



2019

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SABOA

Southern African Bus Operators Association
voice of the bus & coach industry

CONFIDENTIAL

**(DRAFT) REVISED WHITE PAPER ON
NATIONAL TRANSPORT POLICY**

Presentation from DoT

2019-07-31

PURPOSE

- 1. To update SABOA on the (Draft) Revised White Paper on National Transport Policy.**
- 2. To request SABOA's support when DoT drafts Plan for Monitoring of Implementation of the Revised White Paper on National Transport Policy.**

CONTENTS OF THIS PRESENTATION

Since the last time	Present status
Summary of method, findings and compulsory processes	In reviewing and revising – approach
	Some review findings & highlights
	Examples of mitigation measures
	Public participation (gazetted)
	NEDLAC process
Some specific revisions and additions	Revised structure of the White Paper
	Roads
	Public transport
	Concurrent functions, devolution, integration, human development, environment

PRESENT STATUS

**Awaiting Cabinet
Consideration for Final
Approval**

Timelines...

IN REVIEWING AND REVISING - APPROACH

- **Confirmed the vision and objectives for the South African transport sector, as outlined in the 1996 White Paper and the subsequent relevance and evolution of this vision since;**
- **Outlined the key challenges facing each mode and current trends, by reviewing current transport sector policies, strategies, plans, frameworks and reports;**
- **Included modal specialist inputs;**
- **Conducted in-depth and comprehensive stakeholder consultations;**
- **Incorporated initial stakeholder feedback from sector experts and SOCs;**
- **Considered legal & constitutional implications (harmonization review); and**
- **Drafted a revised White Paper reflecting the current policy vision, strategic focus and sector needs.**

EXTENSIVE AND WIDE CONSULTATIONS

- **All driven by White Paper Steering Committee**
- **Internal (DoT) Workshop held**
- **Three national stakeholder Workshops**
 - (1) National Stakeholder Workshop (Government-only)**
 - (2) National Stakeholder Workshop (all inclusive - Agencies, Other Government Departments, Provinces, etc.)**
 - (3) National Stakeholder Workshop (all inclusive - Agencies, Other Government Departments, Provinces, etc.)**
- **Presentations to mode-specific branches within DoT, to provincial transport departments, to national departments (per request) and to other national representative and statutory bodies, such as:**
 - (1) National Transport Forum**
 - (2) SALGA**
 - (3) Roads Coordinating Body**
 - (4) ESEID Cluster**
 - (5) DPME – for SEIAS Approval**
 - (6) NEDLAC**
 - (7) Department of Arts & Culture – language practitioners**
- **Provincial presentations during gazetted public consultation period**

SOME REVIEW FINDINGS & HIGHLIGHTS

- **Insufficient investments in rail leads to over congestion on the road, consequently leading to less road life span and high costs associated with road maintenance and development.**
- **Inaccessible transport in rural areas and for the disabled leads to both high costs of commutership and also under-development of the secondary rural networks.**
- **Lack of requisite skills and expertise to implement policy proposals.**
- **Resistance from stakeholders to implement polices and proposals.**

EXAMPLES OF MITIGATION MEASURES

- 1. Investing in rail network, rolling stock, and moving rail friendly cargo from road to rail.**
- 2. Increasing the road network and maintenance expenditure.**
- 3. The Department to work closely with Centres of Excellence and TETA to identify much needed skills in the sector.**
- 4. The Department to continuously engage stakeholders throughout the policy implementation phase.**

PUBLIC PARTICIPATION (GAZETTED)

1. **Public consultation workshops: conducted in all nine provinces**
2. **Other written comments – submitted outside of workshops.**
3. **Comments received did not result in substantial alteration of the gazetted version**
4. **Some comments were directly relevant**
5. **Other comments were forwarded to the branches in which they were deemed more relevant to.**
6. **In summary, comments were on various themes, most common being:**
 - a. **Anticipation of future developments in transport;**
 - b. **The need for a policy that is not harmful to the environment;**
 - c. **The devolution of certain functions**

NEDLAC PROCESS

- 1. FOUR MEETINGS WERE SCHEDULED**
- 2. YIELDED WRITTEN RESPONSES FROM ALL THREE CHAMBERS - BUSINESS, LABOUR AND CIVIL SOCIETY.**
- 3. NEDLAC LARGELY ACCEPTED THE REVISIONS AS AMENDED (NO MATERIAL CHANGES REQUIRED)**
- 4. MAIN COMMENTS INCLUDED:**
 - *Emphasis on the capacity and productivity of the transport system (both policy & supporting regulation)***
 - *Clarity on the meaning and treatment of natural monopolies***
 - *Complementing targeted increase in rail usage, free market principle should apply as and when appropriate.***

Revised Structure of the White Paper

1. Principles, objectives and vision

2. Principal modes of transport

- Civil aviation
- Maritime
- Rail
- Roads

3. Public transport

4. Overarching transportation issues

- Concurrent functions and devolution
- Environmental considerations
- Funding
- Integrated transport planning and infrastructure
- Enabling industry and human development
- Transport research and data

Roads

Section to be amended	Gaps/ challenges that will be addressed through the amendments	What it will read like when amended	The benefit / impact of the amendment
Principal modes – Roads	<p>“The unacceptable traffic conditions on South African roads, and especially the high accident and casualty rates, still continues, although most of the strategies recommended in 1996 have been put in place.”</p> <p>“A stronger approach will be needed to effect a more drastic improvement in road user discipline and reduce collisions.”</p>	<p>“Roadside testing of the compliance of vehicles with critical roadworthy requirements will be increased.”</p> <p>“The development of safer road infrastructure for all users should be prioritised. Compulsory road safety audits will be undertaken and reviewed every five years in accordance with the policy intent of the Draft Non-Motorised Transport Policy.”</p>	<p>These amendments and similar policies will address the five pillars referenced in the National Road Safety Strategy, namely safer roads and mobility, safer vehicles, safer road users, post-crash response and road safety management, improving traffic conditions and road safety in South Africa.</p>

Roads (Cont.)

Section to be amended	Gaps/ challenges that will be addressed through the amendments	What it will read like when amended	The benefit / impact of the amendment
Principal modes – Roads	Non-motorised transport (NMT) should be explicitly promoted and developed . NMT should be integrated into spatial development strategies.	<p>“Adequate and sustainable funding for the promotion, implementation and development of NMT will be made available. NMT modes will be endorsed and the use thereof facilitated.</p> <p>Marginalised groups should be empowered including the promotion of SMMEs through NMT.”</p>	The promotion and development of NMT will act to reduce carbon emissions, promote a modal shift towards more sustainable transport modes, and develop low-cost mobility options for consumers.

Public Transport

Section to be amended	Gaps/ challenges that will be addressed through the amendments	What it will read like when amended	The benefit / impact of the amendment
Public transport	Ensuring the <i>provision</i> of public transport services; ensuring and, where appropriate, <i>undertaking the planning, design, construction,</i> maintenance and funding of public transport operations and infrastructure;	“To promote a safe, reliable, effective, efficient, coordinated, integrated and environmentally friendly public transport system by developing norms and standards as well as regulations and legislation to guide the development of public transport for rural and urban passengers.”	Clarified role of government. Also in line with 1996 vision: “In the longer term the Government will seek a reduction in the cost to the State of the subsidisation of transport operations, based on a more effective and efficient public transport system being developed”

Public Transport (Cont.)

Section to be amended	Gaps/ challenges that will be addressed	What it will read like when amended	The benefit / impact
Public transport	Lack of emphasis on NMT , to promote the use of public transport over private car travel, with the goal of achieving a ratio of 80:20 between public transport and private car usage ”	“To improve the attractiveness of public transport and NMT to commuters over the use of private car travel, with the aim of increasing the proportion of commuters utilising public transport and NMT instead of private cars;”	Promoting NMT contributes to congestion reduction and reflects current policy thinking on public transport.
Public transport	Licensing/regulation of public transport using different approaches and nomenclature: “To promote and implement a system of competition for the market, related to public transport routes or networks based on Operating Licenses, concessions and negotiated and tendered contracts, with all public transport operators registered as formalised commercial entities, bound by the regulations pertaining to their Operating Licenses.”	“To promote and implement a system of competition for the market , related to public transport routes or networks based on Operating Licenses ; concessions and negotiated and tendered contracts, with all public transport operators registered as formalised commercial entities, bound by the regulations of their Operating Licenses.”	Updating the approaches and the relevant terminology to post 1996 competition, transport legislation and policy direction.

Concurrent Functions and Devolution

Section to be amended	Gaps/ challenges that will be addressed	What it will read like when amended	The benefit / impact
<p>Overarching transport issues: - Concurrent functions and devolution</p>	<p>Incorporation of subsequent transport legislation (National Land Transport Act, 2009) and clarifications: “The principle of subsidiarity and devolution of public passenger transport functions, powers and duties to the lowest appropriate level of government is confirmed. A single over-arching Land Passenger Transport Act will be compiled at national level, clarifying the relationships between levels of government, ...defining concurrent and exclusive powers.”</p>	<p>“The principle of subsidiarity and devolution of transport functions, powers and duties, including the contracting authority and regulating agency functions, to the lowest appropriate level of government, where capacity exists, is confirmed. Such devolution could involve the creation of a Transport Authority, or an equivalent coordinated and accountable structure, at a Municipal, Provincial, or Mega-City/ City Region level.”</p>	<p>Recognising the progress made to date and refining the policy objectives. Reflecting policy guidance on devolution.</p>

Environmental Considerations

Section to be amended	Gaps/ challenges that will be addressed	What it will read like when amended	The benefit / impact
<p>Overarching transport issues: - Environmental considerations</p>	<p>No major gaps. Terminology somewhat outdated. “Promote environmental protection and resource conservation.” “Planning for the provision of infrastructure will take place within an integrated environmental management approach, and will include inter alia the performance of EIAs.”</p>	<p>“To promote awareness and understanding of transport-related environmental issues, increase participation in environmental management, address environmental problems at all levels of transport, and ensure compliance with standards, monitoring and reporting that demonstrate a tangible improvement in the sustainable use of natural resources.”</p>	<p>Focus on transport-related environmental issues, updated terminology, including compliance.</p>

Integrated Transport Planning and Infrastructure

Section to be amended	Gaps/ challenges that will be addressed	What it will read like when amended	The benefit / impact
<p>Overarching transport issues: - Integrated transport planning and infrastructure</p>	<p>Not entirely clear that planning must be integrated and coordinated. Establish co-ordinating structures: these will “need to be cascading in nature to address infrastructure needs at the three levels of government as well as integrating the various elements of transport planning and infrastructure.” “Integrate land use and transport planning;” “it is essential that an integrated passenger transport plan should be developed in the context of a land use plan which is supportive of efficient land passenger transport.”</p>	<p>“An integrated transport planning framework should be established that integrates infrastructure planning across modes for both freight and passenger transport, integrates the transport system with other sectors, and fosters integrated transport planning between the Department of Trade and Industry and other departments, across and within the three spheres of government using shared data and information.”</p>	<p>Clarity on harmonisation of planning in an integrated transport framework, covering freight/passenger and all modes.</p>

Enabling Industry and Human Development

Section to be amended	Gaps/ challenges that will be addressed through the amendments	What it will read like when amended	The benefit / impact of the amendment
<p>Overarching transport issues:</p> <p>- Enabling industry and human development</p>	<p>Outdated terminology was updated, but no major changes.</p> <p>“Promoting tertiary education in the transportation disciplines, at South African universities and technikons, and forging partnerships internationally to provide more scholarships; promoting training and skills development, where relevant through Industry Training Boards.</p>	<p>“Promoting tertiary education in the transportation disciplines, at South African Universities and Universities of Technology, and forging partnerships internationally to provide more scholarships; and promoting training and skills development where relevant through the Transport Education and Training Authority (TETA).</p>	<p>The use of updated terminology makes the White Paper more understandable to readers who may not be familiar with the structures referred to.</p>

THANK YOU