The NATMAP 2050 offers a national transport system for South Africa that is responsive to growing passenger and freight customer needs, is well maintained and preserved and further developed to advance developmental challenges, offers safe, affordable and accessible modal options for passengers, promotes a healthy lifestyle and supports social inclusion.

2. Chapter 3 & 4: Demographics, Socio-Economics, and Economics
3. Chapter 5: Integrated Spatial Vision
4. Chapter 6: Transport Infrastructure
5. Chapter 7: Freight Transport
6. Chapter 8: Passenger Transport
7. Chapter 9: Energy and the Environment
8. Chapter 10: Enabling Institutional, Legislative & Policy Instruments
9. Chapter 10: Enabling Institutional, Legislative & Policy Instruments
10. Chapter 11: Emerging Transport Realities
11. Chapter 12: Financing, Funding and Charging
12. Chapter 13: NATMAP 2050 Implementation Methodology

- is well planned, integrated & aligned vertically and horizontally
- supports an inclusive spatial vision
- supports economic competitiveness through seamless multi-modal trade corridors
- is innovatively and reflects the emerging priorities
- is effectively implemented through accountable delivery mechanisms
- preserves the environment
- is supported through effective policy and regulation
- is sustainably funded
A. Introduction

The government identified the need to develop a transport master plan for South Africa that is comprehensive, multi-modal, integrated, and dynamic, and provides a sustainable framework not only for implementing transport but also for providing infrastructure and service. Most importantly, such a plan must seek to develop continuously and improve the efficiency and effectiveness of a multimodal transport system – a transport system that is well regulated and well managed within a multisectoral sphere of effective coordination within and cooperation between various government spheres, relevant private sectors, civil society partners and stakeholders up to 2050.

The National Transport Master Plan 2050 (NATMAP 2050) was commissioned in 2005, developed from 2007 and finalised in 2010/11. The NATMAP 2050 Cabinet Synopsis was submitted to Cabinet in 2013 after a lengthy consultation process. Cabinet approved that the NATMAP 2050 Cabinet Synopsis be updated in consultation with the Presidential Infrastructure Coordinating Commission (PICC) to address key concerns that have been highlighted and ensure its alignment and integration with relevant strategies and policies, data and planning developments that have occurred since 2007. This report seeks to provide the said update.

The NATMAP 2050 Synopsis Update reinforces the NATMAP 2050 Vision that transport is the heartbeat of the economy and the fabric of our country’s socio-economic development as well as its alignment with key policy, legislation and planning frameworks recently developed. The NATMAP 2050, therefore, aims to achieve:

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 includes all communities and preserves the environment.

In line with this vision, the NATMAP 2050 has adopted a thematic approach in compiling this report centred on key strategic themes that encompass the contents of this report. Therefore, the NATMAP 2050 seeks to achieve a national transport system for South Africa that (Strategic Themes):

1. Is well planned, integrated and aligned across sectors
2. Is responsive to growing passenger and freight customer needs
3. Supports an inclusive spatial vision
4. Is well maintained and preserved and further developed to address/overcome developmental challenges
5. Supports economic competitiveness through seamless multimodal trade corridors
6. Offers safe, affordable and accessible modal options for passengers
7. Preserves the environment
8. Is managed by strong institutions
9. Is supported through effective policy and regulation
10. Is innovative/adaptive and reflects emerging priorities
11. Is sustainably funded
12. Is effectively implemented through accountable delivery mechanisms.
B. An Aligned and Integrated Planning Framework

One of the most important strategic themes of the NATMAP 2050 is to ensure that the plan is an aligned, integrated planning framework. Recent planning policy developments in transport at national, provincial and local government level, as well as the new strategic objective of the current administration, are significant and important considerations that are reflected in this plan. Chapter 2 demonstrates how the NATMAP 2050 is aligned and integrated with the latest developments in transport.

C. Demographics, Socio Economics and Economic Status

Chapters 3 and 4 provide the latest information on the status of the demographics, socio-economics and economics of South Africa as they relate to transport and the interventions required to ensure alignment with the NATMAP 2050 Vision.

Chapter 3 presents observations from the population analysis and forecasting and the population’s socio-economic status. Chapter 4 provides an overview of the state of the economy, the role of transport in the economy and the impact of the economy on transport planning.

D. Integrated Spatial Vision

Chapter 5 highlights the importance of the relationship and linkage that exist between land use and transport, an understanding of the location of the population, economic growth engines in South Africa and economic opportunities, and the need for appropriate supporting mobility and accessibility options across integrated multisectoral land use planning.

Transportation infrastructure attracts land use development and, in many respects, land use development is unlocked by the provision of high-quality, integrated transport services.

E. Transport Infrastructure

Chapter 6 provides an overview of the current state of transport infrastructure – the hard engineered, designed and constructed infrastructure that refers to the physical networks required for the functioning of today’s modern economy, as well as the related analysis and forecasting about future needs.

In addition, it details interventions required to align the road, rail, air, maritime, and pipeline transport modes with the NATMAP 2050 Vision.

F. Freight Transport

Chapter 7 provides an overview of freight transport and focuses on the evaluation of the capacity of all the freight transport modes. It includes a projection of future changes and their implications for the provision of transport services, and identifies current and future operational capacity constraints. All of these elements provide a basis for the planning of funding and investment in infrastructure, equipment, personnel development, and the simultaneous need for the development of institutional capacity.

G. Passenger Transport

Chapter 8 provides a holistic view of passenger transport modes, focusing on corridors of national importance, highlighting the current utilisation and demand for services and infrastructures, as well as the current realities faced in passenger transport. It provides a framework for strategic recommendations and proposes priority interventions.

The NATMAP 2050 has developed a hierarchy of passenger transport corridors to promote modal integration and sustainable improvement.
H. Energy and the Environment

Given the inter-linked relationship between energy and the environment, it is crucial that there is an integrated approach to transport decision-making that incorporates and takes both sectors into account. Chapter 9 outlines the implications of energy and environmental considerations relevant to transport planning, along with proposed interventions taking the NATMAP to 2050.

I. Enabling Institutional, Legislative and Policy Instruments

The DoT is responsible for developing and monitoring transport policy, establishing standards and drafting related legislative frameworks. In essence, the most important challenges that relate to the institutional framework of transport in South Africa are the fragmentation within the sector, and the consequential general lack of integration and coordination in transport planning and delivery – an area that the NATMAP 2050 seeks to frame in Chapter 10.

J. Emerging Transport Realities

Chapter 11 provides an overview of key transport topics that have emerged since 2008. These include:
- Urban Transport and Smart Cities
- Transport Demand Management
- Integrated Transport and Land Use
- Accessible/Universal Transport
- Rural Transport
- Road Safety
- Tourism and Transport
- Agri-Parks
- Science, technology and innovation in transport

K. Financing, Funding and Charging

Chapter 12 considers how transport initiatives ought to be paid for; both who should pay and what the mechanisms of paying should be.

It examines financing, funding and charging in transport. It looks at decisions preceding financing and funding considerations, raising finance, sources of funding, charging mechanisms, and the implications for the NATMAP 2050 while proposing interventions.

L. The NATMAP 2050 Implementation Methodology

The delivery of the NATMAP 2050 is very important. The DoT and its partners and agencies are committed to supporting the prioritised implementation of the interventions defined in the NATMAP 2050. The implementation of this plan will, however, require additional technical support from provincial and municipal transport plans, as well as stakeholder and agency cooperation. In essence, Chapter 13 outlines how the NATMAP 2050 should be implemented, provides key implementation priorities that have emanated from the NATMAP 2050, details a prioritisation methodology to guide future planning, identifies how to measure, monitor and evaluate, and, most importantly, demonstrates its integration and alignment potential through case study applications.

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.
M. The NATMAP 2050 Strategic Priorities

In reinforcing the vision and supporting objectives of transport, the following key National Strategic Priorities for transport have been identified by the NATMAP 2050:

M1. Short-term priorities

- Funding policies, strategies and reallocation
- Transport/road safety
- Urban transport and land use integration
- The eradication of inefficient planning to enable better decision-making and positive outcomes
- Institutional reform to enhance intergovernmental relations and coordination and strengthen institutional and organisational planning structures and processes
- Refocus public transport (including scholar transport) initiatives to be demand- and developmentally responsive, customer-focused and commercially driven in the context of integrated land use and transport
- Provide opportunities for empowerment in public transport provision
- Country-wide land transport infrastructure improvements (road and rail)
- Rural transport – improving rural mobility and accessibility to economic opportunities
- Examine the operational hours of heavy goods vehicles on public roads in support of road safety objectives.
- Tourism and transport integration.
- Science, technology and innovation in transport.
- Supporting the green economy strategy.
- Economy.

M2. Medium- to long-term priorities

- Urban densification
- Preparation of regulations on universally accessible transport
- National Travel Demand Management Strategy and a Traffic Congestion Management Plan
- National freight transport operations across all modes must work together to supply services to meet pit-to-port demands
- Supporting the green economy strategy
- Develop a national transit-orientated development strategy and guidelines for cities
- Investment in a mobility strategy and its implementation in rural areas, providing access to transport opportunities.

N. Way Forward

The NATMAP 2050 Synopsis Update is the result of an engaging 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 a broad spectrum of stakeholders.

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. This is only possible through effective horizontal, vertical and cross sectorial alignment, coordination and integration.

Improved land use and transport integration, along with socio-economic progress and transformation, interventions and projects, will drive South Africa closer to the NATMAP 2050 Vision.

However, how do we know whether we have been successful or not?

We believe the interventions outlined in the NATMAP 2050 provide the basic tools to ensure progress within a reasonable timescale.

Implementation must include proper monitoring and review so that, as we go along, we are able to see whether we are achieving our objectives and can adjust our requirements as necessary. To do this, we need to select suitable indicators of performance.

We have identified values that can be used to measure our progress effectively and economically and indicate key issues. Chapters 3 to 12 contain facts and trends, set out challenges and present some of the available evidence that we took into account in choosing the indicators. Chapter 13 outlines how we will measure the success and progress of the NATMAP 2050 using appropriate indicators.

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 development of an implementation plan for the NATMAP 2050
- The short-term interventions described in Chapter 13
- Completion of the draft option selection process methodology aimed at guiding planners in 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
- Medium- to long-term interventions.