

Program 2: Transport Policy, Research and Economic Analysis

Research Policy Legislation and Transport Economic Analysis

The main aim of the Branch is to effectively manage a national innovative research and development programme, analyse strategic policies, develop appropriate legislation and provide economic advice and analysis for all modes of transport. The Transport policies, strategies, guidelines and research products will be aimed at providing a safe, reliable, efficient and integrated transport operations that will promote internal and external economic growth and the global competitiveness of South African transport and logistics industries.

Mandate:

- effectively manage a national innovative research and development programme;
- ensure the analysis and development of integrated strategic transport policies;
- develop appropriate legislation in support of departmental policies;
- provide economic advice and analysis for all transport modes; and
- provide general administrative and stakeholder management services to the Branch.

Key objectives:

The development, review and update of transport policies across all modes of transport will be prioritized, while the development, monitoring and evaluation of the BEE Charter in the Transport industry is done. Monitoring of the impact of transport policies across all modes of transport will take place and the initiation and rendering of advice across the Departmental Units and all modes will be prioritized. The department will provide and co-ordinate research, innovation and statistics to the Department and other stakeholders.

KEY POLICY PRIORITIES THE BLACK ECONOMIC EMPOWERMENT STRATEGY

The Black Economic Empowerment Act 53 of 2003 and the Department of Trade and Industry (DTI) Black Economic Empowerment Strategy of 2003, are the broad-based documents, which outline a national framework for the unfolding and developing of the Integrated Transport Sector BEE Charter.

The restructuring and formalisation of the taxi industry through Taxi Recapitalisation Project should effect new institutional arrangements in a manner that results in an increase in black participation at all levels, particularly black women, black youth and black people living with disabilities in terms of Ownership, Management control, Employment Equity and Procurement.

In line with the National Land Transport Transitional Act, the Department is facilitating the registration of taxi operators with the South African Revenue Services in order to assist them to formalise and access other passenger transport services such as bus contracts as part of black economic empowerment. Training of taxi operators in various transport-related legislation such as the National Land Transport Transitional Act and the Road Traffic Act in order to improve passenger safety and customer service.

The Bus Sector Black Economic Empowerment Charter will be used as one of the criteria to award tenders for subsidisation in the Model Tender Contract Document (MTCDD) that is currently being developed by the Department. The freight logistics system aims to address problems in institutional and regulatory frameworks, infrastructure, ownership, management, skills, finance structures, etc. One of the needs articulated by the vision is to create state-owned enterprises that are commercialized public infrastructure with socio-economic obligations rather than a pure profit agenda. The vision of the BEE Charter that is "Our industry aims to achieve a significant increase in black participation particularly in ownership, management, and employment in companies throughout the industry value chain..." is almost aiming to shoot at the same post like that of the freight logistics system.



Some of the initiatives are currently materializing. Examples of cross-cutting issues that require interventions across government departments, agencies and state-owned enterprises, include and are not limited to the DTI incentives, Department of Finance, and South African Revenue Services (SARS), Department of Foreign Affairs–Free Trade Agreements, include increasing awareness within the transport sector about available government investment incentives and grants; and Engaging the public and private funding institutions to highlight opportunities in the sector.

Short-term QUICK WIN STRATEGIES

Measurable objective: Transport Policy

Action	Output	Measures / Indicators	Targets And Time Frames	Impact
Development of Regulatory Institutions	Towards A Single Transport Regulator:	Platform for starting Internal discussions	April 2006 July 2006	Public Discussion Document on Single Transport Regulator for South Africa
	Draft Discussion Document	Basis for external consultation		
	Hand-over to Transport Regulation	Departmental position		
Increasing access to social and Public Amenities for our People	A School Bus Transportation Strategy for South Africa	Department's position in relation to Scholar Bus Transportation known	April 2006 July 2006 August 2006 October 2006	Approved Scholar Transport Strategy for South Africa
	Internal Discussion Document			
	Interdepartmental Document			
	Submission to COTO			
The integration of the Non-Motorized Transport (NMT) as a Mode of Transport	South African National Cycling Strategy	National reference for localized strategies and guidelines	May 2006	Comprehensive Strategy for current projects
	Animal Drawn Vehicles Guidelines		October 2006	
	Walking and Pedestrian Guidelines		October 2006	
Continuous Review and Update of Existing Policies	A Gap Analysis of the White Paper on Transport and Moving South Africa	Number of policy gaps identified and plugged	December 2006	Updated policy positions for the department and industry
	Update of the National White Paper on Transport Policy	Relevance of policy to new transport challenges		

Action	Output	Measures / Indicators	Targets And Time Frames	Impact
Development of Guidelines for the successful implementation of existing policies	Guidelines for the development of transport policies, strategies and procedures	Framework for transport policy development. Realistic targets set	May 2006	Creation understanding about process of policy development
	Guidelines for Departmental target setting	Public Access to DoT Policies	September 2006	Realistic targets will be set Productive engagement of Public in Policy Formulation
	Development of a guidelines for public participation	Clear criteria for bursary applicants	May 2006	Clear criteria for bursary applications. Better relations with Centres of Development
	Criteria for the nomination of external candidates for DoT bursaries		August 2006	Public To Understand DoT's Policies Environment
A register of all Transport Legislation, Policies/Guidelines. Strategies	A register of all Transport Legislation, Policies/Guidelines. Strategies			
Development of New Policies	White Paper on National Maritime Transport Policy	Integrated Policy Framework for Transport	September 2006	Certainty to the industry and other Department regarding Maritime Transport Policy of Government
	International Rail Gauge Width Policy			
	Appropriate Cargo For Appropriate Mode Policy			
	Intelligent Transport Systems Policy For South Africa			
Policies in Support of other Department's Objectives	Transport, Environment and Health Charter	An integrated approach to policy formulation across a number of departments	June 2006	DoT policies serving other government programs
	The transportation of asbestos through South Africa		May 2006	
	A Labour intensive approach to transport projects		July 2007	
Regional Integration, NEPAD	Comparative Regional Policy responses to the SADC Protocol on Transport, Communications and Meteorology	An appreciation of the differences in regional policy approaches	September 2006	The synergizing of transport policy approaches in the region.

Dissemination of National Household Travel Survey	NHTS provincial visits	Cover all 9 provinces and major metro areas with their data, including other users of data, e.g. taxi operators	August 2006	Introduce data for planning, research and policy. Also invite new modelling on data
	Training of users of Super Cross Tool	Final Super Cross Software Package	April 2006	Users can do their own localized analysis on computer, without hiring specialist to decode ASCII data
		Begin staged training at local levels	May 2006	
Research and Innovation	Research and Innovation Strategy for the Department of Transport		May 2006	
	Publishing of the Strategy Document			
	Establishment of the Ministerial Advisory Body on research	Research guidelines for transport understood by interested parties	March 2007	Stakeholders will understand the Transport Research and Innovation Agenda August 2006
	Establishment of the Centres of Excellence			
	Commissioning Research			
Black Economic Empowerment	Finalisation of BEE Charter	BEE Charter approved	July 2006	Enhance practical empowerment of disadvantaged individuals particularly black women, black youth and people living with disabilities
	Alignment and gazetting of the Transport Sector BEE Strategy	Successful launch of the Transport Sector BEE Strategy/Charter	December 2006	
	BEE Launch	Guideline Document	End of 2006	To address and communicate the social and economic imbalances of the past through the implementation of BEE in the Transport Sector to reduce poverty, create job opportunities and assist to accelerate economic growth
	Transport Sector BEE Council (Framework Document)	Discussion Document	June 2006	
	Implementation, Monitoring and Evaluation Framework for BEE		March 2007	Existence of ongoing monitoring tool to conduct impact analysis and progress made after the implementation of the Transport Sector BEE Strategy/Charter

The Aim of the Chief Directorate Transport Economic Analysis is to generate economic analysis capability within the Department and provide analysis and advisory services on rail, road, maritime and aviation transport.

- define economic performance indicator framework for all modes;
- collate and analyse critical supply and demand side data for all modes;
- provide economic intelligence data (and the opportunity costs) for the DoT's priority areas; and

- analyse critical historical trends in the core areas outlined above and to develop models to forecast critical variables such as: costs and revenues for operations, as well as investment demand for infrastructure.

Benchmark all components of the transport sector with major competitor countries, as well as against best practices so as to foster sector competitiveness

Short-term QUICK WIN STRATEGIES

Measurable Objective: Provide an Economic Analysis reporting system

Sub-program	Output	Measure / Indicator	Targets and time frames
Transport Economic Analysis	Report on transport issues and the economy	Report on transport in relation to the economy	May 2006 and quarterly thereafter
Transport Economic Analysis	Review of the of the impact of the dedicated fuel levy mechanism	Report available to the Department	May - December 2006
Transport Economic Analysis	Transport ASGISA <ul style="list-style-type: none"> • Transport Investment Strategy • Financing options 	Strategic Document	June 2006
Transport Economic Analysis	Interventions to reduce high transport costs	Report on how to reduce transport costs in the economy	December 2006
Transport Economic Analysis	Economics of public transport: Economics of public transport subsidies and sustainability (road and rail)	Report on economics of public transport	November 2006

Measurable Objective: Economic Analysis of introducing Taxi subsidies

Sub-program	Output	Measure / Indicator	Targets and time frames
Transport Economic Analysis	Study on Taxi subsidy	Report on the economic perspective of introducing Taxi subsidy	May 2006 September 2006