



transport

Department:
Transport
REPUBLIC OF SOUTH AFRICA

NATIONAL TRANSPORT MASTER PLAN

SYNOPSIS UPDATE

NATIONAL TRANSPORT MASTER PLAN 2050

SYNOPSIS UPDATE

FINAL REPORT

Approved by Cabinet on 19 October 2016

Prepared by:



transport

Department:
Transport
REPUBLIC OF SOUTH AFRICA

Disclaimer

"Extracts of this document may be copied or reproduced provided that the source is fully acknowledged."



Foreword
Dipuo Peters, MP
Minister of Transport

If transport is the arteries enabling the South African economy to thrive, then we require an integrated, smart and efficient transport system that promotes sustainable economic growth, supports a healthier life style, provides safe and accessible mobility options, socially includes all communities and preserves our environment.

The NATMAP 2050 aims to deliver a dynamic, long-term, and sustainable transportation systems framework.

It reflects the shifting ideology in transport in support of the government's current radical economic transformation process, which aims to develop the country, not in the typical demand responsive way, but rather by using a developmental and transformative approach.

In my 2016/17 budget speech, I referred to a speech of Martin Luther King Jnr, when he addressed the crowds in Memphis, Tennessee in 1968, he said: "...whenever Pharaoh wanted to prolong the period of slavery in Egypt, he had a favourite formula for doing it. What was that? He kept the slaves fighting among themselves. But whenever slaves get together, something happened in Pharaoh's court, and he cannot hold the slaves in slavery. When the slaves get together, that's the beginning of getting out of slavery."

And so, if we stand tall in the transport community, all of us, and pull in the same direction we are destined to developing a great transport system and a wonderful legacy for our children. My Department wants to respond to the National Development Plan to take our country out of the legacy of enslavement of apartheid, enslavement of poverty, enslavement of unemployment and enslavement of inequality by implementing the vision of an integrated, smart and efficient transport system supporting a thriving economy that promotes sustainable economic growth, supports a healthier life style, provides safe and accessible mobility options, socially inclusive communities and preserves the environment.

I, therefore, believe that in our stride towards a more balanced economy with less economic disparities, it is imperative to uplift and support economic development in poverty stricken areas of the country.

The aim of the NATMAP 2050 program is to break silo institutions and isolations by ultimately improving transport linkages with and between the more vibrant economies of the country, and to transform these areas to more compelling investment propositions.

Finally, I would like to acknowledge the tireless efforts of our leadership and their contribution in the development of NATMAP 2050 that has been in the making for nearly a decade.

I invite you all to utilize NATMAP 2050 as a guide in your planning and implementation initiatives.



Message

Sindisiwe Chikunga, MP

Deputy Minister of Transport

We are proud that the Department of Transport henceforth has a long term transport plan that synchronise with spatial planning and align infrastructure investment activities of Provincial and Local Government while it communicates the state's transportation vision to the private sector. As such this Plan, officially NATMAP 2050, is the sectors' comprehensive contribution towards the NDP goals of reducing poverty, unemployment and inequality.

The Plan seeks to:

- Contribute towards the NDP goals by promoting the development of an integrated, smart and efficient transport system
- Supporting a thriving economy that promotes sustainable economic growth,
- Support a healthier life style,
- Provide safe, secure, affordable and accessible mobility options,
- Promote social inclusivity and,
- Preserve the environment.

We will aggressively work towards meeting objectives as set out in the Master Plan that amongst others include: Greater mobility options - particularly for those who do not have cars, a transport system that promotes integration between land use and transport planning and better maintained infrastructure.

It is indeed pleasing to further point out that we have reached this milestone as the sector barely two years after the governing party made a commitment in its 2014 election manifesto to "institutionalise long term planning" which is one of the major governance priorities contained in the Medium Term Strategic Framework (MTSF) for 2014-19.

As the sector we are therefore satisfied that the Department has responded accordingly through NATMAP 2050 which has ensured alignment with other sector plans as per the Cabinet decision. It gives us comfort in knowing that the Plan has a built-in review mechanism for proper

alignment with the government MTSF periods. And finally we must also add that the Department will work together, horizontally and vertically, with the primary implementing agencies to facilitate the implementation of NATMAP 2050 priority interventions.



Preface

Mathabatha Mokonyama

Acting Director General: Transport

In September 2013, the NATMAP 2050 Cabinet Synopsis was presented to Cabinet. Following the Cabinet consideration, it was resolved that the Minister of Transport in consultation with Presidential Infrastructure Coordinating Commission (PICC) Management Committee review the NATMAP 2050 Synopsis.

Consequently in 2015, a review process was initiated to update data contained in NATMAP 2050 and align the Plan with the National Development Plan (NDP) 2030, Government's Medium Term Expenditure Framework (MTEF), and its Medium Term Strategic Framework (MTSF 2014-2019) as well as the Government strategic plans, strategies and initiatives that emerged post 2007.

In the revision of the Technical Synopsis of NATMAP 2050 new emerging themes in the transport industry have been included to ensure that South Africa keeps pace with the changes and innovation taking place in the transport industry. Some of the emerging concepts includes, but not limited to the following:

- Urban Transport and Smart Cities;
- Accessible/Universal Transport;
- Rural Transport;
- Road Safety;
- Tourism and Transport;
- Agri-parks; and
- Science, technology and innovation in tourism

The goal of NATMAP is to fill the transport needs and gaps created by the sometimes uncoordinated spatial and transport planning of the past as required by the National Development Plan 2030. In reinforcing the vision and supporting the objectives for transport, key National Strategic Priorities for the short, medium and long terms

covering all sectors of transport as well as areas of biggest concern, have been identified by the NATMAP 2050.

The primary role of the National Department of Transport is to ensure the delivery of NATMAP 2050 with support from its partners where appropriate.

And in this regard the role played by Provinces, Municipalities and Private Entities remain critical for the delivery of a transport system. The Plan aims to reflect the role of local authorities in meeting provincial and national needs, but it does not aim to identify or prescribe in detail how they achieve it. It provides sufficient detail to enable relevant officials, managers, engineers, planners to apply the NATMAP 2050 from National to Local level. It contains case studies for ease of reference as well as guidance notes on successful implementation of the many measures and solutions it contains to drive our transport system forward.

As we live in a world that changes constantly, with changing expectation from the travelling public, road users, freight hauliers etc, we acknowledge that all Plans have a life span. As a consequence we will periodically update the NATMAP 2050 to ensure that it responds to the changing environment in which the transport sector functions.

TABLE OF CONTENTS

EXECUTIVE SUMMARY

	PAGE		PAGE
Chapter 1. OVERVIEW		Chapter 5. INTEGRATED SPATIAL VISION	
1.1 Introduction	1-2	5.1 Introduction	5-2
1.2 Background	1-3	5.2 Relationships between Land Use, Transportation and the Economy	5-2
1.3 What is a Transport Master Plan?	1-3	5.3 Key Issues Relevant to Land Use Planning	5-2
1.4 Why NATMAP 2050?	1-3	5.4 NATMAP 2050 Future Spatial Vision	5-3
1.5 NATMAP 2050 Vision and Objectives	1-5	5.5 Key Changes in Policy Relevant to Land Use Planning	5-7
1.6 Current Realities of Transport in South Africa	1-7	5.6 Spatial Integration of NATMAP 2050 with Latest Policies	5-10
1.7 Stakeholder Consultation	1-7	5.7 Implications for Transport Planning	5-12
1.8 NATMAP 2050 Development Methodology	1-8		
1.9 NATMAP 2050 Strategic Priorities	1-9		
Chapter 2. AN ALIGNED AND INTEGRATED PLANNING FRAMEWORK		Chapter 6. TRANSPORT INFRASTRUCTURE	
2.1 Introduction	2-2	6.1 Introduction	6-2
2.2 Alignment with the NDP 2030 and existing supporting policy	2-3	6.2 Significant Plans, Concepts and Context	6-2
2.3 Common areas of interest between the NATMAP 2050 and NDP 2030	2-4	6.3 Road Infrastructure	6-3
2.4 National Infrastructure Plan	2-4	6.4 Rail Infrastructure	6-11
2.5 Ocean Economy: Operation Phakisa Programme	2-7	6.5 Aviation Infrastructure	6-22
2.6 Other Planning Policies Considered	2-7	6.6 Maritime Infrastructure	6-27
2.7 How Can South Africa Measure Success?	2-8	6.7 Pipeline Infrastructure	6-34
Chapter 3. DEMOGRAPHICS AND SOCIO-ECONOMIC STATUS		Chapter 7. FREIGHT TRANSPORT	
3.1 Introduction	3-2	7.1 Introduction	7-2
3.2 Status of Demographic and Socio-Economic Characteristics	3-3	7.2 Overview of Freight Transport	7-2
3.3 Future Demographic and Socio-Economic Characteristics	3-9	7.3 Freight Transport Analysis and Forecasting	7-8
3.4 The Socio-Economic Role of Transport	3-11	7.4 Implications for Future Freight Transport Planning	7-14
3.5 Implications for Transport Planning	3-11		
3.6 Recommendations and Interventions	3-12		
Chapter 4. ECONOMIC STATUS			
4.1 Introduction	4-2		
4.2 Economic Performance and Profile	4-2		
4.3 Economic Outlook and Trends	4-4		
4.4 National Development Themes and Progress	4-6		
4.5 Economic Benefits of Transport	4-6		
4.6 Implications for Transport Planning	4-8		
4.7 Conclusions	4-9		

Chapter 8. PASSENGER TRANSPORT	PAGE
8.1 Introduction	8-2
8.2 The Situation Today	8-2
8.3 Current Passenger Transport Trends	8-4
8.4 Passenger Transport Realities	8-10
8.5 Key Challenges and Issues faced by the Passenger Transport Sector	8-19
8.6 Proposed Interventions	8-20
Chapter 9. ENERGY AND THE ENVIRONMENT	
9.1 Introduction	9-2
9.2 Energy Implications for Transport	9-2
9.3 The Environment and Implications for Transport	9-6
9.4 Proposed Interventions	9-8
Chapter 10. ENABLING INSTITUTIONAL, LEGISLATIVE AND POLICY INSTRUMENTS	
10.1 Introduction	10-2
10.2 Intergovernmental Relations	10-3
10.3 The Multimodal Approach	10-4
10.4 Impact of the Multimodal Approach on enabling instruments	10-6
10.5 Recent Changes to the legislative landscape	10-9
10.6 Proposed Interventions	10-10
Chapter 11. EMERGING TRANSPORT REALITIES	
11.1 Introduction	11-2
11.2 Urban Transport and Smart Cities	11-2
11.3 Transport Demand Management	11-3
11.4 Integrating Transport and Land Use	11-4
11.5 Accessible/Universal Transport	11-6
11.6 Road Safety	11-7
11.7 Rural Transport	11-7
11.8 Tourism and Transport	11-8
11.9 Agri-Parks	11-9
11.10 Science Technology and Innovation in Transport	11-9
11.11 Proposed Interventions	11-11

Chapter 12. FINANCING, FUNDING AND CHARGING	PAGE
12.1 Introduction	12-2
12.2 Decisions Preceding Financing and Funding Considerations	12-3
12.3 Raising Finance	12-5
12.4 Funding	12-7
12.5 Charging Mechanisms	12-10
12.6 Implications for NATMAP 2050 and Proposed Interventions	12-12
Chapter 13. NATMAP 2050 IMPLEMENTATION METHODOLOGY	
13.1 Introduction	13-2
13.2 Key Implementation Priorities Emanating from the NATMAP 2050	13-2
13.3 A Prioritisation Methodology to Guide Future Planning (Option Selection Process)	13-11
13.4 Outline Guidance for Transport Investment	13-15
13.5 Measure, Monitor, Evaluate (KPI's)	13-20
13.6 Focus on Delivery and Implementation of NATMAP 2050	13-23
13.7 Demonstrating Integration and Alignment	13-25
Chapter 14. CONCLUSION	
14.1 Introduction	14-2
14.2 Implementation Will Need Funding	14-2
14.3 The Way Forward	14-2

Annexure A: PRIORITIZATION INSTRUMENT DEVELOPED FOR NATMAP 2050 – GOAL ACHIEVEMENT MATRIX

ACKNOWLEDGEMENTS

BIBLIOGRAPHY

LEGISLATION

GLOSSARY