In March 2013, direct claims worth more than R18,6 million were settled in a single day in Mthatha.

By the end of March 2013, 15 communities and more than 8 000 customers had been assisted and settlement offers to the value of R102 million been made during the outreach campaigns.

The RAF has also intensified its Patient Outreach Programme, which provides care to road accident victims who have suffered permanent injuries and require medical attention for life.

The organisation has implemented programmes that will see it transforming into an efficient service provider. Some of these initiatives include:

- streamlining business processes
- establishing dynamic leadership
- achieving quicker turnaround times for the settlement of claims
- improving the organisation's reputation.

For this reason, the RAF has realigned its structure and processes.

The new structure allows for specialisation and has created over 200 new positions. It is anticipated that more positions will be created in the next two years.

From September 2013, people living around Polokwane were able to claim money owed to them from the RAF.

Road Traffic Infringement Agency

The RTIA mandate is predicated on the objective of decriminalising road traffic infringements and dealing with them through administrative justice processes, thereby freeing the courts to deal with more serious crimes, including excessive speeding and driving under the influence.

The RTIA's objectives include:

- administering the procedures to discourage the contravention of road traffic laws and to execute the adjudication of infringements
- enforcing penalties imposed against people contravening road traffic laws
- providing specialised prosecution support services
- undertaking community education and community awareness programmes to ensure that individuals understand their rights and options.

Road Traffic Management Corporation

The RTMC is responsible for coordinating road-traffic management across the three spheres of government. The core mandate of the corporation is to improve traffic-law compliance and reduce road fatalities.

In line with the UN MDGs and the Moscow Declaration on Road Safety, which calls for a Decade of Action for Road Safety, the corporation set itself goals over the medium term to reduce the road fatality rate by 25%. This objective would be achieved by:

- enforcing driver and vehicle fitness requirements
- coordinating effective prosecution of moving traffic violations
- implementing the national traffic law enforcement code.

The corporation also reviewed its strategic focus and developed a five-year strategic plan to improve financial management.

The RTMC will continue with the zero-tolerance approach against traffic offenders, while a comprehensive public media campaign and consultative programme are underway to educate the public about the Aarto Act, 1998.

The allocation of demerit points to infringers will be introduced nationalwide.

By May 2013, the RTMC had passed its target of stopping and checking a million vehicles a month. Its new target is 1,1 million vehicles a month.

South African Civil Aviation Authority

SACAA promotes, regulates and enforces civil aviation safety and security standards. It performs administrative and oversight control over 11 801 registered aircraft, 2 022 licensed aircraft maintenance engineers, 430 air maintenance organisations, 303 air operating certificate holders, 200 aviation training organisations and 16 755 aeroplane and helicopter pilots.

Year-on-year accident comparisons between 2011/12 and 2012/13 indicates a 7% drop in reported fatalities.

In November 2013, Cabinet gave the SACAA approval to host together with the, ICAO, the first African Aerospace Medicine conference in February 2014. It brought together regulatory authorities and health practitioners in the aerospace environment to discuss challenges confronting the sector.

Hosting the event helped promote awareness and encourage African states to share information regarding aircrew performance, the safety of aircrew and passengers in flight as well as safety management.

South African Maritime Safety Authority

Samsa and the DoT are working on mobilising the maritime sector, organising its industries and drawing the attention towards what the sector can contribute to the achievement of government's social and economic goals.

Samsa has successfully pulled together elements of the sector and created a cohesive sense of the boundaries and drivers of the country's performance, with regional and international positioning options.

Samsa's 2013 achievements included:

- working towards the development of the 2050 African Integrated Maritime Strategy, which the AU adopted in December 2012 in Addis Ababa, Ethiopia
- assisting in implementing and executing the West Indian Ocean Marine Highway Project
- saving 76 persons and evacuating 15 through search and rescue efforts
- managing two major vessel casualties (the Eihatsu Maru and Panos Earth), which could have caused a major disaster along the South African coastline
- hosting the Diplomatic Conference on behalf of the International Maritime Organisation (IMO)

The City of Ekurhuleni hosted Africa's first Airport Cities World Conference and Exhibition from 24 to 26 April 2013.

in Cape Town, which led to the successful adoption of an Agreement on the Implementation of the Torremolinos Protocol of 1993 relating to the 1977 Torremolinos International Convention for the Safety of Fishing Vessels
- winning the Africa Maritime Agency of the Year Award (2012) based on the contribution to maritime skills development programmes and shipping
- creating about 460 jobs opportunities since 2010 through its Cadetship Programme
- holding the Brazil, Russia India, China and South Africa (BRICS) Maritime Trade and Investment Forum as a precursor to the 2013 fifth Brics Summit.

The maritime economic sector is of central and strategic importance to the National Growth Path (NGP), the Brics block and South Africa's influential role within the African Union (AU), India-Brazil-South Africa (IBSA) and the SADC.

The widening trade balance is to no small measure because of a lack of focus on shipping logistics and maritime transport. South Africa is the only country in all these partnerships that has no focused shipping and maritime transport sector policy and strategy and owns no ships.

Because South Africa owns no ships, it imports transport for all its outbound and inbound airborne cargo traffic, undermining the country's economic and security position.

Samsa is also focusing on increasing the number of qualified South African seafarers and ensuring that they are absorbed into employment, particularly the youth.

In 2013/14, Samsa placed further focus on developing the maritime education network by expanding the network number of maritime high schools offering maritime subjects in all provinces; establishing a partnership to offer maritime education and training at 10 Further Education and Training (FET) colleges; and launching a comprehensive Maritime University in partnership with the Department of Higher Education and Training.

The department also wants to increase the number of cadet officers on the *SA Agulhas* ship from 109 in 2013 to 200 in 2014.

In September 2013, Samsa sent 20 South Africans to obtain master's and two doctoral degrees in Maritime Affairs at the World Maritime University in Sweden.

In 2013, Samsa finalised the feasibility study and detailed business plan for the establishment of an All Africa Maritime Institute offering a wide range of maritime programmes ranging from shore-based to offshore oil and gas, fishing, leisure and seafarer, for possible opening around 2016.

Through Samsa the department continued investing in intelligent surveillance breakthrough technologies in ship tracking and maritime traffic management.

The Minister of Transport declared 2013 Maritime Year. South Africa has signed the Djibouti Code of Conduct, which empowered it to share resources and information with other countries in the fight against piracy and other crimes at sea.

Every year the IMO celebrates World Maritime Day. The exact date is left to individual governments but usually falls during the last week in September. The day is used to focus attention on the importance of shipping safety, maritime security and the marine environment and to emphasise a particular aspect of the IMO's work.

South African National Roads Agency Limited

Sanral is responsible for the design, financing, maintenance, operation and rehabilitation of South Africa's national toll and non-toll roads.

Its functions include:
- being responsible for proclaimed national roads
- maintaining, upgrading, operating, rehabilitating and funding the national roads
- levying tolls to service toll roads
- managing concessionaires
- advising the Minister of Transport on road-related matters
- creating public value.

South Africa has a 750 000 km-long road network, of which Sanral manages 19 667 km of paved roads.

The non-toll road network accounted for 83,1% of the national network funded by the fiscus. In 2013, Sanral awarded 202 contracts for new works rehabilitation, improvement and routine development.

Transnet Limited

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

It comprises the following operating divisions:
- Transnet Freight Rail
- Transnet Rail Engineering
- Transnet Port Terminals
- Transnet Pipelines
- TNPA.

In March 2013, Transnet and the China Development Bank signed a cooperation agreement, which will help finance the construction and upgrade of railway and port infrastructure.

The parties agreed on future collaboration on research and development initiatives, manufacturing, marketing and the construction of cross-border infrastructure throughout the continent.

The agreement, signed during Chinese President Xi Jinping's State visit to South Africa, is one of the various country-to-country collaboration agreements intended to strengthen economic and trade relations among the different Brics countries.

The state-owned transport and logistics company announced a R300 billion investment programme, the Market Demand Strategy, to redevelop and expand its ports, rail and pipelines infrastructure and equipment.

The National Skills Fund (NSF) allocated R175 million to Transnet Engineering to train an additional 1 000 learners at its six facilities across the country over the next three years as part of the National Skills Development Strategy.

South African Airways

SAA is the leading carrier in Africa, serving 26 destinations across the continent, as well as major destinations within South Africa and internationally from its Johannesburg hub at OR Tambo International Airport and is a member of the largest international airline network, Star Alliance.

SAA's core business is the provision of passenger airline and cargo transport services together with related services, which are provided through SAA and its four wholly owned subsidiaries: SAA Technical; Mango, its low-cost carrier; Air Chefs, the catering entity of SAA; and South African Travel Centre.

In April 2013, SAA submitted its long-term Turnaround Strategy to the Minister of Public Enterprises. There would be a three-phase implementation approach of the strategy, with continuous and cyclical monitoring and review over a 20-year period.

One of the key elements of the strategy was increased focus and emphasis on governance and accountability. SAA believes these will go a long way in restoring the airline's reputation in the global markets and among its stakeholders.

In March 2013, the airline topped the list of the most on-time airlines in the world in a report produced by an independent entity, FlightStats Inc. FlightStats is a leading provider of day-of-travel data services and applications to the travel industry and travelling public. According to the *FlightStats March 2013 On-Time Airline and Airport Performance Report*, SAA was one of the only two major international carriers that delivered over 90% of their flights on time in March.

In April 2013, SAA's business class was also voted as the Best Business Class product among Star Alliance carriers, by *FVW* magazine.

According to the airline, SAA ranked the highest for its comfortable fully lie-flat seats, while its class-leading comfortable duvet, extra-large pillow and padded bedding also got the nod from the magazine's mystery shopper.

It also scored 24 points out of 25 for its check-in and lounge facilities while the cuisine was rated 18 out of 20 points and service 19 out of 20.

In June 2013, SAA became one of the first six airlines in the world to achieve International Air Transport Association (IATA) Environmental Assessment (IEnvA) Stage 1 status.

This comes after the association embarked on the IATA IEnvA, which is a two-year initiative to develop and establish an environmental standard and environmental management system for over 240 IATA member airlines.

The aim of the two-year initiative is to create a minimum and recommended standard for airlines in areas such as general and on-board recycling, efficient flight and airport operations, limiting and reducing carbon emissions, general energy efficiency as well as environmentally conscious procurement procedures.

This makes SAA one of the world's leading carriers in the areas of environmental responsibility and sustainability.

In November 2013, SAA extended its codeshare network with Air Seychelles expanding its network to cover the island of Praslin in Seychelles. The new deal saw Air Seychelles place its "HM" code on 18 SAA flights per week between Johannesburg and Cape Town, Durban, and Port Elizabeth, and five SAA flights per week between Johannesburg and East London. SAA in turn will place its "SA" code on six Air Seychelles flights per week between Mahé and Praslin.

SA Express

SAX is a domestic and regional passenger and cargo carrier established on 24 April 1994. Although the airline is operationally independent of SAA, its flights are incorporated within the strategic alliance with Airlink and SAA.

Programmes and projects

Road Transport Management System (RTMS)

The RTMS is an industry-led voluntary self-regulation scheme that encourages consignees, consignors and road transporters to implement a management system that preserves road infrastructure, improves road safety and increases productivity.

The system's key components are load optimisation, driver wellness, vehicle maintenance and productivity. It is designed to show transport companies how to take greater corporate responsibility for road safety.

A national RTMS steering committee is responsible for the promotion and administration of the RTMS in South Africa. It comprises individuals representing major industries and aligned stakeholders within the country.

National Transport Master Plan

The Natmap 2050 was finalised in 2013 in line with the NDP 2030. The long-term vision of Natmap 50 will sustain South Africa's projected growth and focus on integrated transport planning to ensure that the different modes of transport complement each other. Government policies, plans and programmes, including the NDP and the NGP, enjoin the nation to create a social contract to help propel South Africa to a higher developmental trajectory, as well as build a more cohesive and equitable society.

The transport sector is critical to realising the implementation of the 2030 vision of advanced economic development, job creation, growth, and provision of equitable access to opportunities and services for all, while fostering an inclusive society and economy.

Public Transport Strategy

South Africa is on its way to becoming the first country in Africa to have rapid public transport networks. Such networks will not only change the face of the country, but will boost economic development, job creation and tourism.

South Africa's public transport strategy, which comprises a multibillion rand transport infrastructure plan, is set to entirely reshape travel in South Africa. At the core of the plan is a high-quality integrated mass rapid public transport network that includes rail, taxi and bus services. The strategy aims to accelerate the improvement in public transport by establishing integrated rapid public transport networks (IRPTNs), which will introduce priority rail corridors and BRT systems in cities.

The Public Transport Strategy is expected to improve public transport services for more than half the country's population.

The long-term goal of the strategy is to have 85% of a metropolitan city's population within 1 km of the network, and provide a transport service that is clean, comfortable, reliable, fast, secure, safe and affordable.

Consolidated government transport improvements will amount to R80 billion in 2013/14.

As part of government's commitment towards rural development, the S'hamba Sonke Programme addresses road maintenance on secondary roads and rural roads, with particular emphasis on repairing potholes, using labour-intensive methods of construction and maintenance.

Electronic National Traffic Information System (eNaTIS)

eNaTIS provides for the registration and licensing of vehicles. It manages and records applications for and authorisation of driving and learner's licences.

It is also a law-enforcement tool used to ensure that the details of stolen vehicles are circulated and prevents irregular and fraudulent re-registration of such vehicles.

The system delineates the lifecycle of a vehicle, from the factory floor to the scrap yard.

It is compulsory for all new motor vehicles and motor vehicles requiring a police clearance to be microdotted.

The DoT and the South African Police Service (SAPS) would enforce the requirements through eNaTIS.

The registration of a motor vehicle introduced onto the eNaTIS by the manufacturer, importer or builder is only allowed if the microdot information was loaded onto the system.

S'hamba Sonke Road Maintenance Project

The S'hamba Sonke (meaning "walking together") Programme through the Provincial Roads Maintenance Grant consists of three budget components. The largest enables provinces to expand their maintenance activities. The other components allow provinces to repair roads damaged by floods and cover the cost of rehabilitation work created by coal haulage activities in Mpumalanga and Gauteng.

A new formula to allocate funds is being applied to all provinces. It is based on extent; condition; topography; road traffic and weather conditions. These factors reflect the different costs of maintaining road networks in each province.

Future allocations will also depend on the satisfactory use of the road asset management systems from 2013/14. The grant requires provinces to follow best practices for planning and to use and regularly update the road asset management system.

The grant has an allocation of R27,6 billion over the MTEF starting with R8 696 210 in 2013/14 rising to R9 126 190 in 2014/15 and reaching R9 773 920 in 2015/16.

The DoT, through the Rural Roads Asset Management Systems grant, supports local government in improving the planning and budgeting of rural roads infrastructure. The grant funds the collection of accurate data on the condition and usage of rural roads in line with the Road Infrastructure Strategic Framework. Over the MTEF, this grant will be extended to more municipalities with an allocation of R225,2 million.

Rural Transport Strategy

Rural transport development has become one of the main challenges in the country requiring better mobility and access in rural areas.

The national transport survey found that a higher percentage of the population cannot afford the high cost of transport. This limits their access to transport and therefore social and economic opportunities. This perpetuates under-development and isolation from the mainstream public transport system.

The National Land Transport Act of 2009 provides for different levels of government to be responsible for planning. In line with this phenomenon, the department looked at ways to help six district municipalities develop their Rural Public Transport Network plans through various funding models in 2013.

In the same year, the department assessed the impact of the Rural Transport Strategy adopted by Cabinet in 2007. The process will contribute to the formulation of the National Planning Guidelines for rural district municipalities' public transport network plans.

This implementation intervention will address multi-year planning and streamline the various budgetary provisions. Finding sustainable ways of strengthening and expanding the provision of public transport services in district municipalities lies at the centre of this intervention.

Scholar Transport

The transport of learners to their educational institutions is one of the most critical challenges. They have difficulty getting access to safe public transport and transport infrastructure is inadequate, particularly in rural areas.

The objective of the National Scholar Transport Policy is to manage and oversee the implementation of an integrated learner transport service. The policy provides a framework for safe and secure transport for learners through the cooperation of stakeholders and law-enforcement authorities.

The department developed the national operational guidelines to remedy operational challenges that provinces had in implementing the Scholar Transport Programme. These measures are aimed at ensuring that the Scholar Transport Programme is effective and efficient.

Non-motorised transport

The promotion of NMT is mainly aimed at increasing transport mobility and accessibility, mainly in rural areas.

The DoT has broadened its Shova Kalula ("Pedal Easy") Project into a more comprehensive NMT undertaking that incorporates, among other things, cycling and animal-drawn carts.

The project forms part of government's action programme and is expected to contribute to its antipoverty strategy and second-economy interventions. It is believed that these initiatives improve rural communities' mobility and access to economic opportunities.

The department aims to distribute a million bicycles countrywide by 2015.

The Shova Kalula Project also incorporates microbusinesses, which sell, repair and maintain bicycles to ensure the project's sustainability.

Taxi Recapitalisation Programme

The TRP is an intervention by government to bring about safe, effective, reliable, affordable and accessible taxi operations by introducing new taxi vehicles designed to undertake public transport functions in the taxi industry.

The TRP is not only about scrapping old taxi vehicles, but also about how best to help operators to benefit constructively through empowerment.

With the introduction of the new taxi vehicles in the TRP, the government, for the first time prescribed compulsory safety and other requirements to protect passengers, operators, pedestrians, motorists and other road users. The compulsory requirements are also meant to ensure passenger comfort.

Through the TRP, government has ensured the following changes:

- introduction of safety requirements for passengers
- comfort for passengers by insisting on the size and number of seats
- promotion of accessibility on the size and number of seats
- branding and colour coding of taxi vehicles so that legal taxis can be identified and differentiated from illegal ones, and so that members of the public can easily identify a taxi vehicle.

Resources

Roads

National roads

Government is responsible for overall policy, while Sanral is responsible for road-building and maintenance.

The DoT continues to improve the road network by ensuring that it is well maintained and safe.

A new national roads plan was developed, acknowledging the importance of roads to the economy.

Between 2010 and 2015, R75 billion is to be used for road infrastructure, maintenance and upgrading; with an additional R3 billion budgeted for EPWP access roads, all of which are government's attempts to alleviate traffic congestion.

As part of rural development, roads in five rural development nodes – Magaliesburg, Winterveld, Hammanskraal, Rust de Winter and Bantu Bonke – were upgraded.

Provincial roads

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

Municipal roads

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

Toll roads

The toll-road network comprises about 19% (3 120 km) of the national road grid. 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, 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 Presidential Infrastructure Coordinating Committee (PICC) has expressed full support for the N2 Wildcoast Project and indicated that substantial funding could be available in 2013/14. The Greenfields portion of the highway was implemented as a toll road using a hybrid funding model.

Rail

Gautrain

The Gautrain is an 80 km-long mass rapid transit railway system that links Johannesburg, Pretoria and OR Tambo International Airport.

It was built to relieve traffic congestion in the Johannesburg-Pretoria traffic corridor and offer commuters a viable alternative to road transport, as Johannesburg had limited public transport infrastructure.

Government had paid a monthly ridership guarantee to the operator of the Gautrain, the Bombela consortium, since June 2012, amounting to R831,4 million by the end of March 2013.

The monthly patronage guarantee has been steadily dropping since 2012, because of an increasing number of people using the public transport system.

Average weekday passenger trips on the train increased from 26 000 at the beginning of April 2012 to 42 000 at the end of March 2013.

In October 2013, the Gautrain Management Agency proposed the development of seven new rapid rail routes along identified "high-mobility corridors" in Gauteng, which will be promulgated under the province's 25-year Integrated Transport Master Plan.

The proposed extensions, in order of priority, would include a link from the existing Sandton station to Randburg; a link from Ruimsig to the Samrand station; a link from the Samrand station to Tshwane East; a link from Rhodesfield to the East Rand Mall; a link from Naledi to Ruimsig; and a link from Mamelodi to Tshwane East.

The Gautrain ferries 52 000 people a day (including weekends) or 1,2 million people a year.

> In October 2013, the construction of a R300-million road project, which will provide an alternative link between Johannesburg and Vereeniging, was launched. This is the second phase of the R82 road upgrade that will see the section of road between Eikenhof and Walkerville being converted into a dual carriageway.
>
> The project was expected to create 250 jobs, and would contribute to social cohesion in the area and also equip many with new skills. Engineers had already concluded the design of the third phase of the project, a longer stretch of the road that is expected to cost R500 million.

Civil aviation

South Africa's nine major airports are:

- OR Tambo International in Gauteng
- Cape Town International in the Western Cape
- King Shaka International in KwaZulu-Natal
- Bloemfontein International in the Free State
- Port Elizabeth International in the Eastern Cape
- Upington International in the Northern Cape
- East London Airport in the Eastern Cape
- George Airport in the Western Cape
- Kimberley Airport in the Northern Cape

In June 2013, SAA and SAX launched the Pilot Cadet Training and Development Programme for those who had been previously disadvantaged.

By 2013, the programme had produced 246 cadet pilots, 166 of whom have successfully completed training and been absorbed within SAA and SAX.

Through the launch of this programme, the three state-owned airlines – SAA, SAX and Mango – will strengthen their role as engines of economic growth in the developmental state, and as leaders in the transformation of the aviation sector.

Airlift Strategy

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

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

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

Airlines

Several domestic airlines, as well as a number of smaller charter airline companies, operate in South Africa. SAA, British Airways (BA)/Comair, SAX, SA Airlink and Inter-Air operate scheduled air services within South Africa and the Indian Ocean islands.

In addition to serving Africa, 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, Airlink Swaziland, Alliance Express, BA, Cameroon Airlines, Delta Airlines, El Al, Egyptair, Emirates, Ethiopian Airlines, Ghana Airways, Iberia, KLM, Kenya Airways, LAM Mozambique Airlines, LTU International Airways, Lufthansa, MK Airlines, Malaysia Airlines, Martinair Holland, Northwest Airlines, Olympic Airways, Qantas, Royal Air Maroc, Saudi Arabian Airlines, Singapore Airlines, Swissair, Taag, Thai International, Turkish Airlines, Uganda Airlines, United Airlines, Varig, Virgin Atlantic, Yemenia, Zambian Air Services and Zambian Skyways.

In April 2013, SAA and Jet Airways, India's premier international airline, announced a code share agreement that would enable seamless air travel connectivity to several business centres in India and South Africa.

Under the agreement, SAA, the only airline with non-stop flights between Johannesburg and Mumbai, will code share on Jet Airways' operations between Mumbai and Delhi, Bangalore, Hyderabad, Chennai and Thiruvananthapuram. In turn, Jet Airways will code share on SAA's flights between Mumbai and Johannesburg and beyond to Cape Town and Durban.

Freight transport

Ports

South Africa's is situated on a major sea route, which facilitates the safe and secure movement of about 500 million tonnes of crude petrochemical sea trade. This represents over 30% of the world's petro-chemical production, on board over 5 000 tanker voyages of very large crude carriers per year.

The country's ports handle over 430 Mt of varied cargo types, carried on over 9 000 ship calls a year. The nine commercial ports are crucial to South Africa's transport, logistics and socioeconomic development. About 98% of South Africa's exports are conveyed by sea.

Hub ports

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

Durban has developed into Africa's busiest multiservice port, handling up to 80 Mt of cargo and, on average, 4 000 ships a year.

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. Transnet Pipelines plans to enhance this service.

Transnet Pipelines transports all the crude requirements for the inland refinery at Natref, 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 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 is no longer adequate for the transportation of the required volumes of petroleum products from the coast to the inland regions.

The multiproduct pipeline, being constructed at a cost of R23 billion between Durban and Johannesburg, will replace the existing Durban-Johannesburg pipeline. It was expected to increase capacity from 4,4 billion litres to 8,4 billion litres by December 2013.

Freight

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

Government will also review its rail investment programme to accelerate the shift of freight transport from road to rail.

> Passengers departing from OR Tambo International Airport, can take advantage of the online check-in facilities offered by the airlines or use the self-service check-in counters in various areas of the airport. Airport users are urged to use waiting time to visit the Oliver Reginald Tambo Memorial Exhibition, which is the viewing deck situated on the third floor of the International Departures Hall for a glimpse into airport history and the history of Oliver Tambo.
>
> Airports Company South Africa implemented free Wi-Fi across all its network of airports for either 50MB or 30 minutes (whichever comes first).

Transnet will invest about R63 billion in the freight rail system over the next five years. For its part, organised business will continue to promote greater use of rail freight by companies.

Transnet Freight Rail (TFR)

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

Transnet Ltd, operating and controlling South Africa's major transport infrastructure, is also responsible for ensuring that the country's transport industries operate according to world-class standards. 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 iron ore
- 30% of the core network carries 95% of freight volumes
- has annual revenues of over R14 billion
- will, over the next five years, invest R35 billion in capital
- has 25 347 employees system-wide.

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.

In March 2013, Transnet signed an agreement with the China Development Bank that is expected to yield a loan in the region of US$5 billion (R45 billion) to help finance the country's massive rail infrastructure upgrade programme.

In 2013, Transnet Freight Rail upgraded its iron ore line to move 60 million tonnes a year of the steelmaking material from mines in the Northern Cape to the Saldanha Bay port for export. The expansion and reduction in Kumba's output from its Sishen mine opened up capacity for junior mining houses.

Maritime

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 DoT is responsible for South Africa's maritime administration and legislation, which Samsa controls on its behalf in terms of the Samsa Act of 1998.

The broad aim of Samsa is to maintain the safety of life and property at sea within South Africa's area of maritime jurisdiction, and to ensure the prevention of marine pollution by oil and other substances emanating from ships.

The Department of Environmental Affairs (DEA) is responsible for combating pollution and uses Kuswag coast-watch vessels to perform this function. Samsa is responsible for introducing and maintaining international standards set by the IMO in London, with respect to:

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

Samsa has an operations unit, a policy unit and a corporate support division to handle all financial, human resources, and information technology issues.

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

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

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

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

South African Maritime Training Academy

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, General Botha, established at Granger Bay, is integrated with the Cape Peninsula University of Technology, with a similar training facility at the Durban Institute of Technology.

Deck and engineering students and officers complete their academic training at the Cape Peninsula University of Technology and the Durban Institute of Technology, while lower classes of certificates are offered at the Training Centre for Seamen, situated in the Duncan Dock area in Cape Town.

This training institution also caters for deck, engine-room and catering department ratings.

Samsa is responsible for setting all standards of training certification and watch-keeping on behalf of the 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, Port Elizabeth.

As part of an initiative to reduce the vacancy rate of at least 45 000 jobs in the maritime industry, 12 FET colleges across the country started to offer courses aimed at equipping young people for a career in the industry from 2013.

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.

But this is not enough to meet the industry's immediate needs.

Africa's first-ever training vessel, the *SA Agulhas*, will go to Ghana, Abidjan in the Ivory Coast, before docking in Canary Wharf in London.

Through its involvement in the AU, South Africa was leading the development of an integrated African Maritime Strategy.

On her way to London, the *SA Agulhas* will pick up 12 cadets to join the 51 already on board. The 12 cadets represent cultures from Cameroon, Gambia, Ghana and the Ivory Coast.

Public transport

In terms of the Constitution, legislative and executive powers in respect of public transport are a provincial competency. National government, however, is responsible for policy formulation, monitoring and strategic implementation.

The DoT continues to administer subsidies for buses and other subsidised forms of public transport.

The department has identified public transport as a key legacy project for the World Cup and beyond. This includes world-class airports, upgraded train stations, refurbished coaches and luxury buses, taxis and IRPTNs such as the BRT System.

Integrated public transport networks

Bus Rapid Transport

In 2013/14, over R5,5 billion was spent in up to 13 cities on planning, building and operating integrated public transport networks. Both Johannesburg and Cape Town constructed over 20 km of dedicated bus lanes on which services are operated, supported by over 100 km of complementary, feeder and distributor services.

In 2013/14, both Cape Town and Johannesburg expanded operations on Phase 1 Rea Vaya and My CiTi services to carry up to 100 000 passenger trips a day on each system. Nelson Mandela Municipality's Libhongo Lethu continued to run a pilot service on its upgraded network.

A feature of 2013/14 public transport network development was that construction commenced in four more cities, namely, Tshwane, eThekwini, Rustenburg and Mbombela. Each city offers some unique and innovative approaches to the development of quality public transport networks. George municipality was a new entrant to the public transport network development enterprise and during the course of the next two years George will complete its full city-wide network on a more modest scale than the networks being constructed in the metropolitan areas.

Buffalo City, Ekurhuleni, Mangaung, Msunduzi and Polokwane completed their public transport network development planning and service contract designs during 2013/14 and will commence with network development in 2014/15.

The integrated public transport networks rolled in the 13 municipalities are required to be universally accessible in line with the department's obligations under the Promotion of Equality and Prevention of Unfair Discrimination Act, 2000 (Act 4 of 2000) and national commitments made under the UN Convention on the Rights of Persons with Disabilities, which South Africa signed in full in 2007.

The Tshwane Rapid Transit (A Re Yeng) was due to start operating in 2014.

The City of Johannesburg's new Rea Vaya bus system route was operational in October 2013.

The new route runs from Soweto and passes through Noordegesig, New Canada, Pennyville, Bosmont, Coronationville, Newclare, Westbury, Westdene, Melville, Auckland Park and Parktown, and it links to the CBD.

The faster, safer and cost-effective Rea Vaya bus service is exceeding its daily target of transporting 80 000 passengers daily.

The new services will be using 134 new buses, which have also been manufactured locally.

Residents and students will be able to travel to universities and hospitals much easier with Rea Vaya.

The introduction of the Rea Vaya smart card is another innovation that commuters can use to pay for travel easily and safely.

All the South African BRT systems will expand in phases over the next decade.

Aviation contributes R74,3 billion or 3,1% to South Africa's gross domestic product.

Infrastructure development

It is the mandate of the PICC to oversee the implementation of infrastructure projects that stimulate social and economic growth.

South Africa's infrastructure plans include economic and social infrastructure that will unlock key mineral resources and exports. The PICC coordinates this infrastructure plan.

In 2013, the Eastern Cape's Strategic Integrated Projects, which PICC coordinates, were at various stages of implementation.

With respect to the Ngqura Transhipment Hub project, more than R3,49 billion has already been spent on basic port infrastructure, and Transnet has committed an extra R15 billion for putting the port into operation and creating a manganese export facility.

Progress has been made with Project Mthombo, with Chinese oil company SINOPEC having completed a viability study in June 2013. The study found that a refinery is commercially viable at 300 000 barrels a day.

Once Cabinet approval has been secured, work on the project will proceed into the Front End Engineering Design phase.

In addition to the Coega initiatives, the Eastern Cape has established a high-level joint forum with Transnet.

One of its key achievements is the commitment by Transnet not only to develop the capacity of the ports in East London and Port Elizabeth, but also to revive and open some of the key railway lines, such as the Mthata-Amabhele line, Sterkstroom-Maclear line, Cookhouse-Blaney line, Stormberg-Rossmead line, Rossmead-Klipplaat line, Klipplaat-Port Elizabeth line, and Alicedale-Grahamstown line.

East London harbour was upgraded in 2013, at a cost of R2,3 billion to improve the auto-logistics platform, expand container handling and provide for coal exports.

This comes at the right time considering the progress that has been achieved at the Elitheni Coal Mine at Lady Frere.

The first container vessel of Elitheni coal left the East London port for Brazil in January 2013.

The initial contract would result in 2,5 million tons a year of coal exports by 2014, creating 2 000 direct and 20 000 indirect jobs.

On the Nkosi Dalibhunga Mandela Legacy Bridge and road, R59,3 million was spent. This initiative is expected to also boost tourism and local development and give local communities improved mobility.

The Department of Water Affairs completed the feasibility study for the Umzimvubu Multi-Purpose Water Resource Development. Three possible sites for dam construction were identified – Thabang, Somabadi, and Ntabelanga.

On the N2 Wild Coast road, the feasibility studies were completed and tender specifications finalised. Implementation commenced in 2013. This project was endorsed by the PICC as one of the anchor projects of the South East corridor and node.

Sanral has upgraded national roads, notably the N2 and N6. Over 2 000 km of former provincial roads were gazetted as national roads.

Rail

The DoT has embarked on a process of developing an all-encompassing national rail transport policy which will cover freight, long-distance passenger and commuter rail.

Prasa is at the forefront of government efforts to transform public transport in South Africa, with rail services forming the backbone of the network. Prasa's main responsibility is to integrate inter-modal facilities and services into public transport solutions that optimise the performance of the whole transport system.

The main thrust of the rail policy will focus on investment and new modern technology. It will address the regulatory framework required, particularly economic regulation, infrastructure and operations. It will also make proposals regarding the investment required to restore rail to its rightful place in the country's economy.

By 2020, existing logistics corridors are expected to be expanded upon and new corridors will have been established. A world-class export-oriented rail manufacturing sector and 6 405 km of rail are expected to have been replaced for the general freight, coal and ore lines, increasing the rail network capacity by 149,7 Mt.

Long-distance commuter services such as the Moloto, Durban-to-Johannesburg and Durban-to-Gauteng corridors were identified for development. The Durban-to-Gauteng Corridor is the busiest corridor in the Southern Hemisphere, both in terms of value and tonnage. It also forms the backbone of South Africa's freight transportation network.

Ports

Transnet Port Terminals is expected to spend R33 billion over the next seven years on upgrading and expanding South Africa's ports, as part of a massive state-led infrastructure drive aimed at boosting the country's economic growth.

The expansion projects will see major increases in the container-handling capacity of the ports in Durban, KwaZulu-Natal and Ngqura outside Port Elizabeth in the Eastern Cape.

Durban Container Terminal's Pier 1 will see its capacity grow from 700 000 to 1,2 million 20-foot equivalent units (TEUs) by 2016/17, while its Pier 2 capacity will expand from 2,1 million to 3,3 million TEUs by 2017/18.

In May 2013, the Minister of Public Enterprises unveiled Transnet's seven new state-of-the-art ship-to-shore cranes at the Durban Container Terminal – Pier 2. The new cranes will improve efficiency, result in employee upskilling and add 400 new jobs in the short term.

The cranes are part of Transnet's rolling R300 billion seven-year investment programme – the Market Demand Strategy. Over the next 20 years, Transnet Port Terminals, which operates 45 cranes in seven ports across the country, will buy 39 new ship-to-shore cranes.

The Ngqura Container Terminal, which has been earmarked as a trans-shipment hub, will be expanded from 800 000 to two million TEUs by 2018/19.

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 has been integrated with that of the Coega 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.

Safety-critical, environmental and legal compliance projects are also in the pipeline.

Some R1,2 billion will be spent on creating new capacity, including new storage areas, at Richards Bay.

Transnet is also pursuing the re-engineering of the port to create additional capacity for bulk products at the terminal.

Saldanha's iron-ore bulk facility, which has undergone significant expansion in recent years, will be further expanded, taking its capacity from 60 Mt to 82 Mt a year.

Additional manganese capacity will be created by relocating the existing 5,5 Mt a year export facility in Port Elizabeth to a new two-berth manganese facility at the Port of Ngqura, boosting capacity to 12 Mt a year from 2016/17.

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 Easter and the December holidays.

The Arrive Alive campaign is seen as a national effort by all South Africans to take hands in promoting road safety.

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
- forge improved working relationships between traffic authorities in the various spheres of government.

Government renewed its mission to curb the escalating rate of accidents throughout the country with the launch of the Arrive Alive Festive Season Campaign in the Free State in November 2013.

The Free State experiences high traffic volume because most roads leading to travellers' destinations pass across this province.

The Transnet National Ports Authority and the Maputo Ports Development Company (MPDC) signed a landmark Memorandum of Understanding (MoU) in June 2013, that will pave the way for cooperation between the two port authorities.

The MoU opened up collaboration on matters of mutual interest in the areas of infrastructure development, engineering, training and marine services.

Other areas of collaboration include assistance with the unbundling of the MPDC into a Port Authority and Port Operations, the transition of cargo from road to rail, and nautical matters.

The launch coincided with the World Remembrance Day for road traffic victims observed internationally on the third Sunday of November every year.

The campaign emphasised that the reduction in road deaths was urgent and non-negotiable.

The campaign will see government stepping up law-enforcement operations focusing on responsible driving while arresting drunk, reckless and speeding drivers. According to DoT statistics, about 40 people are killed on South African roads every day, costing the economy R306 billion annually.

The RAF pays out about R15 billion to victims of road accidents every year.

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 the Government of the Russian Federation 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.

As part of South Africa's contribution to this global initiative, efforts were focused on four key areas:

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

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

To contribute to safety on the roads, 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, Sanral's incident management system, supported by central coordination centres, embraces interaction between emergency services and law enforcement agencies on all declared national routes.

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 SADC railway operations
- 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 (SABS), 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 indeed 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 Railway 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.

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.

The sea plays an important role in both the SADC's economy and international commerce and thus maritime security is essential for the SADC's continued economic and political stability.

The SADC, therefore, has both an international and regional responsibility to help promote good order at sea.

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 antipirate 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. Maritime security is a regional concern to all SADC member states. Both SADC coastal states and SADC land-locked states depend equally on maritime trade.

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.

Some countries, for example, provide land-based equipment such as radar, as well as soldiers to patrol coastlines and islands.

The SADC has established robust rules of engagement for antipiracy, 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
- 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.

Various laden, very large crude-oil carriers have been assisted to safety, their cargo safely transferred by means of ship-to-ship transfers, and the affected vessels repaired or temporarily repaired to enable them to proceed to other ports for permanent repairs.

South Africa has a well-established pollution prevention strategy, and is ready to respond in case of 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 (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.

South Africa is responsible for a huge SAR area, representing about 10% of the globe and about 28,5 million km^2 in total. To manage this vast area, the South African area is divided into the aeronautical and maritime SAR areas.

The aeronautical SAR region covers Lesotho, Namibia, South Africa and Swaziland, 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.

Search and rescue only works when several countries and all stakeholders collaborate across borders. This culture of collaboration dates back to 1959 when the Convention on International Civil Aviation first made provision for cooperation between states.

According to this provision, states will individually or in cooperation with other states, arrange for the establishment and prompt provision of search and rescue services within their territories to ensure that persons 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 search and rescue operations.

The SADC approached the ICAO and the IMO to fund the training requirements identified for the region.

In collaboration with the DEA, the DoT is also planning to create search and rescue capacity in the Antarctic region.

The DoT, the South African National Defence Force, Telkom, Portnet, Samsa, SACAA, ATNS, SAPS, the Independent Communications Authority of South Africa, SAA and the Department of Cooperative Governance are members of Sasar and contribute their services and facilities.

Voluntary organisations such as the 4x4 Rescue Club, the Mountain Club of South Africa, Hamnet (the national amateur radio emergency communication network) and the National Sea Rescue Institute are also members of Sasar.

The ARCC Centre is an operational facility of Sasar that promotes the efficient organisation of search and rescue services and coordinates aeronautical search and rescue operations. This plays a significant role in improving the safety of South African airspace.


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