<table>
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<tbody>
<tr>
<td>Maritime Regulation</td>
<td>International representation and institutional strengthening</td>
<td>Promotion and management of South African interests</td>
<td>Ongoing</td>
<td>Influencing and lobbying the interests of South Africa, NEPAD, SADC and AU</td>
</tr>
<tr>
<td>Search and Rescue</td>
<td>Institutional Reform</td>
<td>Review the appropriateness of the current institution and its effectiveness</td>
<td>2007</td>
<td>Enhanced effectiveness for stakeholders</td>
</tr>
<tr>
<td>Incident and Accident Investigation</td>
<td>Oversight over the development of the accident investigating capacity in the rail sector</td>
<td>Regular contacts with the Railway Safety Regulator to ascertain progress</td>
<td>Ongoing</td>
<td>Improved turnaround and quality in accident investigations</td>
</tr>
<tr>
<td></td>
<td>Develop investigative capacity on the road particularly through training and development</td>
<td>In-house Capacity Building</td>
<td>2007 - 2009</td>
<td>Improved investigative capacity in the Department</td>
</tr>
</tbody>
</table>

**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.
KEY OBJECTIVES

As part of the broad priorities of the Department, the following areas are top priority and therefore need urgent and maximum attention:

- Evaluation of the Transport Authorities (TA)

A draft report on the implementation of Transport Authorities (TA) was developed. The department is currently busy developing a sustainable TA model, which is based on international best practice. It is envisaged that at least two TAs will be established in 2007.

- The Rural Development Strategy

The delivery of rural transport infrastructure and services will continue to include the following main categories and related delivery actors:

- Rural transport infrastructure — access roads, district roads, public transport interchanges, tracks and other non-motorised transport infrastructure — provided mainly by the national government and the local government in rural areas.
- Rural passenger and freight transport services to and from “deep” rural areas, where operators of LDVs (the so-called “bakkie sector”) and animal-drawn carts are the main service providers.
- Passenger transport services along the main connector routes (to towns, clinics and other facilities), served mainly by combi-taxis, converted LDVs and — in some areas — subsidised bus services.
- Special needs transportation services — to address the needs of persons with disabilities, the elderly, trauma and non-emergency patients, learners and tourists — provided mainly by commercial producers and transport operators.

- Freight Transport

Detailed research and forecasting is required in this sector to undertake an inventory of all land users and transportation systems to determine current demand and supply, and an analysis to determine critical deficiencies of all modes of transportation.

- 2010 FIFA Soccer World Cup

The Action Agenda started by focussing heavily on creating a legacy in Public Mobility through investments in Public Transport systems and infrastructure, services, and non-motorised transport infrastructure investment. R 3.5 Billion in new and additional monies have been allocated by National Treasury. These funds have been set aside for public transport and non-motorised transport infrastructure and systems investment, with priority to venues supporting the 2010 soccer events. The Department of Transport now oversees these funds under the Public Transport Infrastructure and Systems Fund (PTIF).

A revised NMT implementation plan to facilitate the rollout of 1 million bicycles by 2010 has been drafted. To date, 16 478 bicycles were distributed to scholars. The Department is now in the process of developing new partnerships signing MOUs with NGOs, businesses and departments such as Education, Sports and Recreation, etc. to participate in this project. A decision was taken to expand the NMT relations beyond South African borders through a Bicycle Partnership Programme.

Rural transport development programme mandates the following actions:

It is accepted that the delivery of most rural transport infrastructure and services will increasingly be a local government responsibility, funded through consolidated capital grants, the equitable share mechanism and transfers of monies in terms of the NLTTA. Although some provinces may still have a strong direct delivery role in the short to medium-term, the long-term focus of all provinces — together with that of the national sphere — will be on the facilitation, coordination and strengthening of service delivery.

To guide and support this, and serve as the principal short-, medium- and long-term mechanism for the implementation of the rural strategy, a Rural Transport Development Programme (RTDP programme) will be established. Some of the actions suggested for inclusion in this programme form part of the gazetted rural transport strategic actions specified in the NLTFS.

Seen together with the NLTFS, the RTD programme will be the principal guiding mechanism in terms of which the national and provincial spheres of government will perform their short-, medium- and long-term delivery, facilitation and coordination roles.
**SHORT-TERM QUICK WIN STRATEGIES**

**Measurable Objective: Infrastructure Development**

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<tr>
<td>Support for the 2010 FIFA Soccer World Cup</td>
<td>Awareness campaign</td>
<td>Successful launch of Action Agenda Number of PTIF projects underway</td>
<td>August 2006</td>
<td>Provide the platform and clarify the process for transport for the World Cup</td>
</tr>
<tr>
<td>Non-Motorised Transport Exposition</td>
<td>Profiling and Awareness of NMT</td>
<td>Level of awareness of NMT Level of stakeholders participation</td>
<td>February 2007</td>
<td>Setting up a platform for choice of non motorised transport projects</td>
</tr>
<tr>
<td>Land transport promotion</td>
<td>Expanded information drive through the Amendment Bill processes</td>
<td>Parliamentary process completed Promulgation of Amendment Act Capacity building workshops Information booklets</td>
<td>November 2006</td>
<td>An enhanced regulatory framework for land transport promotion</td>
</tr>
<tr>
<td>Development of GIS platform and mapping service for DoT (War Room)</td>
<td>GIS system</td>
<td>Operational GIS system Availability of maps</td>
<td>December 2006</td>
<td>Availability of information for planning purposes</td>
</tr>
<tr>
<td>Phase 1 and 2 (inventories and analysis) of the National Transport Master plan</td>
<td>Vol. 1 Inventory Findings Draft Report - Macro Status Quo</td>
<td>Macro overview of land use/transportation systems performances Population distribution Land use Travel patterns and characteristics Supply and demand for infrastructure facilities and services Funding Institutions Demographic distribution and growths Socio-economic outlook projections Land use density, intensity, stability Travel patterns and characteristics Network analysis Economic feasibility Funding criteria</td>
<td>Phase 1 - July 2006 Phase 2- Nov 2006</td>
<td>A national outlay of transport investment notes for all modes of transport</td>
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**MEDIUM - TERM STRATEGIES**

**Measurable Objective: Effective implementation of the NLTTA**

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<td>Development of a transport planning training programme</td>
<td>Development and registration of unit standards with SAQA at NQF level 5</td>
<td>Units standard developed and registered with SAQA</td>
<td>June 2006</td>
<td>Increased Capacity</td>
</tr>
<tr>
<td>Coordinate implementation of Part 7 of the NLTTA</td>
<td>Approval of provincial business plans Provision of programme management, monitoring, and technical support Periodic status reports on transport planning</td>
<td>Approved business plan Scheduled steering committee meetings attended % expenditure of transport planning funds utilized Status reports completed and submitted</td>
<td>Annually</td>
<td>Enhance service delivery</td>
</tr>
<tr>
<td>Phase 3 (Forward Planning) of the National Transport Master plan</td>
<td>Vol.3 of the plan Data Bank Model/criteria for long-term planning Priority list of CAPITAL INTENSIVE remedial measures, infrastructure facilities, investment goals matrix Agenda for Action</td>
<td>Approval of Final report Commissioning of Data Bank @DoT Hq. Populating of data bank Approval of the predictive model for use Approval of priority projects list</td>
<td>April 2007</td>
<td>Reliable data for planning purposes</td>
</tr>
</tbody>
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