Program 3: Transport Regulation And Accident And Incident Investigation

Measurable Objective: Transport Economic Analysis

Sub-program | Output | Measure / Indicator | Targets and time frames
---|---|---|---
Transport Economic Analysis | Performance Indicators Framework | Approval of the framework by Minister | June 2006
Transport Economic Analysis | Economic report | Macro-economic Report | Bi-annual

Medium Term Strategies

Measurable Objective: Transport Economic Analysis

Sub-program | Output | Measure / Indicator | Targets and time frames
---|---|---|---
Transport Economic Analysis | Database on the transport performance indicators (including continuous updating of data) | Performance indicators data | After Minister’s approval of framework
Transport Economic Analysis | Baseline studies on the performance of the modes of transport (continuous) | Baseline study on transport | June 2006
Transport Economic Analysis | Memorandum of Agreement with Stats SA | Signed MoA between the DG and the Statistician-General | October 2005
Transport Economic Analysis | Transport Infrastructure Funding model and funding scenarios | Availability of the infrastructure funding model | Dec 2005

Transport Regulation and Accident and Incident Investigation

Mandate
- an improved regulatory environment across the transport sector, which is predictable and transparent, will result in the confidence by the user;
- providing safe and secure reliable and environmentally sustainable transportation; and
- ensuring confidence in the ability of transport to respond to accidents and incidents and enhance the search and rescue capability.

Key Objectives
- enhance safety and environmental sustainability over the road transportation with the development of the Road Safety Strategy and short-term interventions;
- in partnership with the private sector, a total of 151 highly visible traffic patrol vehicles have been made available to traffic authorities and deployed at notorious stretches of roads with high accident rates.
- improve safety, security and environmental sustainability on the rail transportation.
- improve safety, security and environmental sustainability of the civil aviation sector.
- develop the Civil Aviation Strategy to facilitate the implementation of the National Airports development Plan, the Yamoussoukro Decision and the Civil Aviation Policy.
- participation in the International Civil Aviation Organisation’s Transparency Policy.
- improve the safety, security and environmental sustainability of the maritime sector.
- Establish the Independent Port Regulator
- Establish and consolidate accident and incident investigation capacity to service the transport sector.

SHORT-TERM QUICK WIN STRATEGIES

Measurable Objective: Transport Regulation and Accident and Incident Investigation

Sub-program | Output | Measure / Indicator | Targets and time frames | Impact
---|---|---|---|---
Road Traffic Management | Developing Road Safety Strategy | Approval by EXCO, Minister and Cabinet | June 2006 | Safety Awareness
Road Traffic Regulation (DoT and RTMC) | Developing Easter and festive season campaigns | Approval by the Minister and implementation during appropriate periods | March 2006 for the Easter campaign & August 2006 for the Festive period campaign | Increased awareness of risks of the road during peak periods and encourage responsible behaviour on the roads
Road Traffic Regulation (DoT and RTMC) | Training of instructors to implement the new K53 | Rot out of training throughout the country | Jan 2007 | Properly trained instructors to improve road safety
Road Traffic Regulation (DoT and RTMC) | Setting up of and utilization of roadside Traffic Courts | Minimum 20 in place and being utilized | Oct 2006 | Visible and practical Penalties for transgressors
Road Transport Regulation | Implementation of the AARTO provisions in RTMC | AARTO Legislative Amendments for deployment to RTMC | September 2006 | Behaviour changes of road users: Information gathering on offences.
Road Traffic Regulation (DoT and RTMC) | Procuring technical evidentiary breathalyzers | Minimum 20 instruments | June 2006 | Stronger admissible evidence against drunk drivers and effective prosecution
Cross Border Regulatory Environment | Restructuring of the organization for better implementation of regulations | Restructuring Plan approved by the Minister and implemented | Oct 2006 | Confidence in the ability of the agency to regulate effectively
Civil Aviation | Proper oversight functions of the Chief Aviation Security | Provide a regular and thorough analysis of the Aviation Security Plan and to develop an appropriate strategy to address the challenges in the industry | May 2006 | Improved sense of security in the industry and enhanced confidence in the ability of the CAA to deliver security to the industry
Maritime Regulation | Conduct road shows on the new Maritime Labour Convention | To bring awareness to seafarers and potential seafarers about the benefit brought about by the new convention | 2006 - 2007 | Revived morale of seafarers and ship owners and increased productivity
Maritime | Cooperation with international training institutions | Visit of IMO auditors and Secretary - General | August 2006 | Setting up of satellite campus of World Maritime University
Maritime | Convert to 406 MHz Emergency Beacon Campaign | Upgrade Technology | July 2006 | Speedy location of distress situations Greater awareness of the need and significance of converting to 406 MHz Beacons
### MEDIUM-TERM STRATEGIES

**Measurable objective: Transport Regulation and Accident and Incident Investigation**

<table>
<thead>
<tr>
<th>Sub-program</th>
<th>Output</th>
<th>Measure / Indicator</th>
<th>Targets and time frames</th>
<th>Impact</th>
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</thead>
<tbody>
<tr>
<td>Road Traffic Regulation (DoT) and RTMC</td>
<td>Implementation of the Road Safety Strategy</td>
<td>50% rol out in Year 1</td>
<td>2006 – 2007</td>
<td>Improved safety on the roads</td>
</tr>
<tr>
<td>Road Traffic Regulation (DoT) and RTMC</td>
<td>Implementation of the recommendations of the SIUs and inspection of the DLTCs</td>
<td>DLTC compliance with the regulations</td>
<td>2006 – 2007</td>
<td>Reduction of corruption</td>
</tr>
<tr>
<td>Rail Regulation</td>
<td>Safety and security of passengers in trains and stations as well as cargo</td>
<td>Regulations approved to address the current and future rail safety and security standards</td>
<td>2006 – 2007</td>
<td>If regulations are complied with, there will be reductions of incidences, Improvement in the ridership and general usage for cargo</td>
</tr>
<tr>
<td>Civil Aviation</td>
<td>Proper oversight over the safety regulator in terms of the ICAO requirements</td>
<td>Analysis of capacity in critical areas (inspectors) Signing of the Audit Form by ICAO committing to transparency</td>
<td>2006 - 2007</td>
<td>Improved safety and credibility of the regulator</td>
</tr>
<tr>
<td>Civil Aviation</td>
<td>Information gathering on compliance</td>
<td>Creating a database for industry compliance</td>
<td>2006 – 2007</td>
<td>Good statistics on the non-compliance to guide future policy and strategy decisions</td>
</tr>
<tr>
<td>Maritime Regulation</td>
<td>MOU between DoT and IMF to regulate the rights of each party on port security inspection</td>
<td>Initial port security inspections to determine the level of compliance with the ISPS Code</td>
<td>Nov 2006 -2007</td>
<td>Increased confidence in the security of South Africa’s ports</td>
</tr>
<tr>
<td>Search and Rescue</td>
<td>SAR Governance, Co-ordination and oversight</td>
<td>Alignment of the National SAR Plan with the Global SAR Plan Prolagation of SAR Regulations Conclusion and signing of the MOU between DoT/SAMSA on management and running of the MRCC</td>
<td>June 2006 -2007</td>
<td>Better co-ordination of and cost effective SAR services</td>
</tr>
<tr>
<td>Towards Regional Integration Strategy (TRIS)</td>
<td>Implementation of the Florence SAR Conference Resolution Establishment of regional arrangements on the co-ordination of maritime SAR services</td>
<td>June 2006 -2007</td>
<td>Better Co-ordination of and cost effective SAR services</td>
<td>Direct or indirect contribution to the economic growth of the region</td>
</tr>
<tr>
<td>Public Relations Strategy (PRS)</td>
<td>Appointment of a Media Relations/ Communications Company/group</td>
<td>August 2006</td>
<td>2006-2007</td>
<td>Improved media relations during SAR Operations</td>
</tr>
<tr>
<td>Accident and Incident Investigation</td>
<td>Promote the removal of the Commissioner for Civil Aviation from the CAA.</td>
<td>Necessary approval</td>
<td>2nd quarter of 2006</td>
<td>Improve governance and credibility of the Commissioner functions</td>
</tr>
</tbody>
</table>

### MEDIUM-TERM STRATEGIES

**Measurable objective: Road Safety Promotion and Transport Regulation and Accident Investigation**

<table>
<thead>
<tr>
<th>Sub-program</th>
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<th>Measure / Indicator</th>
<th>Targets and time frames</th>
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</tr>
</thead>
<tbody>
<tr>
<td>Road Traffic Regulation (DoT) and RTMC</td>
<td>Ongoing focused road safety education in schools.</td>
<td>A number of schools participating in the programme</td>
<td>2006 - 2009</td>
<td>Appropriate road usage Positive Behavioural changes</td>
</tr>
<tr>
<td>Road Traffic Regulation (DoT) and RTMC</td>
<td>Effective coordination of road safety at all spheres of government.</td>
<td>Training programmes for traffic officers and instructors, setting standards, monitor car patrol project</td>
<td>2006-2008</td>
<td>Unified approach to Road Traffic Management</td>
</tr>
<tr>
<td>Road Traffic Regulation (DoT) and RTMC</td>
<td>Manage effect of environmental degradation due to overloading and carriage of dangerous goods</td>
<td>Inspectors to be appointed and trained Publication of the certification date and the attendant preparatory work for certification</td>
<td>2007 - 2008</td>
<td>Industry being monitored for non-compliance, and therefor there will be reduction in non-compliance</td>
</tr>
<tr>
<td>Rail Regulation</td>
<td>Safety and security of infrastructure</td>
<td>Analysis of the safety and security of infrastructure so as to develop appropriate regulations</td>
<td>2007 – 2009</td>
<td>Secure infrastructure</td>
</tr>
<tr>
<td>Civil Aviation</td>
<td>Emissions management strategy</td>
<td>Fully implemented ICAO standards on environmental issues; and fully implemented standard operating procedures for aircraft noise and emissions.</td>
<td>% Compliance with standards and procedures; noise levels; and concentrations of emissions.</td>
<td>Protection of communities. Demonstration of compliance with international standards.</td>
</tr>
<tr>
<td>Maritime Regulation</td>
<td>Promotion and management of South African Interests</td>
<td>Ongoing</td>
<td></td>
<td>Influencing and lobbying the interests of South Africa, NEPAD, African Union and SADC.</td>
</tr>
<tr>
<td>Maritime Regulation</td>
<td>To strengthen the role of the Minister in Maritime security and to legislate for the role of all stakeholders</td>
<td>Comprehensive legislation to strengthen the role of the Minister</td>
<td>2007</td>
<td>Compliance with international treaties in respect of maritime security.</td>
</tr>
<tr>
<td>Maritime Regulation</td>
<td>Systematically reduce unsafe navigational practices in inland waterways</td>
<td>Registration of inland waterways vessels and certification of crew by SAMSA</td>
<td>2007</td>
<td>Improved safety of navigation in S.A. inland waterways</td>
</tr>
<tr>
<td>Maritime Regulation</td>
<td>To mobilize all the role players to respond to a hypothetical oil spill incident</td>
<td>All role players will be familiar with their responsibilities</td>
<td>2008</td>
<td>Efficient and effective response to major oil spills</td>
</tr>
<tr>
<td>Maritime Regulation</td>
<td>To improve the welfare of seafarers in line with the new maritime labour convention</td>
<td>An updated Chapter 4 that is in line with international practice</td>
<td>2008</td>
<td>A reformed labour market that will improve the conditions of seafarers</td>
</tr>
</tbody>
</table>
**Sub-program** | **Output** | **Measure / Indicator** | **Targets and time frames** | **Impact**
--- | --- | --- | --- | ---
Maritime Regulation | International representation and institutional strengthening | Promotion and management of South African interests | Ongoing | Influencing and lobbying the interests of South Africa, NEPAD, SADC and AU
Search and Rescue | Institutional Reform | Review the appropriateness of the current institution and its effectiveness | 2007 | Enhanced effectiveness for stakeholders
Incident and Accident Investigation | Oversight over the development of the accident investigating capacity in the rail sector. | Regular contacts with the Railway Safety Regulator to ascertain progress | Ongoing | Improved turnaround and quality in accident investigations

**Program 4: Integrated Planning and Inter-sphere Coordination**

**Branch Integrated Planning and Inter-Sphere Coordination**

The main aim of the Branch is to provide leadership in integrated transport planning, implementation of key transport projects and in the provision of transport infrastructure across all spheres of government in support of economic, social and regional development.

**Mandates**
- develop transport planning requirements, guidelines and standards and co-ordinate the development of transport plans by all spheres of government;
- develop a national strategic transport infrastructure framework for all modes;
- develop and facilitate an inter-sphere strategic implementation framework;
- implement the NLTTA and related transport legislation;
- facilitate the establishment of transport related institutional structures;
- develop and implement an integrated infrastructure investment plan; and
- develop and manage transport infrastructure to enable infrastructure to support social and economic development i.e. transport and government priorities and strategies for all modes of transport.

**POLICY DEVELOPMENT AND PROGRESS TO DATE**

While transport is an important sector of economic activity in its own right, of even greater importance is its role as a facilitator, enabling people and goods to move freely and efficiently from one place to another. This is essential for achieving a wide range of more fundamental economic and social objectives. The way movement takes place also has environmental consequences.

- Planning Support Centre Project
  - The establishment of a planning support centre was investigated to provide technical and data support to local, district and provincial planning officials. The tender has been approved and the project will be completed by August 2006. The implementation of the recommendations will start in the current financial year.
  - Travel Demand Management (TDM) Pilot (2006)
    - Three pilot studies will be undertaken to investigate and recommend TDM measures in the City of Johannesburg, Cape Town and Durban.

Final recommended measures are expected by July 2006. The Department is increasingly moving towards a framework for action at national, provincial and local levels.

- Implementation of a Road Infrastructure Strategic Framework for South Africa
  - Based on the action plan the following projects were implemented:
    - Road Asset Management Systems Audit project which was intended to take an inventory of information systems that are used by roads authorities across the spheres. It also defines a minimum system that roads authorities should put in place to effectively manage their road networks as well as a system that the DoT should implement for decision support;
    - Feasibility study for road transport interventions in the Nquthu area, which augmented an access road that was recently constructed with assistance from the DoT. The study will ensure that the community of Qudeni village gets comprehensive services that will enable integrated development;
    - Transfer of over 3000km of roads from provinces to SANRAL in accordance with the Horizon 2010 vision for road network development. The SANRAL road network is now 14,000km;
    - Municipal road network assessment study commenced in January 2006. This study seeks to collect information on the status of road network management at municipal level in order to update current statistics and inform road sector budgeting;
    - Development of guidelines for road network classification, to help roads authorities roll out the new road classification system;
    - Development of a DoT road network information system as per the recommendations of the information systems audit; and
    - Scaling up of the EPWP in the road sector by replicating Zibambele, Vukuzakhe and Gundo Lashu projects across the country.