

**DEPARTMENT OF TRANSPORT**



**National Land Transport Strategic Framework  
2006-2011**

## **EXECUTIVE SUMMARY**

This National Land Transport Strategic Framework (NLTSF) is a legal requirement in terms of Section 21 of the National Land Transport Transition Act (No. 22 of 2000) (NLTTA). It embodies the overarching, national five-year (2006 to 2011) land transport strategy, which gives guidance on transport planning and land transport delivery by national government, provinces and municipalities for this five-year period.

This NLTSF has been based to a large extent on the requirements of Section 21 of the NLTTA. However, certain additional issues have been included which were considered essential to provide a more rounded framework, namely public transport, rural transport and safety.

The contextual framework within which this NLTSF has been prepared is transport-related legislation and its associated policy. Strategies within 15 separate functional areas have been described in terms of outputs, and actions to achieve those outputs have also been included.

The functional areas that are covered include the following:

- Public transport
- Land-use restructuring
- Roads
- Cross-border road transport
- Freight transport
- Inter-provincial transport
- Rural transport
- Traffic safety and enforcement
- Transport for persons with disabilities
- Non-motorised transport
- Transport and the environment
- Tourism and transport
- Transport and the 2010 World Cup
- Intermodalism and integration of transport planning
- Conflict-resolution mechanisms.

The framework also addresses implementation mechanisms and measures for monitoring the implementation of the NLTSF by means of key performance indicators.

# TABLE OF CONTENTS

<b>1</b>	<b>INTRODUCTION .....</b>	<b>1</b>
<b>2</b>	<b>LAND TRANSPORT POLICY .....</b>	<b>3</b>
2.1	Priority for Public Transport and Greater Promotion of Non-Motorised Transport .....	3
2.2	Transport Planning .....	3
2.3	Taxi Mode .....	4
2.4	Bus Mode .....	5
2.5	Rail Mode .....	5
2.6	Institutional Structures .....	5
2.7	Land-Use Restructuring .....	6
2.8	Roads .....	6
2.9	Cross-Border Road Transport .....	6
2.10	Freight Transport .....	6
2.11	Inter-Provincial Land Transport .....	7
2.12	Rural Transport .....	7
2.13	Safety .....	8
2.14	Transport for Persons with Disabilities .....	8
2.15	Non-Motorised Transport .....	8
2.16	Transport and the Environment .....	8
2.17	Transport and Tourism .....	9
2.18	Intermodalism and Integration of Transport Planning .....	9
2.19	Conflict-Resolution Mechanisms .....	9
2.20	Key Performance Indicators .....	9
2.21	Funding .....	10
<b>3</b>	<b>GENERAL STRATEGIES ON LAND TRANSPORT .....</b>	<b>11</b>
3.1	Public Transport .....	11
3.2	Urban Land-Use Restructuring .....	19
3.3	Roads .....	20
3.4	Cross-Border Road Transport .....	21
3.5	Freight Transport .....	22
3.6	Inter-Provincial Land Transport .....	24
3.7	Rural Transport and Development .....	25
3.8	Traffic Safety and Enforcement .....	26

3.9	Transport for Persons with Disabilities .....	27
3.10	Non-Motorised Transport.....	29
3.11	Transport and the Environment .....	30
3.12	Tourism and Transport .....	31
3.13	Transport and the 2010 World Cup .....	32
3.14	Integration of Transport Planning .....	35
3.15	Conflict-Resolution Mechanisms .....	37
<b>4</b>	<b>NATIONAL KEY PERFORMANCE INDICATORS .....</b>	<b>38</b>
<b>5</b>	<b>IMPLEMENTATION OF THE NLTSF .....</b>	<b>45</b>
5.1	Implementation based on plans.....	45
5.2	Programming and responsibilities of the NLTSF .....	45
5.3	Funding of the NLTSF .....	58

# 1 INTRODUCTION

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This National Land Transport Strategic Framework (NLTSF) is a legal requirement in terms of Section 21 of the National Land Transport Transition Act (No. 22 of 2000) (NLTTA). It embodies the overarching, national five-year (2006 to 2011) land transport strategy, which gives guidance on transport planning and land transport delivery by national government, the nine provinces and the 284 new municipalities for this five-year period.

In each of the four intermediate years (2007 to 2010), this NLTSF will be updated to some extent, and in 2011, a completely new five-year NLTSF will be published. This five-year “rolling planning” concept will also apply to the provincial and municipal spheres of government.

Land transport service delivery is undergoing a huge change from a historically distorted, supply-driven system to a demand- or needs-driven system that caters for the basic needs of its users. The strategies for addressing these needs are set out in this NLTSF, as well as in the various transport plans in the provincial and municipal spheres. For the first time, there will be transport plans linking together all three spheres of government, each with specific constitutional competencies with respect to land transport. These will help to ensure that land transport service delivery is co-ordinated and more effective.

This NLTSF has been based to a large extent on the requirements of Section 21 of the NLTTA. However, certain additional issues have been included which were considered essential to provide a more rounded framework, namely public transport, rural transport and safety.

The contextual framework within which this NLTSF has been prepared is transport-related legislation and its associated policy. Strategies within 15 separate functional areas have been described in terms of outputs, and actions to achieve those outputs have also been included.

Policies relating to land transport (in terms of Section 21(3)(a) of the NLTTA) have been included within each of these 15 separate functional areas. These land transport policies are broadly in line with the policies in the 1996 White Paper on National Transport Policy.

This NLTSF has been prepared from the collective input of 15 functional task teams, informal input by agencies, workshops with provincial and local officials, as well as land transport industry stakeholders.

**Department of Transport**

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## **2 LAND TRANSPORT POLICY**

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The National Land Transport Transition Act (NLTTA) states in Section 21 (3) that the National Land Transport Strategic Framework (NLTSF) “must set out national policy with respect to land transport”. It is thus within this context that the following policy has been formulated.

The 1996 White Paper on National Transport Policy is therefore still valid, except that more detail has been provided relating to the specific issues covered in the NLTSF.

It is important to note that the policies stated below have been organised so as to correspond generally with the functional areas of the NLTSF, as they appear in Section 3. In addition, since much of public transport runs on roads, it is important to integrate land transport policy with policies and strategies relating to the provision of roads.

### **2.1 Priority for Public Transport and Greater Promotion of Non-Motorised Transport**

For the purposes of land transport planning and the provision of land transport infrastructure and facilities, public transport must be given higher priority than private transport. This will entail the implementation of effective Travel Demand Management (TDM) measures to promote more efficient private car usage and to free up resources for public transport upgrading and promotion.

All spheres of government must promote public transport and the efficient flow of inter-provincial transport and cross-border road transport.

Land transport planning and provision must pay greater attention to promoting the safe and efficient use of non-motorised transport modes such as walking and cycling.

### **2.2 Transport Planning**

The basis of the new policy is a change from a supply-driven to a demand-driven land transport system. For this reason, transport planning integrating all three spheres of government, as provided for in the National Land Transport Transition Act (NLTTA), must be the lever for change from a supply- to a demand- or needs-driven transport system, formulated in terms of these transport plans.

More specifically, transport plans must be developed so as to:

- enhance the effective functioning of cities, towns and rural areas through the integrated planning of transport infrastructure and facilities, transport operations (including freight movement), bulk services and public transport services. This should be done within the context of integrated development plans and the land development objectives set in terms of the Development Facilitation Act, or, where applicable, land development objectives of that nature set in terms of relevant provincial laws;
- direct employment opportunities and activities, mixed land uses and high-density residential development into high-utilisation public transport corridors, interconnected through development nodes within the corridors;
- discourage urban sprawl which tends to undermine effective public transport services;
- give priority to infilling and densification along public transport corridors;
- give higher priority to public transport than private transport by ensuring that adequate public transport services are provided and by applying travel demand management (TDM) measures to promote more efficient use of private transport;
- enhance access to public transport services and facilities, and enhance transport functionality in the case of persons with disabilities.

Transport plans must also give guidance with respect to routes for the transport of hazardous goods.

Local transport plans will address the integration of rail services within the overall transport system and these plans will inform the national-level institutions responsible for rail service provision. As such there will be close co-operation and information sharing between the local planning authorities and the authorities responsible for rail services.

### **2.3 Taxi Mode**

The formalisation of taxi associations and their members, and the conversion of permits to route-based operating licences must be vigorously pursued. Fleet recapitalisation will be implemented progressively between 2006 and 2012.

Taxi operators must be encouraged (and assisted) to qualify as contractors so as to participate in subsidised service contracts which will be opened to all road-based public transport operators, subject to the requirements of local transport plans.

#### **2.4 Bus Mode**

Provincial and municipal bus operators must be corporatised and all subsidised services must be provided in terms of tendered contracts that will be open to all road-based public transport operators, subject to the specifications of local transport plans. Some parastatal and municipal bus services will achieve tendered contract status via the bridging mechanism of negotiated service contracts.

#### **2.5 Rail Mode**

In addition to the appointment of a Rail Safety Regulator, a strategic rail capability will be developed in the national sphere of government.

Performance regulation will be introduced in the national sphere of government, and devolvement, ownership and the involvement of the private sector in operations will be clarified. Furthermore, there will be an ongoing programme to progressively effect the recapitalisation of commuter rail rolling stock and related infrastructure in Priority Rail Corridors as identified in the National Rail Plan.

Local transport plans will inform the national-level institutions responsible for rail service provision. As such there will be close co-operation and information sharing between the local planning authorities and the authorities responsible for rail services in developing the Regional Rail Plans that will form part of the National Rail Plan.

#### **2.6 Institutional Structures**

The co-ordination of institutional responsibilities relating to land transport must be promoted.

The effective implementation of the Transport Appeal Tribunal (TAT) must be ensured and the efficient operation of the nine provincial operating licensing boards, the nine provincial transport registrars, provincial appeal bodies (where appropriate) and municipal transport authorities (where appropriate) must be supported.

## **2.7 Land-Use Restructuring**

Land transport functions must be integrated with related functions such as land use and economic planning and development, through, among others, the development of corridors, densification and infilling, and transport planning must guide land use and development planning, and vice versa.

Corridor densification and infilling, which promotes public transport, reduces the need to travel and better satisfies users' needs, will be promoted across all three spheres of government by means of the statutory transport plans in the NLTTA.

## **2.8 Roads**

A revised and prioritised strategic countrywide road network will be identified and it will be managed by appropriate institutions in the national, provincial and municipal spheres of government.

This countrywide road network will be needs-based, and it must support development priorities. The network may include some toll roads where they are financially viable and where they can contribute substantially to the funding of sections of the network.

## **2.9 Cross-Border Road Transport**

The delivery of cross-border regulatory and administrative services will continue to be managed by the Cross-Border Road Transport Agency (CBRTA).

For passengers, cross-border permits must be based on users' needs, and for freight, stricter road-based safety regulation must be instituted.

## **2.10 Freight Transport**

A more balanced sharing of freight transport between road, rail and pipeline modes will be promoted and will be based on economic and efficiency grounds that incorporate the total costs of each mode to the economy, in line with the *National Freight Logistics Strategy*.

Government will strive to ensure enhanced quality and safety in the road and rail freight environment, and increased participation by previously disadvantaged freight operators will be encouraged.

### **2.11 Inter-Provincial Land Transport**

As inter-provincial land transport is a national competency, the national sphere of government will develop a high-level inter-provincial long-distance land transport strategy. The provincial operating licensing boards will use this strategy as a basis for deciding on applications for such services.

Inter-provincial commuting will, however, remain within the domain of municipal planning authorities (with appropriate co-ordination of this planning by provincial authorities, and the DoT where required), and such services must be included in municipal transport plans.

### **2.12 Rural Transport**

Rural access planning and decision-support systems will be implemented in the 13 priority rural Integrated Sustainable Rural Development Strategy (ISRDS) nodes, which will specifically:

- promote co-ordinated nodal and linkage development;
- establish nodal and linkage development as an integrated development plan sub-process;
- transform multi-purpose and allied projects into co-ordinated nodal and linkage development initiatives;
- establish rural transport and development programmes;
- transform access road programmes into wider rural transport infrastructure programmes;
- create special interventions and support programmes; and
- develop adequate rural transport funding, governance and delivery capacity, and business support.

### **2.13 Safety**

Safety, and in particular effective law enforcement, must be promoted as vital factors in land transport management and regulatory systems, and the efforts in this regard of all competent authorities and functionaries must be co-ordinated to prevent duplication and to enhance effectiveness.

Land transport safety and law enforcement will be harmonised with road traffic safety and law enforcement. This may involve amending the RTMC and AARTO Acts to accommodate land transport law enforcement.

Public transport operations will be made safer by means of, amongst others, improved driving standards, improved vehicle safety and improved infrastructure safety.

### **2.14 Transport for Persons with Disabilities**

The needs of special categories of passengers must be considered in planning and providing public transport infrastructure, facilities and services, and these needs should be met as far as may be possible by the system providing for mainstream public transport.

The participation of all interested and affected parties, including vulnerable and disadvantaged persons, in transport planning must be promoted. To this end, such people must be given the opportunity to develop the understanding, skills and capacity necessary to achieve equitable and effective participation.

### **2.15 Non-Motorised Transport**

Non-motorised transport must be promoted as an important aspect of transport and improving mobility for people in rural and remote areas. Non-motorised transport must also be promoted so as to assist in interventions to address congestion in urban areas. Therefore, provision of Non-motorised transport infrastructure, bicycles and donkey carts will be undertaken coupled with promotion of safety issues.

### **2.16 Transport and the Environment**

Land transport must be so designed as to have the least harmful impact on the environment. Air pollution from vehicle exhaust emissions and visual pollution by

means of outdoor advertising will receive particular attention. Travel demand management measures will be implemented to limit the number of vehicles on the road.

### **2.17 Transport and Tourism**

Land transport planning, infrastructure and operations must take cognisance of, and be supportive of, tourism strategies in the interests of development.

### **2.18 Intermodalism and Integration of Transport Planning**

Public transport services, facilities and infrastructure must be so designed, provided and developed as to promote intermodalism and the integration of the different modes of land transport.

All role-players must strive to achieve an effective land transport system through integrated planning, provision and regulation of infrastructure and services, and through diligent and effective law enforcement.

### **2.19 Conflict-Resolution Mechanisms**

The possible need for conflict resolution with respect to land use and transport planning will be pre-empted by means of national inter-departmental communication links, e.g. with the Departments of Provincial and Local Government, Land Affairs and Housing, as well as communication links across the three spheres of government.

In addition, existing provincial/municipal communication structures for land use and transport planning will be strengthened.

### **2.20 Key Performance Indicators**

Separate key performance indicators (KPIs) will be published for policy implementation (initially relating to public transport, land transport safety and rural accessibility) and the implementation of the National Land Transport Strategic Framework (NLTSF).

## **2.21 Funding**

Public transport services must be designed to provide affordable transport to the public and also to achieve cost-efficiency and service quality, the optimal allocation and utilisation of available resources, and market development.

Appropriate modes must be selected and planned for on the basis of where they will have the greatest impact on reducing the total systems cost of travel. An appropriate assessment of the reaction of present and expected transport users to such changes will be an essential input to making such planning decisions.

Services should be planned, where possible, so that subsidies will achieve the aim of assisting currently marginalised users and those who have poor access to social and economic activity.

Scarce resources available for the provision of land transport must be used optimally and investment in infrastructure and operations must promote economic, financial, technical and environmental sustainability.

The principle of user charging or recovering costs from direct users must be applied wherever appropriate and possible, in that such users should pay for all or most of the costs related to the service or activity in question.

A sustainable and long-term strategy for land transport funding should be developed.

### 3 GENERAL STRATEGIES ON LAND TRANSPORT

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#### 3.1 Public Transport

Public transport, per se, is not one of the specified content items of the NLTSF in terms of Section 21(3) of the National Land Transport Transition Act, as the Act itself covers most of the public transport arena. Nevertheless, it was considered to be of vital importance to define clearly the strategies and actions applicable to public transport during the next five years. For simplicity, public transport as referred to here means bus, minibus-taxi, metered taxi and rail modes.

The ten strategic outputs in the public transport sphere have been grouped into general outputs and mode-specific outputs.

The general outputs cover giving priority to public transport, transport planning, transport authorities, operating licensing boards, public transport safety, public transport infrastructure and information systems.

The mode-specific outputs cover formalisation, regulation and recapitalisation of the taxi industry, road-based passenger transport service contracts, rail regulation and institutional arrangements, and passenger rail recapitalisation and reform.

Please note that both the NLTTA and this NLTSF emphasise that land transport planning needs to give priority to promoting public transport. Furthermore, this NLTSF also requires that more attention be given to promoting appropriate non-motorised transport modes. The majority of South Africans have access only to public and non-motorised transport. They are thus excluded from using private transport. In this context, transport planning needs to promote a more efficient and sustainable balance between the provision and use of public, private and non-motorised transport modes.

To achieve the strategic outputs summarised above, the following specific actions relating to each output are proposed:

#### **3.1.1 Public transport will be promoted over private transport.**

- All land transport activities across all three spheres of government must be assessed in terms of whether they will, in reality, achieve the aim of giving public

transport priority over private transport. This goal of public transport priority over private transport serves as the overall guideline for land transport planning and provision over the next five years. This prioritising of public transport over private transport in the context of limited resources means that greater travel demand management measures are required to control the growth of private transport and to free up resources for investment in public transport upgrading.

- Improved levels of service, comfort, affordability, safety and sustainability will be striven for in public transport services, so as to make them a preferred option for current users and also to enhance their attractiveness as an alternative for private vehicle users.

### ***3.1.2 Transport plans will be developed in all three spheres of government.***

- Transport planning guidelines and regulations will be gazetted and communicated to all stakeholders.
- A strategic review of transport planning processes countrywide will be undertaken to determine bottlenecks, successes and the way forward.
- The legal requirements for the transport planning process will be streamlined and differentiated according to the conditions of the planning authority i.e. rural versus urban and big versus small municipalities.
- Transport plans will be prepared incrementally in the municipal sphere of government.
- Transport planning training will be developed and implemented according to the needs borne out of the planning process.
- The feasibility of establishing a technical support mechanism for planning authorities requiring it will be investigated.
- Integrated Transport Plans (ITPs) of the 2010 World Cup venue host cities must accelerate transport improvements that have been identified as both relevant to the 2010 World Cup needs and mobility needs beyond 2010.
- The DoT and DPLG shall ensure that the alignment of the Spatial Development Frameworks in Integrated Development Plans and ITPs is realised.
- Pilot projects will be implemented to demonstrate planning processes, and transport planning requirements and guidelines will be refined and updated accordingly.
- Commuter rail services will be included in transport plans and these plans will inform the institutions responsible for the provision of these service.

- The Regional Rail Plans being developed as part of the National Rail Plan need to be fully aligned and integrated with municipal ITPs in the passenger rail regions.
- Planning authorities need to determine the 'right role for rail' in relation to other modes of transport, and plan for all modes to play the roles to which they are best suited so that they can perform at their optimum.
- Planning authorities need to plan public transport networks in terms of their ITPs in such a way that duplication of subsidised rail and road-based public transport services is avoided.
- The Regional Rail Plans need to be aligned also with provincial spatial development frameworks and with provincial land transport frameworks, and with the economic development strategies (strategic corridors and nodes) of the province.

### ***3.1.3 Transport authorities will be promoted in selected municipalities.***

- Municipalities in which improved transport service delivery can be achieved by grouping transport functions into a single, well-managed and focused institutional structure will be encouraged to become transport authorities.
- Technical support will be provided for transport authority feasibility and restructuring activities.
- Financial assistance will be provided for pilot transport authority feasibility investigations.

### ***3.1.4 The nine provincial operating licensing boards and Transport Appeal Tribunal will provide efficient and effective regulatory services.***

- Better resources in terms of personnel and systems will be facilitated.
- The conversion of permits to operating licences will be completed.
- The moratorium on the issuing of new operating licences (where applicable) will be relaxed in a planned manner, after the conversion processes have been completed.
- The Transport Appeal Tribunal (TAT) and provincial appeal bodies, where applicable, will be established.

### ***3.1.5 Public transport services will become safer for passengers.***

- Public transport law enforcement will be improved and will be implemented in the most appropriate sphere.
- More effective transport law enforcement, as opposed to traffic law enforcement, will be promoted through amendments to the Road Traffic Management Corporation (RTMC) and Administrative Adjudication of Road Traffic Offences (AARTO) Acts.
- The Rail Safety Regulator and RTMC will enforce and improve levels of rail- and road-based public transport safety respectively.
- Measures will be introduced to regulate the transport of passengers, in special circumstances, by vehicles other than those designed for public transport.
- Security against crime will be improved, in particular through liaison with the South African Police Services (SAPS) and the Department of Safety and Security during the process of setting up a SAPS section focusing on transportation security.
- The current minibus-taxi fleet will be replaced, by 2012, with midibuses and minibuses that are purpose-built to safely transport the public.
- Safety-related regulations about the new vehicle specifications will be enforced. “Midibuses” will be vehicles designed to carry either 17 to 23, or 24 to 34 seated persons including the driver. “Minibuses” will be vehicles designed to carry 11 to 16 persons including the driver.
- Projects designed to increase the levels of safety and security on the Priority Rail Corridors will be identified as part of the National Rail Plan. These projects will address station precincts as well as security on trains.
- The number of special rail police deployed by SAPS to patrol the railway system will be increased.

### ***3.1.6 Selected public transport infrastructure will be upgraded.***

- Selected public transport facilities will be upgraded in conjunction with the implementation of minibus-taxi recapitalisation, tendered road-based passenger transport contracts and upgraded rail rolling stock.
- Facilities that give priority to public transport on existing roads will be promoted (e.g. bus ways, taxi lanes).
- The management and maintenance of public transport infrastructure will be improved.
- Planning and design guidelines to accommodate new vehicle sizes will be prepared.

- The 2010 World Cup venue host cities and transport public entities will accelerate the pace of implementation of public transport infrastructure that will support both their 2010 transport plans and the mobility needs of their areas.
- These initiatives will be funded through the Public Transport Infrastructure and Systems Fund (PTIF) as well as other funding sources.

### ***3.1.7 Appropriate information systems will be introduced.***

- A national land transport information system will be developed which will incorporate the upgrading of existing operational systems, as well as the development of new information systems, such as a National Transport Register.

### ***3.1.8 TAXI: The industry will be formalised and regulated, and the minibus-taxi fleet will be recapitalised.***

- The DoT will facilitate the fast-tracking of operating licence strategies to aid the completion of the conversion processes.
- The registration of taxi associations and their members (formalisation) will be completed.
- Route-based operating licences will be issued to all operators.
- The DoT will facilitate the process of formalising and regulating metered taxis as well. The process will not necessarily be on exactly the same basis as for minibus-taxis.
- The recapitalisation of the minibus-taxi fleet will be completed by 2012, supported by the following actions:
  - The process of converting taxi permits to route- and vehicle-specific operating licences (OLs) will be completed.
  - The new vehicle standards (contained in the national Road Traffic Regulations, 2000 as amended) for midibuses and minibuses used for public transport will be enforced.
  - Certain standards for recapitalised vehicles that are required by the regulations will be developed by the South African Bureau of Standards (SABS).
  - The NLTTA will be amended to make provision for amendments that have been made to the recapitalisation process.

- A fully-functioning Scrapping Administration Agency will be established to receive vehicles for scrapping and to pay out scrapping allowances to operators.
  - The scrapping process will be sequenced according to the age of the vehicles.
  - The process will ensure that all scrapped vehicles are legal.
  - The process will ensure that all vehicles submitted for scrapping have a valid OL, and that the OL is transferred to the new vehicle purchased, or that the OL is cancelled (if the operator exits the industry).
  - The Road Traffic Management Corporation (RTMC) will develop a public transport law enforcement strategy to support the success of recapitalisation. Public transport and traffic laws will be enforced, and action will be taken against operators of unroadworthy public transport vehicles and operators of vehicles operating without OLs or in contravention of the conditions of the OLs.
  - The effect of the reduction of public transport supply as a result of operators choosing to exit the industry will be monitored.
  - A partnership will be developed between government and taxi industry structures to effectively regulate the taxi industry and resolve conflicts.
  - The objectives and procedures involved in taxi recapitalisation will be communicated clearly to the industry.
  - Existing infrastructure will be upgraded and new infrastructure designed in such a way that facilities can accommodate the new vehicles.
  - A strategy for the economic empowerment of the taxi industry will be developed.
- The DoT will co-ordinate the issuing of clear guidelines to assist the relevant authorities to regulate the transportation of learners, sedan taxis, private hires and tourist transport.

***3.1.9 BUS/TAXI: All subsidised road-based passenger transport services will be provided in terms of tendered or negotiated contracts.***

- Model tender and contract documents will be gazetted.
- All expired interim and tendered bus contracts will be replaced with new tendered or negotiated contracts.

- Although not currently compulsory, every effort will be made to have road-based passenger transport contracts designed in terms of transport plans.
- Bus permits will be converted to route-based, vehicle-specific operating licences (OLs).
- Government-owned provincial and municipal bus operators will be corporatised.
- Efforts will be made to accommodate transport for learners where there are road-based passenger transport contracts.
- Greater efforts will be made to promote access by SMMEs to subsidised service contracts.

***3.1.10 RAIL INSTITUTIONAL FRAMEWORK: Effective performance regulation will be introduced, and ownership and competition issues as they affect the three spheres of government will be clarified.***

- The draft rail policy will be finalised.
- A strategic rail oversight function will be developed in the national sphere of government.
- The institutional framework for rail across all three spheres of government will be clarified.
- The possibility of involving the private sector in operations will be explored.

***3.1.11 PASSENGER RAIL REFORM: There will be re-investment of a significant scale in the passenger rail sector***

Rail transport infrastructure and service levels have deteriorated to levels that threaten the future existence of this strategic national asset. There are high levels of user dissatisfaction with deteriorating service levels as well as operational safety concerns. The National Passenger Rail Plan for the rail passenger business will be completed, and significant implementation will occur over the next five years to address this situation. The following actions will be required:

- The rail strategy will focus all available resources on identified Priority Passenger Rail Corridors.
- Infrastructure standards and service levels offered on these key corridors will be very substantially upgraded.

- The focused corridor investment strategy will address rolling stock, security and station environments. Infrastructure condition, especially signalling, will be enhanced.
- Short extensions/links with additional stations on the existing corridor will be considered, in order to increase the passenger density on the existing network over the short- to medium-term. (The rail strategy will not aim for the full recovery of the rail system; nor will it limit the rail system by closing all but the most efficient economic lines)
- DoT/SARCC will consult in detail with operational management and regional and local government representatives in each network region to identify priority and non-priority corridors. This will also identify some existing rail corridors that might be more appropriately served by other modes, and corridors currently dominated by other modes but which might be more appropriate as rail corridors. This will result in the development of detailed Regional Rail Plans. These will contain a short-, medium- and long-term action plan for the upgrade and turnaround of the rail commuter system in each metropolitan area. A Business Plan to implement agreed route upgrade priorities will then be prepared for each region. The regional plans will then be consolidated into a National Rail Passenger Plan.
- Short-term actions to stabilise the rail passenger business will be implemented to achieve the following:
  - Rail investment will be concentrated primarily on those corridors where it has been demonstrated in the Railplan that rail is the most appropriate mode of transport.
  - The delivery of rolling stock maintenance and refurbishment will be greatly accelerated, as well as telecommunications maintenance and upgrading.
  - The corridor prioritisation strategy will be translated into investment and operational budget implications.
  - A rail network classification system will be developed that will provide guidance with regard to the service level specification as well as the maintenance and capital expenditure framework for the Priority Corridors.
  - Investment projects designed to increase the levels of safety and security on the Priority Corridors especially will be identified very early. This applies to station precincts as well as on trains.
  - Together with the safety and security plan, appropriate fare recovery measures to reduce the level of fare evasion will be identified and implemented on the Priority Corridors.

- A medium-term and a long-term plan will be developed to focus on infrastructure development, firstly on priority corridors, and if successful, further expansion of the rail network where demand can be proven.
- The socio-economic impact of all proposals will be carefully examined, especially in situations where service level reductions may be proposed. The objective must be to ensure that no community is left without access to some form of public transport.
- Rail forms a key component of 2010 World Cup mobility, particularly as it relates to efficient stadia access and egress, as well as long-distance mobility between major match venues (for which significantly higher volume and quality of service than currently provided will be required). As such, the Railplan and 2010 planning will be closely co-ordinated.

### **3.2 Urban Land-Use Restructuring**

Greater public and government awareness of transport's land-use requirements will be promoted, and effective, co-ordinated land-use and transport interventions will be initiated to counter unsustainable urban sprawl and unacceptably long travel distances.

#### ***3.2.1 The transport sector in government will promote the development of an urban land-use restructuring programme as part of the Urban Renewal Strategy.***

- A clear and unambiguous document setting out requirements in support of urban corridor development and densification/infilling will be developed and published.
- The transport sector in government will support and make inputs to the Urban Renewal Strategy by means of a three-pronged urban restructuring initiative aimed at (a) urban corridor development, (b) densification and infilling, and (c) rationalisation of transport and housing strategies.
- A phased, inter-governmental programme for rationalising and co-ordinating the subsidisation of urban transport and housing will be developed.

#### ***3.2.2 Public awareness in government will be raised concerning the need for fundamental urban restructuring.***

- Public awareness material will be developed to quantify and graphically illustrate the unsustainable consequences of increasing dependence on private vehicles, urban sprawl and continuing marginalisation of the urban poor.

**3.2.3 The capacity to develop and implement co-ordinated IDPs and transport plans will be strengthened.**

- The Department of Provincial and Local Government (DPLG), the Department of Land Affairs (DLA), the Department of Housing (DoH) and the Department of Transport (DoT) will co-operate with respect to capacity-building by, inter alia, strengthening the system of Planning and Implementation Management Support Service (PIMSS) centres.
- Changes in land use that will have a negative impact on transport will be regulated in terms of the NLTTA, Section 29.
- Support will be provided for implementing corridor development and densification strategies and other aspects of IDPs that are effectively aligned with municipal transport plans.

**3.3 Roads**

The road network is the basis for by far the largest proportion of land transport, including public transport, and more than 70 per cent of all freight and passenger movements take place on roads. An inadequate or inappropriate road network, or one that is not well maintained, can considerably increase the cost of moving people and goods.

The DoT has already started an investigation into a roads development plan, which aims to identify constraints in the delivery of roads and to propose more effective road delivery mechanisms. The plan is being developed in consultation with all spheres of government and will include recommendations on the appropriate road network, institutional structures, funding mechanisms and information systems.

For this reason, insofar as roads are concerned:

**3.3.1 The delivery of the road network will be made more efficient.**

- The establishment of new or the deployment of existing appropriate transport entities that can provide, amongst others, more efficient and effective delivery and maintenance of roads in the provincial and local spheres will be promoted.
- Appropriate information systems and funding mechanisms will be developed to support these transport entities in the delivery and maintenance of roads.

- The development of the network will, where possible, include the development of SMMEs and the enhancement of skills and capacity.
- Design standards will be refined to achieve the optimum balance between cost and utility.
- Modern “operations technology”, such as travel demand management (TDM) and intelligent transportation systems (ITS), will be incorporated to increase capacity.

### **3.3.2 A strategic countrywide road network will be identified.**

- In consultation with all three spheres of government, and with a view to providing effective mobility and access as a contribution to the development of South Africa, a strategic countrywide road network will be identified.
- The network will be based on:
  - a logical analysis of transport needs,
  - social and economic development imperatives,
  - the linkage between the primary sea, air and dry ports and public transport nodes,
  - support of spatial development initiatives, tourism needs, commuter travel and freight movements,
  - an integrated plan so as to avoid the unnecessary duplication of infrastructure, and
  - an integrated and co-ordinated network within the Southern African Development Community (SADC) region.
- The network may include toll roads where they are financially and socially viable and where tolls can contribute significantly to funding these roads..

### **3.4 Cross-Border Road Transport**

Cross-border road traffic (between South Africa and neighbouring states) is facilitated, regulated and enforced by the Cross-Border Road Transport Agency (CBRTA) under the Cross-Border Road Transport Act (No. 4 of 1998). Passenger and freight operators apply to the CBRTA for permits, and their applications are adjudicated by the CBRTA Regulatory Committee in the context of the SADC Protocol. The CBRTA also facilitates cross-border transport by liaising with neighbouring countries and by promoting corridor-working groups. Other authorities and organisations – including the SA Police Services, Customs and Immigration Authorities, and shipping agents – play major roles relating to movement through border posts, but the DoT and CBRTA facilitate, co-ordinate and expedite such movement.

**3.4.1 An equitable needs-driven basis will be established to assist the CBRTA Regulatory Committee in making decisions on the allocation of cross-border permits in the context of the SADC Protocol.**

- An improved cross-border passenger demand and supply strategy, based on the corridors, will be developed.
- Based on the above strategy, the quota system (consisting of bilateral agreements between countries regarding the number of permits that will be awarded by each country) will be renegotiated to better represent the demand for passenger movement between the respective countries.
- Relaxation of the third-country operation rule (which prohibits operators registered in one country from transporting freight between a second and a third country) will be negotiated, for implementation in the medium term.
- The removal of restrictions on freight cabotage within the SADC region will be negotiated.
- The SADC Protocol relating to the recovery of infrastructure costs will be assessed for possible implementation.

**3.4.2 Improved levels of service to passengers and freight at border posts will be promoted.**

- Better co-ordination between the issuing of cross-border and provincial permits will be encouraged to prevent the need for passengers to walk across border posts.
- The DoT and/or its agencies will promote better cross-border transport through effective liaison on the needs of the transport sector with regard to the operation of border posts.
- The seamless movement of goods across border posts will be promoted through the integration of freight transport infrastructure and the introduction of relevant freight technologies.

### **3.5 Freight Transport**

Because of the importance of efficient freight movement to the development of the country, through increasing South Africa's global competitiveness as well as through minimising the cost of internal movement of goods, it is essential that a decisive freight transport strategy be implemented. To this end, the *National Freight Logistics Strategy*

was developed, and was published in September 2005. This strategy will align freight transport logistics with economic and industrial development strategies, and it will also align port development and operations with freight flow demand patterns and ocean freight trends, with the aim of increasing efficiency and lowering costs. At the same time, the strategy will be directed towards reducing inland freight costs through the lower system costs that should result from increased efficiency and reliability and from lower transit times, thus offering the customer viable modal choices between road and rail. Refer to Section 3.4 for more detail on the promotion of freight transport across national borders.

***3.5.1 A strong, diverse, efficient and competitive freight transport industry, within the limits of sustainable transport infrastructure, will be promoted.***

- A comprehensive land freight transport information system, which will include existing freight flow movements, will be developed and maintained to assist with freight planning and decision support.
- The development of freight corridors and the integration of freight modes will be promoted.
- The environmental impact of road freight transport will be managed, in particular by focusing on the recovery of externalities, the management of the movements of heavy vehicles, and the enforcement of regulations pertaining to dangerous goods.

***3.5.2 Improved conditions of employment and participation within the freight industry will be promoted.***

- Co-ordination between the Department of Labour (DoL), industry and organised labour to improve the conditions of employment will be promoted, in particular working hours.
- Training and skills development programmes will be initiated to assist new entries into the market, with a special focus on promoting SMMEs and BEE firms through owner-driver operations on viable routes. These programmes will include HIV/AIDS awareness and education activities.
- A formal consultative forum between government, stakeholders and users will be established to promote co-ordination and participation.
- Measures to support the development of rural freight transport services will be developed as part of the broader Rural Transport and Development Programme.

### **3.5.3 An appropriate shift of freight from road to rail will be promoted.**

- The sustainability of current road Gross Vehicle Mass (GVM) limits will be investigated and recommendations for changes, if appropriate, will be implemented after a consultative process.
- Strategies will be developed in support of more realistic cost-recovery mechanisms in the road freight system.
- Improved service levels for customers using rail freight will be promoted through the effective management of rail freight systems.
- More efficient law enforcement with regard to overloading and prosecution of offenders will be carried out as part of the implementation of the Road to Safety 2001 – 2005.

### **3.6 Inter-Provincial Land Transport**

Long-distance operators wishing to operate across provincial borders must apply for an operating licence to the Provincial Operating Licensing Board (POLB) in the province in which they are registered. Before deciding on the application, the POLB refers the application for comment to the relevant municipalities and other province(s) along the proposed route.

Likewise, inter-provincial commuter operators are required to apply for operating licences. The POLB normally invites comments on the application from the relevant municipalities, and from the other province(s) traversed.

In both instances above, inadequate information is at present available on supply and demand in order for the POLB to make an informed decision.

### **3.6.1 A high-level, long-distance inter-provincial land transport strategy will be prepared which will assist Provincial Operating Licensing Boards (POLBs) in disposing of applications for inter-provincial services.**

- The national sphere of government will develop a high-level, long-distance inter-provincial land transport strategy, based on supply and demand, covering the main inter-provincial corridors and routes in order to inform the POLBs.

**3.6.2 For inter-provincial commuting, the Provincial Operating Licensing Boards (POLBs) will be informed by municipal transport plans.**

- In disposing of operating licences for inter-provincial commuting, the POLBs will be guided by municipal transport plans, which will be co-ordinated jointly by the provinces and national government.

**3.7 Rural Transport and Development**

Communities in rural South Africa are often isolated, inaccessible and immobile, all of which contribute to poverty and a lack of opportunities. As a result, mobility and accessibility are purchased at a high social and economic cost. The inadequacies of the rural transport sector have had the effect of limiting the participation of developing communities in the formal economic sector. Given the national government's stated commitment to uplifting the material conditions of rural communities, the need to improve transport efficiency and sustainability by way of policy and institutional reform, as well as to identify and prioritise measures to streamline the planning, design and appraisal of transport investments within the ambit of the Integrated Sustainable Rural Development Strategy (ISRDS), cannot be over-emphasised. In light of the above, the Rural Transport Strategy will be further refined to highlight the strategy priorities. The DoT's initial strategic outputs are described below.

**3.7.1 The 13 nodes identified in the Integrated Sustainable Rural Development Strategy (ISRDS) will be provided with improved transport infrastructure and services.**

- Rural transport interventions will be co-ordinated with and will incorporate the objectives of the ISRDS. The transport sector components of the IDPs of rural municipalities will be integrated with the ISRDS.
- A guideline linking rural road provision, in particular intermediate road infrastructure, and transport planning processes will be developed. This will aim to strengthen the integration of rural road provision, transport plans and IDPs.
- The development of rural access roads, associated with key nodes and linkages, will be improved. The initial implementation will target at least three of the 13 nodes. It is envisaged that a further roll-out will take place that will go beyond the 13 nodes.
- Special rural transport initiatives focusing on intermediate means of transport using appropriate technology for both passenger and freight services (involving pick-ups, buses, light delivery vehicles, etc.) will be piloted in at least three of the 13 nodes.

- Infrastructure for non-motorised transport, including improved paths and tracks, as well as bicycle supply depots, will be provided in each of the 13 nodes. Suspension bridges will also be considered where appropriate.
- Animal-drawn carts and other low-technology transport solutions will be promoted, with the aim of improving the mobility of vulnerable groups.

**3.7.2 Capacity building will be implemented and tools will be provided for rural transport planning, implementation and auditing.**

- The DoT will disseminate requirements, guidelines and planning-support tools for rural transport planning.
- Capacity-building for integrated rural access planning will be implemented among the municipalities and professionals responsible for service delivery.
- SMMEs in the rural transport sector, particularly new entrants from previously disadvantaged communities, will be nurtured.
- A rural transport development programme will be introduced as a support mechanism for the rural transport strategy.
- Various labour-intensive methods will be promoted as part of the rural transport development programme to facilitate job creation and poverty reduction.

### **3.8 Traffic Safety and Enforcement**

Various new structures, strategies and action plans within the road traffic environment have a direct bearing on the safe operation of the public (and freight) transport industry and these have been incorporated into the strategic framework. These include the Road to Safety 2001 – 2005, the Road Traffic Management Corporation Act (RTMC) and the Administrative Adjudication of Road Traffic Offences Act (AARTO). (These documents are available on the DoT website: [www.transport.gov.za](http://www.transport.gov.za)) Public transport (and freight) vehicles from neighbouring countries and further away enter South Africa daily and it must be ensured that these drivers and vehicles comply with the minimum driver and vehicle fitness criteria as stated. The SADC Protocol on Transport, Communications and Meteorology should be used to harmonise these aspects.

With regard to traffic safety and enforcement, the strategy is encompassed mainly in the Road to Safety 2001 - 2005, but an improvement in transport law enforcement is also envisaged. The Road to Safety is a comprehensive five-year strategy with the strategic objective of reducing collisions, deaths and injuries on South African roads by

5 per cent year-on-year until 2005 and by at least 10 per cent year-on-year until 2009. The Road to Safety forms an integral part of the NLTSP with regard to safety and enforcement.

**3.8.1 Traffic safety and enforcement will improve through the implementation of the “Road to Safety 2001 – 2005”**

The key focal areas of the Road to Safety are:

- Enforcement and law compliance
- Operator, vehicle and driver fitness
- Infrastructure, management and information systems
- Communication, public education and participation.
- Refer to the DoT website: ([www.transport.gov.za](http://www.transport.gov.za)) for more details on the Road to Safety.

**3.8.2 Transport law enforcement, to complement traffic law enforcement, will be improved.**

- More effective transport law enforcement will be facilitated by expanding the scope of the Road Traffic Management Corporation (RTMC) and Administrative Adjudication of Road Traffic Offences (AARTO) Acts after the establishment of the RTMC.
- A preparatory process will be started to allow the municipal and national police forces to carry out proper transport law enforcement.

**3.9 Transport for Persons with Disabilities**

It is government policy to promote the inclusion of people with disabilities into the mainstream activities of society. Legislation requires government to take “reasonable” steps to accommodate the needs of persons with disabilities. In terms of transport, this should be achieved firstly by improving the user-friendliness of public transport for all users, and secondly by incrementally implementing the accessibility features specifically required to serve people with disabilities.

In order to achieve the above strategic outputs, the following specific actions relating to each output are proposed:

### **3.9.1 Ongoing consultation will take place with the disability sector.**

- The DoT will continue working closely with the Office on the Status of Disabled Persons in the Office of the President to facilitate ongoing consultation with key national disability organisations.
- Local authorities will be encouraged to identify user groups representing persons with disabilities in order to consult with them on an ongoing basis through the ITP process.

### **3.9.2 Implementing authorities will be empowered to improve accessibility across all modes through the Integrated Transport Planning process.**

- The DoT will update draft TPG13 (“Guidelines for Transport of the Disabled”) to provide more technical guidance on implementation.
- The SABS will finalise uniform standards for accessible vehicles.

### **3.9.3 “Reasonable accommodation” of persons with disabilities will be initiated by prioritising high-impact, lower-cost actions.**

- Each metropolitan municipality will be encouraged to designate two “strategic accessible corridors” with high trip densities in which they should aim to achieve a reasonable level of door-to-door wheelchair accessibility.
- The ITPs of metropolitan municipalities should specify how improvements in pedestrian infrastructure, public transport facilities and vehicles will be co-ordinated in these corridors to achieve “reasonable accommodation”.
- Mode-specific actions:
  - BUS: All new buses in subsidised contracts will comply with the recommended standards for general accessibility (including step height, grab rails, signage, driver training, etc.), initially excluding wheelchair accessibility. Where wheelchair-accessible buses are included in bus contracts, they will preferably be deployed first in “strategic accessible corridors” to allow for the co-ordination of infrastructure upgrades.
  - TAXI: All new taxis will have basic accessibility features (low steps, grab rails, signage, driver training, etc.) as part of the taxi recapitalisation programme. In addition, the DoT will strive for wheelchair accessibility to be included in the recapitalisation programme.

- RAIL: The SARCC/Intersite will continue to upgrade the accessibility of rail stations and rail carriages, through their upgrading programme, with particular focus on “strategic accessible corridors”.

**3.9.4 Pilot projects will be launched in rural areas to test solutions and develop a rural accessibility strategy.**

- The DoT will develop and test appropriate accessibility solutions for users with special needs as part of the rural transport interventions in the ISRDS nodes. The DoT will incorporate the findings into an accessibility strategy for rural areas, as part of the rural transport and development strategy.

### **3.10 Non-Motorised Transport**

Walking is a major mode of transport in general, and the dominant mode of travel in rural areas. For journeys to work, walking is the main mode of travel for 23% of South Africans (and for 53% of commuters in rural areas). The majority of scholars and students – 76% - walk to their educational institutions. (In rural areas an even higher percentage – 91% - do so.) Walking – and cycling, which is far less common – are not lower-income, second best options. They are the preferred modes in the world’s liveable communities and cities. The challenge is to make walking and cycling the preferred modes in South Africa for their appropriate distances. They are the least expensive modes and therefore most accessible for the majority of commuters, as well as the most attractive from an environmental perspective.

To enable and support walking and cycling, planning authorities need to build, expand and maintain continuous networks of formal walkways (sidewalks, off-road paths, safe crossings, pedestrian bridges etc) and dedicated cycleways along lines of high demand. A major objective of providing dedicated infrastructure is to protect walkers and cyclists from conflict with motorised modes, a leading cause of road traffic fatalities.

Non-motorised transport (NMT) is a pleasant, realistic choice only when security is addressed, when contiguous infrastructure is provided, and when amenities such as rest points, water, toilets, lighting, trees and landscaping and refuse facilities are planned, designed and built along pedestrian and cycle ways. When quality NMT infrastructure and amenities are provided, as they are with other modes, this mode competes on the world stage.

Quality pedestrian ways are also the most cost-effective way to link existing but non-adjacent public transport facilities, and to link communities to public transport facilities.

***3.10.1 Non-motorised transport infrastructure will be planned, built, expanded and maintained***

- Planning authorities will ensure that, over time, contiguous networks of NMT infrastructure are designed and built, where they are absent, along lines of high demand.
- To achieve this, transport plans should assess the status quo and the needs for NMT infrastructure and plan for its design, implementation and maintenance. Planning for NMT needs will consider NMT both as a main mode, and as a feeder mode linking communities to public transport facilities.
- In rural areas, off-road footpaths, trails and tracks need to be included in the scope of planned rural transport infrastructure.
- In rural areas, animal-drawn carts and other intermediate means of transport will also be supported in transport plans where appropriate.

***3.10.2 Walking and cycling will be promoted as the preferred modes in South Africa for their appropriate distances.***

- Walking and cycling will be actively promoted by government, in conjunction with the expanded provision of NMT infrastructure, as the preferred modes of transport over the appropriate distance ranges for these modes.
- Where people are walking excessively long distances on their routine journeys, transport plans will assess the scope for measures to support cycling, particularly for scholars. Both infrastructural measures and supporting services such as bicycle repair services, will be considered.
- Successful demonstration projects promoting NMT will be rolled out to other areas.

**3.11 Transport and the Environment**

The overriding aims of the strategy are to create a sustainable land transport system in South Africa and to ensure that the country is in line with international environmental initiatives aimed at both local air pollution and global climate change through the following three key strategies:

***3.11.1 Air pollution will be minimised through the reduction of vehicle exhaust emissions and the promotion of clean land transport modes and practices.***

- Transport plans should strive to implement travel demand management (TDM) measures which are aimed at reducing single-occupant private car usage, especially for commuting trips.
- Transport plans will promote the usage of public passenger transport modes such as rail, bus and taxi as well as non-motorised modes such as walking and cycling.
- Government will promote the use of more efficient vehicle technologies and fuels.
- Government will promote the reduction of emissions to improve air quality by, amongst others, reviewing current environmental standards and promoting effective roadworthiness testing.

***3.11.2 Outdoor advertising will be regulated across all spheres of government on a consistent basis.***

- The transport sector in government will commit itself to implementing uniform standards with regard to the regulation of outdoor advertising.

***3.11.3 Transport and environmental functions will be co-ordinated in all spheres to bridge the transport-environment divide.***

- The DoT will promote the departmental Environmental Implementation Plan (EIP) and will create awareness of the environmental responsibilities of the transport sector (for example through Environmental Impact Assessments - EIAs). This will be done in close collaboration with the DEAT.

**3.12 Tourism and Transport**

The overriding aim of the strategy to support tourism is the positioning of the South African land transport system so that it can best serve the transport needs of the domestic and international segments of the country's tourist industry.

The general strategy for Tourism is made up of two components:

**3.12.1 Land transport service levels for domestic and international tourists will be improved and maintained.**

- Transport plans should address tourist transport requirements. Key elements are land transport infrastructure which serves major tourist hubs and interchanges (airports, central stations), major corridor services and infrastructure to support major tourist trip attractors.
- Transport plans should explicitly address tourist transport market segments based on research. Initially, transport plans should strive to promote lower-cost tourist transport interventions such as service information and assistance, signage, improved safety and performance standards of niche tourist transporters, and co-ordination between land transport and other modes, primarily air transport.

**3.12.2 Tourism and transport functions will be co-ordinated.**

- Tourism and transport functions will be co-ordinated between the DoT and the Department of Environmental Affairs and Tourism to guide the improvement of transport services to tourist market segments.

**3.13 Transport and the 2010 World Cup**

Quality transportation management will be the critical, “invisible” success factor to the 2010 FIFA World Cup™. It will be ensured that the World Cup will quietly showcase appropriate sustainable mobility solutions that will serve the majority of South Africans at the venue cities both during and after the 2010 event.

The excitement and focus of the 2010 events will be used to catalyse a lasting legacy for public transport in South Africa. The essential aspect of the legacy vision is to accelerate the implementation of transport improvements that meet the dual objectives of supporting the success of the 2010 World Cup events, and enhancing South Africa’s mobility and transport efficiency.

To meet the overlapping requirements of the 2010 World Cup and the mobility needs of urban South Africans, key upgrades and improvements to local transportation networks will be identified, planned and implemented. 2010 World Cup venue host cities and transport public entities will accelerate implementation of their primarily existing transport improvement plans for public transport, non-motorised transport (NMT) and transportation management.

The accelerated transportation plans and projects will establish the basics of safe, reliable, affordable and appropriate transport systems. From this people-oriented foundation, later stages of an expanded public transport network will be implemented.

To achieve this outcome, the following specific actions are outlined.

**3.13.1 The DoT will contribute to the transportation success of the 2010 World Cup and catalyse a lasting legacy for public transport**

- The DoT will provide co-ordination and support through the following actions:
  - Administer and manage the Public Transport Infrastructure and Systems Fund (PTIF), a dedicated source of capital funding set aside by National Treasury for transport infrastructure and systems projects to be implemented by municipalities, provinces and public entities.
  - Work with the National Treasury, venue host cities, development co-operation donors and private sector partners to identify additional 2010 transport finance opportunities for improvements that are not within the ambit of the PTIF, for example for key road infrastructure upgrades, enforcement, security and operations.
  - Act as a co-ordination focal point and information exchange, and provide support to the Technical Committee reporting to the 2010 Inter Ministerial Committee.
  - Monitor and evaluate PTIF projects both in terms of their quality, as well as their progress in spending and labour-intensive construction.
  - Provide technical support to cities, provinces and transportation public entities.
  - Monitor implementation and assist in the removal of critical barriers.
  - Provide updated and detailed travel demand profile projections for the 2010 World Cup events.
  - Fast track development of Intelligent Transportation System (ITS) standards and protocols for nation-wide use.
  - Co-ordinate the meeting of FIFA community travel requirements.
  - Co-ordinate the operational plans being prepared by venue host cities and transport public entities.
- The DoT will take responsibility for the following sub-sectoral actions:
  - Establish a 2010 Aviation Co-ordination Framework.

- Engage the taxi sector in the development of operational plans for 2010, so as to make the most of the incentives offered by 2010 for those operators willing to modernise and formalise their activities.
- Ensure proper enforcement and policing of transport practices, permits and situations across all sub-sectors, such as incident management.
- Co-ordinate rail re-investment with 2010 World Cup requirements.
- Analyse the demand for increased freight movements for the tournament period, identify solutions to manage the demand and work with freight and logistics role players to achieve a lasting legacy for economic growth.
- The DoT will take responsibility for the following specific initiatives and communications actions:
  - Define, co-ordinate and fast-track appropriate ITS solutions that maximise the capacity of transport infrastructure, services and enforcement activities. The priorities will be integrated ticketing, law enforcement and travel demand management (TDM) measures, particularly incident management and congestion management.
  - Investigate the design of spectator access to and egress from stadia by NMT and public transport exclusively and secure funding for implementation and publicity.
  - Collaborate with other major event host venues to learn from international best practice and share and consolidate experience.
  - Communicate the coming fundamental scale and nature of changes to the transport system to a wide range of stakeholders and the general public through a multi-year, multi-media public awareness campaign as to the new mobility opportunities and requirements that await them for 2010.
  - Address the urban bias in the 2010 World Cup-related transportation improvements by examining potential solutions to address transport's role in poverty alleviation, particularly by creating greater mobility between rural and urban areas.

***3.13.2 Key upgrades and improvements to local transportation networks will be identified, planned and implemented***

- The venue host cities and transport public entities will accelerate the pace of implementation of concrete mobility improvements in terms of:
  - Public transport infrastructure, vehicles, services and management;
  - NMT infrastructure and amenities;

- TDM measures; and
- Airport-City transport links
- The venue host cities and transport public entities will plan, co-fund and implement the 2010 World Cup-related infrastructure and systems projects for which they secure dedicated grant funding from the PTIF.

**3.13.3 2010 World Cup Operational Plans will be prepared, tested and fine-tuned**

- The venue host cities and transport public entities will:
  - Define specialised 2010 World Cup services for both the FIFA community and the event spectators.
  - Prepare World Cup Period Transportation Operational Plans by the end of 2008. These will describe in detail the integrated management plans for transportation for the duration of the 2010 World Cup, explaining how all resources and services will be managed, and integrating crosscutting requirements from e.g. SAPS, National Intelligence Agency, and DEAT.
  - Plan for the integration of public transport tickets and match tickets, where host cities have committed to this.
  - Test, pilot and fine-tune these operational plans during 2009.

**3.14 Integration of Transport Planning**

The National Land Transport Transition Act, the Development Facilitation Act, and the three municipal acts require that transport and land-use planning be integrated, and that planning be integrated between the authorities in one sphere, and between spheres. This is intended to be achieved through Integrated Development Plans (IDPs) and Integrated Transport Plans (ITPs). In practice, however, despite many years of effort, achieving integration has proved to be an intractable problem, with many authorities planning and implementing independently of one another. Mechanisms and structures are needed to facilitate and ensure such integration.

**3.14.1 The integration of transport planning across all three spheres of government will be promoted.**

- A National Transport Masterplan (2005-2050), with a fifty-year planning horizon and dealing with land, air and maritime transport, will be developed by DoT in conjunction with provinces and municipalities.

- It will provide a framework to guide decision-making, to prioritise investment needs and to plan and implement projects in the transport sector from a long-term nationwide perspective.
- It will be developed in the framework of co-operative governance, and provide a broad perspective to assist co-ordinated planning and implementation between the three spheres of government.
- It will focus on nodes and corridors of national importance, and set out a plan for the future land use and transportation system that will be able to effectively and efficiently meet forecast future transport demand and support economic growth.
- Future demand will be assessed based on forecast changes in population, land use and economic activity over the next fifty years.
- The Masterplan will correlate investment in the transport sector with socio-economic objectives.
- It will also set out the institutional arrangements required to prevent duplication of government effort.
- A national transport databank will be developed as part of the Masterplan project for monitoring, analysis and forward planning. It will include an Agenda for Action for the period 2005-2020.
- The land transport component of the National Transport Masterplan and this NLTSP in the national sphere, together with guidelines and requirements documents for transport plans in the provincial and municipal spheres, will assist with the integration of transport planning and in promoting the implementation of the NLTSP across all three spheres of government.

***3.14.2 Transport planning communication and liaison across all three spheres of government will be facilitated.***

- Regular communication and liaison by means of transport planning “lekgotlas” will be implemented for land transport politicians and officials to facilitate the integration of transport planning between the three spheres of government.
- Provincial/municipal structures, such as those existing in a number of provinces for political and technical communication and liaison, will be promoted for use in the integration of transport planning.

### **3.15 Conflict-Resolution Mechanisms**

As in the previous section on the integration of transport planning, current legislation provides mechanisms for resolving planning or implementation conflicts between authorities in one sphere or between spheres. Here too, past experience has been unsatisfactory, and many conflicts have not been resolved. Structures that will facilitate communication among planners and thereby minimise conflicts, and well-defined procedures for dealing with any conflicts that do arise, are required.

#### ***3.15.1 Possible conflicts between land-use and transport planning will be minimised through national inter-governmental liaison.***

- Regular communication and liaison will be established between relevant departments, including the Departments of Transport, Provincial and Local Government, Land Affairs and Housing to forestall possible conflicts between land-use and transport planning. Provinces will be encouraged to engage in similar liaison between the provincial departments involved in land-use and transport planning.

#### ***3.15.2 Possible land transport conflicts between provinces and municipalities should be minimised through provincial/municipal liaison structures.***

- Provincial/municipal structures, such as those existing in a number of provinces for political and technical communication and liaison, will be promoted in order to forestall possible land transport conflicts.

## 4 NATIONAL KEY PERFORMANCE INDICATORS

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The Department of Transport (DoT) will use key performance indicators (KPIs) to help monitor progress in the implementation of key policies for land transport in the national, provincial and local spheres.

The DoT is in the process of finalising a Performance Indicator Framework. This covers all modes of transport, and includes macro- and micro-level indicators. For each indicator, it identifies the source of the information for measuring it, the unit of measure and the frequency of reporting required.

Two types of KPIs are identified in this NLTSF:

- *Customer-based indicators*, which measure the performance of the land transport system from the customer's point of view; and
- *NLTSF-based indicators*, which measure the progress of the National and Provincial Departments of Transport and local authorities in implementing the strategies contained in the NLTSF.

This NLTSF identifies eight customer-based and seven NLTSF-based indicators, concentrating on the priority areas of:

- promotion of public transport usage,
- promotion of access to public transport, and
- traffic safety,

in line with the priorities as set out in this framework. The list of KPIs will be modified and expanded in future NLTSFs, to cover other areas of policy-directed action. The Performance Indicator Framework, once completed, will also be examined to assess whether additional KPIs need to be included in the NLTSF.

Future NLTSFs will publish performance results for the preceding years to show how historical trends and recent achievements have been integrated into new strategies. Future NLTSFs may also include targets to be met on specific KPIs.

Each Provincial Department of Transport will be required to report on the national KPIs for its province (where appropriate), as stated in the Provincial Land Transport Framework (PLTF), and to submit such a report to the Minister by the date determined by the Minister.

Tables 4.1 and 4.2 set out the customer-based KPIs and NLTSP-based KPIs respectively. The tables also set out definitions in order to ensure uniformity in the measurement of KPIs from year to year and locale to locale.

**Table 4.1: Customer-based Key Performance Indicators**

Key policy area	Customer-based KPI	Definitions	Minimum units to be reported on	Data source(s)
Promotion of public transport usage	1. Average travel time to work, for all public transport commuters.	<p><u>1.1 Travel time to work</u>: Total one-way door-to-door time from the time of leaving the home until arrival at the regular work location. This includes time taken for intermediate stops along the way to work, and excludes those working at home. In surveys, travel time should be recorded for the “regular” daily trip to work.</p> <p><u>1.2 Public transport</u>: Bus, minibus-taxi, rail and other transport for reward as defined in NLTTA.</p>	9 Provinces and Nationally	National Household Travel Survey (NHTS)
	2. % of motorised transport users using public transport to work.	<p><u>2.1 Motorised transport users</u>: People using motorised public or private transport modes at any stage during the trip to work, during the morning peak period. Morning peak period should be defined for each area, or a uniform 5:30 to 8:30 period can be applied.</p> <p><u>2.2 Public transport</u>: see 1.2.</p>	9 Provinces and Nationally	National Household Travel Survey (NHTS)

Key policy area	Customer-based KPI	Definitions	Minimum units to be reported on	Data source(s)
	3. Average age of subsidised bus, mini/midibus-taxi, and commuter rail coach fleet.	<p><u>3.1 Age</u>: Time since date of manufacture (rebuilt and rehabilitated vehicles deemed 3 and 8 years old respectively).</p> <p><u>3.2 Subsidised bus</u>: Bus services receiving operating subsidies from national or provincial government.</p> <p><u>3.3 Rail coach fleet</u>: Coaches regularly used for commuter rail operations.</p>	9 Provinces and Nationally	National Land Transport Information System  Department of Transport
Promotion of access to public transport	4. % of rural people living within 2 km of access to regular public transport services.	<p><u>4.1 Rural</u>: Residents of magisterial districts outside metropolitan areas, metro fringes, and major towns as defined by the NDoT's Rural Typology Study.</p> <p><u>4.2 Access</u>: Public transport station or stop is within a 30-minute walk or 2 km of the residence (self-reported).</p> <p><u>4.3 Regular</u>: Operating with a frequency of at least once per week.</p> <p><u>4.4 Public transport</u>: see 1.2.</p>	9 Provinces and Nationally	National Household Travel Survey (NHTS)
	5. % of households spending more than 10% of disposable income on public transport.	<p><u>5.1 Household</u>: A person or group of people living together for at least 4 nights per week, who eat together and share resources.</p> <p><u>5.2 Disposable income</u>: Monthly take-home income per household after deductions.</p> <p><u>5.3 Monthly spending on public transport</u>: Household's total monthly expenditure on public transport, excluding money spent on holiday travel.</p>	9 Provinces and Nationally	National Household Travel Survey (NHTS)

Key policy area	Customer-based KPI	Definitions	Minimum units to be reported on	Data source(s)
Traffic safety	6. Number of road traffic fatalities per vehicle type.	<p><u>6.1 Road traffic fatalities</u>: Road users (including drivers and passengers of motorised modes and pedal cycles) dying within 6 days of being involved in a road traffic accident.</p> <p><u>6.2 Vehicle type</u>: Disaggregated for users of car, bus, minibus, light delivery, heavy vehicle, pedal cycles, and other vehicles.</p>	9 Provinces and Nationally	National Traffic Information System (NaTIS)
	7. Number of road traffic pedestrian fatalities.	<p><u>7.1 Pedestrian fatalities</u>: Pedestrians dying within 6 days of being involved in a road traffic accident.</p>	9 Provinces and Nationally	National Traffic Information System (NaTIS)
	8. Number of road traffic fatalities per 100 million vehicle km per vehicle type.	<p><u>8.1 Fatalities</u>: see 6.1.</p> <p><u>8.2 Vehicle kilometres</u>: Annual vehicle kilometres travelled.</p> <p><u>8.3 Vehicle type</u>: Disaggregated for users of car, bus, minibus, light delivery, and heavy vehicles.</p>	Nationally	National Traffic Information System (NaTIS)

**Table 4.2: NLTSF-based Key Performance Indicators**

Key strategy area	NLTSF-based KPI	Definitions	Minimum units to be reported on	Data source(s)
Public transport: Taxi recapitalisation	9. % of minibus-taxi fleet recapitalised.	<p><u>9.1 Minibus-taxi fleet:</u> Formalised minibus-taxis used for public transport services and registered with provincial taxi registrars.</p> <p><u>9.2 Recapitalised:</u> Conforming to the vehicle size definitions contained in the NLTTA and the vehicle standards for midibuses and minibuses used for public transport as contained in the national Road Traffic Regulations, 2000 as amended.</p>	9 Provinces and Nationally	National Land Transport Information System (NLTIS)  Scrapping Administration Agency (SAA)
Public transport: Bus restructuring	10. % of subsidised bus services operating in terms of tendered or negotiated contracts.	<p><u>10.1 Subsidised bus services:</u> Bus services receiving operating subsidies from national or provincial government.</p> <p><u>10.2 Tendered or negotiated contracts:</u> As defined by NLTTA.</p>	9 Provinces and Nationally	National Traffic Information System (NaTIS)  Department of Transport
Land-use restructuring	11. Amount of non-residential floor space and number of housing units developed in corridor and densification/infilling projects in Metropolitan Municipalities.	<p><u>11.1 Non-residential floor space:</u> Floor space zoned for non-residential purposes.</p> <p><u>11.2 Number of housing units:</u> Number of household units zoned for residential use.</p> <p><u>11.3 Developed:</u> Constructed during the year in question.</p> <p><u>11.4 Densification/infilling projects:</u> Developments within transport corridors and nodes as identified in Integrated Transport Plans of Metropolitan Municipalities, or as specified by the NDoT.</p>	4 Provinces and Nationally	Metropolitan Municipalities

Key strategy area	NLTSF-based KPI	Definitions	Minimum units to be reported on	Data source(s)
Freight transport	12. % of land freight tonnage (road + rail) transported by rail.	<u>12.1 Land freight tonnage:</u> Total tons of freight transported for reward by road and rail, including all commodities. Note: this excludes own transport	Nationally	Centre for Scientific and Industrial Research (CSIR)
	13. Average % of overloaded trucks on provincial and national roads.	<u>13.1 Overloaded trucks:</u> Heavy vehicles exceeding permissible axle loads, as measured for an unbiased sample at Weigh-in-Motion (WIM) facilities. <u>13.2 Average %:</u> Average % for all WIM sites, weighted by the traffic volume per site.	9 Provinces and Nationally	Centre for Scientific and Industrial Research (CSIR)
Rural transport	14. Amount of transport expenditure by government in 13 priority rural nodes, for infrastructure and for operations.	<u>14.1 Transport expenditure by government:</u> Including infrastructure (construction, upgrading, maintenance) and operations, by all 3 spheres of government. <u>14.2 Priority rural nodes:</u> Priority districts identified by the Integrated Sustainable Rural Development Strategy.	9 Provinces and Nationally	Integrated Sustainable Rural Development Programme (ISRDP)  Department of Provincial and Local Government
Funding	15. % of funding needs for implementing NLTSF strategies that have been sourced from government budgets (all spheres).	<u>15.1 Funding needs:</u> Funding needs for implementing the NLTSF strategies for the next 5 years that have been quantified in line with the NLTSF funding strategy. <u>15.2 Funding sourced:</u> The proportion of the amount under 15.1 that has been allocated from national, provincial and local government budgets, for the year in question.	Nationally	Department of Transport  Provincial Departments of Transport  Local government



## 5 IMPLEMENTATION OF THE NLTSF

### 5.1 Implementation based on plans

The DoT is committed to the implementation and funding of the strategies and actions set out in this framework and will direct national transport budgets, business plans, research and programmes to support it. However, the NLTSF is only one plan in a set of plans required to do proper land transport planning and implementation in terms of the NLTTA. The NLTSF in itself is only a framework and will require additional support from the provincial and municipal transport plans in order to be fully implemented.

### 5.2 Programming and responsibilities of the NLTSF

Although this is a national framework, a co-operative governance approach is critical for its implementation and success. Table 5.1 indicates the main implementation sphere (N = national, P = provincial and M = municipal) with respect to rolling out the particular actions. Consultation may, however, involve other spheres of government, stakeholders or users.

**Table 5.1: Implementing spheres for NLTSF strategies and actions**

Area and strategy	Actions	N	P	M
<b>Public transport</b>				
Public transport will be promoted over private transport.	All land transport activities across all three spheres of government must be assessed in terms of whether they will, in reality, achieve the aim of giving public transport priority over private transport.	✓✓	✓	✓
	Improved levels of service, comfort, affordability, safety and sustainability will be striven for in public transport services.	✓✓	✓	✓
Transport plans will be developed in all three spheres of government.	Documents relating to planning requirements will be finalised and regulations will be gazetted.	✓		
	Pilot projects will be implemented to demonstrate planning processes and to refine the requirements.	✓		
	Training in transport planning will be implemented.	✓		

Area and strategy	Actions	N	P	M
	Transport plans will be prepared incrementally in the municipal sphere of government.			✓
	Commuter rail services will become statutory parts of transport plans.	✓✓	✓	✓
	The Regional Rail Plans need to be aligned with ITPs in municipalities with rail	✓		✓✓
	The Regional Rail Plans needs to be aligned with provincial spatial and transport frameworks, and with the economic development of the province.	✓	✓✓	
Transport authorities will be promoted in selected municipalities.	Selected municipalities will be encouraged to become transport authorities.	✓		
	Technical support will be provided for transport authority feasibility and restructuring activities.	✓		
	Financial assistance will be provided for pilot transport authority feasibility investigations.	✓		
The nine provincial operating licensing boards will provide efficient and effective regulatory services.	Better resources in terms of personnel and systems will be facilitated.	✓	✓✓	
	The special legalisation and “be legal” processes, and the conversion of permits to operating licences, will be completed.		✓	
	The moratorium on the issuing of new operating licences will be relaxed in a planned manner.		✓	
	The Transport Appeal Tribunal (TAT) and provincial appeal bodies, where applicable, will be established.	✓	✓	
Public transport services will become safer for passengers.	Public transport law enforcement will be improved.	✓✓	✓	✓
	More effective transport law enforcement, as opposed to traffic law enforcement, will be promoted.	✓		
	The Rail Safety Regulator and RTMC will enforce and improve levels of rail- and road-based public transport safety respectively.	✓		

Area and strategy	Actions	N	P	M
	Measures will be introduced to regulate the transport of passengers by vehicles other than those designed for public transport.	✓✓	✓	
	Security against crime will be improved, in particular through liaison with the SAPS and the Department of Safety and Security.	✓		
Selected public transport infrastructure will be upgraded.	Selected public transport infrastructure will be upgraded.	✓✓	✓	✓
	Facilities that give priority to public transport on existing roads will be promoted.	✓✓	✓	✓
	The management and maintenance of public transport infrastructure will be improved.	✓✓	✓	✓
	Planning and design guidelines to accommodate new vehicle sizes will be prepared.	✓		
Appropriate information systems will be introduced.	A national land transport information system will be developed.	✓		
TAXI: The industry will be formalised and regulated, and the minibus-taxi fleet will be recapitalised.	The DoT will facilitate the fast-tracking of operating licence strategies to aid the completion of the special legalisation and conversion processes.	✓✓	✓	✓
	The registration of taxi associations and their members (formalisation) will be completed.		✓	
	Route-based operating licences will be issued to all operators.		✓	
	The DoT will facilitate the formalisation and regulation of metered taxis.	✓✓	✓	✓
	The recapitalisation of the minibus-taxi fleet will be completed by 2012	✓✓	✓	✓
	Conversion of taxi permits to route- and vehicle-specific OLs will be completed.	✓	✓✓	✓
	The new vehicle standards (contained in the national Road Traffic Regulations, 2000 as amended) for midibuses and minibuses used for public transport will be enforced.	✓	✓	✓

Area and strategy	Actions	N	P	M
	A partnership will be developed between government and taxi industry structures to effectively regulate the taxi industry and resolve conflicts.	✓		
	A strategy for the economic empowerment of the taxi industry will be developed.	✓		
	The DoT will co-ordinate the issuing of clear guidelines to assist the relevant authorities in dealing with learner transport, sedan taxis, private hires and tourist transport.	✓✓	✓	
BUS/TAXI: All subsidised road-based passenger transport services will be provided in terms of tendered or negotiated contracts.	Model contract documents will be gazetted.	✓		
	All expired interim and tendered bus contracts will be replaced with new tendered or negotiated contracts.	✓	✓✓	✓
	Bus permits will be converted to route-based, vehicle-specific operating licences (OLs).	✓	✓✓	✓
	Although not currently compulsory, every effort will be made to have road-based passenger transport contracts designed in terms of transport plans.	✓	✓✓	✓
	Government-owned provincial and municipal bus operators will be corporatised.		✓	✓
	Efforts will be made to accommodate transport for learners where there are road-based passenger transport contracts.	✓	✓✓	
	Greater efforts will be made to promote SMME access to subsidised service contracts.	✓	✓✓	
RAIL: Effective performance regulation will be introduced, and ownership and competition issues as they affect the three spheres of government will be clarified.	The draft rail policy will be finalised.	✓		
	A strategic rail oversight function will be developed in the national sphere of government.	✓		
	The size and scope of the commuter rail network will be defined.	✓✓	✓	✓
	The institutional framework for rail across all three spheres of government will be clarified.	✓✓	✓	✓
	The possibility of involving the private sector in operations will be explored.	✓		

Area and strategy	Actions	N	P	M
The National Passenger Rail Plan will be completed, and significant implementation will occur over the next five years	All resources available will be invested mainly in rolling stock, security improvements, stations and signalling in the identified Priority Passenger Rail Corridors,	✓✓		
	DoT/SARCC with local government will identify the priority and non-priority rail corridors and develop detailed Regional Rail Plans for the upgrade and turnaround of the rail commuter system in each metropolitan area. The regional plans will be consolidated into a National Rail Passenger Plan.	✓✓	✓	✓
	Short-term actions to stabilise the rail passenger business will be implemented in the Priority Rail Corridors including accelerating rolling stock refurbishment and upgrading telecommunications, and identifying projects to increase safety and security at stations and on trains	✓✓	✓	✓
	Fare recovery measures to reduce the level of fare evasion will be identified and implemented on the Priority Corridors.	✓✓	✓	✓
	A rail network classification system will be developed that will provide guidance in regard to the service level specification as well as the maintenance and capital expenditure framework for the Priority Corridors.	✓✓	✓	✓
	A medium-term and a long-term plan will be developed to focus on infrastructure development, firstly on priority corridors, and if successful, further expansion of the rail network where demand can be proven.	✓✓	✓	✓

Area and strategy	Actions	N	P	M
<b>Urban Land-Use Restructuring</b>				
The transport sector in government will promote the development of an urban land-use restructuring programme as part of the Urban Renewal Strategy.	A document setting out requirements in support of urban corridor development and densification/infilling will be developed and published.	✓		
	The transport sector in government will support and make inputs to the Urban Renewal Strategy.	✓✓	✓	✓
	A phased, inter-governmental programme for rationalising and co-ordinating the subsidisation of urban transport and housing will be developed.	✓		
Public awareness in government will be raised concerning the need for fundamental urban restructuring.	Public awareness material will be developed.	✓		
The capacity to develop and implement co-ordinated IDPs and transport plans will be strengthened.	The DPLG, the DLA, the DOH and the DoT will co-operate with respect to capacity-building.	✓		
	Changes in land use that will have a negative impact on transport will be regulated in terms of the NLTTA, Section 29.	✓	✓	✓✓
	Support will be provided for implementing corridor development and densification strategies.	✓		
<b>Roads</b>				
The delivery of the road network will be made more efficient.	The establishment of new or deployment of existing appropriate transport entities will be promoted.	✓✓	✓	✓
	Appropriate information systems and funding mechanisms will be developed to support these transport entities.	✓✓	✓	✓
	The development of the network will include the development of SMMEs and the enhancement of skills and capacity.	✓✓	✓	✓
	Design standards will be refined to achieve the optimum balance between cost and utility.	✓✓	✓	✓

Area and strategy	Actions	N	P	M
	Modern “operations technology” will be incorporated to increase capacity.	✓	✓	✓✓
A strategic countrywide road network will be identified.	In consultation with all three spheres of government, a strategic countrywide road network will be identified.	✓✓	✓	✓
	The network may include toll roads where they are financially viable and where tolls can contribute significantly to funding these roads.	✓		
<b>Cross-Border Road Transport</b>				
An equitable needs-driven basis will be established to assist the CBRTA Regulatory Committee in making decisions on the allocation of cross-border permits in the context of the SADC Protocol.	An improved cross-border passenger demand-and-supply strategy, based on the corridors, will be developed.	✓		
	Based on the above strategy, the quota system will be renegotiated.	✓		
	Relaxation of the third-country operation rule will be negotiated, for implementation in the medium term.	✓		
	The removal of restrictions on freight cabotage within the SADC region will be negotiated.	✓		
	The SADC Protocol relating to infrastructure cost recovery will be assessed for possible implementation.	✓		
Improved levels of service to passengers and freight at border posts will be promoted.	Better co-ordination between the issuing of cross-border and provincial permits will be encouraged.	✓✓	✓	
	The DoT’s facilitation and co-ordination role in the operation of border posts will be strengthened.	✓		
	The seamless movement of goods across border posts will be promoted.	✓		
<b>Freight Transport</b>				
A strong, diverse, efficient and competitive transport industry, within the limits of sustainable transport infrastructure, will be promoted.	A comprehensive land freight transport information system will be developed and maintained to assist with freight planning and decision-support.	✓		
	The development of freight corridors and the integration of freight modes will be promoted.	✓✓	✓	✓

Area and strategy	Actions	N	P	M
	The environmental impact of road freight transport will be managed.	✓✓	✓	✓
Improved conditions of employment and participation within the freight industry will be promoted.	Co-ordination between the Department of Labour (DoL), industry and organised labour to improve the conditions of employment will be promoted.	✓		
	Training and skills development programmes will be initiated to assist new entries into the market.	✓		
	A formal consultative forum will be established to promote co-ordination and participation.	✓		
	Measures to support the development of rural freight transport services will be developed.	✓		
An appropriate shift of freight from road to rail will be promoted.	The sustainability of current road GVM limits will be investigated and recommendations for changes will be implemented.	✓		
	Strategies will be developed in support of more realistic cost-recovery mechanisms in the road freight system.	✓		
	Improved service levels for customers using rail freight will be promoted through the effective management of rail freight systems.	✓		
	More efficient law enforcement of overloading and prosecution of offenders will be carried out as part of the implementation of the "Road to Safety 2001 – 2005".	✓✓	✓	✓
<b>Inter-Provincial Land Transport</b>				
A high-level, <u>long-distance</u> inter-provincial land transport strategy will be prepared.	The national sphere of government will develop a high-level, long-distance inter-provincial land transport strategy.	✓✓	✓	✓
For inter-provincial <u>commuting</u> , the Provincial Operating Licensing Boards (POLBs) will be informed by municipal transport plans.	In disposing of operating licences for inter-provincial commuting, the POLBs will be guided by municipal transport plans.	✓	✓	✓✓

Area and strategy	Actions	N	P	M
<b>Rural Transport and Development</b>				
The 13 nodes identified in the Integrated Sustainable Rural Development Strategy (ISRDS) will be provided with improved transport infrastructure and services.	Rural transport interventions will be co-ordinated and will incorporate the objectives of the ISRDS.	✓✓	✓	✓
	A guideline linking rural road and transport planning processes will be developed.	✓		
	The development of rural access roads will be improved.	✓✓	✓	✓
	Special rural transport initiatives focusing on intermediate means of transport will be piloted in at least three of the 13 nodes.	✓✓	✓	✓
	Infrastructure for non-motorised transport will be provided in each of the 13 nodes.	✓✓	✓	✓
	Animal-drawn carts and other low-technology transport solutions will be promoted.	✓✓	✓	✓
Capacity building will be implemented and tools will be provided for rural transport planning, implementation and auditing.	The DoT will disseminate requirements, guidelines and planning support tools for rural transport planning.	✓		
	Capacity building for integrated rural access planning will be implemented among the municipalities and consultants responsible for service delivery.	✓		
	SMMEs in the rural transport sector, particularly new entrants from previously disadvantaged communities, will be nurtured.	✓✓	✓	✓
	A rural transport development programme will be introduced as a support mechanism for the rural transport strategy.	✓		
	Various labour-intensive methods will be promoted as part of the rural transport development programme.	✓		
<b>Traffic Safety and Enforcement</b>				
Traffic safety and enforcement will improve through the implementation of the "Road to Safety 2001 – 2005"	The implementation and monitoring of the "Road to Safety 2001 – 2005" will continue.	✓✓	✓	✓

Area and strategy	Actions	N	P	M
Transport law enforcement, as opposed to traffic law enforcement, will be improved.	More effective transport law enforcement will be facilitated by expanding the scope of the RTMC and AARTO acts.	✓		
	Preparatory process will be put in place to allow municipal and national police forces to do proper transport law enforcement.	✓✓	✓	✓
<b>Transport for Persons with Disabilities</b>				
On-going consultation will take place with the disability sector.	The DoT will continue working closely with the Office on the Status of Disabled Persons to facilitate on-going consultation with key national disability organisations.	✓		
	Local authorities will be encouraged to identify user groups representing persons with disabilities.	✓		✓✓
Implementing authorities will be empowered to improve accessibility across all modes through the Integrated Transport Planning process.	The DoT will update draft TPG13 guidelines to provide more technical guidance for implementation.	✓		
	The SABS will finalise uniform standards for accessible vehicles.	✓		
"Reasonable accommodation" of persons with disabilities will be initiated by prioritising high-impact, lower-cost actions.	Each metropolitan municipality will be encouraged to designate two "strategic accessible corridors" in which they should aim to achieve a reasonable level of door-to-door wheelchair accessibility.	✓	✓	✓✓
	The ITPs of metropolitan municipalities should specify how improvements in infrastructure and vehicles will be co-ordinated in these corridors.			✓
	BUS: All <u>new</u> buses in subsidised contracts will comply with the recommended standards for general accessibility.	✓	✓✓	
	TAXI: All <u>new</u> taxis will have basic accessibility features as part of the taxi recapitalisation programme.	✓		
	RAIL: The SARCC/Intersite will continue to upgrade the accessibility of rail stations and rail carriages.	✓		

Area and strategy	Actions	N	P	M
Pilot projects will be launched in rural areas to test solutions and develop a rural accessibility strategy.	The DoT will develop and test appropriate accessibility solutions as part of the rural transport interventions in the ISRDS nodes.	✓✓		✓
	The DoT will incorporate the findings into an accessibility strategy for rural areas, as part of the rural transport and development strategy.	✓		
<b>Non-Motorised Transport (NMT)</b>				
NMT infrastructure will be planned, built, expanded and maintained	Planning authorities will ensure that, over time, contiguous networks of NMT infrastructure are designed and built, where they are absent, along lines of high demand.			✓✓
	Transport plans should assess the status quo and the needs for NMT infrastructure and plan for its design, implementation and maintenance.			✓✓
	In rural areas, off-road footpaths, trails and tracks need to be included in the scope of planned rural transport infrastructure.			✓✓
	In rural areas, animal-drawn carts and other intermediate means of transport will also be supported in transport plans where appropriate.			✓✓
Walking and cycling will be promoted as the preferred modes for their appropriate distances	Walking and cycling will be actively promoted in conjunction with the expanded provision of NMT infrastructure, as the preferred mode of transport over the appropriate distance ranges for these modes.	✓✓	✓✓	✓✓
	Where people are walking excessively long distances on their routine journeys, transport plans will assess the scope for measures to support cycling, particularly for scholars. Both infrastructural measures and supporting services such as bicycle repair services, will be considered.			✓✓
	Successful demonstration projects promoting NMT will be rolled out to other areas.	✓✓	✓	✓

Area and strategy	Actions	N	P	M
<b>Transport and the Environment</b>				
Air pollution will be minimised through the reduction of vehicle exhaust emissions and the promotion of clean land transport modes and practices.	Transport plans should strive to implement TDM.	✓	✓	✓✓
	Transport plans will promote the usage of public passenger transport modes such as rail, bus and taxi.	✓	✓	✓✓
	Government will promote the use of more efficient vehicle technologies and fuels.	✓		
	Government will promote the reduction of emissions to improve air quality by, amongst others, reviewing current environmental standards and through promoting effective roadworthiness testing.	✓✓		✓
Outdoor advertising will be regulated across all spheres of government on a consistent basis.	The transport sector in government will commit itself to the implementation of uniform standards with regards to the regulation of outdoor advertising.	✓✓	✓	✓
Transport and environmental functions will be co-ordinated in all spheres to bridge the transport-environment divide.	The NDoT will promote the departmental EIP and will create awareness of the environmental responsibilities of the transport sector.	✓		
<b>Tourism and Transport</b>				
Land transport service levels for domestic and international tourists will be improved and maintained.	Transport plans should address tourist transport requirements.	✓	✓	✓✓
	Transport plans should explicitly address tourist transport market segments based on research.	✓	✓	✓✓
Tourism and transport functions will be co-ordinated.	Tourism and transport functions will be co-ordinated between the NDoT and the DEAT to guide the improvement of transport services to tourist market segments.	✓		

Area and strategy	Actions	N	P	M
<b>Transport and the 2010 World Cup</b>				
The DoT will contribute to the transportation success of the 2010 World Cup and catalyse a lasting legacy for public transport	The DoT will contribute to the transportation success of the 2010 World Cup and catalyse a lasting legacy for public transport through co-ordination and support activities, specific sub-sector activities and specific initiatives and communication activities	✓✓	✓	✓
Key upgrades and improvements to local transportation networks will be identified, planned and implemented	The venue host cities and transport public entities will accelerate the pace of implementation of concrete mobility improvements in terms of public transport infrastructure, vehicles, services and management; NMT infrastructure and amenities; TDM measures; and Airport-City transport links	✓	✓	✓✓
	The venue host cities and transport public entities will plan, co-fund and implement the 2010 World Cup-related infrastructure and systems projects for which they secure dedicated grant funding from the PTIF.	✓	✓	✓✓
2010 World Cup Operational Plans will be prepared, tested and fine-tuned	The venue host cities and transport public entities will define specialised 2010 World Cup services, prepare World Cup Period Transportation Operational Plans and test, pilot and fine-tune these operational plans.	✓	✓	✓✓
<b>Integration of Transport Planning</b>				
The integration of transport planning across all three spheres of government will be promoted.	A National Transport Masterplan (2005-2050), with a fifty-year planning horizon and dealing with land, air and maritime transport, will be developed by DoT in conjunction with provinces and municipalities.	✓✓	✓	✓

Area and strategy	Actions	N	P	M
	The land transport component of the Masterplan and this NLTSE in the national sphere will assist with the integration of transport planning and the promotion of the implementation of the NLTSE across all three spheres of government.	✓✓	✓	✓
Transport planning communication and liaison across all three spheres of government will be facilitated.	Regular communication and liaison by means of transport planning “Iekgotlas” will be implemented.	✓✓	✓	✓
	Provincial/municipal structures will be promoted for use in the integration of transport planning.	✓	✓✓	✓
<b>Conflict-Resolution Mechanisms</b>				
Possible conflicts between land-use and transport planning will be minimised through national inter-governmental liaison.	Regular communication and liaison will be established between relevant departments to forestall possible conflicts between land-use and transport planning.	✓✓	✓	✓
	Provinces will be encouraged to engage in similar liaison between the provincial departments involved in land-use and transport planning.	✓	✓✓	
Possible land transport conflicts between provinces and municipalities should be minimised through provincial/municipal liaison structures.	Provincial/municipal structures will be promoted in order to forestall possible land transport conflicts.	✓	✓✓	✓

Notes:

1. The different spheres of governments are indicated as follows: N = national, P = provincial and M = municipal.
2. The “✓✓” mark indicates which sphere has the lead co-ordinating and monitoring role in the cases where more than one government sphere is involved.

### 5.3 Funding of the NLTSE

The DoT is committed to the detailed programming of the strategies and actions of the NLTSE as part of its budgeting and planning processes as required by the Public Finance Management Act. The DoT is further committed to the funding of the nationally

driven components of the NLTSF through its existing budgets and through leveraging additional sources from Treasury.

Furthermore, the DoT is committed to working closely with other spheres of government and the Treasury to ensure that adequate resources are available for the effective implementation of the mandate that this NLTSF places upon the transport sector in all spheres of government.

The DoT will review the funding requirements of the NLTSF on an annual basis.

In cases where funding is allocated via the DoT to provinces, municipalities and transport authorities, conditions for the use of the funds can be set by the DoT in accordance with the requirements of the National Land Transport Transition Act 22 of 2000 as follows:

- Funds allocated for provincial- and local-level NLTSF components will be made available to provinces, municipalities or transport authorities as set out in section 15(1)(b) of the NLTTA.
- Funds made available through the DoT to provinces, municipalities or transport authorities under section 15(1)(b):
- which are explicitly earmarked for a specific purpose will not be used for another purpose (in terms of section 15(3)(a) of the NLTTA) - this will be monitored by the DoT.
- subject to specified conditions will not be used contrary to those conditions (in terms of section 15(3)(b) of the NLTTA) - this will also be monitored by the DoT.
- Provinces, municipalities or transport authorities receiving funds for NLTSF implementation will therefore account for those funds to the Minister, and DoT, in line with the requirements of section 15(3) of the NLTTA.

The following guidelines can assist planning authorities with the funding of transport plans:

- Authorities at national and provincial level, as well as municipalities and transport authorities, should link programmes arising from their transport plans to their budget planning.

- New and/or additional programmes and outputs arising from the transport plans for a given financial year should be justified with specific outputs and costs.
- Where additional funds are required, authorities should explore options for public-private partnerships (PPPs) so that implementation of the transport plans is not delayed.

## LIST OF ABBREVIATIONS

AARTO.....	Administrative Adjudication of Road Traffic Offences Act
BEE.....	Black Economic Empowerment
CBRTA.....	Cross-Border Road Transport Agency
DEAT.....	Department of Environmental Affairs and Tourism
DLA.....	Department of Land Affairs
DoL.....	Department of Labour
DoT.....	Department of Transport
DPLG.....	Department of Provincial and Local Government
EIP.....	Environmental Implementation Plan
IDP.....	Integrated Development Plan
ISRDS.....	Integrated Sustainable Rural Development Strategy
ITP.....	Integrated Transport Plan
ITS.....	Intelligent Transportation Systems
KPI.....	Key Performance Indicator
MEC.....	Member of the Executive Council
MTEF.....	Medium-Term Expenditure Framework
NaTIS.....	National Traffic Information System
NLTsf.....	National Land Transport Strategic Framework
NLTTA.....	National Land Transport Transition Act, 2000
NMT.....	Non-Motorised Transport
OL.....	Operating licence
PLTSF.....	Provincial Land Transport Strategic Framework
POLB.....	Provincial Operating Licensing Board
PTIF.....	Public Transport Infrastructure and Systems Fund
RTMC.....	Road Traffic Management Corporation Act
SABS.....	South African Bureau of Standards
SADC.....	Southern African Development Community
SAPS.....	South African Police Services
SARCC.....	South African Rail Commuter Corporation
SMMEs.....	Small, medium and micro enterprises
TAT.....	Transport Appeal Tribunal
TDM.....	Travel Demand Management