

CHAPTER 14

# CONCLUSION



## 14.1 Introduction

The primary goal of the NATMAP 2050 is the development of an integrated, dynamic, sustainable framework for transport infrastructure and services provision in South Africa.

The aim of this NATMAP 2050 synopsis update is to update data contained in the NATMAP 2050 and to align the plan with the NDP 2030, the government's Medium Term Expenditure Framework (MTEF) and Medium Term Strategic Framework (MTSF 2014–2019) as well as other government strategies and initiatives that have emerged since 2007.

Transportation and related cost-effective infrastructure facilities are prerequisites for the socio-economic development of our country. Transport is considered the heartbeat of our economy; stimulating socio-economic development and poverty alleviation through wealth creation provides access to regional and global economies.

The NATMAP 2050 is the result of a thorough process involving technical appraisals made on the back of detailed economic, socio-economic, political, institutional, and transportation data analyses, supported by a comprehensive consultative process with broad spectrum stakeholders.

The NATMAP 2050 is fully aligned with the current administration's MTSF and other strategic plans and the NDP 2030's principles, which will ensure that a collaborative vision is achieved that will improve the daily lives of all South Africans.

Achieving the NATMAP 2050 vision will ensure continued and sustainable development of spatial planning and growth matched to developmental, transformative and demand driven capacity supply.

## 14.2 A New Funding and Financing Approach

A fundamental recasting of funding solutions is mandatory, alongside a review and recalibration of the institutional dispensation to support and sustain transportation investments.

Changes to and the rationalisation of funding strategies, implementation strategies and institutional structures are required to enable responding to the challenge of systematic and effective implementation.

Recognition must be given to the realities entrenched in the entire implementation life cycle. Realities such as transforming candidate projects and strategies into real tangible projects, subject to well-defined business case analyses, translate into infrastructure provision, job creation and the improvement of life for all.

## 14.3 The Way Forward

To respond to the issues that are highlighted as important route markers for achieving the NATMAP 2050 vision, interventions are required that cut across a number of established spheres of implementation. Changes to and the rationalisation of funding strategies, implementation strategies, and institutional

structures are required to realise the bold vision presented in this plan.

A well-defined cascade of actions is required to provide definitive roles, responsibilities, timeframes and guidelines for those who will be charged with the responsibility of making this plan a reality.

These responsibilities will be carried out within the respective spheres of government and their agencies in collaboration with the private sector and through strategic partnerships, where required.

The NATMAP 2050 identifies specific areas for intervention, including passenger transport, intermodal facilities, passenger rail, freight transport, transport infrastructure, energy and environment. These areas can be translated into implementable medium-term strategic frameworks (MTSFs) action agenda, which should be aligned with specific government MTSF cycles for the transport sector leading up to 2050. The plan must be reviewed every five years to ensure that the strategies and interventions we need to implement reflect appropriate and relevant priorities and needs.

### What will happen next?

The DoT will establish a project management unit with dedicated staff and a champion who drives the delivery of the following priority interventions:

- The short-term interventions described in Chapter 13
- The completion of the draft option selection process methodology aimed at guiding planners implementing transport

or spatial planning and applying the NATMAP 2050

- The development of investment appraisal guidelines for transport projects
- The completion of the draft KPI framework measuring progress towards achieving the objectives of the NATMAP 2050
- The medium- to long-term interventions described in Chapter 13
- The development of an implementation plan.

*"We have all been reminded of the importance of infrastructure investment and maintenance over the past year. It is not just an inconvenience when the lights go out, there is a cost to the economy in production and income and jobs foregone. Not all infrastructure services qualify for budget funding. Cost recovery from users is a key foundation of infrastructure sustainability, together with fiscal support for access to essential services."*

**Minister of Finance Nhlanhla Nene**  
2015 Budget Speech

**Disclaimer:** Interventions or projects identified in this Synopsis Update do not imply finance and funding commitment by the Department of Transport in seeking implementation. Rather the interventions or projects identified in support of delivering the vision, objectives and priorities of the NATMAP 2050, requires further investigation, as appropriate, to ensure technical, feasible and financial viability along with defining finance and funding requirements.