



DEPARTMENT OF TRANSPORT

**NATIONAL TRANSPORT
MASTER PLAN 2005-2050**

**CHARTERED INSTITUTE
OF
LOGISTICS&TRANSPORT**

**THE GREEN SUPPLY CHAIN
AND
THE LAW**

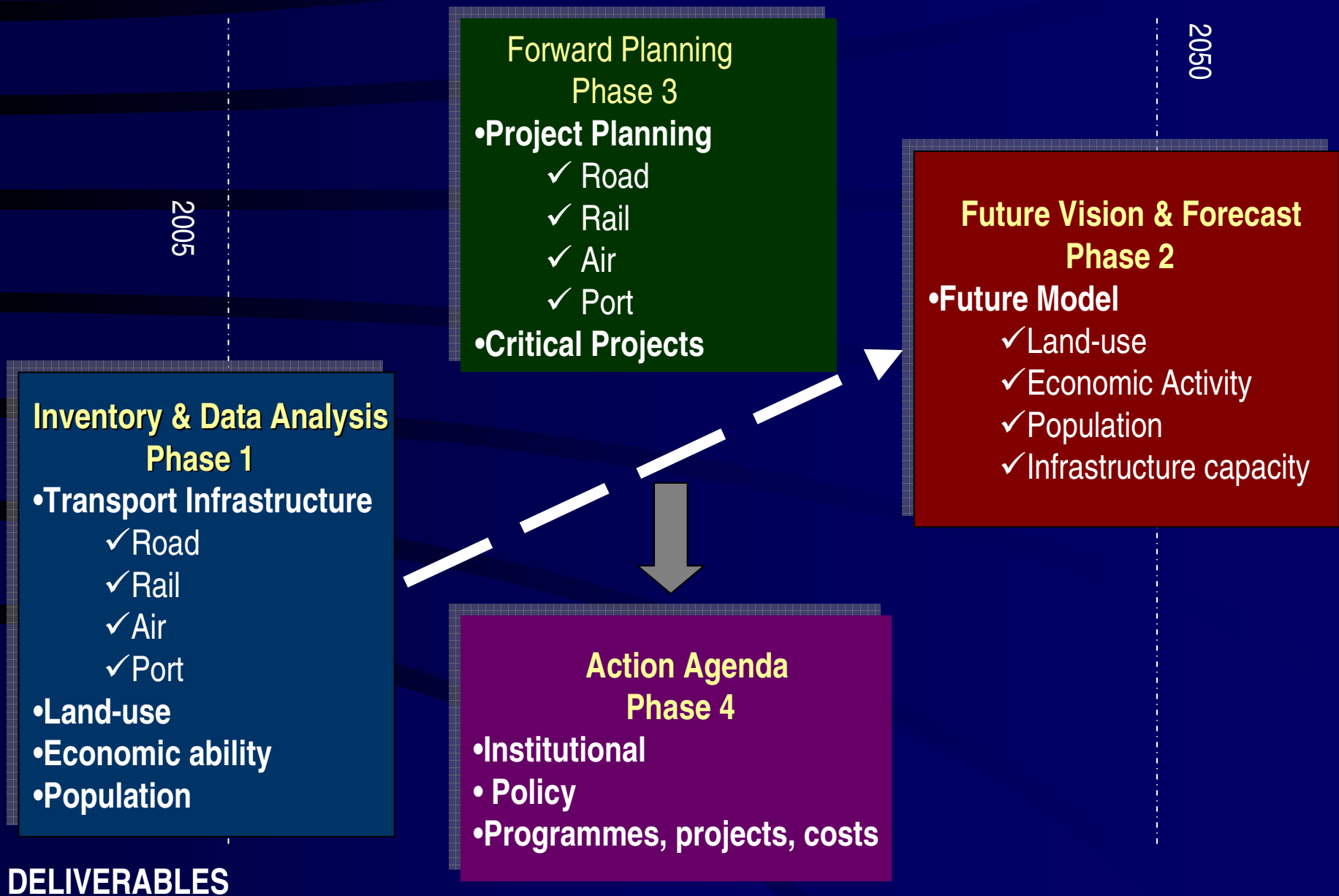
**L.W.SITUMA
DEPARTMENT OF TRANSPORT
PRETORIA,RSA**

THURSDAY, 28 AUGUST 2008

OUR PHILOSOPHY

- “TRANSPORT IS THE HEART BEAT OF THE ECONOMY”
- YOU PAY FOR A GOOD TRANSPORT WHETHER YOU HAVE GOT IT OR NOT
- NATMAP 2050 IS A 42 YEARS JOURNEY AND NOT AN OVERNIGHT EVENT SO WE MUST START NOW AND NOT TO-MORROW
- SLOW BUT SURE WINS THE RACE
- LACK OF VISION AND PLANNING KILLS THE NATION
- NATMAP 2050 IS “MAKING RSA A PLANNING SOCIETY”

1. PROJECT APPROACH



•Round Table Ph1
•Report 1

•Round Table Ph3
•Report 3

•Round Table Ph4
•Report 4

•Round Table Ph2
•Report 2

1. PROJECT APPROACH

- Demand responsive development plan
- Coordinated implementation schedule / action agenda for whole country (specifically development corridors)
- Include all transport modes
 - Road
 - Rail
 - Air
 - Ports
 - Pipelines

2. PROGRESS TO DATE

Progress:

- Phase 1 and 2 completed
- Round Table Workshops 1 and 2 completed

Deliverables completed

- Phase 1 Inventory report per province (ver 3)
- Phase 1 Inventory national report (ver 2)
- Phase 2 Analysis report per province (ver 1)
- Interim GIS and Database
- Base year model 2005 (calibration in process)

3. SUMMARY OF KEY RESULTS

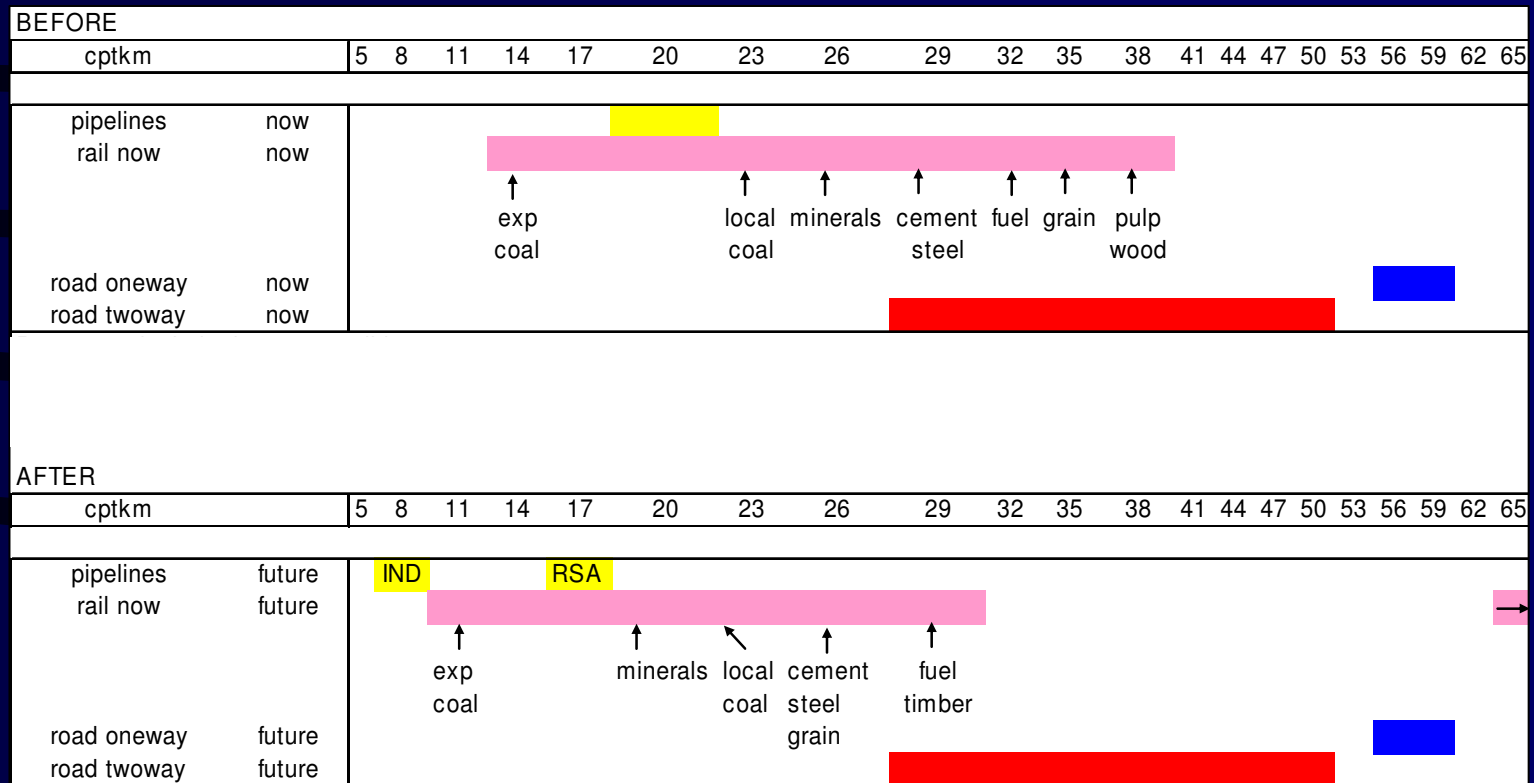
- Infrastructure: Problems that affect transport infrastructure
 - Port infrastructure approaching capacity

Ports throughput and capacity

	Tonnage Throughput (tons)		Assessed Capacity (tons)
	2006/07	2007/08	
Richards Bay	83,065,000	85,280,000	95,250,000
Durban	73,006,000	76,451,000	81,470,000
East London	1,756,000	1,736,000	7,820,000
Ngqura	0	0	19,005,000
Port Elizabeth	10,641,000	11,129,000	13,560,000
Mossel Bay	1,600,000	2,440,000	4,140,000
Cape Town	14,173,000	14,400,000	22,322,000
Saldanha Bay	41,220,000	40,338,000	78,000,000

3. SUMMARY OF KEY RESULTS

- Freight operations
 - Comparison of freight rates per mode (current and improved)

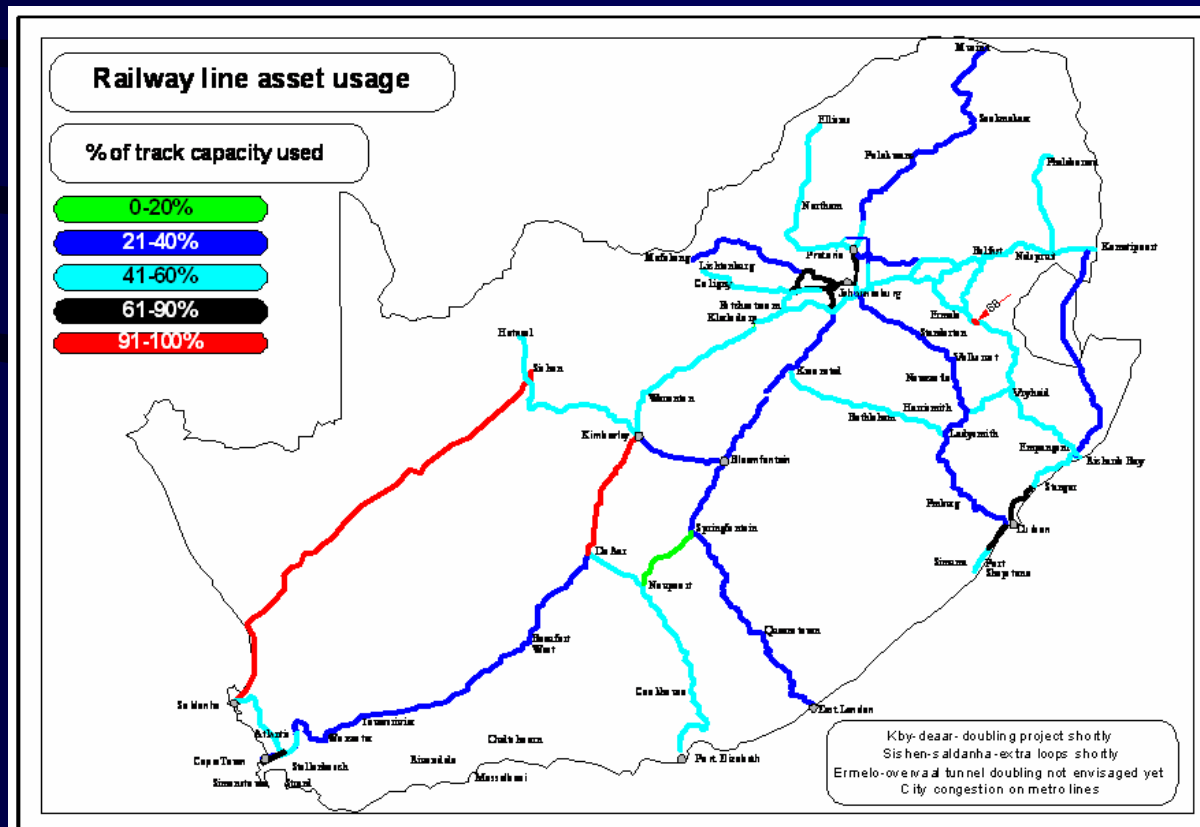


3. SUMMARY OF KEY RESULTS

- Passenger operations: Inter-city
 - Dominated by aviation (about 15 mill arrivals and 15 mill departures 2006/7)
 - Inter-city rail services are sparse (less than 1 000 pas/day per line)
 - Bus and coach passengers fairly low (less than 1 000 pas/day per route)
 - Minibus-taxi services – peak over weekend (migrant trips) (less than 10 000 passengers on peak weekends per route)

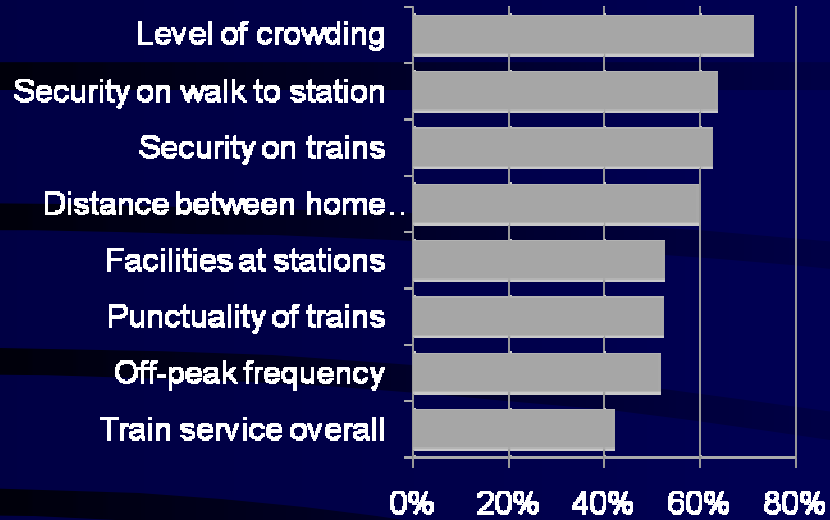
3. SUMMARY OF KEY RESULTS

- Infrastructure: Problems that affect transport infrastructure
 - Growth of goods vehicles outstripped extension of paved network
 - Airport capacity approaches saturation (ORTIA and CIA)
 - Rail infrastructure is underutilised

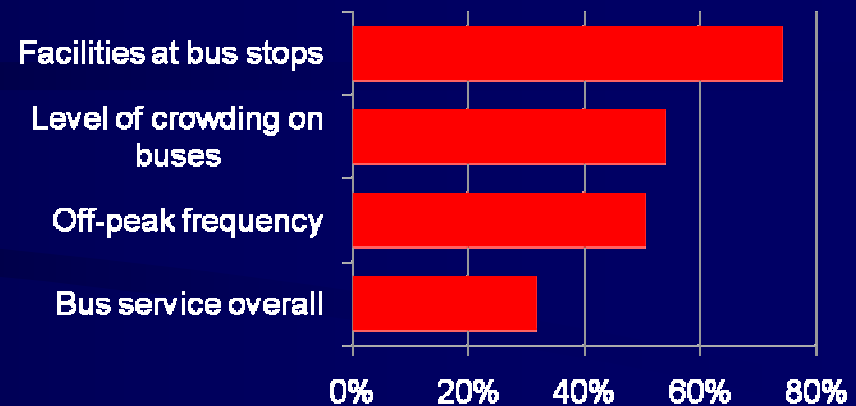


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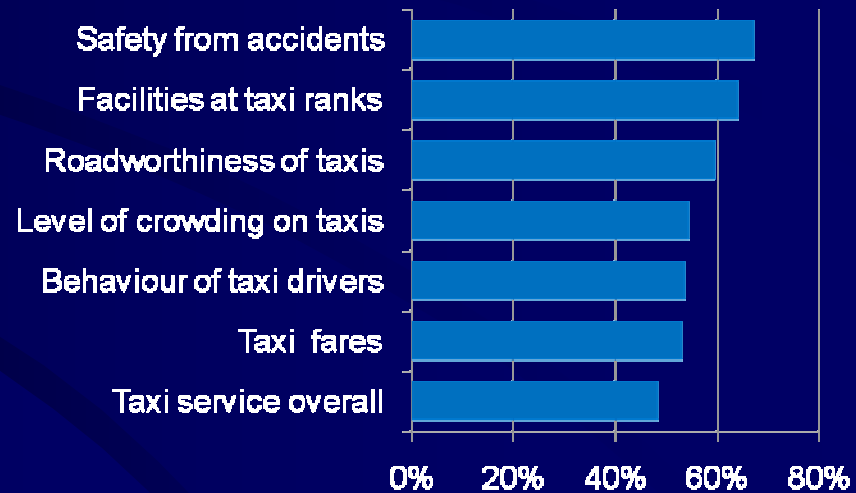
Train



Bus



Minibus taxi



1. Customer dissatisfaction with public transport services
2. Customer concerns tell us what to attend to
3. Main concerns are infrastructure and management (safety and security)

4. NATIONAL ISSUES

- Demography and land use
 - Working remote from living areas
 - Transport subsidies remain favourite policy response
 - Migratory labour system is continuing
 - Trend of provincial migration (e.g. people migrating to Gauteng and Western Cape)
 - Densification of corridors does not always take place

4. NATIONAL ISSUES

- Infrastructure
 - Lack of expenditure on road maintenance
 - Overloading on roads
 - Rail infrastructure in poor condition
 - Infrastructure management systems are ineffectual (isolated systems, old or incomplete data)
 - Road safety problems

4. NATIONAL ISSUES

- Operational – freight
 - Transport policy formulation – should be vested in DOT
 - Limited resources of TFR
 - Monopoly control of rail transport (distorts charges)
 - Unsatisfied demand for rail transport taken up by road (that is less efficient)

4. NATIONAL ISSUES

- Operational – passengers
 - Growth in car ownership – congestion, need for road space
 - Standard of public transport is declining
 - Issues related to state ownership and operations (monopoly)
 - Investment not based on “best value for money”
 - Customers are dissatisfied

4. NATIONAL ISSUES

- Financial, legal, institutional, management
 - Unclear and overlapping responsibilities
 - Planning authorities have no implementation authority
 - Efficiency of parastatal monopolies
 - Limited human resources and funding capacities at local and provincial level
 - Over-regulation and duplicating legislation

4. NATIONAL ISSUES

- Energy and environmental
 - Energy security (in context of rising costs)
 - Food security versus energy (bio-fuel) production
 - Need for minimising environmental impact
 - Resulting constraints on infrastructure use

4. NATIONAL ISSUES

- GIS and databank
 - Lack of data on road freight OD
 - Lack of uniform data coding between rail, road, sea and air data
 - Lack of system communication between different spheres of government

5. CONCLUSIONS

1. There are encouraging signs that actions are being taken to address the listed issues and concerns
 - DOT's Public Transport Strategy and Action Plan
 - SARCC Passenger Rail Master Plan
 - Transnet Rail and Ports Master Plans
2. However, plans for different modes are not integrated and optimal balance between modes have not been determined
3. Main concerns are, however, not about infrastructure or infrastructure plans, but about institutional, operational and policy implementation shortcomings

6. RECOMMENDATIONS

From NATMAP it is evident that certain radical decisions must now be made

NATMAP 2050 crystallise remedial measures to:

- Ensure adequate integration of transportation policies, planning, and operations
- Overcome organizational and jurisdictional barriers to maximum utilisation of existing and new infrastructure
- Integrate the provision of new public transport infrastructure facilities with land use decisions that encourage development of growth points
- Avoid poor coordination between different transportation modes and land use developments, through socio-economic development programmes
- Establish a National Central Planning Agency with pragmatic, demand responsive, and cost effective statutory powers to harmonise multi-modal planning, implementation, maintenance and operations
- Expedite implementation of vertical separation of transport infrastructure facilities from transportation operations
- Establish fully functional National Central Data Bank to ensure availability of demand and supply data required for forward planning and implementation