

Program 5: Public Transport

Mandates

The primary role of the branch is to develop and lead in the implementation of the public transport strategy through targeted programmes, partnerships with other spheres of government and effective participation by transport users and operators. The overall goal is to create an environment where integrated, safe, reliable and affordable public transport services are delivered and contribute to the well-being of all South Africans. The branch aims to implement strategies that seek to realise indicators such as reduced travel times, reduced travel costs, comfort, safety, as well as improved access to public transport.

Key Objectives

The current public strategy seeks to effect a transition from the current commuter transport system towards a more comprehensive passenger transport system by 2014, as part of a contribution to the realisation of the Millennium Development Goals (MDGs). The strategy seeks in the shortest period possible to effect significant improvements in current transport arrangements through the taxi recapitalisation programme, consolidation of passenger rail entities, transformation of the bus industry and coordination and support of public transport strategies at the lower level.

The Public Transport Infrastructure Fund is an opportunity to work with the sphere of local government to ensure integrated planning in land use and transport, integrated transport plans and effective licensing strategies as well as determination of strategic corridors that respond to growing passenger demands. In the medium to long-term, the strategy is about making a break with the current commuter transport through the introduction in the current period of critical elements or building blocks such as integrated ticketing system, development of information systems, travel demand management interventions, better transport indicators, integrated infrastructure and a vision that ensures equitable and universal access to public transport, especially for the rural masses of South Africa.

The basis of a reliable and sustainable public transport system is increased investment in transport infrastructure, operations and fleet, effective planning and coordination between the three spheres of Government and institutional capacity. A key success factor in effecting a turnaround is the need for strong commitment and political champions at national, provincial and local level to drive these initiatives. The largest allocations from the Department's budget are for public transport subsidies for rail and bus operations. The Department is currently reviewing the public transport subsidy system to fund public transport operations more equitably across the modes, to target

poor commuters in a more effective way and to promote competition amongst public transport operators. While the review will have long-term implications for public transport subsidies, the department continues to prioritise the transformation and rationalization of the bus subsidy system, with a view of devolving bus subsidies to municipalities in the medium-term. The current bus system carries 20% of all commuters and is subsidised by both the national and municipal governments. There is also room for extending the bus services, as the most cost-effective public transport service, along key metropolitan corridors, whilst many municipalities are promoting the development of dedicated bus-ways as a key element of their strategic public transport networks.

Subsidised commuter rail is currently only carrying 15% of commuters (2.2 million passengers daily) and is faces a backlog in infrastructure investment. Passenger rail services are provided by a number of entities (South African Rail Commuter Corporation (SARCC) Ltd, Metrorail and Shosholozza Meyl), that are being restructured into a single entity. This will create a more efficient passenger rail service and subsequently attract a larger percentage of commuters. In this regard it can be reported that with effect from May 1st 2006, Metrorail was amalgamated with the SARCC and operates as a new entity to serve the requirements of commuter rail. To date a new management structure has been approved by the Board of the SARCC to be implemented after consolidation of the entity. The financial implications of the merger are scheduled to be submitted to National Treasury in June 2006 in line with the cycle to fulfill the assumption and settlement of the liabilities associated with the merger.

In the next year to April 2007 the transfer of Shosholozza Meyl will be negotiated and facilitated to conclude the consolidation of rail services under the SARCC and the new entity to be established.

Cabinet has also approved a three-phase approach to ensuring that rail operations become financially viable over the medium-term. In the short-term, the rail operator will focus on stabilizing and improving services along the busiest commuter corridors by investing in railway infrastructure, upgrading rolling stock, and improving stations and operations. For the medium-term, a broader recovery phase will be implemented, with significant projects to renew the rail fleet, increase services, and improve fare collection. Work has also started on establishing an interim rail economic regulator, extending the range of rail operators, and growing the rail share of the public transport market.

Measurable Objective: Business Plan for Merged/ New Passenger Rail Company

Objective	Outputs Descriptive	Output Measure (KPI)	Time Frame	Measured Impact
Business Plan Development for Merged/New Commuter Rail Company - dealing with the Funding and Investment requirements of the Company going forward	Increased funding and investment in Passenger Rail Approved model for private sector participation	Draft Business Plan submitted for Cabinet approval by June 2006	June 2006	Funding and Investment plan for Merged/ New Commuter Rail Company Private sector participation in passenger rail



Measurable Objective: Roll out of New Taxi Vehicles (NTV)

Objective	Outputs Descriptive (Deliverables)	Output Measure (KPI)	Time Frame	Measured Impact
Facilitate entry of New Taxi Vehicles compliant with Safety Requirements	Availability of NTVs in the market.	Increased roll-out of the NTV during the 2006/2007 financial year	July 2006 – March 2007	Enhanced competition and increased number of models available in the market
Popularise and ensure visibility (branding) of NTVs as a key element of the TRP	Launch of available vehicles in the Market	Improved levels of awareness of the progress of the TRP	May/June 2006	Increased awareness of number of safer New Taxi Vehicles purchased by taxi operators during 2006/07 and colour-coded vehicles



Measurable Objective: Scrapping of Old Vehicles

Objective	Outputs Descriptive (Deliverables)	Output Measure (KPI)	Time Frame	Measured Impact
Scrapping of 10 000 vehicles	Administer the payment of the scrapping allowance and to facilitate agreements between transport authorities and taxi operators for the rationalization of saturated routes Scrap OTVs:	Total number of operators registered to exit the industry Number of operators receiving the R50 000 scrapping allowance The number of scrapped Old Taxi Vehicles: 500 in July 06 1000 in August 06 8800 over September to March 07 The number of taxi operators exiting the taxi industry	31 Dec 2006 31 March 2007	The total number of scrapped Old Taxi Vehicles per financial year. Level of support for the rationalisation plans by municipalities (planning authorities) and taxi industry.
Establishment of an effective Scrapping and Administration Agency (SAA)	To initiate a user-friendly and efficient scrapping Process. Exit from Taxi Operators who want to leave the industry	The number of applications received and processed by the SAA. The number of complaints received from taxi operators and commuters	Feb- April 2006	Removal of the most unsafe vehicles from the system Increased profit margins for the remaining operators.



Measurable Objective: Model Tender Document

Objective	Outputs Descriptive (Deliverables)	Output Measure (KPI)	Time Frame	Measured Impact
Implementation of Government's policy of regulated competition	Publish the Model Tender and Contract Documents to guide the roll out of bus tendered contracts	Number of interim contracts converted to tendered or negotiated contracts	April 06 - March 07	Increased % tendered contracts as against % of interim contracts

Measurable Objective: Bus refurbishment and upgrades

Objective	Outputs Descriptive	Output	Time Frame	Measured Impact
Fleet renewal and upgrading	Speed up the finalisation of the 5 negotiated contracts totalling a fleet of 800 buses 250 tender compliant vehicles	Conclude all applications for the following negotiated contracts: - South Coast Bus Service - Marinepine Bus Service - Great North Transport - North West Star - Bahwaduba Bus Service	Sept 06	Provision of a safe and reliable public transport through the introduction of new vehicles into the fleet replacement programme
Promote efficiency through rationalisation of Bus services	Undertake study on optimisation of bus services; Facilitate the restructuring of Metro Bus Services	Targeted subsidies to achieve efficient allocation of resources	September 06	Reformed subsidy regime for the whole of public transport
Facilitate the entry of small bus and taxi operators in subsidised bus contracts	Amend the model Tender Document to make provision for such participation, and use contracts due for tender and/or restructuring to make provision for participation by small bus and taxi operators	Increased % of small and taxi operators participating in restructured bus contract	April 06 – March 07	Integration between buses and taxis as well as formalisation of the taxi industry

Measurable Objective: Passenger Transport Strategy

Sub-programme	Output	Time Frame	Measured Impact
Public Transport Strategy and Projects	Passenger transport strategy	May 2006	Strategy approved by Minister and Cabinet for public consultation
		September 2006	Strategy approved by Cabinet
	An implementation plan for passenger transport for the next five years (Proposals to include project on electronic fare collection system for public transport, travel demand management project roll out, public transport subsidy reform Passenger transport corridor and network project rollout, define approach to devolving passenger transport function (including funding))	September 2006	Plan approved by Minister and Cabinet Strategic Projects initiated in terms of implementation plan

Measurable Objective: Passenger Transport Strategy

Sub-programme	Output	Targets and time frames	Measured Impact
Public Transport Strategy and Projects	Facilitate the enforcement and full implementation of bus and taxi priority lanes existing at selected municipalities/ local level	Scoping exercise and support: July 2006 - March 2007	Municipal bus/ taxi priority lane plans submitted to DoT Usage of bus/ taxi priority lanes enforced and fully implemented by municipalities

Measurable Objective: Empowerment of users

Objective	Outputs Descriptive (Deliverables)	Output Measure (KPI)	Targets and time frames	Measured Impact
Effective stakeholder management aimed at stakeholder participation in public transport improvement programmes	Develop a stakeholder management strategy	Implementation plan approved by the Minister	April 06 – March 07	Wider acceptance and ownership of public transport improvement initiatives by stakeholders High Level of stakeholder and public awareness of Government's plans and objectives in relation to public transport
	Initiate partnerships and public campaigns with commuter, organised labour and community based organisations	Regular interactions between the DoT and commuter organisations, Presence of a vibrant commuter movement		
	Initiate a National Commuter Hotline as a vehicle to channel and manage high levels of commuter dissatisfaction			Availability of database and contacts of key stakeholder bodies



MEDIUM-TERM STRATEGY PROJECTS

Measurable Objective: Finalise PAXCO

Objective	Outputs Descriptive (Deliverables)	Output Measure (KPI)	Time Frame	Measured Impact
Complete the 2 nd phase of Passenger Rail Consolidation	Finalise the turn-around plan for Shosholozza Meyl	Turnaround Strategy approved by the Minister	31 March 07	Existence of a single passenger rail entity

Measurable Objective: Conversion to Operating License

Objective	Outputs Descriptive	Output Measure (KPI)	Time Frame	Measured Impact
Finalisation of the conversion process	Operating licenses	70% of permits converted to operating licenses	End May 2006	Regulated public transport industry

Measurable Objective: Finalisation of Safety Requirements

Objective	Outputs Descriptive	Output Measure (KPI)	Time Frame	Measured Impact
Implementation of Regulations for safety	Compliant NTVs	All vehicles with GVM 3 500kg or less fitted with type IIA braking system.	End Dec 2006	Reduction in accident fatalities

Measurable Objective: Policy and regulatory framework for the regulation of the taxi associations

Objective	Outputs Descriptive	Output Measure (KPI)	Time Frame	Measured Impact
Effective Regulation of the Taxi Industry	Effecting amendments to the NLTTA and the relevant regulations	Promulgation of regulations in the RTA/NLTTA that prohibits association from wearing reflective clothing.	Dec 2006	Reduction of people that impersonate peace officers.

Measurable Objective: Regulatory enforcement of Taxi Recap

Objective	Outputs Descriptive	Output Measure	Time Frame	Measured Impact
Facilitate the effective regulation and enforcement of TRP aspects	Law enforcement strategy - initially for Taxi Recapitalisation	Approved Regulation and Enforcement Strategy	Draft Strategy – complete by June 2006	Promote safety enforcement
	Enforcement Campaign: involving monitoring, inspection, detection, prosecution	Enforcement Campaigns	Enforcement campaigns June 2006- 2009	Safer and more secure operations mainstreamed
	Mobilisation campaign to support enforcement campaign - mobilise users, public, workers, operator associations, organised labour			Efficient regulatory and enforcement regime Compliance with NLTTA regulations

Measurable Objective: Program Public Transport Strategy

Objective	Outputs Descriptive	Time Frame	Measured Impact
Public Transport Strategy and Projects	Electronic fare collection and information system for public transport	Approval of norms and standards by July 2006	Electronic fare collection and management norms and standards
		Approval of the concept by September 2006	Nationwide integrated electronic fare collection and information system – initial implementation
		Initial implementation from 2007-2009	Integrated ticketing system
Travel demand management		Approval Of The Framework By September 2006	Strategic concept and Implementation framework
		Projects Initiated From 2007-2009	Facilitate design of projects and initial implementation at local level: dedicated bus and taxi priority lanes
		June 2007 March 2007	Facilitate TDM Pilot projects in Metro areas: CPT, JHB, Tshwane & DBN Impact Study on road pricing
Public transport subsidy reform	Business case for a revised subsidy regime	Approval of the framework and strategies by September 2006	Implementation framework to guide local transport plans Strategies to include formalised minibus taxi operators and drivers into the local Corridor and Network plans

Objective	Outputs Descriptive	Measured Impact	Time Frame
	Passenger transport corridor and network programme	Approval of programme of projects by December 2006 Projects Initiated	From 2007-2009: 3 to 5 year Strategic Public Transport Network and Corridor Programme developed and driven at local level
	Develop a model for devolution of passenger transport functions and funding	Approval of framework by December 2006 Devolution project initiated from 2007 - 2009	Implementation framework, conditions and timing for effective devolution and integration of Passenger Transport planning and funding to the local sphere
	Facilitate accelerated implementation of Public Transport Infrastructure Fund (PTIF) projects that are aligned with Passenger transport vision	JUNE 2006 - MARCH 2009	Identified portfolio of projects Public transport, non motorized transport and TDM projects implemented in preparation for 2010 World Cup

