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REPORT OF THE HEAD OF TRANSPORT



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SECTION 4 PROGRAMME 3: PUBLIC TRANSPORT

Sub- Programme 3. 1: Planning

KwaZulu-Natal Freight Transport Policy:

The KwaZulu-Natal Department of Transport formulated a Provincial Freight Transport Policy to define the role of the province in the application of the National Freight Transport Policy. The policy provides strategic direction for the freight transportation industry and aims to facilitate socio-economic development in the province. It is a tool to ensure unity in vision and coordinated action amongst stakeholders at national, provincial, local and community levels. It also serves as a catalyst for developing future plans for the province, and stipulates key objectives for the development of a strategy and implementation thereof. It also proposes coordinative structures that foster the integrated approach required for the holistic development of the country.

The KwaZulu-Natal Freight Transport Policy mainly deals with broad issues affecting all modes of transport (i.e.) Road, Rail, Pipelines, Air & Maritime. The purpose is to retain and develop the freight transport system in KwaZulu-Natal; to address the needs of the province, the country and SADC region; to create sustainable freight transport systems through modal and inter-modal optimisation and to regulate and provide adequate facilities with supportive human resource development.

The Department also compiled the KwaZulu-Natal White Paper on Freight Transport within the ambit of the national and provincial strategic visions, and within the framework of the White Paper on National Transport Policy. The policy formulation process was an extensive exercise with consultation and participation by stakeholders. Public participation sessions were also held throughout the province.

The freight policy aims to achieve the following:

- the preservation of infrastructure;
- seamless intermodal operations;
- improved service to customers and users of the freight industry by reducing costs and improving reliability and timeous delivery to increase global competitiveness;
- optimised use of capacity and effective management of operations;
- job creation and establishment of SMME's, but not at the expense of competitiveness;
- reduced coordination between the various sectors and transport modes in the freight industry.
- the establishment of intermodal facilities;
- improved Port Congestion;
- enhanced Overloading Control;

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- improved Rail utilisation; and
- improved Law Enforcement Resources.

The policy was officially launched on 29th October 2004. The National Minister of Transport Honourable Jeff Radebe, the Provincial MEC for Transport, Community Safety and Liasion Honourable Bheki Cele, and the Mayor of Pietermaritzburg, His Worship Councillor Hloni Zondi were amongst the guest speakers.

Integrated Freight Strategy:

The Integrated Freight Transport Strategy is an action plan to expedite the efficient implementation of the Freight Transport Policy. The strategy clearly defines the KwaZulu-Natal Department of Transport's role in the provincial freight industry as well as the role and responsibilities in the national context. It attempts to address infrastructural needs, system inefficiencies and communication structures. The strategy describes the major freight transport challenges to the province and proposes strategic actions to address each identified issue.

Based on the strategy, an implementation programme scheduled to commence during the 2005/2006 financial year, was developed.

Policy and Planning:

In an endeavour to plan, develop and manage a transportation system that conforms to the mobility needs of the public, industry, Government and promote sustainable development, the following were achieved;

- constant development and reviewing of public transport policies and legislation;
- developing, coordinating and managing the provincial and municipal passenger transport plans to ensure an affordable, sustainable, safe and attractive public transport system; and
- the introduction and promotion of transport research special projects.

The Department prides itself in developing public transport policies and practical transport plans that will continue to ensure a better life for all the citizens of the province. Further achievements are highlighted in the following projects.

Scholar Transport Operations

The Department has been instrumental in creating scholar transport awareness campaigns which is intended to ensure that public transport operators, communities, schools and planning authorities fully understand the department's policies on scholar transport operations. The awareness campaigns were in the form of workshops, meetings, radio talk shows, pamphlet distribution, etc.

The strategic document on scholar transport legitimisation and formalisation was completed and implemented.

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The following picture depicts learners transported by a light delivery van. This means of transportation presents a hazard to these children.



Learners in a Light Delivery Van

Accordingly, the Department successfully developed a good working relationship with the KwaZulu-Natal Department of Education to address crosscutting issues.

Passenger Planning:

There has been a significant change in Transport Policy since the beginning of the new dispensation which could be traced back to the following prescripts:

- The South African Constitution of 1996;
- Reconstruction and Development Plan (RDP);
- National Transport White Paper of 1996; and
- National Land Transport Transition Act (NLTTA), 22 of 2000.

In addition, the Department prepared Public Transport Plans (PTP) to incorporate the Operating Licence Strategy and Rationalisation Plan to minimise the cost of preparing legislated plans.

During the 2004/05 financial year, planning authorities developed their own transport planning processes. However, lack of adequate capacity coupled with misunderstanding of national guidelines were noted.

The following table indicates progress that had been achieved on legislated transport plans.



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Table: Statutory Plans

District Municipality/Metro	Status of Statutory Plans
DC 21- Ugu	Phase 1 and 2 of the Current Public Transport Records process were completed and the Final Draft is presently being evaluated.
DC 22- Umgungundlovu	The Current Public Transport Records and Public Transport Plan have been completed, and are currently in the approval process.
DC 23- Uthukela	Phase 1 and 2 of the Current Public Transport Records have been completed and the final draft is being evaluated.
DC 24- Umzinyathi	Phase 1 and 2 of the Current Public Transport Records process have been completed.
DC 25- Amajuba	Phase 1 and 2 of the Current Public Transport Records and Public Transport Plan have been completed and are currently in the approval process.
DC 26- Zululand	Phase 1 and 2 of the Current Public Transport Records process have been completed.
DC 27- Umkhanyakude	The Current Public Transport Records and the procurement phase for preparing the Public Transport Plan have been completed.
DC 28- Uthungulu	The Current Public Transport Records and Integrated Transport Plan have been completed and are currently in the approval process.
DC 29- Ilembe	Phase 1 and 2 of the Current Public Transport Records have been completed and the Public Transport Plan is in the final stage.
DC 43- Sisonke	Phase 1 and 2 of the Current Public Transport Records have been completed. Public Transport Plan is in the final stage.
eThekweni Municipality (Metro)	The Current Public Transport Records and Public Transport Plan have been completed. The Integrated Transport Plan is currently in the approval process.

Provincial Guidelines and Supportive Strategies for District Municipalities:

Based on a solid provincial framework, district municipalities started to develop their own planning processes. However, the Department continued to play a guiding and coordinating role by developing guidelines such as Provincial Operating Licence Framework (POLSF), and Cost Model and Provincial Land Transport Framework (PLTF). The POLST cost model is currently being piloted and evaluated within the uThungulu District Municipality. The PLTF had been submitted to the National Department of Transport for evaluation and approval.

In addition to the abovementioned strategies, the following supportive intervention on legislated transport plans had been made during the 2004/05 financial year.

Capacity Building and Public Participation:

District municipalities have an added responsibility to produce legislated transport plans. Therefore, there was a need for extensive consultation and capacity development within the district municipalities.

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The Department arranged with the University of Pretoria to facilitate a workshop on capacity building for transport planning at municipal and provincial government levels. All district municipalities were invited to the workshop.



A Senior Departmental Official Issuing Certificates of Attendance to a Capacity Building Workshop

The Department has also successfully supported planning authorities in establishing Public Transport Planning Forums. The forums comprise of communities, consultants, operators and municipal and provincial officials. Thus far, six (6) district municipalities have established forums and four (4) are in the process of establishing their forums.



Amajuba District Municipality Public Transport Representatives Participating in a Workshop



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Public Transport GIS Progress:

Conceptualisation of the Public Transport Geographic Information System (PTGIS) has been completed, and provincial facilities and a route coding system has been finalised. In terms of the PTGIS, a request was made to the service provider to develop a database and capture CPTR information into a GIS format. The map below indicates movement patterns within and outside the municipal boundaries. This is going to assist the private and public sector to make well informed decisions such as assisting the private sector in the identification of routes that hold potential investment opportunities for development, and the Department to identify which routes are worth subsidising.



Sisonke District Municipality Movements Pattern: Information collected during Current Public Transport Records Surveys

Flagship Projects Emanating from Planning Processes:

Planning exercises undertaken by the Department and relevant stakeholders resulted in joint identification and initiation of the Edendale-Northdale transportation corridor project by the Department and the Msunduzi Municipality. This project entails upgrading facilities and services along the corridor in support of improved public transport services. As at the end of 2004/05 financial year, the following progress had been made with regard to this project.

- upgrading and development of non-motorised transport infrastructure had commenced;
- upgrading and development of side walks and cycling facilities along the corridor had commenced; and
- retaining wall had been designed, surveyed and constructed.

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Reconstruction and Development Projects (RDP)

The Department commits bus contractors to social development by entering into agreements with service providers. Accordingly, several infrastructure projects were completed during the 2004/05 financial year. The classroom pictured here was constructed in Mkuze.



Nsimbane Primary School

The following picture depicts a classroom that had been renovated to an acceptable standard.



Inkuthazeko Primary School

Public Transport Subsidies:

The Department continued to implement public transport subsidies on an agency basis on behalf of the National Department of Transport. The Department has its own target procurement objectives on all contracts for public transport services to facilitate equity in the public transport sector. These are as follows:

- a minimum of 30% of all contracted services is targeted with a minimum of 50% HDI equity; and
- the remaining 70% of contracted services is targeted for companies with a minimum of 35% HDI equity.



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Administration, Monitoring and Control of Subsidised Transport Contracts:

The bus subsidy allocation from the National Department of Transport increased from R420 million in 2003/2004 to R452 million in the 2004/05 financial year. Subsidised passenger trips during the past financial year were 1 305 853, in number. Of these scheduled trips, 735 169 trips (56%) were monitored by monitoring firms contracted to the Department, to ensure that safe, reliable and affordable bus transport services were provided to communities.

During the year under review, new buses were acquired by subsidised bus operators resulting in capital investment of over R 130 million in public transport.

The table below indicates the number of new buses acquired by various operators.

Table: Operators

Operator	No Of New Buses
Remant / Alton	131
Impendle	2
Sizanani	4
TOTAL	137

Sub-Programme 3.2: Infrastructure

Driver fatigue is considered as one of the major causes of accidents, not just in the Province of KwaZulu-Natal, but in the global sphere as well. Drivers are often compelled to drive for long hours without stopping, due to lack of suitable truck stops. Presently, truckers are stopping at toll plazas, city streets, interchanges and vacant land, which leads to congestion, accidents, hijacking and thefts. Social threats such as HIV and alcoholism also manifest in these drivers. Law enforcement officers are hampered in their efforts to stop truckers from parking illegally due to limited appropriate facilities.

As a result of this, the KwaZulu-Natal Department of Transport commissioned a study to identify appropriate sites for the strategic location of truck stops on the road freight network. The study revealed the urgent need for truck stops in the following areas:

- Durban – within the port precinct,
- Richards Bay, and
- Pongola.

The Department in conjunction with the National Department of Transport and other stakeholders will source land for the construction of truck stops, and construction is envisaged to commence during the 2005/06 financial year. A costing model will be developed to ensure that these truck stops sustain themselves as going concerns in the future.

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The pictures below reflect congestion at truck stops.



Truck Stop



Truck congestion at the Port

Revival of the Rail Branch-Lines

Rail branch lines in the Province of KwaZulu-Natal form 1007 kilometres of network in length and traverses wide areas of the rural countryside of the province. However, these rail branch line operations are currently unsatisfactory and have deteriorated. These conditions contribute to gross under utilisation of these lines and overburdening of roads at a rate which causes concern to the Department.

The tonnage on the branch lines declined from 4 million tons in 1998 to 2.5 million tons in 2002. The loss of cargo was due to a modal shift from rail to road which consequently led to more heavy vehicles utilising roads, and hence accelerated deterioration of the road network, increased fatal accidents and congestion. Consequently, a strategy was urgently required to remedy the situation.



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Containers Transported on Rail

Accordingly, the Department conducted a study to identify a model that can be applied to revive branch lines and optimally split cargo between road and rail. This model was successfully developed and supported by National Department of Transport. The implementation process of the model had been initiated in the province's branch lines.

The Nkwalini Line to Empangeni had been selected as a pilot project. This line is scheduled to be upgraded to a safe operating level in the next financial year. The implementation of this project will involve local communities as labour intensive methods will be adopted.

Sub-Programme 3.3: Empowerment and Institutional Management

Business Skills Training

The road freight industry is currently dominated by well established operators due to high capital costs that restrict the entry of small transport operators into the industry.

The Department has identified a need to provide small transport operators with formal business training as a first (1st) phase to assist them with entry into the industry. The five (5) modules that were recommended are Business Management, Bookkeeping, Marketing Management, Costing and Pricing and Freight Policy. A total of one hundred and fifty one (151) people who represent ten (10) transport cooperatives in four (4) regions had been trained during the 2004/05 financial year.



Trainees representing transport cooperatives

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Co-operative Development Workshop

A need to organise transport operators into cooperatives was identified to penetrate the freight industry as required by the Broad Based Black Economic Empowerment Act. The Department in conjunction with the KwaZulu-Natal Department of Agriculture and Department of Finance and Economic Development, formed cooperatives. During the financial year under review ten (10) cooperatives were registered on the database. Cooperative Development Workshops were also facilitated.

Emerging Operator Support

Another intervention made was negotiation of transport contracts with manufacturing companies. Milling Logistics signed a five (5) year contract with an emerging transporter, Thula Projects to transport food to various destinations. The Department is in constant interaction with various manufacturing companies to negotiate more opportunities.



Thula Transport being congratulated for a five year contract awarded by Milling Logistics

Sub-Programme 3.4: Regulation and Control

Abnormal Loads

The permissible dimensions and masses of vehicles operating on public roads are limited by the Road Traffic Act and Regulations. Vehicles exceeding these permissible dimensions are required by law to obtain permits to travel on the road.

The largest load transported on road during the 2004/05 financial year was a C-3 splitter weighing 555 400 kilograms and 11,5 metres high, that had been manufactured in India. Moving that load required clearances from Telkom and Eskom, and all bridges to be crossed had to be checked. Telkom and Eskom provided staff to escort the convoy in order to lift lines and switch power off where necessary.



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The pictures below depict the largest load that had been transported on the provincial road during the 2004/05 financial year.



C-3 Splitter

Another part of the C-3 splitter known as the “top section” with a mass of 280 000 kilograms was also moved using two haulers, one in the front pulling, and the other behind pushing the load.



Top section of C-3 Splitter



Converter

The converter which weighed 491 510 kilograms with a height of 10,5 metres high was transported in January 2005.

Overall, 7197 permits for abnormal loads were issued by the Department during the 2004/05 financial year.

KwaZulu-Natal Public Transport Bill and Regulations

In line with one of the department's goals of a safe, affordable and sustainable public transport system, the Department developed a Public Transport Bill which was approved by the Provincial Cabinet. This Bill is the first of its kind in the country and will ensure integration of the transport modes, and address the existing instability within the public transport system.

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The Department also developed Regulations to ensure successful implementation of the Bill once promulgated.



Distorted environment aimed to be addressed by the Public Transport Bill and Regulations



The Ideal Public Transport System after the promulgation of the Bill and Regulations.

Public Transport Licensing Board

As at the end of the 2004/05 financial year, thirty-four (34) disputes, generally on routes had been registered with the Board. Twenty six (26) of registered cases were resolved by the end of financial year under review.

Regulatory Authority

The Department is rendering a support service to the Regulatory Authority which comprises of the Provincial Taxi Registrar, Assessors, Taxi Tribunal and the Public Transport Licensing Board. Listed below are the main objectives of the Regulatory Authority:

- To implement a framework for scholar transport.

Accordingly, the Department successfully developed a good working relationship with the KwaZulu-Natal Department of Education to address crosscutting issues.



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- To prioritise transportation of school children.

The Department prides itself in developing public transport policies that will continue to ensure a better life for all the citizens of the province.

- To develop a scholar transport programme in conjunction with the Department of Education.

The Department has been instrumental in scholar transport awareness campaigns to ensure that public transport operators, communities, schools and planning authorities fully understand the Department's policies on scholar transport operations.

The Department in conjunction with the KwaZulu-Natal Department of Education will be engaged in discussions with a view to formalising issues such as types of vehicles, transportation modes and funding.

- To implement a provincial scholar transport strategy.

A scholar transport strategy will be drafted in the forthcoming financial year.

- To implement a public transport conflict management framework.

A conflict management framework has been drafted and a final document will be completed once amendments to the Provincial Land Transport Act has been finalised.

- To register and facilitate licensing of operators.

A total of two hundred and thirty two (232) scholar transport operators have been registered and the Board is processing their licences.

Panel of Assessors

The role of the assessors is to contribute in a positive manner to the effective functioning of the Regulatory Authority, and in particular, that of the Provincial Taxi Registrar, as mandated. Listed below are the key responsibilities:

- To assess route contestations.

In the past financial year, twenty six (26) route contestations had been assessed and all the matters were resolved.

It is not unusual for associations to engage in acts of encroachment. Accordingly, the Department has, among other matters of conflict, resolved contestations on routes.

- To assist with the monitoring of elections and compliance with Association Constitutions

The Department has committed itself to assist with the forthcoming elections at Association level.

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- To assist with all registration matters.

The Department has made considerable in-roads into the registration and conflict resolution processes.

Owing to a need to reconcile all records and to provide a clear synopsis of the status quo, audits were undertaken into the governance structures of associations.

- To promote professionalism in the taxi industry.

Accordingly, the Department provided assistance to Associations to align their constitutions with the minimum standards. Professional guidance and advisory service to ensure compliance with the conditions of permits have been provided to Associations.

- To ensure compliance with Code of Conduct.

The Department has co-ordinated workshops to advise Taxi Associations to include a Code of Conduct in their Constitutions which will give the Associations powers to discipline their members.



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