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OFFICIAL GUIDE TO  
SOUTH AFRICA



TRANSPORT

Transport is essential for many aspects of daily life. It provides opportunities for people to gain access to jobs, business opportunities, leisure and social activities as well as vital services, social, education and health. Furthermore, transport connects businesses with customers and suppliers. Transport networks are essential arteries of a vibrant economy, and a catalyst for development and economic growth.

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

Over the medium term, the department aimed to continue focusing on creating an enabling environment for economic activity by maintaining South Africa's road network; facilitating integrated road-based public transport networks; and investing in critical infrastructure to revitalise and turn around passenger rail services.

A key piece of legislation that will be implemented during the Seventh Administration is the Economic Regulation of Transport Act of 2024, which will establish a single transport economic regulator to help ensure an efficient and cost-effective transport system, by increasing competitiveness and access to transport networks through effective regulation.

The Freight Road to Rail Migration Plan (FRRMP) has been developed to migrate rail-friendly cargo back to rail and alleviate the pressure on the roads.

## **Maintaining South Africa's road network**

By investing in South Africa's road networks, the department ensures that passengers and freight carriers have adequate access to safe roads. Over the medium term, the department aimed to construct, upgrade and maintain national and provincial road networks. Funds had been allocated to the South African National Roads Agency (SANRAL) to maintain the national non-toll network, the N2 Wild Coast project, the R573 (Moloto Road) development corridor and the Gauteng Freeway Improvement Project.

Over the medium-term period, the agency was expected to pilot a single ticketing system for public transport in Gauteng that will allow commuters to access all public transport facilities with a single pass. Provincial transport departments were funded to maintain and preserve the provincial road network, refurbish roads and construct 96 rural bridges in the 2024/25 and 2025/26 financial years.

## Facilitating integrated road-based public transport networks

The department disburses the public transport network grant to municipalities to carry out required infrastructure projects and cover indirect costs of bus rapid transit services in Cape Town, Ekurhuleni, George, Johannesburg, Nelson Mandela Bay, Polokwane, Rustenburg and Tshwane.

## Investing in critical infrastructure to revitalise passenger rail services

In consultation with the department, the Passenger Rail Agency of South Africa (PRASA) has adopted a priority corridor strategy to recover rail services and increase commuter numbers. To achieve this, interventions in the Rail Transport programme over the medium term include maintaining, recovering and renewing the agency's rolling stock fleet, modernising rail infrastructure, rolling out new train sets to priority corridors and increasing rail passenger trips and freight.

The agency planned to explore contractual exit clauses if necessary to mitigate the risk these reductions might pose to the fulfilment of some of its contracts.

### Entities:

The 12 public entities under the Ministry of Transport are the Airports Company South Africa (ACSA); PRASA; SANRAL; Ports Regulator of South Africa (PRSA); Air Traffic and Navigation Services (ATNS); Cross-Border Road Transport Agency (CBRTA); Railway Safety Regulator (RSR); Road Accident Fund (RAF); Road Traffic Infringement Agency (RTIA); Road Traffic Management Corporation (RTMC); South African Civil Aviation Authority (SACAA) and South African Maritime Safety Authority (SAMSA).

## Airports Company South Africa

ACSA was established in terms of the Airports Company Act of 1993. The company owns and operates the nine principal airports in South Africa, including the three main international gateways – OR Tambo International Airport, Cape Town International Airport and King Shaka International Airport.

Over the medium term, the company planned to continue implementing its recovery strategy, which is supported by a revised financial plan. The strategy focuses on continuously delivering major infrastructure requirements while maintaining its financial sustainability. Since the end of the COVID-19 pandemic, the company has reinforced its efforts to improve its sustainability and organisational resilience.

## Passenger Rail Agency of South Africa

PRASA was established in terms of the Legal Succession to the South African Transport Services Amendment Act of 2008. Its primary mandate is to provide rail commuter services within, to and from South Africa in the public interest. The agency also provides long-haul passenger rail and bus services within, to and from South Africa.

Over the medium term, PRASA aimed to focus on ensuring the recovery of commuter rail services by implementing its strategic corridor recovery programme and modernising its core infrastructure, which includes replacing old rolling stock and investing in signalling infrastructure. As part of its strategic corridor recovery programme, the agency aims to restore services – including rebuilding infrastructure, especially in Gauteng – and recover lines in KwaZulu-Natal after severe flooding in April 2022.

## South African National Roads Agency Limited

SANRAL was established in terms of the SANRAL and National Roads Act of 1998. It is responsible for the planning, design, construction, operation, management, control, maintenance and rehabilitation of the South African national road network, including the financing of these functions, for both toll and non-toll roads. Over the medium term, the agency aimed to focus on constructing, maintaining and preserving the national road network.

## Ports Regulator of South Africa

The PRSA was established in terms of the National Ports Act of 2005 to regulate South Africa's ports infrastructure system. The regulator sets port tariffs for the National Ports Authority and oversees complaints and appeals to preserve fairness, transparency and competitive practices for ports infrastructure. The PRSA remains focused on strengthening the economic regulation of ports infrastructure and compliance with the ports regulatory framework.

## Air Traffic and Navigation Services

The ATNS Company is mandated to provide safe, orderly and efficient air traffic navigational and associated services to the air traffic management community in terms of the ATNS Act of 1993. All its services are in accordance with the International Civil Aviation Organisation (ICAO) standards and the civil aviation regulations issued in terms of the Civil Aviation Act of 2009. The company will continue to focus on providing safe, efficient and cost-effective air traffic management solutions and related services over the medium term.

## Cross Border Road Transport Agency

The CBRTA is mandated to regulate the cross-border road freight and passenger industry in terms of the Cross-Border Transport Act of 1998. It facilitates an unimpeded flow of freight



and passenger road transport across the region. Over the next three years, the agency aimed to focus on conducting inspections to enforce cross-border road traffic law.

### Railway Safety Regulator

The RSR was established in terms of the National RSR Act of 2002. It is mandated to oversee railway operations, monitor operators and enforce a safe operating environment. This includes rail operators from neighbouring countries with operations that enter South Africa. Over the medium term, the regulator aimed to focus on issuing safety permits, conducting inspections and audits, investigating railway accidents, and developing regulations and safety standards.

### Road Accident Fund

In terms of the RAF Act of 1996, the RAF is mandated to compensate South African road users for losses or damages caused by motor vehicle accidents within the borders of South Africa. Over the medium term, a change in the settlement policy of loss-of-income claims from lump sum to annuity was expected to see a moderation in the payment of claims to match the fund's pay-as-you-go principle.

### Road Traffic Infringement Agency

The RTIA derives its mandate from the Administrative Adjudication of Road Traffic Offences Act (AARTO) of 1998. The agency was established to administer procedures to discourage the contravention of road traffic laws, adjudicate infringements, enforce penalties for the contravention of road traffic laws, provide specialised prosecution support services, and carry out community education and awareness programmes in road safety-related matters. The RTIA's activities over the medium term focused on administration, adjudication and support, and the AARTO roll-out programme.

### Road Traffic Management Corporation

The RTMC was established through the RTMC Act of 1999. It is mandated to provide national road traffic strategic planning and law enforcement, and pool public sector resources for the provision of road traffic management. Over the medium term, the corporation intends to implement the national road traffic law enforcement code, which is expected to integrate and harmonise traffic law enforcement and facilitate the integration and.

### South African Civil Aviation Authority

The SACAA was established in terms of the Civil Aviation Act of 2009. The authority is mandated to oversee the safety and security of the civil aviation industry and ensure compliance with and adherence to the standards and recommended practices of the ICAO.

The authority planned to continue focusing on implementing safety and security programmes over the medium term in line with the standards and recommended practices issued by the

organisation and South African civil aviation regulations. Accordingly, it intends to enhance and sustain its capacity by replacing flight inspection aircraft and flight calibration equipment, and procuring security systems, server rooms and an examination centre for its new building.

## South African Maritime Safety Authority

The SAMSA was established in terms of the SAMSA Act of 1998. It is responsible for regulating and enforcing maritime safety and marine pollution from ships, and promoting South Africa's maritime interests. Its continued focus is on ensuring the safety of life and property at sea, and preventing and combating marine pollution.

## Projects:

### National Transport Master Plan (NATMAP)

The NATMAP 2050 is aimed at delivering a dynamic, long-term and sustainable transportation system framework which is demand responsive and that provides a coordinated transport agenda for the whole country. The NATMAP recognises that efficient, affordable and reliable transport systems are critical components of national economic development.

### National Airspace Master Plan (NAMP) 2020-2025

The NAMP 2020-2025 provides the strategic view and direction of airspace organisation and management within South Africa.

The objectives of the NAMP are to:

- service the airspace in accordance with ICAO Standards and Recommended Practices (SARPS) in such a way that it meets the requirements of all users and particularly, the international community.
- rationalise all managed airspace in accordance with ICAO SARPS in such a way that it meets the requirements of all users by a consultative process, strategically and tactically.
- minimise all permanent prohibited, restricted and danger areas in accordance with ICAO SARPS and to facilitate the flexible use of airspace to the benefit of all users.
- continually maintain information (uncontrolled) airspace in accordance with ICAO SARPS in such a way that it meets the requirements of all users.

## Aviation

Civil aviation serves as a major catalyst for global economic activities and is vital to trade and tourism. South Africa's major airports include:

- OR Tambo International in Gauteng
- Cape Town International in the Western Cape
- King Shaka International in KwaZulu-Natal
- Bram Fischer International in the Free State
- Chief Dawid Stuurman International in the Eastern Cape

- Uptington International in the Northern Cape
- King Phalo Airport in the Eastern Cape
- George Airport in the Western Cape
- Kimberley Airport in the Northern Cape
- Polokwane International Airport in Limpopo
- Kruger Mpumalanga International Airport in Mpumalanga.

## Public transport:

### Scholar Transport

The National Scholar Transport Policy provides a framework for safe and secure transport for learners through the cooperation of stakeholders and law-enforcement authorities. The DoT developed the national operational guidelines to remedy operational challenges that provinces have in implementing the Scholar Transport Programme.

The DoT continues to make a difference in the lives of many learners in rural and farmland areas through the Shova Kalula initiative, which supplies learners with non-motorised mobility in the form of bicycles.

### Taxi and bus industries

The taxi industry remains the most important part of South Africa's public transport system. Taxis are the preferred type of road transport. According to Statistics South Africa's *General Household Survey of 2023*, about 36,5% of South African households had at least one household member who used a minibus taxisedan taxi/bakkie taxi during the week preceding the survey.

The use of minibus taxi was most common in Gauteng (43,4%) and KwaZulu-Natal (39,6%). By comparison, 4,2% of South African households used a bus during the preceding week. It is notable that 12,0% of households in Mpumalanga used the bus. Although 1,8% of households used train nationally in 2019 (4,2% in Western Cape and 3,7% in Gauteng), too few households used the train in 2023 to provide any reliable estimates at provincial level.

In metropolitan areas, 41,1% of households included at least one member who used a minibus taxi/sedan taxi/bakkie taxi during the week preceding the survey. This percentage was the highest in Buffalo City (52,6%) and City of Johannesburg (46,7%). By comparison, 4,2% of households used buses during the previous week. The uses of buses were most common in City of Cape Town (9,7%) and Nelson Mandela Bay (5,5%).

### Integrated public transport networks (IPTNs)

The implementation of the IPTNs in the country is central to the functioning of hubs of economic activity as they provide sustainable, affordable and functional transport solutions

to urban commuters. Some of the IPTNs include:

- MyCiTi in Cape Town, Western Cape.
- Rea Vaya in Johannesburg, Gauteng.
- A Re Yeng (Let's go) in Pretoria, Gauteng.
- Go George in George, Western Cape.
- Harambee in Ekurhuleni, Gauteng.
- Libhongolethu in Nelson Mandela Bay, Eastern Cape.
- Yarona in Rustenburg, North West.
- Leeto la Polokwane in Polokwane, Limpopo.
- Go! Durban in Durban, KwaZulu-Natal.

## Gautrain

The Gautrain is an 80-km long mass rapid transit railway system that links Johannesburg, Pretoria and OR Tambo International Airport. It was built to relieve traffic congestion in the Johannesburg-Pretoria traffic corridor and offer commuters a viable alternative to road transport, as Johannesburg had limited public transport infrastructure.

The Gautrain offers two distinct train services: An Airport Service linking Sandton and Marlboro to the OR Tambo International Airport and a Commuter Service linking Rhodesfield, Marlboro, and Sandton (east-west link) and Park, Rosebank, Sandton, Midrand, Centurion, Pretoria Central and Hatfield (north-south link). All stations with the exception of the Airport Station have integrated car parking facilities.

## Maritime

South Africa has over 3 000 kilometres coastline, correctly positioned along the sea trading route. We have the world's largest bulk coal terminal port in Richard Bay. Durban Port is the busiest in Africa and the largest container facility in Southern Africa.

The Port of Ngqura is the deepest container terminal in Africa. The Port of Cape Town is the biggest refrigerated container facility in Africa. Saldanha Bay is the largest port in Africa by water footprint. South Africa is among the top 15 countries that trade by sea. SAMSA has since rolled out the Maritime Safety Programme with specific focus on ship safety inspection programmes which have resulted to no reported ship losses in South Africa's waters.

## National Road Safety Strategy (NRSS) 2016-2030

Road safety has become a global issue that ranks as one of the most pressing matters facing society today. South Africa implemented various strategies and campaigns in the past, with varying degrees of success in slowing down the rate of fatalities over time.



The objective of the NRSS is to create a safer road environment for all users with a significant reduction in the number of injuries and fatalities due to road crashes. Every year, South Africa experiences in excess of 10 000 fatal crashes, which the RTMC estimates amount to almost 3% of the country's annual Gross Domestic Product.