

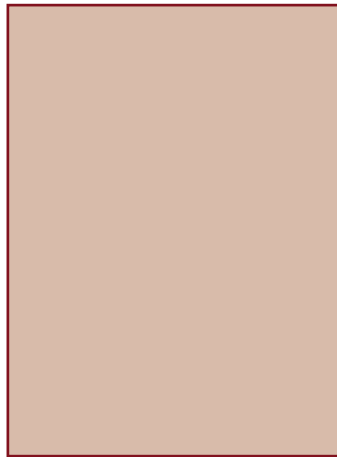
SECTION 7: TRANSPORT ENTERPRISE DEVELOPMENT AND LOGISTICS



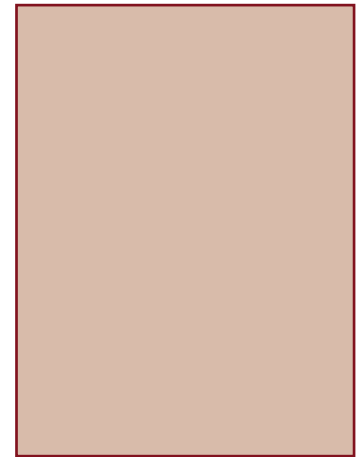
**Head: Transport Enterprise Development
and Logistics
Mr George Mahlalela**



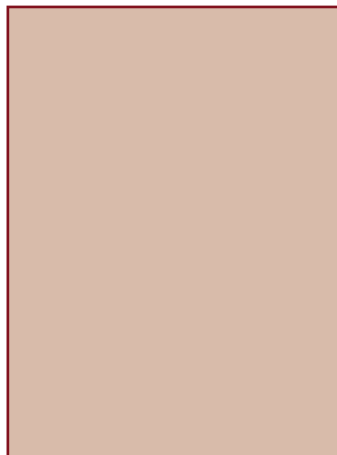
**Senior Manager:
Public Transport
(vacant)**



**Senior Manager:
Regulations
(vacant)**



**Senior Manager:
Contract Management
(vacant)**



**Senior Manager:
Freight, Policy & Planning
(vacant)**

REPORT OF THE HEAD OF DEPARTMENT

The Chief Directorate: Transport Enterprise, Development and Logistics aims to:

- provide safe, reliable, effective, efficient and fully integrated transport operations and infrastructure which will best meet the needs of freight and passenger customers;
- improve levels of service and cost in a fashion which supports government strategies for economic and social development whilst being environmentally and economically sustainable.

Key Objectives are:

- consolidation of the Taxi process;
- providing access to bus services through the provision and management of bus contracts;
- development of commuter facing urban and rural transportation plans;
- reform of public transport institutions; and
- developing effective regulations for both taxis and busses.

ACHIEVEMENTS OF THE CHIEF DIRECTORATE IN THE 2001/2002 FINANCIAL YEAR INCLUDE:

- Completion of the formalisation process of the taxi industry through the registration of all taxi associations, members, vehicles and routes. A database has been consolidated and completed. Seventy percent of the registered vehicles have been issued with new route-based licences;
 - 249 taxi Associations have registered (the number has been reduced by the fact that all bakkie associations have been filed separately from minibus taxi associations, and the Ngoni Taxi Association has been ruled out because they do not qualify.
 - 14 785 operators have been provisionally registered.
 - 21 790 vehicles have been provisionally registered.
 - 199 taxi associations have been referred to the board with recommendation for the granting of permits to their members.
- Completing the conversion of bus contracts to tendered contracts except in Durban. Durban Transport is the subject of a restructuring plan since it is a municipally-owned bus operation. The tendered contract system has introduced better services and efficiencies within the system;



BUS COMPANY	CONTRACT NUMBER	CONTRACT TYPE
Darnal Motors	ZNT 1169	Tendered
Durban Transport		Interim
Impendle Bus Service	ZNT 1181	Tendered
KZT Bus Services	ZNT 1158 - 1159	Tendered
Break through inv.	ZNT 1135/1136	Tendered
Mkuze Bus Service	ZNT 1129	Tendered
Sizanani Mazulu TSPT	ZNT 1137	Tendered
Extraprops 230 (Pty) LTD	ZNT 1178 - 1180	Tendered
Emondlo Bus Service	ZNT 1123	Tendered
Marinpine Transport		Interim

BUS COMPANY	CONTRACT NUMBER	CONTRACT TYPE
Midlands Bus	ZNT 1124	Tendered
Nondweni Bus	ZNT 1125	Tendered
South Coast		Interim
Maphumulo Mail	ZNT 1170	Tendered
Combined TSTP	ZNT 1101 - 1104	Tendered
Washesha Bus	ZNT 1163	Tendered
Transnat Coachlines	ZNT 1122	Tendered
Ronnies	ZNT 1164 /117	Tendered
Duzi Bus	ZNT 1138	Tendered
FAB Omnibus	ZNT 1139	Tendered
Ithalente Bus	ZNT 1160	Tendered
KZT Country Cruiser	ZNT 1161	Tendered
Combined Transport	ZNT 1162	Tendered
Alton Coachlines	ZNT 1176 /1177	Tendered
Bonnies	ZNT 1175	Tendered
Ikhwezi	ZNT 1174	Tendered
Puma Bus	ZNT 1173	Tendered
Ulundi	ZNT 1172	Tendered
Transnat Coachlines	ZNT 1165 - 1167	Tendered

- The Provincial Land Transport Framework sets the basis for the development of integrated Transport Plans in all municipalities. This will be incorporated into the PLTF. Key focus areas for road freight are:
 - control of the transportation of dangerous goods;
 - potential for SME's in road freight transport;
 - development of freight distribution services in rural areas;
 - the need to improve control of vehicle condition;
 - improved control of drivers;
 - the need to control the parking of vehicles on roads; and
 - the need for better control of overloading.

- Completing a study of the establishment of a Metropolitan Transport Authority, in co-operation with eThekweni Metropolitan Council. This will ensure intermodal planning and operational integration within the metropolitan area;
 - The Act sets out possible forms of transport authority and the functions which the authority is required to perform. In 1999 the National Department of Transport, the then Durban Metropolitan Area, now the eThekweni Municipality and the KwaZulu-Natal Department of Transport initiated a pilot project to investigate the establishment and the implications of setting up a Transport Authority in the Durban metropolitan Area (now the eThekweni Municipality). The overall aim of the project was to make recommendations to the Durban Metropolitan Council on whether it should establish a transport Authority, its structure and functions, and their implications.

- Completing a similar study in the Pietermaritzburg area with a view that during the next financial year, a feasibility report will be completed on a local Transport Authority.